June 30, 1936. B. C. BRIODY 2,046,303

TIE ROD HOLDING STAKE

Filed Jan. 25, 1935

Fig. 1.

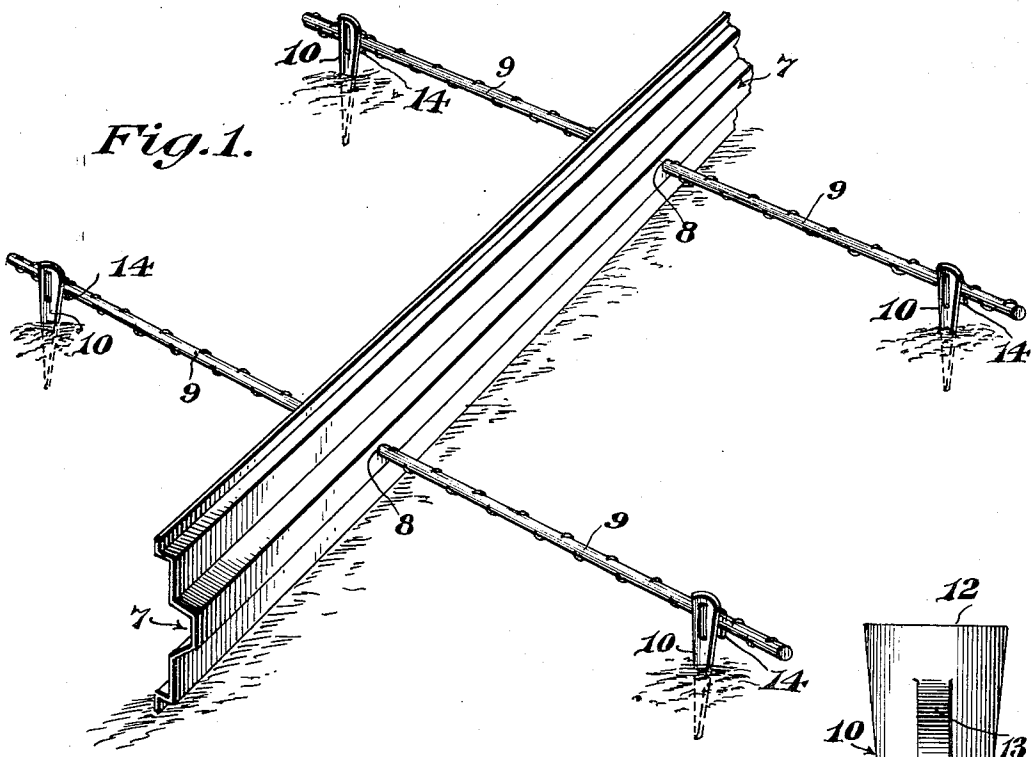


Fig. 2.

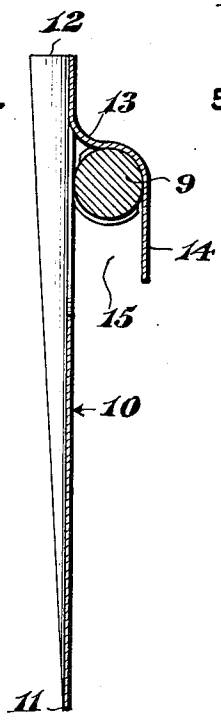


Fig. 3.

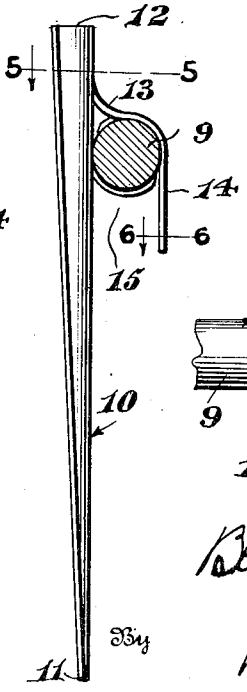


Fig. 4.

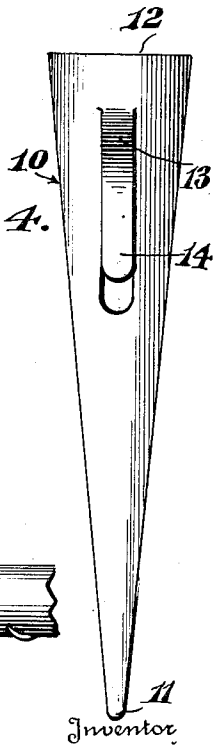


Fig. 6.

