

UNITED STATES PATENT OFFICE.

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CONCRETE FORM.

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To all whom it may concern:

Be it known that I, JOHN N. HELTZEL, a citizen of the United States, residing at Warren, in the county of Trumbull and State of Ohio, have invented a new and useful Concrete Form, of which the following is a specification.

This invention aims to provide a simple, adjustable means whereby a curb may be formed at the edge of a roadway or like structure.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the 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, within the scope of what is claimed, changes in the precise embodiment of the invention shown can be made without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 shows in elevation, a device constructed in accordance with the invention; Figure 2 is a top plan; Figure 3 is a section on the line 3—3 of Figure 1; Figure 4 is a section on the line 4—4 Figure 1.

The device forming the subject matter of this application preferably is made of metal throughout and includes a side rail 1 comprising a vertical body 2 provided with a horizontal bottom flange 3 and a horizontal top flange 4, the flanges 3 and 4 being disposed parallel to each other, and, ordinarily, at right angles to the body 2. The top flange 4 has a depending lip 5, and the bottom flange 3 has a depending lip 6, the lips being located in parallel relation, but being spaced apart horizontally.

Braces 7 are provided, and are connected by securing elements 8 to the lips 5 and 6, and, consequently, to the flanges 3 and 4, the braces having openings 9 provided to receive hook member 12.

Supports 10 extend transversely of the side rail 1 and may be in the form of angle members. The horizontal flanges of the supports 10 are supplied with transverse ribs 11 resting on the top flanges of the rail 1 and constituting fulcras on which the supports may be adjusted vertically. The shanks of hook bolts 12 pass through the horizontal flanges

of the supports 10. Nuts 14 are threaded on the shanks of the hook bolts and cooperate with the horizontal flanges of the supports 10. The bends of the hook bolts 12 may be engaged directly about the flanges 5, as shown in Figure 3, or, if desired, they may engage the openings 9 of the web 7 Figure 4.

Curb formers, 15, which may be angle bars extend longitudinally of the side rail 1, in spaced relation thereto, the curb formers 15 being attached by securing elements 16 to the outer ends of the horizontal flanges of the supports 10. An angle strip 17 may be fitted in the end of each curb former 15, to form a shoulder 18 against which the end of an adjoining curb former is adapted to abut, when several curb formers are placed end to end along the side rail 1.

In practical operation, the roadway or other structure indicated at 25 is built up against the body 2 of the rail 1, and the curb 26 is built up, between the body 2 and the curb former 16.

By adjusting the nuts 14 on the shanks of the hook bolts 12, the supports 10 may be swung upwardly and downwardly on their fulcras 11, and curb formers 15 being adjusted, vertically, in this way.

The device forming the subject matter of this application is simple in construction and embodies an efficient means whereby a curb may be built at the edge of a roadway or the like, proper adjustments being provided for.

What is claimed is:—

1. In a device of the class described, a side rail; a support fulcrumed intermediate its ends on the side rail for vertical swinging adjustment and extended transversely of the rail; a curb former carried by the outer end of the support; and a connecting member engaging the inner end of the support and the rail, the connecting member comprising relatively adjustable parts constituting means for imparting vertical swinging adjustment to the support and the curb former.

2. In a device of the class described, a side rail; a support provided intermediate its ends with a protuberance resting on the side rail and constituting a fulcrum for the support; a curb former carried by the outer end of the support; and a bolt forming an adjustable connection between the inner end of the support and the side rail.

3. In a device of the class described, a side

rail including a top flange having a depend-
ing lip; a support fulcrumed on the top
flange; a curb former carried by one end of
the support; and a hook bolt mounted in the
5 other end of the support, the hook bolt being
engaged around the lip.

4. In a device of the class described, a side
rail including a top flange and a bottom
flange; a support mounted on the top flange;

a curb former carried by the outer end of 10
the support; and a hook bolt mounted ad-
justably in the end of the support, and said
hook bolt engaging in an opening in the ver-
tically inclined web of the side rail.

In testimony that I claim the foregoing 15
as my own, witness my hand.

J. N. HELTZEL.