May 17, 1932. C. A. SMITH 1,858,644

CONCRETE FORM

Filed Nov. 7, 1929

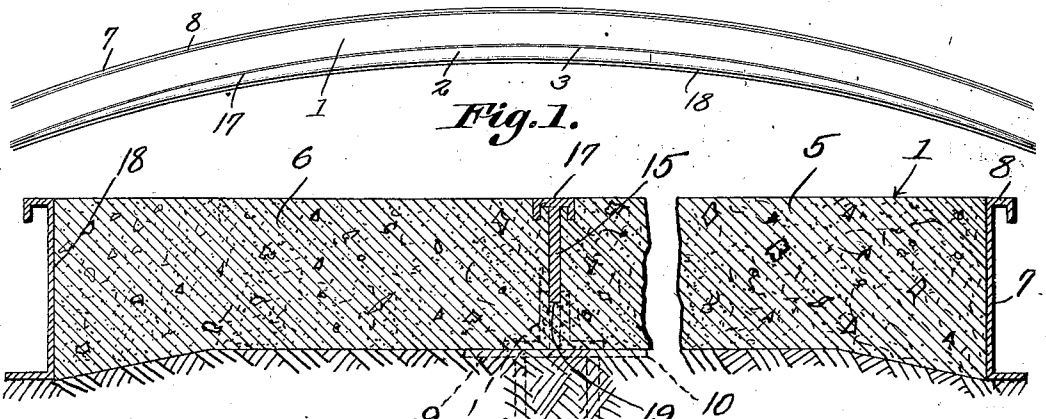


Fig. 1.

Fig. 2.

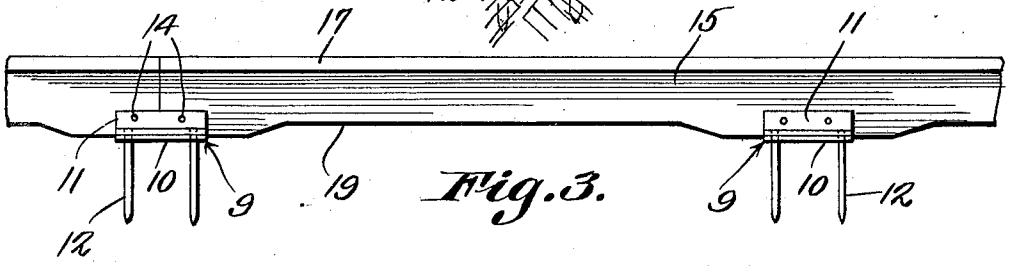


Fig. 3.

Fig. 4.

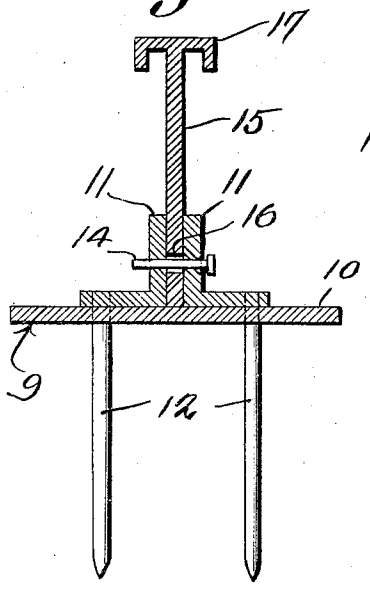
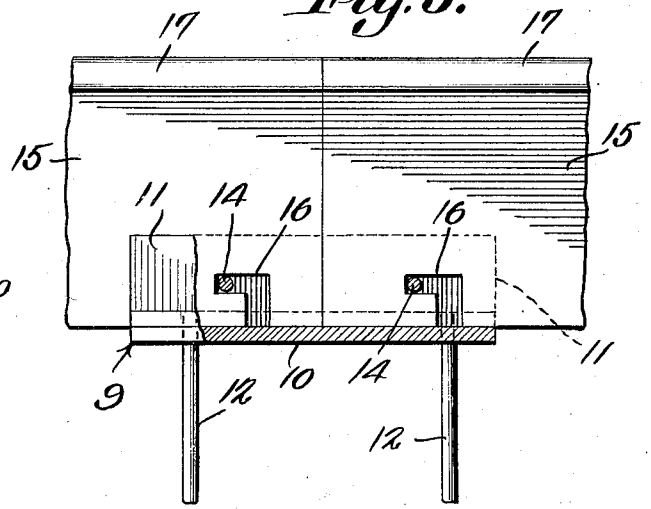


Fig. 5.



