Feb. 24, 1931. W. COX 1,793,466

FARE BOX

Filed Aug. 1, 1929

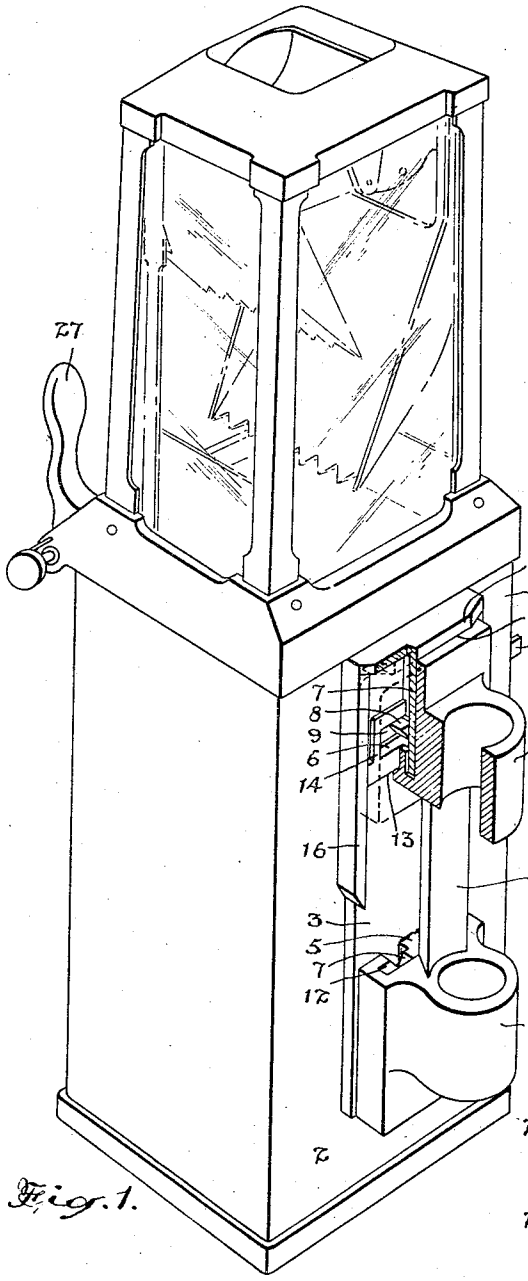


Fig. 1.

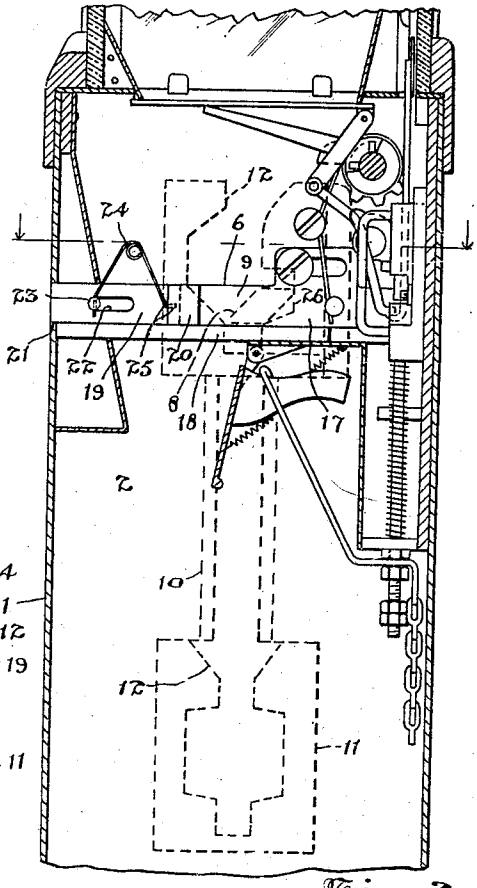


Fig. 2.

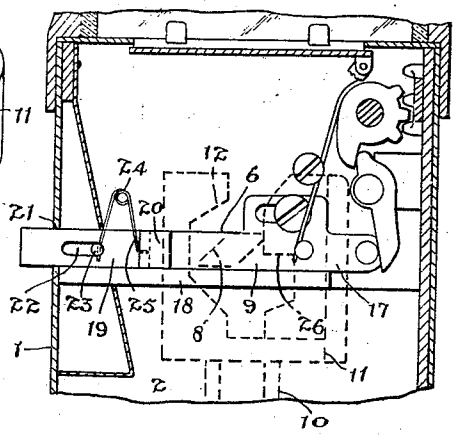


Fig. 3.

