

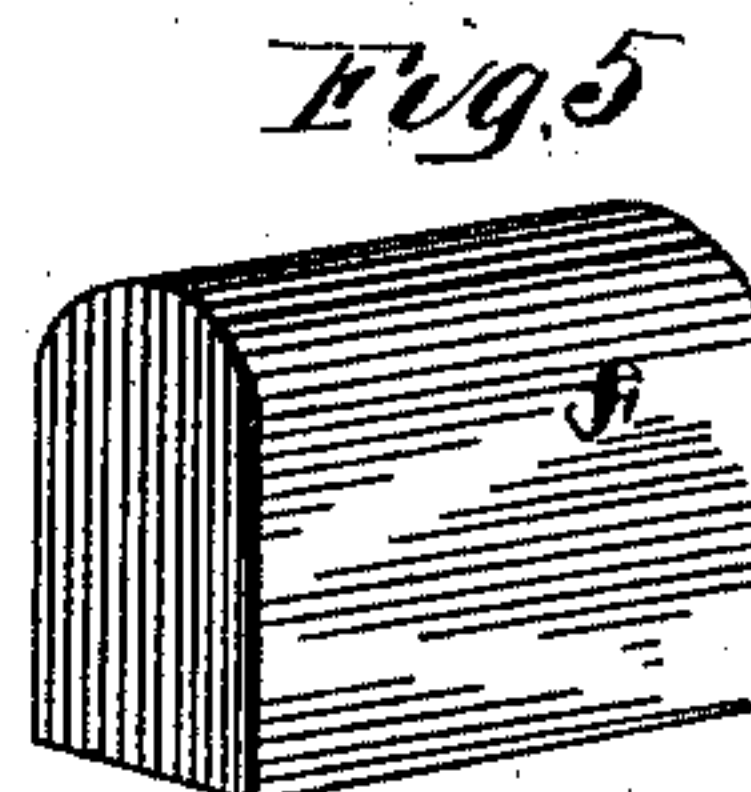
