

M. DALY.
 COMBINATION CHECK.
 APPLICATION FILED JUNE 12, 1915.

1,186,382.

Patented June 6, 1916.

Fig. 1.

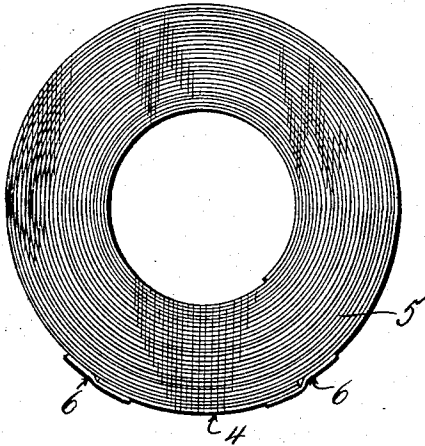


Fig. 2.

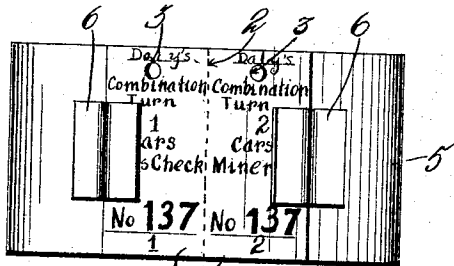
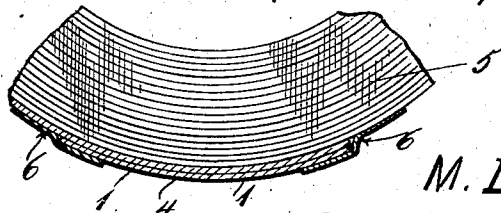


Fig. 3.

Daly's Combination Turn 1 Cars Miners Check No 137 1	Daly's Combination Turn 2 Cars Miners Check No 137 2	Daly's Combination Turn 3 Cars Miners Check No 137 3	Daly's Combination Turn 4 Cars Miners Check No 137 4	Daly's Combination Turn 5 Cars Miners Check No 137 5
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Fig. 4.



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UNITED STATES PATENT OFFICE.

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COMBINATION-CHECK.

1,186,382.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MICHEAL DALY, a citizen of the United States of America, residing at Collinsville, in the county of Madison and State of Illinois, have invented certain new and useful Improvements in Combination-Checks, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to miner checks and has for its object the production of a simple and efficient means for assembling a plurality of these checks together so that the checks may be easily separated by the miner when so desired for attaching to the car which has been loaded with coal by him.

Another object of this invention is the production of a simple and efficient means for assembling the checks in a roll so that they may be conveniently unrolled for the purpose of attaching the same to a car.

With these and other objects in view, this invention consists of certain novel combinations, constructions, and arrangements of parts, as will be hereinafter fully described and claimed.

In the accompanying drawing: Figure 1 is a top plan view of the roll of checks. Fig. 2 is a front elevation thereof. Fig. 3 is a plan view of a plurality of these checks comprising the roll. Fig. 4 is a top plan view of a portion of the roll, parts thereof being shown in section.

Referring to the accompanying drawing by numerals it will be seen that the present invention comprises a plurality of checks 1 which are separated by means of a perforated line 2 whereby the checks may be readily separated from each other by tearing, when so desired. Each check or tag 1 is provided with an aperture 3 near the upper end thereof for the purpose of permitting a tag to be conveniently attached to a car or other support.

In actual operation, the tags are arranged in a strip which is wound in a spiral-like manner, as clearly illustrated in Fig. 1 of the drawing. The free end of this strip is bent backwardly as shown by the numeral 4 in Figs. 1 and 4 so as to have the outer face of these tags to be easily viewed by the miner. The backwardly bent portion 4 of the strip is preferably two tags in width and the edges of this backwardly bent portion is

secured to the outer face of the spiral roll 55 by means of gummed strips 6, as clearly illustrated in Fig. 2 of the drawing.

From the foregoing description, it will be seen that the strip may be easily and firmly held in a coiled position and by having a plurality of tags bent backwardly at the outer end of the strip the designating numerals appearing thereon may be readily distinguished by the person desiring to use the tags. This strip of tags, as above stated, is made up of a plurality of individual tags, separated by means of a perforated line, and each tag contains the miner's number as indicated Number 137 and the tags are then consecutively numbered—from 1 to 50—the numbers of the tags of each roll are printed in a different color from the tags of another roll such as for instance being printed in red, so that the number of cars loaded by the miner may be readily designated by the clerk who enters a record of the work done by each miner.

The purpose of the present tag or check is the same as that indicated with reference to my prior patent, Number 1,028,684, in that the tags are adapted to be separated from the strip and attached to the car for designating the number of cars loaded by the miner, for allowing the clerk keeping the record of this work to readily designate the number of the miner who has loaded the car.

By referring especially to Fig. 3 of the drawings it will be seen that the miner's and roll number is printed at the bottom of each ticket to wit: the large number 137 appearing at the bottom of each ticket throughout the entire roll or book of tickets. The car numbers are printed consecutively upon the tickets, preferably in red, running from 1 to 50 or any desired number and it should be understood that these car numbers may be printed in any suitable or desired color without departing from the spirit of the invention for it is not desired to limit the structure to any particular color of ink used in printing the tickets. The small numbers at the bottom of each ticket, running from 1 to 400 or any desired number are known as the ticket numbers for designating the number of tickets used by the miner. Of course the date may be stamped upon the face or back of the ticket

in any desired or convenient place, the same being optional with the person manufacturing or using the ticket.

5 One of the important improvements of the present device is the arrangement of the consecutive car numbers printed upon the respective tickets which may be increased consecutively up to any number desired. In various mines a system is employed known as "keeping a term". The check-wayman 10 for the miners must keep what is known as a "term sheet" or "term bulletin" upon which he registers the amount of cars loaded each day consecutively from pay-day to pay-day or month to month. By 15 having the car number placed upon the tickets, the drivers in the mines may examine each ticket on the car to be positive what car number he is pulling from each miner's working place. The car number on the 20 tickets will check in line with the term sheet or bulletin for the amount of cars the miner has loaded.

It should be understood that by having the 25 tickets mounted upon a roll, any number of tickets may be used to fill any required order necessary. The ticket number placed on the lower margin of each ticket shows the number of tickets in the roll. In some localities 30 a miner purchases his roll of tickets and the full amount of tickets in the roll is paid for by him. Should the miner sever his relations with his employer or company, he may return the roll of tickets which have 35 not been destroyed or used and receive due credit or rebate for the remaining tickets

not destroyed on the roll. The ticket number on the roll may easily be determined without unwinding the roll to find out the number of tickets left thereon. It should 40 also be understood that by means of the present arrangement a continuous record may be obtained for determining the number of cars loaded and also for locating any discrepancies due to the loss or the destroy- 45 ing of tickets.

For more clearly explaining the method of using the tickets it should be understood that the same are used as follows: Starting 50 to take off the roll as per the first five tickets dated May 1, 1915, would indicate the first five cars loaded. The second date on May 2nd, 1915 four tickets may be used and this would indicate the number of cars loaded 55 on that particular date.

What I claim is:—

As a new article of manufacture, a strip of checks arranged in a coiled condition and having the two outer checks bent rearwardly to expose printed matter placed upon one 60 face of said checks whereby the key number printed upon the checks may readily be designated, a plurality of adhesive strips secured to the edge of said checks for holding the same firmly in engagement with the coil 65 of checks, and said checks being divided by means of perforated lines to permit the checks to be readily separated when so desired.

In testimony whereof I hereunto affix my 70 signature.

MICHEAL DALY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."