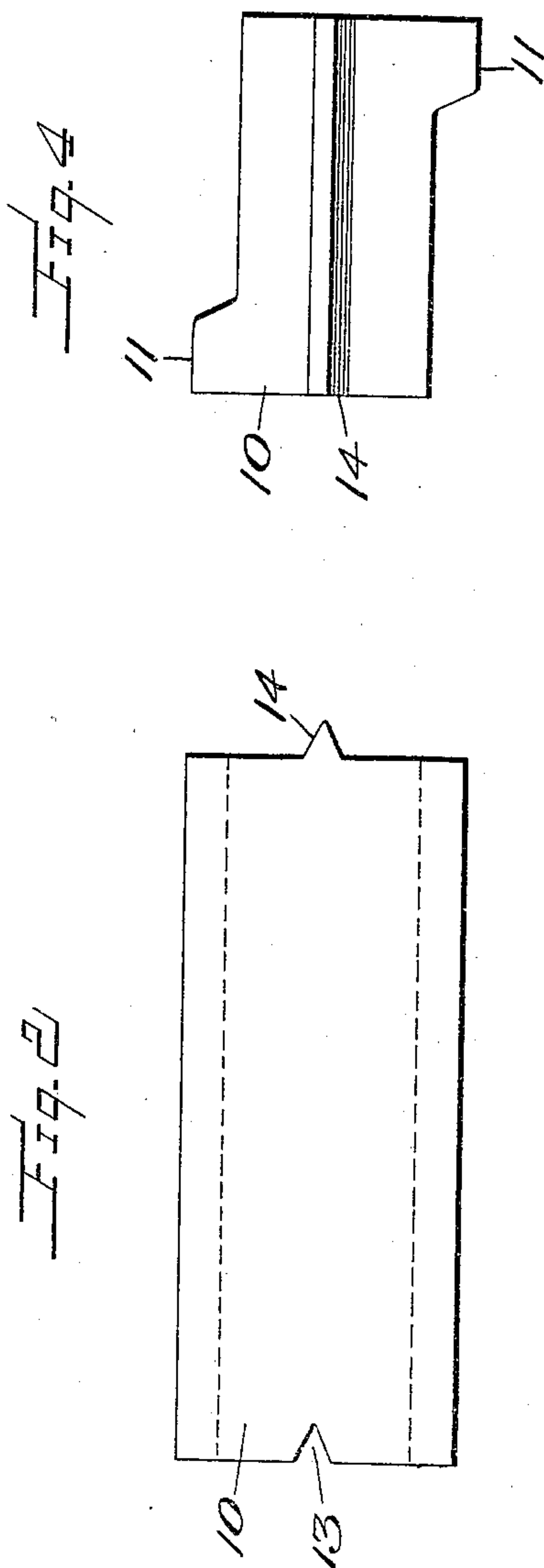
