No. 649,144. Patented May 8, 1900.

A. C. STICH.

PAVING BRICK.

(Application filed Jan. 11, 1900.)

(No Model.) 2 Sheets—Sheet 1.

FIG. 1.

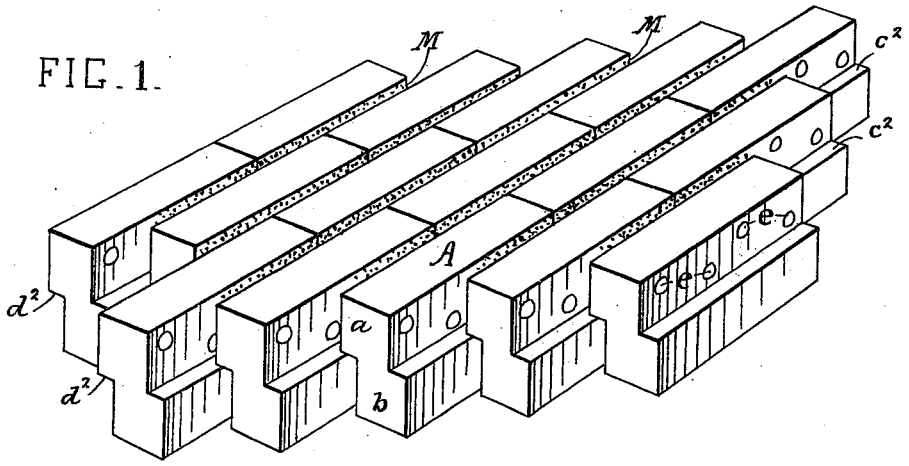

FIG. 2.

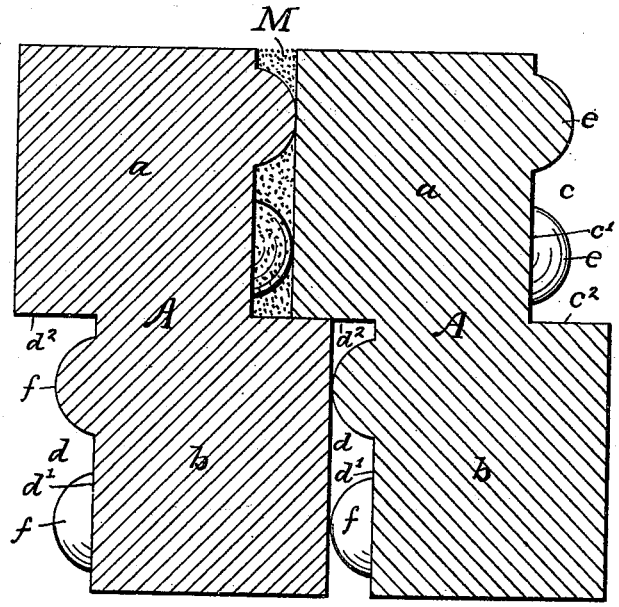

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FIG. 3.

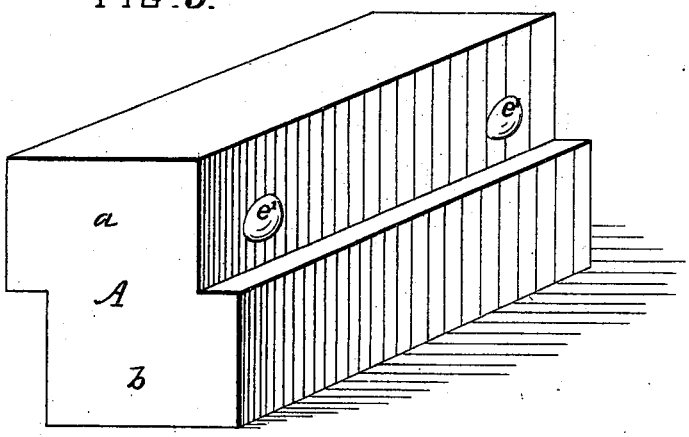
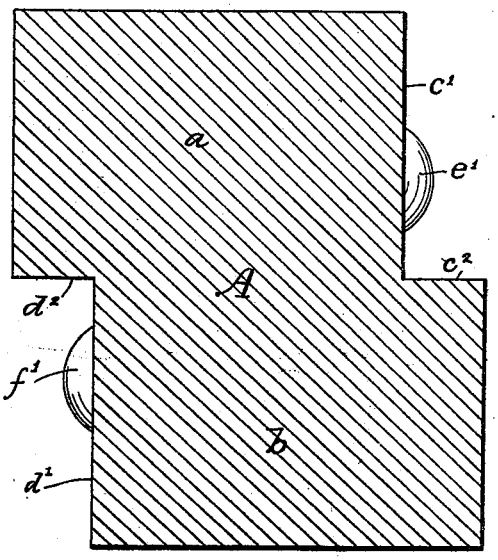


FIG. 4.



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PAVING-BRICK.

SPECIFICATION forming part of Letters Patent No. 649,144, dated May 8, 1900.

Application filed January 11, 1900. Serial No. 1,078. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH C. STICH, a citizen of the United States, residing at Independence, in the county of Montgomery and State of Kansas, have invented certain new and useful Improvements in Paving-Bricks, of which the following is a specification.

