

R. M. NICHOLS.
SHIPPING TAG.
APPLICATION FILED JAN. 17, 1914.

1,203,902.

Patented Nov. 7, 1916.

2 SHEETS—SHEET 1.

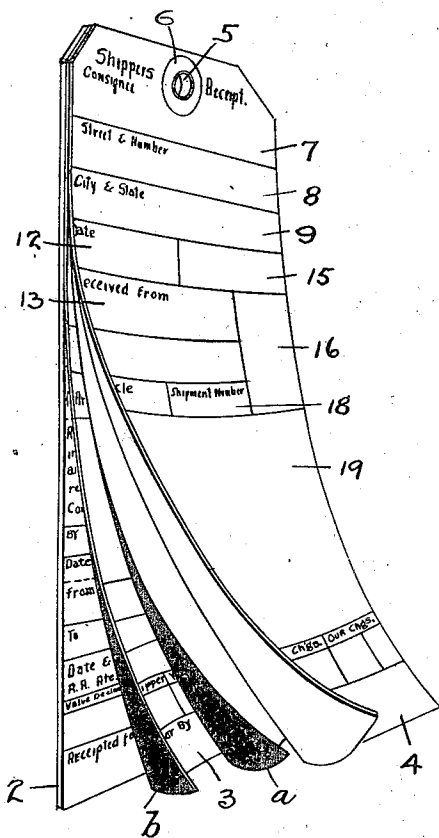


Fig. 1

Value declared by Shipper		Weight.	Adv. Charges	Our Charges
For Blank Co. Express				

Fig. 2

WITNESSES:

W. H. Post.
J. B. Gardner

INVENTOR.

R. M. NICHOLS
BY *Miller & White*
his ATTORNEYS.

1,203,902.

R. M. NICHOLS.
SHIPPING TAG.
APPLICATION FILED JAN. 17, 1914.

Patented Nov. 7, 1916.
2 SHEETS—SHEET 2.

When this shipment is carried over more than one Railroad or steamer-line messengers and Transfer men will stamp their route or transfer numbers in the spaces below.

2	3	4	5
6	7	8	9
10	11	12	13

14	15	16	17	18	19	20	21	22	23	24	25	26
----	----	----	----	----	----	----	----	----	----	----	----	----

Fig. 5

Received from B. L. & Co. Express in good order shipment numbered as shown in the margin of this receipt.

2	3	4	5
6	7	8	9
10	11	12	13

14	15	16	17	18	19	20	21	22	23	24	25	26
----	----	----	----	----	----	----	----	----	----	----	----	----

Fig. 4

Received from B. L. & Co. Express in good order shipment numbered as shown in the margin of this receipt.

2	3	4	5
6	7	8	9
10	11	12	13

14	15	16	17	18	19	20	21	22	23	24	25	26
----	----	----	----	----	----	----	----	----	----	----	----	----

Fig. 3

WITNESSES:

W. G. Post.
J. B. Gardner

INVENTOR.
R. M. NICHOLS
BY *Miller & White*
his ATTORNEYS.

UNITED STATES PATENT OFFICE.

REEFY M. NICHOLS, OF SAN FRANCISCO, CALIFORNIA.

SHIPPING-TAG.

1,203,902.

Specification of Letters Patent.

Patented Nov. 7, 1916.

Application filed January 17, 1914. Serial No. 812,678.

To all whom it may concern:

Be it known that I, REEFY M. NICHOLS, a citizen of the United States, and a resident of the city and county of San Francisco, State of California, have invented certain new and useful Improvements in Shipping-Tags, of which the following is a specification.

The invention relates to shipping tags which are to be attached to packages which are shipped or carried by express companies, railroad or steamship companies or by the Post Office Department.

The object of the invention is to provide a shipping tag which will greatly lessen the work involved in making and keeping records of the receipt, transportation and delivery of packages.

Another object of the invention is to provide a shipping tag which comprises a shipper's receipt, a copy thereof to be retained by the transportation organization at the point of receipt of the package, a destination tag showing name and address of consignee and consignor, an auditor's stub showing the routing of the package and an acknowledgement of receipt to be signed by the consignee. It is not necessary that the shipping tag contain all of these elements, but in its complete form, for some purposes, it may contain all of these elements.

The invention possesses many other advantageous features, which, with the foregoing, will be set forth at length in the following description, where I shall outline in full that form of the invention which I have selected for illustration in the drawings accompanying and forming part of the present specification. The novelty of the invention will be included in the claims succeeding said description. From this it will be apparent that I do not limit myself to the showing made by said drawings and description as I may adopt many variations within the scope of my invention as set forth in said claims.

