

No. 886,793.

W. A. GIBBS.

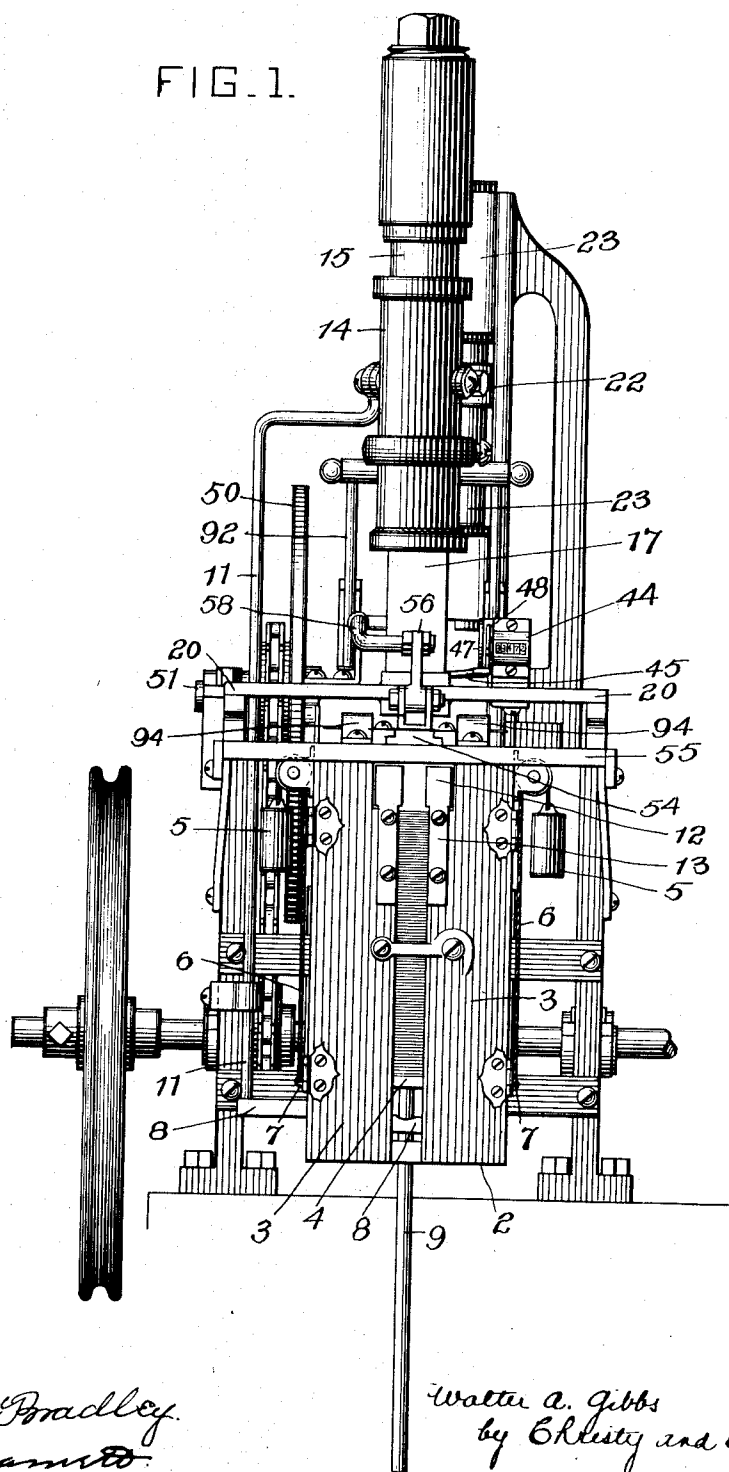
PATENTED MAY 5, 1908.

TICKET SEPARATING AND COUNTING MACHINE.

APPLICATION FILED JAN. 14, 1907.

7 SHEETS—SHEET 1.

FIG. 1.



WITNESSES:

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*Charles Barnard*

*Walter A. Gibbs* INVENTOR  
*by Christy and Christy,*  
Attys.

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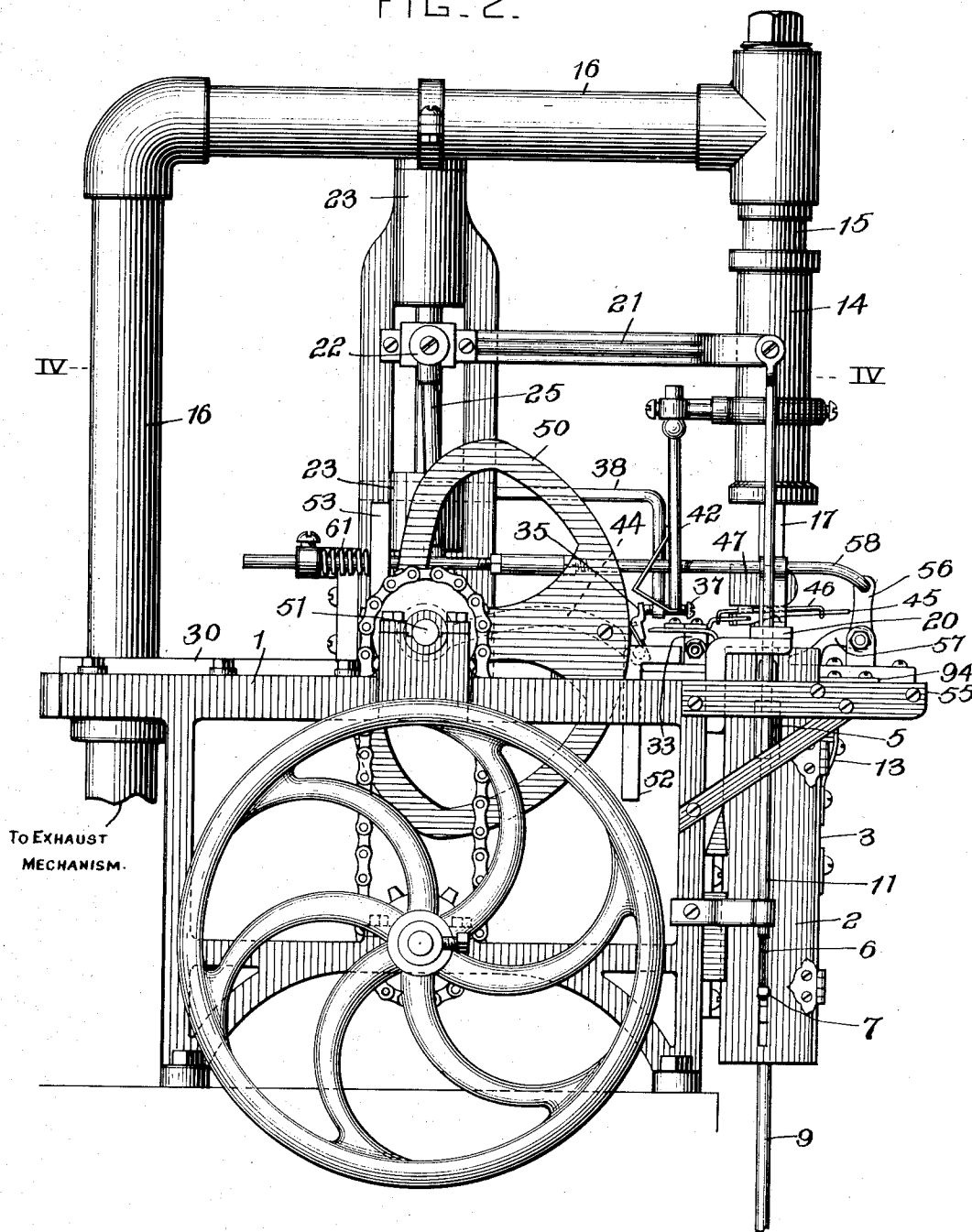
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7 SHEETS—SHEET 2.

