

S. ADLER.

CONDUCTOR'S TIME OR TRANSFER PUNCH.

No. 362,240.

Patented May 3, 1887.

Fig. 1.

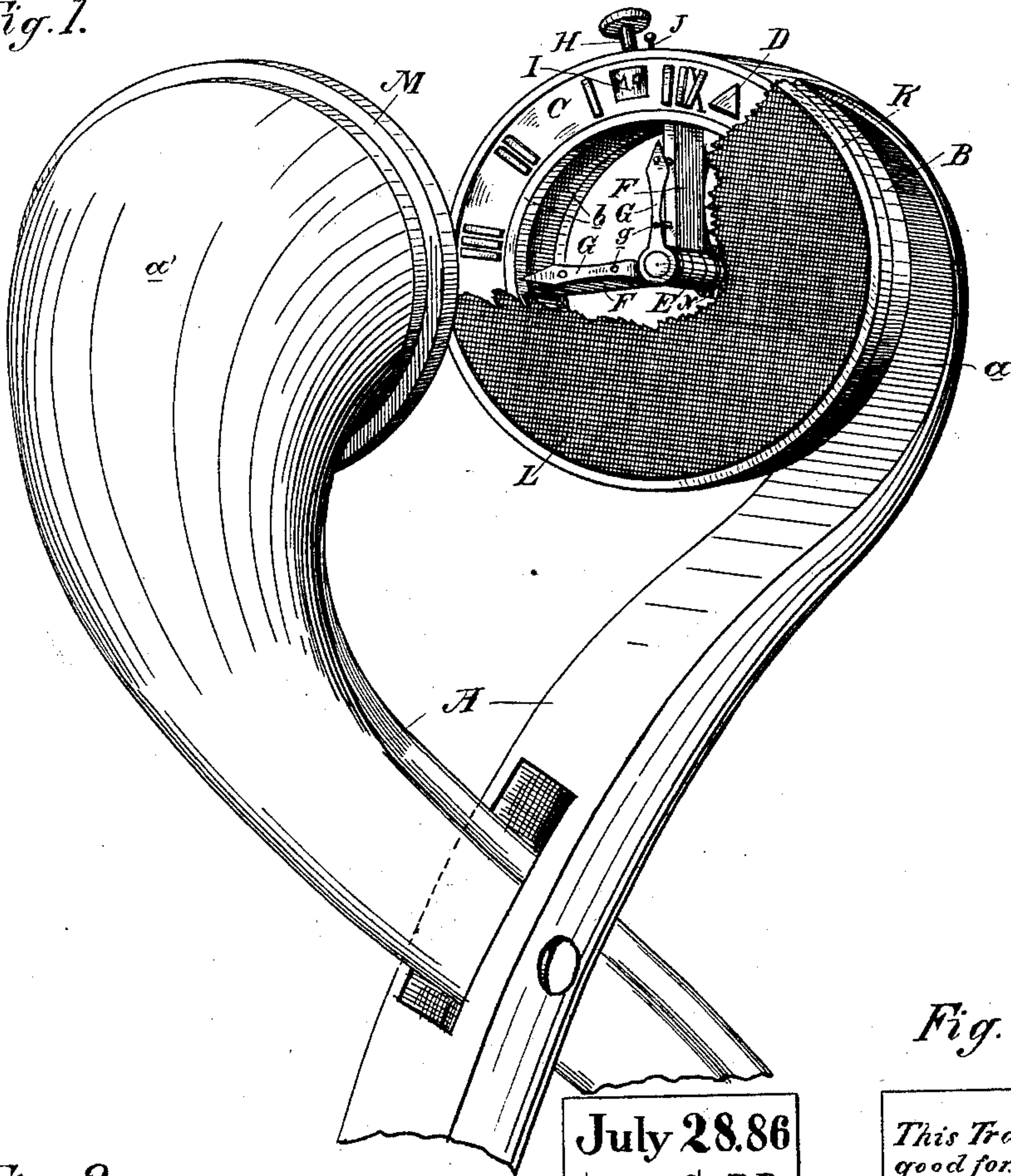


Fig. 2.

