Oct. 5, 1926.

H. A. BLANCHARD

1,602,327

CONCRETE CURBING

Filed Oct. 12, 1925

Fig. 1.

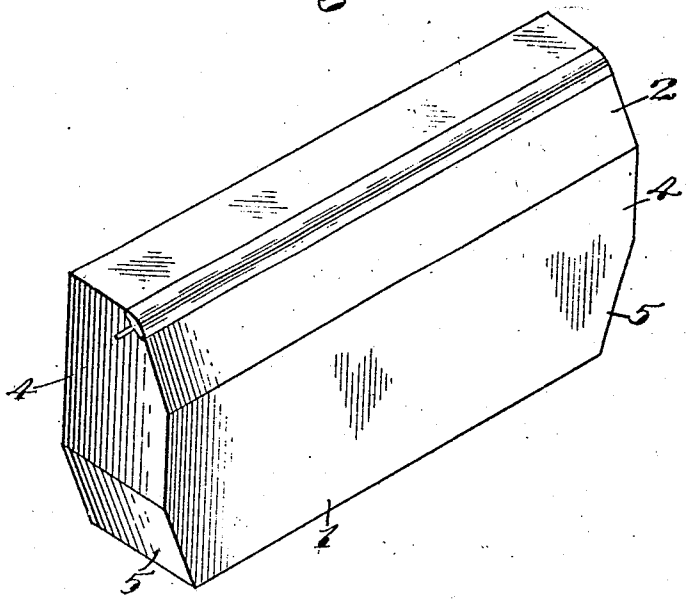


Fig. 2.

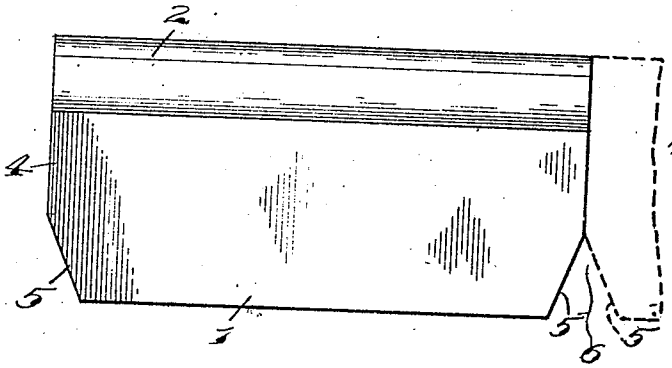
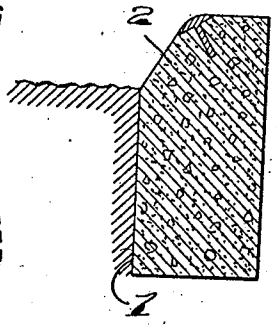


Fig. 3.



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Patented Oct. 5, 1926. 1,602,327

UNITED STATES PATENT OFFICE.

HYMEN A. BLANCHARD, OF BUFFALO, NEW YORK.

CONCRETE CURBING.

Application filed October 12, 1925. Serial No. 61,887.

This invention relates to improvements in curbs and more particularly to curbs composed of concrete and made in cast sections which are fitted end to end.

One object is to provide a curb which is so formed that its exposed corner cannot be injured by the wheel of vehicles driven parallel to or at angles to the curb.

A further object is to provide curb sections which as fitted end to end may be quickly and certainly alined and which will maintain their alinement throughout the life of the curb. This object is obtained by so forming the curb sections that when being laid on an unyielding surface and fitted end to end they cannot collect between them gravel, stones or other obstructions which would interfere with their alinement while at the same time they will present to one another flat bearing faces of considerable extent, the form of the sections also providing for the drainage of moisture which may filter or seep through the interstices of the joints and thus avoiding the destructive effects of frost and freezing.

An embodiment of the invention is illustrated in the accompanying drawing, in which:

Figure 1 is a perspective view of one of the cast sections of the curb.

Figure 2 is a front elevation of the same.

Figure 3 is a cross section of the curb in relation to the roadway.

