

(No Model.)

T. M. CUNNINGHAM.

EXCESS BAGGAGE STAMP OR CHECK FOR RAILROAD TICKETS.

No. 478,923.

Patented July 12, 1892.

Fig. 1

B----- & A-----R.R. Form. 62-2
via C-----B-----NY----- & A-----

L911
A-----B-----P-----P-----SF-----

Agents Stub
DESTINATION INDICATED BY PUNCH MARKS

Issued by
L----- & N-----R.R. Co.
L----- & N-----R.R. Co.

L911
A-----B-----P-----P-----SF-----

N----- TO
L62-2 C-----

Issued by
L----- & N-----R.R. Co.
B----- F-----Route C.C. & S. Ry.

L911
A-----B-----P-----P-----SF-----

C----- TO
L62-2 C-----

Issued by
L----- & N-----R.R. Co.
L----- S. & M-----S. Ry.

L911
A-----B-----P-----P-----SF-----

C----- TO
L62-2 B-----

Issued by
L----- & N-----R.R. Co.
N.Y.C. & H.R.-----R.R. Co.

L911
A-----B-----P-----P-----SF-----

B----- TO
L62-2 A-----

Issued by
L----- & N-----R.R. Co.
A----- & B-----R.R. Co.

L911
A-----B-----P-----P-----SF-----

A----- TO
POINTS INDICATED BY PUNCH MARKS
62-2

CONTRACT

Fig. 2

EXCESS BAGGAGE
CHECKED
WITH THIS TICKET
BY
L----- & N-----R.R.
EXCESS } \$-----
VALUE }
EXCESS }
WEIGHT }
TOTAL AMOUNT COLLECTED
\$-----

WITNESSES:

J. A. Burdett
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INVENTOR:

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UNITED STATES PATENT OFFICE.

THOMAS M. CUNNINGHAM, OF NASHVILLE, TENNESSEE.

EXCESS-BAGGAGE STAMP OR CHECK FOR RAILROAD-TICKETS.

SPECIFICATION forming part of Letters Patent No. 478,923, dated July 12, 1892.

Application filed December 14, 1891. Serial No. 414,951. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. CUNNINGHAM, of Nashville, in the county of Davidson and State of Tennessee, have invented a new and Improved Excess-Baggage Stamp or Check for Railroad-Tickets, of which the following is a full, clear, and exact description.

This invention has for its especial object the more certain division pro rata of charges for excess of passengers' baggage on connecting railroads, using coupon-tickets, although it is equally applicable to local tickets.

As shown, the invention consists in a railroad-ticket having separate and independent stamps or checks secured thereto, said stamps or checks indicating the amount collected by the initial road on the route for the baggage of the passenger, with preferably other particulars, such as the excess in value and excess weight of the baggage.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 represents a face view of a railroad coupon-ticket embodying my invention and showing a stamp or check on one of the coupons only. Fig. 2 is a face view, upon a larger scale, of such stamp or check detached.

A indicates a railroad coupon-ticket having five coupons *a b c d e*, good for as many lines of connecting roads in the route; but of course the number of coupons will vary with the number of lines the passenger with his baggage is entitled to travel over by virtue of his ticket. Such coupon-ticket may be similar to other railroad coupon-tickets in all respects, with the exception that each coupon has preferably on its front a panel or space for the reception of an independent stamp or check B, which is to be secured thereto in any suitable manner, preferably by mucilage or other adhesive substance applied to their backs. Instead, however, of providing the coupons with stamp panels or spaces, the same may be omitted and the stamp or check applied to the back of the coupons. Each of these stamps or checks has the same or similar matter on the face of it, which makes it constitute an excess-baggage stamp or check. Thus each stamp or check B indicates on the face of it what the purport of it is—as, for

instance, by the words "excess baggage checked with this ticket by," and here should follow the name of the railroad issuing the ticket. It should also have spaces and headings for marking on it the excess value of the baggage and excess weight thereof and the total amount collected by the railroad issuing the ticket.

To illustrate how the stamps or checks are used and what they accomplish, let it be supposed that the initial railroad issuing the coupon-ticket limits a passenger's baggage to one hundred and fifty pounds for one whole ticket and seventy-five pounds to one-half ticket, which is allowed free. The baggage-master weighs the passenger's baggage and figures the amount the latter has to pay for excess of baggage over and above the weight allowed by his ticket to go free. The baggage-master then takes as many stamps or checks B as the ticket A has coupons *a b c d e* and puts the amount he receives for excess baggage on each stamp or check and sticks one of said stamps or checks on each coupon. This will give each railroad over which the baggage is transported, as represented by the ticket-coupons, the information as to the amount collected for excess of baggage on the ticket, and will enable said roads to check their baggage business the same as they now do their passenger-transportation business and at the same time and in the same manner. By means of these stamps or checks on the coupons of the tickets the connecting roads can demand their proportion of the sum collected on the initial road, as the auditor will have indicated on the stamped panels full particulars as regards passengers' excess baggage, and this he will see when he checks his coupon or local ticket report.

If the ticket is an unlimited one—that is, good until used—and the passenger desires to stop off at several points on the route, the baggage-master of the railroad issuing the ticket will only put on his excess-baggage check up to the first point at which the passenger wishes to stop. For instance, the ticket being such as is shown in the drawings and the passenger desiring to stop at Cincinnati first, the baggage-master of the Louisville and Nashville Railroad at the point of

departure will only put his excess-baggage
check on the ticket up to Cincinnati and only
collect the charge up to that point. The
next baggage-master will apply his excess-
5 baggage check to the ticket and charge and
collect up to the next stoppage-point, and so
on until the passenger reaches his destina-
tion. The auditor of the various railroads
making up the route will then see on exam-
10 ining the coupons what railroad to call upon
for their per cent. of the excess-baggage col-
lection. If the excess is charged upon a lo-
cal ticket, the auditor of the local railroad
will see on examining the ticket what bag-
15 gage-master to call upon for the excess-bag-
gage collection.

The stamps or checks are provided with

mucilage on their backs, the same as postage-
stamps, and they may be printed in sheets
for detachment, as required, with ease and 20
rapidity.

Having thus described my invention, what
I claim as new, and desire to secure by Letters
Patent, is--

The combination, with a passenger's cou- 25
pon-ticket, of an excess-baggage stamp or
check adapted to be permanently secured to
a coupon of the ticket, substantially as and
for the purpose set forth.

THOMAS M. CUNNINGHAM.

Witnesses:

EDWARD LAMENT,
JNO. B. MILLER.