

(No Model.)

E. DART.
ARTIFICIAL STONE BLOCK PAVEMENT.

No. 421,483.

Patented Feb. 18, 1890.

Fig. 2.

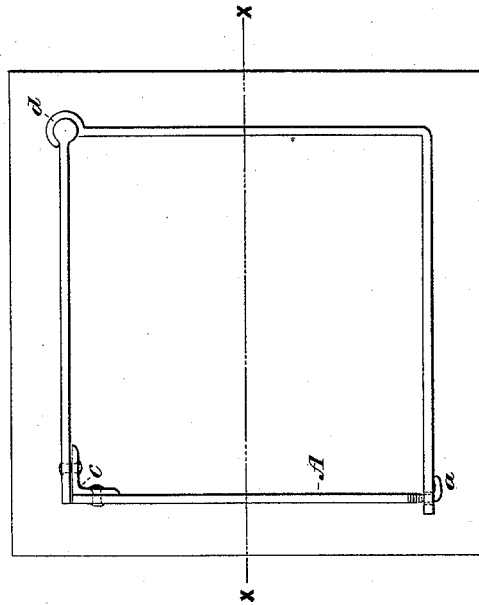


Fig. 3.

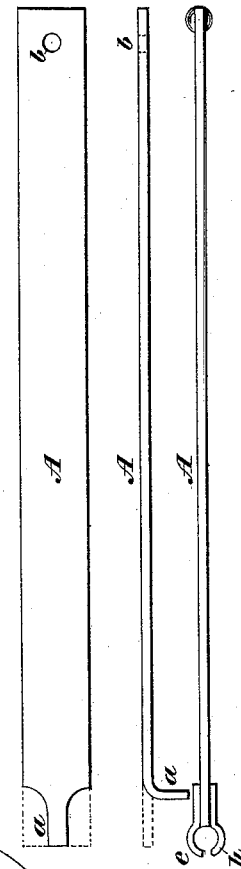


Fig. 1.

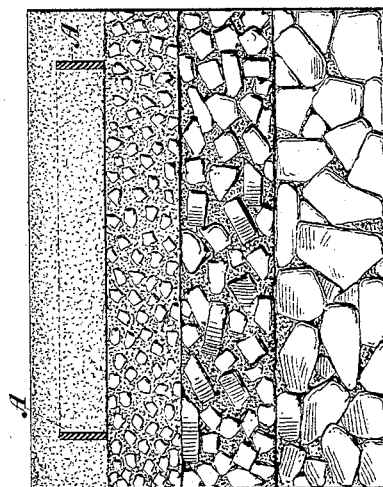
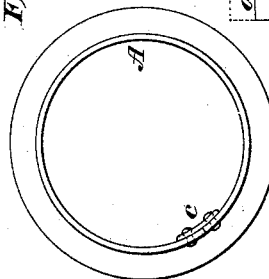


Fig. 4.



WITNESSES:

Gustave Dietrich.
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INVENTOR

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BY

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UNITED STATES PATENT OFFICE.

EDWARD DART, OF NEW YORK, N. Y., ASSIGNOR TO FRANKLIN HAINES,
OF SAME PLACE.

ARTIFICIAL-STONE-BLOCK PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 421,483, dated February 18, 1890.

Application filed May 1, 1889. Serial No. 309,253. (No model.)

To all whom it may concern.

Be it known that I, EDWARD DART, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Artificial-Stone-Block Pavements, of which the following is a specification.

My invention relates to an improvement in artificial-stone blocks for pavements, and more particularly to that class of artificial pavements in which what are known as "binders" are used to strengthen the blocks, plates, or parts of which the pavement is composed.

The distinctive novelty of my invention consists in the construction and application of the binder, whereby certain results heretofore but partially or imperfectly accomplished are fully effected. The binder is formed of thin metallic plates or sections, which may be plain, galvanized, coated with tar, or other suitable material, and which are connected or joined at their ends in any convenient manner to form a frame or support, which is embedded in the block or plate of cement or other material of which the pavement is formed, and which, when the block, plate, or part is finished, becomes an integral part thereof, as hereinafter more fully described.

In the accompanying drawings, Figure 1 is a sectional view of a block or plate of artificial pavement, showing my improved binder embedded therein. Fig. 2 is a plan view thereof, showing several different methods of joining or connecting the ends of the several sections or plates composing the binder. Fig. 3 is a view showing the parts of the binder detached.

Referring to the drawings, A designates a section of the binder, which is constructed of iron or other suitable metal, preferably from an inch to three inches in width and about three-eighths of an inch in thickness, (more or less, according to circumstances.) It is provided at one end with a locking pin or stud *a*, formed by reducing the extreme end of the plate to a point and turning or bending the same at right angles to the body of the plate, as indicated. The opposite end of the plate is formed with an aperture *b*, into which fits the pin or stud *a* of an adjacent

section of the binder; or, if desired, pins or studs may be formed on both ends of the section A, the adjacent section having apertures *b* formed in both ends to receive said pins *a*; or, instead of joining or locking the ends, as above described, I may secure the same by means of the angle-iron *c*, bolted to the adjacent sections of the binder, as shown in Fig. 2. These means of connecting the plate are very simple and desirable, the employment of either one of which I recommend; but other means will suggest themselves to persons who have a knowledge of the art—as, for instance, as shown in the upper right-hand corner of Fig. 2; a ball-and-socket joint may be made use of. If this joint should occur between the corners of the binder, the clutch should be formed as shown in the lower view of Fig. 2—that is, with the two curved arms *e* *h*; or, again, a single piece of metal properly bent may be made to form two sides of the binder, the ends of the two sections in such case being bolted or riveted together.

The binder shown in the drawings will by preference be constructed of four sections or pieces; but a greater or less number may of course be used, if desired—that is, another section or sections may be inserted between the corners of the binder, if desired; but if the binder were to be used for a round block of pavement it might be made in one piece in circular form, as shown in Fig. 4. After the frame or plates have been joined or connected it will be placed on edge in the position in which it is to be embedded, and the block or parts formed and completed in any convenient manner.

Any of the compositions availed of in the construction of artificial pavements may be used; but I contemplate especially the employment of cements, whereby the full value of the binder and its functions will be secured.

The blocks or parts of the pavement may be made and the frames or binders embedded therein in any convenient manner, the said blocks or portions of the pavement being constructed of any dimensions and shape and their surfaces finished as desired. When completed, the blocks may be used in every way the same as blocks as now commonly constructed.

What I claim as my invention, and desire to secure by Letters Patent, is--

1. An artificial-stone paving-block having embedded therein metallic binding-bars made
5 in two or more sections, which at their corners are so interlocked as to form a continuous binder within and near the periphery or edge of the block, substantially as set forth.
2. An artificial-stone paving-block having
10 embedded therein binding-bars, which bars

have their adjacent ends interlocked, thereby forming a single continuous strengthening band or binder, substantially as set forth.

Signed at New York, in the county of New York and State of New York, this 25th day 15 of April, A. D. 1889.

EDWARD DART.

Witnesses:

GEORGE COOK,
FRED. C. RIECKERS.