

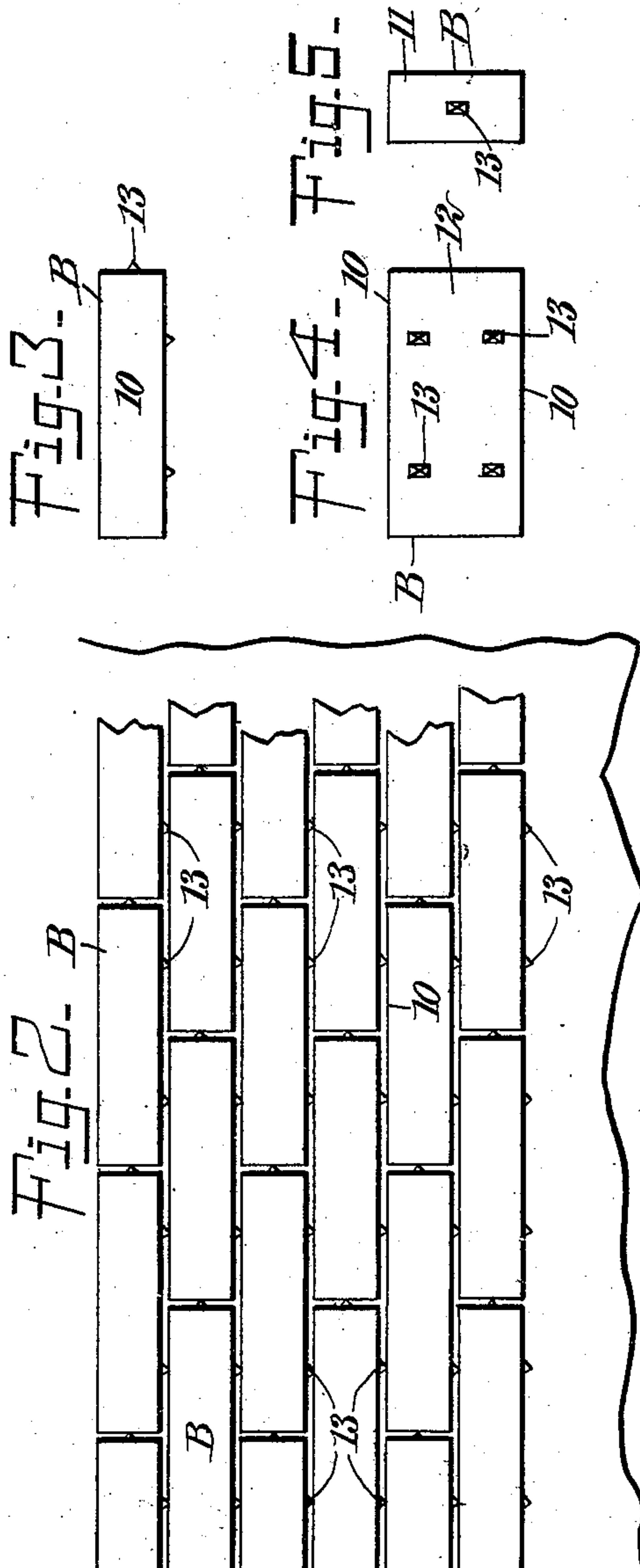
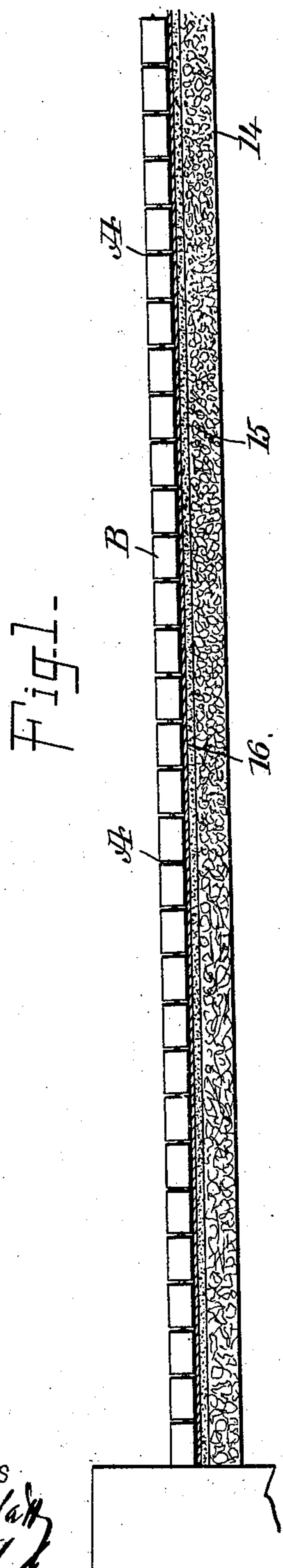
No. 862,012.

