

930,633.

J. C. TURNER.
TOY.
APPLICATION FILED MAR. 5, 1909.

Patented Aug. 10, 1909.
2 SHEETS—SHEET 1.

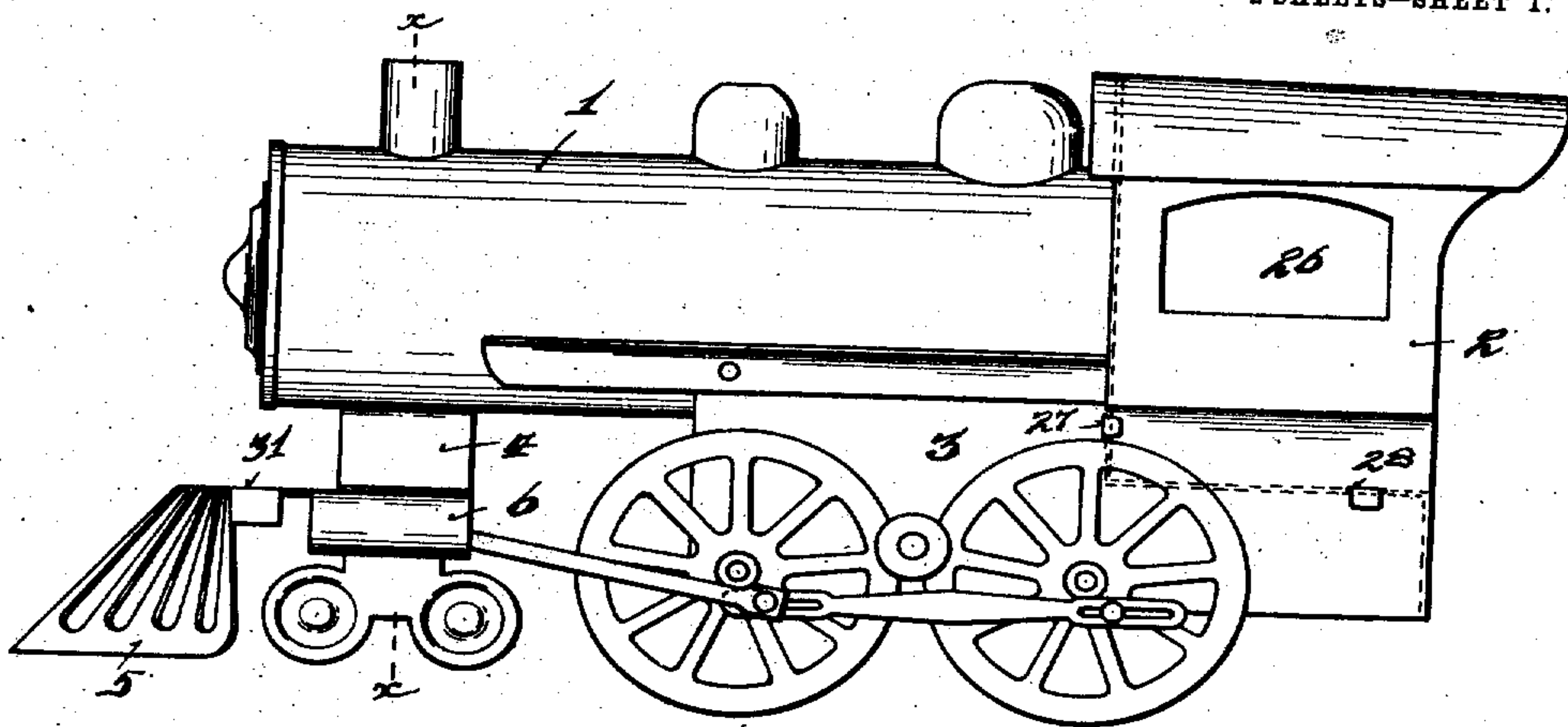


Fig. 1.

