

(No Model.)

3 Sheets—Sheet 1.

H. G. FISKE.

BLOCK PAVEMENT FOR STREETS AND SIDEWALKS AND MOLD FOR
CONSTRUCTING THE SAME.

No. 316,450.

Patented Apr. 28, 1885.

FIG. 1.

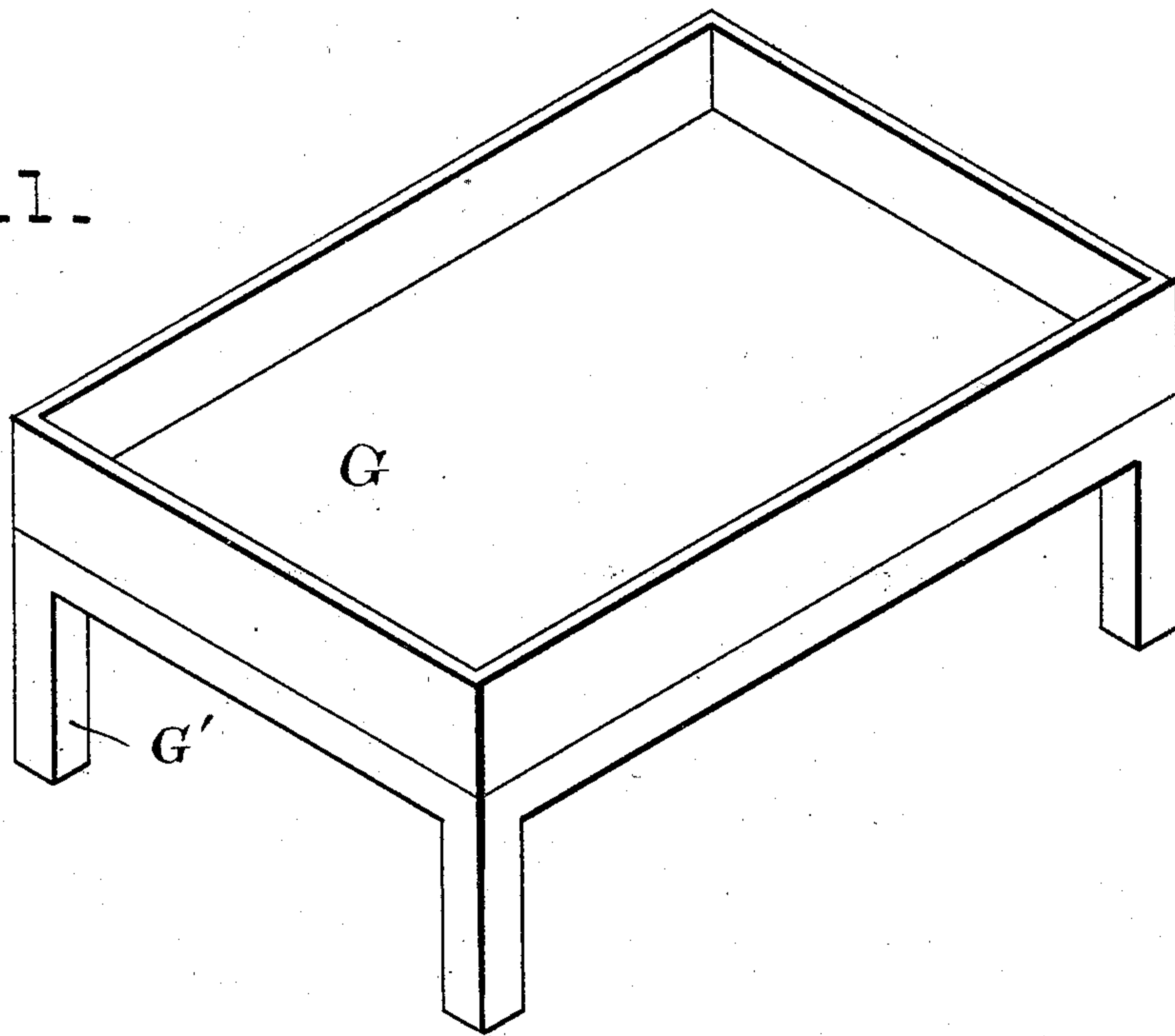
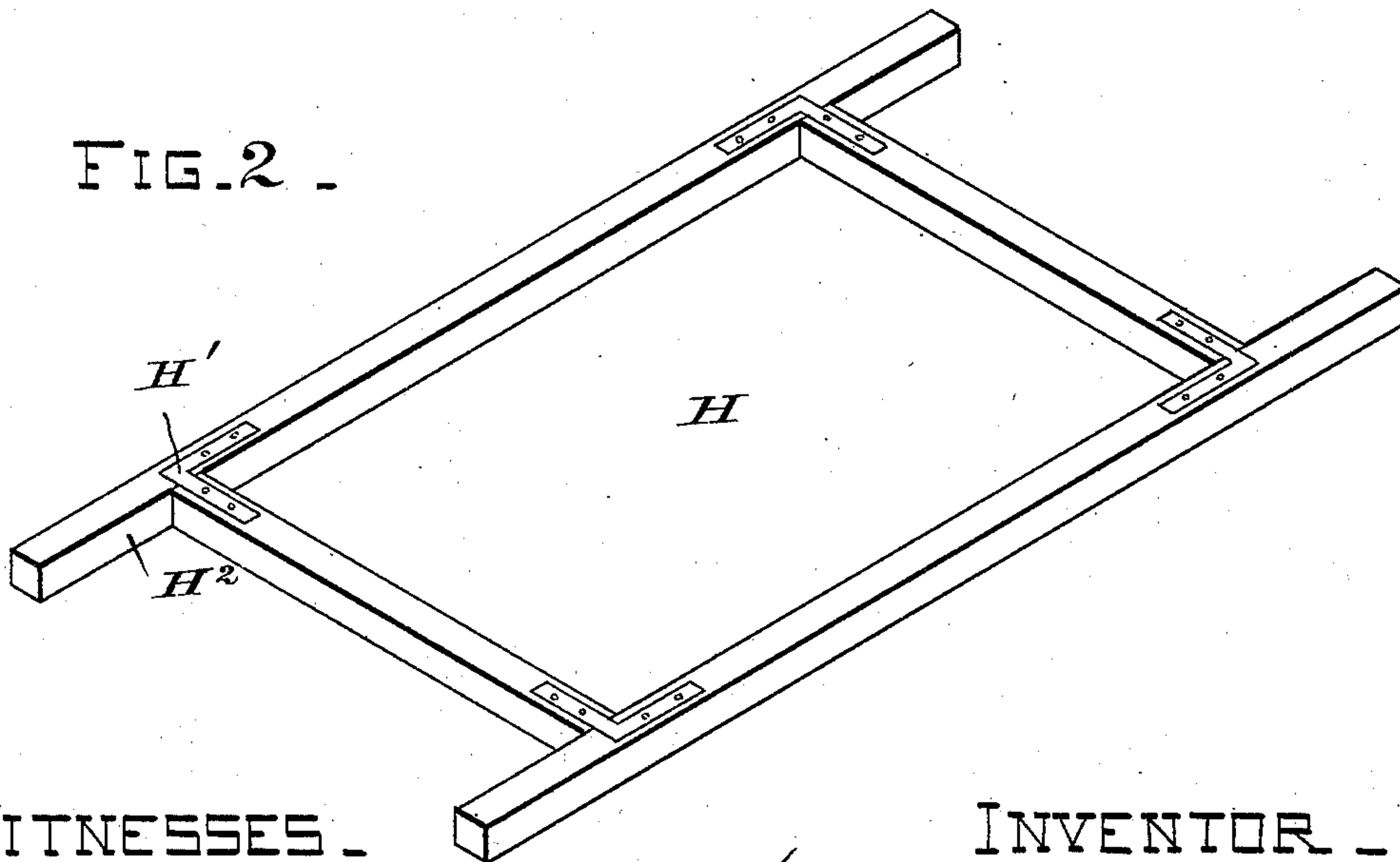


FIG. 2.



