

(No Model.)

I. L. LANDIS.  
CONSTRUCTION OF PAVEMENTS.

No. 388,694.

Patented Aug. 28, 1888.

Fig. 1.

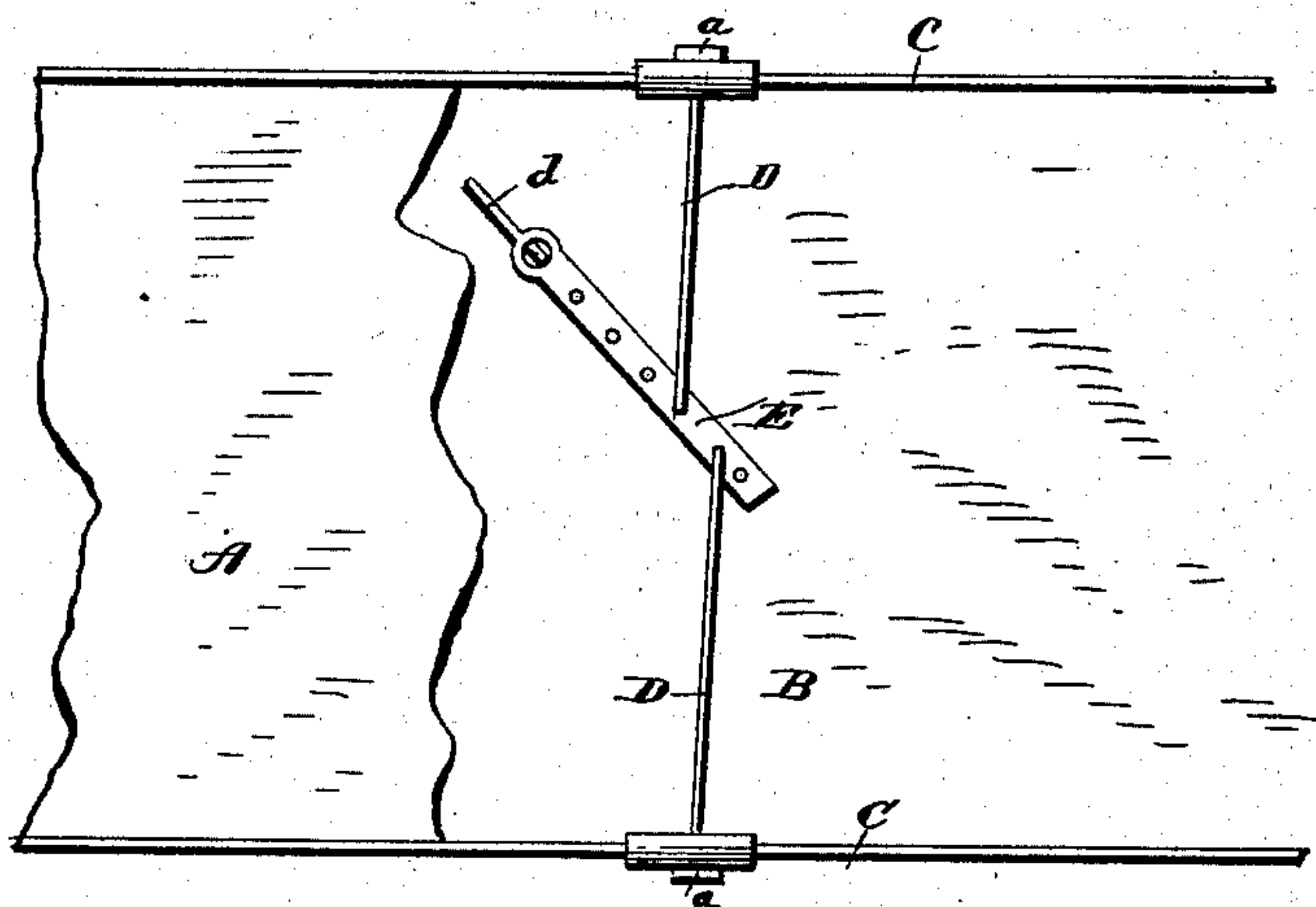


Fig. 2.

