Oct. 23, 1928. 1,688,906

W. E. WHITE

ROAD STRIP SUPPORT

Filed Oct. 11, 1926

Fig. 1.

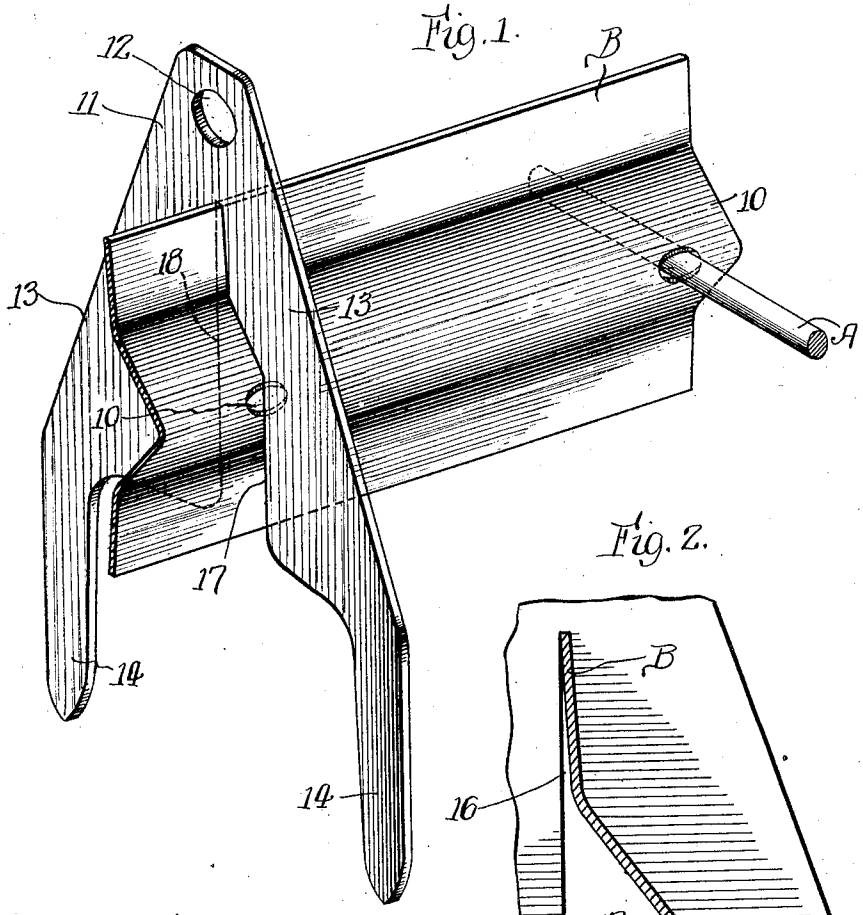


Fig. 2.

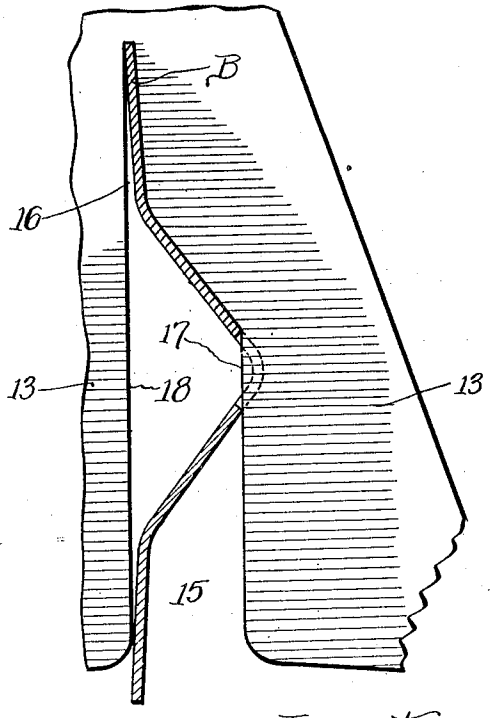
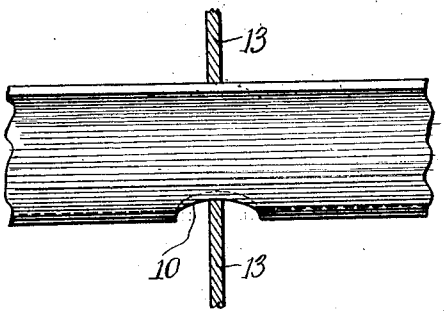


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM E. WHITE, OF CHICAGO, ILLINOIS, ASSIGNOR TO KALMAN STEEL COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF DELAWARE.

