PATENT SPECIFICATION

Application Date: Nov. 12, 1936. No. 30911/36. **485,170**

Complete Specification Left: Nov. 12, 1937.

Complete Specification Accepted: May 12, 1938.

PROVISIONAL SPECIFICATION

Improvements in or connected with Toy or Model Buildings or Structures for use with Toy Railways

We, TRIX LIMITED, of St. John's House, 45 and 47, Clerkenwell Road, London, E.C.1, a British Company, and SIEGFRIED KAHN, of the Company's address, a German Subject, do hereby declare the nature of this invention to be as follows :—

This invention relates to toy or model buildings or structures, particularly for use with model or toy railways, and has for its object to provide improved buildings or structures, whereby the lines or tracks may be properly positioned in relation to the buildings or structures, and in which the building may be sectional so that various sizes of buildings may be formed from various sections.

According to this invention, various buildings and structures are constructed in sectional forms, whereby they can be employed in various numbers to form various sized buildings or structures, and parts are provided whereby the tracks can be properly positioned in relation to the buildings or structures, for the purpose desired.

As one example of carrying the invention into effect for railway stations, a set includes :—

(a) Sectional buildings, each comprising a roof with supporting side columns or walls.

(b) Sectional entrance halls, booking offices and the like.

(c) Blocks or members for forming parts of platforms.

(d) Angled blocks or members for forming the sloping ends or ramps of the platforms.

(e) Filling in or distancing pieces for positioning the tracks in relation to the platforms.

(f) End walls and filling in panels for the station buildings.

The platforms may be constructed with projecting portions along the lower part of one side to act as distancing pieces.

For building a small station with double tracks, one sectional building is employed, and between the side columns and next to same is positioned a platform, one on each side with sloping end members at each end, next to each distancing piece along the platforms is positioned a rail track, and between the rail tracks are placed distancing pieces, whereby the tracks are retained in proper position in relation to each other and to the platforms.

Where the rails are mounted on tracks having an angled edge, the edges of the distancing and filling in pieces would be shaped to correspond with the edges of the track.

The sides of the building may be filled in with panels, or an entrance hall or booking office may be positioned on one or both sides of the building, and where the station is to represent a terminus, the one end would be filled in with an end wall, and the sloping members at this end dispensed with.

The various parts are made to scale for the tracks and trains with which they are to be employed, so that proper positioning is ensured.

For a longer station, two or more buildings placed end to end are employed, and a greater number of platform members employed to give the longer platforms, to suit the length of the buildings.

For stations in which four or more lines are required, two or more buildings or lines of buildings would be placed side by side, one building or line of buildings for each pair of lines.

The buildings and various members are painted or otherwise ornamented or decorated to suit the various structures they are to represent.

In some cases, such as for example an engine house, the platforms would not necessarily be used, in which case distancing pieces would be employed to position the tracks, and in some other cases, such as with a bridge or fly-over, the distancing pieces for the outside of the tracks could be shaped to represent the banks or ground on which the bridge or fly-over rests.

Various other sectional members can be added, such as clock towers, out-buildings and the like, and the various members may be simply placed in relation to each

[*Price* 1/-]

other, and means may be provided whereby they are locked together in the required positions.

Dated this 12th day of November, 1936.

H. GARDINER & SON,
Chartered Patent Agents,
173—4—5, Fleet Street, London, E.C.4,
Agents for the said Applicants.

COMPLETE SPECIFICATION

Improvements in or connected with Toy or Model Buildings or Structures for use with Toy Railways

We, TRIX LIMITED, of St. John's House, 45, and 47, Clerkenwell Road, London, E.C.1, a British Company, and SIEGFRIED KAHN, of the Company's address, a German Subject, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement :—

This invention relates to toy or model buildings or structures for use with toy railways, in which the vehicles provided with flanged wheels run on rails secured to track sections, the track sections being formed in lengths and adapted to be joined together end to end, and has for its object to provide means whereby the railway track or tracks can be properly positioned in relation to the buildings or structures which are constructed in sectional form.

It has been proposed in a model tunnel which could also be used as a packing for a toy locomotive to construct same from a sheet of corrugated paper which was curved to shape and had the curved edges clipped to curved strips, and to further maintain the curved shape of the tunnel and also to centralise it in respect to the track rails, a spacing device was employed, consisting of a straight strip of flat metal having end flanges for engaging the lower edges of the tunnel and punched up inner fins between which the rails were located.

