

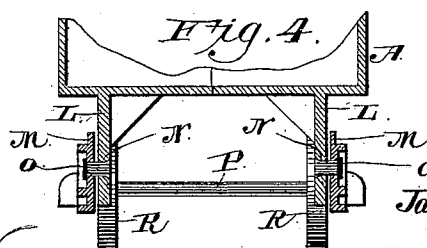
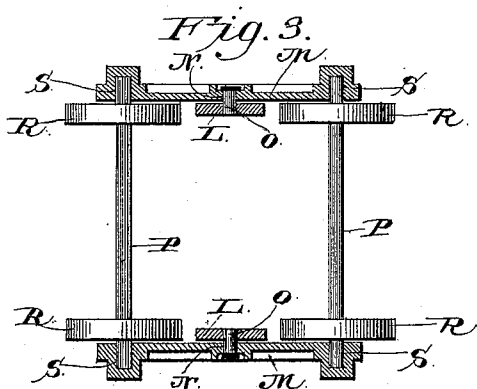
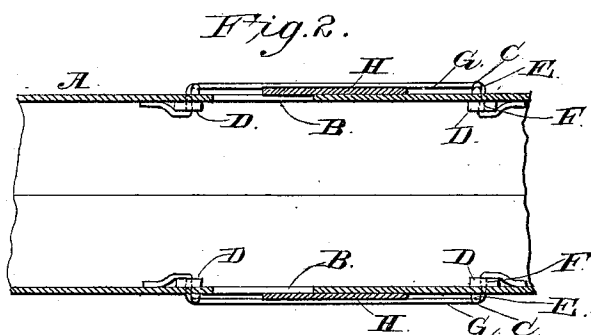
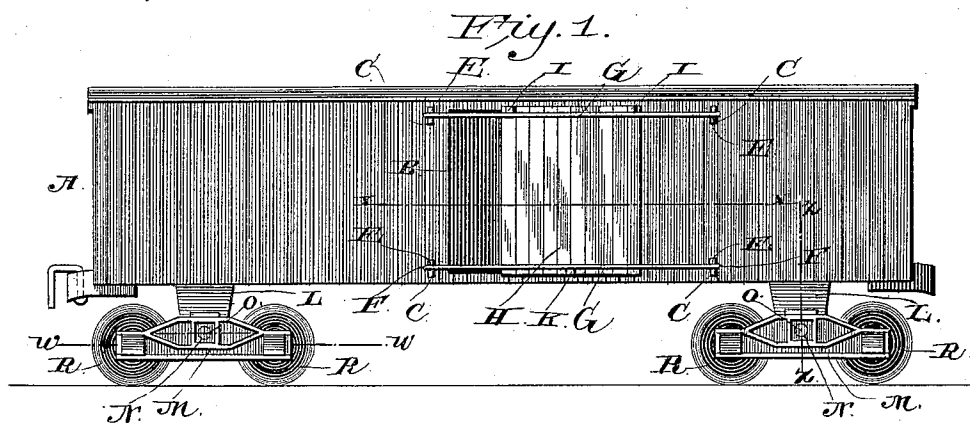
(No Model.)

2 Sheets—Sheet 1.

J. S. WILKINS, Jr.
TOY RAILROAD CAR.

No. 403,165.

Patented May 14, 1889.



Witnesses.

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J. C. Garner

Inventor
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Fig. 5.

