Jan. 16, 1940. V. N. KISLING 2,187,085

TOY RAILWAY ROLLING STOCK

Original Filed July 19, 1938 2 Sheets-Sheet 1

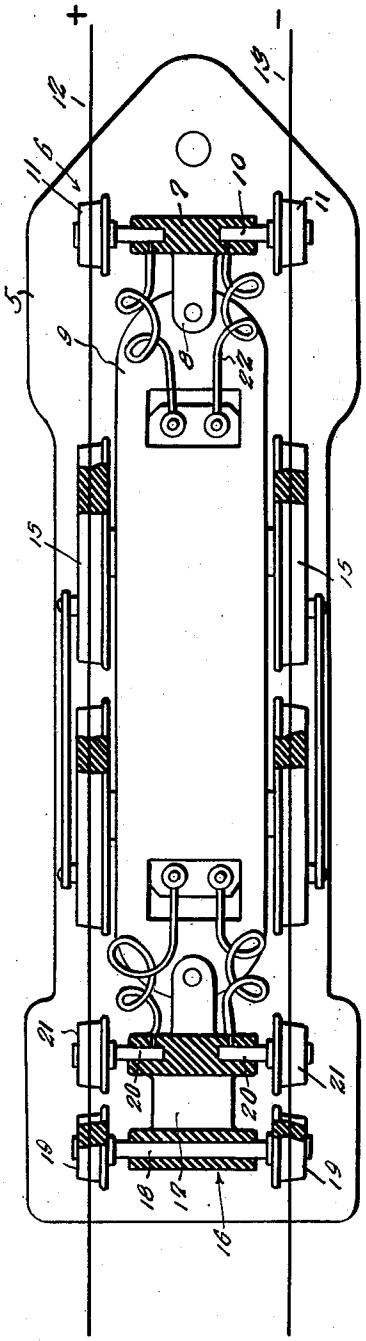


Fig. 1.

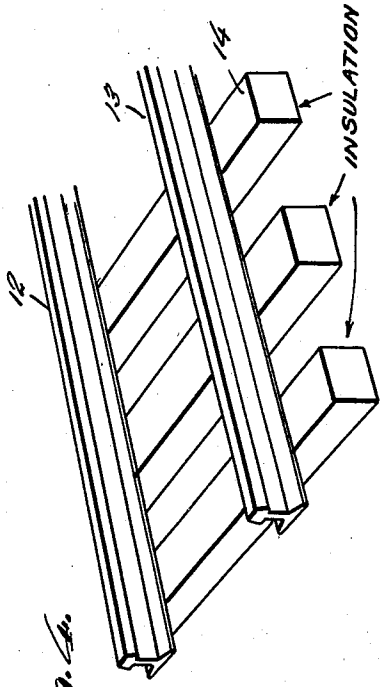


Fig. 2.

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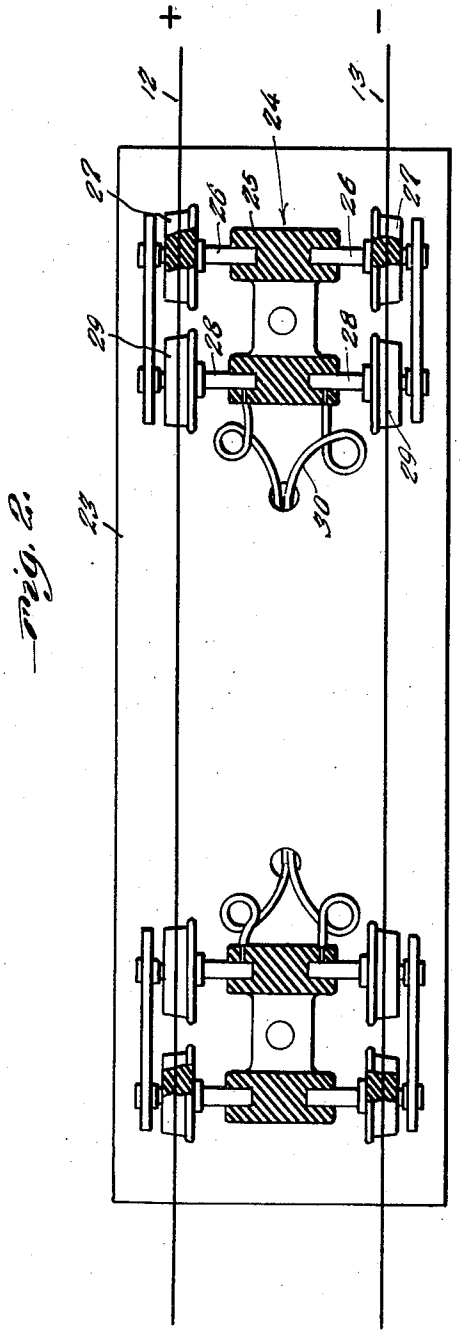


