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E. HICKLING

2,332,718

TOY TRAIN

Filed May 5, 1943

2 Sheets-Sheet 1

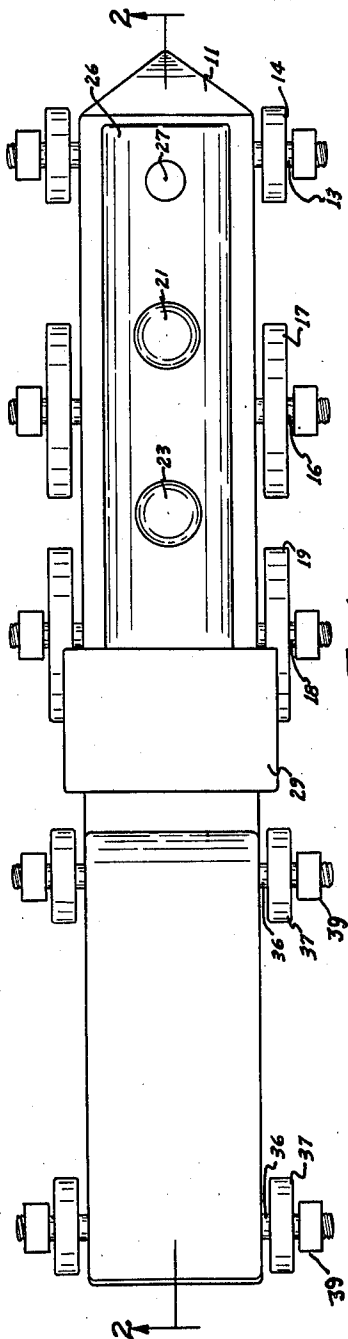


Fig. 1

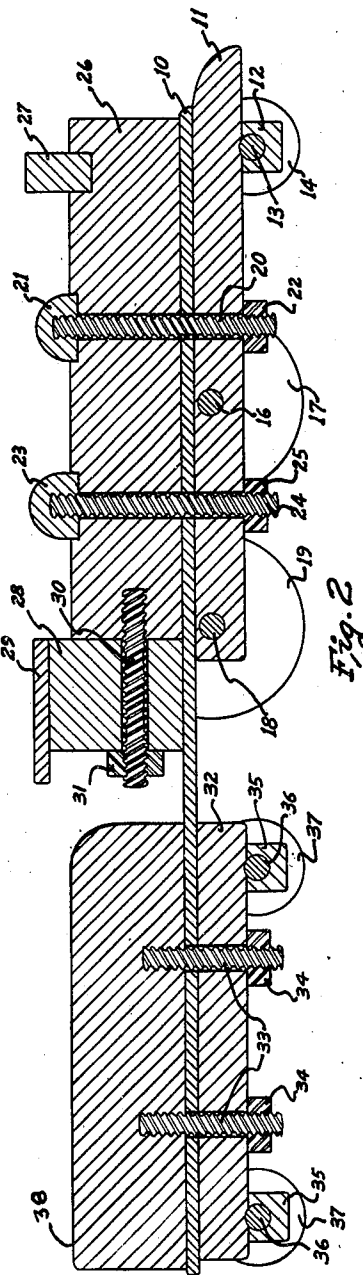


Fig. 2

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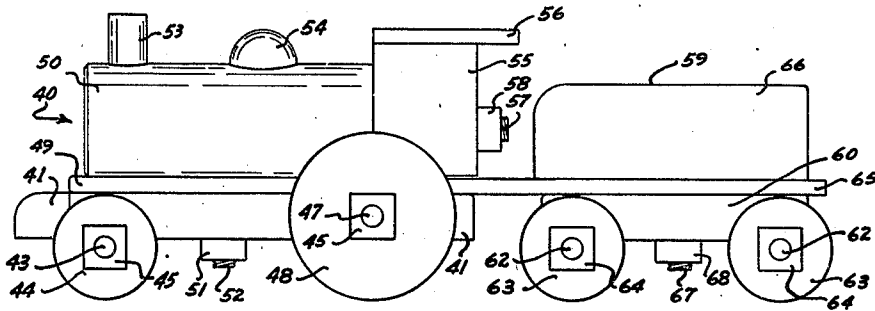