According to this invention, various buildings and structures are constructed in sectional form, and loose distancing pieces are provided for locating between the side walls or edges of the railway track or tracks and the buildings or structures, whereby the railway track or tracks can be properly positioned in relation to the buildings or structures.

The invention will be clearly understood from the following description aided by the accompanying drawings, in which :—

Figures 1 to 17 are perspective views of various sectional buildings and structures and in which Figure 1 is a span roofed station building, Figure 2 a main building, Figure 3 an annexe building, Figure 4 a quadrant piece, Figure 5 a tower building, Figure 6 a platform, Figure 7 a platform ramp, Figure 8 a narrow distancing piece, Figure 9 a wide distancing piece, Figure 10 entrance steps, Figure 11 an end wall for the span roofed building shown in Figure 1, Figure 12 a panel for use in some of the buildings, Figure 13 a fence for a platform, Figure 14 a single buffer end, Figure 15 a double buffer end, Figure 16 a tunnel mouth, and Figure 17 an awning platform.

Figure 18 is a plan of a through platform showing one example of employing some of the buildings and structures shown in Figures 1 to 17, and Figure 19 is an end view of same.

Figure 20 is an end view on an enlarged scale of a double track and two platforms.

Figure 21 is a plan of an example of a terminus station and Figure 22 an end view of same, and Figure 23 an end view of a single buffer and with a track in place.

The span roofed station building 1 in Figure 1, comprises side walls 1*a*, end spans and columns 1*b*, two platforms 1*c* constructed with the building, one inside each side wall 1*a*, and a non-inflammable transparent roof 1*d*, apertures 1*e* being provided in each side wall 1*a*.

The buildings 2 and 3 and quadrant 4, (Figures 2, 3 and 4) are each constructed with apertures 2*a*, 3*a* and 4*a* respectively, at a little distance from the bottom edge, that is at a height corresponding to the height of the platforms, and in such apertures are detachably inserted filling in pieces marked to represent windows or doors. The roof of each building is at a little distance below the top edge so as to provide walls 2*b*, 3*b*, 4*b* respectively at the top of each building.

The tower 5 (Figure 5), is constructed with a main tower body having a depending portion 5*a* formed with an aperture 5*b* and canopy 5*c*, the aperture 5*b* being at a little distance above the bottom edge, and in the lower edge of the main portion and next to the depending portion is formed a slot 5*d* of a size to engage over the wall 2*b* or 3*b* of the buildings 2 or 3.

The platforms 6 and ramps 7 are shown in the drawings comparatively wide for a double platform, and platforms 6 and ramps 7 of less width are also supplied for single platforms.

The single buffer member 14 (Figure 14) is formed with a cut-away portion 14*a* of a width at its lower end to accommodate a rail track, and the member is of a width outside the cut away portion 14*a* corresponding to the distance the track should be from a platform.

The double buffer member 15 (Figure 15) is constructed with two cut-away portions 15*a*, 15*a* to accommodate two rail tracks and at the proper distance apart for a double track.

The tunnel mouth wall 16 (Figure 16) around which a tunnel is positioned, is formed with an opening and portions 16*a* of a width apart to accommodate a single or double rail track, or such portions 16*a* may be separate from the wall.

The awning platform 17 (Figure 17) comprises a wall 17*a* formed with a platform 17*b*, and an awning 17*c* or roof, apertures 17*d* being formed in the wall 17*a* above the level of the platform 17*b*.

The rail tracks comprise sections of material A (Figures 20 and 23) joined end to end and having angled depending side walls A1, the running rails B being secured to the track in any suitable manner, and in the case of electric railways a current rail C is also provided.

For building a span roofed through station having three rail tracks, as shown in Figures 18 and 19, a span-roofed building 1 is employed, and between the platforms 1*c*, 1*c* is positioned from one side a distancing piece 8, a rail track A, a distancing piece 8, a double platform 6, a distancing piece 8, a rail track A, a distancing piece 9, a rail track A and a distancing piece 8, thus filling up and locating the rail tracks A and platform 6 between the fixed platforms 1*c*, 1*c*.

