

No. 751,704.

PATENTED FEB. 9, 1904.

R. WEBER.
PROCESS OF PRODUCING PAVED TRACKS ON MACADAMIZED ROADS
OR THE LIKE.

APPLICATION FILED APR. 2, 1903.

NO MODEL.

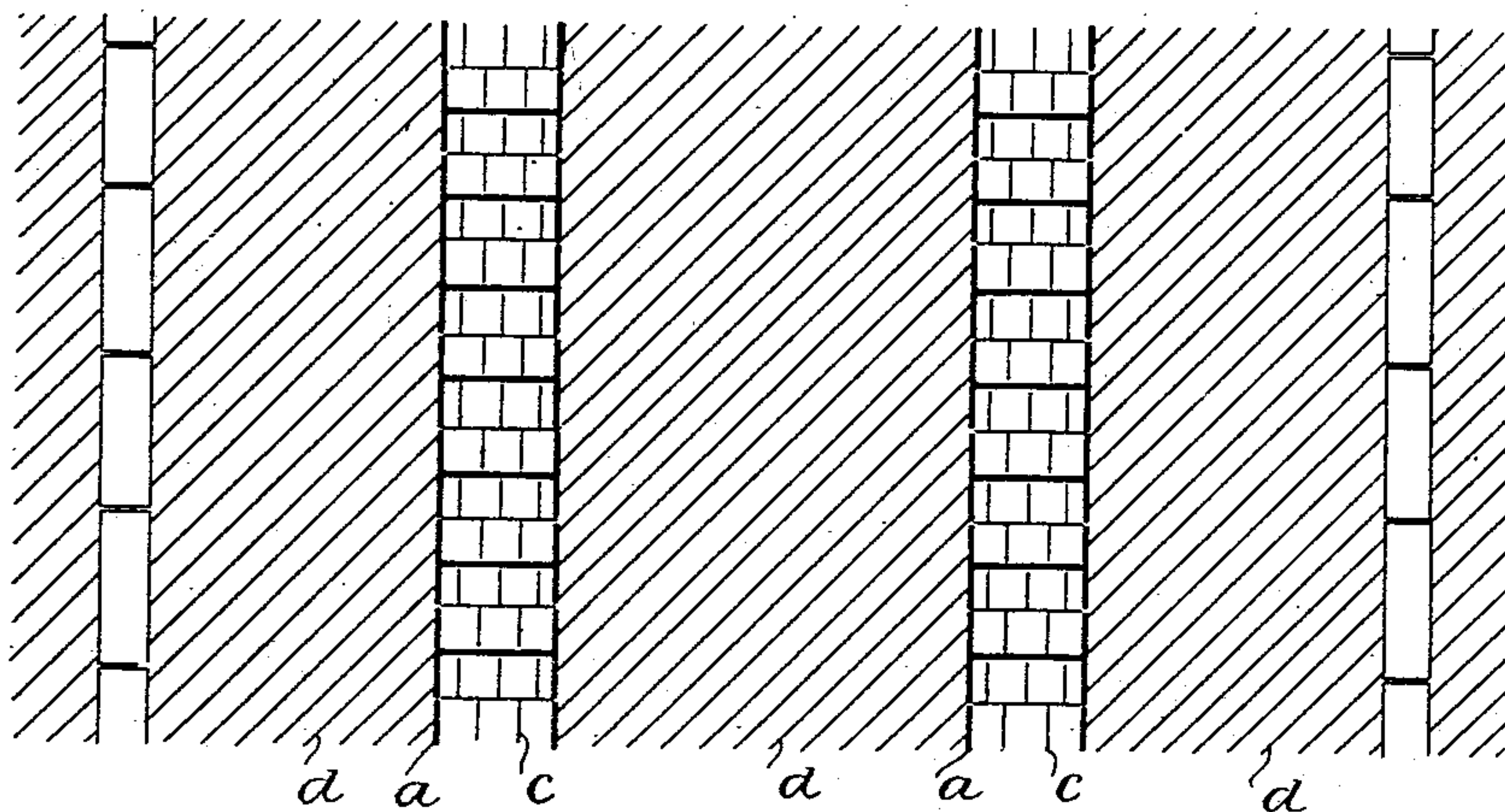


Fig. 1.

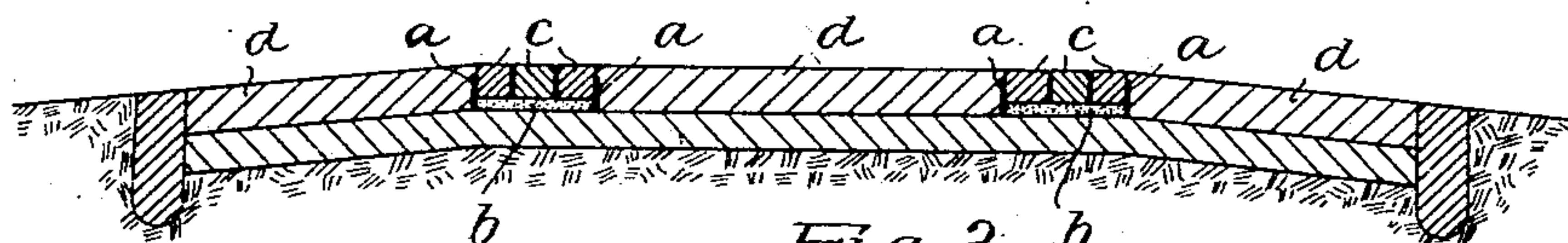


Fig. 2.

