W. H. ALEXANDER.

SHIPPING CAN.

APPLICATION FILED MAY 7, 1914.

1,131,650. Patented Mar. 16, 1915.

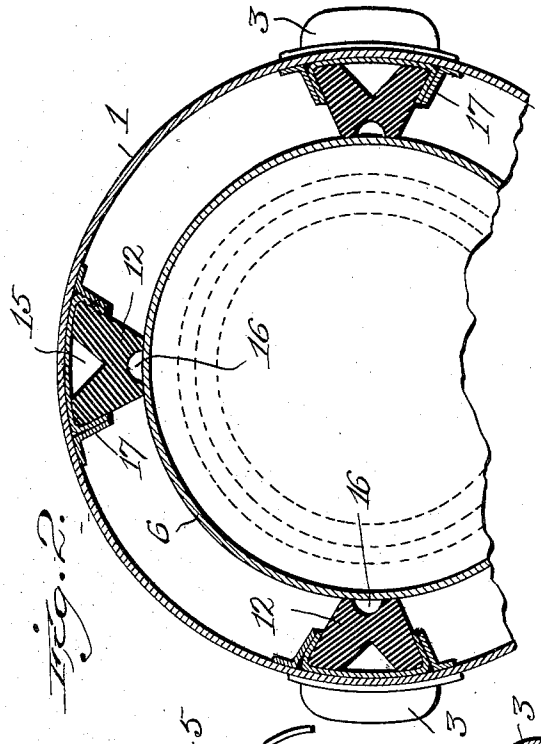


Fig. 2.

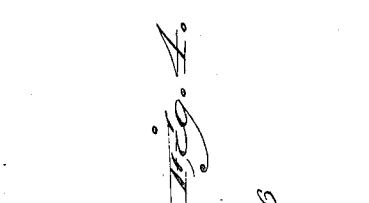


Fig. 4.

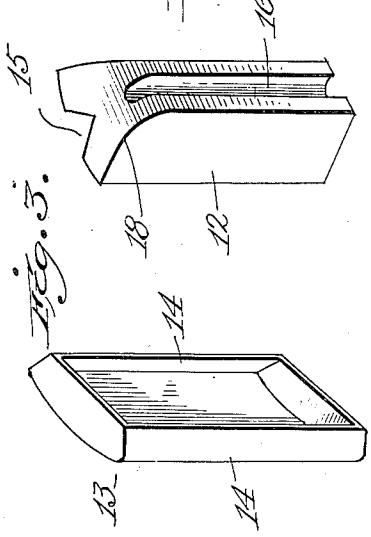


Fig. 3.

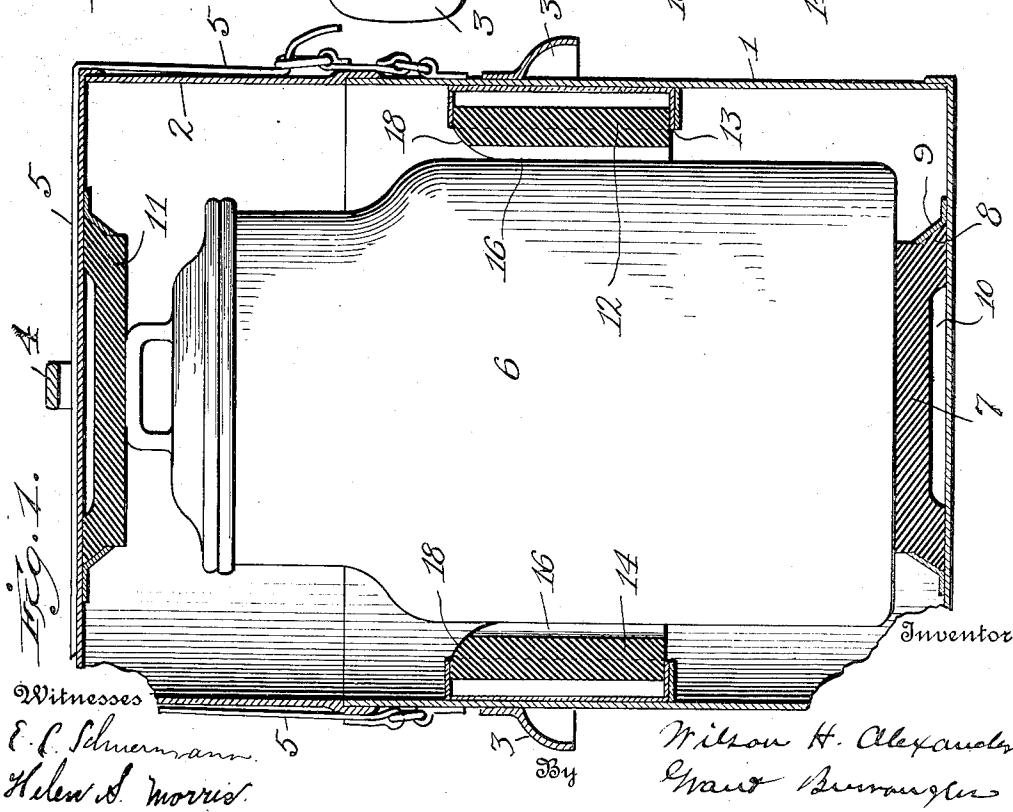


Fig. 1.

Witnesses

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SHIPPING-CAN.

1,131,650. Specification of Letters Patent. Patented Mar. 16, 1915.

Application filed May 7, 1914. Serial No. 837,065.

