

No. 709,685.

Patented Sept. 23, 1902.

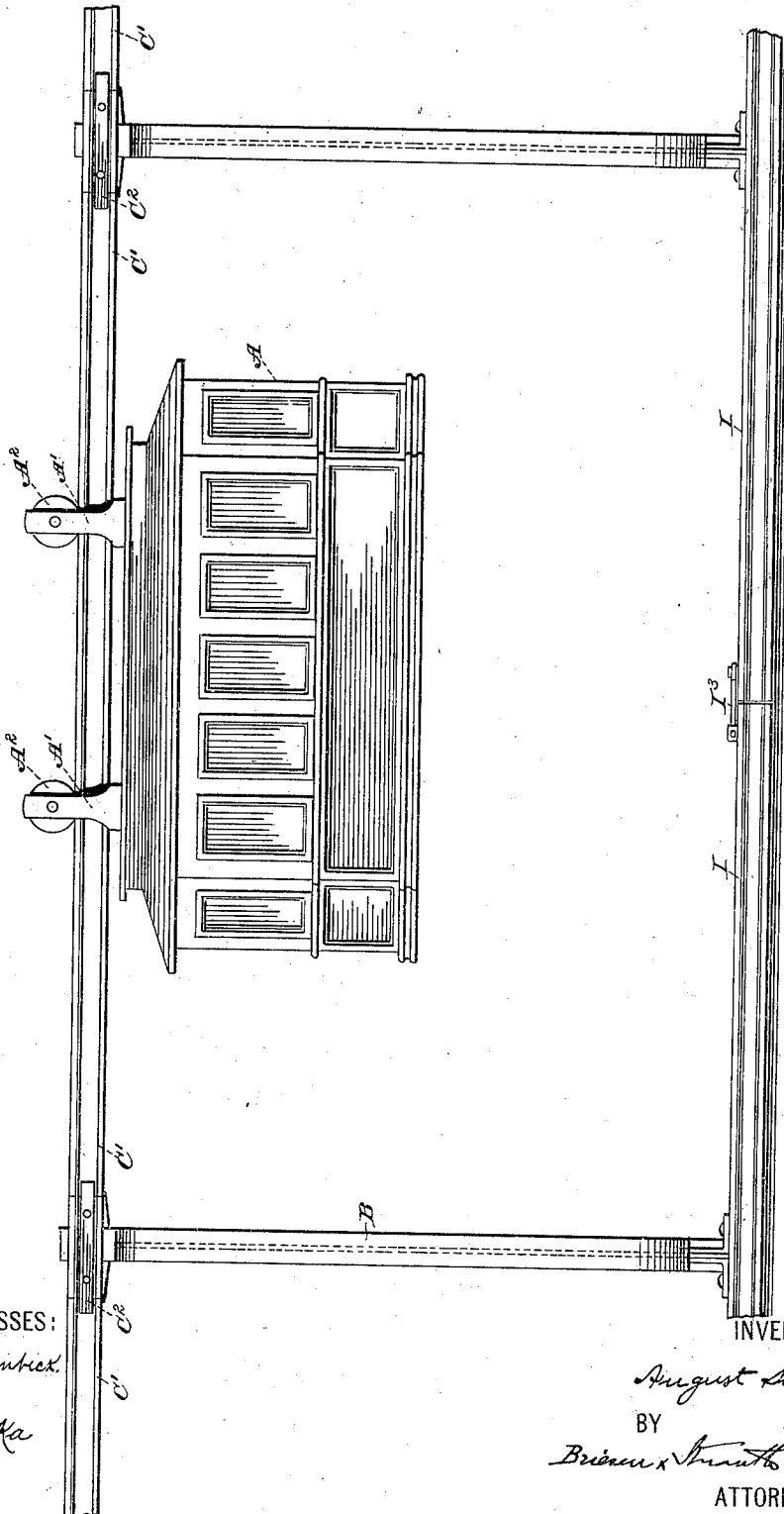
A. SCHÜTZE.
TOY RAILWAY.

