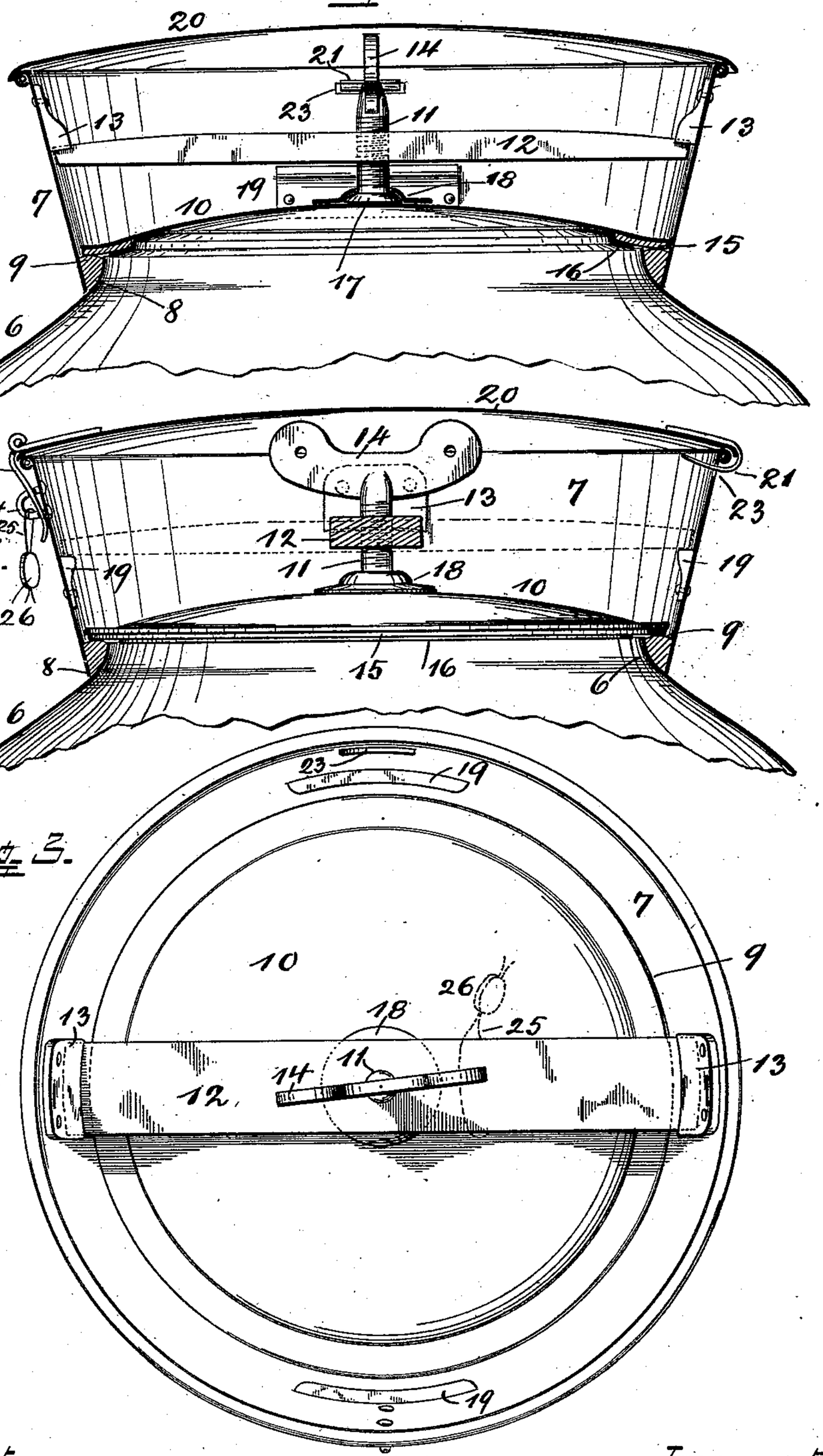
(No Model.)

T. LEE.

SHIPPING CAN.

No. 522,606. Patented July 10, 1894.

Fig. 1.



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UNITED STATES PATENT OFFICE.

THOMAS LEE, OF HOME CITY, OHIO.

SHIPPING-CAN.

SPECIFICATION forming part of Letters Patent No. 522,606, dated July 10, 1894.

Application filed June 4, 1894. Serial No. 513,356. (No model.)

To all whom it may concern:

Be it known that I, THOMAS LEE, a citizen of the United States, and a resident of Home City, Hamilton county, State of Ohio, have invented new and useful Improvements in Shipping-Cans; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, attention being called to the accompanying drawings, with the reference-numerals marked thereon, which form a part of this specification.

This invention relates to improvements in the construction of sheet-metal cans of the kind which are used for shipping purposes as for instance in the oyster- and milk-trade. The covers of such cans should be air- as well as liquid-tight, to prevent their contents from spoiling, as well as spilling and they should be capable of being locked in a manner to prevent depredations while in transit, but permit ready opening to the parties authorized to have access thereto.

The object of this invention is therefore a construction which complies with these requirements and the same is described and pointed out in the following specification and claims, together with its operation, parts and construction, the latter being also illustrated in the accompanying drawings, in which—

Figures 1 and 2 are vertical central sections of the upper part and cover of a shipping can improved in accordance with my invention. Fig. 3, is a top-view of such a can with its lid and the means for locking it, in position.