The platforms 1*c*, 1*c* and 6 are extended at each end by positioning other single platform sections 6*a* end on at the ends of the platforms 1*c*, 1*c* and double platforms 6 at the ends of the double platforms 6, single ramps 7*a* being positioned at the ends of the platforms 6*a* and double ramps 7 at the ends of the platforms 6.

On one side of the span roofed building 1 is positioned a main building 2 with a quadrant building 4 on each side.

On the other side of the span roofed building is positioned an annexe building 3 and on the outside of each of the buildings 2 and 3 is positioned an entrance steps 10 under the central aperture of each building, and on the outside edges of the single platforms 6*a*, 6*a* and on each side of the buildings are positioned fences 13.

For a simple span-roofed terminus station with three rail tracks Figures 21 and 22, the distancing pieces 8, 9 may be dispensed with and the buffer end members 14, 15 employed for distancing the rail-tracks apart.

In this case positioned between the platforms 1*c* at one end of a span-roofed building 1 is a single buffer member 14, the end of a double platform 6 and a double buffer member 15 filling up the distance between the platform 1*c*. The end sections of three rail tracks A are inserted in the cut-away portions 14*a*, 15*a*, 15*a* of the buffer members 14 and 15, as will be understood from Figure 23, the buffer members 14 and 15 correctly positioning or locating the rail tracks in relation to each other and to the platforms.

The platforms 1*c* and 6 are extended on one side of the building by additional platforms 6*a* and 6, and end ramps 7*a*, 7 as already described, and the buffer end of the building 1 may be closed by inserting an end 11 (Figure 11) in the open end of the building 1, and buildings 2, 3 and 4 may be positioned on each side of the building 1 as described with reference to Figures 18 and 19, or as shown in Figures 21 and 22, a main building 2 can be positioned at the buffer end of the span roofed building 1 and a tower building 5 placed on the main building 2 with the depending front 5*a* over the centre of the front of the building 2, entrance steps 10 being placed in front of the tower 5.

In both examples, in place of the extending platforms 6*a* and fences 13, awning platforms 17 (Figure 17) could be employed and the apertures 17*d* filled in with panels 12 (Figure 12).

For a single platform wayside station, an awning platform 17 could be employed and the apertures left open and an annexe building 3 placed against the back of the awning platform 17 with an entrance steps 10, the awning platform 17 being extended on each side by single platforms 6*a*, ramps 7*a* and fences 13. The various parts are made to scale for the tracks and trains with which they are to be employed, so that proper positioning is ensured.

For a large station, two or more span-roofed buildings 1 may be employed placed end to end, and a greater number of platforms employed to give the longer platforms to suit the length of the buildings.

For stations in which more than three tracks are required, two or more span-roofed buildings 1 or lines of buildings would be placed side by side, one building or line of buildings for each set of tracks.

The buildings and various members are painted or otherwise ornamented or decorated to suit the various structures they are to represent.

In some cases, such as for example, engine sheds, the platforms would not

necessarily be used, in which case where end buffers are employed distancing pieces would be positioned between the buffers or several single buffers could be employed next to each other, and in some other cases, such as with the tunnel mouth 16, or a bridge or fly-over, the distancing pieces 16*a* could be shaped to represent banks or ground.

Various other sectional members can be added, such as out-buildings, goods sheds and the like, and the various members may be simply placed in relation to each other, or means may be provided whereby they can be locked together in placed positions.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is :—

1. Toy or model buildings or structures for use with toy railways, in which the vehicles provided with flanged wheels run on rails secured to track sections, the track sections being formed in lengths and adapted to be joined together end to end, comprising various buildings and structures constructed in sectional form, and loose distancing pieces for locating between the side walls or edges of the railway track or tracks and the buildings or structures, whereby the railway track or tracks can be properly positioned in relation to the buildings or structures.

2. Toy or model buildings or structures for use with toy railways, as claimed in claim 1, wherein a distancing piece for positioning the track or tracks comprises an end buffer member provided with a cut-away portion or portions in which the end or ends of the track or tracks can be properly positioned in relation to the buildings or structures.

3. Toy or model buildings or structures for use with toy railways as in claim 1, constructed substantially as described with reference to the accompanying drawings.

Dated this 12th day of November, 1937.

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173—4—5, Fleet Street, London,
E.C.4,
Agents for the said Applicants.