(Application filed June 20, 1902.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1.



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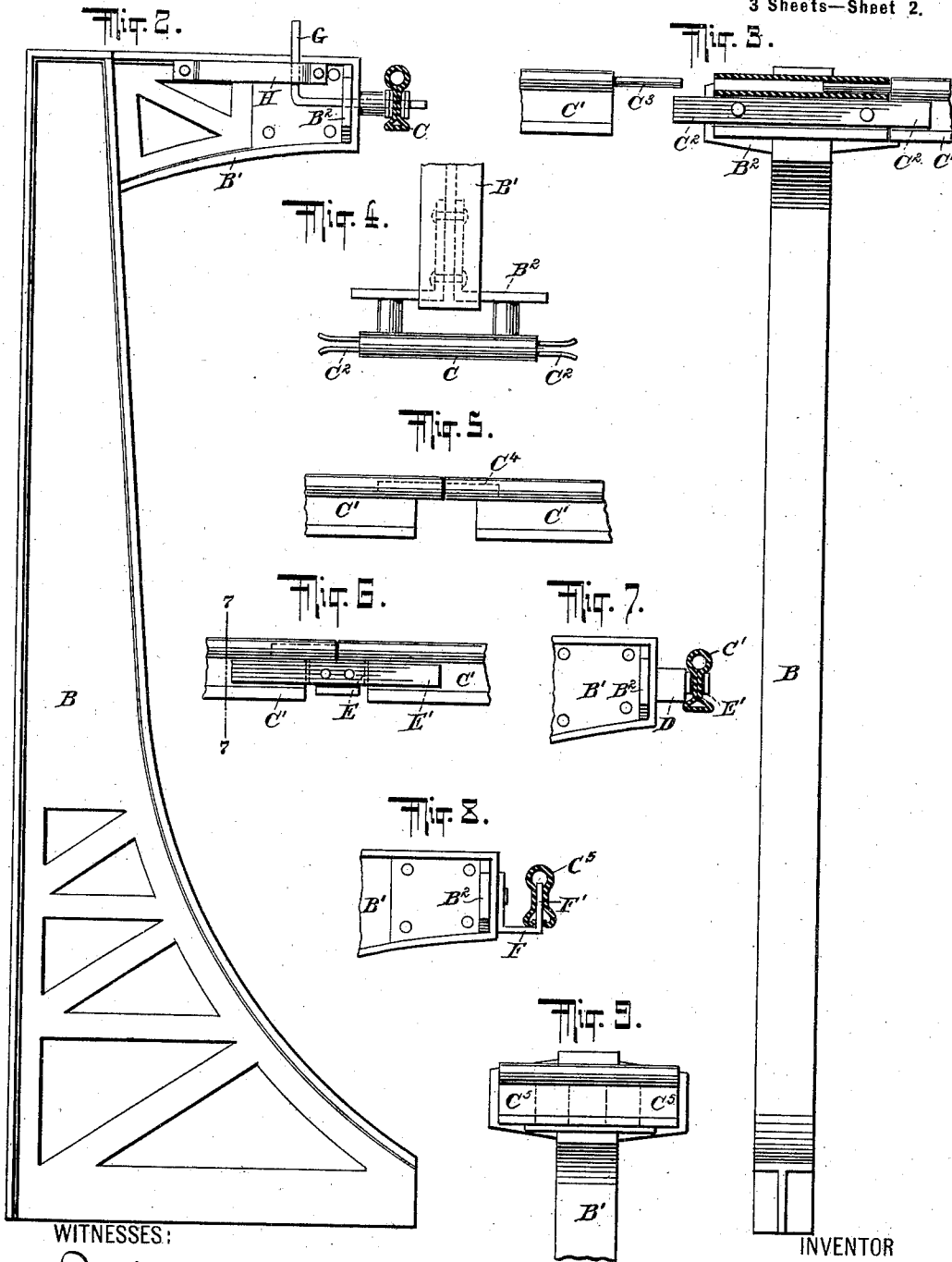
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3 Sheets—Sheet 2.



