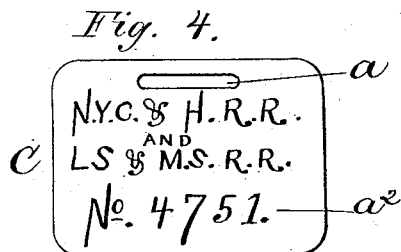
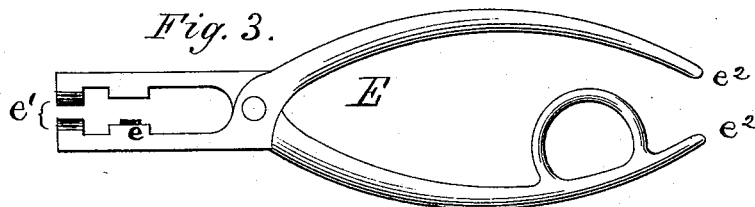
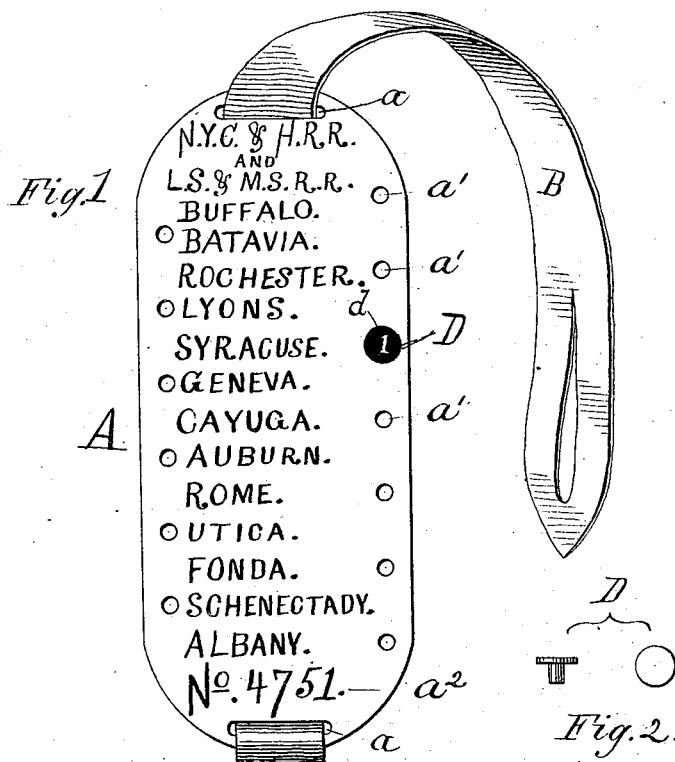


(No Model.)

C. O. LYNK.
BAGGAGE CHECK.

No. 261,164.

Patented July 18, 1882.



Witnesses.

ER Stocking
has thin

Charles O. Lynk
Inventor.

Hz

ДЛЛУ

UNITED STATES PATENT OFFICE.

CHARLES O. LYNK, OF PERU, INDIANA.

BAGGAGE-CHECK.

SPECIFICATION forming part of Letters Patent No. 261,164, dated July 18, 1882.

Application filed January 23, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES O. LYNK, a citizen of the United States, residing at Peru, in the county of Miami and State of Indiana, 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain improvements in baggage-checks, hereinafter described, and specifically set forth in the claims.

Figure 1 is a view of a baggage-check embodying my invention, one side only being shown, the other side being exactly similar in mechanical construction, but bearing a different list of stations. Fig. 2 is a side view and plan of a soft-metal rivet; Fig. 3, a representation of an implement used in attaching the rivet to the check; and Fig. 4 is a companion check to that shown in Fig. 1.

Like letters indicate like parts in all the figures.

A represents the baggage-check proper, which is made of sheet metal, and is provided with the usual slots, *a*, for the reception of the usual strap, B, which may be passed through the upper one of said slots from either side of the check, thus covering or partly covering the list of stations on one side of the check, leaving the list on the other side fully exposed to view, all as clearly shown in Fig. 1. At the head of the check, and on each side thereof, is the name of the road, or, in case of a check for use on several roads, the names of the roads on which the stations, arranged in a column on the body of the check, as shown, are located, and opposite each station is a perforation or hole, *a'*, and at the foot of the check is a number, *a*².

