Feb. 24, 1925. 1,527,698

G. W. PEARTHREE

ROAD FORM

Filed March 7, 1922 2 Sheets-Sheet 1

Fig. 1.

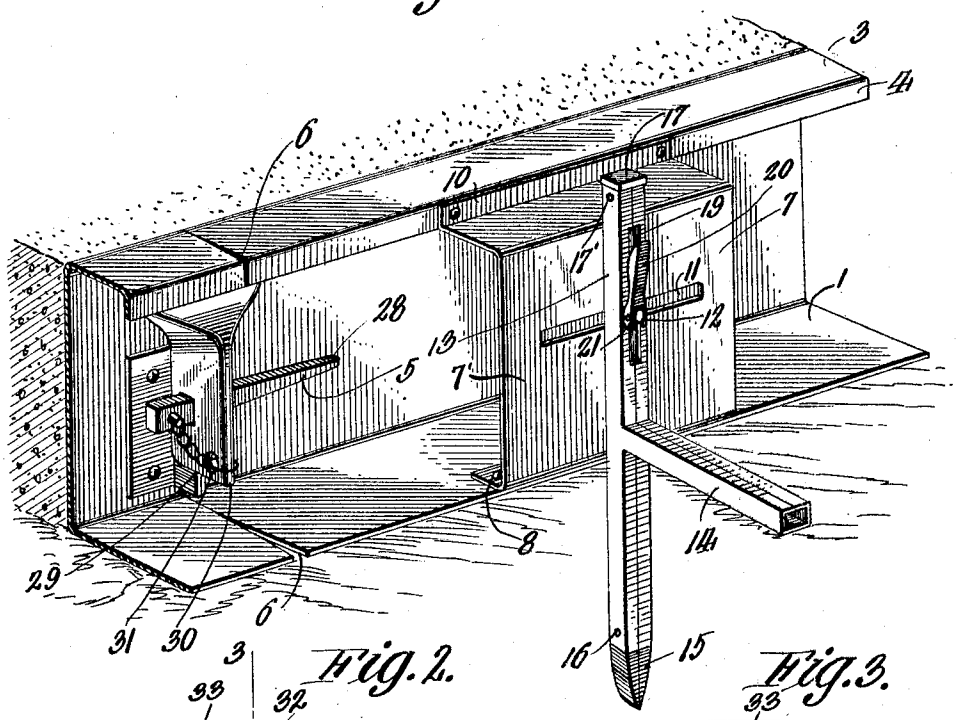


Fig. 2.

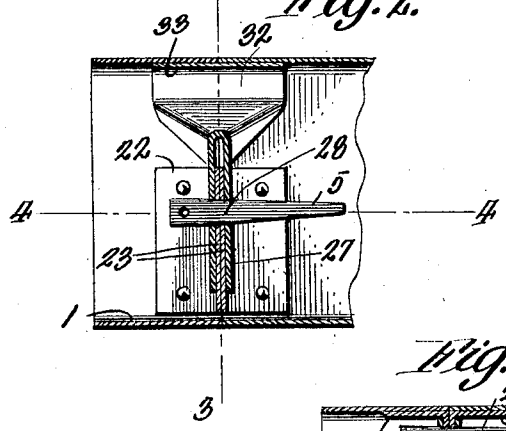


Fig. 3.

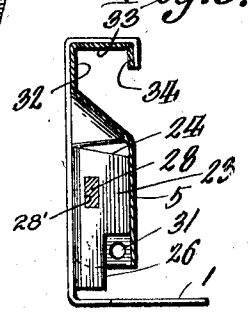
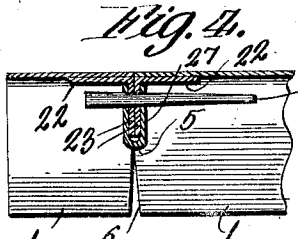


Fig. 4.



