(No Model.)

G. S. CROSBY.

TOY VEHICLE.

No. 265,392. Patented Oct. 3, 1882.

Fig. 1.

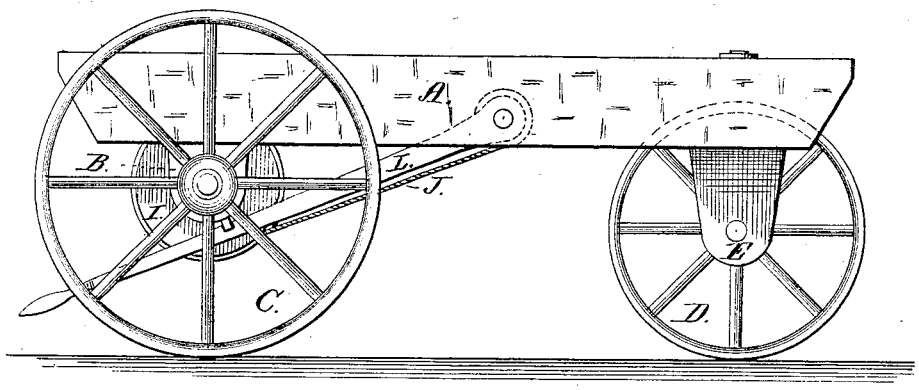


Fig. 2.

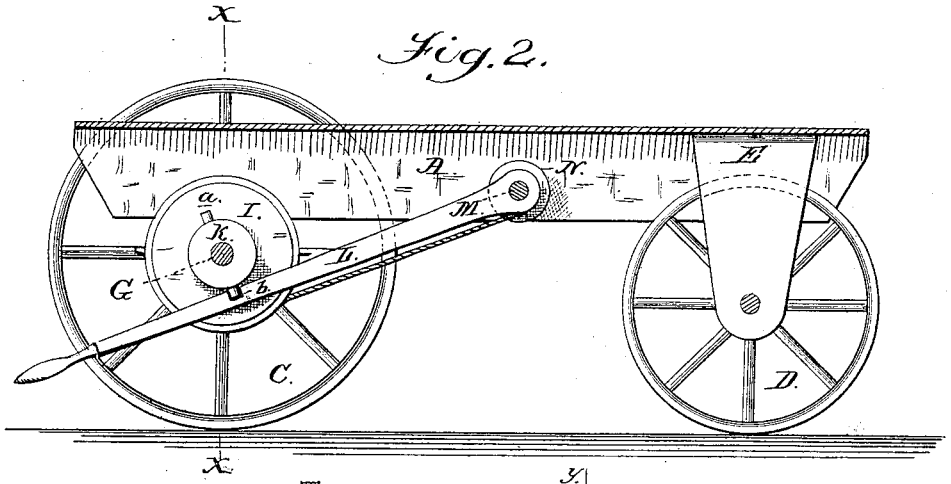
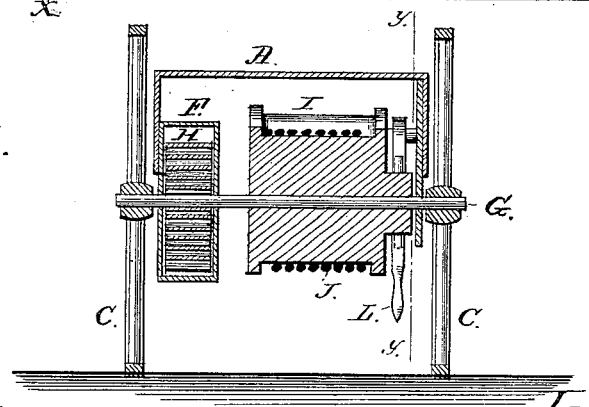


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE S. CROSBY, OF BRIDGEPORT, CONNECTICUT, ASSIGNOR OF ONE-HALF TO JAMES WATSON, OF SAME PLACE.

TOY VEHICLE.

