F. M. TALBOT.

APPARATUS FOR BUILDING RETAINING WALLS.

APPLICATION FILED OCT. 7, 1908.

957,521. **Patented May 10, 1910.**

Fig. 1.

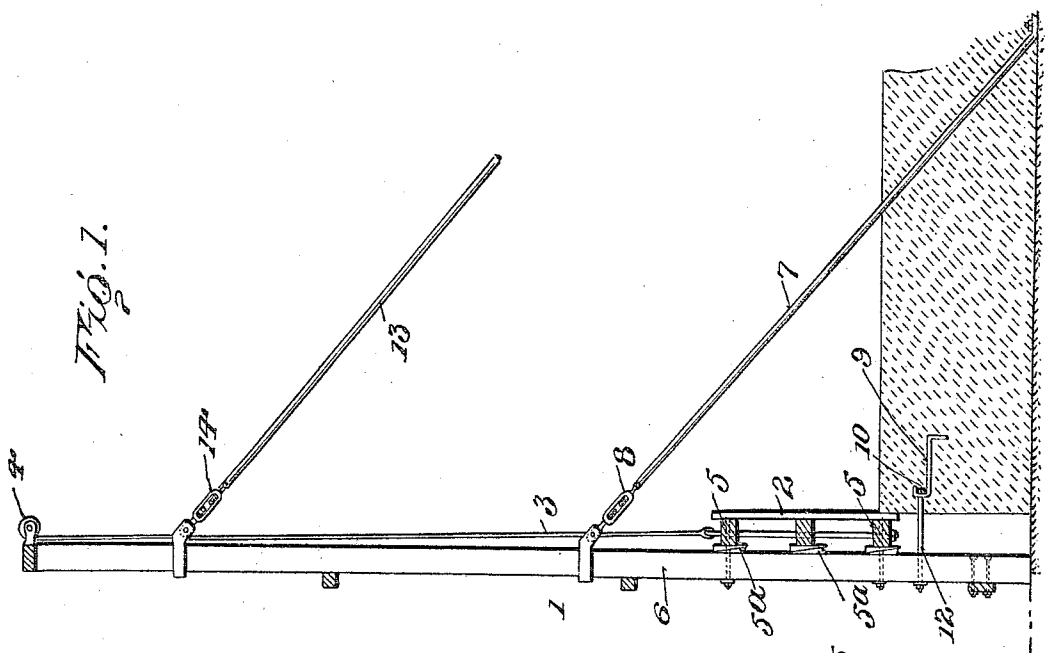
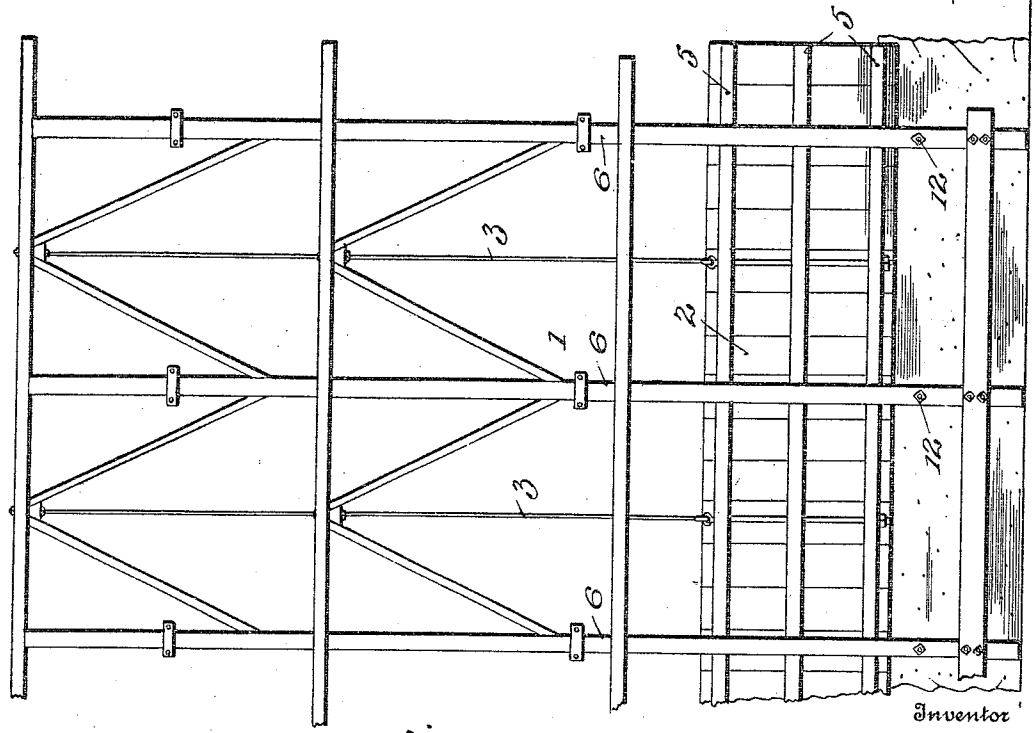


Fig. 2.



