S. W. BANNING.

METALLIC SHEATHING.

APPLICATION FILED JULY 6, 1909.

950,832.

Patented Mar. 1, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

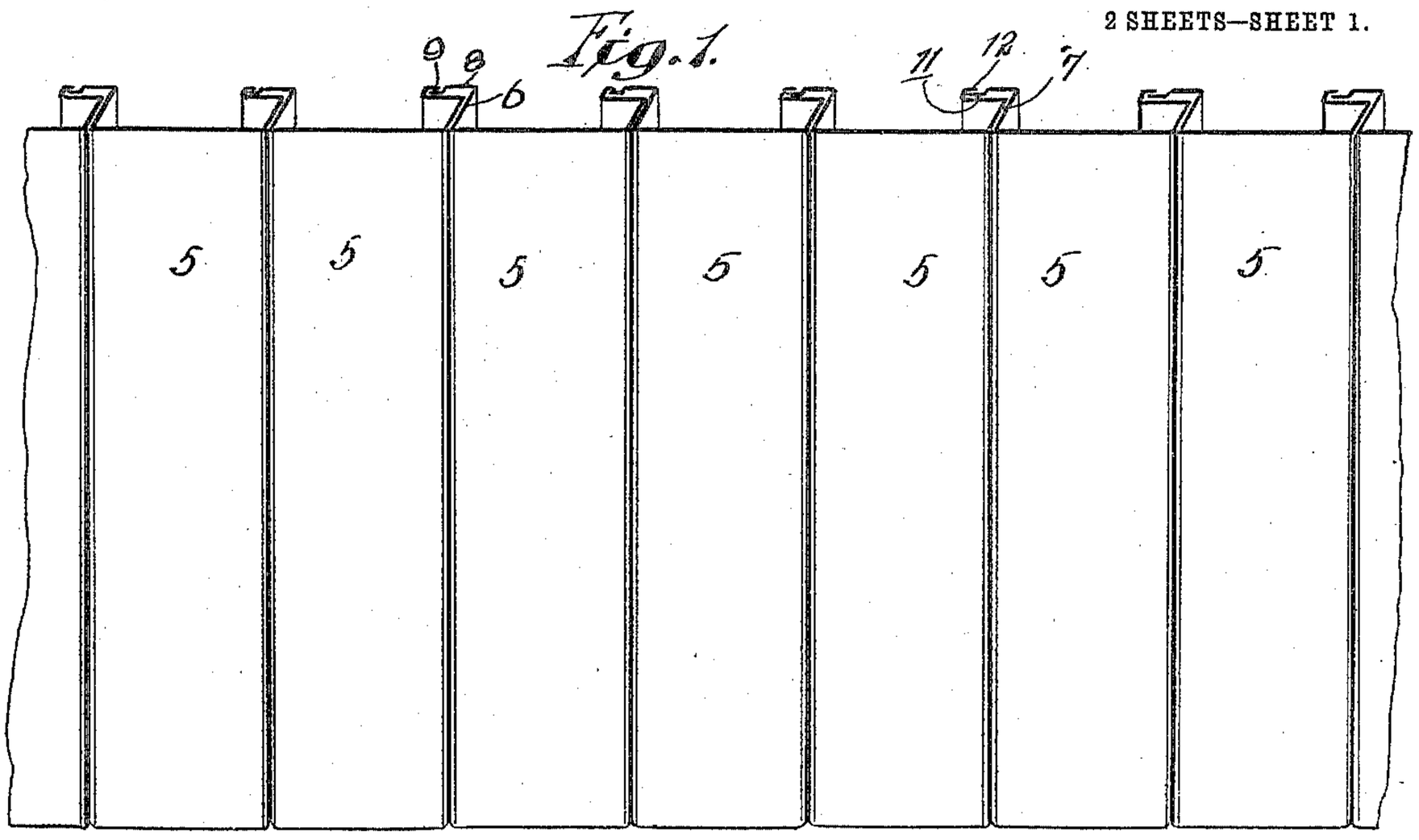
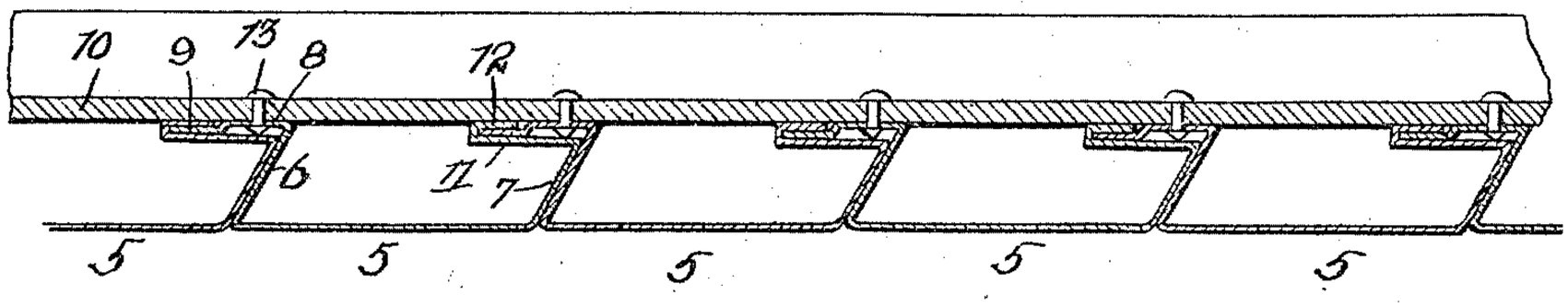


