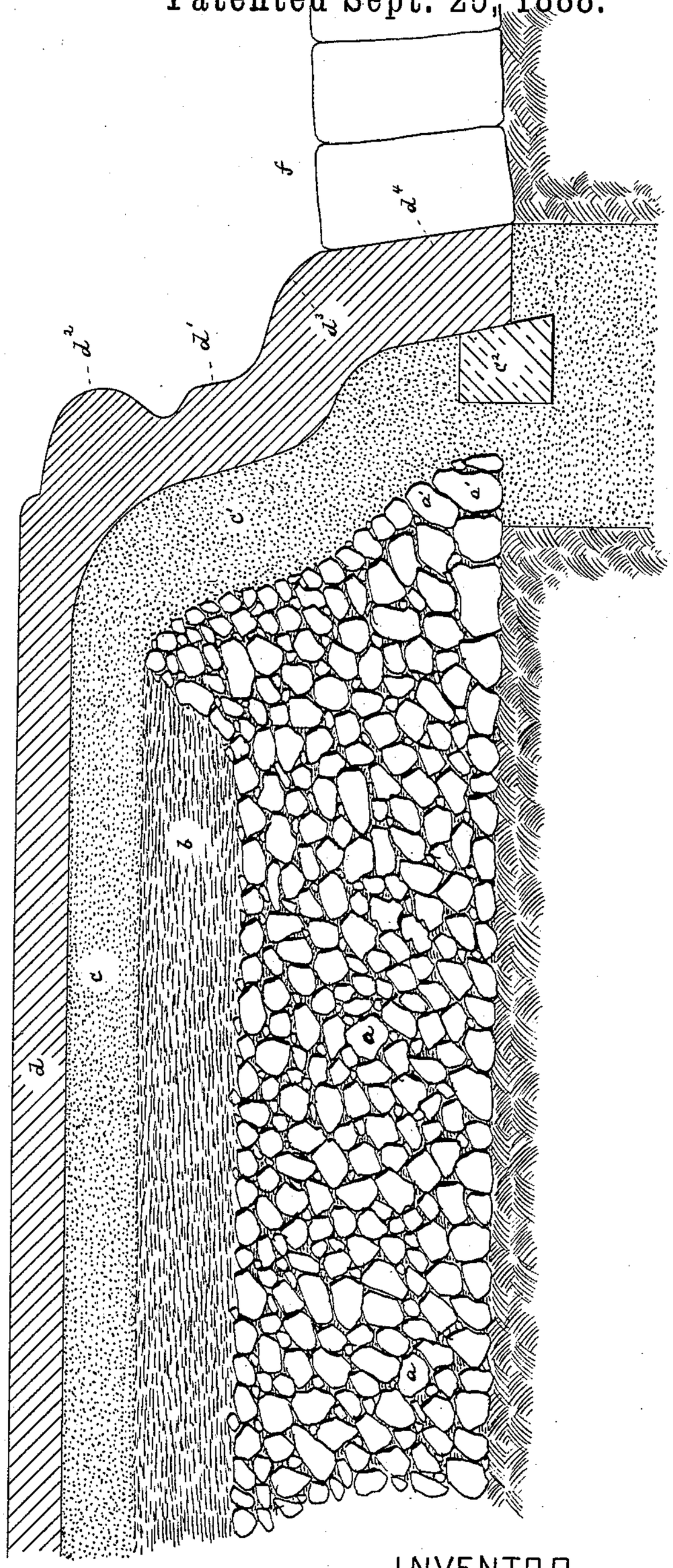
(No Model.)

J. W. MacKNIGHT.

ARTIFICIAL PAVEMENT.

No. 389,932. Patented Sept. 25, 1888.



WITNESSES
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JOHN W. MACKNIGHT, OF NEW YORK, N. Y.

ARTIFICIAL PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 389,932, dated September 25, 1888.

Application filed July 28, 1888. Serial No. 281,297. (No specimens.)

To all whom it may concern:

Be it known that I, JOHN W. MACKNIGHT, of New York city, New York, have invented an Improved Artificial Pavement, of which the following is a specification.

This invention relates to an improvement upon that class of artificial pavements in which the curbing as well as the top layer of the sidewalk are made from a composition or cement such as described in Patent No. 373,295, granted to me November 15, 1887.

The present invention has for its object to provide a guard or fender at the foot of the curbing which will ward off the wheels and prevent them from fracturing the curb.

The invention consists in the various features of improvement, more fully pointed out in the claim.

The accompanying drawing represents a vertical transverse section of an artificial pavement constructed according to my invention.

The letter *a* represents the lowermost layer of an artificial pavement, consisting of irregular rocks with a front edging, *a'*. Upon this layer there is placed the second layer, *b*, of coal-ashes.

c is the third layer, consisting of one part of ashes, one part of sand, and a suitable quantity of cement. Upon the layer *c* there is placed the top layer, *d*, composed of crushed trap-rock and cement. The two uppermost layers, *c d*, are turned downward at the curb at an obtuse angle, as at *c' d'*, to form the curbing.

c^2 is a key introduced into the layer *c'* for preventing its shifting.

At the upper corner of the curbing I prefer to form a forwardly-projecting bead, d^2, for the purpose of protecting the arris from contact with the wheels that back up against the curbing. In order to protect the curbing also against contact with wheels that run parallel with the same, I project the lower part of the curbing outwardly, so as to form a fender, d^3, in one piece with the curbing *d'*—that is to say, the curbing *d'* projects first outwardly to form the fender, and then projects downwardly to form a straight contact-surface, d^4, for the paving-stones *f*. The fender d^3 in cross-section is formed with a curve that meets the straight surface d^4 at the upper edge of the paving-stone *f*.

To form the fender, both the third layer, *c'*, and the top layer, *d'*, should be bulged outward, so that the upper layer may be made of even thickness throughout.

It will be seen that the wheels of vehicles passing up the street will be warded off by the fender, and will thus be hindered from striking the curbing proper. Even if a wheel should get upon the fender it would slip off before it strikes the curbing. The form of the curbing permits it also to be readily swept.

What I claim is—

The combination of an artificial pavement with a composite curbing, *d'*, that is projected outwardly along its lower end to form the forwardly-projecting fender d^3, substantially as specified.

JOHN W. MACKNIGHT.

Witnesses:

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