E. E. SLICK.

INTERLOCKING SHEET PILING.

APPLICATION FILED APR. 7, 1908.

904,156. Patented Nov. 17, 1908.

Fig. 1.

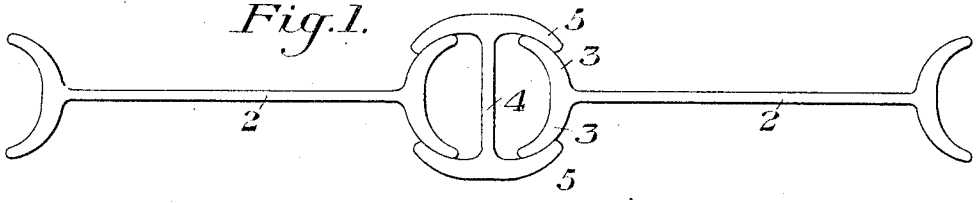
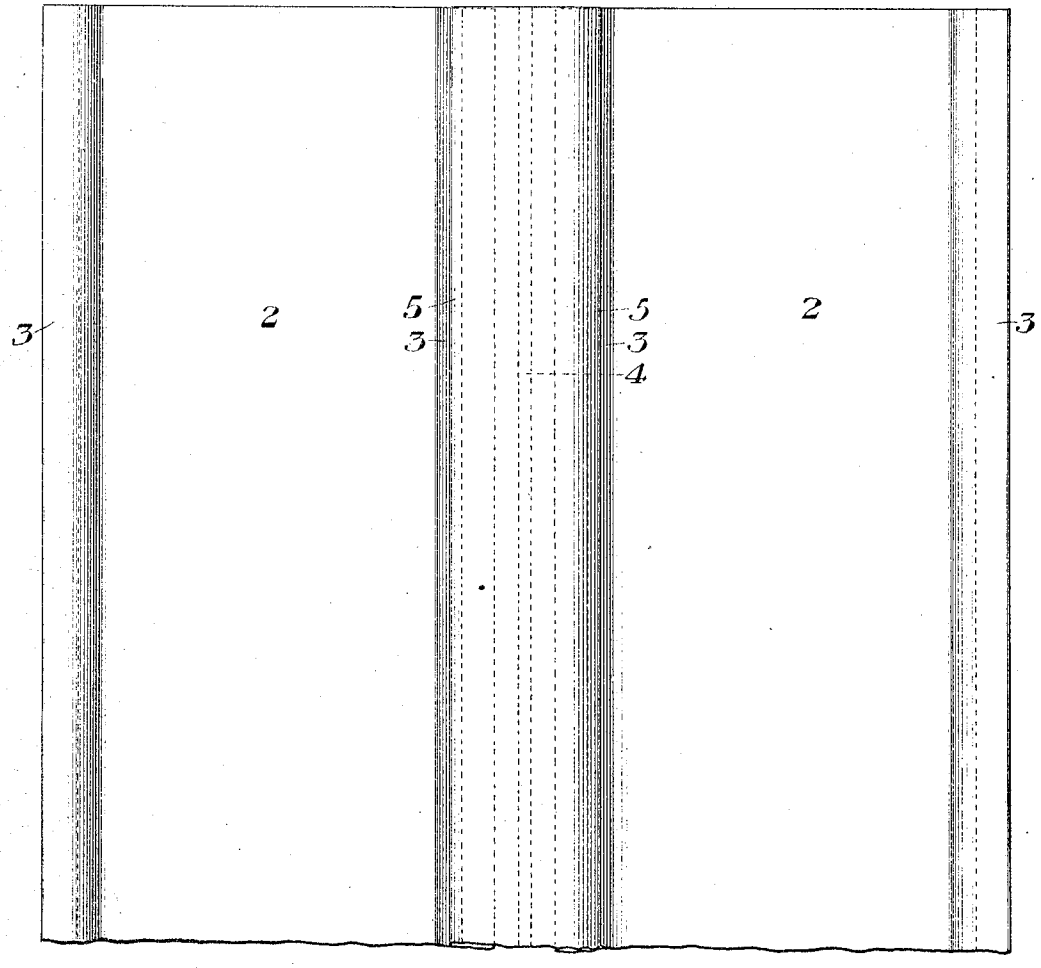


Fig. 2.



WITNESSES

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INTERLOCKING SHEET-PILING.

No. 904,156. Specification of Letters Patent. Patented Nov. 17, 1908.

Application filed April 7, 1908. Serial No. 425,710.

To all whom it may concern:

Be it known that I, EDWIN E. SLICK, of Pittsburg, Allegheny county, Pennsylvania, have invented a new and useful Interlocking Sheet-Piling, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of interlocking sheet piling constructed in accordance with my invention; and Fig. 2 is a front elevation of the same.

My invention relates to that class of interlocking sheet piling in which at least two different shapes are employed, namely, the interlocking piling proper, and an interlocking shape interposed between their edges and locking them together.

The object of the invention is to improve this type of piling by providing packing grooves between the piling shapes and the interlocking shape, and also to provide for turning or swinging of the piling in passing around a curve or any point where it is desired to deflect the piling.

In the drawings, I show the piling sections proper as comprising a shape 2 having at its opposite edges flanges 3, 3 which are bent outwardly and preferably into curved form as shown. The width of these flanges and the radius of the bend may be varied. Two of these shapes are locked together by the interlocking shape having a web 4 and backwardly bent hook flanges 5 which engage the flanges 3 of the piling shapes.

The piling is assembled by slipping the end of one section 2 within the interlocking section. This may be either before driving or during driving; that is, one shape may be driven, and the interlocking section and the next shape driven, or one shape may be driven with its interlocking section, or the first section may be driven and then the interlocking section driven with the next section.

In the driving of the piling the dirt will pack between the spaces of the web 4 of the interlocking shape, and the flanges of the piling shapes thus sealing the joint. Any artificial packing may be employed if desired.

Owing to the distance between the edges of the flanges 5 and the web of the piling shape, it will be seen that the piling may be turned or swung to deflect the line of piling. Corners may then be easily turned while only two shapes are employed.

The advantages of my invention result from the spaces provided between the web of the interlocking shape and the ends of the piling shapes, and also from the facility for turning corners.

Many changes may be made in the form and arrangement of the piling shapes, without departing from my invention.

I claim:—

1. In sheet metal piling, a pair of piling shapes having flanges formed integral therewith and connected by an interlocking shape having integral flanges, the flanges on said shapes being curved and forming packing grooves between them; substantially as described.

2. In sheet metal piling, a pair of piling shapes having curved flange portions formed integral with the connecting web portion and secured together by an interlocking shape having a web portion connecting integral curved flange portions, said flanges being curved to form packing grooves between the web of the interlocking shape and the flanged end of the piling shapes; substantially as described.

3. In an interlocking sheet piling, an interlocking shape having backwardly bent curved flanges at opposite edges of the web, in combination with piling shapes having end flanges fitting within the flanges of the interlocking shape; substantially as described.

4. In interlocking sheet piling, an interlocking shape having curved flanges engaging with curved flanges of the piling shapes to allow turning; substantially as described.

5. In sheet metal piling, an interlocking shape having a web and curved flanges, in combination with piling shapes having curved flanges fitting within the interlocking shape flanges to provide for turning, and also for packing grooves between the parts; substantially as described.

In testimony whereof, I have hereunto set my hand.

EDWIN E. SLICK.

Witnesses:

A. W. TWIFORD,

R. D. LITTLE.