Fig. 1A

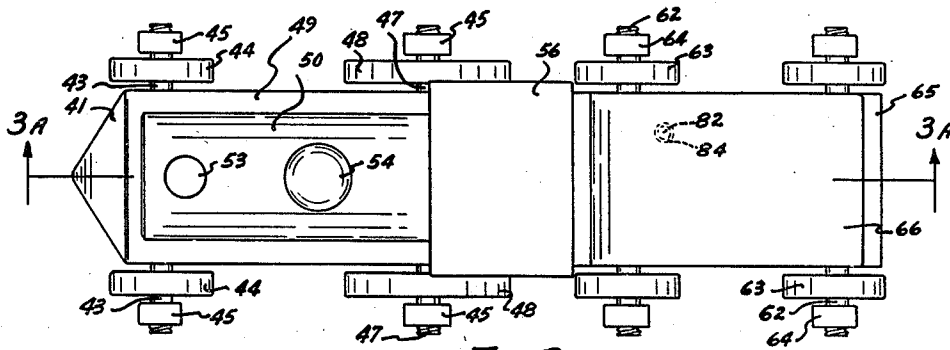


Fig. 2A

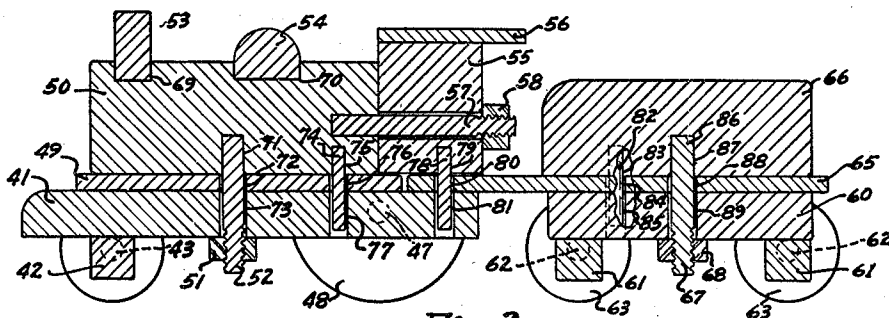


Fig. 3A

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TOY TRAIN

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4 Claims. (Cl. 46-217)

This invention relates to improvements in toy trains, and more particularly to structures that are designed to be readily separated and reassembled. Broadly, the invention comprises a plurality of pieces that are designed to be secured together by means of pins, preferably of wood. The general outline of the blocks or pieces is that of a toy railway engine and tender, and railway cars.

One object of the invention is to devise a plurality of pieces which when assembled form a wheel toy such as an articulate train consisting of two or more cars.

Another object of the invention is to provide a device that will amuse and instruct children in taking apart and re-assembling the pieces. Such a take apart structure increases the child's powers of observation in relationship of the parts of and assembling of railway trains as well as other objects.

Other objects and advantages will be apparent during the course of the following description:

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a top plan view of a locomotive and tender.

Figure 1A is a side elevational view of a modified form of the invention.

Figure 2 is a section view taken on line 2-2 of Figure 1;

Figure 2A is a top plan view of the modified form of the invention; and

Figure 3A is a view taken along line 3A-3A of Figure 2A.

Referring to the drawings in detail a member 10 is provided which extends substantially the length of two cars, in the drawings, an engine and a tender. A slightly thicker member or piece 11 which extends beyond the end of member 10 and the extending end represents the pilot, commonly known as cowcatcher. The member 10 and member 11 are of substantially the same width but it is to be understood that they may be of different widths. Secured near one end of member 11 is block 12 through which and in which is secured axle 13. On axle 13 are placed wheels 14 and these wheels are held thereon by screw threaded nuts or by other suitable means.

The larger wheels 17 and 19 of the engine are mounted upon axles 16 and 18 which axles pass through and are secured in member 11. In the assembling of an engine, boiler representing

member 26 is placed on member 10 and the members 10, 11 and 26 are secured together by screw threaded pins 29 and 24. The pins 29 and 24 have heads 21 and 23 respectively, and these pins are held in place by nuts 22 and 25.

In the forward part of boiler 26 is secured stack representing member 27. The cab 28 is formed of a separate block through which threaded pin 30 extends. The pin 30 is secured in member 26 and the cab block 28 is held in the assembled position by nut 31. The roof 29 of the cab 28 is secured to the top of the cab block 28. Where the toy train is made wholly of wood the cab roof is generally glued, but it is to be understood that it may be secured in place in any desired manner.

The tender as shown in the drawings consists of lower re-inforcing and wheel supporting block 32, and upper block 38. These two blocks are secured below and above member 10 by means of threaded pins 33 and are held in such position by nuts 34. Suitably secured to member 32 are axle blocks 35 through which axles 36 pass and are secured. Wheels 37 are secured on axles 36 by means of nuts 39.

It is to be understood that additional cars may be made which fall within the scope of the appended claims but each car regardless of its nature should consist of an upper block and a lower block having a relatively thin member between the blocks and the three members secured together by a pin or pins or the equivalent. Suitable couplings may be employed between units where a full train is desired; for example, if additional cars are to be attached to the engine and tender, a coupling member would be secured in the rear of the tender.

