

No. 682,718.

Patented Sept. 17, 1901.

F. KOHNLE.

SHIPPING TAG.

(Application filed May 31, 1901.)

(No Model.)

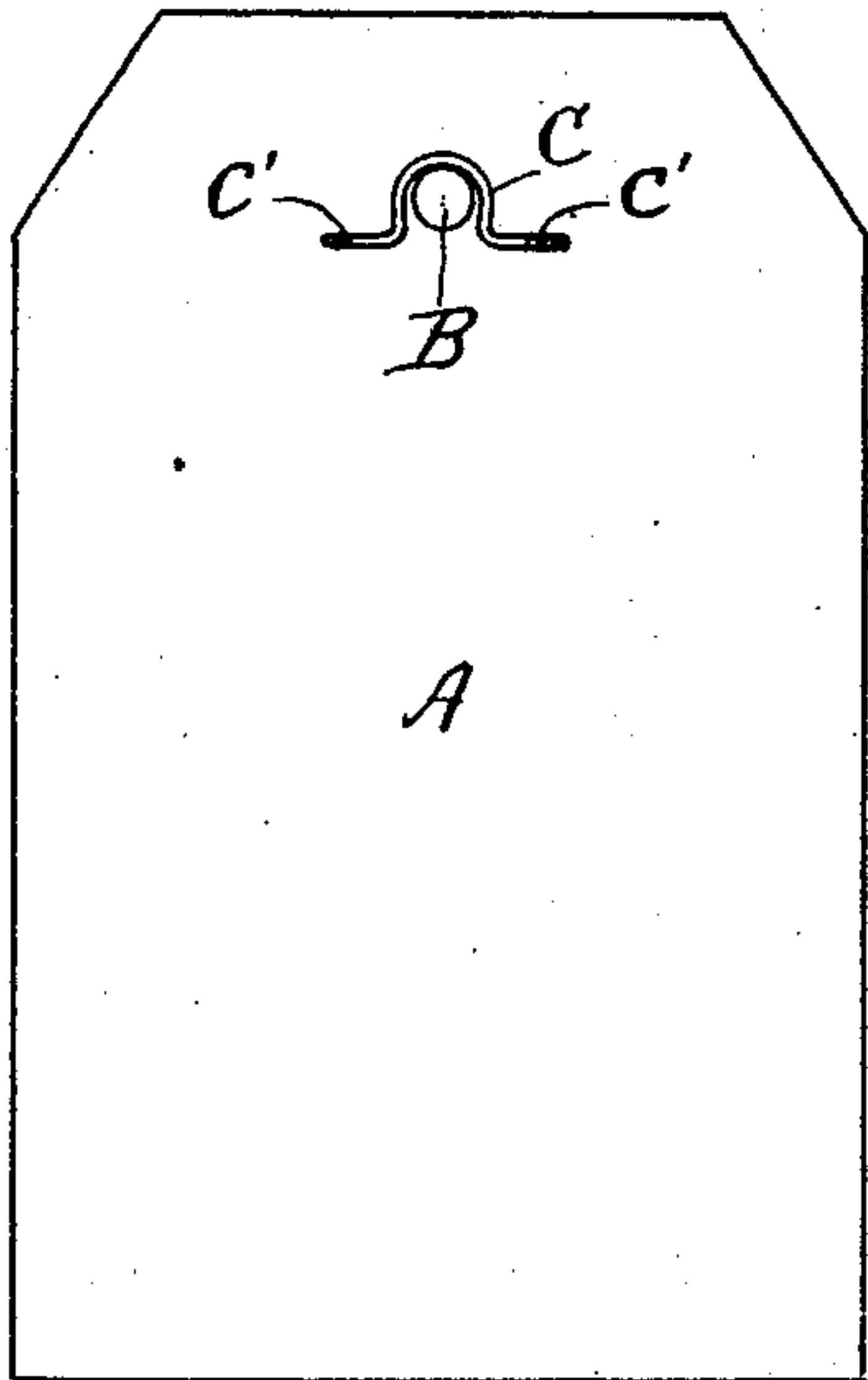


Fig. 1.

