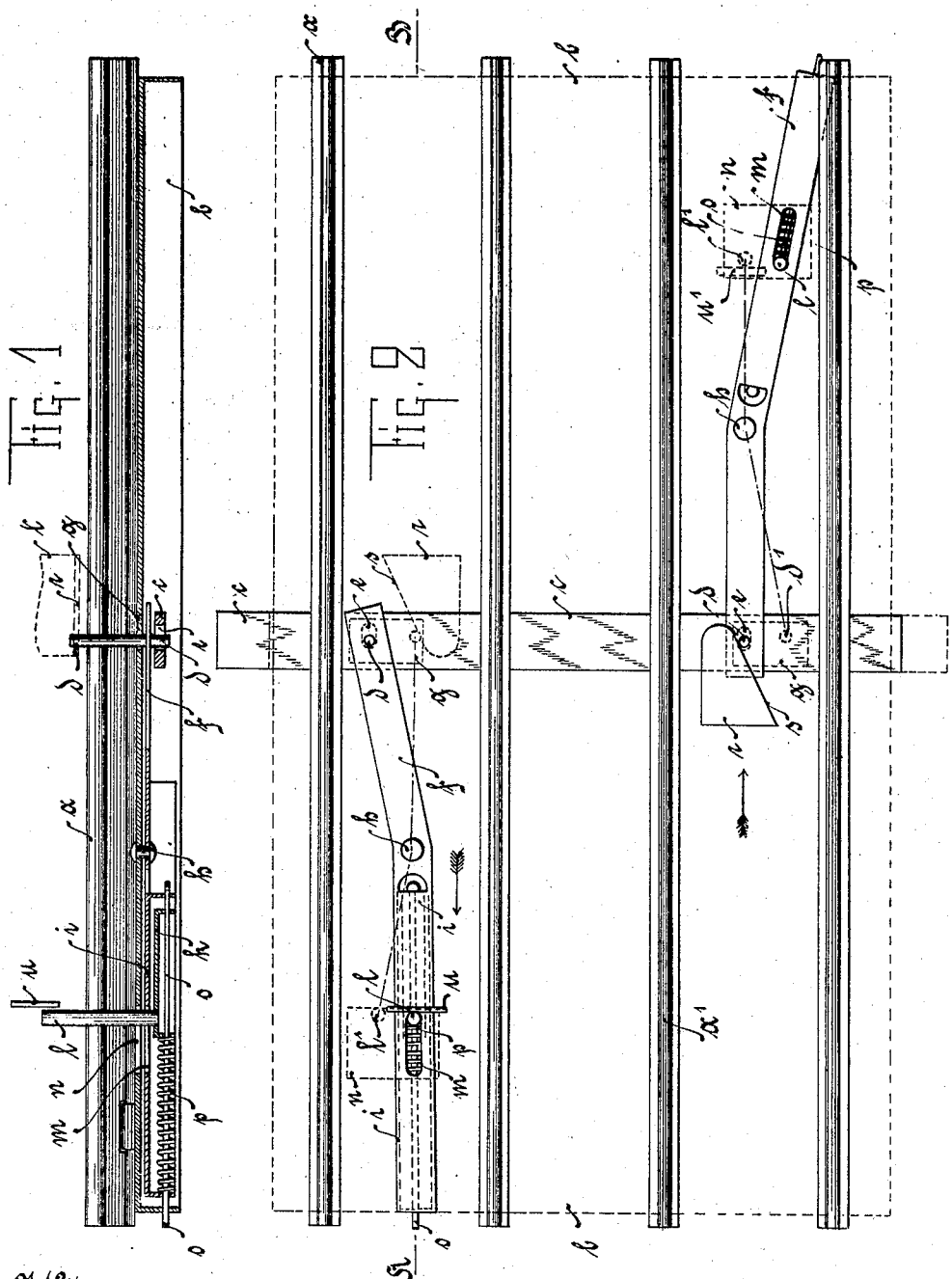
No. 800,212. PATENTED SEPT. 26, 1905.

A. HUCK.

TOY RAILWAY.

