

**MODERN WOOD PAVEMENTS: CREO-  
RESINATE PROCESS INCLUDING A PAPER  
ON RECENT EXPERIENCES WITH WOOD  
PAVEMENTS BY B. T. WHEELER, SUPT. OF  
STREETS OF THE CITY OF BOSTON**

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Modern Wood Pavements: Creo-resinate Process Including a Paper on Recent experiences with wood pavements by B. T. Wheeler, supt. of streets of the city of Boston by Frederic A. Kummer

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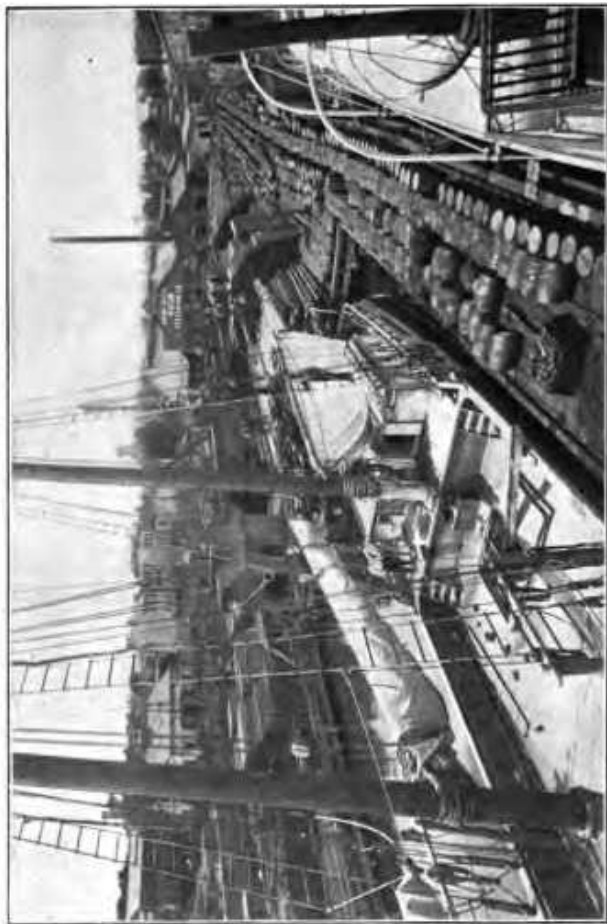
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**FREDERIC A. KUMMER**

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PLANT AND DOCKS OF THE UNITED STATES WOOD PRESERVING COMPANY, PERTH AMBOY, N. J.



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# MODERN WOOD PAVEMENTS

CREO-RESINATE PROCESS

INCLUDING A PAPER ON  
RECENT EXPERIENCES WITH WOOD PAVEMENTS

By B. T. WHEELER

SUPT. OF STREETS OF THE CITY OF BOSTON

BY

FREDERIC A. KUMMER, C.E.

JUN. MEM. AM. SOC. C. E.

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## THE CREO-RESINATE PROCESS

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### WHAT IT IS, AND WHEREIN IT IS SUPERIOR TO OTHER METHODS FOR THE TREATMENT OF TIMBER

