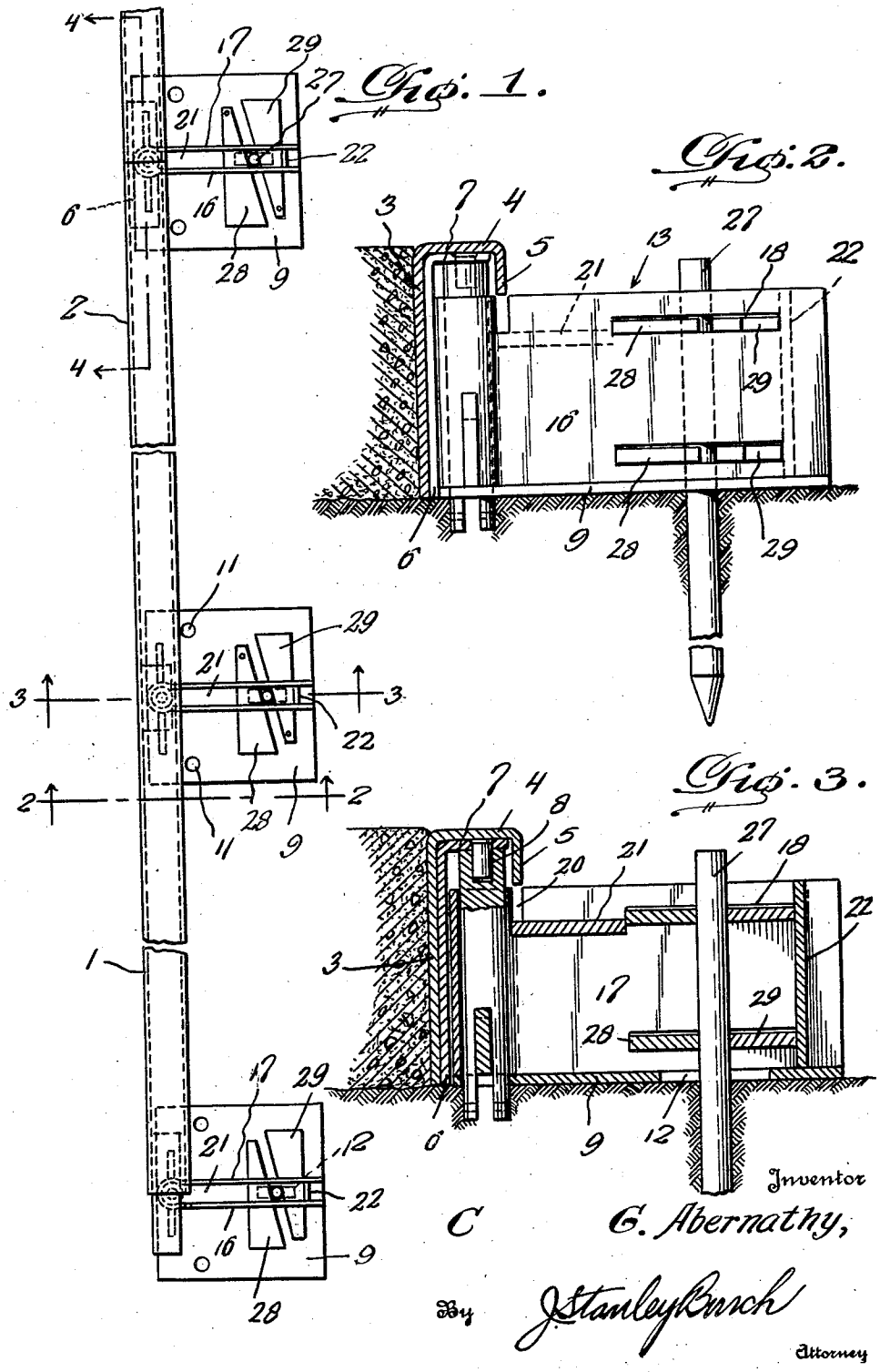
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ADJUSTABLE FORM AND SUPPORTING PEDESTAL THEREFOR

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Fig. 4.

