

No. 641,287.

Patented Jan. 16, 1900.

A. M. GOODWIN.
BAGGAGE CHECK CARRIER.

(Application filed Mar. 9, 1899.)

(No Model.)

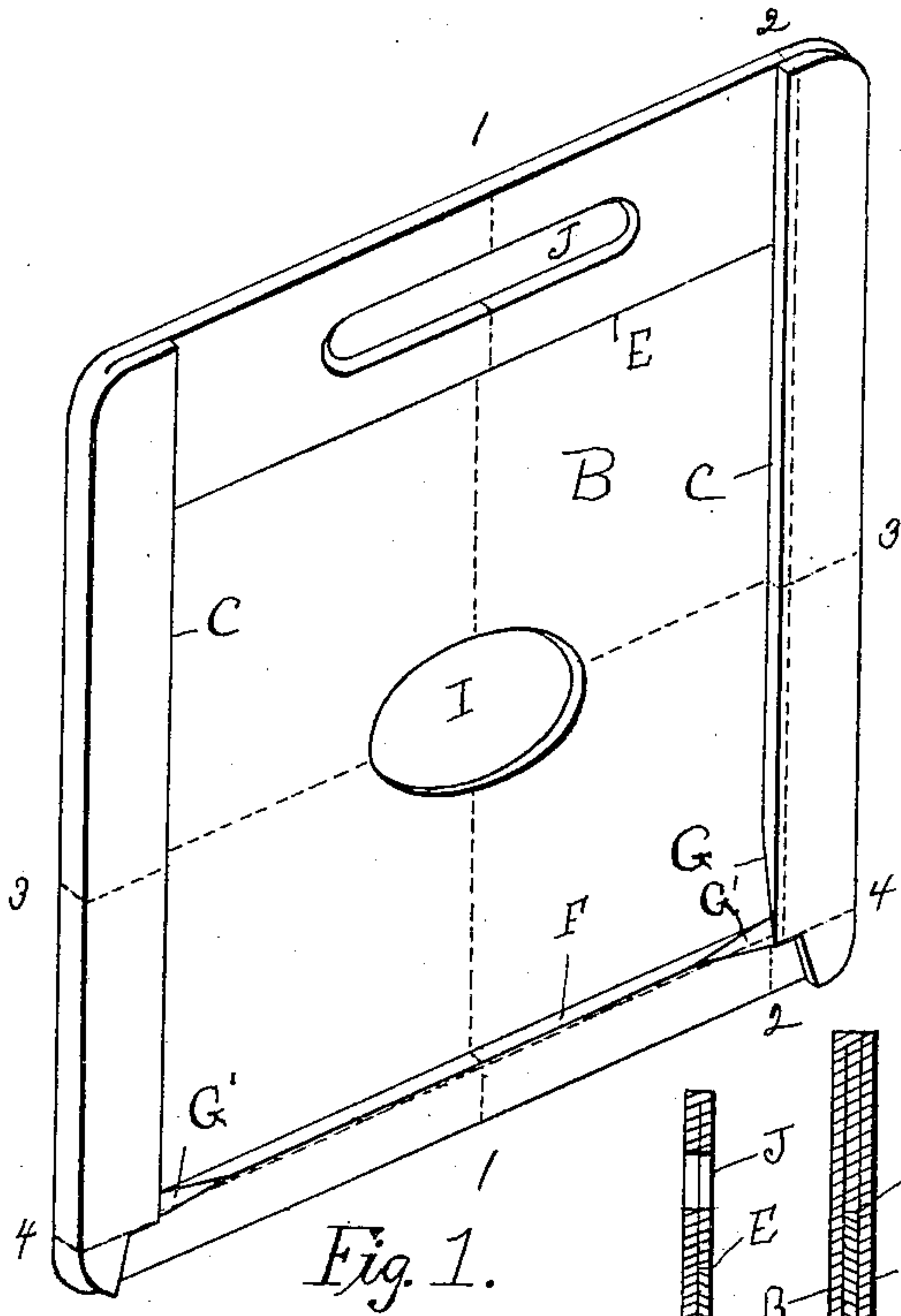


Fig. 1.