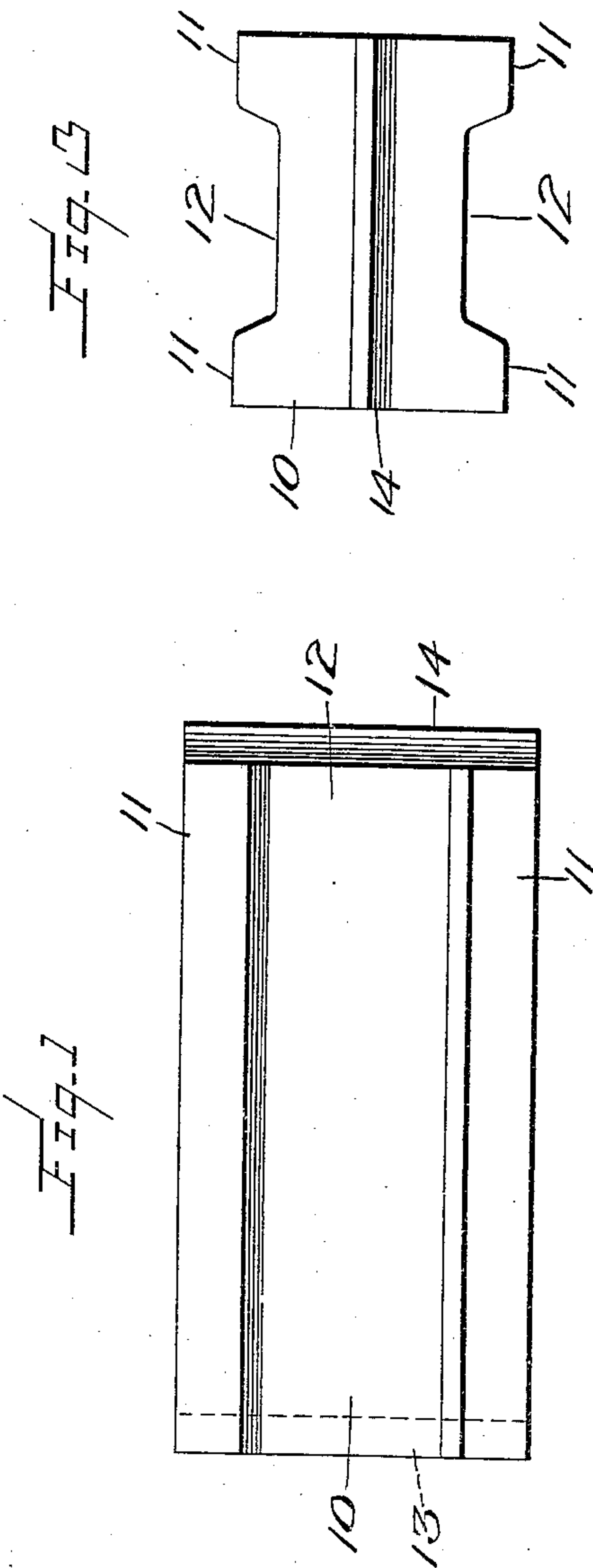