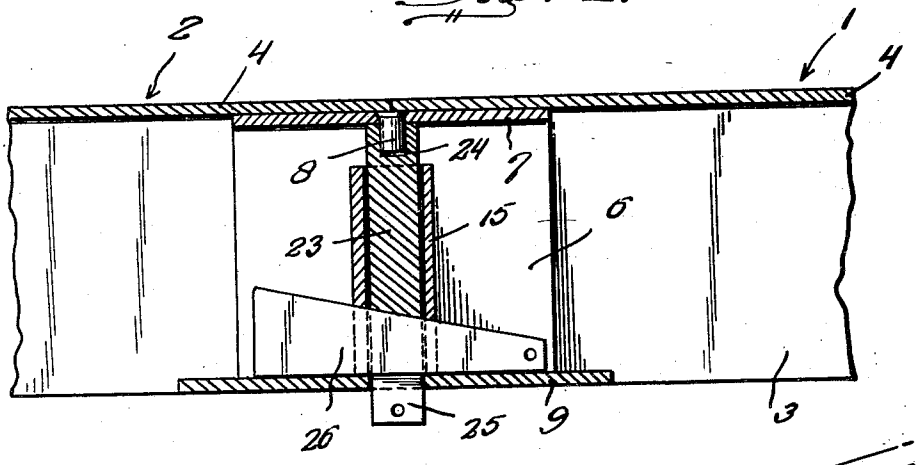


Fig. 5.

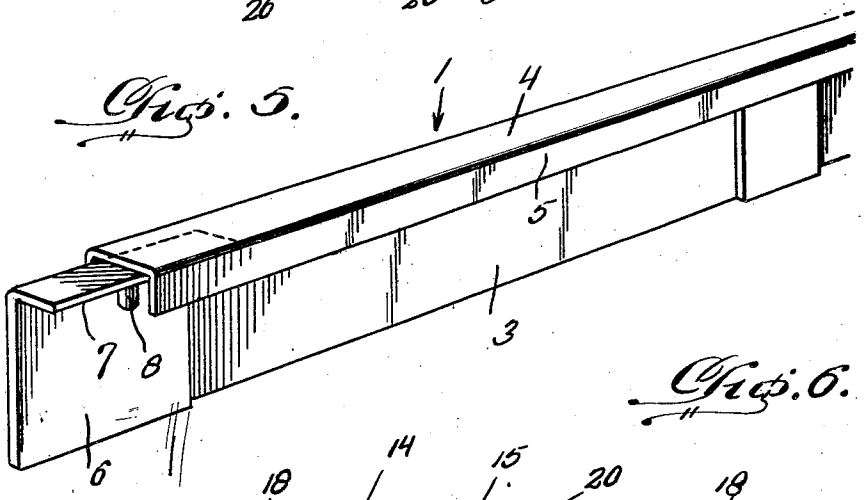
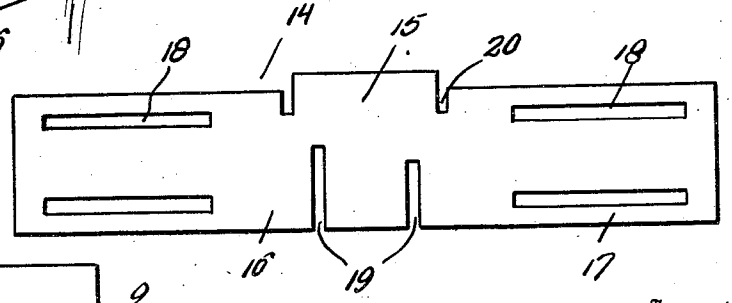


Fig. 6.



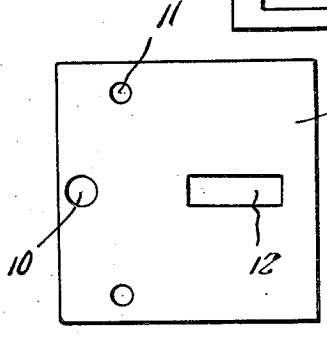


Fig. 7.

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UNITED STATES PATENT OFFICE

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ADJUSTABLE FORM AND SUPPORTING PEDESTAL THEREFOR

Application filed March 25, 1929. Serial No. 349,638.

The present invention relates to improvements in concrete forms such as are employed in the building of roadbeds, sidewalks, curbs and the like.

One of the principal objects of the present invention is to provide a form wherein a pedestal is associated therewith to provide a base to hold the form in place and to support the same in proper position, means being provided for adjusting the form both vertically and horizontally.

Another important object of the invention is to provide a form and adjustable pedestal therefor that includes wedges and complementary pins and stakes for effecting the adjustment of the form in either direction and thus in a positive and efficient manner.

A still further object is to provide a structure of the above-mentioned character which includes a plurality of steel forms that are disposed in end to end relation, means being arranged between the adjacent ends of the complementary sections to secure the same in proper alinement.

Another important object of the invention resides in the provision of an adjustable form and pedestal therefor that will save considerable time and labor in establishing the proper grade underneath the forms in order to properly support the forms in position while in use.

Another object is to provide a structure of the above-mentioned character which is simple, inexpensive, strong and durable and further well adapted for the purposes for which it is designed.

Other objects and advantages of the invention will become apparent from the following description when taken in connection with the accompanying drawings.

