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J. R. BELSINGER

2,277,674

SHIPPING CONTAINER

Filed March 22, 1939

FIG. 1.

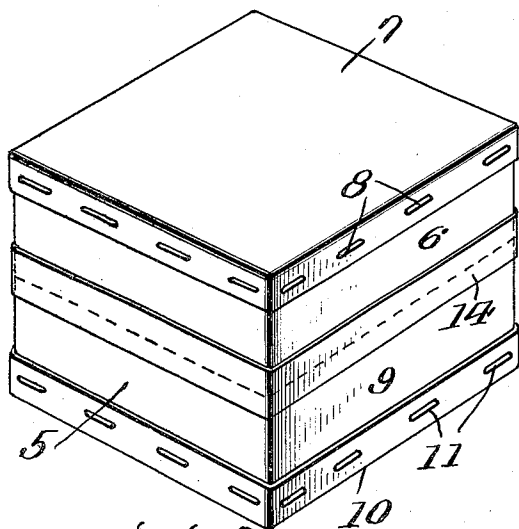


FIG. 2.

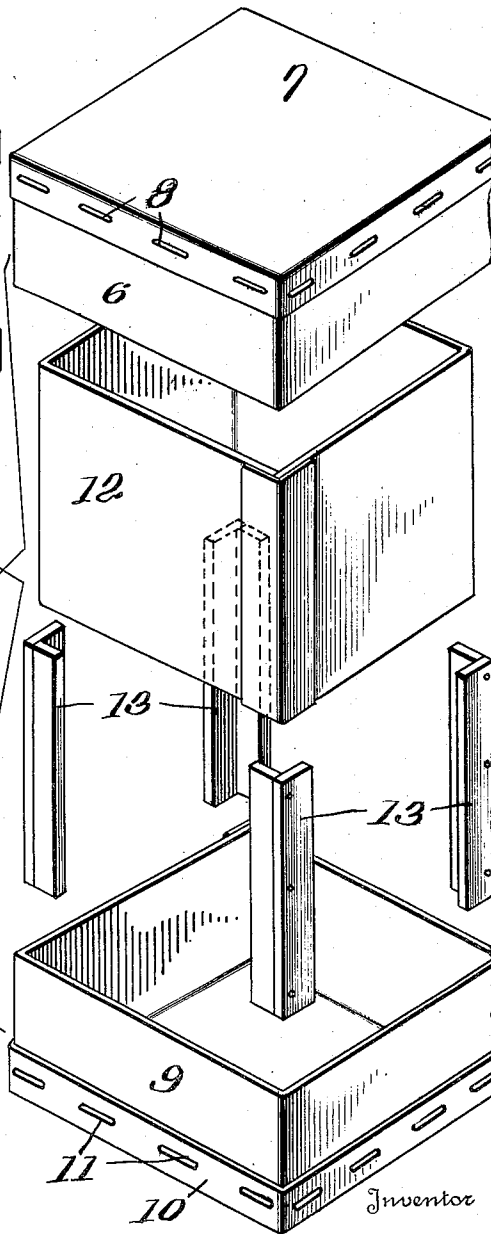


FIG. 3.

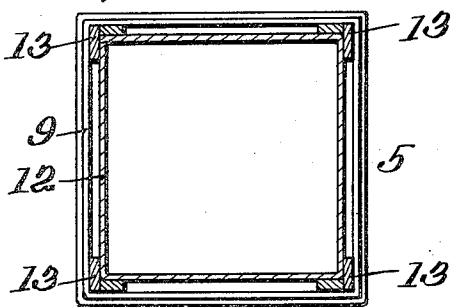
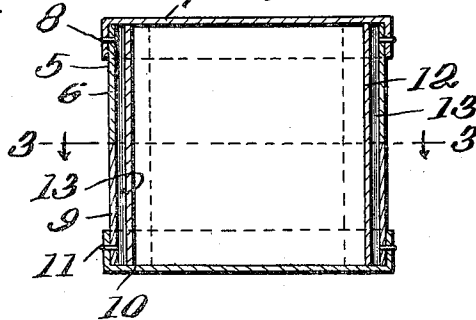


FIG. 4.



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SHIPPING CONTAINER

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1 Claim. (Cl. 229—23)

This invention relates to the art of shipping containers made of corrugated paper board or like material, and more particularly to that type of container employing an inner liner and used in the shipping of rayon or like material.

