March 10, 1925. 1,529,329

V. P. TURNBO

TRACK BLOCK AND BLOCK FORMED TRACK

Filed Aug. 21, 1922 2 Sheets-Sheet 1

Fig. 1.

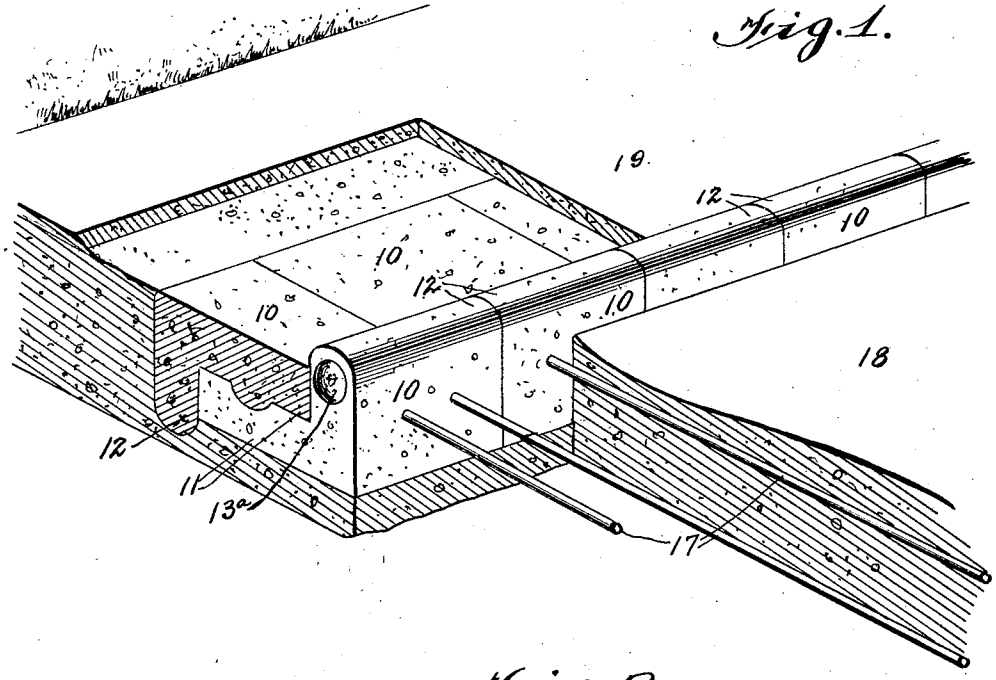
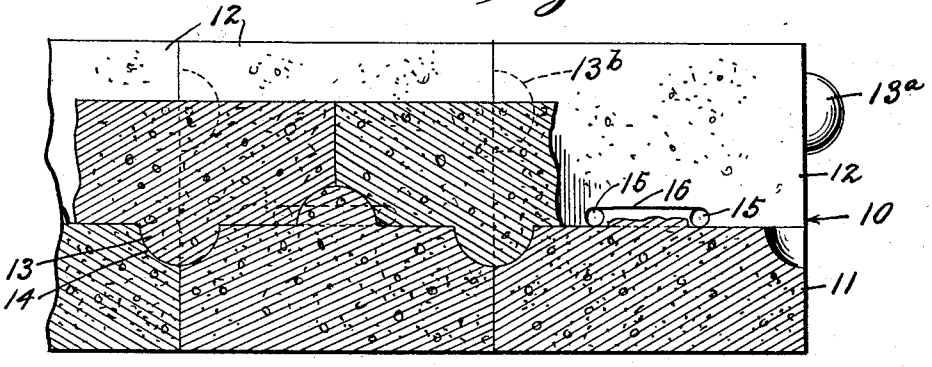


Fig. 2.



