Nov. 16, 1926. 1,606,846

A. H. SMITH

SHIPPING CONTAINER TO BE MOUNTED UPON VEHICLES

Filed Nov. 15, 1921 2 Sheets-Sheet 1

Fig. 1.

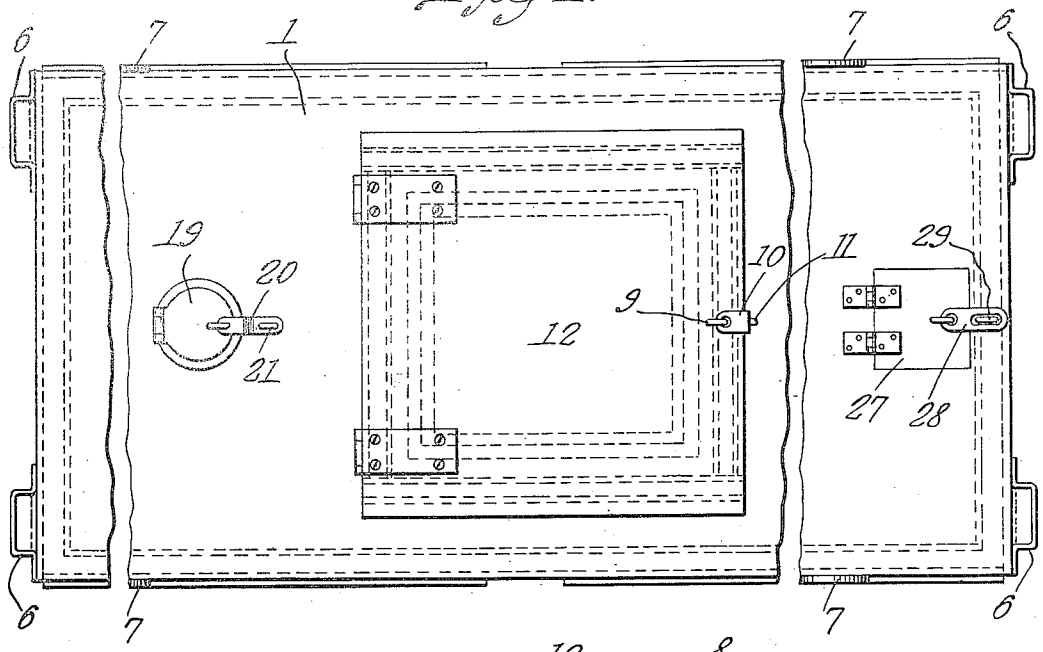
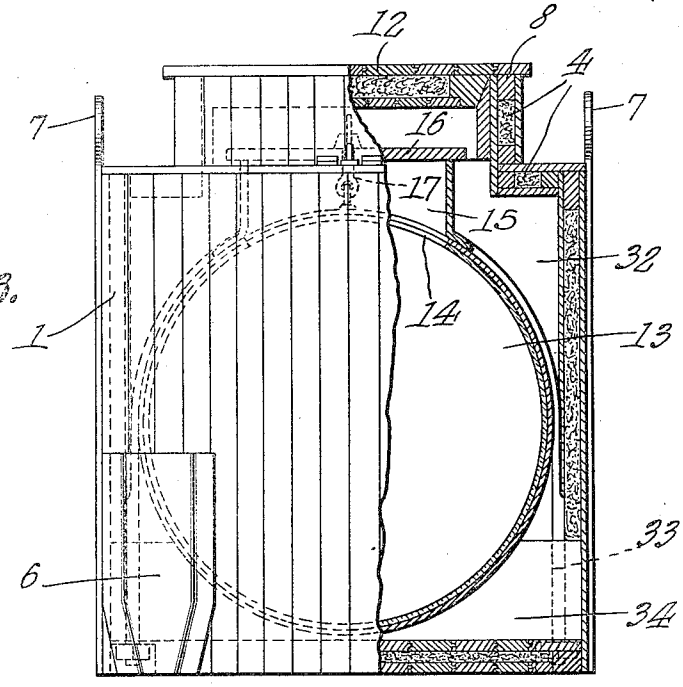


Fig. 3.