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Fig. 1.

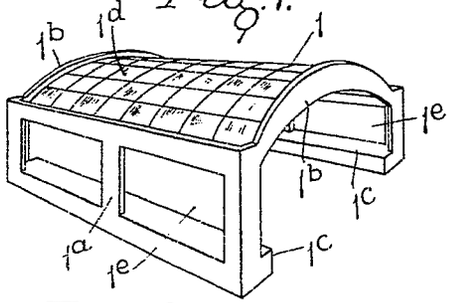


Fig. 2.

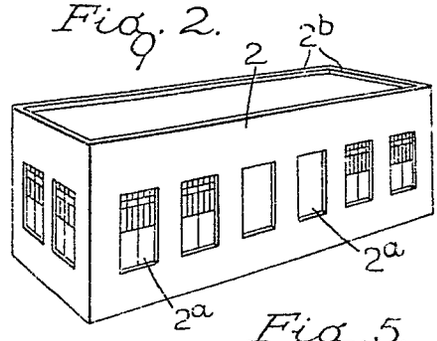


Fig. 3.

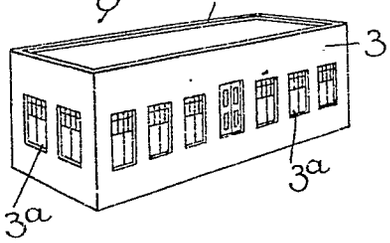


Fig. 4.

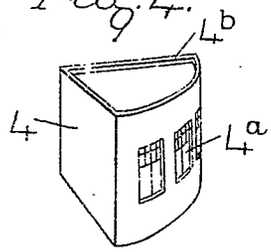


Fig. 5.

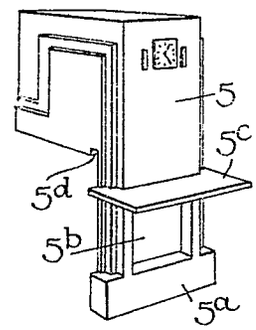


Fig. 6.

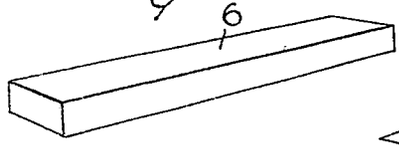


Fig. 7.

Fig. 10.

Fig. 8.

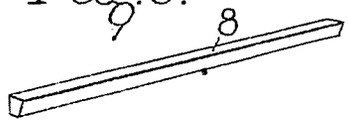


Fig. 9.

Fig. 11.

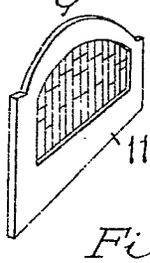


Fig. 12.

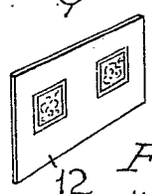


Fig. 16.

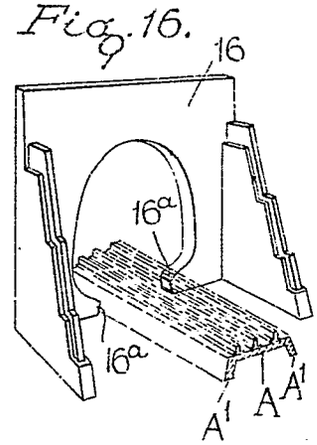


Fig. 14.

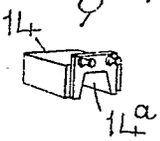


Fig. 13.

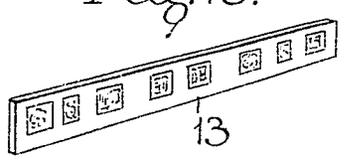


Fig. 15.

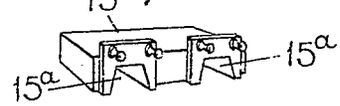


Fig. 18.