WITNESSES
Guy M. Spring
Irving P. McCathran

Inventor
GUSTAVUS W. PEARTHREE

By Richard B. Cleveland
Attorney

Feb. 24, 1925. 1,527,698

G. W. PEARTHREE

ROAD FORM

Filed March 7, 1922 2 Sheets-Sheet 2

Fig. 5.

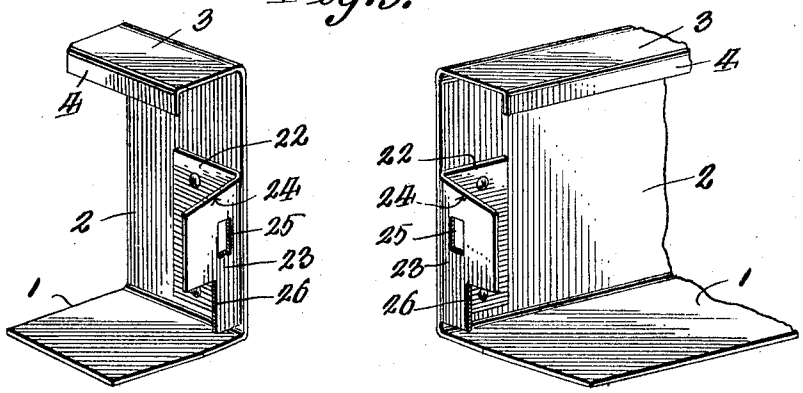


Fig. 6.

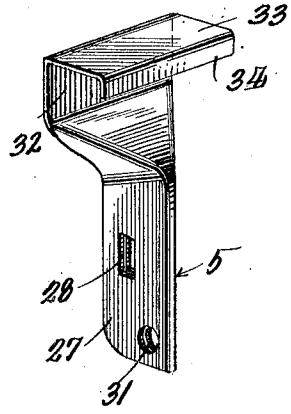


Fig. 8.

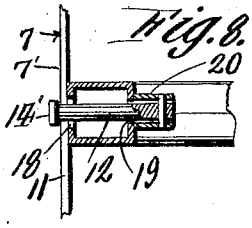
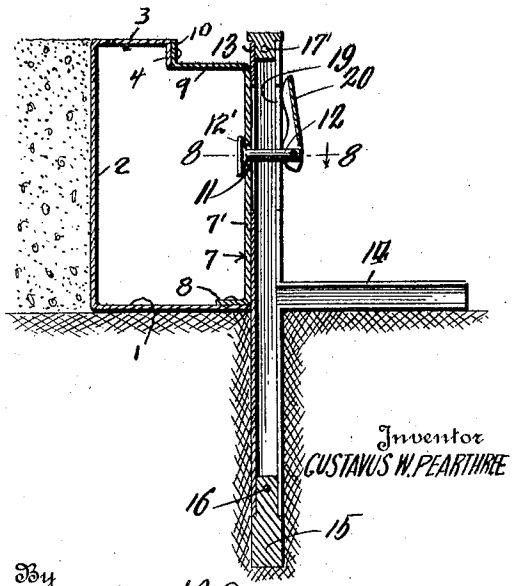


Fig. 7.



WITNESSES

Guy M. Spring

Irving L. McCathran

Inventor

GUSTAVUS W. PEARTHREE

By Richard B. Owen Attorney

Patented Feb. 24, 1925. 1,527,698

UNITED STATES PATENT OFFICE.

GUSTAVUS W. PEARTHREE, OF PEACH BOTTOM, PENNSYLVANIA.

ROAD FORM.

Application filed March 7, 1922. Serial No. 541,742.

To all whom it may concern:

Be it known that I, GUSTAVUS W. PEARTHREE, a citizen of the United States, residing at Peach Bottom, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in Road Forms, of which the following is a specification.

This invention relates to a road form or mold and has for its object the production of a simple and efficient road form which is adapted for use upon the side edges of roads for the purpose of holding the plastic material in place, out of which the road is to be formed.

Another object of this invention is the production of a simple and efficient means for holding the road form in its proper vertical position and in a proper place for efficiently forming the side edge of the road.

A still further object of this invention is the production of a simple and efficient means for connecting the several sections of the road form or mold together.

