

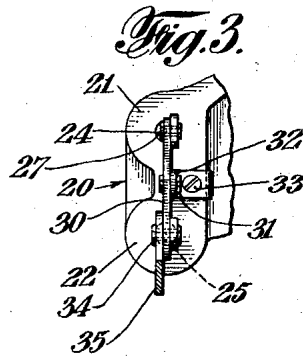
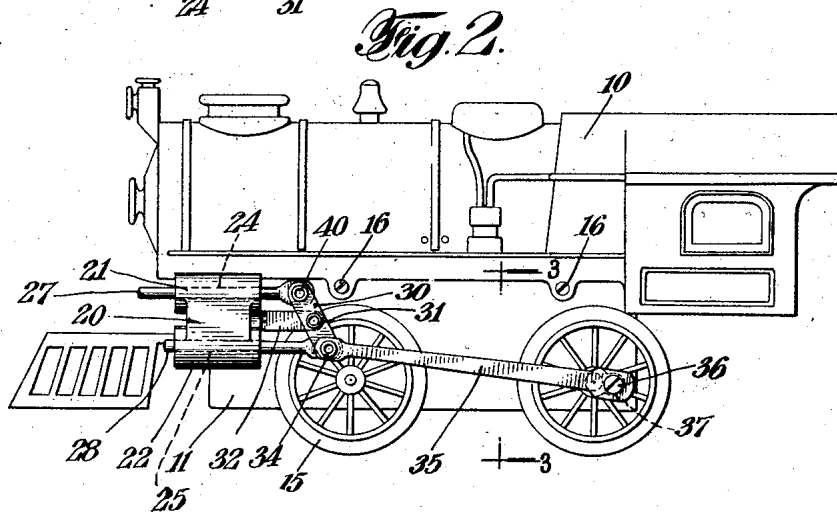
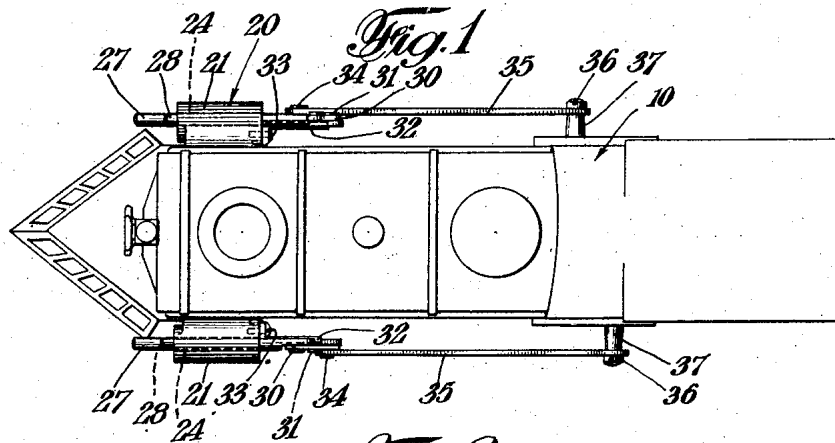
Aug. 4, 1931.

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1,817,316

TOY VEHICLE

Filed June 11, 1929



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TOY VEHICLE

Application filed June 11, 1929. Serial No. 370,057.

This invention relates to toy vehicles and more particularly to toy locomotives.

The principal object of my invention is to provide a toy locomotive with a construction which simulates in appearance and action the steam engine or motor which serves to propel a large locomotive. The further object of my invention is to provide a toy locomotive with a construction simulating the piston cylinders of a large locomotive and also with a movable connection between the wheels of the toy locomotive and such cylinders, which connection is similar in appearance to the connecting and the piston rods of a large steam locomotive.

The toy locomotive constructed in accordance with my invention is simple and economical in construction and is strong and durable in use.

Further objects of my invention will appear from the following description taken in connection with the accompanying drawings wherein,

Figure 1 is a top elevation of a toy locomotive showing one embodiment of my invention;

Figure 2 is a side elevation of the structure shown in Figure 1;

Figure 3 is an enlarged sectional view taken on a line 3—3 of Figure 2 and showing part of the connecting linkage between the traction wheels and the structure representing the engine cylinders.

