

No. 639,082.

Patented Dec. 12, 1899.

O. MUSSINAN.  
PIN TICKET OR TAG.

(Application filed Aug. 10, 1899.)

(No Model.)

FIG. 1.

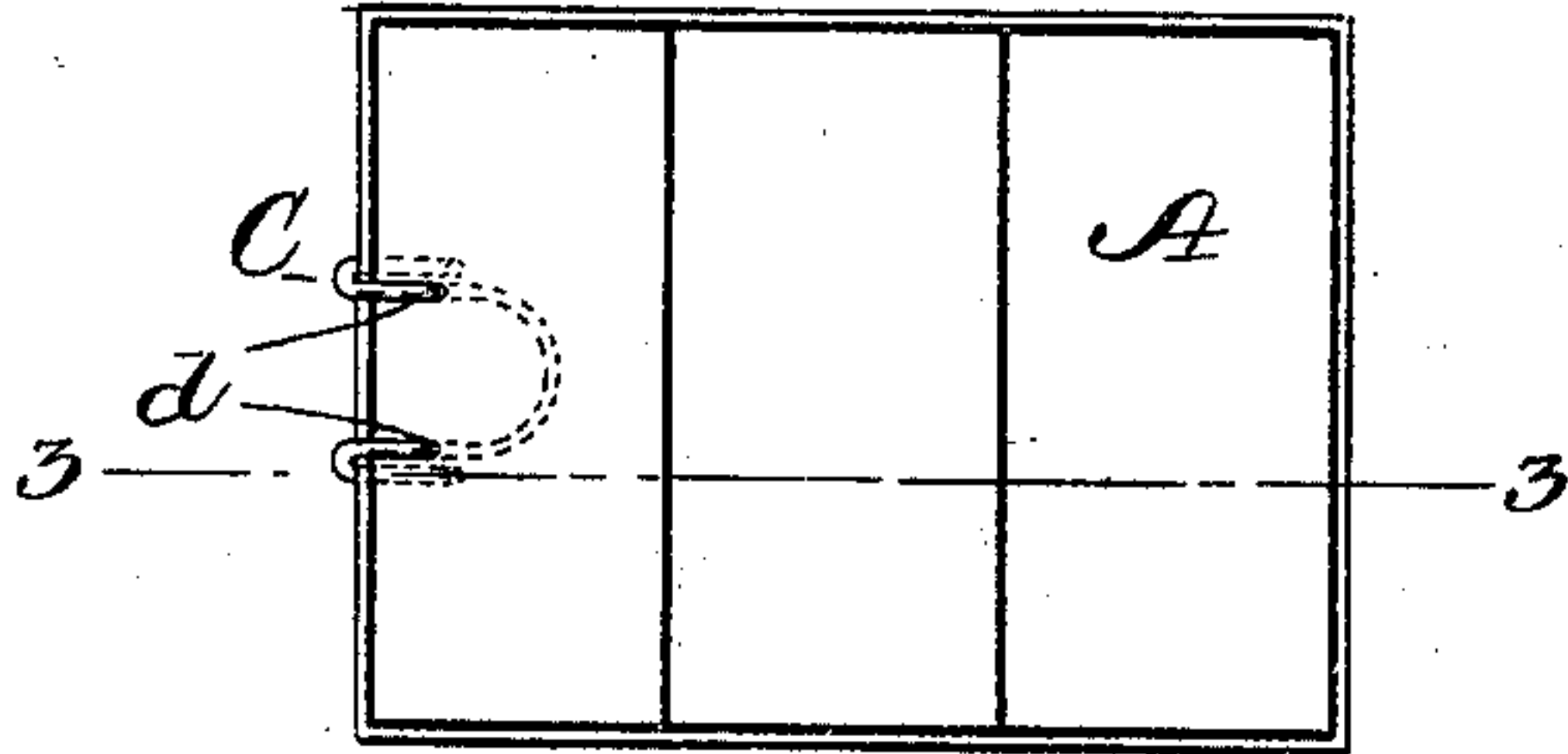


FIG. 2.