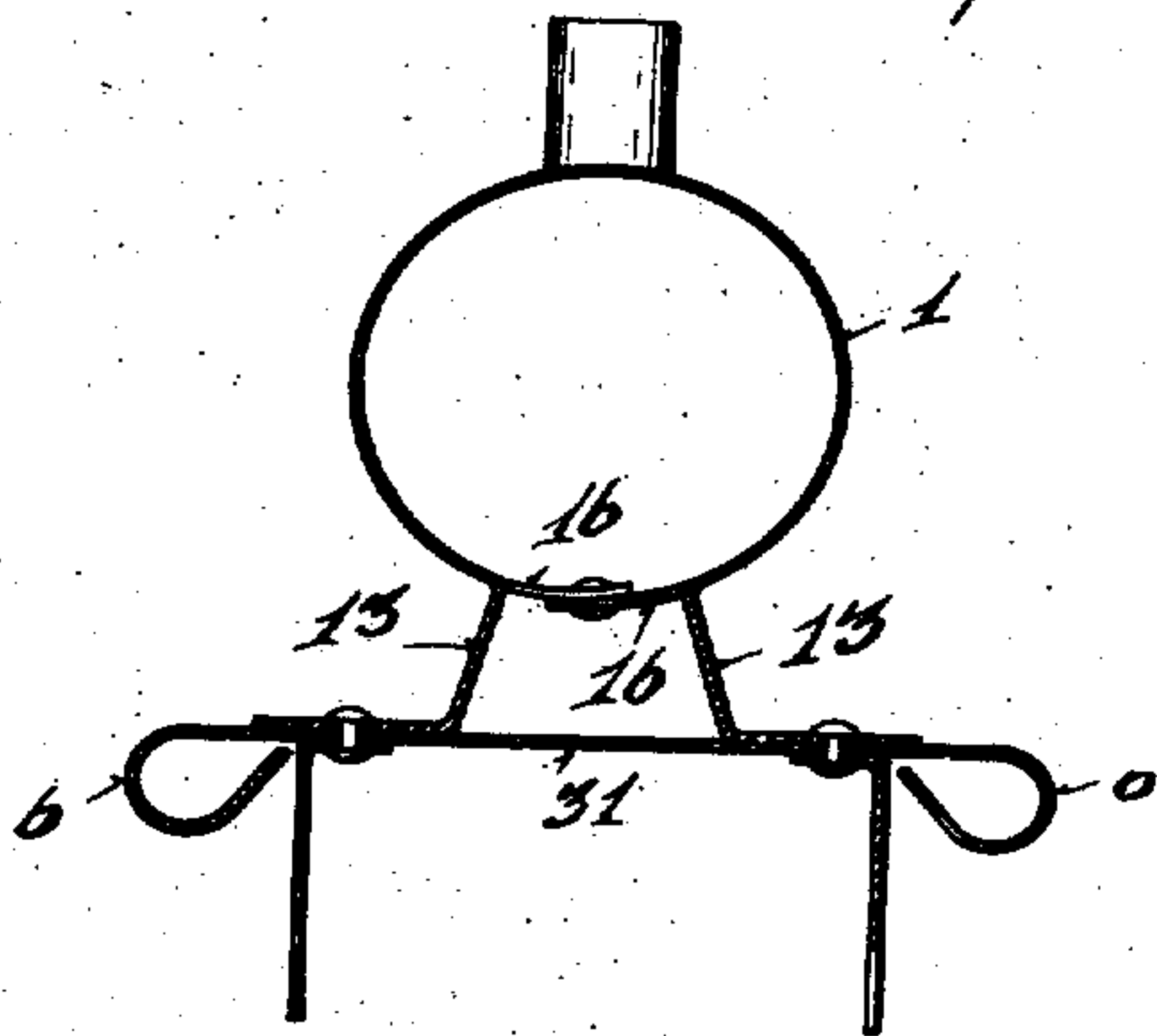


Fig. 2.

