

H. C. IVES.
 TOY RAILWAY TRAIN STOP.
 APPLICATION FILED NOV. 18, 1919. RENEWED APR. 20, 1921.
 1,379,988. Patented May 31, 1921.

Fig. 1

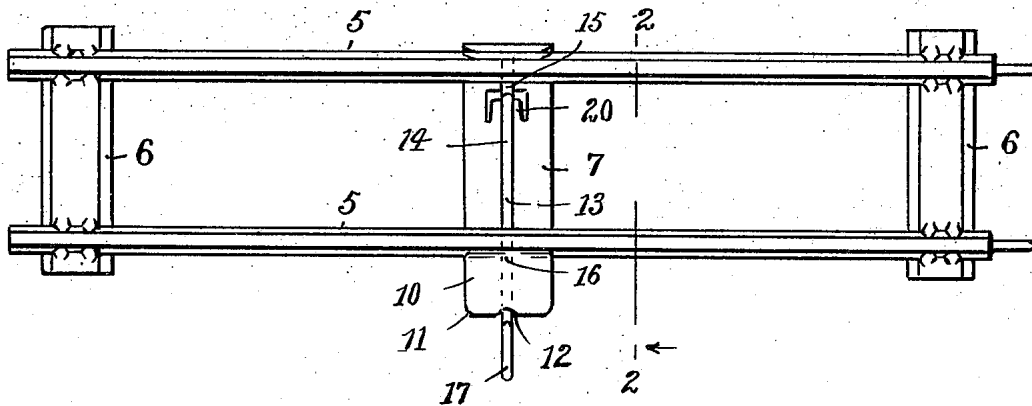


Fig. 2.

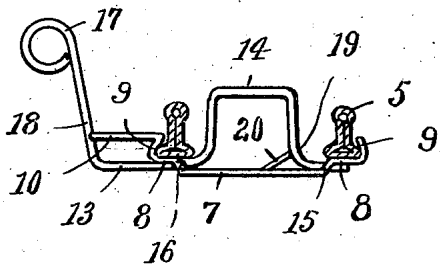


Fig. 3.

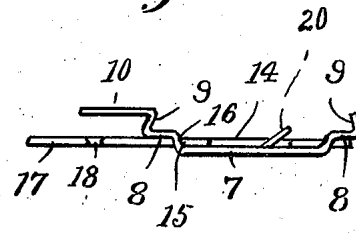
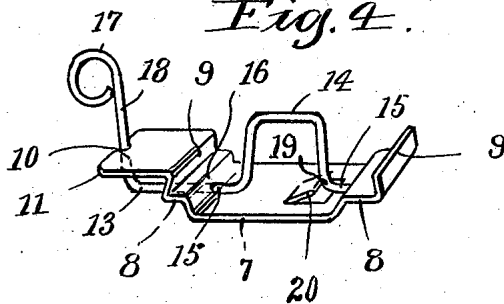


Fig. 4.



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UNITED STATES PATENT OFFICE.

HARRY C. IVES, OF BRIDGEPORT, CONNECTICUT, ASSIGNOR TO THE IVES MANUFACTURING CORPORATION, OF BRIDGEPORT, CONNECTICUT, A CORPORATION OF CONNECTICUT.

TOY-RAILWAY-TRAIN STOP.

1,379,988.

Specification of Letters Patent.

Patented May 31, 1921.

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To all whom it may concern:

Be it known that I, HARRY C. IVES, a citizen of the United States, and resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Toy-Railway-Train Stops, of which the following is a specification.

This invention refers to toy railway train stops and is adapted to be employed in connection with the commercial sectional forms of metal toy railway tracks, and upon which mechanical trains are operated.

The invention further relates to and is an improvement upon that form of stop shown in prior Patent 874,009, and the purpose of the invention is to provide a simple and inexpensive form of device which can be readily attached or disconnected from the track, thus providing a convenient means for automatically stopping the trains at any location in the line and without the necessity of having the stop form a fixed or integral part of the track, and finally so that several of these stops can be included in a railway system outfit with comparatively small additional cost.

As will be noted from the accompanying drawings the device is formed of but two members, one a sheet metal supporting member and the other a wire operatable member, each of which can be struck up and produced quickly and inexpensively by automatic machinery.

