No. 784,375. PATENTED MAR. 7, 1905.

A. ANTOINE.

MACHINE FOR PRINTING CLOTHING TICKETS.

APPLICATION FILED AUG. 16, 1904.

2 SHEETS—SHEET 1.

Fig. 2.

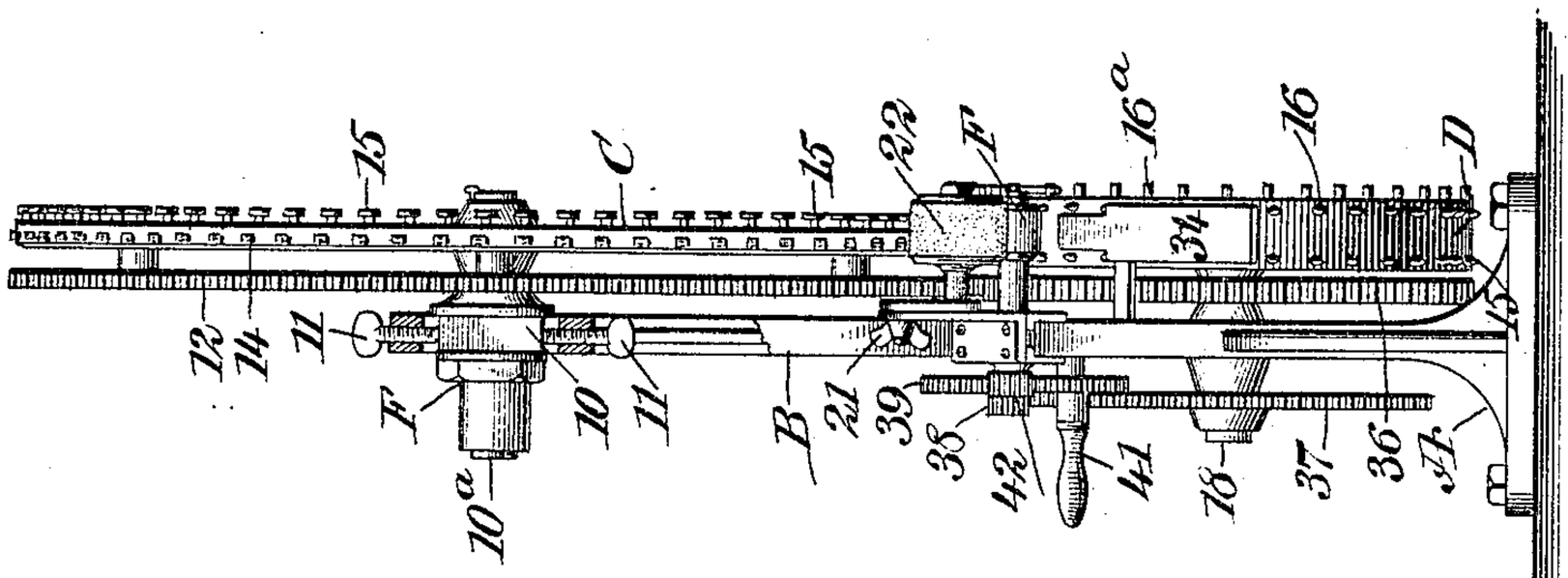


Fig. 1.

