No. 777,524. PATENTED DEC. 13, 1904.

B. F. LOCKWOOD.

COMBINED CURB AND CONDUIT.

APPLICATION FILED OCT. 6, 1903.

NO MODEL.

Fig. 1.

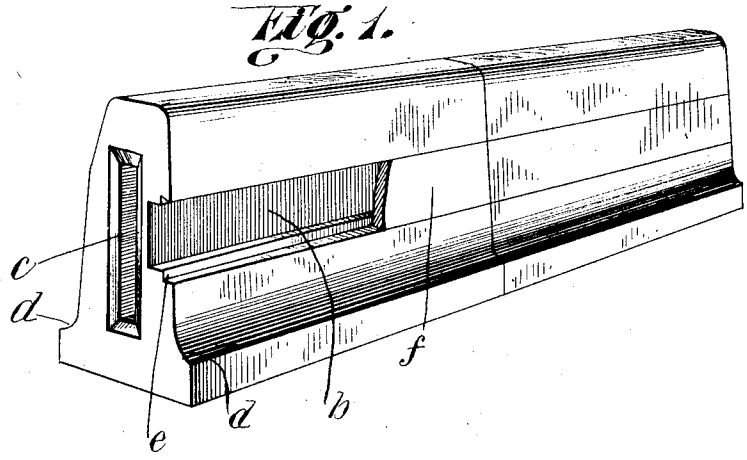


Fig. 2.

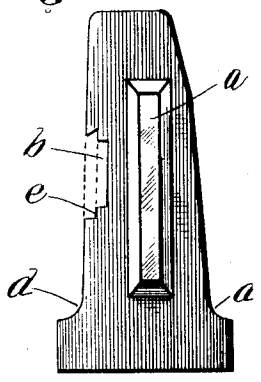
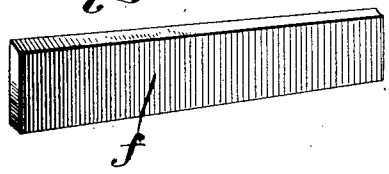


Fig. 3.



Witnesses
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No. 777,524. Patented December 13, 1904.

UNITED STATES PATENT OFFICE.

BENJAMIN F. LOCKWOOD, OF LYONS, NEW YORK.

COMBINED CURB AND CONDUIT.

SPECIFICATION forming part of Letters Patent No. 777,524, dated December 13, 1904.

Application filed October 6, 1903. Serial No. 176,010. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. LOCKWOOD, of Lyons, Wayne county, New York, have invented certain new and useful Improvements in a Combined Curb and Conduit, of which the following is a specification.

My invention relates to the improvement of curbing-blocks which are formed of cement and gravel or other similar substance, and which blocks are so constructed as to have their ends united to form the usual curbing between streets and sidewalks, and also constructed especially for the accommodation of electric wires, gas and water supply pipes, and other pipes that it is desired to place under ground in a conduit constructed especially for that purpose; and the invention consists in the features and details of construction hereinafter described and claimed.

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 alinement, also so constructing said blocks in such shape and manner that they cannot heave by the action of the frost, and also so that they cannot settle and become uneven after being placed in the ground. 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 placed end to end and showing the conduit, which is placed next to the sidewalk, and showing the slot on the end or in the end of the block. Fig. 2 shows an end view of one of said blocks and shows the tongue on the opposite end of the block from what is shown in Fig. 1. Fig. 3 shows in perspective the slab *f* used to cover the conduit.

Letter *a* represents the tongue on one end of the block, and *e* shows the slot in the other end of each block, and when the curb is placed in position the tongue at *a* fits into slot at *e* and the ends are brought together and a close joint is formed.

Letter *b* represents the conduit formed in the side of each block, and letter *c* shows the shoulder upon which the slab of Fig. 3 rests when placed in position.

Letters *d* and *d* show the flange constructed on each side, making a broad base for said curbing to stand upon when placed in the ground, and also forms a shoulder upon which the earth rests to hold the curb into the ground. The sides of the curbing-block and conduit are so constructed that they slant from the base toward the center at the top and form such a block that the earth when freezing will draw away from rather than to attach to the sides and cause the block to heave.

In constructing my improved curbing-block and conduit molds of wood or iron are made of the shape and size of each block, and into these molds a mixture of cement, sand, and water of proper proportions is placed after being thoroughly mixed and pounded down and allowed to harden, when it forms a block of concrete or artificial stone. In setting up said curbing-block and conduit a trench is made and in the trench at the bottom is placed a quantity of sand properly leveled to make an even foundation or bed upon which to set the blocks of curbing. The blocks are then placed in position end to end and the tongue on the end of one block inserted into the slot in the end of the next block and the blocks forced firmly together and the joint cemented together with a mixture of pure cement and water, thereby forming a continuous curbing. In placing the blocks in position the side containing the conduit is placed next to the sidewalk and after being placed the slab is placed in position covering the conduit and the earth is filled in. When it is desired to repair any of the wires or pipes contained in the conduit, it is only necessary to excavate the earth on the side next the sidewalk and remove the slab and make the necessary repairs or insert new wires or pipes, as may be desired, and replace the slab and fill in the excavations. It will thus be seen that I have provided a combined curb and conduit which obviates the necessity of tearing up or disturbing the roadway or in any way breaking up or destroying the curb-

block when it is desired to repair the wires, pipes, or whatever may be placed in said conduit. It will also be seen that I have a curbing-block that will not get out of alinement, because of the broad base upon which it stands and the tongue and slot on the ends, which keep the blocks from slipping by each other at the ends. It will also be seen that I have a curbing-block that will not settle on account of the broad base and will not heave because of the slanting sides slanting toward the center from the base toward the top. It will also be seen that I have provided a curbing-block that from the shape of the side next to the street will keep a wagon-wheel from striking against the upper edge, but will cause it to run along parallel to the line of said curbing-blocks and not come in contact with the upper edge.

I claim—

A solid curbing-block, having a base-flange, a tongue at one end and a corresponding groove at the other end, and an inclined outer portion and continuous conduit or groove extending from end to end of the block upon the inner side next the sidewalk, a dovetailed groove of greater width than the conduit formed in the inside of the block, and a removable cover fitted into the dovetailed groove, substantially as described.

BENJAMIN F. LOCKWOOD.

Witnesses:

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