908,205.

F. M. CLAPP.

COMPARTMENT CAN.

APPLICATION FILED JUNE 14, 1906.

Patented Dec. 29, 1908.

Fig. 1

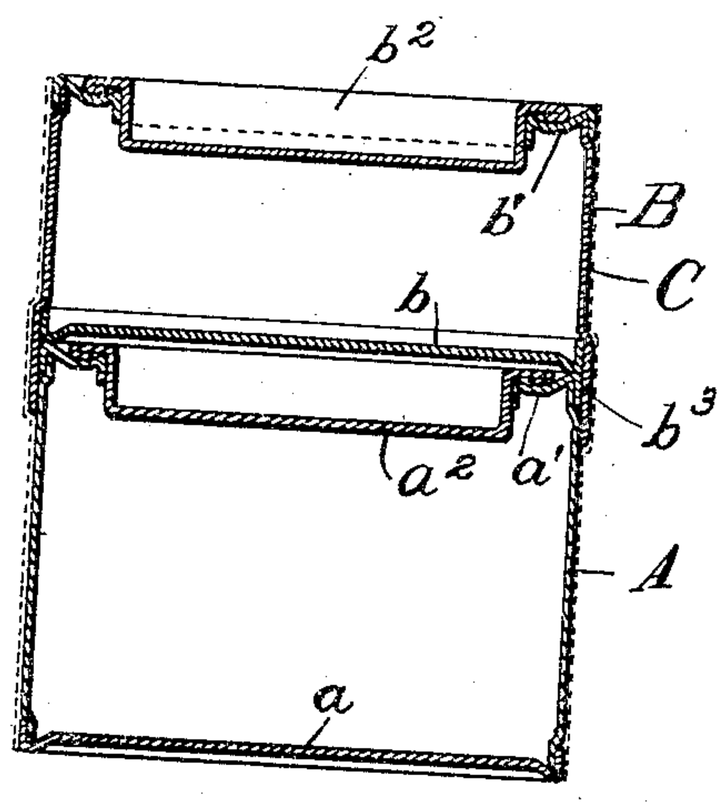

Fig. 2

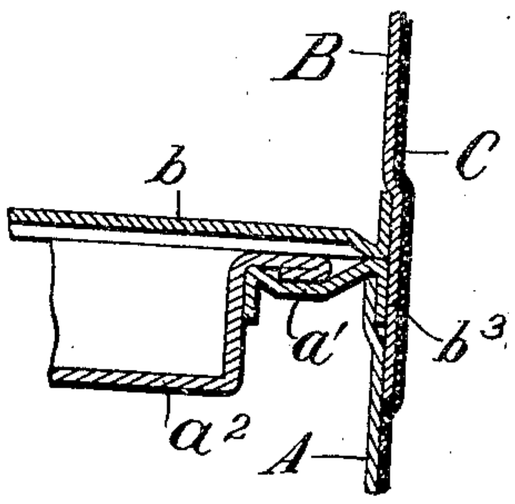

Fig. 3

WITNESSES:

Brennan B. Wedderburn.

G. H. Myers.

INVENTOR,

BY Ford M. Clapp.

Bates Fouts & Hull

ATTYS.

UNITED STATES PATENT OFFICE.

FORD M. CLAPP, OF CLEVELAND, OHIO, ASSIGNOR TO THE OHIO VARNISH COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

COMPARTMENT-CAN.

No. 908,205. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed June 14, 1906. Serial No. 321,595.

To all whom it may concern:

Be it known that I, FORD M. CLAPP, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Compartment-Cans, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

The object of this invention is to provide an efficient compartment can for carrying in one package substances which are to be used together but which deteriorate when mixed.

My can keeps the constituents entirely separated and is so arranged as to form a single complete package. It may be easily separated, and when so separated, each part is a complete packing vessel in itself and may be subsequently used as desired.

The invention is more fully hereinafter described and its essential characteristics set out in the claims.

