

No. 672,681.

Patented Apr. 23, 1901.

W. A. MUNDY.  
PAVEMENT FOR DRIVEWAYS.  
(Application filed June 15, 1899.)

(No Model.)

FIG. 1.

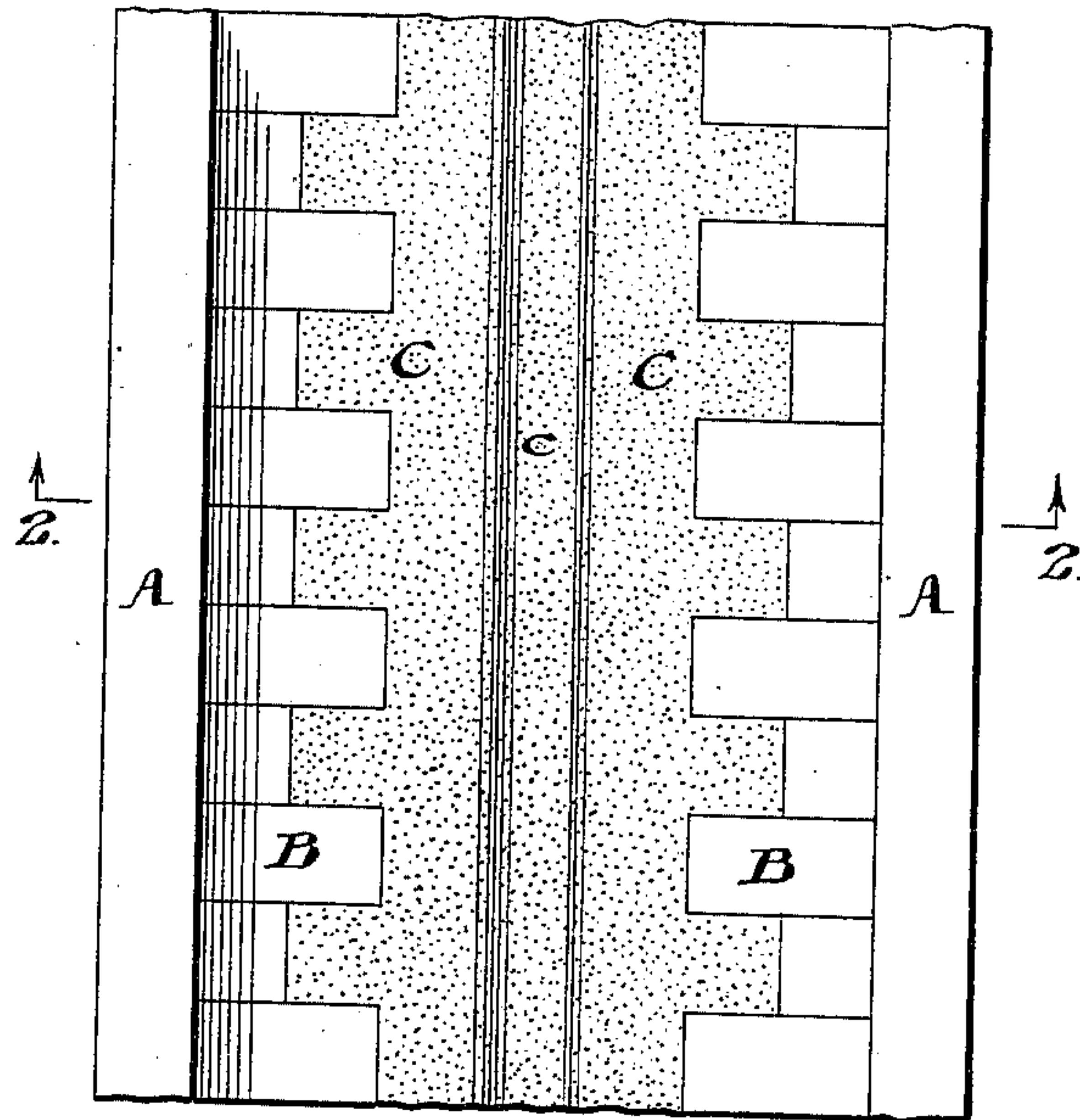
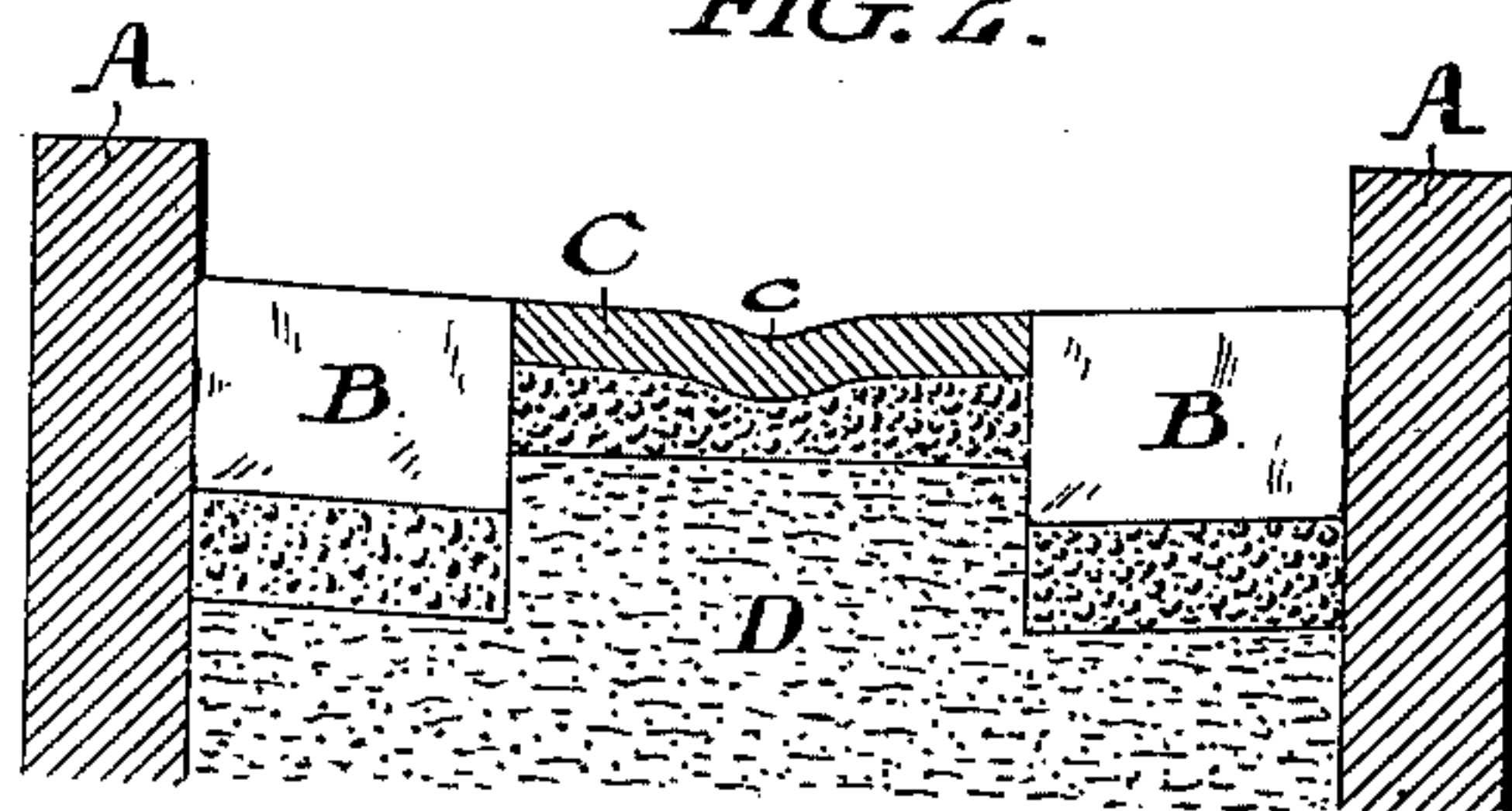


FIG. 2.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## PAVEMENT FOR DRIVEWAYS.