FIG. 2.



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7 SHEETS—SHEET 3.

FIG. 3.

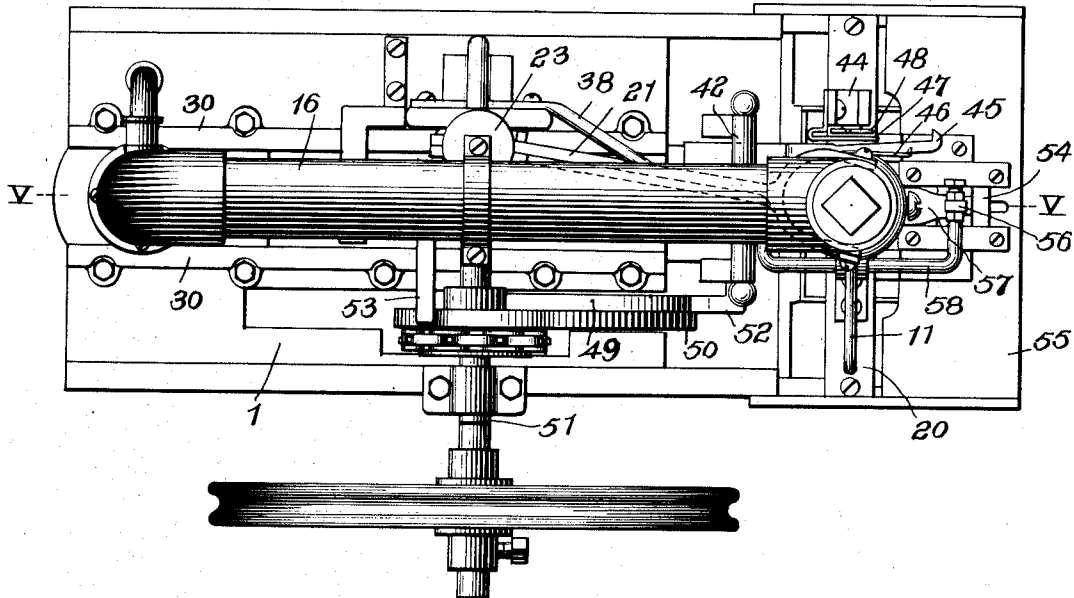
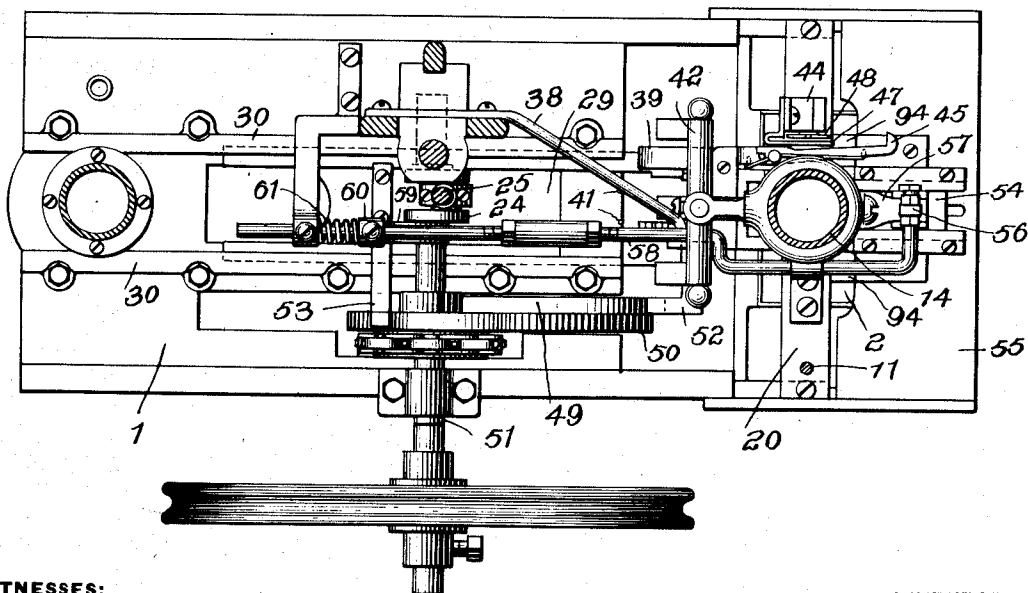


FIG. 4.