In the drawings, Figure 1 is a perspective view of my compartment can complete with a label around it. Fig. 2 is a vertical central section through the can. Fig. 3 is an enlarged sectional view of a portion of the can adjacent to the junction of the two compartments.

My can comprises two compartments each having its friction cover and the upper compartment having near its bottom a downwardly extending flange which engages the outer wall of the lower compartment and holds the parts in place.

As shown in the drawing, the lower compartment is designated A and it has the usual cylindrical wall with an inward flange a' at its upper end, and a bottom a which may be flanged and soldered to the wall as shown. The compartment has a friction cover a^2 seating within the opening in the flange a' and not extending as far outwardly as the outside of the can. Similarly, the upper compartment B has the flange b' and a friction cover b^2. This compartment also has a bottom b secured to the cylindrical wall. At the lower edge of the compartment B is the downwardly extending flange b^3, which in its preferred form is a continuation of the wall B, the bottom b being within such continuation.

In use, the compartment B surmounts the compartment A, and the flange b^3, fitting snugly on the compartment A, firmly holds the parts together. To prevent accidental displacement thereof, I put a wrapper C about the complete can, which wrapper is preferably a paper label. A line c around this label indicates where the same should be cut to allow the compartments to be separated. If the two compartments are of the same diameter, as shown in the drawing, the flange b^3 is offset outwardly, as shown, to embrace the lower wall. This offset forms a useful stop for the flange of the bottom b, as shown.

When the compartments are together and covered by the label a very neat can is produced. The contents of the compartments are kept adjacent and are sold as a unit, while they are always maintained separate and may thus be preserved. When the cans are separated for use, each compartment forms a complete can and has its own cover so that there need be no waste of material, by evaporation or otherwise. Moreover, after the compartments are emptied, each may be used for other purposes if desired.

It has heretofore been proposed to make a compartment can wherein the upper portion seats within the lower portion and constitutes the cover. Such can has the disadvantage that when liquid is employed in the lower compartment, the bottom of the upper compartment when removed is covered with the liquid and cannot be put down separately without soiling its support. Moreover, it is very difficult in such a case to make a tight enough joint to hold liquid in the lower compartment, for the projection of the upper compartment may cause it to be moved slightly in shipping, which would work it sufficiently loose to allow the escape of the liquid. With my can, any such movement does no harm. In fact, if the two parts were entirely separated there would still be no escape of the contents.

I claim:—

1. In a compartment can, the combination of a lower compartment having a bottom, a side wall, and an annular member at the upper edge flanged over the outside of the side wall, the side wall being bent inwardly to accommodate such flange, a friction cover seating in the central opening provided by such annular member and held thereto by friction, and an upper compartment having

a downward flange extending across the outer flange of the annular member and onto the wall of the lower compartment.

2. In a compartment can, the combination of a lower compartment having at its upper edge an inward annular flange whose upper surface is depressed, a depressed friction cover having a wall adapted to engage in the opening provided by such annular flange and itself having a flange extending across the annular member and stiffened by being bent on itself, the thickened portion thus provided being accommodated by the depression in said annular member, and an upper compartment having near its lower end a flange extending around the lower member and frictionally engaging the same.

3. In a compartment can, the combination of a lower compartment having a bottom and a cover which seats within an opening in the top, an upper compartment having a bottom, a smooth flange formed by an offset downward extension of the side wall of the upper compartment and adapted to snugly engage the outer surface of the lower compartment by friction only, the bottom of the upper compartment being within such offset and having an upturned flange which abuts against the shoulder caused thereby.

4. In a compartment can, the combination of a lower compartment having a bottom, a side wall and an annular member at the upper edge flanged over the outside of the side wall, a friction cover seated in the central opening provided by such annular member and held thereto by friction, and an upper compartment having a downward flange extending around the outer flange of the annular member and onto the wall of the lower compartment.

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

FORD M. CLAPP.

Witnesses:

ALBERT H. BATES,

W. L. COOKE.