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CHILD'S TOY TRAIN CHASSIS

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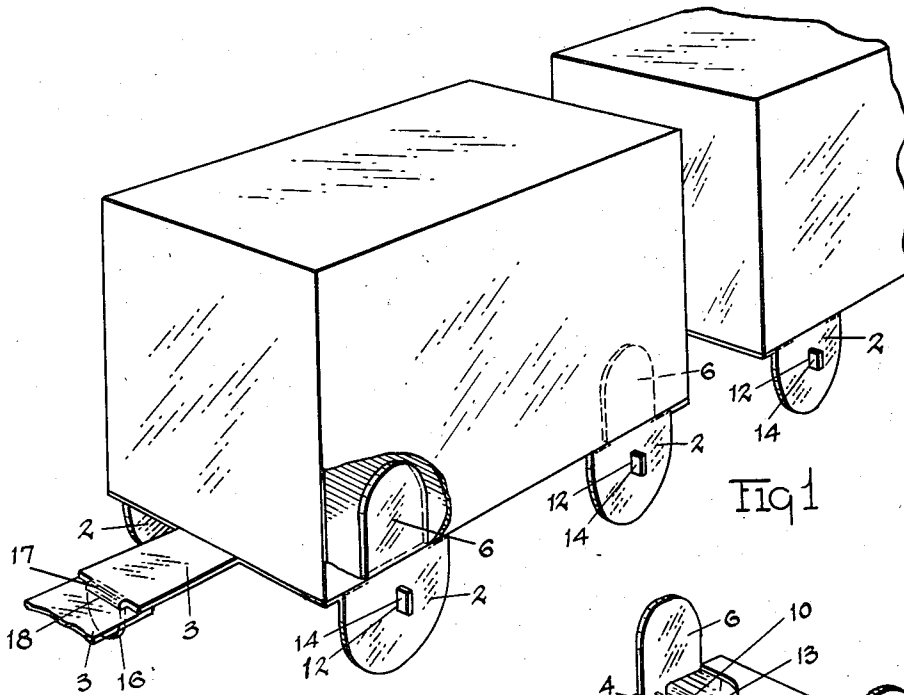


Fig 1

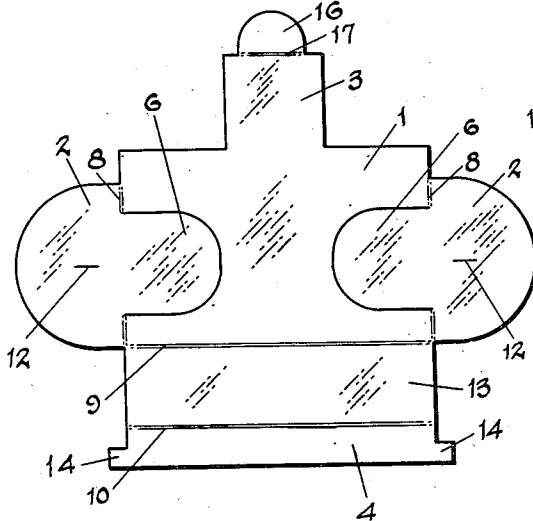


Fig 2

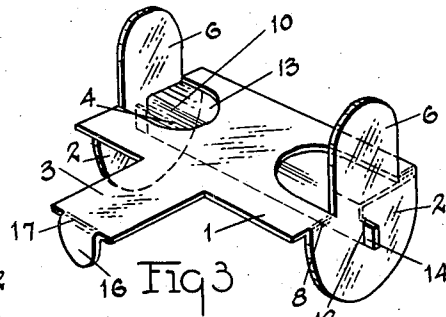


Fig 3

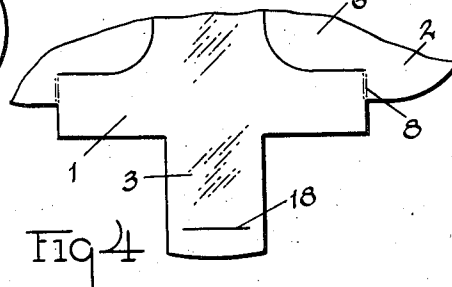


Fig 4

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CHILD'S TOY TRAIN CHASSIS

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Butler Paper Products Company, Toledo, Ohio,
a corporation of Ohio

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2 Claims. (Cl. 46—11)

The object of my invention is to provide a toy for children whereby an ordinary one-pound butter carton may be employed to form a butter-box train.

5 Another object of my invention is to provide a toy for children having commercial and advertising value tending to stimulate the sale of butter or packaged articles, and which may be manufactured at minimum expense and given as
10 gifts or premiums with purchases of articles in cartons.

The particular object of my invention is to provide a chassis or under-part having simulated wheels and suitable for use with ordinary commercial cartons to form a train car and having
15 means whereby the under-parts may be interlocked, so that the cars may be connected together to form a train.