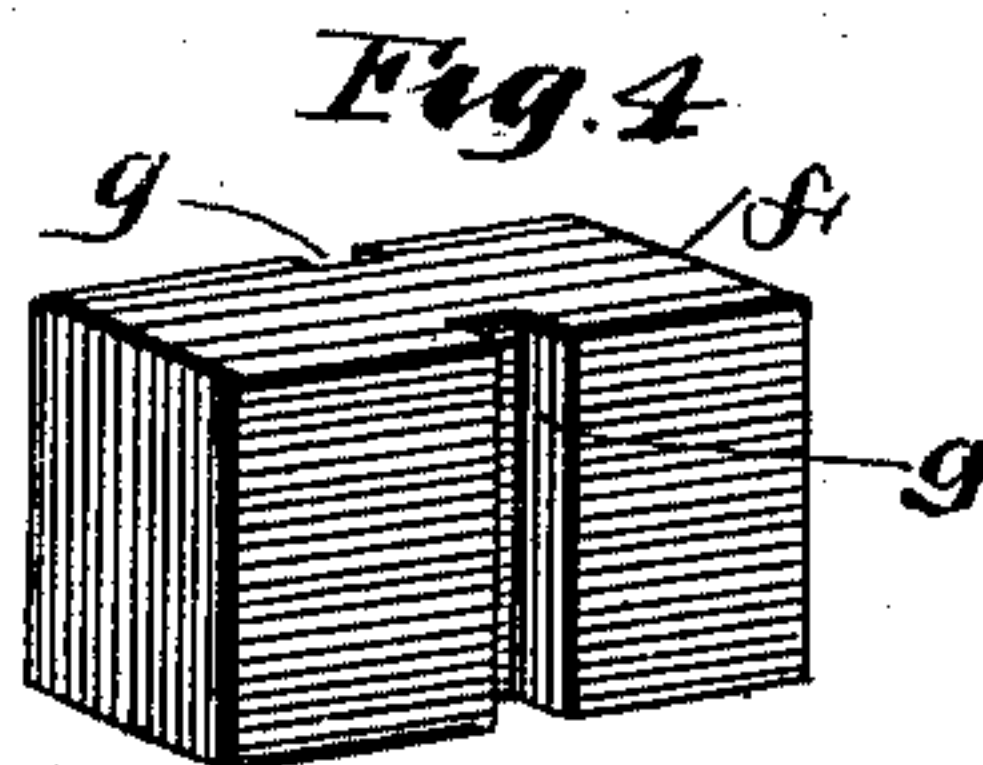
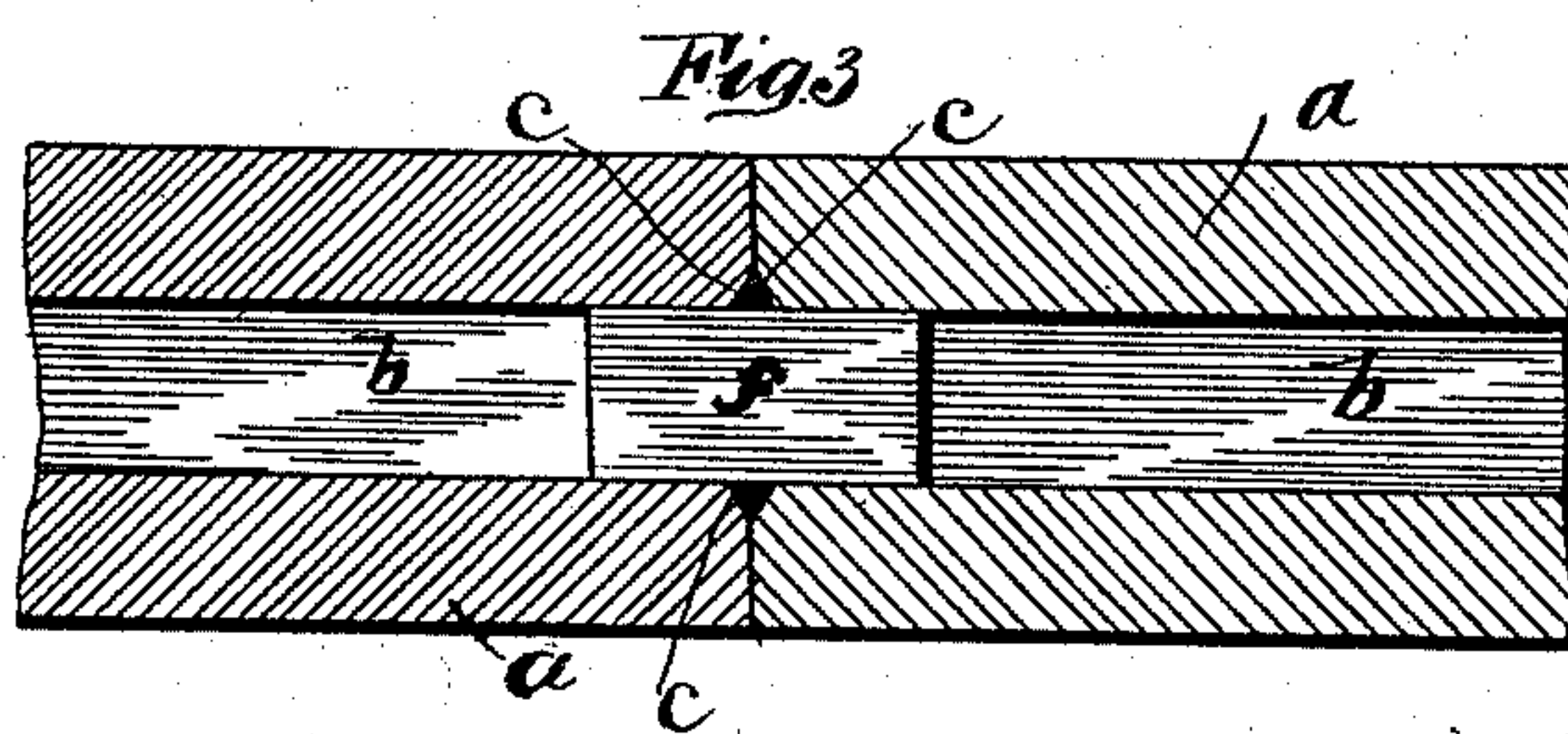
