B. F. CAMP.

STONE PAVEMENT.

No. 189,337. Patented April 10, 1877.

Fig. 1.

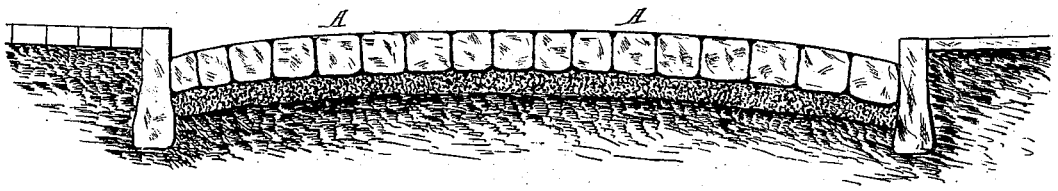
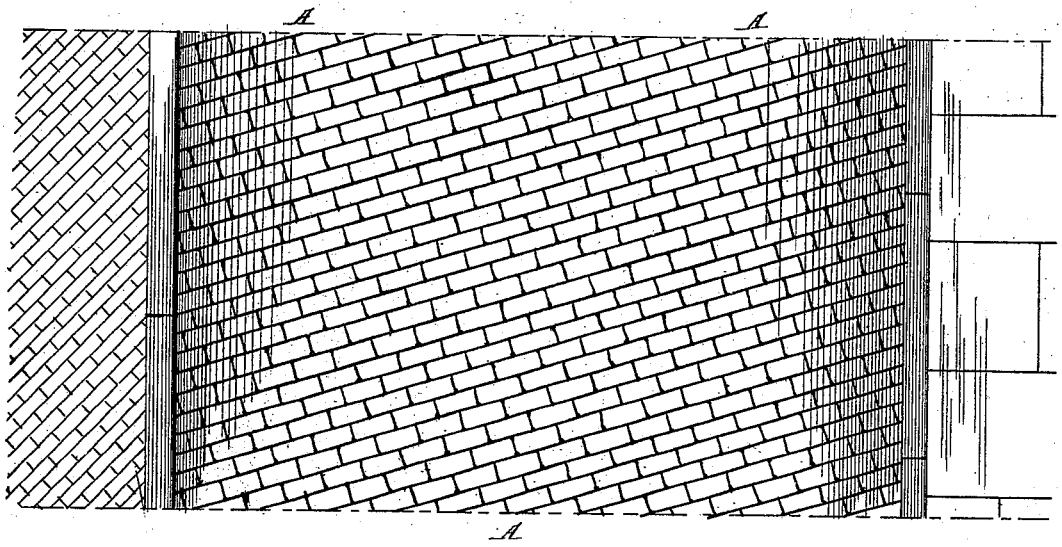


Fig. 2.



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UNITED STATES PATENT OFFICE.

BENJAMIN F. CAMP, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN STONE PAVEMENTS.

Specification forming part of Letters Patent No. **189,337**, dated April 10, 1877; application filed March 11, 1876.

To all whom it may concern:

Be it known that I, BENJAMIN F. CAMP, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Pavements, of which the following is a specification:

My invention relates to certain new and useful improvements in street-pavements, its object being to so construct the pavement that the blocks will be firmly bound together and held in place in such position as to prevent the wheel-tires of vehicles passing over the pavement from entering the joints between the blocks, for the purpose of preventing rutting, and which will form a perfect water-shed for rain, and be impervious to liquids or filth of any kind, rendering deleterious exhalations impossible, and which will have a certain degree of elasticity, and be comparatively noiseless.

My invention consists in the combination, with a pavement in which the stones are laid diagonally across, or obliquely to, the road-bed, of the asphalt or other elastic filling between the joints of the stones, and form a perfect water-shed, whereby the absorption or percolation of water or filth beneath the road-bed is rendered impossible.

In the drawing, Figure 1 represents a sectional view of my improved pavement, and Fig. 2 a plan view of the same.

In the drawing, the letter A represents the pavement, constructed of rectangular blocks of granite or other hard stone, laid obliquely or diagonally across the road-bed, which is previously prepared for their reception by rolling, at any angle to the curbing, varying from a right angle to an angle of forty-five degrees. The pavement is arched, as shown, to form a water-shed for rain, and the interstices between the joints of the stones are filled with asphalt or other elastic water-proof cement.

The stones, after being laid, are firmly pressed into the road-bed by means of a heavy steam-roller, either before or after the cement has been filled in between the same, the cement being reduced to a liquid state and poured into the interstices; or a semi-plastic cement may be used, formed by combining the asphalt with other materials, and pressed or forced into the interstices at the same time and by the operation of rolling.

In the pavement as thus constructed, the stones are firmly compacted together by the operation of rolling, and, being laid obliquely across the street, the joints are presented at an angle to the wheels of vehicles passing along the pavement, thus preventing the entrance of the wheels, and the consequent rutting common to pavements as ordinarily laid. Besides, the cement between the joints prevents the passage of water and filth through the interstices, the pavement forming an impervious water-shed, which will not be injured by frost, the whole, by reason of the elastic nature of the cement between the joints, forming a comparatively noiseless roadway.

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

A stone pavement composed of rectangular blocks laid obliquely across the road-bed, combined with an asphalt filling between the stones, as and for the object specified.

In testimony that I claim the foregoing I have hereunto set my hand in the presence of the subscribing witnesses.

B. F. CAMP.

Witnesses:
JOS. L. COOMBS,
A. H. NORRIS.