(No Model.)

C. L. WIEDRICH.

WHEELED TOY.

No. 463,783. Patented Nov. 24, 1891.

Fig. 1.

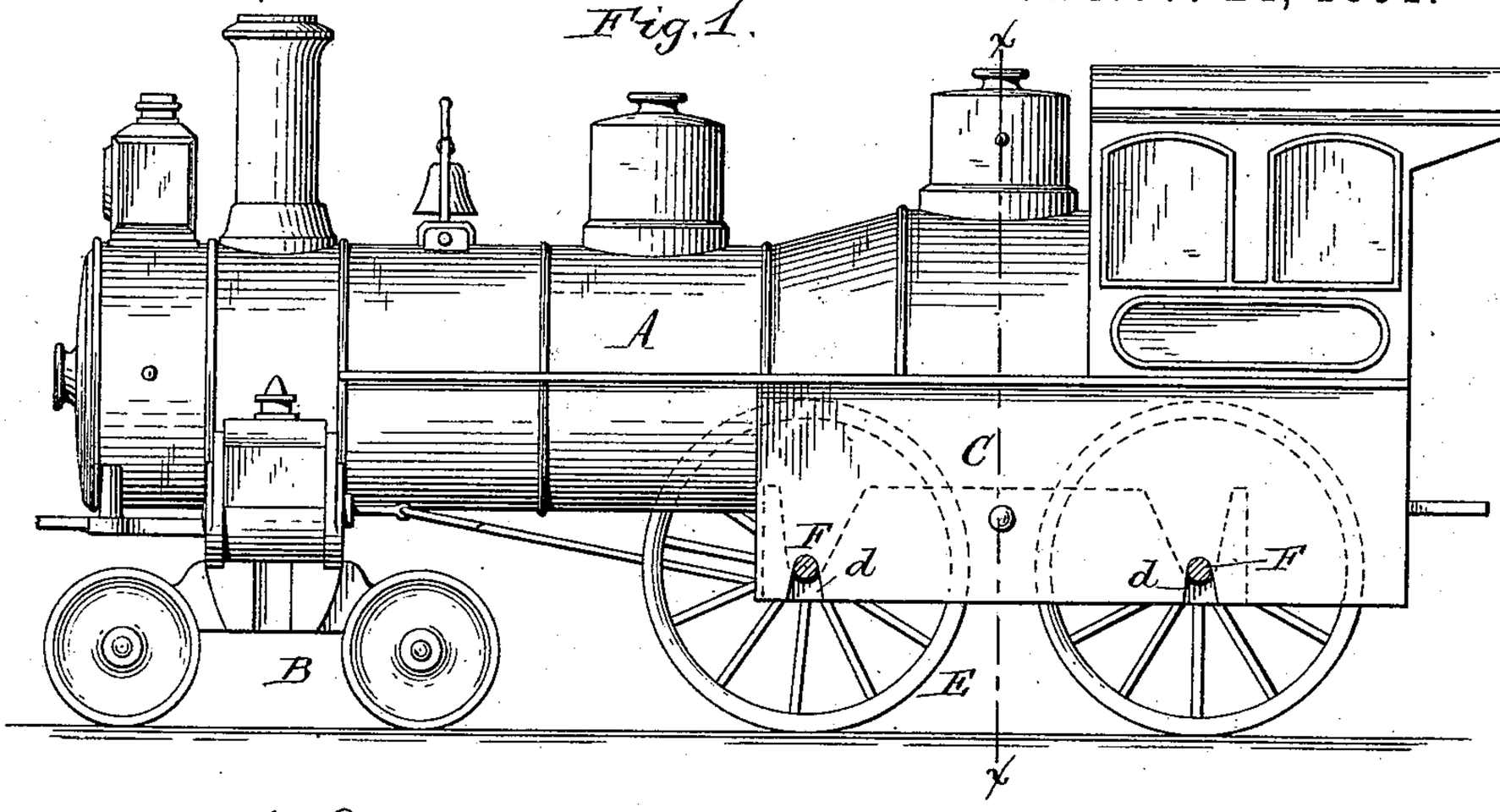


Fig. 2.

