

W. D. Richardson, Baggage-Check.

No. 40,186.

Patented Oct. 6, 1863.

Fig. 2.

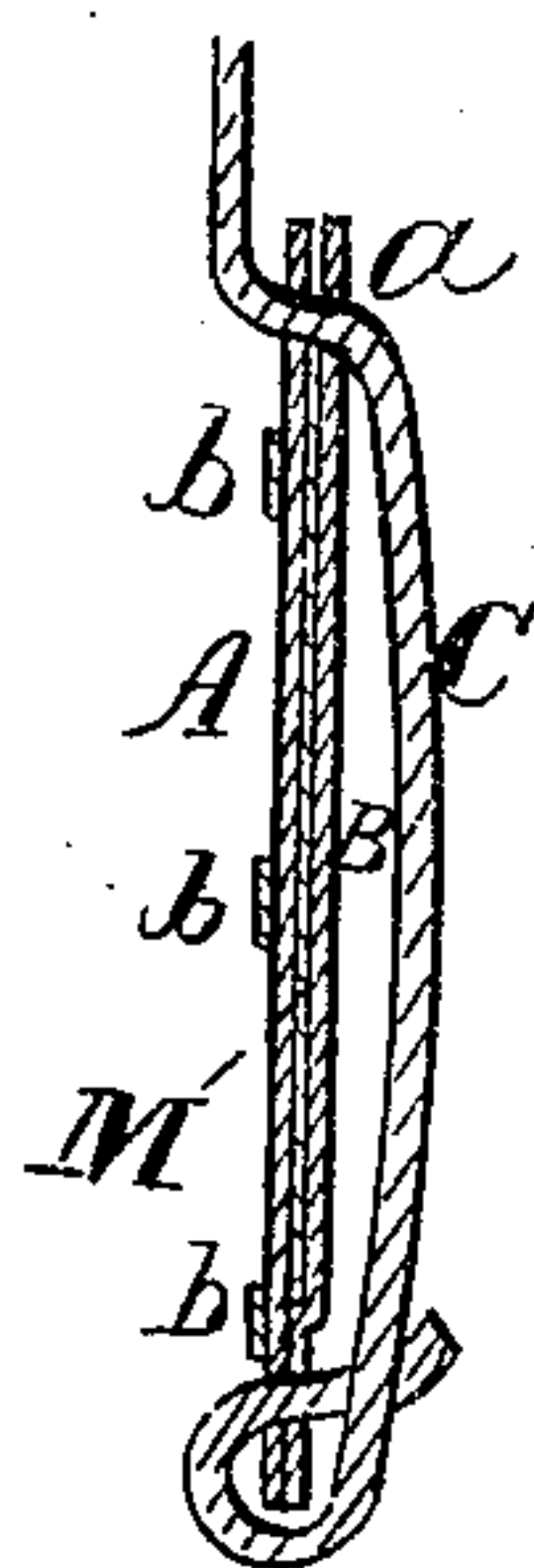


Fig. 1.

