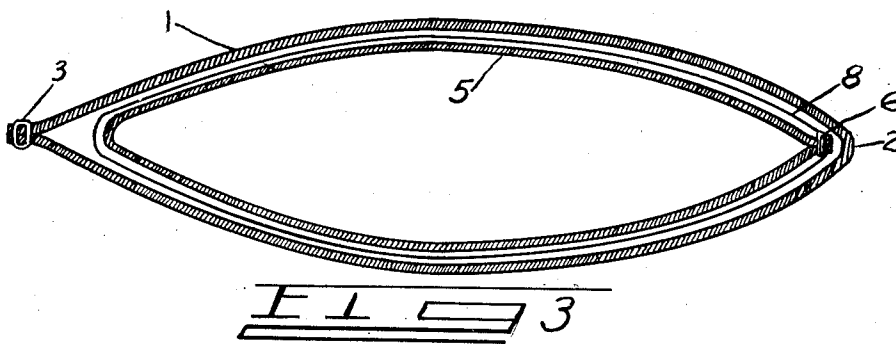
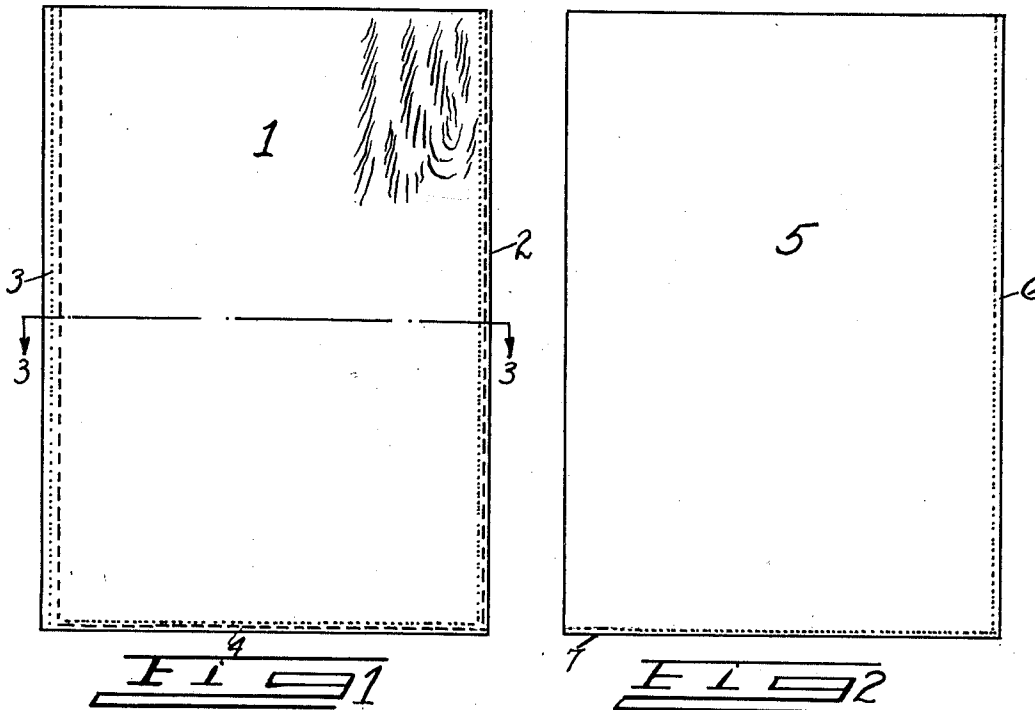


Aug. 6, 1929.

W. W. ROWE
SHIPPING CONTAINER
Filed Nov. 19, 1925

1,723,255



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BY
Allen & Allen ATTORNEYS

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UNITED STATES PATENT OFFICE.

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SHIPPING CONTAINER.

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My invention relates to shipping containers, and particularly to bag-like structures adapted to form waterproof coverings for deliquescent and other chemical substances which require a waterproof cover which shall be both inexpensive and durable.

