

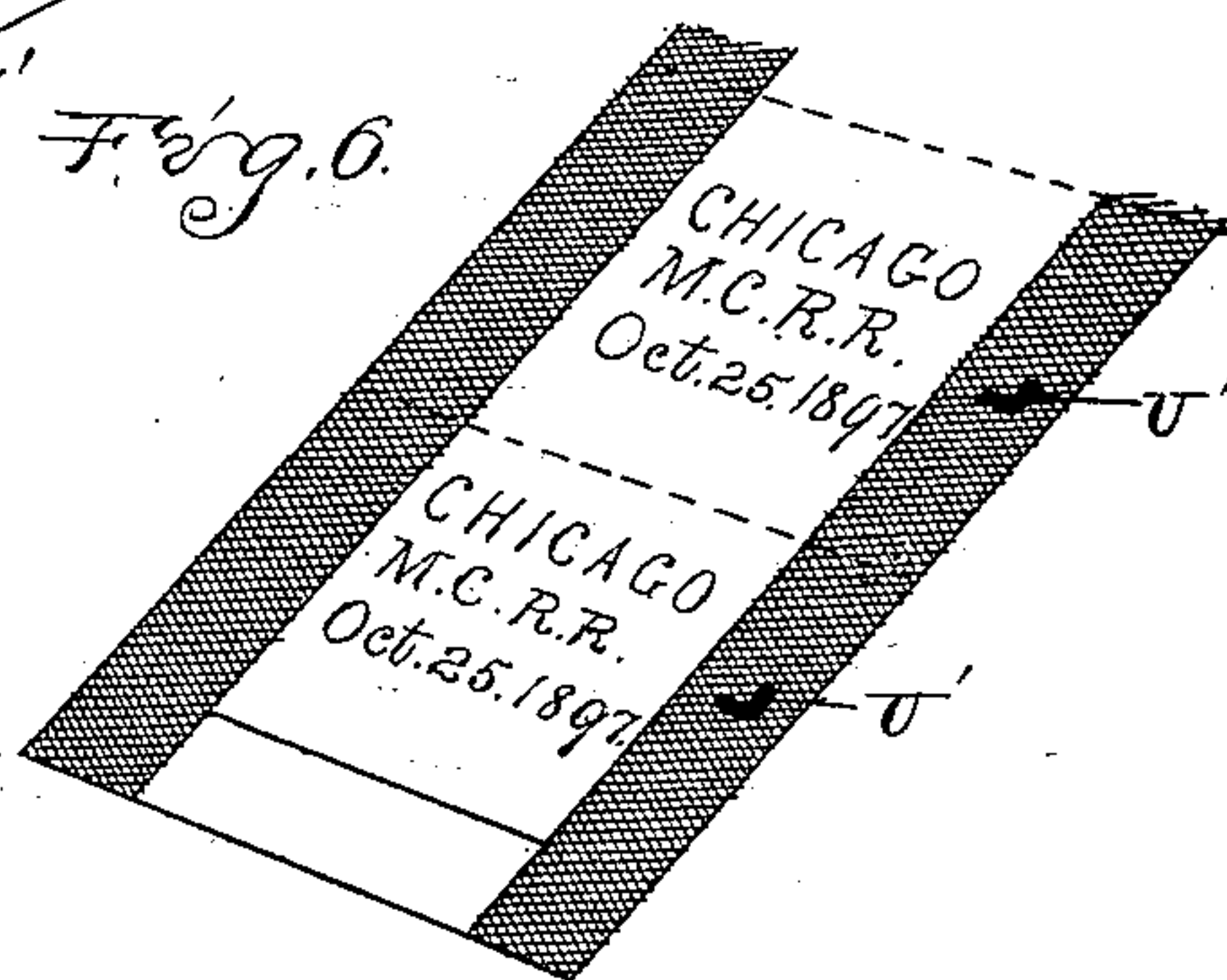
