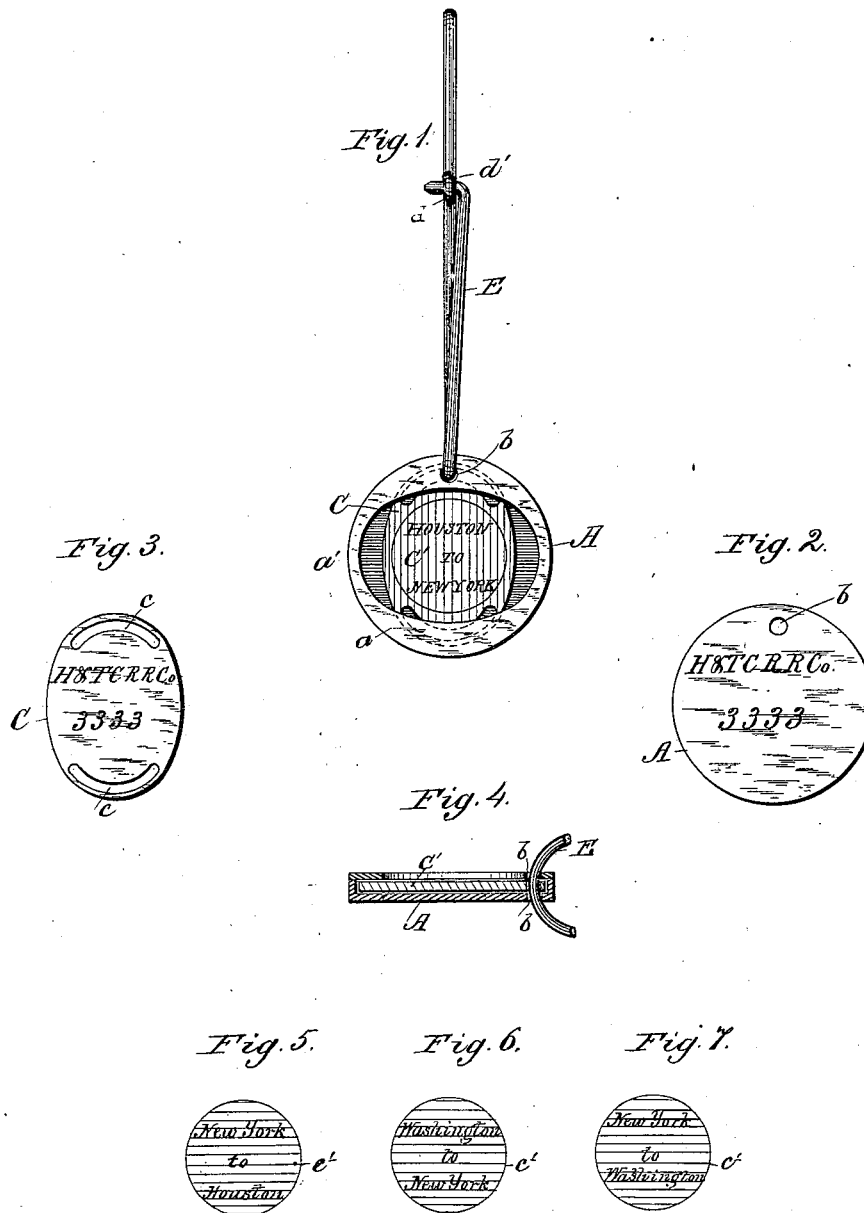


(No Model.)

J. H. McLEARY.
BAGGAGE CHECK AND CLASP.

No. 262,080.

Patented Aug. 1, 1882.



WITNESSES:
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UNITED STATES PATENT OFFICE.

JAMES H. MCLEARY, OF SAN ANTONIO, TEXAS.

BAGGAGE CHECK AND CLASP.

SPECIFICATION forming part of Letters Patent No. 262,080, dated August 1, 1882.

Application filed October 21, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. MCLEARY, of San Antonio, in the county of Bexar and State of Texas, have invented a new and useful Improvement in Baggage Checks and Clasps, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification, in which—

10 Figure 1 represents a side view of the check, direction-plate, and clasp; Fig. 2, a view of the opposite side of the check with the clasp removed; Fig. 3, a view of the direction-plate reversed and detached from the check; Fig. 4, 15 a section of the check and direction-plate, and Figs. 5, 6, and 7 printed wafers.