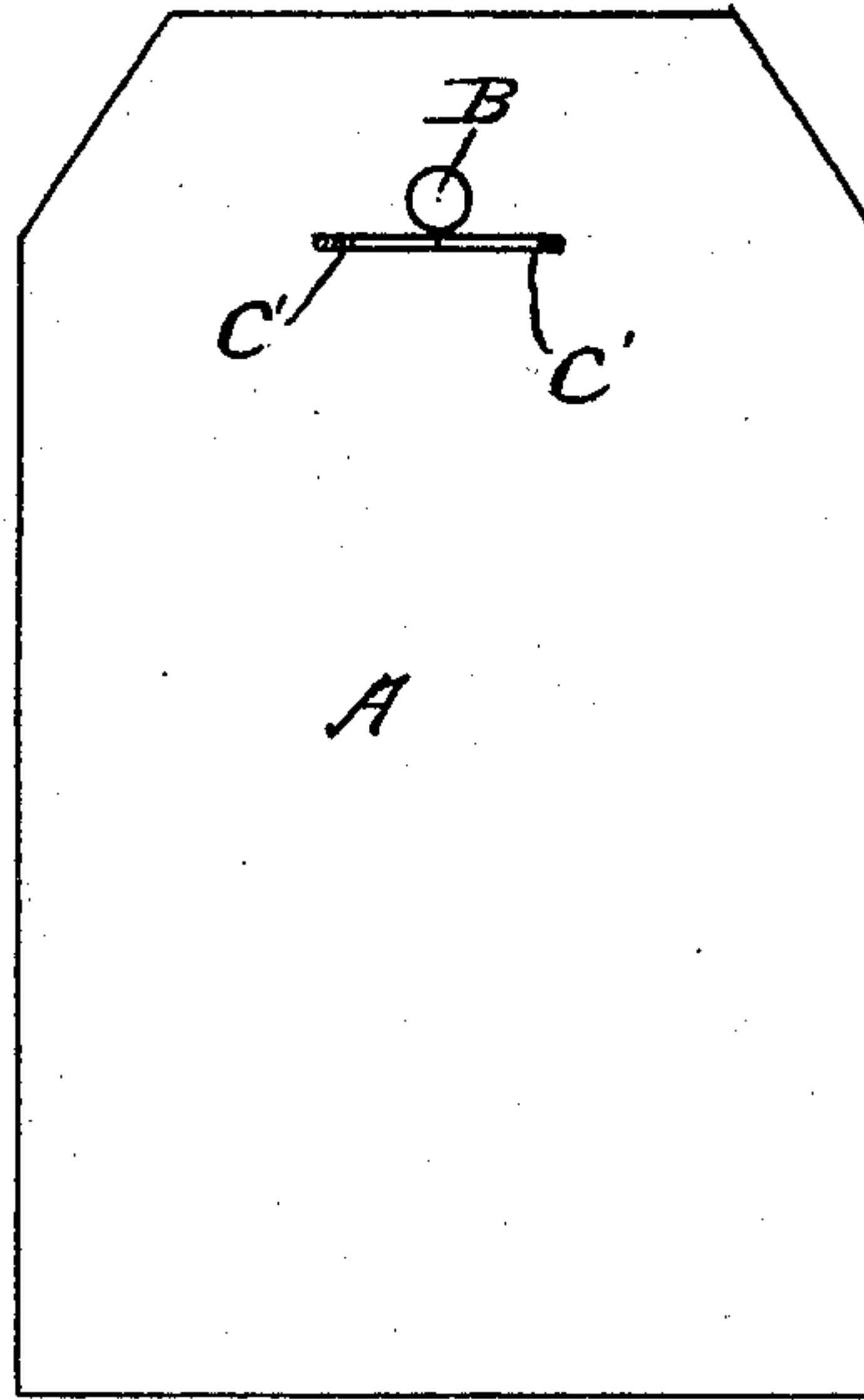


Fig. 2.