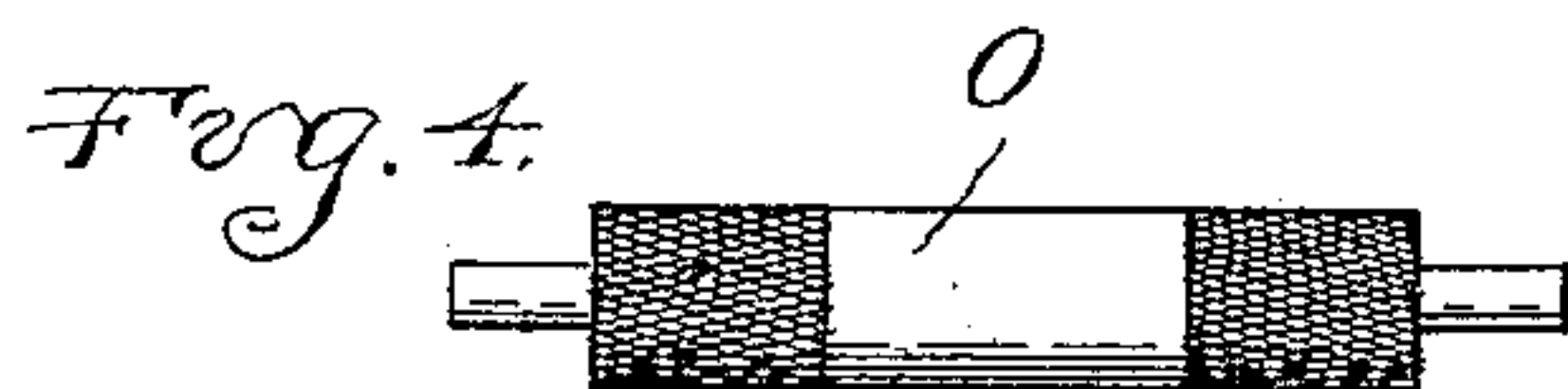
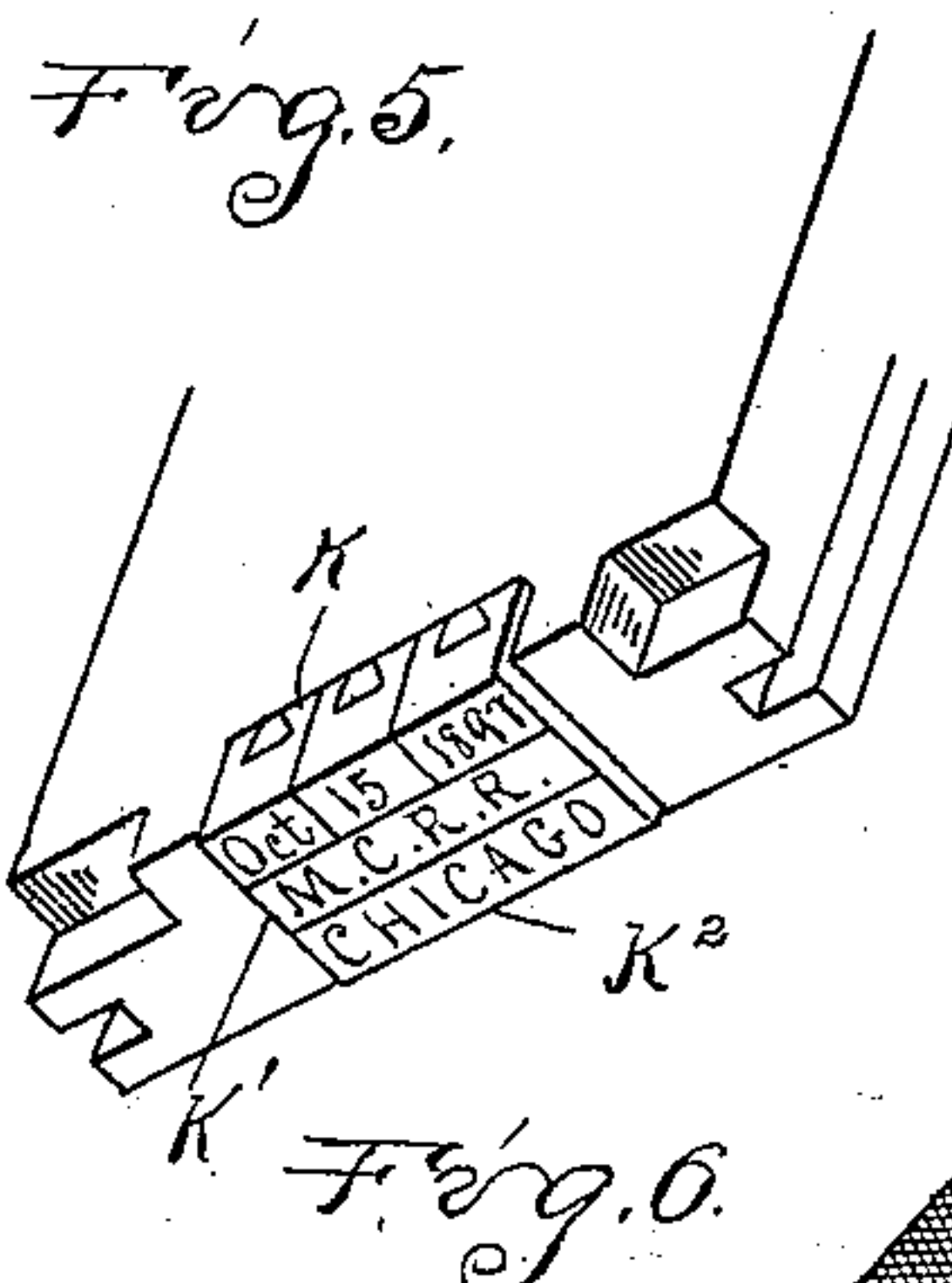
