Jan. 31, 1933. E. G. OVERLY 1,895,484

ENVELOPE CONSTRUCTION

Filed Feb. 27, 1930 3 Sheets-Sheet 1

Fig. 1.

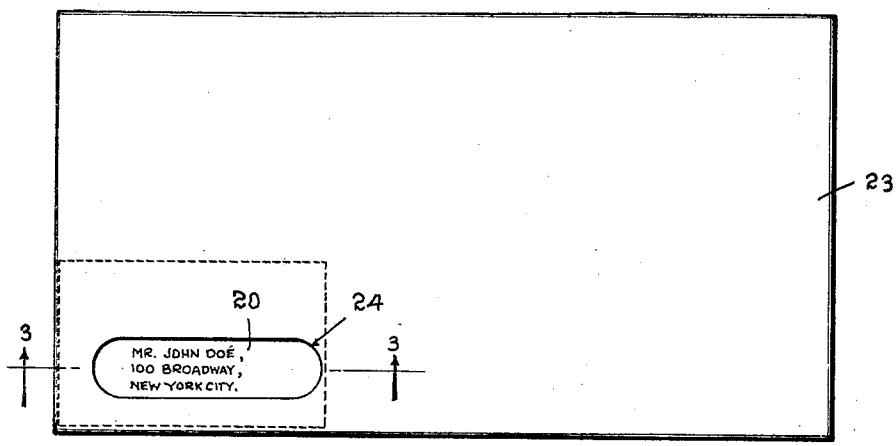


Fig. 2.

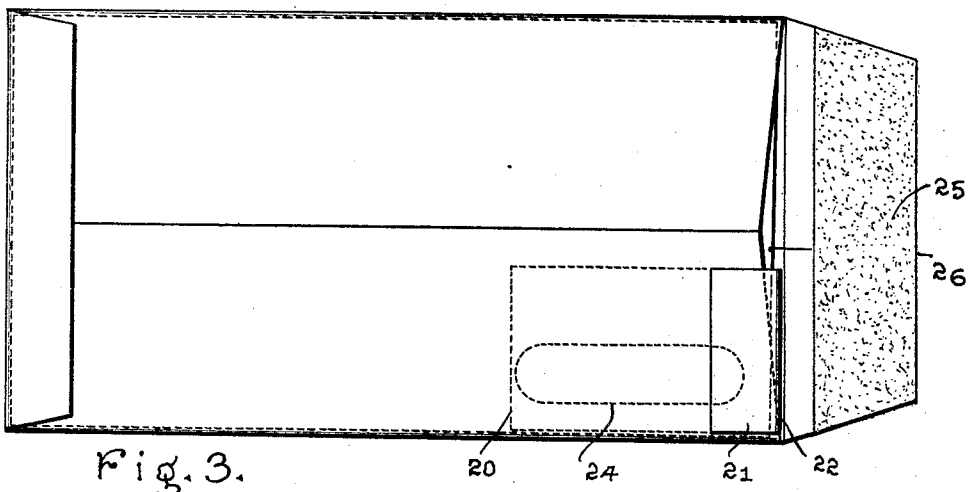


Fig. 3.

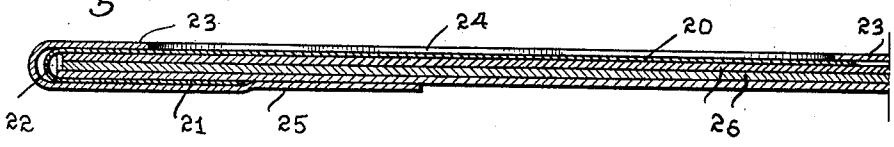
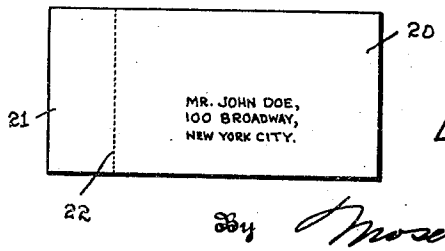


Fig. 4.



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Fig. 5.