My invention relates to a new and improved brick or block for paving purposes; and the general object of my invention is to provide a brick or block possessing such characteristics of structure and form as shall be best adapted to secure an increased solidity, smoothness, and evenness of pavement through the more even and uniform distribution of the weight sustained on the upper surface of each brick over a much larger base area than in the common form of paving-brick.

Other useful objects and purposes served by my invention will appear later in the subjoined description thereof.

To these ends, therefore, my invention, briefly stated, consists in a paving brick or block having its two longitudinal halves slightly offset from each other, so that when two bricks are laid side by side the upper longitudinal half of one brick will overlap and rest upon the lower longitudinal half of the other, each brick being further provided with a series of spacing lugs or projections formed on the opposite sides thereof, said lugs being so placed as to occupy positions of least danger in respect to breakage during the manufacture and subsequent handling of the brick, all as hereinafter more fully described and illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of a section of pavement laid with bricks of my improved pattern. Fig. 2 is a detail in cross-section, enlarged to approximately full working size, of two bricks laid side by side in overlapping relation and secured together by a filling of mortar, cement, tar, or other suitable material; and Figs. 3 and 4 are a perspective and a transverse section, respectively, of a slightly-modified form of the invention.

Similar letters of reference refer to similar parts throughout the several views.

A designates my improved brick as an entirety, which for ordinary paving purposes will be molded approximately three inches wide, four inches deep, and nine inches long in outside dimensions. The two longitudinal halves *a b* of the brick are in the molding operation given an offset, as shown, thus forming a pair of rectangular recesses *c d* in the diagonally-opposite longitudinal edges of each brick. The upper recess *c* is bounded by the vertical face c' and the horizontal underlapping ledge c^2, while the diagonally-opposite lower recess *d* is bounded by the vertical face d' and the horizontal overlapping ledge d^2. Upon each of the diagonally-opposite vertical faces c' and d' are molded or cast a series of spacing lugs or projections *e f*, respectively. These latter, in respect to the number employed and their arrangement, may be as found in practice most desirable. In Figs. 1 and 2 I have shown four on each face, set in staggered relation, and in the modification illustrated in Figs. 3 and 4 I have shown only two, e' e' and f' f', respectively, on each face, one on each end, set approximately two-thirds of the way in from the upper and lower faces of the brick to the horizontal ledges thereof, respectively. As stated, the number and arrangement of these projections *e* e' and *f* f' may be varied as desired; but it is essential that they be located on the inner vertical faces of the brick, for the reason that being thus located within the rectangular recesses *c* and *d* they are sheltered and protected from accidental breakage or other damage during the manufacture and subsequent handling of the bricks. A further advantage of such location of the spacing-lugs is that it renders the brick more compact and the latter occupies less space in shipment than where the lugs are otherwise located. These lugs or projections *e* e' and *f* f' will of course be formed of a depth corresponding to the desired spacing between the individual bricks when applied to paving purposes; but they will in general not exceed one-half the depth of the ledges c^2 d^2 and will preferably be slightly less than one-half.

The manner of laying bricks constructed in accordance with my invention in the form of pavement is obvious from the above description and from an inspection of Fig. 1. The bricks will be laid snugly end to end and preferably with broken joints, as shown. The

overlapping ledge d^2 of each brick will rest upon the underlapping ledges c^2 c^2 of the two bricks lying adjacent thereto and parallel therewith, the smooth forwardly-projecting face of the upper half a of each brick bearing against the lugs e or e' on the adjacent bricks and having a suitable filling of mortar, cement, tar, or equivalent binding material M therebetween, while the lugs f or f' on the lower half b of the brick bear snugly against the smooth rearwardly-projecting faces of the adjacent bricks. It is thus obvious that the weight sustained on the upper surface of each brick is distributed over and borne by the bases of that brick and two adjacent bricks, the base area being thus greatly enlarged over the base area in the ordinary form of brick paving, which is simply the same as the upper surface area.

A pavement constructed of my improved bricks in the manner shown and described will thus possess the desirable qualities of increased solidity, smoothness, and durability, while being no more difficult or expensive of construction than the usual type of brick pavement. The spacing-lugs secure an absolutely even and uniform filling of binding material, and thus contribute to the evenness and regularity of the finished surface, while by reason of the lap the filling material cannot pass through and become dislodged from its proper position and function. A pavement constructed of my improved bricks, being practically a solid body of brick and cement, also prevents the passage therethrough of any filth of any kind or character which would make the ground underneath the pavement impure, and thereby contributes to the sanitary character of the locality where it is used.

A further valuable feature of my improved brick resides in the fact that its construction as shown and described permits it to be laid either side up.

While I have for convenience of description referred to my invention as a "brick" or "block" for paving purposes, I wish it to be understood that the invention does not reside in the material or composition of the brick or block, but rather in its peculiar structure, in combination with the spacing lugs or projections coöperating therewith, in the manner described, and a brick or block thus made, whether of clay, stone, wood, or any other material found suitable and desirable, will be within the scope and spirit of my invention.

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

A brick for paving purposes having its longitudinal halves offset, thus forming a pair of diagonally-opposite rectangular recesses extending longitudinally of the brick, and having a series of spacing lugs or projections formed on the vertical faces of the recesses, whereby said spacing-lugs are protected from accidental injury by the overlapping and underlapping horizontal portions of the brick, substantially as described.

ADOLPH C. STICH.

Witnesses:
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