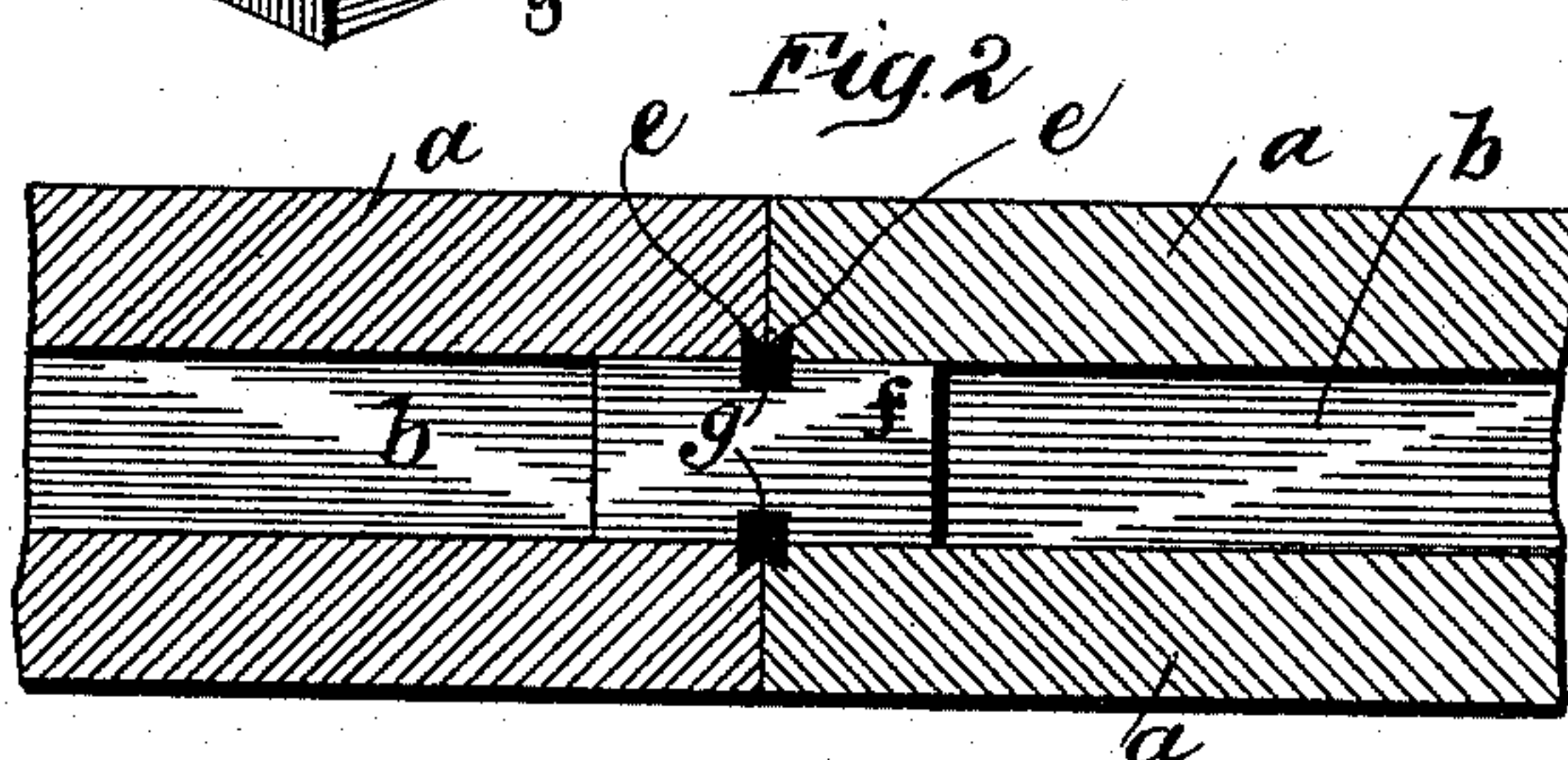