The invention consists in other features and
20 advantages which will appear from the following description and upon examination of the drawing. Structures containing the invention may partake of different forms and still embody the invention. To illustrate a practical application
25 of the invention, I have selected a child's toy train chassis as an example of the various structures and details thereof that contain the invention and shall describe the selected child's toy hereinafter, it being understood that variations
30 may be made without departing from the spirit of the invention. The particular child's toy selected is shown in the accompanying drawing and described hereinafter.

Fig. 1 is a perspective view of the toy. Fig. 2
35 is a view of a blank cut and scored to form the chassis or under-part. Fig. 3 is a view of an assembled chassis. Fig. 4 illustrates one type of connecting tab whereby the chassis may be inter-connected.

40 In the form of construction shown in the drawing, the blank 1 is cut to form the wheel portions 2, the tongue 3, the axle portion 4, and the locking tongues 6. These parts are rendered foldable relative to the body of the chassis by the
45 scored lines 8, 9, and 10. The score lines are of the type well known and are produced by depressing the blank along the lines 8, 9, and 10 and rendering adjacent parts foldable relative to each other within limited angular movements.

50 The wheel portions 2 are cut as at 12, and the cuts 12 are of suitable length to receive the protruding portions 14 of the axle part 4. When the axle part 4 is folded along the score lines 9 and 10 and the protruding parts are inserted in the
55 cuts 12, the protruding parts 14 frictionally en-

gage the wheel portions 2 and maintain the wheel portions in position at substantially right angles to the body portion of the chassis or under-part 1. The cuts 12 are preferably cut in the direction in which the protruding parts are to be inserted and the side edges of the cuts are displaced from each other by a width materially less than the thickness of the protruding parts 14. Thus, the parts 14 are inserted in the cuts 12, and the side edges of the cuts frictionally engage
5 the protruding parts because of the tendency of the side edges to resume their normal positions relative to each other notwithstanding their displacement by the thickness of the protruding portion. Consequently the side edge sections of
10 the cuts "pinch" in on the protruding parts and maintain the parts in the slits.

In assembling the axle and wheel portions, the portion 13 is folded back along the score line 9 against the lower surface of the body portion.
20 The axle is then bent at right angles to the portion 13 along the score line 10, and the protruding parts 14 are inserted in the cuts 12 of the wheel portions. The engagement of the protruding portions in the cuts prevents the tendency of
25 the axle 4 and the portion 13 to spring back to their normal plane positions, and the resultant pressure maintains the wheel portions in position and results in a rigid, reenforced chassis or under-part.

The chassis is slightly narrower than the width of the ordinary one-pound butter carton, and when the toy is assembled, the bottom of the butter carton is slotted as with a sharp knife to form slits through which the locking tongues
30 6 may be inserted. The locking tongues are formed integral with the wheel portions and thus when the wheel portions are bent at right angles to the body of the chassis along the score lines 8, the locking tongues project upwardly
40 at the same time in the plane of the wheel portions. The locking tongues may be cut to have slightly rounded end edges to facilitate easy insertion in the slots of the butter box. In assembly the wheel portions 2 are bent at substantially
45 right angles to the body portions of the chassis along the score lines 8, and the axle portion 4 is bent along the score lines 9 and 10, and the protruding parts 14 inserted in the slots of the wheel portions to maintain the wheel portions at
50 substantially right angles to the body portion of the chassis. The locking tongues 6 are then inserted in the slots made in the bottom of the carton, resulting in a substantially rigid chassis. Two chassis are used with each carton, one at
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each end, and make of each butter carton a train car suitable for a child's toy.

The tongues 3 of certain of the chassis may be provided with a connecting tab 16, foldable along the score line 17. Others of the chassis are provided with a suitable slot 18 in the tongue 3 which is adapted to receive the connecting tab 16. The tongues 3 protrude beyond the carton when the toy is assembled, and thus the locking tab 16 may be inserted in the slot 18 and bent along the score line 17 to form a butter box train.

I claim:

1. In a chassis for a child's toy train, a box, a blank cut and scored to form body, wheel, and axle portions, the wheel portions foldable at right angles to the body portion and having cuts, the said axle portion having a part foldable against the body portion and a part foldable to position at right angles to the body portion, the axle portion having protruding portions adapted to frictionally engage the wheel portions through the cuts, locking tongues cut from the body portion

and formed integral with the wheel portions and adapted to secure the chassis to the box.

2. In a child's toy train, blanks cut and scored to form wheel, body, axle, and tongue portions, the wheel portions foldable at right angles to the body portions and having cuts, the axle portions having a part foldable against the body portion of the axle and a part foldable at right angles to the body portions and having protruding portions adapted to frictionally engage the wheel portions through the cuts, locking tongues cut from the body portions and formed integral with the wheel portions and adapted to secure the chassis to slotted boxes, certain of the first named tongue portions cut and scored to form locking tabs foldable at right angles to the tongue portions, others of the said tongues having slots, the said slots adapted to receive the said locking tabs to interconnect the chassis and form a continuous train.

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