

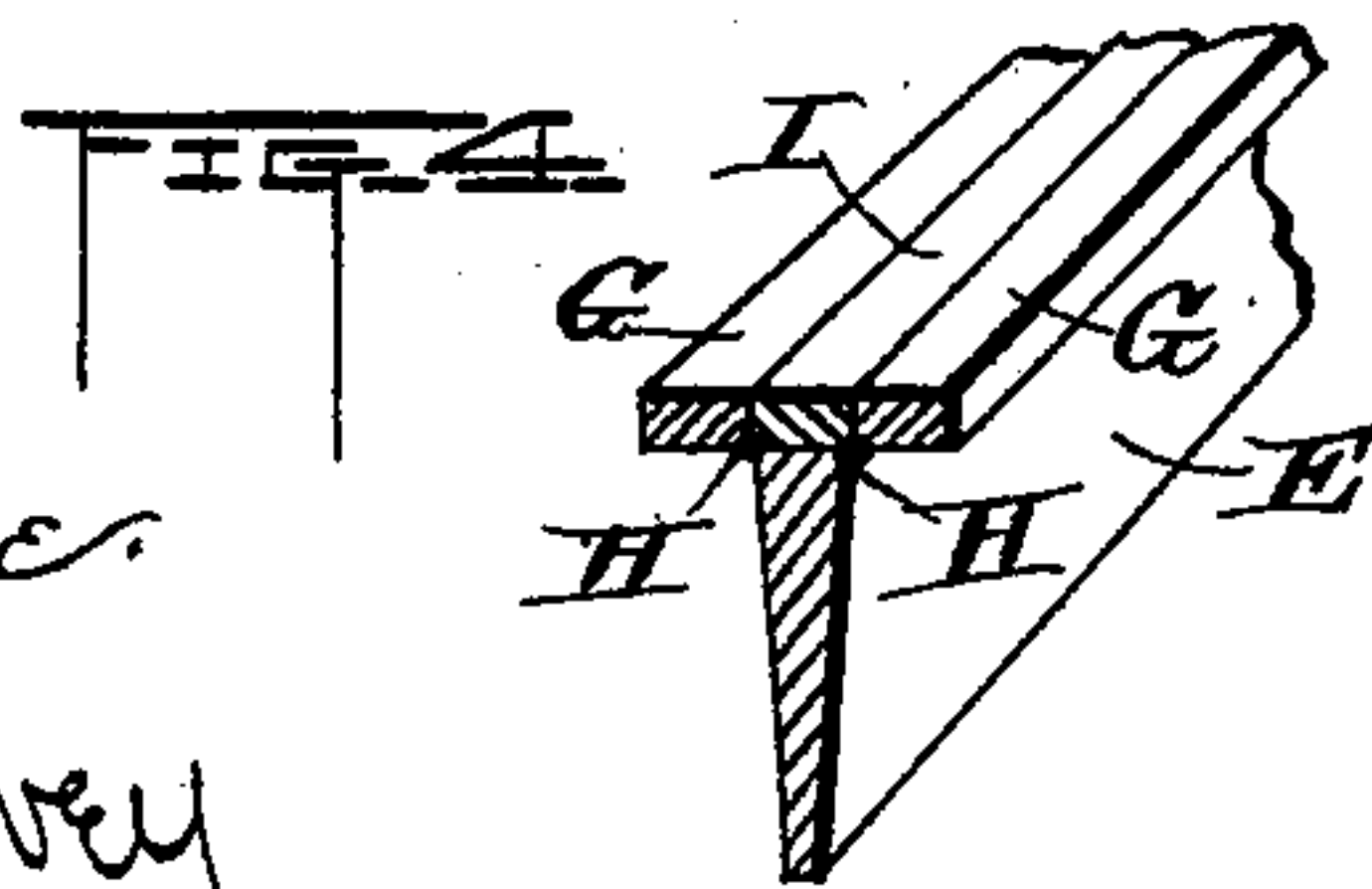