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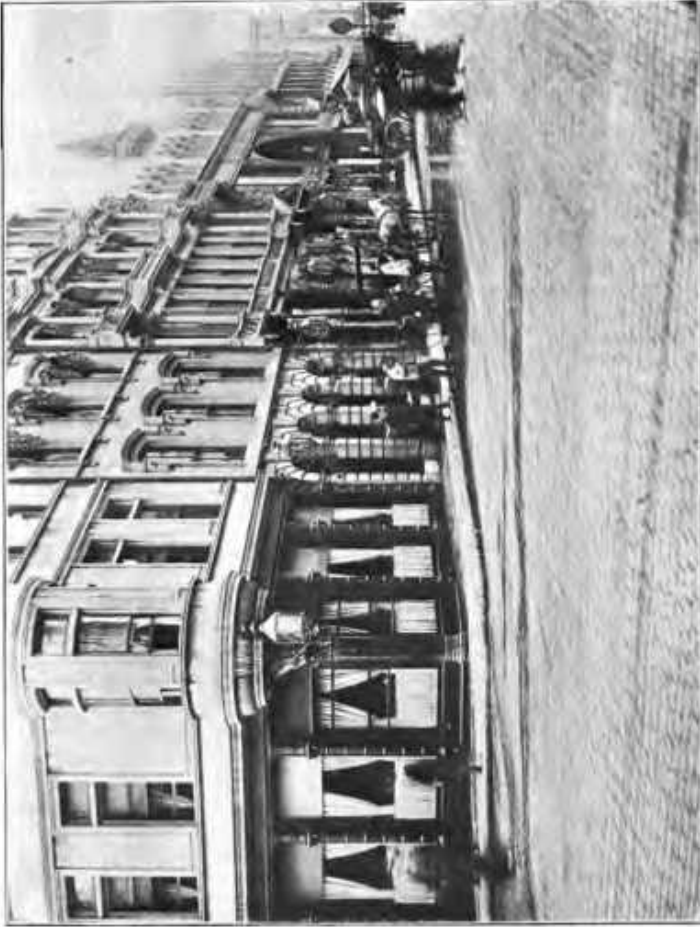
The creo-resinate process is an improvement on the well known creosoting process. The improvement consists in the use, first: of dry heat instead of steam in the preliminary treatment, thereby securing complete sterilization of the timber to its heart, and killing all germs of decay. This absolutely prevents dry rot. Second, in the use, along with the creosote oil, of a considerable percentage of melted rosin, which solidifies on cooling, sealing up all the pores and making the wood water proof, much harder and more durable, much tougher and more elastic, and better able to resist decay because the creosote oil cannot be evaporated or washed out, and is thereby retained in the wood in its full strength and efficiency. This washing out or evaporation of the oil is one of the greatest weaknesses of the ordinary creosoting process.

Rectangular wooden blocks, of heart Georgia or long leaf yellow pine, treated by this process, form the best paving material known, for either light or heavy travel. Statistics from abroad as shown later on give a life for wooden pavements properly treated far superior to the life of asphalt, and in many instances equal to that of granite, and in addition there is secured the complete noiselessness of the pavement, an advantage of the greatest importance, high sanitary properties, owing both to the completely water proof nature of the treatment

and the highly antiseptic nature of the compound, decreased slipperiness, ease of traction, ease of cleaning, and of repair, and the maximum of life in service owing to the greatly increased elasticity, toughness and durability of the timber. On grades the pavement, with the blocks grooved as shown later on, constitute practically the only smooth, durable pavement which is not slippery.

The noiselessness of wooden pavements is not only of immense importance in promoting the comfort and health of persons on residence streets, but has a direct money value on business thoroughfares, where, especially in summer when windows are open, the noise from traffic over granite, asphalt or brick is often so great as seriously to interfere with business. Higher rentals could be secured with noiseless pavements. Further, every street surrounding public buildings, hospitals, churches and public libraries should be paved with wood on account of its noiseless qualities.

Wood pavements, of properly selected timber, thoroughly treated, and well laid, are not cheap pavements in any sense of the word, but they are the best pavements in the world, a fact long acknowledged abroad. The experience of most of our cities is showing that in the long run the best pavement is the cheapest. Poor pavements of any kind, composed of cheap materials, and laid in a slipshod manner, although apparently an economy in first cost, prove very expensive in the long run, and even where such pavements are guaranteed, the result is a patch work, the contractors merely figuring on keeping the street in a passable condition under the broadest interpretation of the maintenance bond until the time limit expires and then turning over to the city a worthless pavement, requiring immediate renewal. In many instances the companies laying these pavements refuse to make any repairs whatever unless forced to do so by long and costly process of law. Even where repairs are promptly made and well carried out, the consequent interruption to traffic, and to the business and convenience of



INTERSECTION OF SCHOOL AND TREMONT STREETS, BOSTON, IN FRONT OF THE PARKER HOUSE.  
CREO-RESINATE WOOD PAVEMENT LAID IN SUMMER OF 1900.