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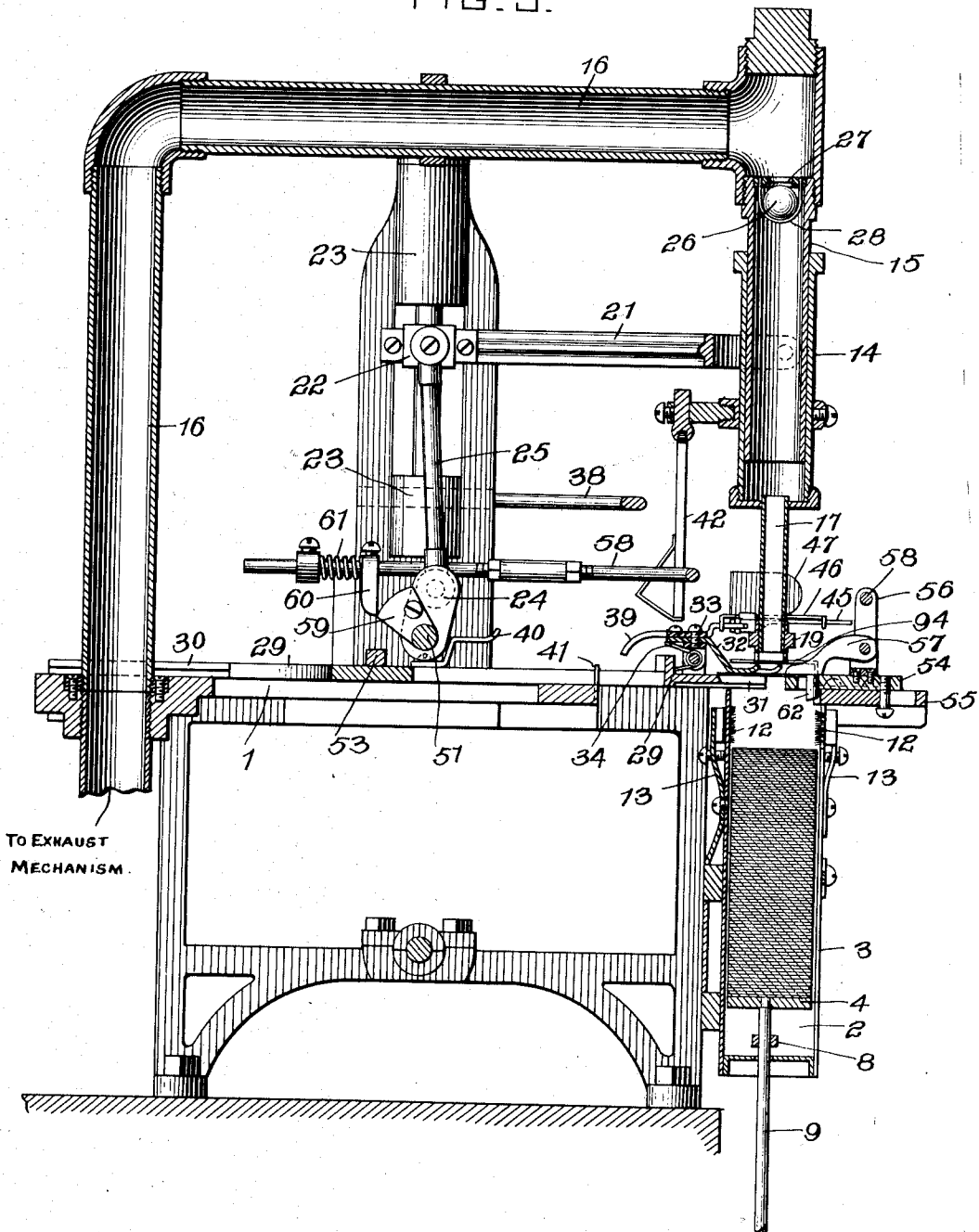
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7 SHEETS—SHEET 4.

FIG. 5.



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7 SHEETS—SHEET 5.

FIG. 6.

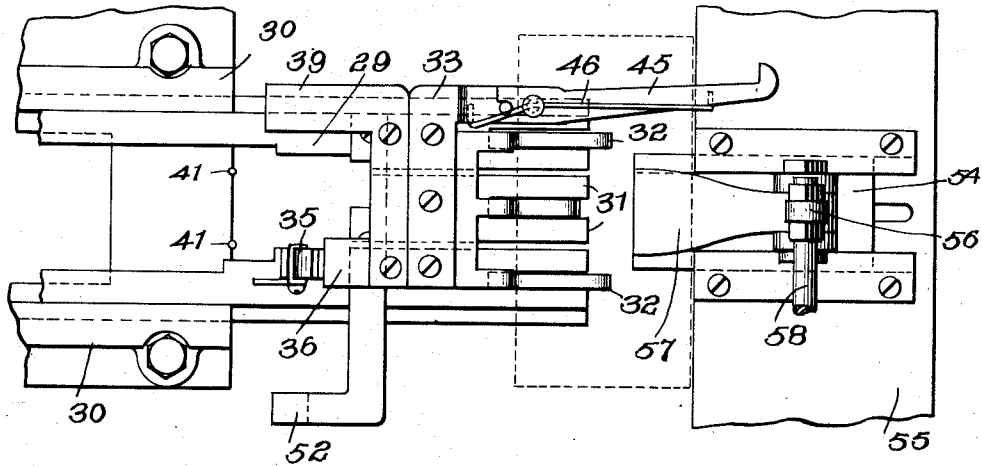


FIG. 7.

