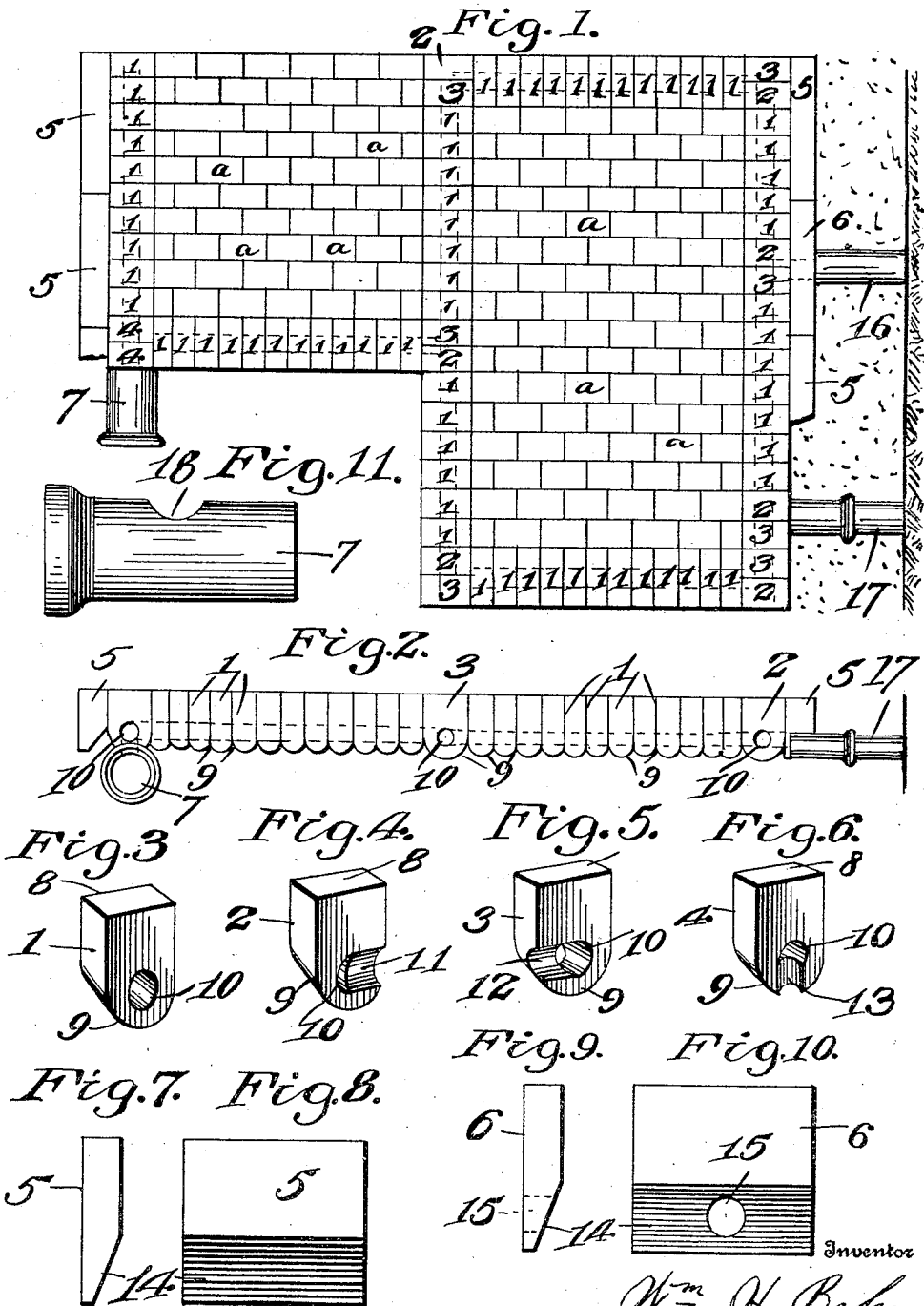


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PAVEMENT.

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Patented Dec. 28, 1909.



Witnesses, —

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PAVEMENT.

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To all whom it may concern:

Be it known that I, WILLIAM H. BAKER, a citizen of the United States, residing at Sugarcreek, in the county of Tuscarawas and State of Ohio, have invented certain new and useful Improvements in Pavements, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to an improved system of underdraining pavements and roadways, having for its object the provision of such a method of underdrainage as will dispense with the expensive road bed of gravel, crushed stone or like material.

With this object in view, the invention consists in the improved construction, arrangement and combination of parts hereinafter fully described and afterward specifically claimed.

I have illustrated an embodiment of my invention in the accompanying drawings in which—

Figure 1 is a plan view; Fig. 2 is a view of the pavement in elevation; Figs. 3, 4, 5 and 6 are respectively perspective views of forms of blocks formed according to my invention; Figs. 7 and 8 are respectively end and side views of curbing blocks; Figs. 9 and 10 are respectively end and side views of curbing blocks with drainage openings; and Fig. 11 is a view in elevation of a sewer pipe to connect with the drainage openings of the blocks.

Referring specifically to Fig. 1, *a, a*, etc., are common rectangular paving blocks; 1, 1, etc., are blocks of the form shown in Fig. 3; 2, 2, etc., are blocks of the form shown in Fig. 4; 3, 3, etc., are blocks of the form shown in Fig. 5; 4, 4, etc., are blocks of the form shown in Fig. 6; 5, 5, etc., are blocks of the form shown in Fig. 8; 6, 6, etc., are blocks of the form shown in Figs. 9 and 10; and 7 is a sewer pipe of the form shown in Fig. 11.