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TOY RAILWAY.

SPECIFICATION forming part of Letters Patent No. 709,685, dated September 23, 1902.

Application filed June 20, 1902. Serial No. 112,429. (No model.)

To all whom it may concern:

Be it known that I, AUGUST SCHÜTZE, a subject of the Emperor of Germany, and a resident of Rudolstadt, in the Principality of Schwarzburg-Rudolstadt, Empire of Germany, have invented certain new and useful Improvements in Toy Railways, of which the following is a specification.

My invention relates to toy railways, and has for its object to provide an improved track construction for such railways, the purpose being principally to obtain a structure which can be readily taken apart and yet which when assembled will be firmly connected in its parts.

Several examples of constructions embodying my invention will now be described, with reference to the accompanying drawings, and the features of novelty will then be pointed out in the appended claims.

Figure 1 is a side elevation of a portion of a toy railway embodying my invention. Fig. 2 is an elevation of one of the posts or pillars and the parts carried thereby. Fig. 3 is a side elevation of such post or pillar. Fig. 4 is a plan showing a portion of said post and the track portion carried thereby. Fig. 5 is a detail elevation showing how adjacent rail ends are connected. Fig. 6 shows the rail ends in connection with a junction-clamp carried by a post. Fig. 7 is a cross-section on line 7 7 of Fig. 6. Fig. 8 shows a portion of the post with a different support for the rail. Fig. 9 is a side elevation of the same parts. Fig. 10 is a partial sectional elevation showing the connection of a post with the base. Fig. 11 is a partial plan of one of the base-sections. Fig. 12 is a sectional elevation showing two adjacent base-sections. Fig. 13 is a plan showing the connection of two adjacent base-sections; and Figs. 14 and 15 are sectional elevations on lines 14 14 and 15 15, respectively, of Fig. 13.

My invention is designed especially for representing that class of railways in which the cars are suspended by means of trolleys from an overhead track. The car itself may be of any usual or approved construction. In Fig. 1 the car is designated as A and has at its top hangers A', with trolley-wheels A², the latter being adapted to run on the track.

This track consists of a series of separate sections, which may be readily connected either with one another or with small track-sections or junction-pieces, which are carried by suitable posts or pillars. These posts or pillars are also detachably connected with appropriate base-sections, the latter themselves having detachable connections with each other.

I will now describe the connection and support of the track-sections. Each of the posts B is provided at the top with an arm B', projecting to one side, or, in case a double-track railroad is to be represented, the arrangement would be duplicated by having arms B' on both sides of the pillars B. At the free ends of the arms B' are located rail-supports extending lengthwise of the track, and for this purpose the free ends of the arms B' may be bent at right angles, or angle-irons B² may be secured to them, as shown in Fig. 4. With these angle-irons may be connected a junction-piece C, which is a short piece of rail corresponding in shape to the track-sections C' and which is provided at each side of its stem with elastic clamping members or springs C², projecting beyond its ends. The head of the junction-piece C is hollow, and the simplest construction of the said junction-piece consists in bending it out of sheet metal. The hollow head is adapted to receive pins C³, projecting from the ends of the track-sections C'. (See Fig. 3.) The connections of the track-sections C' with the junction-piece C is thus effected by the piece C³ and by the clamping-springs C². The parts are thus firmly held together, while they may of course be readily separated by a longitudinal pull. As illustrated by Figs. 5, 6, and 7, the arm B' carries a metal piece D and a filling-piece or support E, which is adapted to fit between the stems of the rail-sections C', these sections being recessed at the ends, as shown in Fig. 5, so that their heads project beyond their stems. The connection of the rail-heads is effected by means of a pin secured to one rail end and projecting into a recess in the other rail end, as shown in Fig. 6, or by means of a connecting-pin C⁴, projecting into sockets at the ends of both rails. To the support

