

J. M. BAILHACHE.
BAGGAGE CHECK.
APPLICATION FILED JULY 14, 1909.

957,484.

Patented May 10, 1910.

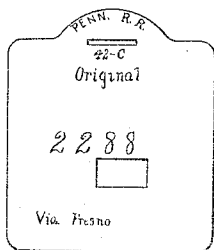


Fig. 5

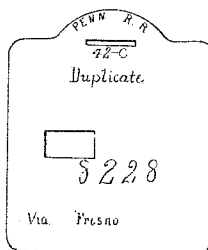


Fig. 6

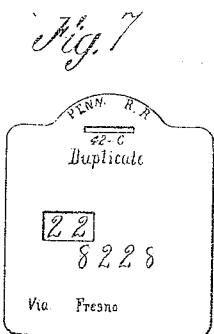


Fig. 7

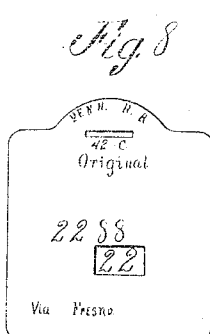


Fig. 8

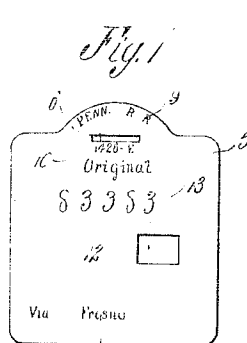


Fig. 9

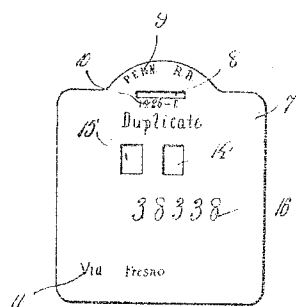


Fig. 10

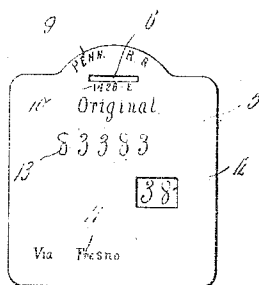


Fig. 11

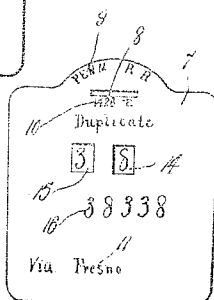


Fig. 12

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN M. BAILHACHE, OF SAN FRANCISCO, CALIFORNIA.

BAGGAGE-CHECK.

957,484.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN M. BAILHACHE, a citizen of the United States, residing at San Francisco, in the county of San Francisco, State of California, have invented certain new and useful Improvements in Baggage-Checks; 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.

This invention relates to improvements in baggage checks.

It has particular reference to a new and improved system for checking baggage.

It is well known that numerous pieces of baggage are lost to the owners, due to what is known as duplication of valid checks. This system of fraud is carried out by a third party copying the design on a check attached to a piece of baggage while the latter is at a station or *en route* and then presenting or having presented the bogus check to the baggage master at the station to which the baggage is checked. Since the operation of duplicating the well known form of baggage check is comparatively easy this fraud is carried to a great extent in certain localities. In order to remedy this defect in the present method of checking baggage and to effectively prevent a party not holding a valid owner's check from duplicating the latter, the present invention is directed, and aims to produce an original and duplicate check, one to be attached to the piece of baggage in the usual manner and the other to be held by the owner. The said checks being provided on one of their faces with indicia and further provided with openings through which certain of this indicia will appear when the checks are placed one upon the other. The disposition of the indicia on the checks will be such that while the duplicate will bear the same numerals or letters as the original still the arrangement of the markings will be in different order so also will the openings in the original be located at a different point to the opening of the duplicate, thus rendering it possible for the same indicia to appear through the opening of the duplicate when placed on the original as will appear when the original is placed on the duplicate.

With these and other objects in view as will more fully hereinafter appear, the present invention consists in certain novel details

of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claims, it being understood that various changes in the form, proportion, size and minor details of the device may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming part of the specification:—Figure 1 is a front view of a well known form of original baggage check constructed in accordance with my invention. Fig. 2 is a similar view of the duplicate. Fig. 3 is a similar view when the original is placed in position to cover the duplicate. Fig. 4 is a similar view when the duplicate is placed in position to cover the original. Fig. 5 is a view similar to Fig. 1 but showing a modified form of the device. Fig. 6 is a view of the duplicate to accompany Fig. 5. Fig. 7 is a front elevation showing the duplicate in Fig. 6 placed in position to cover the original shown in Fig. 5. Fig. 8 is a similar view with the original placed in position to cover the duplicate.