The blocks 1, shown in Fig. 3, have preferably rectangular upper faces 8 and curved bottoms 9, and are of any suitable size, an ordinary size being 4 x 8 x 16 inches. They are formed with a longitudinal bore or opening 10 extending through each of them near their lower ends.

The blocks 2, shown in Fig. 4, are substantially the same size and form as the blocks 1 and in addition to the longitudinal bore 10

they are provided with a lateral half circular bore 11 in one end extending, in this instance, to the right from the bore 10 to the outer surface of the block.

The blocks 3, shown in Fig. 5, are also of substantially the same size and shape as the blocks 1 and are provided with the longitudinal bore 10 and a lateral semi-cylindrical bore 12 extending from the bore 10 to the left instead of to the right as in blocks 2.

The blocks 4, illustrated in Fig. 6, are substantially the same form and size as the blocks 1, 2 and 3 and are provided with the longitudinal bore 10, from which extends a vertical semi-cylindrical bore 13.

The curbing blocks 5, shown in Figs. 7 and 8 are rectangular in form, a size to suit the blocks hereinbefore described being 4 x 20 x 24 inches, the lower outer edge being beveled off as at 14.

The curbing blocks 6, shown in Figs. 9 and 10, are preferably of the same size as blocks 5 and of the same shape including the beveled edge 14. They, however, are formed with lateral bores 15.

When the paving is laid, as shown in Fig. 1, the blocks 1 being side by side, the bore 10 will be continuous through the entire row of blocks forming a drainage passage. In the blocks 2 and 3 the semi-cylindrical bores 11 and 12 will come together and form a cylindrical drainage passage communicating with the longitudinal bore 10 and leading to suitable drain tiles, as shown at 16 and 17. The blocks 4 coming together end to end, the two semi-cylindrical bores 13 will form a complete cylindrical bore leading to a drain pipe 7 which, as shown in Fig. 11, is provided with an opening 18 in its upper surface to register with said cylindrical bore. The cylindrical bore formed by the two semi-cylindrical bores 11 and 12 in the blocks 2 and 3, will register with the cylindrical bore 15 through the curbing block 6.

By properly fitting together the blocks as hereinbefore described a complete system of underdrainage may be developed in laying pavements in streets, roadways, etc., through which perfect drainage will be kept up and the expensive road bed usually formed of gravel or broken stone may be dispensed with. Or if used on roadbeds made with gravel, crushed stone or other material, the

durability and life of the pavement will be doubled and the cost of repairs and maintenance greatly reduced.

Having thus described my invention, what is claimed is:

1. A pavement or roadway comprising the solid blocks "a", the longitudinal and transverse rows of blocks 1 arranged between certain of the blocks "a", said blocks 1 having
10 alining bores whereby longitudinal and transverse drain passages are formed, and a pair of the blocks 2, 3, arranged at the
junction of the longitudinal and transverse rows of blocks 1, said blocks 2, 3, having
15 transverse bores to register with the bores in certain of the blocks 1, and also having in their opposing faces lateral communicating bores.

2. A pavement or roadway comprising the
20 solid blocks "a", the longitudinal and transverse rows of blocks 1 arranged between certain of the blocks "a", said blocks 1 having alining bores whereby longitudinal and
transverse drain passages are formed, a pair
25 of the blocks 2, 3, arranged at the junction of the longitudinal and transverse rows of blocks 1, said blocks 2, 3, having transverse bores to register with the bores in certain of the blocks 1, and also having in their oppos-
30 ing faces lateral communicating bores, and upright curbing blocks, certain of the latter being formed with transverse bores to register with the opposing lateral bores in certain of the blocks 2, 3.

3. A pavement or roadway comprising the
35 solid blocks "a", the longitudinal and transverse rows of blocks 1 arranged between certain of the blocks "a", said blocks 1 having alining bores whereby longitudinal and
40 transverse drain passages are formed, a pair

of the blocks 2, 3, arranged at the junction of the longitudinal and transverse rows of blocks 1, said blocks 2, 3, having transverse bores to register with the bores in certain of the blocks 1, and also having in their oppos-
15 ing faces lateral communicating bores, and laterally extending drain tiles communicating with the opposing lateral bores of the blocks 2, 3, in the outer longitudinal rows of the blocks 1.

4. A pavement or roadway comprising the solid blocks "a", the longitudinal and transverse rows of blocks 1 arranged between certain of the blocks "a", said blocks 1 having alining bores whereby longitudinal and
55 transverse drain passages are formed, a pair of the blocks 2, 3, arranged at the junction of the longitudinal and transverse rows of blocks 1, said blocks 2, 3, having transverse bores to register with the bores in certain of the blocks 1, and also having in their oppos-
60 ing faces lateral communicating bores, a pair of the blocks 4 arranged at the junction of one of the transverse and longitudinal rows of blocks 1, said blocks 4 be-
65 ing formed with transverse bores to register with the bores in the blocks 1 and also with downwardly extending semicircular bores, the latter being formed in the opposing faces of the two blocks 4 and communicating with
70 said transverse bores, and a drain tile arranged beneath the block 4 and having in its top an opening to register with said opposing semicircular bores.

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

WILLIAM H. BAKER.

Witnesses:

CHRISTIAN STROME,
CORA A. BAKER.