May 27, 1930. S. PAULL ET AL 1,760,604

SAFETY CONTAINER

Filed Feb. 11, 1928

Fig. 1.

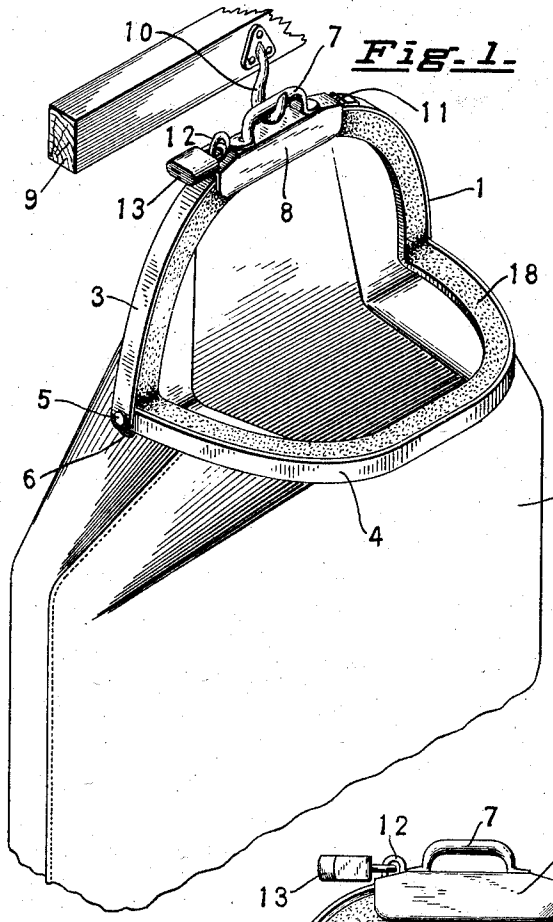


Fig. 3.

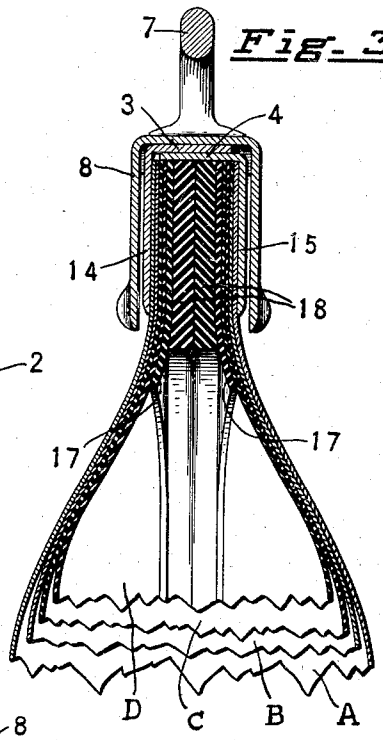
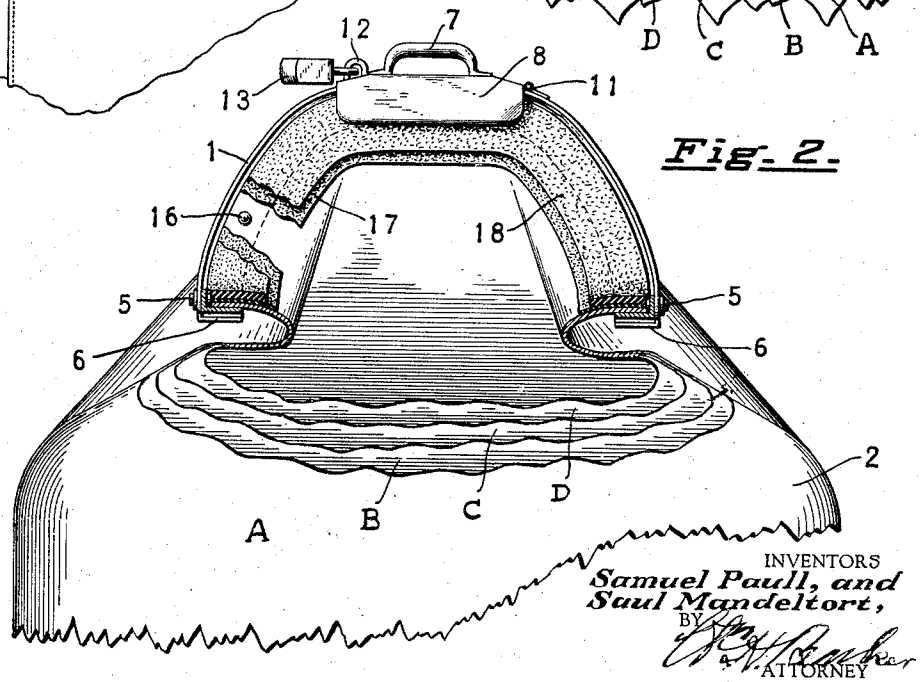


Fig. 2.



