W. F. WIEBERG.

EXPANSION JOINT HOLDER.

APPLICATION FILED NOV. 1, 1916.

1,267,301. Patented May 21, 1918.

FIG. I.

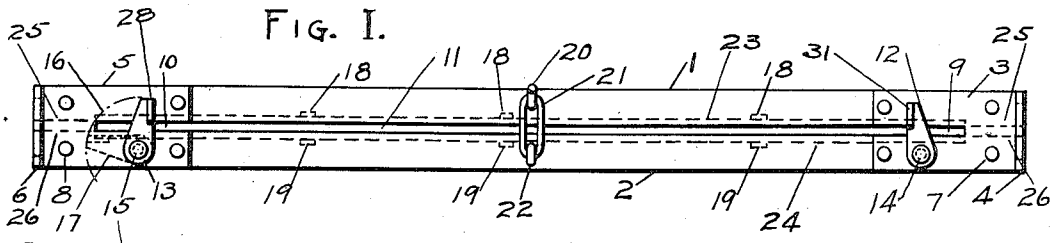
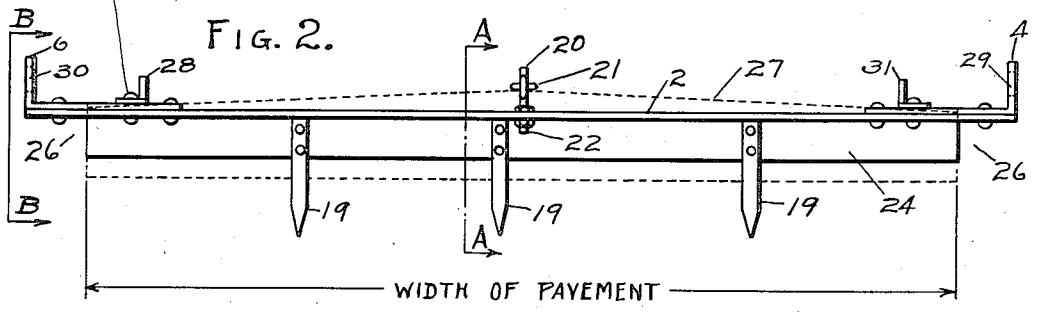


FIG. 2.



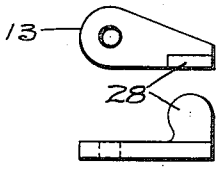


FIG. 5.

FIG. 6.

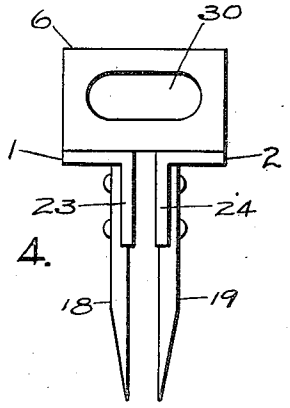


FIG. 4.

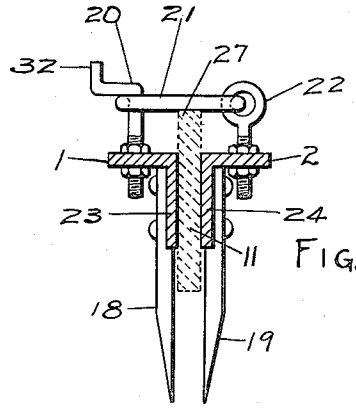


FIG. 3.

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EXPANSION-JOINT HOLDER.

1,267,301. Specification of Letters Patent. Patented May 21, 1918.

Application filed November 1, 1916. Serial No. 128,968.

To all whom it may concern:

Be it known that I, WILLIAM F. WIEBERG, a citizen of the United States, residing at Cheektowaga, in the county of Erie and State of New York, have invented a new and useful Expansion-Joint Holder, of which the following is a specification.

My invention relates to improvements in expansion joint holders for use in building cement, concrete or similar roads, drives, walks and the like, in which the wooden or other expansion joint is held in place and kept from warping or springing out of shape during the operation of building the road or driveway by means of an angle iron frame constructed and operated in the manner hereinafter described.

