(No Model.)

J. STOMMEL.

STREET PAVEMENT.

No. 283,299. Patented Aug. 14, 1883.

Fig. 1.

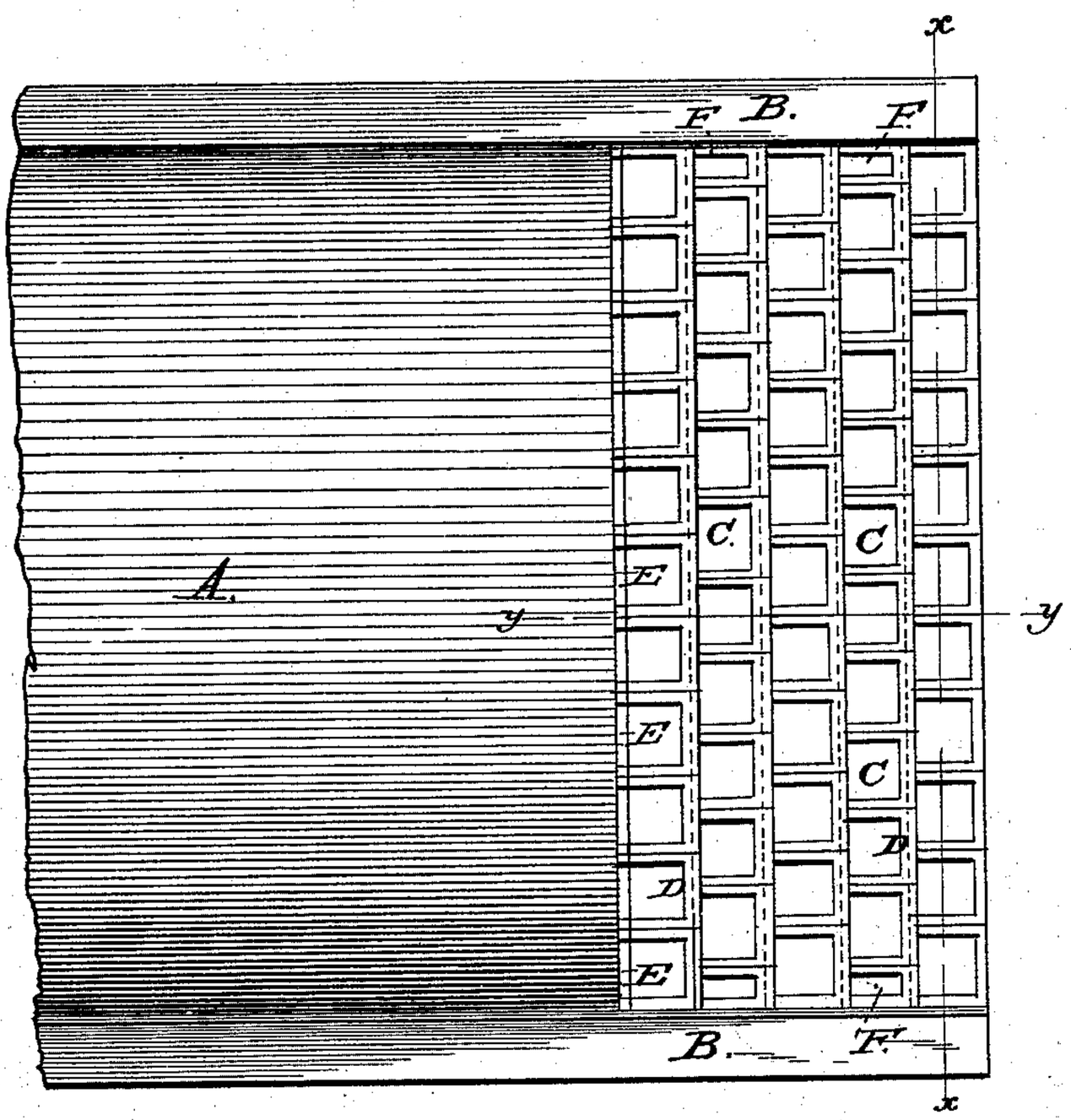


Fig. 2.