At Fig. 4 is represented a companion check, C, which is provided with a single strap-slot, *a*, and bears a like road name and number to that borne by the check A.

D represents a rivet of soft compressible metal—such as lead or pewter—which, by means of the implement E, is securely fastened to the check A by upsetting the body portion of the rivet after it has been placed in one of

the holes *a'*, and by means of a die, *e*, a character or indicating-mark, *d*, (in this instance the number of the station,) may at the time of securing the rivet to the check be impressed into or upon the head of the rivet. The outer ends of the jaws of the implement E are tapered to form cutting-edges *e' e'*, by means of which the upset portion of an attached rivet may be cut off, and thus facilitate the removal of the rivet from the check by means of the reduced ends *e*² *e*² of the handles of the implement.

This being the mechanical construction of the means employed, the manner and operation of their use are as follows: As the check is illustrated in Fig. 1 it is adapted for use on the New York Central and Hudson River and the Lake Shore and Michigan Southern railroads. A passenger at Buffalo desires his baggage checked to Syracuse. The baggage-man at the former station inserts a rivet in the aperture opposite Syracuse and fastens the same therein, and at the same time impresses the figure "1" upon the head of the rivet, and delivers to the passenger the companion check, bearing a similar number to that of the check which has been plugged or riveted by the baggage-man. The main check is attached to the baggage, as usual. On arriving at Syracuse the companion check is presented and by it the baggage is identified, and the baggage-man at that station, by means of the cutting-edges and handles of an implement similar to that shown in Fig. 3, removes the rivet without defacing its mark and retains it as evidence of the station from which the baggage came. By the removal of the rivet the check is in condition to be properly used in returning other baggage to Buffalo, or sending baggage to any station on the road or roads. Suppose the next article is to be checked to Chicago. The baggage-man at Syracuse removes the strap and inserts it from the N. Y. C. & H. R. side to the L. S. & M. S. side of the check, and inserts a new rivet and upsets it, impressing on its head the number of his station.

I am aware that checks have been perforated and the attaching strap or a cord has been interwoven in such manner as to indicate the sending and receiving stations; and I am also aware that checks have been made in parts movable upon each other and temporarily held

in desired relative positions to indicate said stations by spring-seated pins, and do not claim such as of my invention; and I concede some advantages to the above-described constructions; but in my invention I secure advantages not obtained in them. For example, a dishonest passenger, with or without collusion with a baggage-man, could readily detach the check and rearrange it to indicate another station than that to which the baggage was originally checked; but when checked in accordance with my invention the passenger would be, without collusion with the baggage-man, unable to replace and properly stamp the original rivet; and with collusion with the baggage-man, if a new rivet were inserted, it would show that the baggage had been rechecked by the number which he must necessarily impress upon the rivet and by the record of original shipment usually kept. Furthermore, in my invention no straps, cords, or springs are used as indicators, which might, in the rough handling of the baggage, become broken and disarranged, and thus the destination and shipping-point become unknown, while by the means employed by me such accidents cannot occur.

I am also aware that baggage-checks of paper have been used and the destination indicated by punching the same; but in this construction subsequent punching of more distant stations or the counterfeiting of the entire paper check would open the way for fraudulent shipment, while in my invention the check it-

self, the rivet, and the implement having a particular die are obstacles to the changing of original shipments.

It will be readily seen that another advantage attending the use of my invention is that by having a list of stations on each check and employing a removable rivet or indicator fewer checks are required than where each check indicates or is used for only one station, and when once plugged or riveted the check and its indicator are practically unchangeable and inerasible and non-destroyable by the rough usage of travel or by the acts of dishonest persons.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a baggage-check having a list of stations thereon and provided with a perforation opposite the name of each of said stations, of a compressible soft-metal indicator secured in one of said perforations, substantially as shown and described.

2. The combination of a perforated baggage-check having the names of stations thereon, and a compressed indicator secured within one of the perforations and bearing an indicating-mark, substantially as shown and described.

CHARLES O. LYNK.

Witnesses:

W. B. REYBUN,
ANDREW J. O'BRIAN.