

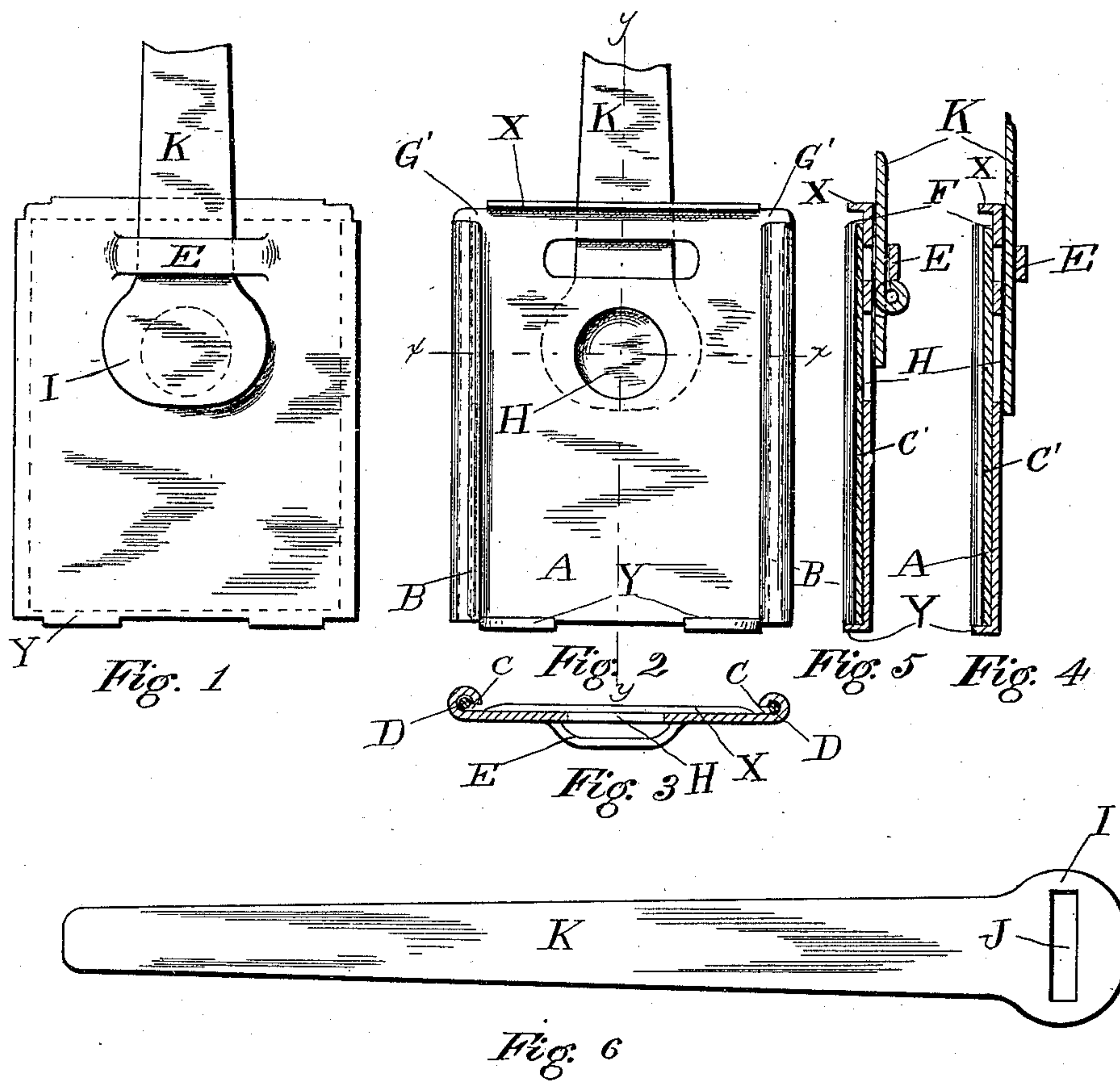
No. 661,691

Patented Nov. 13, 1900.

A. M. GOODWIN.  
BAGGAGE CHECK CARRIER.

(Application filed Dec. 16, 1899.)