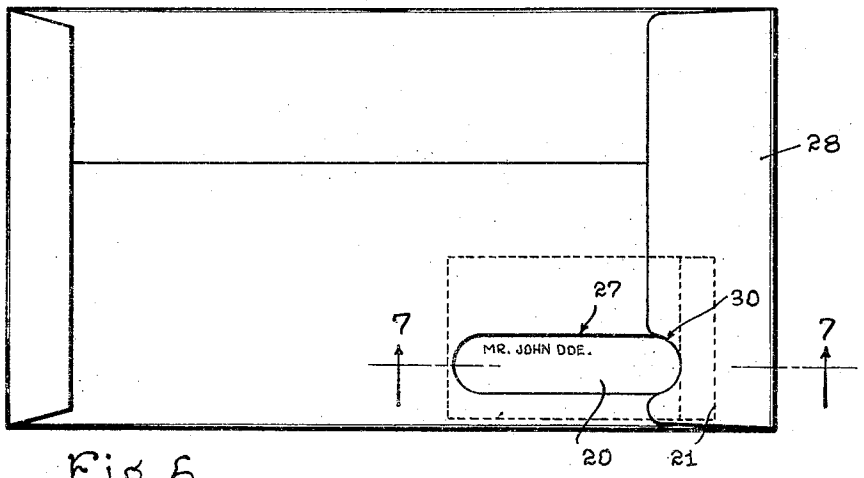
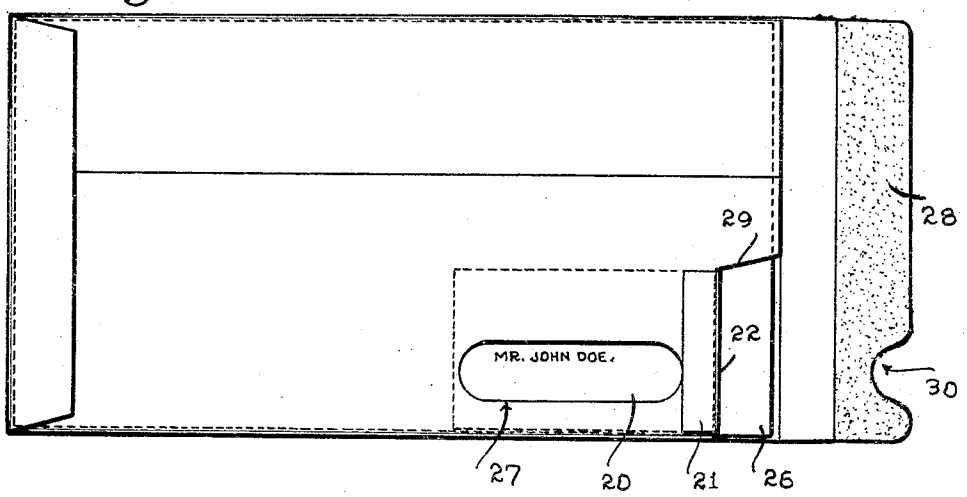


Fig. 6.



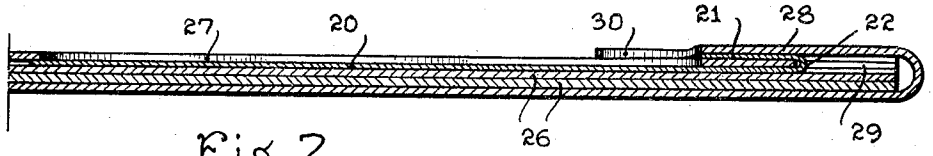


Fig. 7.

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ENVELOPE CONSTRUCTION

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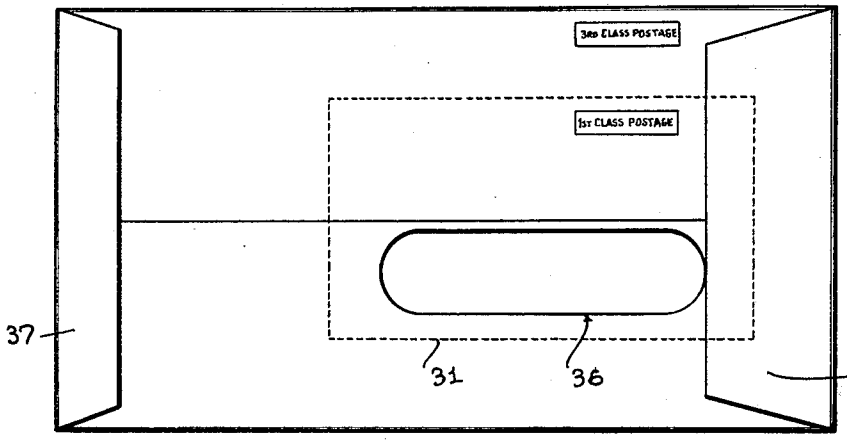


Fig. 8.

Fig. 9.

