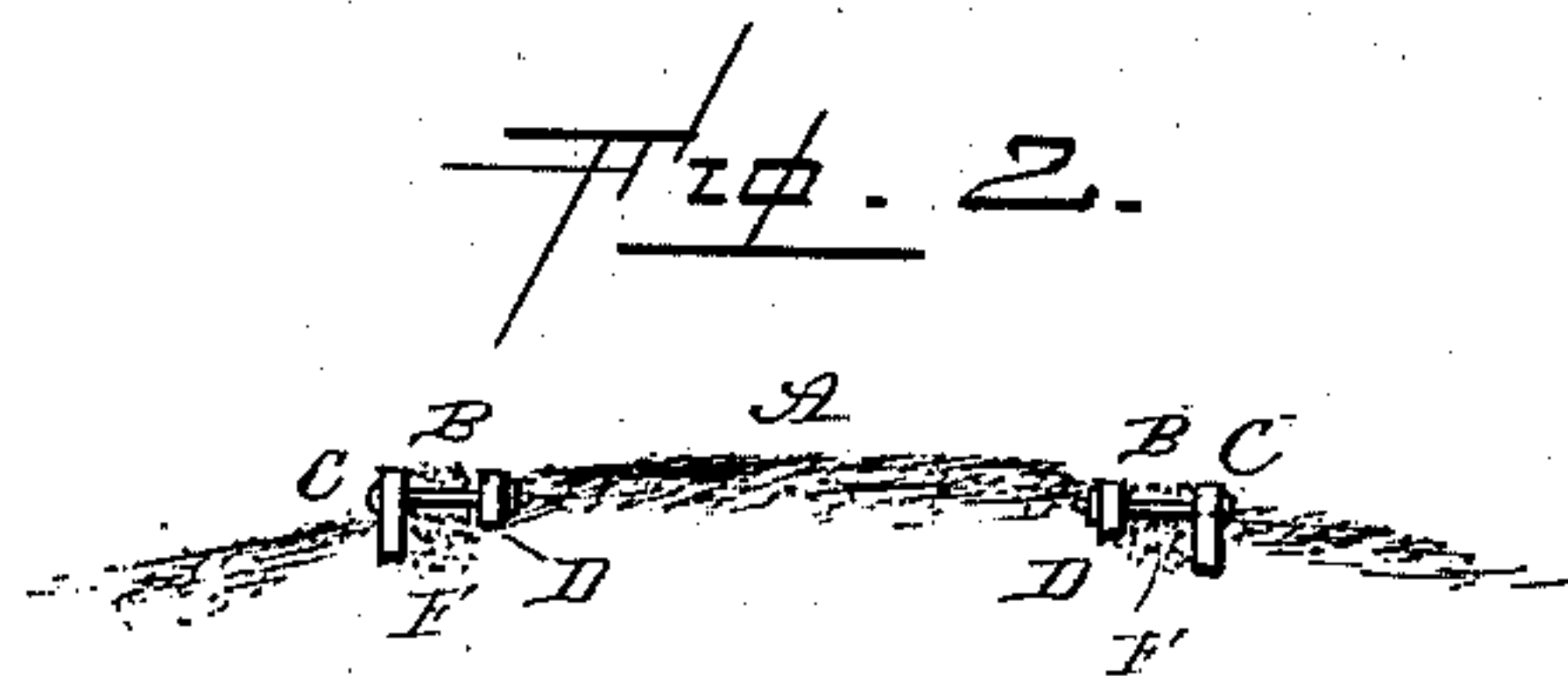
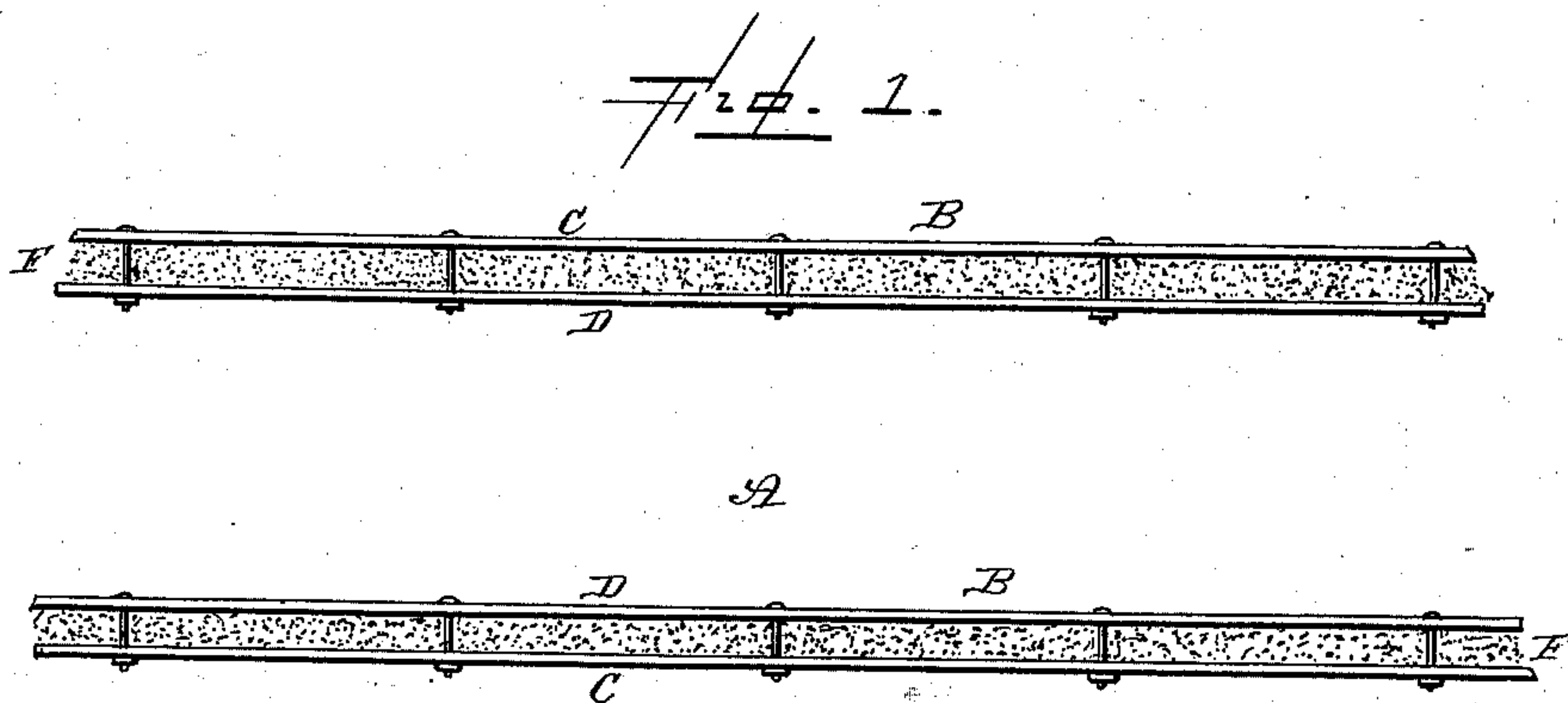


