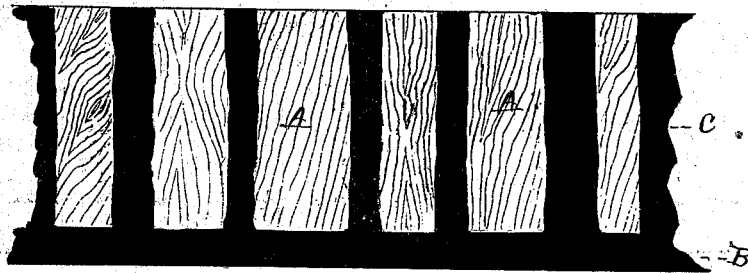
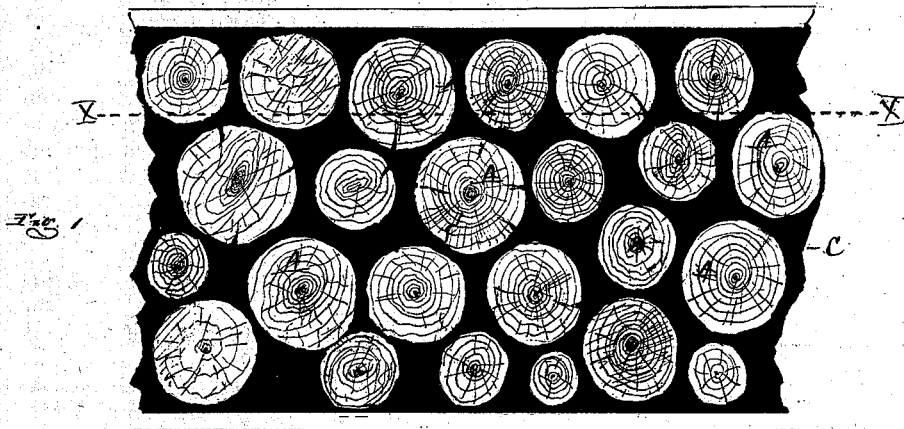


MARK FLANIGAN.

Improvement in Combined Concrete and Wood Pavements.

No. 115,457.

Patented May 30, 1871.



ATTEST

Charles H. Smith
H. H. H. H. H.

INVENTOR.

M. Flanigan
per atty
Thos. S. Spencer

UNITED STATES PATENT OFFICE.

MARK FLANIGAN, OF DETROIT, MICHIGAN, ASSIGNOR TO HIMSELF AND
HARVEY D. WINSER, OF SAME PLACE.

IMPROVEMENT IN COMBINED CONCRETE AND WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 115,457, dated May 30, 1871.

To whom it may concern:

Be it known that I, MARK FLANIGAN, of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Combined Wood and Concrete Pavement; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is a plan view, and Fig. 2 is a vertical section on the line *xx*, Fig. 1.

Like letters refer to like parts in each figure.

The nature of this invention relates to an improvement in pavements for roadways and streets, composed of wood and concrete, wherein cylindrical wooden blocks of small diameter, from four to eight inches, are employed, thereby enabling quite small timber, too small to be profitably sawn into lumber, to be utilized without other preparation than that of being sawn into proper and uniform lengths. The invention consists in covering a properly-prepared road-bed with a composition of broken stone, gravel, or sand, Trinidad asphalt, and coal-tar, or refuse coal-oil, mixed in such proportions as will form a substance which, when spread on a road-bed, which may be covered with boards, plank, stones, or any smooth or uneven surface, if desired, and thoroughly compacted together, will make a durable road-bed or foundation upon which to place the blocks. These blocks may be cut from any small timber, although cedar, chestnut, tamarac, or spruce is preferred, the only preparation necessary being to remove the bark and saw the

timber into blocks of equal lengths. These are placed on end upon the road-bed, prepared as above; without reference as to order or size, care being taken to set them in such a manner as to leave a space around each block, which is to be filled with a concrete or compound (wherein Trinidad asphalt forms a component part) flush with the tops of the blocks. This compound should be so treated in its preparation that it will readily "set" or harden and hold the blocks rigidly in place.

In the accompanying drawing, A represents the cylindrical-shaped blocks, set upon the composite bed B, and held rigidly in place by the composite filling C.

In a pavement thus constructed a great saving can be had in the cost by utilizing a class of small timber which is usually considered only fit for fire-wood, while it will form a perfect water-shed to the street and a surface of great durability.

I am aware that concrete or asphalt pavements are in use, as well as those composed partly of concrete and partly of wood. I do not claim any part in the invention of those pavements; but

What I claim as my invention, and desire to secure by Letters Patent, is—

A pavement composed of small cylindrical-shaped blocks A, placed upon a composite bed, B, and held in place by the composite filling C, substantially as set forth.

MARK FLANIGAN.

Witnesses:

THOS. S. SPRAGUE,
CHAS. J. HUNT.