It is the object of my invention to provide a bag of suitable dimensions, preferably made of folded crinkled paper, stitched on one side and at the bottom, which shall retain an inner bag similarly made with the stitching on the inner bag on the opposite side to that of the outer bag. It is further my object to provide the inner bag with an outer coating of hard wax which shall make the composite package proof against leakage of both air and water, and in which the waterproof coating shall be out of contact with the contents of the package and also protected by the outside bag from rubbing or flaking off when in use.

It is further my object to apply the coating to the inner bag after the bag is made and sewn so as to seal the perforations made in the inner bag by the stitches.

To provide stitched bags of crinkled paper for shipment of a variety of materials is old. Further to form a double bag and to place one bag within the other would be merely using known forms of packages as an added precaution.

Crinkled paper, which provides a very rugged container, has heretofore been employed only for shipment of materials such as sugar and for such purposes the ruggedness of the crinkled paper permits the manufacture of very suitable packages. The use of a water-proof coating for a single plain crinkled paper bag would not be feasible because, if the coating were to be disposed on the outside, the coating would be worn off in transit, and if the coating were to be disposed on the inside the coating would break off and contaminate the contents of the bag.

In my novel bag structure I have provided a composite bag in which a coating layer is applied to the outside of an inner bag so that the defects noted from a standpoint of waterproofing have been overcome.

Referring to the drawing:

Figure 1 is a side elevation of a preferred form of completed bag.

Figure 2 is a side elevation of the inner wax coated bag.

Figure 3 is an enlarged horizontal section taken along the lines 3—3 in Figure 1.

Generally indicated at 1 is the outer bag which as shown is preferably made from crinkled paper preferably composed of more than one ply of crinkled paper held together with an asphaltic layer between the plies. The outer bag 1 may be formed by folding along the line of a side 2 and stitching together the opposite side 3 and further stitching the bottom as indicated at 4. An inner bag generally indicated at 5 in Figure 2 is provided from another folded piece of crinkled paper similar to that from which the outer bag is made. If the outer bag is folded to the left and stitched on the left side, the inner bag is folded to the right and the free ends are stitched as shown at 6 on the right side. The bottom 7 of the inner bag is also stitched together. The inner bag prior to insertion within the outer bag is dipped into a bath of wax or some such substance which provides an outer coating 8 which hardens. Inasmuch as the stitching of the inner bag perforated the crinkled paper, the bath of wax is also adapted to seal each perforation so that when the inner bag is ready to be inserted in the outer bag it is entirely water and air proof.

As has been noted the inner bag would not be serviceable by itself as the wax would be bruised, and it would crack off, exposing the perforations made by the stitches. Within the outer bag, however, the wax is protected so that the composite package has a wide range of usefulness for the shipment of products which have formerly required such containers as may be made of glass, earthenware and rubber.

The reversal of the stitched sides of the inner and outer bag is of importance because it avoids the combination of two joints which might each leak and it further greatly increases the average strength of the composite bag.

I have not shown any method of securing the open tops of the bags as the use of twine for tying or stitching is well known in the art.

In the following claims where I use the term "asphaltic treated," I desire to include in the word "asphaltic," equivalent bituminous substances such as tars, pitches and waxes.

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

1. A shipping container composed of an

outer bag and an inner bag, each of said bags made of asphaltic treated crinkled paper, folded and needle stitched on one side and at the bottom, and the inner bag having an outer
5 coating of wax applied after the bag is stitched, and applied to and at least filling the needle perforations, and the bags reversed, the inner within the outer so that the stitched side of the inner bag lies opposite the stitched side of the outer bag, and the wax
10 side of the outer bag. coating sealing the perforations made in the inner bag by the stitching of the sides and bottom thereof, said coating applied subsequent to the stitching of said inner bag.

2. A shipping container composed of an outer bag and an inner bag, each of said bags

made of asphaltic treated crinkled paper, folded and stitched on one side and at the bottom, and the inner bag having at least a
15 partial outer coating of wax, and the bags reversed, the inner within the outer so that the stitched side of the inner bag lies opposite the stitched side of the outer bag, and the wax
20 coating sealing the perforations made in the inner bag by the stitching of the sides and bottom thereof, said coating applied subsequent to the stitching of said inner bag.

WILLIAM WALLACE ROWE.