

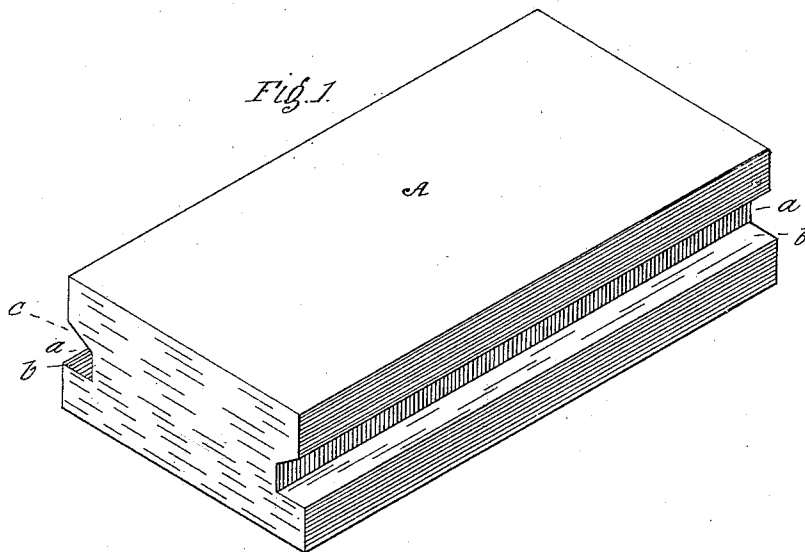
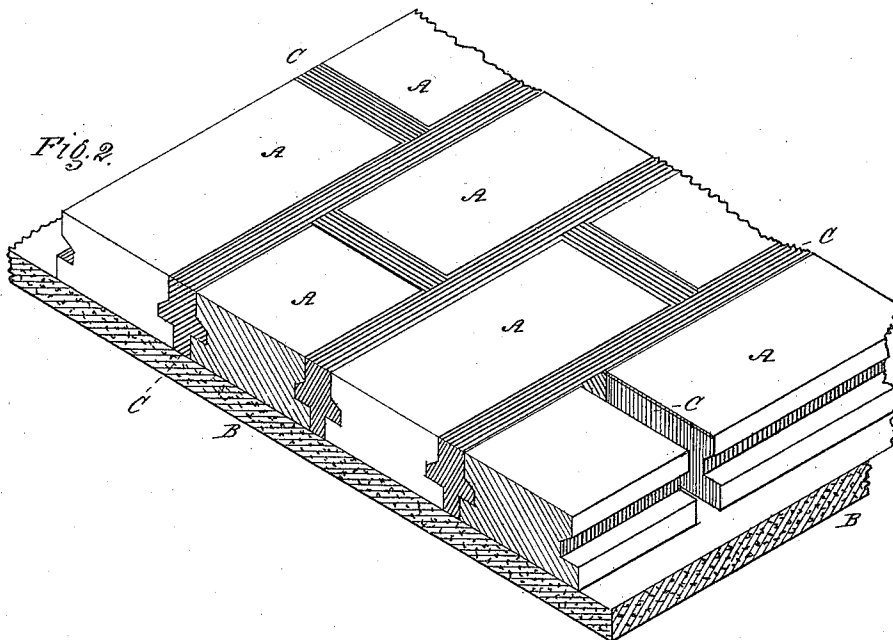
(No Model.)

E. HEYLYN.

PAVEMENT.

No. 311,579.

Patented Feb. 3, 1885.



Witnesses:
Aubrey C. Wilson
Geo. R. Riley

Inventor:
Edward Heylyn
134
John S. Thornton
Attorney.

UNITED STATES PATENT OFFICE.

EDWARD HEYLYN, OF NEW YORK, N. Y.

PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 311,579, dated February 3, 1885.

Application filed May 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HEYLYN, of the city of New York, in the county and State of New York, have invented a certain new and useful Improvement in Pavements; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to an improvement in the construction of pavements, and is chiefly applicable for streets and roadways, but is also well adapted for sidewalks and for the floors of cellars, stables, and warehouses.

The object of the invention is to construct a perfectly water-tight pavement which, when laid, will form a united and unbroken mass that will not contract and form cracks or fissures, and which cannot be destroyed or injured by any force or pressure to which a pavement under ordinary circumstances can be subjected.

The invention consists in a pavement composed of concrete blocks of peculiar form, and compounded in the manner hereinafter particularly described, in combination with a filling of Portland cement or other suitable cement and a foundation of suitable concrete, all as hereinafter particularly set forth.

In the accompanying drawings, Figure 1 represents a perspective view of one of my blocks detached, and Fig. 2 a piece of pavement constructed according to my invention, shown partly in section.

Similar letters of reference indicate the same parts in both said figures.

A represents the blocks, which may be made of any convenient dimensions. They are formed with a longitudinal groove, *a*, on each side, of substantially the form shown, said groove having a horizontal bottom, *b*, and a slanting top, *c*, and forming a key for the filling to hold the latter in place. The part of the block below the groove is made slightly wider than the part above the same, as shown. Said blocks are composed of the following-named ingredients, in about the proportions specified, and compounded as hereinafter described. To make said blocks I take, say, one hundred pounds of strained resin and ten pounds (more or less) of residuum oil of petro-

leum, or similar oleaginous substance, together with one-half of one pound of sulphuric acid. These ingredients I mix together and boil in any suitable vessel. When the mixture comes to the boiling-point, I stir therein one hundred pounds of calcined plaster-of-paris, or of chalk or lime, and mix the whole thoroughly. I then add from three hundred to seven hundred pounds of sand, or of gravel or broken stone, which has previously been thoroughly heated to expel all moisture therefrom. After the whole has been boiled for about ten minutes I place it in molds of proper form and subject it to pressure, so as to make the blocks thoroughly compact, and when the blocks have become cool they are ready for use. These blocks thus compounded are extremely hard and strong, and will stand a crushing weight of three hundred and forty-five tons to the cubic foot, as has been proved by actual test. To form the pavement, these blocks thus constructed are laid, at any suitable distance apart, upon a suitable foundation, *B*, of any of the kinds used in making concrete pavements, and the spaces *C* between the blocks are filled in with any of the ordinary cement concretes or asphalts; or said spaces may be filled in with the composition above described, having a smaller quantity of sand or gravel than that above mentioned. When a filling of the latter is used, the blocks may be laid further apart, and a continuous pavement is thereby formed.

Constructed as above described, a pavement is formed which consists practically of one unbroken mass, and the blocks prevent the cracking and formation of fissures, which is incident to most, if not all, concrete pavements heretofore made.

What I claim as my invention is—

A pavement consisting of blocks *A*, composed of the ingredients named, in about the proportions specified, and molded into the form herein shown and described, in combination with a concrete foundation, *B*, and filling *C*, as and for the purpose set forth.

EDWARD HEYLYN.

Witnesses:

M. H. TOPPING,
JOHN S. THORNTON.