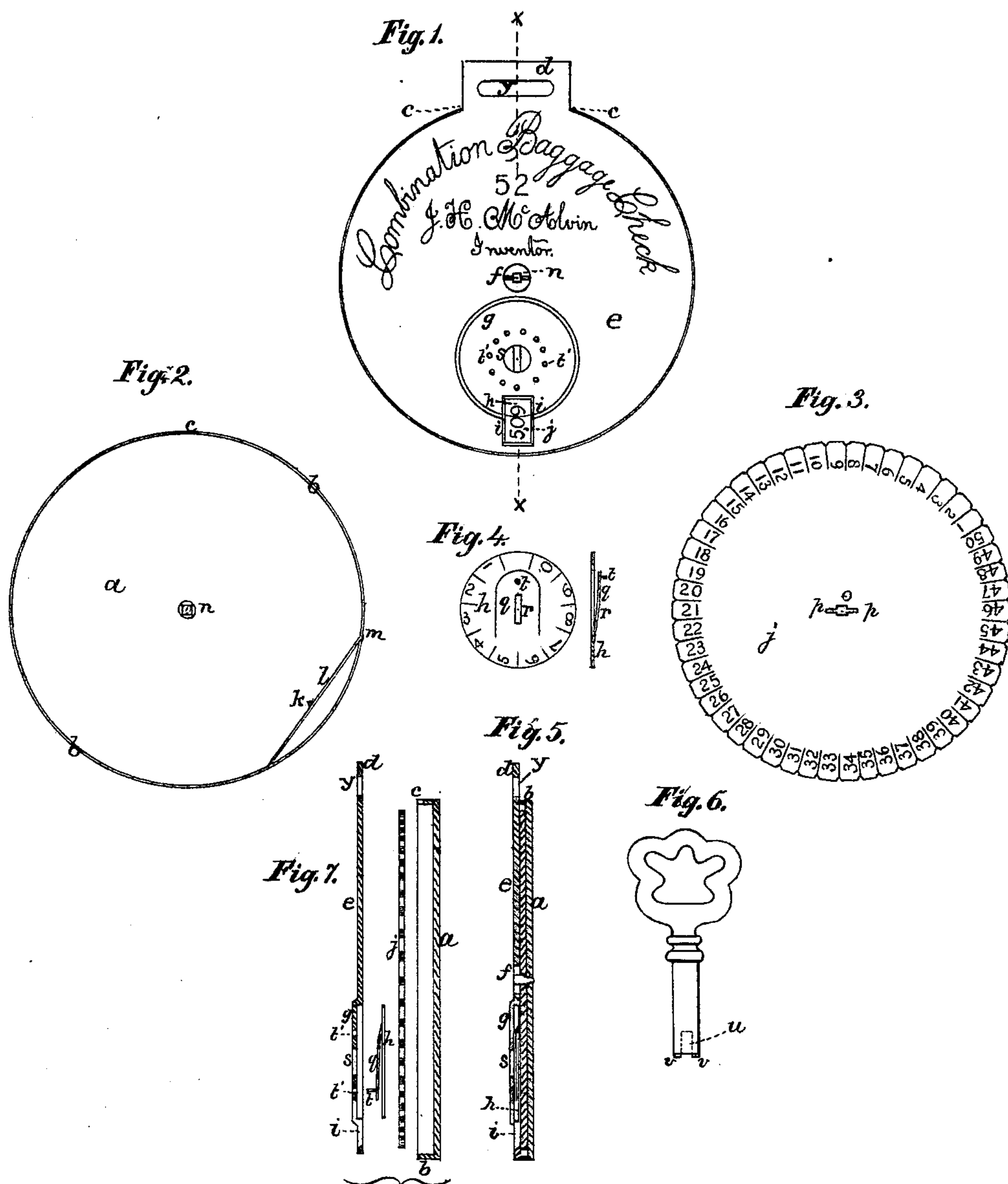


JOHN H. McALVIN.

Baggage-Check.

No. 126,559.

Patented May 7, 1872.



Witnesses:

J. H. Wagner.  
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# UNITED STATES PATENT OFFICE.

JOHN H. McALVIN, OF CEDAR RAPIDS, IOWA.

## IMPROVEMENT IN BAGGAGE-CHECKS.

Specification forming part of Letters Patent No. 126,559, dated May 7, 1872.

*To all whom it may concern:*

Be it known that I, JOHN H. McALVIN, of Cedar Rapids, in the county of Linn and State of Iowa, have invented a new and useful Improvement in Baggage-Checks, of which the following is a specification:

My invention consists in forming a baggage-check of two disks, so arranged and secured within a case and upon different centers that they can be revolved by the proper key only; each disk being provided with a suitable number of numerals on their faces near their periphery, and a slot in the case allowing only one numeral on each disk to show at the same time. The two disks may be revolved by a proper key only to form a number of combinations of numerals to indicate stations and thereby change the check to indicate different stations, thus avoiding the large number of checks now in use, which cannot be changed.

