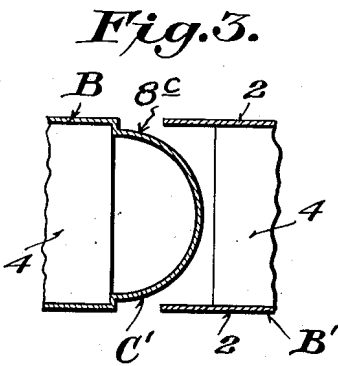
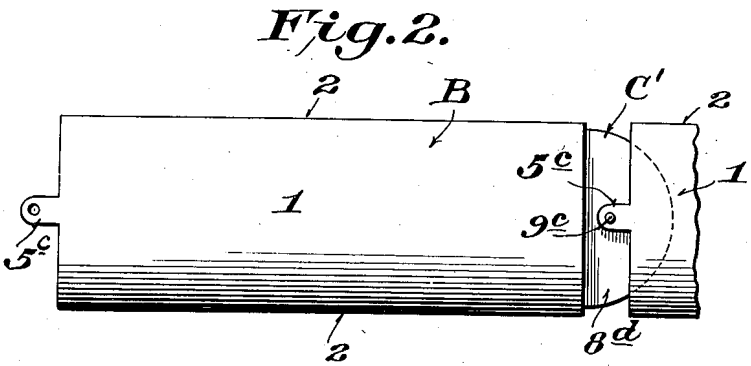
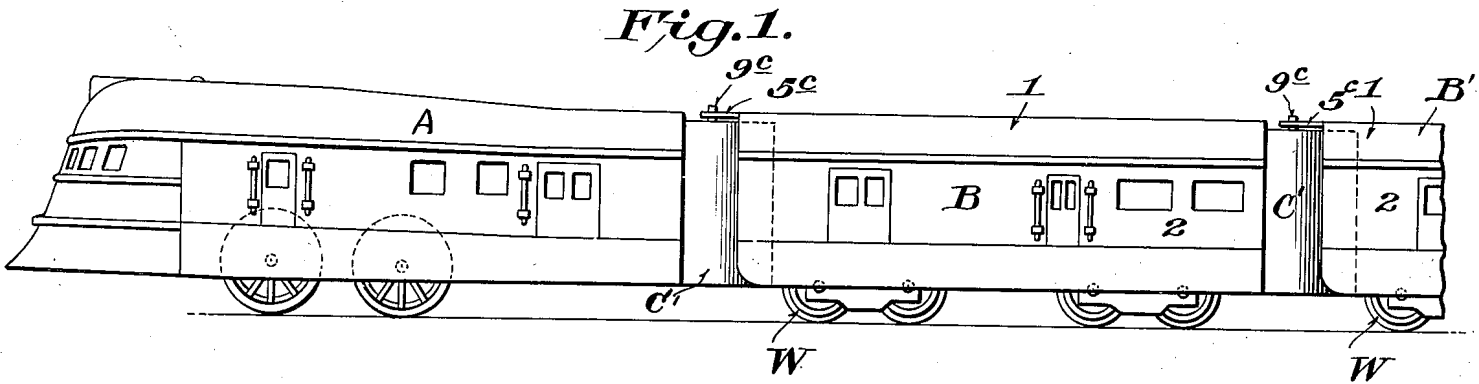


Oct. 2, 1934.

E. L. GROFF  
TOY TRAIN

Original Filed March 30, 1934

1,975,418



*E. L. Groff*  
Inventor

# UNITED STATES PATENT OFFICE

1,975,418

## TOY TRAIN

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Original application March 30, 1934, Serial No.  
718,286, now Patent No. 1,974,330, dated Sep-  
tember 18, 1934. Divided and this application  
June 26, 1934, Serial No. 732,511

6 Claims. (Cl. 46—48)

This invention relates to toy trains, either mechanical or electrical, and more particularly to novel features of construction which provide an articulated train simulating standard high speed trains of streamline type set forth in my co-pending application, Serial No. 718,286 filed March 30, 1934 and of which the present case is a division.

A distinctive object of the invention is to provide a train including a unit simulating a train vehicle and having a single integral vestibule simulating section at one end thereof adapted to cooperate with the body of an adjacent unit to close the joint or gap between adjacent bodies while at the same time permitting relative angular movement therebetween so that the various units of the train may readily follow track curves.

A further object of the invention is to provide an integral vestibule simulating section which may also function as a part of the coupling between the bodies of adjacent units. In the application aforesaid, the car bodies are provided at their roof or top portions with integral coupling extensions. In the present construction, because of the fact that the vestibule section is made integral with one end of the car body, it only becomes necessary to provide a coupling extension at the end of the car body opposite that having the vestibule section because the latter may carry a coupling pin, or be provided with its equivalent for receiving the coupling extension of an adjacent car body.

A still further object of the invention is to provide a train unit which is comparatively inexpensive to manufacture and which is easily assembled and handled in use.

With the above and other objects in view which will more readily appear as the nature of the invention is better understood, the invention consists in the novel features of construction, combination and arrangement of parts, hereinafter more fully described, illustrated in the accompanying drawing and defined in the appended claims.