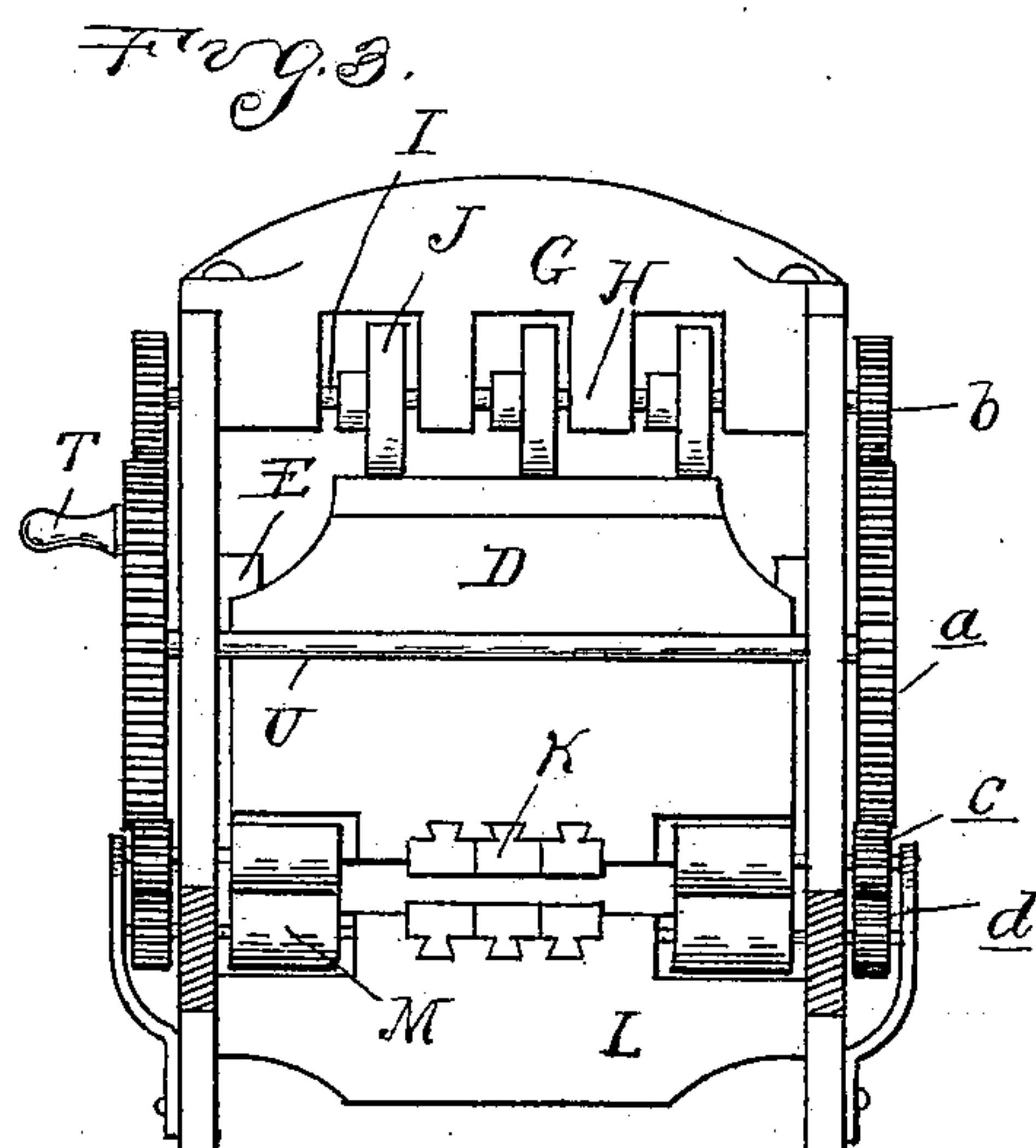
