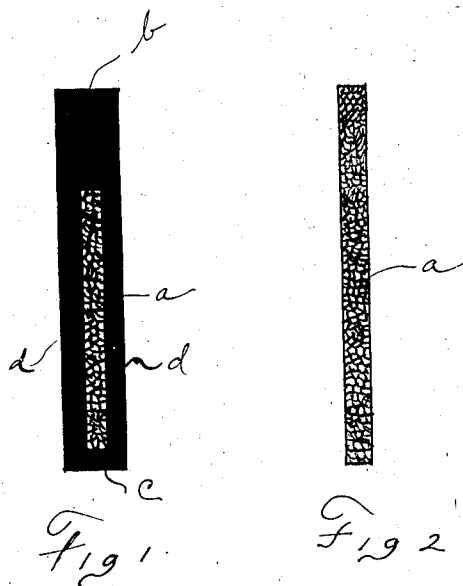


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A. C. FISCHER
ASPHALT EXPANSION JOINT
Filed July 28, 1922



INVENTOR
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ASPHALT EXPANSION JOINT.

Application filed July 28, 1922. Serial No. 578,181.

To all whom it may concern:

Be it known that I, ALBERT C. FISCHER, a citizen of the United States, residing in Chicago, county of Cook, State of Illinois, have invented certain new and useful Improvements in Asphalt Expansion Joints, of which the following is a specification.

This invention relates to expansion joints for pavements, and particularly to an expansion joint composed largely of asphaltic substance and having embodied in its structure a board, preferably of soft pine, which is cut to a thin veneered section, preferably about three sixteenths ($3/16$) of an inch in thickness.

Heretofore it has been the practice, in expansion joints, to use a wood strip as a spacing strip, and later to remove the wood strip and fill the space, which it occupied, with a bituminous filler. Again this strip has been waterproofed by immersing in creosote or other waterproofing substances, and in some cases has been allowed to remain in the paving structure.

My invention relates more particularly to the use of a thin veneer strip, having its sides jacketed with an asphaltic or bituminous material, and on either edge of the strip a heavier body section of pure bituminous material, or bituminous material which has fibrous material distributed thru it. This gives a compressible center body and at the same time allows an elastic, stiff, rubbery crown to present itself to the wear of the traffic; it is impossible for the concrete slabs to squeeze the contents of the joint out of the crevice; and the joint is kept in position and likewise kept waterproof.

One important feature of the invention consists in preserving the cellular structure and therefore the compressible nature of the veneered strip, to which end, the joint is preferably formed without impregnating the veneered strip. However, there is no objection to immersing the strip in a suitable waterproofing material that will not penetrate it, should it be so desired.

Referring to the drawings, in which Figure 1 is a vertical transverse section of the complete joint, and Figure 2 a perspective view of the strip.

(a) refers to the veneer wood filler, (b) to the asphaltic crown, (c) to the asphaltic

base, and (d) asphaltic layers on the sides of the veneer strip. One function of the asphaltic jacket is to preserve the wooden strip from the penetration of moisture and preserve its compressible nature. The crown (b) is preferably of solid bituminous or fibrated material for wear against the traffic. The sides (dd) and edge (c) may be of the same material as (b) if preferred, and from an economic standpoint would usually be of the same type of material.

What I claim is:

1. An expansion joint for separating sections of paving, comprising a thin wooden strip providing a cellular compressible center and a bituminous jacket on opposite sides and at the top edge thereof; that portion of the jacket overlying the top edge being of greater thickness and providing a crown to resist traffic wear.

2. A packing joint for separating sections of paving, comprising a thin wooden strip, and a jacket of bituminous material surrounding said strip and providing layers of substantial thickness upon the opposite faces and along the edges of said strip; the thickness of the bituminous material covering the edges being greater than that covering the sides.

3. A packing joint for separating sections of paving, comprising an internal body composed of a thin strip of wood, and a jacket enclosing said strip, providing walls of substantial thickness over the sides and edges thereof; said jacket being composed of bituminous matter mixed with fibrous material.

4. A packing joint for separating sections of paving, comprising an internal body composed of a thin strip of wood, and a jacket enclosing said strip, providing walls of substantial thickness over the sides and edges thereof; said jacket being composed of bituminous matter mixed with fibrous material the thickness of the jacketing material over an edge of the internal body being of greater thickness than that overlying the sides thereof.

5. A packing joint for separating sections of paving, comprising a thin wooden body jacketed by bituminous walls, but free from impregnation by the material of said walls.

6. A spacing strip for sections of paving, comprising a bituminous body having em-

bedded within it a thin body of wood of cellular structure, compressible under pressures transmitted to it through the medium of the surrounding body of bituminous material.

7. A packing joint comprising a thin strip of cellular wood jacketed over its

sides and edges by layers of bituminous material, a portion of which has fiber mixed therewith.

Signed at Chicago, Illinois, this 24th day of July, A. D. 1922.

ALBERT C. FISCHER.