Dec. 25, 1923. 1,478,647

A. A. GLISSON

MEANS FOR PROTECTING AND IDENTIFYING PASSAGE TICKETS AND BAGGAGE CHECKS

Filed Aug. 8. 1922 2 Sheets-Sheet 1

FIG-1.

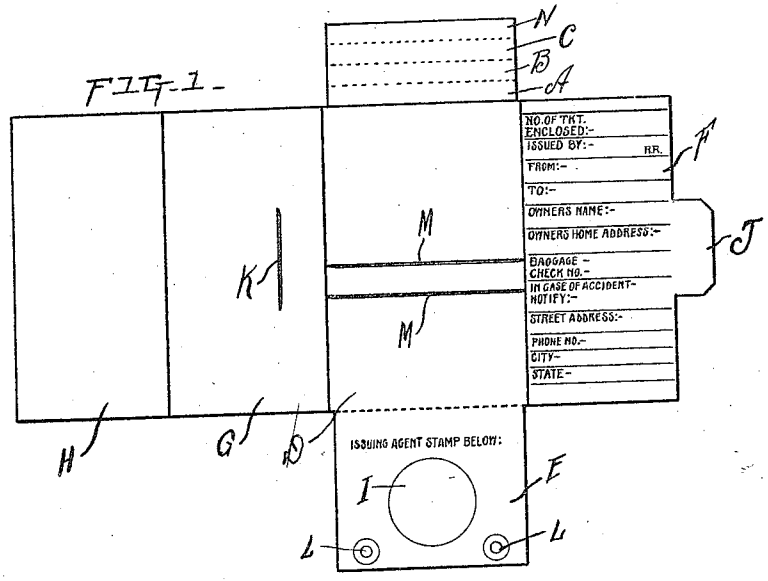


FIG-2.

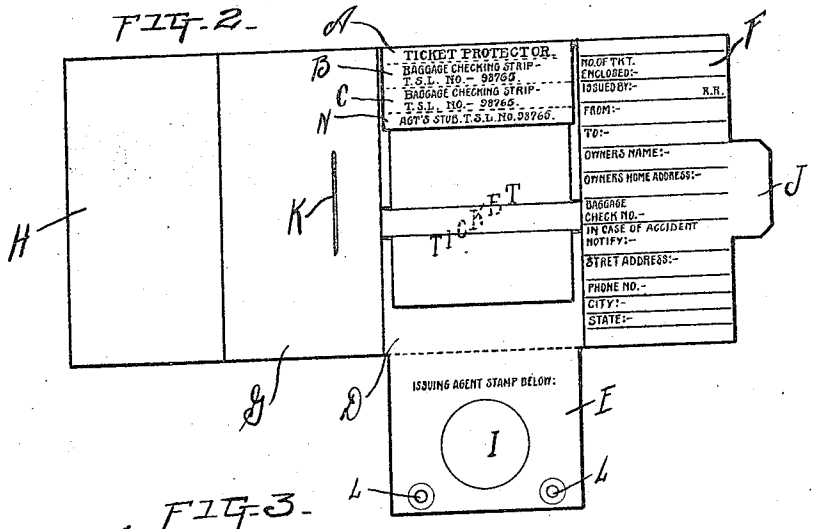
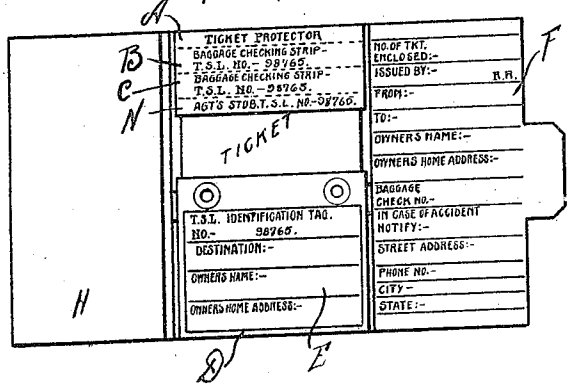


FIG-3.



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FIG. 4.