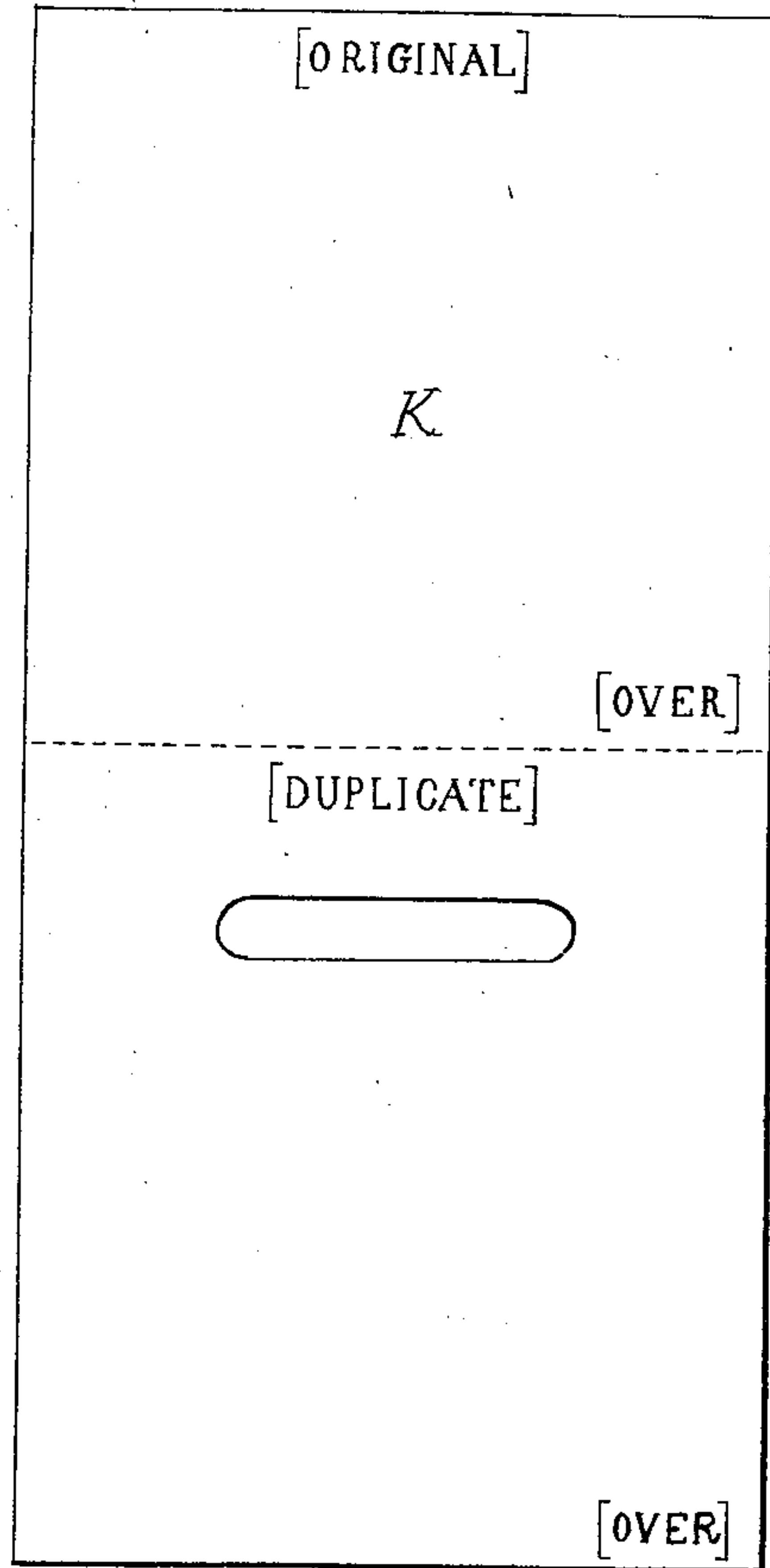


Fig. 2.