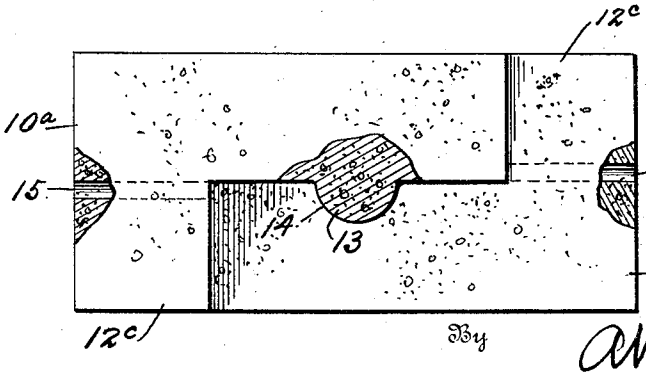


Fig. 3.

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By

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Fig. 4.

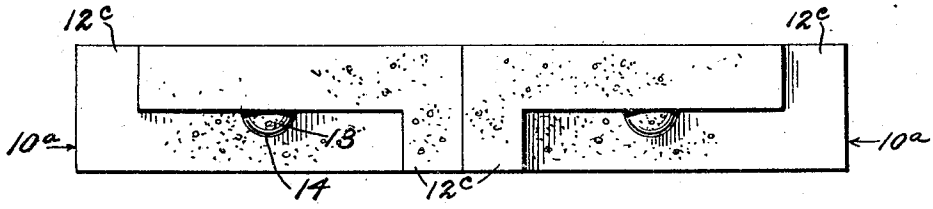


Fig. 5

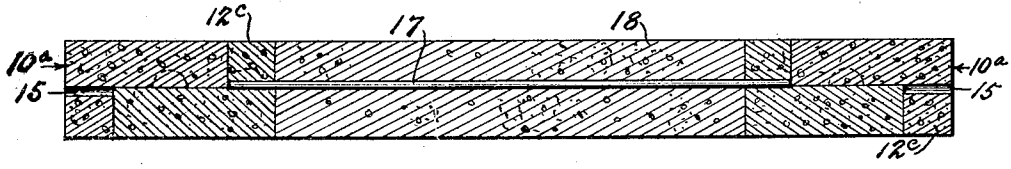
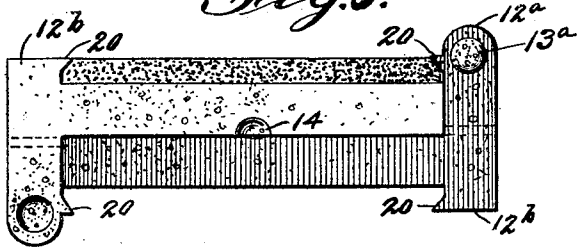


Fig. 6.



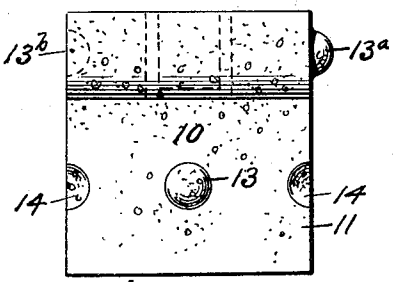


Fig. 7

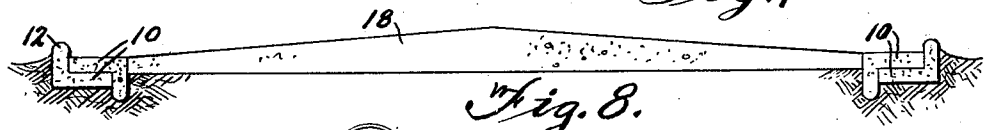
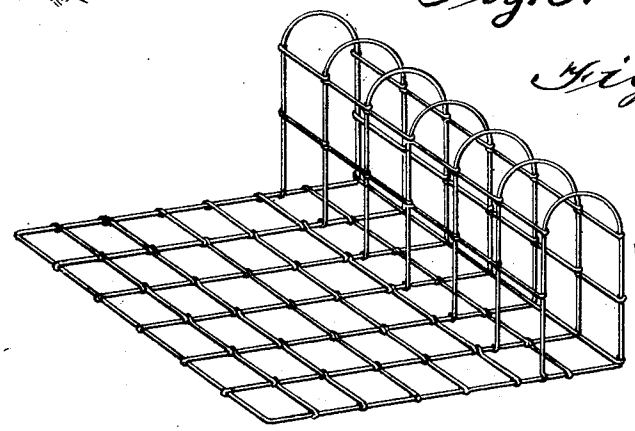


Fig. 8.