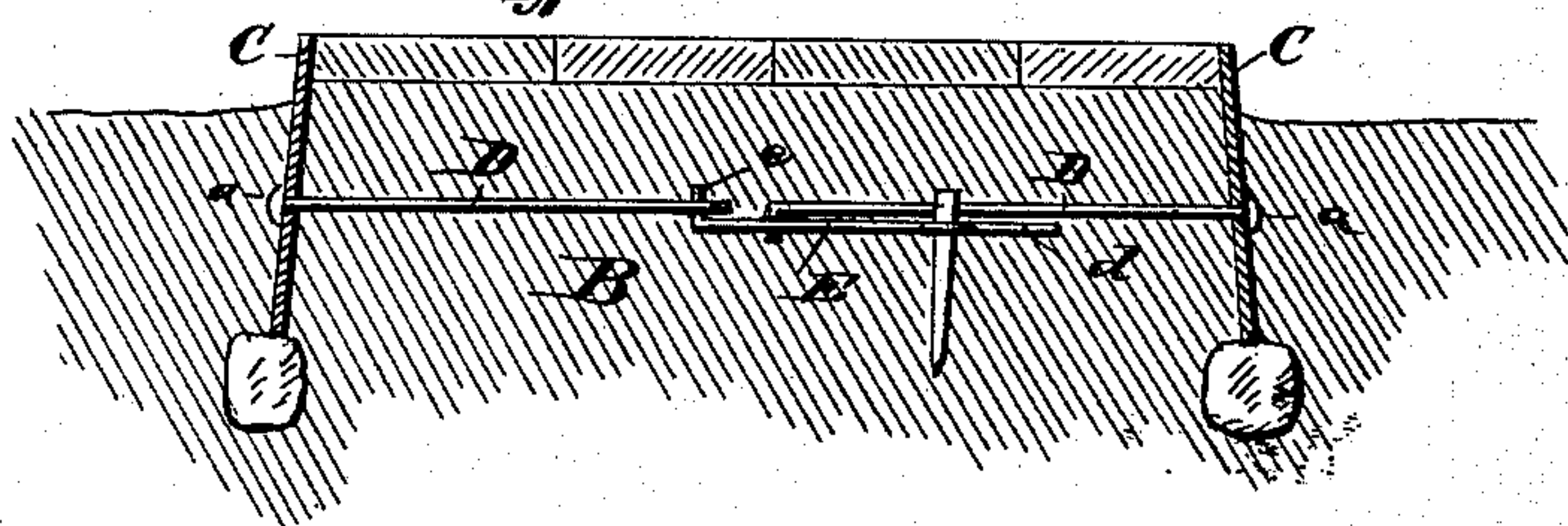


Fig. 3.