SPECIFICATION forming part of Letters Patent No. 265,392, dated October 3, 1882.

Application filed September 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. CROSBY, a citizen of the United States of America, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Toy Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in toy carriages for supporting all kinds of movable or traveling toys. It has for its object to insure a steady application of the motive power and to secure facility in winding up the spring-motor. With these ends in view my invention consists of the peculiar construction and arrangement hereinafter described and specifically claimed.

In order that those skilled in the art to which my invention appertains may know how to make the same, I will proceed to describe its construction and operation, referring by letters to the accompanying drawings, in which—

Figure 1 is a side elevation of an ordinary carriage adapted to receive and support any sort of toy. Fig. 2 is a longitudinal section taken at the line *x x* of Fig. 3, and Fig. 3 a transverse section taken at the line *y y* of Fig. 1.

Similar letters indicate like parts in the several figures.

A represents an ordinary platform or body, provided at the sides with plates or extensions B, which serve as bearings for the axle of the rear carrying and driving wheels, C C.

At the forward end of the platform A are arranged one or more supporting-wheels, D, mounted in hanger-bearings E. The hanger-frame of the forward wheel or wheels may be adapted to swivel or turn upon the body A, to give direction to the forward movement of the vehicle, in any obvious manner.

To the inside surface of one of the vertical sides of the body A is secured a cylindrical box or case, F, with holes through it centrally for the passage of the axle G, and within said box is arranged a coiled spring, H, having one end secured within a slot in the peripheral side of the same and at its other end secured directly to the axle, so that the rotation of the axle G will cause said spring to be coiled or uncoiled in an obvious manner. Mounted upon the axle is a spool or drum, I, adapted to receive the coils of a string or cord, J, the purpose of which will be presently explained, and at one end of said drum is formed a short hub, K, provided with a short radial spoke or teat, *a*, adapted to engage with a slot, *b*, in the upper edge of a vibrating stop-lever, L, which is hinged or pivoted to the shaft M of another drum, N, mounted in the sides of the body A, between the forward and rear wheels at any convenient or desirable point. This shaft M has one end squared to receive a winding-key, as shown at *c*, Fig. 1, and the cord J, before alluded to, has one end secured to the drum I and the other end to the drum N, so that as it is wound up on one it will cause the other to rotate, and vice versa.

I have shown the rear drum of greater diameter than the forward one, but of course do not wish to limit myself in any such particular. By arranging the drum N forward of the driving-wheels it will be readily seen that the winding-key may be applied without inconvenience.

The operation is as follows: The key being applied to the squared end of the shaft M of the forward drum, the latter is caused to rotate, and consequently wind or take up the cord J, which necessarily rotates the rear drum and axle and coils up the spring H to produce the necessary power to cause the automatic rotation of the rear wheels. When the spring has been sufficiently coiled the hinged lever L is brought toward the hub K, and the spoke or teat *a* meshes with the slot *b*, thus locking the rear drum and the rear axle, to which it is fast, against rotation. Now, when it is desired to set the vehicle in motion the lever L is forced downward, and being thus disengaged from the spoke *a*, the drum and axle are free to be rotated by the reactionary power of the spring H, and thus through the frictional contact of the rear wheels with the floor cause the vehicle to travel forward, the rear end of the lever trailing in an obvious manner.

The whole construction and arrangement is simple and economic, and the strength of the cord relatively to the spring may be such that all

danger of overstraining the spring is avoided, as the former would break before the letter result could ensue.

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

1. In a carriage or vehicle for toys, the spring-case mounted upon the vertical side of the body A, in combination with the axle G, spring H, drum I, cord J, and forward drum and axle, N M, substantially as and for the purpose set forth.

2. In combination with the rear axle and drum, the spoke *a* on the hub K and the pivoted locking-lever L, provided with a slot, *b*, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE S. CROSBY.

Witnesses:
ALBERT M. TALLMADGE,
JACOB B. KLEIN.