Feb. 25, 1936. B. MASOR 2,031,612

FORM FOR MAKING CONCRETE ROADS

Filed Dec. 23, 1933

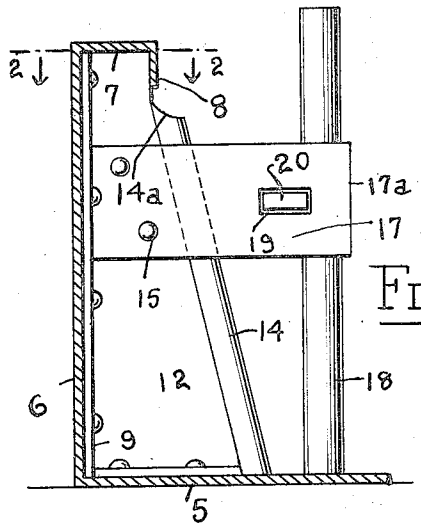


Fig. 1.

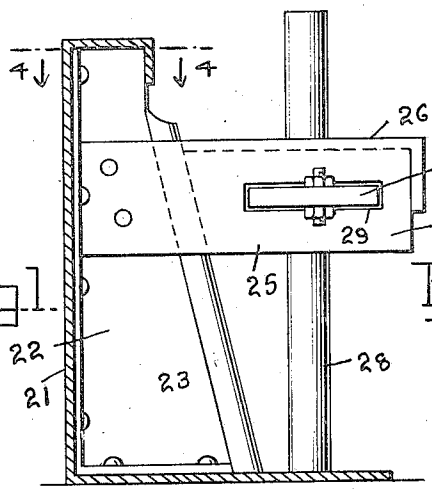


Fig. 3.

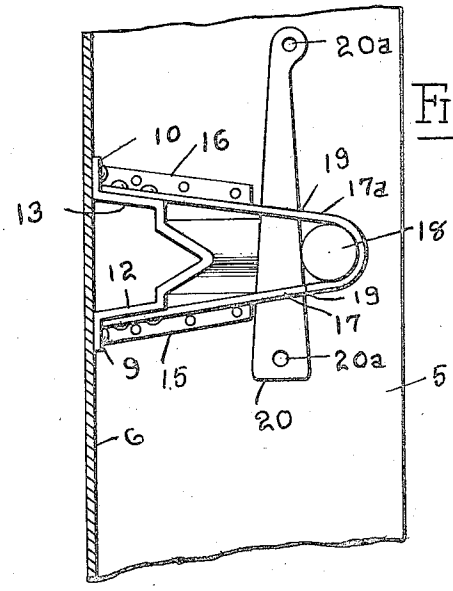


Fig. 2

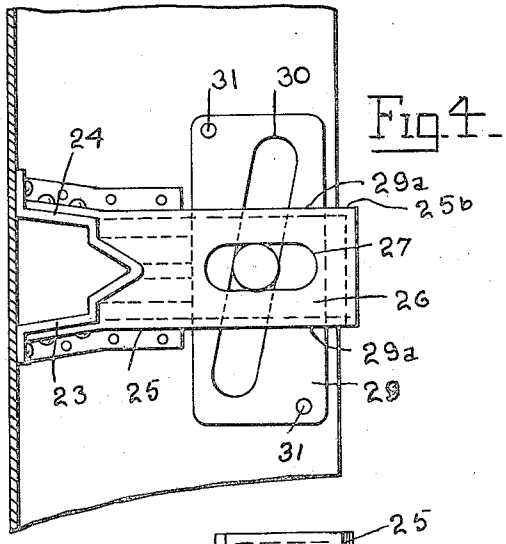


Fig. 4.

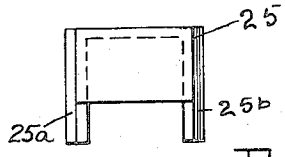


Fig. 6.

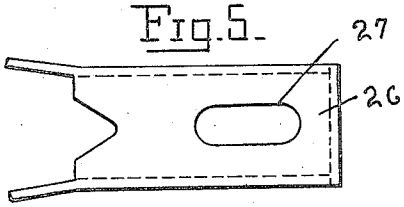


Fig. 5.

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INVENTOR

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FORM FOR MAKING CONCRETE ROADS

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3 Claims. (Cl. 25—118)

This invention relates to improvements in forms for making concrete roads, and one of its objects is to provide means for preventing the upright, concrete molding wall from buckling or warping against the base wall.

A further object of the invention is the provision of a form for making concrete roads, with a stiffening member secured at its base to the base wall of the form and having upright portions secured to the upright wall of the form, and providing an inclined, V-shaped rib, which effectively braces or reinforces the form, to hold the upright wall in its normal position against yielding under the weight of the concrete spreader, or otherwise.

A still further object of the invention is to provide a stake holding yoke on this stiffening member, so that the yoke will be effectively supported against deformation, and will provide a rigid socket for the driving stake, and rigid support for the clamping wedge.

A still further object of the invention is the provision of a concrete holding form, for making concrete roads, with means for effecting a lateral or relative movement or adjustment, with reference to the driven stake, so that errors of alignment or spacing may be corrected.

With the above and other objects in view the invention consists in certain new and useful constructions, combinations, and arrangements of parts, clearly described in the following specification, and fully illustrated in the accompanying drawing, in which:—

Fig. 1 is an end view of a concrete road form, showing one of the stiffening members.

Fig. 2 is a horizontal sectional view, taken on line 2—2 of Fig. 1, looking in the direction of the arrows.

