C. P. KLEEBAUER.

SHIPPING TAG.

APPLICATION FILED AUG. 8, 1917.

1,272,968.

Patented July 16, 1918

Fig. 1.

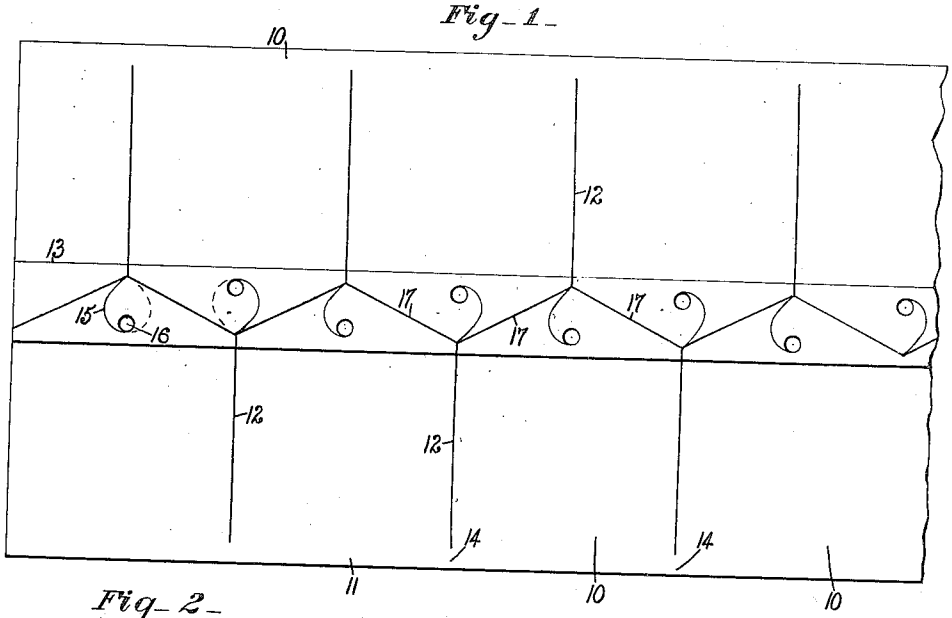


Fig. 2.

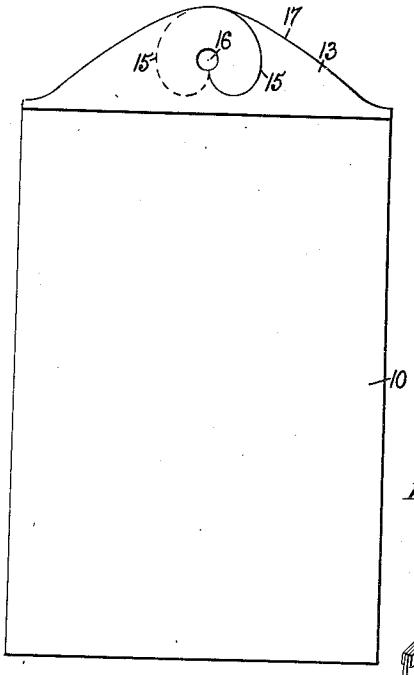


Fig. 3.

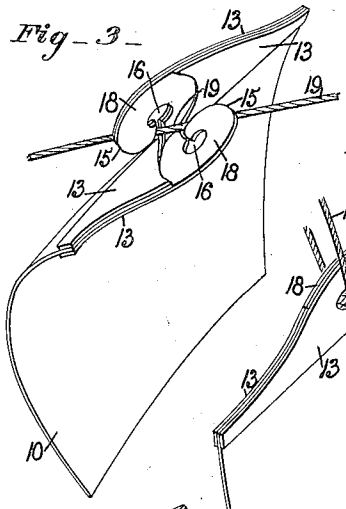


Fig. 4.

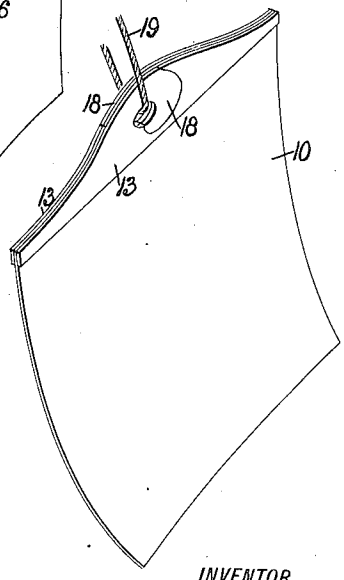
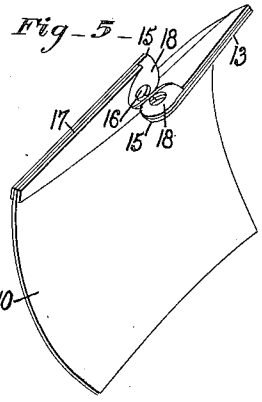


Fig. 5.