H. H. DICKSON.
ROAD LOCKING BLOCK.
APPLICATION FILED FEB. 29, 1903.

930,161.

Patented Aug. 3, 1909
2 SHEETS—SHEET 1.



Witnesses
Edwin R. Lusk
C. L. Chandler

Inventor
Henry H. Dickson.

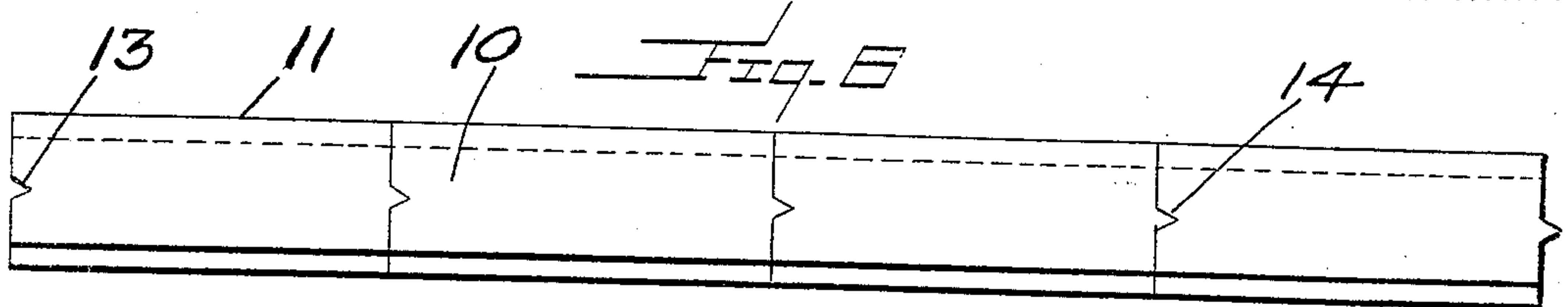
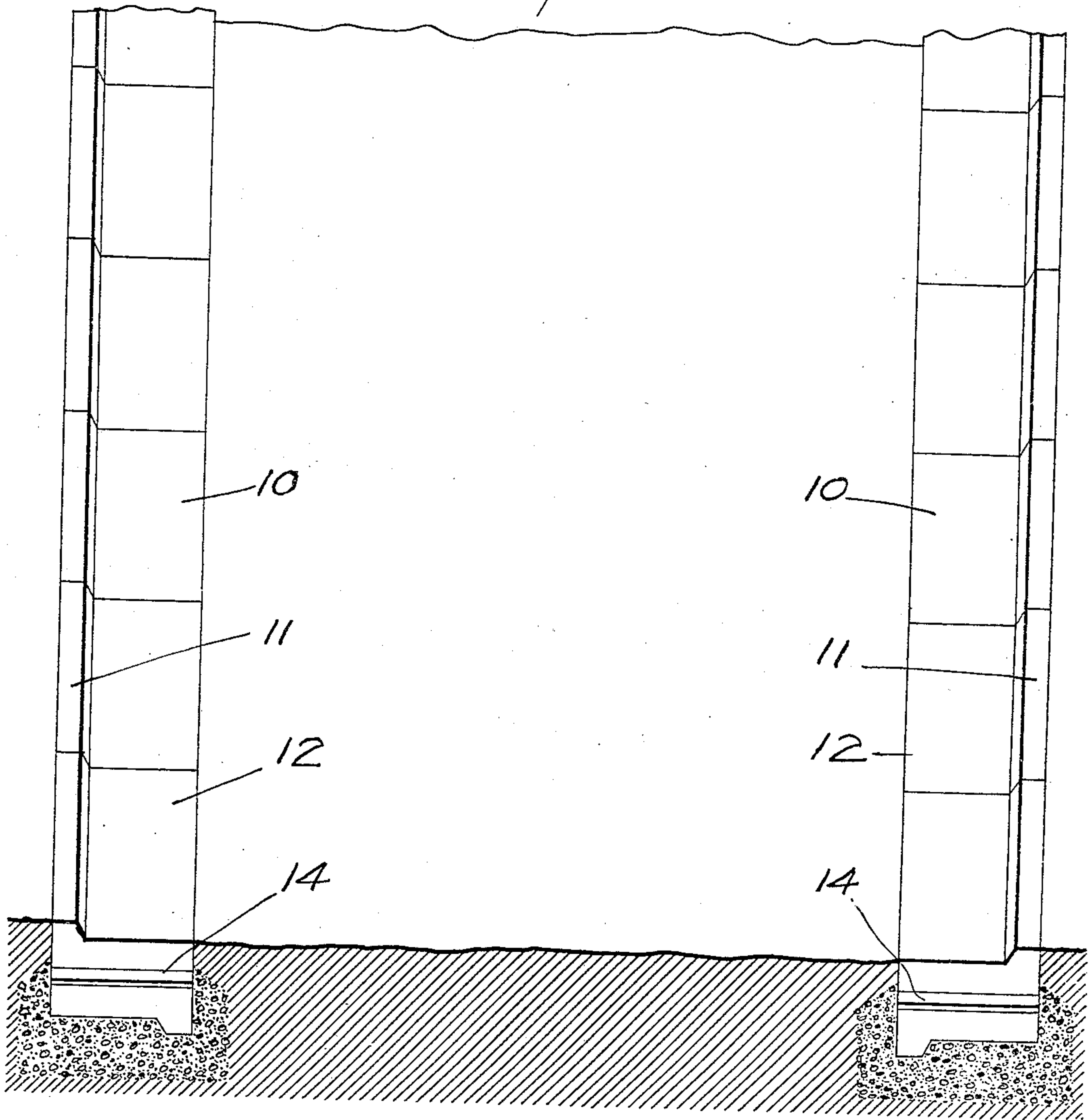
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2 SHEETS—SHEET 2.