Similar numerals of reference are employed to designate corresponding parts throughout.

As shown in the drawings, two forms of baggage checks are employed, namely the metallic and card-board. It must be understood however, that I am not to be limited to these materials since it will be understood, from what will appear later, how this system might be equally as well employed with checks constructed of any well known material adapted for the purpose.

As shown in Figs. 1 to 4 inclusive the body of the original check is designated by the numeral 5 and the opening to receive the check strap by the numeral 6. The duplicate check has a similarly constructed body portion 7 at the upper end of which is provided an opening 8 for the check strap. The name or initials of the company issuing the check is, as usual, disposed at the upper end and above the strap receiving opening as shown at 9 and the serial number of the check, which is the same on the original and duplicate, is located as shown at 10 directly beneath the strap openings 6 and 8. The route or destination is as usual arranged at the lower side of the original and duplicate as shown at 11.

By referring now to Fig. 1 it will be seen that the original is medially provided with an oblong opening 12. This opening is arranged to one side of the longitudinal center of the check and may extend in any direction or as shown in the drawings, in the direction of the width of the check.

By referring now to Fig. 1 it will be seen that the face of the check is provided in the space between the opening 12 and serial number with a plurality of markings 13. These markings may be numerals or letters as desired and constitute the key or means of identifying the owner's check. The latter as shown in Fig. 2 is provided with a pair of spaced openings 14 and 15. Each of these openings is of a size corresponding to one of the characters on the original check, and as shown in the drawings, the space between these openings corresponds to the space between two of the characters on the original check. The openings 14 and 15 are so arranged that when the duplicate is placed on the original so that its sides and ends will be in coincidence with the sides and ends of the original that two of the characters on the original will appear in the openings of the duplicate. The opening 12 in the original corresponds to the combined lengths of the openings in the duplicate check and located below the openings of the latter is a series of markings 16. The markings 16 are so arranged that when the original is placed upon the duplicate that two of the markings at one end of the series will appear in the opening 12. It will be seen that numerals are employed in both series of markings; it is to be understood however, that I am not to be limited to this specific use of numerals since it will be understood how letters or other markings might be equally as well employed. As shown in Fig. 1 the numerals 13 are arranged in different order from the numerals 16 on the duplicate. In this instance the two numerals 3—8 at one end of the series on the duplicate constitute the key to indicate the numbers which must appear when the duplicate is placed upon the original. As before stated, the numerals 3—8 on the duplicate are located at one end of the series so that when the original is placed upon the duplicate as before described, the numerals 3—8 will appear through the opening 12 of the original. By now reversing the position of the checks or in other words, placing the

duplicate on the original the numerals 3—8 will appear in the openings 14 and 15 of the duplicate.

With this construction it is obvious that it will be impossible for one observing the original check on a piece of baggage to make a proper duplicate for the original, since there is nothing on the original check to indicate where the openings are formed on the proper duplicate held by the owner of the baggage, or to show the arrangement of the numerals on the said proper duplicate. It will be further observed that the opening 12 in the original may be placed nearer the center or adjacent the opposite side, whereby numerals 3—3 or 8—3 would be the identification numerals, it being understood that the openings on the duplicate will be arranged nearer the center or opposite side to conform with the location of the opening 12. It will be observed that as many openings may be employed in the original and duplicate as may be desired or deemed necessary to positively insure the identification of the checks.

From the foregoing it will be seen that I have provided a system which is exceedingly simple and comparatively inexpensive to manufacture.

Having thus described my invention what is claimed as new, is:—

1. In a system for checking baggage original and duplicate indicia bearing checks having openings so arranged that when the original is placed upon the duplicate certain indicia on the covered face of the latter will be visible through the openings of the original which will coincide with the indicia visible through the opening of the duplicate when the latter is placed over the original.

2. In a system for checking baggage indicia bearing duplicate and original checks, each of which is provided with an opening in alinement with the indicia on the other check, whereby certain indicia will be visible through the opening of the original when the latter is placed upon the duplicate which will coincide with the indicia visible through the opening of the duplicate when the latter is placed on the original.

In testimony whereof, I affix my signature, in presence of two witnesses.

JOHN M. BAILHACHE.

Witnesses:

W. S. MORGAN,
W. W. LEATHE.