No. 889,692. PATENTED JUNE 2, 1908.

H. A. KRATZER.

PAVING BLOCK.

APPLICATION FILED DEC. 19, 1907.

Fig. 1.

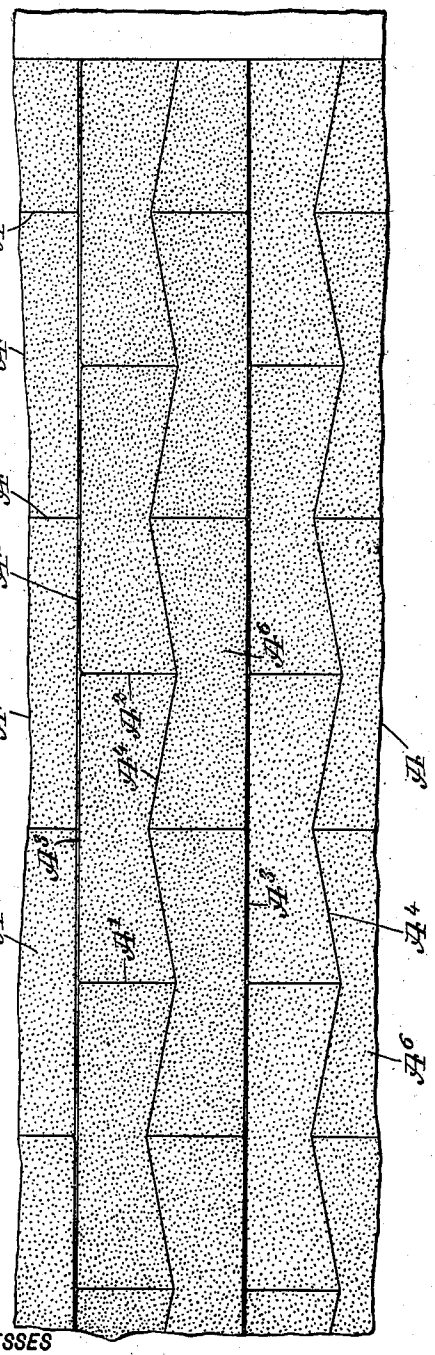
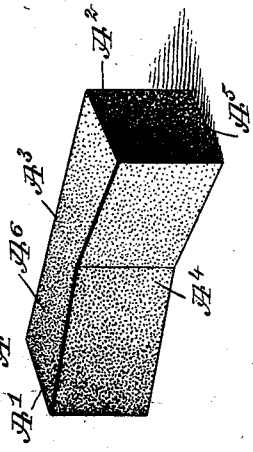


Fig. 2.



WITNESSES

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HENRY A. KRATZER, OF CLEARFIELD, PENNSYLVANIA.

PAVING-BLOCK.

No. 889,692. Specification of Letters Patent. Patented June 2, 1908.

Application filed December 19, 1907. Serial No. 407,188.

To all whom it may concern:

Be it known that I, HENRY A. KRATZER, a citizen of the United States, and a resident of Clearfield, in the county of Clearfield and State of Pennsylvania, have invented a new and Improved Paving-Block, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved paving block of vitrified material, and arranged to insure the formation of a hard road surface, not liable to break or chip at the joints of the paving blocks and to prevent shifting or spreading of the blocks even when laid on a road-bed without curbs.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in both views.

Figure 1 is a plan view of the improvement showing several courses of blocks forming the roadway, and Fig. 2 is a perspective view of one of the paving blocks.

The paving blocks A for forming the roadway are alike in construction and are preferably made of vitrified material. Each block A is provided with straight, parallel ends A′, A^2, a straight outer side A^3 at right angles to the said ends A′, A^2, and an inner side A^4, made V-shaped, as plainly indicated in the drawings. The bottom A^5 and the top A^6 are arranged parallel to each other and at right angles to the ends and sides, as will be readily understood by reference to the drawings. Now in forming a roadway of paving blocks as described, the latter are laid in transverse courses, each course having two rows of paving blocks interlocked with each other at their inner V-shaped sides A^4, so that the alternate blocks in a course break joint, and the joint between the two rows of blocks in each course extends transversely in a zigzag line. Now by the arrangement described the blocks of each course are interlocked in such a manner that they are held against shifting or spreading in a transverse direction, and consequently the blocks will remain securely in position in the roadway even if the latter is built without curbs. By arranging the blocks in the manner shown and described they can be quickly laid and interlocked, and by having the inner sides V-shaped, green blocks can be readily burned without danger of undue shrinking or drying the blocks out of shape, and hence the blocks can be produced uniformly and easily assembled when making the roadway.

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

1. A roadway comprising paving blocks, each block having a V-shaped side and a straight side opposite the V-shaped side, the roadway being laid in two block courses, with the V-shaped side of the blocks in one course receiving adjacent ends of the blocks in the other course.

2. A roadway comprising transverse courses of paving blocks, each course consisting of two rows of blocks breaking joints and interlocked at their inner sides, the joint of the two rows of blocks extending in a zigzag form transversely of the roadway.

3. A roadway comprising transverse courses of paving blocks, each course being formed of two transverse rows of interlocked blocks breaking joints, each block having a straight outer side and a V-shaped inner side, one-half of the inner side of a block in one row fitting the corresponding half of the inner side of the block in the other row.

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

HENRY A. KRATZER.

Witnesses:
NELL M. STEPHENS,
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