PATENT SPECIFICATION

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13 MRT. 1946

COMPLETE SPECIFICATION

Improvements in or connected with Tracks for Toy Railways

We, TRIX LIMITED, of St. John's House, 45 and 47, Clerkenwell Road, London, E.C.1, a British Company, and ROBERT BINDON BLOOD, of 20, Bedford Mansions, Derngate, Northampton, British 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 tracks for toy railways of the type in which the rails are constructed of inverted **U**-shaped strips of sheet metal secured to a base or sleepers, the strips in some cases being formed with a continuous base flange on each side. In both cases the rails lack the proper appearance of a true rail as there are no chairs, the flanged rails usually being secured to the base or sleepers by clamps engaging the flanges, and the object of this invention is to improve the appearance of such types of rails so as to more closely simulate a rail of the standard type and also to provide improved means for securing the rails to a base, whereby the securing means are not visible from the top face of the track.

According to this invention, an inverted **U**-shaped sheet metal rail for toy railways is formed integrally along the lower edges with spaced projecting side tags or projections shaped to simulate rail chairs, and is secured to the base or sleepers by means invisible from the top face of the track.

Further, according to this invention, the means for securing the rails to the base or sleepers may comprise flat metal members securable in the rails with the lower part projecting below the rail, each member being formed at the upper edge with a projection forming the usual pin for locating the next rail, and with the upper edge and pin shaped to the contour of the inside of the top edge of the rail, and adapted for the lower parts of the members to be passed through slots in the base or sleepers and secured therein.

The invention will be clearly understood from the following description aided by the accompanying drawings in which one example of carrying the invention into effect is illustrated, and in which:

Figure 1 is a plan of a complete section of a track for an electric toy railway according to this invention.

Figure 2 is a side view.

Figure 3 is a section on the line III—III, and

Figure 4 a section on the line IV—IV both of Figure 1.

Figure 5 is a perspective view (broken) of one of the running rails shown in Figure 1.

Figure 6 is a perspective view of one end of the track section shown in Figure 1.

Figure 7 is a perspective end view of the pin end of one of the rails.

Figure 8 a similar view of the spigot end of a rail.

Figure 9 is a part sectional elevation of the end of a track section showing the pin end of a rail, and

Figure 10 a similar view showing the spigot end of a rail, and

Figure 11 a section on the line XI—XI of Figure 9.

In the drawings the invention is shown applied to a track section for toy electric railways similar to the track section set forth in the specification and drawings of British Patent No. 459,744, and comprising a base 1 of pressed insulating material, such as artificial resin, provided with raised cross strips 1*a* simulating sleepers and longitudinal ribs 1*b* on which the inverted **U**-shaped running rails 2, 2, and "third" rail 3 are positioned.

Adjacent track sections are detachably connected by teeth 4 and indentations 5, and by rigid and spring interlocking members 6 and 6*a* in electrical connection with the running rails 2, 2, the "third" rail 3 being in electrical connection with spring members 7 which abut against each other when the sections are joined together.

According to this invention, the inverted **U**-shaped metal strips forming the running rails 2 are formed integrally with side tags 2*a* or flat projections in corresponding positions on both sides of the bottom edges, said tags 2*a* being shaped to simulate rail chairs and are spaced at

[*Price* 1/-]

distances apart to correspond with the spacing of the raised cross strips 1*a* of the base, so that when the rails are located on the ribs 1*b* the tags 2*a* are positioned on the cross strips 1*a* and give the appearance of chairs holding the rails. The "third" rail is similarly constructed but in this case the tags 3*a* are at greater distances apart so as to engage with only a few of the strips 1*a*.

In practice the rails and chairs would be stamped out in the flat and then bent to shape.

In place of the clamps hitherto employed for securing the rails to the base, members 8 are employed, each of which consists of a rectangular piece of metal formed at the upper edge with a projection forming a pin 8*a*, and at the lower edge with two projecting ears 8*b* and with a hole 8*c*. The top edge of the member 8 and pin 8*a* is curved or semi-circular to correspond to the curvature of the inside of the top edge of the rail.

One member 8 is secured in each end of a rail by pressing the lower edge of the rail into the holes 8*c*, the member 8 being positioned at one end of the rail so that the pin 8*a* projects beyond the end of the rail and forms the usual end pin of a rail for locating the next rail, as will be seen in Figures 7 and 9, whilst the member 8 at the other end is arranged so that the pin 8*a* lies in the rail, the open end of the rail forming the spigot for the pin of the rail in the next section as will be seen in Figures 8 and 10.

The ribs 1*b* are stopped at suitable distances from the ends to accommodate the members 8, the lower ends of which when the rails are located on the ribs 1*b*, pass through slots in the base 1 and the connecting members 6, 6*a* or 7, and the ears 8*b* burred over below the connecting members to secure the rails, and the connecting members to the base 1, the metal members 8 also forming the electrical connections between the rails and connecting members.

By forming the upper edge of the members 8 of the same curvature or shape as the inside of the top edge of the rail, damage or flattening of the top edge of the rail is prevented when resting the rail on a support to burr over the ears 8*b*, and the securing means are not visible from the upper face of the track so that the rails appear to be secured to the base by the chairs.

With clockwork or non-electrical trains only the running rails would be employed. The invention is also applicable to other types of tracks in which inverted **U**-shaped strip metal rails are secured to bases or sleepers, and to curved as well as straight track sections.

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. In tracks for toy railways, in which the rails are of inverted **U**-shaped sheet metal, forming the rails integrally with spaced projecting side tags or projections along the lower edges shaped to simulate rail chairs, and securing the rails to the base or sleepers by means invisible from the top face of the track.