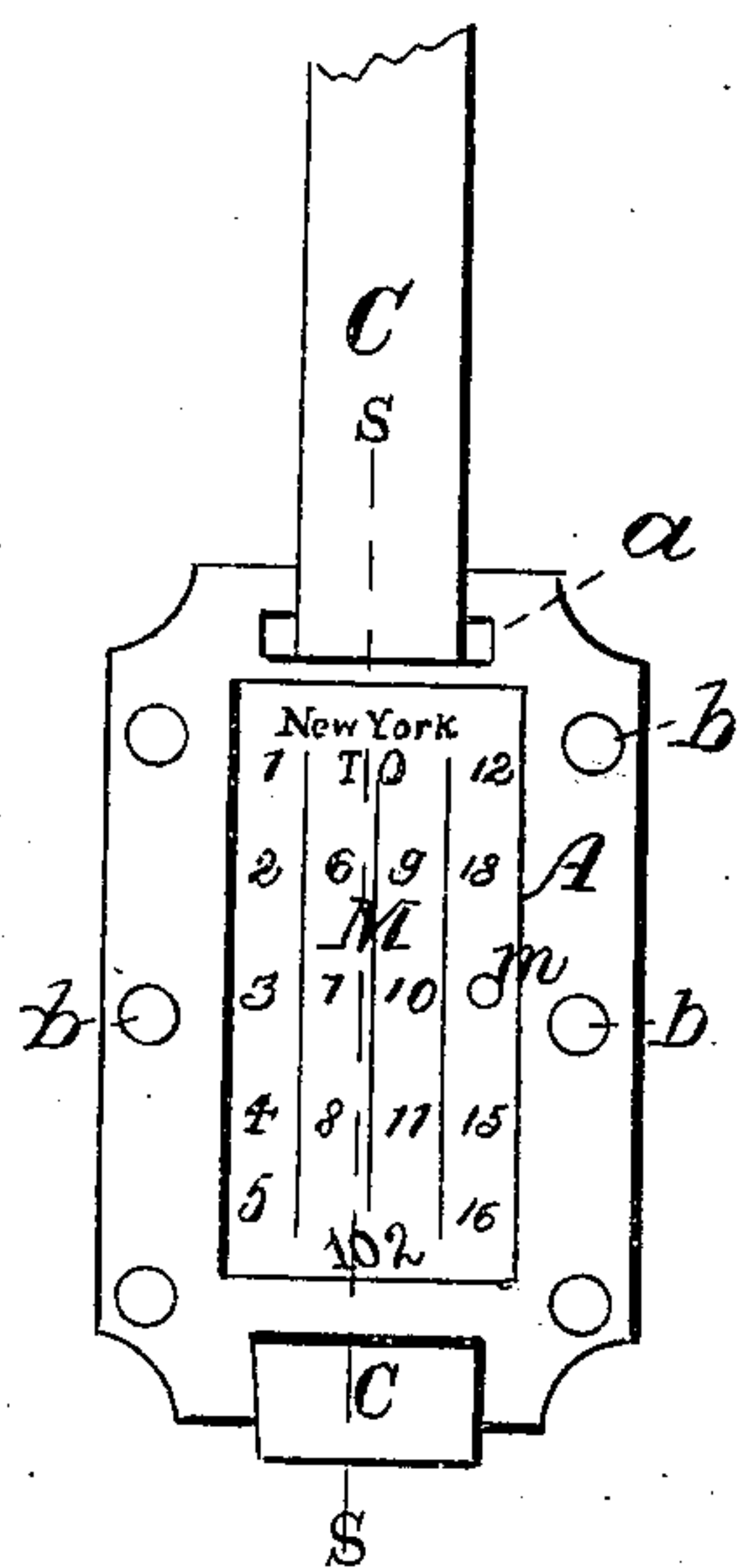


Fig. 3.

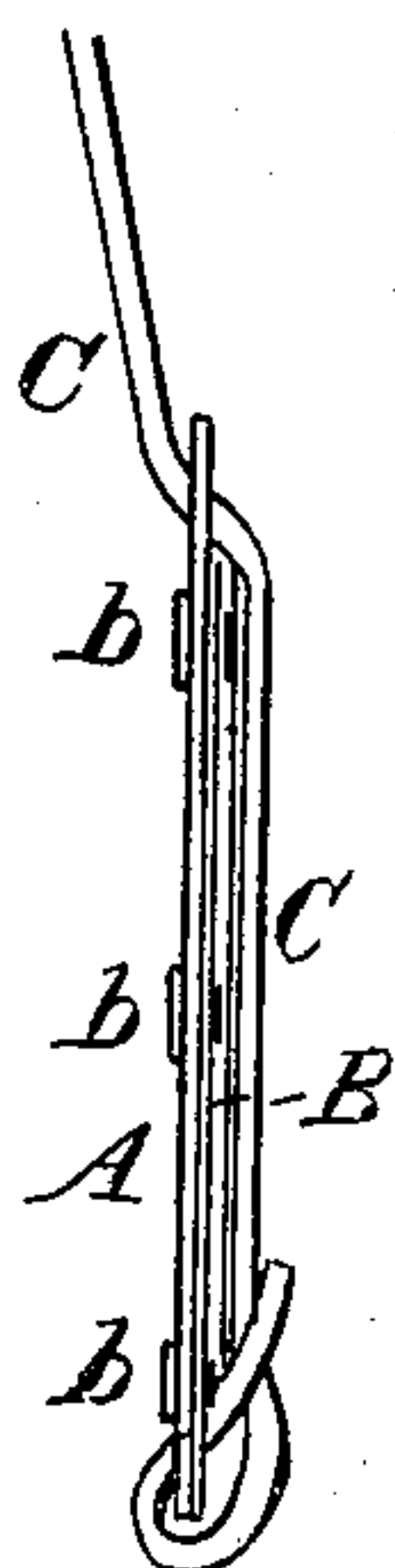


Fig. 4.