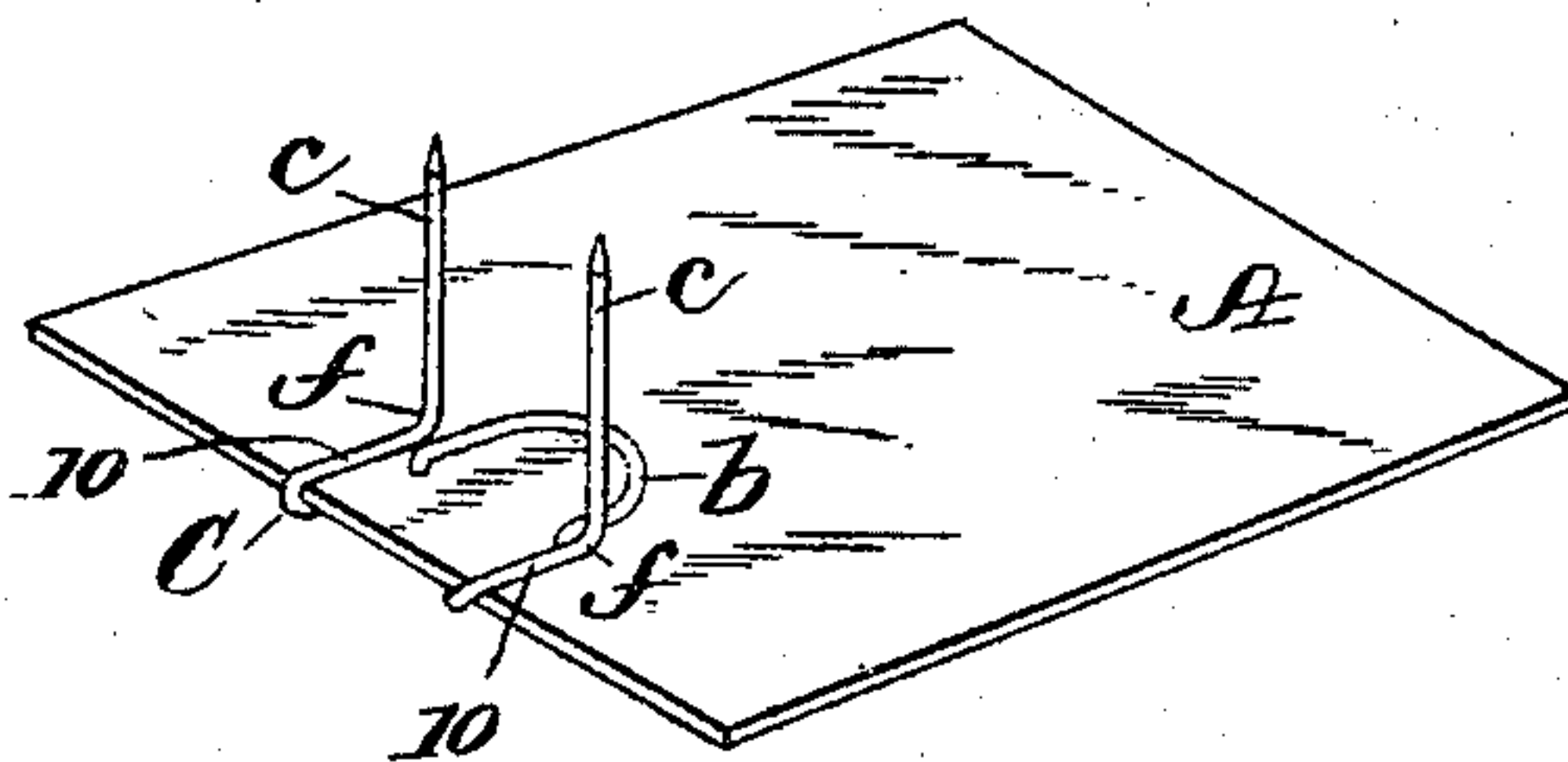


FIG. 3.

