

# Asphalt Through the Ages:

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A Jaeger spreader on an airport runway surfacing project using a side-form control in the 1940's.



An automated screed. This one required a rail or form to ride on. This is a job in Michigan in 1934.



A hand-operated screed being used on a job in the 1920's.

This is testing a 10-foot wide Barber-Greene machine in 1935. The young engineer monitoring the work is H. Ashley Barber.



# Evolution of the Paver

**In this issue, we take a look at the evolution of the hot mix asphalt (HMA) paving machine or paver. In the early days, most work was done by hand. Undoubtedly, these men were thinking that there must be an easier way to not only do the work, but to obtain a smoother surface.**

The first device to come on to the scene was a simple, horse-drawn

screed. The next logical step was motorizing the screeds. Some of the early machines rode on forms.

As things progressed, front-loading hoppers and augers were added—as well as the vibrating screed. This became the basic HMA paver that we see today.

Today's HMA pavers have had many refinements to improve the basics and

to improve the surface texture and ride quality of HMA pavements. The improvements include screed pre-heaters, extendible screeds and vibrating screeds. One of the more recent innovations is the use of materials transfer vehicles.

These photos show the progression from the early days to today.



**This is a Blaw-Knox PF-220 paver from the 1960's. Note the width of the paver—using screed extensions. It appears to be about 30 feet wide.**



**This is a Caterpillar AP-1200. Note the hydraulically extendible screed which adjusted from a paving width of 10 feet to 19 feet and 6 inches. This photo is from 1987.**



**This Barber-Greene MTP-1260 is equipped with a windrow pick-up attachment. The hot mix is dumped from bottom-dumping trucks, then picked up and placed into the paver. This is a 1989 job.**

**This is a Roadtec SB-2500 materials transfer vehicle placing the mix into a Blaw-Knox paver on U.S. 68 near Bowling Green, Kentucky, in 1998.**

