

No. 616,759.

Patented Dec. 27, 1898.

J. L. ADAMS.

CONSTRUCTION OF ASPHALT PAVEMENTS

(Application filed May 28, 1898.)

(No Model.)

Fig. 1

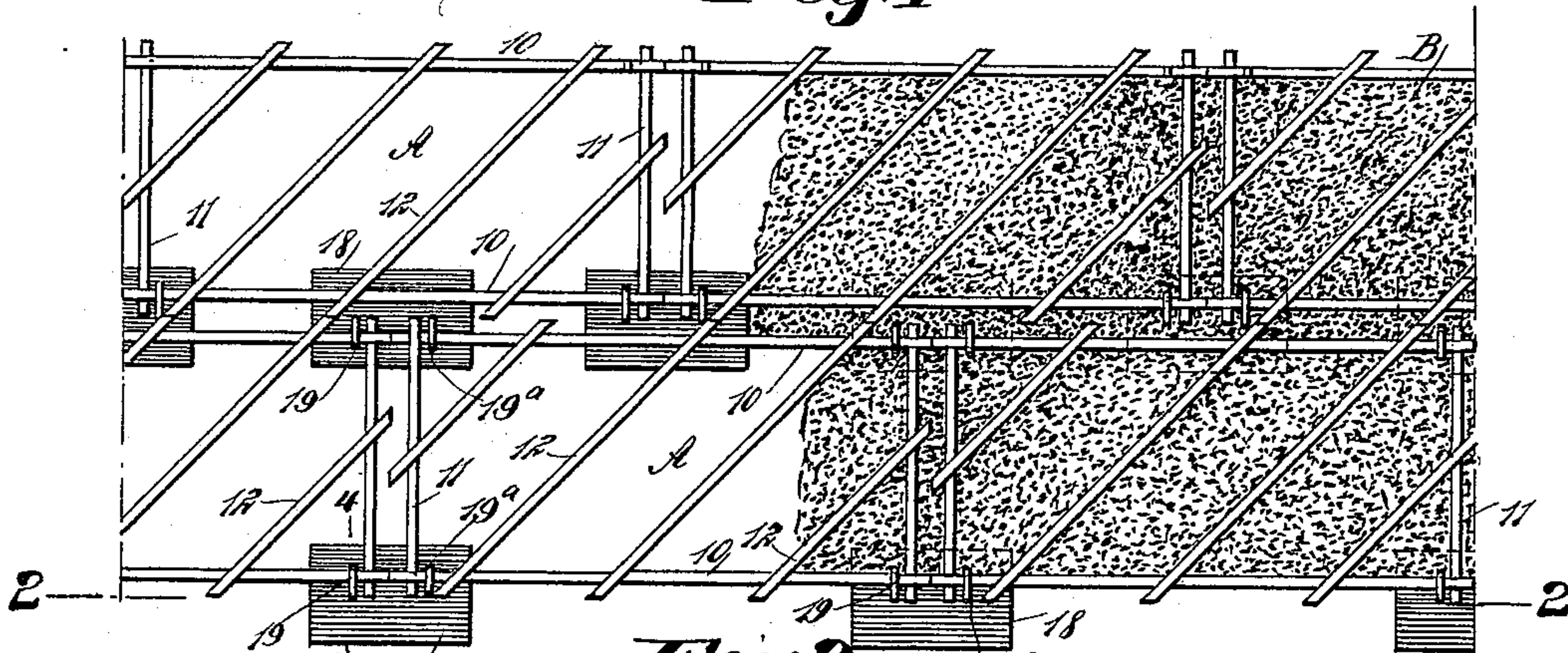


Fig. 2

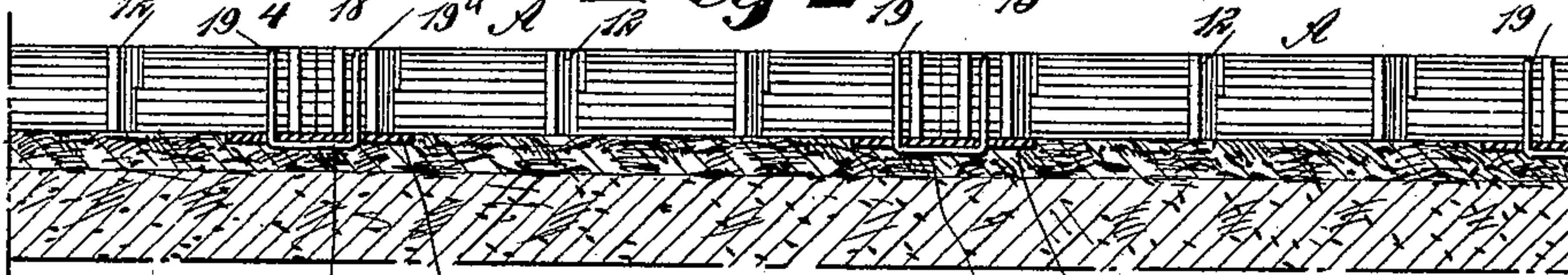