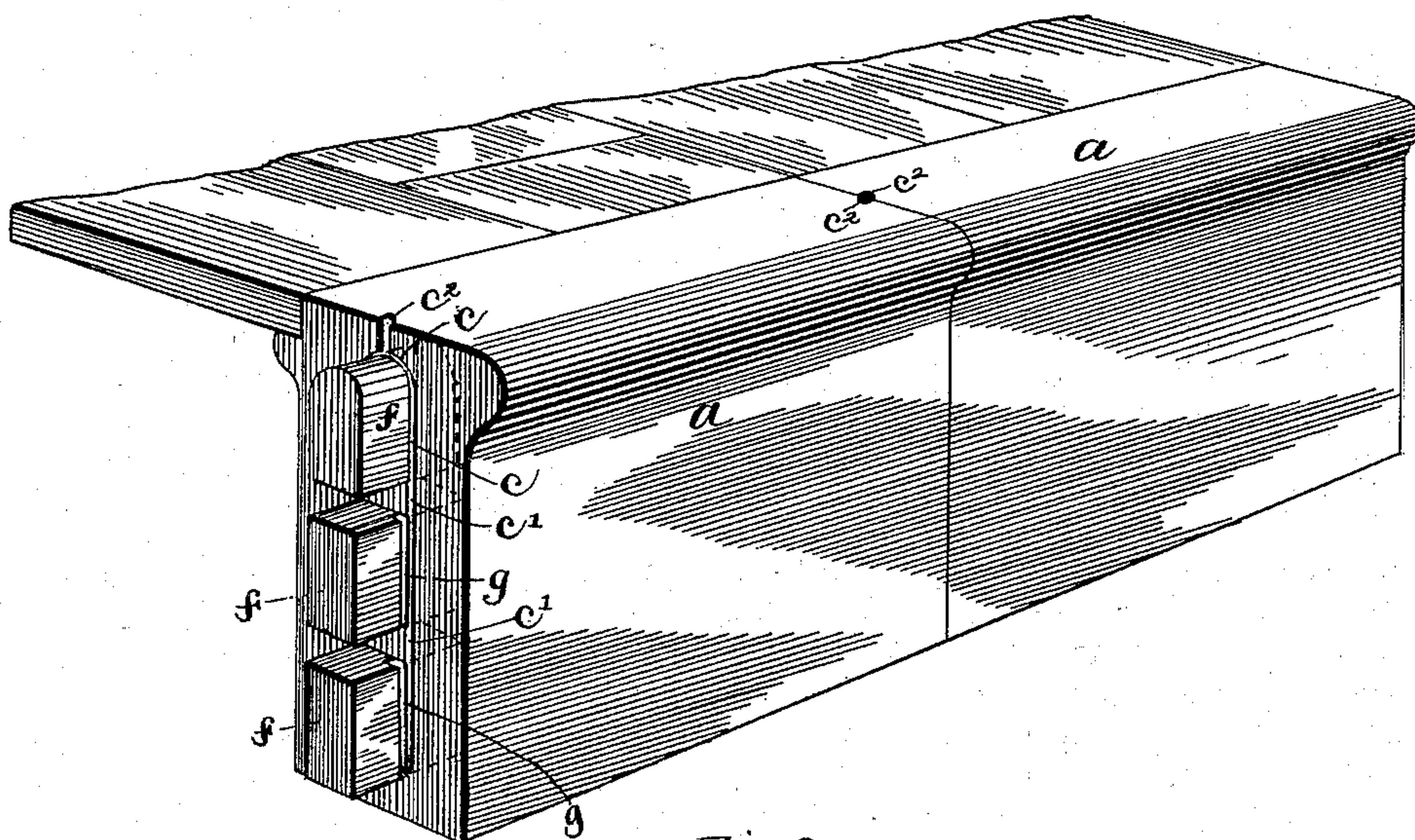
(No Model.)