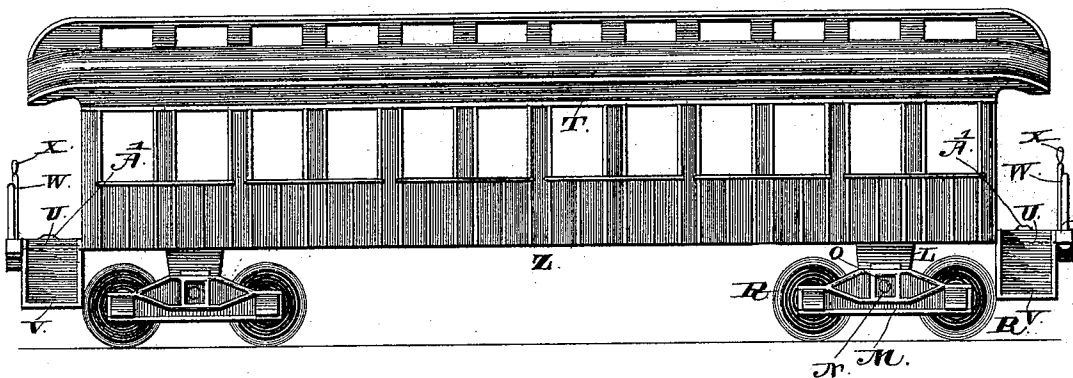


Fig. 6.

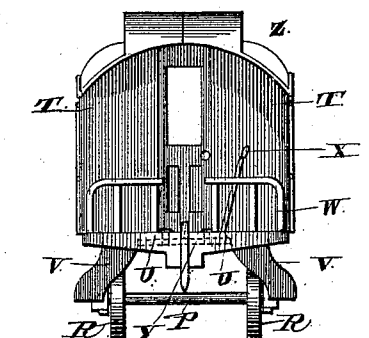
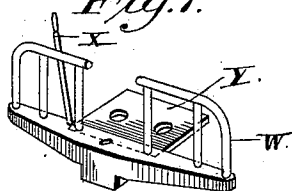


Fig. 7.



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UNITED STATES PATENT OFFICE.

JAMES STUART WILKINS, JR., OF KEENE, NEW HAMPSHIRE.

TOY RAILROAD-CAR.

SPECIFICATION forming part of Letters Patent No. 403,165, dated May 14, 1889.

Application filed January 5, 1889. Serial No. 295,515. (No model.)

To all whom it may concern:

Be it known that I, JAMES STUART WILKINS, Jr., a citizen of the United States, residing at Keene, in the county of Cheshire and State of New Hampshire, have invented a new and useful Improvement in Toy Railroad-Cars, of which the following is a specification.

My invention relates to an improvement in toy railroad-cars; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is an elevation of a toy freight-car embodying my improvements. Fig. 2 is a sectional view of the same, taken on the line *xx* of Fig. 1. Fig. 3 is a detailed sectional view illustrating the construction of one of the trucks and taken on the line *ww* of Fig. 1. Fig. 4 is a similar view of the same, taken on the line *zz* of Fig. 1. Fig. 5 is an elevation of a toy passenger-car embodying my improvements. Fig. 6 is an end elevation of the same. Fig. 7 is a detail perspective view of one of the hand-rails, showing the manner of securing the same to the platform on the end of the car.

The body A of the freight-car is made of two longitudinal sections of cast-iron, secured together in the manner described in Letters Patent of the United States No. 384,658, granted to me June 19, 1888. In the sides of the car are rectangular openings B, which form the doorways, and cast integrally with the said sides, at suitable distances beyond the doorways, are outwardly-projecting studs C and inwardly-projecting bosses D. The studs C have notches E in their outer edges, and openings F are made in the sides of the car on the outer sides of the studs E.

G represents a pair of longitudinal rods or wires arranged on each side of the car-body, the same engaging the notches F of the studs E, being stretched between the said pairs of studs and arranged horizontally, as shown, and having their ends passed through the openings F and clinched or bent outward on the bosses C on the inner sides of the car, as shown in Fig. 2, the said wires or rods being thereby rigidly secured in place on the sides of the car.

H represents sliding doors, which are made of cast-iron and of suitable size to cover the doorways or openings B, and the same are adapted to slide between the rods G and the opposing sides of the car, and are provided at their upper corners with outwardly-projecting lugs or studs I, that bear upon the upper wires or rods, and have studs K near their lower edges at their centers which bear upon the lower wires or rods. The slide-doors are thus supported by the wires or rods, and are guided between the same and the sides of the car and adapted to move back and forth in a longitudinal direction, so as to cover or open the doorways B, as may be desired. A car-body thus constructed is a perfect representation of an ordinary freight-car, and forms a toy which will be highly appreciated by children on this account.

