

(No Model.)

B. P. THIEBAUD.  
STREET PAVEMENT.

No. 512,568.

Patented Jan. 9, 1894.

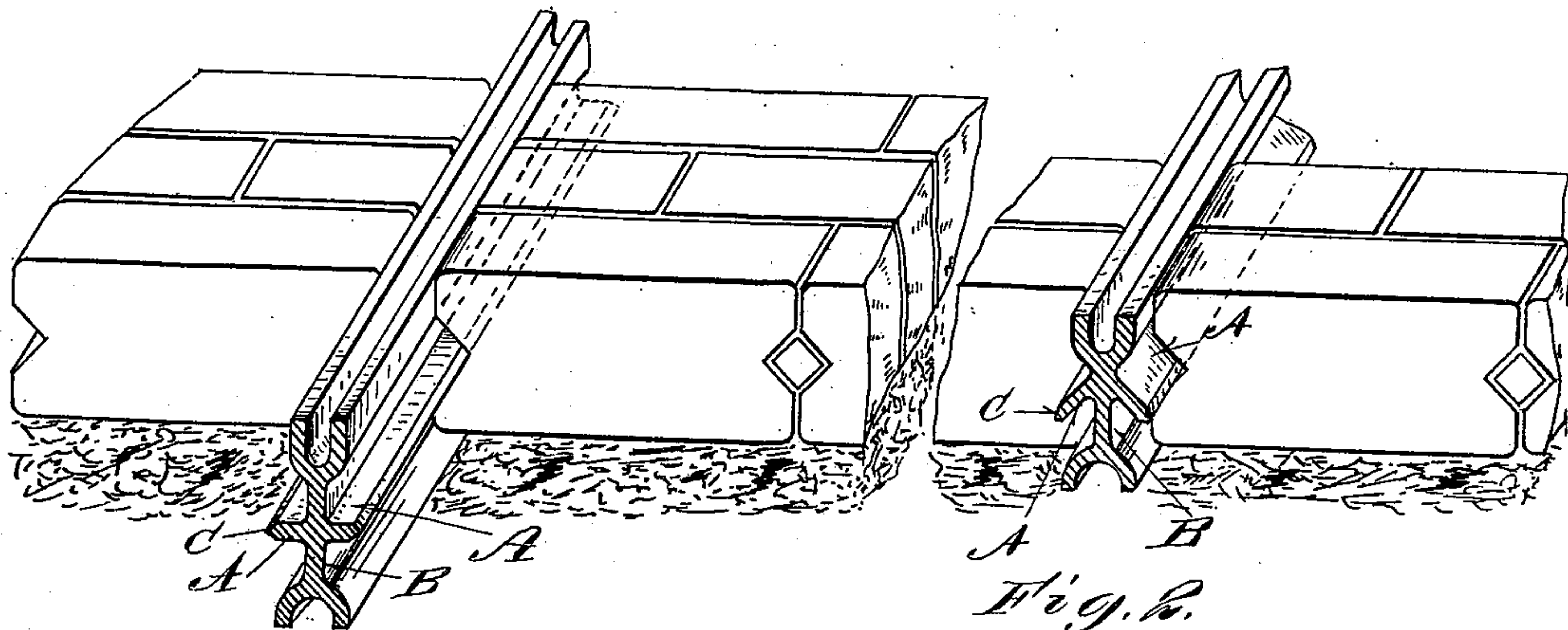


Fig. 1.

Fig. 2.

