G. J. SINGLETON.

EXCESS BAGGAGE CHECK.

APPLICATION FILED AUG. 24, 1912.

1,075,505. Patented Oct. 14, 1913.

FIG. 1.

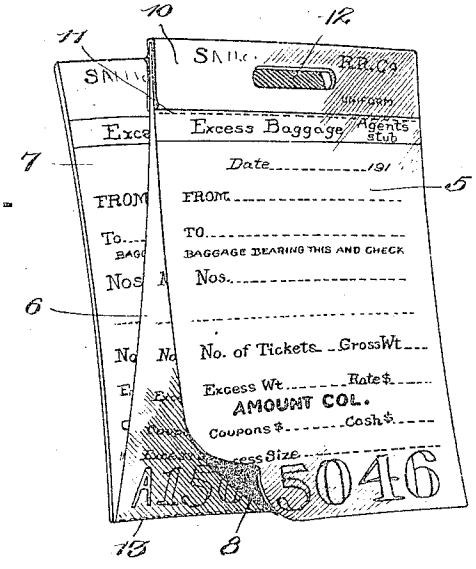
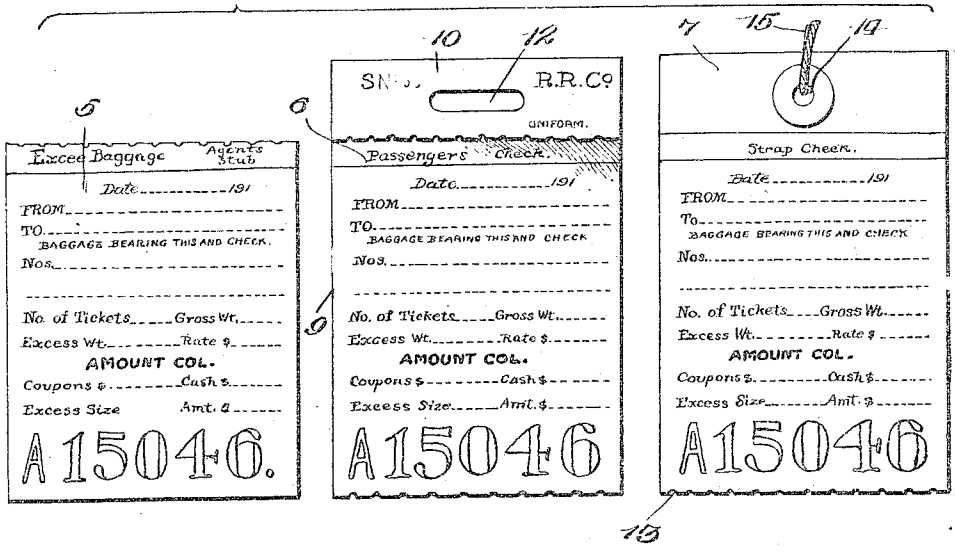


FIG. 2.



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EXCESS-BAGGAGE CHECK.

1,075,505. Specification of Letters Patent. Patented Oct. 14, 1913.

Application filed August 24, 1912. Serial No. 716,939.

To all whom it may concern:

Be it known that I, GRANVILLE J. SINGLETON, a citizen of the United States, residing at Westville, in the county of Adair and State of Oklahoma, have invented certain new and useful Improvements in Excess-Baggage Checks, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to excess baggage checks such as are employed by railroads in making a memorandum of the amount of excess baggage, the point of shipment and destination thereof and the amount collected, the invention having for its principal object to provide a baggage check of this character whereby the strap check, passenger's duplicate and the agent's stub may be made out at one writing, thus resulting in a material saving of time and labor.

With the above and other objects in view as will become apparent as the description proceeds, the invention consists in certain constructions, combinations and arrangements of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawing, in which—

Figure 1 is a perspective view of the invention, the several attached checks being shown slightly separated and one of them turned up to illustrate the carbon back thereof; and Fig. 2 is an elevation of the several checks detached from each other, a portion of the passenger's duplicate being broken away to show the carbon back.

Referring to the drawing 5 designates the agent's stub which is uppermost of the three checks, the passenger's duplicate check 6 being disposed between the agent's stub and the strap check 7. This strap check is made of heavy card board while the agent's stub and the passenger's duplicate are formed of comparatively thin material, preferably of paper or linen. The agent's stub is provided with a carbon back indicated at 8 and the passenger's duplicate is also provided with a carbon back 9. The stub 5 and the passenger's check 6 are connected and reinforced at one end by means of the card board strip 10 which is bent over the ends of said stub and check and secured thereto by means of a suitable adhesive. The agent's stub is provided with a line of perforations 11 adjacent to the reinforcing strip 10 so that said stub may be torn off or detached from the passenger's duplicate check 6. A slot 12 is formed through the reinforcing strip 10 and the agent's stub and passenger's duplicate check for a purpose which will be hereinafter explained. The other end of the passenger's duplicate check is connected to one end of the strap check 7, at which point the passenger's check is provided with a row of perforations 13 so that it may be detached from said strap check. In the opposite end of the strap check an eye 14 is provided to which a string 15 is adapted to be attached by means of which the check may be secured to the handle strap of a trunk or other article of baggage.

The three checks 5, 6 and 7 bear appropriate printed matter to indicate the date, the place at which the baggage is checked and the destination thereof, excess weight, the rate therefor and the amount collected. Each check also bears the same identifying number. These marks and the spaces opposite the same register on the respective checks. The comparatively thick strap check provides a convenient back or base so that the check may be held in one hand in a folded condition while the agent writes upon the stub 5 with a pencil held in the other hand, thus making duplicate impressions upon the passenger's check and strap check. The agent's stub is then detached and the passenger's check detached from the strap check. When the passenger arrives at the point of destination, the check is given to the agent and attached to the strap check, the slot 12 being provided for the purpose of receiving the string 15.

As the carbons 8 and 9 are permanently secured to the backs of the checks 5 and 6, liability of the same being torn or lost is avoided. The time necessary in placing the carbon sheets in position will also be saved by means of the present invention.

From the foregoing it is thought that the construction and manner of use of my improved excess baggage check will be clearly understood. By means of the same considerable time and labor are saved in filling out the check, the method heretofore employed necessitating the filling out of three separate checks. By means of the invention

but little delay of the trains at the railroad stations will be caused by the checking of baggage.

Having thus described the invention what is claimed is:

A baggage check comprising a paper strip folded upon itself to produce an agent's stub, a passenger's check and a strap check normally lying in superposed relation, the agent's stub extending over the face of the passenger's check and being connected thereto at one of its ends, a reinforcing strip equivalent in width to the width of said paper strip and extending around one of the folds thereof and upon the agent's stub and the passenger's check and adhesively secured thereto, said agent's stub being provided with a line of perforations at one of the longitudinal edges of the reinforcing strip whereby the stub may be detached, the end portion of said stub remaining connected to the passenger's check and to said reinforcing strip, said paper strip at the other fold thereof being provided with a line of perforations whereby the strap check may be detached from the passenger's check.

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

GRANVILLE J. SINGLETON.

Witnesses:

A. H. CATES,

FRED SMYTHE.