Cast integrally with each side or section of the car-body, near the ends thereof, are depending standards L, which align with each other in pairs transversely, when the sides or sections of the car-body are secured together.

I will now describe my improved trucks for the toy car. M represents castings which represent the side beams, springs, and axle-boxes of a car-truck. The same are provided with central openings, N, which are pivoted on pins O, that project from and extend through openings in the standards L. The ends of the said pins are swaged, as shown in Fig. 4, to prevent the castings M from becoming detached from the standards. The axles P of the trucks are provided with wheels R, that are formed separately therefrom and driven onto the axles and secured thereto by frictional contact. The ends of the axles project beyond the outer sides of the wheels, and are journaled in recesses R S, made in the ends of the castings M, on the inner sides thereof.

The toy trucks thus constructed are perfect miniature fac-similes in outward appearance of the trucks employed on real cars. The castings M being centrally pivoted to the standards L form yielding bearings for the car-axles which serve to keep all the wheels of the truck in contact at all times with the floor or other surface on which the car may chance to be, and by reason of the axles having their ends journaled in recesses in the

ends of the said pivoted castings M the wheels are adapted to turn when the car is moved, as will be readily understood.

The body of the passenger-car Z is formed of two longitudinal sections or castings, T, which are provided at their ends on a level with their lower sides with projecting sections U, that form platforms at the ends of the car when the sides thereof are placed together, and cast integrally with the said platforms are steps V, which closely imitate those of actual railway passenger-coaches.

W represents hand-rails for the ends of the platforms, which are made of cast metal, or, if preferred, may be stamped from sheet or plate metal. The said hand-rails closely resemble those of passenger-coaches, and are formed with levers X, which resemble the usual brake-levers, but are incapable of movement, being cast or stamped integrally with the hand-rails; also cast or formed integrally with the said hand-rails, at the centers of the same, are inwardly-extending plates Y, arranged at right angles thereto. The said plates bear under the ends of the car sections or castings, where they are concealed from sight when the car is in its normal position, and said plates are secured under the platforms of the car by means of rivets A', which pass through aligned openings in said plates and said platforms, and have their ends swaged, as shown. By this construction the hand-rails are not only firmly secured to the platforms of the car, but also serve as means for securing the ends of the car sections or castings together and very greatly enhance the strength and durability of the car.

The trucks employed on my improved passenger toy car are of the same construction as those hereinbefore described in connection with the toy freight-car.

Having thus described my invention, I claim—

1. In a toy car, the sides or castings having the openings or doorways B, the studs C, projecting from their outer sides, the bosses D, projecting from their inner sides, the wires or rods stretched on the studs and having their ends passed through openings in the sides of the car and clinched, and the sliding doors guided between said wires or rods and the

sides of the cars, said doors having the studs bearing on the wires, substantially as described.

2. In a toy car, the sides or castings having the openings or doorways B, and the studs C, projecting from their outer sides, the wires or rods G, stretched between the studs across the upper and lower sides of the doorways, and having their ends passed through openings in the sides of the car and clinched, and the sliding doors made of cast metal and guided between said wires or rods and the sides of the car, said doors having the outwardly-projecting studs I K, cast with them at their upper and lower sides and bearing on the upper and lower sides of the upper and lower wires, respectively, substantially as described.

3. In a toy car, the combination, with the box or body having the depending standards L, of the castings M, centrally pivoted to said standards, and the car-axles having their ends journaled in recesses on the inner sides of the castings at the ends thereof, substantially as described.

4. In a truck for toy cars, the castings M, representing the side springs, bars, and axle-boxes of a car-truck, and the axles having their ends journaled in recesses on the inner sides of the castings M, at the ends thereof, substantially as described.

5. The combination, in a toy car, of the body having the platforms at its ends, and the hand-rails having the plates Y secured under the car-platforms, substantially as described.

6. In a toy car, the body formed of longitudinal separable sections or castings having the end platforms, in combination with the hand-rails having the plates Y under said platform, said plates being riveted or secured to the platforms and thereby securing the ends of the car-sections together, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES STUART WILKINS, JR.

Witnesses:

J. H. SIGGERS,

R. J. MARSHALL.