Inventor

Alfred H. Smith

By Edwin S. Clarkson

Attorney

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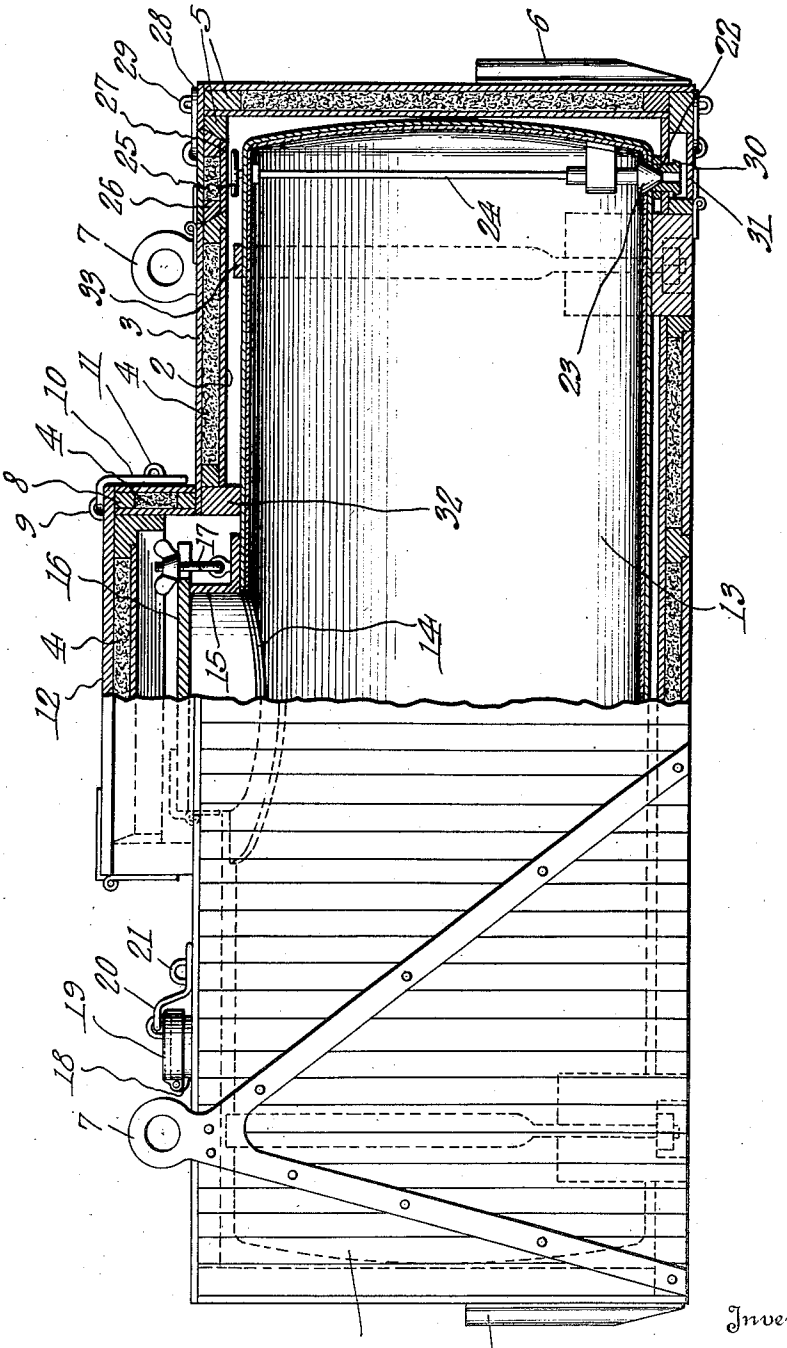


Fig. 2.

Inventor

Alfred H. Smith

By Irwin S. Clarkson

Attorney

Patented Nov. 16, 1926. 1,606,846

UNITED STATES PATENT OFFICE.

ALFRED H. SMITH, OF CHAPPAQUA, NEW YORK; MAUDE EMERY SMITH AND EMERY HOLLAND SMITH, EXECUTORS OF SAID ALFRED H. SMITH, DECEASED, ASSIGNORS TO THE LESS CARLOAD LOTS COMPANY, OF WILMINGTON, DELAWARE, A CORPORATION OF DELAWARE.

SHIPPING CONTAINER TO BE MOUNTED UPON VEHICLES.

Application filed November 15, 1921. Serial No. 515,277.

The object of my invention is to provide a plurality of containers adapted to be secured independently of each other on a railroad car, whereby each container is so constructed that it may be filled at the point of loading, lifted by a crane to the car, transported thereon, and at destination lifted to a motor truck or delivered to a bottling house where the container may be emptied into small receptacle for delivery, thus providing a more economical handling of liquids.