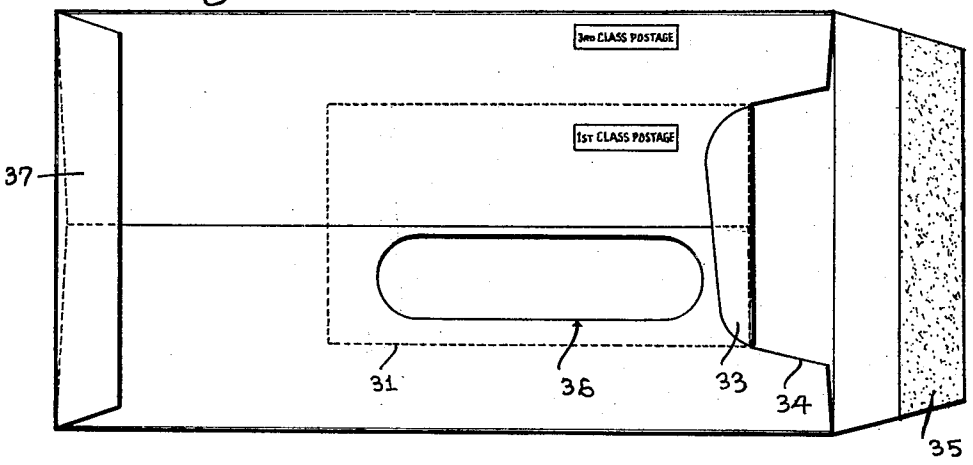
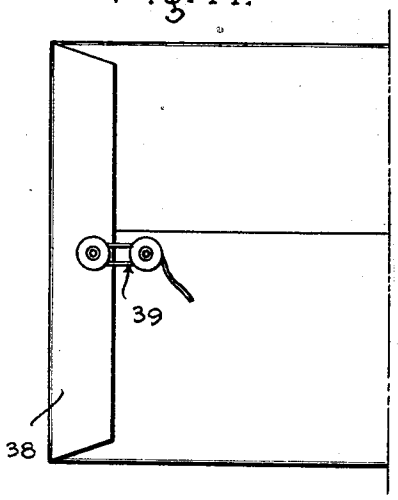


Fig. 11.



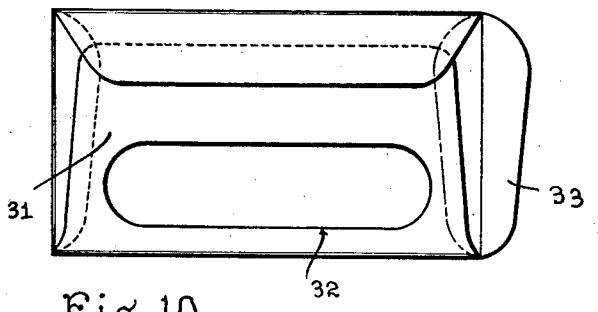


Fig. 10.

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Patented Jan. 31, 1933 1,895,484

UNITED STATES PATENT OFFICE

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ENVELOPE CONSTRUCTION

Application filed February 27, 1930. Serial No. 431,683.

The present invention relates to envelopes which are designed and constructed for receiving and carrying through the mails a more or less bulky article as well as a card or letter which is transmitted with the bulky article in the same envelope or container.

One of the objects of the invention is to so construct an envelope of the type above described that its cost of production is minimized; that its construction is simple and efficient; and that when in use and in transport all of the contents of the envelope are securely held within the envelope.

Another object of the present invention is to construct an envelope of the type above described which may hold and transport simultaneously two classes of mail, one of which may be a letter or a card and which constitutes first class mail and the other of which may be a more or less bulky article which may be transported as third or fourth class.

The invention also resides in part in the combination of a large envelope designed to receive a more or less bulky article with a piece of first class mail, which is so constructed that it may be placed within the large envelope and held securely therein and cooperating therewith to display the address carried thereby through a suitable opening in the large envelope thereof. While the invention as disclosed herein is partly shown as designed and constructed for the purpose of holding and transporting through the mails an automobile license plate and an accompanying registration card, it will be understood that the invention is not limited to this specific form and that the invention may be applied to many other uses and that it may be modified so as to be suitable for the transmission of any substantially bulky article and a transmission letter or card all in one container.

The drawings which are submitted as a part of the present specification and application, show several embodiments of the present invention for illustrative purposes, it being understood that the invention is not to be limited by these specific embodiments and that many modifications thereof will be apparent to those skilled in the art, these modifications falling within the scope of the claims appended herewith.

In the drawings:

Figs. 1, 2 and 3 show one embodiment of the invention; Fig. 1 showing a front view of the envelope and containing both the bulky article and the card. Fig. 2 shows a rear view with the sealing flap open. Fig. 3 is a section on the line 3—3 of Fig. 1.

