

(No Model.)

P. W. REARDON.
CURB AND PAVEMENT.

No. 520,220.

Patented May 22, 1894.

Fig. 1.

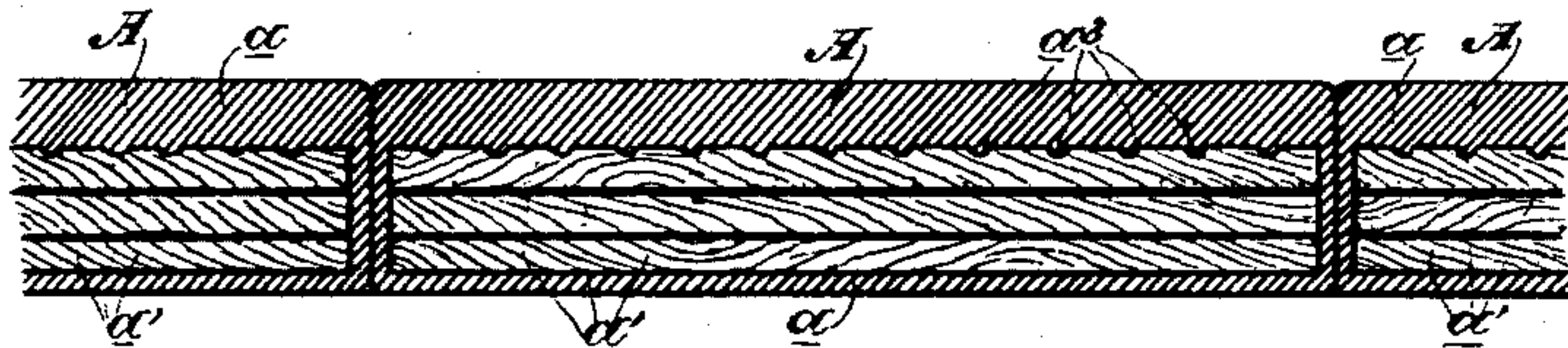


Fig. 2.

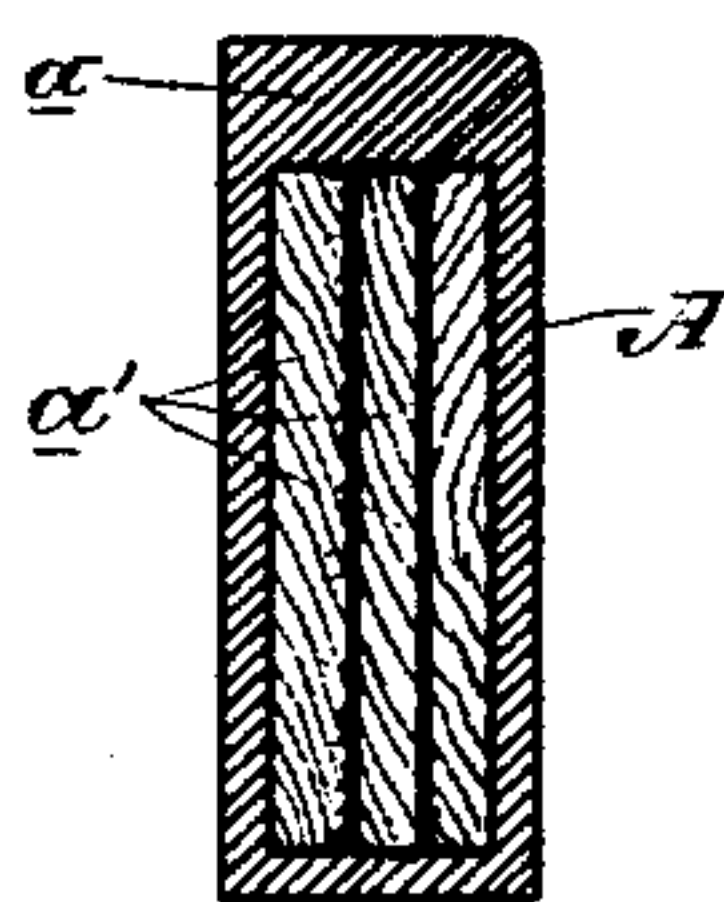
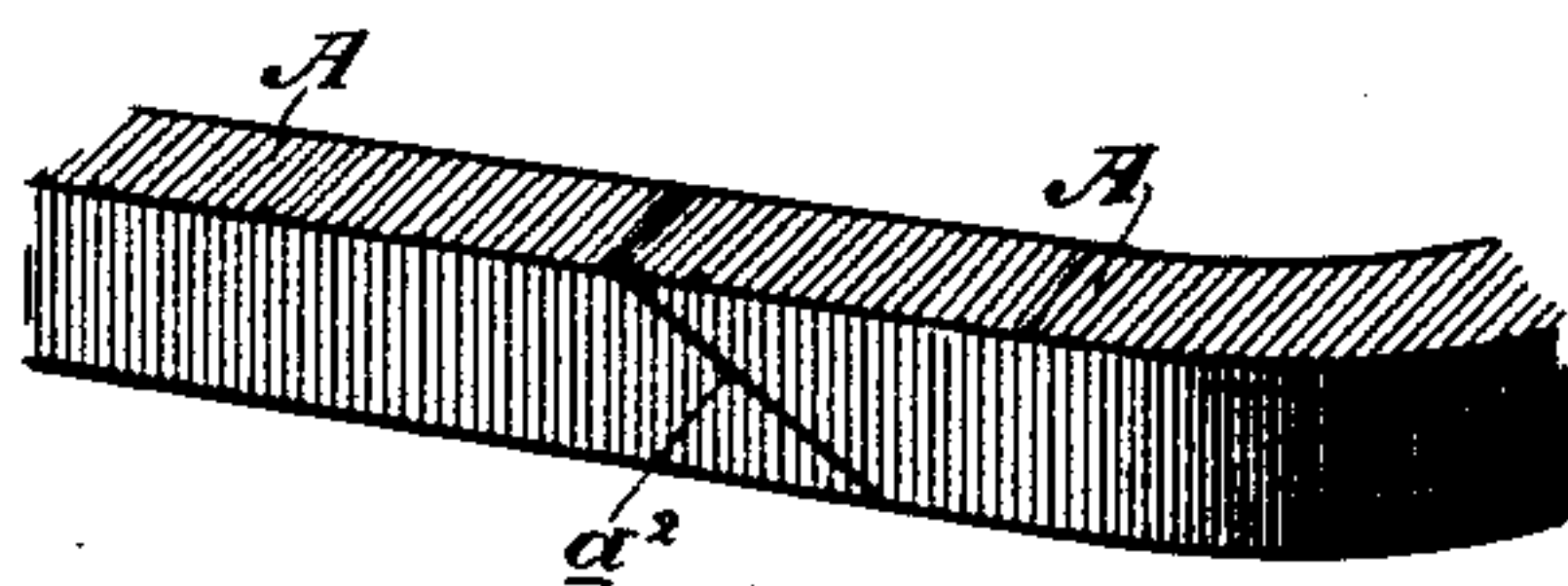


