

P. P. McMENAMIN.
ARMORED PAVING.
APPLICATION FILED DEC. 10, 1909.

992,573.

Patented May 16, 1911.

Fig. 1.

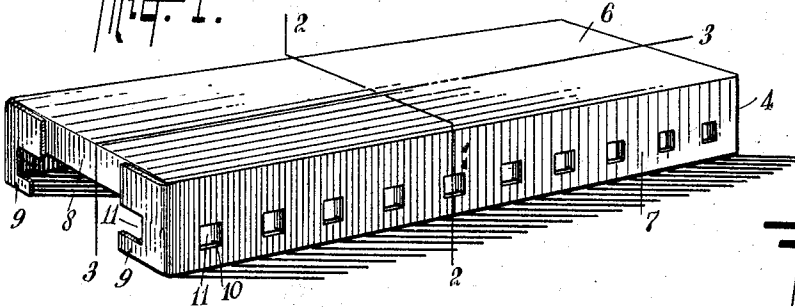


Fig. 2.

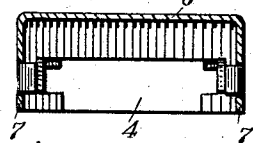


Fig. 3.

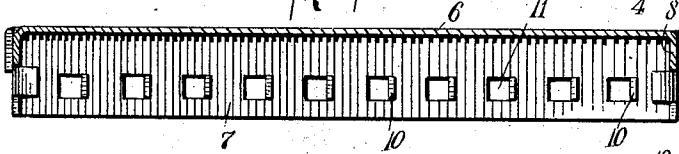


Fig. 4.

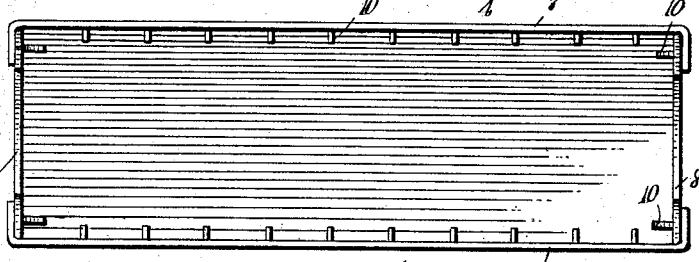


Fig. 5.

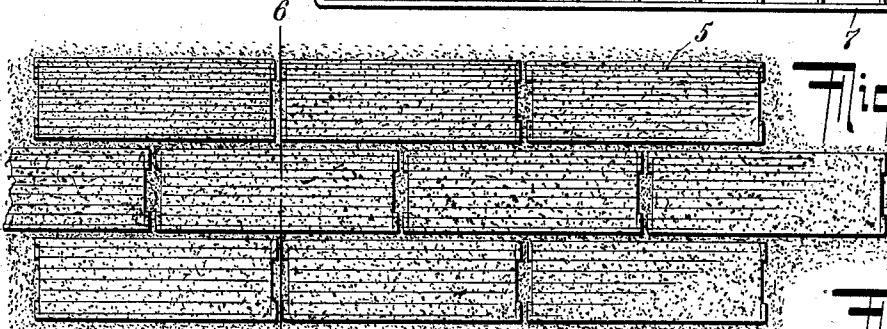
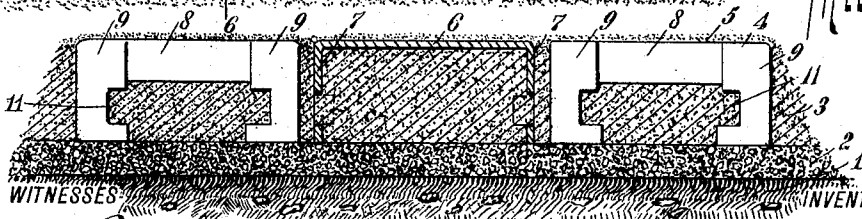


Fig. 6.



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ARMORED PAVING.

992,573.

Specification of Letters Patent.

Patented May 16, 1911.

Application filed December 10, 1909. Serial No. 532,368.

