Jan. 22, 1952 A. A. LYMAN 2,583,182

FARE BOX LIGHT UNIT

Filed Dec. 11, 1948

Fig. 1

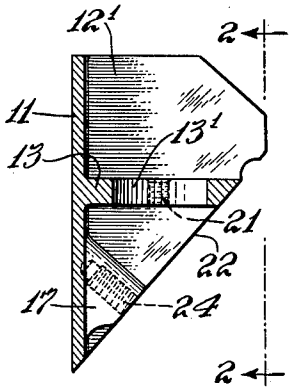


Fig. 2

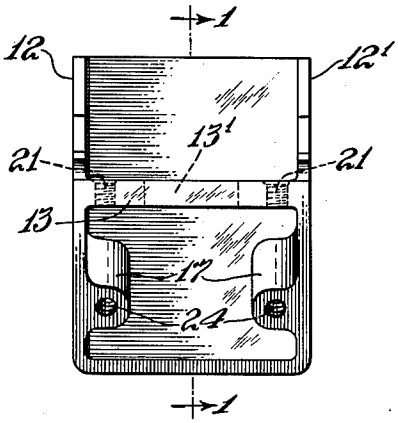


Fig. 3

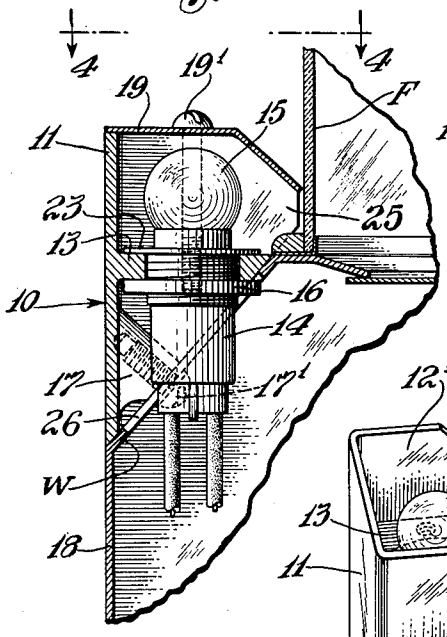


Fig. 4

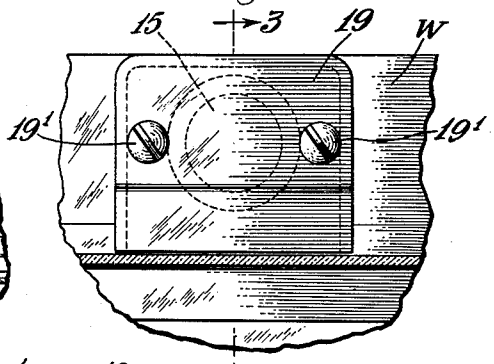
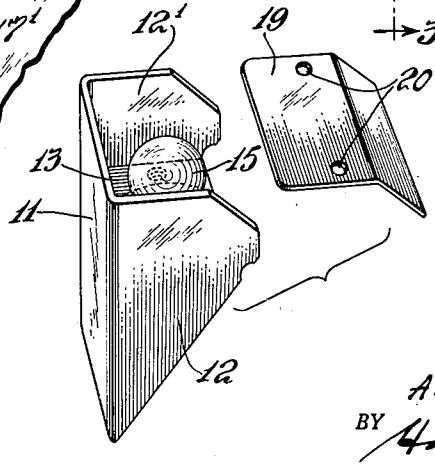


Fig. 5



INVENTOR.
A. A. LYMAN
BY
ATTORNEY

Patented Jan. 22, 1952

2,583,182

UNITED STATES PATENT OFFICE

2,583,182

FARE BOX LIGHT UNIT

Albert A. Lyman, Short Hills, N. J., assignor to Public Service Coordinated Transport, Newark, N. J., a corporation of New Jersey