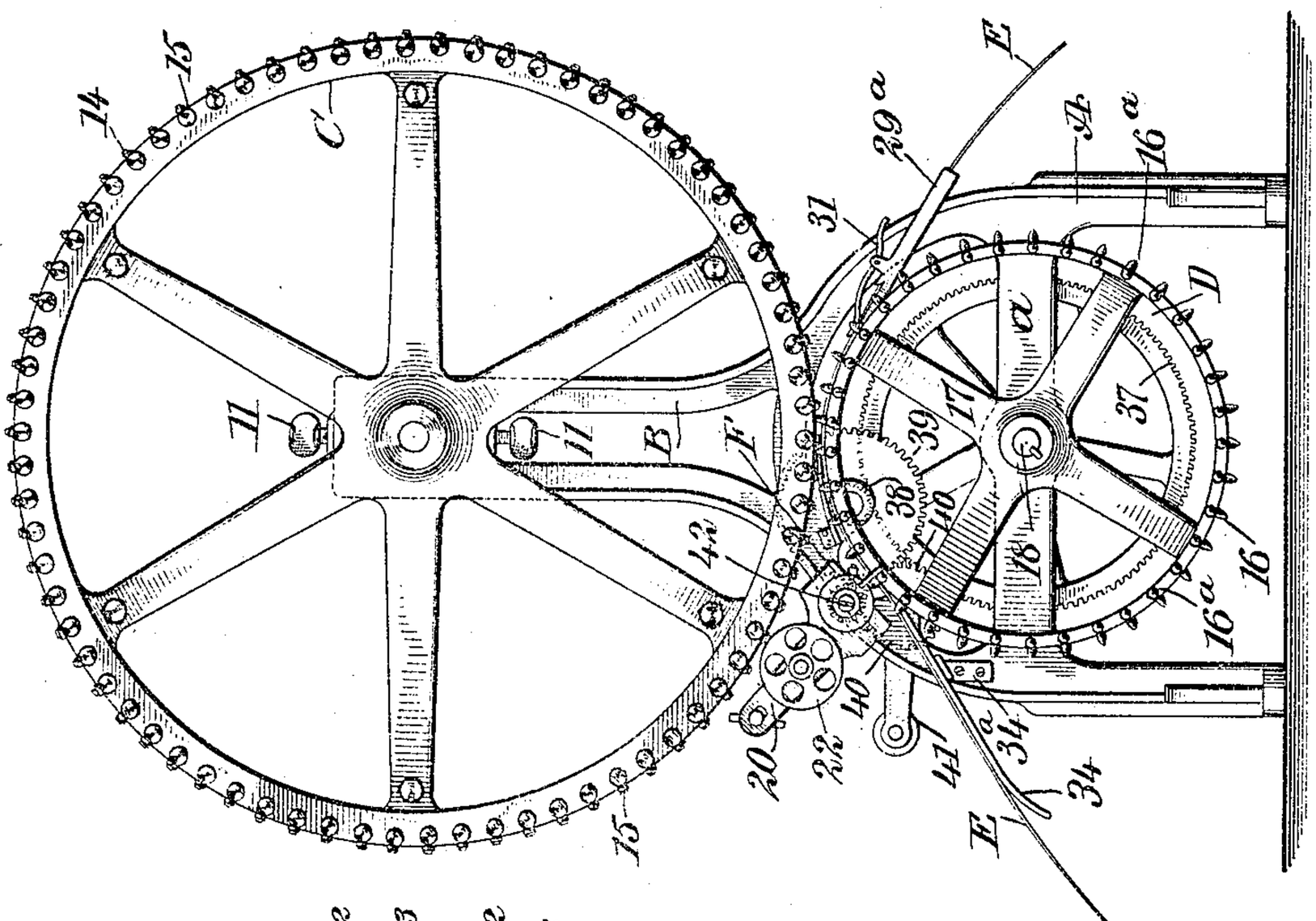
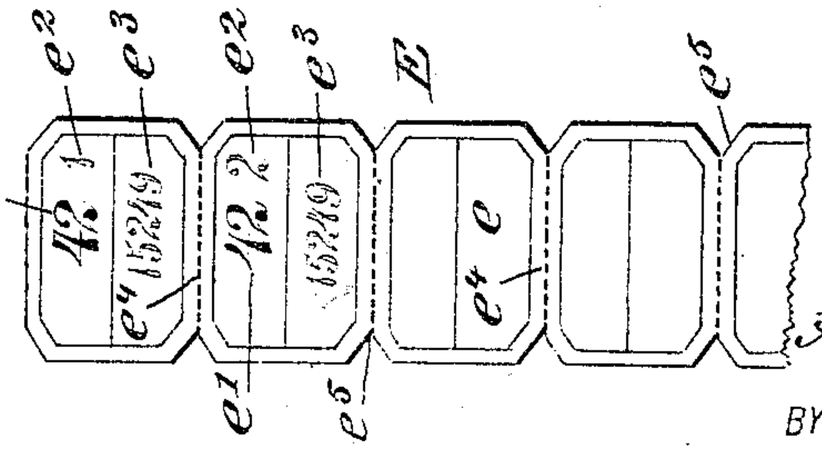


Fig. 6.



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2 SHEETS—SHEET 2.