Fig. 4 is a view of the card which is utilized in the present invention.

Figs. 5, 6 and 7 show another modification of the present invention, in which Fig. 5 is a view of the rear of the envelope with the flap sealed; Fig. 6 is a similar view with the flap unsealed and Fig. 7 is a sectional view on the line 7—7 of Fig. 5.

Figs. 8, 9 and 10 show another form of the invention in which Fig. 8 is a view of the rear of the envelope with the sealing flap sealed. Fig. 9 is a similar view with the sealing flap open and Fig. 10 illustrates the small envelope used in this organization.

Fig. 11 is a further modification of the invention.

The forms of the invention illustrated in Figs. 1 to 7 are designed primarily for holding and transporting in the mail one or two automobile license plates and the accompanying state registration card. In the envelopes commonly used for this purpose hitherto a small additional compartment for holding and sealing the registration card is provided. The present invention aims to eliminate this additional compartment and thereby to reduce the cost of manufacture of the envelope, the envelope and registration card being, however, so constructed that the card, and the license plates, may be held within the single large compartment of the envelope and in such a manner that the registration card is held positively and securely so that the name and address of the automobile proprietor may be exposed through a window properly placed in the envelope for that purpose, the card at the same time serving as an inside closure for that window.

In order to accomplish the above results, the present invention contemplates providing a registration card with a foldable lip or flap

which is folded over one edge of the back of the envelope and is held in position by the gum on the flap of the envelope when it is sealed.

The registration card is shown in Fig. 4 as consisting of a main body portion 20 having the desired information thereon and also including the name and address of the automobile proprietor; the card also being provided with the lip or flap 21, which is foldable on the line 22, this lip being no essential part of the registration card as such but serving merely to function during the transportation of the card and automobile tags.

If desired the line 22 may be in the form of perforations so as to facilitate the separation of the lip 21 from the main body portion 20 of the card by the owner on the receipt of the same, thereby leaving the registration card in size and form substantially the same as that which has been commonly used hitherto.

In the modification shown in Figs. 1, 2 and 3, the envelope 23 is of the type having the address window in the front face thereof as shown at 24. After the license plate or other bulky material has been inserted in the envelope the registration card is inserted in such a manner that the face bearing the name and address registers with the opening 24 of the envelope and constitutes a closure therefor, the lip 21 being folded over the edge of the back of the envelope as is shown in Fig. 2. When the sealing flap 25 of the envelope is sealed as shown in Fig. 3, the registration card will be held securely in place. The license plates 26 will be seen in Fig. 3 as cooperating with the structure of the envelope to hold the registration card securely in position and in registration with the address window 24.

It will be seen from the above that by the aid of the present invention, the cost of the envelope used for mailing automobile license plates and registration cards may be considerably reduced and that the cost of the assembly of these units is also reduced by reason of the fact that the sealing of one flap of the envelope completes the closure of the envelope whereas in the envelopes commonly used hitherto two sealing operations were necessary.

Referring to Figs. 5, 6 and 7, which show another form of the present invention. These embody substantially the same idea and the same manner of cooperation of the various elements as that shown in Figs. 1, 2 and 3, with the exception that the address window 27 is here disposed on the back of the envelope instead of on the front of the envelope. The same registration card as that shown in Fig. 4 may be utilized in connection with the envelope shown in Figs. 5, 6 and 7 and the sealing flap 28 also serves the double function of closing the entire envelope and also securing the registration card in position.

The form of the invention shown in Figs. 5, 6 and 7 also contains another modification which is designed to assist in the registry of the address portion of the registration card with the address opening 27. For this purpose the back of the envelope contains a cut out portion 29 which is of substantially the same width as the width of the registration card lip 21. If desired, the sealing flap 28 is also provided with a small cut out portion 30 which registers with one end of the address window 27 as will be seen from an inspection of Figs. 5 and 6.

The manner of assembling the license plates and the registration card and envelope in the form shown in Figs. 5 to 7, is substantially identical with those shown in Figs. 1 to 3. It will be noted, however, that many advantages flow from the specific construction shown in this modification. In the use of the invention as shown in these figures the license plates may be inserted into the envelope either before or after the insertion of the registration card.

In the insertion of the registration card the assembler is in a position to check up on the proper insertion of the card without any additional operations by reason of the fact that the address of the card is open to view as the assembler bends the lip 21 of the card over the edge of the envelope. By means of the invention as shown in this modification, therefore, the possibility of errors in the manner of assembly is substantially eliminated.