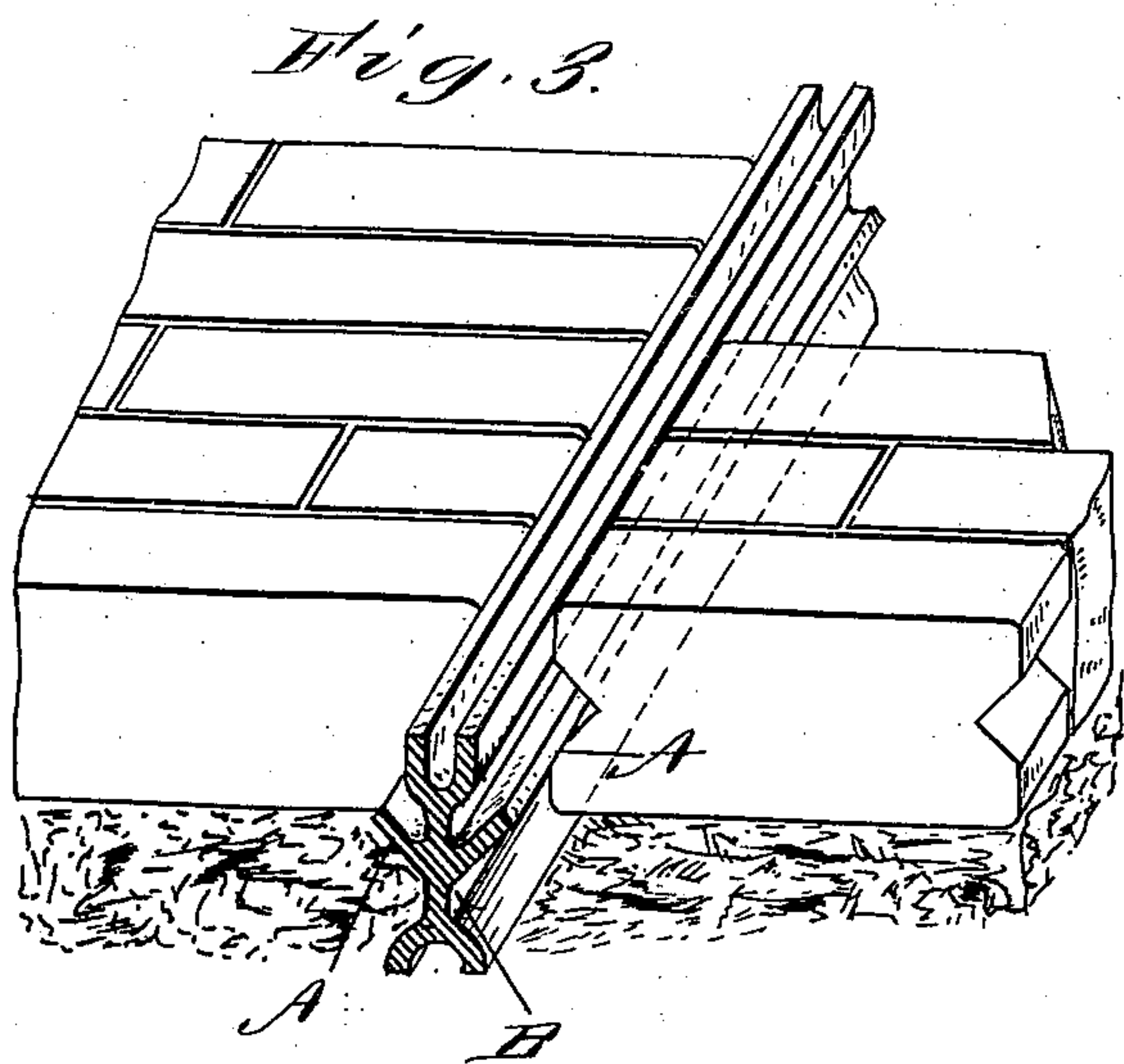


Fig. 3.