Fig. 2.



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2 SHEETS—SHEET 2.

Fig. 3.

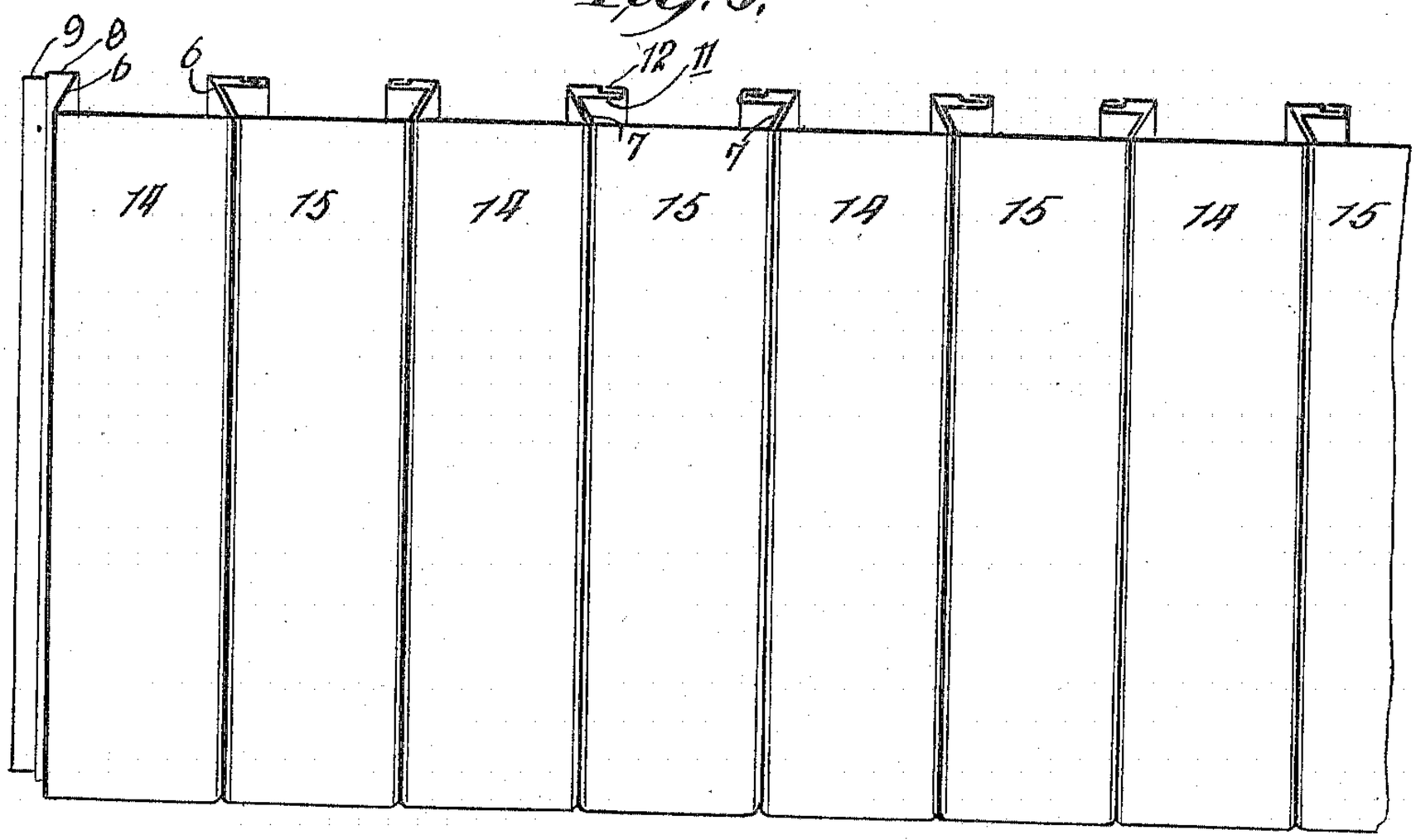
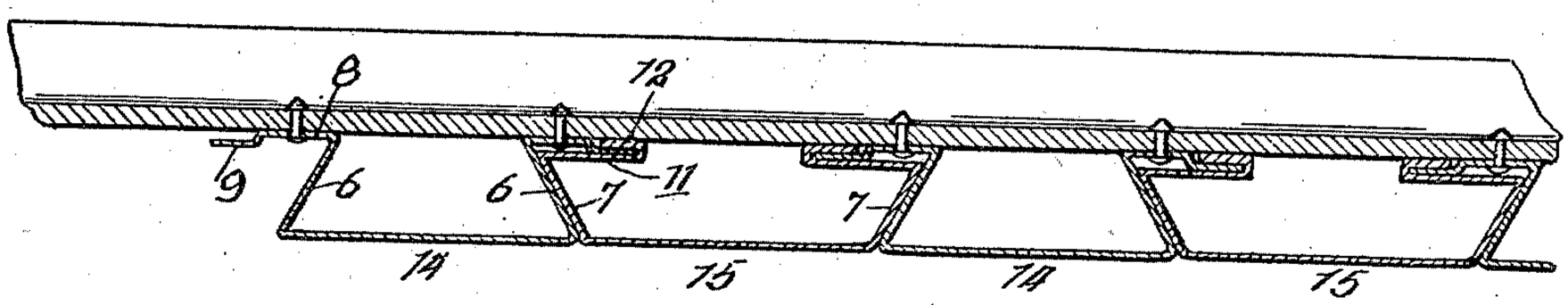


