

J. O. WILHELM.

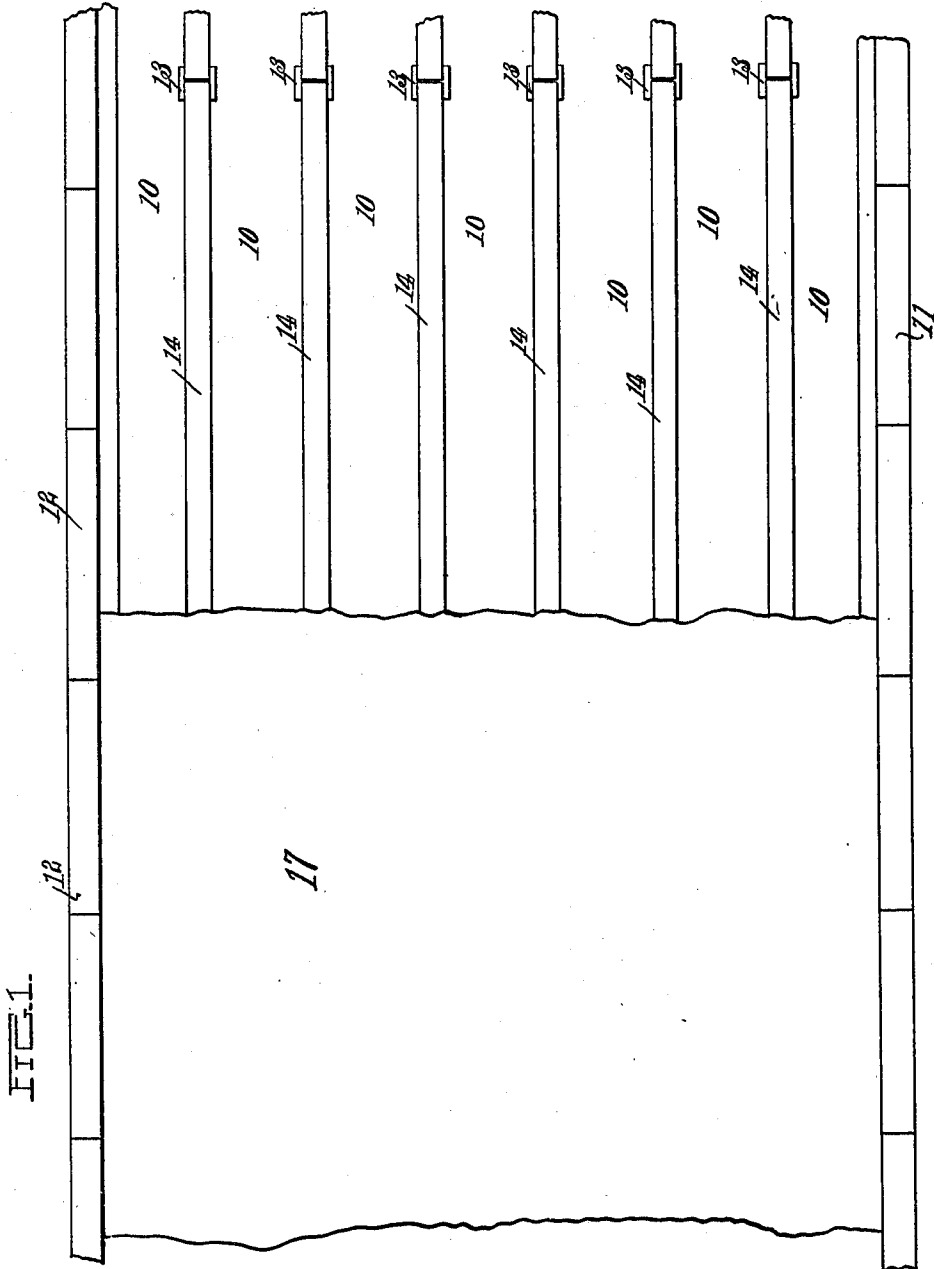
PAVEMENT.

APPLICATION FILED MAR. 31, 1910.

Patented Sept. 19, 1911.

2 SHEETS-SHEET 1.

1,003,840.