S. A. WEBB.
STREET CURBING BLOCK.

No. 477,721.

Patented June 28, 1892.

Fig. 1



Witnesses
H. B. Bradshaw
J. H. Travel

Inventor
- *Scott A. Webb* -
By his Attorneys
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UNITED STATES PATENT OFFICE.

SCOTT A. WEBB, OF COLUMBUS, OHIO.

STREET-CURBING BLOCK.

SPECIFICATION forming part of Letters Patent No. 477,721, dated June 28, 1892.

Application filed July 16, 1891. Serial No. 399,782. (No model.)

To all whom it may concern:

Be it known that I, SCOTT A. WEBB, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Street-Curbing Blocks, of which the following is a specification.

My invention relates to the improvement of curbing-blocks of that class which are formed of hard-burned clay or other similar substance and which are adapted to have their ends united to form the usual curbing between streets and sidewalks.

The objects of my invention are to provide simple and improved means for forming a firm and reliable connection between the ends of the blocks, and thus retain the same in proper alignment, to form this connection in an inexpensive manner and by its use obviate the necessity of forming projecting tongues on the ends of the blocks, to provide improved keyways for tar-joints, and to produce other improvements in said joints hereinafter designated. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of two of my improved curbing-blocks united and shown in connection with a portion of a sidewalk. Fig. 2 is a central longitudinal section taken through a portion of each of said blocks at the joint. Fig. 3 is a similar view showing a modification in the form of joint block or brick and tar-keyway. Fig. 4 is a view in perspective of one of my improved joint-bricks, and Fig. 5 represents a modified form of joint-brick.

Similar letters refer to similar parts throughout the several views.

a represents the curbing-blocks, which, as described in my former patent, No. 427,648, dated May 13, 1890, are preferably formed of hard-burned clay and are oblong in form, having the desired contour or shape at their upper sides to facilitate the connection of the sidewalk-pavement therewith and to prevent the injurious result of the contact of vehicle-wheels with the same. As shown in the drawings, the surface of the sides and ends of this block are at right angles with each other, except such projections as are formed on the sides of the block at its upper portion. Each

of the blocks *a* has formed longitudinally therethrough, at the center of the width thereof, two or more channels or openings *b*, arranged one above the other, as shown, and in such corresponding position in each of the blocks as to result in the communication of the ends of the channels of each block when said block ends are made to abut against each other.

The mouth of each of the openings *b* is, as shown at *c*, made slightly flaring or beveled on its opposite vertical sides, this vertical bevel being united or made continuous by angular vertical grooves *c'*, which extend between said bevels in the end of the block. As shown in the drawings, the upper side of the upper opening *b* is preferably arched or curved, and the bevels *c* of each side of said opening mouth are continued upwardly and inwardly to meet at the center of the upper side of said opening mouth. At the meeting-point of these two bevels *c* terminates a vertical groove or way *c''*, formed in the end of the block and extending from the upper side thereof.