Application December 11, 1948, Serial No. 64,790

2 Claims. (Cl. 240—2)

1

This invention relates to improvements in light units, and, more particularly, is directed to a light unit to be secured to fare boxes such as are used in busses, trolley cars and trains. It is the object of this invention to provide a fare box light unit having unique structural features whereby the same may be secured to the fare box from a point interiorly of said box, while the light bulb may be inserted into its socket and removed therefrom from a point exteriorly of the box, in a simple manner which will, at the same time, prevent access to the interior of the fare box. Light units of the type referred to are used for the purpose of illuminating the interior of the fare box to permit inspection of the fare deposited therein. Such boxes are used in large quantities by public utilities, and the light bulbs, which have a limited useful life, must be replaced from time to time. The device of the instant invention permits that to be done from a point exteriorly of the fare box in a rapid and facile manner without permitting the person replacing the bulb to gain access to the interior of the fare box. This is important as it is highly undesirable to permit unauthorized access to the interior of the fare box. The device of my invention permits the light bulb to be inserted and replaced in a very short period of time. In view of the frequency with which such light bulbs must be replaced and the number of fare boxes in use in the average transportation system, these features are highly practical and important, and result in substantial savings.

These and other advantageous objects, which will appear from the drawings and from the description hereinafter, are accomplished by the structure of my invention, of which an embodiment is illustrated in the accompanying drawings. It will be apparent, from a consideration of said drawings, and the followings description, that the invention may be embodied in other forms suggested thereby, and such other forms as come within the scope of the appended claims are to be considered within the purview of the instant invention.

In the drawings:

Fig. 1 is a vertical transverse sectional view of the frame of a fare box light unit embodying my invention, taken on line 1—1 of Fig. 2,

Fig. 2 is an elevational view, taken on line 2—2 of Fig. 1,

Fig. 3 is a fragmentary vertical transverse sectional view, taken on line 3—3 of Fig. 4,

Fig. 4 is a fragmentary top plan view, partly sectional, taken on line 4—4 of Fig. 3, and

2

Fig. 5 is a perspective view of the frame and cover plate.

The drawings illustrate a preferred form of the invention. From a consideration thereof and the following description, it will be apparent that many changes may be made within the scope and purview of the invention. The fare box light unit comprises a frame 10 having a rear wall 11 and side walls 12, 12' and a socket support web 13 in said frame having an aperture 13' in which the light bulb socket 14 may be positioned. Said light bulb socket 14 is provided with a bulb 15 for illuminating the portion F of the fare box in which the fare is deposited, for permitting ready inspection of the deposited coin or coins, tokens, tickets, or the like. Socket holding means, such as a nut member 16 adapted to threadedly engage the socket 14 and the support 13, lock the socket to the support from the underside of the latter. One or more fastener engaging members or bosses 17 are provided on the inner side of the rear wall 11 of the frame, beneath the socket support 13 thereof, and are adaptd to be engaged by complementary fastener elements 17' passed through the wall W of the fare box from the interior of the latter to secure the light unit thereto.

The arrangement described permits the light bulb 15 to be inserted or removed from the open top of the frame 10 without, at the same time, permitting withdrawal of the socket 14 therefrom. Likewise, as the frame is secured to the fare box from a position interiorly of the wall thereof, and as the fastener engaging members 17 are disposed in the lower portion of the frame 10, the said frame cannot be removed exteriorly of the fare box 18. The upper end of the frame 10 is preferably closed by a cover plate 19 which is removably secured to said frame by any suitable or convenient means, as, for example, by providing the cover and frame with complementary fastener means. In the form shown in the drawings, said fastener means comprise bolts 19' passing through apertures 20 in the cover plate 19 and engaging threaded apertures 21 in the socket support 13. Side walls 12, 12' of the frame 10 snugly abut the wall W of the fare box 18 when the said frame is secured thereto, up to a level coinciding with the plane of the upper surface of the socket support 13 of the frame. Above that level, the cover plate 19, when secured to the frame 10, covers substantially the entire upper portion of said frame above the socket supporting web 13, with the exception of a small portion 25 thereof, through which the

light from bulb 15 may pass into the fare deposit section F of the fare box 18 (see Fig. 3). If so desired, the socket 14 may be formed, as specifically shown in Fig. 3, to include a ring 23 integral with, or displaceably secured to, the socket 14, and adapted to overlie the upper surface of the socket support 13 adjacent the apertured portion 13' thereof. The threaded portion of the socket 14, as above noted, may be threadedly engaged by the nut 16 so as to conveniently clamp the socket 14 to the support 13.