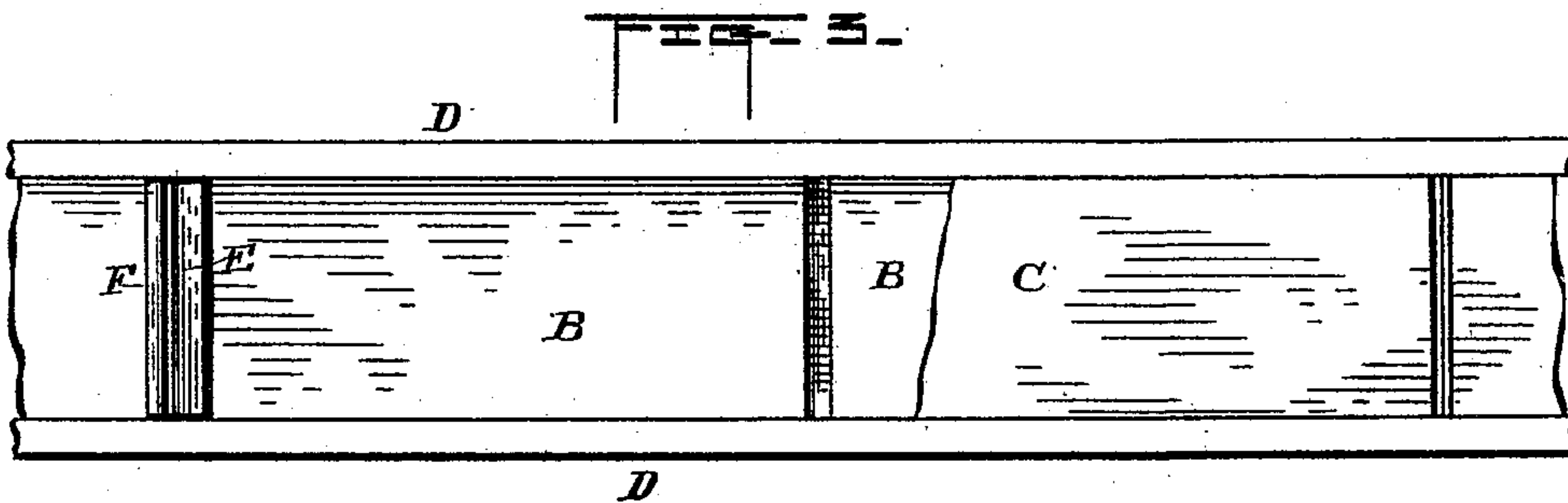
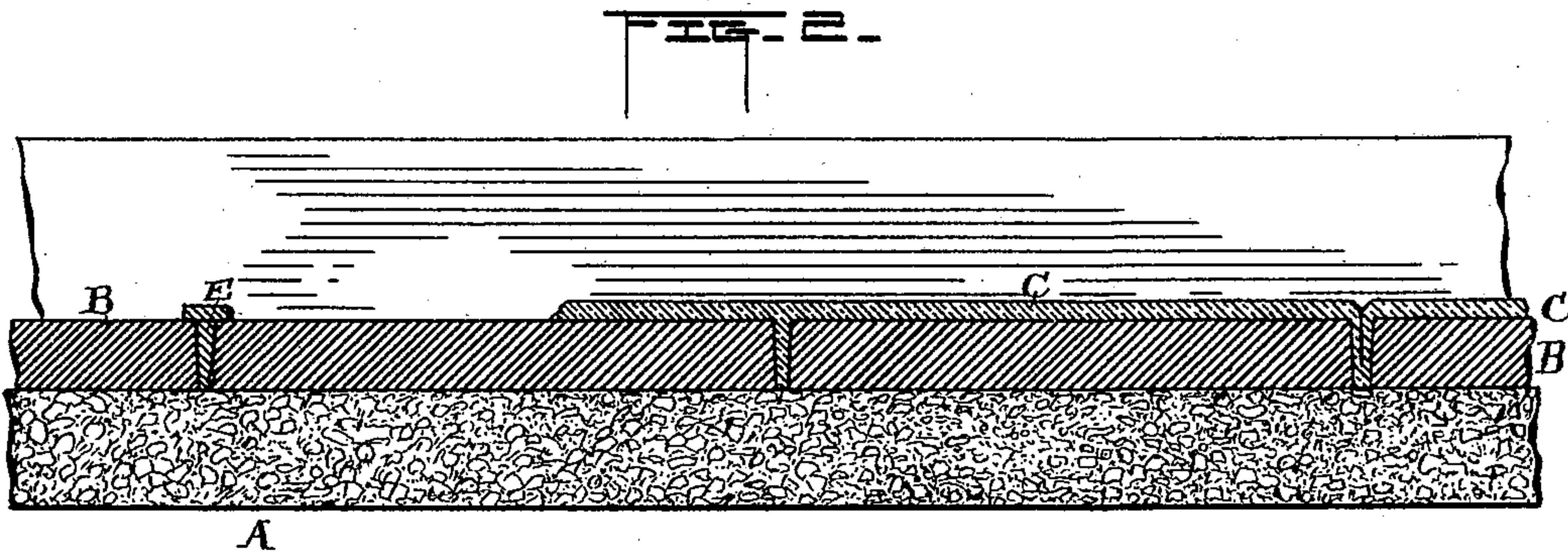