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Patented May 17, 1932 1,858,644

UNITED STATES PATENT OFFICE

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CONCRETE FORM

Application filed November 7, 1929. Serial No. 405,392.

This invention aims to provide a simple means whereby an extension or addition may be laid along the side of a pavement, to widen the pavement at curves, or elsewhere.

It is within the province of the disclosures to improve generally and to enhance the utility of devices of that sort to which the present invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes may be made in the precise embodiment of the invention herein disclosed, within the scope of what is claimed, without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 is a diagrammatic top plan showing a pavement laid with an addition, as contemplated in the present application;

Figure 2 is a transverse section showing a pavement wherein is embodied the device forming the subject matter of this application;

Figure 3 is a side elevation of one of the forms;

Figure 4 is a transverse section of the form depicted in Figure 3;

Figure 5 is a side elevation wherein parts are broken away.

The numeral 1 marks a pavement of concrete, or any type of pavement finished with a mechanical finishing machine, and having a concrete base. If the pavement 1 is on a curve, an addition 2 is provided so as to widen the pavement. The pavement 1 is sustained on both sides by forms, and according to the present practice, the forms are so wide that when the form along the inner side of the pavement 1 is pulled out, there is an opening 3 between the pavement 1 and the addition 2.

The opening 3 is often four to six inches wide because the form that is removed has to be of considerable width in order to serve as a track for the finishing machine (not shown). The opening at 3, which is of considerable width, as has been stated hereinbefore, has to be filled up by concrete, generally transported in barrows, and smoothed down by hand. As a result, the process of healing and finishing the surface of a pavement at a curve is an expensive and time-consuming process.

Referring to Figure 2, the numeral 4 marks a foundation for a pavement 5 having a side addition 6, as has been described hereinbefore. On its convexed edge, the pavement 5 is supported by a form 7 of any desired kind, it being necessary, however, that the forms 7 be wide enough at its upper edge to afford a track 8 for the finishing machine. In supporting the inner edge of the pavement 1, anchors 9 are provided.

The anchors 9 may include a base plate 10 resting on the foundation 4. On the base plate 10 are placed angle brackets 11. Prongs 12 extend downwardly through the horizontal flanges of the angle brackets 11 and through the base plate 10 into the foundation 4. The vertical flanges of the angle brackets 11 are connected by securing elements 14.

The form for the inner edge of the pavement 5 is made up of plates 15 which are cut away at their lower edges, as at 19, so that the concrete in the addition 6 may coalesce with the concrete in the pavement 5. The lower edges of the plates 15 extend between the vertical flanges of the angle brackets 11. In the lower edges of the plates 15 there are bayonet slots 16 receiving the securing elements 14 that are mounted in the vertical flanges of the angle brackets 11. The upper edge of the plate 15 is provided with a transverse track 17 which is wide enough to support a finishing machine.

The outer edge of the addition 6, corresponding to the addition 2 of Figure 1, is supported by a form 18 of any desired construction.

Referring to Figure 2 in connection with Figure 5, it will be obvious that the plates 15 may be moved endwise, then raised, the plates being detached from the securing elements 14, because the plates 15 have the bayonet slots 16 in their lower edges.

The plates 15 are of a common width from the track 17 downwardly and have no lateral projections on their lower edges. The conse-

quence is that when the plates 15 are removed, there is left only a narrow crack between the pavement 5 and the addition 6, and the dimensions of this crack are such that the crack can be filled up quickly and with little expense.

The anchors 9 remain in the finished highway.

With regard to the advantages incident to the structure shown at 15 in Figure 4, it will be obvious that many such parts as the form 7 of Figure 2 or the form 18 of Figure 2 could not be removed from the place marked by the numeral 3 in Figure 1, without leaving a wide opening calling for much labor in the filling of it with concrete.

What is claimed is:—

In a device of the class described, an anchor including a base plate and brackets thereon, a securing element connecting the brackets, and a form having its lower edge extended between the brackets and detachably engaged with the securing elements.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

CARL A. SMITH.