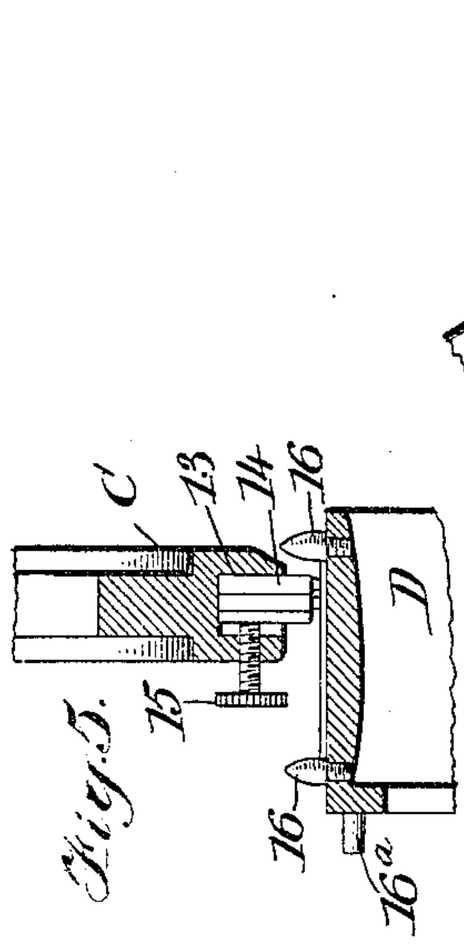

Fig. 3.

Fig. 4.