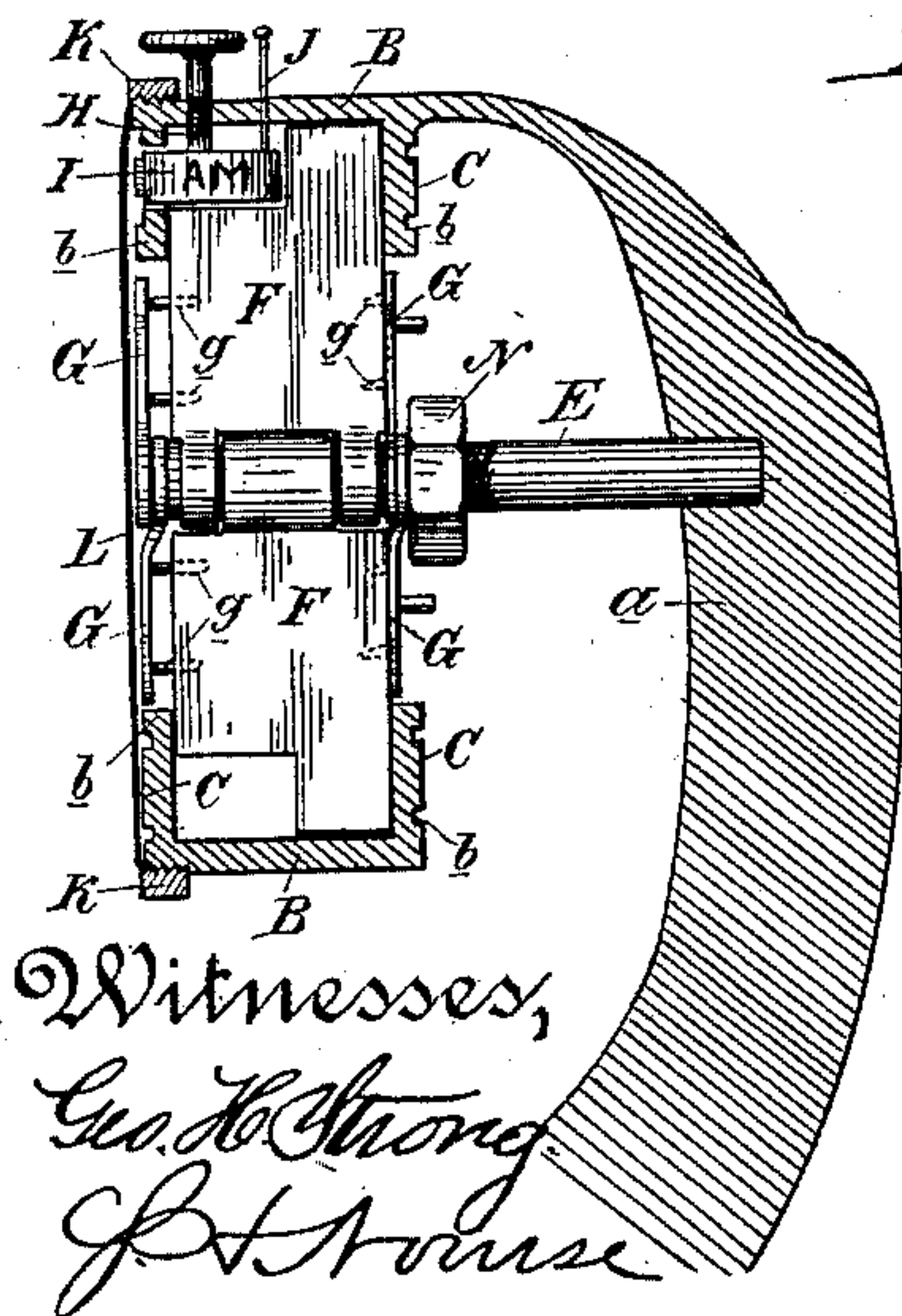


Fig. 3.

July 28.86
Sutter St. R.R.
Co.

Market St. to—
Central Av.
Transfers issued
and received only
at point of change.

