

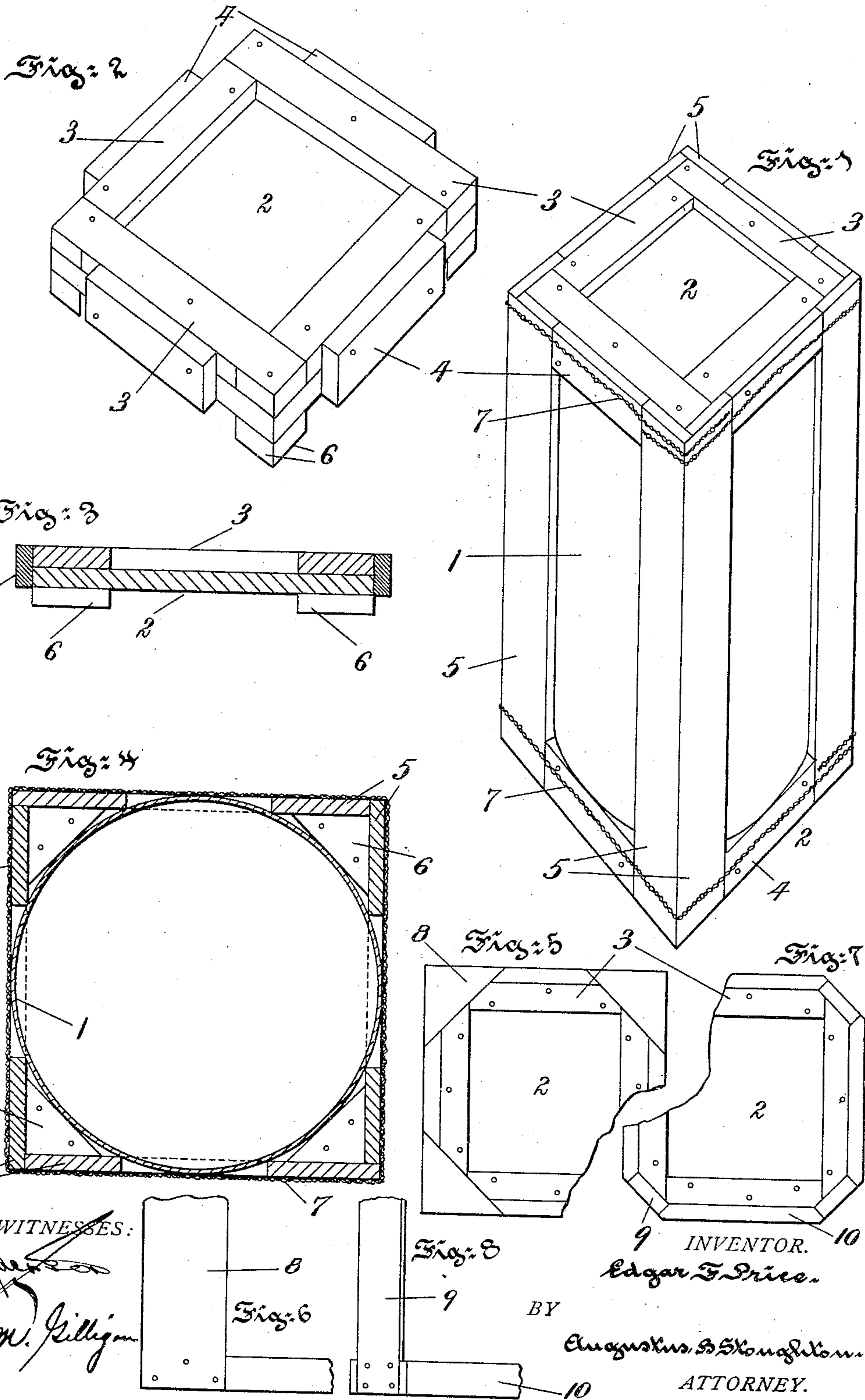
No. 765,903.

PATENTED JULY 26, 1904.

E. F. PRICE.
PACKAGE.

APPLICATION FILED MAY 22, 1903.

NO MODEL.



WITNESSES:

[Signature]
R. M. Gilligan

Fig. 6
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Fig. 8

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UNITED STATES PATENT OFFICE.

EDGAR F. PRICE, OF NIAGARA FALLS, NEW YORK, ASSIGNOR TO UNION CARBIDE COMPANY, OF NIAGARA FALLS, NEW YORK, A CORPORATION OF VIRGINIA.

PACKAGE.

SPECIFICATION forming part of Letters Patent No. 765,903, dated July 26, 1904.