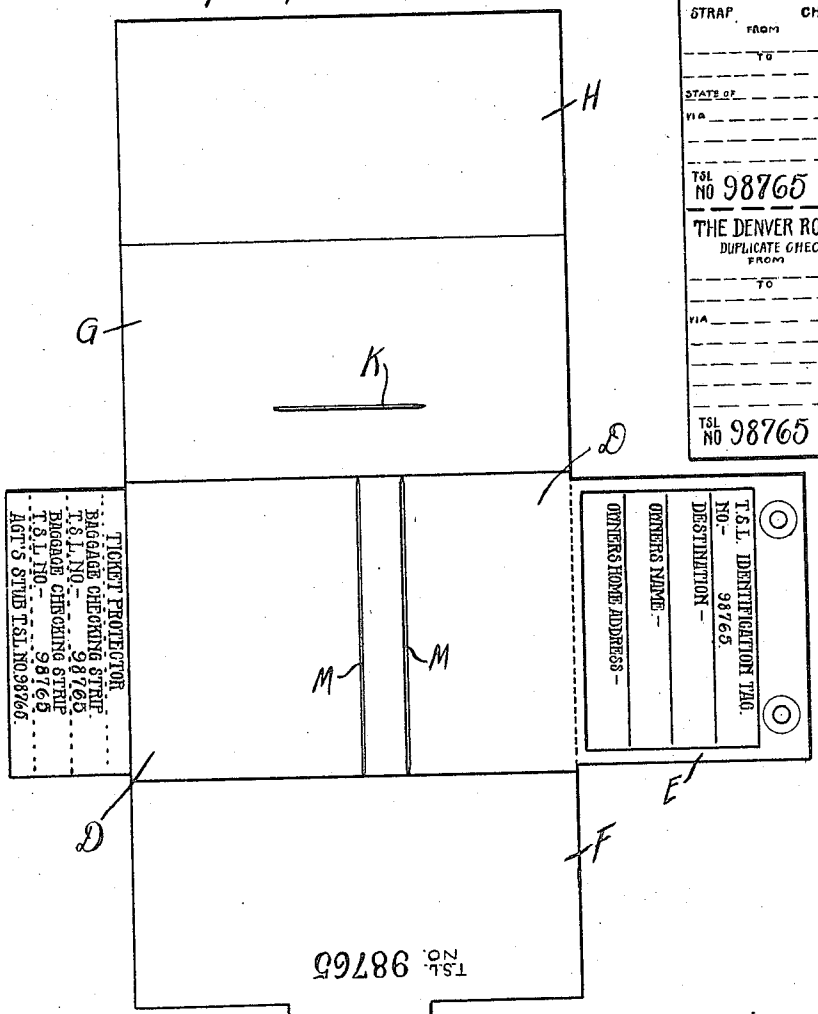
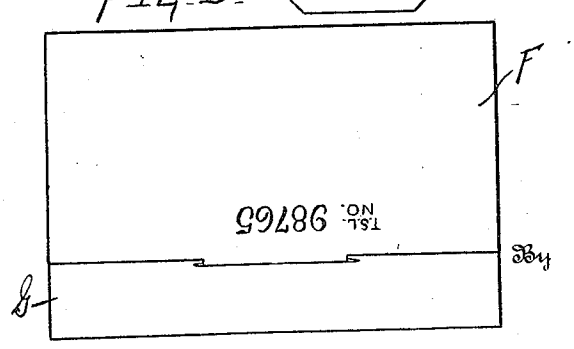


FIG. 6.

FIG. 5.



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UNITED STATES PATENT OFFICE.

AMOS A. GLISSON, OF FORT WORTH, TEXAS.

MEANS FOR PROTECTING AND IDENTIFYING PASSAGE TICKETS AND BAGGAGE CHECKS.

Application filed August 8, 1922. Serial No. 580,512.

To all whom it may concern:

Be it known that I, AMOS A. GLISSON, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented certain new and useful Improvements in Means for Protecting and Identifying Passage Tickets and Baggage Checks, of which the following is a specification.