WITNESSES.

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FIG. 3.

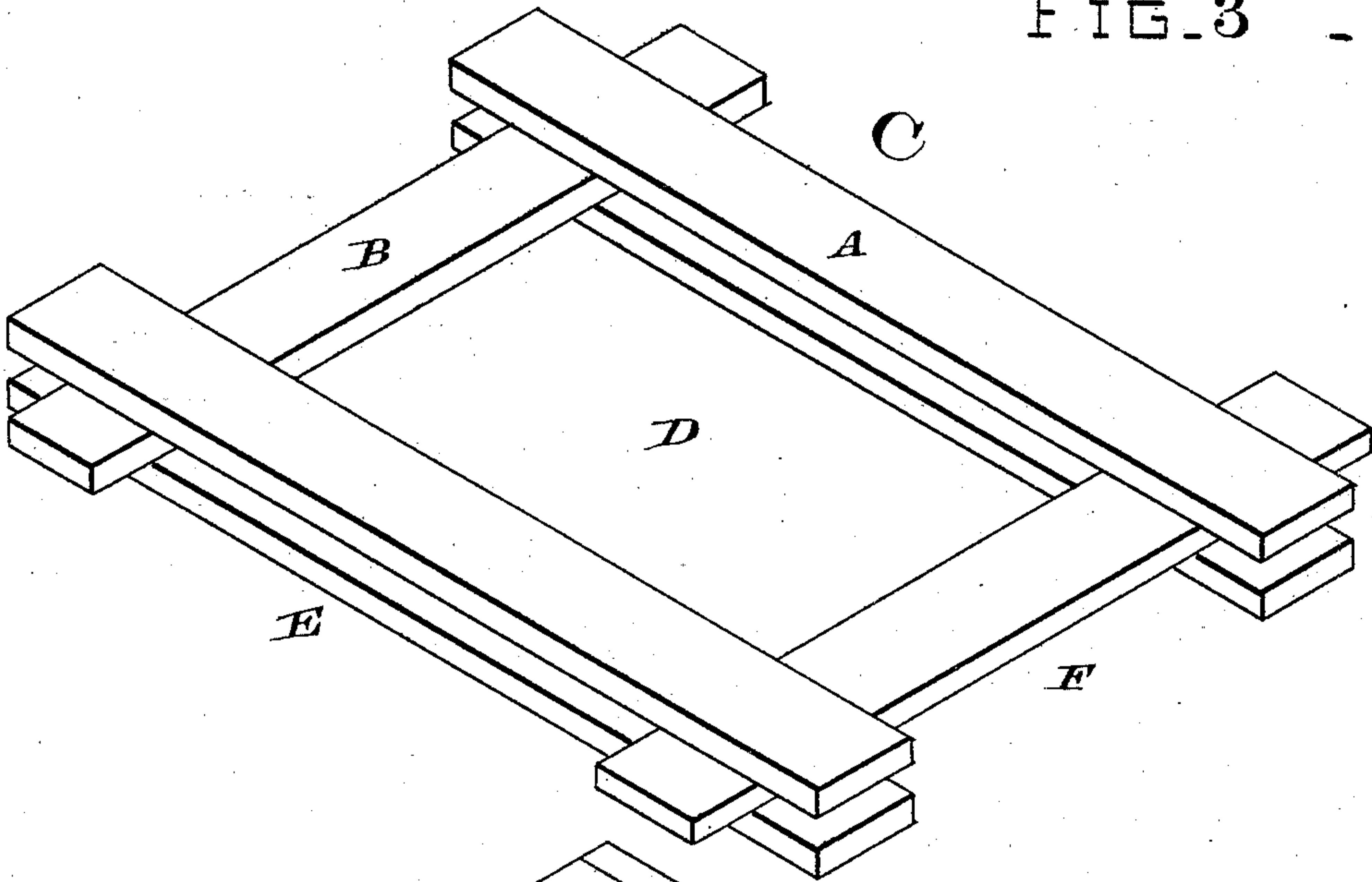
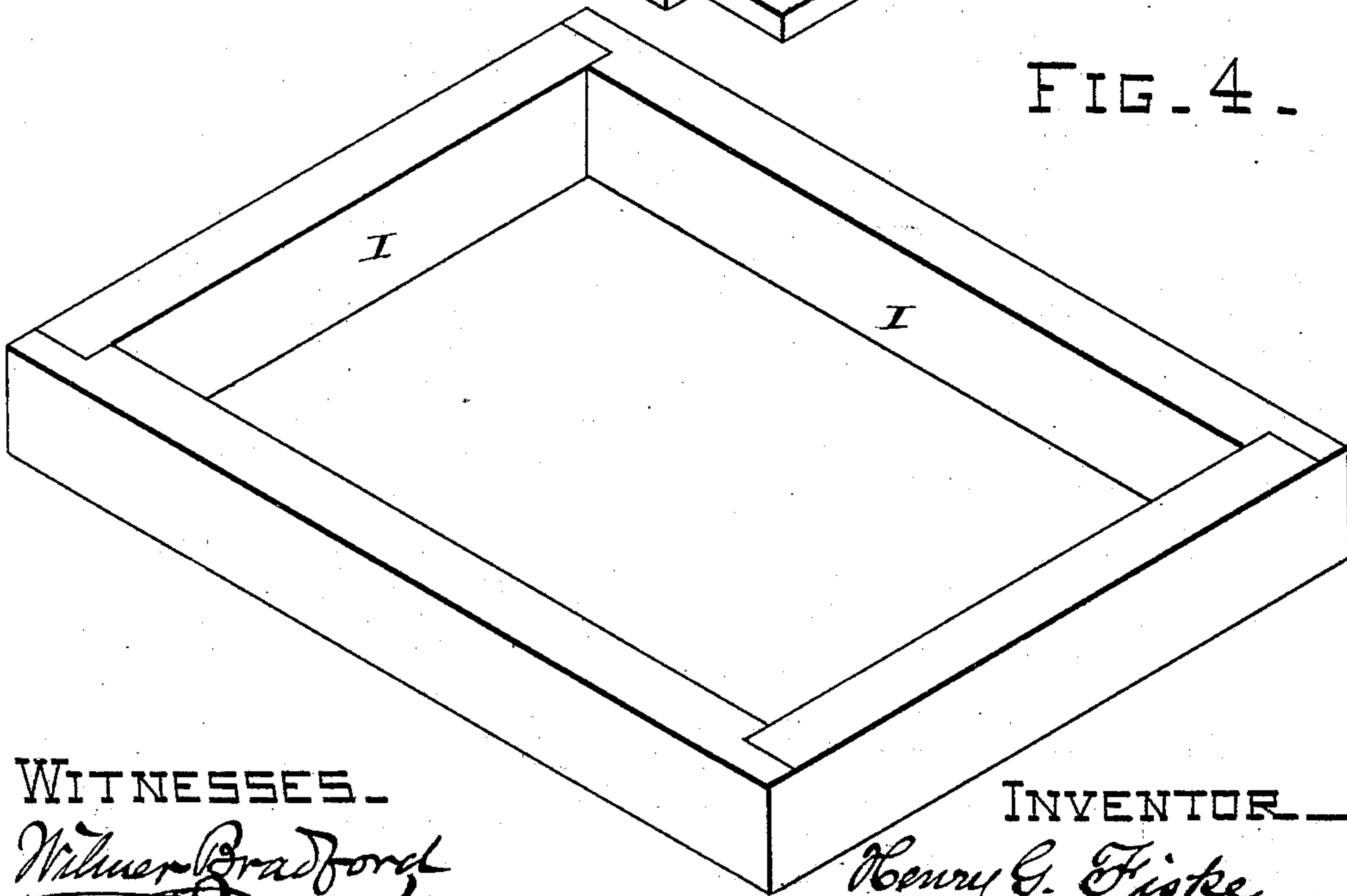


FIG. 4.