Fig. 3

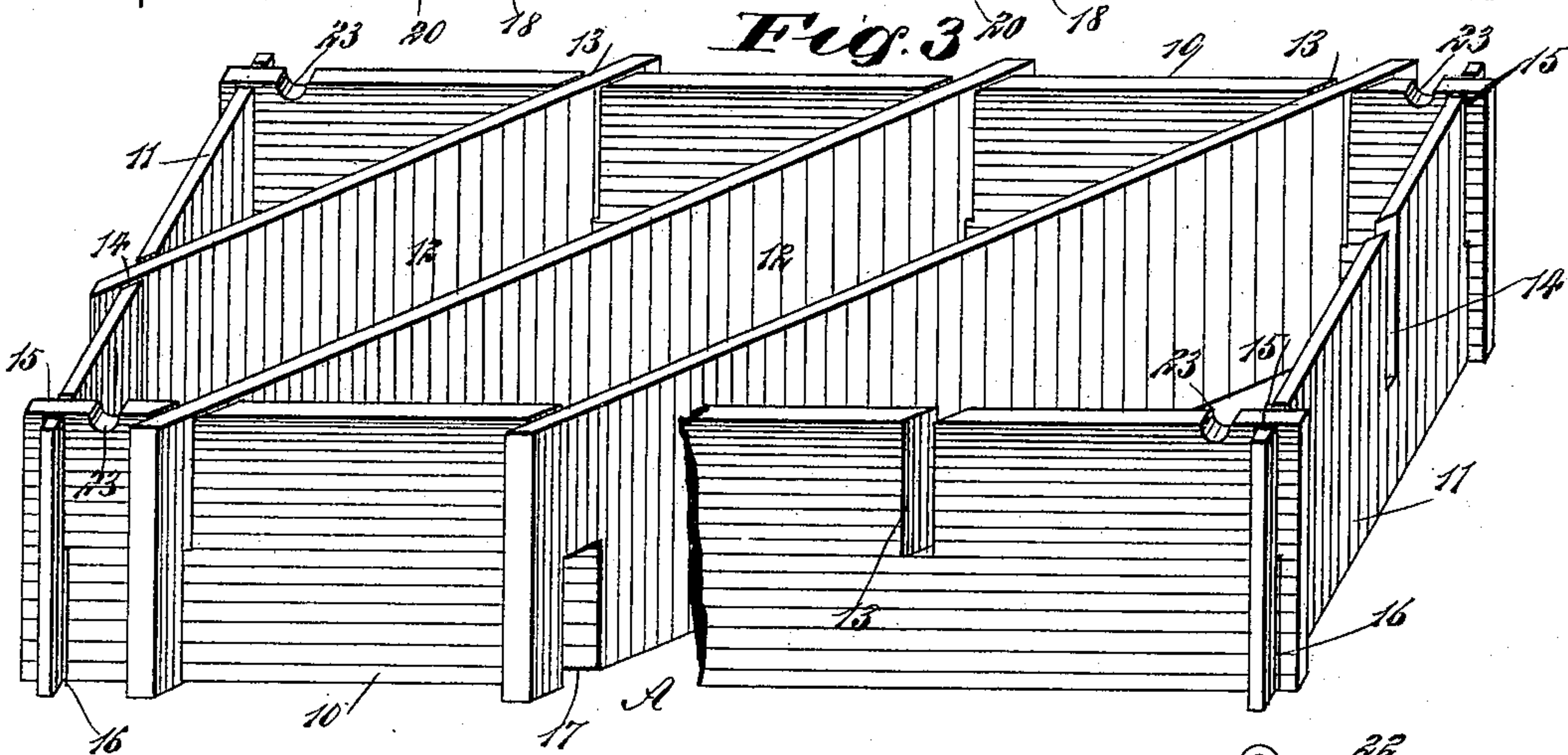
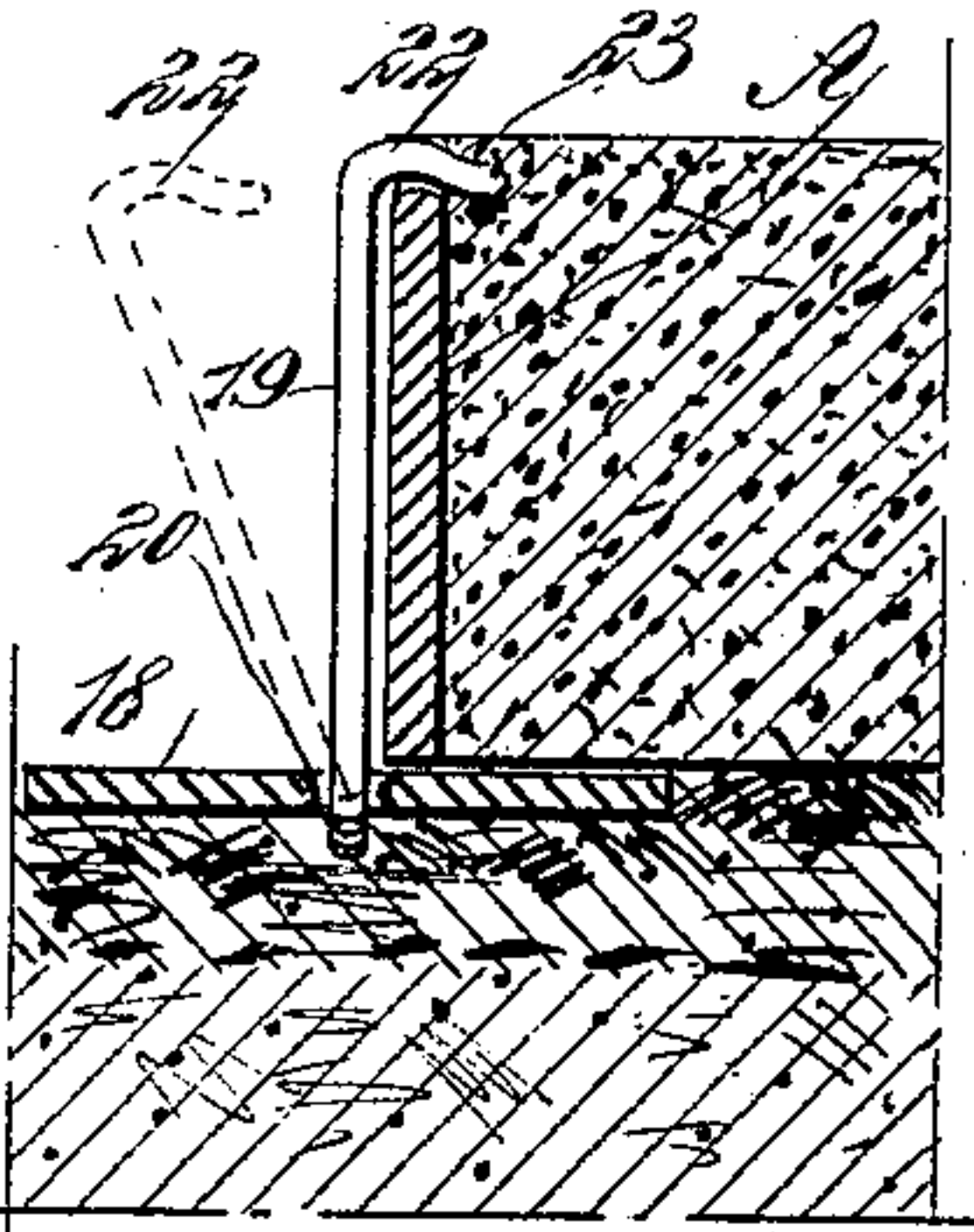


