

R. L. EAVENSON.
HAND STAMPER.
APPLICATION FILED APR. 10, 1915.

1,149,508.

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Fig. 1

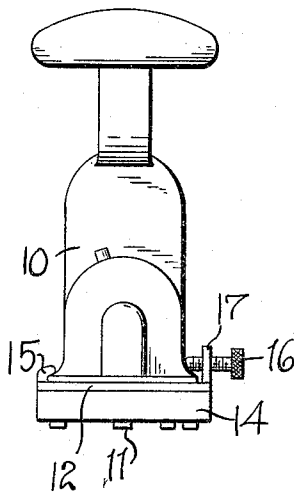


Fig. 2

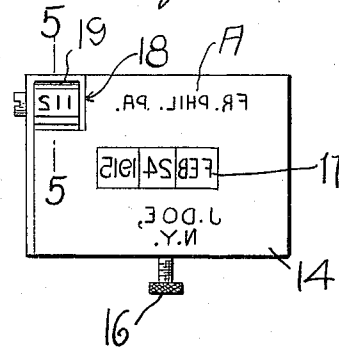


Fig. 4

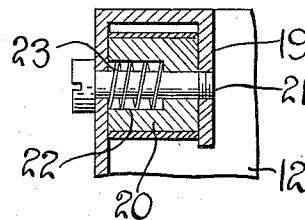


Fig. 3

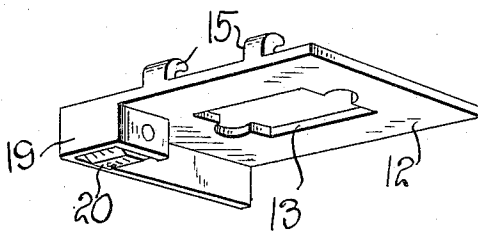
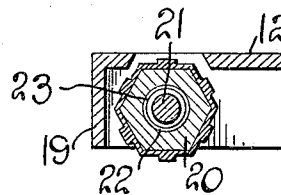


Fig. 5



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HAND-STAMPER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ROSCOE L. EAVENSON, a citizen of the United States, residing at Elberton, in the county of Elbert and State of Georgia, have invented certain new and useful Improvements in Hand-Stampers, of which the following is a specification, reference being had to the accompanying drawings.

My present invention relates to new and useful improvements in hand stampers but has more particular reference to stampers of the type employed by railway mail clerks in printing the required indicia, as to route, destination, date, name of clerk and train number upon the pouch tag.

It is a present practice of mail clerks to employ hand stamps having rubber, type bearing, heads, in which a socket is formed to receive a removable train number. On the average, each mail clerk must each day employ four different train numbers with his stamp. Thus the socket in the rubber stamp head becomes split or worn away, after the same has been in use a relatively short time due, of course, to the frequent removal and insertion of the train number type blocks and the fact that these blocks are loose within the head and consequently turn and twist therein, each time the stamp is pressed upon a pouch tag. Not only is the present type of hand stamp now in use objectionable for the above reason, but it is also objectionable because of the fact that the small blocks upon which the train number type are cut, frequently become lost when train numbers are changed.

The primary object of my present invention is, therefore, to provide a hand stamper which is especially adapted for use by mail clerks and is provided with a train number block which is polygonal in shape so that its several faces may carry four or a greater number of different train numbers, so that one type block will serve the purpose of a number of such blocks, as heretofore employed.

A further object is to provide a stamper with a novel form of head plate wherein the train number type block may be journaled, thereby eliminating the necessity of substituting a new block for each required change in train number.

The above, and other incidental objects of a similar nature, which will be hereinafter more specifically treated are accomplished

by such means as are illustrated in the accompanying drawings, described in the following specification, and then more particularly pointed out in the claims which are appended hereto and form a part of this application.

With reference to the drawings, wherein there has been illustrated the preferred embodiment of this invention, as it is reduced to practice, and throughout the several views of which similar reference numerals designate corresponding parts, Figure 1 is a side elevation of the stamper; Fig. 2 is a face view of the head thereof; Fig. 3 is a detail perspective view looking at the bottom of the head plate; Fig. 4 is a detail section taken in a horizontal plane, through the rotatable block on which the train numbers are mounted; and Fig. 5 is a vertical section taken through the block and the housing in which it is mounted.