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FIG. 2

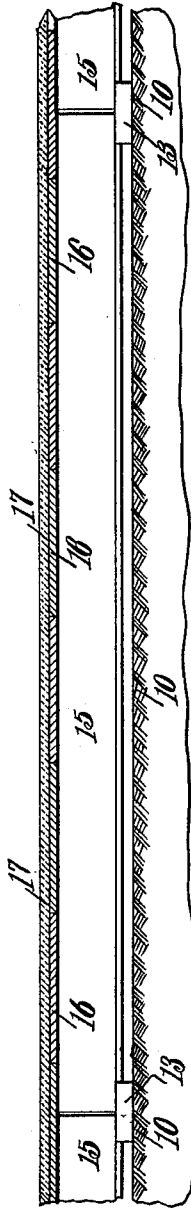
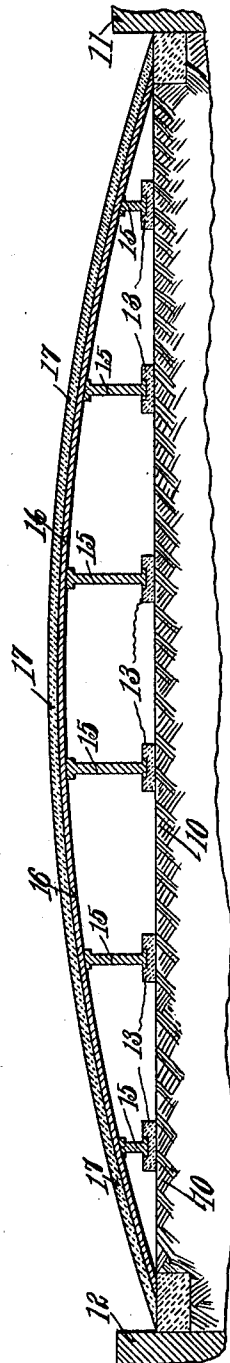


FIG. 3



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UNITED STATES PATENT OFFICE.

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PAVEMENT.

1,003,840.

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To all whom it may concern:

Be it known that I, JOHN O. WILHELM, a citizen of the United States, residing at Portland, in the county of Multnomah, State of Oregon, have invented certain new and useful Improvements in Pavements; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to pavements.

The object of the invention is to provide a new and improved pavement which is simple and durable in construction, can be very easily laid and prevents cracking and sinking of the asphalt surface thereof.

With these and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claims.

In describing the invention in detail reference will be had to the accompanying drawings wherein like characters of reference denote corresponding parts in the several views, and in which,

Figure 1 is a top plan view of a portion of a street with the improved pavement applied thereto, the latter being partly broken away to expose to view the supporting foundation thereof; Fig. 2, a longitudinal section of a portion of a street having the pavement applied; Fig. 3, a transverse section on the line 3—3 of Fig. 2.

Referring to the drawings, the street to which the pavement is applied is shown as excavated to form a suitable base or bed 10: said street being provided at each side with the usual curb blocks 11 and 12. Disposed upon the bed 10 at suitable spaced longitudinal points thereof are a series of alined transversely disposed cement piers 13, each of which is provided in its upper face with a channel 14 extending longitudinally to the bed of the street. A plurality of I-beams 15 extend longitudinally of the bed and have their lower side supported in the channels 14 of the piers 13 upon which they are dis-

posed. Each of the piers 13 serve to support the adjacent ends of longitudinally alined I-beams 13; said I-beams which are supported upon piers disposed the same distance from the center of the street being in longitudinal alinement throughout the extent of the pavement.

In order to give the pavement the proper slope from the center toward the side thereof the beams 13 are constructed with corresponding diminishing heights on each side of the center of the pavement. Disposed transversely of the bed 10 upon the tops of the beams 13 are a plurality of steel plates 16 which have their ends abutting the gutter blocks 11 and 12 and are arranged side to side throughout the length of the pavement so as to form a continuous surface and completely cover the piers 13 and the beams 15. A layer of asphalt 17 is disposed upon the plate 16 and suitably treated to form the upper surface of the street.

It will be seen that a pavement thus formed is very durable in construction and can be very readily and quickly laid at a small cost. It will be further seen that as the surface covering 17 is solidly supported upon a common foundation, same is not liable to sag, as is frequently the case in pavements now constructed.

What is claimed is:

1. A paving comprising a foundation layer, a plurality of piers spaced longitudinally and transversely of the paving with their upper faces in the same plane and each provided with a channel extending longitudinally of the pavement, I-beams disposed upon the piers in parallel, longitudinally of the paving and having their lower sides disposed in said channels respectively, the heights of the beams diminishing from the center of the paving in both directions transversely thereof, a metal sheet supported upon the beams and arched transversely of the paving and a coat of asphalt covering the metal plate.

2. A paving comprising a foundation layer, a plurality of piers spaced longitudinally and transversely of the paving with their upper faces in the same plane, beams

disposed upon the piers in parallel, longitudinally of the paving, the heights of the beams diminishing from the central beam in both directions transversely of the paving, a metal sheet supported upon the beams
5 and arched transversely of the paving and a coat of asphalt covering the metal plate.

In testimony whereof, I affix my signature, in presence of two witnesses.

JOHN O. WILHELM.

Witnesses:

A. H. MAEGLY,

A. TICHNER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