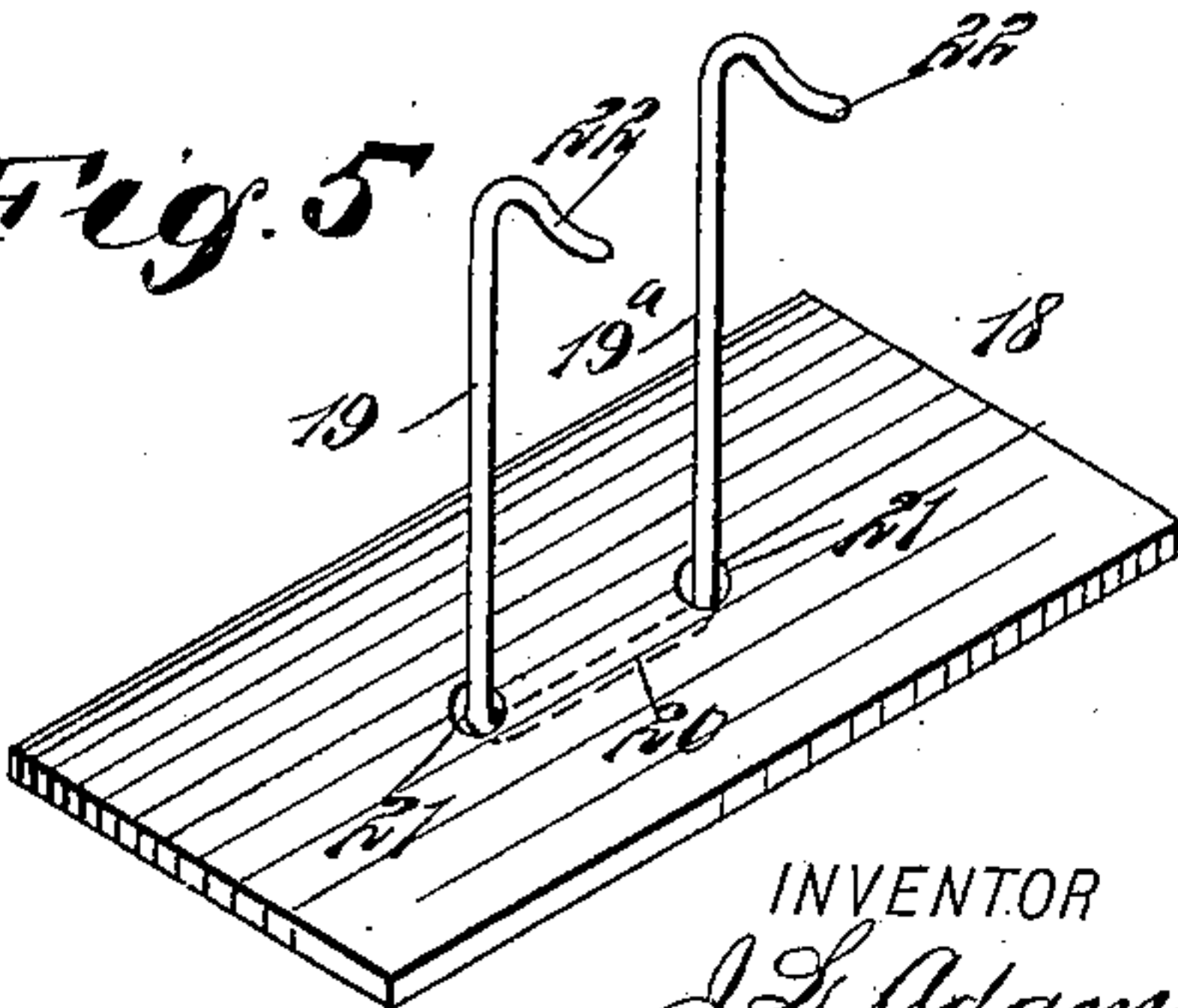
Fig. 4



WITNESSES:

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Fig. 5



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CONSTRUCTION OF ASPHALT PAVEMENTS.

SPECIFICATION forming part of Letters Patent No. 616,759, dated December 27, 1898.

Application filed May 28, 1898. Serial No. 682,004. (No model.)

To all whom it may concern:

Be it known that I, JOHN LANSON ADAMS, of the city of New York, borough of Manhattan, in the county of New York and State of New York, have invented a new and useful Improvement in the Construction of Asphalt Pavements, of which the following is a full, clear, and exact description.

The object of the invention is to provide a means for laying a pavement of asphalt or other plastic material, whereby such pavement will stand the wear of heavy vehicles better than the similar pavements laid in the usual manner.

Another object of the invention is to construct asphalt or plastic pavements in such manner that they may be taken up in blocks capable of being relaid and to provide a simple anchoring device that will tend to hold the blocks in position, effectually preventing them from being forced upward at either side or end.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of a section of pavement, illustrating the application of my improvement thereto. Fig. 2 is a longitudinal vertical section taken substantially on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of one of the block-frames, a portion of the frame being broken away. Fig. 4 is a vertical transverse section taken substantially on the line 4 4 of Fig. 1, and Fig. 5 is a detail sectional view of an anchoring device.

