A. BLANK.

Pavements.

No. 153,802. Patented Aug. 4, 1874.

FIG. 1.

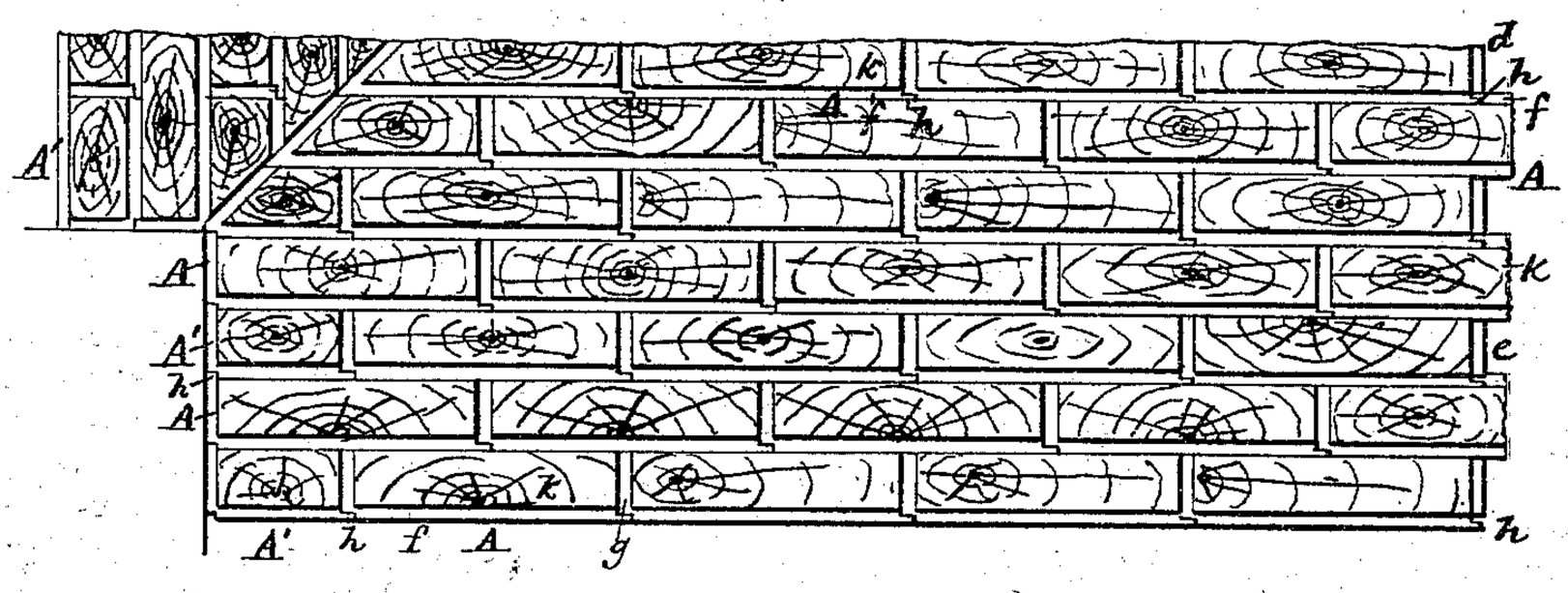


FIG. 3.

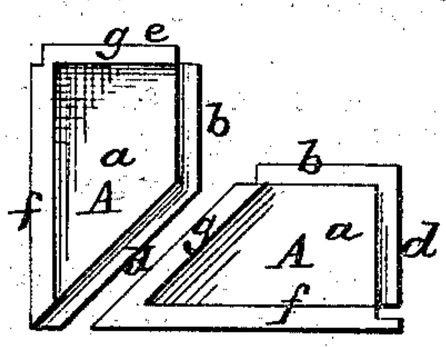


FIG. 2.

