No. 819,336. PATENTED MAY 1, 1906.

E. W. CARNES.

SECTIONAL OR COMPARTMENT CAN.

APPLICATION FILED JUNE 26, 1905.

Fig. 1

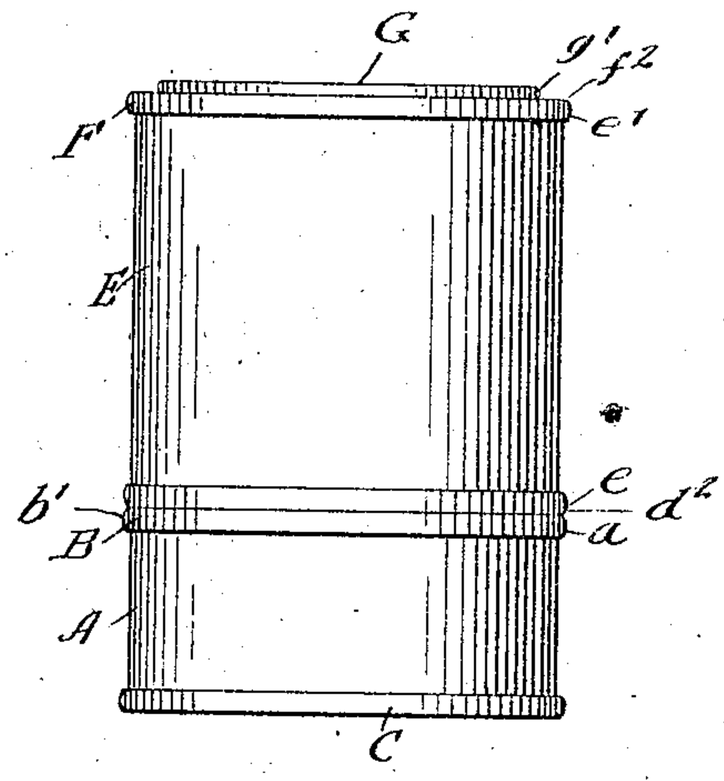


Fig. 2

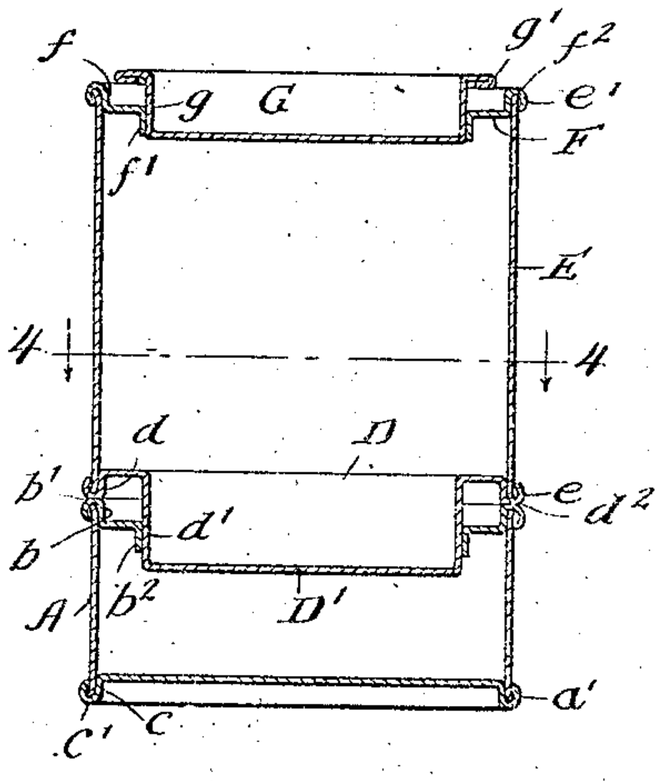


Fig. 3

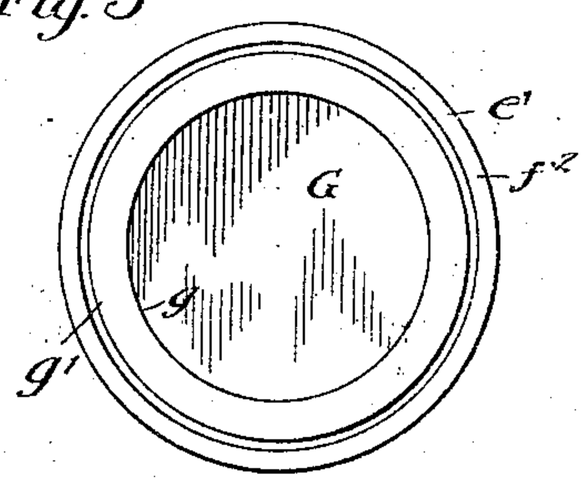


Fig. 4

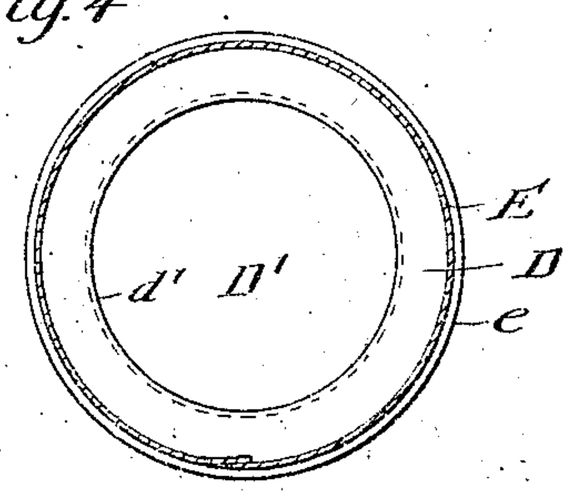


Fig. 5

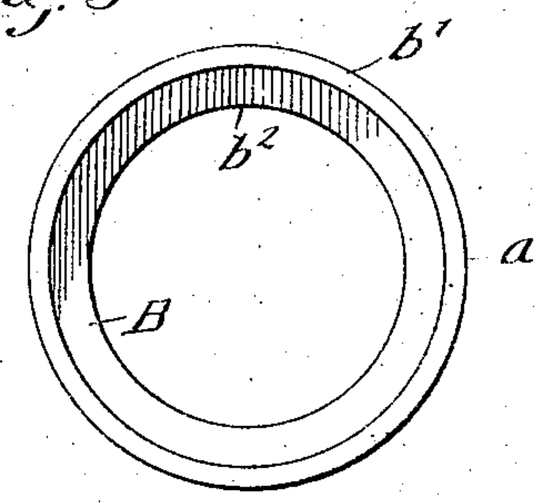
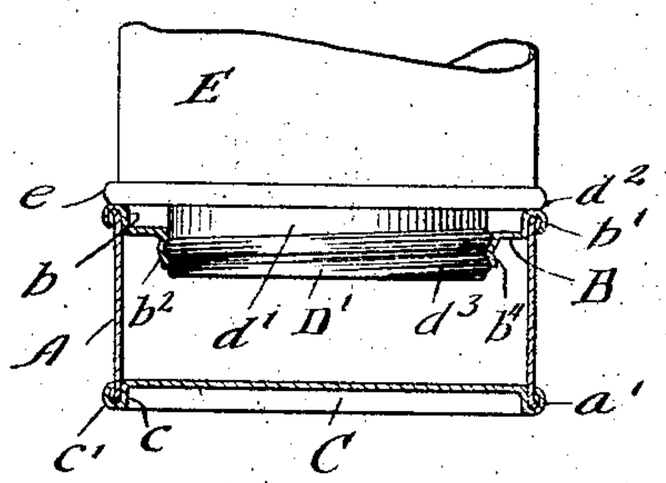


Fig. 6



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UNITED STATES PATENT OFFICE.

EDWARD W. CARNES, OF CHICAGO, ILLINOIS, ASSIGNOR TO AMERICAN CAN COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

SECTIONAL OR COMPARTMENT CAN.

No. 819,336. Specification of Letters Patent. Patented May 1, 1906.

Application filed June 26, 1905. Serial No. 266,979.

To all whom it may concern:

Be it known that I, EDWARD W. CARNES, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Sectional or Compartment Cans, of which the following is a specification.

My invention relates to improvements in sectional or compartment cans.

Heretofore sectional or compartment cans have usually been made by providing the main can-body with an integral extension rim or flange projecting below its bottom furnished with screw-threads or other means for removably connecting it with the upper end of the lower or next contiguous section, as illustrated, for example, in the expired patent to Wetzler, No. 116,780, of July 4, 1871, or in the Nichols patent, No. 367,836, of August 9, 1837, or as used in lanterns for connecting the oil-cup to the sheet-metal base of the lantern. In these old constructions the upper end of the body of the lower or removable section of the can is not furnished with any annular top to strengthen or stiffen the same or to materially contract the opening in the upper end thereof, and the means for connecting the sections and for closing the lower section have been defective and open to serious objections and difficulties in practical use and operation.

The object of my invention is to provide a sectional or compartment can of a simple, strong, efficient, and durable construction in which the two sections of the can may be rigidly and firmly secured together, in which both sections of the can will have annular tops, so that the openings in the upper ends thereof may be made of any desired diameter or size, and in which the lower or bottom head of the upper section of the can will serve as a cap to close the opening in the annular top of the lower section, and in which the upper section of the can will serve as a handle or means for disengaging the cap closure of the lower section in opening the lower section of the can, and in which the cap closure for the lower section of the can will serve as the means for rigidity and firmly connecting the two sections of the can together.

My invention consists in the means I employ to practically accomplish this object or result—that is to say, it consists in a sectional or compartment can comprising a lower section furnished with an annular top and preferably provided with an annular depending friction seat-flange surrounding the opening in the annular top to adapt the same to be closed by an ordinary friction-cap closure or other suitable closure and an upper section having a bottom head provided with an integral friction-cap boss adapted to fit in the annular top of the lower section and close the same liquid-tight and also to connect the upper and lower sections of the can together, said upper section of the can being provided with an annular top having a depending annular friction seat or flange adapted to receive a friction-cap.