With these and other objects in view this invention consists of certain novel constructions, combinations and arrangements of parts as will be hereinafter fully described and claimed.

In the drawings:

Figure 1 is a perspective view of the road form or mold, showing the manner of supporting the same in place, and also connecting the various sections together.

Figure 2 is a vertical sectional view through the joint for connecting the sections together.

Figure 3 is a section taken on line 3—3 of Figure 2.

Figure 4 is a section taken on line 4—4 of Figure 2.

Figure 5 is a perspective view of the respective ends of the adjoining sections.

Figure 6 is a perspective view of the clamp for attaching the sections together.

Figure 7 is a vertical transverse section through the road form, the brace means and bracing stake associated therewith.

Figure 8 is a section taken on line 8—8 of Figure 7 looking in the direction of the arrow.

By referring to the drawings it will be seen that the mold comprises a body of a channel iron construction preferably formed of pressed steel or other suitable material which may be found most convenient and efficient. This body comprises a base 1 having a vertically extending web portion 2 projecting from the inner side edge of the base 1, which web portion 2 terminates at its upper end in a laterally extending tread portion 3, which tread portion 3 overhangs a portion of the base portion 1 as clearly illustrated in Figures 1 and 7 of the drawings. The tread section or portion 3 is provided with a downwardly bent or depending flange 4 as also is clearly shown in the drawings. The mold or road form comprises a plurality of sections having their abutting ends joined together by means of a suitable clamp indicated in general by the numeral 5. The base portion 1 and tread portion 3 of each of the mold sections is provided with a beveled or inclined end 6 to facilitate the placing of the respective sections of the mold in a proper position for forming a curve in the road or permit one section to be arranged out of alignment with the longitudinal axis of the other section or extend at an angle with respect to the longitudinal axis of the adjoining section. It should be understood, of course, that a mold or form similar to that shown in Figure 1 is used upon each side of the road, but it is only thought necessary to describe in detail the form used upon one side of the road, in view of the fact that the structure used upon each side of the road is of substantially the same mechanical structure.

A bracing plate or bracket 7 is carried upon the outer side of each section at a suitable point intermediate the ends of each section and this bracing plate or bracket comprises a web portion 7′ having an inturned flange 8 at the lower edge thereof, which inturned flange 8 fits over the upper face of the base portion 1 of the mold. This inturned flange 8 is secured to the base of the mold by means of rivets or in any other suitable manner. The web 7 is also provided with an inwardly extending flange 9 at the upper edge thereof, which inwardly extending flange 9 terminates in an upwardly extending flange 10, the upwardly extending flange 10 being secured to the depending flange 4 of the tread portion 3. This structure is clearly shown in Figures 1 and 7 of the drawings. The web portion 7 of the brace is provided with a longitudinally extending aperture or slot 11 through which

slot passes the clamping bolt 12 carried by the vertically extending stake 13.

The vertically extending stake 13 above mentioned is used in connection with the brace plate above referred to and this stake is preferably formed from a blank sheet of material and pressed to form a vertically extending body having a laterally extending foot 14, which foot 14 is adapted to rest upon the surface of the ground and brace the mold against lateral stripping action. The body of the stake is pressed to form a substantially hollow construction having a wedged portion 15 secured in the lower end thereof and secured in engagement therewith by means of a suitable pin 16. A closure cap 17 is also secured in the upper end of the stake 13 by means of a suitable pin 17'. This stake 13 is provided with a vertically extending widened aperture 18 in the rear face thereof of a width to allow the enlarged head 12' of the securing bolt 12 to conveniently and easily pass therethrough after the head has passed through the slot 11 in the bracket 7. The abutting edges of the body of the sheet metal stake are provided with registering notches 19 for producing a guiding aperture through which the bolt 12 passes, which aperture is of less width than the enlarged head 12' so as to prevent the bolt 12 from being accidentally removed therefrom. A clamping lever 20 is pivotally secured to the outer end of the bolt 12 as clearly shown in Figures 1 and 8 of the drawings and this clamping lever is provided with a cam end 21 which is adapted to engage the outer face of the stake 13 and draw the head 12' of the bolt 12 tightly in engagement with the inner face of the clamping plate 7, thereby tightly securing the supporting stake 13 in engagement with the clamp or clamping plate carried by the body of the mold. This structure is clearly shown in Figure 1 of the drawings.