Figs. 8, 9 and 10 show another form of the invention in which the same idea is made applicable to the transportation of a first class letter instead of a card which may be contained in an envelope. The piece of first class mail is shown in Fig. 10 as consisting of an envelope 31 having an address window 32, the envelope being provided with an unsealed flap 33. This envelope may contain a letter or any other form of communication having the name and address exposed through the window 32 and the flap 33 of this envelope serves substantially the same function as the lip 21 of the registration card and cooperates with the large envelope in substantially the same manner.

As in the form of the invention shown in Figs. 5 to 7 the open end of the envelope is preferably provided with a cut out portion 34 which receives the lip 33 of the smaller envelope 31 as shown. The sealing of the flap 35 serves to seal the whole envelope and also secures the small envelope 31 in position, so that the address is exposed to view through the address window 36 of the large envelope.

While in the modifications shown herein the insertion opening of the envelope, namely that opening in the envelope through which the registration or address card or the en-

velope 31 is inserted, is shown as closed by a gummed sealing flap, it will be understood that other closing flaps may be provided which will close the insertion opening of the envelope and at the same time serve to secure the address bearing body in position so that it will not be shifted during transportation and will remain in registry with the address window of the envelope.

The ends 37 of the envelopes in the various modifications, namely the end which is opposed to the insertion opening, may be gummed and sealed as shown in Figs. 1 to 9 in which case the entire envelope and its contents must go as first class mail. If desired, however, this end of the envelope may be provided with an ungummed flap 38 which in turn is provided with a closure of any type well known in the art, such as a string and button 39 as shown in Fig. 11, or a metal clasp fastener or any other type of closure. An envelope having a closure 38 as shown in Fig. 11 may therefore be used for carrying two classes of mail, such as first and third or fourth class. The third or fourth class bulky material is carried in the main envelope while the first class mail is carried in envelope 31, the same having an address portion which is exposed to view through the address window 36.

It will be seen that by means of the invention disclosed herein a large envelope adapted for carrying bulky objects through the mail and having only one large compartment may be used for carrying two classes of mail and that the same envelope is also adapted for carrying large bulky articles, means being provided whereby an address card may be readily inserted within the envelope and held securely therein.

Having described my invention it will be apparent that many modifications falling within the scope of the appended claims will suggest themselves to persons skilled in the art.

I claim:

1. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a closure flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, one of said walls being formed with an address window, and said rear wall having a transverse cut out portion along the edge of said insertion opening; in combination with a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is closed.

2. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a gummed sealing flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, one of said walls being formed with an address window, and said rear wall having a transverse cut out portion along the edge of said insertion opening; in combination with a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is sealed.

3. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a closure flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, one of said walls being formed with an address window near the insertion opening, and said rear wall having a transverse cut out portion along the edge of said insertion opening; in combination with a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is closed.

4. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a gummed sealing flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, one of said walls being formed with an address window near the insertion opening, and said rear wall having a transverse cut out portion along the edge of said insertion opening; in combination with, a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is sealed.

5. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a closure flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, said rear wall being formed with an address window near the insertion opening, and said rear wall having a

transverse cut out portion along the edge of said insertion opening; in combination with, a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is closed.

6. A large mailing envelope for transporting bulky objects through the mail, comprising a front wall, a rear wall, a gummed sealing flap integral with said front wall and adapted to overlap the rear wall to close the insertion opening of the envelope, the rear wall being formed with an address window near the insertion opening, and said rear wall having a transverse cut out portion along the edge of said insertion opening; in combination with, a relatively small body having an address receiving portion and an integral foldable lip, said body being adapted to be placed within said envelope with said portion in registry with said window, said lip being adapted to fit into said cut out portion and foldable over said edge and to cooperate with said flap to hold said body securely in position when said flap is sealed.

7. A mailing envelope for transporting bulky objects through the mail comprising a front wall, a rear wall, said walls forming an insertion opening at one end thereof, a gummed sealing flap integral with said front wall and adapted to seal said insertion opening, the edge of the rear wall adjacent said insertion opening being provided with a cut out portion, and one of said walls being formed with an address window near the insertion opening.

8. In combination, a window envelope having a front wall and a back wall, an enclosure smaller than the envelope having an address bearing body portion and a folded attaching flap, one of said envelope walls having a cut out portion between the extremities of which the folded enclosure may be fitted, to cause the body of the enclosure to lie within the envelope with the address in registry with the envelope window and the attaching flap of the enclosure to overlie the outer face of said wall, and means carried by the attaching flap for affixing the same to said wall to prevent shifting of the enclosure relative to the envelope window.

In testimony whereof I have affixed my signature to this specification.

ELMER G. OVERLY.