July 15, 1930. E. T. HARROLD 1,770,518

CURB AND STREET FORM

Filed Nov. 5, 1926

Fig. 4.

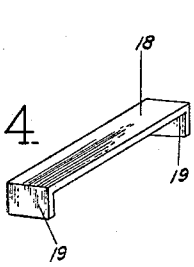


Fig. 1.

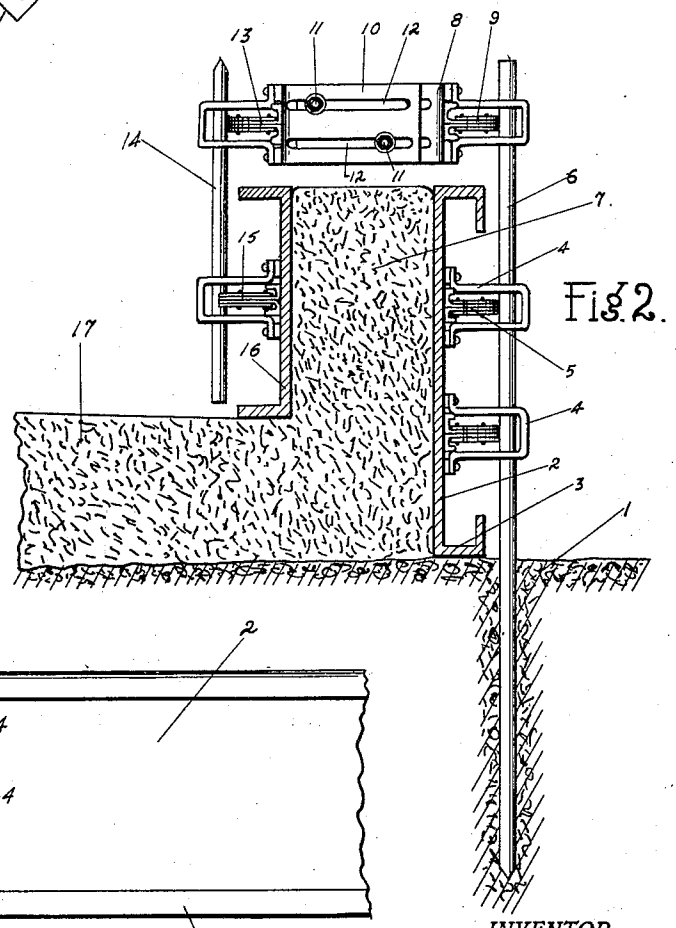


Fig. 2.

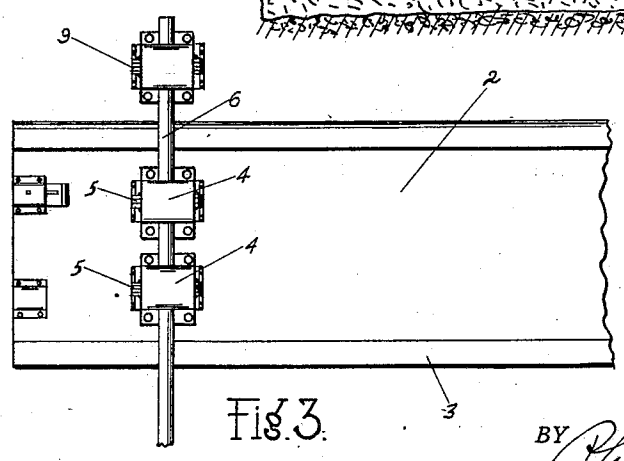


Fig. 3.

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UNITED STATES PATENT OFFICE

EDWARD T. HARROLD, OF BINGHAMTON, NEW YORK, ASSIGNOR, BY MESNE ASSIGNMENTS, TO HOTCHKISS STEEL PRODUCTS CO. INC., OF BINGHAMTON, NEW YORK, A CORPORATION OF NEW YORK

CURB AND STREET FORM

Application filed November 5, 1926. Serial No. 146,440.

The primary object of my invention is to provide a novel construction of steel forms for streets or highway work, and particularly a form which permits the formation of a curb integral with the streets or highway bed.

Another object is to provide such a form wherein the inner side of the form is adjustably suspended and supported in the proper position by the securing means for the outside wall of the form.

