(No Model.)

J. P. HAZELTON.

PAVING BLOCK.

No. 449,739. Patented Apr. 7, 1891.

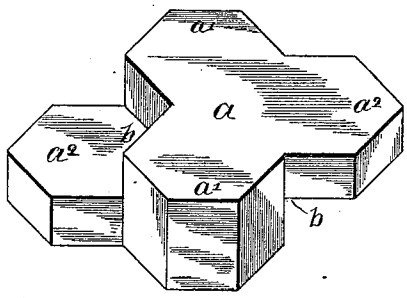


FIG. 1

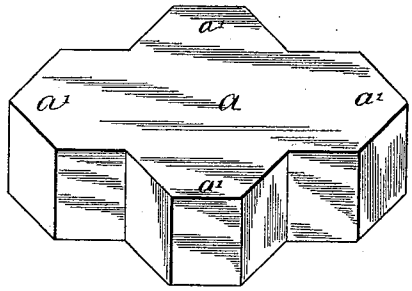


FIG. 2

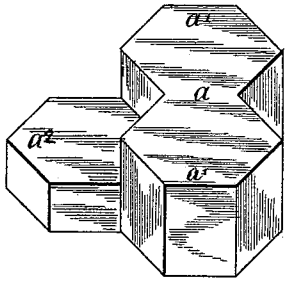


FIG. 3

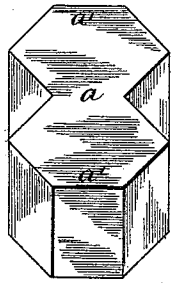


FIG. 4

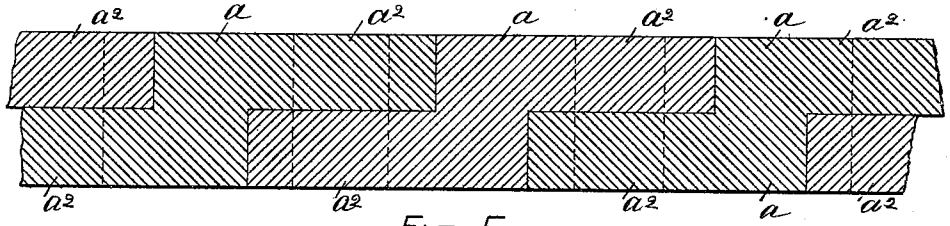


FIG. 5

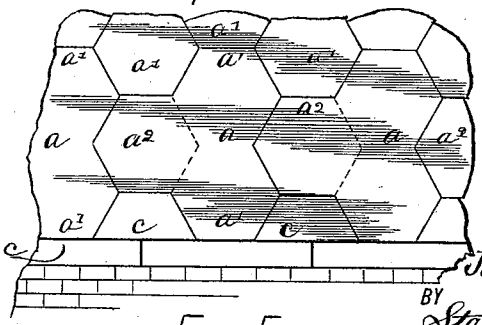


FIG. 6

WITNESSES:
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UNITED STATES PATENT OFFICE.

JAMES P. HAZELTON, OF NEW STRAITSVILLE, OHIO.

PAVING-BLOCK.

SPECIFICATION forming part of Letters Patent No. 449,739, dated April 7, 1891.

Application filed November 28, 1890. Serial No. 372,946. (No model.)

To all whom it may concern:

Be it known that I, JAMES P. HAZELTON, a citizen of the United States, residing at New Straitsville, in the county of Perry and State of Ohio, have invented a certain new and useful Improvement in Paving-Blocks, of which the following is a specification.

My invention relates to the improvement of paving-blocks of that class which are employed in the construction of roadways, sidewalks, &c.; and the objects of my invention are to provide an improved paving-block of this class of such form as to facilitate the production of a durable and simply-constructed pavement; to so construct the same as to produce a firm bearing of the blocks against each other; to so unite said blocks as to prevent a horizontal or vertical displacement of either block of the pavement, and to produce a substantial paving-surface which shall present an attractive appearance. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of one form of my improved paving-block. Figs. 2, 3, and 4 represent modified forms thereof. Fig. 5 is a sectional view through several of the blocks shown in Fig. 1 laid together; and Fig. 6 is a plan view of a portion of a street-pavement consisting of my improved blocks.

Similar letters refer to similar parts through the several views.

a represents the paving-blocks, which, as shown, are formed by the combination in one body of two or more hexagonal bodies. The preferable form of block shown in Fig. 1 of the drawings is approximately in the form of a cross, the arms a' and a^2 of which are of equal length and each having such number of faces and being of such shape as to form a two-thirds portion of a hexagonal body. Two of the oppositely-located block-arms (indicated by a^2) are of a height or thickness equal only to one-half the height or thickness of the main body of the block, one of said shallow arms being flush with the upper side of the block-body, and the opposite arm being flush with the lower side of said body, thus resulting in the formation in each side of the block of a depressed angular seat, as shown at *b*.

In laying together the above-described form of paving-blocks the upper shallow arm of one block is seated and made to bear upon the lower shallow arm of an adjoining block, the angular side notch of one block being filled by the angular arm end of another. It will readily be seen that all the angular side faces of the blocks may be made to interlock with each other, as shown in Fig. 6 of the drawings, without reference to the order of laying. As shown in Fig. 2 of the drawings, I may, however, form the block-arms of equal height throughout, or, as shown in Fig. 3 of the drawings, may omit entirely from the block one of the shallow arms a' shown in Fig. 1. It is obvious that the shallow arm shown in Fig. 3 might correspond in height with the body of the block, thus producing a block having three corresponding projections or arms. If desired, the block may be formed by the combination of two hexagonal bodies, the two corresponding inner sides of which are formed integral with the body, as shown in Fig. 4. In either form of block, however, it will be observed that the obtuse angles formed by the connection of the side faces of hexagonal bodies are preserved, and that these faces being of uniform area the projections of one block will fill the angles of adjoining blocks and result in the formation of an approximately continuous surface. It will also be observed that the numerous sides presented by the above-described form of block and their angular connection with each other will produce such lateral bearing of the blocks against each other as to serve to hold the blocks firmly in their proper relative position.

As shown in Fig. 5 of the drawings, an overlapping of the shallow block-arms is produced, which will tend to distribute the weight of one block upon an adjoining block, and at the same time so interlock said blocks as to prevent any tendency of one block to sink beneath the surface of another, which, as is well known, is a common fault of block-pavements where the foundation is not of a uniform solidity.

As shown in Fig. 5 of the drawings, the small angular spaces which may be formed in laying the blocks along the side of the

curbing *c* may be filled by correspondingly-shaped filling-blocks *c'*.

If desired, the upper edges of the blocks may be suitably beveled or their upper surfaces suitably grooved or roughened to enable horses to gain a foothold thereon.

From the construction shown and described it will not only be seen that a substantial and durable form of pavement may be produced, but that said blocks being reversible and adapted to be connected on all sides the operation of laying the same may be accomplished with ease and rapidity.

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

A paving-block consisting of a solid body having two or more arms of the same height, the outline of each of which is a part of a hexagon, and an arm of half the height of the others, and the outline of which is also that of a hexagon of the same size as the other arms, substantially as set forth.

JAMES P. HAZELTON.

In presence of—
C. C. SHEPHERD,
EMILY E. BRAGG.