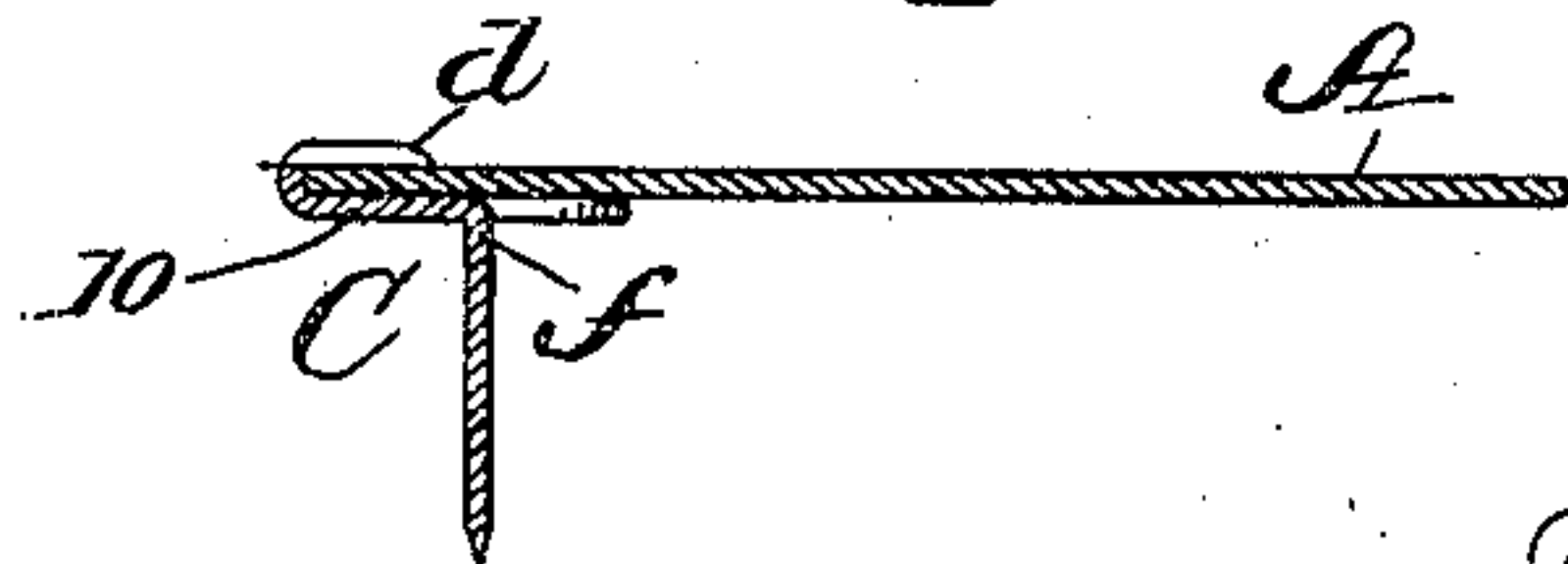


FIG. 4.

