No. 687,058. Patented Nov. 19, 1901.

H. N. PARKER.

TOY CAR.

(Application filed May 28, 1900.)

(No Model.)

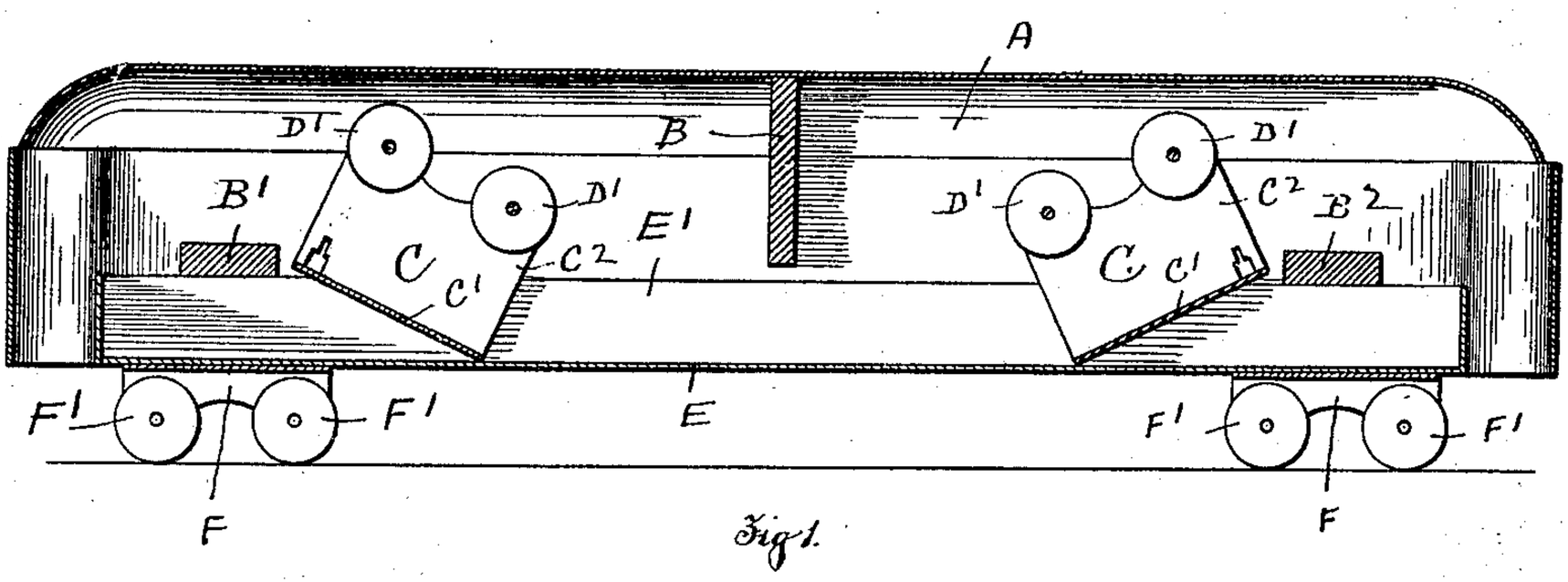

Fig 1.