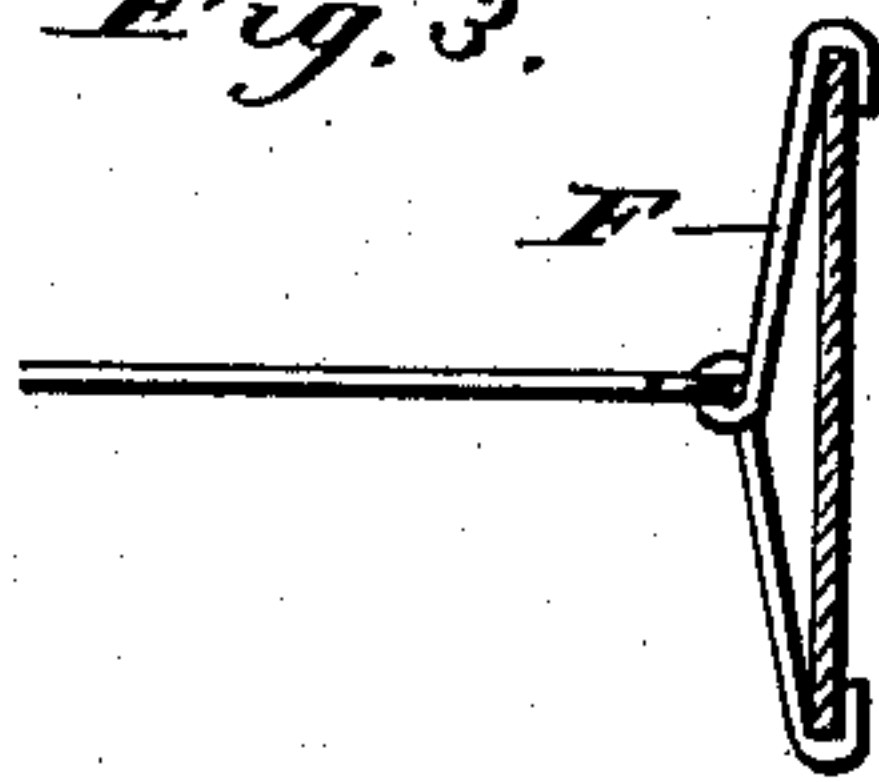
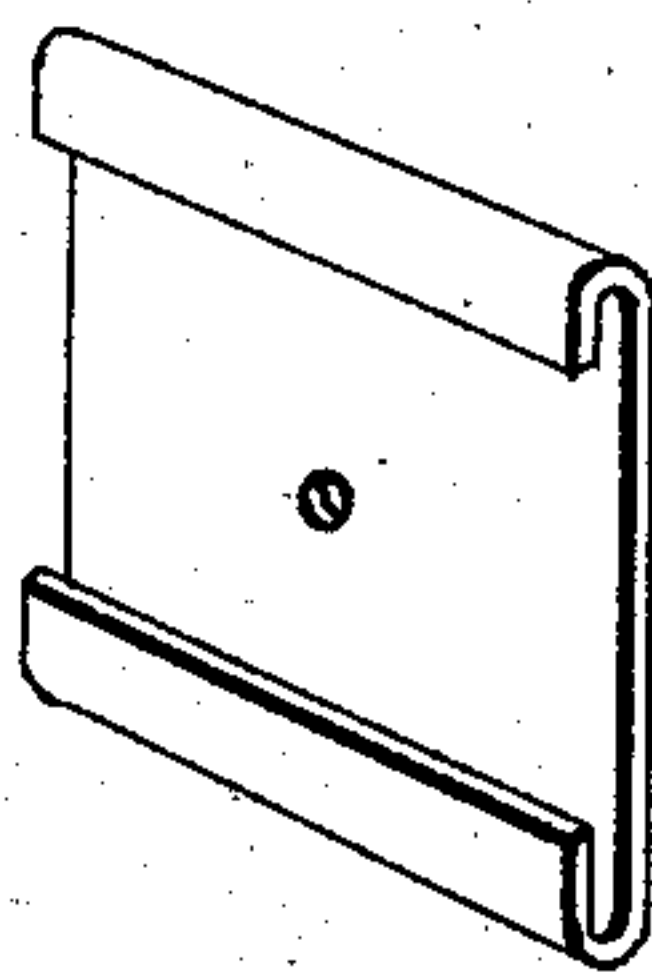


Fig. 4.



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## CONSTRUCTION OF PAVEMENTS.

SPECIFICATION forming part of Letters Patent No. 388,694, dated August 28, 1888.

Application filed July 16, 1888. Serial No. 280,037. (No model.)

*To all whom it may concern:*

Be it known that I, ISRAEL L. LANDIS, a citizen of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in the Construction of Pavements, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in the construction of street-pavements; and it has for its objects to provide for binding the bricks constituting the pavement securely in place upon their bed and to form a neat and inexpensive facing at the junction of the gutter and pavement, as more fully hereinafter specified. These objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a plan view of a street-pavement, showing my invention in connection therewith; Fig. 2, a transverse vertical sectional view of a modification of my invention. Fig. 3 represents a view showing a modification of the means of fastening the connecting-links to the binding-plates, and Fig. 4 a perspective view of a sleeve to be used in connection with the binding-plates.

