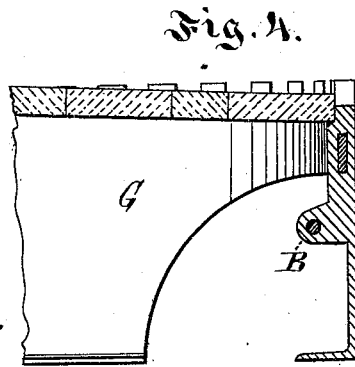
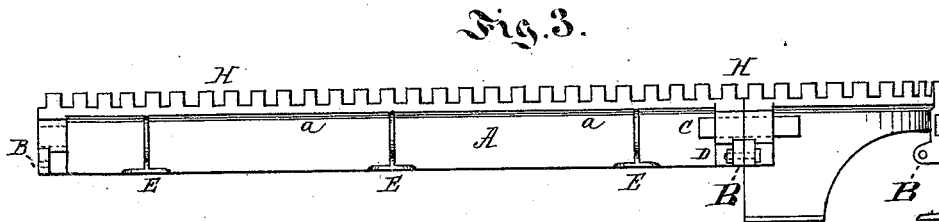
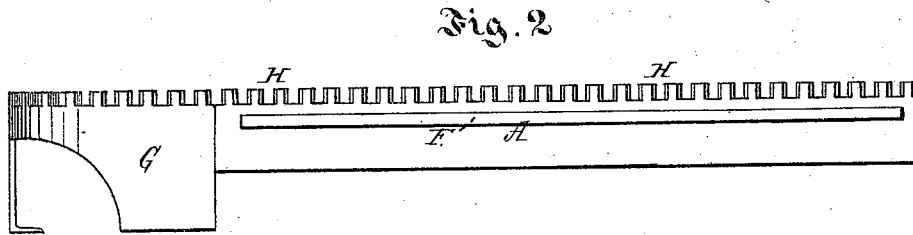
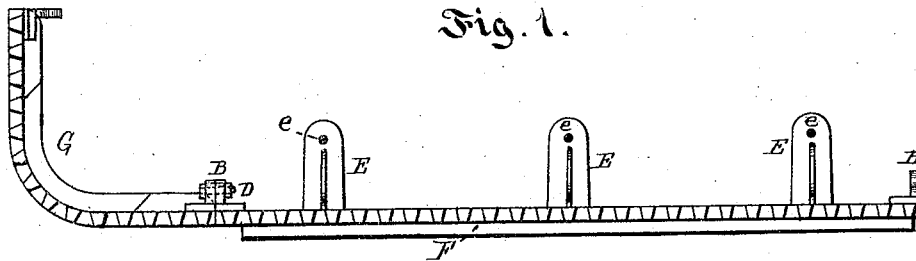


R. HARRINGTON.  
 Iron-Curb for Streets.

No. 164,168.

Patented June 8, 1875.



Witnesses:  
*A. H. Norris*  
*J. S. Coombs*

Inventor:  
*Richard Harrington*  
 Per *James L. Norris*  
 Atty.

# UNITED STATES PATENT OFFICE.

RICHARD HARRINGTON, OF SHENANDOAH, PENNSYLVANIA.

## IMPROVEMENT IN IRON CURBS FOR STREETS.

Specification forming part of Letters Patent No. **164,168**, dated June 8, 1875; application filed December 3, 1874.

*To all whom it may concern:*

Be it known that I, RICHARD HARRINGTON, of Shenandoah, Schuylkill county, Pennsylvania, have invented certain new and useful Improvements in Curb for Streets, of which the following is a specification:

This invention relates to that class of curbing which is constructed in sections of cast metal; and my invention consists in making the sections of cast metal flat or with parallel sides in a single piece, with laterally-projecting perforated lugs at the ends, through which is passed a bolt for securing the parts together, a series of stays or laterally-projecting perforated flanges at the base or lower edge of the sections, which are designed to be placed upon a suitable foundation or support and to be secured thereto by means of spikes or keys driven through the openings or perforations in said stays or flanges, and a lateral horizontal flange extending the entire length, or nearly so, of each section for supporting the flagging or bricks, all of which will be fully hereinafter described, the object being to secure a curbing of cast metal, each section embodying the above instrumentalities, whereby great strength is obtained, while the curbing is much lighter than any heretofore constructed.

In the accompanying drawings, Figure 1 represents a top or plan view of my invention; Fig. 2, a front elevation of the same; Fig. 3, a back elevation, and Fig. 4 a section, of the corner-piece employed in connection with my invention.

The letter A represents the straight flat section of the curb, cast of a single piece, with a strengthening flange, *a*, at its upper edge, laterally-projecting lugs B at each end, having a perforation, through which is passed a bolt, D, for the purpose of connecting the sections together. The base or lower edge of the flat sections are also cast with a series of stays or laterally-projecting flanges, E, each having a perforation, *e*, said flanges being designed to rest upon a suitable foundation, preferably of wood timbers, and to have spikes or pegs driven through the said perforations, in order to secure the curbing firmly and se-

curely in place, and to prevent any liability of its being dislodged or moved from its position, while the foundation prepared offers a substantial support for the sections. The sections are also cast with a rib or longitudinal flange, F, which extends the entire length, or nearly so, of each section, for the purpose of supporting the flagging or material that is employed for the pavement.

In connection with the lateral perforated flanges B and the bolts D, for securing the sections together, I propose to employ a wedge, C, which is driven through sockets *a'*, formed at the end of each section, thereby providing a more secure, reliable, and substantial connection of the parts; but this feature is not absolutely essential, inasmuch as it may be dispensed with.

In connection with the cast-iron curbing, constructed as above described, I also propose to employ at the corners of the street a trap-front, G, which is cast somewhat wider than the curb-sections, so as to set down upon the top of the trap, and is provided with a lateral flange at its base or lower edge to afford a firm foundation. Said trap-front or corner-piece is also cast with the laterally-projecting lugs, having perforations for the passage of bolts, in order to secure the same and the curb-sections together, and at its lower edge an opening of sufficient size is left for the free passage of the water into the sewer. The upper edges of the sections and corner-pieces are formed with a series of spurs, H, to allow the water to run off, and serve as an ornament to the pavement.

By confining the sections to a suitable foundation it will be evident that there is no liability of the curbing settling, and it will moreover be observed that the sections constructed as described, are susceptible of being cast in a single piece, and while possessing great strength they are also extremely light, being cast of flat sections.

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

A cast-iron curbing constructed in single sections and with parallel sides, with the lat-

erally-projecting perforated flanges B at each end for the passage of a bolt, a series of laterally-projecting perforated flanges, E, at the base of the sections for securing the same to its foundation, and a horizontal rib, F, near the upper edge of the sections for supporting the pavement, all as herein shown and described.

In testimony that I claim the foregoing I have hereunto set my hand.

RICHARD HARRINGTON.

Witnesses:

G. L. REAGAN,  
JOHN A. LEWIS.