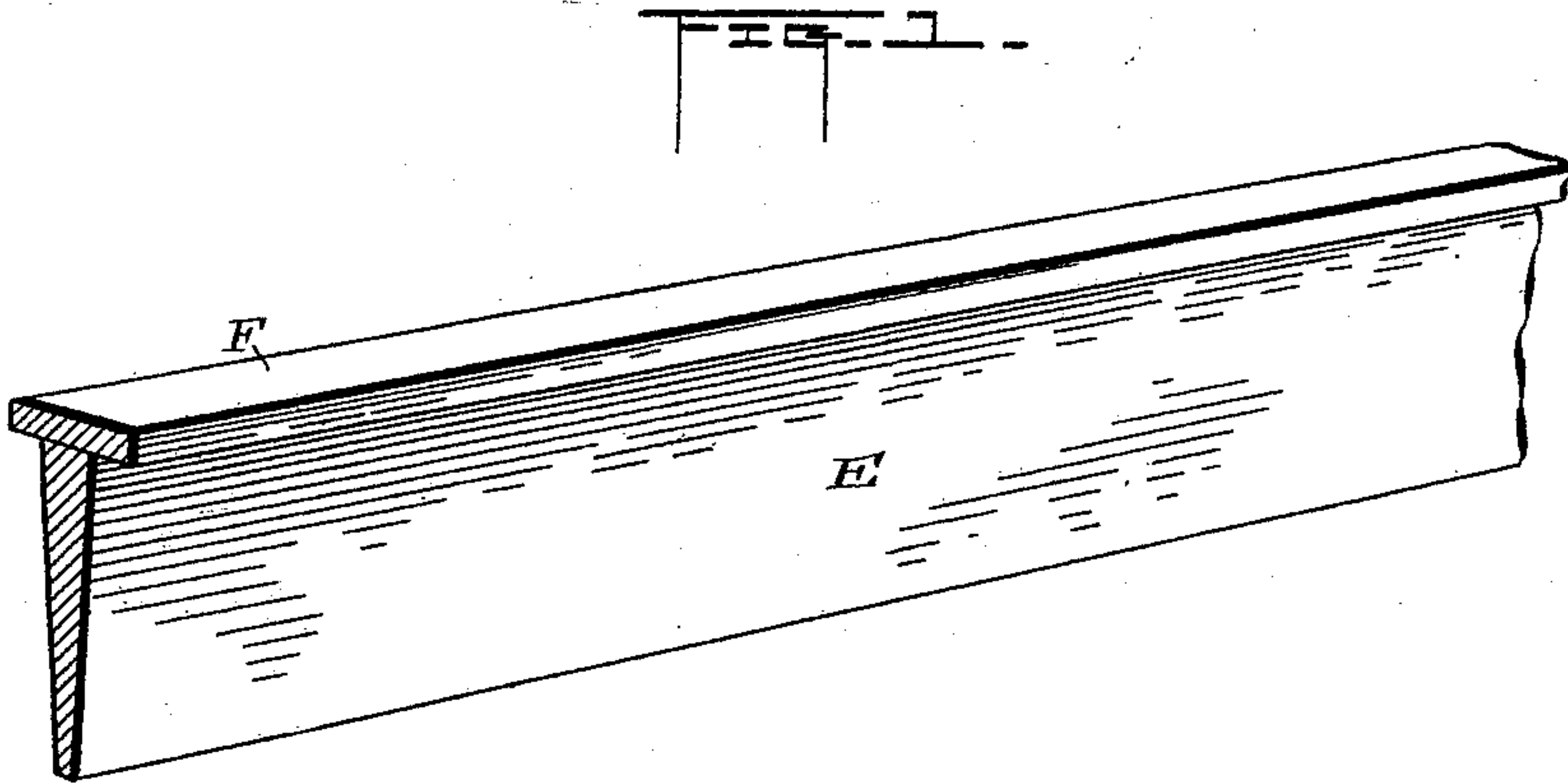
(No Model.)