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FIG. 5

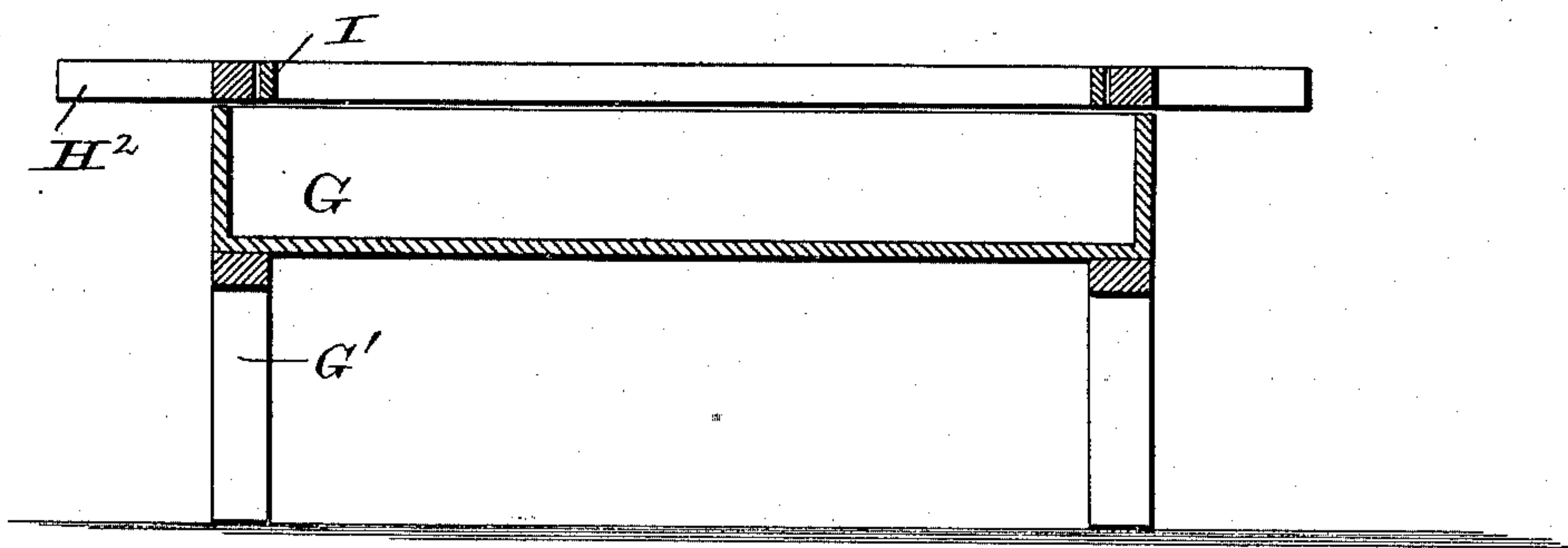
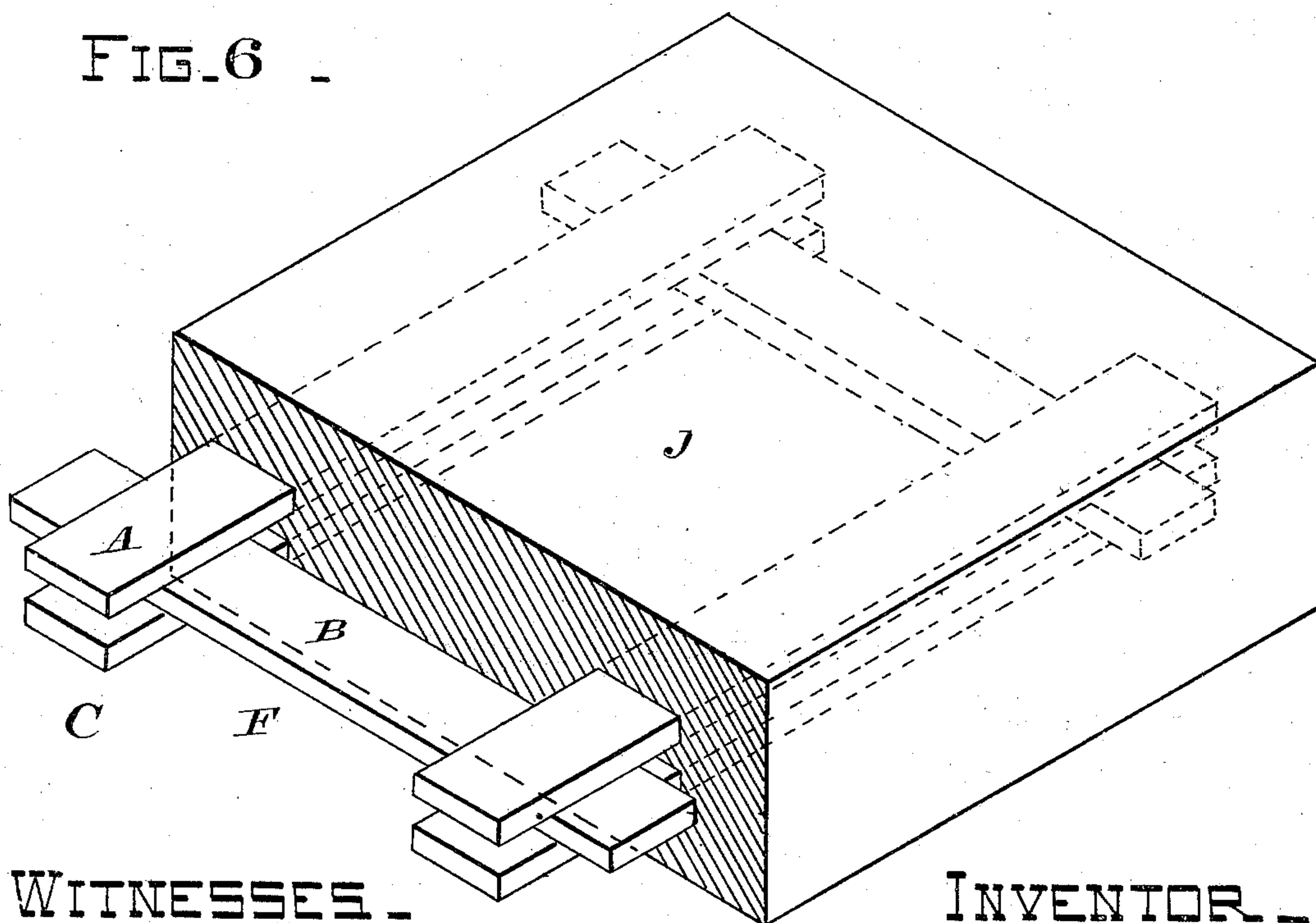