The upper part of the can draws inwardly as shown at 6, and receives the neck 7 which at its lower end is somewhat wider than the diameter at the upper end of the can so as to pass over the same and produce an annular socket 8 as is shown in Figs. 1 and 2. This socket is filled with soft-metal or solder, whereby the neck is secured to the body of the can, as well as a seat 9 provided for a lid 10 to rest on. The latter is held down to its seat by a screw 11, passing through a locking bar 12, correspondingly threaded which, after the lid is put in position, is swung so as to pass under lugs 13, after which screw 11 by means of its handle 14 is turned in the proper direction within its passage in this locking-bar whereby the lid is caused to close tightly down upon its seat. The under surface of lugs 13 is slightly concaved whereby the retention of bar 12 within its position, is facilitated. In order to make the joint between the lid and its seat air- and liquid-tight, a packing ring 15 is interposed which is held in place by a flanged ring 16 secured to the under side of the lid.

For the purpose of opening the can, screw 11 is operated in opposite direction as before in order to lower bar 12 sufficiently to permit it to swing clear of lugs 13, after which screw, bar and lid may be lifted off.

It is preferable to connect the lower end of the screw to the lid, whereby the same may serve as a handle for the latter and the parts become more compact and convenient for operation. For the purpose of such connection the lower end of screw 11 has a shoulder 17 over which a flanged ring 18, reaches, which is secured to the lid and whereby the screw is held in place on the latter without interference to its rotation. In cases where the lid should be frozen to its seat or in case of other obstructions, bar 12 after clear from lugs 13, may be swung upon shelves 19, whereupon with little exertion by a proper operation of screw 11, the lid may be raised against the bar and drawn from its seat.

20 is a cover for the purpose of closing the space above the lid against rain, snow, dust, &c. It rests on the upper edge of neck 7 and is held thereto by a hook 21 and a hinged loop—22 both secured to it and the first passing through a slot 23 in neck 7 and the other passing over a staple 24 thereon. To guard against depredations during transit, the cover may be sealed by passing a wire 25 through staple 24, the ends of which are secured by a leaden seal 26 in the well known manner. In cases where this cover 20 is not used, the sealing may be done inside by passing the wire through an opening in the screw-handle and around the locking bar as shown in Fig. 3.

Having described my invention, I claim as new—

1. In the construction of sheet metal-cans for shipping purposes, the combination of the neck 7, an annular seat inside of it and near its lower edge, a lid for it, a screw on top of the latter, a locking bar swinging on the

screw, and lugs 13 secured to the inside of neck 7 to hold down the locking-bar.

2. In the construction of sheet-metal cans for shipping purposes, the combination of a neck 7 which rests on top of the can-body which latter is drawn inwardly and projects beyond the lower edge of the neck 7, to form with the latter a recess which is filled with soft-metal to form an annular seat 9, a lid for it, a screw on top of the latter, a locking-bar swinging on the screw, and lugs 13 secured to the inside of neck 7 to hold down the locking-bar.

3. In the construction of sheet-metal cans for shipping purposes, the combination of the neck 7, an annular seat inside of it and near its lower edge, a lid for it, a flanged ring 16, secured to the under side of the latter with a space between suitable to receive a packing ring, a screw on top of the lid, a locking bar swinging on the screw, and lugs 13 secured to the inside of neck 7, to hold down the locking bar.

4. In the construction of sheet-metal cans for shipping purposes, the combination of the neck 7, an annular seat inside of it and near its lower edge, a lid for it, a screw on top of the latter, a shoulder at the lower end of the screw, a flanged ring 18 secured to the lid and reaching over the shoulder on the screw to hold it in position on the lid, a locking-bar swinging on the screw, and lugs 13 secured to the inside of neck 7 to hold down the locking bar.

5. In the construction of sheet-metal cans for shipping purposes, the combination of the neck 7, an annular seat inside of it, and near its lower edge, a lid for it, a screw on top of the latter, a locking-bar swinging on the screw, lugs 13 secured to the inside of neck 7, to hold down the locking bar, and shelves 19 adapted to receive the ends of the locking bar when released from below lugs 13 to support it to enable the screw to draw the lid from the seat.

6. In the construction of sheet-metal cans for shipping purposes, the combination of the neck 7, an annular seat inside of it, and near its lower edge, a lid for it, a screw on top of the latter, a locking-bar swinging on the screw, lugs 13 secured to the inside of neck 7, to hold down the locking bar, and a supplementary cover, resting on the upper-edge of neck 7, for the purposes described.

7. In the construction of sheet-metal cans for shipping purposes, the combination of an annular seat at the upper part of the can, a lid for it, a screw on top of the latter, a locking bar swinging on the screw, a neck 7, rising above the annular seat provided with lugs 13 to hold down the locking bar and having a slot 23 and a staple 24 and a supplementary cover having a hook 21 and a loop 22 adapted to engage with the slot and staple mentioned, for the purpose of keeping it in position on the neck.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS LEE.

Witnesses:
WM. KRAMER,
C. SPENGEL.