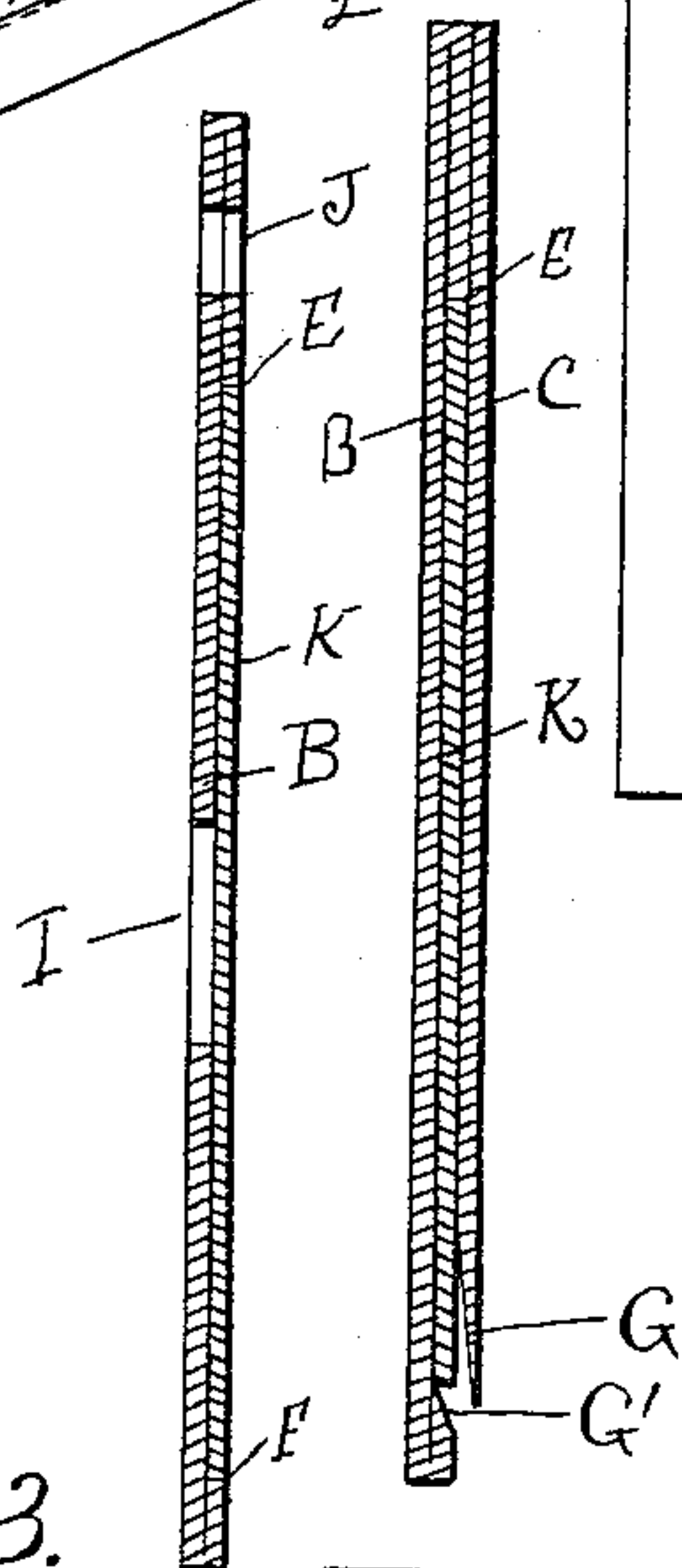


Fig. 3.