E are secured spring members E', which perform the same function as the clamping-arms C², previously mentioned—that is, they engage the stems of the rails. Instead of employing a junction-piece between the adjacent rail-sections, as hereinbefore described, the rail-sections may abut against each other directly, as shown, for instance, in Figs. 8 and 9. Here the arm B' has a support F bent upwardly to form two arms F', which fit into the ends of the rail-sections C⁵. These sections are for this purpose made with a slit at the bottom, and it will be understood that owing to their elasticity they will tightly grip the arms F' between them, so as to obtain a reliable joint. I might also simply connect the rails with the arms B' by means of screws and nuts, it being of course understood that in every case the rail will have to be a sufficient distance from the arm to allow the trolley-wheels A² to pass the arms without coming in contact therewith.

In Fig. 2 I have shown a device which may be provided for the purpose of stopping the car at any desired point. This device consists of a pin or projection G, secured to the arm B', so as to be capable of sliding thereon transversely—that is, toward and from the track—the movement of this projection being guided, for instance, by means of a spring H, which also serves the purpose of holding the projection against accidental movement. When in the position shown in Fig. 2, the projection or arm G will be in the path of a suitable brake-operating part on the car, so as to arrest the car. When it is desired to throw this mechanism out of action, the operator simply shoves the projection G into an inoperative position—that is, toward the left in Fig. 2.

I will now describe the base-sections and the means for detachably connecting them with each other and with the posts or pillars B. The base-sections I are arranged to abut against each other, and their connection is effected by means of pins I', fitting into sockets I², in addition to which I use catches or hooks I³, engaging eyes or corresponding elements I⁴. I thus obtain a continuous base, which is practically rigid, so as to hold the posts B in an invariable position relatively to each other. The posts may be connected with the base-sections I at the central portion of the base-sections, as in Figs. 1 and 10, or at the ends, as indicated in Figs. 13, 14, and 15. In the former case I prefer to provide a clamp J upon the base-section I, said clamp having upwardly-extending spring members between which the web of the post B may be forced. In the latter case the clamp is dispensed with and the lower end of the post is made with a horizontal foot portion B³, which is adapted to fit into sockets formed at the ends of the base-sections I by means of elastic metal strips K, secured thereto.

It will be understood that a toy of the above-

described construction will be readily set up and taken apart; that when ready for use it is very stable, owing to the firm connection of the parts, while when taken apart the toy may be folded into a very compact shape, so as to facilitate putting it away and shipping it.

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

1. A toy railway comprising a series of base-sections, means for detachably connecting them, a series of posts carried by said base-sections detachably, and track-sections detachably carried by the posts.

2. A toy railway comprising a series of base-sections, means for detachably connecting them, posts carried by said base-sections, and a track detachably carried by said posts.

3. A toy railway comprising base-sections, means for connecting them, posts, clamps for connecting the posts with the base-sections, and a track detachably carried by the posts.

4. A toy railway comprising base-sections provided at their adjacent ends with pins and sockets to receive them, and with means for preventing a separation of the sections by a longitudinal pull, posts carried by said sections, and a track detachably carried by the posts.

5. In a toy railway, a track and an operating projection movable transversely of the track and adapted to engage a brake-actuating mechanism on the car.

6. In a toy railway, a series of posts, a junction-piece carried by each post, and rail-sections arranged for detachable engagement with said junction-piece.

7. In a toy railway, a series of posts, a rail-support carried by each post, and rail-sections arranged for detachable connection with said supports.

8. In a toy railway, a series of posts, a rail-support carried by each post, clamping members projecting from said rail-supports, and rail-sections arranged to engage the said supports.

9. In a toy railway, a series of posts, a rail-supporting junction-piece carried by each post and provided with clamping members projecting from its ends, and rail-sections arranged for detachable engagement with said junction-piece and its clamping members.

10. In a toy railway, a series of posts, a junction-rail carried by each post and provided with a hollow head, and with spring members projected therefrom longitudinally, and rail-sections adapted to be engaged by said spring members and provided with pins arranged to enter the hollow head of the junction-rail.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

AUGUST SCHÜTZE.

Witnesses:

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