SPECIFICATION forming part of Letters Patent No. 672,681, dated April 23, 1901.

Application filed June 15, 1899. Serial No. 720,627. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. MUNDY, of Philadelphia, in the State of Pennsylvania, have invented certain new and useful Improvements in Pavements for Driveways, whereof the following is a specification, reference being had to the accompanying drawings.

My invention is particularly adapted for embodiment in driveways, such as alleys or stable entrances, of width merely sufficient to permit of the passage of an ordinary vehicle.

It is the object of my invention to provide a pavement for a driveway of the type specified both sides of which shall be sloped toward a central depression or gutter and so constructed as to retain said peculiar form to facilitate the discharge of the surface drainage.

My invention comprises the combination, with marginal wheel-tracks composed of distinct blocks of hard paving material, such as natural or artificial stone, of a central portion extending between said marginal tracks and composed of a continuous substantially waterproof material—such as asphalt, cement, or the like—the latter material forming the central depression or gutter aforesaid.

In the accompanying drawings, Figure 1 is a plan view showing a convenient embodiment of my invention. Fig. 2 is a cross-sectional view taken on the line 2 2 of Fig. 1.

In said figures, A A are longitudinal curbs projecting above the pavement-surface to prevent lateral displacement of the vehicle-wheels.

The marginal wheel-tracks B B are composed of distinct blocks of natural or artificial stone or like material adapted to withstand the severe wear to which the margins of such pavements are subjected. Intermediate of said blocks B B is a continuous sheet C of asphalt, cement, or the like, comprising the central gutter *c*, to which the opposite sides of the pavement are sloped, as indicated in Fig. 2.

The substructure D, supporting the tracks B B and the central sheet C, may be of any suitable material, such as broken stone, gravel, cinders, or the like.

The marginal tracks B aforesaid serve to withstand the wear incident to the passage of vehicle-wheels without depression.

The central sheet of material C being substantially waterproof, percolation of the drainage is prevented, and any wear upon the surface merely serves to deepen the central gutter *c*, so that in use a driveway so constructed retains its centrally-depressed form, and the discharge of all of its surface drainage is insured.

I am aware that it is not broadly new to construct the entire breadth of a street-pavement of blocks of stone. Such construction is not, however, suitable for driveways of the character herein specified, for the reason that the surface drainage percolates through the interstices between the blocks and is thus retained as a permanent source of contamination.

I am also aware that it is not new to form the entire breadth of a street-pavement of a sheet of asphalt. Such material is not, however, adapted to withstand the wear incident to the passage of wheels at the margin of a driveway, such as above described, and being rapidly deformed by depression at the sides the essential form of the driveway is destroyed, so that the surface drainage is retained in wheel-ruts at the margin instead of being discharged through the central gutter.

I believe it to be new to combine two materials having the peculiar characteristics aforesaid, so that a driveway of the centrally-depressed form aforesaid may be so constructed as to permanently retain said form. Therefore I do not desire to limit myself to the precise arrangement or construction which I have shown, as it is obvious that various modifications may be made therein without departure from the essential features of my invention.

I claim—

1. A pavement for a driveway of the type specified, comprising a central sheet of substantially waterproof paving material, forming a gutter longitudinally disposed with respect to the driveway, wheel-tracks, formed of blocks of hard paving material, above the level of said central gutter, arranged respectively at the opposite sides thereof, and means to retain the wheels of a vehicle upon said tracks and prevent the traverse thereof upon said central gutter-sheet, substantially as set forth.

2. A pavement for a driveway of the type

specified, comprising a central sheet of substantially waterproof paving material, forming a gutter longitudinally disposed with respect to the driveway, wheel-tracks, formed  
5 of blocks of hard paving material, above the level of said central gutter, arranged respectively at the opposite sides thereof, and curbs, projecting above the surface of said tracks at the opposite sides of said driveway, arranged

to retain the wheels of a vehicle upon said tracks and prevent the traverse thereof upon said central paving material, substantially as set forth.

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