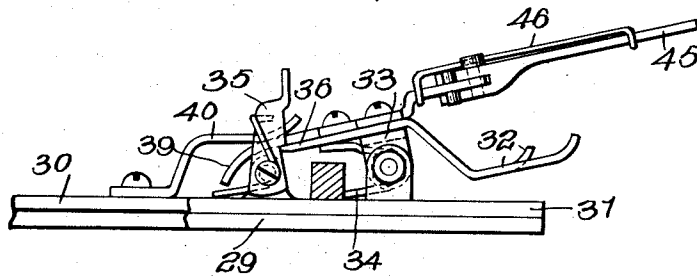
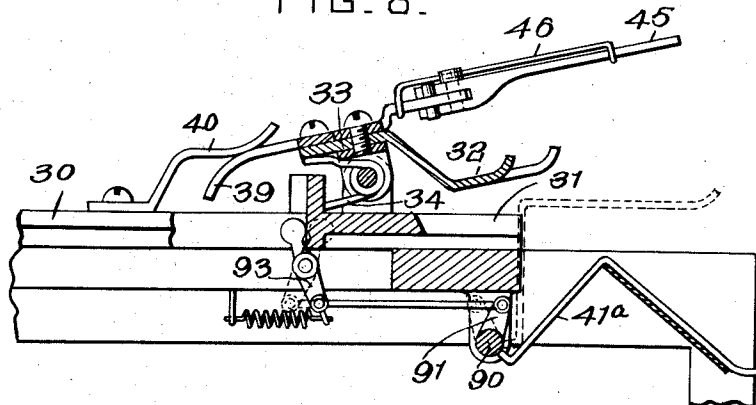


FIG. 8.



WITNESSES:

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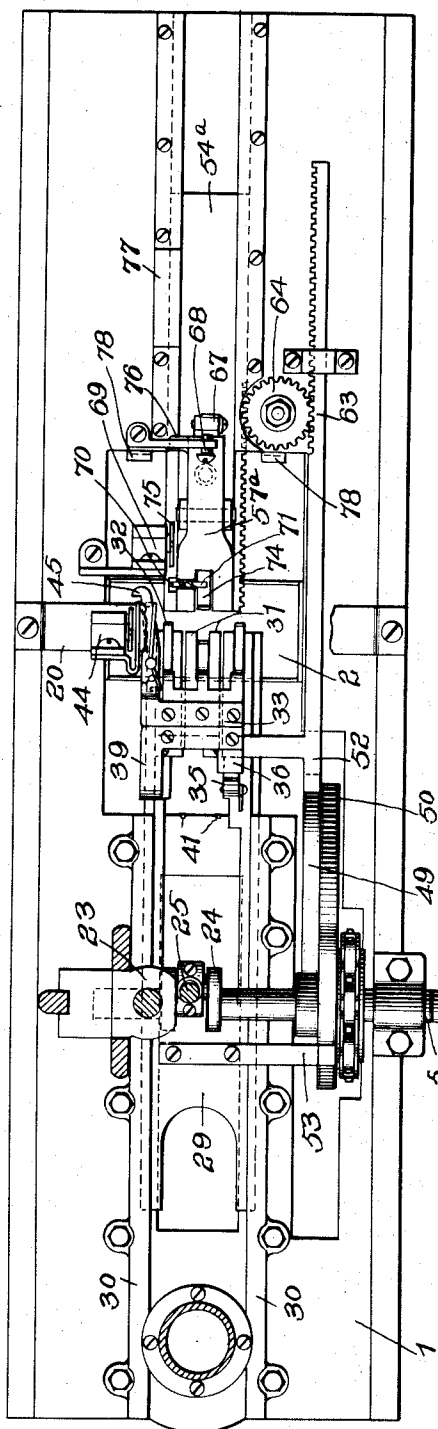
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TICKET SEPARATING AND COUNTING MACHINE.

APPLICATION FILED JAN. 14, 1907.

7 SHEETS—SHEET 8.

FIG. 9.



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FIG. 10.

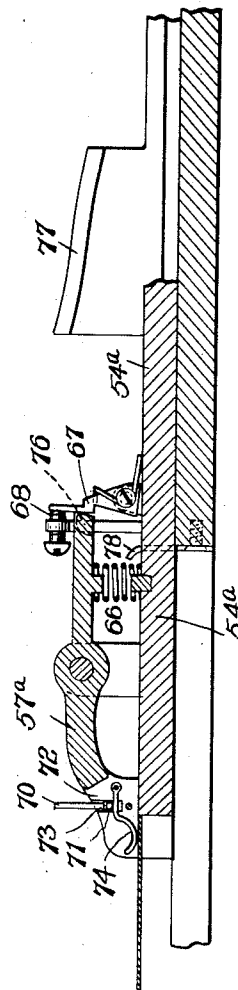
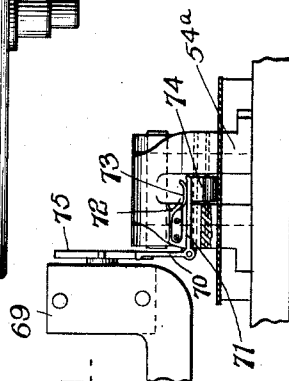


FIG. 11.



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TICKET SEPARATING AND COUNTING MACHINE.

APPLICATION FILED JAN. 14, 1907.

7 SHEETS—SHEET 7.

FIG. 12.

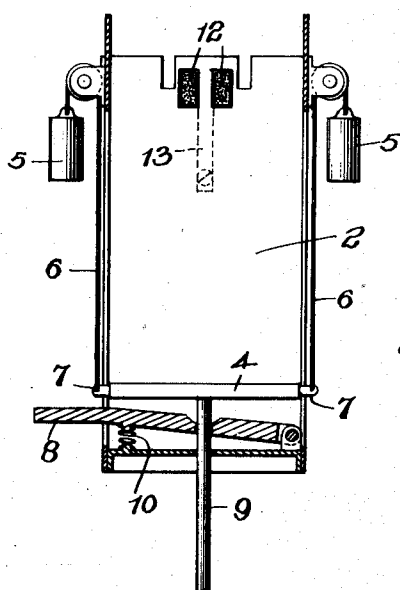


FIG. 13.

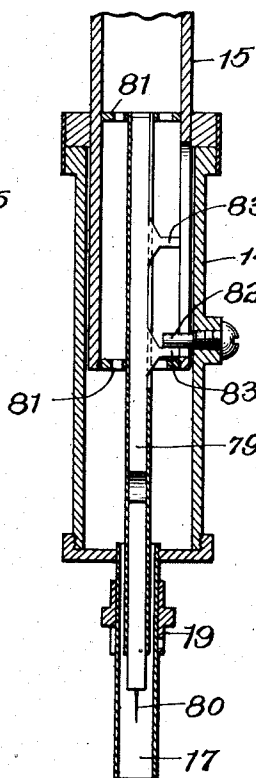


FIG. 14.

