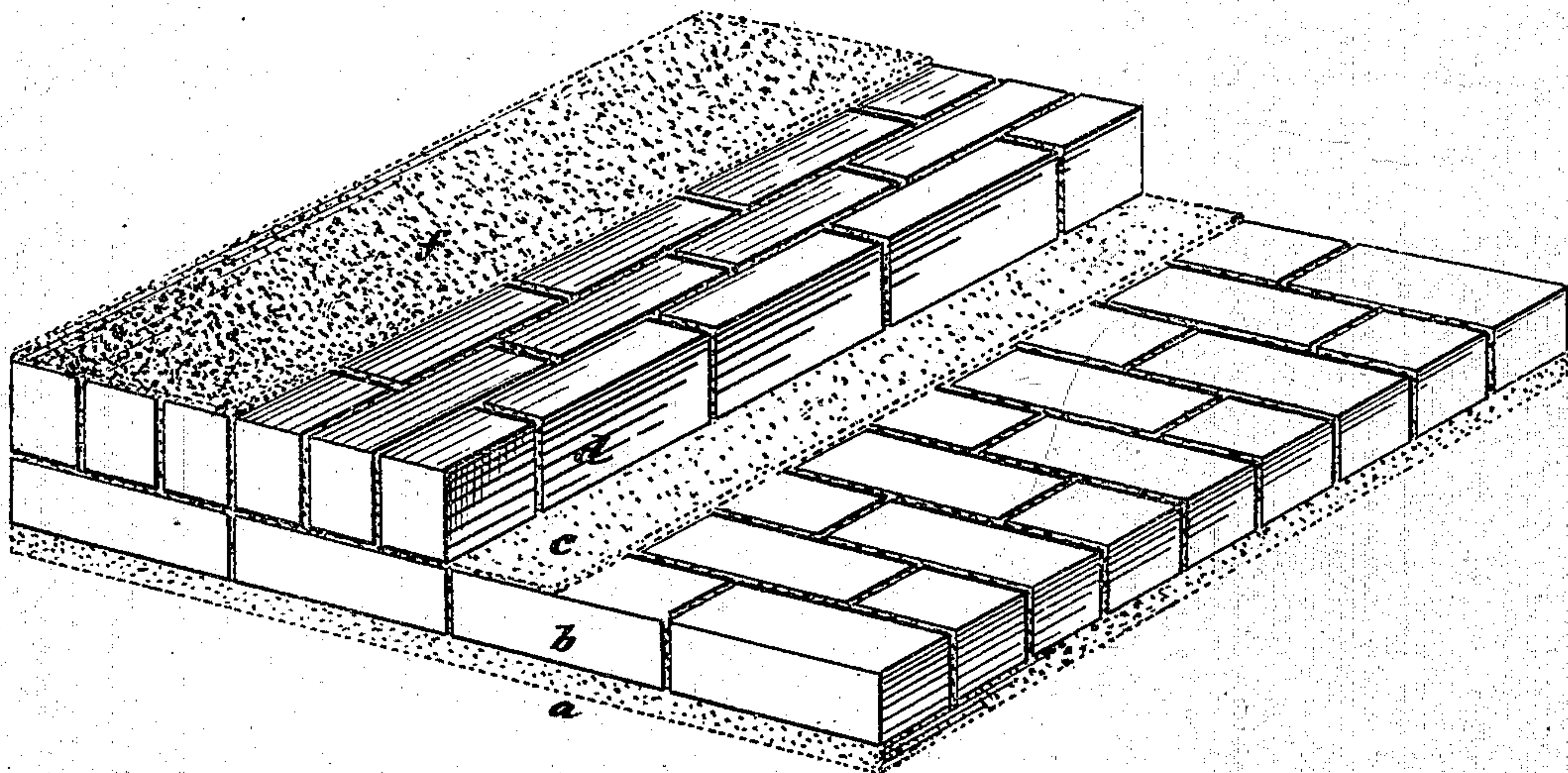


W. H. De VALIN.

Pavements.

No. 144,748.

Patented Nov. 18, 1873.



Witnesses

John F. Keely
J. C. Wildman

Inventor

W. H. De Valin
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UNITED STATES PATENT OFFICE.

WILLIAM H. DE VALIN, OF SACRAMENTO, CALIFORNIA.

IMPROVEMENT IN PAVEMENTS.

Specification forming part of Letters Patent No. 144,748, dated November 18, 1873; application filed June 18, 1873.

To all whom it may concern:

Be it known that I, WILLIAM H. DE VALIN, of the city and county of Sacramento and State of California, have invented certain new and useful Improvements in Pavements and material for the same, of which the following is a specification:

In Letters Patent No. 118,592, granted to me August 29, 1871, I have described a pavement made of bricks of special construction and form, combined with tar and other material to make a roadway or street-pavement. The invention there described, while possessing many features of utility and advantage, nevertheless involved the expense unavoidably attending the making of bricks of peculiar form.

The object of my present invention is to avoid the inconvenience and expense of making bricks of unusual size and shape, and to construct a cheap and durable pavement of common building-brick.

To construct a cheap and durable brick pavement, and avoid the expense and inconvenience of making bricks of unusual size and shape, I proceed as follows, reference being had to the accompanying drawings: I use the ordinary building-brick, which can be readily obtained at all times. I first prepare a suitable foundation of sand or other material, on which bricks are laid flat, in the usual way of laying walks, as seen at *b*. Sufficient sand is then put on to fill the joints and make a light

dressing, *e*, which may be sprinkled with hot coal-tar ^{or} asphalt, to give steadiness to the top course, which is laid in lateral rows *d*, the bricks on their edges. Spaces are left between the rows, which are filled with gravel or coarse sand, or other suitable material, and hot coal-tar or asphalt poured on to cement it. The surface is then coated with hot coal-tar or asphalt, and combined with sand or brick-dust, as at *f*. The top course may be laid with bricks coated or saturated with coal-tar, asphalt, or other suitable hydrocarbon. In cases where the pavement is not intended to sustain great weight, the bottom course may be dispensed with and the top course laid directly on the foundation.

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

A street-pavement composed of bricks, laid in rows on their longer edges, with spaces between the same filled with gravel or sand cemented with coal-tar, and with a top dressing of coal-tar, asphalt, or its equivalent, the said bricks so laid being supported on an under course of bricks or other suitable stable foundation, as herein shown and described.

In testimony whereof I have signed my name to this specification before two subscribing witnesses.

WILLIAM H. DE VALIN.

Witnesses:

JAS. E. KANE,
J. A. MASON.