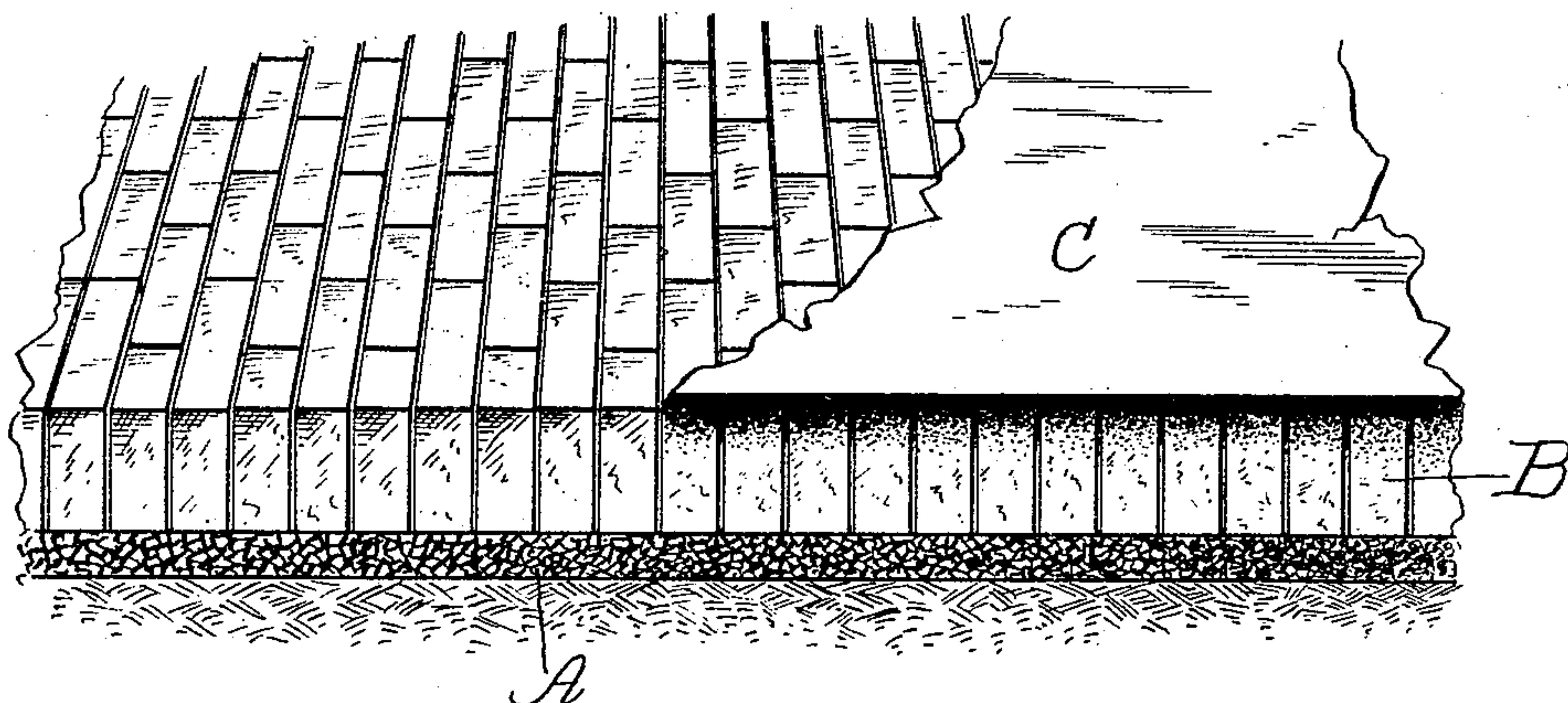


(No Model.)

E. ROBINSON.  
PAVEMENT.

No. 496,099.

Patented Apr. 25, 1893.



WITNESSES  
*W. H. Bradford*  
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# UNITED STATES PATENT OFFICE.

EUGENE ROBINSON, OF DETROIT, MICHIGAN.

## PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 496,099, dated April 25, 1893.

Application filed July 21, 1892. Serial No. 440,745. (No specimens.)

*To all whom it may concern:*

Be it known that I, EUGENE ROBINSON, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have  
5 invented a certain new and useful Improvement in Pavements; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make  
10 and use the same, reference being had to the accompanying drawing, which forms a part of this specification.

My invention relates to improvements in pavements, and it consists more particularly  
15 in peculiarly combining a surface of asphalt, or asphalt combined with other materials, with a sub-structure of brick regularly arranged, the whole resting upon a solid foundation.

20 In the drawing, A represents the foundation.

B represents the brick, and C represents the asphalt covering.

The foundation A may be prepared with  
25 concrete or any other suitable resisting medium, and should be sufficient to support the bricks B that are laid thereon, so as to resist their irregular depression by any reasonable amount of load that may be expected to traverse the pavement, although the resisting capacity is very much increased by the covering material C. Yet it would not be safe to depend entirely upon that, especially upon  
30 streets expected to be traversed by heavy loads.

The brick B are placed as is usual in brick pavements, their edges resting upon the foundation, being as closely joined as the irregularities thereof will permit, and arranged in  
40 regular layers or courses from side to side of the street, each course breaking joint with the course adjacent thereto; the proper slopes and curvature are also given, as in other ordinary cases. After the brick are laid, they are  
45 treated and covered with a very hot composition of asphaltum and sand or other material which may be incorporated in the asphaltum, but it is necessary not to incorporate so much of such material as to destroy the  
50 fluidity of the asphaltum itself. While the

asphaltum is fluid and in the heated condition, it is spread upon the surface of the bricks, allowed to flow into their interstices, and also to penetrate the porous material of which the bricks are made, also making a thin  
55 covering over the bricks as well as filling in the spaces between the same. With the covering itself should be incorporated, before it becomes thoroughly hardened, sand or other inert material whereby the durability of the  
60 asphaltum is increased, the nature of the incorporated materials not being the essence of my invention, which consists in covering the brick with asphalt heated to that degree of  
65 consistence that it will not only penetrate the interstices, but will penetrate into the pores of the brick, and form with the covering above the brick a homogeneous layer bound to the  
70 brick itself by means of the penetration in the pores and in the interstices and in afterward incorporating inert material in the hot liquid asphaltum before cooling to form a  
wearing surface as hereinbefore described. This construction permits the use of but very  
75 little asphaltum compared with that of ordinary asphaltum pavements on the one hand, and on the other hand permits the use of ordinary hard building brick instead of brick specially prepared for pavements, and which  
80 are designed of themselves to resist the wear of the traffic upon the pavement.

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

A combined brick and asphaltum pavement  
85 constructed by arranging the bricks therefor upon a suitable resisting foundation, and combining therewith a coating of hot liquid asphaltum in such manner that the said coating becomes incorporated in the brick and  
90 the interstices, and forms a resisting surface, incorporating therewith, before cooling, inert material to increase the durability, substantially as described.

In testimony whereof I sign this specification  
95 in the presence of two witnesses.

EUGENE ROBINSON.

Witnesses:

M. A. REEVE,  
R. A. PARKER.