(No Model.)

O. L. DE FOREST.
ROAD.

No. 282,283.

Patented July 31, 1883.



— WITNESSES. —

Louis F. Gardner

J. W. Garner

— INVENTOR. —

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per R. B. Chamberlin
Atty.

UNITED STATES PATENT OFFICE.

O. LANSING DE FOREST, OF JANESVILLE, WISCONSIN.

ROAD.

SPECIFICATION forming part of Letters Patent No. 282,283, dated July 31, 1883.

Application filed May 8, 1883. (No model.)

To all whom it may concern:

Be it known that I, O. LANSING DE FOREST, of Janesville, in the county of Rock and State of Wisconsin, have invented certain new and useful Improvements in Roads; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in roads; and it consists in providing the road with vehicle ways or tracks formed of boards which are embedded edgewise in the road, between which a packing of rubble or other suitable substance is placed, as will be more fully described hereinafter.

In the accompanying drawings, Figure 1 is a plan view of a road constructed according to my design. Fig. 2 is a section of the same.

A represents a road, along which, at a suitable distance apart, are placed the tracks B, which are formed of the outside boards, C, and the inner boards, D, as shown, and which are connected together by means of the bolts E or other suitable device. The inner boards of these tracks have their upper edges just flush with the road, while the outer ones have their upper edges extending a suitable distance above the road-bed, and thus prevent the wheels of the vehicles from leaving the rubble

or track which is placed between the boards, as shown at F.

A road thus constructed is much cheaper than those formed in the usual way, as it does away with the necessity for forming a solid bed for the entire road, there being no necessity for ballasting the road outside of the tracks. Moreover, the track confines the wheels in a straight line and greatly facilitates the transit of vehicles.

I am aware that roadways have been provided with tracks which are made wholly of stone, and this I disclaim. My invention differs from this in making the tracks of boards of unequal thickness and securing them together by bolts, and then placing a filling or packing between them.

Having thus described my invention, I claim—

A road provided with a track or tracks composed of exterior and interior boards, B C, of unequal thickness, suitable clamps or bolts for securing them together, with the filling or packing of rubble between them, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

O. LANSING DE FOREST.

Witnesses:

FRANKLIN PUTNAM,
EDWARD L. DIMOCK.