

No. 891,593.

PATENTED JUNE 23, 1908.

G. W. CONRAD & W. J. FITTALL.
BAGGAGE CHECK.

APPLICATION FILED JUNE 28, 1904.

2 SHEETS—SHEET 1.

FIG. I.

DATE ISSUED 9

FOREIGN TAG CHECK

P. RAILROAD COMPANY 15

From 18

To

ROUTE JCT. POINTS

To

To

To

To

P. Series B. 66-84-93 5

DESCRIPTION 4 20

TRUNK GRIP 14

FOREIGN DUP. CHECK

P. RAILROAD COMPANY 16

From 19

To

ROUTE JCT. POINTS

To

To

To

To

P. Series B. 66-84-93 6

FIG. II.

2

9

23

21

DATE Received

FIG. III.

4 3

6

24

22

DATE Delivered

By

WITNESSES:

Clifton C. Hollowell
John C. Purgner

INVENTORS:

GEORGE W. CONRAD
AND
WILLIAM J. FITTALL,

by Craig, Paul & Haley
Attys.

No. 891,593.

PATENTED JUNE 23, 1908.

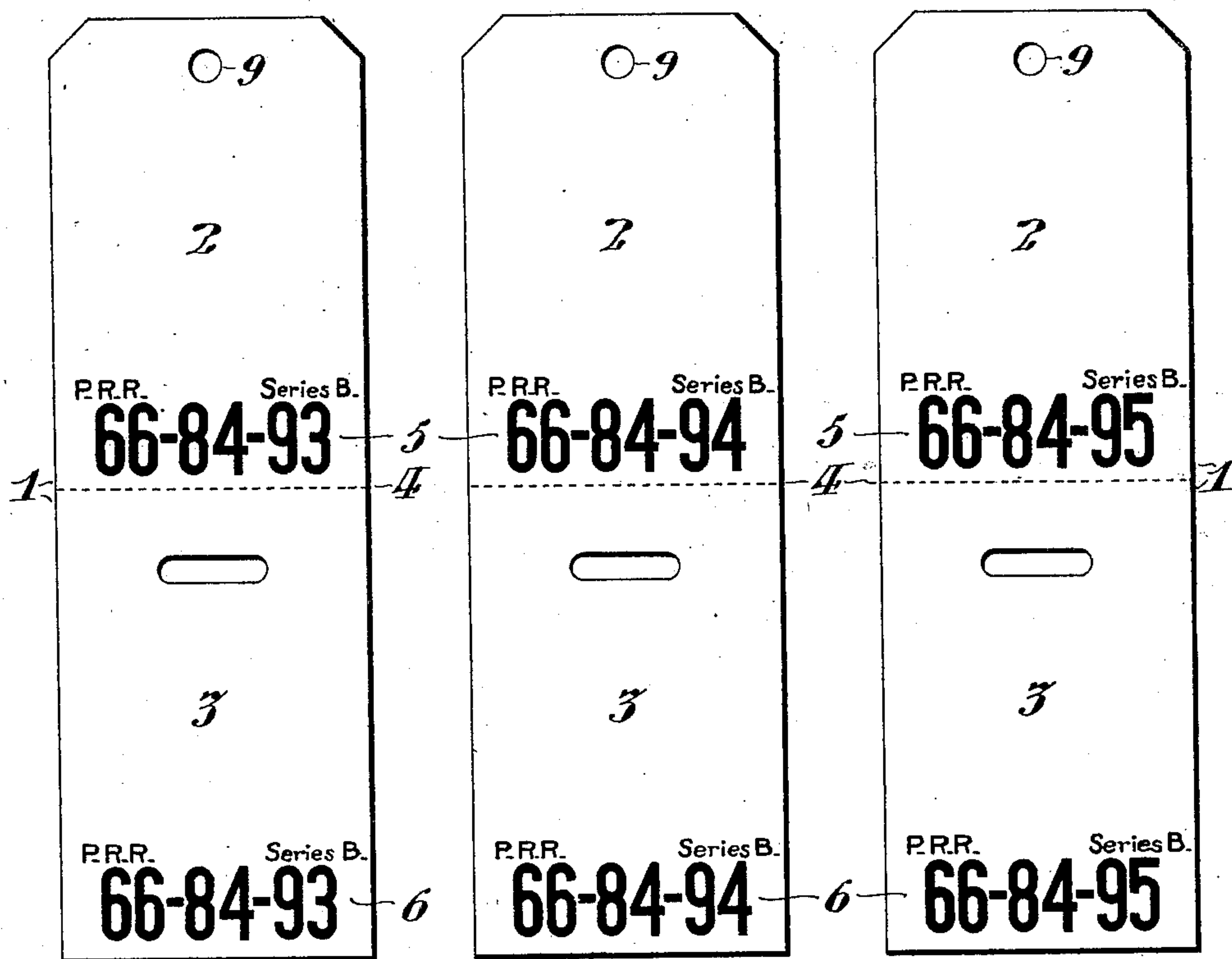
G. W. CONRAD & W. J. FITTALL.

BAGGAGE CHECK.

APPLICATION FILED JUNE 28, 1904.

2 SHEETS—SHEET 2.

FIG. IV



WITNESSES:

Clifton C. Hallorwell
Thomas H. Kern

INVENTOR:

GEORGE W. CONRAD
WILLIAM J. FITTALL,

by Arthur E. Paegle
Att'y.

UNITED STATES PATENT OFFICE.

GEORGE W. CONRAD, OF EDGEWOOD, AND WILLIAM J. FITTALL, OF PITTSBURG,
PENNSYLVANIA.

BAGGAGE-CHECK.

No. 891,593.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed June 28, 1904. Serial No. 214,430.