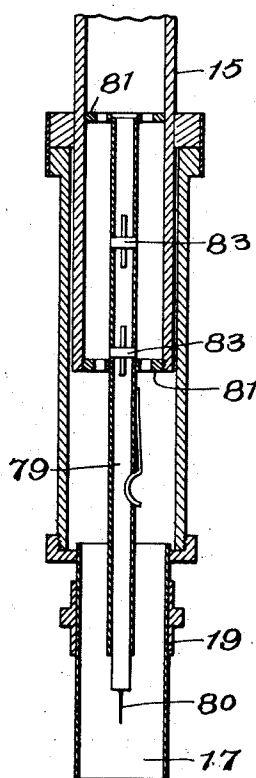


FIG. 15.

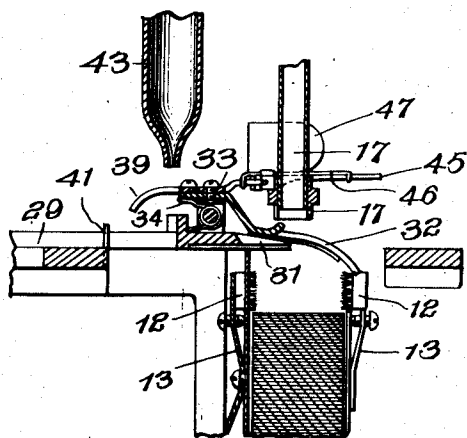
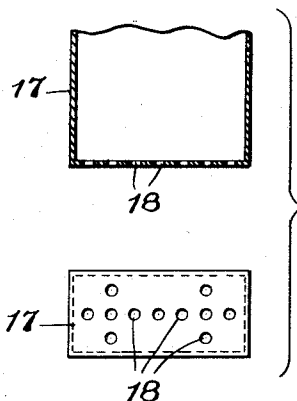


FIG. 16.



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# UNITED STATES PATENT OFFICE.

WALTER A. GIBBS, OF NEWARK, OHIO.

## TICKET SEPARATING AND COUNTING MACHINE.

No. 886,793.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed January 14, 1907. Serial No. 352,271.

*To all whom it may concern:*

Be it known that I, WALTER A. GIBBS, residing at Newark, in the county of Licking and State of Ohio, a citizen of the United States, have invented or discovered certain new and useful Improvements in Ticket Separating and Counting Machines, of which improvements the following is a specification.

The invention described herein relates to certain further improvements in the class of machines for separating tickets described and claimed in Letters Patent No. 806,969, granted to me December 12th, 1905, and in addition to other features of improvement, the invention has for its object the prevention of such a movement of more than one ticket at a time as will effect the operation of a counting device and the separation of different kinds of tickets, and their delivery to different places or receptacles.

The invention is hereinafter more fully described and claimed.

In the accompanying drawings forming a part of this specification, Figure 1 is a front elevation of my improved machine; Fig. 2 is a side elevation of the same; Fig. 3 is a top plan view; Fig. 4 is a sectional plan, the plane of section being indicated by the line IV—IV Fig. 2; Fig. 5 is a sectional elevation on a plane indicated by the line V—V Fig. 3; Fig. 6 is a plan view showing on an enlarged scale, the separator and the mechanism for removing the ticket from the pick up. Fig. 7 is a side elevation on an enlarged scale of the ticket removing mechanism; Fig. 8 illustrates a construction for discharging tickets from the removing mechanism; Fig. 9 is a sectional plan view showing the ticket removing mechanism and the separator employed as a selector and its operating mechanism; Fig. 10 is a sectional elevation of the selector; Fig. 11 is a front elevation of the same; Fig. 12 is a sectional elevation of the ticket receiver; Figs. 13 and 14 are sectional elevations of mechanism for preventing tickets adhering one to the other and being lifted by the pick-up; Fig. 15 is a sectional detached view showing a form of mechanism for discharging tickets from the removing mechanism and Fig. 16 shows a sectional and a plan view of the exhaust nozzle.

In the practice of my invention, the tickets to be counted are arranged within a suitable receiver 2, located to one side of the plane or path of movement of the mechanism em-

ployed for removing the tickets from the pick-up or mechanism used for taking one ticket at a time from the stack or pile. It is preferred that this receiver 2 should be constructed as regards its front wall with doors 3 hinged to the sides of the receiver so as to facilitate the insertion of the tickets. It is preferred that the doors should not completely close the front wall, but should leave a slot through which the movement of the tickets in the receiver and the operation of the stack-shifting device can be inspected.

The tickets are arranged upon a movable head 4 and constant feeding pressure is applied to said head so as to bring the tickets at the opposite end of the stack into operative relation to the pick-up mechanism. In the construction shown, this constant feeding pressure is applied by means of weights 5 connected by flexible cords 6 to ears or lugs 7 projecting through slots in the side walls of the receiver. The movement of the head 4 is controlled by means of a suitable clutch mechanism operated by pick-up device so as to limit the movement of the head and the tickets. A suitable construction to this end is shown in Figs. 1 and 12, and consists of a lever 8, provided with an opening through which passes a rod 9, connected to the head 4. This opening in the lever is of such diameter as to permit the rod to pass freely through the same when the lever is depressed, but the walls thereof will engage and grip the rod when the lever is shifted to the position shown in Fig. 12. This lever is normally held in position to grip rod 9 by means of a spring 10.

In order to release the rod and permit the movement of the head 4 to shift the stack of tickets towards the pick-up device, the lever 8 extends beyond the side of the receiving box and is adapted to be shifted by means of a rod 11 connected to the pick-up device which will be hereinafter described. As two tickets may adhere one to the other when the upper one is being lifted by the pick-up device, I employ multiple separators preferably consisting of brushes 12 which are pressed into the path of the movement of the tickets when lifted by the pick-up device by means of springs 13. The edges of a ticket or tickets when being lifted will be drawn across these brushes which will generally serve to separate the edges of two adhering tickets and thus permit the entrance of the air and consequent dropping of the lower ticket.