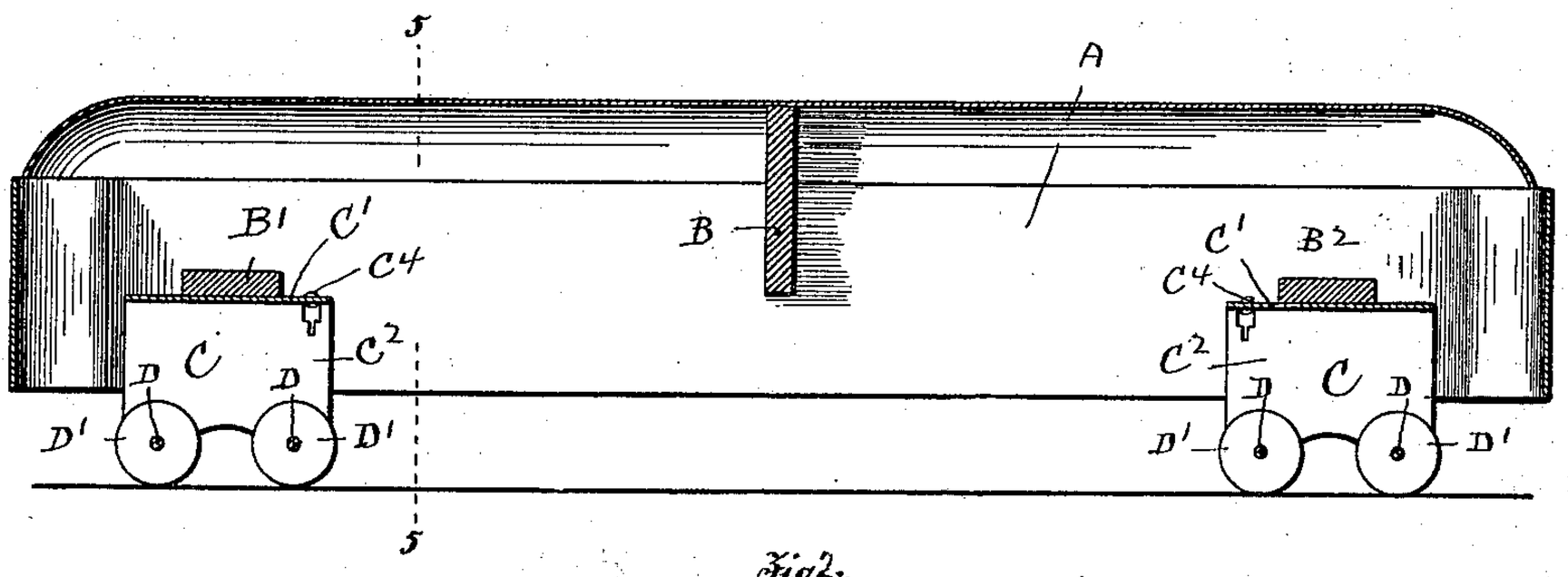

Fig 2.

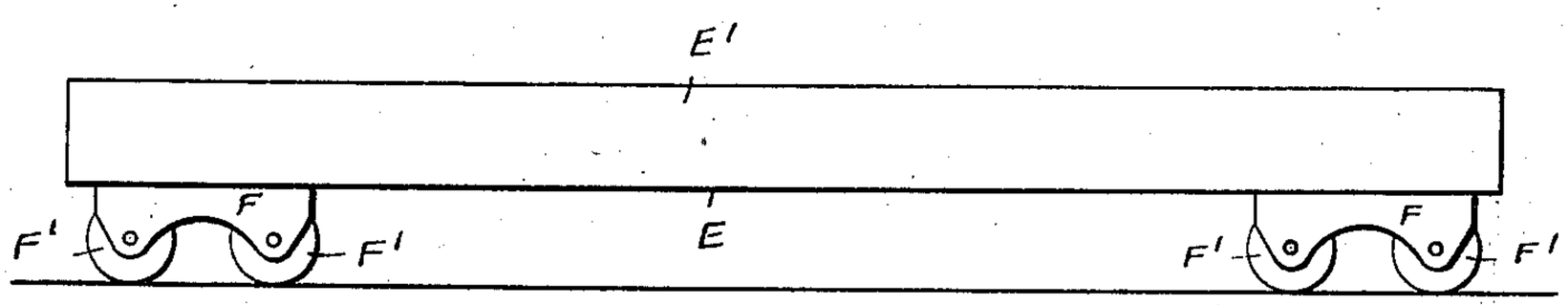

Fig 3.

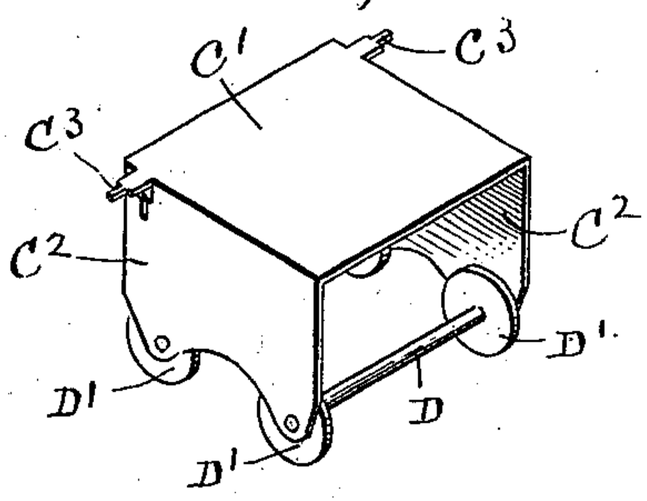

Fig 4.

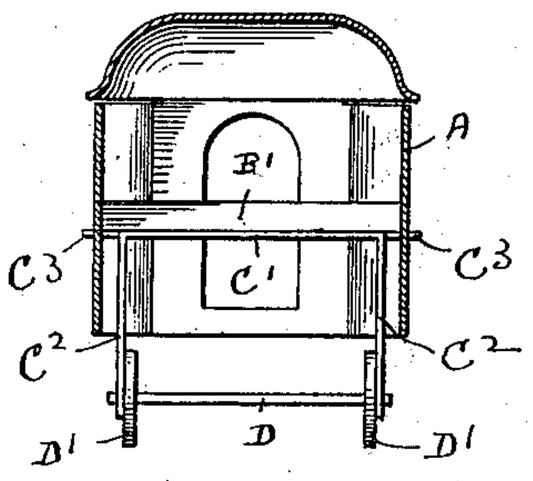

Fig 5.

Witnesses:

H. M. Riggs

Ava P. Murphy.

Inventor:

Homer N. Parker.

By Rufus B. Fowler Atty.

UNITED STATES PATENT OFFICE.

HOMER N. PARKER, OF WINCHENDON, MASSACHUSETTS.