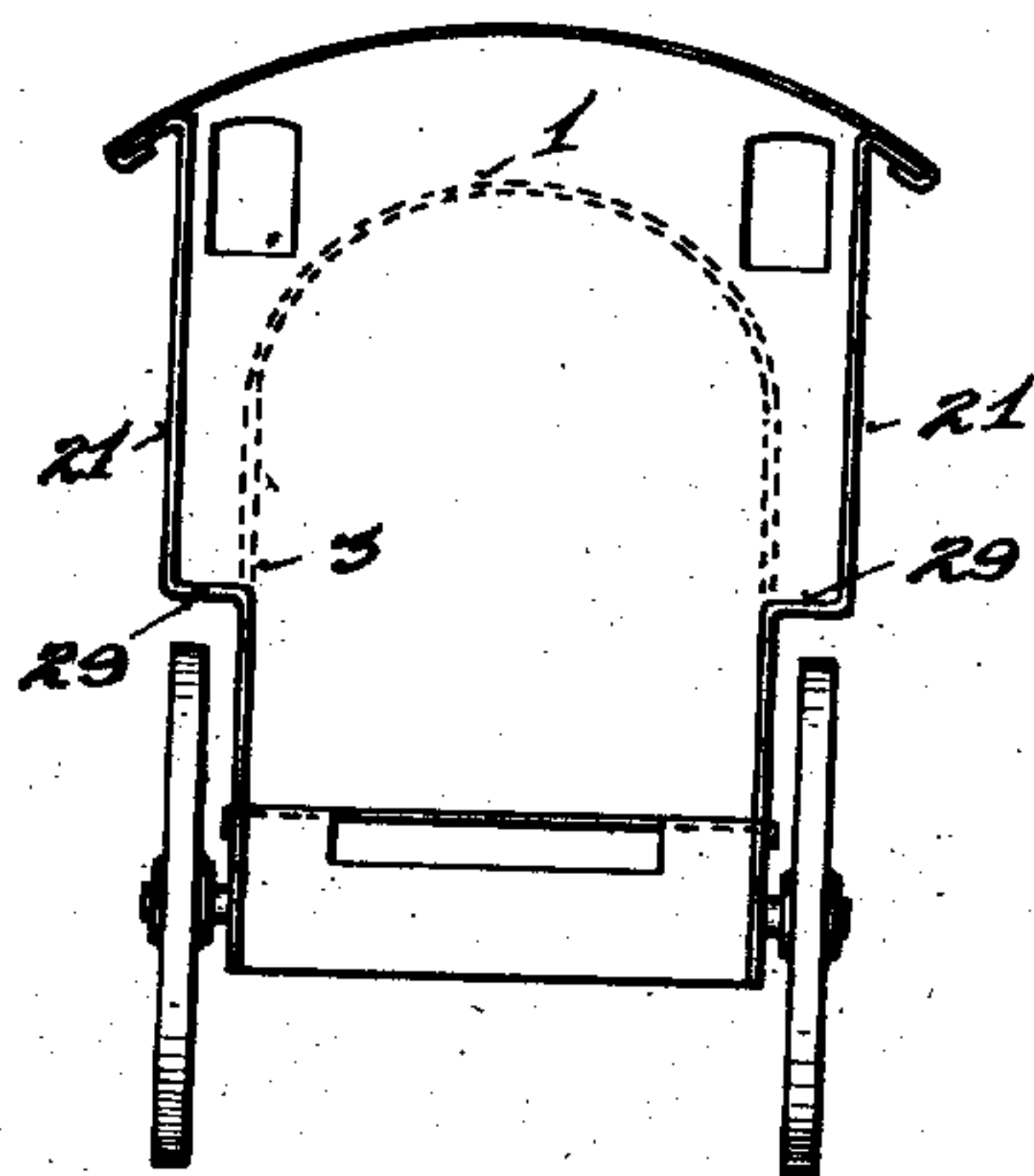


Fig. 3.