The objects of my invention are to provide a simple method of placing expansion joints in roads, driveways and the like; to place such joints accurately and to make such a joint follow a straight line in an easy, sure, speedy and inexpensive manner and to reduce the time and cost of road building.

I obtain these objects by the mechanism illustrated in the accompanying drawing, in which:

Figure 1 is a plan of my improved expansion joint holder. Fig. 2 is a side elevation of the same and showing the outline of the expansion joint in dotted lines. Fig. 3 is a section on line A—A of Fig. 2. Fig. 4 is an end view of Fig. 2 as shown by line B—B. Fig. 5 and Fig. 6 are plan and elevation of a catch for holding the expansion joint in place.

1 and 2 are angle irons having vertical legs 23 and 24 and between which the expansion joint 27 is placed (Fig. 3) after the holder is in position on a street.

In Fig. 2 the width of the pavement is shown by arrows and the vertical legs 23 and 24 of the angle irons 1 and 2 are cut off as shown at 26, 26 and is the space occupied by the curb. 25, 25 in Fig. 1 shows where the vertical leg 23 of angle iron 1 is cut off. In Fig. 2 the expansion joint is shown by dotted lines and is straight on the bottom and resting on the foundation of a street above which concrete is to be laid. The top of the expansion joint 27 is shown as being crowned and the grade of the pavement is to be made to conform to this top line.

18, 18 and 19, 19 are pegs fastened to the vertical legs 23 and 24 of the holder and support the holder in a vertical position when pressed into the street foundation up to the dotted line as shown in Fig. 2.

The angle irons 1 and 2 are fastened together by rivets 7 and 8 and angle irons 3 and 5 to leave a space 11 the width of the expansion joint 27. 3 and 5 are slotted as shown by 9 and 10 to allow the expansion joint 27 to assume the position shown by the dotted lines in Fig. 2. 4 and 6 are vertical portions of the angle irons 3 and 5 and have holes 29 and 30 to form handles for carrying the holder. 12 is a catch having a lip 31 and pivoted to angle iron 3 by rivet 14. 13 is a similar catch having a lip 28 and pivoted to angle iron 5 by rivet 15. Catch 13 is shown in detail in Figs. 5 and 6.

When the expansion joint 27 is in the position shown by dotted lines in Fig. 2, the catches 12 and 13 are moved over the ends of 27 as shown by the dotted lines 16 and 17.

21 is a link pivoted in the eye bolt 22 and held across the center or high point of the expansion joint 27 by means of a small crank catch 20. The handle 32 of the crank catch 20 is turned to the position shown in Fig. 3 to lock the link 21 and thus hold the expansion joint 27 from rising when concrete is being placed around it.

When the holder and expansion joint are in position as shown in Fig. 2 the concrete is leveled up even with the top of the angle irons 1 and 2, when the holder is removed and the concrete then leveled up even with the top of the expansion joint 27 and the holder then placed in an advanced position two or three rods away and the pavement operation continued.

The expansion joint is preferably a board of wood and the old method was to drive stakes along side of the board and then fill in with concrete. This board was hard to hold in position while with the present method it is a comparatively easy matter and the street is leveled up exactly the same its entire length.

What I claim is:

1. In an expansion joint holder the combination of two angle irons, having their vertical legs extending down, fastened together at their ends and spaced apart so that an expansion joint may be interposed between said vertical legs, means to keep said expansion joint in a stationary position, means to keep said joint holder in a

stationary and vertical position, means for resting the ends of said holder on the curbs of a street and means to remove said holder and leave said expansion joint in its permanent position.

2. An expansion joint holder having two angle irons spaced and fastened together at their ends to form a frame, handles at the ends of said frame to move said holder, and means to hold an expansion joint in said space in said frame in a stationary and upright position.

3. In an expansion joint holder the combination of a frame composed of two angle irons spaced to receive an expansion joint, means to fasten the parts of said frame together, handles at the ends of said frame and pegs attached to said frame to fasten said device in stationary and upright position.

4. An expansion joint holder consisting of a frame composed of two angle irons fastened together and spaced to hold an expansion joint, catches to maintain said joint in a stationary position, handles at the ends of said angle iron frame and spikes attached to said frame, to be inserted in the road foundation to hold said frame and joint stationary.

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