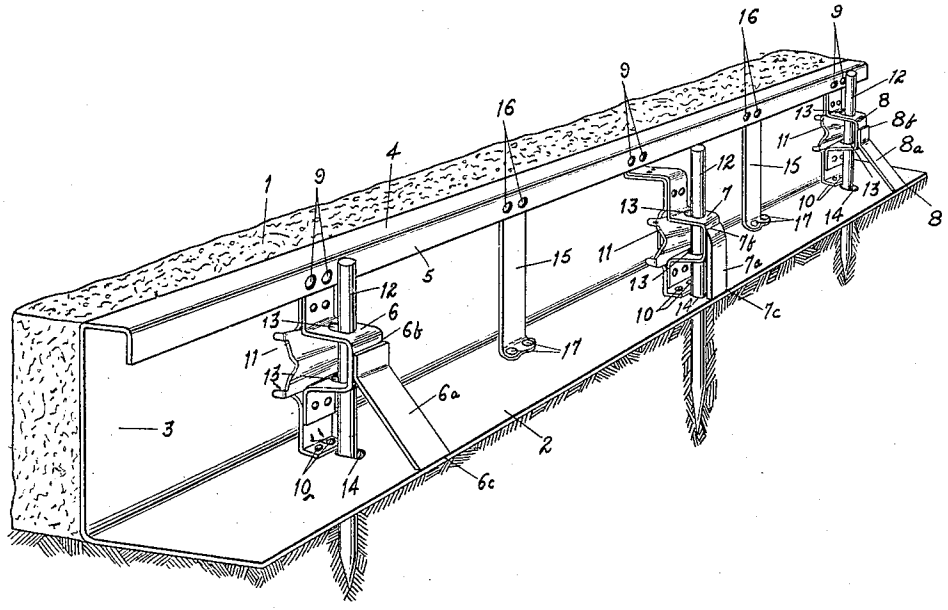
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ROAD RAIL

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ROAD RAIL

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This invention relates to road rails and forms such as are commonly used in the construction of asphalt, concrete or other forms of pavements, roadways or walks, and is more particularly directed to the anchoring means provided therefor.

As is well known these road rails are made in sectional form preferably of sheet steel rolled or pressed to the desired size and adapted to be placed end to end along the edges of the road bed of the proposed pavement to define the marginal edges of such pavements and to establish the desired grade of the upper surfaces thereof. It is important that such form sections be maintained in constant longitudinal and vertical alinement during the entire processing and finishing of such pavements in order that the completed road may have a smooth finished appearance throughout its length and surface.

During such processing these forms are subjected to various strains and stresses as the road surfacing machines pass thereover. Particularly are such strains intensified and exerted when the heavier types of surfacing machines are used on high crowned roads where the spreading or expanding tendency of the concrete or other paving material is greatly increased. It is of utmost importance, therefore, that adequate means be provided on such forms for securely and rigidly anchoring same in correct vertical and longitudinal alinement to the road bed to thus insure against torsional weave or play throughout the length of the form sections during the entire construction operations.

The primary object of my invention is to provide a light, strong and durable road rail which may be easily and quickly installed in proper alinement along the edges of the road bed and which is provided with a novel and practical means for rigidly and securely holding and maintaining the sections in their correct alined or initial position throughout the entire processing procedure without involving any more time or care than is taken with the present types of road rails.

Other objects and advantages in details of construction and the arrangement of parts will be apparent as the description proceeds, reference now being had to the accompanying drawing forming a part of this application and wherein like reference characters indicate like parts.

My invention is an improvement upon that patented in Letters Patent No. 1,542,886, March 2, 1925.

I have illustrated in the drawing in perspective one section of my improved road rail form in connection with a section of partially completed pavement 1; the contour and grade of which is defined and the body of which is supported laterally by the rail or form. It will be understood by those skilled in the art that the rail form for a given length of roadway is accomplished by placing end to end a series of such sections which are adapted to be removably secured together in any suitable manner which permits ready assembly and dismantling thereof, such connecting means being omitted from the drawing for clearness.