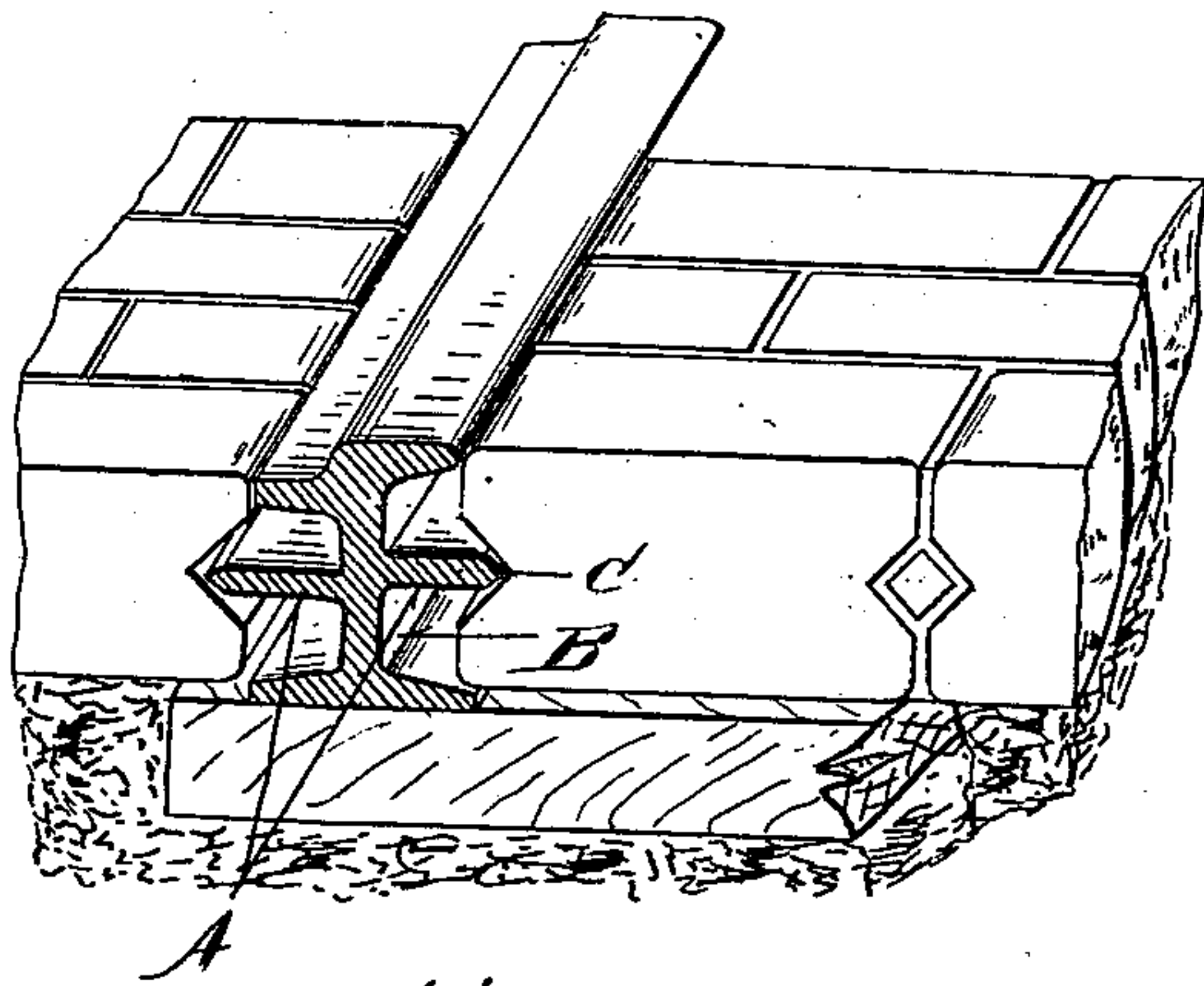


Fig. 4.

WITNESSES  
Jas. C. Pawby.  
W. M. Mc Nair.

INVENTOR  
Belford P. Thiebaud.  
By H. A. Gaulsine,  
ATTORNEY.



# UNITED STATES PATENT OFFICE.

BEDFORD P. THIEBAUD, OF SPRINGFIELD, OHIO.

## STREET-PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 512,568, dated January 9, 1894.

Application filed May 9, 1893. Serial No. 473,587. (No model.)