The sections of the curb may be of any suitable length, preferably between three and four feet, and each have their front face normal from its lower edge to a line which preferably substantially co-incides in elevation with the surface of the roadway and above such line inwardly and upwardly inclined so that the exposed corner of the curb is set back from the edge of the roadway. The normal lower part of the front face of the curb is shown at 1 and the inclined upper part of said face at 2. The exposed corner may be reinforced with a metallic corner bead of any suitable construction and is set back to such extent that it cannot be struck by the wheels of vehicles, regardless of the angle of the wheels to the curb. The end faces of the curb sections have portions which are normal from their upper edges to lines located about two-thirds more or less of the distance vertically between the top and bottom of the curb and from such lines the end faces are inclined inward and downward, the normal upper portions of the end faces being shown at 4 and the inclined lower portions thereof at 5. When the sections of the curb are laid on a previously prepared unyielding surface at the sides of the roadway and fitted end to end the normal face portions 4 provide flat abutment or bearing surfaces of considerable extent while the inclined face portions 5 provide recesses of inverted V shape between the curb sections and adjacent their bottoms. This is shown in Figure 2 wherein a curb section is illustrated in full lines and part of an adjoining curb section is illustrated in broken lines, the recess between the sections being indicated at 6. By virtue of the inclined end face portions 5 it is impossible when the sections are fitted together for gravel, stones or other fragments to be collected between them and consequently there can be no interference from this source with the accurate alinement of the sections which results from the uniform abutting engagement of the normal end face portions 4. It follows, therefore, that the curb sections may be quickly and certainly alined when the curb is being set. The pocket 6 occurs at the lower end of the joint between adjacent sections and therefore provides for the drainage of any moisture which may filter or seep through the interstices of the joint, thus avoiding the destructive effects of frost and freezing. Since the sections are thus certainly and accurately alined the inclined front face portions 2 are uniformly coplanar and present a continuous unbroken surface which offers no projections against which vehicle wheels may catch. For the same reason the line between the normal front face portions 1 and the inclined front face portions 2 is continuous and entirely straight throughout the extent of the curb and may be so located as to provide a reliable guage of the approximate elevation to which the finishing surface of the roadway may be carried. This line is preferably located somewhat more than half the distance from the bottom to the top of the curb. For example with curb sections eighteen inches high the line between the normal and inclined front face portions may be ten inches more or less from the bottom of the section.

The inclined end face portions are of further utility in that they provide clearances for the implements used in setting up

the curb sections and thus avoid the necessity for digging under the curb in order to raise or lower or otherwise adjust the position of a particular section, thus enabling the curb sections to be set in place in less time and with less effort than would otherwise be required.

Having fully described my invention, I claim:

1. A pre-cast concrete curb section to be laid on an unyielding foundation and having its front face formed with adjoined upper and lower portions, the lower portion being a plane surface disposed in a normal plane, and the upper portion being a plane surface inclined upwardly and inwardly from its junction with the lower portion, the curb section also having each of its end faces provided with an upper bearing portion in a normal plane and lower portion adjoining said upper bearing portion and disposed in a plane inwardly and downwardly inclined to the normal, the junction between said upper bearing portion and said lower inclined portion being substantially midway between the bottom of the curb section and the junction between the upper and lower portions of the front face of the curb section.

2. A curb pre-cast concrete section to be laid on an unyielding foundation, and having its front face formed with adjoined upper and lower portions, the lower portion being a plane surface disposed in a normal plane, and the upper portion being a plane surface inclined upwardly and inwardly from its junction with the lower portion, whereby the exposed corner of the curb is set back from the roadway, the curb section also having the lower portion of each end face inclined inwardly from said face, whereby a recess is provided between adjacent curb sections for drainage and for the reception of fragments of stone or gravel interposed between the sections during their alignment.

In testimony whereof I affix my signature.

HYMEN A. BLANCHARD.

Certificate of Correction.

It is hereby certified that in Letters Patent No. 1,602,327, granted October 5, 1926, upon the application of Hymen A. Blanchard, of Buffalo, New York, for an improvement in "Concrete Curbing," an error appears in the printed specification requiring correction as follows: Page 2, line 29, claim 2, strike out the word "curb" and insert the same to follow after the word "concrete" in the same line; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 2d day of November, A. D. 1926.

[SEAL.]

WM. A. KINNAN,
Acting Commissioner of Patents.