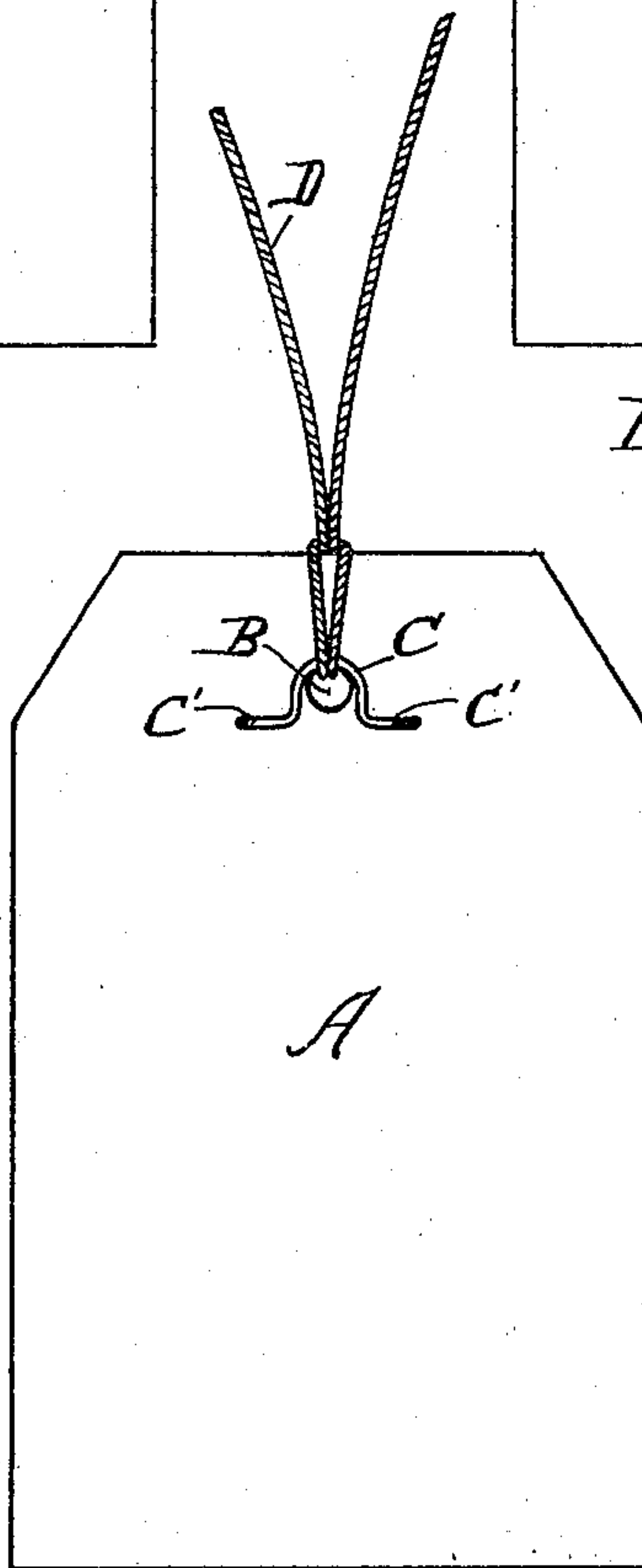


Fig. 3.

WITNESSES
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FREDERICK KOHNLE, OF DAYTON, OHIO.

SHIPPING-TAG.

SPECIFICATION forming part of Letters Patent No. 682,718, dated September 17, 1901.

Application filed May 31, 1901. Serial No. 62,453. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK KOHNLE, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Shipping-Tags; 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in shipping-tags, the object of which is to provide a cheap and durable tag having the novel features hereinafter described and claimed.

Preceding a detail description of my improved tag reference is made to the accompanying drawings, of which—

Figures 1 and 2 are views of opposite sides of a shipping-tag constructed in accordance with my invention. Fig. 3 is a view of the side shown in Fig. 1 with an attaching-cord passed through the hole or perforation.

A designates a tag which is constructed of any suitable cardboard or paper having the necessary strength to serve the purposes of a shipping-tag. A thick quality of Manila paper is inexpensive and will serve the purpose of a shipping-tag when constructed in accordance with my invention, the object, as before stated, being to provide an inexpensive and durable tag. The tag A is provided with a hole or perforation B adjacent to one end. C is a staple constructed of wire, the body portion of which surrounds the major portion of said hole or perforation B, the outer side of said hole or perforation being inclosed by a portion of the staple. The ends C' of said staple terminate at right angles to the body portion, are projected through the tag, and clinched on the opposite side of the tag against the body of said tag, as shown in Fig. 2. It will thus be seen that the tag is

reinforced on both sides by the laterally-projecting ends of the staple. This provides a very substantial connection between the tag and the staple, while the portion of said staple that surrounds the hole or perforation in the tag serves to receive all the strain placed upon the tag due to the connection of the cord D, the function of the hole or perforation B being to permit the attaching-cord D to pass therethrough, and the staple, as before stated, receiving all the strain due to the connection of said tag with a parcel or other object by means of the cord.

It will be found that a tag constructed in accordance with my invention will not tear out at the end to which the cord is connected, the staple serving to protect the tag from any tearing out of the hole or perforation.

Having described my invention, I claim—

1. As a new article of manufacture, a shipping-tag having a perforation therein, a staple partially surrounding said perforation, the ends of said staple terminating at right angles and projected through the tag and the extreme ends thereof clinched on the opposite side of said tag.

2. In a tag, the combination of a tag having a hole or perforation therein, a staple having a curved body which incloses the outer side of said hole or perforation, the ends of said staple being carried down below the hole or perforation and passed through said tag and clinched on the opposite side thereof.

3. A shipping-tag having a hole or perforation therein, a wire staple located above said perforation and lying on each side thereof, with its ends passing through the tag on each side of said perforation, and clinched against said tag on the opposite side.

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

FREDERICK KOHNLE.

Witnesses:

R. J. MCCARTY,
JOHN W. KALBFUS.