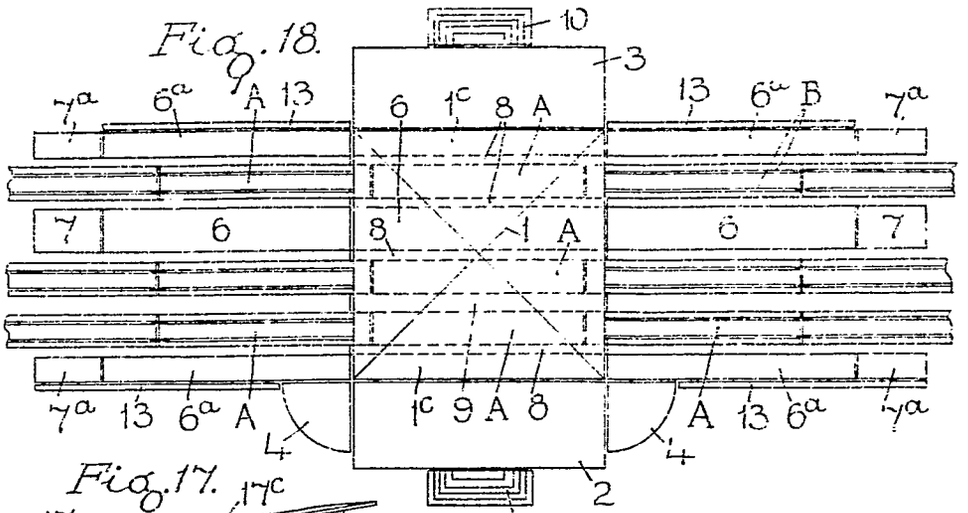


Fig. 17.

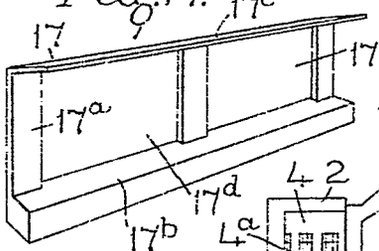


Fig. 19.

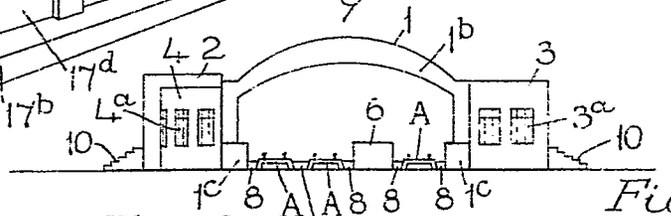


Fig. 20.

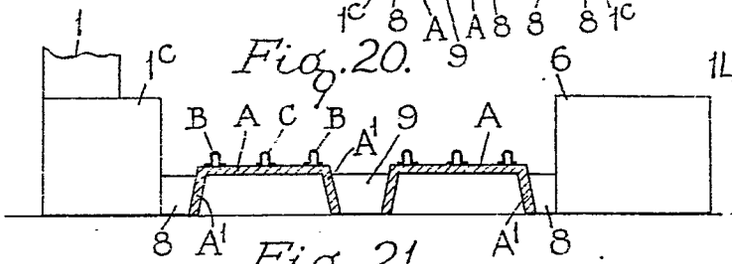


Fig. 23.

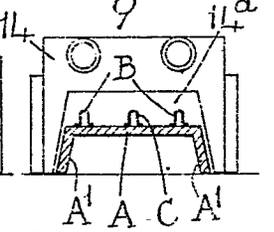


Fig. 21.

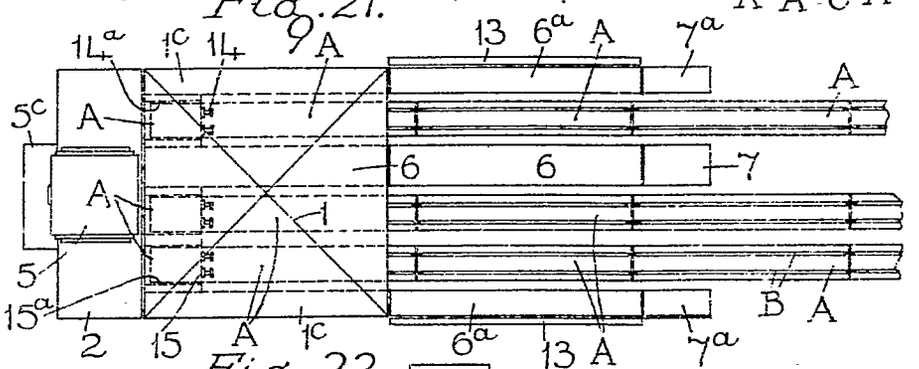
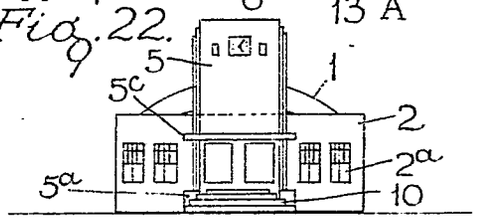


Fig. 22.