W. BUSSARD.

ART OF MAKING ARTIFICIAL STONE PAVEMENTS.

No. 500,530.

Patented June 27, 1893.



Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM BUSSARD, OF PORT JEFFERSON, OHIO.

## ART OF MAKING ARTIFICIAL-STONE PAVEMENTS.

SPECIFICATION forming part of Letters Patent No. 500,530, dated June 27, 1893.

Application filed September 9, 1892. Serial No. 445,399. (No specimens.)

*To all whom it may concern:*

Be it known that I, WILLIAM BUSSARD, a citizen of the United States, residing at Port Jefferson, in the county of Shelby and State of Ohio, have invented certain new and useful Improvements in the Art of Making Artificial-Stone Pavements and the Like; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of my improved joint-rule which I use in laying cement walks or artificial pavements. Fig. 2 is a longitudinal vertical sectional view of a pavement illustrating the embodiment of my invention in various stages of development. Fig. 3 represents a plan view, partly broken away, of my invention. Fig. 4 is a detail perspective view showing the modification of my joint rule.

My improvements relate to an improved process for laying artificial pavements of various sorts, whereby they will not be affected by the action of the frost, and laid also in such a manner that the separate blocks of the pavement may be taken up and removed without disturbance or fracture of the adjacent blocks of the walk.

In the drawings—A represents a gravel foundation of a walk or pavement to which I have applied my improvements. B represents a concrete layer placed above the gravel foundation, and C, a cement overlay which forms the finished surface of the walk.

I prefer to lay my improved pavement between strips or guides D filling in the gravel, concrete and cement between the same. After the gravel foundation is in place, and the concrete layer has been placed thereon in a plastic state or before the latter layer is placed thereon the joint rules E are interposed between the strips D at right angles thereto. The bottoms of the rules E rest upon the foundation A and the top of the layer B is flush with the under side of the flanged or ribbed top F of the joint-rule E. After the concrete layer B has set the cement layer or top C is applied, which overlies the separated

concrete blocks formed by the joint-rules, and flows down into the interstices formed by the removal of the joint-rule. The cement overlay completely separates the concrete blocks B. After the cement C has become set and before it has hardened the joint between the blocks B is cut down through with any suitable instrument, such as a trowel, in order to give a finished block like appearance to the finished top of the walk. This also prevents it from cracking, due to exposure and changes of the temperature.

The joint-rule E serves as a guide to regulate the depth of the concrete layer B, and, resting as it does, upon the foundation layer effects a complete separation of the blocks B besides providing an interstice made by the removal of the rule within which the cement top layer flows, to be subsequently cut and separated in the finished pavement.

I may, if desired, hinge the top F of the joint-rule E so that the top may be thrown upwardly so that access may be had to the concrete layer B next to the rule.

Where the top F is hinged it may be made in sections, the outer ones, G, of which are provided with hinges H uniting them to the rule E so that the sections G may be swung upwardly in a vertical line with the rule in order that the concrete layer B may be compacted or solidified along its upper edges to form a clean sharp edge to the concrete. When so used the central locking section I is taken out in order to permit the sections G to swing upwardly. The joint rule, in the form shown in Figs. 1 and 4 may also be used to make a division in the concrete layer B in its plastic state by pressing the same down bodily into the concrete until its top flanges rest upon the surface thereof.

It is often very desirable instead of forming the pavement of one sheet of concrete layer B, broken at intervals by the joint rules, to form the walk of alternate artificial blocks having contrasted colors, in which case the joint rules shown in Fig. 4 may be used. These are introduced before, instead of after the concrete layer B is applied, as is the case in connection with the joint rule shown in Fig. 1. Where the joint rules shown in Fig. 4 are used they may be introduced with the section G swung up between the side pieces

D, before the second layer B is applied. This concrete layer B may then be put into a series of separated compartments formed by these joint rules and side pieces, the upturned sections permitting the concrete to be leveled and trued up close along the opposite sides of the rules, after which the sections are turned down to protect the edge lines and the adjacent upper surfaces of the contiguous blocks while becoming set and hardened.

I claim—

The combination in the art of laying artifi-

cial stone pavements, of inclosing side pieces and transverse joint rules, substantially as described, for separating the surface into blocks, said joint rules having vertical portions, and swinging top pieces hinged to the upper opposite edges of said vertical portions.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM BUSSARD.

Witnesses:

HARRY FITZGERALD,  
H. N. HARSHBARGER.