Referring to said drawings: Figure 1 is a perspective view of the shipping tag in its fullest form. Fig. 2 is a view of the front or top sheet of the shipping tag. Fig. 3 is a view of the second sheet. Fig. 4 is a view of the obverse side of the bottom sheet or way-bill tag. Fig. 5 is a view of the reverse side of the bottom sheet or way-bill tag.

The device of my invention consists of more than a shipping tag, but for the purposes of convenience herein I shall term it a shipping tag, but it is to be understood that the invention is not to be limited by such designation. The tag of my invention is particularly adapted to be used by express companies, and I shall so describe its use herein, but the tag may be used with equal efficiency, with or without certain minor alterations by other organizations engaged in the transportation of packages and merchandise. The tag is designed to facilitate the handling of packages by simplifying the work of the shipper or the person receiving the package directly from the shipper, by producing several records at one time and at the same time producing a way-bill tag to be attached to the package. It is also designed to facilitate and lessen the work of keeping up the office records of the entire transaction from the time it is received from the consignor to the time it is delivered to and receipted for by the consignee. The tags are preferably made in different colors for different purposes, that is, a white tag may indicate a "collect" shipment in which the express charges are to be collected from the consignee, a yellow tag may indicate a "prepaid" shipment and a green tag may indicate a "C. O. D." shipment in which the cost of the merchandise and the express charges are to be collected from the consignee. The arrangement of spaces on the different colors or classes of tags for the insertion of data will vary somewhat with the conditions of shipment, but such differences of arrangement are to be considered within the purview of my invention.

The complete tag in its fullest form for use on packages which are to be carried over several railroads or transportation lines before it reaches the consignee has been shown in the accompanying drawings. In its fullest form, the shipping tag consists of the way-bill tag 2, formed of heavy paper or of the same material that tags are usually made of, and two superposed sheets 3-4 of paper or other material of the same size, the way-bill tag 2 and the sheets 3-4 being preferably held together by an eye 5 which is suitably strengthened by a reinforcing ring 6. Means are provided between the top sheet or leaf 4 and the intermediate sheet 3 and between the sheet and the way-bill tag 2 for

causing a copy of the matter written on the top sheet to be made on the intermediate sheet and the tag and a copy of the matter written on the intermediate sheet to be made on the tag. This is accomplished by arranging a sheet of carbon paper *a* between the successive sheets or by coating the reverse faces of the sheets 3 and 4 with a carbon material or compound *b*.

The top sheet 4 is designated as the shipper's receipt and is intended to be torn off and retained by the shipper after it has been properly filled out. The shipper's receipt is provided with a plurality of line inclosed areas bearing different legends which indicate the data to be inserted in the various spaces. The arrangement of the spaces are somewhat different in the shipping tags which are used for "prepaid," "collect" or "C. O. D." shipments and it is to be understood that these changes in arrangement are within the scope of my invention. At the upper portion of the sheet, the spaces 7, 8 and 9 are reserved for the name and address of the consignee, and when this data is written on the front sheet, it is impressed on the second sheet and the tag. Below these spaces and at the left side of the sheet are spaces 12, 13 and 14 in which are written the date of the shipment and the name and address of the consignor. To the right of space 12 is a space 15 in which is printed the character of the shipment, that is, whether it is "collect," "prepaid" or "C. O. D." Below space 15 is a space 16 in which is inserted data which varies with the character of the shipment or which is left blank. Below the space 14 are spaces 17 and 18 in which are written the nature of the shipment and the shipment number. Below these spaces, is a large space 19 extending across the sheet, in which is printed the various conditions under which the express company or transportation organization accepts the shipment and other conditions and in this space nothing is to be written on the first page. Below the space 19 are spaces in which the value, weight and express charges are to be inserted and below these is printed the name of the express company and space is allowed below the name for the signature of the person receiving the shipment for the company and to the right is a space 21 which is left blank and in which nothing is to be written. When this sheet is properly filled out and signed, it is detached and handed to the consignor. The shipping tag is then or has previously been attached to the package and the package with the tag thereon is carried or delivered to the distribution center of the express company in the city or locality in which the package is received.