Witnesses

Jno Smurie

Francis Chapman

Inventor

Frank M. Talbot

By Chester L. Wells

Attorney

ANDREW B. GRAHAM CO., PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRANK M. TALBOT, OF GLEN RIDGE, NEW JERSEY.

APPARATUS FOR BUILDING RETAINING-WALLS.

957,521. Specification of Letters Patent. Patented May 10, 1910.

Application filed October 7, 1908. Serial No. 456,582.

To all whom it may concern:

Be it known that I, FRANK M. TALBOT, of Glen Ridge, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Apparatus for Building Retaining-Walls; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention contemplates improved means for building retaining walls having special reference to such as may be erected beside a railroad track where it is desirable that the travel be not interrupted on account of the building work.

I provide a form and supporting scaffolding arranged entirely at one side of the track, the stays or braces being secured to the scaffolding and preferably anchored to the ground on which the wall is to be built and later constituting a metal reinforce for the concrete wall.

In the accompanying drawing, Figure 1 is a side elevation showing a wall form constructed in accordance with my invention, the first stage of building the wall having been completed. Fig. 2 is a front elevation.

Referring to the drawing 1 designates a frame carrying a vertically movable form 2 shown suspended by falls 3 wound upon drums or sheaves 4. The form is designed to bear against the frame through the medium of lugs 5 and wedges 5^a contacting with the vertical pieces 6 thereof, and the frame is erected just beyond, or outside of, the plane to be occupied by the outer face of the wall. When the frame is set up a brace rod 7 is secured to it near its lower end by a turnbuckle 8 and extended diagonally through the space which the wall will occupy and anchored to the ground. The structure is now securely supported and by means of the turnbuckle 8 the frame may be trued or adjusted to bring it and the form into the desired position. When this has been accomplished the form is lowered, the wedges 5^a driven in and the first filling is supplied. In doing this there is sufficient clearance to enable the material, as concrete, to be brought directly over the place it is intended to occupy, none of the parts constituting the form or its support in any way interfering with the transportation and dumping of the material. When the height of the material reaches the top of form 2 the latter is elevated for the next step and so on to the full height of the wall. After the first fill has been completed and the form raised, an anchor 9 is placed in the concrete. This anchor holds a nut 10 on the end of a bolt 12 passed through and secured to the frame. This anchor tends to resist the pull of the brace rod and maintain the position of the frame and form. When the wall reaches the turnbuckle the latter may be removed, leaving the rod in the concrete where it acts as a metal reinforce. Another brace rod 13 may then be utilized, secured to the ground or to the top of the portion of the wall just erected and connected with the frame by a turnbuckle as at 14, and this rod in turn, when the wall reaches it, is disconnected and allowed to form part of the wall. When the wall is completed the bolt 12 is removed and the structure is then entirely free of the wall.

Practice has demonstrated that by my method the building of retaining walls is greatly simplified. There is no part of the structure extending over the railroad track, should the wall be built beside one. All of the supporting elements are at the inner side of the frame, as well as the form. The brace rods may easily be set up and by allowing them to form part of the finished wall the work is simplified and the concrete is given a metal reinforce, while the anchor insures the frame being held as against the pull of the brace rods.

I claim as my invention:—

1. Means for building a retaining wall beside a way or track comprising a frame between the track and the line of the wall, and means for supporting and bracing said frame wholly on the side away from said track to leave the latter unobstructed, said means comprising a brace rod removably secured to said frame and anchored to the foundation of the portion of the wall to be constructed, and extending through the space to be filled.

2. Means for building a retaining wall beside a way or track, comprising a frame between the track and the line of the wall, a vertically movable form carried by said frame, means for supporting and bracing said frame wholly on the side away from said track to leave the latter unobstructed, said means comprising an inclined brace rod removably secured to said frame and anchored to the foundation of the portion of

the wall about to be constructed and extending through the space to be filled, means for raising and lowering said form, and means for securing said frame to the composition filling.

3. In an apparatus for building a retaining wall, the combination with the vertical frame, the inclined brace rod secured to the ground over which the wall is to be constructed and extending up through the space to be filled, and the turnbuckle for removably securing said brace rod to said frame and adjusting the disposition of said frame, of a form carried by said frame, and means for raising and lowering said form.

4. In an apparatus for building a retaining wall, the combination with the vertical frame the inclined removable brace rods anchored to the foundation of the portion of the wall to be constructed, and extending up through the space to be filled, and means for removably securing said brace rods to said frame, of a vertically movable form carried by said frame, lugs between said frame and said form, and liners or wedges between said lugs and said frame.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

FRANK M. TALBOT.

Witnesses:
E. H. SNYDER,
J. H. GARDNER.