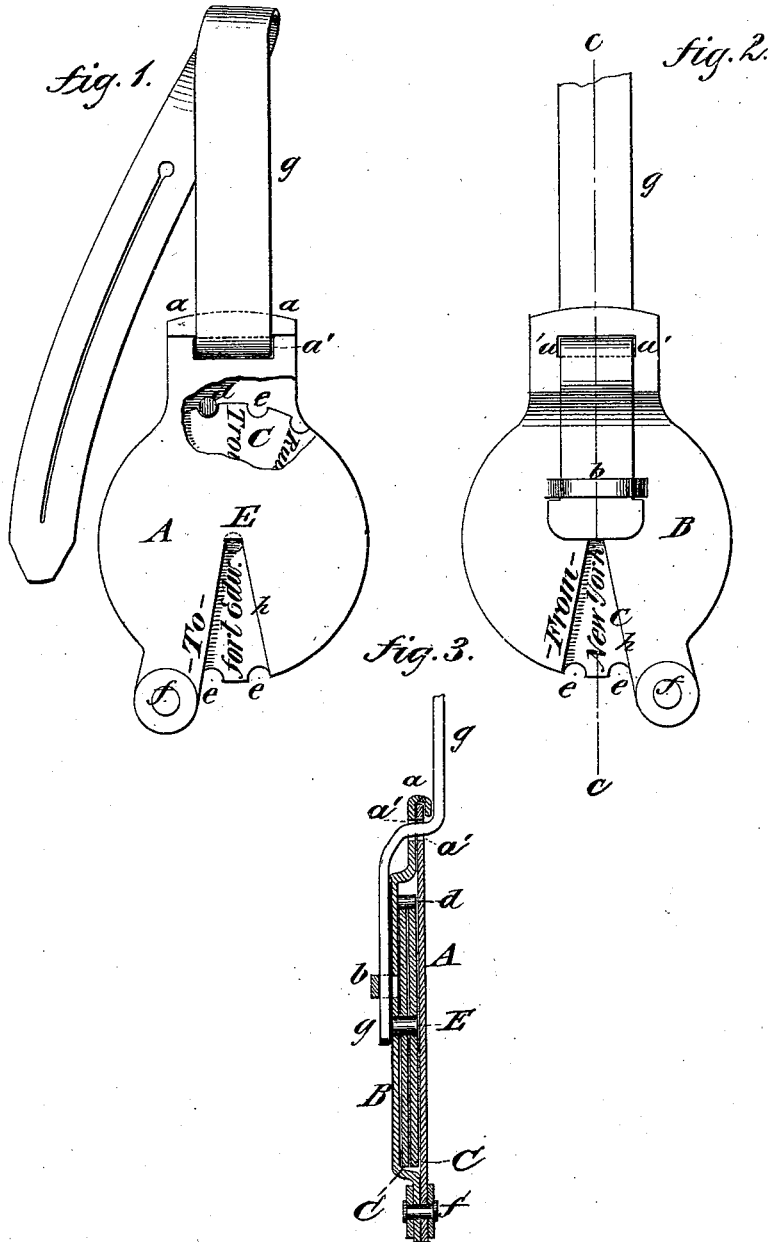


R. F. LIVERMORE.

BAGGAGE CHECK.

No. 188,522.

Patented March 20, 1877.



WITNESSES:

J. H. Scarborough
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INVENTOR:

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UNITED STATES PATENT OFFICE.

RAY F. LIVERMORE, OF PORT HENRY, NEW YORK.

IMPROVEMENT IN BAGGAGE-CHECKS.

Specification forming part of Letters Patent No. 188,522, dated March 20, 1877; application filed December 30, 1876.

To all whom it may concern:

Be it known that I, RAY F. LIVERMORE, of Port Henry, in the county of Essex and State of New York, have invented a new and Improved Baggage-Check, of which the following is a specification:

In the accompanying drawing, Figures 1 and 2 represent, respectively, front and rear views of my improved railroad baggage-check; and Fig. 3, a vertical transverse section on line *c c*, Fig. 2.

Similar letters of reference indicate corresponding parts.

The invention relates to an improved baggage-check, by which the system of checking baggage from and to local and main stations over different roads is facilitated, the trouble of exchanging checks avoided, and the number of checks required for a station or road, and consequently the expense of the same, reduced, as one of the improved checks takes the place of a number of the common checks in use.

The invention consists of a baggage-check consisting of two pivoted metal plates, that are connected by a lip of one plate binding on the other plate, and by the leather strap attached to a loop of one plate and passed through slots near the connecting-lip of both plates. Notched station-indicating disks are set, by a center and circumferential pin, between the metal covering-plates to the required points, which are read off by corresponding recesses of the metal plates.

In the drawing, A and B are metallic plates of the shape and size of usual baggage-checks, which are connected at one point of the circumference by a pivot-pin, *f*, on which the plates turn for being readily opened, and are held closed at a point nearly diametrically opposite to the pivot by a binding-lip, *a*. One of the plates is flat and the other curved up near the connecting pivot, so as to form a space of suitable width between the same, for introducing the station-indicating disks C, the outer plates forming thereby an inclosing casing for the same. The common check-strap *g* is attached to a loop, *b*, of one of the outer plates, and then passed through slots *a'* of both plates A and B, near the binding-lip *a* of the same, to be attached to the trunk in the usual manner. The lip and strap lock the outer plates A B

rigidly together, so as to prevent any sliding apart or disarranging of the same while in use. The station-indicating disks C are placed, by a center perforation, on a center-pin, E, projecting from that plate, by which the space for the disks is provided. A second pin or post, *d*, projects from the same plate at the circumference of the disks C, which are arranged with notches *e* at regular intervals, said notches binding on the pin *d*, and holding the disks in position.

The disks C may be made of metal, wood, card-board, or other suitable material, on which the names of the stations are stamped, printed, or otherwise marked at both sides, and intermediately between two adjoining notches, either radially or in other position to the center pivot.

Both plates A and B are provided with corresponding recesses or openings *h*, of suitable size and shape, through which portions of the disks are visible. One of the plates is marked along the recess *h* with the word "From," the other with the word "To," so that when the disks are adjusted to indicate the starting station at one disk and the point of destination at the other disk, the place from which the baggage is shipped and the place for which it is destined is instantly recognized. The disks may be set to any station along the line or connecting line, and other disks for through lines be inserted, as required. The name of the company and the check-number are stamped on the check and the usual duplicates attached to the strap.

For using the check, the plates are first unlocked by pulling the strap from the slots and turning the plates apart, which leaves the disks free to be handled, as required. The name of the station from which the baggage is going is placed in the opening of the plate marked "From," and the name of the station the baggage is going to in the opening marked "To." The plates are then closed, the strap is passed through, and the check is ready to be attached to the trunk.

In this manner a duplex or compound baggage-check is furnished that can be used continuously to and from any and all the stations represented on the disks. Each station may have a quantity of these inexpensive disks,

with the names of stations and initials of connecting lines on long routes and different roads on them, one of which may be used in connection with a disk having the local stations. The trouble of exchanging checks is thus avoided, a less number of checks required for doing the business of a station or road, and a more perfect and cheaper system of checking baggage made possible thereby.

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

1. A baggage-check provided with two end-pivoted face-plates inclosing indicator-disks C that turn on a common center, E, as shown and described.

2. The plates A B locked together by lip *a* and strap *g*, the latter passing through loop *b* and slots *a' a'*, arranged substantially as set forth.

RAY F. LIVERMORE.

Witnesses:

A. SALMON,

CHARLES A. HOPPER.