APPLICATION FILED MAY 19, 1905.

2 SHEETS—SHEET 1.



Witnesses:
A. Heerlein.
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Inventor:
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by B. Singer atty

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Fig. 3

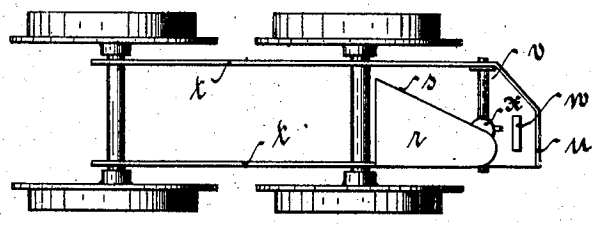
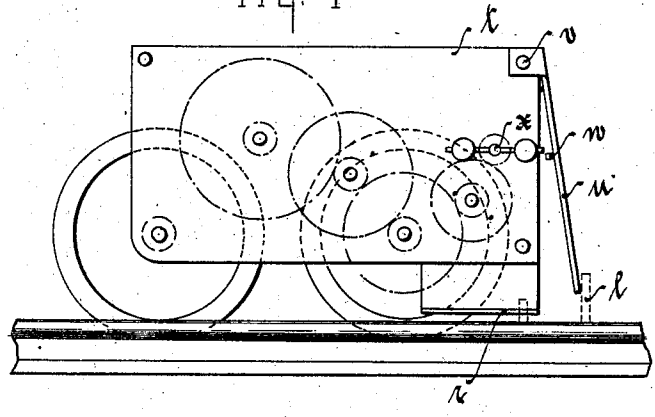


Fig. 4



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UNITED STATES PATENT OFFICE.

ALBERT HUCK, OF NUREMBERG, GERMANY.

TOY RAILWAY.

No. 800,212. Specification of Letters Patent. Patented Sept. 26, 1905.

Application filed May 19, 1905. Serial No. 261,205.

To all whom it may concern:

Be it known that I, ALBERT HUCK, whose post-office address is Gostenhofer Hauptstrasse 48, Nuremberg, Bavaria, in the Empire of Germany, have invented certain new and useful Improvements in Toy Railways; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention relates to a toy railway having tracks arranged side by side; and its object is to release automatically and practically simultaneously a car or vehicle standing on one track and to stop an arriving vehicle on the other track.

In the annexed drawings, Figure 1 is a sectional view on the line A B of Fig. 2, the latter figure being a plan view of the rails; Fig. 3, a view from below of the car or vehicle, and Fig. 4 a side view of the latter.

The double-track rails *a* and *a'* are secured to the base *b*, the latter for the sake of clearness of illustration being only shown in dotted lines in Fig. 2. The base is traversed from side to side by a displaceable bar *c*, which is provided below each track with an aperture *e*, through which passes a pin *d*, having a slight amount of play therein. The said pin *d* is rigidly fixed to a lever *f* and passes through a slot *g* in the base *b*. The lever *f* is rotatable on the pivot *h*, mounted on the base *b*. On the other arm of the lever *f* is located a casing *i*, which incloses a small box *k*, to which is rigidly secured a pin *l*, which passes through a slot *m* in the casing *i* and then through a second slot *n* in the base *b*. The casing *i* and box *k* are traversed by a small bar *o*, round which is coiled a spring *p*. The latter bears at one end against the exterior wall of the box *k* and at the other end against the interior wall of the casing *i* and presses the box *k* in a direction toward the pivot *h* of the lever *f*. The arrangement of the parts *i* to *p* is known.

The pin *l* serves for stopping the vehicle, which is indicated at *u*. Against the pin *d*, however, a plate *r*, Figs. 2 and 3, provided with an inclined edge *s*, is adapted to strike, said plate being arranged on the lower part of the vehicle *t*, Figs. 3 and 4. The vehicle *t* contains any known form of driving-gear and is provided at its front with a spring-arm *u*, mounted on a pin *v* and kept in a projection or outwardly-directed position, Fig. 4, either by a separate spring or its own spring action. On said arm *u* is rigidly fixed a pin *w* of a length sufficient to engage and exert a checking effect on the fly or governor of the driving-gear of the vehicle when said arm *u* is swung inwardly.