My invention also consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown and described.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a sectional or compartment can embodying my invention. Fig. 2 is a central vertical section. Fig. 3 is a plan view. Fig. 4 is a section on line 4 4 of Fig. 2. Fig. 5 is a top or plan view of the lower section, the upper section being removed; and Fig. 6 is an elevation, partly in vertical section, illustrating a modification.

In the drawings, A represents the body, B the annular top, and C the bottom head of the lower section, of my improved sectional or compartment can, all the parts of both sections being of tin plate or other sheet metal. The annular top B is united to the can-body A by a folded or other seam a, as is also the bottom head C by a seam a', these seams being soldered or not, as may be desired. The annular top B as well as the bottom head C are preferably countersunk, the countersink-walls b c fitting inside the can-body and forming, with the seams a a', annular projecting upper and lower rims or beads b' c' at the upper and lower ends of this lower can-section, serving to stiffen and strengthen the same. The annular top B is provided with a depending flange b^2, preferably a friction seat-flange, adapted to receive a friction-cap closure, such as are now commonly in use.

D is the bottom head, E the body, and F the annular top, of the upper section of my improved sectional or compartment can.

The bottom head D is united to the can-body E by a folded or other seam *e*, as is also the annular top F by a seam *e'*, which seams may be soldered or otherwise, as desired. The bottom head D and the annular top F are countersunk, as illustrated in the drawings, and the countersink-walls *d f* fit inside the can-body E. The lower head D of the upper section of the can is furnished with an integral downwardly-projecting boss D', having a substantially cylindrical or slightly-tapering friction seat wall or flange *d'*, which engages the friction seat wall or flange b^2 of the annular top B of the lower section of the can and closes the opening in said annular top and also serves as the means for firmly connecting the upper and lower sections of the can together. The friction-cap closure D' for the lower section, which is integral with the bottom head D of the upper section, constitutes a means for connecting the two sections of the can together very firmly and rigidly in connection with the abutting annular shoulders *b'* of the lower section and d^2 of the upper section. These abutting annular shoulders *b' d*^{2} also serve as a fulcrum in opening the lower section or removing its friction-cap closure D' therefrom when the two sections are separated and the lower section opened by tipping them apart, each section serving as a lever in this opening or separating operation. The annular top F of the upper section has a depending friction seat wall or flange *f'* surrounding the opening therein and which engages a corresponding seat wall or flange *g* of the friction-cap G, which closes the opening in the upper section. The friction-cap G has an annular horizontally-projecting folded rim *g'*, which serves as a hold for a lever in prying off the friction cap or cover G upon the annular rim or shoulder f^2 of the can-body E as the fulcrum.

As illustrated in Fig. 6, the annular depending flange b^2 of the annular top B is furnished with a screw-thread b^4, and the corresponding annular wall *d'* of the closure D' is furnished with screw-threads d^3, thus affording a screw-closure and connection between the bottom head D of the upper section and the annular top B of the lower section of the can. I prefer, however, to use the friction-cap closure connection illustrated in Figs. 1 to 5 instead of a screw-thread or other closure.

I claim—

1. A sectional or compartment can comprising in combination a lower section having an annular top, furnished with a depending friction seat wall or flange surrounding the opening therein, and an upper section having a bottom head provided with an integral boss friction-cap closure fitting in and closing the opening in the annular top of the lower section, and connecting the two sections together, and provided with an annular top having a depending friction seat wall or flange, and a friction-cap fitting in and closing the same, substantially as specified.

2. A sectional or compartment can comprising in combination a lower section having an annular top furnished with a depending friction seat wall or flange surrounding the opening therein, and an upper section having a bottom head furnished with an integral boss fitting in the opening of the annular top of the lower section and constituting a friction-cap closure therefor and a means for connecting the two sections of the can together, substantially as specified.

3. In a sectional or compartment can, the combination with a lower section having a body A, annular top B and bottom C, said annular top having a depending flange *b* and a raised annular rim or shoulder b^3 and an upper section having a body E and bottom head D furnished with integral boss D', an annular shoulder or rim d^2, said boss fitting in and forming a closure for the annular top of the lower section and connecting the two sections together, said upper section having an annular top F furnished with depending friction seat wall or flange *f*, an annular shoulder or rim f^2 and a friction-cap G having a folded projecting rim *g'*, substantially as specified.

4. In a sectional or compartment can, the combination with a lower section having an annular top, and a flange or wall surrounding the opening therein, of an upper section having a bottom head furnished with an integral portion adapted to fit said flange or wall surrounding the opening in the annular top of the lower section and close the opening of the lower section and to connect the two sections together, substantially as specified.

5. A sectional or compartment can, comprising in combination a lower section having an annular top provided with a depending flange surrounding the opening therein, an upper section having a bottom portion furnished with an integral boss fitting within the flanged opening of the annular top of the lower section, means for securing the parts together independent of their frictional engagement with each other, and a friction-cap closure or cover for the upper section, substantially as specified.

EDWARD W. CARNES.

Witnesses:
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