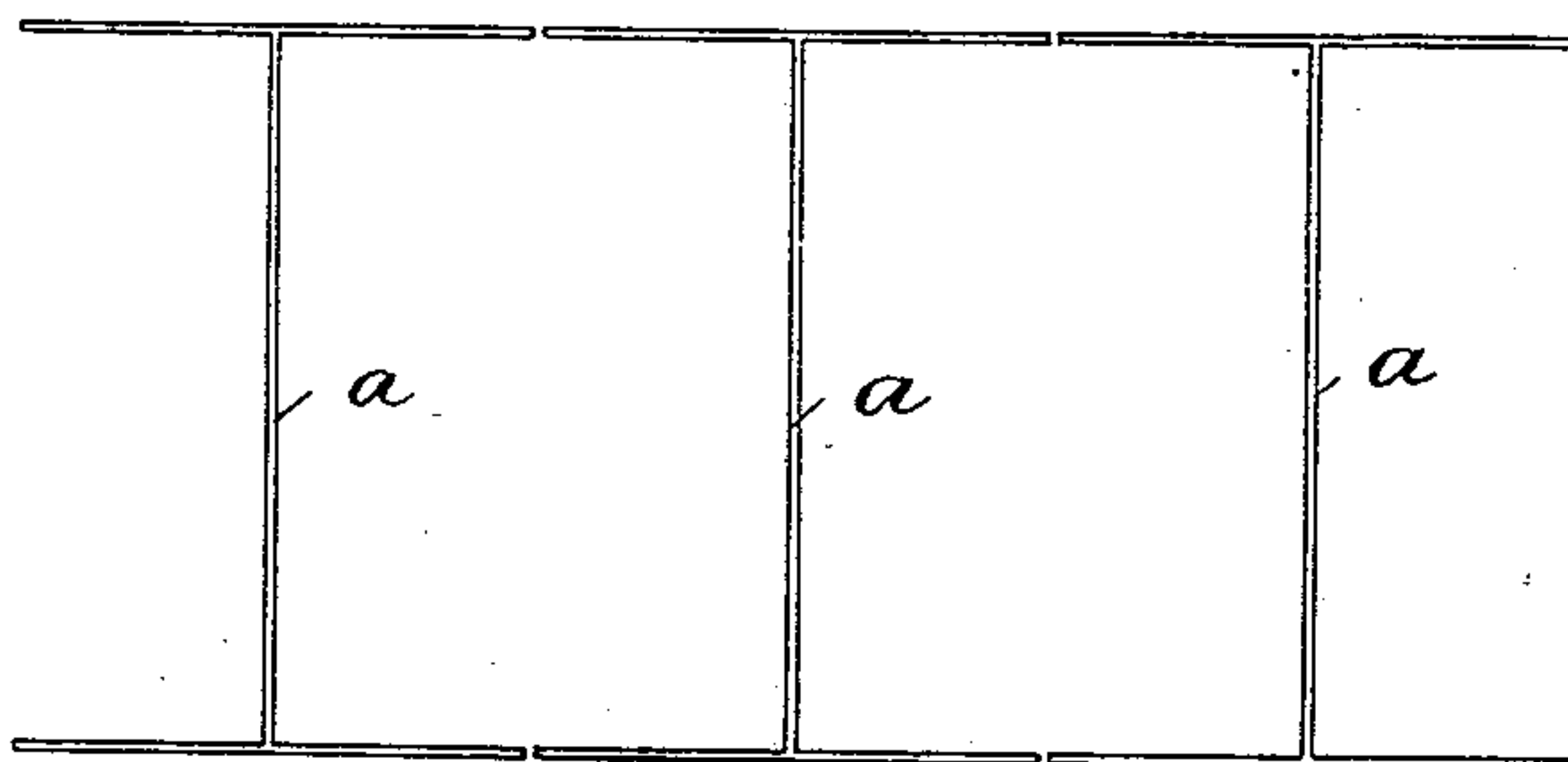


Fig. 3.