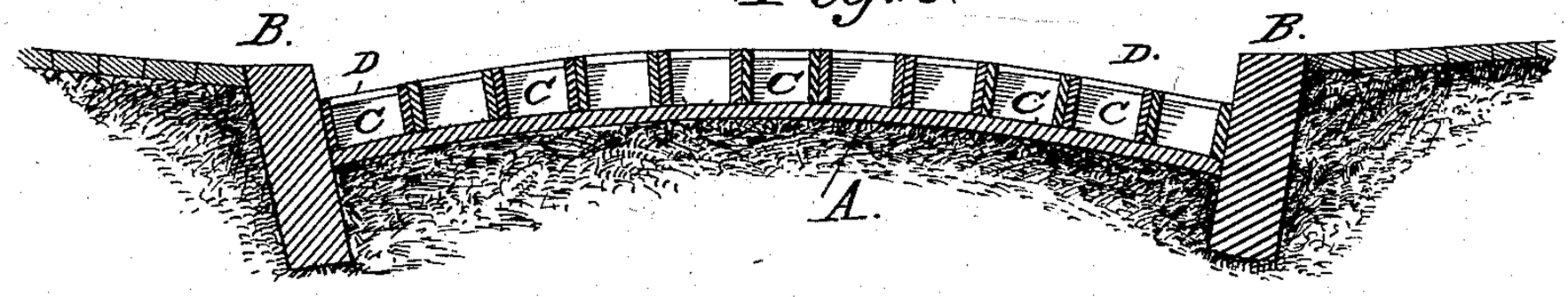


Fig. 3.

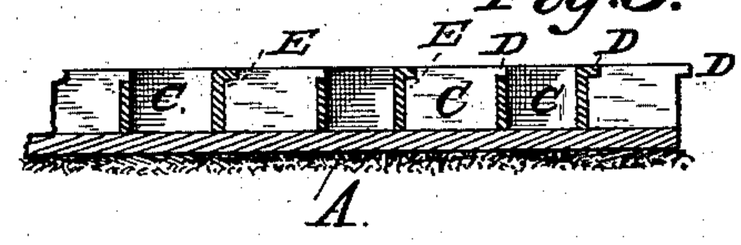
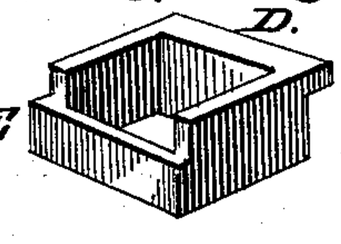


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JULIUS STOMMEL, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR OF ONE-HALF TO H. E. COPENHAVER, OF SAME PLACE.

STREET-PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 283,299, dated August 14, 1883.

Application filed April 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, JULIUS STOMMEL, of Washington city, in the District of Columbia, have invented a new and useful Improvement in Street-Pavements, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

This invention relates to an improved foundation for a street-pavement, which is formed of small iron boxes or tubes set together and filled with earth or other substance.

In the drawings, Figure 1 is a plan view of a part of a street-pavement, showing my invention. Fig. 2 is a section on line *x x*, and Fig. 3 is a section on line *y y* of Fig. 1, and Fig. 4 is a detail view.

A indicates the graded surface of the street, and B the curbs at the sides of the same. In constructing the foundation of the pavement I provide iron boxes or tubes C, and arrange them in rows extending from curb to curb. The boxes or tubes are open at the top and bottom, and when placed in position are to be filled with earth or other suitable substance. The boxes are rectangular in shape, and are designed to be about nine inches long, six inches in diameter, and five inches high. Each box is to have a flange, D, on one side, which extends outward from the box at the top, and the opposite side of the box is to be formed with an offset or shoulder, E, in order that the flange of one box may overlap the offset of another, and thus bind the boxes together. In placing the boxes in position it is designed that each flange D shall overlap the offsets of two boxes in the next adjacent row, in the manner indicated in the drawings. Every alternate row of boxes will thus require two smaller boxes, F, at the ends, in order to bring the junctures of the boxes in one row in line with the centers of the boxes in the next row. When the boxes are filled with earth or other substance, the superstructure of the pavement is to be built upon this foundation, according to any desirable method.

I am aware that iron grates have been used for surface-paving, but in a foundation for a pavement it is important that each cell or box shall be separable from the rest, in order that the foundation made of such boxes filled with earth may settle uniformly after the superstructure is put upon it. Where the cells are made in single pieces, they can be arranged to correspond to any desired curvature in the surface of the pavement, which cannot be done where they are made in the form of grates, and in case of laying or repairing gas-pipes, &c., under the street, the single cells are more conveniently taken up and replaced.

What I claim is—

A foundation for a pavement, consisting of a number of single cells made in the form of iron boxes or tubes, C, having interlocking parts, substantially as shown and described, whereby any desired curvature may be given to the foundation, and the latter may settle uniformly after the superstructure is placed upon it.

JUL. STOMMEL.

Witnesses:
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