Feb. 16, 1932. G. W. DORR 1,845,962

TOY RAILWAY

Filed Oct. 18, 1930

Fig. 1.

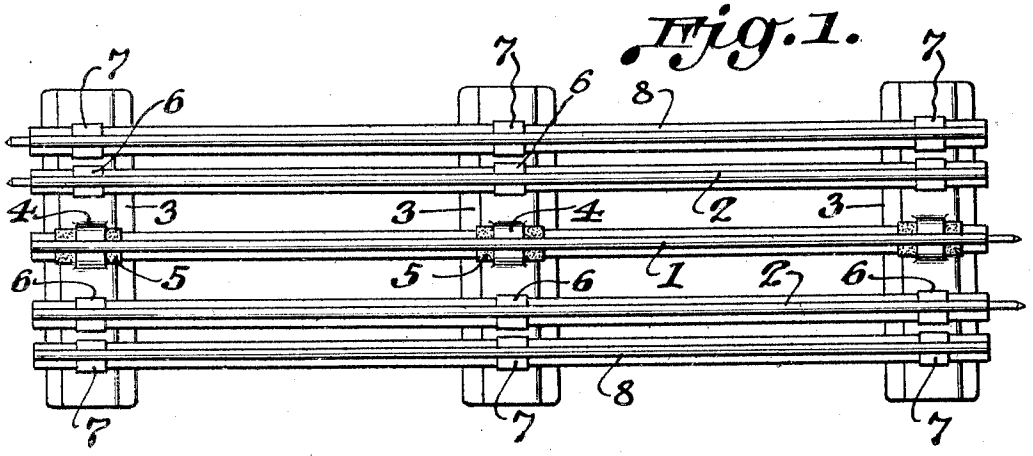



Fig. 2.

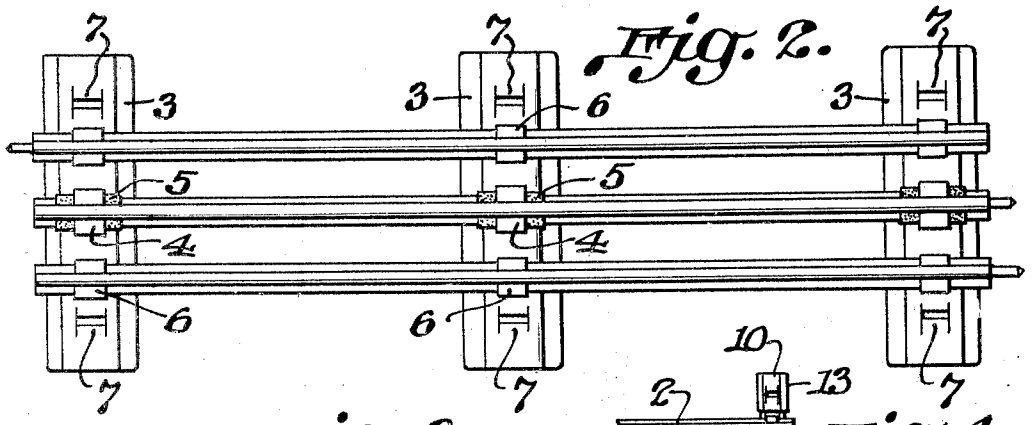



Fig. 3.

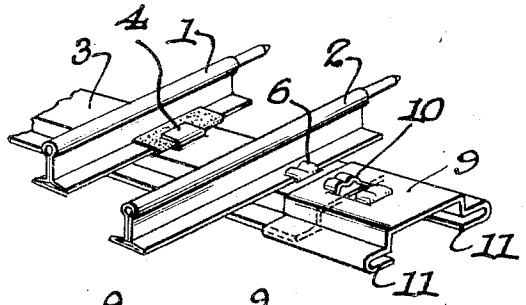



Fig. 4.

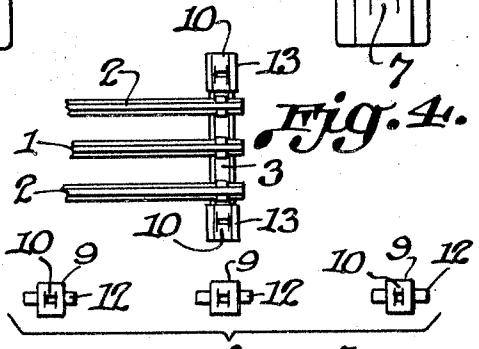



Fig. 5.

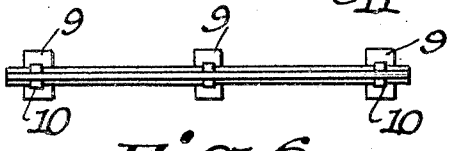



Fig. 6.

Inventor:
George W. Dorr;
by Geo. W. Dorr
his Attorney.

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# UNITED STATES PATENT OFFICE

GEORGE W. DORR, OF WASHINGTON, DISTRICT OF COLUMBIA

## TOY RAILWAY

Application filed October 18, 1930. Serial No. 489,673.

This invention relates to toy railways or toy track structure and the main object being to provide an improved type of structure which will combine strength, durability and serviceability in use, will be relatively cheap and inexpensive to manufacture, and will provide by virtue of its many advantages and increased utility a very useful and attractive commercial toy product.

A further object is to provide sections of track which are adapted to be releasably joined or held together and each section having a plurality of tracks of different gauges or widths so that toy trains of large or small design may be optionally operated on the assembled sections.