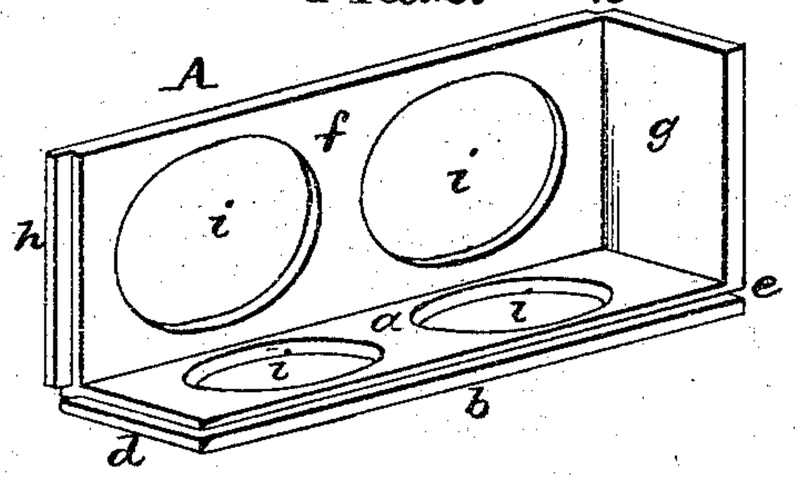
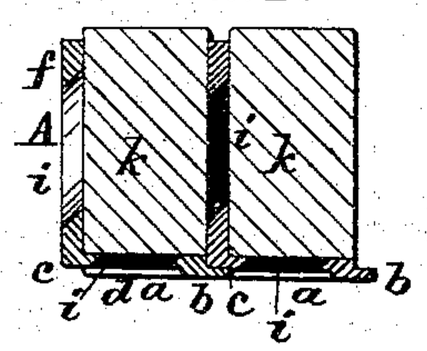


FIG. 4.



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UNITED STATES PATENT OFFICE.

ALOIS BLANK, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN PAVEMENTS.

Specification forming part of Letters Patent No. **153,802**, dated August 4, 1874; application filed July 3, 1874.

To all whom it may concern:

Be it known that I, ALOIS BLANK, of St. Louis, in the county of St. Louis and State of Missouri, have invented a certain new and useful Improvement in Street Pavements, of which the following is a specification:

This improvement relates to the manner of forming the iron castings or sections, which are interlocked together to form the cells to receive blocks of wood constituting the surface of the pavement. Each block has two upright sides and a bottom, which together form three sides of the open-topped cell, the other sides being supplied by contiguous castings. The castings are connected or interlocked by rabbet-joints, so as to hold them in place.

In the drawings, Figure 1 is a top view of a portion of pavement. Fig. 2 is a perspective view of one of the castings or sections. Fig. 3 is a top or plan view of two of the angular castings used at the intersections of streets, showing connection. Fig. 4 is a transverse section of a portion of pavement.

Each of the castings or sections A has a bottom plate, *a*, having a flange, *b*, set down below the plane of the bottom, the top of the flange being in the same plane as the under side of the bottom, as shown, thus forming a rabbet to receive the bottom corner *c* of the contiguous casting. The bottom *a* has also an end flange, *d*, similar to *b*, to receive the end corner *e* of the contiguous casting in the same course. Each of the castings has an upright side, *f*, and end *g*. *h h* are rabbets, by which the upright corners of the castings are jointed together, as shown. *i i* are orifices in the side, end, and bottom, to lighten the castings and give an anchorage or bearing to the castings upon the foundation, and to the wooden blocks *k* in the castings. The blocks *k* are made to fit the inside of the castings, and are, preferably, made to project upward above the tops of the castings, and placed with the grain of the wood vertical. The cast sections are placed, as shown, with a short section, A′, at the end of each alternate course, so that the joints in one course will be broken by those of the next course.

The castings, at the intersections of streets, may have the bottom plate *a* of triangular form, so that they will fit together, as shown in Fig. 1. (See Fig. 3.)

I do not confine myself to any precise size in the castings. Indeed, this might differ, according to the character of traffic on the street.

I will state that the size adopted by me for the sections is as follows: Length, ten inches; height, four inches; width, two and one-half inches. The width of the blocks is such that the grooves between the blocks will be such as to give a good hold for the horse's feet.

The foundation should be good; but even this is not so necessary as it is for pavements that are not intimately interlocked.

I claim as my invention—

The pavement formed of the blocks *k* and metallic sections A, when the said sections are constructed with flanges *b* and *d* and rabbets *h*, substantially as and for the purposes set forth.

ALOIS BLANK.

Witnesses:

SAML. KNIGHT,

ROBERT BURNS.