Feb. 21, 1928. 1,659,830

P. MOYER

SECTIONAL CURB GUARD

Filed Nov. 22, 1926

Fig. 1.

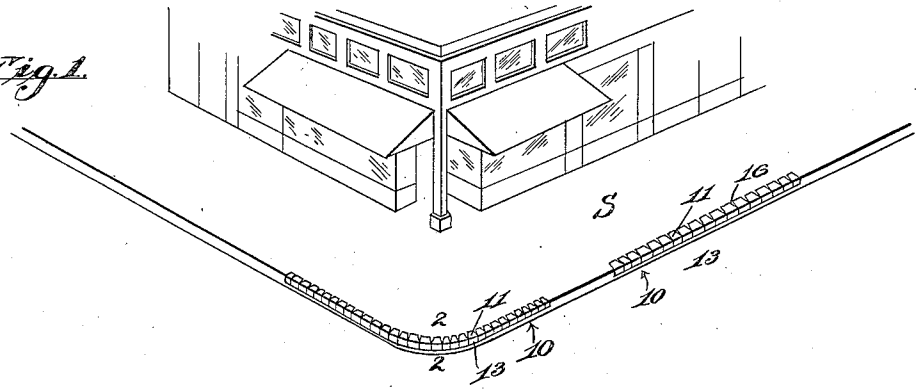


Fig 3

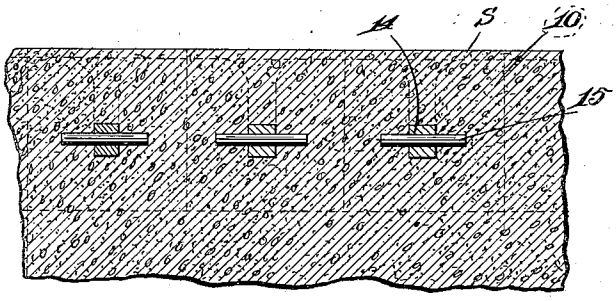
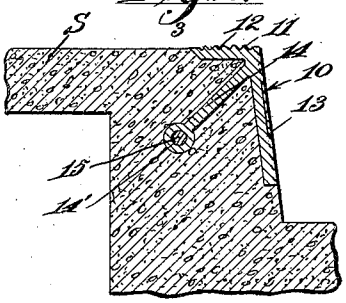


Fig. 2.



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Fig 5

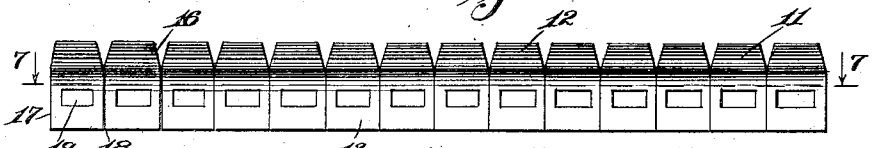


Fig. 6.

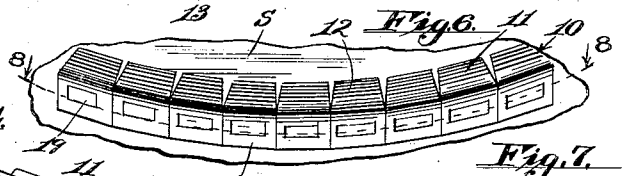


Fig. 4.

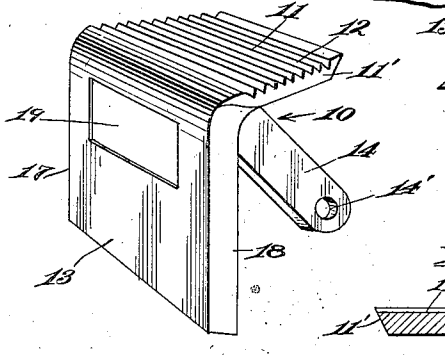


Fig. 7.

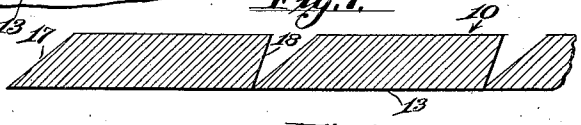


Fig. 8.

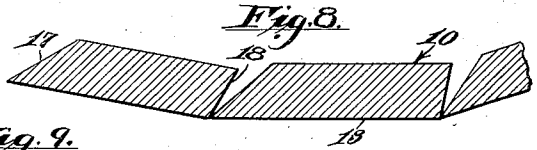
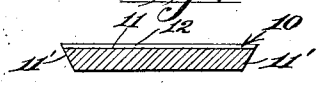


Fig. 9.



Inventor
Paul Moyer
by Hazard & Miller
Attorneys

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UNITED STATES PATENT OFFICE.