To all whom it may concern:

Be it known that we, GEORGE W. CONRAD, of Edgewood, in the county of Allegheny and State of Pennsylvania, and WILLIAM J. FITTALL, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Baggage-Checks, whereof the following is a specification, reference being had to the accompanying drawings.

It is usual to identify baggage by checks which are distinguished from each other merely by numbers, each number consisting of a series of digits imprinted close together, but in different order upon the different checks. It is found in practice that such checks are objectionable for the numbers on said ordinary checks being composed of digits printed in close relation, the baggage agents frequently mistake one whole number for another having similar digits differently arranged. Such errors, which are due to the mental transposition by the baggage agents, of the digits in the numbers, are of such frequent occurrence as to be designated by the technical term "crossing checks" and are the cause of much expense to all railroad companies in the settlement of claims for loss and detention of baggage.

It is the object of our invention to avoid the difficulties aforesaid, by providing checks with means to unmistakably identify the baggage, first, by reference to its distinctive descriptive properties, and, second, by distinctive numbers whose digits are so arranged in spatially distinct groups or sections as to prevent the mental transposition of the digits by the persons who must compare the numbers.

Our invention comprises the various novel features of construction and arrangement hereinafter more definitely specified.

In the accompanying drawings: Figure I, is a front view of a check embodying our improvements and comprising two normally integral separable sections. Fig. II, is a rear view of the upper section of the check shown in Fig. I. Fig. III, is a rear view of the lower section of the check shown in Fig. I. Fig. IV, is a front view of a series of baggage checks, consecutively numbered in accordance with our invention.

In said drawings; the checks 1, comprise normally integral sections 2, and 3, which are separable on the line 4, being conven-

iently indented on said line. Said sections are intended to be separated by the baggage agent who issues such checks; the section 2, being attached to the baggage and the section 3, being delivered to the proprietor of the baggage as a receipt for the same. As indicated in the drawing, the section 2, is conveniently known as a "tag check", and the section 3, as a "duplicate check". Said sections 2, and 3, are respectively provided with identical members as indicated at 5, and 6, each comprising a series of digits arranged in spatially distinct groups of two digits each and conveniently separated by hyphens. The section 2, being intended to be attached to the baggage is conveniently provided with the aperture 9, to receive an attaching cord. The check section 3, being intended to be delivered to the party who deposits the baggage, is provided with a series of spatially distinct symbols 14, indicating different descriptive properties of baggage for instance, "Trunk", "Grip", as shown in Fig. I. We find it convenient to provide the face of said check with imprints 15, and 16, upon the respective sections 2, and 3, indicating the name of the party which issues the check; also imprints 18, and 19, upon the respective sections indicating the station from which the check is issued and the station to which the baggage is shipped. We also find it convenient to provide the face of said check with means local to the distinctive number on each section of the check indicating both the identity of the party issuing the check and the particular series of the latter. Such correlation of the identifying means facilitates the matching of the check sections as the observation of the baggage agent may be restricted to the locality of the distinctive number. It is intended that the check shall be caused to manifest a description of the baggage to which it relates, by selection of certain of said symbols 14, and such selection may be indicated by punch marks local to said symbols. For instance, if the baggage is a grip or valise, a punch mark 20 may be made local to the corresponding symbol "grip". We find it convenient to provide the back of said check, section 2, with means 21, indicating the date when the baggage is received, and to provide the check, section 3, with means 22, indicating the date when the baggage is delivered. The

blank spaces 23, and 24, respectively on the back of said sections 2, and 3, may be utilized for rules and instructions to passengers.

We do not desire to limit ourselves to the precise details of construction or arrangement above described, as it is obvious that various modifications may be made therein, without departing from the essential features of our invention as defined in the appended claims.

We claim:—

1. A baggage check, comprising normally integral separable sections, said sections having thereon identical numbers, each comprising a series of digits arranged in spatially distinct groups of not more than two digits each, substantially as set forth.

2. A baggage check, comprising normally integral separable sections, said sections having thereon identical numbers, each comprising a series of digits arranged in groups of not more than two digits each, and, one of said sections having thereon distinct symbols indicating different descriptive properties of baggage; whereby the baggage to which the check is applied may be identified by said number and by selection of certain of said symbols, substantially as set forth.

3. A baggage check, comprising normally integral separable sections, said sections having thereon identical numbers, each comprising a series of digits arranged in groups of not more than two digits each, and one of said sections having thereon means indicating the date of reception of the baggage, and another section having thereon means indicating the date of delivery of the baggage, substantially as set forth.

4. A baggage check, having thereon means arranged to inform the passenger of the identity of the party issuing said check, the location of the station from which the check

is issued, a number comprising a series of digits arranged in spatially distinct groups of not more than two digits each, and a series of symbols indicating different descriptive properties of baggage; whereby the baggage to which the check is applied may be identified by selection of certain of said symbols, substantially as set forth.

5. A baggage check, comprising normally integral separable sections, said sections having thereon identical numbers, each comprising a series of digits arranged in groups of not more than two digits each; each section having thereon means arranged to inform the passenger of the identity of the party issuing the same, and the location of the station from which the check is issued; and, one of said sections having thereon distinct symbols indicating different descriptive properties of baggage; whereby the baggage to which the check is applied may be identified numerically and descriptively, substantially as set forth.

6. A baggage check having thereon an individually distinctive number, comprising a series of digits arranged in distinct groups of not more than two digits each.

7. A baggage check having thereon an individually distinctive number, comprising a series of digits arranged in distinct groups of not more than two digits each; and, marks devoid of numerical significance, interposed between said groups, substantially as set forth.

In testimony whereof, we affix our signatures in presence of two witnesses.

GEORGE W. CONRAD.
WILLIAM J. FITTALL.

Witnesses:

FRED. O. HENZI,
M. HUNTER.