My invention relates to passenger tickets and baggage checks and more particularly to a combination baggage, personal and ticket identifier, ticket protector, and advertising medium or carton; and the object is to provide a new and useful means for—(1)—protecting couponed and sheet forms of passage tickets from undue contacts and mutilations; (2)—for identifying and protecting the baggage or other property of travelers from mischecking and consequent erroneous forwardings; (3)—for establishing identifying relationship between travelers' passage tickets and checks issued for the transportation of their baggage,—with means whereby the unauthorized issue of baggage checks for the transportation of property may be substantially prohibited and avoided; (4)—for affording travelers important information under advantageous and impressive circumstances pertinent to their comfort and welfare in course of journeys and at destinations;—and (5)—for disseminating miscellaneous information in advertising form in relation to hotel and resort locations, charges and the like.

Other objects and advantages will be fully explained in the following description and the invention will be more particularly pointed out in the drawings.

Reference is had to the accompanying drawings which form a part of this application.

Fig. 1 is an open front view of the medium. Fig. 2 is a similar view with separable coupons shown as B, C. and N, folded on the inside. Fig. 3 is a similar view showing the said separable coupons of the ticket protective portion of the medium, the baggage identification tag,—and one section of the instruction members folded inwardly. Fig. 4 is a back view of the entire medium, opened out. Fig. 5 shows the entire medium in folded form,—and Fig. 6 is a face view of a baggage-checking form which is used in cooperation with the other identifying and safety devices and elements hereinafter described.

Similar characters of reference are used to indicate the same parts throughout the several views.

The invention comprises a medium which forms a convenient protective carrier for a ticket such as a railway passage ticket, a baggage identifying tag, a personal and passage ticket identifier, baggage-checking coupons or strips numbered and otherwise printed to correspond with the personal and passage ticket identifier, means for holding the contract and coupons of a passage ticket in compact and folded order for convenient handling and use, means for providing travelers important information and instructions in immediate connection with their journeys,—and means whereby the several elements comprising the invention as a whole may be most conveniently and effectively utilized.

Sections A and D, in folding construction and permanently attached to each other,—(the front or inner portion of section A being well gummed or supplied with substance for adhesive purposes)—constitute basis or primary means whereby a railway or other passage ticket may be attached to, folded and inclosed within the medium as a whole for protective purposes and convenient use. The section D has, preferably at points somewhat below its center, as shown at M in the drawings, two longitudinal cuts or slits, each extending from one side to the other of said section, which form an opening between the upper and lower portions thereof and produce a strip or band-like portion,—the purposes of which are that the opening shall accommodate and more or less securely hold together in compact and convenient form the contract and couponed portions of a passage ticket when they are folded upon one another in usual or proper order:—the strip or band-like portion referred to serving to hold such contract and couponed portions of the ticket within said opening:—the feature thus established being, therefore, of protective nature and importantly co-operative with section A of the medium to which the contract portion or end of the ticket is adhesively attached.

The outer portions of sections B, C, N, E,

and F are numbered and otherwise marked or printed to identifyingly correspond with each other,—section B being severably or detachably attached to section A, section C being similarly attached to section B, and section N being similarly attached to section C. The front or inner surfaces of sections B, C, and N are also well gummed or supplied with substance for adhesive purposes and constitute, respectively, two "Baggage checking strip" and the "agent's stub" of the medium.

In process of issue and when in service section N is detached by the issuing agent, moistened, and adhesively attached to his stub or office record portion of such passage ticket as may be issued in connection with the medium, thus establishing an important and readily interpretable relationship between such passage ticket and the medium, and also—(as will be further shown or explained)—between the passage ticket and the medium upon the one hand, and the baggage or property identifying tag E and such checks as may be issued for the transportation of baggage or the like on account of the passage ticket upon the other hand.