PAUL MOYER, OF LOS ANGELES, CALIFORNIA, ASSIGNOR TO PAUL MOYER COMPANY, OF LOS ANGELES, CALIFORNIA, A CORPORATION OF CALIFORNIA.

SECTIONAL CURB GUARD.

Application filed November 22, 1926. Serial No. 149,950.

This invention relates to improvements in curb guards or curb protectors.

In many prior constructions curb guards or protectors have been provided which are formed of metal and which are angular in cross section, providing metallic surfaces which protect the top surface and the face of the curb of the sidewalks against damage from vehicles. In such constructions the curb guard or protector is of a relatively great length, and when it is desired to have the guard extend around a corner, it has been frequently necessary to provide a special section or to go to great trouble and expense to carefully bend the angular section so that it will correspond to the desired curvature around the corner.

An object of this invention is to provide an improved curb guard which is formed of sections of relatively small length, for example, about 3 or 5 inches long, so that these sections can be assembled together to form a continuous curb guard either along a straight curb or around a corner without requiring specially constructed parts as was heretofore necessary.

Another object of this invention is to provide an improved curb guard which is formed of metal and which provides a top surface for the curb, the curb guard having its top surface roughened or corrugated to provide a safety tread and thus eliminating slipping thereon during wet weather.

Another object of this invention is to provide an improved curb guard which provides a metallic face for the curb, such metallic face having recesses therein. In some localities the practice has been adopted of painting the curb to indicate a "no parking" zone or a loading zone, but vehicles on having their wheels rub against the curb remove the paint and the curb will require frequent repainting. The improved curb guard is adapted to have the bottoms of their recesses painted, and in this manner the painted surfaces on the curb will be protected from contact by vehicle wheels, so that the paint cannot be rubbed off.

A further object of this invention contemplates forming the recesses in the shape of letters, so that these recesses may have their bottoms painted and a plurality of sections having the desired recessed letters thereon can be assembled and fastened to the sidewalk so as to indicate the name of the street.

A further object of this invention is to provide an improved curb guard which is formed of short sections, and to provide an improved anchoring means for rigidly fastening or anchoring the sections to the sidewalk.

A further object of this invention is to provide an improved curb guard having adjacent vertical side edges so shaped that when assembled they will overlap and prevent a sharp edge from being presented to any wheel or tire of a vehicle rubbing against it.

With the foregoing and other objects in view which will be made manifest in the following detailed description and specifically pointed out in the appended claims, reference is had to the accompanying drawings for an illustrative embodiment of the invention, wherein:

Figure 1 is a perspective view of a street corner, illustrating the improved curb guard in applied position thereon;

Fig. 2 is a vertical section taken substantially on the line 2—2 of Fig. 1;

Fig. 3 is a longitudinal vertical section passing through the anchoring rod;

Fig. 4 is a perspective view of one of the sections illustrating the recess on its face;

Fig. 5 shows a series of curb guards assembled to form a straight curb;

Fig. 6 shows a curved curb, the same showing a curve of 12 ft. radius;

Fig. 7 is a horizontal section taken on line 7—7 of Fig. 5;

Fig. 8 is a horizontal section taken on line 8—8 of Fig. 4;

Fig. 9 is a vertical section taken on line 9—9 of Fig. 4.

Referring to the accompanying drawings wherein similar reference characters designate similar parts throughout, the improved curb construction consists of a plurality of angular members 10, preferably formed of metal and may be constructed either by casting or by forging. These members are angular in cross section and have the top portion 11 forming the top surface of the curb and which when mounted assumes a position substantially flush with the top surface of the sidewalk S. The top surface of the portion 11 is preferably corrugated or otherwise

roughened, as indicated at 12, forming a safety tread at the curb so that persons stepping on or off the curb during wet weather will not be in danger of slipping thereon.

The upright portion 13 of the member 10, preferably rounded off at the line of juncture with the top portion 11, forms the face of the curb and extends from the top of the sidewalk towards the level of the street, as clearly shown in Figs. 1 and 2. An arm 14, preferably integral with the face and top portion of the member, extends downwardly and rearwardly and has an aperture 14′ formed in its end for the reception of a short anchoring rod 15. The arm 14 as well as the anchor rod 15 are imbedded in the concrete, forming the curb.

A feature of the above mentioned construction resides in the fact that each of the members is relatively short in length, being preferably about three to five inches long. In prior constructions the curb guard has usually been made of long sections and on providing a curved guard these sections required special bending or a special manufacture. When the angular member is to be bent, considerable labor is expended in bending the member and giving it the desired curvature.