In the construction of the pavement any desired number of box-frames A are employed. These frames may be of any desired shape, but are preferably rectangular, and the frames may be made either from cast or from wrought metal. In the drawings the frames are shown constructed in pieces embracing sides 10 and ends 11, the sides and ends having an interlocking connection, together with partitions 12, which have interlocking connection with the sides, the end partitions hav-

ing interlocking connection with a side and an end.

Vertical slots 13 are made in the upper edges of the side pieces 10 of the frame, and corresponding slots 14 are made in the upper edges of the end pieces of the frame, as is best shown in Fig. 3. Preferably in securing the sides to the ends of the box-frame vertical slots 15 are made in the top of each end piece near each extremity, the slots extending downward to a point near the center, and these slots are adapted to have interlocking connection with the slotted portions 16 at the under edge of each side piece near each extremity, the slots 16 extending from the lower edge of the side pieces to a point at or near their centers. Intermediate partitions extend from one side of the box-frame to the other, and each partition near each end is provided with a slot 17 in its under edge, which is made to enter into a slot 13 in the side pieces of the frame. Preferably the partitions are diagonally placed and the slots are correspondingly slanted. Consequently the end partitions will enter a slot 13 in a side piece of the frame.

It will be observed that the box-frames are open at top and bottom, and these box-frames are adapted to be provided with a filling B, of asphalt, cement, or other plastic compound or material. Each frame is thus made into a paving-block, and the blocks are laid so as to break joints, as shown in Fig. 1. Whenever the material used in the construction of the frame is not rough enough to afford a hold for the plastic compound, the material should be notched, serrated, or otherwise given a binding-face.

In order that the blocks shall not be forced up at their sides or at their ends by vehicles being drawn forcibly in contact with any projecting portion of a block, anchoring devices are employed, preferably constructed as shown in Fig. 5, in which it will be seen that the device comprises a base-plate 18 and arms 19 and 19^a, which extend upwardly from the plate, being connected below the plate by a cross-bar 20. These arms are carried up through openings 21 in the plate and are capable of being sprung or rocked from the block with which they are adapted to engage,

as shown in dotted lines in Fig. 4. Each arm 19 and 19^a is provided with a hook or head 22 at its upper end, and in the upper edges of the sides 10 of the frame A recesses 23 are preferably made to receive the hooks 22, so that they will not extend beyond the upper edge of the block. An anchoring device is employed wherever two blocks are brought together, and an arm 19 will engage with one block, while the arm 19^a will engage with the opposing block, as shown in Fig. 1. Under such a construction it is obvious that a pavement may be laid which will be durable and that the material may be taken up in the form of blocks, and most of the blocks, if not all of them, can be used again. The spaces that occur between the blocks in the laying of the pavement are filled with the same material as that provided for the blocks. The blocks and anchoring-plates are laid upon any form of bed, and the blocks rest upon the anchor-plates 18, as shown in Fig. 4. I desire it to be understood that the arms 19 and 19^a may be carried upward inside of a frame, and that the hooks 22 may be made of sufficient length to extend to an adjoining frame, and that the hooks may engage the corners, ends, or sides of a frame.

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

1. In the construction of pavements of plastic material, a rectangular box-like frame, the sides and ends of which have a detachable interlocking connection with each other, and removable vertical partitions extending diagonally across the frame and having interlocking connection with the same, substantially as described.

2. In the construction of pavements of plas-

tic material, a rectangular frame, formed of sides and ends, having an interlocking engagement with each other, and provided with diagonal partitions, the end partitions having interlocking engagement with the ends and sides and the intermediate partitions having interlocking engagement with the sides, substantially as described.

3. A paving-block, comprising a rectangular box-like frame open at the top and bottom, removable vertical partitions extending diagonally across the frame, and a filling of plastic material in the frame, substantially as described.

4. A paving-block, consisting of a rectangular frame, the sides and ends of which have a detachable interlocking connection with each other, removable vertical partitions extending diagonally across the frame and having interlocking connection with the same, and a filling of plastic material in said frame, substantially as described.

5. An anchoring device for a paving-block, consisting of an apertured base-plate, and arms having hooks at their ends, said arms being connected by a cross-rod and projecting through the apertures of the base-plate, substantially as described.

6. A pavement, comprising blocks, each formed of a rectangular frame provided with diagonal partitions, and a filling of plastic material in each box, the several blocks being arranged to break joints and the spaces between the blocks being filled with plastic material, and an anchoring device for said blocks, substantially as described.

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Witnesses:

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