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W. H. OGAN.

MACHINE FOR DATING AND NUMBERING MILEAGE TICKETS.

APPLICATION FILED OCT. 27, 1902.

NO MODEL.

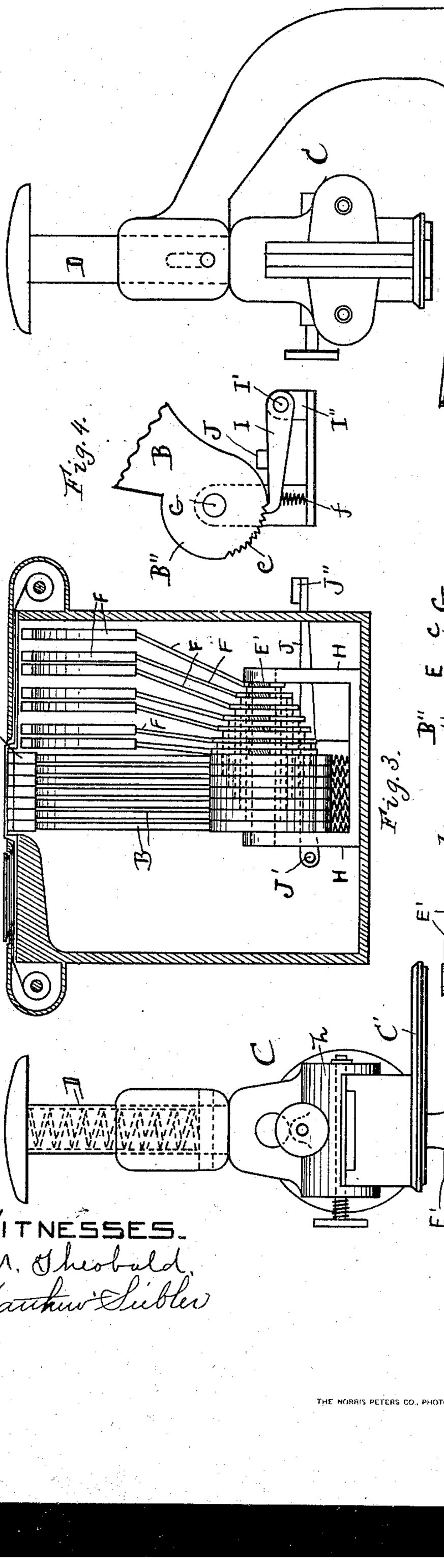

Fig. 1.

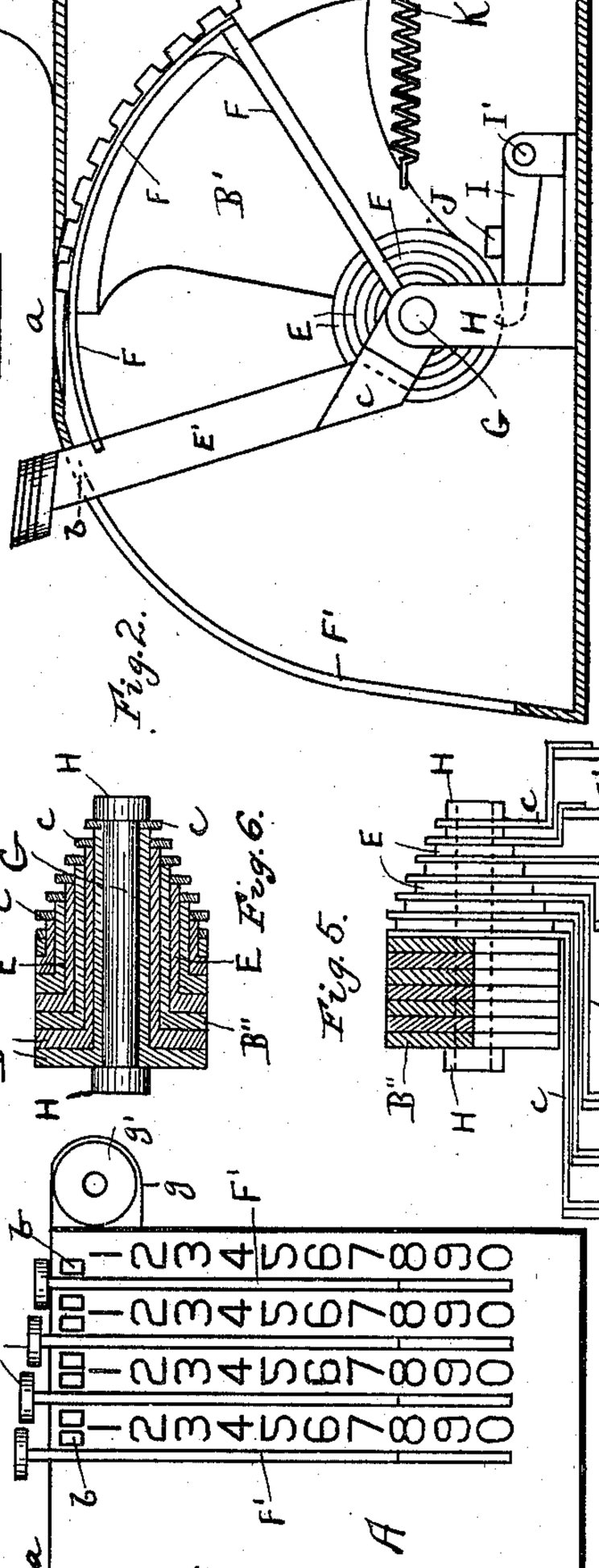

Fig. 2.

Fig. 3.

Fig. 4.

Fig. 6.

Fig. 5.

WITNESSES.

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No. 731,490. Patented June 23, 1903.

