Aug. 18, 1925. 1,549,802

E. M. RABON

ROAD OR STREET PAVING

Filed March 17, 1924

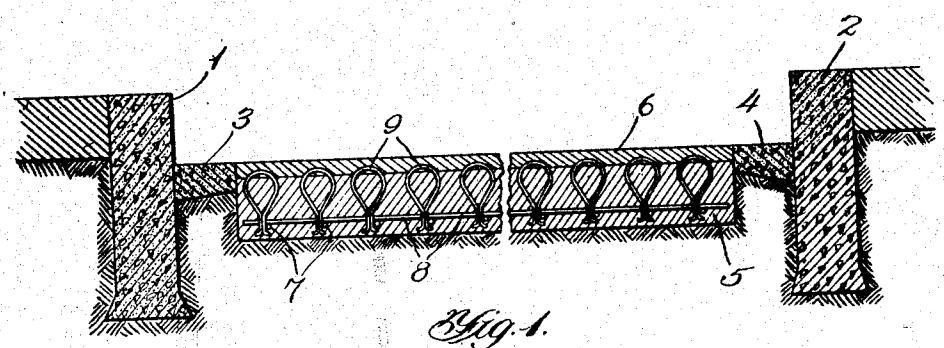


Fig. 1.

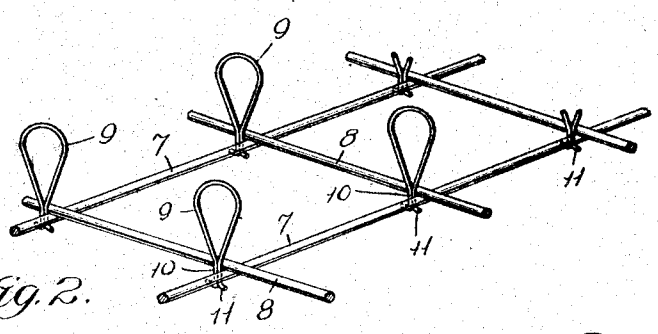


Fig. 2.

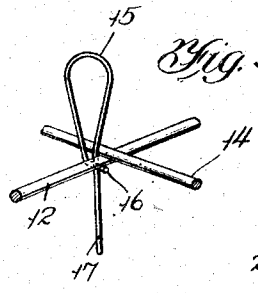


Fig. 3.

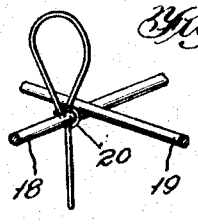


Fig. 4.

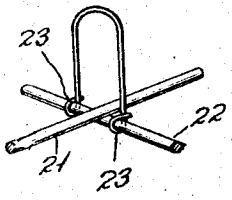


Fig. 5.

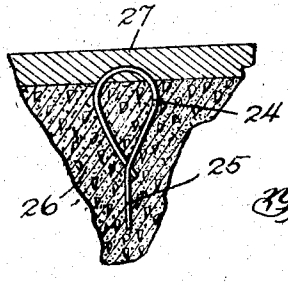


Fig. 6.

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Patented Aug. 18, 1925. 1,549,802

UNITED STATES PATENT OFFICE.

EDWIN M. RABON, OF TULSA, OKLAHOMA.

ROAD OR STREET PAVING.

Application filed March 17, 1924. Serial No. 699,850.

To all whom it may concern:

Be it known that EDWIN M. RABON, a citizen of the United States, residing at Tulsa, in the county of Tulsa and State of Oklahoma, has invented certain new and useful Improvements in Road or Street Paving, of which the following is a specification.

This invention relates to improvements in the construction of road or street paving, and contemplates the provision of a metallic frame work or a series of metal stay members for locking the adjacent layers of paving material as set forth in my prior application, Serial No. 692,262, filed February 12, 1924.

In the present application, the main object of the invention is to provide a construction which will function as heretofore indicated and which, at the same time will be cheap to manufacture, and convenient to apply in use.

More specifically, the present invention provides a multiple series of stay members or metallic loops which may or may not be utilized with reinforcing bars, and these loops are arranged in predetermined spaced relation and in such a manner as to form a binding medium between a layer of concrete and a layer of asphalt.