(No Model.)



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. 661,691, dated November 13, 1900.

Application filed December 16, 1899. Serial No. 740,521. (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  
5 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  
10 it appertains to make and use the same.

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

In the drawings herewith accompanying and making a part of this application, Figure 1 is a bottom plan view of my improved carrier. Fig. 2 is a top plan view of same. Fig. 3 is a  
20 transverse sectional view taken on line *x x*. Fig. 4 is a longitudinal sectional view taken on line *y y*, including check not shown in Fig. 1. Fig. 5 is a longitudinal sectional view of same, showing a different way of securing  
25 the strap to the carrier; and Fig. 6 is a plan view of the strap.

Like letters of reference refer to like parts.

The drawings represent a carrier provided with a central area A, substantially equal in  
30 extent longitudinally and laterally to the check. At the sides of the central area are flanges B, which overhang somewhat said central area, forming grooves or ways C to receive the lateral edges of the check C' and to hold  
35 the check normally in position. In forming these grooves for the lateral edges of the check I find it convenient to roll the edges of the blank from which the carrier is made over a rod or equivalent device D, so as to afford a  
40 firm support for the flange and to prevent it from being crushed when it is struck by a foreign body. The edge of the carrier which is turned over the rod should terminate above the base of the carrier to form grooves C, just  
45 sufficient to permit the check to be inserted between it and the bottom of the carrier, as seen in Fig. 3. This is found to be important, because when the flange is unsupported it is liable to be bent down, and thus prevent  
50 the insertion or removal of the check.

In carriers of this kind as usually constructed a strap is inserted through a hole

made in one end of the carrier, thus causing a portion of the strap to be exposed on the face side of the carrier and in the way of the  
55 removal of the check when the check is to be removed from that end, which is thought to be desirable, because in this case the check cannot be accidentally dislodged by the action of gravity. To obviate this objection,  
60 I form on the back of the carrier a loop E, through which the attaching strap E' is inserted and secured in any convenient manner. The check is held in the carrier against vertical displacement by stops X and Y at the  
65 top and bottom, respectively. The ends of grooves C are left open at the top, as seen at F, Fig. 2, to permit the insertion of the check, the flanges terminating a short distance from the end stop X at the top, as seen at G'.  
70

For convenience of removing the check from the carrier a hole H is made in the carrier, through which the finger is pressed against the check, thus forcing the end of the check  
75 above the end stop X, when the check may be pushed out of the grooves by forcing it endwise over said stop. To prevent the check from being dislodged from the carrier by any instrumentality accidentally entering said  
80 hole, I have arranged to cover said hole, nominally, by the end of the strap K, which for that purpose is extended downwardly, as seen at I, Fig. 1, sufficiently to cover the hole, and it may also be made wider than the opening in the loop, thereby serving to prevent  
85 the strap from being drawn through the loop. The material of the strap being flexible, it is capable of being lifted by the finger when desired to force the check out of the carrier. The same results are secured when the strap  
90 is applied to the loop by making a hole J in the end thereof and passing the opposite end of the strap through said hole and thence through the loop in the carrier, as illustrated in Fig. 5.  
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The advantages of my improved carrier are that it can be cheaply constructed, is easily operated, not liable to injury, and not liable to be accidentally forced out of the carrier.

Having thus described my invention and  
its use, I claim—  
100

1. A baggage-check carrier adapted to receive and carry a check in the front side and provided with a hole in the body of the car-



rier, a loop on the back side of the carrier and a strap adapted to pass through said loop, said strap having its end adapted to cover said hole.

- 5 2. A baggage-check carrier having a suitable body part and flanges formed by turning the lateral edges of the body part around a suitable supporting-bar, the edges of said turned-up portions terminating above the  
10 base of the body part, whereby grooves are formed to receive the edges of the check and

hold it upon the base and the supporting power of the flanges is reinforced, and means for preventing accidental endwise displacement of the check.

In testimony whereof I affix my signature, in presence of two witnesses, this 12th day of December, 1899.

ALPHONSO M. GOODWIN.

Witnesses:

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