By my improved construction the workmen laying the curb protector need have no special skill in assembling the members 10 either to form a straight or curved curb guard. This is due to the fact that the top portion 11 tapers toward the rear, so as to form a trapezoid, as clearly shown in Figs. 1, 4, 5 and 6. I prefer to have both sides 11′ cut at the same angle for the reason that a more symmetrical appearance of the members 10 when assembled in the curb is obtained. However, it is not necessary to have both sides thus constructed; the same object will be secured by making one side 11′ only at an angle toward the other side 11′. When the members 10 are assembled to form a straight curb the top portion 11 of adjacent members 10 will form open angles 16, shown in Fig. 5, said angles 16, however, are smaller when the members 10 are assembled to form a curved curb, as shown in Fig. 6.

Another important feature is the construction of the side faces 17 and 18 of the upright portion 13. The same are slanting to the right, as clearly shown in Figs. 7 and 8, and it should be noted that side face 18 is cut at a greater angle from the vertical than side face 17, so that even when the members 10 are assembled to form a straight curb, faces 17 and 18 of adjacent members will not touch, but form an angle, allowing the members to be assembled to form a curved curb, as shown in Fig. 8, having an unbroken and continuous surface formed by the front face of the upright portions 13 of the member 10. Another advantage of this construction of the side faces 17 and 18 is that no sharp edge is presented to the wheel or tire of any vehicle rubbing against the curb, for the traffic, it should be remembered, in rounding a curb is always at the right, as indicated by arrows in Figs. 1, 7 and 8.

The two side faces 11′ and the rear face 11^2 of the top portion 11 are bevelled inwardly at an angle for the purpose of providing a solid construction of the cement in which the curb sections are embedded. Sharp angles of the cement are thus avoided and the cement will lock and firmly hold the curb sections in place.

The upright portions 13 may be provided with a shallow recess 19 for the reception of paint, or a recess in the shape of a letter or number may be cast in the upright portion 13, so that the assembled letters give the name of a street, or the recess may indicate "no parking", or whatever the paint is intended to designate, the recess 17 preventing the paint from being rubbed off by passing vehicles.

From the above described construction it will be readily appreciated that my improved curb guard is adapted to making a straight curb or curved curb and when assembled presents a solid construction not liable to get out of order and which does not present a sharp edge or corner to passing vehicles that may rub against it.

Various changes may be made in the details of construction by those skilled in the art without departing from the spirit of my invention, as defined by the appended claims.

I claim:

1. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another adapted to form the top surface of the curb, said members being relatively short in length compared with its height, means for anchoring the curb guard in the curb, the top portion having its sides converging toward each other so that a plurality of members may be assembled either to form a straight or a curved curb.

2. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another adapted to form the top surface of the curb, an anchoring arm extending downwardly and rearwardly from the center of the member, the top portion having its sides converging toward each other so that a plurality of members may be assembled either to form a straight or a curved curb.

3. A curb guard member angular in cross section having a portion adapted to form the face of the curb, an anchoring arm integral with the member extending downwardly

and rearwardly provided at the outer end thereof with an aperture for the reception of an anchoring rod, the top portion having its sides converging toward each other so that a plurality of members may be assembled either to form a straight or a curved curb.

4. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another adapted to form the top surface of the curb, an anchoring arm integral with the member extending downwardly and rearwardly, a second anchoring means at the end of said arm extending transversely thereto, said top surface having its sides converging toward each other whereby a plurality of members may be assembled to form either a straight curb or a curved curb.

5. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another portion adapted to form the top surface of the curb, the sides of the top portion converging toward each other so that when a plurality of members are assembled in a straight curb adjoining top surfaces will form angles.

6. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another portion adapted to form the top surface of the curb, the sides of the top portion converging toward each other so that when a plurality of members are assembled in a straight curb adjoining top surfaces will form angles, the side edges of the face portion being cut at an angle to the right.

7. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another portion adapted to form the top surface of the curb, the sides of the top portion converging toward each other so that when a plurality of members are assembled in a straight curb adjoining top surfaces will form angles, the side faces of the face portion being cut at an angle to the right, the left side face of the face portion being cut at a greater angle than the right side face of the face portion.

8. A curb construction for sidewalks comprising a plurality of angular metallic members positioned side by side, each member having a portion flush with the top surface of the sidewalk, and another portion providing a face for the curb, and an arm secured to the back of each member, an anchoring rod secured to the outer end of the arm, the sides of the top portions being convergent toward each other and the side faces of the face portion being cut at an angle to the right, the side face on the left being cut at a greater angle than the side face at the right.

9. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another portion to form the top surface of the curb, said top surface having its side faces and rear face bevelled inwardly.

10. A curb guard member angular in cross section having a portion adapted to form the face of the curb and another portion to form the top surface of the curb, said top surface having its side faces and rear face bevelled inwardly, the side faces of the face portion being inclined toward the right at an angle.

11. A curb guard comprising a relatively thick metallic member angular in cross section and having a portion adapted to form the face of the curb and another portion adapted to form the top surface of the curb, said member being relatively short in length, and means located adjacent the center of the back of said member for anchoring it.

In testimony whereof I have signed my name to this specification.

PAUL MOYER.