The abutting ends of the respective sections of the road form or mold are each provided with a securing angle plate 22, each plate 22 having an outwardly projecting flange 23, the flange 23 having an inclined upper edge 24 as clearly shown in Figures 3 and 5 of the drawings, to facilitate the placing of the clamp in position over the flanges 23. Each flange 23 is also provided with an aperture 25, and a notch 26 is also formed upon the lower end of each flange.

A clamping member 5 above referred to is adapted to fit snugly over the abutting flanges 23 carried by the abutting ends of the sections of the form and this clamp comprises a pair of clamping jaws 27 folded close upon each other so as to firmly clamp the respective flanges 23 of the abutting sections of the form together. A suitable aperture 28' is formed in the clamping jaws 27 and these apertures are adapted to receive a wedge 12', the wedge being also adapted to pass through the apertures 25 formed in the flanges 23 and in this way firmly hold the clamping jaws in engagement with the flanges 23 and prevent the accidental removal or displacement of one section of the form with respect to the other. The wedge 28 is preferably held in engagement with or attached to the clamp 5 by means of an anchoring chain 29, the chain being secured to the clamp 5 by means of a securing ring 30 passing through the aperture 31 formed near the bottom of the clamp 5. Due to the fact that the notch 26 is formed in the lower end of each flange 23, it will be seen that the ring 30 will be held out of contact with the flanges 23 which will permit the clamp 5 to be readily and easily forced in place. The upper end of the clamp is rearwardly inclined and flared outwardly and terminates in a vertically extending wall 32 the upper edge of which supports a laterally extending tread brace 33, which tread brace 33 terminates in a depending flange 34. The tread brace 33 and flange 34 conform to the contour of the under face of the tread 3, the flange 4 and the inner face of the web 2 of the mold, thereby efficiently bracing the mold at the joint or near the abutting end of the respective sections thereof. The upper end of the clamp 5 will therefore constitute an efficient widened brace or support which is adapted to fit directly under the abutting ends of the respective tread portions of the adjoining sections of the mold.

From the foregoing description it will be seen that a very simple and efficient mold has been produced which may be very quickly and readily placed in position or removed as soon as the plastic material has become set. It should be understood that the tread portion 3 will constitute an efficient support or trackway upon which the tamping machine is adapted to travel while constructing the road. The base 1 as well as the tread portion 3 will also constitute an efficient reinforcing means for the web 2.

It should be understood that certain detailed changes in the mechanical construction may be employed without departing from the spirit of the invention so long as these changes fall within the scope of the appended claims.

Having thus fully described the invention what is claimed is:—

1. In combination with a section of a road form having a bracing member provided with a longitudinally extending slot formed therein, of a stake adapted to be driven into the ground adjacent the bracing member, a securing bolt having a head passing through said slot formed in the bracing member, the bolt being adjustably carried

by the stake, and a clamping lever engaging the bolt for locking the stake in firm engagement with the brace.

2. As a new article of manufacture a stake formed of sheet metal for use in bracing road form sections, formed from a blank sheet of material and comprising a body having laterally extending fingers bent to form a substantially U-shaped body and being brought together to form a hollow channel structure and produce a bracing foot, and filler plugs located in the respective upper and lower ends of the stake.

3. In combination with a section of a road form including upper and lower flanges and a bracing member connected with said flanges, of a stake adapted to be driven into the ground adjacent to the bracing member, and means adjustably mounting the stake on the bracing member for movement in a horizontal and vertical plane.

In testimony whereof I affix my signature in presence of two witnesses.

GUSTAVUS W. PEARTHREE.

Witnesses:

Mrs. Jas. G. Herr,

Samuel Neff.