No. 734,141. PATENTED JULY 21, 1903.

B. J. SINK.

APPARATUS FOR REPAIRING ASPHALT PAVEMENTS.

APPLICATION FILED APR. 30, 1900.

NO MODEL.

Fig. 1.

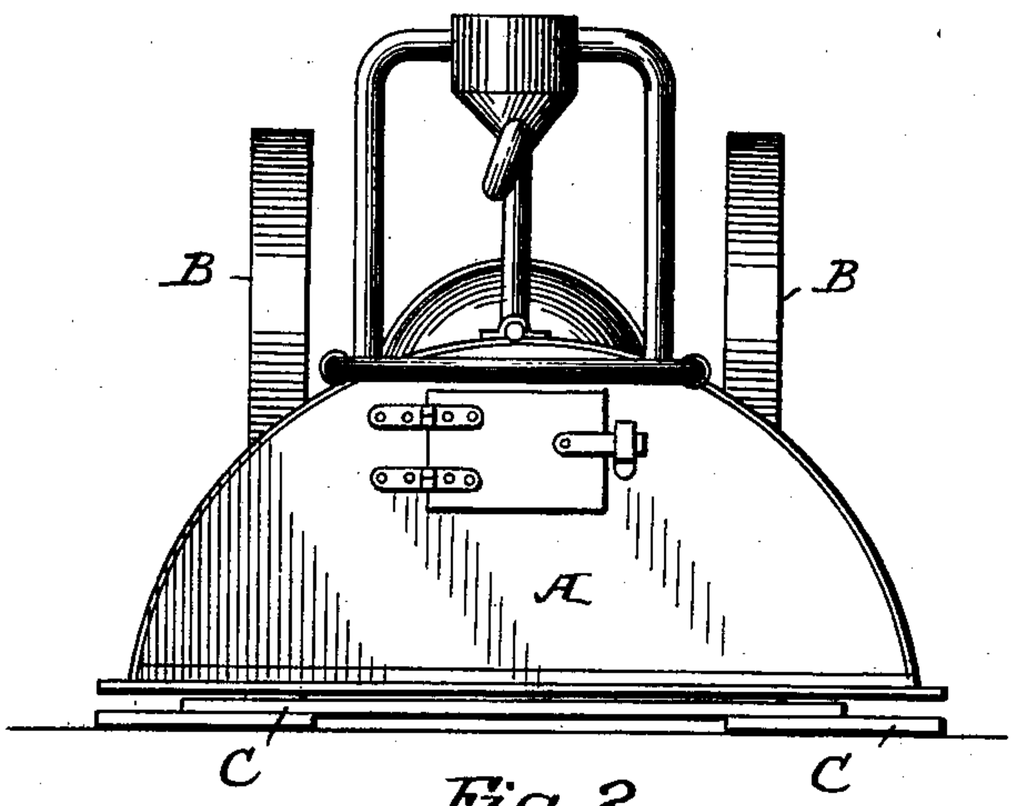


Fig. 2.

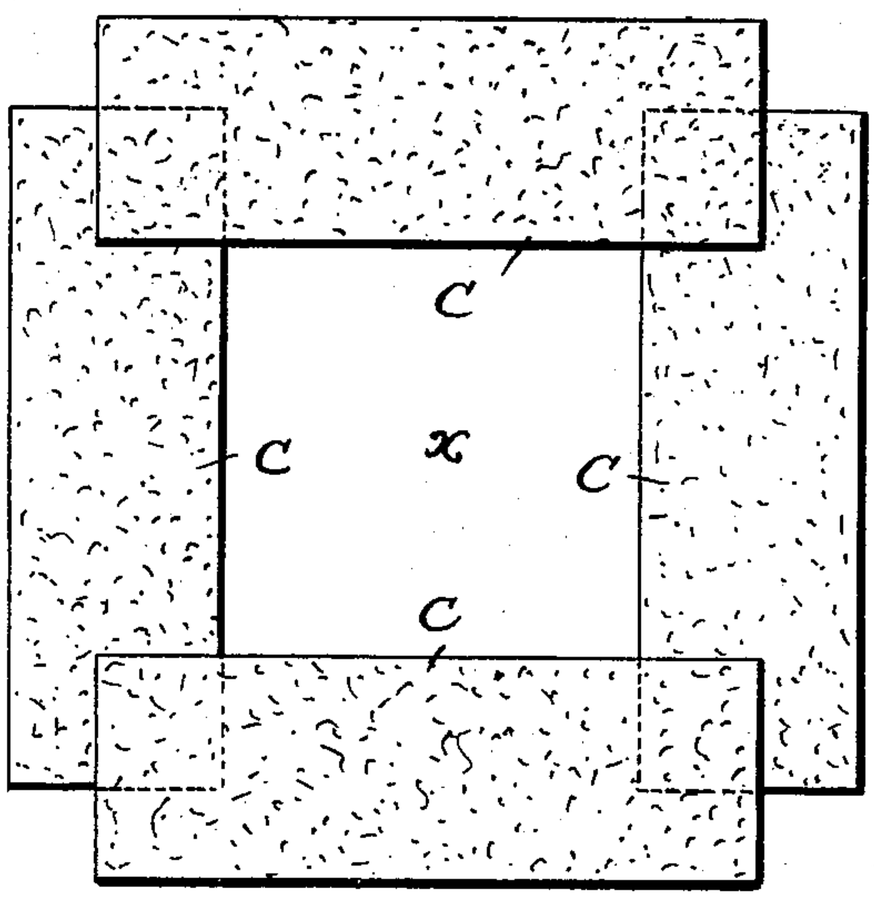
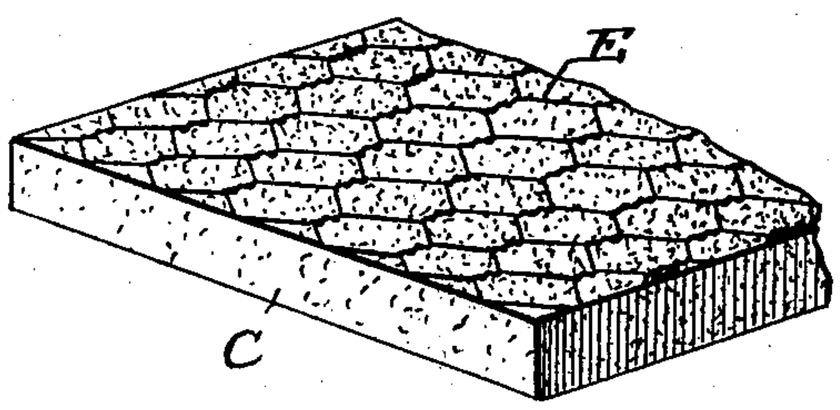