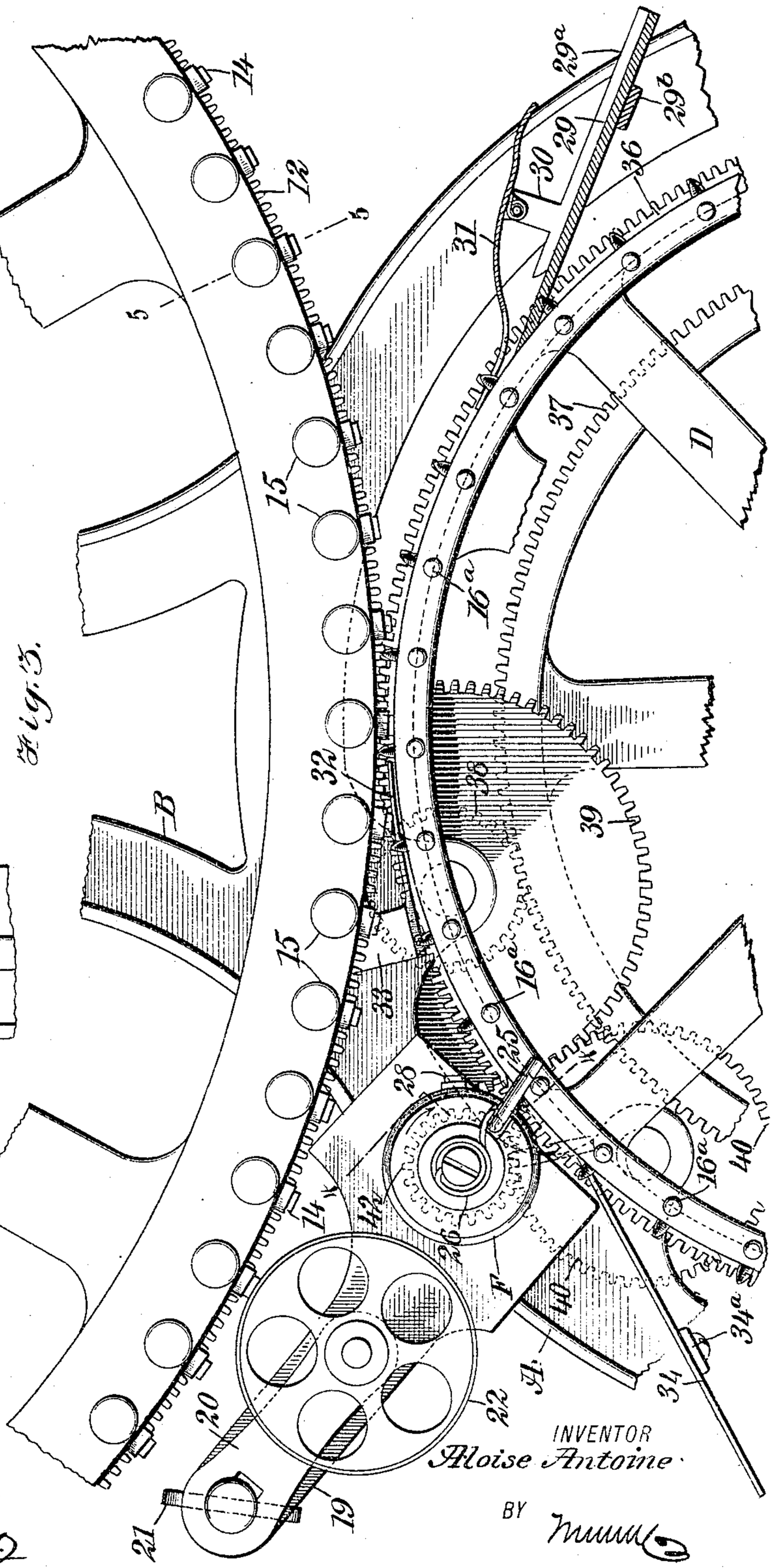

Fig. 5.

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No. 784,375. Patented March 7, 1905.

UNITED STATES PATENT OFFICE.

ALOISE ANTOINE, OF NEW YORK, N. Y.

MACHINE FOR PRINTING CLOTHING-TICKETS.

SPECIFICATION forming part of Letters Patent No. 784,375, dated March 7, 1905.

Application filed August 16, 1904. Serial No. 220,896.

To all whom it may concern:

Be it known that I, ALOISE ANTOINE, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Machine for Printing Clothing-Tickets, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a simple, economic, and durable form of machine capable of being manually operated and which will print on each ticket of a set or series the lot and the shade number, it being simply necessary to enter a series or strip of blank tickets in the machine, whereupon in operating the machine the tickets will be automatically printed in the desired sequence and fed out from the machine, the type on the printing-wheel of the machine being removable.

A further object of the invention is to provide a means whereby the impressions on each ticket will occupy practically the same positions, the said means being automatically controlled.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the machine. Fig. 2 is a sectional edge view thereof. Fig. 3 is an enlarged sectional side elevation of the impression-section of the machine. Fig. 4 is a section taken practically on the line 4 4 of Fig. 3. Fig. 5 is a section taken substantially on the line 5 5 of Fig. 3; and Fig. 6 is a plan view of a portion of a strip of tickets, sundry having been printed upon and others in the strip being shown plain.

A represents the base of the frame structure of the device, which is more or less arched at its upper portion and is provided between its upper and lower ends with a cross-bar *a*, while from the upper portion of the base structure A a standard B is projected. In this standard ā bearing 10 is mounted, held in position by adjusting-screws 11, as is shown in Fig. 2. A shaft 10^a is mounted to turn in the said bearing, having suitable supports in an outward direction forming parts of the upper portion of the standard B. A large gear-wheel 12 is secured on the shaft 10^a, and on the same shaft the main impression or printing wheel C is likewise secured, and the said impression or printing wheel C is connected with the gear 12 in any suitable or approved manner, the gear being of slightly greater dimensions than the dimensions of the printing or impression wheel C; but, if desired, said printing or impression wheel C and the gear 12 may be mounted to turn on the shaft A, and said shaft may be held stationary.

The periphery of the impression or printing wheel C is provided with a number of recesses or chambers 13, as is shown in Fig. 5, and in these chambers 13 type 14 are located and held by means of set-screws 15. A single type may be located in any one of the said chambers 13, held in place by side spacing-blocks, or the type may be more than one in number, according to the figure which is to be produced on the tickets *e*. The said type 14 is intended to print consecutively on each ticket *e* numbers e^2, reading from "1" to "70," for example, indicating shades of colors. These tickets *e* are in the form of a strip E, and each ticket *e* has produced thereon the same size-number e'. In addition to the size-number e' and the shade-number e^2 each ticket of a strip E has a lot-number e^3 produced thereon. The machine prints on the tickets of a strip the shade-number and the lot-number, so that after a garment has been cut from a piece or bolt of a certain shade and the garment being of a certain size the same ticket in duplicate may be placed on the parts of the garment, so as to identify the parts and the garment itself when it is made up, thus enabling a person to readily identify the particular lot of which the goods of the garment formed a part and the particular shade. Each piece of the garment will bear a corresponding ticket, so that when the garments are brought in—for example, the trousers from one person, the vest from another, and the coat from a third person—it is not necessary for the person assem-

bling the suits to judge the colors or shades, as the tickets on the various garments will indicate the suit to which they belong—namely, a suit cut from the same roll of cloth.