Referring to Figures 1 and 2 of the drawings, reference character 10 represents the body of a toy locomotive made to represent the body of a steam locomotive and reference character 11 represents a casing which may contain a spring or electric actuating motor for the locomotive. Track wheels or drivers 15 are carried by the casing 11 and one or both pairs of these drivers are operatively connected with the motor in any suitable manner (not shown). The casing 11 which is preferably removable from the body portion 10, may if desired be secured in position to the body portion by screws or other suitable securing means 16.

Near the forward end of the locomotive, the body casting 10 is formed at opposite

sides with downwardly extending portions 20 formed to represent the engine cylinders or steam casings of a large locomotive, each portion 20 being formed to represent upper and lower cylinders 21 and 22 respectively. The portions 21 and 22 are formed respectively with longitudinal openings or bores 24 and 25 extending therethru and movable back and forth in the respective openings are rods 27 and 28. Rods 27 and 28 are connected to the outer ends of a rocker arm 30 which is pivotally mounted by means of an eyelet or rivet or other means 31 on a bracket 32 secured by means of a screw 33 to the inner end of the cylinder portion 20 of the locomotive body. The rocker arm 30 is adapted to be moved back and forth on its pivotal support by means of a connecting rod 35 which is pivotally connected at one end by an eyelet rivet or other means 34 to one end of the rocker arm 30 and is connected at its opposite end to a rear track or driving wheel 15 by means of a screw or crank pin 36 which is threaded into the end of an outwardly projecting crank stud or lug 37 formed on the rear driving wheel.

The connections between the reciprocating rods 27 and 28 and the rocker arm 30 is preferably by means of an eyelet rivet or other means 40 and the eyelet 34 respectively. The eyelets 40 and 34 fit loosely in the rocker arm, this arm being preferably formed with elongated slots 41 thru which the eyelets extend. The cylinders and connecting linkages to the drivers which represent the operating gear of a large locomotive are of the same construction at opposite sides of the toy locomotive. I preferably mount the two rear wheels 15 at opposite sides of the vehicle, rigidly on an axle which extends through the motor casing 11 and the crank pins 36 on the two sides of the body are preferably angularly displaced with respect to one another as shown in Figure 1.

From the above description it will be seen that as the rear driver turns, the link 32 will serve to rock the arm 30 and cause the rods 27 and 28 to reciprocate in their respective openings 24 and 25, thus giving the appearance of a large locomotive in operation.

Having now described my invention, what I claim and desire to secure by Letters Patent is

1. A toy locomotive having driving wheels
5 and visible movable means simulating in form and appearance the driving gear of a large locomotive and comprising steam casings and a plurality of separately reciprocating mem-
10 bers at each side of said locomotive and a connection between said wheels and said means for moving said means.

2. In a toy locomotive a body casting hav-
ing downwardly projecting forward portions
15 at opposite sides of the body, each being formed to represent two steam cylinders of a large locomotive and each cylinder being
formed with a longitudinal opening, rods rep-
resenting piston rods movable back and forth
20 in said openings and means for moving said rods consisting of an operating connection between said rods and the wheels of said toy locomotive.

3. In a toy locomotive a body casting having
downwardly projecting forward portions at
25 opposite sides of the body, each being formed to represent two steam cylinders of a large locomotive and each cylinder being formed with a longitudinal opening, rods represent-
ing piston rods movable back and forth in
30 said openings, brackets removably secured to said body, rocker arms on said brackets means connecting said rocker arm to said rods and means for rocking said arm as said vehicle moves.

35 4. In a toy locomotive a body casting hav-
ing downwardly projecting forward portions at opposite sides of the body, each being
formed to represent two steam cylinders of
40 a large locomotive and each cylinder being formed with a longitudinal opening, rods representing piston rods movable back and forth in said opening, brackets removably se-
cured to said portions and projecting rear-
wardly therefrom, rocker arms mounted in-
45 termediate their ends on said brackets and connected at their ends to said rods driving wheels for said toy locomotive and a connect-
ing rod secured at one end to an end of each
50 rocker arm and at its opposite end to a driving wheel.

Signed at New York in the county of New York and State of New York this 4th day of June A. D. 1929.

JOHN C. KOERBER.