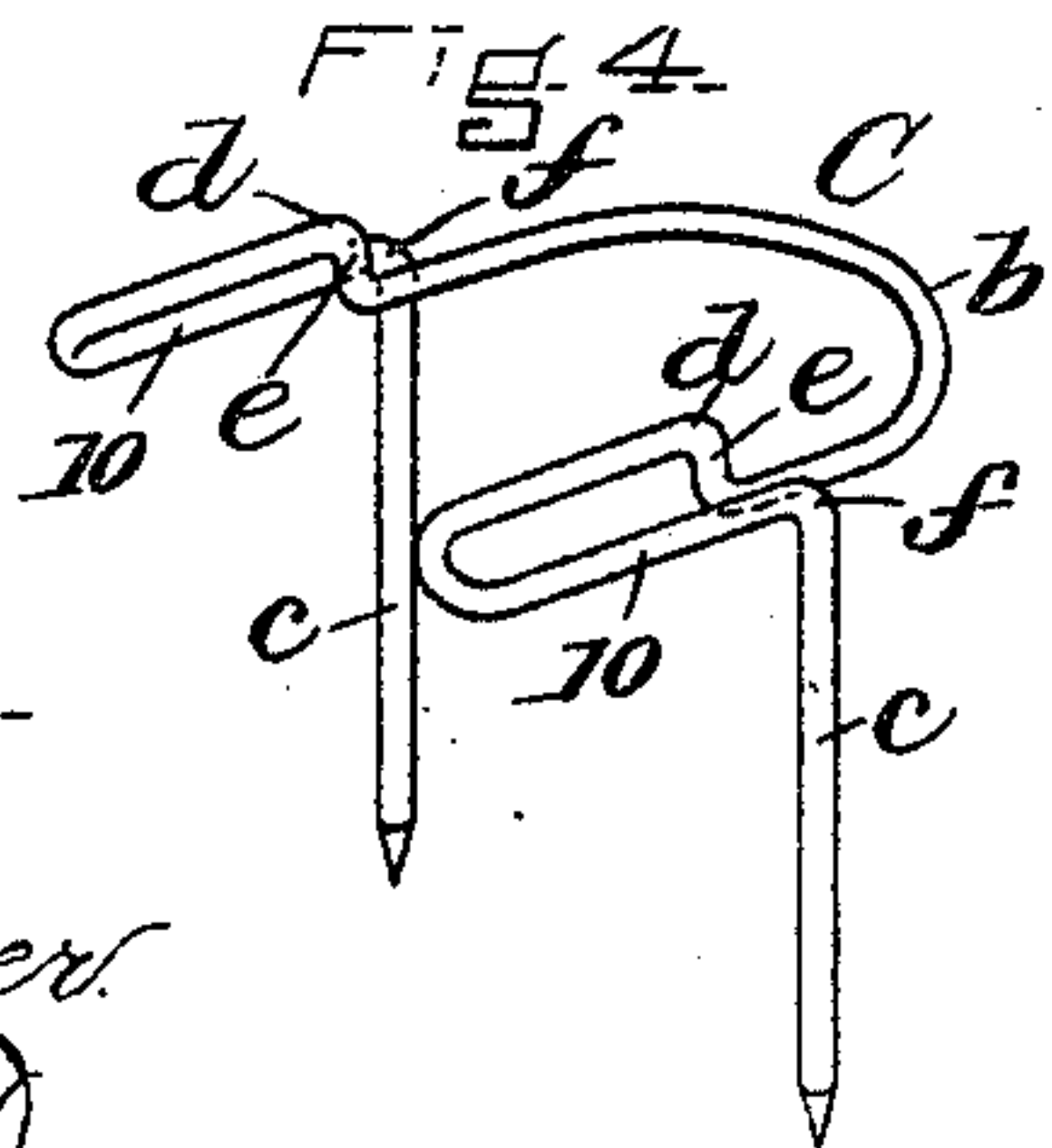
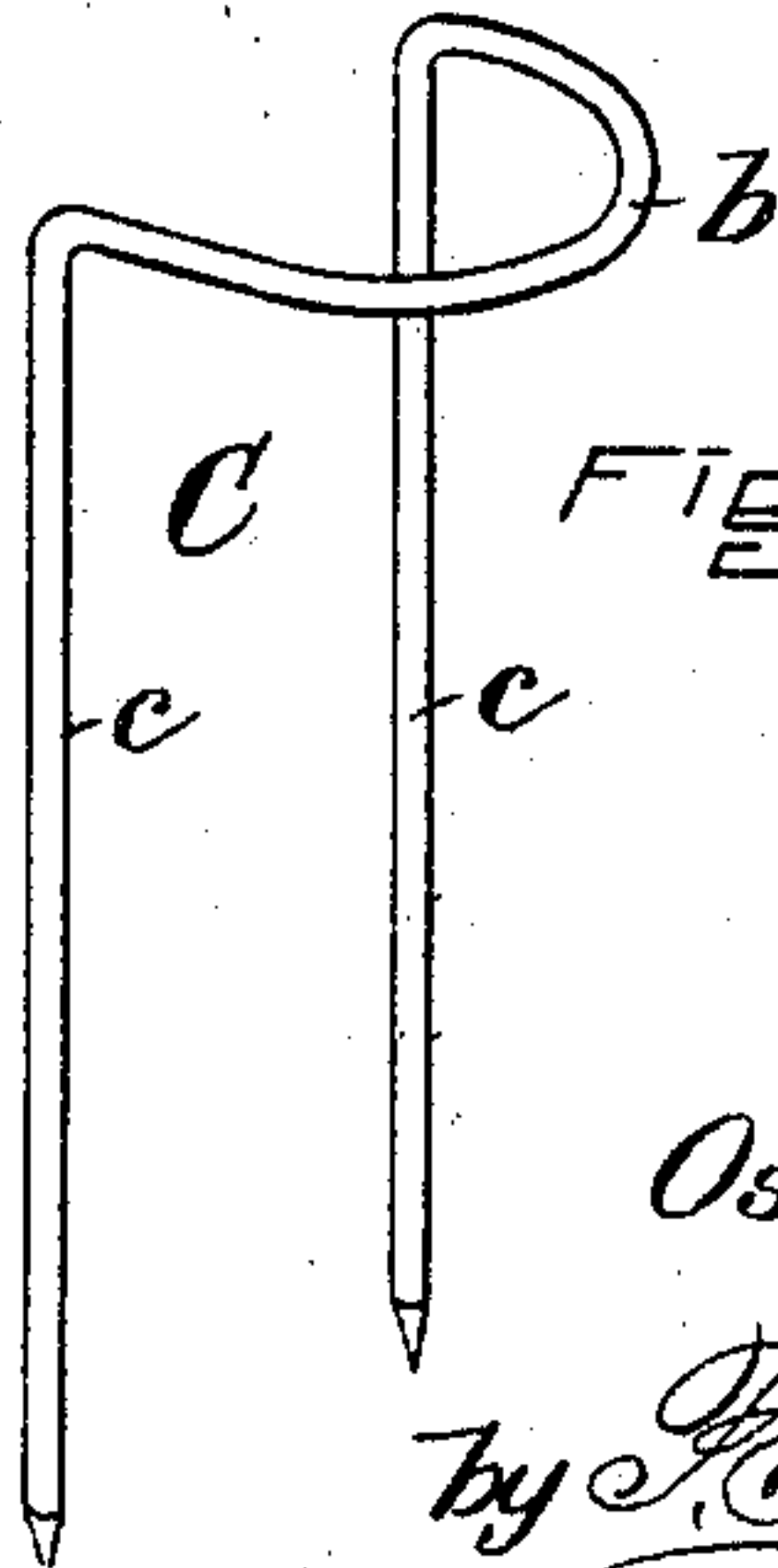