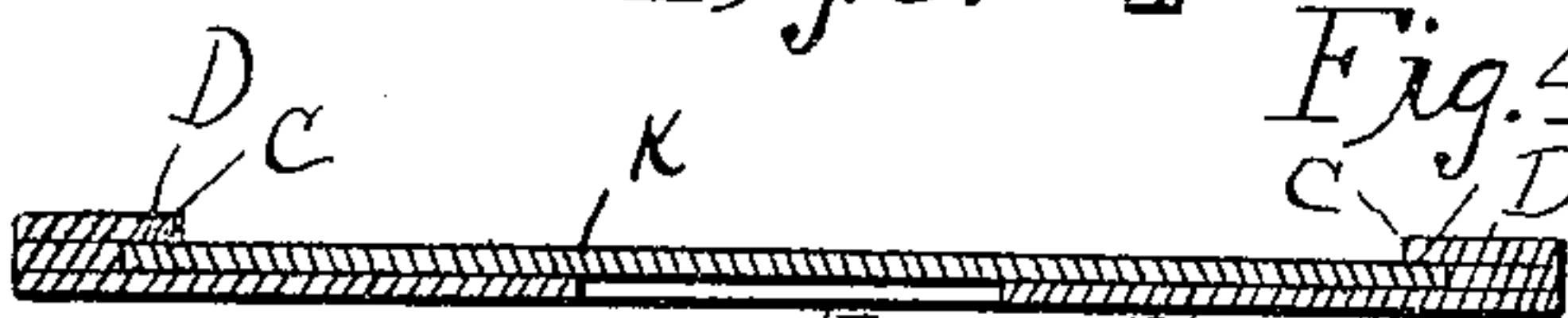


Fig. 4.

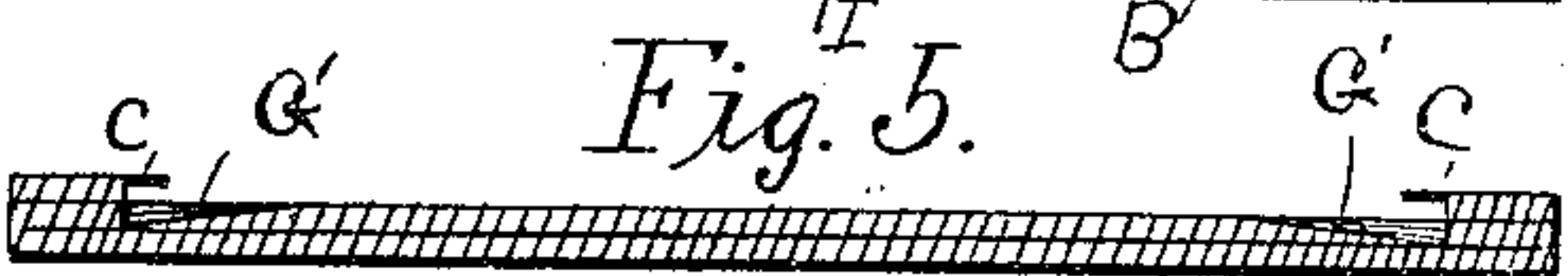


Fig. 5.

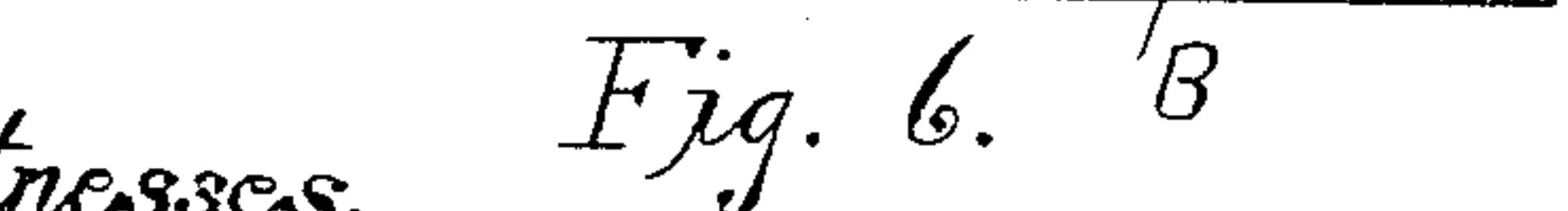


Fig. 6.

Witnesses.

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UNITED STATES PATENT OFFICE.

ALPHONSO M. GOODWIN, OF SACO, MAINE.

BAGGAGE-CHECK CARRIER.

SPECIFICATION forming part of Letters Patent No. 641,287, dated January 16, 1900.