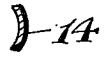
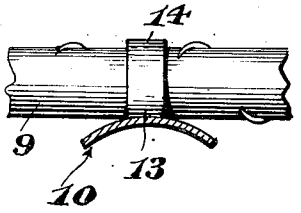


Fig. 5.



Inventor

Bernard C. Briody,

By

Attorney

Patented June 30, 1936 2,046,303

UNITED STATES PATENT OFFICE

2,046,303

TIE ROD HOLDING STAKE

Bernard C. Briody, Youngstown, Ohio, assignor to Truscon Steel Company, Youngstown, Ohio, a corporation of Michigan

Application January 25, 1935, Serial No. 3,510

2 Claims. (Cl. 94—8)

In concrete roadway work, it is the usual practice to provide expansion joints at intervals and to tie the sections of the roadway together between the joints by means of dowel pins or bars that are embedded in the sections and bridge the joints. It is of course necessary to place these bars or pins in position before the concrete is poured. The usual practice is to pass the pins or rods through the expansion joint-creating member and to hold them against swinging on the member by stakes or chairs engaged with the end portions. Usually these stakes or chairs have openings that receive the end portions of the dowel bars. The consequence is that the stakes or chairs are first placed in position and the rods are then passed through the same and through the expansion joint member. This is at times unhandy as the eyes of the chairs and the openings through the expansion joint member must be substantially alined.

The object of the present invention is to provide a stake of this character that can be readily applied after the bars are in place in the expansion joint member and will effectively hold the bars against play while the concrete is poured.

In the accompanying drawing:

Figure 1 is a perspective view of an expansion joint member with the dowel bars in place and held by the preferred embodiment of the invention.

Figure 2 is a vertical sectional view on an enlarged scale through one of the stakes and the bar held thereby.

Figure 3 is a side elevation of the same.

Figure 4 is a front elevation of one of the stakes.

Figures 5 and 6 are detail sectional views taken respectively on the lines 5—5 and 6—6 of Figure 3.

In the embodiment disclosed a portion of an expansion joint-forming member is illustrated at 7, and is merely illustrated as an exemplification. In other words the member may be of any well-known form or type. Passing through openings 8 in this member 7 are dowel pins or rods 9. These too are of well-known character and the particular form shown is for illustrative purposes only. Their end portions are held by the novel stakes.

Each stake consists of a sheet metal body or shank 10 that is longitudinally tapered to one end, providing a point 11 at that end which will readily enter the supporting foundation or base of the roadway. The other and broader end 12 constitutes a driving head. As shown this body or shank is of slightly channel formation (see Fig. 5) by being transversely bent or curved. From its upper and broader end portion is struck a tongue 13 that outstands from the convex side of the body or shank and is downturned to provide a hook 14. This hook provides a downwardly opening seat 15, the tongue being integrally joined at its upper end to the upper end portion of the shank.

It will thus be seen that with this structure it is possible to pass the dowel bars 9 through the expansion joint strip 7 before the stakes are placed in position, and that after the dowel bars are in place, then a stake driven into the base alongside each end of each dowel bar is caused to have its tongue or hook 14 passed over the dowel bar, thereby effectively securing such dowel bar against swinging in any direction.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages.

What I claim is:—

1. A tie rod holding stake for concrete roadways and the like comprising a longitudinally tapered channeled shank of sheet metal adapted to have its smaller end driven into the supporting base, its larger end providing a driving head, said shank having a longitudinal portion of its ridge between its ends struck out to provide a downturned hook whose upper end is connected to the shank, said hook being transversely bent and being adapted to engage over the tie rod.

2. A tie rod holding stake for concrete roadways and the like, comprising a longitudinally tapered and longitudinally channeled shank of sheet metal providing a driving head at its larger end and a point to be driven into a supporting base, at its smaller end, said channeled shank having a longitudinal portion of its ridge struck out to provide a longitudinal opening and an offset downturned hook whose upper end is connected to the shank, the opposite edges of the opening forming spaced bearings for a rod engaged between the hook and shank.

BERNARD C. BRIODY.