

(No Model.)

F. J. HOYT.

PAVING BLOCK FOR STREETS.

No. 312,639.

Patented Feb. 24, 1885.

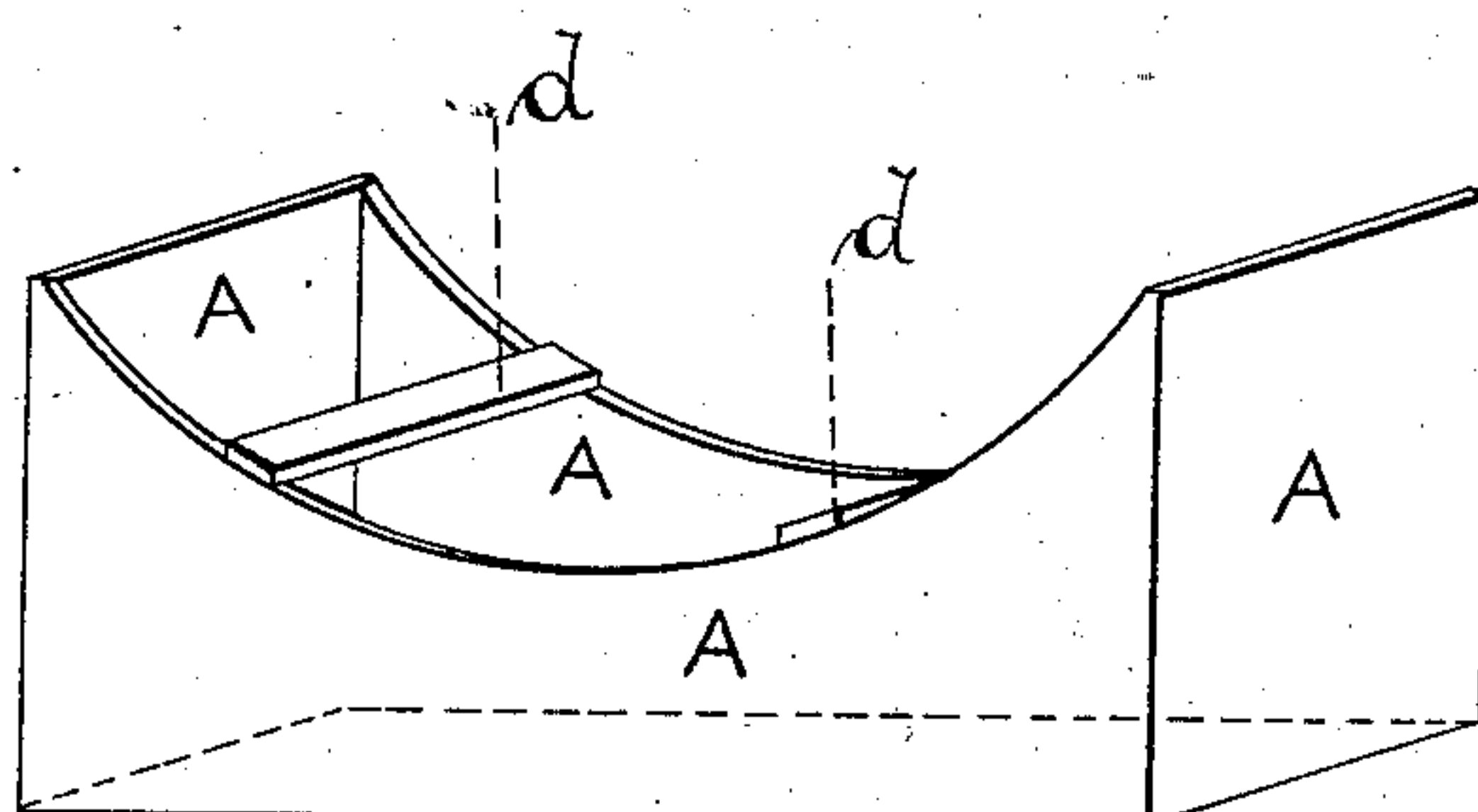
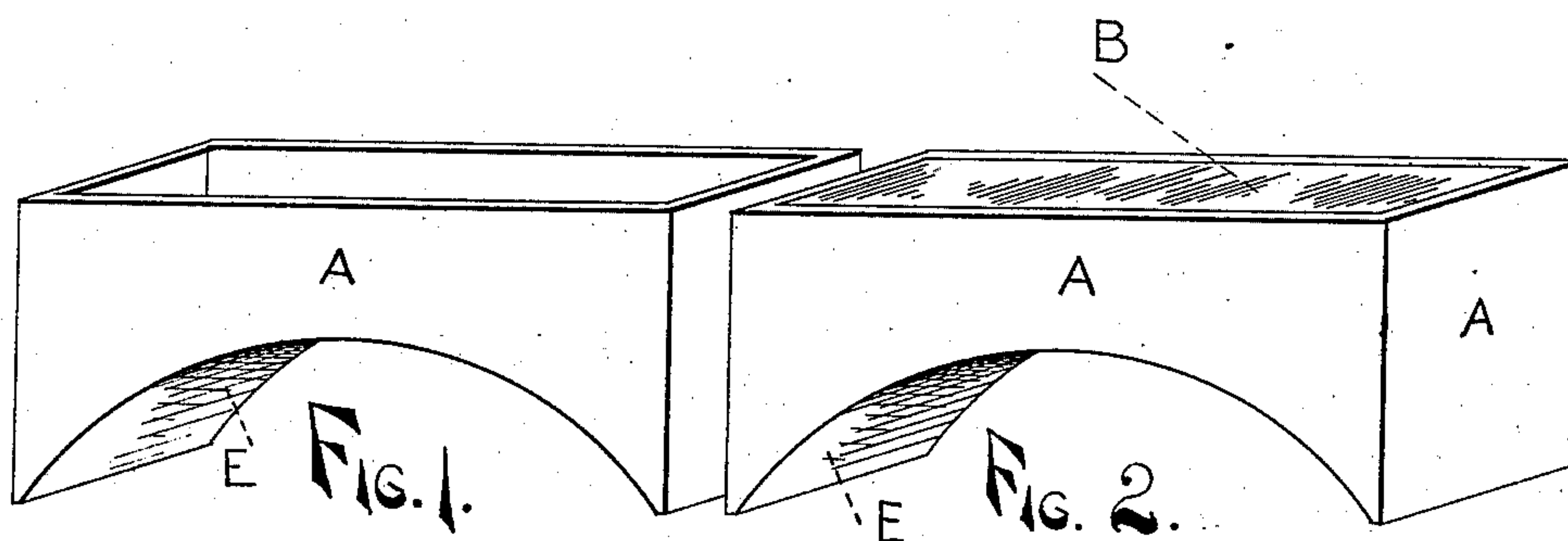


