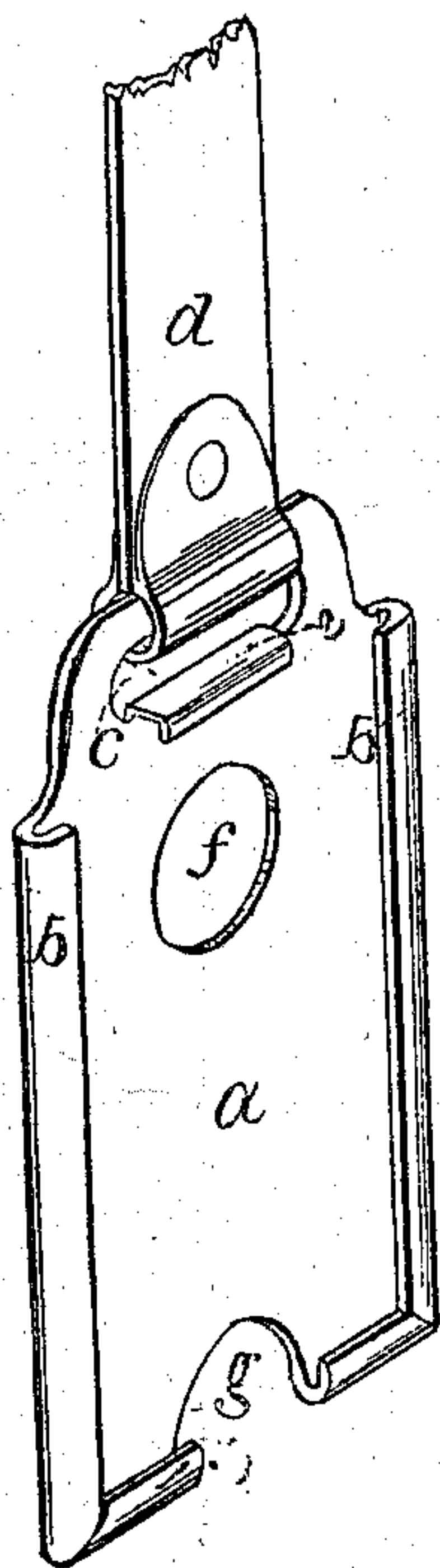


*G. Bailey,*  
*Baggage Check.*

*Patented June 3 1862.*

*No 35431.*



*George Bailey*  
*by his Attorney*  
*J. P. Piper*  
*Witnesses*  
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*A. J. Brown*



# UNITED STATES PATENT OFFICE.

GEORGE BAILEY, OF BUFFALO, NEW YORK.

## IMPROVED BAGGAGE-CHECK.

Specification forming part of Letters Patent No. 35,431, dated June 3, 1862.

*To all whom it may concern:*

Be it known that I, GEORGE BAILEY, of Buffalo, Erie county, New York, have invented a new and useful Improvement in Checking Baggage on Railroads, Steamers, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being made to the annexed drawing, making a part of this specification, which is a perspective view of my improved check-holder.

The most thorough method of checking baggage on lines of travel has been to affix upon each piece a brass tag, which has stamped upon it a number and the names of the places from and to which the article is to be transported, then delivering to the passenger a brass check stamped to correspond with the tag. On reaching its destination the baggage is delivered to the party producing the check and the check is coupled with its corresponding tag to be used again in like manner. It must, however, be first returned to the starting-point, since its indications are for only one direction of travel. Thus for return travel, an entire new set of tags and checks is required, and as on this system there must be a separate set from the starting-point to each way-station, as well as to return, and must also be a set from each way-station to each other way-station, it will be obvious that a number must be always on hand very largely in excess of the number which is actually in use at any one time. If any one of the checks is lost by the passenger, as often happens, the corresponding tag must be withdrawn from use, since it would not be prudent to duplicate its check. The difficulties of carrying out this system are so great that on many lines of travel only numbers are stamped on the tag and check and the baggage is marked with chalk to indicate its destination.

My improved system consists in making the tag a ticket-holder, and inserting therein a card having the number and the names of the places printed thereon, the route, &c., a duplicate or counterpart of which card is given to the passenger as his check. The tags throughout the line are thus made all alike, and may be used for travel in either direction, while no more are necessary to stock the road than

a number equal to the daily maximum travel. The cards are not intended to be used a second time, and hence they form a check on the employés of the company in the manner well-known of the system of consecutively-numbered railroad-passenger tickets now so generally in use.

The manner in which I prefer to carry out my invention is to make the tag of a sheet of brass, *a*, in the form generally of a rectangle, the edges of which are turned over, as at *b*, to form a groove on two sides and one end, as shown. On the other end the sheet extends out beyond the side grooves, and in this part has an eye, *c*, to which is attached a strap of leather, *d*, in the ordinary manner. A portion of the metal removed to form the eye is to be bent over to form a short groove along this end of the tag, as at *e*, and this, it will be seen, is a short distance above the ends of the grooves at the sides. A card of the full size within the grooves may now be slipped into them, being sprung a little in order that the upper end of the card may pass under the projection *e*, which can readily be done by reason of the distance of *e* from the ends of the side grooves. The card will thus be securely held against any but an intentional removal. To facilitate this a hole is made through the plate near the upper end large enough to admit the finger, as at *f*, and in addition a part may be cut out at the lower edge at *g*. The end of the finger will lift the upper edge of the card through *f*, while another finger at *g* may slide the card up, so that it will be easily withdrawn. The card should properly be printed in duplicate on one sheet with a line of perforations between, so that the two parts can be quickly separated, the one to be given to the passenger, the other to be inserted in the tag. The cards may thus be made to convey every possible description of baggage, and in the case of "extra baggage" have a blank on which the weight and charge can be marked; and as all these cards are to be returned, they form a certain record of the baggage. If a check-card is lost, the tag is still of use on the return-trip to receive another card.

It is not necessary that the ticket-holder should be in the form of a tag, for in the case of express-trunks and other packages which



are frequently used it will be found convenient to have the holder permanently attached to the trunk in such position that it will be least liable to be defaced.

I claim as of my invention—

The herein-described method of checking baggage—that is to say, by attaching to the article a ticket-holder and inserting therein a card which is the counterpart of the one given

to the traveler, substantially in the manner and for the purpose set forth.

In witness whereof I have hereunto set my hand.

GEO. BAILEY.

Witnesses:

S. H. MAYNARD,

A. L. BROWN.