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SAFETY CONTAINER

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The invention herein relates to fire and water proof packages and in order to exemplify it in its most potent form, it is illustrated in connection with a mail bag.

Mail bags, as used for transporting valuable mails from point to point, are ordinarily made of canvas or duck fabrics, reenforced and sewed and provided with a closure of some sort which can be sealed to form a lock. Usually, the neck of the mail sack is secured by a cord or the like, and in some instances, these cords are provided with locking arrangements to insure transfer without access to the contents of the bag.

The development of the airplane has led to the necessity of providing a more secure means of transferring mails and valuables. It is therefore the object and intention of the present invention to produce a receptacle along the lines of mail bags and conforming to their general specifications, but with the added features of being fireproof, waterproof and more essentially buoyant.

The accomplishment of these features is hereinafter more fully described.

Referring to the drawings:

Figure 1, is a perspective view of such a mail bag hanging on a mail rack with closure open.

Figure 2, is a partial sectional view illustrating the arrangement of the various fabrics and the closure.

Figure 3, is a vertical cross sectional view through the closure, clamp and pertinent parts.

While the device is desirable in ordinary mail transportation, it is especially adaptable and useful for the air mail service.

Not infrequently, air planes are subject to immediate descent where the valuable load carried may be subject to immersion and loss in streams or lakes.

Furthermore, not infrequently, in such service, fire from the gasolene tanks occurs. The pouches are, of course, contaminated with the inflammable materials and the contents of the mail bags are burned, often at great loss and inconvenience.

It is therefore, the principal object of the present invention to provide a container, which whether used as a mail bag or otherwise, will have characteristics of resisting fire and consequent destruction and will also have a buoyancy which will float them for an almost indefinite period in case they are dropped in lakes, rivers or the sea.

In carrying out the invention, we provide a bag made up of several individual bag structures which are all cemented together and attached to a closure frame, which frame may be locked against access and serves through its locking apparatus as a clamp for securing the frame and the bags positively against ingress of moisture.

In the accompanying drawings, referring particularly to Figure 1, there is a hinged closure 1, to which the bag 2, is secured.

This closure consists of two frame members 3, 4, pivoted as at 5. The frame member 3, has a lip piece 6, which serves as a rest and stop support for the cooperating member 4. This permits hanging the bag through the hand loop 7, of the clamp 8, to the rail 9, and hook 10, of a distributing frame.

The clamp 8, is hinged as at 11, and the frame member 3, has a staple 12, passing through the body of the clamp member 8. This staple 12, forms a convenient means of applying a lock 13 which securely holds the clamp in position. The clamp extends on both sides of the frame parts 3, 4, and securely locks them together and holds them.

The bag structure which is applied to the frame members 3, 4, consists preferably of a series of fabrics.

The outer fabric A, may be of canvas or duck which has been treated to a fireproof and waterproof solution and within this again is a second fabric of canvas or duck B, similarly treated.

Within these two outer bags which may be considered as complete in themselves, there is an inner bag C, of fabric which has been highly rubberized and again within this bag is the fourth section of the composite structure D, which is also a highly rubberized fabric.

The two sections of the structure C, and D, are, of course, air tight and moisture proof and in making up the complete structure, a volume of air is left between the bags C, and

D, which is sufficient to give complete buoyancy to the entire structure when under full load.

Naturally, there is a certain amount of air between the two canvas bags A, and B, which aids in giving buoyancy, but in the event of the bags A, and B, being destroyed for any reason such as fire, rips or tears, the inner bags C, D, will in conjunction with the air space within the bag and its contents provide sufficient buoyancy to keep the whole device with its contents "afloat."

