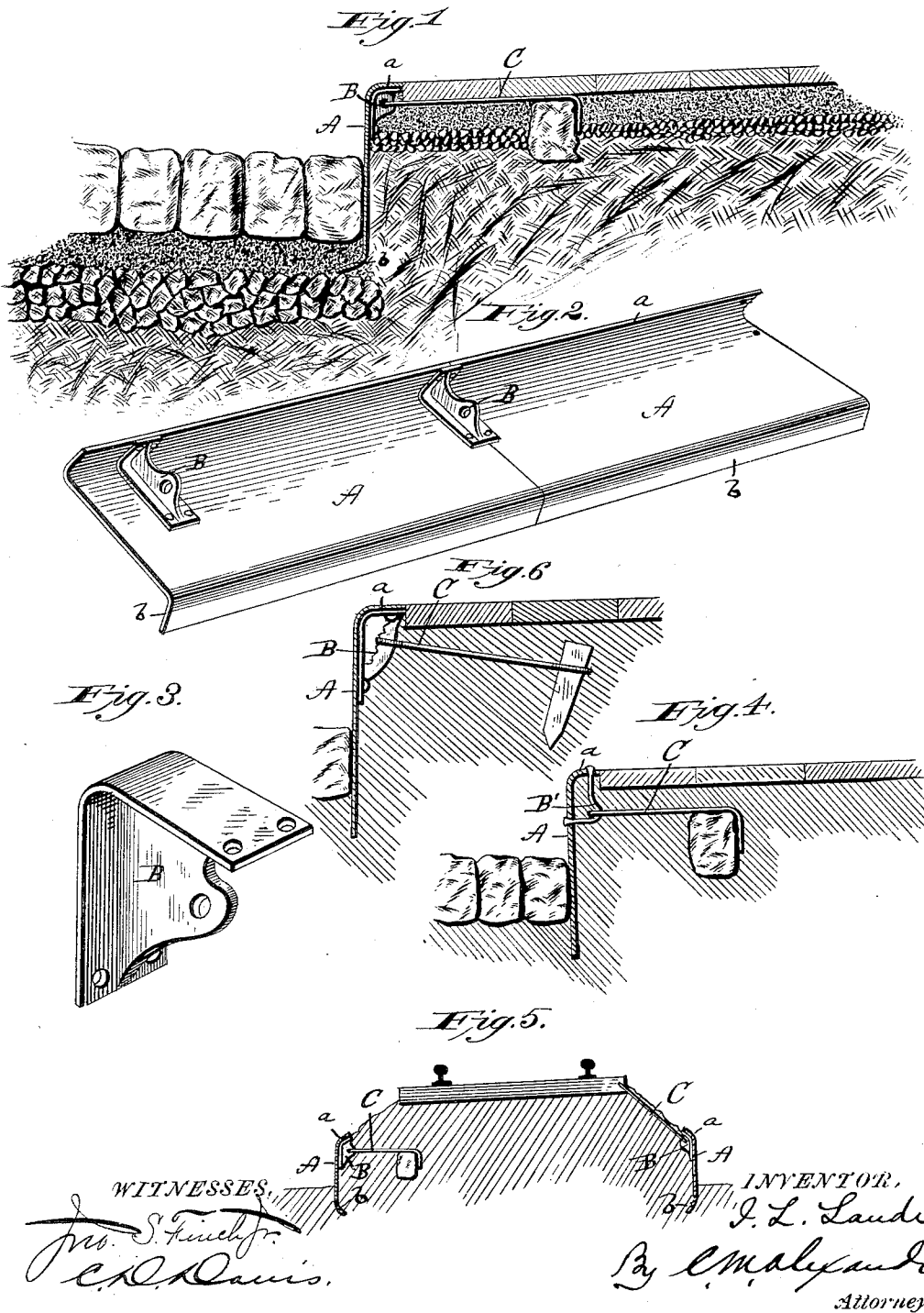


(No Model.)

I. L. LANDIS.
PAVEMENT CURB.

No. 398,630.

Patented Feb. 26, 1889.



UNITED STATES PATENT OFFICE.

ISRAEL L. LANDIS, OF LANCASTER, PENNSYLVANIA.

PAVEMENT-CURB.

SPECIFICATION forming part of Letters Patent No. 398,630, dated February 26, 1889.

Application filed December 13, 1888. Serial No. 293,426. (No model.)

To all whom it may concern:

Be it known that I, ISRAEL L. LANDIS, a citizen of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in Pavement-Curbs, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 represents a vertical sectional view of my improved curb in position; Fig. 2, a perspective view of two of the adjacent sections of the curb-plates; Fig. 3, a perspective view of one of the cast brackets for bracing and stiffening the curb-plates; Fig. 4, a detail view showing modification of stiffening-bracket; Fig. 5, a transverse sectional view of a railroad or other road-bed, showing my plates applied thereto; and Fig. 6, a sectional view of an adjustable securing-rod.

The object of the invention is to provide very light and strong metal curb-plates that may be cheaply manufactured and easily placed in position, as will more fully herein-after appear.

In the drawings, A designates the metallic curb-plates, which are constructed of sheets of metal of suitable length and width rolled or stamped into shape by means of suitable appliances. The upper edges of the curb-plates are turned inwardly, forming a horizontal portion, *a*, the edge of which rests against the outer course of bricks of the sidewalk or pavement. The lower edges of the curb-plates may be bent outwardly or inwardly, as at *b*, to more securely anchor the curb.

When bent outwardly, as shown in Fig. 1, the weight of the stones of the road-bed will assist in retaining the plates in their proper position.

In the angle formed by the main plate and the flange *a* are riveted a suitable number of the cast-iron brackets B, which serve to give the curb sufficient strength and rigidity. As

shown in Fig. 2, one of these brackets may be riveted across the joints to assist in keeping the curb-section in alignment.

The sections may be held in place by hooked rods C, having their outer ends secured to the brackets B and their inner ends hooked over suitable anchor-blocks buried under the pavement. As shown in Fig. 1, the rods C assist in supporting the bricks or flagging of the pavement.

In Fig. 5 I show the curb-plates used to confine a railroad-bed, one of the rods C being hooked over a buried anchor-block and the other being suitably connected with an adjacent railroad-tie.

In lieu of the cast bracket B, I may employ bent angle-bars B' to stiffen the curb-plates and connect the anchoring-rods to these bars.

This method of constructing the curb-plates is simple and enables me to supply a very strong and durable curb at a minimum cost. In the view shown in Fig. 6 the bracket B is shown with a serrated edge, so that the securing-rod may be adjusted to tighten it.

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

1. A curb-plate, A, constructed of sheet metal and provided with a flange, *a*, at its upper edge and a stiffening-bracket secured in the angle formed by the said flange *a*, substantially as described.

2. The combination of the curb-plates provided at their upper edges with inwardly-turned flanges, and cast brackets riveted in the angle formed by the said flanges, and securing-rods attached to the said brackets, substantially as described.

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

ISRAEL L. LANDIS.

Witnesses:

C. D. DAVIS,
CHAS. D. JOST.