The bulb-receiving socket 14 is mounted vertically through opening 13' in the web 13, and extends downwardly through the opening 26 in the wall portion W into the fare box.

In the form shown in Fig. 3, the fastener engaging bosses 17 are inclined with respect to the substantially vertical rear wall 11 at a downward angle so that the bolts 17' may conveniently engage the threaded portions 24 of the fastener engaging members 17 in the general plane of the latter. That arrangement conforms to the specific outline of the fare box 18 shown in Fig. 3, wherein the wall W is inclined at an angle with respect to the substantially vertical side wall of the fare box 18. To that end, likewise, the side walls 12, 12' are formed with their lower edges angularly disposed with respect to the rear wall 11 of the frame 10. The invention, however, is not limited to this specific form, and may be readily adapted for application to fare boxes having walls disposed in planes other than the angular plane shown in Fig. 3. To conform the invention thereto, the lower edges of the side walls of the frame and the disposition of the fastener engaging members 17 would be correspondingly altered. In place of the bolts 19' engaging the threaded apertures 21 of the socket support 13, and bolts 17' engaging the threaded portions 24 of the members 17, any other desired or convenient interengaging latch mechanism may be substituted, if so desired.

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

1. In combination with a fare box having at its top a fare-receiving chamber provided with transparent side walls, said fare box having a wall portion extending outwardly from the bottom of the fare-receiving chamber and formed with an opening; a lighting device for the fare-receiving chamber comprising a frame having an outer wall and side walls and being open at its top and at its inner side, a horizontal web in said frame formed with an opening and with threaded apertures at opposite sides of its opening, bosses in said frame under said web and formed with threaded bores, bolts extending through the wall portion from within the fare box and threaded into the bores for removably securing the frame to the fare box, the open inner side of said frame extending upwardly above the bottom of the fare-receiving chamber, a bulb-receiving socket mounted vertically through the opening in said web and extending downwardly through the opening in the wall portion into the fare box, a bulb removably fitted in said socket through the open top of said frame, a cover for said frame having its inner end spaced upwardly from the bottom of the fare receiving chamber and thereby providing a space through which light from the bulb may enter the fare-receiving chamber, and screws passed downwardly through the cover and screwed into the threaded apertures of the web for releasably holding the cover in place.

2. In combination with a fare box having a fare-receiving chamber at its top provided with transparent side walls, said fare box having a wall portion extending from the bottom of the fare-receiving chamber and formed with an opening; a lighting attachment for the fare-receiving chamber comprising a frame open at its top and along its inner side, a horizontal web in said frame formed with an opening, bosses in the frame under said web, fasteners extending through the wall portion and removably engaged in said bosses for detachably securing the frame against the said wall portion with its open side projecting upwardly above the bottom of the fare-receiving chamber, a bulb-receiving socket mounted through the opening in the web and extending into the fare box through the opening in the said wall portion thereof, a bulb fitted into the bulb-receiving socket through the open top of the frame, and a removable cover for said frame having its inner end spaced upwardly from the bottom of the fare-receiving chamber and thereby providing a space at the inner side of the frame through which light from the bulb may enter the fare-receiving chamber.

ALBERT A. LYMAN.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
399,820	Beaman	Mar. 19, 1889
1,113,016	Joseph	Oct. 6, 1914
1,164,301	Moore	Dec. 14, 1915
1,201,654	Wakefield	Oct. 17, 1916
1,201,830	Knauff	Oct. 17, 1916
1,459,440	Butte	June 19, 1923
2,121,783	Breckenridge	June 28, 1938
2,283,994	Hopkins	May 26, 1942
2,478,662	Long	Aug. 9, 1949

FOREIGN PATENTS

Number	Country	Date
298,870	England	Oct. 18, 1928