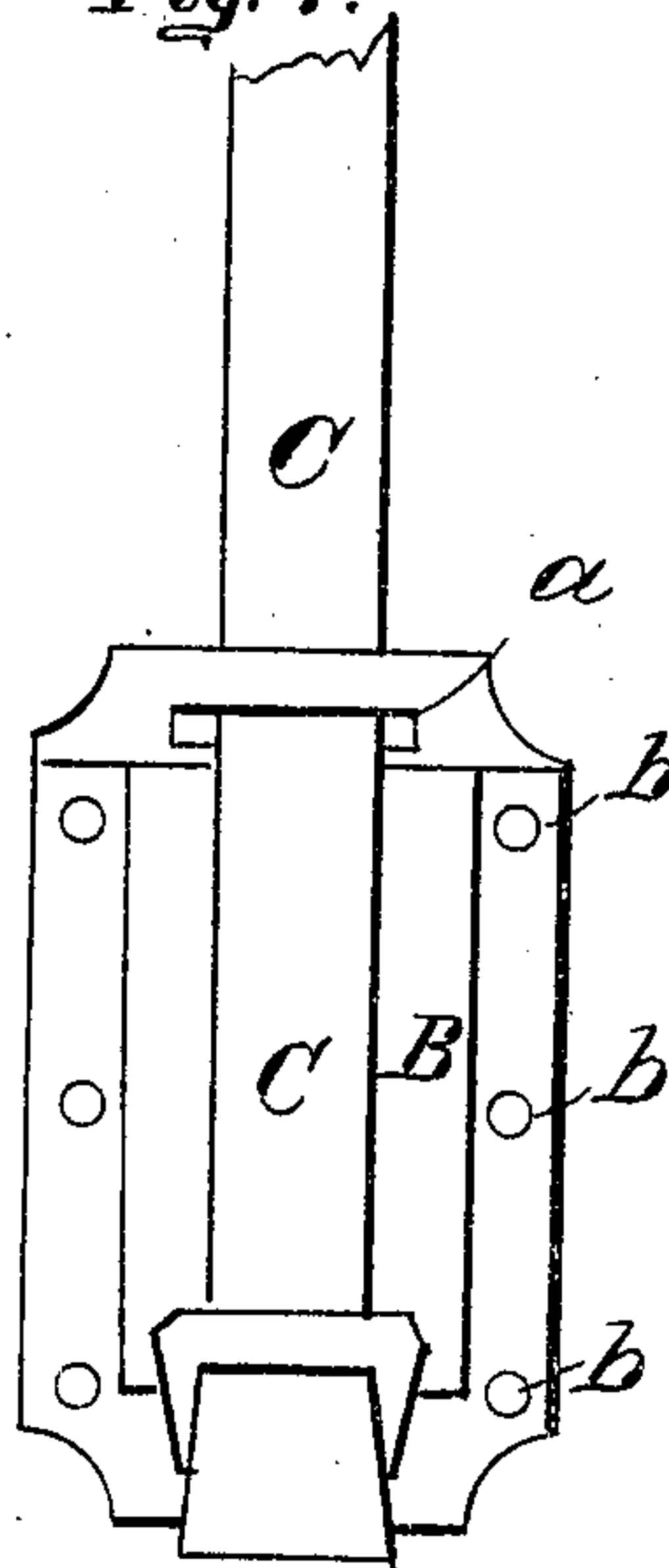
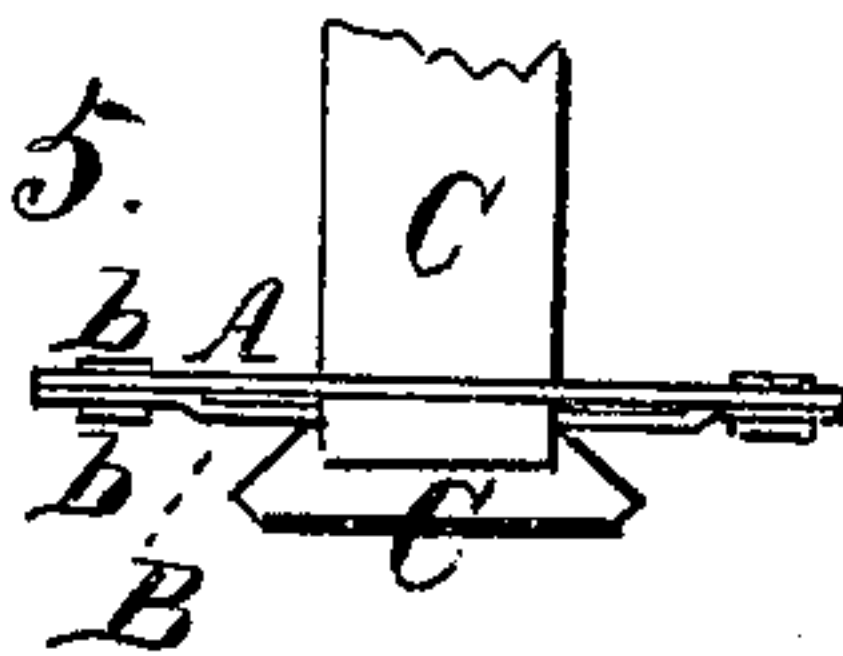