FIG. 3.

WITNESSES:

Fred M. Stevens.
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INVENTOR

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UNITED STATES PATENT OFFICE.

FREDERICK J. HOYT, OF GRAND RAPIDS, MICHIGAN, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE CRESCENT COMBINATION PAVEMENT COMPANY, OF SAME PLACE.

PAVING-BLOCK FOR STREETS.

SPECIFICATION forming part of Letters Patent No. 312,639, dated February 24, 1885.

Application filed August 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK J. HOYT, a citizen of the United States, residing at the city of Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Street-Pavements, of which the following is a specification.

My invention relates to a new and improved paving-block for streets, so constructed as to produce a smooth and durable road when laid in place, which are its two principal objects. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a shell or hollow block which I design for a paving-block. Fig. 2 is a perspective view of the same block filled with wood, cement, or other suitable material; and Fig. 3 is a skeleton block designed for the same purpose.

Similar letters refer to similar parts throughout the several views.

A A are the sides and end of the shell, and E is the arched part which rests on the bed or foundation.

B is the filling of the shell. This filling will be of different materials, depending upon the kind of pavement required. For ordinary street or road pavement I deem cement or wood a good filling. For a noiseless pavement india-rubber or other elastic filling may be used.

Instead of making a tight box or case, as shown in Fig. 1, I design, also, to make a skeleton case open at the bottom, as shown in Fig. 3, having supporting-bars *d d*, and also in some cases to do away with one of the long sides A entirely, as the case will be sufficiently strong when placed in the pavement, each paving-shell helping to support the other, and my intention being to make the shell sufficiently strong to hold the filling and to with-

stand the weight and concussion of the carriage-wheels, and at the same time to cut away such portions of the shell as I may be able to without weakening the same.

The shell when made may be filled before being placed into the street-pavement, or the shells may be first laid and then filled. The shell should be of metal, cast-iron being preferable on account of cheapness and durability.

The road-bed may be of sand, gravel, or similar material, so that when the shell is pressed down the arch E will be filled, thereby supporting the pavement. The arched or curved form of the block or shell will prevent the gravel or earth from packing under either end of the same, as is the case with paving-blocks having straight under surfaces; and this form may be applied to stone or wooden paving-blocks with great advantage; and I do not wish to limit this part of my invention to a filled paving-block.

I am aware that iron boxes or shells filled with concrete for paving purposes are old.

Having thus described my invention, what I claim to have invented, and desire to secure by Letters Patent, is—

1. A paving block or shell provided with an arched under face, E, extending under the entire surface of the block, so as to produce at the two ends of the arch knife-like edges, whereby the block may be pressed into the road-bed and over the packing within the arch and the packing of the bed beneath the block prevented, substantially as described.

2. The metallic shell A A, whether whole or in skeleton form, provided with the arched under face, E, and filled with any suitable filling, B, substantially as described.

FREDERICK J. HOYT.

Witnesses:

FRED W. STEVENS,
EDWARD TAGGART.