Sections B and C of the medium, numbered and otherwise printed to correspond with sections N, E, and F, as previously stated, represent the "baggage checking strips" or credentials and are adhesively attached to a duplicately formed skeletonized or blank-spaced card of the character customarily used and commonly known as a "baggage check," (as shown in Fig. 6)—the duplicated number of the said strips thereby becoming the common or corresponding number of the two portions of the baggage check:—one of which is attached to the baggage and the other given to the owner of the baggage. It will be seen that said action results in establishing readily comprehensible and substantially direct relationship between the passage ticket on account of which the baggage is checked, the baggage check itself, the baggage identification portion of the medium—(shown as E in the drawings)—and the correspondingly numbered medium to which it is shown in the drawings as being separably or detachably attached. It is obvious that through the systematic use of the medium, as thus far explained, the at present more or less numerous errors and misshipments of baggage and the like may be reduced to a minimum, if not entirely overcome or avoided; also that any errors that may possibly occur may be more readily discovered and intelligently traced and rectified than is possible in the absence of such data, means and facilities as the medium or system provides; and further, that such systematic use makes it substantially impossible for agents or baggage-room employees to check and cause baggage or other property to be transported in the absence of due authority therefor,—or without subjecting themselves to detection and to criticism or loss of employment, or to other penalties.

Section E of the medium is detachably or severably attached to the lower portion of section D thereof, is numbered and otherwise marked to correspond with other sections of the device as previously stated, and is so constructed and printed as to constitute the baggage "identification tag" portion of the device,—for use irrespective of whether the property to which it is attached is carried by hand,—unchecked, or is transported under check; and, in addition to its number and markings, possesses appropriate printed matter calling for, and open spaces wherein may be supplied information as to destination of the baggage and its owner's name and permanent address,—thus affording data by which property may be completely identified in case of loss or going astray and whereby, in connection with such circumstances, its owner, through possession of the correspondingly numbered ticket-protecting portion of the device or medium, may instantly supply correct information by which it may be traced and identified,—and may also present convincing evidence of his or her ownership thereof. This identifying tag is also provided upon its front or inner surface, with a space,—(preferably in squared or circular form as shown at "I" in the drawings)—for use of the issuing agent in validating or making the medium "official" by placing an impression of his ticket dater or similar stamp therein,—with the result that, regardles of whether the property to which the tag is attached is transported under a baggage check, the validating or stamping will supply information as to the name of the railroad, carrier, or other institution or agency that issued it, also its date of issue and the name of the station or point at which issued:—thus making the tag all the more complete and valuable for the purposes for which it is intended. In order that said tag may be securely attached to the handle or other part of a trunk, hand-baggage or like property, it is supplied, as indicated at L in the drawings, with one or more openings or eyelets for the acceptance or accommodation of a wire or cord or other substantial means for tying or looping the tag thereto,—or otherwise accomplishing the desired end or purpose:—it being preferable that said eyelets be metallically bound or otherwise reinforced in the interest of preventing its being torn from its wire or cord or similar attachments.

Section F, as shown in the drawings, numbered and otherwise marked as previously stated, constitutes—(1)—the portion of the medium serving to identify the passage

ticket issued in connection therewith,—and the owner thereof, and—(2)—a folding flap of the medium, and is provided with a tongue—(shown as "J" in the drawings)—for insertion within a split or incision—(shown as "K" in the drawings)—for the purpose of confining in compact, attractive and convenient form the several parts comprising the medium as a whole when folded together in wallet or book-like form. The printed matter and related spaces for the insertion of identifying information upon this section F is preferably placed upon its front or inner side for protection against abrasion or obliteration and is of the character indicated by its showing in the drawings. That portion of section F reserved for the insertion of "baggage check No." should be understood to be for use in cases where the carrier issuing the medium may prefer to continue the issuance of checks formed and printed in accord with present practices and to either discard or make other uses of the "baggage checking strips"; and it will be further observed and understood that such action will not adversely affect the operation of the medium or system; also that the system contemplates that in cases where carriers may not desire to use for baggage-checking skeletonized forms whose numbers would be supplied by adhesively attaching thereto the "baggage checking strips" as previously indicated or explained, said strips may or will be taken up by the checking employee as an office record and as authority for issuing a check bearing a different number:—and such employee will endorse upon the checking strip or strips so taken up and retained, the number of the check issued in their or its stead:—thus establishing definite relationship between the check he issues and the medium from which the baggage checking strips are detached, and, therefore, between the passage ticket issued in connection with the medium and the baggage check issued on account of the passage ticket or the medium.

