

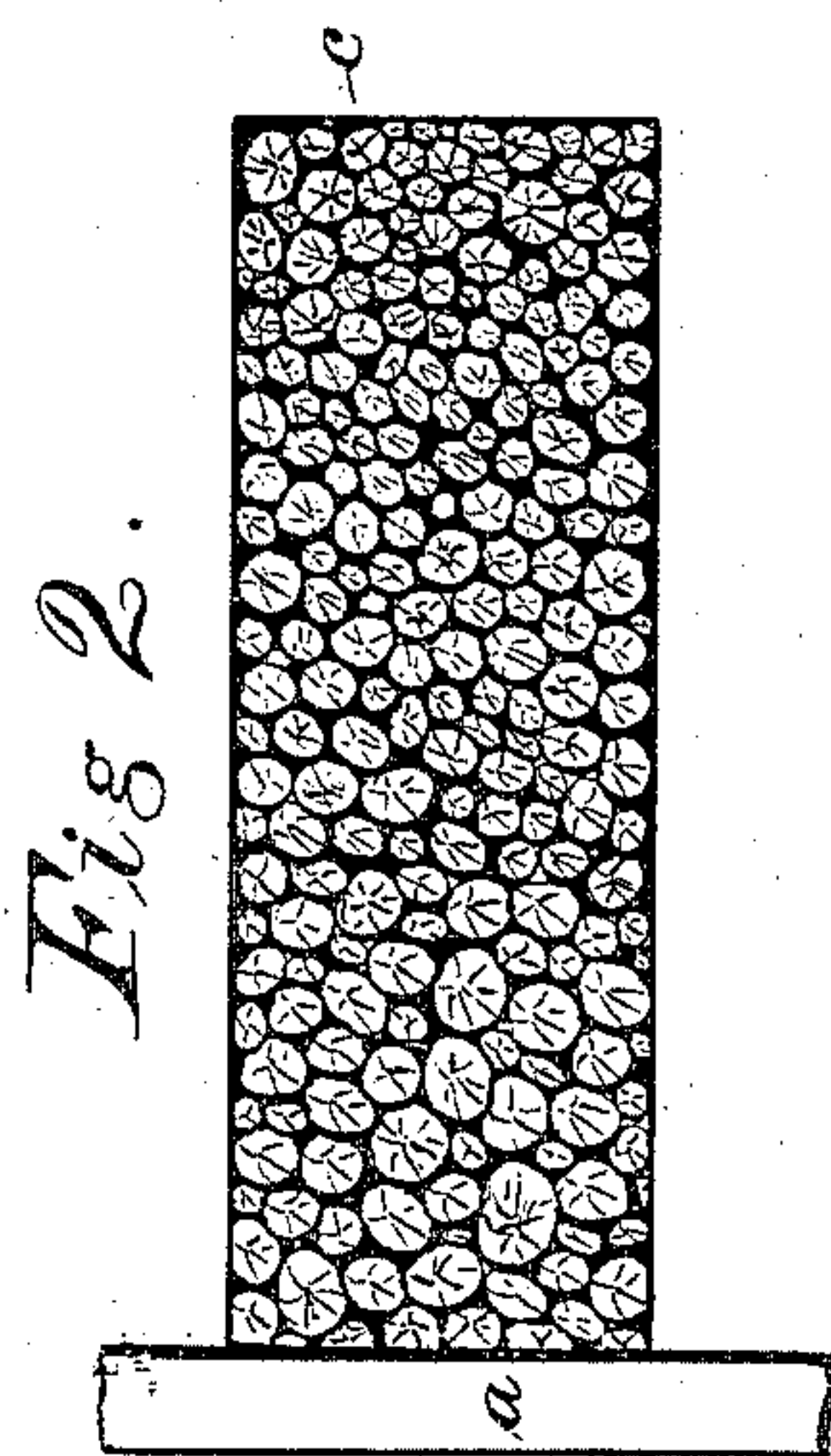
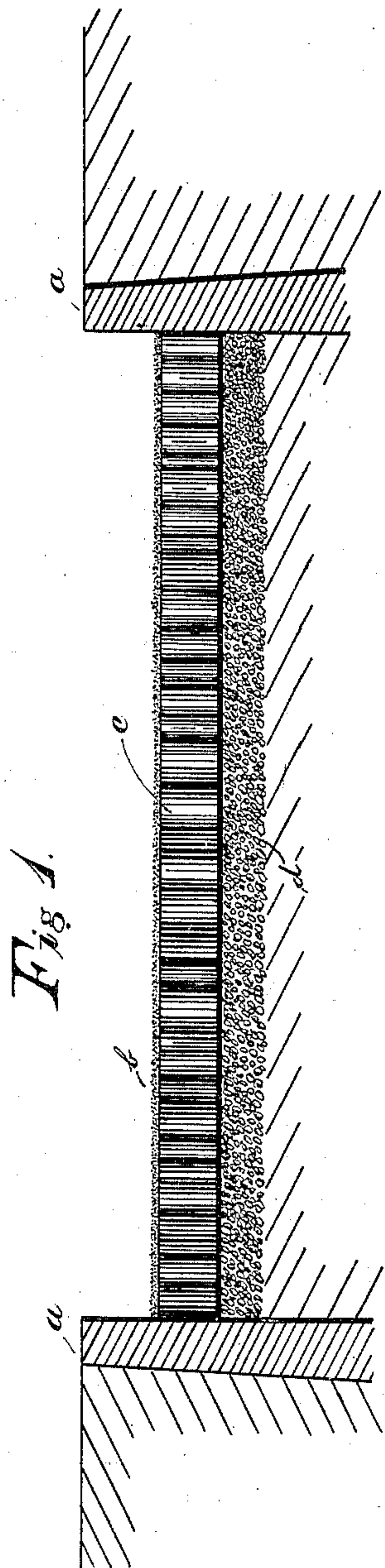
(No Model.)