It is fairly well settled now that there is a demand for some form of bulk transportation for milk to displace the present small unit system.

In the majority of cases, the large milk dealers gather their supply from different stations along the route, and at none of these stations is there sufficient milk to fill one of the big cars. Containers are placed at receiving stations in the country and filled, and are then picked up by trains and loaded into place on the car quickly, and delivered to the motor truck or milk companies in the large cities.

According to my invention these containers will be lifted from the car at the terminal and transported to the milk companies' trucks for movement to their Pasteurizing and distributing plants, thus eliminating the handling of a large number of small units as is now the case.

A further object of my invention is to provide these shipping tanks or receptacles with a suitable covering of insulation to substantially maintain a given temperature for the milk while in the receptacle.

While I have specially mentioned milk, it will of course be understood that fruit juices, flavoring extracts, edible oils, the finer lubricating oils, high grade dyes and the like may be shipped in these receptacles.

My invention consists in a shipping container having top, bottom and side walls, suitable insulation between said walls, and a receptacle fixedly secured within said container, an inlet and an outlet for said receptacle, ports in the walls of said container registering the said inlet and outlet; and with this and other objects in view, my invention consists of the parts and combination of parts as will be hereinafter more fully set forth.

In the drawings:—

Figure 1 is a top plan view of a container embodying my invention,

Fig. 2 is a side elevation of a container embodying my invention, partly in section, and

Fig. 3 is an end view of my container, partly in section.

The reference numeral 1 designates the container which is built with double walls, 2 and 3, between which a suitable insulation is placed, which for the purposes of illustration, merely, I have designated as being of cork, 4.

The top, bottom and side walls are of substantially the same construction, and the corners of the walls are provided with suitable framing timbers, or members, 5. These containers are adapted to be placed on railroad cars of the open type, side by side, and in order to prevent them from shifting on the car, while in transit, they are provided with a locking member 6 which is at each end, and which engages a corresponding member on the side wall of a car. The containers are provided with lifting ears 7, which are adapted to be engaged by the hooks of a crane, whereby the containers may be lifted from and on to the railroad car.

The container is provided with a man hole, whereby the interior is accessible, said man hole being surrounded by an insulated wall 8. A staple 9 is secured to the cover for the man hole to which is secured a hasp 10, which engages an eye 11 adapted to receive the padlock, whereby the cover is securely locked in position.

The cover is also provided with insulation 4.

Within the containers there is a tank preferably a steel tank, glass lined, 13, which is provided with a man hole 14, having a flange 15, and a hinged cover 16. Said hinged cover being securely locked to the flange 15 by means of the lock 17.

This tank is provided with an inlet port 18, having a cover 19, which cover is secured by means of a hasp 20, an eye 21 through which eye a padlock may be passed to lock the cover 19 against unauthorized

openings. Port 18 projects through the top of the container.

The tank is also provided with an exit or outlet valve seat 22, which is controlled by the valve 23, said valve being provided with a stem 24 which projects through an opening in the top of the tank 13, and terminates in an operating wheel or handle 25, which is immediately below a port 26 in the top wall of the container, which port is closed by the block 27, said block having outer and inner walls, between which insulation is secured.

This block 27 is hinged to the container and provided with hasp 28 which engages in eye 29, whereby the placing of a padlock in the eye 29 secures the plug 27 in position against unauthorized opening.

A nipple 30 depends from the tank and is in communication with the valve seat 22, said nipple being preferably provided with screw threads so that a suitable conduit may be securely attached thereto to convey the liquid in the tank from the tank to a suitable receptacle.

The port 31 in the bottom wall of the container is provided with a plug of the construction shown in connection with the plug 27, and is secured in a similar manner against unauthorized operation, therefore, no detailed description of the same is thought to be necessary.

Saddle blocks 32 are secured to the container on two sides of the man hole and extend transversely of the container at a position over the receptacle 13, and extend downwardly for a portion of the distance between the sides of the receptacle, and container, and more clearly shown in Figure 3, and functions to hold the receptacle steady in the container.

The receptacle is further anchored to the container by means of the bands 33 which extend around the receptacle and have their lower ends anchored in the bottom structure of the container.

I also provide a saddle 34 at the bottom of the container within which the tank 13 rests.

While I have shown a specific construction for the purpose of illustrating my invention, it will be understood that changes may be made therein, and a different construction selected within the scope of the appended claims.