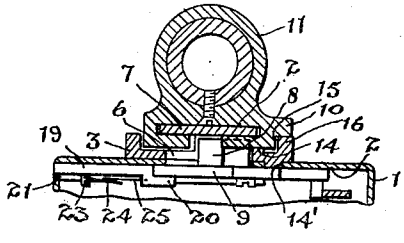


Fig. 4.

Inventor.
William Cox.
by H. J. Stevenson
Atty.

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UNITED STATES PATENT OFFICE

WILLIAM COX, OF TORONTO, ONTARIO, CANADA

FARE BOX

Application filed August 1, 1929. Serial No. 382,803.

The principal object of the invention is, to more effectively provide against unwarranted manipulation or operation of the farebox.

The principal features of the invention consist in the novel arrangement of means for guarding the bolt for fastening the farebox from unwarranted manipulation and of indicating the position of the bolt for locking the box.

In the drawings, Figure 1 is a perspective view of a farebox to which the present invention is applied, a portion of the supporting member being broken away.

Figure 2 is a vertical sectional view through a portion of the box showing the arrangement of the bolt and the indicating member, when the bolt is in the locked position.

Figure 3 is a sectional detail similar to Figure 2 showing the bolt in the unlocked position.

Figure 4 is a horizontal section through the back of the box showing the bolt and the indicator member and also the means for guarding the bolt from interference.

This invention relates to improvements in the farebox illustrated in my United States Patent No. 1,534,163, dated April 21, 1925, in which the body of the farebox is formed of a sheet metal casing 1 of rectangular form which has secured to the back wall 2 a supporting casting 3, said casting or hanger being formed with a pair of lugs 4 and 5 T-shaped in horizontal section and extending vertically thereof.

A horizontal slot 6 is formed in the casting 3 intermediate of the length of the flanged head 7 of the upper lug 4 into which the diamond-shaped lug 8 of the bolt 9 extends through a corresponding slot in the casing 1.

A holder member 10 here shown provided with cylindrical lugs 11 adapted to be secured on a supporting standard is formed with upper and lower pocket portions 12 which are of rectangular form and are open at the top and are adapted to receive the flanged heads 7 of the lugs 4 and 5.

The bottom edges of said lugs rest in the bottoms of the pockets and support the farebox.

The inner side of the upper pocket 12 is peculiarly formed and is adapted to be engaged in locking contact by the diamond lug extension of the bolt 9.

It is of very great importance that access to the bolt lug around the holder 10 and supporting casting 3 be prevented, and in order to accomplish this result the back wall of the casting in which the slot 6 is located is provided with a rib 13 running transversely and extending below the slot to meet the central web of the T-shaped lug.

A rib 14 extends vertically along the edge of the outer end of the slot 6 and continues around the top of the slot. These ribs form a barrier to the insertion of any form of instrument to engage the lock bolt.

A rib 14′ is arranged on the back face of the supporting casting 3 opposite the end of the slot 6 and rests in a vertical slot in the back wall of the casing thereby protecting the bolt from the insertion of an instrument between the casing 1 and the supporting casting 3 to push back the bolt from its locking position.

The holder member 10 is preferably formed with a longitudinal notch 15 extending from end to end of the upper pocket and the casting 3 is formed with a side flange 16 which fits into said notch.

It will be seen, particularly on reference to Figure 4, that any instrument inserted between the flange 16 and the engaging edge of the holder 10 will first engage the bottom of the notch 15 and if it is successfully manipulated to bend around the inside edge of the flange 16 because of the loose fitting of the parts, it will then strike into the recessed portion of the casting outside of the vertical

rib 14 which will present another obstacle, so also the horizontal ribs extending along the bottom and top of the slot 6 will act as an efficient barrier against the insertion of an instrument to push against the locking bolt lug 8 to disengage it from the head of the holder.