ROAD-STRIP SUPPORT.

Application filed October 11, 1926. Serial No. 140,884.

My invention relates to concrete road construction and particularly to a temporary support for the road strip.

In the building of roads, it is common practice to provide a longitudinal strip located at the center of the road acting as a parting strip, the strip being of generally channel shape in cross section, thereby providing a tongue and groove in the abutting slabs of concrete. It is the custom also to provide short lengths of rods or bars extending transversely across the parting line and located at suitably spaced intervals for the purpose of tying together the adjacent slabs.

An object of the construction here disclosed is to provide a strip-holding device that may be salvaged thereby eliminating the expense of the pins heretofore used for holding the strips. The result is accomplished by utilizing a single pronged plate, adapted to straddle the strip and to engage with a notch therein.

The invention will be more readily understood by reference to the accompanying drawing, in which;

Fig. 1 is a perspective view of the device of my invention, associated with a section of a road strip;

Fig. 2 is an elevation thereof with the strip in section; and

Fig. 3 is a plan view of the strip showing the holding device in section.

In the drawings, the strip is indicated at B, it being a common form and having a V-shaped longitudinal channel therein. At the angle of the V, I provide a plurality of spaced apertures, 10, of a size to accommodate the usual dowel bar indicated at A. Preferably the number of holes 10 will be increased to provide for a support between each dowel bar.

The supporting device consists of a plate having a head, 11, with an opening, 12, therein, side members, 13 and downwardly projecting legs or prongs, 13 integral with the side members. A notch, 15, is cut in the middle portion of the plate, the narrow upper portion, 16, of the notch receiving the top flange of the strip, while the widened lower portion of the notch receives the channel. The distance between the side edges, 17, 18, is less than the transverse thickness of the channel and therefore, in order to engage with the strip, it is necessary that the device cooperate with one of the apertures, 10, at the angle of the strip, as best shown in Figs. 2 and 3. This serves to position the strip and to prevent longitudinal movement thereof relative to the holder.

The holding device is applied when the strip is positioned, and is driven into the soil by blows applied to the head, 11. This serves to accurately locate and hold the strip against vertical, lateral or longitudinal movement. After the pouring of the rough concrete, the holding device is removed by a vertical pull and the surfacing is then accomplished.

The device is of extreme simplicity, may be very strongly built and is adapted for indefinite use. The construction at the point of engagement with the notch or aperture in the strip may be modified to effect a more close fit if desired by thickening the middle of the device at the point of engagement, but for all practical purposes, the construction illustrated will be found sufficient. Modifications may be made in the construction shown, and I do not wish to be limited except as indicated in the appended claims.

I claim:

1. A device for co-operation with a channel road strip, having a notch at the extreme of the channel comprising pronged strip holding device adapted to straddle the strip and to engage with the notch in the channel thereof.

2. A device for co-operation with a strip having a V-shaped channel provided with a notch at its lateral extremity, consisting of a temporary holding device, recessed to fit over the strip and to engage with said notch in the strip and provided with a prong adapted to enter the soil.

3. A device for co-operation with a strip having a V-shaped channel apertured at the lateral extremities of the V, consisting of a holder, comprising a body and a pair of legs, the body being recessed to receive the strip and to engage with the notch in the side thereof, the holder being adapted for removal by a vertical pull after the concrete has been poured around the strip.

4. A device for co-operation with a road strip having a V-shaped notched channel, consisting of a plate provided with a body and a

leg, the body of the plate being notched to correspond to the contour of the strip, a portion of the plate entering the notch in the channeled strip, the holder being adapted for removal by a vertical pull after the concrete is poured.

5. A device for co-operation with a channel road strip consisting of a strip-holding plate, recessed to snugly fit over the top of the strip and along two sides thereof, and provided with a leg adapted to enter the soil, said plate being removable by a vertical pull after the concrete is poured.

In testimony whereof I have affixed my signature.

WILLIAM E. WHITE.