Fig. 3.



Witnesses
J. J. Finkel
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UNITED STATES PATENT OFFICE.

BURT J. SINK, OF BUFFALO, NEW YORK, ASSIGNOR TO THE BARBER ASPHALT PAVING COMPANY, OF NEW YORK, N. Y., A CORPORATION OF WEST VIRGINIA.

APPARATUS FOR REPAIRING ASPHALT PAVEMENTS.

SPECIFICATION forming part of Letters Patent No. 734,141, dated July 21, 1903.

Original application filed July 29, 1896, Serial No. 600,920. Divided and this application filed April 30, 1900. Serial No. 14,885. (No model.)

To all whom it may concern:

Be it known that I, BURT J. SINK, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Apparatus for Repairing Asphalt Pavements, of which the following is a specification.

In repairing asphaltum pavements it has become the practice to make use of a heater whereby a body of flame or other highly-heated body is brought upon or adjacent to the surface of the asphaltum top coating, so as to soften the latter and permit the removal of a portion thereof before the application of additional asphaltum mixture. In practicing this mode of repairs injury has often resulted from the fact that portions of the pavement become heated beyond the point where the pavement is to be repaired by the addition of new material, and as a result the said outlying portions become disintegrated from the action of the heat. In other words, those portions of the pavement which have not been heated and not covered by the repairs are burned, so that they are no longer in perfect condition.

The object of my invention, which is a division of my application, Serial No. 600,920, filed July 29, 1896, is to make use of the ordinary heating appliances, with all of the facilities which they afford, and at the same time to avoid unduly heating any portion of the pavement except that area which is to be covered or removed in the process of repairs. To this end I make use of the means hereinafter set forth, and illustrated in the accompanying drawings, in which—

Figure 1 is an elevation illustrating a Laster heater combined with my improved means for preventing the heating of the pavement beyond the repair-section. Fig. 2 is a view illustrating one arrangement of the protecting-guards. Fig. 3 is an enlarged view of part of one of the guards, illustrating the construction thereof.

Different apparatuses are commonly employed for heating the surface of the top layers of asphaltum pavements—for instance, crates with incandescent coals supported just above the pavement by rollers or casings with blast-tubes, or, as illustrated in Fig. 1, with a hood A, supported upon wheels B B, the said hood being supplied with vapor, which is ignited, forming a flame which fills the entire hood and heats the pavement beneath, the area of the crate or hood constituting the uniform area of the heater.

In connection with the heater, whatever its form, I make use of guards C in the form of sheets of refractory material, which may be laid upon the pavement so as to leave a space x between them of the size and outline demanded by the repairs and yet cover the outlying portions of the pavement. By this means when the heater is brought above the guards so arranged the heat will act with reducing effect only upon the part of the pavement exposed within the area x between the guards, which latter will prevent the undue heating of any of the surrounding portions of the pavement. I have found by this means I am enabled to reduce the exposed portion of the pavement (of any desired shape and dimensions less than those of the heater) to almost a melted state without in any way overheating any of the surrounding portions, and therefore when the heated portion is removed or the new material is applied thereto the surrounding portion will maintain its integrity as well as if no repairs had ever been made.

The guards C may be made of any suitable refractory material; but I prefer to make them of asbestos board or paper of about one inch in thickness, and as said paper has very little tenacity or tensile strength the surface is very apt to be worn away and the guards are very apt to be broken, and I therefore embed in each surface of each guard a suitable binding material. Preferably this is in the form of open wire-netting E, such as is used for fencing purposes, which is embedded in the paper in the course of its manufacture at the surface thereof.

Without limiting myself to guards of any special form or construction or material, I claim as my invention—

The combination in an apparatus for repairing asphaltum pavements, of a heater and a series of guards of refractory material adjustable below and in respect to the heater, substantially as set forth.

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

BURT J. SINK.

Witnesses:
A. E. T. HANSMANN,
J. J. MCCARTHY.