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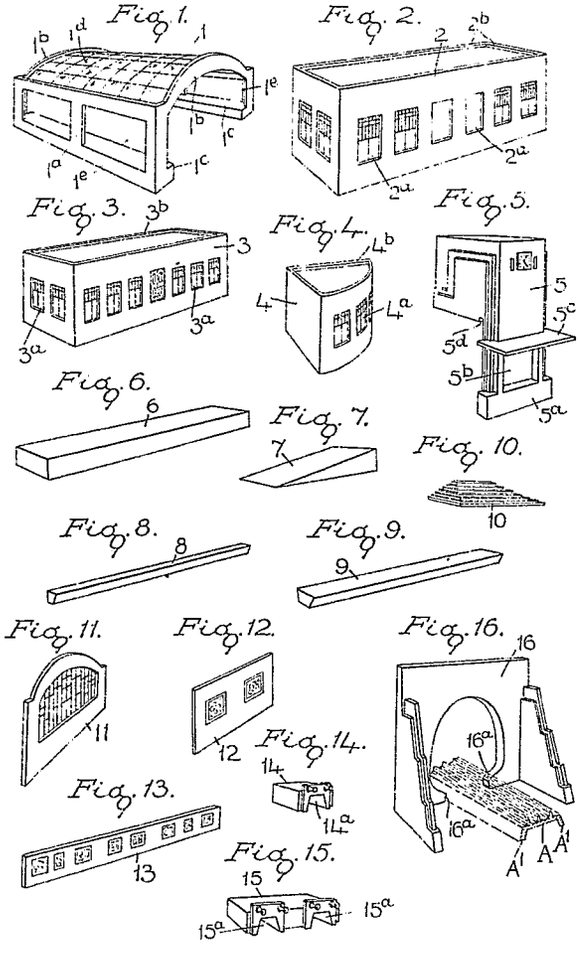
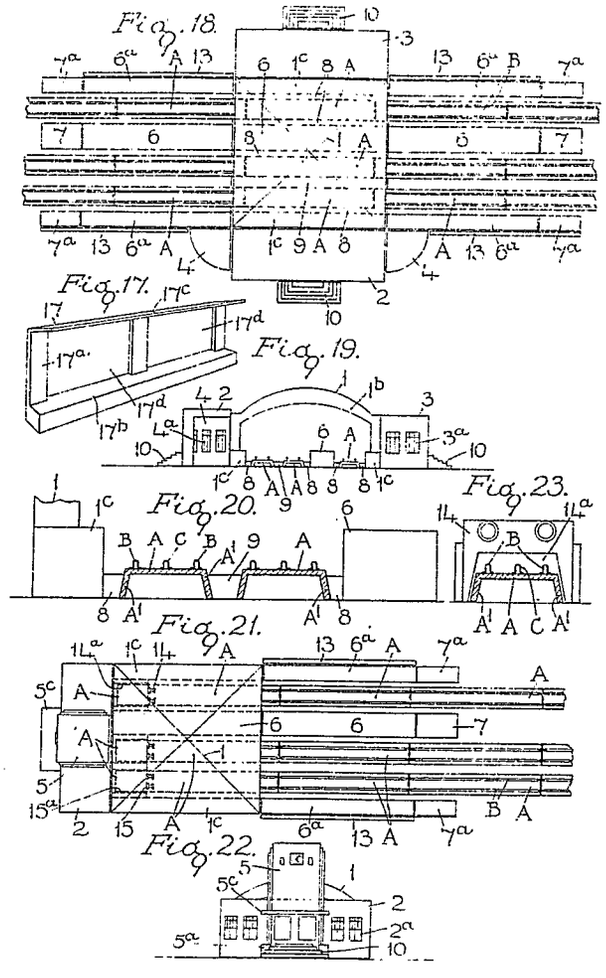
485,170 COMPLETE SPECIFICATION

2 SHEETS

SHEET 1



SHEET 2



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