Fig. 4.



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UNITED STATES PATENT OFFICE.

SAMUEL W. BANNING, OF HINSDALE, ILLINOIS, ASSIGNOR TO METALLIC SHEATHING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

METALLIC SHEATHING.

950,832. Specification of Letters Patent. **Patented Mar. 1, 1910.**

Application filed July 6, 1909. Serial No. 506,115.

To all whom it may concern:

Be it known that I, SAMUEL W. BANNING, a citizen of the United States, residing at Hinsdale, in the county of Dupage and State of Illinois, have invented certain new and useful Improvements in Metallic Sheathing, of which the following is a specification.

The sheathing of this invention is intended primarily for use in covering the side walls of railway passenger cars; and the object of the invention is to provide a sheathing which will closely resemble in appearance the wooden sheathing ordinarily used for a similar purpose, so that cars which are covered by the sheathing of the present invention will be indistinguishable in appearance from wooden sheathed cars and may be used indiscriminately in conjunction therewith.

The invention relates particularly to the formation of the sheathing, whereby an interlocking, substantially water-proof joint will be afforded and the sections of sheathing rigidly secured to the surface of the car wall.

Further objects will appear from a detailed description of the invention, which consists in the features of construction and combination of parts hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a section of the sheathing of the present invention; Fig. 2, a cross sectional view of the same; Fig. 3, a perspective view of a section of sheathing of slightly modified formation; and Fig. 4, a cross sectional view of the same.