The lug 8 extending through the slot 6 in the casing is an integral part of the plate 17 slidably mounted on the flange 18 in the inner side of the casing. This plate is operated with a sliding movement as fully described in my previous patent.

A member 19, preferably in the form of a flat metal strip, is slidably mounted on the upper side of the flange 18 and is provided with an offset end 20 overlapping the end of the bolt plate 17.

A slot 21 is formed in the side of the casing through which the outward end of the member 19 extends and when the bolt is moved to the position where the diamond-shaped lug 8 clears the keeper in the holder 10, said bolt moves the member 19 so that its outer end projects from the casing and thus indicates that the locking member of the bolt is unlocked.

The member 19 is formed with a longitudinal slot 22 through which a pin 23 secured in the side of the casing extends and a wire spring 24 is inserted through a hole in the pin and acts as a cotter to hold the member in place.

The other leg 25 of the spring engages the offset portion 20 of the member 19 and holds it in engaging contact with the end of the bolt plate.

In the use of this device, the farebox is carried to the car on which it is to be used, by the conductor who places it in position on the holder 10, dropping it downwardly so that the T heads of the lugs 4 and 5 enter the pockets 12 and when it rests in its final position the locking lug 8 engages the keeper edge 26 of the upper pocket.

When in this position the member 19 is in the position shown in Figure 2 and is not displayed as projecting from the casing.

If for any reason the bolt is prevented from moving to the locked position the member 19 will project from the casing as shown in Figure 3 and be readily discernible to an inspector and it will indicate that the farebox is not locked in the holder and can be removed.

The mechanism of the farebox is such that when it is being placed in position the bolt first moves outwardly by the contact of the sloping surface of the underside of the lug 8 with the sloping contact surface of the pocket of the holder 10 and when the box reaches its proper resting position at the bottom of the pocket of the holder and slips in under the keeper the relative arrangement of the mechanism in the box is altered, so that while the conductor may by the manipulation of the handle 27 release the lock to lift the box from the holder, the ticket receptacle will by such action be locked but if the lock is prevented from moving to its locking position, the inner fare receptacle will not be locked but the fact will be immediately obvious to an inspector or any person observing the box.

A device such as described protects operators against suspicion of dishonesty, as well as protecting the company against dishonest employees.

The bolt cannot be operated from the outer side and if tampered with before being inserted into the holder so that it will not lock the fact will be clearly indicated.

What I claim as my invention is:—

1. In a farebox, the combination with the fare receiving casing, a holder for supporting same, and a locking member extending through a slot in the casing and engaging the holder, of obstructing means extending around the slot for guarding the lock from access from outside.

2. In a farebox, the combination with the fare receiving casing, a holder for supporting same and a lock extending through a slot in the casing and engaging the holder, of a member secured to the casing and engaging the holder to support the casing, said member having a slot therethrough registering with the slot in the casing, and ribs raised above the inner surface of said member and extending around said slot forming an obstruction at the sides of said slot and a recess on the outward side to intercept the insertion of an instrument to engage the lock.

3. In a farebox, the combination with the fare receiving casing, a holder for supporting same and a lock extending through a slot in the casing and engaging the holder, of a casting secured to the casing and having a slot therethrough to receive the bolt, said casting having side flanges, a flange on the side of said holder overlapping the side flange of said casting, and ribs projecting from the inner surface of the casting around the bolt opening therein.

4. In a farebox, the combination with a fare receiving casing, a holder for supporting same, and a movable lock member adapted to engage the holder, of means participating in the locking and unlocking movements of said lock member for externally indicating the position of the lock member in respect to the holder.

5. In a farebox, the combination with a fare receiving casing, a holder for supporting same, and a movable locking member adapted to engage said holder to lock the casing thereto, of a member slidably arranged within the casing and engaging said locking member and adapted to be projected to extend beyond the casing when the lock bolt is in an unlocked position, said slidable mem-

ber being automatically returned from its extended position on the moving of the lock bolt to its locking position.

6. In a farebox, the combination with a fare receiving casing, a holder for supporting same and a lock, comprising a sliding bolt arranged within the casing, of a member slidably supported within the casing and spring held in operative contact with said bolt, and a slot in the casing in alignment with said member adapted to allow said member to be extended therefrom when the bolt is in an unlocked position.

WILLIAM COX.