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PATENTED AUG. 1, 1905.

H. B. OURSLER.  
STRUCTURAL STREET CURBING.  
APPLICATION FILED DEC. 9, 1904.

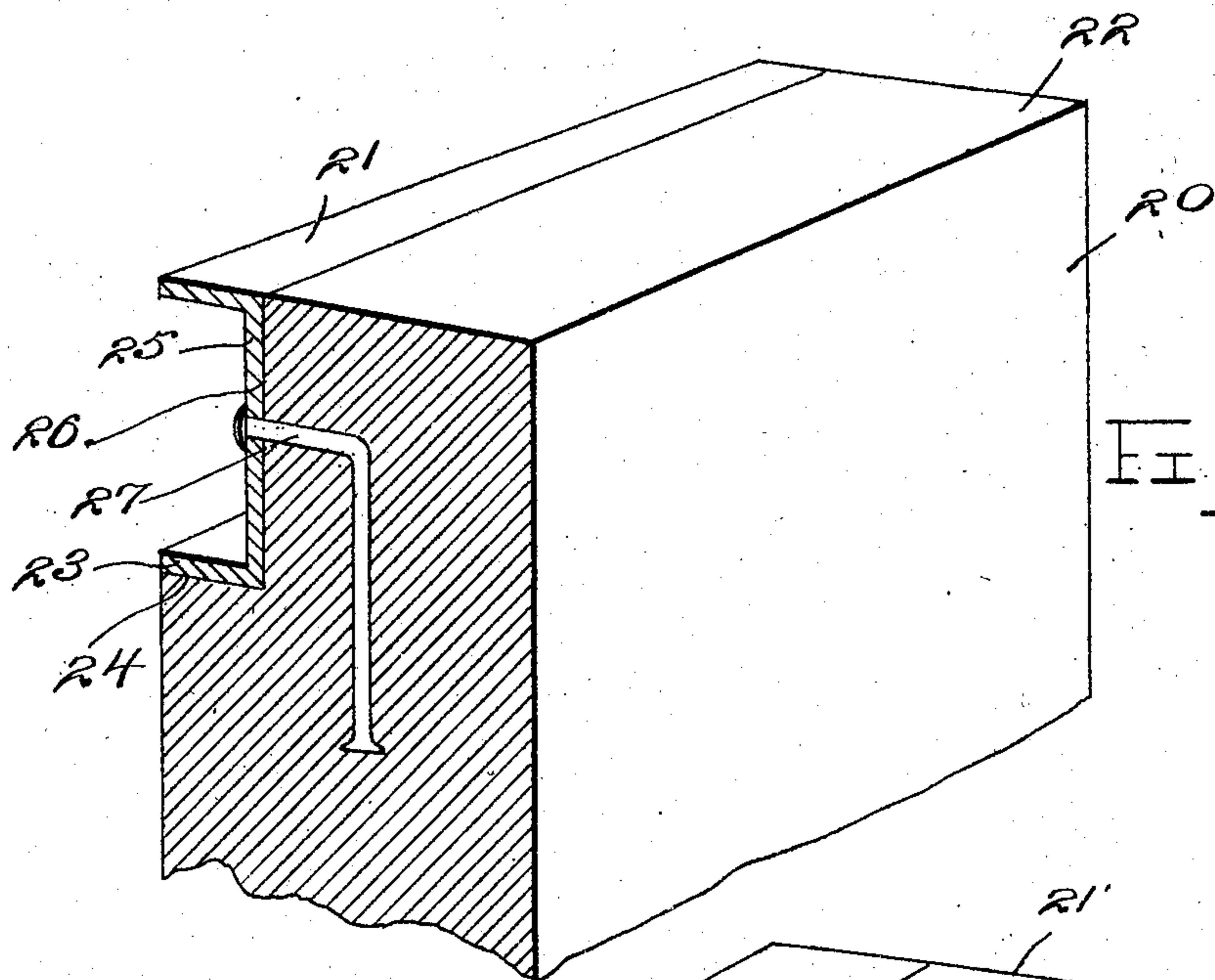
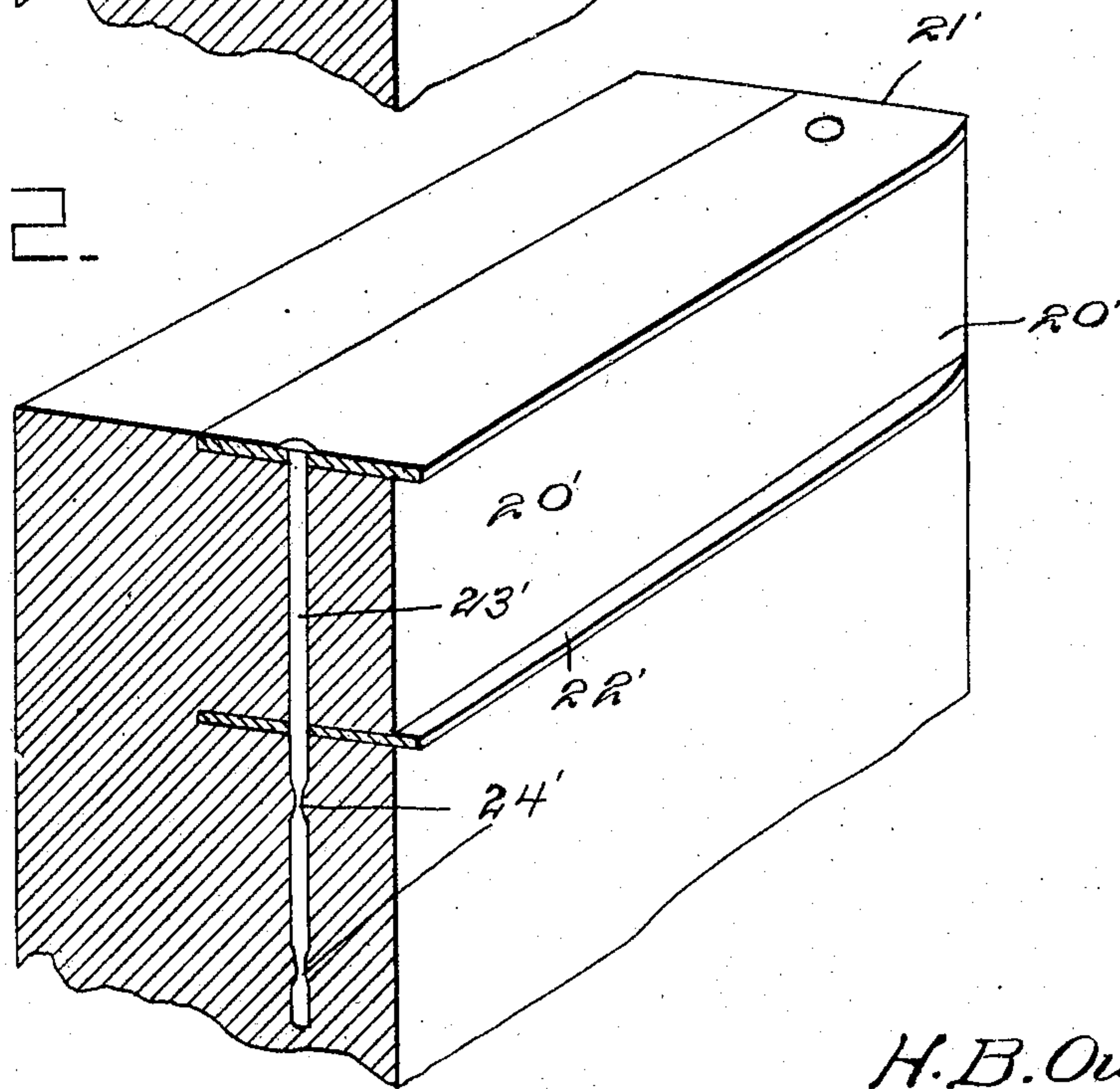


Fig. 1.

Fig. 2.



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# UNITED STATES PATENT OFFICE.

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## STRUCTURAL STREET-CURBING.

No. 796,006.