Referring to Figure 1A the locomotive 40 consists of boiler member 50, a relatively thin intermediate member 49, and a lower member 41. Near one end of the member 41 is secured axle block 42 and through this block extends axle 43. The axle extends beyond the ends of the block a sufficient length to receive wheels 44. The rotatable wheels are held in place by suitable means such as threaded nuts 45. An axle 47 for supporting the larger wheel 48 is secured in an opening in member 41. These wheels are held in place by nuts 45 or any other suitable means.

In the boiler member 50 is opening 69 in which is suitably secured stack representing member 53. Another opening 70 is provided in boiler member 50 in which is suitably secured member 54. In the bottom side of the boiler member 50 are open-

ings 71 and 75 in which are secured pins 52 and 74.

Pin 52 passes through opening 72 in member 49 and opening 73 in member 41 in securing the members together. A removable nut 51 is suitably secured on the lower end of pin 52. The pin 74 extends through openings 76 in member 49 and into opening 77 in member 41.

The cab like portion of the locomotive consists of block 55 and roof member 56 which is suitably secured to the block 55. Through an opening in block 55 extends pin 57 which is secured in one end of boiler member 50. Nut 58 is suitably secured on the free end of pin 57. In the lower part of member 55 is secured pin 78 and this pin passes through opening 80 in member 65 and extends into opening 81 in member 41.

The tender comprises upper block 66, a block 65 of substantially same thickness as member 49, and lower member 60 suitably secured together. In opening 87 in block 66 is suitably secured pin 86 which passes through opening 88 in member 65 and opening 89 in lower member 60. The lower end 67 of pin 86 is threaded for the reception of nut 68.

In the block 66 is opening 83 in which is secured pin 82. This pin extends through opening 84 of member 65 and into aperture 85 in member 60.

Secured to member 60 are blocks 61 through which extend axles 62 and upon these axles are rotatably mounted wheels 63. The wheels are held in place by means of nuts 64 or by other suitable means.

Some of the purposes of using two members 49 and 65 with a little space between them where they meet near one end of a train unit are; to permit more economical packaging, to insure that all the wheels will contact the floor or surface upon which they are placed, and give an articulated train, i. e. a coupling between train units that permit some side movement of one unit without corresponding side movement of the adjacent unit. Sufficient clearance is provided for the end of member 65 under cab 55 so that relative free limited side movement of the various units may occur.

It is to be understood that the same kind of coupling as is shown in Figure 3A may be used between other units of a train, where a full train is desired.

It is preferred that the train be made entirely of wood as under the present conditions metal or plastic are not available for toys, but it is to be understood that other materials than wood can be utilized.

Certain changes and modifications may be made by those skilled in the art which changes

and modifications fall within the scope of the appended claims.

What I claim is:

1. A take apart toy railroad train comprising, a plurality of train units, a longitudinally extending central member common to a plurality of train units, an engine boiler block, an engine cab block lying end to end with the boiler block, detachable securing means for securing the cab block to the engine block, a block spaced from the cab block suitably shaped to form a fuel tender, the boiler, cab, and tender blocks being on the upper side of the central member, wheel supporting blocks on the lower side of the central member, and detachable means passing through the central member for securing the blocks on the upper and lower sides of the central member together.

2. A toy, comprising a plurality of blocks suitably shaped to form the upper part of train units, a horizontally extending member upon which the block representing upper part of train units is placed, a block representing each train unit spaced on the horizontal member from adjacent train unit blocks, wheel supporting blocks positioned against the lower side of the horizontal member and spaced beneath the upper train block, and means passing through the horizontal member for securing the upper train representing blocks and the wheel supporting blocks in place.

3. In toy blocks, an engine and tender comprising a longitudinal central member extending substantially the length of the engine and tender, blocks positioned on the upper side of the central member to form an engine boiler and engine cab; a suitably shaped block to form a coal tender on the upper side of the central member and spaced from said boiler and cab blocks; wheel supporting blocks on the lower side of the central member below the boiler and cab, and tender; and detachable means for securing the upper and lower blocks to the central member.

4. In a device of the class described, a base member substantially the width of blocks to be placed thereon extending substantially the length of a plurality of train units; blocks positioned on the upper side of the base and suitably shaped to form an engine boiler and cab, a block positioned on the upper side of the base member suitably formed to a coal tender and spaced from the cab block; wheel supporting blocks on the lower side of the base member and positioned below the boiler and cab blocks, and tender block; and detachable means for securing boiler block, cab block and coal tender block to the base member.

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