No. 819,812. PATENTED MAY 8, 1906.

A. SCHÜTZE.

ROLLING STOCK FOR TOY RAILWAYS.

APPLICATION FILED JULY 16, 1903.

Fig. 1.

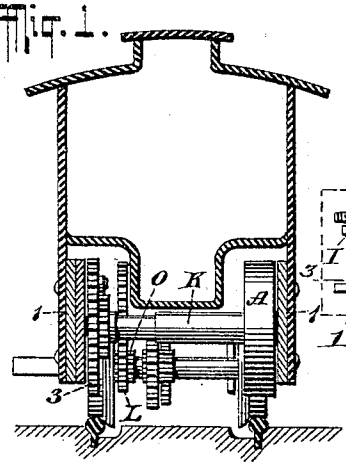


Fig. 2.

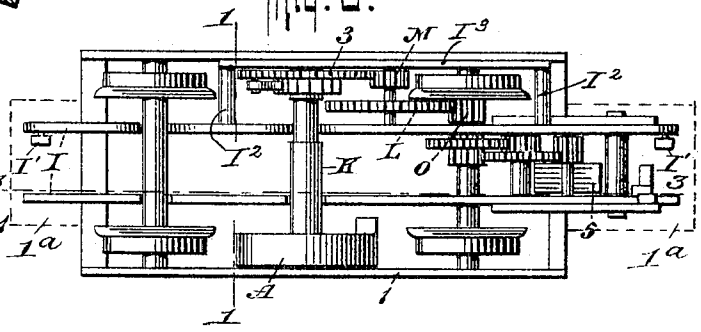


Fig. 3.

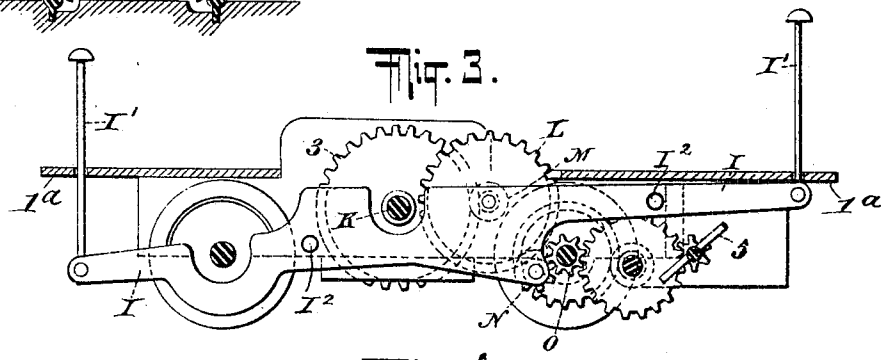
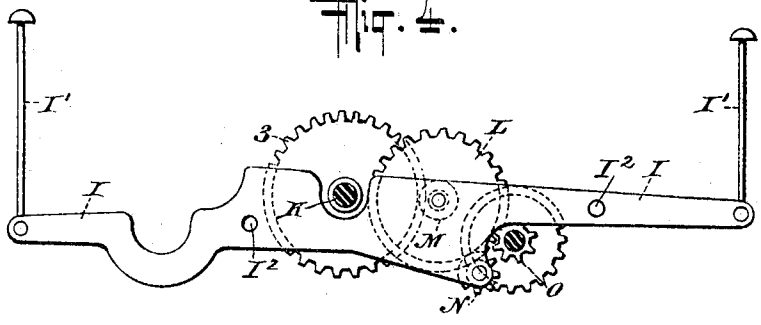


Fig. 4.



WITNESSES

J. A. Schlueter.

John Lotka

INVENTOR

August Schütze

BY

Brisco & Brisco

ATTORNEYS.

ANDREW. B. GRAHAM CO., PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

AUGUST SCHÜTZE, OF RUDOLSTADT, GERMANY, ASSIGNOR TO FRIEDRICH ADOLF RICHTER, OF RUDOLSTADT, GERMANY.

ROLLING-STOCK FOR TOY RAILWAYS.

No. 819,812. Specification of Letters Patent. Patented May 8, 1906.

Original application filed October 3, 1902, Serial No. 125,748. Divided and this application filed July 16, 1903. Serial No. 165,843.

To all whom it may concern:

Be it known that I, AUGUST SCHÜTZE, a subject of the German Emperor, and a resident of Rudolstadt, in the Principality of Schwarzburg-Rudolstadt, Empire of Germany, have invented certain new and useful Improvements in Rolling-Stock for Toy Railways, of which the following is a specification.

My invention relates to rolling-stock or cars for toy railways, and has for its object to so arrange the motor that the interior of the car may have substantially the same appearance as that of an ordinary car.

My present application is a division of another application for patent originally filed by me on October 3, 1902, Serial No. 125,748, Letters Patent No. 741,982, dated October 20, 1903.

The invention will now be described with reference to the accompanying drawings, and the features of novelty will then be pointed out in the appended claim.

Figure 1 is a cross-sectional elevation substantially on line 1 1 of Fig. 2 of a surface car constructed according to my invention. Fig. 2 is a plan of the motor of such car, the upper portion of the car being omitted and the platforms being indicated in dotted lines. Figs. 3 and 4 are longitudinal sections on line 3 3 of Fig. 2 and illustrate the reversing device of such car in two different positions, Fig. 4 omitting certain parts which are shown in Fig. 3.

The frame 1 of the car is so constructed that the entire driving mechanism is contained in the lower part of the frame and is covered by the seats. For this purpose the driving-spring A is located at one side and the master-wheel 3, with its ratchet, on the other side. The various small wheels, referred to hereinafter, are covered by the floor of the car and one of the platforms 1^a. That part of the frame which goes under the platform is relatively narrow, so as to allow room for the steps. By this arrangement I am enabled to leave the central portion of the car unobstructed, so as to form a passage or aisle therein. I provide a reversing-lever I, having rigidly secured thereto two projections I^2 and an arm I^3 connecting them, which arm is mounted to turn about the spindle K of the driving-spring. The reversing-lever I is provided at the ends with operating-rods I′, which lead through the platforms and may be operated from such points. It will be observed that during operation one of said rods I′ extends up higher than the other, so that the child will always see which to depress for reversing. Upon this reversing-lever is journaled a wheel L, which forms part of the driving-gear and with which is rigidly connected a pinion M in engagement with the master-wheel 3. On the lever I is further journaled a pinion N, which is in permanent engagement with the gear-wheel L. O designates a pinion which directly or through any suitable gearing is connected with one of the car-axles and, if desired, with a fan-governor 5 or other suitable controlling device. According as either the wheel L or the pinion N is engaged with the pinion O the car will be propelled in one direction or the other.

Various modifications may be made without departing from the nature of my invention as defined by the claim.

What I claim as new, and desire to secure by Letters Patent, is—

In a toy car, the combination with a motor proper, a device for transmitting motion to one of the supporting-wheels of the car and a reversing device which forms a connection between the motor proper and the said transmission device, said reversing device comprising a vertically-swinging lever I extending lengthwise under the car and provided with an upright operating-rod I′ at each end, each of said operating-rods extending through the platform of the car, and one of said rods during operation being always higher than the other.

In witness whereof I have signed my name to this specification in the presence of two subscribing witnesses.

AUGUST SCHÜTZE.

Witnesses:
HENRY HASPER,
WOLDEMAR HAUPT.