Fig. 6.

New York			
1	7	10	12
2	6	9	13
3	7	10	14
4	8	11	15
5			16
102			

Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM D. RICHARDSON, OF SPRINGFIELD, ILLINOIS.

IMPROVEMENT IN BAGGAGE-CHECKS.

Specification forming part of Letters Patent No. 40,186, dated October 6, 1863.

To all whom it may concern:

Be it known that I, WILLIAM D. RICHARDSON, of Springfield, in the county of Sangamon, in the State of Illinois, have invented a certain new and useful Improvement in the Means of Checking Baggage; and I do hereby declare that the following is a full, clear, and exact description of the same, sufficiently in detail to enable those skilled in the branches of the art to which it pertains or is most nearly related to understand and use the invention.

The accompanying drawings form a part of this specification.

Figure 1 is a front view of the entire check-holder and check and strap, with the exception of that part of the strap which is attached to the piece of baggage, that part of the strap being constructed and used precisely as in ordinary cases with common checks. Fig. 2 is a section on the line S S in Fig. 1. Fig. 3 is an edge view of the same parts shown in Fig. 1. Fig. 4 is a back or rear view of the same. Fig. 5 is a top view of the parts represented by Figs. 1, 2, and 3. Fig. 6 is a front view of the check alone.

Similar letters of reference indicate like parts in all the figures.

My invention relates to the use of check-cards within check-holders, and involves an improvement in both the cards and the holders. It is intended to reduce the first cost for checks required to transact a given amount of business and to allow the checking and recording of baggage to be conducted with less office-fixtures and less trouble, and with greater certainty.

The common method of checking requires, in addition to the distinction by numbering between each individual check and the others, a set of checks specially adapted for use between each station and each of the other stations to which baggage is checked. It requires two sets between such stations, one for each movement of baggage in either direction. A railroad with a large number of stations must therefore either forego in part the advantages due to checking baggage, or must provide an immense number of different sets of checks and an equally great number of boxes, pigeon-holes, or other suitable means of keeping the several varieties readily accessible. The New York Central, for example, has fifty-two stations which are sufficiently impor-

tant to be mentioned in the railway-guides. In order to check baggage between all the stations on the old system, the Albany office must keep fifty-two sets of checks—to wit, Albany to Troy, Albany to Schenectady, &c.; and each of the way-stations must also keep fifty-two entirely distinct sets—to wit, Fonda to Palatine Bridge, Fonda to Fort Plain, &c. Thus fifty-two times fifty-two, or two thousand seven hundred and two separate sets of checks, are required in order to check baggage between all the stations on the New York Central Railroad, and a sufficient number of each set must be provided to accommodate the maximum travel between those stations. Checks of metal alone are ordinarily used for this purpose, each check being lettered to indicate the proper movement desired. The great number of sets of different checks required with this system is objectionable. Under the system of mine now to be described, only fifty-two sets of printed checks or check-cards are required for a road having fifty-two stations, while with the old system two thousand seven hundred and four sets are required for the same road and the same business.