Aside from numbering and otherwise marking section F of the medium for identifying and other purposes, as previously explained, and as more or less indicated by matter shown in the drawings, the outer portion of said section together with the outer portions of sections D, G, and H, or such of them as may be necessary or desirable therefor, are for use in more or less concisely promulgating such rules and regulations as govern or are importantly related to the handling of passenger traffic, and therefore vital to travelers' personal interests,—and for conveying to them such other information and suggestions pertinent to travel as may be calculated to protect and advance their safety, comfort and economic welfare,—thus rendering important services cooperative with the general purposes of the invention; and the front or inner portions of sections H, G, and D are for use in supplying other information such as names and locations of hotels, resorts and the like:—thus as a whole materially contributing to the advancement of numerous interests and substantially and most opportunely enlightening and safe-guarding the uninitiated and those who but seldom have occasion to travel.

Inasmuch as one of the particular purposes of the invention is to create and promote co-operative services between and serve the interests of hotels and similar institutions as well as those of travelers and—(or)—railways or other carriers, it should be understood that to such an extent as may be desirable the parts and printed matter comprising the medium may be so modified or changed that hotel owners or managers subscribing to the system may issue the baggage identification tag to or on behalf of their guests who may have baggage to be transferred to railway or other stations for shipment, and that in such cases the correspondingly numbered ticket-protective portion of the medium may be issued to the guest:—thus making the medium and baggage tag serve as a claim check in connection with such forwarding rules, practices and forms of forwarding checks as the railways or other carriers may employ. In such cases it will be understood that such hotel owners or managers become the "issuing agents" on behalf of themselves and other subscribers and that, as such, they may detach the gummed stub—(shown as N in the drawings)—and make such records thereof in connection with the names of the persons to whom issued—(either upon their guest registers or otherwise)—as will be of value in any cases where any questions or troubles arise in relation to baggage or property handled under tags or mediums bearing corresponding number, etc.

The medium is preferably made of hard, more or less thick, card-like paper or other substance of pliable nature,—to the end that flimsiness may be substantially avoided and that the medium may be conveniently and effectively utilized.

Various changes in the construction, arrangement and proportions of the several parts of the medium may be made without departing from my invention.

What I claim is,—

1. A safety medium for travelers comprising a body member of flat material provided with a ticket holding band, severable strips gummed on one side,—and provided on the other side with printed information and foldable on said body for partly inclosing a ticket, a severable baggage identifying member integral with said body and provided with conventional blanks and printed in-

structions thereon, and information-bearing members integral with said body and foldable thereon.

2. A safety medium for travelers comprising a body member of flat material provided with means for holding a ticket thereon, information-bearing members integral with said body and foldable upon each other and upon said body and provided with a locking slit, a ticket identifying member integral with said body provided with conventional blanks and printed information thereon and provided with a locking tongue and adapted to fold on said information-bearing members and said tongue adapted to enter said locking slit.

3. A safety medium for travelers comprising a body member provided with a ticket holding band, severable checking strips integral with said body member and provided with printed information on one side and gummed on the other side, a severable baggage identifying member integral with said body member and provided with conventional blanks and printed information thereon, and a ticket identifying member integral with said body and adapted to fold thereon and provided with conventional blanks and printed information and cooperating with said baggage identifying member.

4. A safety medium for travelers comprising a body member of flat material and provided with means for holding a ticket thereon, a severable baggage identifying member integral with said body member and provided with conventional blanks and printed information thereon, a ticket identifying member integral with said body and provided with conventional blanks and printed information thereon and cooperating with said baggage identifying member, severable strips integral with said body member,—gummed on one side and having printed instructions on the other side cooperating with said baggage and ticket identifying members, and information-bearing members integral with said body member and foldable on each other and on said body member and one member thereof having a locking slit, said ticket identifying member having a tongue adapted to engage said slit for locking and concealing a ticket on said body.

In testimony whereof, I set my hand, this 4th day of August, 1922.

AMOS A. GLISSON.