W. M. JOHNSON.

WOOD PAVEMENT.

No. 301,241.

Patented July 1, 1884.



*Witnesses:*

*C. D. Swett.*  
*Shenwood Chelch.*

*Inventor :*

*W<sup>m</sup> M. Johnson.*

*By*

*J. S. Duffie.*  
*Att'y*



# UNITED STATES PATENT OFFICE.

WILLIAM M. JOHNSON, OF DALLAS, TEXAS.

## WOOD PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 301,241, dated July 1, 1884.

Application filed August 10, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM M. JOHNSON, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, has invented certain new and useful Improvements in Bois d'Arc or other Wood Pavements; 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 appertains to make and use the same.

My invention consists in a pavement consisting of wooden blocks stripped of bark, cylindrical in shape, and sawed at right angles to the axis of the blocks. Said blocks of live bois d'arc or other hard timber, about six inches long, and placed on ends on a road-bed of bank sand and gravel after the same has been well and compactly rolled, and the spaces between the blocks filled with screened gravel and rammed until solid, and then coated with tar and pitch, substantially as herein-after more fully described.

Figure 1 represents a vertical sectional view of my pavement, in which *a a* represent the curbs. *b* represents the top layer of gravel and sand. *c* represents the blocks set upon their ends. *d* represents the ballast or bed of bank sand and gravel.

Fig. 2 represents a top view of my pavement with the top covering, *b*, of gravel and sand removed, so as to show the upper ends of the blocks *c*, also showing the manner in which the side blocks are fitted against the curb *a*.

*Grading.*—The road-bed to be properly graded to a sub-grade of about twelve inches below the established grade of the street, and to conform to the cross-section of the street. Before placing ballast thereon, the road-bed to be well rolled with a cylindrical roller about five feet long and to weigh about five thousand pounds.

*Ballast.*—A bed of bank sand and gravel, about six inches deep, to be placed upon the road-bed as prepared above, and shall be evenly spread and rounded to the shape of the street, and shall be well rolled with the roller specified above, so as to form a perfectly-solid bed the entire width of the road-way.

*Blocks.*—Blocks to be stripped of bark, of cylindrical shape, and sawed at right angles

to the axis of the blocks, of good sound live bois d'arc or other hard timber, free from knots and other defects, shall be about six inches long and about three to eight inches in diameter. Blocks must be placed on end in a close compact manner, care being taken to so arrange the larger and smaller blocks together that the interstices between shall be left as small as possible, and no square holes formed, and make all spaces as near as possible of uniform size. All blocks adjoining the curb to be split and the flat side placed against the curb, so as to make light and even joints, each block to rest squarely upon its base without binding. Before spaces between the blocks are filled with gravel, the blocks shall be pounded with a pounder weighing about eighty pounds, twelve inches in diameter, and flat on the bottom, and the blocks all brought to an even and uniform surface.

*Spaces.*—The spaces between the blocks to be filled with screened gravel, free from sand and dirt, and rammed in until solid with iron or steel bars, then covered and refilled, and swept off with coarse brooms. A hot composition of coal-tar and pitch, (such as is used for roofing purposes,) and not less than one and one-fourth gallon per square yard, shall be poured into and over the spaces, after which the whole surface to be covered with gravel and sand to a depth of three-fourths of an inch.

Having thus described my invention, what I claim as new and useful, and desire to secure by Letters Patent, is—

A wood pavement consisting of cylindrical wooden blocks sawed at right angles to their axes, set endwise on a road-bed, first ballasted with bank sand and gravel, then beat down on their ends until uniform in height, the spaces between the blocks filled with gravel and rammed until solid, then coated with a composition of coal-tar and pitch, then the whole surface covered with gravel and sand to a depth of three-fourths of an inch, substantially as above described.

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

WM. M. JOHNSON.

Witnesses:

F. M. CLOWER,  
N. E. GRAMMER.