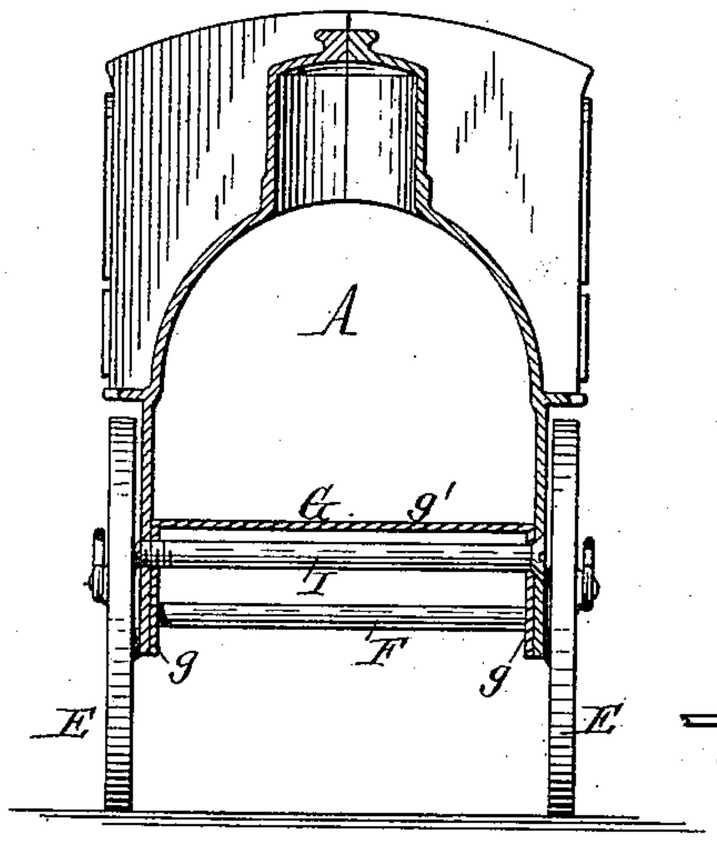


Fig. 3.

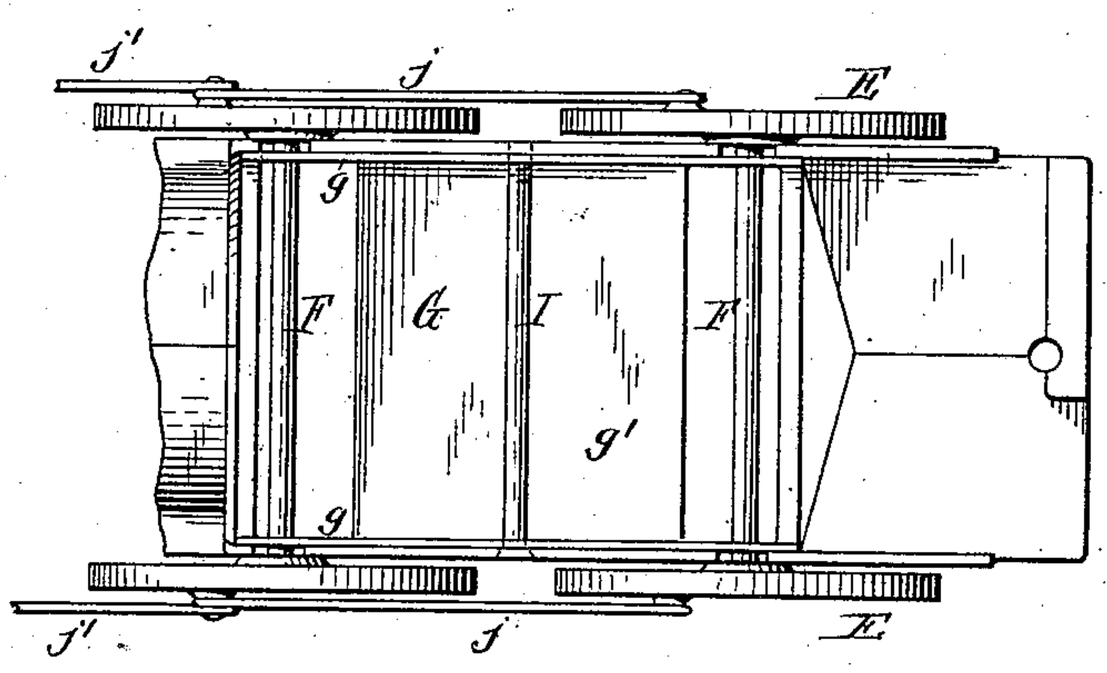
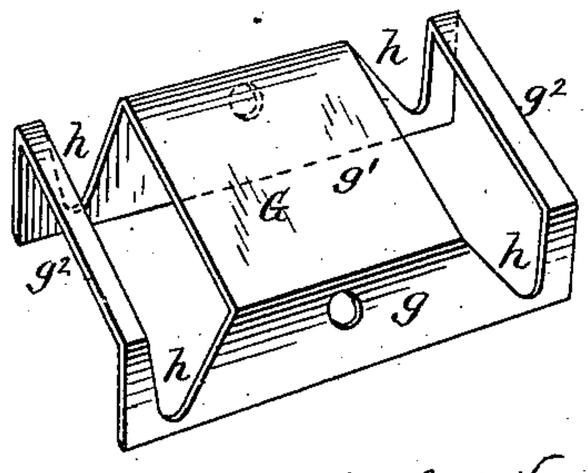


Fig. 4.