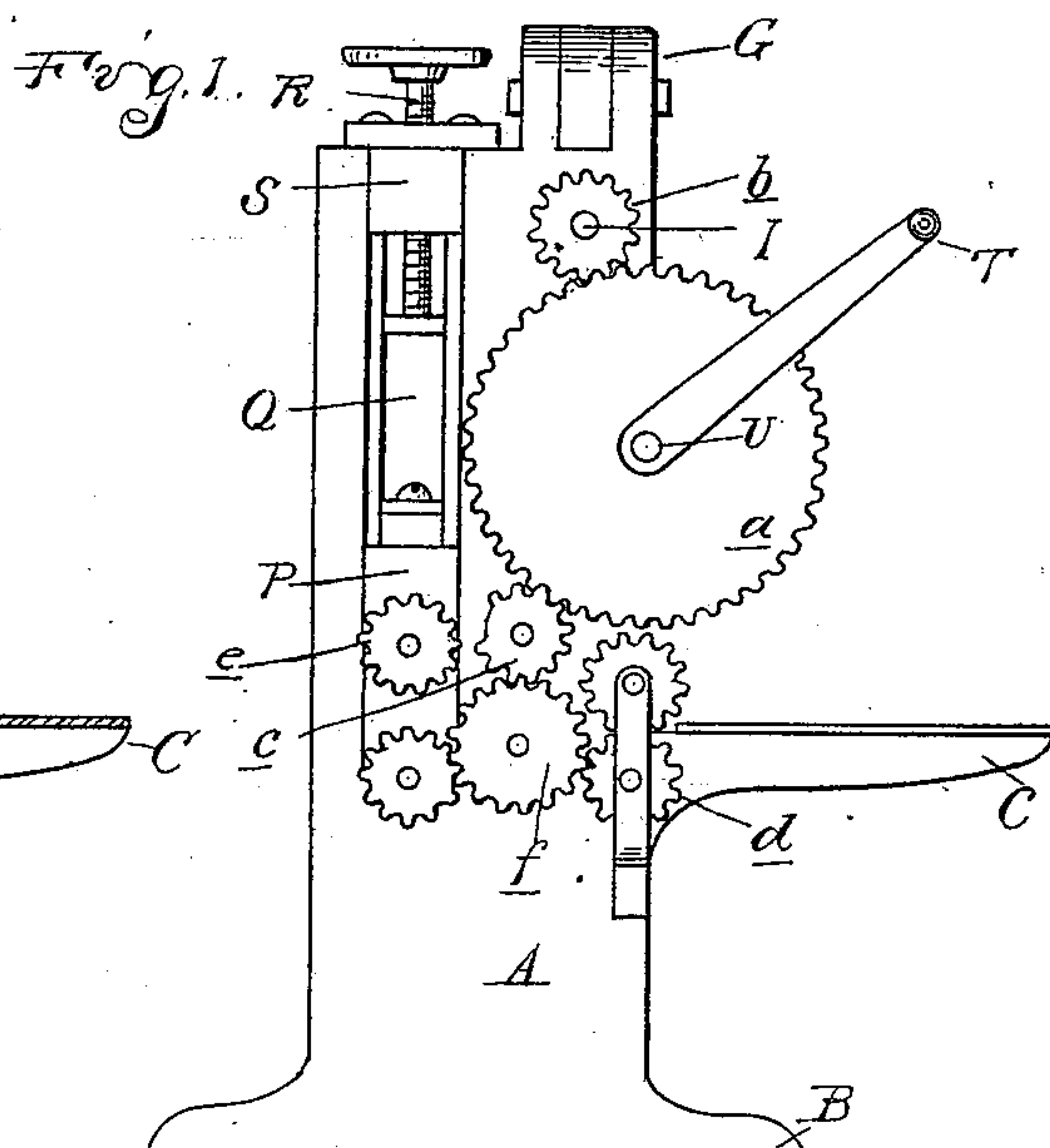
