

No. 890,902.

PATENTED JUNE 16, 1908.

W. E. HASSAM.
PAVEMENT AND METHOD OF MAKING THE SAME.
APPLICATION FILED JUNE 20, 1907.

Fig. 1.

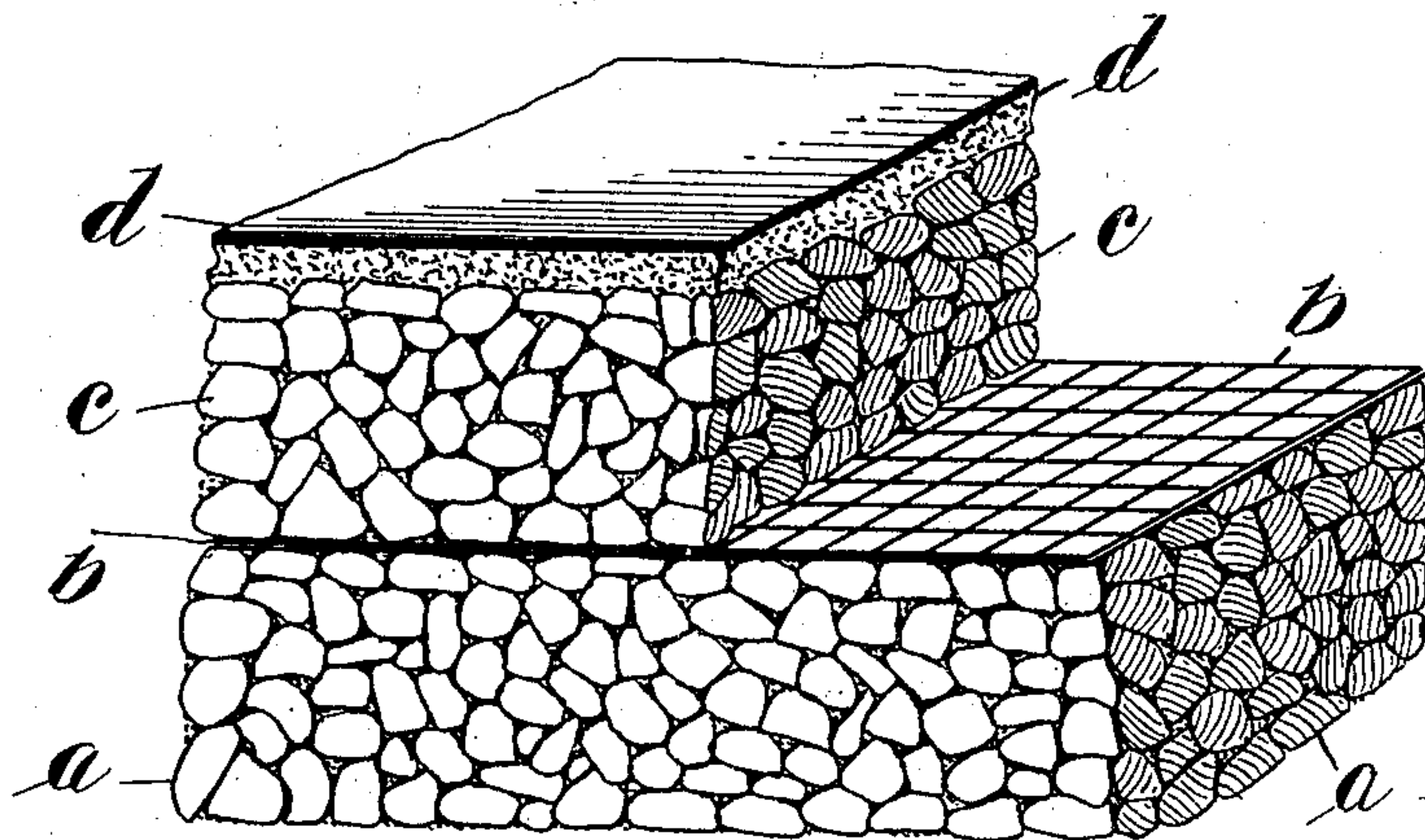
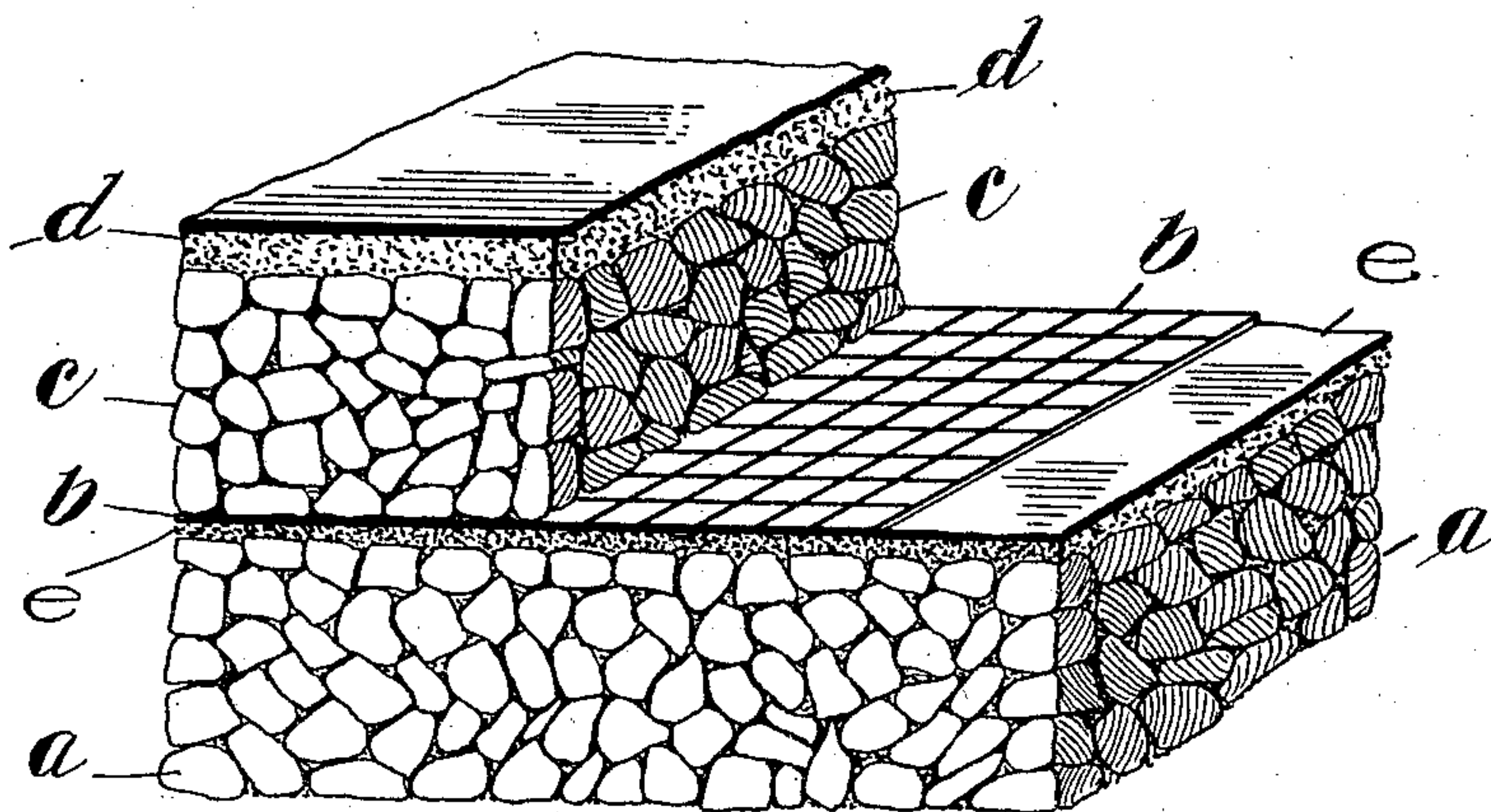