Witnesses:
Emil Neuhart.
Theo. L. Popp.

C. L. Wiedrich Inventor.
By Wilhelm & Bonnet.
Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES L. WIEDRICH, OF BUFFALO, NEW YORK, ASSIGNOR TO PRATT & LETCHWORTH, OF SAME PLACE.

WHEELED TOY.

SPECIFICATION forming part of Letters Patent No. 463,783, dated November 24, 1891.

Application filed April 23, 1891. Serial No. 390,142. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. WIEDRICH, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Toys, of which the following is a specification.

This invention relates to the running-gear of toy locomotives, cars, or carts, which consist of cast-metal sections secured together by rivets or otherwise. In these toys as hitherto constructed the axles and the wheels have been secured to the body of the toy by passing the axles through openings or bearings formed in the body and then riveting the previously-painted wheels to the ends of the axles. The riveting being done after painting and ornamenting the body and wheels, the painted wheels were usually marred and the body was sometimes broken, incurring loss of time and material and requiring the marred parts to be repainted.

The object of my invention is to so construct the parts that the wheels may be painted and riveted to the axles before the latter are attached to the body, and thereby overcome the above-mentioned objections.

In the accompanying drawings, Figure 1 is a side elevation of a toy locomotive provided with my improvement, the rear drive-wheels being removed. Fig. 2 is a transverse section thereof in line *x x*, Fig. 1. Fig. 3 is a fragmentary bottom plan view of the running-gear. Fig. 4 is a detached perspective view of the frame whereby the running-gear is attached to the body.

Like letters of reference refer to like parts in the several figures.

In the drawings my improvement is shown as applied to a toy locomotive; but it is equally applicable to the running-gears of cars, carts, and similar wheeled toys.

A represents the boiler or body of the toy locomotive, which consists, preferably, of two hollow cast sections secured together by rivets and each formed with a part of the sand-box, steam-dome, head-light, smoke-stack, and cab in a common manner.

B represents the truck upon which the front portion of the locomotive is supported.

C C represent longitudinal side walls or vertical plates arranged on opposite sides of the cab and the rear portion of the boiler and extending below the latter. Each of these side walls is provided in its lower edge near opposite ends with notches or half-bearings *d*, the notches of the two side walls being arranged directly opposite each other.

E represents the drive-wheels, and F the axles arranged transversely in the notches of the side walls C. The drive-wheels are riveted to the ends of the axles on the outer sides of the side walls.

G represents a retaining-frame whereby the axles F are confined in the notches of the side walls. This retaining-frame consists of vertical side plates or flanges *g g*, which are connected at their central portions by a horizontal plate *g'* or at their ends by cross-bars g^2. The side plates *g* are formed in their upper edges near opposite ends with notches or half-bearings *h*, which rest against the under sides of the axles F and form, in conjunction with the notches of the side walls C, complete bearings for said axles. The retaining-frame G fits between the side walls C and its notches are arranged to register with the notches of the side walls.

I represents a transverse screw bolt or pin whereby the retaining-frame G is held in position between the side walls C and which passes through openings formed in the side plates *g* and the side walls. The head of the screw-bolt is countersunk in the opening of the side wall to produce a smooth finish, and the opposite end of the screw engages with the screw-threaded opening in the adjacent side wall.

The two pairs of drive-wheels are connected by a rod *j* and the front drive-wheels are provided with pitmen *j'*, pivoted at their rear ends to the wheels and sliding with their front ends in openings in the steam-cylinder *k*.

In assembling the parts the drive-wheels are first riveted upon the axles and the connecting-rods *j* and pitmen *j'* are attached to the wheels, after which the latter may be painted. The axles, with the wheels, are then placed in the notches of the side walls C, the retaining-frame G is placed between the side walls with

its notches resting against the under sides of the axles, and the frame is then secured in place by the screw-bolt I.

By riveting the drive-wheels to the axles and painting the same before attaching the axles to the body the danger of marring or breaking parts of the toy is avoided and the loss of time and material incident to assembling the parts of these toys as heretofore constructed is obviated.

The retaining-frame, with its notches and bolt-holes, is readily and cheaply stamped from sheet metal; but it may be cast, if desired.

I claim as my invention—

The combination, with the body of the toy provided with side walls having notches in their lower edges, of an axle arranged with its upper side in said notches, wheels secured to the ends of said axle, a retaining-frame consisting of side plates having notches which receive the under side of the axle, and a plate or bar connecting said side plates, and a fastening-screw passing through the side plates of said frame and the side walls of the body, substantially as set forth.

Witness my hand this 13th day of April, 1891.

CHARLES L. WIEDRICH.

Witnesses:

JOHN W. MOODIE,

HENRY J. TURNER.