Witnesses

Chas. B. Kaiser
Robert Graf

Inventor

John C. Turner
By Wood & Wood.
Attorneys

J. C. TURNER.

TOY.

APPLICATION FILED MAR. 5, 1909.

930,633.

Patented Aug. 10, 1909.

2 SHEETS—SHEET 2.

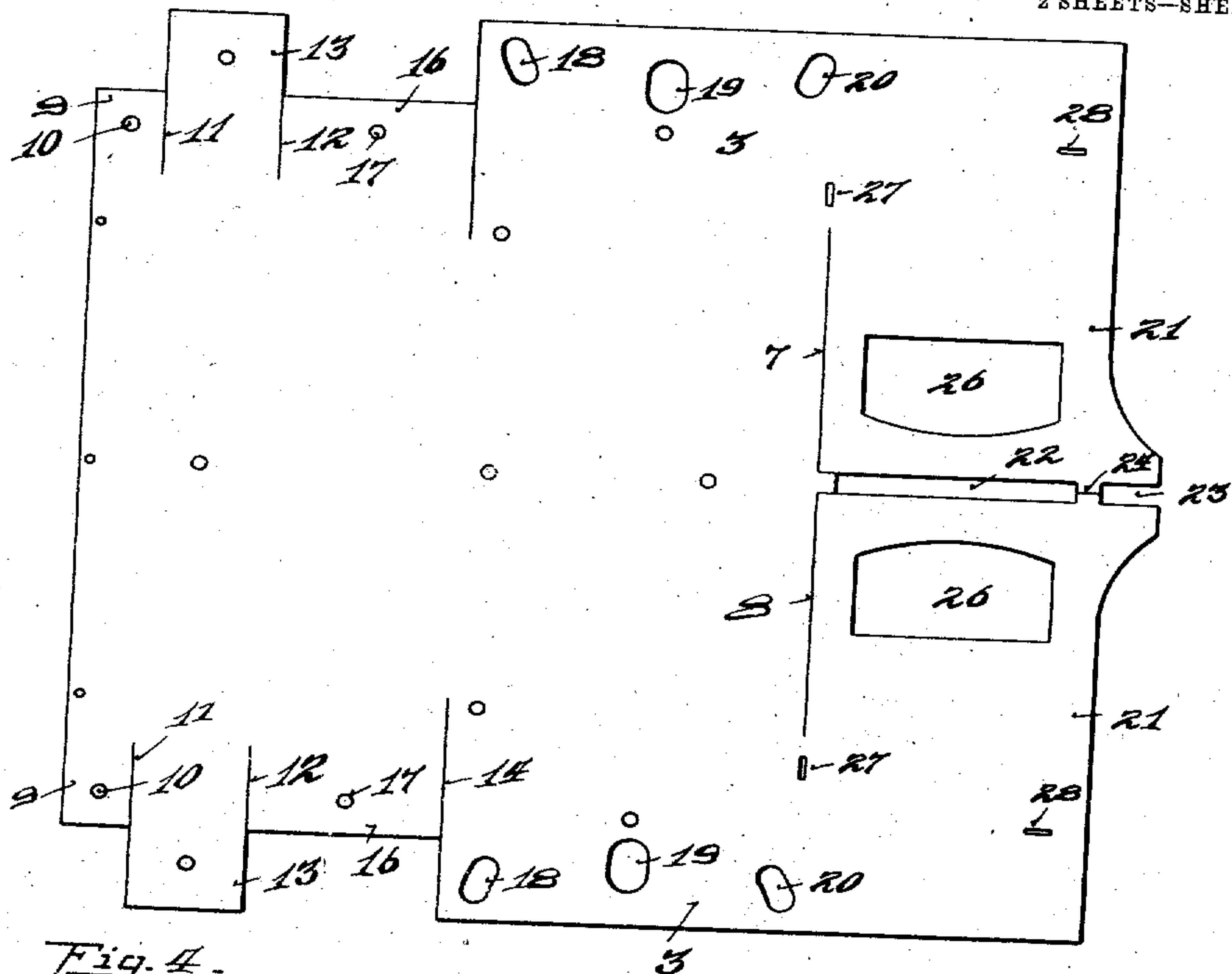


Fig. 4.