Still another object is to provide the form of the type above described which is easily assembled or dismantled, and which is exceedingly rigid in construction.

A further object lies in the provision of means for adjusting the position of the inner wall of the forms with respect to the outer wall, and for rigidly securing the same in its adjusted position. Such construction renders my improved form adaptable equally well for straight or curved street and curb construction.

Another object is to provide new and useful spacer bars for maintaining the rigidity of the walls of the form in their adjusted position.

Other objects and advantages will be apparent as the description proceeds, reference being had to the accompanying drawing wherein like reference numerals indicate like parts.

In the drawing:—

Figure 1 is a top plan view of a portion of my improved form illustrating its adaptability to both straight and curved work.

Figure 2 is a cross sectional view taken on the line 2—2 of Figure 1.

Figure 3 is a detail side elevation of part of the outer wall of my improved form, illustrating the method of supporting the inner wall.

Figure 4 is a detail perspective of the spacer bar.

The reference numeral 1 refers to the earth or prepared road bed upon which the concrete street or highway is to be laid. The outer rail of my improved form is indicated at 2 and is supported on the ground 1 by means of its lower flange 3. The rail 2 is provided preferably with two locking devices identical with those described and claimed in Letters Patent to Hotchkiss No. 1,542,886, granted June 23, 1925. This locking device consists of a substantially U-shaped bracket 4 secured to the wall 2 and provided with a slideway to receive the wedge shaped locking member 5, the wedge surface of which is adapted to be driven against a stake 6, extending through the outer ends of the U-shaped brackets 4 into the ground 1, whereby the form rail or wall 2 is rigidly secured in position.

It will be understood that the rail 2 may be any desired height to accommodate the size of the curb to be constructed. Furthermore, it will be obvious that if desired two or more of the rail members 2 may be placed one on top of the other with the locking devices in proper alignment, whereby the curb may be built to any height desired.

Secured to the upper end of the stake 6 above the rail 2, and the curb 7, is an angle bracket 8 provided with a wedge locking device 9, which engages the upper end of the stage 6 and thereby secures the angle bracket 8 thereto. A second angle bracket 10 is adjustably secured to the angle bracket 8 by means of the pins and slots 11 and 12 provided in both brackets, whereby the same may be adjusted relative to one another and rigidly secured in the adjusted position. The end of the angle bracket 10 opposite the stake 6 is also provided with a wedge locking device 13 carrying the relatively short stake 14 which at its lower end is engaged by the wedge locking device 15 carried by the inner rail 16 of the form. It will thus be seen that the inner rail 16 of the form is supported and suspended by means of the outer rail 2 through the medium of the stake 6, the adjustable brackets 8 and 10 and the stake 14. Due to the pin and slot connection between the angle brackets 8 and 10, the position of the inner rail 16 may be readily adjusted as to height, distance away from the outer rail 2, and for angular displacement. It will also be obvious that by simply loosening the wedge shaped locking devices which support their parts, the entire form may be readily and quickly dismantled.

It will be observed that the inner rail 16 is substantially shorter than the outer rail 2 whereby when the two rails are placed level with one another on top, there is space left at the bottom of the inner rail 16 whereby the concrete of the curb 7 and the street or highway surface 17 may be made integral.

In order to more rigidly brace the rails of the form against bulging or outward displacement between the locking and supporting devices, I have provided novel spacer bars 18 provided on each end with downwardly extended flanges 19, which engage over the top of the form for the purpose described. These spacer bars are particularly useful on curved sections of the work where the upper and lower flanges of the rails 2 and 16 are omitted for the purpose of curving the rails. The form rails are also, of course, provided with suitable notches 20, at intervals, for receiving the usual tie rods or partition plates when desired.

Of course many changes in details of construction and operation will be apparent to those skilled in the art. I do not limit myself therefore to the exact construction shown and described herein, other than by the appended claim.

I claim:

A curb and street form comprising an outer rail supported on the ground, stake locking devices thereon engaging a stake for securing said rail to the ground, adjustable angle brackets secured at one end to said stage above said rail, said brackets carrying at the opposite end a relatively short stake, and an inner rail provided with stake locking means engaging said short stake, whereby said inner rail is suspended above the ground in spaced relation to said outer rail.

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