With these and other objects in view the invention resides and consists in the construction and novel combination and arrangement of parts hereinafter more fully described and illustrated in the accompanying drawings, and pointed out in the claims hereto appended, it being understood that various changes in the form, proportions, size and minor details of construction within the scope of the claims may be resorted to without departure from the spirit or sacrificing any of the advantages of the invention.

Similar characters of reference denote like or corresponding parts throughout the several figures of the accompanying drawings forming a part of this specification, and upon which—

Figure 1 shows a top plan view of a sec-

tion of a popular form of sheet metal toy railway track, and to which my train stop is adapted to be detachably connected.

Fig. 2 is a cross section of the track, taken on line 2—2 of Fig. 1, and showing my attached train stop in a raised position.

Fig. 3 is a side view of the train stop detached from the track and in a lowered position, and

Fig. 4 shows a perspective view of the train stop, the operating member being shown in a raised position, corresponding to that shown in Fig. 2.

Referring in detail to the characters of reference marked upon the drawings, 5 represents the sheet metal rails of the track section shown in Figs. 1 and 2, and 6 indicates the sleepers to which the rails are secured. In practice there may be two or more of these sleepers, according to the length of the section, and the sections may be straight as shown in the drawings or curved.

My detachable train stop, which is shown in perspective in Fig. 4, includes a sheet metal base member 7 whose flat bottom edge portion is arranged crosswise under the track and in alinement with the bottom edge portion of the sleepers of the track section. The opposite end portions of the base are bent up and disposed outwardly as at 8—8 to form supports and shoulders 9 to engage the bottom and outer edge portion of the base of the rails and whereby the stop is detachably connected thereto. This sheet metal member is made of stock which is light enough to permit of a slight give or yield that allows the overhanging shoulder portions of the base to be sprung over the edges of the rail as shown in Figs. 1 and 2, and in a manner to remain connected thereto until purposely detached. The outwardly disposed end portion 10 of the base is provided with rounded corners 11 and a central pocket 12 to accommodate the wire operating member 13. This operating member is bent to form an inverted U portion 14 and the alined pivotal portions 15 which are slidably and pivotably mounted in holes or bearings 16—16 of the base. The handled end portion of this operating member is carried out and disposed upward as shown to form the finger piece 17 by means

of which the said operating member is raised to the elevated position shown in Fig. 4, so that the straight portion 18 of the handle will snap into the pocket 12, thus retaining the loop 14 in an upright position to form an obstruction against which the trigger carried by the locomotive, not shown, strikes to set its brakes and stop the train. The spring 20 that acts against the operating member at 19 serves to yieldably hold the before mentioned straight portion of the handle in its notch, and the loop in its upright position. The operating member becomes perfectly loose and free when said handle is disengaged and both the handles and loop lie flat upon the roadbed as shown in Fig. 3 when the operator wishes the train to pass undisturbed.

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

1. A toy railway train stop, comprising a base member adapted to removably grip the rails of a track section, and an operatable member pivotally mounted in the base member and including an extended portion that may be projected up in the path of travel of a train to stop the same, said operatable member further including a handle portion adapted to engage said base member to hold said extended portion in operative position.

2. A toy railway train stop, comprising a base member adapted to removably grip the rails of a track section, an operatable member pivotally mounted in the base member and including an extended portion that may be projected up in the path of travel of a train to stop the same, said operatable member further including a handle portion adapted to engage said base member to hold said extended portion in operative position,

and means for holding said handle portion against said base member.

3. A toy railway train stop, comprising a base member adapted to be clamped around the rails of a train section, an operatable member adapted to be pivotally secured to said base member and including an extended portion that may be projected up in the path of travel of a train to stop the same, and means associated with said base member and operatable member whereby said operatable member may be locked in operative position to stop a train, or may be moved to inoperative position to allow a train to pass.

4. A toy railway train stop, comprising a base member adapted to be clamped around the rails of a train section, an operatable member adapted to be pivotally secured to said base member and including an extended portion that may be projected up in the path of travel of a train to stop the same, and means associated with said base member and operatable member whereby said operatable member may be locked in operative position to stop a train, or may be moved to inoperative position to allow a train to pass, said associated means including a spring extending from said base member and engaging said operatable member to cause a handle portion on said operatable member to be drawn into a pocket in said base member.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut this 31st day of October, A. D., 1919.

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Witnesses:

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