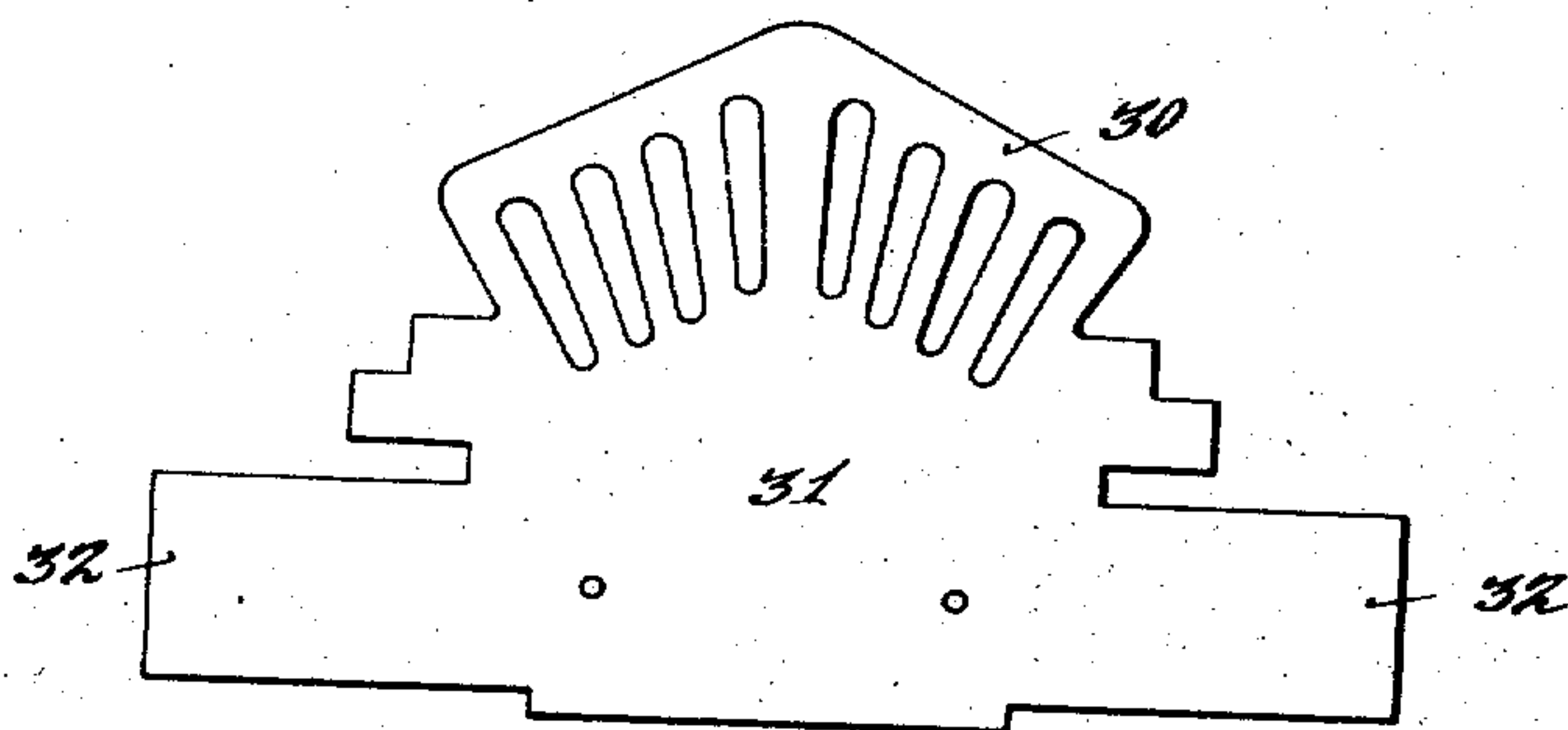


Fig. 5.