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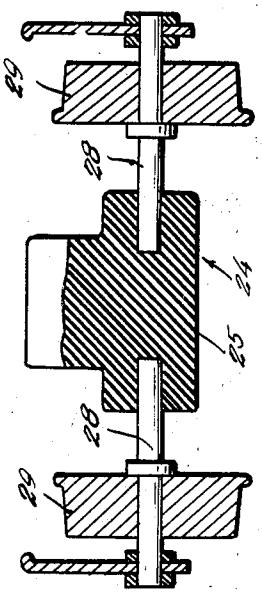


Fig. 2.

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Patented Jan. 16, 1940 2,187,085

UNITED STATES PATENT OFFICE

2,187,085

TOY RAILWAY ROLLING STOCK

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Application July 19, 1938, Serial No. 220,108
Renewed June 15, 1939

1 Claim. (Cl. 191—45)

This invention appertains to new and useful improvements in rolling stock for toy railways and more particularly to the electric type.

The principal object of the present invention is to provide a toy railway of the electric type wherein two rails are employed of positive and negative polarity and wherein the wheels of the rolling stock serve as collectors for the motor and electrical appliances of the rolling stock.

Other objects and advantages of the invention will become apparent to the reader of the following specification.

In the drawings:

Figure 1 represents a bottom plan view of a locomotive constructed in accordance with the present invention with parts broken away.

Figure 2 is a bottom plan view of one of the cars showing certain parts in sections.

Figure 3 is a cross sectional view through one of the wheel assemblies.

Figure 4 is a perspective view of the trackway.

Referring to the drawings wherein like numerals designate like parts, it can be seen in Figure 1 that numeral 5 represents the locomotive body, the same having the swingable front wheels generally referred to by numeral 6 and including the body 7 of insulation pivotally connected by the tongue 8 to the motor housing 9. From the end portions of this body 7 of insulation the pins 10 extend and serve as stub axles for the current collecting wheels 11—11 which ride on the positive and negative rails 12 and 13, these rails being secured to the ties 14 of insulation.

The drive wheels 15 are of insulation and do not collect electricity from the rails. However, the rear swingable tender supporting wheel assembly generally referred to by numeral 16 consists of the body 17 constructed of insulation through one end portion of which extends the axle 18 on which are the wheels 19 of insulation while at the other end of the body 17 stub axles 20 extend therefrom and carry the wheels 21 of current conductive material which ride on the rails 12 and 13.

Wires 22 extend from the stub axles 10 and also from the stub axles 20 into the motor of the locomotive.

As shown in Figure 2, the car 23 has the two wheel assemblies 24, one at each end of the car and each consists of a body having a head portion 25 at each end thereof from which extend the stub axles 26. On each assembly 24, a pair of the stub axles 26 has the wheels 27 of insulation mounted thereon for riding engagement with the positive and negative rails 12 and 13, while the other pair of stub axles 26—26 on this assembly carry the wheels 29 of current collecting material and from these stub axles 26 extend the wires 30 to the lights and other appliances in the car.

While the foregoing specification sets forth the invention in specific terms, it is to be understood that numerous changes in the shape, size and materials may be resorted to without departing from the spirit and scope of the invention as claimed hereinafter.

Having described the invention, what is claimed as new is:

In a toy electric railway rolling stock comprising a vehicle body, front and rear wheel trucks, one of the said trucks comprising an elongated body of insulation, stub axles extending into the elongated body of insulation and provided with wheels on the outer ends thereof, taps on the said stub axles, the other truck being provided with a pair of elongated members of insulation, one of the last-mentioned members of insulation having an axle extending therethrough, wheels of insulation mounted on the ends of the last-mentioned axle, said last-mentioned truck having its other elongated body of insulation provided with a pair of stub axles extending therefrom and wheels of current conductive material on the last-mentioned stub axle, and taps from the last-mentioned stub axle.

VERNON N. KISLING.