*To all whom it may concern:*

Be it known that I, BEDFORD P. THIEBAUD, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Street-Pavements, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in street pavements and the objects in view and the purposes of the invention are the interlocking of the paving blocks one with the other, and the anchoring of the ends to those blocks which are placed adjacent to street railway rails, whereby the prevalent objectionable tendency of paving blocks to rise and work up adjacent to railway rails, particularly where the cars are of the heavy types used in electric and cable cars, shall be wholly and absolutely prevented.

In the accompanying drawings on which like reference letters indicate corresponding parts: Figure 1, represents a perspective view of a railway rail embodying my improvements and of paving blocks shown in connection therewith. Fig. 2, is a similar view of similar parts showing a modification in the anchor device. Fig. 3, is another similar view showing another modification in the anchor device; and Fig. 4, is yet another similar view illustrating yet another modification in the anchor device.

The form of blocks herein shown is like that shown and described in an application filed by me of even date herewith, for improvements in pavements and such blocks need not therefore, together with the means of interlocking them, also shown in such application, be again fully described. As shown these blocks are provided at either end with a V-shaped recess and into the opening formed by two of these recesses when brought into the matched position, I insert a key made separate from the blocks and adapted to be cemented into such openings. Thus the blocks are interlocked. In the combination with these blocks, or blocks having some form of recess which will enable them to receive my improved anchor devices, of a street railway rail constructed with such anchoring devices, resides the essential subject matter of this my present invention; also, in the rail and anchor device above.

Referring to Fig. 1 it will be seen that I have constructed the rail with a longitudinal rib, flange or plate A, one at either side. Such rib, or flange, &c., extends out from the web B of the rail in a horizontal position, and preferably has its corners beveled as seen at C. The notches or recesses in the blocks receive these ribs or flanges, &c., which act as anchors to prevent the adjacent ends of the blocks from working upward above the general surface of the pavement and above the rails.

I have shown the anchor ribs or flanges, &c., as formed in one piece with the rail. This is preferred for it is contemplated to roll the rail with this addition. I wish to be understood, however, as not confining myself to this construction, as the rib or flange may be electrically welded or in some other manner welded or united permanently to the rail in the course of its manufacture, or as a finishing or completing step in its production. These remarks apply to all of the forms herein illustrated and described.

In Fig. 2 I have shown the anchoring rib or flange, &c., deflected or turned downward and opposing the lower wall of the notch at substantially a right angle to it. This form or angle will prevent the possibility of any crowding of the block out of engagement with it.

In Fig. 3 I have illustrated a reversed position of the anchoring flange or rib, in which it inclines upward. This form has the advantage of more easily receiving the block up to the rail.

In Fig. 4, I have illustrated still another form, in which the flange or rib at one side of the web is wider than at the other side on account of the construction of the rail. The flange or rib at one side is also higher than at the other side so as to set the blocks on the inside of the rail lower down than the blocks on the outside of the rail.

I wish also to be understood as not limiting myself to the combination of the anchoring ribs or flanges with rails of the types shown, since it is obvious that rails of other types may be provided with them in the manner described.

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

1. As an improvement in pavements, the



combination with paving blocks having recesses or incisions, of railway rails provided with flanges or ribs at a point between their tread and base adapted to enter the said recesses or incisions in the blocks.

2. As an improvement in pavements, the combination with paving blocks having recesses or incisions, of railway rails having flanges or ribs extending from their webs at a point between their tread and base and adapted to enter said recesses or incisions.

3. As an improvement in pavements, the combination with paving blocks having recesses or incisions, of railway rails having flanges or ribs extending at other than a right angle to their webs at a point between their tread and base and adapted to enter said recesses or incisions.

4. As an improvement in pavements, the

combination with paving blocks having recesses or incisions, of railway rails having flanges or ribs extending therefrom, at a point between their tread and base the flange or rib on one side being at a different elevation from that on the other side.

5. As an improvement in pavements, the combination with paving blocks, of a railway rail having an integral projecting flange or rib engaging with the blocks and located in a plane below the upper surface of the blocks and above the lower surface of the blocks.

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

BEDFORD P. THIEBAUD.

Witnesses:

OLIVER H. MILLER,  
WARREN M. MCNAIR.