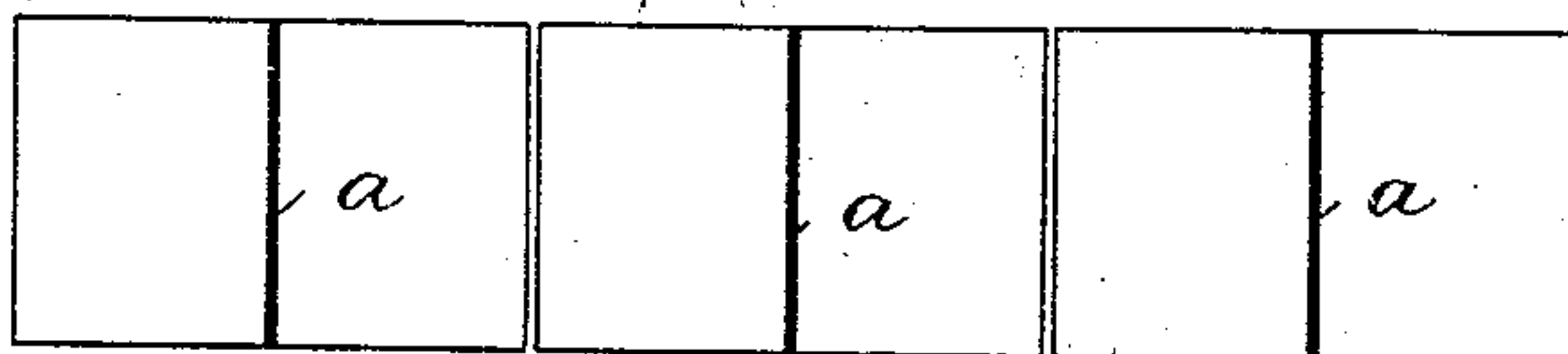


Fig. 4.

Witnesses
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RUDOLF WEBER, OF BURGDORF, GERMANY.

PROCESS OF PRODUCING PAVED TRACKS ON MACADAMIZED ROADS OR THE LIKE.

SPECIFICATION forming part of Letters Patent No. 751,704, dated February 9, 1904.

Application filed April 2, 1903. Serial No. 150,853. (No specimens.)

To all whom it may concern:

Be it known that I, RUDOLF WEBER, road inspector, a subject of the King of Prussia, German Emperor, and a resident of Burgdorf, in the Province of Hanover, in the Empire of Germany, have invented a new and useful Process for the Production of Paved Tracks on Macadamized Roads or the Like, of which the following is a specification.

The present invention relates to a process for the production of paved tracks of any desired width on macadamized roads and the like in order to facilitate traffic and to render the construction of such roads cheaper, although more durable, than is possible according to the systems hitherto adopted.

Experience has shown that macadamized roads and streets, especially those of a narrower kind, are subjected to wear in a high degree only on the lines of the traffic—that is, in the middle of each half. On these lines of maximum wear are provided according to the present invention paved tracks of suitable width, which being furnished with a skeleton of iron or other suitable material are very durable. In case of injury such tracks can be easily repaired and at comparatively low cost.

In the accompanying drawings, Figure 1 is a plan, and Fig. 2 a cross-section, of a macadamized road provided with paved tracks in accordance with the present invention. Fig. 3 is a plan, and Fig. 4 a vertical section, of a binder, on a larger scale.

Each of the binders *a* consists of a thin sheet-iron **I**-piece of suitable width. Such pieces are arranged contiguously in the direction of the line of traffic and are connected together by hooks, fish-plates, or the like. **U**-shape binders may, however, also be used, as also side plates connected by wire ties, the object of these binders being to prevent the paving-blocks from tilting or spreading apart.

The binders *a*, braced in the manner explained above, are so embedded at a suitable distance apart in the macadamized road that their upper edges are not exposed to a great degree to the influence of the atmosphere. Preferably a foundation *b*, of gravel, cement, pebbles, or some other suitable material, is provided, as shown in Fig. 2. Into the spaces between the binders *a* the paving-blocks *c*,

stones, or the like are placed, preferably with broken joints, Fig. 1, and then rammed tight in the usual manner, the size and shape of the stones and the dimensions of the binders being chosen in conformity with each other. Between the two pavement-tracks and between the pavement-tracks and the sides the road is macadamized and the road and tracks then rolled.

If desired, the skeleton frame can be embedded in an existing road, the latter being broken up for a sufficient depth and width in order to admit of filling out the binders *a* with the stones or paving-blocks *c* in the manner above explained.

Macadamized roads provided with paved tracks in accordance with this invention are considerably cheaper than a road paved throughout with stones, the draft-animals are protected better by such tracks than by the commonly-paved roads, and, further, the tracks form an ideal path for bicyclists.

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

1. The improved method of paving roads which consists in: placing an iron skeleton frame along the principal lines of traffic and below the level of the road; and filling out said frame with stones to the level of the road, substantially as set forth.

2. The improved method of paving roads which consists in: placing an iron skeleton frame along the principal lines of traffic and below the level of the road; filling out said frame with stones to the level of the road; and rolling said tracks and the intermediate portions; substantially as set forth.

3. The improved method of paving roads which consists in: placing **I**-pieces parallel to each other along the principal lines of traffic and below the level of the road; binding said pieces together; and filling out the spaces between said pieces with stones substantially as set forth.

In witness whereof I have hereunto signed my name, this 15th day of September, 1902, in the presence of two subscribing witnesses.

RUDOLF WEBER.

Witnesses:

LEONORE KASCH,
C. C. STEVENSON.