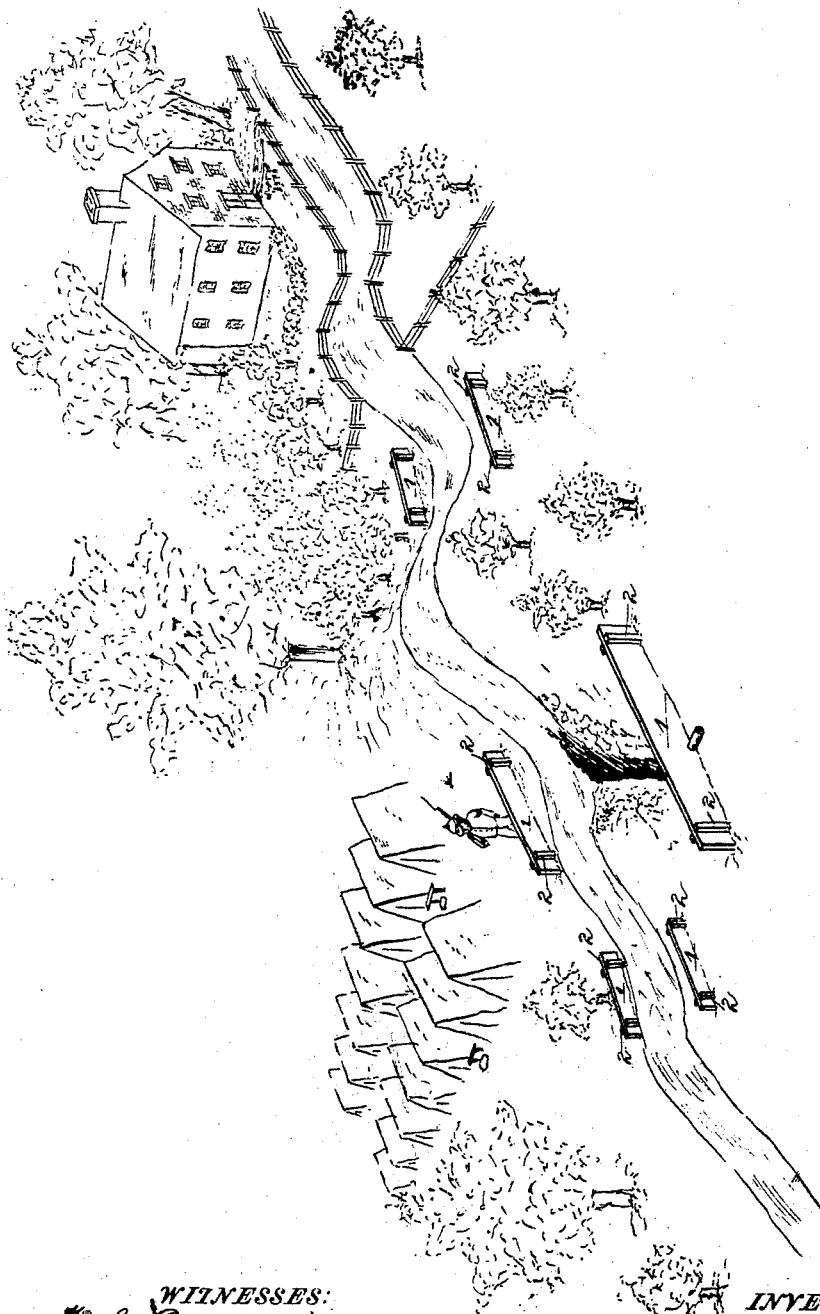


(No Model.)

H. B. BRASELL.
METHOD OF CONSTRUCTING ROADS.

No. 458,842.

Patented Sept. 1, 1891.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HUGH B. BRASELL, OF REYNOLDS, MISSISSIPPI.

METHOD OF CONSTRUCTING ROADS.

SPECIFICATION forming part of Letters Patent No. 458,842, dated September 1, 1891.

Application filed February 18, 1891. Serial No. 381,867. (No model.)

To all whom it may concern:

Be it known that I, HUGH B. BRASELL, a citizen of the United States, and a resident of Reynolds, in the county of Panola and State of Mississippi, have invented certain new and useful Improvements in Methods of Constructing Roads; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, which forms a part of this specification.

My invention relates to improvements in the method of constructing roads, whereby I make use of the natural flow of water from the road-bed to fill up hollows or gullies with earth or débris washed from the higher portions thereof.

In country and other unpaved roads gullies or hollows frequently occur, forming an undulating way. In times of rains and freshets the water flowing down the sides of road-beds carries with it earth, dirt, gravel, &c., from the higher portions. The water then escapes at the lowest portions of the hollows into the adjacent fields, carrying with it the accumulated earth and other débris. This has the effect of still further enlarging the gullies or hollows, rendering it necessary to frequently fill in the same and otherwise repair the road. By my invention I utilize the earth, gravel, and other débris carried down by the water from the higher portions of the road to fill in the hollows or lower portions.

The invention consists in the novel method hereinafter fully described and claimed.

The accompanying drawing represents a perspective view of a road, showing my method of utilizing the washed-down portions in filling up the lower portions.

In carrying my invention into effect I take ordinary planks or boards (marked with reference-numeral 1 in the drawing) and set them up on edge a short distance from the lowermost portions of the gullies which are to be filled. These boards are held in position by means of posts 2, driven into the ground at each side near the ends. From this it will

be seen that the boards form a barrier to the débris washed down and prevent the escape of the same. In course of time the débris will accumulate in front of the boards, forming a compact sloping mass extending from the boards toward the roadway. The boards are then taken up and removed still nearer to the roadway, when the action is repeated and another mass formed upon the first and which extends still nearer to the roadway. This operation is continued until eventually the hollow or depression will be filled up to a level with the higher portions of the road. In the progress of the work a drain-tile should be placed in the bottom of the depression to carry off any surplus water which might accumulate therein.

By my invention a road can be very cheaply constructed, the only labor involved being the placing of the boards in position and changing their position, the natural flow of water accomplishing the rest of the work. In cases where streams cross the road they should be arched over, when the débris, which would otherwise flow over the sides of the road, will, by reason of the depressions being filled up, be carried with the water from the roads to the arch or culvert and be deposited thereon and on the slopes leading thereto.

By this means a level road is gradually built up by utilizing natural laws and effects.

Having thus described my invention, what I claim is—

The method herein described of filling depressions in roadways, which consists in placing removable boards at the sides, whereby a barrier is formed which prevents the escape of débris washed down from the higher portion of the road, and then successively moving the said boards nearer to the roadway as the wash or débris accumulates, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

HUGH B. BRASELL.

Witnesses:

AUGUST PETERSON,
BENNETT S. JONES.