As shown in Fig. 2 of the drawings, I form in the center of each of the bevels *c* throughout the length thereof a V-shaped notch or incision *e* in the form of a re-entering angle. As shown in the drawings, the formation of the bevels *c* and corner notches *e* result when the ends of two blocks are made to abut against each other in the production of a substantially M-shaped recess or tarway.

i represents oblong bricks or joint-blocks, which, as shown, are substantially in the form of ordinary bricks and which are of such size as to be inserted within the mouths of the openings *b* of the curbing-blocks. These joint-bricks are preferably provided at the centers of two of their longer sides with oppositely-located vertical channels *g*, which extend throughout the height of the brick. In uniting the curbing-blocks these bricks are, as shown in the drawings, made to extend partly within the passages *b* of one block and partly within the corresponding passages of the adjoining block or are arranged to break joints with said curbing-blocks. In this position the channels *g* of the blocks communicate with the beveled and notched ways *c e* of the channel-mouths. Two of the curbing-blocks

having been thus connected or made to ad-
join each other, tar or other similar substance
is poured into the tarway formed by the unit-
ing of the end grooves c^2 , said tar passing
5 downward therefrom into the beveled and
notched ways $c e$ and brick-channels g , filling
the same, and resulting when cool in the for-
mation of tar-keys, which will serve to firmly
unite the adjoining curbing-blocks and joint-
10 bricks together.

As shown in Fig. 3 of the drawings, I may
omit the notches e , simply using the bevels c ,
and the channels g may be omitted from the
bricks. In this case the triangular tar-key
15 formed will by adhering to the side faces of
the joint-brick serve as a connection between
the curbing-blocks and said brick.

From the construction herein shown and
described it will be seen that the joint-bricks
20 will at all times serve to prevent any lateral
or vertical displacement of the curbing-blocks
and that the latter will be retained in perfect
alignment with each other, thus resulting in
a continuous line of curbing-blocks having
25 flush surfaces, which will present a neat and
substantial appearance.

The tar-keys employed as described will
operate not only as binders for the blocks and
joint-bricks, but will serve to prevent the en-
30 trance of water or moisture at the joints.
The form of tarway described and shown in
Fig. 2 of the drawings, as will readily be seen,
is such as to afford resistance of pressure
against the blocks or bricks in any direction
35 and will greatly facilitate the production of a
durable and reliable connection of the parts.

As will be seen by the construction shown,
the necessity of forming joint projections with
the ends of the blocks is obviated and the con-
40 struction of the curbing cheapened and sim-
plified.

Having now fully described my invention,
what I claim, and desire to secure by Letters
Patent, is—

1. In a street-curbing, the combination, with 45
the blocks a , having their ends abutting, as
described, longitudinal channels through said
blocks, bevels c at the mouth sides of each of
said channels, tarways c^2 , leading thereto, and
bevel-connecting grooves c' , of joint-bricks 50
formed separately from said blocks and sup-
ported, as described, within the channel-
mouths of two adjoining blocks, and a filling
of tar or similar substance in said way c^2 , bev-
els c , and grooves c' , substantially as specified. 55

2. In a street-curbing, the combination, with
the end-abutting blocks a , having longitudi-
nal channels b , bevels c on the mouth-edges
of said block-channels, notches e , formed in
said channel-edges at the centers of said bev- 60
els, and grooves c' in said block ends connect-
ing the bevels c of the various channels, of
joint-bricks f , formed separately from said
blocks and inclosed partially by the channels
of one and partially by the channels of the 65
other of two of said abutting blocks, and a
filling of tar or other similar substance in said
bevels, notches, and grooves, as described, sub-
stantially as and for the purpose specified.

3. In a street-curbing, the combination, with 70
the end-abutting blocks a , having longitudi-
nal channels b , bevels c on the mouth-edges
of said block-channels, notches e , formed in
said channel-edges at the centers of said bev-
els, and grooves c' in said block ends connect- 75
ing the bevels c of the various channels, of
joint-bricks f , formed separately from said
blocks and inclosed partially by the channels
of one and partially by the channels of the
other of two of said abutting blocks, side tar- 80
ways g in said joint-bricks, as described, and a
filling of tar or other similar substance in said
bevels, notches, and grooves, as described, sub-
stantially as and for the purpose specified.

SCOTT A. WEBB.

In presence of—

JOSEPH H. DYER,
FRANK RATHMELL.