Application filed March 9, 1899. Serial No. 708,328. (No model.)

To all whom it may concern:

Be it known that I, ALPHONSO M. GOODWIN, a citizen of the United States, residing at Saco, in the county of York and State of Maine, have invented certain new and useful Improvements in Baggage-Check Carriers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in baggage-check carriers, and is designed to provide a carrier which may be cheaply constructed, easily operated, and afford ample protection to the check.

In the drawings herewith accompanying and making a part of this application, Figure 1 is a perspective view of the carrier. Fig. 2 is a plan view of the check, both the original and duplicate. Figs. 3 and 4 are longitudinal sectional views taken on lines 1 1 and 2 2, respectively, of Fig. 1; and Figs. 5 and 6 are transverse sectional views taken on lines 3 3 and 4 4, respectively, of Fig. 1, said sectional views, Figs. 3, 4, and 5, showing the check in the carrier.

Same letters of reference refer to like parts.

The drawings represent a carrier provided with a central area B, substantially equal in extent longitudinally and laterally to the check and having a depth substantially equal to the thickness of the check. At the sides of said central area are flanges C, which overhang somewhat said central area, forming grooves D to receive the lateral edges of the check and to hold the check in position, and at the ends, one or both, of said area are end abutments which do not overhang said area. The check may be inserted in and removed from the carrier at the top or bottom, as desired, through openings leading out of said grooves. I have shown it as designed to be inserted and removed from the bottom. To facilitate the insertion and removal of the check, I cause the under surface of the open end of the overhanging flange to incline upwardly, as seen at G in Figs. 1 and 4, and I also cut away a portion of the end wall F at each extremity adjacent to the flanges. Said cut-away portions may be beveled both longitudinally and laterally, as shown at G' in

Figs. 1, 4, and 6, to facilitate the removal of the check. The vertical end wall E protects the upper edge of the check, but may be omitted if desired.

The carrier has an opening I therein at or near the center of the central area and may be provided with any convenient means for securing the carrier to the baggage—as, for example, with a hole or slot J to receive a strap.

The operation of my improved check-carrier is as follows: To insert the check in the carrier, the original, marked K, is detached from the duplicate and the end thereof inserted in the grooves hereinbefore mentioned and in said grooves pushed by the hand until the upper end of the check strikes against the wall E and the lower end drops into the position shown, filling the central area of the carrier, as seen in Figs. 3 and 4, and when thus inserted the face of the check is substantially level with the end walls, against which it abuts. To remove the check from the carrier, push upon the under side of the check through the hole I, thus bending the check at the center, each edge being held by the overhanging flanges until all that portion of the check which lies opposite the abutment at the bottom is raised above it. The check can then be forced down, the finger engaging the raised portion of the check at the top, the extreme edges of the check sliding between the flanges and cut-away portions.

The advantages of my improved check-carrier are that the check can be readily inserted in and withdrawn from the carrier, it presents nowhere an exposed edge, and it is self-locking in position.

Having thus described my invention and its use, I claim—

1. A baggage-check carrier consisting of a suitable casing having a depressed central area substantially equal to the area of the check, a hole through the casing within said area, grooves at the sides formed by overhanging flanges and abutments at the ends formed by vertical walls.

2. A baggage-check carrier consisting of a suitable casing having a depressed central area substantially equal to the area of the check, a hole through the casing within said area, grooves at the sides formed by overhanging flanges and abutments at the ends formed

by vertical walls, one of said vertical walls terminating outside of the grooves formed by said overhanging flanges.

3. A baggage-check carrier, consisting of a
5 suitable casing having a depressed central area substantially equal to the area of the check, a hole through the casing within the area, lateral grooves formed by overhanging flanges, said grooves having open ends, and
10 end retaining-abutments formed by vertical walls, the portion of said vertical walls near

the flanges being beveled, whereby the insertion and removal of the check through the open end of said grooves is facilitated.

In testimony whereof I affix my signature, 15
in presence of two witnesses, this 20th day of February, 1899.

ALPHONSO M. GOODWIN.

Witnesses:

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NATHAN CLIFFORD.