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

WALTER E. HASSAM, OF WORCESTER, MASSACHUSETTS, ASSIGNOR TO HASSAM PAVING COMPANY, OF WORCESTER, MASSACHUSETTS, A CORPORATION OF MASSACHUSETTS.

PAVEMENT AND METHOD OF MAKING THE SAME.

No. 890,902.

Specification of Letters Patent.

Patented June 16, 1908.

Application filed June 20, 1907. Serial No. 379,913.

To all whom it may concern:

Be it known that I, WALTER E. HASSAM, a citizen of the United States, residing at Worcester, in the county of Worcester and State of Massachusetts, have invented a new and useful Pavement and Method of Making the Same, of which the following is a specification.

This invention relates to a pavement or similar structure for streets and the like.

The principal objects of the same are to provide a construction which will be of increased strength and rigidity without any increase in the amount of material employed in it, and in which, in certain cases, the amount of material and thickness of the pavement may be decreased on account of the additional strength imparted to it.

Other objects of the invention are to provide an improved means and method of holding a wire-netting or reticulated sheet of metal within the body of the pavement in such a way that it will be securely fastened to separated parts of the pavement, whereby even under great strain it will not slip either longitudinally or sidewise.

Further objects of the invention will appear hereinafter.

Reference is to be had to the accompanying drawings, in which

Figure 1 is a perspective view of a portion of a pavement showing one form of the invention, and Fig. 2 is a similar view showing another way in which the invention can be carried out.

This invention is applicable to various forms of pavements. It is to be understood that the pavement may have a foundation of any desired kind or character in addition to what is shown in the drawings, if desired.

In Fig. 1 is shown a bottom layer *a* of stone, either broken or unbroken. In this form of the invention these stones are placed either at the bottom of the excavation or on a foundation in a dry state, and rolled, tamped or otherwise compressed to form a solid bed. Then while they are still in a dry state, a wire netting *b* or piece of reticulated metal is placed on the top of these stones, and an additional layer *c* similar to the layer *a* is placed upon it and compressed in a similar way.

It will be seen that the compression of the layer of stones *c* on the wire netting *b* which rests on the top of the stones *a* will result in forcing certain of the stones in the layer *c*

into the wire netting, bending it and distorting it in such a way that while its general shape and dimensions are not affected, it will be provided with small depressions which will extend into the spaces between the stones in the layer *a*. This will result in securely holding or anchoring the wire netting on the lower layer and between the layers so that if any serious disturbance occurs at one part of the pavement, the strains on the wire netting will be transmitted to various parts of the pavement at great distance from the disturbance. In this way it will be seen that the netting will not be allowed to be pulled longitudinally or laterally in the body of the pavement under any ordinary circumstances, and that it will effectively resist any strain to which it is likely to be put in practice.

I prefer to make the two layers of stones of approximately equal depth so that the netting may be about in the middle of the pavement, whereby it serves as a strengthener in the body of the pavement itself. After the layer *c* is placed in position and compressed as above described, grouting is preferably applied so as to run down between the layers of stones and between them and the wire netting. When this hardens it securely holds the netting in place in addition to the means for doing so as described above. It will thus be seen that the netting is not only securely held in position during the construction of the pavement, and during the drying of the grouting, but it is permanently held in position by the grouting itself after that has hardened.

Another way in which the invention may be carried out is illustrated in Fig. 2. In this case after the layer of stones *a* is rolled, tamped or compressed, a grouting surface is supplied which fills the interstices between the stones and leaves a smooth layer *e* above them on which the wire netting *b* is applied. In this case it will be seen that the wire netting can be forced down into this grouting which may be in a soft or plastic state at this time so as to anchor it in place as the grouting hardens. Then the layer *c* is placed in position as described above, and the grouting applied to it.

In both cases the upper layer of stones is preferably compressed on the wire netting, and the top of the pavement is preferably dressed off by the provision of a surface coating *d*. This may be of any desired character.

acter and may be applied separately from the grouting or it may be composed of surplus grouting which is applied to the top layer of stones.

It will be seen that this method of constructing the pavement is simple and efficient, while the pavement itself is of a great strength, and on account of its strength it can in many cases be made of a less depth than has heretofore been the case.

While I have illustrated and described certain forms in which I prefer to carry out the invention and certain steps in the process, I am aware that many modifications may be made therein by persons skilled in the art without departing from the scope of the invention as expressed in the claims. Therefore, I do not wish to be limited to the particular construction and steps in the process set forth above, but

What I do claim is:—

1. A pavement comprising a compact layer of stones, a wire netting thereon, a layer of stones above the wire netting, and grouting uniting said layers of stones and wire netting.

2. A pavement comprising a compressed layer of small stones, a wire netting thereon, and a layer of similar stones above the wire

netting, said layers being compressed approximately to the same depth in a dry state, whereby said wire netting is located substantially centrally in the pavement, the top layer being thereby compressed into the wire netting so as to provide indentations which constitute means for anchoring the wire netting between said layers of stones.

3. The method of making a paving which consists in providing a layer of stones, compressing said layer while in a dry state, locating the wire netting above the layer, applying a second layer of stones of a similar character above the wire netting and compressing said second layer while in a dry state on the wire netting so as to project the bottom stones of the second layer into the netting, and finally pouring a grouting over said stones and permitting the grouting to run down through both layers so that when it hardens it will unite the two layers of stones to the wire netting.

In testimony whereof I have hereunto set my hand, in the presence of two subscribing witnesses.

WALTER E. HASSAM.

Witnesses:

JOHN H. CRANE,
JAS. W. MURPHY.