Frequently in cutting garments in quantities at one operation from one, two, three, or more bolts of cloth, each bolt probably providing for the cutting of one or two suits, the shades of the same color—blue, for example—differ materially, and it is exceedingly difficult when the made-up parts of the suit are returned for a person to distinguish accurately the various parts originally cut out from a piece of cloth unless some particular designating-mark is applied. The machine the subject of this application is designed to rapidly turn out sets of tickets which will enable a person to assemble the made-up parts of a suit as they were distributed to the different workmen in the cut or rough form. It will be understood that if forty suits, for example, of a certain size are cut out from one roll of goods and each suit includes a coat, trousers, and vest, then three strips E are printed, bearing corresponding shade-numbers, lot-numbers, and size-numbers, and the tickets having corresponding shade-numbers are placed on the several cut parts before the said parts are sent out to be finished, and the tickets are retained on the said parts until the garments of the suits are assembled for sale.

In connection with the main impression or printing wheel C, I employ a feed-wheel D. This wheel consists of a periphery and spokes 17, connected with a hub, and said hub is mounted to turn on a shaft 18, carried by the cross-bar *a* of the base. At the periphery of the feed-wheel a series of spurs 16 extend outwardly, arranged adjacent to each side of the wheel, as is shown in Figs. 2, 4, and 5, and in addition to the spurs 16 pins 16^a extend out from a side of the said feed-wheel, the pins being opposite each set of spurs, as is particularly shown in Figs. 1 and 2.

In the formation of the tickets *e*, constituting a strip E, the said tickets are separated by score-lines e^4, and at their marginal portions recesses e^5 are produced. These recesses e^5 receive the spurs 16 of the feed-wheel D when a strip E is to be passed through the machine.

At the upper delivery side of the base A an upwardly and rearwardly extending bracket-arm 19 is formed, on which bracket-arm a loose arm 20 is located, secured in said position by a thumb-screw 21 or its equivalent, and at the inner or lower end of this arm 20 an inking-roller 22 is mounted to turn.

As has been stated, the wheel C mentioned is adapted to print the shade-number on the tickets passed through the machine. Another device F is employed to print the lot-number on each ticket as the strip of tickets is passed through the machine. This device F consists of a wheel 23, mounted upon a shaft 24, which shaft is suitably supported in the base-section A of the frame, and its position is illustrated in Figs. 1 and 2, and said wheel is shown enlarged and in detail in Fig. 4. The position of this wheel 23 is between the inking-roller 22 and the feed-wheel D. An arm 25 extends down from the outer end of the wheel 23, and this arm is adapted to engage with the pins 16^a, extending from the side portions of the feed-wheel. The arm is held in such engagement and returned to such engagement when released from engagement with the pin by means of a spring 26, coiled around the shaft 24 and having a bearing against the forward face of the arm 25, as is best shown in Fig. 4. The wheel 23 is provided with a recess 27, in which the type 28 are placed, being held in position by a suitable set-screw 28^a or the equivalent of the same.

The strips E are passed over an upwardly-inclined table 29, located at the forward portion of the base portion A of the machine, as is best shown in Figs. 1 and 3, which table is provided with suitable side flanges 29^a and is attached to the frame by means of an arm 29^b. Near the forward end of this table an arm 30 is carried upward from the flanges 29^a, and a spring-controlled guide-arm 31 is pivotally mounted in the said supporting-arms 30. Furthermore, in the construction of the table 29 its rear end is beveled, so that it will loosely engage with the feed-wheel D between the feed-spurs 16, and the guide or clamping arm 31 engages in a similar manner with the said feed-wheel, but at a point rearward of the table 29. The strip in its progress is supported about midway between the receiving-table 29 and the point where the strip is to be discharged by means of an intermediate guide 32, which is secured to the frame by means of a suitable support 33, as is shown particularly in Fig. 3, and this guide-arm 32 engages with the periphery of the feed-wheel likewise between the spurs 16. Finally, after the strip of tickets has been printed the strip is discharged over a delivery-table 34, secured to the rear portion of the base A of the frame by means of an arm 34^a, as is shown in Figs. 1 and 3.

The inking-wheel 22 is so located and held as to ink the type of the main printing-wheel C as the type are carried upward at the rear of the machine, and when the wheel 23 of the auxiliary printing mechanism F is turned the said inking-wheel 22 will engage with the type carried by the said printing or impression wheel 23.