Application filed May 22, 1903. Serial No. 158,239. (No model.)

To all whom it may concern:

Be it known that I, EDGAR F. PRICE, a citizen of the United States, residing at Niagara Falls, in the county of Niagara and State of New York, have invented a new and useful Package, of which the following is a specification.

The object of the present invention is to provide a light package in which to ship, more especially for export, such material as carbide of calcium and which shall possess the advantages of the strength and facility of manufacture characteristic of cylindrical packages and which shall also possess the advantages such as occur in the loading or packing of square packages, but without such increase of bulk for the same capacity as is usually made the basis of increased freight charges when square crated or cased packages are used.

To these and other ends, hereinafter set forth, the invention, stated in general terms, comprises the improvements to be presently described and finally claimed.

The nature, characteristic features, and scope of my invention will be more fully understood from the following description taken in connection with the accompanying drawings, forming part hereof, and in which—

Figure 1 is a perspective view of a package embodying features of the invention. Fig. 2 is a perspective view of one of the heads of the package shown in Fig. 1. Fig. 3 is a central sectional view of the head of the package. Fig. 4 is a transverse sectional view of the package. Fig. 5 is a top or plan view showing a head embodying a modification of the invention. Fig. 6 is a side view of a portion of the package shown in Fig. 5. Fig. 7 is a top or plan view showing a head embodying another modification of the invention, and Fig. 8 is a side view of a portion of the package shown in Fig. 7.

In the drawings, 1 is a cylindrical drum, as of sheet metal, adapted to contain and have sealed within it a material such as carbide of calcium. It is of course cheaper to produce a cylindrical headed drum having a certain capacity than it is to produce a rectangular

package having the same capacity, and a cylindrical drum is much stronger than a rectangular package and better adapted to contain material like carbide, so that obviously the cylindrical drum 1 presents advantages. However, in shipment, or especially on steamers, cylindrical drums, if uncrated, are difficult to pack and are likely to roll about. If entirely incased in boxes or cases, the transportation charges are prohibitory, because such charges are based upon the largest dimensions of the package.

A description will now be given of means which support and protect the drum 1 and impart to it a rectangular form without increasing materially the dimensions which are used as the basis of freight charges.

Referring to Figs. 1, 2, 3, and 4, 2 represents heads which are applied to the top and bottom of the drum and which are duplicates of each other, so that a description of one of them will suffice. The head is square and may be made of one or more pieces and may also be reinforced on the outside by face-strips 3, so as to combine strength and lightness. It is preferable to have the two longer face-strips 3 placed across the grain of the wood in head 2. 4 represents marginal cleats secured to the head, so as to leave at the corners spaces to which the uprights or corner-standards consisting of strips are secured. The cleats 4 also serve purposes which will be presently described. The dimensions of the head and the diameter of the drum 1 are such that the outside cylindrical wall of the latter is in substantial coincidence with the outside faces of the cleats 4. Thus the distance at right angles between the outside faces of opposite cleats 4 is the same as the diameter of the drum, and in estimating freight charges they would be based upon the height and diameter of the drum if the heads were absent, so that the presence of the heads and corner-pieces 5 adds nothing to the cost of transportation except the slight addition to the increase in height of the package, while at the same time it affords all of the advantages of a square package. On the inner side of the head are se-

heads and corner-pieces, and the linear dimensions of the ends of the package corresponding substantially with the diameter of the drum whereby portions of its curved surface
5 between the corner-pieces are exposed, substantially as described.

13. A package consisting of an internal metallic cylindrical drum contained within a wooden crate whose form is that of a right
10 parallelepiped, said crate consisting of rectangular heads and corner-pieces which connect them, and the linear dimensions of the ends of the package corresponding substantially to the diameter of the drum whereby portions of
15 its curved surface between the corner-pieces are exposed, substantially as described.

14. A package comprising a cylindrical drum, rectangular heads, corner-pieces connecting the heads, bands encircling the corner-pieces and heads, and the linear dimen-
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sions of the ends of the package corresponding substantially to the diameter of the drum, substantially as described.

15. A package comprising rectangular heads having strips upon their outer faces and
25 triangular blocks on their inner faces, marginal cleats, corner-pieces fitted between marginal cleats in line with the blocks and connecting the heads, bands encircling the corner-pieces, and a cylindrical drum between the heads and
30 corner-pieces and having portions of its curved surface between the corner-pieces exposed, substantially as described.

In testimony whereof I have hereunto signed my name.

EDGAR F. PRICE.

Witnesses:

F. B. O'CONNOR,
C. E. BILLINGS.