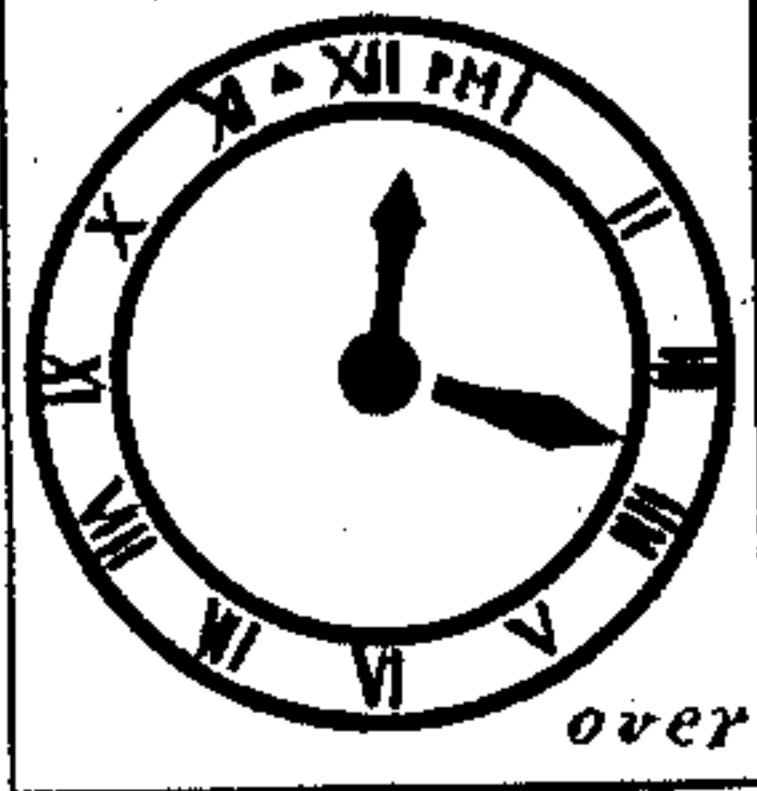


Fig. 4.

*This Transfer
good for 15.....
Minutes, from
time indicated.*

*This Transfer
good up to
time indicated.*

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UNITED STATES PATENT OFFICE.

SOLOMON ADLER, OF SAN FRANCISCO, CALIFORNIA.

CONDUCTOR'S TIME OR TRANSFER PUNCH.

SPECIFICATION forming part of Letters Patent No. 362,240, dated May 3, 1887.

Application filed August 19, 1886. Serial No. 211,352. (No model.)

To all whom it may concern:

Be it known that I, SOLOMON ADLER, of the city and county of San Francisco, State of California, have invented an Improvement in
5 Conductors' Time or Transfer Punches; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the class of punches to be used by car-conductors to indicate upon
10 a ticket a fact or series of facts the knowledge of which is important.

My invention consists in the construction and combination of devices, which I shall hereinafter fully describe and claim.

15 The object of my invention is to provide for the proper issuance and use of what are known as "transfer-tickets." These are issued by the conductor at points of transfer, and usually under the conditions that they are good only
20 at those points and for that trip; but these conditions are not observed by the traveling public, and their use is by no means confined to the continuous trip for which they are issued. This abuse of the tickets by the public natu-
25 rally leads to the abuse by the conductors in their issuance, and as a consequence it not unfrequently happens that the tickets pass as currency in a great many shops and places.

My punch, which will indicate upon the
30 transfer-ticket itself the exact time when it is issued, or the time up to which it is good when used in connection with a rule of the company limiting the use of the ticket to a certain number of minutes or other specified short time
35 after its issuance or up to the time indicated, will avoid these abuses.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a perspective view of my punch,
40 the inking-ribbon L being broken to show the dial. Fig. 2 is a section through the cylinder. Figs. 3 and 4 show the obverse and reverse faces of the transfer-tickets.