PATENTED JULY 30, 1907.

J. M. PERKINS.

CONSTRUCTION OF BRICK PAVEMENTS.

APPLICATION FILED AUG. 6, 1908.



WITNESSES
J. Nussbalk
J. Nussbalk

INVENTOR
Joseph M. Perkins
BY *Mum & Co*
ATTORNEYS

UNITED STATES PATENT OFFICE.

JOSEPH M. PERKINS, OF MEMPHIS, TENNESSEE.

CONSTRUCTION OF BRICK PAVEMENTS.

No. 862,012.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed August 6, 1906. Serial No. 329,372.

To all whom it may concern:

Be it known that I, JOSEPH M. PERKINS, a citizen of the United States, and a resident of Memphis, in the county of Shelby and State of Tennessee, have invented a new and useful Construction of Brick Pavements, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide an especially hard filler for the joints between bricks when laid in street pavements, which filler is hard and smooth, is applied in a liquid or semi-liquid state, and will tend to render a pavement less noisy than when laid with the usual fillers, since the tendency of the proposed filler is to deaden sound.

Another purpose of the invention is to provide a filler for brick pavements which will not rot but will be sanitary and will always wear smooth and still will not be slippery under traffic.

Another purpose of the invention is to so construct the bricks for the pavement that when laid the joints will be of equal width throughout.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth and pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a transverse vertical section through a portion of a road bed and the improved pavement laid thereon; Fig. 2 is a plan view of a section of the pavement; Fig. 3 is a top view of one of the improved bricks, Fig. 4 is a side view of one of said bricks, and Fig. 5 is an end view thereof.

Ordinarily after a brick pavement has been laid in the street, the joints are filled with either cement or tar or their equivalents, and such fillers being softer than the bricks permit the corners of the bricks to break and crumble, causing the bricks to become practically round, and wear uneven, etc. I aim to provide a filler A, which will be as hard, if not harder than the bricks and which will wear uniformly with said bricks. To that end I fill the joints between the bricks with melted glass, the glass being ordinarily melted in a portable furnace, but I do not confine myself to any particular means for such purpose. In pouring the melted glass I preferably employ a two-handled ladle, and as the glass is poured the surface of the pavement

is brushed with an asbestos rubber provided with a suitable handle so as to distribute any surplus glass that is left upon the tops of the bricks and thus leave a perfectly smooth surface, such brushing being done quickly while the glass is hot.

The bricks are preferably laid edgewise, that is upon one of their side edges 10, and when so laid at one end 11 of each brick and on one wide face 12 teats or projections 13 are formed integral with the bricks when they are molded. Usually a single end teat centrally located is sufficient for each brick, and on the wide face 12 of a brick four teats are generally formed, two in a row with corresponding teats in vertical alinement, as shown in Fig. 4; but I do not confine myself to any specific number of teats, or to their location.

The teats 13 are of the same length, and are preferably made tapering, but not necessarily pointed. By means of these teats, when the bricks are laid the joints are all of uniform width; in practice it has been found that the teats need not be more than one-eighth of an inch in length.

In constructing the road bed, a bed of cement 14 is first laid upon the prepared ground. This is followed by a bed of sand 15 of desired depth, and on said sand bed 15 sheets of building or tar paper 16 are laid, and the bricks are laid upon the paper. The idea of the paper is that by laying the bricks thereon it provides for a smoother wearing surface than if the bricks were laid directly upon the sand bed 15, since the sand would tend to find its way into the spaces or joints between the bricks at the bottom and thus prevent the filler from running to the foundation upon which the bricks rest.

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

1. In the construction of brick pavements, building paper laid upon the upper surface of the bed for the pavement, bricks having spacing projections laid upon the paper and a filler of glass for the joints between the brick.

2. In the construction of brick pavements, building paper laid upon the upper surface of the bed for the pavement, bricks having spacing projections laid upon the paper, and a filler of glass for the joints between the brick, said filler extending the full depth of the bricks.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH M. PERKINS.

Witnesses:

ALLAN M. JEFFERS,
W. R. McLAUGHLIN.