The form proper comprises a base flange 2 extending outwardly and laterally of the edge of the pavement. This base flange rests on the ground and supports the vertical side 3 against which abuts the pavement. The height of this flat vertical side 3 is preferably exactly that of the pavement to be built, the materials thereof being filled in to a point flush with the top of said side 3.

Formed outwardly and at right angles to the side 3 is an upper flange 4, extending parallel with the base flange 2, but preferably of lesser width than said base flange. Extending downwardly from the outer edge of the top flange is a short flange 5 parallel with the side wall 3.

Means for anchoring the rail or form in rigid supporting position on the ground are provided at spaced intervals along same, in the form of substantially U-shaped brackets 6, 7 and 8, the upper and lower ends of which are flanged and securely riveted or otherwise suitably fastened to the rail as at 9 and 10 respectively. It should be particularly noted that the central U-shaped bracket 7 extends outwardly toward the outer edge of the base flange 2 of the rail further than do the

U-shaped brackets 6 and 8. The purpose of such construction will later be described.

The detailed construction of each of these anchoring units 6, 7 and 8 is fully described and shown in my Patent No. 1,542,886. Suffice it to say that they are each and separately provided with cooperative sliding wedge members 11 adapted to captively and securely lock the rail to the vertically disposed stakes 12 which are adapted to be driven downwardly through elongated slots or openings 13 suitably provided in the parallel horizontally disposed sides of the U-shaped brackets 6, 7 and 8, and likewise through elongated slots 14 suitably provided in the base flange 2 in alinement therewith into the ground to a sufficient depth to firmly anchor same as clearly shown in the illustration. Brace members 6*a*, 7*a*, and 8*a* may be and preferably are applied to the anchoring units 6, 7 and 8, respectively as by welding or otherwise suitably securing the upper ends thereof as at 6*b*, 7*b* and 8*b* to the vertically disposed sides of such units and likewise securely fastening the lower ends thereof which extend downwardly and terminate flush with the outer edge of the base flange 2, to same as at 6*c*, 7*c* and 8*c*. Intermediate the brackets 6, and 7, and the brackets 7 and 8 are vertically disposed reenforcing members 15 of suitable metal stock rigidly secured at their upper ends as at 16 to the downwardly extending flange 5 and likewise suitably securely fastened at their lower ends as at 17 to the base flange 2, to thereby further strengthen and rigidify the rail proper.

It will be clear that the lateral offset disposition of the bracket 7 in its relation to the brackets 6 and 8 of the rail naturally results in a staggered relation of the stakes 12 thereof. Obviously, therefore, as the rail is set up for use as described in the foregoing, this alternate arrangement of the stakes 12 serves to greatly rigidify and materially increase the resistance of the rail proper to the various strains subjected thereupon in the processes of road or pavement construction thereby eliminating the possibility of the rail warping or weaving or otherwise becoming displaced during such processing and thus ultimately precluding any irregularities or deformations in the surface of marginal edges of the finished pavement.

Of course, it will be understood that the embodiment herein shown and described is the preferred form only, and that it is susceptible to various changes in details of construction and operation without departing from the spirit and scope of my invention. I do not limit myself, therefore, other than by the appended claims.

I claim:

1. A road form comprising a rail having a flange, anchoring means for said rail cooperating with said flange at spaced intervals therealong, the lateral disposition of said anchoring means being alternatively offset with respect to each other.

2. A road form comprising a rail having a flange, anchoring means for said rail cooperating with said flange at spaced intervals therealong, the lateral disposition of said anchoring means being alternately offset with respect to each other, and all of said anchoring means passing through said flange.

3. A road form comprising a rail having a flange longitudinally of the upper edge thereof and a relatively much wider base flange longitudinally of the lower edge thereof, a plurality of anchoring means secured to said rail at spaced intervals therealong in staggered relation.

In testimony whereof, I affix my signature.

EDWARD T. HARROLD.