

(Model.)

F. H. CRUMP.
BAGGAGE CHECK.

No. 428,465.

Patented May 20, 1890.

Fig. 1.

BOSTON R.R. CO.
FOREIGN EXCESS BAGGAGE AND STRAP CHECK.
TAG.

FROM *A'*
TO *116*

1	2	3
4	5	6
7	8	9
10	11	12

NO. OF PASS *116*
EXCESS WEIGHT *116*
Check Nos. *116*
Form of Pass Ticket *116*

Notice Train *116* To Baggageman *116*

BOSTON R.R. CO.
FOREIGN EXCESS BAGGAGE
AGENTS' STUB.

DATE *189*
TO *116*
Form of Pass Ticket *116*

NO. OF PASS *116*
EXCESS WEIGHT *116*
Check Nos. *116*

BOSTON R.R. CO.
FOREIGN EXCESS BAGGAGE
DUPLICATE CHECK
RECEIVED *116*

NOTICE TO PASSENGER.

Fig. 2.

a

A'

100
200
300
400
500
600
700
800
900

EXCESS WEIGHT IN LBS.

10 15 20 25 30 35 40 45 50
55 60 65 70 75 80 85 90 95

NO *116*

BOSTON R.R. CO.
FOREIGN EXCESS BAGGAGE
COUPON *A'*

(1)

FROM *116*
TO *116*
Via *116*

Notice *116* To Baggageman *116*

a

Fig. 3.

E

g

D

A'

A²

f

a

e

A

WITNESSES:

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Edw. W. Byrne

INVENTOR:

F. H. Crump

BY

Marion L.

ATTORNEYS

UNITED STATES PATENT OFFICE.

FRANK H. CRUMP, OF WASHINGTON, DISTRICT OF COLUMBIA.

BAGGAGE-CHECK.

SPECIFICATION forming part of Letters Patent No. 428,465, dated May 20, 1890.

Application filed March 18, 1890. Serial No. 344,314. (Model.)

To all whom it may concern:

Be it known that I, FRANK H. CRUMP, of Washington city, in the District of Columbia, have invented a new and useful Improvement in Baggage-Tags, of which the following is a specification.

The object of my invention is to provide an improved excess-baggage tag.

Ordinarily railroads allow a given weight of baggage to pass free of charge along with the passenger, and when that given weight is exceeded an extra charge is made for the same and an excess-tag is placed upon the trunk and one stub from the same is given to the agent to settle his accounts by and another stub is given to the passenger. When such trunk bearing an excess-tag passes over several routes in reaching its destination, the intervening roads have no convenient basis for settlement with the road that first received the trunk for their share of the receipts on the excess of baggage.

My invention is intended to supply this want; and to that end it consists in an excess-tag having a protective flap and bearing underneath the same a series of similar coupons, each one of which is provided with a printed scale of the excess in weight and the date, which may be punched by the agent of the road that receives the trunk, so as to similarly mark with the weight and date each coupon, and which coupons are successively torn off by each road over which the trunk passes, and which coupons constitute for each road a basis of settlement with the road first receiving the trunk, all as hereinafter fully described.

Figure 1 is a front view of the improved tag, the passenger's stub and agent's stub being still connected. Fig. 2 is a front view of the tag with the protective flap raised to show the coupons and with the agent's and passenger's stub torn off. Fig. 3 is a longitudinal section through the trunk-tag and its containing-case on line *x x*, of Fig. 1.

A is the pasteboard back of the trunk-tag, which is printed in one piece with the agent's stub B and the passenger's stub C, which latter are separated by lines of holes or indentations *a* and *b* to facilitate the tearing off of the stubs. This is the ordinary construction of an excess-tag. My invention relates mainly

to the upper section A, which goes with the trunk.

To the pasteboard back A there is fastened at the top a flap A', which bears spaces for the insertion of the following data—viz., the name of the starting-point and the final destination, and spaces or subdivisions for the insertion of all of the different roads over which the baggage has to pass in reaching its destination. These spaces are shown at *c*. Below this is a space for the number of passengers, excess in weight of trunk, amount paid, and other data, as indicated. Beneath this flap A' is secured a series of coupons A², each of which corresponds to one of the spaces at *c* in front of the flap, and which coupons are successively torn off by each road to which the trunk is delivered. These coupons are numbered to correspond with said spaces at *c*, but otherwise the coupons are exactly alike, and each bears upon one side the excess weight in pounds and on the other side the date, and these figures and dates coincide in all the coupons, so that when the agent receiving the trunk punches the excess in weight—say seventy-five pounds—the same operation punches through this amount on all the coupons. So, also, with the dates upon the other side. These coupons also bear the name of the road issuing the check and also the trunk number, as do also both the stubs and the flap.

Now, when the trunk is received at the starting-point, the agent there marks on the face of the flap A² the starting-point, the destination, and all of the routes over which the trunk has to travel in reaching its destination. He also raises the flap and punches through each and every one of the coupons (at one operation) to mark the excess in weight of the trunk and the date. Then when the trunk, after having started on its way, is changed to a new road the agent of that road raises the flap A² and tears off the first coupon, which he retains in behalf of his road in order to settle with the road first receiving the trunk. Each succeeding road does the same thing until the trunk has arrived at its destination, when the passenger presents his stub C and claims his baggage. By this means every road is enabled to quickly inspect the tag, tear off the coupon, and be af-

forded every facility for securing its share of the excess-baggage fee paid.

To hold the flap A^2 down in place, it is provided with a tongue d , which enters a slit in the pasteboard back, and to protect the trunk-tag it is carried in a metal case D, formed of a plate having upturned edges $e e$ on the sides, and slots f and g at its opposite ends for receiving a strap E, by which it is attached to the trunk. This strap is fastened through the lower slot f and is then extended up the back of the plate and through the upper slot g , and also through a corresponding slot in the trunk-tag, by which means the trunk-tag is retained in its case, so that it cannot slip out. To prevent the fold of the strap at the lower end of the plate from standing in the way of the insertion of the tag in guides $e e$ and to prevent interference with the protrusion of tongue d through the tag, the lower edge of the plate below slot f is turned back or bent out of the plane of the body of the plate.

With reference to the use of tongue d for securing the protective flap, it is obvious that other means may be employed for this purpose without departing from my invention.

Having thus described my invention, what I claim as new is—

1. A trunk-tag consisting of back piece A, having attached to the same a series of similar coupons bearing figures and letters for indicating the excess in weight and date, and a protective flap A' , covering the same and having on its face spaces for the names of all the roads of the route corresponding to the coupons, and means for securing the same, substantially as shown and described.

2. A trunk-tag consisting of a back piece A, of pasteboard, having a slot at its lower end, a series of coupons A^2 , bearing figures and letters for indicating the excess in weight and date attached to the same, and a protective flap A' , covering the coupons and having on its lower end a tongue d , adapted to fasten in the slot of the back piece and bearing upon its face spaces for marking thereupon all the roads of the route, and an inclosing-case, substantially as shown and described.

FRANK H. CRUMP.

Witnesses:

EDWD. W. BYRN,
SOLON C. KEMON.