FIG. 5.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

OSCAR MUSSINAN, OF NEW YORK, N. Y.

## PIN TICKET OR TAG.

SPECIFICATION forming part of Letters Patent No. 639,082, dated December 12, 1899.

Application filed August 10, 1899. Serial No. 726,828. (No model.)

*To all whom it may concern:*

Be it known that I, OSCAR MUSSINAN, a citizen of the United States, residing at New York, in the county and State of New York, have  
5 invented certain new and useful Improvements in Pin Tickets or Tags, of which the following is a specification.

My invention has for its object to improve the construction of pin tickets or tags generally used for applying distinguishing marks, numbers, or prices to merchandise—such as garments, fabrics, and the like; and to this  
10 end my invention consists in a pin ticket or tag provided with a staple-shaped fastening-pin bent and applied in such manner as to form a rearwardly-extending U-shaped bridge or loop, which lies against the under side of the ticket and serves to stiffen and support the same, the shanks or prongs connected by  
20 said bridge extending up through and over the top or face of the ticket, to and down around its edge, and thence rearwardly under its lower surface, where they are bent downward at right angles, the pin-points or prongs  
25 being thereby brought into such positions that the vertical strains in applying or removing the tag will be distributed over a considerable portion of the ticket, as will be also the lateral strains produced in bending  
30 down or clenching the prongs upon the fabric or article, as hereinafter more fully described.