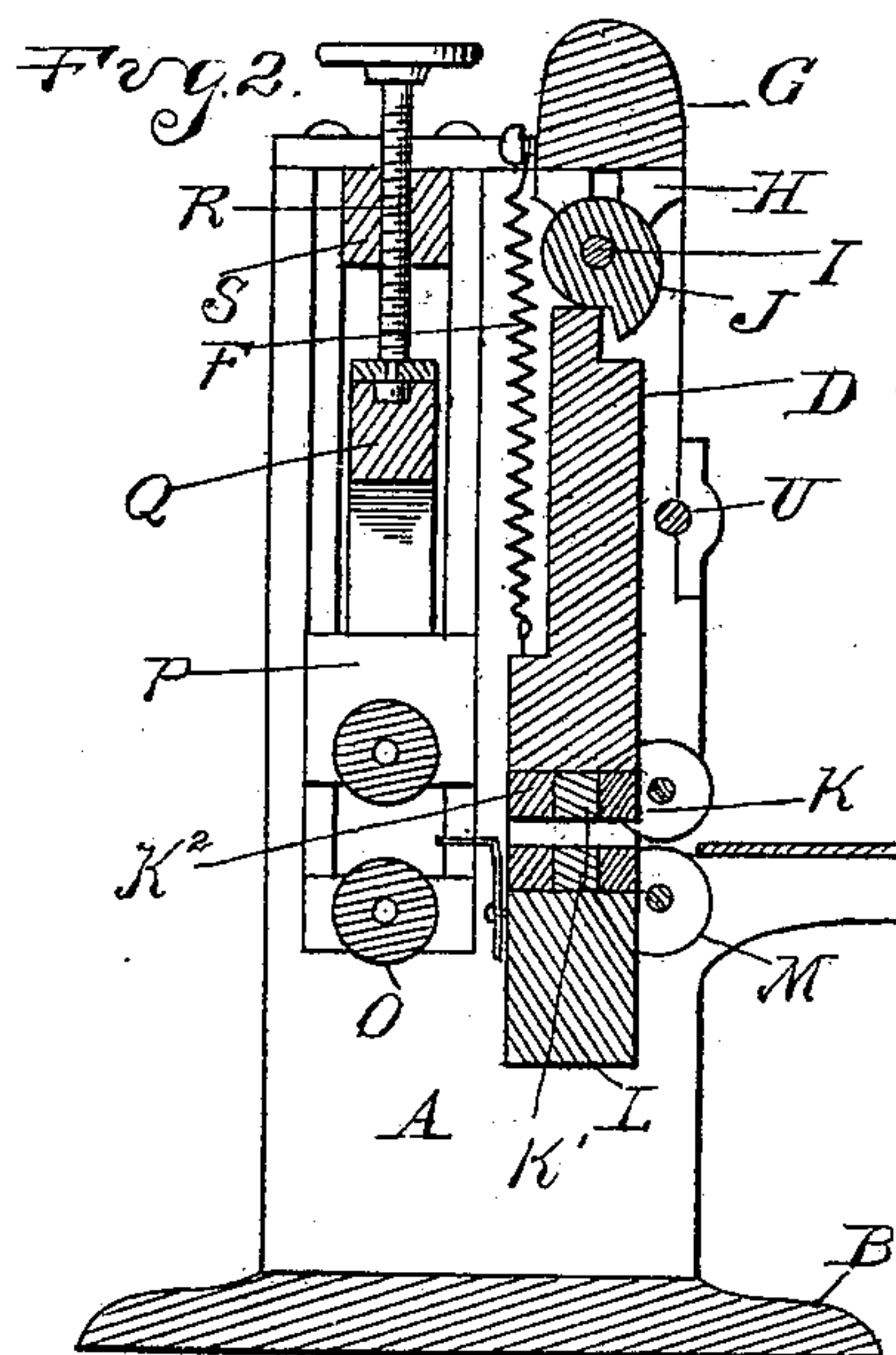
No. 622,014.