Reference will be had to the accompanying drawings forming a part of the specification and wherein like characters of reference designate corresponding parts throughout the several views, in which:—

Fig. 1 is a transverse sectional view through a paved street and showing one form of the invention in use in connection with reinforcing bars; Fig. 2 is an enlarged perspective of the reinforcing element;

Figs. 3, 4 and 5 show perspective views of modified forms of loops applied in connection with longitudinal and transverse reinforcing bars; and

Fig. 6 is a fragmentary section through an asphalt coated roadway showing a modified form of loop in use without the reinforcing bars.

Referring now to Fig. 1, the curbings 1 and 2 are shown with adjacent gutter sections 3 and 4, and between these gutter sections is the conventional form of roadway or street paving including the concrete base 5 and the asphalt coating 6. Longitudinal reinforcing bars 7 are shown embedded in the concrete base and above these longitudinal bars 7 are the transverse bars 8. The size and construction of these reinforcing bars 7 and 8 is a matter of discretion, and can only be determined by the nature of the roadway under construction.

The binding loops shown in that form of the invention illustrated in Figs. 1 and 2, each consist of a section of wire the intermediate portion of which is bent to form the open body portion 9 and the contacting portions 10. The terminals are bent at right angles to the contacting portion 10 and form hook members 11 which are designed to engage beneath the longitudinal reinforcing bars 7. The function of these hook members with which each loop is provided is to retain these parts in their proper position and to facilitate the manipulation and application.

In that form of the invention shown in Fig. 3, the reinforcing bars 12 and 14, which correspond to the bars 7 and 8 in Figs. 1 and 2, are used in connection with a similar arrangement of loop members; however, these loop members are of different construction in that the body portion 15 is defined by the bent terminal 16 of one of the shanks, the opposite shank 17 being elongated. It will be observed that the elongated shank 17 is arranged adjacent and seats in the pocket formed by the crossing of the reinforcing bars 12 and 14, and the projecting portion 16 extends under one of these bars and forms a hook for retaining the construction in position.

In Fig. 4, the reinforcing bars are indicated by reference characters 18 and 19, and the binding loop is similar to that form shown in Fig. 3 with the exception that one of the shanks of the loop is coiled about one of the reinforcing bars as shown at 20 and is thereby held in fixed relation therewith.

Referring now to Fig. 5, the reinforcing bars 21 and 22 are of the usual form, but the loops are fixed at both extremities. It will be noted that the legs of this loop are spaced and extend parallel and their extremities 23 are coiled around the bar 22 on opposite sides of the bar 21. This arrangement not only provides for the permanent placing of the loop, but also limits the movement of the bar 21 with relation to the bar 22. In many instances, it may prove advisable to weld the loop to the bars.

When it is not considered essential to use the reinforcing bars, same can be omitted from the concrete base and that form of loop shown in Fig. 6 may be utilized. This form of loop is very similar to the first three forms heretofore described, except that no hook or coil is provided for locking same to the reinforcing bars. By reference to this figure, this loop will be seen to comprise a single piece of wire bent to form a loop portion 24 and having one shank 25 extending well below the other. In this figure, the loop is shown embedded in the concrete base 26, and the upper part of the loop 24 extends into the asphalt coating 27. Obviously, the from shown in Fig. 5 may be used in the same manner as the form in Fig. 6.

An examination of the various arrangements illustrated in the accompanying drawings and described in the foregoing specification will disclose to one skilled in the art the similarity of the idea involved. It will also be apparent that the different constructions and arrangements may be desirable under various conditions and circumstances.

Various modifications in both the construction of the loop and in the arrangement of the loop in the roadway construction, either with or without the reinforcing bars, may be made without departing from the spirit of the invention.

What I claim as new and useful, and desire to secure by Letters Patent is:—

1. A paving construction including a layer of base material, a plurality of longitudinal and transverse reinforcing bars, a plurality of loop members arranged at the points of intersection of said longitudinal and transverse reinforcing bars, the ends of said loop members being hooked for engagement with the under surface of the adjacent portions of reinforcing bars and a coating layer on said base material.

2. Roadway construction comprising a layer of base material, a plurality of reinforcing intersecting members, embedded in said base material, a plurality of loop members embedded in said base material and extending above the surface thereof, said loop members having shank portions projecting laterally for engagement with the reinforcing bars adjacent their points of intersection, and a coating layer on said base layer.

3. A roadway construction comprising a base, a layer of surface material, and a binding member therefor, said member being formed with a loop embedded in the surface layer, and with a shank and a loop closing portion embedded in the base.

In testimony whereof I affix my signature.

EDWIN M. RABON.