The movement of the several parts is accomplished, preferably, by gearing arranged as illustrated. A gear-wheel 36 is mounted on the shaft 18, carrying the feed-wheel D, being located between said feed-wheel and the base A of the frame, as is shown in Fig. 2, and at that end of the shaft 18 which passes through the base A of the frame a second and slightly smaller gear-wheel 37 is located, the

gear-wheel 36 being made to mesh with the large gear-wheel 12, connected with the main printing-wheel C. The gear-wheel 37 meshes with a pinion 38, which is located on a short spindle extending from the base A of the frame, and said pinion is attached to a larger wheel 39, which in its turn meshes with a wheel 40, the said wheel being also mounted on a spindle carried by the base A of the frame, and a crank-handle 41 is attached to this latter wheel in order to turn the same. The said wheel 39 in addition to engaging with the wheel 40 also engages with a pinion 42 on the shaft 24, upon which the type-carrying wheel 23 of the auxiliary printing mechanism F is located.

In the operation of this machine when a strip is fed into the machine over the receiving-table 29 transversely-opposing spurs 16 enter the recesses e^5, produced in the strips where one ticket connects with another.

It may be here stated that the main printing-wheel C moves at the same speed as the feed-wheel D, and consequently as the type on the wheel C engages with the tickets on a strip to make an impression the strip travels uniformly with the printing-wheel, and consequently there is no tendency of the type to smear or blur.

The action of the auxiliary printing mechanism F is spasmodic, and the normal position of the printing-wheel 23, forming a portion of this mechanism, is shown in Fig. 3, wherein it will be observed that the type 28 is removed somewhat from the periphery of the feed-wheel, and consequently from the surface of the strip carried by the feed-wheel and being passed to the delivery-table 34. As the feed-wheel D revolves in direction of the rear of the machine the spring 26, bearing on the arm 25, which is in engagement with one of the side pins 16^a of the feed-wheel, will keep the said arm in such engagement, and consequently the printing-wheel 23 will be turned in direction of the rear of the machine until the type 28, carried thereby, engages with a ticket to make an impression. The feed-wheel then travels but a slight distance to the rear before the arm 25 is in the dotted position. (Shown in Fig. 3.) The arm will then be released from the pin 16^a, with which it was in engagement, and the spring 26 will cause the wheel 23 to revolve in a forward direction until the arm 25 is brought in engagement with the next following side pin 16^a. By the time that the arm 25 has traveled far enough rearward in engagement with its supporting-pin on the feed-wheel the feed-wheel will have carried the strip E so far to the rear that as the type 28 reaches the said strip to make an impression it will produce the impression in a proper place on the next ticket of the strip. This operation is repeated until the entire strip has passed through the machine.

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

1. In a machine for printing tickets or labels in series, a main printing-wheel, series of type removably secured in the periphery of the wheel, a feed-wheel, an auxiliary printing-wheel, an inking device common to both of the printing-wheels, and means for simultaneously actuating the said printing-wheels, as described.

2. In a machine for printing tickets or labels, a feed-wheel for the tickets or labels having projections from its sides, a pinion-controlled printing-wheel, and an arm extending from the said printing-wheel for engagement with the projections from the feed-wheel.

3. In a machine for printing tickets or labels, a feed-wheel for the tickets or labels, having projections from its sides, a tension-controlled printing-wheel, an arm extending from the said printing-wheel for engagement with the projections from the feed-wheel, guide-spurs carried by the said feed-wheel, and a driving mechanism for the feed-wheel and the printing-wheel, whereby the two latter-mentioned parts are made to move in unison while an impression is being produced, as described.

4. In a machine for printing tickets or labels, a main printing-wheel having type adjustably secured at its periphery, a feed-wheel below the main printing-wheel, an auxiliary printing-wheel located adjacent to the feed-wheel and below the main printing-wheel, an inking-wheel common to both of the printing-wheels, a series of spurs extending from the periphery of the feed-wheel, pins extending from a side of the said feed-wheel, an arm carried by the auxiliary printing-wheel and adapted for engagement with the pins of the feed-wheel, and a spring so supported as to exert tension against the said arm and hold the said arm for a predetermined length of time against the pin with which it may engage, as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALOISE ANTOINE.

Witnesses:
J. FRED. ACKER,
EVERARD B. MARSHALL.