2. In tracks for toy railways as claimed in Claim 1, wherein the means for securing the rails to the base or sleepers comprises flat metal members securable in the rails with the lower part projecting below the rail, each member being formed at the upper edge with a projection forming the usual pin for locating the next rail, and with the upper edge and pin shaped to the contour of the inside of the top edge of the rail and adapted for the lower part of the members to be passed through slots in the base or sleepers and secured therein, substantially as set forth.

3. Tracks for toy railways constructed substantially as described with reference to the accompanying drawings.

Dated this 7th day of April, 1941.
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London, E.C.4,
Agents for the said Applicants.

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Fig. 1.

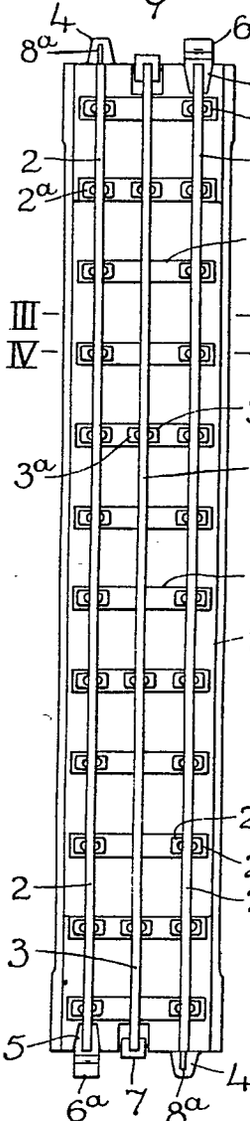


Fig. 2.

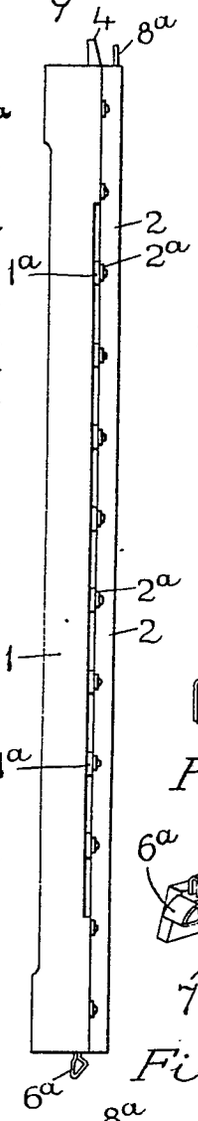


Fig. 3.

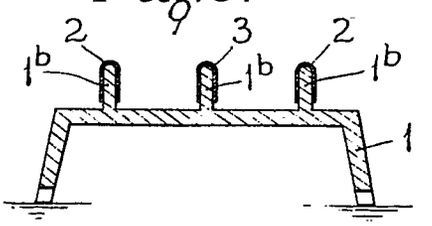


Fig. 4.

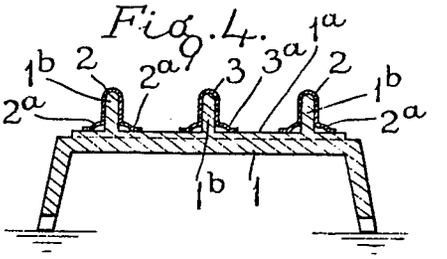


Fig. 5.

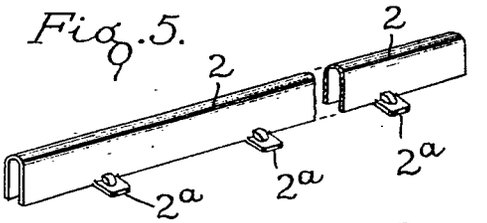


Fig. 6.

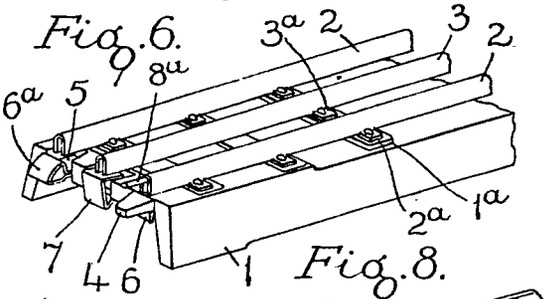


Fig. 7.

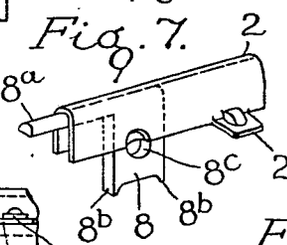


Fig. 8.

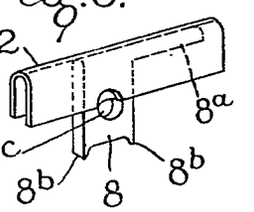


Fig. 9.

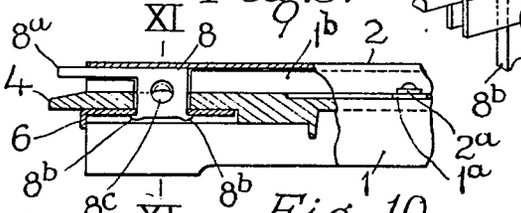


Fig. 10.

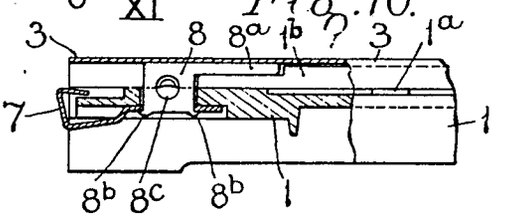
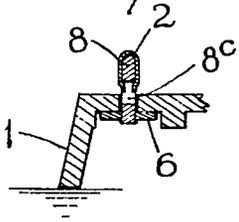


Fig. 11.



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