Fig. 3.



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UNITED STATES PATENT OFFICE.

PATRICK W. REARDON, OF OAKLAND, CALIFORNIA.

CURB AND PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 520,220, dated May 22, 1894.

Application filed February 12, 1892. Serial No. 421,297. (No specimens.)

To all whom it may concern:

Be it known that I, PATRICK W. REARDON, a citizen of the United States, residing in Oakland, Alameda county, State of California, have invented an Improvement in Curbs and Pavements; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the class of curbs and pavements.

It consists in the construction hereinafter described and claimed.

The general object of my invention is to provide a strong and durable curb or retaining wall and pavement.

A particular object is to provide a proper curb or wall for pavements, whether sidewalks or streets, of that class in which the various forms of asphaltum or bitumen are used. It is the custom, at present, in laying an asphaltum or bituminous rock sidewalk to place permanently on its sides borders of wood. These borders consist of stringers, and they present an unsightly appearance, for they are not in keeping with the rest of the work. They have to remain there and their presence constitutes one of the chief objections to this class of work. My curb, on the contrary, is consistent in appearance, and equal in durability and strength to the rest of the work, being well adapted to its use as a border.

Another particular object is to provide a pavement for general street work, of the asphaltum or bituminous class, which can be made in sections or blocks complete and can be laid in the roadway expeditiously, to form an elastic, durable and smooth surface.

Referring to the accompanying drawings for a more complete explanation of my invention,—Figure 1 is a vertical section of my pieces or sections for pavements. Fig. 2 is a vertical cross section of a section of curb. Fig. 3 is a perspective view showing the joint of the curb sections.

A is a section of curb, wall, or pavement. This consists of a body *a* and a core *a'*. The body is an asphaltum composition of suitable character. In practice I prefer a composition of matter made up of asphaltum, gravel and petroleum. The proportions in which these ingredients are used vary somewhat with the character and location of the work. A good proportion is as follows:—

pure asphaltum, one part; fine gravel, seven parts; crude petroleum, one-fifth part. The core *a'* is of some hard material, wood or metal, preferably the former, and it may be in one or in several pieces as here shown. The composition or body *a* is molded and pressed about the core and completely confines it. To make the adhesion between the body and core very strong, the core pieces, before being placed in the mold, may be dipped in liquid asphalt and petroleum. The body is firm, hard and sufficiently elastic. The core of wood gives strength to the section and does away with all tendency to brittleness. A section made thus can be wholly manufactured at the factory and sent out to the work ready to go in its proper place.

In the case of curbs, the sections may be caused to merely abut or they may be jointed in any suitable way as by the inclined or beveled joint at *a*². For all the sections, but especially for those to be used for street paving, I prefer to make grooves *a*³ in the core *a'*, to serve as bonds for the body composition. The meeting upper corners of the sections may be rounded and all joints will be filled with the same composition, so that the entire pavement will be solid and consistent.

In appearance, the curb will not be unlike the body of the walk or pavement, so that it is well adapted for forming the borders of asphaltum and bituminous walks and pavements.

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

1. A block of the character described, consisting in a core formed of superposed flat strips *a'* coated with liquid asphalt and petroleum and the outer asphalt body *a* inclosing said core, substantially as herein described.

2. A block of the character described comprising the core *a'* the upper surface of which is provided with transverse grooves or corrugations *a*³ and the outer body *a* of asphalt inclosing said core, and having portions entering the said grooves.

In witness whereof I have hereunto set my hand.

PATRICK W. REARDON.

Witnesses:

S. H. NOURSE,

J. A. BAYLESS.