As shown in its preferred embodiment, in the accompanying drawings, the stamp consists of a body 10 which may be of any well known type in which the date bands 11 are adjustably carried. Instead of an ordinary form of head plate 12, I provide for the handle a plate of the type shown in detail in Fig. 3. As there shown, the plate is substantially rectangular in shape and is provided with the usual opening 13 to receive the dating bands so that these members may project to the plane of the type on the rubber type block 14. The one longitudinal edge of the plate is provided with a pair of hook-shaped jaws 15, which are adapted to engage over the edge portion of the body 10 at the lower end thereof and to co-act with the set screw 16, which is threaded through a lug 17, in holding the head plate 12 in the proper position on the body. To the lower face of the head plate is cemented or otherwise similarly secured, the type carrying block 14. The corner of this block 14 is cut-away, as indicated at 18 to provide a space wherein may be accommodated the housing 19 which is formed integrally with the head plate 12. The housing is defined by three flanges designated by the numerals 19^a, 19^b and 19^c. The member 19^a extends along the transverse edge of the plate 12 and is in length equal to the width of the plate. The flange 19^b extends along the longitudinal edge of the plate at right angles to the flange 19^a and is relatively short, being considerably less in length than the flange 19^a and consequently less in length than the

plate 12. The flange 19^c extends across the bottom face of the plate 12 at right angles to the flange 19^b and parallel to the flange 19^a. This member 19^c is of a length considerably less than the flange 19^a. The end of the block 14 engages against the flange 19^a, while the cut-away corner of the block receives the flanges 19^b and 19^c and also the block which is mounted therein. In this housing is disposed the polygonal block 20 on the faces of which are carried the train number type as shown in detail in Fig. 5. An axle 21 is provided for this train number block, the axle being journaled in the side walls of the socket, but being freely received within the bore 22 of the block. This bore is enlarged at one end to permit a small helical spring 23 to be wound about the axle. This spring serves to hold the lock in adjusted position by resisting the rotation of the block on the axle.

From the foregoing description it will now be apparent that with my improved stamper, the mail clerk may use the same stamp for labeling mail pouch tags with different train numbers. It will also be observed that there is no necessity, in the present stamper, to remove the train number type each time that a different train number is to be impressed upon the tag.

It is now desirable to explain that the housing 19 can be located at the corner of the head plate so that the numerals on the type band of the block 20 may transversely align with the train line indicia indicated at A, whereby both the train lines and the number of the train will appear on the pouch tag when the same is folded in the required manner.

In reduction to practice, it has been found that the form of this invention illustrated in the drawings, and referred to in the above description as the preferred embodiment, is the most efficient and practical; yet realizing that the conditions concurrent with the adoption of this device will necessarily vary, it is desirable to emphasize the fact that various minor changes in the details of construction, proportion and arrangement of parts may be resorted to, when required, without sacrificing any of the advantages of this invention, as defined by the appended claims.

What is claimed is:—

1. A hand stamp including a body, a head plate carried thereby, a housing formed at

one corner of the head plate, a type carrying block fixed on the head plate and having one corner portion cut-away to receive the housing, and a polygonal block rotatably mounted in the housing, said block being provided on each face with type, said block being rotatable, whereby the type of any face of the block may be disposed to print with the type of the said type carrying block.

2. A hand stamp including a body, a head plate, a housing projecting from the lower face of the head plate at one corner thereof, a type carrying block fixed on the head plate and cut-away at one corner to receive the housing, an axle extending through the side walls of the housing, a polygonal block rotatable on the axle and disposed within the housing, said block being provided upon each face with numerical type, said block being adapted for adjustment whereby the type of any face of the block may be disposed to print with the type of the fixed block, and a spring wound about the axle and disposed within the polygonal block for yieldably resisting the casual rotation of said block.

3. A hand stamp including a body, a head plate carried thereby, a housing formed at one corner of the plate, said housing being defined by a flange which extends along one transverse edge of the plate, said flange being equal in length to the width of the plate, a second flange which extends along one longitudinal edge of the plate, said second flange being of a length less than the first mentioned flange, and a third flange which extends at right angles to the second flange and parallel to the first flange, said third flange being of a length less than the second flange, a type carrying block fixed on the plate and having one corner cut-away to receive the second and third flanges, the terminals of the block being disposed to bear against the first mentioned flange, and a polygonal block rotatably mounted in the housing, said block being provided on each face with type adapted to print with the type of the said type carrying block.

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

ROSCOE L. EAVENSON.

Witnesses:

W. RAYMOND GAINES,
L. DEADENGLER.