As is well known, milk, and the like, is now handled in metallic cans, and it is necessary to handle each can individually a number of times between the producer and the consumer, besides which these cans are easily damaged, and frequently become lost, which increases the cost of the milk to the consumer. A plurality of cans of the capacity of one of my improved receptacles or tanks would take up a larger amount of space on a railroad car than one of the tanks.

What I claim is:

1. A shipping container having spaced top, bottom and side walls, suitable insulation between said spaced walls, a man hole in one of said walls and a cover for the same, a receptacle fixedly secured within said container, an inlet, an outlet for said receptacle, ports in the walls of the container registering with said inlet and outlet, a man hole in said receptacle registering with the man hole of the container, and a cover for the man hole of the receptacle.

2. A shipping container having spaced top, bottom and side walls, a man hole in the top of said container spaced walls surrounding said man hole, a cover for the man hole having spaced walls with insulation between them, aligned ports in two walls of the container, and insulated plugs for said ports.

3. A shipping container having spaced top, bottom and side walls, insulation between said spaced walls, vertically aligned ports in the top and bottom walls of the container, insulated plugs for said ports, a receptacle in said container having an outlet aligned with one of the ports of the container, a valve controliing said outlet, a valve stem extending from said valve through a wall of the receptacle with its upper end positioned in proximity of and in alignment with the other port of the container.

4. A shipping container having spaced top, bottom and side walls, insulation between said walls, oppositely disposed ports in the top and bottom walls of the container, insulated blocks for said ports, a man hole having double walls, insulation between said walls, a man hole cover having double walls, insulation between said walls, means for locking said cover on said man hole, a receptacle mounted within said container and provided with a man hole, and with an inlet and an outlet, a cover for the man hole of the receptacle, and means to lock it in place, a cover for the inlet and outlet, and means to lock said cover in closed position, and suitable means to control the outlet of said receptacle.

5. A shipping container having spaced top, bottom and side walls, insulation between said walls, oppositely disposed ports in the top and bottom walls of the container, insulated blocks for said ports, a man hole having double walls, insulation between said walls, a man hole cover having double walls, insulation between said walls, means for locking said cover on said man hole, a receptacle mounted within said container and provided with a man hole, and with an inlet and an outlet, a cover for the man hole of the receptacle, and means to lock it in

place, a cover for the inlet and outlet, and means to lock said cover in closed position, suitable means to control the outlet of said receptacle, and straps positioned over the receptacle and anchored to the container.

6. A shipping container having spaced top, bottom and side walls, insulation between said walls, oppositely disposed ports in the top and bottom walls of the container, insulated blocks for said ports, a man hole having double walls, insulation between said walls, a man hole cover having double walls, insulation between said walls, means for locking said cover on said man hole, a receptacle mounted within said container and provided with a man hole, and with an inlet and an outlet, a cover for the man hole of the receptacle, and means to lock it in place, a cover for the inlet and outlet, and means to lock said cover in closed position, suitable means to control the outlet of said receptacle, and straps positioned over the receptacle and anchored to the container, and saddle blocks secured to the container and resting snugly against the top wall of the receptacle.

7. A shipping container having spaced top, bottom and side walls, insulation between said walls, oppositely disposed ports in the top and bottom walls of the container, insulated blocks for said ports, a man hole having double walls, insulation between said walls, a man hole cover having double walls, insulation between said walls, means for locking said cover on said hole, a receptacle mounted within said container and provided with a man hole, and with an inlet and an outlet, a cover for the man hole of the receptacle, and means to lock it in place, a cover for the inlet and outlet, and means to lock said cover in closed position, suitable means to control the outlet of said receptacle, and straps positioned over the receptacle and anchored to the container, and saddle blocks secured to the container and resting snugly against the top wall of the receptacle, and lifting ears secured near each corner of the container.

8. A shipping container having spaced top, bottom and side walls, insulation between said walls, oppositely disposed ports in the top and bottom walls of the container, insulated blocks for said ports, a man hole having double walls, insulation between said walls, a man hole cover having double walls, insulation between said walls, means for locking said cover on said man hole, a receptacle mounted within said container and provided with a man hole, and with an inlet and an outlet, a cover for the man hole of the receptacle, and means to lock it in place, a cover for the inlet and outlet, and means to lock said cover in closed position, suitable means to control the outlet of said receptacle, and straps positioned over the receptacle and anchored to the container, and saddle blocks secured to the container and resting snugly against the top wall of the container, and lifting ears secured near each corner of the container, and means for locking said container on a vehicle.

In testimony whereof I affix my signature.

ALFRED H. SMITH.