The action of the device described is as follows: In the initial position, which is the upper one in Fig. 2, a vehicle is situated on the track *a*, a car with its spring-arm *u* abutting against the pin *l* and is stopped by this pin from movement in the direction of the arrow. On the other track *a'* a vehicle travels in the direction of the arrow and the inclined surface *s* of the plate *r* on said vehicle strikes against the pin *d* and displaces the latter to the position *d'* shown in dotted lines. The said pin *d* is thus caused to slide in the slot *g* in the base *b*, owing to which the lever *f* is rocked on its pivot *h* into the position shown by a central dotted line, whereby the pin *l* is moved into the position *l'*. In this position said pin extends into the path of the vehicle, when the latter after the reversal of the lever *f* by moving aside the pin *d* continues its travel on the track *a'*. By this means the spring-arm *u* of the vehicle *t* strikes against the pin *l*, previously displaced to *l'*, and is thereby moved against action of the spring toward the car, so that the pin *w* engages the governor *x* and stops the driving-gear. The vehicle *t* therefore stops in front of the pin *l* or at *l'*, the arm *u* of this vehicle-pin being therefore kept in its inward position *u'*. By the displacement of pin *d* to the position *d'* the bar *c* has been moved, owing to the engagement of the pin *d*, into the aperture *e* in said bar, by which means pin *d* of track *a* is also displaced to position *d'* and the corresponding lever *f* moved into the position shown in dotted lines. This movement causes a displacement of the pin *l* to *l'*, and the stationary vehicle, with its arm *u*, abutting against the pin *l* is therefore released. The arm *u* swings out owing to spring action, its pin *w* leaves its checking position and permits the further movement of the driving-gear, and under the action of this gear the car moves along in the direction of the arrow. (Fig. 2, upper part.)

The device *k o p* serves to reduce the impact of the vehicle against the pin *l* in the known manner.

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

1. In a toy railway the combination of op-

positely-disposed tracks, of two or more cars therefor, and mechanism serving when engaged by a car on one track to release a previously-arrested car on the opposite track.

2. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, an oscillating car-arrester for each track, and mechanism connecting said arresters whereby a car engaging an arrester on one track serves to release a previously-arrested car on the opposite track.

3. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, a car-arrester for each track, and mechanism whereby a car on one track engaging an arrester serves to release a previously-arrested car on the opposite track, said car-arresters each having yieldingly-acting car-engaging members.

4. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, an oscillating car-arrester for each track, mechanism connecting said arrester whereby a car engaging an arrester on one track serves to release a previously-arrested car on the opposite track, and yieldingly-acting car-engaging devices for each arrester.

5. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, a pivotally-mounted oscillating arrester for each track, and means whereby a car on oscillating the arrester of one track is subsequently blocked thereby, said oscillation effecting corresponding movement of the arrester for releasing a car on the opposite track.

6. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, a pivotally-mounted oscillating arrester for each track, each arrester carrying on one end a switching element and on its other end a car-detaining element, and means whereby a car on one track engages the switching member to oscillate the arrester and bring the car-engaging member thereof into the path of the car to block the same causing corresponding movement of the opposite arrester to release the car upon the opposite track.

7. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, pivotally-mounted oscillating arresters for each track provided on their opposite ends with car-engaging and car-blocking elements, and means whereby the blocking of a car on one track automatically releases the previously-blocked car on the opposite track.

8. In a toy railway the combination of oppositely-disposed tracks, of two or more cars therefor, each car having switching and blocking members, pivotally-mounted oscillating arresters for each track provided on their opposite ends with switching and blocking members whereby engagement of the switching and blocking members of one car engaging the switching and blocking members of the arrester, serves to oscillate the latter to block the car and cause corresponding movement and reverse operation of the opposite arrester to release the remaining car.

In testimony whereof I affix my signature in presence of two witnesses.

ALBERT HUCK.

Witnesses:
ALEX. WIELE,
MAX SCHNEIDER.