TOY CAR.

SPECIFICATION forming part of Letters Patent No. 687,058, dated November 19, 1901.

Application filed May 28, 1900. Serial No. 18,193. (No model.)

To all whom it may concern:

Be it known that I, HOMER N. PARKER, a citizen of the United States, and a resident of Winchendon, in the county of Worcester and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Toy Cars, of which the following is a specification, reference being had to the accompanying drawings, forming a part of the same, in which—

Figure 1 represents a central vertical sectional view of a toy car embodying my invention. Fig. 2 is a similar sectional view with the removable bottom of the car removed and with the supplementary trucks brought into operative position. Fig. 3 is a side elevation of the removable car-bottom. Fig. 4 is a perspective view of one of the supplemental trucks. Fig. 5 is a transverse sectional view on line 5 5, Fig. 2.

Similar reference-letters refer to similar parts in the different views.

The object of my invention is to provide a toy car which shall comprise two separate cars or coaches in a single structure capable of being used as a single car or separated and used as two cars; and it consists in the construction and arrangement of parts, as hereinafter described, and pointed out in the annexed claims.

Referring to the accompanying drawings, Fig. 2 represents a box-car, which may be made in the similitude of either a freight-car or a passenger-coach. The body A of the car is constructed of sheet metal and is provided with the internal transverse braces B B′ B^2, consisting, preferably, of short wooden bars, with their ends attached to opposite sides of the car-body. The car-body (represented in Fig. 2) is provided with a pair of trucks C, one of which is shown in perspective view in Fig. 4. Each of the trucks C is formed of a strip of sheet metal bent to form a crown C′ and sides C^2 C^2, in which are journaled the axles D of two pairs of truck-wheels D′ D′. Each of the trucks C is pivoted to opposite sides of the car-body at a point near the upper and inner corners of the trucks, so that when the truck-wheels D′ rest upon the floor the crown C′ of the trucks will bear against the under side of the transverse braces B′ B^2, as shown in Fig. 2.

The bottom of the car-body A, as represented in Fig. 2, is entirely open at the bottom, allowing the trucks C C to swing on their pivots into the body of the car, as shown in Fig. 1, and permit a bottom E to be inserted in the car-body A. The bottom E is preferably in the form of a shallow box whose sides E′ bear against the transverse braces B′ B^2 and support the weight of the car-body A. To the under side of the bottom E are attached trucks F, each provided with two pairs of truck-wheels F′, the bottom E and car-body A forming a single structure supported upon the truck-wheels F′ F′, with the pivoted supplemental trucks C C contained within the body A and resting upon the bottom E. The bottom E, with its truck-wheels F′ F′, when withdrawn from the car-body A, forms a complete car in itself, as represented in side elevation in Fig. 3, and when withdrawn the supplemental trucks C are swung upon their pivots into operative position, as shown in Fig. 2, with the crown C′ of the trucks resting against the transverse braces B′ B^2, and thereby limiting the swinging motion of the trucks C and holding them in operative position.

In the accompanying drawings, Fig. 1 represents the bottom E inserted in the car-body A, both structures forming but a single car. Fig. 2 represents the car-body A, with the supplemental truck C in operative position to form a car with the bottom E removed, and Fig. 3 represents the bottom E withdrawn from the car-body and forming a second car.

The supplemental truck C may be pivoted in the car-body A in any convenient manner. In the present instance this is accomplished by forming two sheet-metal ears C^3 C^3 integral with the truck and adapted to enter holes C^4 in the sides of the car-body.

The form and proportions of the car-body A and the removable bottom E can be varied as desired, and the details of the structure can be modified without departing from the scope of my present invention. In the form shown

in Fig. 1 of the accompanying drawings I secure two cars each complete in its equipment and both occupying the space of the single larger car, and as the second car consists, substantially, of the bottom of the outer car-body with trucks attached both cars are made with but a slight increase in cost.

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

1. In a toy car, the combination of a car-body having a removable bottom, trucks attached to said bottom and a pair of supplemental trucks held within said body and adapted to be brought into operative position as the bottom is removed, substantially as described.

2. In a toy car, a car-body, a removable bottom having sides and formed in the similitude of a car, trucks attached to said removable bottom, a pair of supplemental trucks hinged within said car-body and arranged to swing into the body when the removable bottom is in place and to swing beneath the car-body and into operative position when the bottom is removed, substantially as described.

3. The combination in a toy car of two car-bodies, one inclosed within the other with trucks attached to each, whereby both car-bodies may be made to form a single car, or two distinct cars, substantially as described.

4. In a toy car, the combination of a car-body A, a bottom E provided with sides E′ adapted to be inclosed in said car-body, trucks attached to said bottom, supplemental trucks and means for holding said supplemental trucks in operative position on said car-body, substantially as described.

In testimony whereof I have signed my name to this specification, in presence of two subscribing witnesses, this 23d day of May, 1900.

HOMER N. PARKER.

Witnesses:
WALTER BOYCE,
R. D. CRAIN.