When received by the express company, the shipping tag consists of the way-bill tag portion 2 and the sheet 3, the way-bill and

the sheet bearing the data which was written on the shipper's receipt. Sheet 3 has been designated as the office copy, and after it has been properly filled in, is detached from the tag and is held at the express office in the city of the receipt of shipment. Before the office copy is detached however, additional data is written thereon. The space 22 on the office copy which corresponds with the blank space 16 on the shipper's receipt is divided into several areas, and in these areas are inserted the various express charges depending on the nature of the shipment. The space 23 on the office copy, which corresponds to the space 19 on the shipper's receipt, is left blank except at the bottom portion, at which the three spaces 24—25—26 are provided, in which are written the name of the city of shipment, the city of destination, the date and the route number of the first railroad over which the package is to be carried. The space 27 on the office copy, corresponding to the space 21 on the first sheet, is divided into several areas in which various data in regard to the amount to be collected, etc., is written. This sheet is then torn off and preserved at the local office, and the data which has been written thereon appears on the tag 2. The spaces on any sheet which are to be written in are reproduced on the sheet or tag below, so that both sheets and the tag contain spaces 7, 8, 9, 12, 13, 14, 15, 16, 17, 18 and other spaces in which data is written.

The way-bill or tag 2 is provided on its obverse face, with a lower portion which is identical with the lower portion of the office copy including the space 24 and extending to the lower edge of the tag. This lower portion 28 of the tag is partly separated by the body of the tag by a weakened portion or perforated line 29 and is provided with space in which the shipment number may be written. When the package is received at the express office in the city of destination this lower stub is torn off. This stub is finally sent to the general auditor of the express company and is designated the "auditor's stub". On the reverse side of tag 2 and within the boundaries of the auditor's stub are a plurality of line inclosed areas 31 in which the messengers of the transportation or express companies on the different lines impress their stamps, thus furnishing a record of the routing of the package, so that the auditor may calculate the proportionate earnings of the various companies for carrying the package.

Above the auditor's stub and corresponding to the blank space on the office copy, between spaces 17—18 and 24, is a stub 32 which is partly detached from the body of the tag by the weakened portion or perforated line 33. This portion of the tag has not been written on and constitutes a receipt

to be signed by the consignee and dated when the package is delivered. This stub 32 also contains space in which the shipment number is written. After the stub has been
5 signed, it is detached and retained by the employee of the company, and is turned in at the local office. This stub is then matched with the auditor's stub and if found correct, the auditor's stub is forwarded to the audi-
10 tor and the delivery receipt stub is retained at the local office.

It is evident that for local shipments, a simpler tag may be used which need not embody all of the elements of this tag in its
15 fullest form, and that various changes in the arrangement of the spaces and the designations of the spaces may be made without departing from the scope of my invention.

I claim:

20 1. A shipping tag comprising a tag portion to be attached to the package being shipped and having a way bill form printed thereon, a superposed shipper's receipt portion attached to said tag and having a form
25 printed thereon similar to and in registration with the form on said tag portion, a carbon transfer surface between said tag and receipt portions, an area on said receipt portion containing printed matter relating to
30 the shipping agreement and an area on said tag under said printed area containing a printed delivery receipt form.

2. A shipping tag comprising a sheet of thin material, a tag of heavier material ar-
35 ranged beneath said sheet and attached thereto by an eyelet whereby both may be attached to a package, transfer means located between said sheet and tag, similar areas in registration included on said sheet
40 and tag to contain the name of the city of shipment, the city of destination, the date and the route number of the first railroad

over which the package is to be carried, said tag being provided with a weakened line whereby a portion may be detached. 45

3. A shipping tag adapted to be attached to a package, comprising in one sheet a portion having line inclosed areas thereon for the receipt of the names and addresses of the consignor and consignee, a detachable
50 portion comprising a delivery receipt having an area thereon for the receipt of the consignee's signature and a detachable portion having on one surface areas to contain the names of the points of shipment and desti- 55
nation and on the other surface areas to contain data indicating the routing of the package.

4. A shipping tag comprising a tag portion to be attached to the package and two
60 superposed detachable sheets, similar line inclosed areas in registration on said tag and sheets and line inclosed areas on said tag corresponding to a printed area on the upper
superposed sheet. 65

5. A shipping tag comprising a tag portion, two superposed sheets, carbon surfaces arranged between said sheets and tag portion, an eye securing said sheets and tag
70 portion together, corresponding line inclosed areas in registration on said sheets and tag portion and non-corresponding line inclosed areas on said upper sheet and tag portion, the last mentioned areas of the tag portion
75 being separated from the body of the tag portion by a weakened line.

In testimony whereof, I have hereunto set my hand at San Francisco, California, this 12th day of January, 1914.

REEFY M. NICHOLS.

In presence of—
H. G. PROST,
P. S. PIDWELL.