Heretofore, shipping containers of this type have been formed of an inner liner and an outer container made in two sections, the two sections closely telescoping the liner to completely enclose the same. In the usual handling of this type of container, a hook is used for moving the container about from place to place. This hook will often penetrate both walls of the container and injure the contents within the container.

Accordingly, the principal object of the present invention is to overcome the above defined defect and this is accomplished by spacing the inner liner from the outer walls of the container by means of posts placed at the corners of the container. With this construction, the hook can pierce the outer wall of the container, permitting the same to be readily handled by a hook, without piercing the liner with consequent injury to the contents of the container.

The posts are preferably made of wood and a further advantage flowing from the use of these posts is the additional strength against any collapsing pressure brought to bear on the end of the container or cornerwise of the container. These posts extend from the bottom wall, which may be made heavy, to the top wall which is also heavy, and thus carry the strain and prevent the collapsing of the side walls.

Another very important advantage arising from the present improved construction is that the container has great strength resulting from the wooden reinforcement without the wood being exposed on the outer side of the container or exposed on the inner side of the container so as to contact with the material therein.

Another advantage of these wooden posts is that they help to maintain the side walls in alignment, which side walls are abutting and generally secured together by means of sealing tape. This greatly facilitates the taping of these containers.

A still further advantage flowing from this construction is that when the container is packed, if the liner wall bulges, the bulge is taken up by the space between the walls and does not result in a bulging effect on the outer walls which might prevent proper sealing of the container.

With the above and other objects and advantages in view which will appear as the description proceeds, my invention resides in the novel con-

struction, combination and arrangements of parts substantially as hereinafter described and more particularly defined by the appended claim, it being understood that such changes in the precise embodiment of the hereindisclosed invention may be made as come within the scope of the claim.

In the drawing:

Figure 1 is a perspective view of the assembled and closed container.

Figure 2 is an exploded view in perspective, showing the various parts of the entire container.

Figure 3 is a horizontal section through the container showing the liner spaced from the walls of the container, and taken on line 3—3 of Figure 4.

Figure 4 is a vertical section through the assembled container.

Referring more particularly to the accompanying drawing, wherein like numerals designate like parts throughout the several views, 5 is a container or carton formed of upper and lower sections. The carton may be formed of corrugated paper board, fibre board or any other material suitable for forming shipping containers. The upper section comprises wall 6 and flanged top cover 7 joined to the wall 6 by stitching 8. The lower section comprises wall 9 and lower flanged cover 10 joined to wall 9 by stitching 11. Although the two sections are disclosed as being identically constructed, it is obvious that the height of each of the wall sections may vary without departing from the spirit of the invention and that other forms of fastening may be substituted for the stitching disclosed.

As illustrated in Figure 4, the liner 12 is of substantially the same height as the combined heights of wall members 6 and 9, but of slightly smaller cross-sectional area than the wall members.

The corner posts, indicated by numeral 13, are in the form of angle members and are preferably made of wood, although any equivalent rigid material may be used. As seen in Figure 3, the angle posts embrace the corners of the liner 12 and are of sufficient thickness to hold the inner liner against any lateral movement.

The container is packed by placing the lower section on a suitable support, inserting the liner and corner posts in position, and thereafter packing the contents within the liner. The space between the liner and the outer walls of the container will accommodate any bulging in the walls of the liner. The upper section is then telescoped over the liner, the posts acting as guiding means

until the lower edge of the upper section abuts the upper edge of the lower section. The container, thus assembled, may be sealed by the use of sealing tape as seen at 14 in Figure 1 or by any other equivalent means.

As a matter of economy, in view of the presence of the reinforcing corner posts and the fact that the flanged covers receive the burden of the rough usage incident to the shipping of these containers, a very much lighter stock may be used for the inner liner and also for the side walls of the container.

From the foregoing description, it will be readily apparent to those skilled in the art to which my invention appertains, that I have provided an improved shipping container having maximum strength with a minimum of material and weight.

Having thus described the invention, what is claimed is:

A shipping container of pulp board material 20

comprising upper and lower body sections, each body section including an end member and side members rigidly attached thereto, the body sections at their free edges being substantially identical in cross section and adapted to be located in abutting relation for connection, rigid supporting members disposed on the inside of said body sections and at the corners thereof, said supporting members extending from the lower end member to the upper end member when the body sections are assembled and contacting therewith, and a liner within the body sections and spaced from the side walls thereof the thickness of the rigid supporting members so that said rigid supporting members may be disposed between the liner and the side members of the body sections, a sealing member joining the sections at the abutting edges.

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