FIG. 6



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UNITED STATES PATENT OFFICE.

HENRY G. FISKE, OF SAN FRANCISCO, CALIFORNIA.

BLOCK PAVEMENT FOR STREETS AND SIDEWALKS AND MOLD FOR CONSTRUCTING THE SAME.

SPECIFICATION forming part of Letters Patent No. 316,450, dated April 28, 1885.

Application filed December 4, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY G. FISKE, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented a new and useful Improvement in Block Pavements for Streets and Sidewalks and Molds for Constructing the Same, of which the following is a specification.

Figure 1 is a perspective view of the table or stand containing tray upon which the block is formed. Fig. 2 is a perspective view of the frame or mold. Fig. 3 is a perspective view of the rectangular strengthening-frame. Fig. 4 is a perspective view of the iron frame. Fig. 5 is a longitudinal section through the sand-containing tray and molding-frame. Fig. 6 is a perspective view of the block of concrete or asphaltum, showing one end broken away and exposing the strengthening-frame C, contained therein.

Similar letters of reference are used to indicate like parts throughout the several views.

In carrying out my invention I employ a rectangular frame constructed of boards or planks by placing between the two series of longitudinal boards A A the cross-pieces or connecting-boards B B. These are then nailed together through and through where the cross-pieces intersect with the longitudinal pieces. The cross-pieces are placed between the longitudinal pieces a little distance from their ends, as shown. Thus it will be seen that a frame, C, is formed having a central hollow space, D, and side and end spaces, E F, and this frame forms the nucleus of my paving-block.

In the further construction of my paving-block I employ a tray, G, which is much larger than the frame C, and mounted on legs G'. This tray I fill with clean sharp sand and strike it off with a straight-edge, so that the tray will be filled with sand up to the top edges thereof and be on a horizontal plane. Over this tray of sand is placed a frame, H, the corners of which are provided with iron strengthening-straps H' H' and extended arms H², which latter are employed for convenience in handling. I then employ a frame of iron, I, which is dovetailed, rabbeted, or locked at the corners, so that it can easily be taken apart piece by piece. This frame is made smaller than the

molding-frame H, and so that it will be received by it, with its outer faces resting closely against the inner faces of the frame H, and with the lower edge resting upon the sand in the tray beneath. It should here be observed that the inner faces of the frame I are covered with a coating of tallow, to prevent the mastic or asphaltum compound from adhering thereto. I then cover the sand in the lower compartment or tray with concrete asphalt—say about one inch deep—and after having dipped the framework C in a kettle or tank of asphaltum and coal-tar suitably tempered, I place it upon the plastic foundation upon the sand and permit it to settle and become fixed therein. After the frame C has become sufficiently settled and embedded in the foundation, I commence to build up my block by putting in rubble or beton in the hollow square of the frame C, and tamping around the edges, and filling the spaces underneath the cross-pieces and between the longitudinal pieces until the block is built up to near the top of the frame I, inclosing all sides and ends of the binding-frame C, when over all I pour melted asphalt and coal-tar to form a smooth surface and fill up all interstices, and when the whole is suitably set I lift up and remove the molding-frame H, and then take apart and remove the frame I piece by piece, leaving the finished paving-block J with the frame C embedded therein upon all sides and ready for laying in position in the street.

In constructing blocks for sidewalks I make a frame of less thickness than the frame C, and in building up the block I place over the concrete a layer of coarse gravel, then pour over the gravel a coating of liquid asphaltum suitably tempered with coal-tar, in such a manner as to bind the gravel and leave an indented surface, over which I float a concrete of cement and stone filling around the sides and edges of the block, and then the face of the block is grouted off to a smooth surface.

By this construction of mold the block can be rapidly and easily formed, and the mold can be removed from the block without adhering to the sides thereof, while the block itself will be stronger by reason of the wooden frame therein contained or embedded, and be more cheaply constructed than if the same

were made wholly of asphalt, cement, or concrete, as the wooden frame enters largely into the component parts of the block.

I am aware that paving and building blocks
5 have heretofore been constructed on a framework or core of metal or wood, and therefore I do not claim such, broadly; but,

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

1. A paving-block composed of plastic material capable of becoming hardened or set, and having embedded therein a wooden frame, C, consisting of two longitudinal pieces or
15 strips, A A, on each side, and the end cross-

pieces, B, said frame being formed with projecting corners, as set forth.

2. The herein-described mold for paving-blocks, consisting of the tray G, having legs G', the molding-frame H, provided with arms 20 or handles H² and angular strengthening-straps H', and the separable metal frame I, all as and for the purpose described.

In testimony that I claim the foregoing I have hereunto set my hand and seal.

HENRY G. FISKE. [L. s.]

Witnesses:

C. W. M. SMITH,
CHAS. E. KELLY.