The sheathing of Figs. 1 and 2, which is of a preferred form, is in the form of a plurality of sections, each having a flat face wall 5, which terminates at one side in a diagonally and inwardly extending edge wall 6 and at the opposite side in a diagonally and outwardly extending edge wall 7. The edge wall 6 terminates in an attaching flange 8, the terminal edge 9 of which is offset to afford a groove or channel in conjunction with a wall or surface 10, to which the sheathing is applied. The edge wall 7 terminates in an inturned locking flange 11, the terminal edge 12 of which is turned back to hook into the groove or channel behind the offset edge 9 of the next adjacent section of sheathing. The sheathing is attached to the wall of a backing 10 by means of bolts, rivets, nails, or screws 13, which are entered through the attaching flange 8, which bears flat against the backing surface.

In the sheathing of Figs. 3 and 4 the same interlock is employed, but the sheathing sections alternate in formation. The sheathing as a whole comprises a plurality of attached sections 14 and filler sections 15. The attached sections are provided on both sides with walls 6, attaching flanges 8 and offset flanges 9, identical with those previously described. The filler sections in like manner are provided on both sides with walls 7, locking flanges 11, and bent over terminal edges 12, identical with those previously described.

The sheathing of Figs. 1 and 2 is applied in the following manner: A section of sheathing is secured to the backing by passing a suitable attaching device 13 through the attaching flange 8, which secures the sheathing to the backing of one side. The next section is then fitted into place by forcing the hooked or bent edge 12 under the offset edge 11 and shoving the parts together until the diagonally and outwardly extending wall 7 of the unattached section is brought into engagement with the diagonally and inwardly extending wall 6 of the attached section, after which the opposite edge of the section last applied can be secured, and this process will be repeated until all of the sections of the sheathing have been fitted together. The attached edge of each section will overhang or overlap the unattached edge of the next adjacent section, and at the same time, the edges will be interlocked, so that a very firm and complete interlocking joint will be afforded and displacement prevented. At the same time, the joint is one which will prevent the ingress of moisture and enable the parts to be fitted so tightly together as to be impervious to air.

In applying the sheathing of Figs. 3 and 4, it will be necessary to first apply all of the attaching sections and thereafter drive in the filler sections between the attaching sections. This form of sheathing possesses all of the desirable characteristics of the sheathing of Figs. 1 and 2, but is difficult of application under certain conditions, so that for ordinary use the form first described will be found most desirable.

I claim:

1. A metallic sheathing comprising a plu-

rality of sections, one of the sections having an outer face wall, terminating at one side in an edge wall, having an attaching flange terminating in an offset edge, and the next adjacent section having an outer face wall terminating at the side adjacent to the first mentioned section in an edge wall having an interlocking flange with a reversely turned edge adapted to hook in under the offset edge of the attaching flange of the first mentioned section, substantially as described.

2. A metallic sheathing comprising a plurality of sections, one of the sections having an outer face wall, terminating at one side in an edge wall, having an attaching flange terminating in an offset edge, and the next adjacent section having an outer face wall terminating at the side adjacent to the first mentioned section in an edge wall having an interlocking flange with a reversely turned edge adapted to hook in under the offset edge of the attaching flange of the first mentioned section, the abutting edge walls of the adjacent sections being each obliquely disposed with respect to the face walls to cause the edge wall of the attached section to overhang the edge wall of the adjacent section, substantially as described.

3. A metallic sheathing comprising a plurality of sections, each of the sections having an outer face wall, each of the face walls having at one side an attaching edge wall terminating in an attaching flange having its terminal edge offset, and each section having at its other side an interlocking edge wall provided with an inturned locking flange terminating in a reversely bent terminal edge adapted to hook under and interlock with the offset terminal edge on the attaching flange of the next adjacent section, and attaching means entered through the attaching flange of each section, substantially as described.

4. A metallic sheathing comprising a plurality of sections, each of the sections having an outer face wall, each of the face walls having at one side an attaching edge wall terminating in an attaching flange having its terminal edge offset, and each section having at its other side an interlocking edge wall provided with an inturned locking flange terminating in a reversely bent terminal edge adapted to hook under and interlock with the offset terminal edge on the attaching flange of the next adjacent section, and attaching means entered through the attaching flange of each section, the attaching edges of each of the sections being formed to overhang the unattached edge of the next adjacent section, substantially as described.

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