I. MERCHANT.
Street-Pavement.

No. 199,562. Patented Jan. 22, 1878.

Fig. 1.

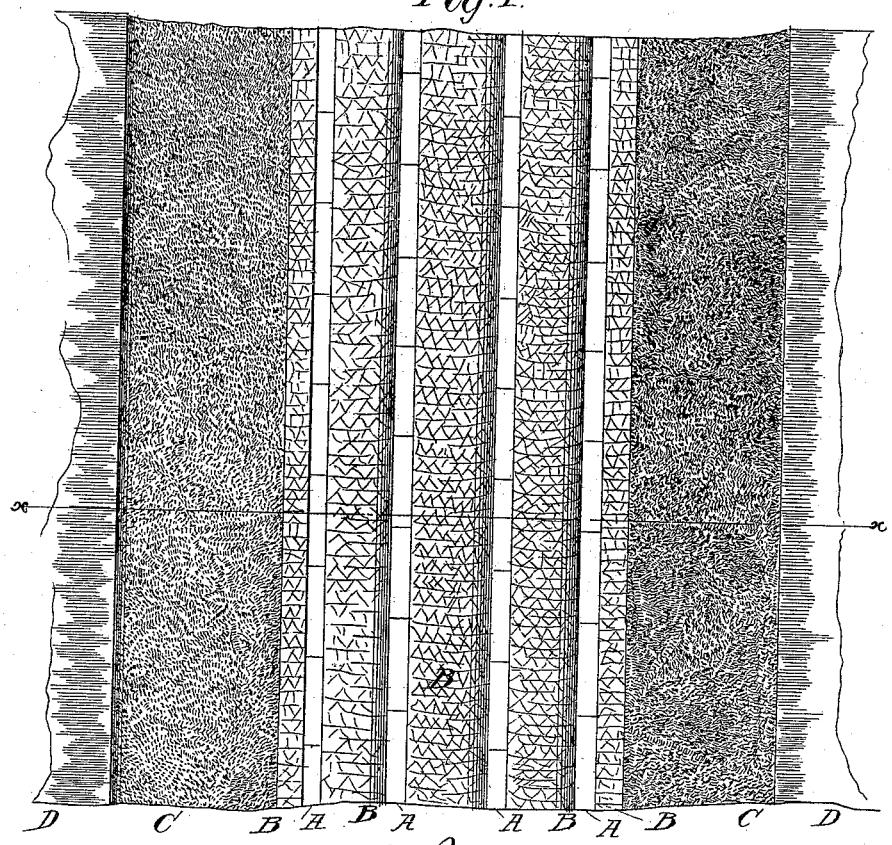
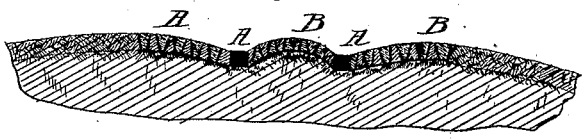


Fig. 2.

Fig. 3



Witnesses'
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UNITED STATES PATENT OFFICE.

IRA MERCHANT, OF BLOOMINGTON, ILLINOIS.

IMPROVEMENT IN STREET-PAVEMENTS.

Specification forming part of Letters Patent No. **199,562**, dated January 22, 1878; application filed December 17, 1877.

To all whom it may concern:

Be it known that I, IRA MERCHANT, of Bloomington, in the county of McLean and State of Illinois, have invented certain new and useful Improvements in Street-Pavements; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being made to the accompanying drawing, forming a part of this specification, and in which—

Figure 1 is a top or plan view of my improved street-pavement. Fig. 2 is a transverse section of the same. Fig. 3 is a transverse section of my improved pavement as applied to country-roads.

This invention relates to improvements in the class of pavements for streets, turnpike and other roads covered with broken or other hard and durable stones, and more particularly to that class of pavements in which certain portions of the same are especially adapted to bear the weight of carriages or other vehicles and receive the action of the wheels; and the invention consists, essentially, in street-pavements having one or more tracks formed of stones laid lengthwise of the street, for bearing the weight of vehicles and receiving the action of the wheels, in combination with the intermediate surfaces of the pavement between and outside of the lines of stones, formed of stones set edgewise, the intermediate surfaces of the street made rounding, and the outside surfaces of the street made declining from the sidewalks toward the tracks, all as will be hereinafter more fully described.

In the drawing, A represents one or more series of stone tracks designed for the wheels of vehicles to run upon. These stones forming the tracks should be six or eight inches in thickness, or of sufficient thickness to sustain most any weight brought to bear upon them, and they are laid lengthwise of the streets, and in sand or gravel trenches, in order to provide for proper drainage under them. These series of stone or wheel tracks are also laid so as to form the lowest portions of the street, for also forming the gutters of the street.

B represents the intermediate portions of the surface of the street or road between and outside of the stone or wheel tracks A. These portions B of the pavement are formed of flat stones set edgewise in sand or gravel, in the usual manner, and which brace the wheel-tracks.

Between the wheel-tracks the pavement is rounded off, and to the outside of the wheel-tracks the pavement is made declining from the sidewalks toward the wheel-tracks, all as clearly shown in Fig. 2, thus allowing the water to be carried toward the center of the street and into the wheel-tracks, which would be kept smooth by the rolling of the wheels of vehicles and the constant travel thereon.

In the country, where only a single track is used for vehicles, there would be two gutters in the middle of the road; but in cities or towns, where two or more tracks are used for vehicles, there would be two or more gutters formed on each side of the center of the street.

A portion of the street next to the sidewalks could be macadamized, if desired.

By the above-described street-pavement the gutters near the sidewalks are dispensed with, and the street, on an ordinary grade, will be nearly self-cleaning.

By using the wheel-tracks for the gutters, the street or road need not be rounded as much as on ordinary streets, while, the wheel-tracks being laid in trenches leveled up with sand or gravel, and the road-bed being shaped like the surface of the pavement, perfect under-drainage is accomplished.

In cities or towns, where the wheel-tracks are laid on each side of the center of the street, said center of the street can be opened up for gas or other pipes without interfering with travel.

Roads or streets provided with the above-described pavements will sustain almost any weight in vehicles, and these be moved with less exertion to the horses, and thus prevent the wearing of the roads due essentially to the action of the wheels of heavy-laden vehicles.

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

The herein-described street-pavement, consisting of one or more series of stone tracks

laid lengthwise, and forming the lowest portions of the street, the intermediate portions between and outside of the stone tracks formed of stones set edgewise, and the intermediate surfaces of the street made rounding, and the outside surfaces of the street made declining from the sidewalks toward the stone tracks, substantially as and for the purpose specified.

In testimony that I claim the foregoing I have hereunto set my hand this 4th day of December, 1877.

IRA MERCHANT.

Witnesses:
THOS. SLADE,
GEORGE BERTRAM.