In the accompanying drawings wherein like reference characters indicate corresponding parts throughout the same;

Figure 1 is a top plan view of the adjustable form and the supporting pedestals therefor showing the parts set up in position for use.

Figure 2 is a vertical sectional view taken approximately on the line 2—2 of Figure 1 looking in the direction of the arrows.

Figure 3 is a similar section taken approximately on the line 3—3 of Figure 1 looking in the direction of the arrows.

Figure 4 is a sectional view taken substantially on the line 4—4 of Figure 1 looking in the direction of the arrows.

Figure 5 is a fragmentary detail perspective view of one of the rails or forms showing one of the slice bars.

Figure 6 is a plan view of the blank from which the pedestal is constructed; and

Figure 7 is a plan view of the base plate for association with the pedestal.

In the drawings wherein for the purpose of illustration is shown the preferred embodiment of my invention, the numerals 1 and 2 designate a pair of rails or forms that are disposed in end to end relation. Each rail comprises a vertical side wall 3, the upper edge portion of which is disposed laterally as at 4 and the free longitudinal edge of the laterally extending portion 4 is directed downwardly as at 5.

A splice bar 6 is welded to the inner face of the side wall 3 at one end thereof and a laterally disposed flange 7 is formed on the upper edge of this slice bar for disposition against the bottom face of the laterally disposed portion 4 and the outer end portion of the splice bar 6 extends beyond one end of the rail or form 3 to provide a rest for the adjacent end of the abutting rail or form. A pin 8 depends from the intermediate portion of the laterally disposed flange 7 for a purpose to be presently described.

The invention further comprehends the provision of a plurality of base plates denoted by the numeral 9, one of such plates being arranged at the juncture of the abutting ends of one pair of rails or forms. Each base plate is of rectangular shape and is formed at its inner end with a centrally located opening 10. The inner end portion of the base plate 9 is also provided with the openings 11 while the outer end portion of each base plate is formed with the elongated slot 12 as clearly shown in Figure 7 and for a purpose to be presently described.

Adapted for disposition on the upper face

of each base plate is a pedestal designated generally by the numeral 13.

This pedestal is constructed from a single blank of material shown at 14 in Figure 6 that is bent to form an intermediate sleeve portion 15 and the parallel spaced arms 16 and 17 extend from one side of the sleeve.

The spaced arms 16 and 17 are formed with registering longitudinally extending slots 18 while the lower end portion of the sleeve 15 is formed at diametrically opposite points with the slots 19 and extend upwardly from the lower edge of the sleeve. Furthermore, the inner ends of the spaced arms are formed with downwardly extending slots 20 at the juncture of the arms with the sleeve.

The lower edges of the vertically disposed arms rest on the upper face of the base plate 9 as does also the lower edge of the sleeve 15 and the bore of the sleeve is disposed in alinement with the opening 10. A spreader plate 21 is arranged transversely between the inner end portions of the arms 16 and 17 adjacent the upper edges thereof. An additional spreader plate 22 is arranged vertically between the outer end portions of the arms 16 and 17 as is more clearly shown in Figures 1 and 3 of the drawings.

Disposed through the sleeve 15 is a pin 23, the lower end thereof being adapted to extend through the hole 10 formed in the inner end portion of the base plate 9. The upper end of this pin 23 projects beyond the upper edge of the sleeve 15 and is disposed beneath the laterally extending flange 7 formed at the upper edge portion of the splice bar 6. A socket 24 is formed in the upper end of the pin 23 to receive the stud 8 that depends from the flange 7 and this detail is clearly illustrated in Figures 3 and 4 of the drawings.

The lower end portion of the vertically disposed pin 23 is formed with a longitudinally extending slot 25 that registers with the opposed slots 19 to receive the wedge 26, the bottom straight edge of which rests on the upper face of the plate 9 while the beveled edge engages with the inner end of the slot 25 as well as with the upper ends of the slots 19 to lock the pin 23 in any vertically adjusted position so that the interconnected sections of the form may be vertically adjusted to any desired height.

An anchoring stake 27 is driven downwardly into the ground between the outer end portions of the spaced arms 16 and 17 and through the slot 12. Additional anchoring stakes may be driven into the ground through the openings 11 if desired to secure the plate 9 rigidly against movement.

Opposed wedges 28 and 29 extend through the upper and lower pairs of registering slots 18 formed in the arms 16 and 17 and these wedges engage with the opposite sides of the stake 27 to secure the pedestal 13 in a fixed adjusted position. It is obvious that when these wedges 28 and 29 are loosened or disengaged from the stake 27, the pedestal 13 is capable of movement in a horizontal plane whereby to adjust the forms laterally.