Another object of the present invention is to provide a trackway of one standard width or gauge to which another trackway of a different width or gauge may be added thereby producing a combined trackage over which various gauge trains may be operated.

A still further object of the invention resides in the novel manner of adding an extension onto the ties or supports of the existing narrow gauged tracks on which extensions a track of wider width or gauge is supported.

These and other objects will readily present themselves to those skilled in this particular art when reading the following specification in connection with the accompanying drawings wherein similar parts are indicated by like reference numerals throughout the several views in which:

Figure 1 is a plan view of one of the track sections showing the combined trackage of narrow and wide gauge tracks with the power rail medially or centrally disposed.

Fig. 2 is a similar view with the outer or wider gauge tracks removed.

Fig. 3 is a modified form illustrating the manner of adding an extension to the existing narrow gauge tracks, on which extension the wider gauge tracks are supported, the tracks being omitted for clarity.

Fig. 4 illustrates a further modification of adding to the narrow gauge tracks by employing clips on which the wider tracks are supported.

Fig. 5 illustrates the three clips used on each rail and

Fig. 6 shows the rail secured to the clips.

Referring more in detail to the drawings 1 indicates the power rail which by preference is mounted medially or centrally on the supporting ties 3. The narrow gauge track consists of the rails 2—2. The power rail 1 is suitably fastened to the ties 3 by ears or lugs 4 and is further insulated from the surrounding metal parts by insulation designated at 5. The rails 2—2 are likewise fastened to the ties by ears or lugs 6. In the form illustrated in Figs. 1 and 2 the ties or supports are provided with stamped up ears or lugs 7—7 which are adapted to secure the outer or wider gauged tracks 8—8.

In the forms just described the ties or supports 3 are made sufficiently long to provide an integral structure for supporting both sets of tracks.

In the modified forms illustrated in Figs. 3, 4, 5 and 6 it is my intention to take care of the types of narrow gauged tracks which have already been sold and to which may be added an extension to each tie and upon which extension the tracks of a wider gauge are supported. The extension 9 in Fig. 3 has the struck up ears or lugs 10 beneath which the flanges of the rail is fastened. In this form the extension 9 is arranged to slidably fit over the ends of the ties or supports 3, this being accomplished by providing marginal rebent portions 11—11 on the extension into which rebent portion the marginal flange at the base of the support is received. When the parts are properly assembled the rebent portions 11—11 are pressed into a tight fit with the flange on the support.

The form illustrated in Figs. 4, 5 and 6 constitute extensions having bendable ears 12—12 which may be interlocked around the flange of the supporting tie or support.

The general custom of the purchasing public is to buy a small size train which needs a track of narrow gauge and usually from this small type of toy they advance to the large size train which of course means an entirely new set of tracks. Now in order to provide a track which will take care of both

the small and large size trains I have devised a combination with a power rail centrally disposed. This may be sold as a narrow gauged track as illustrated in Fig. 2, then if it is desired to advance to the wide gauge track all that is necessary is to slip a rail beneath the ears 7—7 and fasten to the flange of the inserted rail.

Where the purchaser already has a narrow gauged set of tracks, in which case the ties or supports are not of sufficient length to support the additional track, all that will be needed is the extension forms illustrated in Figs. 3, 4, 5 and 6.

While I have illustrated in the accompanying drawings certain forms and structural details that go to make up my invention I wish it understood that deviation therefrom may be made without departing from the spirit or fundamental principle and that the scope of protection will be apparent from the appended claims.

I claim:

1. In a toy railway, the combination of supporting members, a track of narrow gauge secured thereon, an extension secured to each end of the supporting members, a track of relative wider gauge secured to the extensions, and a power rail medially disposed between said tracks.

2. In a toy railway, the combination of supporting members, a track of narrow gauge secured thereon, an extension detachably secured to each end of the supporting members, a track of relative wider gauge secured to the extensions, and a power rail medially disposed between said tracks.

3. In a toy railway, the combination of tie members, a track of narrow gauge secured thereon, a separate extension on each end of the tie members, a track of relative wider gauge secured to the extensions, and a power rail medially disposed between said tracks.

4. In a toy railway, a series of tie members, an extension on each tie member fitted to the ends thereof, a track of narrow gauge secured on the tie members, a rail for wider gauge carried by said extensions, and a power rail medially disposed between said tracks.

5. In a toy railway, a series of tie members of channel shape arranged with their flanges extending downwardly and having the lower edges of the flanges provided with out turned feet, a detachable extension of similar shape on the ends of said tie members, a track of narrow gauge secured on the tie members, a track of wider gauge secured to the extensions, and a power rail medially disposed between said tracks.

6. In a toy railway, a series of tie members of channel shape arranged with their flanges extending downwardly and having the lower edges of the flanges provided with out-turned feet, an extension on each tie member of similar shape and fitting on the end of the tie member, said extensions each having the feet rebent downwardly and inwardly to form U-shaped channels receiving the feet of the respective tie member, a track of narrow gauge secured on the tie members, and a rail carried by said extensions.

7. A standard track section of narrow gauge for unitary handling, comprising a power rail and a plurality of wheel bearing rails and tie means connecting said rails, said tie means being provided with means for the support of additional wheel bearing rails forming a standard wide gauge track section.

Signed at Washington, District of Columbia, this 18th day of October, 1930.

GEORGE W. DORR.