Fig. 3 is an end view of a modified construction.

Fig. 4 is a horizontal sectional view, taken on line 4—4 of Fig. 3, looking in the direction of the arrows.

Fig. 5 is a detail plan view of the yoke shown in Figs. 3 and 4.

Fig. 6 is a detail end view thereof.

Referring to the drawing accompanying, which illustrates the practical construction of the invention, 5 designates a base metal wall, of a bent or shaped form, which includes the upright wall 6, designed to form a molding surface for the road concrete, which is shown disposed at approximately right angles thereto. This upright wall is formed with a horizontal, inwardly extending wheel supporting rail or flange 7, which terminates in a pendent guard flange 8, engaged by the flange of the spreader wheel.

Against the inner face of the upright wall 6 the vertical flanges 9 and 10 of the reinforcing member 11, are secured, as by riveting or welding. This reinforcing or stiffening member includes the slightly converging side walls 12 and 13, and the inclined wall having the integral V-shaped rib 14, which integrally connects the side walls or plates 12 and 13. The lower end of the stiffening member 11 rests on the base wall, and is formed with base flanges 11*a* which are secured thereto. The upper end of the stiffening member is cut away at 14*a* to provide a clearance for the spreader wheel flange, and has supporting engagement with the wheel rail 7.

This stiffening member effectively reinforces the upright wall and the wheel rail against deformation or displacement. The complete road form has a series of these stiffening members located at suitably spaced intervals. The side walls of this stiffening member carry the yoke strap 17, which is of U-shaped form, and thus provides a terminal loop or bend 17*a* which forms a socket for the driving stake 18. The sides 15 and 16 of the yoke strap are formed with opposed slots 19 which receive the wedge 20, for clamping the form to the driven stake.

In this way the upright wall which carries the plastic concrete deposited on the road, is effectively supported against collapse, and the yoke is maintained in its original condition for an indefinite period, because the inner end of the yoke is rigidly spaced by the stiff sides of the reinforcing member 11. The wedge 20 is equipped with suitable stops 20*a*, to prevent its displacement from the yoke strap.

In Figs. 3, 4, 5, and 6 I show a modified construction of the improved road form. Referring to these figures the upright wall 11 is formed similarly to the upright wall 6, being attached to a base wall and carrying a wheel rail on its upper edge. A stiffening member 22 is connected at its base and upright edges to the base and upright walls of the form, and is formed with an inclined integral wall having a V-shaped rib 22*a*.

The yoke 25 includes a horizontal wall 26, which rigidly unites the side walls 25*a* and 25*b* of the yoke. The rear end of the horizontal wall 26 is formed V-shaped so that it will have interfitting engagement with the V-shaped rib 22*a*, and the side walls 25*a* and 25*b* extend rearwardly thereof and are fastened directly to the sides 23 and 24 of the reinforcing member 22.

The yoke 25 is formed with an elongated slot

27, located in the horizontal wall 26 thereof, and is also formed with slots 29*a* in the side walls 25*a* and 25*b* thereof, which receive the slidable plate 29. This plate is constructed with parallel side edges but is formed with an inclined slot 30, which crosses the slot 27 in less than a right angular relation. The plate 30 is equipped with terminal stops 31, to prevent its entire removal from the yoke.

The stake 28 is driven through the two slots, and the form may be adjusted relative to the driven stake, by reason of the two slots. When the form has been adjusted to the proper road lining position on the driven stake, the wedge plate 29 is driven through the yoke, so as to clamp the form to the driven stake.

The yoke is not only fastened to the sides of the reinforcing member, but is interlocked therewith, and the wall 26 tends to prevent the yoke from collapsing.

Having described my invention I claim as new:

1. A form for making concrete roads consisting of a base member having an upright wall and a rail flange to the head thereof, an inclined brace of U-shaped construction connecting said brace and said upright wall presenting a wall for said rail flange and an inverted U-shaped member mounted against the sides of the brace and interlocked therewith and extending horizontally therefrom, said U-shaped member having a horizontal top wall formed with a longitudinal stake receiving slot and having side walls provided with opposed slots of equal length, and a plate slidable in opposed slots and having a diagonal slot therein to receive a stake inserted through a longitudinal slot.

2. A road building form, consisting of a base member having an upstanding vertical flange provided with a rail at its upper end, a brace member fixed against the inner side of the vertical flange and fixed to the base, a yoke fixed to the sides of the brace member and provided with a horizontal connecting flange extending laterally of the brace member, said horizontal connecting flange having a stake receiving slot therein, the yoke having sides extending below the horizontal connecting member, said sides having opposing slots, a plate having parallel sides slidable in the slots and having a diagonal slot movable under the stake receiving slot, whereby a ground stake may be driven through said yoke and plate and the plate shifted through said yoke to clamp the stake on said yoke, to permit of shifting of the base relative to the driven stake.

3. A form for making concrete roads consisting of a base wall and an upright wall connected to each other, a stiffening member having flanges connected to the base wall and an upright portion connected to the upright wall, said stiffening member being formed of side plates having inclined edges and a V-shaped web connecting said inclined edges, and a wedge receiving yoke connected to the side plates and extending horizontally away from the stiffening member to form a thrust bearing for a stake, the yoke having a plate equipped with a slot to receive the stake and a plate having parallel sides slideable through the yoke and formed with an inclined slot extending across the first slot, to provide wedge clamping means for adjustably locking the form to a driven stake.

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