In the accompanying drawing, Figure 1 represents an elevation of my improved baggage-check. Fig. 2 represents an inside view of the back of the case of the same. Figs. 3 and 4 represent the two disks of the same detached. Fig. 5 represents a vertical central section in line *xx* of Fig. 1. Fig. 6 represents the key used with my improved baggage-check; and Fig. 7, the several parts detached.

The body of my improved baggage-check consists of the back *a*, which forms the case to contain the operative parts, by means of a flange, *b*, in which flange a certain portion is exsected, as shown at *c*, to receive the lug *d* of the circular face-plate *e*, which plate fits snugly within the flange of the case, to which it may be secured by soldering or any other suitable means. This face-plate *e* is provided with a central circular key-hole, *f*, between which and the lower periphery of the face-plate a circular portion, *g*, is raised outwardly parallel with the face-plate, which forms a corresponding depression, in which a disk, *h*, has its bearing. A slot, *i*, extending across the lower periphery of the raised portion *g* and a certain distance in the face-plate *e*, allows certain portions of the peripheries of the smaller disk *h* and of the larger disk *j* to be seen. The disk *h* is divided on the periphery of its face into eleven radial spaces, containing the numbers from 1 to 0, and leaving one space blank; while the disk *j* is divided into 50 ra-

dial spaces, and has the numbers from 1 to 50 placed on its periphery without a blank space. In the periphery of the disk *j*, one at each of the lines which divide it into fifty spaces, are formed angular notches, into which the small angular projection *k* on the flat spring *l* seizes, which spring is attached with one end to the flange *b*, as shown at *m*, while its other end is free to move on said flange *b*, so as to allow the spring to bend toward the flange when the disk *j* is placed into the case *a*. The case *a* has a central square stud, *n*, which revolves freely in the case, and which passes through a corresponding square central opening, *o*, in the disk *j*, from which opening extend, at opposite sides, small slots *p*. The disk *h* has a cut-out lip, *q*, raised to act as a spring against the inside of the raised portion *g* of the face-plate, which lip is provided with a central slot, *r*, which lies under the central circular opening *s* of the portion *g*, and it is, at its free end, provided with a pin, *t*, which is arranged to seize into one of eleven holes, *t'*, formed in the portion *g* around the central opening *s*, and corresponding with the eleven spaces on disk *h* when the parts are in operative position. The key, shown in Fig. 6, is provided with a central square opening, *u*, which fits over the stud *n*, and with two short projections, *v*, which fit into the side slots *p* in disk *j* on the slot *r* of the lip *q*. When the parts are all in proper position the disk *j* is held in place and prevented from revolving by means of the spring *l*, and the disk *h* by means of the pin *t* on its lip *q*, which is held in one of the eleven holes *t'* in the raised portion *g*. When the parts are thus held, either one, two, or three numbers appear through the slot *i*, according to whether the blank space or one of the numbered spaces on the disk *h*, and a single or double-numbered space of the disk *j* are under the slot. If it is desired to form a certain combination to appear through the slot, from the five hundred and nine combinations possible in this example shown, the key is first placed over the stud *n* of the disk *j*, its projections *v* fitting into the slots *p*, and the disk revolved until the first or first two numbers of the desired combination appear under the slot, the projection *k* of the spring *l* sliding over the periphery of the disk, and holding it in position by seizing into the prop-



er notch when the desired number has been brought under the slot. The key is then inserted into the central opening of the raised portion *g*, its projections *v* seizing into the slot *r* of lip *q*, and, by depressing the lip *q*, the pin *t* is released from the hole *t'* in which it was held, thereby allowing the disk *h* to be revolved until the desired number or the blank space appears under the slot, when, by merely withdrawing the key, the lip is again allowed to press outwardly until its pin *t* is again held in one of the holes *t'*. The face-plate *e* is provided with a lug, *d*, in which a slot, *y*, is formed for the attachment of the usual check-strap. The number of the station to which the check belongs may be permanently engraved upon the face-plate, and it is then ready to be used for any of the five hundred and nine stations of

the road by changing the combinations. The disks *h* and *j* may be, of course, provided with a larger or smaller number of numerals to suit the number of stations of a railroad.

Having thus described my invention, I claim—

1. A baggage-check, having combination-number disks *h* and *j*, constructed and arranged to be held in certain positions, and changed by means of a key, essentially as described.

2. The smaller interior disk *h*, having a spring cut-out portion *q*, and a slot *r* and pin *t*, in combination with the raised portion *g* of the face-plate *e*, provided with openings *t'* for the pin *t*, operating essentially as described.

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