Under the present method of constructing a road-bed, a single steel form or rail is positioned at each side of the proposed roadbed and the ground underneath must be graded so that the top of the forms are even and regular. The forms are then held in place by stakes and props. With a construction of this character, the pedestals are set firmly in the ground at the joints of the forms with one another and also there is a pedestal located in the center of each form.

By providing a structure of the character such as is embodied in my invention, the forms may be vertically as well as horizontally adjusted and the pedestals will form a permanent base to hold the forms in place and to support the same from the top and sides. In this manner, an exact grade underneath the forms will be obtained.

The simplicity of my device enables the parts to be readily and easily adjusted and the forms will at all times be positive and efficient in carrying out the purposes for which they are designed.

Also a structure of this character can be readily and easily assembled and disassembled and will at all times be strong and durable.

While I have shown the preferred embodiment of my invention, it is to be understood that minor changes in the size, shape and arrangement of parts may be resorted to without departing from the spirit of the invention or the scope of the appended claims.

What is claimed is:

1. In a road form structure, a rail, a horizontally adjustable pedestal, and means for operatively connecting the pedestal with the rail to effect the adjustment of the rail simultaneously with the pedestal. and additional means for adjusting the rail vertically with respect to the pedestal.

2. In a road form structure, a rail, a base plate for rest upon the ground, a pedestal arranged on the base plate, said base plate and pedestal being adapted for movement in a horizontal plane, a sleeve formed on the pedestal, a vertically adjustable pin arranged in the sleeve, and means for connecting the upper end of the pin with the rail to effect the simultaneous vertical movement of the rail with the pin.

3. In a road form structure, a rail, a base plate for rest upon the ground, a pedestal arranged on the base plate, said base plate and pedestal being adapted for movement in a horizontal plane, a sleeve formed on the pedestal, a vertically adjustable pin arranged in the sleeve, and means for connecting the upper end of the pin with the rail to effect

the simultaneous vertical movement of the rail with the pin, and additional means for adjusting the pedestal and the rail connected therewith.

4. In a road form structure, a rail, a laterally extending flange at the upper edge thereof, a base plate or rest upon the ground, the inner end portion thereof underlying the laterally extending flange on the side rail, a pedestal arranged on the base plate, a vertically disposed sleeve carried by the inner end portion of the pedestal, a pin extending through the sleeve and through the base plate, the upper end of the pin engaging with the under side of the flange, the lower end of the pin being slotted, said sleeve being formed at opposed points with slots, and a wedge extending through the slots in the sleeve and the pin for adjusting the pin and the side rail vertically.

5. In a road form structure, a rail, a laterally extending flange at the upper edge thereof, a base plate for rest upon the ground, the inner end portion thereof underlying the laterally extending flange on the side rail, a pedestal arranged on the base plate, a vertically disposed sleeve carried by the inner end portion of the pedestal, a pin extending through the sleeve and through the base plate, the upper end of the pin engaging with the under side of the flange, the lower end of the pin being slotted, said sleeve being formed at opposed points with slots, and a wedge extending through the slots in the sleeve and the pin for adjusting the pin and the side rail vertically, the pedestal and said rail being adapted for lateral movement, and for securing said elements in any horizontally adjusted position.

6. In a road form structure, a rail, a laterally extending flange at the upper edge thereof, a base plate for rest upon the ground, the inner end portion thereof underlying the laterally extending flange on the side rail, a pedestal arranged on the base plate, a vertically disposed sleeve carried by the inner end portion of the pedestal, a pin extending through the sleeve and through the base plate, the upper end of the pin engaging with the under side of the flange, the lower end of the pin being slotted, said sleeve being formed at opposed points with slots, and a wedge extending through the slots in the sleeve and the pin for adjusting the pin and the side rail vertically, the pedestal and said rail being adapted for lateral movement, and for securing said elements in any horizontally adjusted position, said last-mentioned means including an anchoring stake extending through the pedestal and the base plate into the ground, and a wedge extending transversely through the pedestal for engagement with the stake.

7. In a road form structure, a rail, a laterally extending flange at the upper edge thereof, a base plate for rest upon the ground, the inner end portion thereof underlying the laterally extending flange on the side rail, a pedestal arranged on the base plate, a vertically disposed sleeve carried by the inner end portion of the pedestal, a pin extending through the sleeve and through the base plate, the upper end of the pin engaging with the under side of the flange, the lower end of the pin being slotted, said sleeve being formed at opposed points with slots, and a wedge extending through the slots in the sleeve and the pin for adjusting the pin and the side rail vertically, the pedestal and said rail being adapted for lateral movement, and for securing said elements in any horizontally adjusted position, said means including a stake extending through the pedestal and the the base plate into the ground, and opposed wedges arranged horizontally through the pedestal for engagement with opposite sides of the stake.

In testimony whereof I affix my signature.

CLYDE G. ABERNATHY.