Suitable means are employed whereby the top ticket of the stack or pile in the receiver can be lifted therefrom and shifted into a position where it may be caught by a transfer mechanism and drawn to one side of the line of movement of the pick-up mechanism. While I consider any suitable form or construction of mechanism whereby the tickets may be lifted from the receiver as within the terms of the broad claims herein, it is generally preferred to employ what for convenience I would term an exhaust nozzle, to which a reciprocating movement is imparted as hereinafter described. By reference to Figs. 1, 2 and 5 it will be seen that a sleeve 14 is movably mounted upon a tube 15 connected to pipe 16 leading to an exhaust mechanism of any suitable form or construction. To this sleeve 14 is secured a nozzle 17 whose internal dimensions are less than the area of the ticket to be lifted. As the tickets to be separated and counted are frequently punched, it is preferred that a multiple exhaust nozzle should be employed, such for example as that shown in Fig. 16 in which the lower end of the nozzle 17 is closed except for perforations 18, which are so arranged that they will not come into alinement with any punches or holes in the tickets to be lifted, so that the latter when in contact with the end of the nozzle will form a practically hermetic seal as against the inflow of air. It is preferred to employ a tubular stripper 19 surrounding the lower end of the nozzle and held in position by arms 20 secured to the frame of the machine. The movement of the sleeve 14 along its supporting tube 15 is effected by means of an arm 21 secured at one end to the sleeve 14 and at the opposite end to a cross head 22, moving up and down in guides 23 secured to the frame of the machine. The movement of this cross-head is effected by means of a crank 24 on the main shaft of the machine and connected by a pitman 25 to the cross head 22.

As heretofore stated, the pipe 16 is connected to a suitable exhaust mechanism preferably constantly operating. In order to maintain this constant exhaust, a check valve is arranged in the line of pipe between the pick-up nozzle and the exhaust mechanism, such check valve being preferably formed by a ball 26 adapted to be shifted by pressure of air entering through the nozzle against a set 27. The ball is held in operative proximity to its seat by means of a cage 28. This check valve does not completely prevent the flow of air towards the exhaust mechanism but is so constructed as to allow a small flow of air entering through the nozzle so that when a ticket closes the nozzle, a vacuum will be instantly formed to a greater or less extent in the portion of the pick-up device between the nozzle and the check valve. As heretofore stated, the rod 11

whereby the clutch holding the head 4 is operated, is connected to the sleeve 14 and is so constructed and proportioned relative to the movement of the sleeve and nozzle 17 that just as the nozzle reaches the lower limit of its movement or slightly in advance thereof, the rod 11 will shift the lever 8 releasing the clutch and permitting the stack of tickets to be pressed forward so as to press the topmost one firmly against the lower end of the nozzle.

It will be understood of course that the clutch and its operating rod 11 may be so constructed that the stack of tickets will be pressed up as the nozzle raises, so as to bring the topmost ticket into position to contact with the lower end of the nozzle when the latter moves down on its next stroke. By the upward movement of the nozzle, the topmost ticket is raised to a position where it may be caught by suitable mechanism and moved laterally away from the line of movement of the nozzle. In its upward movement the nozzle 17 is drawn into tubular stripper, against which the ticket is pressed by reason of the vacuum in the nozzle until removed by the transfer mechanism. In the construction shown, this ticket-shifting mechanism consists of a table 29, movable back and forth in suitable guides 30 on the bed of the machine. At its forward end this carriage is provided with a series of prongs 31 adapted to pass immediately below a ticket adhering to the lower end of the tubular stripper. The ticket is held against these prongs 31 by means of a series of spring fingers 32 carried by a head 33 pivotally mounted upon the carriage 29. This head 33 with its fingers is operated on by a spring 34 in such direction as to tend to throw the fingers down towards the prongs 31, but this movement is prevented until the proper time by means of a spring dog 35 pivotally mounted on the carriage in such position as to engage a projection 36 of the head and prevent the latter being shifted by the spring 34. This spring dog engages the projection 36 during the movement of the carriage towards the exhaust nozzle and until the prongs 31 pass under the ticket and the fingers 32 are in position above the ticket. As the carriage reaches the forward limit of its movement the dog 35 will strike against a stop 37, which may be conveniently formed by a screw mounted in an arm 38 secured to the guides 23. As the carriage 29 having the ticket held between the prongs 31 and fingers 32, moves backward, a curved tail piece 39 will pass under a deflecting plate 40 secured to the frame of the machine, thereby raising fingers 32 away from the prongs and permitting the discharge of the ticket off of the latter. The movement of the ticket off of the latter can be effected in several ways, as for example, as shown in Fig. 5 a series of

pins 41 are so arranged in the bed of the machine that as the carriage moves back, the ticket after the fingers 32 have been raised, will strike against the pins 41, and on the further movement of the carriage will force the ticket off of the prongs. It is desirable that as the ticket leaves the prongs it shall move edgewise down through the opening in the table so as to get quickly out of the way of the carriage on its return movement. This edgewise movement may be imparted to the ticket by means of a striker 42 carried by the sleeve 14 and so arranged as to strike the front edge of the ticket as it is being shifted off of the fingers by the pins 41. A tendency to turn and thereby drop edgewise may be given to the ticket by inclining the upper surfaces of the prongs 31 and giving a downward bend or curve to one or more of the fingers 32 as shown in Fig. 15. In this construction as only the rear portion or edge of the ticket is gripped by prongs and fingers, the front portion will overhang and when the ticket is shoved off the prongs, such overhanging portion will tend to turn the ticket, so that it will drop edgewise through the opening in the table. This turning and downward movement may be insured by means of a blast of air entering through the nozzle 43, which is so arranged with reference to the movement of the carriage that the blast of air will strike the ticket as it is released from the prongs and fingers and being shoved off by the pins 41.

