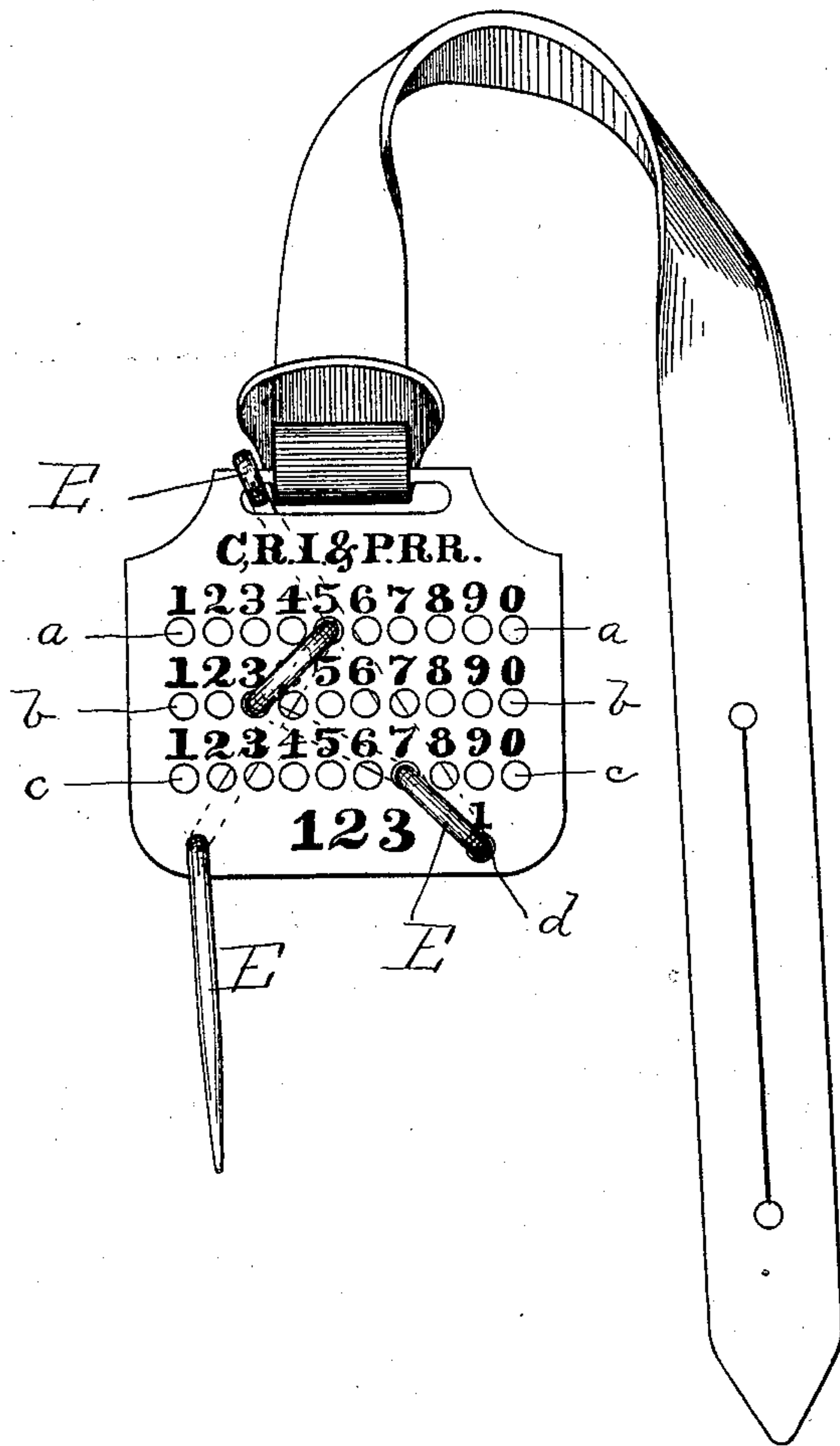


(No Model.)

C. SEARS.  
BAGGAGE CHECK.

No. 281,733.

Patented July 24, 1883.



Witnesses:  
J. Everett Brown  
A. M. Munday

Inventor:  
Charles Sears  
per Munday, Everts & Adcock  
his Attorneys:

# UNITED STATES PATENT OFFICE.

CHARLES SEARS, OF SOUTH EVANSTON, ILLINOIS.

## BAGGAGE-CHECK.

SPECIFICATION forming part of Letters Patent No. 281,733, dated July 24, 1883.

Application filed October 20, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES SEARS, a citizen of the United States, residing at South Evanston, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Baggage-Checks, of which the following is a specification.

This invention relates to improvements in that class of checks used upon baggage, and which consists of a single plate or disk of metal, provided with perforations denoting different stations, and the terminal or destination point of the baggage is indicated by passing a cord or strap through the perforation representing such destination-point. An objection to this class of check has been the difficulty of providing it with the number of perforations required where each perforation represents only a single station.

My present invention is designed to obviate this difficulty; and it consists in providing the check with two or three or more series of openings, supplied with numerals from one to zero, inclusive, one series standing for units, one for tens, one for hundreds, and so on, so that by threading a cord through the openings representing the numerals composing the number of the station desired to be indicated, such number may be accurately and quickly designated on the check, all as hereinafter more fully explained.

The accompanying drawing shows my improved check. It is provided with a series of ten holes or openings, *a*, representing units, another series, *b*, of the same number, representing tens, another series, *c*, of the same number, representing hundreds, and, if needed, still a fourth series, *d*, representing thousands. Each of these openings has a numeral, as shown. A strong cord or leather thong, *E*, is at all times attached to the check by one end, and its free end is threaded through these openings in the check, according to the number of the stations to be checked to. Thus in

the instance shown in the drawing the cord is first passed through the opening 1 in the thousand series, then through opening 7 in the series of hundreds, then through opening 3 in the series of tens, and then through openings 5 in the unit series, thereby indicating that the baggage is destined to station No. 1735. After being passed through the proper openings the end of the indicator-cord is secured by passing it through a somewhat smaller opening at a point removed from the numbered openings, so as not to be mistaken therefor, or is otherwise fastened to prevent unthreading. The fourth series will be employed, of course, only on very long routes, and in the drawing I have shown only a single opening instead of the series. I prefer to arrange these different denominational series in different rows, as indicating to the mind more readily the number intended to be represented.

Instead of a single cord, two cords could be employed—one of one color, size, or form to represent the destination-point, and the other of another color, size, or form to represent the starting-point. So, also, a separate cord may be used for each series of openings, such cords differing from one another, and aiding somewhat in distinguishing the figures making up the number of the station.

I disclaim the construction shown in Patents Nos. 37,441 and 207,962.

My check is provided with the usual strap for attaching it to the baggage, and such strap is of course separate from the indicator-cord.

I claim—

The baggage-check consisting of a single plate or disk of metal, provided with the denominational series of openings, the indicator cord or cords, and a separate attaching-strap, substantially as set forth.

CHARLES SEARS.

Witnesses:

H. M. MUNDAY,  
EDW. S. EVARTS.