WITNESSES

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SHIPPING-TAG.

1,272,968. Specification of Letters Patent. Patented July 16, 1918.

Application filed August 8, 1917. Serial No. 185,050.

To all whom it may concern:

Be it known that I, CHARLES P. KLEEBAUER, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Shipping-Tag, of which the following is a full, clear, and exact description.

Among the principal objects which the present invention has in view are: to prevent tearing the tag in service; to facilitate the application of a tying string to the tag; and to reduce the cost of manufacture of tags.

Drawings.

Figure 1 is a view of a blank from which tags of the character mentioned are made in continuous or gang form;

Fig. 2 is a side view of a completed tag constructed and arranged in accordance with the present invention;

Fig. 3 is a perspective view showing the reinforced ends spread to receive the tying cord;

Fig. 4 is a similar view showing the reinforced ends closed to secure the tying cord;

Fig. 5 is a perspective view showing a modified form of the invention, the reinforced edges being spread to disclose the method of cutting the same.

Description.

As seen in the drawings, a series of tag bodies 10 are formed from a continuous strip 11, from which each is partially severed on lines 12. As shown best in Fig. 1 of the drawings, the lines 12 are so arranged that the tag bodies 10 laminate, being disposed in staggered relation.

Prior to performing the severed operation on the lines 12, the strip 11 has planted thereon a reinforcing strip 13. The reinforcing strip 13 covers the median line of the strip 11, and is severed with the said strip 11 by the lines 12, which cross said median line of the strip 11 and form what may be termed the heads of the shipping tags.

Prior to disconnecting the tag bodies 10 from one another by cutting across the short margins 14 formed therein at the ends of the lines 12, a second strip of reinforcing material resembling the strip 13 and cut in correspondence therewith, is overlaid on the opposite side of the median portion of the strip 11 and in superposed alined relation to the strip 13.

As seen in Fig. 1, the lines 12 have curved extensions 15, which terminate in circular openings 16. The extensions 15 and openings 16 are formed in the strip 11 and in the reinforcing strip 13 planted thereon, simultaneously with the formation of the cuts on the lines 12.

Before placing the second strip 13 on the strip 11, the extensions 15 and openings 16 are cut therein. In some cases, the second strip 13 is also severed along the lines indicated by the numeral 17, which lines constitute the edges of the heads of the completed backs.

When placing the second strip 13 over the partially severed bodies 10 and on the strip 11, the strip 11 is reversed so that the extensions 15 rest at the opposite side of the median line drawn perpendicular through the center of each of the heads of the backs. The strip 13 is firmly adhered to the strip 11 and bodies 10 formed therein. Care is exercised, however, not to adhere the looped and corresponding sections 18. These sections, in service, are separable, as shown best in Figs. 3 and 5 of the drawings, the free edges of said sections being relatively oppositely extended.

When so spread, the tag loop or cord 19 can be passed into the openings 16 of each of the said sections. When, now, the sections are adhered each to the other, it is obvious that the openings 16 are permanently formed. The loops 19 are generally completed prior to placing them in service on the back. This arrangement permits more care being exercised when forming the loops 19.

It is obvious that tags constructed and arranged in accordance with the above description and as illustrated in the accompanying drawings, have greater endurance than tags of ordinary construction where the heads are not reinforced and where whatever requirement is imparted thereto, is limited to the area adjacent the perforation for passing the tying cord.

Claims.

1. A shipping tag comprising a body; a head for said body, said head embodying a

plurality of layers of material, each having a partially severed section, each section having formed therein an opening, the entrance to the openings of said sections being extended in relatively opposite directions to avoid alinement when said sections are adhered; and means for uniting said sections to form a unit structure.

2. A shipping tag having reinforcing sections mounted thereon, said sections overlapping at the median portion of said tag, the overlapped portions having alined openings, each opening being provided with an edge-opening slot, said slots being disalined when said sections are drawn together.

CHARLES P. KLEEBAUER.