Patented Mar. 28, 1899.

W. F. PARSONS & A. J. BURT.  
MACHINE FOR STAMPING TICKETS.

(Application filed Nov. 22, 1897.)

(No Model.)



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# UNITED STATES PATENT OFFICE.

WILLIS F. PARSONS AND ADONIRAM J. BURT, OF DETROIT, MICHIGAN.

## MACHINE FOR STAMPING TICKETS.

SPECIFICATION forming part of Letters Patent No. 622,014, dated March 28, 1899.

Application filed November 22, 1897. Serial No. 659,466. (No model.)

*To all whom it may concern:*

Be it known that we, WILLIS F. PARSONS and ADONIRAM J. BURT, citizens of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Machines for Stamping Tickets, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention is especially devised to prevent fraudulent alteration of railway-tickets. It is the present practice to stamp the name of the station and of the road issuing the ticket, together with the date, on the back of the ticket by means of an inked stamp, and in case of coupon-tickets such stamping is placed on each coupon, and for limited tickets the time limit is fixed by punching marks placed in reference to certain printed characters on the margin of the ticket.

Our invention does not involve any different form of ticket nor manner of stamping and marking the same; but it accomplishes its object by the use of embossing-dies in connection with embossing-rollers arranged to impress upon the marginal portion of the ticket a continuous pattern, which makes any fraudulent alteration of the original punch-marks difficult and easy of detection, all as more fully hereinafter described and shown.

30 In the drawings, Figure 1 is a side elevation of our device. Fig. 2 is a cross-section thereof in a plane parallel to the plane of Fig. 1. Fig. 3 is a front elevation with the table broken away. Fig. 4 is a detached elevation of one of the embossing-rollers. Fig. 5 is a detached perspective view of the reciprocating die-holder, and Fig. 6 is a perspective view showing the marking on the back of the ticket as accomplished by the use of the device.

45 The frame which supports the operating parts of our device is formed with two vertical standards A, connected to or formed with a supporting-base B and with a table C, extending in front of the device.

Between the vertical standards A is arranged the reciprocating gate D, held in position by vertical guides E. This gate is suspended in position by means of coiled springs F, secured at the lower end on the back of the gate and at the upper end to a cross-bar

G, secured to and uniting the upper ends of the standards. This cross-bar G is provided with dependent lugs H, in which is journaled a transverse shaft I, which carries a series of cams J. The gate D forms the holder for the stamping or embossing dies K K' K<sup>2</sup>. The dies K represent the date, the dies K' the initials of the road, and the dies K<sup>2</sup> the station to be stamped. Below the gate, in suitable relation thereto, is a fixed bed-plate L, which carries on top the counter embossing-dies, corresponding to those in the gate. These dies are secured to the gate and bed-plate, respectively, in any known and convenient manner whereby they may be readily adjusted to register with each other and permit of their removal and replacement by other dies to alter the date. In front of the dies are arranged the feed-rollers M, which preferably are in the form of stub-rollers. In rear of the dies are arranged the pattern-embossing rollers O, the lower one being journaled in stationary bearings and the upper one being movable in relation thereto, provided with means for raising and lowering it. To this end the bearings P of this roller engage upon vertical guide-bearings in the standards A and are carried by a yoke Q, swiveled to the lower end of an adjusting-screw R, which passes through the cross-bar S, all so arranged that by turning the screw R in one direction or another the movable roller can be raised or lowered. These pattern-embossing rollers O have the pattern placed marginally alike upon the rolls, and preferably the pattern corresponds with the surface produced by what is called "milling," and the rollers are placed in such relation to each other that they act, respectively, as cameo and intaglio.