My invention relates to checks for labeling baggage for transportation; and it consists in a novel construction and arrangement of a 20 check, a direction-plate, and a clasp for securing said parts to an article of baggage, as will be hereinafter fully described.

In the accompanying drawings, A represents a check of circular form consisting of a 25 solid plate having an annular lateral flange near its rim, to which is secured a plate, *a*, having an elliptical opening, *a'*. The greatest diameter of the said elliptical opening coincides with the diameter of the plate A inside 30 the said annular flange, and the portion of the plate or back *a* which is not thus cut away projects over the solid plate so as to form in connection therewith a hollow casing. A perforation, *b*, which is made through the two 35 plates at a point near their outer rim, is designed to receive a metal clasp by means of which the check is to be secured to the baggage.

In constructing the check, while the general form above described will be preferred, the 40 method of constructing the same will vary according to the material employed, since it may be molded of various materials or cast of suitable metal. The face of the check will be stamped with the name of the railroad company or other company or individual by whom 45 the check shall be issued, and with a number, by means of which the baggage shall be identified.

I also provide a direction plate or tablet, C, 50 which is of elliptical form, and of such a size that it may be inserted into the elliptical open-

ing *a* in the check. Near each end of this plate is formed a curved slot, *c*, which may be made to register with the perforation *b* in the check by turning the said direction-plate within the casing or check proper, and by means 55 of which it shall be secured thereto and to the clasp. One side of this plate is to be stamped with the same number and name as those upon the face of the check, and upon the opposite 60 side thereof is to be attached a blank tablet or wafer, *c'*, upon which may be written in pencil the destination of the baggage, if it is on the same road with the point of departure, or if it is on a different road the name of the place of 65 departure and destination may both be written on the wafer. Otherwise, wafers may be prepared with such names of places printed thereon, as shown in the drawings, and these can be attached as readily as a postage-stamp. 70

Another plate, the fac-simile or duplicate of the last-described plate, is to be given to 75 the passenger as his voucher for the baggage.

For attaching the check to the baggage I employ a clasp, E, which consists of a piece 75 of round wire bent in an elliptical form, and having one end provided with an eye, *d*, and the other bent so as to form a hook, *d'*, the point of which shall be adapted to enter the eye automatically when allowed to resume its 80 normal position, after being pressed open. The hook of this clasp is to be inserted into the perforation *b* in the check and through one of the curved slots in the direction-plate C, when the check may be easily passed along the wire 85 to one of the curved portions of the clasp, and the latter attached to a trunk.

With this construction, and especially with the use of printed labels, the checking of baggage will be greatly facilitated. The wafers 90 or labels are the only part that will need to be changed, and where blank wafers are used the pencil-marks may be easily erased and others substituted, as the case may require. Everything that is necessary to identify the baggage 95 is stamped on the metal and only memoranda are committed to pencil-marks or printed labels. The plates need not be made exclusively of metal, but can be of ivory, pasteboard, celluloid, or gutta-percha, or any other suitable 100 material.

Among other advantages secured by my in-

vention the following may be mentioned: It can be attached to a piece of baggage or removed therefrom in less time than where the ordinary leather strap is used. The direction-plate, whether made of metal or other materials, is, owing to its method of attachment, of great durability, and as it is of the same size and shape as the passenger's duplicate it may be substituted for the duplicate, in case the latter should be lost.

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

1. A baggage-check consisting of a shell having a circular chamber and an opening of elongated form leading to said chamber, a destination-plate of elongated form which is adapt-

ed to be inserted into the chamber through the said opening and turned therein, and a wire clasp for holding said parts together and securing them to the baggage, substantially as shown and described.

2. In a baggage-check, the combination of the perforated shell A, having a circular chamber and elongated opening in one side, the destination-plate C, provided with curved slots near each end, and a wire clasp, E, adapted to pass through both shell and plate to secure them to the baggage, substantially as shown and described.

JAMES HARVEY McLEARY.

Witnesses:

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