Witnesses

Oliver B. Kaiser
Robert Graf

Inventor

John C. Turner
By Wood & Wood,
Attorneys

UNITED STATES PATENT OFFICE.

JOHN C. TURNER, OF DAYTON, OHIO, ASSIGNOR TO THE SCHIEBLE TOY & NOVELTY CO., OF DAYTON, OHIO, A CORPORATION OF OHIO.

TOY.

No. 930,633.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed March 5, 1909. Serial No. 481,329.

To all whom it may concern:

Be it known that I, JOHN C. TURNER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Toys, of which the following is a specification.

My invention relates to an improvement in a locomotive toy illustrated as an engine, in which the boiler, cab, and fire box are constructed from a single blank of sheet metal.

The object of my invention is to provide an engine locomotive toy wherein the boiler, cab side walls, firebox side walls and boiler support are struck up from a single sheet of metal and bent into shape.

The features of my invention are more fully set forth in the description of the accompanying drawing forming a part of this specification, in which:

Figure 1, is a side elevation of my locomotive engine toy. Fig. 2, is a section on line *x x* Fig. 1. Fig. 3, is a rear elevation of the cab and fire box. Fig. 4, is a plan view of the main blank from which the boiler, cab, fire box and forward boiler support are formed. Fig. 5, is a plan view of the fender and cylinder blank.

In toys of this class it is desirable to form the same of as few parts as possible in order to cheapen their construction, and at the same time rendering them more durable. In Fig. 4, it will be seen that the greater portion of the toy is made from a single blank.

1 represents the boiler, 2 represents the cab side walls, 3 the fire box side walls and base portion of the cab, 4 the forward support for the boiler; 5 represents the fender, and 6 the cylinders.

In the blank shown in Fig. 4, 7, 8 represent slits formed in the blank, separating the cab from the boiler proper, which boiler proper is formed at its forward end cylindrical in cross section, and the ends 9 are brought together overlapped and securely fastened by a rivet passing through the orifices 10.

11, 12 represent slits formed in the sheet metal, and 13 represents projections, which projections are bent downwardly and outwardly as illustrated in Fig. 2, representing the support for the boiler at its forward end.

14 represents slits formed in the blank,

separating the forward portion of the boiler from that portion representing the side walls of the fire box. The portions 16 of the blank overlapping each other when the boiler cylinder is formed and secured together by a rivet passing through the orifices 17, which orifices aline with each other when the boiler proper is formed into shape.

18, 19 and 20 represent oblong orifices through which the axles of the ground wheels and inertia wheel project. The portions 3 forming the fire box assume a vertical position as shown in dotted line of Fig. 3, the intermediate portion of the blank being cylindrical in shape. The cab side walls 21 are separated from each other in the blank (see Fig. 4) by forming the slot 22 and the notch 23 at the medial line of the blank, and the slit 24, forming ears on each side thereof for fastening means to secure the roof of the cab to the side walls.

26 represent window openings.

27 and 28 represent slots through which the ears of the base and forward wall of the engine cab project and are bent over to secure the same in position. The cab portion of the blank is provided with the right angled bends 29 (see Fig. 3) representing the seats within the cab on each side thereof.

The fender and cylinders are preferably struck up from a blank as illustrated in Fig. 5, in which 30 represents the fender proper bent upon the medial line into V shaped form with the portion 31 assuming a horizontal position, to which the outward bends of the support 4 are secured, as illustrated in Fig. 2.

32 represents projections extending from the blank, each bent cylindrical to form an engine cylinder 6.

Having described my invention, I claim:—

1. A locomotive engine toy, having a boiler, forward boiler support, fire-box side walls and cab side walls formed from a single piece of metal, substantially as described.