The device is operated by means of the crank-handle T, which transmits motion to a transverse shaft U, which carries upon opposite ends the gear-wheels *a*. These wheels *a* mesh with gear-pinions *b* upon the shaft I and mesh with interrupted pinions *c*, and the latter in turn transmit their motion to pinions *d* and *e*, placed, respectively, on the shafts of the feed-rollers and embossing-rollers through the medium of gear-wheels *f*.

The parts being arranged as shown and described, the operator feeds the ticket upon the table C to the feed-rollers and actuates the



parts by turning the handle T. This imparts motion to the shaft I, and at every revolution the eccentric portions of the cam depress the gate or die-holder and the dies emboss at each revolution the ticket with the date, name of road, and station at required intervals as the strip is fed along by the feed-rollers, the interval being so calculated as to produce an impress at least once upon each coupon. The gear-wheels *a* transmit motion to the interrupted pinions *c*; but on account of the interruption the pattern-embossing rollers O and feed-rollers M will momentarily remain motionless, and the adjustment is such that this occurs coincident with the interval in which the ticket is held fast between the dies, thereby preventing injury to the ticket. When the pattern-rollers O O are brought in close proximity to each other, the ticket after passing through the dies passes between these rollers, and they will during the passage impress upon the ticket marginally the pattern of the rollers.

We have shown in Fig. 6 a portion of a ticket, showing the result of the operation on the back of the ticket and in which U' U' represent punch-marks indicating by their position the time limit of the ticket in connection with figures printed on the face side of the ticket, (not shown,) and it will be clearly seen that the embossing pattern placed upon the margin of the ticket will make the filling up of these punch-marks and the cutting of new ones more difficult and easy of detection. Likewise the embossing of the tickets with the dies instead of the usual stamping with ink will also make the alteration thereof more difficult, if not impossible.

Our device also saves time in stamping tickets, as a ticket of any length can be passed speedily through the device, and its construction is simple and readily maintained in operative condition.

What we claim as our invention is—

1. The combination with the frame, of intermittently - operating ticket stamping or embossing dies and roller pattern-embossing dies.
2. The combination with the frame, of ticket-embossing stamping-dies arranged to operate intermittently upon the central portion of the ticket and pattern embossing-rollers arranged to operate upon a marginal portion or portions of the ticket.
3. The combination of the supporting-frame, a vertically-reciprocating die-holder

carrying embossing-dies, a stationary bed-plate carrying corresponding counterembossing-dies, two marginal pattern-embossing rollers, feed-rollers and means for simultaneously imparting motion to the reciprocating dies and the rollers.

4. The combination with stamping-dies, operating upon the central portion of the ticket, of rollers having marginal embossing patterns and means for jointly operating the dies and rollers.

5. The combination of a reciprocating stamping-die, a drive-shaft having means for operating said die, marginal embossing-rollers, feed-rollers, and gear connection between said drive-shaft and said embossing and feed rollers, said gear connection being provided with means for momentarily interrupting the motion of said rollers.

6. The combination of the reciprocating die holder or gate and stamping-dies carried by said gate, a spring or springs for actuating said gate in one direction, a drive-shaft having a cam or cams for operating said gate in the opposite direction, counterpart roller-dies, feed-rollers in front of said dies, in rear of said stamping-dies arranged one above the other and coöperating with each other, means for adjusting said roller-dies from and toward each other, means for connecting the drive-shaft with the roller-dies for imparting motion thereto and an interrupted pinion in said connection.

7. In a ticket-stamping machine the combination with the stamping or embossing dies, of milling-rollers.

8. In a ticket-stamping machine, the combination of a reciprocating stamp, embossing-rollers and means for operating the stamp and rollers, substantially as described.

9. In a ticket-stamping machine, the combination of a reciprocating stamp, adapted to operate upon the central portion of the ticket, rollers having portions provided with a design and adapted to indicate the same upon the margins of the ticket, and means for operating said stamp and rollers, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIS F. PARSONS.  
ADONIRAM J. BURT.

Witnesses:

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