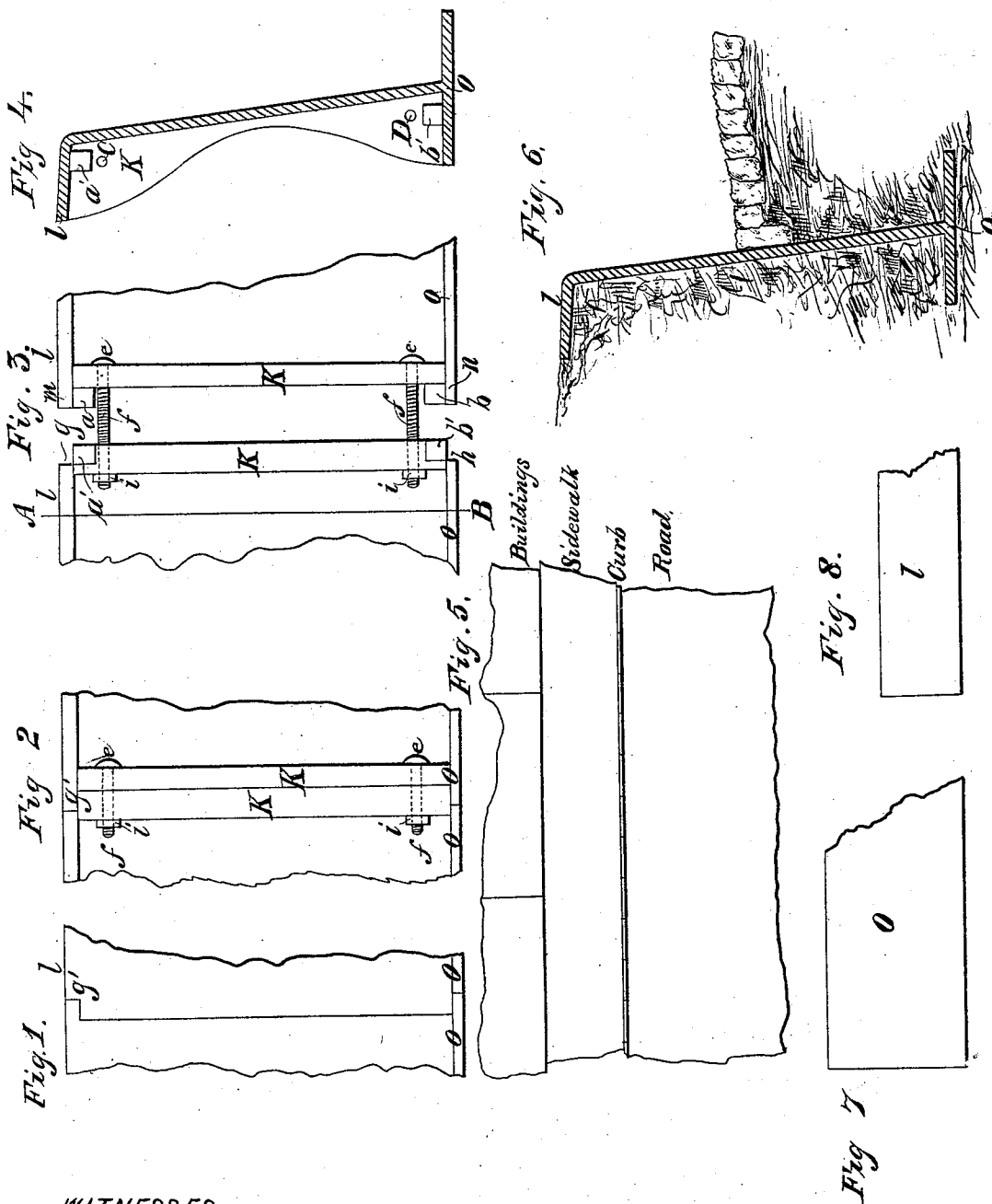


Faurot & Harris

Street Gutter.

N^o 76,614.

Patented Apr. 14, 1868.



WITNESSES:

Henry Simpson
Charles E. Field

INVENTORS:

Oliver Faurot
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United States Patent Office.

OLIVER FAUROT AND WILLIAM POND HARRIS, OF BROOKLYN, NEW YORK.

Letters Patent No. 76,614, dated April 14, 1868.

IMPROVED CURB FOR STREETS, ROADS, &c.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, OLIVER FAUROT and WILLIAM POND HARRIS, of the city of Brooklyn, in the county of Kings, and State of New York, have invented a new and improved Curb for Streets, Roads, &c.; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

Our invention consists in making a curb, of cast, malleable, or wrought iron, or other metal, made to any size, and to the shape as shown by the drawings, viz:

Figure No. 1 shows elevation of curb facing street and road.

Figure No. 2 shows elevation of curb facing sidewalk or footway.

Figure No. 3 shows method of joining, as seen from sidewalk.

Figure No. 4 shows end elevation.

Figure No. 5 shows plan of curb as laid.

Figure No. 6 shows section A B, fig. 3.

Figure No. 7 shows plan of bottom of curb.

Figure No. 8 shows plan of top of curb.

To enable others skilled in the art to make and use our invention, we will describe its construction and operation.

We make the curb of iron, either cast, malleable, or wrought, or any other metal or material. We find six feet a convenient length for the pieces, but propose to vary them according to circumstances.

Brackets are used at the end of each piece, letter K, figs. 2, 3, 4, and may be employed at other points for the purpose of adding strength to the flanges, letters *i* and *o*, figs. 1, 2, 3, 4, 6. They also serve to join the pieces, and hold them securely, by means of lugs or connecting-blocks, letters *a* *b*, fig. 3, fitting into sockets *a'* and *b'*, figs. 3 and 4.

The end brackets have one or more bolt-holes, letters C and D, fig. 4. The bolts are shown by letter *f*, figs. 2 and 3. The heads of the bolts are shown by letter *i*, figs. 2 and 3. The bottom flange or base of curb is shown by letter O, figs. 1, 2, 3, 4, 6, and 7. Letters *g* and *h*, fig. 3, show portion of the top and bottom flange as cut away to receive the bearing *m* and support *n*.

To avoid the injury that might result from change of temperature, we leave a sufficient space to cover the probable expansion, and guard against contraction by leaving the nuts one or more threads slack.

What we claim as our exclusive invention, and desire to secure by Letters Patent, is—

The construction and arrangement of the curb, as shown by the accompanying drawings, with the brackets, flanges, bolts, lugs, connecting-blocks, bearings, supporters, &c., in the manner and for the purpose herein described.

OLIVER FAUROT,
WILLIAM POND HARRIS.

Witnesses:

HENRY SIMPSON,
ALEX. M. STOUT, Jr.