To all whom it may concern:

Be it known that I, WILSON H. ALEXANDER, a citizen of the United States, and resident of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Shipping-Cans, of which the following is a description.

The invention relates to improvements in metallic shipping cans such as are employed in the transportation of liquid containers to protect latter against the rough handling to which they are ordinarily subjected.

It has for its object the provision of means for securely holding the container within the can against displacement which are of simple construction and efficient in their purpose.

The invention consists in the novel construction, combination and arrangement of parts, hereinafter described, pointed out in the appended claims, and illustrated in the accompanying drawings.

In the drawings, in which like reference characters designate corresponding parts, Figure 1 is a vertical sectional view of a shipping can embodying the invention. Fig. 2 is a horizontal sectional view with part broken away. Fig. 3 is a detail perspective view of the holder for the cushion block. Fig. 4 is a similar view of the cushion block.

Referring to the drawings, the can is of a cylindrical formation, and it comprises the body part 1 and the cover 2. To facilitate manipulation the body part has handles 3 on its opposite sides, and the cover the handle 4 on its top. The cover is held in place on the body part by the strap 5. Inside of the can is placed the liquid container 6, which may be any vessel suitable for the purpose. Cushioning means are provided for holding the liquid container in its place within the can and to prevent shocks and blows to the can from being imparted to the liquid container.

On the bottom of the body part 1 is the cushion block or circular pad 7 with a flared periphery 8 that projects beneath the annular flange 9 secured to the bottom and the pad is thereby held in place. The under side of the pad is hollowed, as at 10, to render it more resilient and also to permit the bending of the same when it is inserted in the flange or removed. On the under side of the top of the cover 2 is the pad 11 similar to the pad 7 and held in place in the same way. With the pads 7 and 11 pressing against the bottom and top of the liquid vessel the latter is firmly held against vertical movement with the shipping can.

On the inner side of the vertical wall of the body part 1 are the four elongated cushion blocks 12 of resilient material. Each block is held by a holder 13 having a curved back to fit the wall of the body part. The sides 14 of the holder are inwardly flared to fit the outwardly flared sides of the cushion block and the latter is thereby held in place within the holder. Along the length of the back of the cushion block extends the wedge-shaped groove 15 so that the sides of the block can be compressed to facilitate the insertion of the block within the holder. In the length of the face of the cushion block, that bears against the liquid container, is the longitudinal groove 16. The latter, together with the groove 15, increases the resiliency of the block. The cushion block 12 has considerable length and its grooved face extends a considerable distance along the body of the liquid container when the latter is in place. The divided contact or bearing of the block extending along the body of the liquid container tends to hold the latter firmly in place. The holder 13 fits the socket formed on the wall of the body portion of the flange 17. The sides of the socket are flared to fit the flared sides 14 of the holder, and the upper end of the socket is open to permit the removal of the holder. The upper end of the cushion block, as at 18, is beveled so that the liquid container can be readily pushed between the blocks when it is placed within the can. With the cushion blocks in place and bearing against the sides of the liquid container with considerable pressure, the container is firmly held against horizontal movement within the can. Should the container stick in the can between the cushion blocks when it is desired to remove the same, it can be released by removing one or more of the cushion blocks by withdrawing its holder from its socket. With the vessel containing the liquid placed within the shipping can and the cover secured in place, any shock or jar imparted to the can will be taken up by the pads 7, 11 and the cushion blocks 12. The can will not only protect the vessel against breakage, but in the transportation of the goods there will be no direct handling of the vessel and thereby it will be

kept clean and in a sanitary condition, which will lessen the liability of the contents becoming contaminated. Furthermore, in hot weather ice may be packed in the space between the can and vessel to keep the contents cool.

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

1. In a shipping can to inclose a liquid container, the can, a holder with flared sides on the interior wall of the can, and a cushion block having flared sides to fit the holder and provided with a groove extending along its back to permit compression of the block on removal from and insertion in the holder.

2. In a shipping can to inclose a liquid container, the can, a holder with flared sides on the interior wall of the can, and a cushion block having flared sides to fit the holder and provided with a groove extending along its back to permit compression of the block on removal from and insertion in the holder, and said block having a grooved face to bear against the liquid container and also a beveled upper end to facilitate the movement of the container against the block when the container is inserted within the can.

3. In a shipping can to inclose a liquid container, the can, a holder on the inner wall of the can, and an elongated cushion block seated in the holder to bear against the liquid container, said block having a groove extending the length of its face to form an extended divided contact face to bear against the liquid container.

4. In a shipping can to inclose a liquid container, the can, a socket on the interior wall of the can, a holder removably mounted in the socket, and a cushion block in the holder to bear against the liquid container to hold the latter in place.

5. In a shipping can to inclose a liquid container, the can, a flanged socket on the interior wall of the can, a holder with flared sides to fit the flanged socket removably mounted in said socket, and a cushion block having flared sides to fit the holder and provided with a groove extending along its back to permit the compression of the block to remove it from the holder, said block operating to bear against the liquid container to hold the latter in place.

6. In a shipping can to inclose a liquid container, the can, a flanged socket on the interior wall of the can, a holder with flared sides to fit the flanged socket removably mounted in said socket, and a cushion block having flared sides to fit the holder and provided with a groove extending along its back to permit compression of the block on removal from and insertion in the holder, said block having a grooved face to bear against the liquid container and also a beveled upper end to facilitate the movement of the container against the block when the container is inserted within the can.

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

WILSON H. ALEXANDER.

Witnesses:
M. J. MacFarlan,
Jules Bell.