(No Model.)

T. W. MOORE.

PAVEMENT.

No. 358,288. Patented Feb. 22, 1887.

Fig. 1.

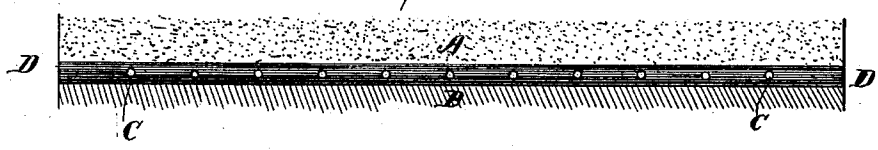
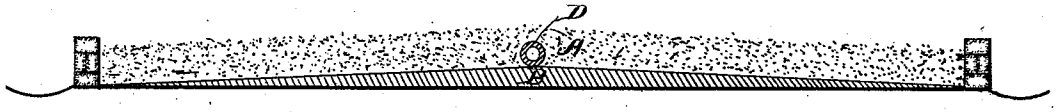


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

THEOPHILUS W. MOORE, OF FRUIT COVE, FLORIDA.

PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 358,288, dated February 22, 1887.

Application filed July 17, 1886. Serial No. 208,577. (No model.)

To all whom it may concern:

Be it known that I, THEOPHILUS W. MOORE, a citizen of the United States, residing at Fruit Cove, in the county of St. Johns, State of Florida, have invented a certain new and useful Plan for Constructing Pavements or Roads, of which the following is a specification.

My invention is an improved method of and apparatus for constructing roads or pavements, which will be hereinafter described, and particularly pointed out in the appended claims.

The object of my invention is to provide a road or pavement which will be retained in a solid and firm state under all conditions of the weather, which will be entirely free from dust, and which can be constructed at a very low price.

The accompanying drawings are illustrations of my invention, in which drawings—

Figure 1 represents the road in longitudinal section and the apparatus in side elevation, and Fig. 2 is a transverse sectional view of the road and apparatus.

Referring by letter to the drawings, B designates the ordinary road-bed, which is properly graded so as to be elevated at the center, as at *b*, and slants downwardly toward the sides, so as to give a tendency for the water to work toward the sides and be carried off by sewers or other means generally employed for carrying off water. This road-bed B is preferably coated with cement to render the same hard and impervious to moisture.

D designates a pipe placed lengthwise on the elevated portion *b* of the road-bed, and which is provided with a series of openings, C, for the purpose to be presently explained. This pipe D is in communication with a source of water-supply, the water passing through the pipe and out from the openings C into the surface of the road, and distributing itself through the entire surface. This road A, which forms the wearing-surface, is preferably formed of sand or a composition of sand and shells or gravel, and should be of sufficient depth to furnish proper wearing-surface and cover the pipe about one foot at least, so as to prevent heavy weights from coming in contact with the pipe D when passing over the wearing-surface A. The water from the pipe D serves to keep the road-surface A in a hard damp state, similar to the beach at the seashore.

The advantages of a road of this character will be readily understood and appreciated. By reason of the road-surface being damp or moist at all times it is rendered hard and entirely free from dust as well as noiseless, making the road especially desirable for driving. It will also be understood that the water which is supplied to the road carries off all injurious gases which impregnate the atmosphere, and thereby renders the air pure and healthy.

I claim—

1. The foundation road-bed B, coated so as to be made impervious to moisture, the wearing-surface A, covering the road-bed, and an apparatus for supplying water to the wearing-surface, which apparatus discharges its supply from below the top of the wearing-surface, as set forth.

2. The road-bed B, impervious to moisture, the wearing-surface A, covering the road-bed, and the water-distributing pipe located below the top of the wearing-surface, as set forth.

3. The road-bed B, graded from the sides to the center, which is the highest point, and made impervious to moisture, the wearing-surface A, covering the road-bed, and a water-distributing pipe located at the highest point of the bed, as set forth.

THEOPHILUS W. MOORE.

Witnesses:
J. WOFFARD TUCKER,
J. HOWARD TUCKER.