Specification of Letters Patent.

Patented Aug. 1, 1905.

Application filed December 9, 1904. Serial No. 236,132.

*To all whom it may concern:*

Be it known that I, HOWARD B. OURSLER, a citizen of the United States, residing at Pittsburg, in the county of Allegheny, State of Pennsylvania, have invented certain new and useful Improvements in Structural Street-Curbings; 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 relates to street-curbings, and more particularly to a curbing of composition stone, the object of the invention being to provide means for strengthening the curbing as well as to present a wearing surface or surfaces where needed of a more durable material.

A further object of the invention is to provide a structure wherein the said wearing material will be securely anchored or held in place.

Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in both views, Figure 1 is a sectional perspective view showing a curbing embodying the present invention. Fig. 2 is a sectional perspective view showing a second embodiment of the invention.

Referring now to the drawings, and more particularly to Fig. 1 thereof, there is shown a curbing consisting of a body 20 of any suitable plastic material, such as a mixture of cement, sand, and water, and embedded in this plastic body during the process of its formation is a structural metal strengthening medium, which serves also to present faces where needed. The structural medium in question consists of a channel-iron set into the upper outer longitudinal corner of the body 20, with its upper flange 21 flush with the upper face 22 of the body and its lower flange 23 resting upon the shoulder 24 at the base of the rabbet in which the channel-iron is seated, the web 25 of the channel-iron resting against the vertical face 26 of the rabbet. To hold the channel-iron positively against dislodgment from the body 20, any suitable number of anchors 27 may be passed through the web 25 at intervals and transversely of the body portion and

then downwardly of the body portion, it being understood, of course, that these anchors in practice have the plastic material molded around them after they have been bent and secured to the channel iron or beam. The outer end of each anchor is riveted over against the outer face of the web 25, and the lower end of each anchor is provided with a foot, as illustrated.

In use the curbing is set with the exposed edges of the flanges 21 and 23 toward the roadway, so that they may receive wear of wheels that would scrape against the curbing, this channel iron or beam serving also to prevent chipping of the plastic body 20.

In Fig. 2 of the drawings there is shown a plastic body portion 20', having embedded therein two flat plates 21' and 22', of which the plate 21' is set in the upper face of the body 20' and extends from end to end thereof and substantially half-way of its width, although the width of the plate, as well as its thickness, may be varied as desired to satisfy different specific conditions. The upper face of the plate 21' is flush with the upper face of the plastic body at the side thereof, and one longitudinal edge of the plate 21' forms an upper longitudinal corner of the curbing with its side face projecting beyond the corresponding side of the body 20'. The plate 22' is embedded in the material of the body 20' below and parallel with the plate 21' and with one longitudinal edge in the same plane with the exposed longitudinal edge of the plate 21'. The plate 22' is illustrated as of the same width as the plate 21'; but the dimensions of the plate 22' may be varied as desired. Through the plates 21' and 22' at intervals are passed anchors in the form of bars 23', which may be riveted over upon the plate 21' or secured thereto, as well as to the plate 22', in any other suitable manner, the bars extending below the plate 22' and into the body 20' and having concavities 24' in its side faces, into which the plastic material of the body 20' will flow to hold the anchors or ties against longitudinal movement. By reason of the fact that the plates 21' and 22' project slightly beyond the exposed face of the body portion 20' they receive the rub of vehicle-wheels that would otherwise strike the relatively soft face of the plastic body. The exposed end corners of the plates 21' and 22' are rounded, as illustrated, so as to deflect the

vehicle-wheels that might be halted in striking the exposed end portions of the plates if they were square.

What is claimed is—

1. A composition curbing comprising a plastic body, vertically-spaced wearing portions exposed at a vertical face of the curbing, and an anchor connected with the wearing members and embedded in the body.

2. A composition curbing comprising a plastic body, vertically-spaced wearing por-

tions projecting through a vertical face of the body and an anchor connected with the wearing portions and embedded in the body, the exposed ends of the wearing portions being rounded.

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

HOWARD B. OURSLER.

Witnesses:

G. C. KENNEDY,  
W. O. McNARY.