One portion of my invention relates to the simplification of the checking system by a new construction. Another portion of my invention of check-card relates to an improved arrangement of the check-holder and strap, relatively to the check-card, whereby the check-cards are mounted in the check-holders more securely than heretofore.

To enable others skilled in the art to make and use my invention, I will proceed to describe it by reference to the accompanying drawings and by the aid of the letters marked thereon.

M is a piece of card or stiff paper printed at the top with the name of the station from which baggage is to be sent, and with the word "To" added or understood. Below this I print the names of all the stations on the road, provided it can be conveniently done; but if there are many stations I prefer to designate them by numbers instead of names, because numbers occupy less space on the card. The agent or baggage-master in checking a piece of baggage holds a suitable punch and punches the card or paper, as indicated at *m* in Figs. 1 and 6. This punched hole by its location indicates the place to which the bag-

gage is checked. I can easily designate one hundred or more distinct stations by such means on a card of the size represented. There should be one and only one set of cards for such station from which baggage is checked. Thus, on the New York Central Railroad, the Albany office should be supplied with one set of checks, all distinctively numbered of course with large and plain figures to distinguish each check from the other checks in the set, but otherwise all alike, and all headed "Albany to," while the Rome office should be supplied with another set headed "Rome to." All the sets of checks contain the numbers which indicate all the other stations, and it is no objection if the number indicating the station itself from which the baggage starts also appears, although it will of course never be used.

In the drawings, No. 14 is the number punched, and consequently the station indicated by 14 is that to which the baggage is checked. If the next passenger who applies wishes his baggage checked to Amsterdam, and that is No. 5, the operator punches another card at the figure 5, and inserts it in a check-holder and suspends it to the baggage, where it serves to indicate "Albany to" 5, just as plainly as the one in the drawings indicates "Albany to" 14. In each case of course the passenger receives a similar card similarly punched, and at the end of the journey both cards may be applied together and laid away in any convenient manner to be used as a proof of the completeness of the transaction. In each case the heading shows the office from which the baggage started and the location of the punch mark shows to what place it was carried just as plainly as if the card only contained that word or number. The presence of the other marks or numbers to designate the other stations interferes in no wise with the completeness of the designation in any case, while it allows the same kind of card to be used instead of the fifty-two kinds required by the old system.

I will now describe my check-holder or check-carrier.

A represents the front piece, which is open to exhibit the printed part of the card or check proper; and B represents a back plate, which is riveted to A by the rivets *b*, as represented. The strap C is secured permanently to the base of the check-holder A B, and is connected to the top thereof by

merely passing the loose end (not represented) of the strap through the hole *a*. In this position the strap extends across the upper edge of the check-card M and prevents its escaping.

When the check is taken off and the baggage delivered, the strap is not only released from the trunk in the ordinary way, but is pulled out from the hole *a*. This allows the check-card M to be slipped out and the check-holder then stands empty until again required, when another card, after being punched, is slipped in and the strap C again passed through the hole *a* and attached to the baggage. The card is now certainly held until the strap is again pulled from the hole *a*.

Different punches or other equivalent markers may, if preferred, be used by different baggage-men to distinguish who checked any given piece of baggage or the train for which it was intended.

I do not confine myself to the specific construction of check-holder represented by A B in the drawings. The rivets *b* may be dispensed with and any other mode of fastening adopted, or, by a proper bending of the metal, or of any other material of which it may be made, the whole check-holder may be produced in one piece.

The back part, B, may be carried up to the same height as the front piece, A, and the strap C passed through a hole, *a*, in both, as in Fig. 2, or the back part may be terminated lower, as in Fig. 3, as preferred. Fig. 2 shows the form which I consider safest.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is as follows:

1. As an improvement in the means of checking baggage, the denoting on two sets of pieces of cheap material many stations, and designating by the locality of the punch-mark on each piece the station at which the baggage is to be left, substantially in the manner and for the purpose herein set forth.

2. In the construction and use of baggage checks, the within-described arrangement of the check-card M, check-holder A B, strap C, and hole *a*, relatively to the check-card M, or its equivalent, for the purpose herein set forth.

W. D. RICHARDSON.

Witnesses:

E. L. GROSS,
L. B. ADAMS.