2. A blank for making a locomotive engine toy, having its forward portion slitted and provided with a projection on each side, adapted to form boiler supports, the portions adjacent the projections being adapted to form the boiler when bent cylindrically, with the ends overlapping and secured together and the sides of the blank

being formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

3. A blank for making a locomotive engine toy, having its forward portion slitted and provided with a projection on each side, adapted to form boiler supports, the portions adjacent the projections being adapted to form the boiler when bent cylindrically, and the sides of the blank being formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

4. A blank for making a locomotive engine toy, having its forward portion adapted to form the boiler when bent cylindrically with the ends overlapping and secured together, and the sides of the blank being

formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

5. A blank for forming a locomotive engine toy fender and cylinders, having its rear portion provided with projections on each side adapted to form cylinders when bent with the intermediate portion forming a horizontal base, and the forward portion of the blank formed to be bent downwardly and angularly from the base portion to constitute a fender.

In testimony whereof I have hereunto set my hand.

JOHN C. TURNER.

Witnesses:

OLIVER B. KAISER,
ROBERT GRAY.

DISCLAIMER.

930,633.—*John C. Turner*, Dayton, Ohio. Toy. Patent dated August 10, 1909.

Disclaimer filed October 8, 1909, by the assignee, *The Schieble Toy & Novelty Co.*

Enters this disclaimer—

“To that part of the specification which is in the following words, to wit:

“5. A blank for forming a locomotive engine toy fender and cylinders, having its rear portion provided with projections on each side adapted to form cylinders when bent with the intermediate portion forming a horizontal base, and the forward portion of the blank formed to be bent downwardly and angularly from the base portion to constitute a fender.”—[*Official Gazette*, October 19, 1909.]

being formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

3. A blank for making a locomotive engine toy, having its forward portion slitted and provided with a projection on each side, adapted to form boiler supports, the portions adjacent the projections being adapted to form the boiler when bent cylindrically, and the sides of the blank being formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

4. A blank for making a locomotive engine toy, having its forward portion adapted to form the boiler when bent cylindrically with the ends overlapping and secured together, and the sides of the blank being

formed to be bent to occupy a vertical position and constitute the side walls of the fire-box and cab.

5. A blank for forming a locomotive engine toy fender and cylinders, having its rear portion provided with projections on each side adapted to form cylinders when bent with the intermediate portion forming a horizontal base, and the forward portion of the blank formed to be bent downwardly and angularly from the base portion to constitute a fender.

In testimony whereof I have hereunto set my hand.

JOHN C. TURNER.

Witnesses:

OLIVER B. KAISER,
ROBERT GRAY.

DISCLAIMER.

930,633.—*John C. Turner*, Dayton, Ohio. Toy. Patent dated August 10, 1909.

Disclaimer filed October 8, 1909, by the assignee, *The Schieble Toy & Novelty Co.*

Enters this disclaimer—

“To that part of the specification which is in the following words, to wit:

“5. A blank for forming a locomotive engine toy fender and cylinders, having its rear portion provided with projections on each side adapted to form cylinders when bent with the intermediate portion forming a horizontal base, and the forward portion of the blank formed to be bent downwardly and angularly from the base portion to constitute a fender.”—[*Official Gazette*, October 19, 1909.]

DISCLAIMER.

930,633. —*John C. Turner*, Dayton, Ohio. Toy. Patent dated August 10, 1909.

Disclaimer filed October 8, 1909, by the assignee, *The Schieble Toy & Novelty Co.*

Enters this disclaimer—

“To that part of the specification which is in the following words, to wit:

“5. A blank for forming a locomotive engine toy fender and cylinders, having its rear portion provided with projections on each side adapted to form cylinders when bent with the intermediate portion forming a horizontal base, and the forward portion of the blank formed to be bent downwardly and angularly from the base portion to constitute a fender.”—[*Official Gazette*, October 19, 1909.]