A is the punch-stock, having the usual
45 spring-actuated handles and the jaw *a* and opposing jaw *a'*. Connected with the jaw *a* is an open-ended cylinder, B, the ends of which are turned inwardly to form flanges *b*, upon the faces of which are formed or otherwise marked
50 or attached the figures or symbols necessary to constitute a time-dial, C. These dials are at

each end of the cylinder and correspond in position. Upon the face of the outer dial is a symbol, character, or number, D, indicating the conductor. Through the center of the cyl-
55 inder passes a spindle, E, the inner end of which, for security, is seated in the jaw *a*, and upon this spindle are loosely pivoted wings or plates F, which are independent of each other and have a movement with the spindle as a
60 center. Connected by strips *g* with each end of each wing F is a hand, G, the center of which is pivoted upon the spindle. There are therefore four hands, two of which are longer than the other two, thus constituting them
65 minute-hands, while the others form the hour-hands. Those in front correspond precisely in position to those at the back, and the forward two are adjusted to the required position by the movement of the back pair through
70 the connecting-wings, so that by setting the latter pair properly the forward pair will indicate the time, as on a clock-face.

In the forward end of the cylinder is mounted a small thumb-shaft, H, which carries upon its
75 inner end a disk, I, on the periphery of which are formed or secured the characters A. M. and P. M., which characters are on the same level as the characters of the dial. By turning the thumb-shaft these characters may be
80 brought to position, and held by means of a small pin, J, passing into the disk from the outside. Screwed upon the outer end of the cylinder is a ring, K, over which is stretched
85 an inking-diaphragm, L, which entirely covers the face of the outer dial and other characters. The opposing jaw *a'* of the punch is provided with a plain resisting-plate, M. Upon the inner end of the spindle E is seated a nut,
90 N, which when moved down binds the hands so that they cannot turn.

In order to fully understand the operation of my punch, I call attention to Figs. 3, 4, in which is illustrated a transfer-ticket. On this ticket appears the title of the company
95 issuing it, the day and year, and also such other matter as is usually on these tickets—for example, the statement that the transfers are issued and received only at the point of issuance. In addition to these matters upon the
100 ticket, I have suitably placed thereon, here shown as being on the reverse side, a time

condition—for example, the words “this ticket good for fifteen minutes from the time indicated,” or “this transfer good up to time indicated.” When the car reaches the junction, 5 the conductor, after observing the time, loosens the nut N, and taking hold of the inner pair of hands of the cylinder he turns them to the proper time. This movement of the inner hands through the pivoted wings F causes a 10 corresponding movement of the outer hands, so that said outer hands point to the correct time upon the outer dial. He has, of course, previously fixed the meridian-disk. He now places a transfer-ticket between the jaws of 15 the punch and presses it. The exact face of the dial, the symbol, character, or number of the conductor issuing the ticket, the position of the hands, and the morning or afternoon are by means of the inking-diaphragm im- 20 pressed upon the face of the ticket, so that the exact time when it is issued appears thereon. If the ticket is good up to the time indicated, the conductor of course sets the hands forward far enough to provide for the proper number 25 of minutes during which the ticket is of value. It is obvious that instead of having the inking-diaphragm I might form the figures upon the dial, and such other symbols or parts which have to be transferred to the ticket, with sharp 30 edges, thus making them cutting-surfaces, which would be embedded in or would pass through the ticket. The result would be the same, as in either case the exact time when the ticket is issued or the time up to which it 35 is good is impressed upon the ticket.

The receiving-conductor, when the ticket is

presented to him, can readily determine whether it is used within the proper time; and when the ticket is returned to the office there is a general check, by reason of the fact 40 that the conductor who issued the ticket is known and the time when he passed the junction is plainly indicated.

Having thus described my invention, what I claim as new, and desire to secure by Letters 45 Patent, is—

1. In a conductor's time or transfer punch, the cylinder B, connected with one of the jaws, having corresponding time-dials C at each end, in combination with the central spindle, E, the 50 wings F, pivoted upon said spindle, and the hands G upon the spindle and connected with the wings, whereby the movement of the hands at the back effects a corresponding movement of the hands at the front, substantially as 55 herein described.

2. In a conductor's time or transfer punch, the cylinder B, connected with one of the jaws of the punch, having corresponding time-dials C on each end, in combination with the cen- 60 tral spindle, E, the wings F, pivoted thereon, the hands G, pivoted on the spindle and connected with the wings, and the nut N on the back end of the spindle, for fixing the hands, substantially as herein described. 65

In witness whereof I have hereunto set my hand.

SOLOMON ADLER.

Witnesses:

LEOPOLD ALTSCHUR,
L. MEININGER.