

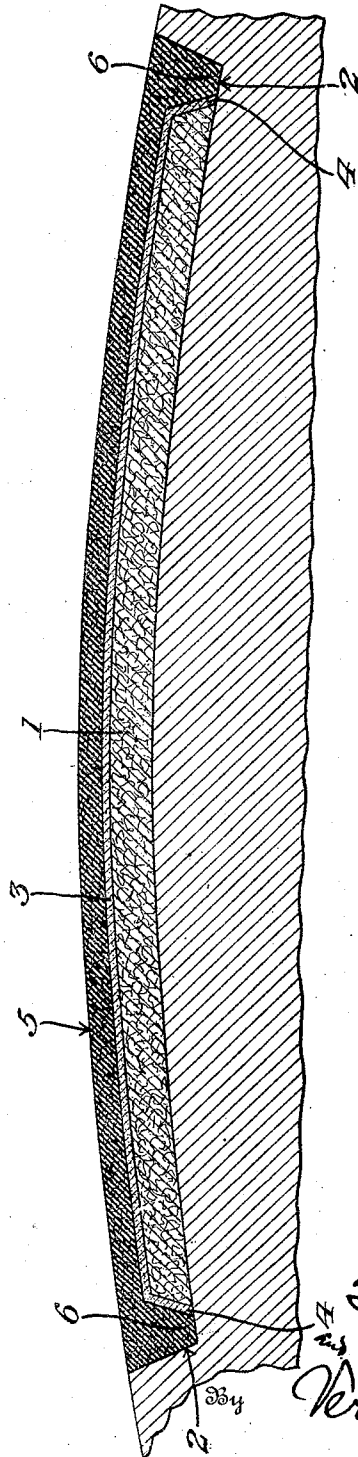
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T. W. BROWN ET AL

ROAD CONSTRUCTION

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UNITED STATES PATENT OFFICE.

THOMAS W. BROWN AND WILBUR W. WOLARY, OF CENTERVILLE, IOWA.

ROAD CONSTRUCTION.

Application filed June 13, 1924. Serial No. 719,860.

To all whom it may concern:

Be it known that we, THOMAS W. BROWN and WILBUR W. WOLARY, citizens of the United States, residing at Centerville, in the county of Appanoose and State of Iowa, have invented certain new and useful Improvements in Road Construction, of which the following is a specification.

Our invention relates to a road bed construction, the object being to construct a road of such material and in such a manner as will stand the present day wear and tear without destruction.

The drawings consist of a cross sectional view of a road constructed as hereinafter described.

In constructing the road, the base or bed of dirt is smoothed to the proper curvature, leaving a fair margin on either side. As indicated by the numeral 1 a filling consisting of shale, gravel, rock, and flint, varying in size from $\frac{3}{4}$ to $2\frac{1}{2}$ inches, is placed on the prepared bed, to the depth of about seven inches, after which it is rolled to a solid mass. The numeral 2 indicates a space left on either side of the filling. The numeral 3 indicates a one-inch layer of shale, this layer like-wise surrounding the edge of the first layer as indicated at 4—4, the latter layer being again rolled down.

The numeral 5 indicates a four-inch layer of shale $\frac{1}{4}$ to $1\frac{1}{4}$ inches in size, together with a mixture of asphaltum, which is also rolled to a smooth surface. A portion of the last layer extends to the bottom of the road bed along the outer edges, as indicated at 6—6, this construction preventing the pavement from being washed out. The extra fine layer of shale interposed between the upper and lower layers prevents the composition in the upper layer from running through to the bottom layer.

Having thus described our invention and the best method known to us for carrying the process into effect, we desire it to be understood that, although specific terms are employed, we do not wish to be limited thereby.

The top layer designated as the finished coat is to be heated with a machine espe-

cially built for that purpose. Before the preparation of asphalt is applied, it shall be heated, then apply a coat of shale ranging from $\frac{3}{16}$ of an inch to $\frac{1}{2}$ inch in thickness, then roll to a smooth surface.

Pavement constructed by this method is to be known as the Sha-Ro-As-Fo-Lite pavement.

We claim:

1. A road including a road-bed having the side walls thereof extending upwardly therefrom, a bottom layer of coarse construction material placed upon the road-bed, and between the walls thereof, the side edges of said bottom layer extending only part way to and being spaced from the side walls of the road-bed, a thin layer of extra fine construction material spread over the bottom layer, and a top layer of fine construction material spread over the last-mentioned thin layer, said intermediate and top layers of material extending around the sides of the bottom layer filling the spaces between the walls of said bottom layer and the road-bed.

2. A road including a road-bed having the side walls thereof extending upwardly therefrom, a bottom layer of coarse shale placed upon the road-bed and between the upwardly extending walls thereof, the side edges of said bottom layer extending only part way to and being spaced apart from the side walls of the road-bed, a thin layer of extra fine shale spread over the bottom layer, and a top layer of asphaltic shale spread over the last-mentioned thin layer of shale, said intermediate and top layers of shale extending around the sides of the bottom layer filling the spaces between the walls of said bottom layer and the walls of the road-bed reinforcing the edges of the road, and holding the bottom layer in proper position, the intermediate layer serving to prevent the asphalt from running through to the bottom layer.

In testimony whereof we affix our signatures.

THOMAS W. BROWN.
WILBUR W. WOLARY.