Another construction is shown in Fig. 8, in which angular stops 41<sup>a</sup> are pivotally mounted on the bed of the machine in such position relative to the movement of the table 29, that as the fingers 32 are raised the stops will engage the edge of the ticket, and push them off the prongs 31. At the same time the shaft 90 carrying the stops 41<sup>a</sup> will be rotated so that the stops will turn the ticket edgewise as it passes off of the prongs. The shaft 90 is provided with an arm 91 connected to a trigger 93, so arranged as to be shifted by the table 29 as it moves from the nozzle 17.

Some tickets, especially transfers, are so thin as to be liable to be buckled when attached to the nozzle and therefore will not be in position to be caught by the prongs 31 and fingers 32. In order to hold the ticket in proper position, guard pieces 94 are arranged on each side of the nozzle and in or approximately in the plane of the lower end of the tubular stripper 19, as shown in Figs. 1, 2 and 5.

As described and shown in the patent above referred to a suitable counting mechanism is employed to count the tickets as they are being removed from the nozzle, and this counting mechanism is so constructed that it will not be operated except when a ticket is in position between the prongs and

fingers. In the construction shown herein the counting device 44 is supported in proper relation to its operating mechanism carried by the carriage 29. This operating mechanism consists of an arm 45 pivotally connected to a rocking head 33 so that such arm may move in a vertical plane on the rocking of the head 33 and also may move horizontally as hereinafter described. The arm is held in proper position relative to the head 33 by means of a spring 46. As the carriage moves forward to grip a ticket on the end of the nozzle 17, the arm 45 will be deflected to one side against the tension of the spring 46 by means of a deflecting plate 47 secured to the frame of the machine, and as it passes this deflecting plate it will spring to normal position again so that when the head 33 is rocked by its spring 34 to grip a ticket between the fingers 32 and prongs 31, the hook or projection on the end of the arm 45 will be brought down to such a position that when the carriage moves back or to the left, this prong or projection will, if a ticket is between the fingers and prongs, engage a star wheel 48 operating the counting device. The purpose of the deflecting plate 47 is to shift the arm 45 so that it will not touch the star wheel during the forward movement of the carriage. If there is no ticket resting on the prongs 31 when the fingers 32 are depressed by their spring, the arm 45 will be thrown down so far that on the return movement of the carriage the projection thereon will pass entirely under the star wheel 48 and not operate the same.

The carriage 29 is shifted back and forth by means of the cams 49 and 50 on the shaft 51. The cam 49 striking against an arm 52 on the carriage and the cam 50 against an arm 53.

It frequently happens that two tickets will adhere one to the other when one is being shifted or raised by the exhaust nozzle, and it also sometimes happens that different kinds of tickets become mingled one with the other, or with transfer tickets, and unless means are provided to prevent such operation, two tickets might be lifted and be carried away by the carriage 29 and counted as one, or a transfer might be included with the tickets or vice-versa, one being counted for the other. In order to prevent such irregularities, means are provided whereby only one ticket can be taken by the carriage 29, or, if transfers are being counted, and an ordinary ticket should be in the stack of transfers, such ticket would be prevented from passing through the counting device. To this end I provide a gripping device on the side of the nozzle opposite the carriage 29 which has its gripping jaws so constructed and arranged that they move to within a certain predetermined distance of each other, such distance being a little greater than the thick-

ness of a single transfer and a little less than the thickness of two transfers placed together. This selecting mechanism may be constructed in any suitable form, but that shown in Figs. 1, 2, 5 and 6 is found well adapted for the purpose, and consists of a slide 54 arranged to move in suitable guides or ways on the front extension 55 of the table 1 of the machine. On this slide is pivotally mounted an arm 56 having secured thereto a forwardly extending jaw 57 as shown in Figs. 1, 2, 5 and 6. The portions of this jaw and that of the slide 54 forming the other jaw, are so constructed that when the jaw 57 is closed down it will not contact with the opposite gripping member but there will be a space between the same, a little greater than the thickness of a single transfer but less than the thickness of two transfers, so that in case two transfers have been raised by the exhaust nozzle, they will be firmly gripped by the jaw 57 and held in position while the carriage 29 moves backward. The grip of the selecting or separating device on the tickets being greater than that exerted by the fingers 32 and prongs 31. This separating device may be operated in any suitable manner such for example, as that shown by connecting the arm 56 to a bar or rod 58 movable back and forth in suitable guideways on the frame of the machine. The movement of the slide 54 forward to operative relation to the nozzle 17, is effected positively by means of an arm 59 on the shaft 51, striking against an arm 60 on the rod 58. The return movement of the slide 54 is effected by a spring 61. In the construction shown the movement of the slide 54 and the closing of the jaw 57 are effected by the rod 58 and in order to prevent the jaw closing until the slide has reached the proper position relative to the nozzle 17, a pin 62 is arranged in the under side of the jaw, said pin being adapted to slide along the bed of the machine until the slide 54 reaches the proper position, when the pin will drop through a notch permitting the jaw to close.

It will be readily understood from the foregoing that a ticket or two tickets having a thickness greater than those which the machine is adjusted to count can never be drawn away by the carriage 29, but will be always held by the separator, although the machine may continue to operate either until the thick ticket has been removed, or one of the thin tickets has dropped back into the receiver and only a single ticket is raised by the exhaust nozzle.

As will be readily understood by those skilled in the art, my improved separator can be utilized to effect a counting of thick tickets when thick and thin tickets or tickets and transfers are mingled together and placed in the receiver. Such an arrangement or construction is shown in Figs. 9, 10 and 11. In this construction the slide 54<sup>a</sup> is mounted as

