F. E. BRAINERD.

PAVING BLOCK.

APPLICATION FILED JULY 29, 1920.

1,379,440.

Patented May 24, 1921.

Fig. 1.

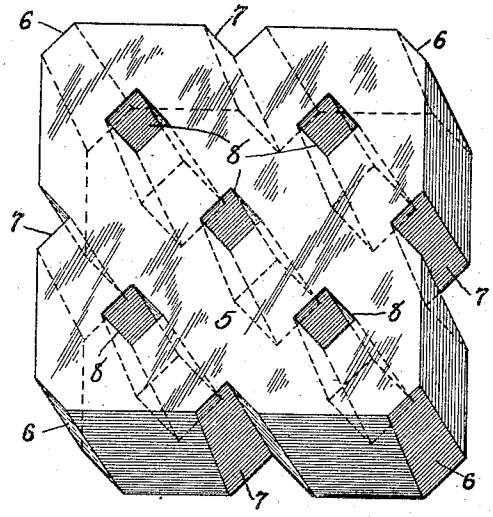


Fig. 2.

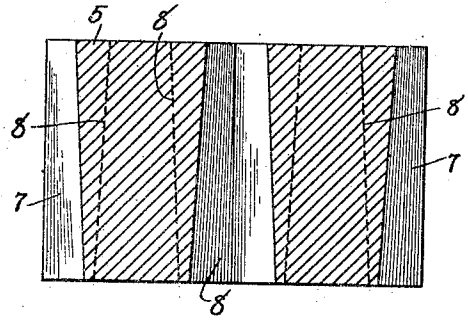
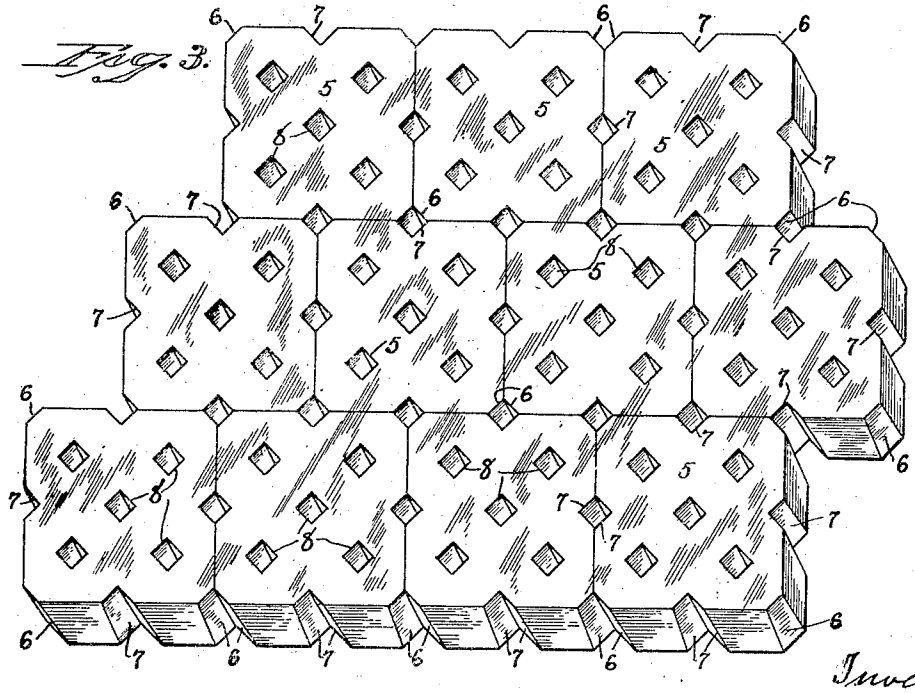


Fig. 3.



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UNITED STATES PATENT OFFICE.

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PAVING-BLOCK.

1,379,440. Specification of Letters Patent. Patented May 24, 1921.

Application filed July 29, 1920. Serial No. 399,968.

To all whom it may concern:

Be it known that I, FRANK E. BRAINERD, a citizen of the United States, residing at Stony Creek, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Paving-Blocks; and I do hereby declare the following, when taken in connection with the accompanying drawings and the characters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this application, and represent, in—

Figure 1, a perspective view of a paving block constructed in accordance with my invention.

Fig. 2, a transverse sectional view of the same.

Fig. 3, a perspective view showing a series of blocks as laid for interlocking with each other.

This invention relates to an improvement in paving-blocks and particularly to blocks formed from cement or other suitable paving material, the object of the invention being to produce a block, which when laid upon a suitable foundation, will be firmly anchored thereto, as well as interlocked with adjacent blocks and the invention consists in the construction as hereinafter described and particularly recited in the claim.

In carrying out my invention I form a rectangular block 5 from cement or other suitable material and in a mold of proper size, this block having its corners 6 cut away and formed on each of its sides with a V-shaped notch 7 tapered from its upper end downward. The body of the block is also preferably formed with a series of vertical holes 8, the walls of which are tapered so that the opening at the bottom is somewhat larger than the opening at the top. These blocks may be made in any desired size and the thickness will depend upon the character of the traffic upon any particular road. In laying the blocks as shown by Fig. 3 of the drawings, the notches in the side walls of one block will register with the corresponding notches in the blocks at opposite sides and with the corners of the blocks of the next adjacent course, and so as to form a series of tapered openings between the several blocks, corresponding in dimensions to the openings through the blocks. These blocks will be laid upon a suitable foundation and then the holes 8 and the holes between the blocks will be filled with cement or suitable binder, by pouring it into the holes or flooding it, this binder entering the holes will adhere to the foundation and form firm anchors for the blocks, thus producing a road-way with a substantially integral surface.

Should occasion require, one of the blocks may be removed and replaced without damage to the adjacent blocks.

It may be mentioned that if desired the blocks may be reinforced and if desired the under faces may be roughened so as to better adhere to the road bed. While the blocks themselves form a good road bed they may be entirely covered with any suitable road surfacing material thereby acting as a reinforce for the road bed.

I claim:

A paving block having its corners inwardly tapered and formed in its side walls with V-shaped tapered notches widest at their lower ends and also formed with a series of openings extending through the body of the block.

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

FRANK E. BRAINERD.

Witnesses:

FREDERIC C. EARLE,

J. HAROLD FLYNN.