To all whom it may concern:

Be it known that I, PETER P. McMENAMIN, a citizen of the United States, and a resident of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and Improved Armored Paving, of which the following is a full, clear, and exact description.

This invention relates to a new and improved paving for streets, roadways, trackways, and the like.

An object of this invention is to provide a pavement which will be simple in construction, heavily armored so as to be strong and durable, inexpensive to manufacture, and offering a sure and positive gripping surface.

A further object of this invention is to provide a concrete or cementitious roadway protected by armored blocks which are interconnected through openings therein by the cementitious material in which said blocks are embedded.

These and further objects, together with the construction and combination of parts, will be more fully described hereinafter and particularly set forth in the claim.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a perspective view of one of the armored blocks; Fig. 2 is a transverse vertical section on the line 2—2 of Fig. 1; Fig. 3 is a longitudinal vertical section on the line 3—3 of Fig. 1; Fig. 4 is a bottom plan view of one of the armored blocks; Fig. 5 illustrates a plan view of a section of the roadway provided with a plurality of the armored blocks; and Fig. 6 is a transverse vertical section on the line 6—6 of Fig. 5.

Referring more particularly to the separate parts, 1 indicates the bed of the roadway, on which is formed a foundation 2 of suitable material, such as concrete or the like. On the foundation 2, there is provided a bed 3 of a suitable cementitious material. Embedded in the bed 3, there are provided a plurality of armored blocks 4, which are arranged preferably in staggered relation, as illustrated in Fig. 5, and spaced apart a sufficient distance to allow the interposition of the calks on horse shoes, so as to afford firm gripping indentations.

The surfaces of the blocks are covered with a wash or coating 5 of an attritious sand mixed with a cementitious material.

Each of the blocks 4 is formed in a peculiar manner. These blocks are preferably formed of a single sheet of material, and are provided with a top 6, from which extend at right-angles thereto, sides 7, and also from which extend shorter ends 8. The sides 7 are bent over the ends 8 to form retaining flanges 9. The sides 7 and the flanges 9 have angular portions of the metal in the form of tongues 10, struck inwardly so as to provide apertures 11, through which the cementitious material is adapted to extend, forming ties between the adjacent blocks. The tongues 10 further form reinforcements in the cementitious material, and also serve to lock the blocks to the cementitious material and prevent it from falling therefrom should it be necessary to remove the blocks from the foundation 2.

The method of forming and using the structure will be readily understood when taken in connection with the above description. The roadbed 1 is leveled and prepared for the superposed roadway, and the concrete foundation 2 is then laid thereon in a smooth and even manner. On top of the foundation 2, there is then laid the cementitious bed 3, which is of a depth sufficient to allow the sides of the blocks 4 to extend the full depth thereof. The blocks 4 are then embedded in the cementitious bed 3, by means of pressure, in staggered relation, and spaced apart from each other an appreciable distance. The cementitious material passes through the apertures 11 and ties the juxtaposed blocks together. The armored roadway is then coated with a suitable wash of an attritious sand in a cementitious material, so as to form a roughened gripping or anti-slip surface.

If it should be desired to tear up the paving for the purpose of laying sewers, gas-pipes, or the like, the blocks can be lifted up separately, taking with them the cementitious filling. They can subsequently be relaid, and the spaces between filled with a suitable cementitious material, thus making a very neat and attractive job in a simple and inexpensive manner.

While I have shown one embodiment of my invention, I do not wish to be limited to the specific details thereof, but desire to be protected in various changes, modifica-

tions and alterations which I may make within the scope of the appended claim. For example, the paving may be laid to form tracks on the street or roadway, for heavy trucking or for automobiles.

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

A block, composed of a single sheet of metal bent to form top, sides and ends, said sides having flanges bent to overlap said ends, and said sides and flanges also having

tongues struck inwardly from the body thereof to form concrete engaging members and also to form communicating apertures between the interior and the exterior of the block.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PETER P. McMENAMIN.

Witnesses:

JOSEPH F. McMENAMIN,
A. McMENAMIN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