UNITED STATES PATENT OFFICE.

WILLIAM H. OGAN, OF DAYTON, OHIO.

MACHINE FOR DATING AND NUMBERING MILEAGE-TICKETS.

SPECIFICATION forming part of Letters Patent No. 731,490, dated June 23, 1903.

Application filed October 27, 1902. Serial No. 128,889. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. OGAN, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Machines for Dating and Numbering Mileage-Tickets; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to a machine for numbering and dating exchange railroad mileage-tickets, and comprises the new and useful features hereinafter described and claimed.

Preceding a detail description of my invention, reference is made to the accompanying drawings, of which—

Figure 1 is a front elevation of the machine. Fig. 2 is a side elevation with an end of the casing removed. Fig. 3 is a front elevation of the lower mechanism with the front of the casing removed and the operating-keys shown in section. Fig. 4 is a detail of the journal end of one of the numbering-segments. Fig. 5 is a detail showing the connections between the operating-keys and the shafts of the numbering-segments. Fig. 6 is a sectional view showing the telescopic shafts of the numbering-segments.

In a detail description of the invention similar reference characters indicate corresponding parts throughout the several views of the drawings.

A designates the casing, having two sets of openings therein—namely, that indicated by *a* and those indicated by *b*. Through the former opening the type on a series of segments B is exposed for printing, and through the openings *b* the corresponding type or numbers are indicated to the eye in order that it may be seen what figures or characters have been moved to the opening *a* for an impression or printing.

C designates a dating-stamp having a platen C′. The depression of the plunger D of this stamp prints the date on one side of a mileage-ticket, and at the same time an impression or print is made on the other side of the serial number of such ticket. Each of the segments B, of which there are seven, contains on its periphery figures from "1" to "0," with the exception of one of said segments, which contains letters of the alphabet corresponding in number to the figures on each of the segments. The segment containing the letters is indicated by B′. These segments B B′ are fixed at one end to a series of graduated telescopic shafts E, and upon each of these shafts there is an indicating-segment F, bearing numbers identical with those contained on the segment B or B′, which is connected to each respective telescopic shaft. Connected to each of said telescopic shafts is an operating-key E′, which projects through slots F′ in the front of the casing. These operating-keys are each attached to an angular portion *c*, which in turn is attached to the end of each of the telescopic shafts. These arms *c*, it will be seen from Fig. 5, are graduated in their lengths in order that the operating-keys may extend through each respective slot F′ in the casing. The journal ends B″ of the segments B B′ have a series of ratchet-teeth *e*, corresponding to the number of digits on said segments. The telescopic shafts E are supported on an inner shaft G, which itself is supported in two bearings H.

I designates a series of pawls, which are held in engagement with said teeth *e* by means of a series of expansion-springs *f*. The pawls I are loosely and independently mounted upon a shaft I′, supported in bearings I″.

J is a lever which extends across the upper sides of pawls I and has its fulcrum at J′ and its outer end J″ projected through a side of the casing. The pawls I hold each of the segments B B′ in the positions in which they are moved through the keys E′. On the front of the casing, as shown in Fig. 1, and on each side of the key-slots F′ there is a column of figures corresponding to the figures and letters on the peripheries of the segments B B′.

In operating the machine each of the keys E′ is moved downwardly in its respective slot F′ to the desired figure, as indicated on the side of said slots. This movement brings the desired figure or letter on the segments B B′ in the opening *a* below the platen C′ of the dating-stamp. The same movement of said

keys moves to a corresponding extent the segment or segments F to a position or positions to indicate the number or letter through the sight-openings *b*. It will therefore be seen that the figures or letters which have been moved into the printing-opening *a* are indicated through the sight-openings *b*. When it is desired to return all of the segments to zero, and thereby place the instrument in a condition for operation, the lever J is depressed. This operation releases the pawls I from engagement with the ratchet-teeth *e* and the springs K move the segments to the position shown in Fig. 2. It will be understood that to each of the tubular shafts E there are a printing-segment B B′, an indicating-segment F, and an operating-key E′ attached, so that in the movement of each of the segments through the springs K each tubular shaft is moved, and therewith the segment and key connected to such tubular shaft.

g designates an inking-ribbon passing around rollers *g′* and over the printing-opening *a*. The dating-stamp is provided with its own inking-ribbon inclosed in cylinder *h* in a well-known manner.

Having described my invention, I claim—

1. In a machine for dating and numbering mileage-tickets, a series of numbering-segments and a series of indicating-segments mounted upon a series of telescopic shafts, each of said shafts having an operating-key, angular graduated connections between said operating-keys and said tubular shafts, the said operating-keys being adapted to move a numbering-segment and an indicating-segment into operative positions, a series of ratchet devices each of which controls a numbering-segment and an indicating-segment, means for simultaneously releasing all of the segments from their operative positions, a series of springs by which said segments are returned to zero after the releasing by said ratchet devices, and a dating-stamp adapted to print the date upon tickets which receive the serial numbers from the numbering-segments.

2. In a machine for dating and numbering mileage-tickets, a series of numbering-segments and a series of indicating-segments mounted upon a series of telescopic shafts, each of said shafts having an operating-key, angular graduated connections between said operating-keys and said telescopic shafts, the said operating-keys being adapted to move a numbering-segment and an indicating-segment into operative positions, a series of ratchet devices each of which controls a numbering-segment and an indicating-segment, means for simultaneously releasing all of the segments from their operative positions, a series of springs by which said segments are returned to zero after the releasing by said ratchet devices, and a dating-stamp adapted to print the date on one side of a ticket while the serial number is printed at the same time on the other side of said ticket.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM H. OGAN.

Witnesses:

L. A. SMARTT,

CAROLYN M. THEOBALD.