Fig. 9.



Inventor

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Attorney

Patented Mar. 10, 1925. 1,529,329

UNITED STATES PATENT OFFICE.

VESTIA P. TURNBO, OF ATOKA, OKLAHOMA.

TRACK BLOCK AND BLOCK-FORMED TRACK.

Application filed August 21, 1922. Serial No. 583,319.

To all whom it may concern:

Be it known that I, VESTIA P. TURNBO, a citizen of the United States, residing at Atoka, in the county of Atoka and State of Oklahoma, have invented certain new and useful Improvements in Track Block and Block-Formed Tracks, of which the following is a specification.

This invention relates to roads, and more specifically to an improved track-block and block formed tracks.

One object of this invention is to provide a set of road forming blocks or track forming blocks each of which can be caused to constitute a curb element and part of a road-bed, it being a further object to generally improve upon and minimize the cost of vehicle-roads.

A further object is to provide blocks of this character having interlocking portions which assist the road-builder in properly placing the blocks against one another so as to break all joints and secure the blocks in such position that the contiguous surfaces of the blocks are flush with one another.

A further object is to provide blocks of this character each having formed thereon a leveling guide or a depth-gage for gaging the depth of asphalt or other road-surface material placed on the upper row of blocks of a tier.

A further object is to provide an improved reinforcement for blocks of this character, also to provide similar and efficient means for tying two series or tiers of blocks against moving laterally with respect to one another.

Other objects and advantages will be pointed out or implied in the following details of description, in connection with the accompanying drawings in which:

Fig. 1 is a perspective view illustrating one side of a road embodying a simple form of my improved block.

Fig. 2 is an enlarged sectional detail view illustrating the manner in which the blocks of Fig. 1 are fitted and secured together.

Figs. 3, 4 and 5 are views illustrating slightly modified forms of my invention, parts being broken away to disclose other parts.

Fig. 6 is a view illustrating two blocks of another modified form fitted together in the normal or road forming position.

Fig. 7 is a top plan view of a block such as shown in Fig. 1.

Fig. 8 is an end elevation of a road constructed somewhat similar to that shown in Fig. 1.

Fig. 9 is a perspective view illustrating a reinforcing structure of wire which may be embedded in any or all of the blocks here illustrated.

Referring to these drawings in detail, in which similar reference characters correspond with similar parts throughout the several views, the invention consists in the construction and arrangement of parts as will now be fully described as follows:

As more clearly illustrated in Figs. 1, 2, 7 and 8, each block 10 is substantially L-shaped and comprises a road-bed-plate 11 and a curb-plate 12, these plates 11 and 12 being substantially horizontal and vertical, respectively, when in their normal position, that is, the road-forming position. Moreover, each block 10 is formed with a hemispherical boss 13 and two quarter-spherical depressions 14, so that two of the depressions 14 of contiguous blocks combine to form a hemispherical seat for an inverted one of the bosses 13. This manner of fitting the blocks together is best illustrated in Fig. 2, and it will be seen that the upper row of blocks 10 is inverted with respect to the lower row, the joints of the latter being broken by the middle portions of the blocks of the upper row, while the joints of the latter are broken by the middle portions of the blocks of the lower row. Moreover, the free edges of the plates 11 abut against the upright inner surfaces of the curb elements or plates 12. Each curb-plate 12 has one end formed with a hemispherical boss 13^a while its other end is formed with a hemispherical depression 13^b, the latter receiving the boss 13^a of a contiguous block of its row. Each block is formed with apertures 15 which are connected by a groove 16, and tie-rods 17 may be secured in these apertures and grooves so as to prevent lateral movement of two parallel tiers of these blocks at opposite sides of the road. Common earth, gravel, concrete, asphalt or any appropriate material may constitute the intermediate road-bed indicated at 18 in Figs. 1 and 8, this material 18 filling the space between the lower portions of the blocks 10