Referring to the drawings, the letter A indicates the bricks or concrete constituting the surface of the pavement, and B the bed thereof.

C indicates two metallic plates, which are placed on opposite sides of the pavement and bed, so as to bear against and confine the same.

To the plates are secured inwardly or rearwardly extending links D, which serve in connection with a tie-link, E, to draw the plates toward each other, and thus bind the bricks of the pavement compactly and securely.

The connecting-link, as shown in Fig. 1 of the drawings, consists of a flat bar of metal having a series of perforations, into which the hooked ends of the links D may be engaged, and the said link is provided with an eye at one end and an extension, *d*, forming a handle by which the said link may be manipulated to draw the plates C together. This is accomplished by engaging the hooked ends of the respective links D in two of the apertures in the connecting-link while the same is parallel with the said links D, and then turning the said connecting-link to a position at right

angles to the said links, causing it to act as a lever and draw the said links toward each other with great force, so as to bind the pavement and its bed between the plates. When the plates are drawn together to the utmost, the parts are locked securely by driving a stake through the eye of the connecting-link into the ground or bed of the pavement, as shown.

In the modification shown in Fig. 2 of the drawings the connecting-link is perforated, as before, but it is provided with a hooked extension, *e*. In this instance one of the links D is flattened at its inner end and is provided with a series of perforations, the corresponding link being hooked or bent at its end, as before mentioned. The said links in this last-mentioned modification are connected by passing the hooked end of one of the links D into one of the apertures in the connecting or tie-link and passing the hooked end of said tie-link into one of the apertures in the opposite link D. When thus connected, the plates are forcibly drawn together by twisting the tie-link by any suitable means, and when fully brought to the edges of the pavement the whole is secured by driving a stake at one side of the twisted tie-link, so as to prevent it from untwisting.

The links D may be secured to the binding-plates in any convenient manner, preferably, however, by means of the heads *a*, formed on their outer ends, the links being passed through apertures in the binding-plates. When, however, it is inconvenient or impracticable to form apertures in the binding-plates, the links D may be secured thereto by means of clutch-links F, which are bent at their ends, so as to engage the edges of the binding-plates, and at their centers, so as to be engaged by the ends of the links D, which are hooked for the purpose, as shown in the drawings. The said link may be in the form of a sleeve, and may set over the adjoining ends of the rails so as to cover the joint between the same.

From the above description it will be evident that the pavement may be firmly secured within its bounds in a cheap and expeditious manner without the aid of skilled labor.

In order that the binding-plates may fit neatly to the edge of the gutter, the lower edges of said plates may be curved outwardly, as



shown, and rested upon blocks suitably laid in the bed.

It is evident that the connecting or tie link, instead of being formed, as described, with perforations to engage the hooked links, may be made in various other ways, so as to engage such hooked ends. For instance, it may be constructed in the form of a corrugated bar, the hooked ends of the links D being engaged in the corrugations on opposite sides of the same, or the bar may be formed with short transverse slots on opposite sides to engage the hooked ends of the said links D, without departing from the spirit of my invention.

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

1. The combination, with the binding-plates of a street-pavement, of the inwardly-extending links and a connecting tie-link whereby the parts may be forcibly drawn together and locked, substantially as specified.

2. The combination, with the binding-plates, of the tie-link perforated, as described, and provided with an eye through which a stake may be driven to secure the parts together, substantially as specified.

3. The combination, with the binding-plates and the connected links D, of the clutch-links engaging the said plates and connected with the said links D, substantially as and for the purposes set forth.

4. The combination, with the binding-plates, of the sleeves covering the joints between the same and the connecting-links secured to said sleeve and connected with each other by tie-links, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

ISRAEL L. LANDIS.

Witnesses:

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