heretofore stated in guides on a front extension of the machine, but is given a greater range of movement than when it is simply employed as a separator and its movement is simultaneous with but in the direction opposite to the movement of the carriage 29. This simultaneous and opposite movement can be imparted to the carriage 54<sup>a</sup> by any suitable means such for example as that shown consisting of a rack bar 63, secured to a portion of the carriage 29, as for example the arm 52, and engaging a pinion 64 mounted on a suitable journal to the bed of the machine. This pinion intermeshes with teeth formed along one edge of the carriage 54<sup>a</sup>. On the carriage 54<sup>a</sup> is pivotally mounted a jaw 57<sup>a</sup> which is shifted to grip a ticket by means of a spring 66. The jaw 57<sup>a</sup> is normally held open by means of a spring dog 67 mounted on the carriage 54<sup>a</sup> and engaging a rear extension of the jaw 57<sup>a</sup>. As the carriage moves forward and comes into operative relation to the ticket held by the nozzle 17, this dog will be shifted by an adjustable stop 68 and the jaw closed, against the opposite jaw, which in this case is formed by the forward end of the carriage 54<sup>a</sup>, by the spring 66. In this form of apparatus the gripping mechanism of the slide 29, consisting of the prongs 31 and fingers 32, and the gripping mechanism of the carriage 54<sup>a</sup> are so relatively constructed that one, as for example the prongs and fingers on carriage 29, will grip thin tickets while the jaws 57<sup>a</sup> and its opposing member will grasp or hold the thicker tickets, and to this end these jaws on the slide 54<sup>a</sup> are so constructed that they will not close entirely, but there will always be a space between them a little greater than the thickness of the thin tickets. A suitable counting mechanism 69 for the tickets removed by the selector is operated by a finger 70 carried by an arm 71 pivotally mounted on the jaw 57<sup>a</sup> and extending into a slot or notch 72 in jaw 57<sup>a</sup>. The inner end of this arm 71 is pressed downward by a spring 73 on a lever 74, pivotally mounted in the slot 72, and having its free end constructed and arranged to rest upon a ticket when the same is gripped by the jaw 57<sup>a</sup>. When no ticket has been gripped by these jaws the free end of the lever 74 will be forced down into a slot in the front end of the slide 54<sup>a</sup>, and so shift the finger 70 that on rearward movement of the slide 54<sup>a</sup>, the finger 70 will not engage the star-wheel 75 of the counting mechanism, and no register will be made. In order to raise the jaw 57<sup>a</sup> on the backward movement of the carriage, it is provided with a lateral extension 76 which passes under a deflecting plate 77 on the bed of the machine, thereby depressing the tail end of the jaw 57<sup>a</sup> until it has been caught by the spring dog 57. In order to push the ticket off from the slide 54<sup>a</sup> after the opening of the jaws, a pin or pins 78

are secured to the bed of the machine in such position that the rear edge of the ticket will strike against these pins and be forced off by the continued movement to the right of the slide in Fig. 10.

As an additional means to prevent two tickets being presented to the transfer mechanism, I provide within the exhaust nozzle a rod 79 having at its lower end a pin 80. This rod is arranged within a tube held within the sleeve 14 and pipe 15 by spiders 81 as shown in Figs. 13 and 14. The rod is designed to be moved during a portion of the movement of the sleeve 14 and nozzle 17 and to this end a pin 82 is secured to the sleeve and projects through a slot in the pipe 15 so as to engage stops 83 on the rod 79. As the sleeve is moved downward to bring the exhaust nozzle against a ticket, the rod will also be moved down a certain distance by the pin 82, and as the nozzle is drawn up the ticket will be drawn against the pin 80 puncturing the same, and if another adheres to the under side of the first ticket, will press the same away so that it will drop back into the receiver. The parts are so constructed that the pin 80 will not pass entirely through the second ticket but as it passes through the first ticket, the pin 82 will strike the upper stop 83 so that thereafter the rod and nozzle will move together.

I claim herein as my invention:

1. A machine for separating tickets, etc., having in combination a ticket holder, means for engaging and removing tickets from the holder, means for engaging and transferring the tickets from the removing means and means for preventing the transfer.

2. A machine for separating tickets, etc., having in combination a ticket holder, means for engaging and removing tickets from the holder, mechanism for engaging and transferring tickets of one class or kind from the engaging and removing means, and separate mechanism for removing tickets of another class or kind from the removing means.

3. A machine for separating tickets, etc., having in combination a ticket holder, means for removing tickets from the holder, a plurality of sets of ticket gripping jaws and means for simultaneously shifting both sets of jaws but in opposite direction.

4. A machine for separating tickets, etc., having in combination a ticket holder, means for removing tickets from the holder, a plurality of ticket transferring mechanisms, means for simultaneously shifting said mechanisms but in opposite directions and counting mechanisms operated by the transfer mechanisms.

5. In a machine for separating tickets,

etc., the combination of a ticket holder, a nozzle having a number of inlet openings arranged so as to be out of alinement with the holes in the ticket and an exhaust apparatus connected to said nozzle and means for reciprocating the nozzle.

6. In a machine for separating tickets, etc., the combination of a ticket holder, means for lifting tickets one at a time from the holder, a reciprocating carrier for transferring tickets from the ticket lifter and means for turning the ticket to edgewise position as it is dislodged from the carrier.

7. In a machine for separating tickets, etc., the combination of a ticket holder, means for lifting tickets sidewise from the holder, means for transferring the tickets from the holder and means for preventing a buckling of the tickets when lifted to transferring position.

8. In a ticket separating machine, the combination of a ticket holder, means for lifting tickets from the holder, a reciprocating carrier for transferring tickets from the lifting means, reciprocating jaws adapted to prevent the transfer of a ticket by the carrier and means for preventing a ticket from movement with the jaws.

9. In a machine for separating tickets, etc., the combination of means for lifting tickets from a stack or pile, a reciprocating table provided with prongs adapted to pass under a ticket when raised from a stack or pile, a rocking head having fingers for pressing the tickets onto the prongs, a spring for shifting the head and fingers, a tail piece secured to the head, a stationary deflecting plate adapted to engage the tail piece to raise the fingers, a lock for holding the fingers in raised position and means for shifting the lock.

10. In a ticket separating machine, the combination of a ticket holder for holding tickets of different classes or kinds, means for engaging and removing one class or kind of tickets from said holder and a separate means for engaging and removing another class of tickets from the holder.

11. In a ticket separating machine, the combination of a ticket holder, means for separating one class of tickets from another, and means for counting each class or kind of ticket, the counting mechanism being operative by the separating means.

In testimony whereof, I have hereunto set my hand.

WALTER A. GIBBS.

Witnesses:

CHARLES BARNETT,  
J. HERBERT BRADLEY.