In making up the structure, the principal bags A, B, of fire and waterproof duck or canvas and the thinner inner bags D, C, of rubberized fabric or full rubber structure are vulcanized together, adjacent to the neck of the bag and to the upper end of the bag where it is attached to the frame parts 3, 4.

This vulcanization insures a complete homogeneous structure of the various bag elements, not only where they are joined and connected with the frame parts, but for a slight distance below the frame.

This gives strength to the bag at the opening where it is most needed.

The several bag elements are secured to inturned overlapping flanges of the frame members 14, 15, by suitable rivets, preferably split rivets 16.

A cementing material is preferably interposed betwen the bag elements and the frame elements when they are riveted down.

Overlying the rivets and vulcanized to the fabric, the frame and the rivets is a band 17, to insure nonleakage about the connecting parts.

The more important air and water tight closure consists of a continuous flexible sponge rubber element 18, which is properly cemented to the covering strips 17, and is compressible between the frame elements 3, and 4.

This serves as a continuous member over the hinge points of the frame members and serves as a complete closure.

The continuous strip 18, while having a spongy interior, has a closed rubber surface on both sides and edges and thus gives a full cushioning effect which will permit of the closet compaction when under pressure of the clamp 8.

It will be quite obvious with the structure, as defined that insurance is provided for the contents of the sack.

First of all, if the exterior canvas is subjected to flame, it will withstand a great amount of heat.

In the event of this being saturated with gasolene, or high burning oils, it may be partially destroyed.

Its partial or total destruction, however, will not necessarily destroy the next course of canvas or duck impregnated fabric, as there is a certain air gap between the two bags. In any event, fire will scarcely reach the inner rubber containers, C, D.

In case fire destroys the two outer covers or one of them, the two inner bags will still have sufficient buoyancy to float the bag and its contents when the fire is extinguished.

It follows that there is proof against loss by fire directly, and proof against loss in the event of the bag and contents falling into streams or the sea.

This would seem to give adequate protection covering air mail service for which the bag as illustrated in the drawings, is particularly designed.

The invention, however, may be applied to any receptacle to give the same sort of protection as described.

It is quite obvious that modifications as to exact structure and conformation and clamping parts may be modified to suit the exigencies of any particular requirement and those shown herein and described are merely exemplary and any ordinary modifications are to be considered within the terms of the inventive idea, as expressed.

What we claim as our invention and desire to secure by Letters Patent is:

1. A safety container having two nested bags of fire and waterproof material and two linings of air and water tight material nested together, the chamber formed by the inner bags being partially inflated and the necks of all of said bags being united into a homogeneous structure, a frame having pivoted jaws to which the neck of the structure is attached and a seal for said jaws.

2. In a device of the character described having a plurality of nested bag elements sealed one to the other, adjacent to their open ends, a closure comprising two pivoted members, means for attaching the open ends of said elements to said members, a closure strip covering the attaching means and a continuous elastic element secured to said strip and forming a compressible seal for the closure.

3. A safety container comprising a plurality of individual bag like elements, a closure forming a seal for the bags, a clasp having a handle, said handle serving to manipulate the container and the clasp, and a lock appurtenant to the clasp cooperatively arranged therewith for locking the container when sealed.

4. A safety container comprising a plurality of outer fire- and water-proofed bag-like elements arranged one within the other with their walls in spaced relation; a plurality of inner waterproof and air tight bag-like elements arranged one within the other with their walls in spaced relation, and disposed within said outer elements, the necks of all of said elements being joined together in a homogeneous structure; and a water

tight closure secured to the mouths of said elements.

5. A safety container comprising a plurality of outer fire- and water-proofed fabric bag-like elements, arranged one within the other with their walls in spaced relation to provide an air space; a plurality of inner rubberized bag-like elements arranged one within the other with their walls spaced to provide a buoyant air chamber, the open mouths of all of said elements being vulcanized together into a homogeneous structure; and a water-tight closure secured to said mouths.

6. A safety container comprising a plurality of outer fire- and water-proofed fabric bag-like elements, arranged one within the other with their walls in spaced relation to provide an air space; a plurality of inner rubberized bag-like elements arranged one within the other with their walls spaced to provide a buoyant air chamber, the open mouths of all of said elements being vulcanized together into a homogeneous structure; and a water-tight closure secured to said mouths; the vulcanized portion of said elements extending beyond said closure to impart additional strength to the structure adjacent the closure.

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