

H. W. GOULD.
Repairing Pavements.

No. 146,447.

Patented Jan. 13, 1874.

Fig. 1.

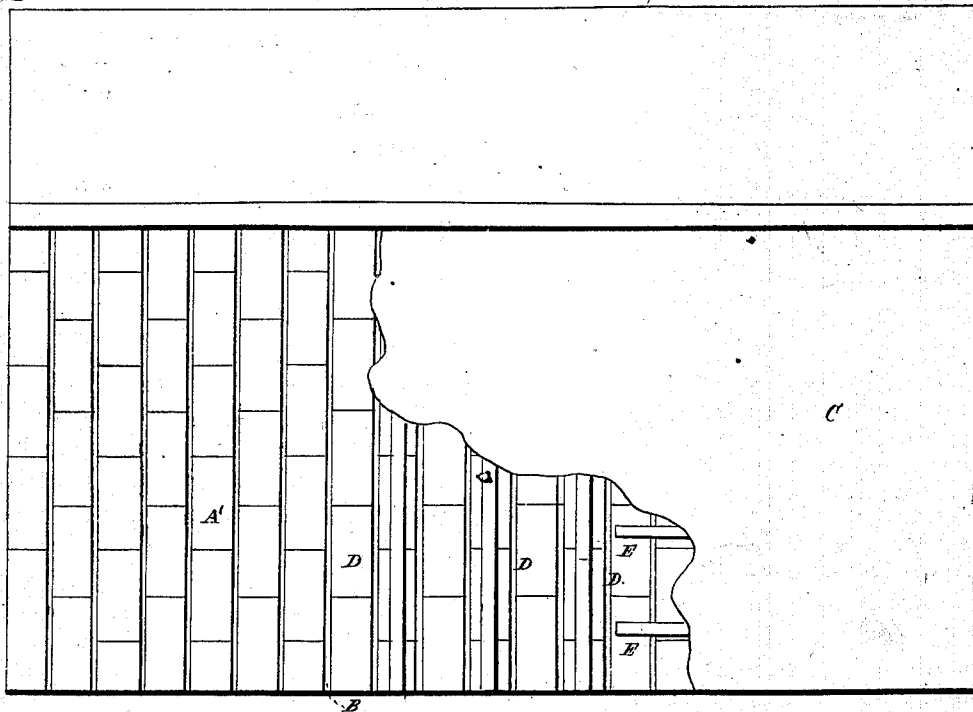


Fig. 2.

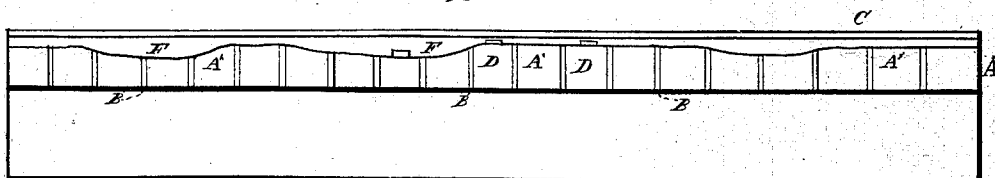
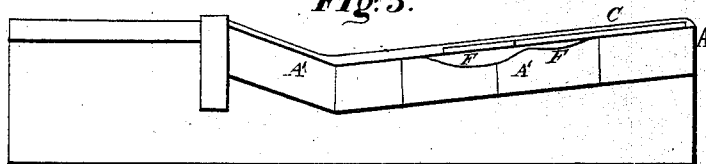


Fig. 3.



Witnesses.

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IMPROVEMENT IN REPAIRING PAVEMENTS.

Specification forming part of Letters Patent No. **146,447**, dated January 13, 1874; application filed December 17, 1873.

To all whom it may concern:

Be it known that I, HENRY W. GOULD, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and Improved Roadway; and I do hereby declare that the following is a full, clear, and complete description thereof, reference being had to the accompanying drawings making part of the same.

Figure 1 is a plan view of the roadway. Fig. 2 is a side view. Fig. 3 is an end view.

Like letters of reference refer to like parts in the several figures.

The object of this invention is the repairing of worn-out wooden pavements, but it may be used in connection with new ones. The nature of said improvements relates to combining, with a wooden pavement, a coating or covering of concrete or asphaltum, sand, and gravel, with or without lime and hydraulic cement, mixed in such proportions as to make a suitable covering for the roadway, and so arranged in relation to the wooden pavement as to prevent undue expansion and contraction, and at the same time make a serviceable roadway.

The substructure A of the roadway consists of a series of blocks, A', set in the ground, or upon boards first laid on the ground. Between the blocks A is a space or opening, B, which is filled with concrete or gravel and asphaltum. Overlying this is a coating of concrete, or a compound of gravel, sand, and asphaltum, as seen at C. To prevent undue expansion and contraction of the coating C there is a series of strips, D, of suitable material, fastened by nailing or otherwise to the substructure A. These strips may be arranged transversely to each other, as seen at D E, Fig. 1, so as to more firmly hold the coating in place upon the blocks.

It is well known that by the action of the weather upon asphaltum coatings the tendency is to expand or stretch and contract it. This is especially the case when it is much traveled. By this means the coatings become cracked, loose, and hence easily disintegrated, rendering the road in bad condition for travel. By means of the strips and the partially-elastic nature of the substructure these objections are removed, as there is a certain elasticity in the coating C, to which the substructure corresponds, thereby preventing the breaking or cracking of the coating.

In cases where the roadway has become worn unevenly or depressed, as noted at F, Figs. 2 and 3, caused by making excavations for any purpose or in other ways, so as to make hollows or ruts in the roadway, to such the strips may be fastened and the coating applied, so as to fill up such ruts and hollows, and at the same time extend the coating, so as to cover the substructure, as seen at C, in which case the concrete or asphaltum covering would tend to arrest any further decomposition of the substructure, and at the same time make a cheap and desirable roadway.

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

On roadways, the coating C and strips D, in combination with the substructure A, consisting of blocks A, and arranged in relation to each other substantially as and for the purpose set forth.

HENRY W. GOULD.

Witnesses:

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