Aug. 3, 1926. 1,594,433

W. J. TOWLE

CONTAINER FOR SHIPPING CANS

Filed April 11. 1924

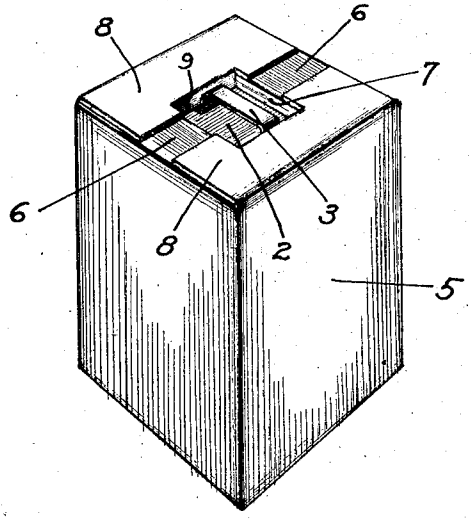


FIG. 1

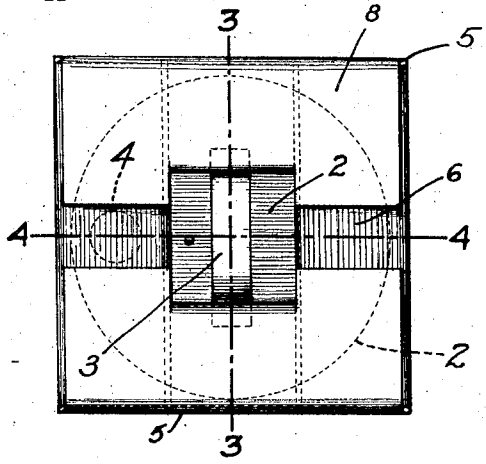


FIG. 2

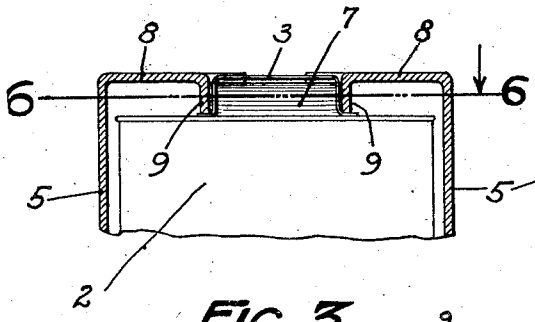


FIG. 3

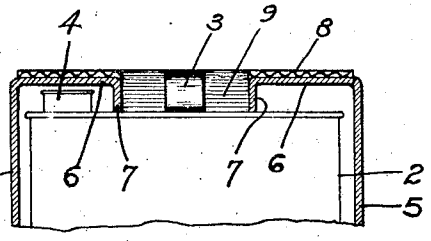


FIG. 4

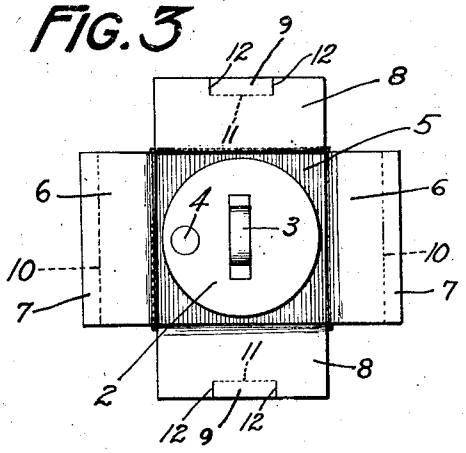


FIG. 5

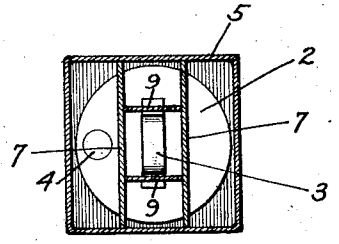


FIG. 6

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UNITED STATES PATENT OFFICE.

WILLIAM J. TOWLE, OF ST. PAUL, MINNESOTA.

CONTAINER FOR SHIPPING CANS.

Application filed April 11, 1924. Serial No. 705,751.

This invention relates to improvements in containers in which shipping cans may be placed and by which they will be protected while being handled, packed and transported by express, freight or otherwise.

The objects I have in view are to provide an inexpensive container in which a can may be placed and by which it will be fully protected while being handled, packed or transported, while at the same time the convenient lifting of the package, (can and container) by means of a handle secured upon the top of the can, is not interfered with.

In the accompanying drawings forming part of this specification:—

Figure 1 is a perspective view of a container embodying my invention, showing a can arranged therein;

Figure 2 is a plan view of the same;

Figure 3 is a partial vertical section on line 3—3 of Figure 2;

Figure 4 is a partial vertical section on line 4—4 of Figure 2;

Figure 5 is a plan of the container showing a cylindrical can arranged therein, the flaps at the top of the container being opened to show the arrangement thereof, and to show also the manner in which the flaps are cut and scored;

Figure 6 is a horizontal section on line 6—6 of Figure 3 looking in the direction of the arrow, the scale of Figures 5 and 6 being substantially one-half the scale of the other figures of the drawing.

I have shown for illustration a cylindrical can 2, arranged in the container and having a filling and pouring nozzle 4, closed by a suitable cap, and having a handle 3, centrally secured upon the top of the can.