Fig. 15



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UNITED STATES PATENT OFFICE.

HENRY H. DICKSON, OF ORLANDO, FLORIDA.

ROAD-LOCKING BLOCK.

No. 930,161.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed February 29, 1908. Serial No. 418,547.

To all whom it may concern:

Be it known that I, HENRY H. DICKSON, a citizen of the United States, residing at Orlando, in the county of Orange and State of Florida, have invented certain new and useful Improvements in Road-Locking Blocks, of which the following is a specification.

This invention relates to highways, and more particularly to wagon tracks therefor, and has for its object to provide a block arranged to be embedded in spaced line end to end in a roadway.

Another object is to provide such a block which may be manufactured from plastic material, and which will be arranged for engagement with similar blocks against vertical movement with respect to the adjacent blocks.

Another object is to provide such a block having spaced flanges arranged to hold wagon wheels yieldably thereupon when moving longitudinally thereof.

Another object is to provide such a block having double wearing surface, so that when one side shall have become worn the block may be inverted, and the opposite portion exposed to wear.

Other objects and advantages will be apparent from the following description, and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims, and that any suitable materials may be used, without departing from the spirit of the invention.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views:—Figure 1 is a top plan view of the block, Fig. 2 is a side view of the block, Fig. 3 is an end view of the block, Fig. 4 is an end view of a modified form of the block, Fig. 5 is a perspective view of a section of roadway partly in cross section, built with the present block, Fig. 6 is a side view of such a track-way.

Referring to the drawings, there is shown a block 10 which may be formed either of stone or of plastic material, and having longitudinally extending flanges 11 at the sides of its lower and upper faces. A track portion 12 is thus formed between the flanges 11. A groove 13 is formed in one end of the block,

extending horizontally thereacross. A rib 14 of similar contour is formed at the opposite end of the block and arranged for engagement with the groove 13 of a similar block when the two are disposed end to end with their ends in registry.

In the modified form of the invention, shown in Fig. 4, there is shown a block of similar construction, with the exception that there is but one guide portion 11, on each wearing face and by the use of this type of block tracks may be laid which will admit of vehicles being more readily driven on and off than where two guides 11 are used. This type of roadway will also accommodate vehicles of a greater range in width of tread, than the form first shown. It will be seen that a block is provided for which may be used to construct a railway of an effective and durable type, with a minimum expense for labor and material.

In Fig. 5, there is illustrated one method of constructing a track-way with the modified form of block illustrated in Fig. 4. It is desirable to have the block embedded that its track portion 12 will be disposed on a level with the surface of the road inwardly thereof. The surface of the road outwardly of the block should be raised to a level with the top of the rib 11. As shown, the blocks are supported on a suitable foundation of concrete, though it will be understood that any suitable foundation may be used.

What is claimed is:—

1. A sectional railway comprising masonry blocks having surfaces especially adapted to bear vehicle wheels and to hold said wheels against lateral displacement from the railway while traversing said railway, and separate means integral with said blocks for holding the block rigidly in registering engagement when disposed end to end.

2. A sectional railway comprising masonry blocks having opposite wheel engaging portions adapted to prevent outward displacement of wheels therefrom, and separate means integral with said blocks for holding the block rigidly in registering engagement when disposed end to end.

3. A track road comprising a plurality of masonry blocks having opposite vehicle bearing surfaces and ribs adapted to retain a

vehicle upon the track for longitudinal movement thereover, and having coengaging ribs and grooves to prevent vertical movement of the blocks with respect to each other, said
5 blocks being adapted to be inverted to present a new bearing surface after one side is worn.

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

HENRY H. DICKSON.

Witnesses:

B. M. ROBINSON,
G. R. KELLY.