A preferred and practical embodiment of the invention is shown in the accompanying drawing, in which:—

Figure 1 is a side elevation of a train vehicle unit illustrating the integral vestibule simulating section, and the relation of such unit to other units of the train.

Figure 2 is a top plan view of one of the units and a portion of an adjacent unit shown in Fig. 1.

Figure 3 is a detail horizontal sectional view of the ends of adjacent car bodies.

Similar reference characters designate corre-

sponding parts throughout the several figures of the drawing.

As will be observed from the drawing, the present invention includes a train consisting of a plurality of units A, B and B', each unit simulating a train vehicle of the selected type. The car bodies A, B, B' etc. are preferably of hollow formation, or, in any event, have one end thereof so formed as to provide in effect a recess, and have the external appearance of any selected type of train vehicle such as passenger cars, Pullmans, baggage cars, freight cars and the like, and also preferably have streamline characteristics corresponding to the general streamline effect of the entire train. The individual car bodies are preferably provided with the wheeled trucks W.

A distinctive feature of the invention resides in providing an integral vestibule section C', that is, a vestibule simulating section which is preferably formed integral with a portion of the car body. In the specific example illustrated, the vestibule section is made integral with the sides of the body as well as the top or roof.

The car bodies preferably include a top or roof 1, the sides 2—2 and may or may not include a bottom wall 4. In any event, the vestibule simulating section C' is formed integral with one end of the body, while the opposite end thereof is open to provide in effect a recess for receiving the mating vestibule simulating section of an adjacent car body. The vestibule section is of rounded form in vertical cross-section and the top thereof may be curved, rounded, or flat according to the general design of the car roof.

One end of the roof or top of the car body is provided with a coupling extension 5<sup>c</sup>, and as will be observed from the drawing, this coupling extension is carried by the open end of the car body, namely, that end which receives the mating vestibule section C' of the next adjacent car.

More specifically the integral vestibule simulating section C' is preferably formed with a side wall 8<sup>c</sup> and a top wall 8<sup>d</sup> which may carry a pin 9<sup>c</sup> or its equivalent for entering the perforation or opening of the integral coupling extension 5<sup>c</sup> carried by the adjacent car body. Therefore, it will be apparent that in the present embodiment, the vestibule section may carry means which forms a part of the coupling connection between adjacent car bodies.

Although the vestibule section C' is shown as being substantially semi-circular in form, nevertheless it will be understood that it is within the scope and teaching of the present invention to provide an integral vestibule simulating section

which projects sufficiently beyond the car body to cooperate with an adjacent car body to close the gap or joint between the cars when in coupled relation, regardless of the particular or specific cross-sectional shape of the vestibule section. That is to say, it is not necessary that the cross-sectional shape be a true arc, but obviously may vary somewhat in shape so long as it performs the intended function of spanning the joint between adjacent car bodies.

Without further description it is thought that the features and advantages of the invention will be readily apparent to those skilled in the art, and it will of course be understood that changes in the form, proportion and minor details of construction may be resorted to, without departing from the spirit of the invention and scope of the appended claims.

I claim:—

1. A toy vehicle including a body having top and side walls and an integral vestibule section formed at one end thereof, coupling means carried by said vestibule section, means at the opposite end of the car body for coupling with an adjacent vestibule section, the said body at the end having the coupling extension being open to receive the integral vestibule section of an adjacent vehicle body.

2. A toy articulated train comprising a plurality of members simulating train vehicles, and means for connecting and closing the gap between adjacent vehicles comprising the vehicle body having coupling means extending therefrom, and the end of said body having the coupling means being open and the opposite end of said body being provided with an integral vestibule section provided with means for receiving the coupling extension of an adjacent vehicle.

3. A toy train comprising a plurality of members simulating train vehicle bodies, and each including a top and spaced sides and open at one end, a coupling member carried by the tops of the open ends of the bodies, a vestibule simulating section formed integral with the ends of said bodies opposite the open ends having the coupling member, and means on said vestibule sections for connecting with the coupling member of an adjacent car body to maintain the bodies in train formation.

4. A toy articulated train comprising a plurality of members simulating train vehicle bodies, each of said bodies being provided with an open end and having at the opposite end a fixed rounded extension simulating a vestibule section, coupling means on each open end of the bodies, and means on the vestibule section for engaging with the coupling means of an adjacent car body when said vestibule section fits into the same to maintain the adjacent vehicle bodies in train formation.

5. A toy vehicle including a body open at one end and having its opposite end closed by a rounded vestibule simulating section rigid therewith, a coupling extension carried by the top of the open end of the body, and a coupling member projecting from the top of the vestibule section.

6. A toy vehicle including a body simulating a railway vehicle formed at one end to receive the vestibule section of a mating vehicle and provided at its opposite end with a stationary rounded portion simulating a vestibule section adapted to project into the receiving end of an adjacent car body, and vehicle coupling elements respectively on the rounded vestibule section and the receiving end of the body.

EMORY L. GROFF.

40	115
45	120
50	125
55	130
60	135
65	140
70	145
75	150