In the accompanying drawings, Figure 1 is an enlarged plan view of a pin ticket or tag embodying my invention. Fig. 2 is a perspective view of the reverse or under side of the same. Fig. 3 is a longitudinal vertical section of the same on the line 3 3 of Fig. 1. Fig. 4 is an enlarged perspective view of the fastening-staple detached from the tag or  
40 ticket. Fig. 5 is a view of the fastening-staple before being applied to the ticket or tag, the loop or prong connecting bridge being bent down at a right angle.

In the drawings, A represents a ticket or tag which may be composed of cardboard, thick paper, or other suitable material and of any desired shape and size to receive the distinguishing marks, numbers, or characters which it may be desired to apply to the goods,  
50 articles, or fabrics on which the tag is to be used.

C is the fastening pin or staple, which is

made from a single piece of wire bent to form a U-shaped bridge or prong-connecting part b, which is bent down at a right angle to the  
55 shanks or sharp-pointed prongs c c, as shown in Fig. 5, before being applied to the tag.

In attaching the fastening-staple C to the tag the prongs c c are passed through the tag from the rear, so that the U-shaped loop or  
60 bridge b will extend rearwardly in contact with and lie flat against the back or under surface of the tag, as shown in Fig. 2, thus stiffening and supporting the same. The upwardly-projecting shanks or prongs c c are  
65 then bent down at right angles at d d flat upon the upper surface of the tag, forming offsets e e, as shown in Fig. 4, after which they are bent downwardly and rearwardly around its edge to firmly embrace the same  
70 and prevent any loose movement, and are finally bent at f f downwardly, so as to project at right angles to the under surface of the tag, as shown in Figs. 2 and 3, ready to engage the article or fabric to which the tag  
75 is to be affixed.

The bends or angles f f are located near the points where the prongs were first passed through the tag, and it will be noticed that the U-shaped prong-connecting bridge-piece  
80 or loop b extends rearwardly from these points, which I regard as an essential feature of my invention in connection with the bending of the shanks over the upper face of the tag around its edge and back under its  
85 lower face to form the portions which extend from the angles f f to the edge of the tag, and by this construction the vertical strains produced in the operation of inserting or removing the tag are distributed over a very  
90 broad portion of its surface, as are also any lateral strains due to the bending of the points or prongs down upon the fabric, while in clenching down the prongs there is a certain amount of spring action of the several  
95 parts of the fastener, which tends to increase their grasp and holding capabilities.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A pin ticket or tag provided with a staple-shaped fastening-pin having a U-shaped  
100 prong-connecting bridge or loop, bent down upon the under surface of the ticket to form a support or stiffener therefor, and extending



rearwardly, and having its prongs or shanks  
passed up through the ticket, over its upper  
face to and around its edge, and thence rear-  
wardly along its under face to about the outer  
5 ends of the bridge-piece, and downwardly at  
right angles to the surface of the ticket, sub-  
stantially as described.

2. The combination with a ticket or tag, of  
a fastening or attaching device consisting of  
10 a single piece of wire bent to form two prongs  
or shanks and having a U-shaped prong-con-  
necting bridge-piece *b* bent at a right angle  
to the prongs and lying flat upon the under  
surface of the ticket and extending rear-

wardly from the points where the shanks 15  
pass through the same, said prongs project-  
ing up through the ticket, over its upper sur-  
face, down around its edge and rearwardly  
along its under surface where they are bent  
downwardly at right angles to the face of the 20  
ticket, substantially as described.

Witness my hand this 4th day of August,  
A. D. 1899.

OSCAR MUSSINAN.

In presence of—

P. E. TESCHEMACHER,  
LILLIAN I. BASFORD.