while covering the tie-rods 17. In this form of the invention, the upright or substantially vertical plates 12 extend above the road-bed-plates 11 and bed material 18 so as to form a curb. When necessary or desirable, any appropriate surfacing material 19 may be placed on the road-bed-plates 11 as illustrated in Figs. 1 and 6, and in order that this material may be of substantially equal depth throughout its extent, I provide ledges or depth gages 20, these elements 20 being spaced from the integral road-bed-plate a distance equal to the thickness or depth of the surfacing material 19. Therefore, when the material 19 is placed on the upper plate 11 and extends to a higher level than the ledges 20, its proper level may be attained by moving a straight-edge or scraper along the ledges 20. One of the elements 20 of each block extends inward from the curb 12^a, and the other extends inward from the curb-extension 12^b.

Where no curb is desired, the plates or upright portions 12^c extend above the road-bed-plate a distance equal to the thickness of the road-bed-plate, so that the uppermost surface of the lower block 10^a is flush with the uppermost surface of the upper block 10^a, as illustrated in Figs. 3, 4 and 5. The filling material 18 may be dispensed with where the blocks are relatively wide, or where a relatively narrow road or walk is desired, as in Fig. 4.

In view of the several forms and applications of blocks of road-forming blocks here illustrated, it will be seen that these blocks may be applied in numerous forms of road construction. Therefore, it is not intended to limit this invention to the exact details of construction and arrangement here illustrated and described, but changes may be made within the scope of the inventive ideas as implied and claimed.

What I claim as my invention is:

1. A road including blocks each comprising a road-bed-plate and a curb-plate portion, the latter being substantially at right angles to the road-bed-plate portion, these blocks being arranged in two superposed rows, the upper one of these rows being inverted with respect to the lower row and having its road-bed-plates fitted on those of the lower row, the curb-plates of each row being fitted against the edges of the road-bed-plates of the contiguous row, each curb-plate being formed with a ledge extending substantially towards the free edge of the road-bed-plate which is integral therewith, this ledge being spaced from the road-bed-plate a greater distance than the thickness of the road-bed-plates, and being adapted to gage the depth of surfacing material which may be placed on the upper road-bed-plate.

2. A road including blocks each comprising a road-bed-plate and a curb-plate portion, the latter being substantially at right angles to the road-bed-plate portion, these blocks being arranged in two superposed rows, the upper one of these rows being inverted with respect to the lower row and having its road-bed-plates fitted on those of the lower row, the curb-plates of each row being fitted against the edges of the road-bed-plates of the contiguous row, each curb-plate being formed with a ledge extending inward and in spaced relation to the integral road-bed-plate, each upper block being formed with a ledge which extends towards the first said ledge when the upper block is seated on a lower block, and surfacing material fitted between said ledges and having its upper surface flush with these ledges, the lower part of the surfacing material extending under these ledges and secured in place thereby, means being provided for preventing horizontal movement of the upper and lower blocks with respect to one another.

3. The combination of two spaced parallel tiers of track-blocks, each tier consisting of two superposed rows of blocks, each block including a substantially horizontal plate and a substantially vertical plate, the upper row of blocks being inverted with respect to the lower row and fitted thereon in such manner that the blocks of each row break the joints between the blocks of the contiguous row, tie-rods secured to each tier and spanning the space between the tiers, and road-bed-material covering said tie-rods and filling the lower part of said space.

In testimony whereof, I affix my signature.

VESTIA P. TURNBO.