5 represents the body of the container, which is preferably formed of heavy paper, straw or fiber board, and which is preferably rectangular or square in cross section. For shipping cylindrical or square cans a square container will usually be employed. The container is provided at two of its upper opposite or free edges with flaps 6, 6, hinged to the body, preferably by creasing or scoring the material at the base of the flap, and provided also with the score lines 10, parallel to the hinges of the flaps and forming the short end flaps 7, 7, (Figures 4 and 5). The end flaps 7, 7, are turned so as to stand at right angles to the main portions of the flaps. These flaps 6, 6, are turned down over the top of the can, the main portion 6 of each flap being in a horizontal position, while the short end flaps 7 stand in a vertical position and rest upon the top of the can (Figure 4). At its other edges the top of the container is provided with the flaps 8, 8, the same being hinged to the upper edges of the opposite walls of the container so as to turn into horizontal positions over the flaps 6, 6, as indicated in Figures 3 and 4 of the drawings. Narrow flaps 9 are provided centrally at the edges of the flaps 8 by the scored lines 11 and the slits 12, 12.

The end flaps 7 and 9 are substantially equal in length to the height of the handle 3, as shown in Figures 1, 3 and 4 of the drawings. The end flaps 7 extend entirely across the top of the can and the full width of the interior of the container, as shown in Figure 6. The width of the end flaps 9 is substantially equal to the distance between the end flaps 7 when said end flaps are turned into the vertical position shown in Figures 4 and 6, so that the end flaps 9 turn down between the flaps 7 and hold the same in their vertical position and the end flaps 9 stand in a vertical position and are held in a vertical position by the ends of the handle 3, as shown in Figures 3 and 6.

With this arrangement a can is first placed in the container, with its handle 3 extending lengthwise and substantially parallel to the edges of the flaps 6, 6. The end sections 7, 7, of the flaps 6, 6, are turned at right angles to the body of the flap, as shown in Figures 4 and 6. The flaps 8 are then turned down into a horizontal position so that they overlie the flaps 6, 6, to which they may be glued, the flaps 6, 6, having their end portions 7, 7, turned down at right angles to the plane of the flaps by means of the scored dotted lines 10, 10. Each of the flaps 8, 8, has slots 12, 12, and is scored on the line 11, so that a narrow flap 9 is thereby formed. This flap may be turned at right angles to the body of the flap 8 and then projected at right angles downward between the vertical ends 7, 7, of the flaps 6, 6, and close to the ends of the handle 3, as shown in the drawings.

With this arrangement, the flaps 6, 6, turned into a horizontal position, with their end portions 7, 7, extending at right angles and bearing upon the top of the can body, and the flaps 8, 8, turned into a horizontal position above the flaps 6, 6, and with their end portions 9, 9, turned at right angles, and standing in a vertical position, resting

upon the top of the can body, the package is completely closed, as represented in Figure 1 of the drawings, while the handle 3 lies within the opening formed between the vertical ends of the flaps, and may be conveniently grasped by the operator when he desires to lift or handle a can.

The turned-down portions 7 and 9 of the flaps 6 and 8 all bear on the top of the can body, and thus reinforce the top of the container preventing it from collapsing, or being bent downward, when pressure is applied thereto as by placing a heavy weight on the top of the container.

The package formed by the can and the container, as described, may be handled and packed in express or freight cars easily. It will stack and ride in the cars, and will stack in storage, much better and easier than a round package. The square opening in the top makes it easy to get a secure hold of the handle, and the turned-down edges of the cover flaps, as before stated, reinforce the cover preventing its collapsing.

This package costs less to manufacture than the ordinary wood veneer jacketed can of commerce. It not only costs less to manufacture, but it takes a lesser freight rate than the ordinary wood jacketed can.

While I have shown the container used with a round can it is obvious that it may be used for shipping either a round or a square can.

I claim as my invention:—

1. A container for shipping cans, comprising a rectangular open ended body provided with a folding flap at each of its free edges, two of the opposite flaps being provided with full width end flaps and the other opposite flaps being provided with centrally arranged narrow end flaps, the width of said narrow end flaps being substantially equal to the distance between the full width end flaps, when the latter are in folded position.

2. A container for shipping cans provided with a folding flap at each of its free edges, each of said flaps being transversely scored to provide end flaps, two of said end flaps being of full width and the others of narrower width and arranged to stand in a vertical position between the full width end flap.

3. A container for shipping cans comprising an open ended body provided with end flaps which have folding flaps on their free edges, said end flaps and folding flaps being bent down in the same direction to provide an open recess centrally located in the container head to receive a handle projecting thereinto.

4. A shipping can provided at one end with a centrally arranged upwardly projecting handle and an upwardly projecting filling nozzle, a container for the can provided with foldable end flaps, the free edges of the flaps extending only to a point substantially flush with the top of the handle and above the top of the filling nozzle each of the free edges of the flaps being provided with a folding flap bent down to rest against the top, the lengths of the end flaps being less than one-half the width of the container whereby when the end flaps are folded into a horizontal position, a central opening is provided in the cover through which the can handle may be grasped.

5. The combination with a shipping can provided at one end with a centrally arranged handle, of a container within which said can is arranged, said container being of rectangular form and provided at each of its free edges with a folding flap, arranged to fold across the end of the container and over the top of the can, the lengths of said flaps being less than one-half the diameter of the can, whereby an open space is provided for the can handle when the flaps are folded.

In witness whereof, I have hereunto set my hand this 8th day of April 1924.

WILLIAM J. TOWLE.