Dec. 2, 1930. C. R. PETERSON, JR 1,783,367

ROAD BED CONSTRUCTION FOR TOY RAILWAYS

Filed Jan. 30, 1930 2 Sheets-Sheet 1

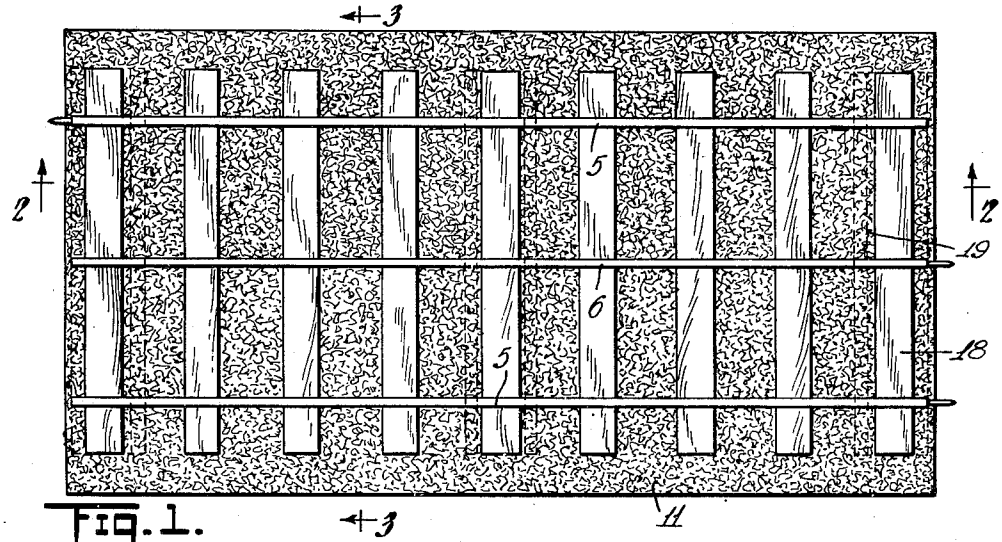

FIG. 1.

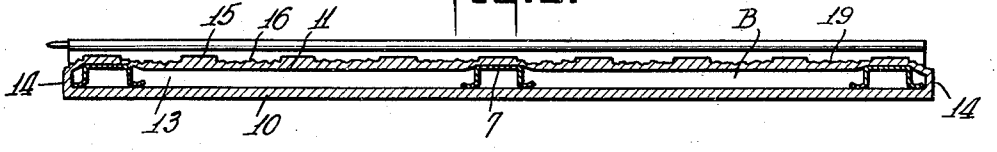

FIG. 2.

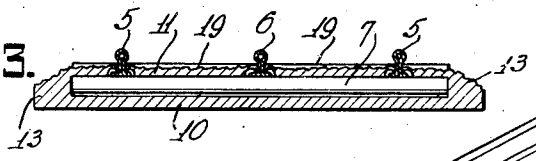

FIG. 3.

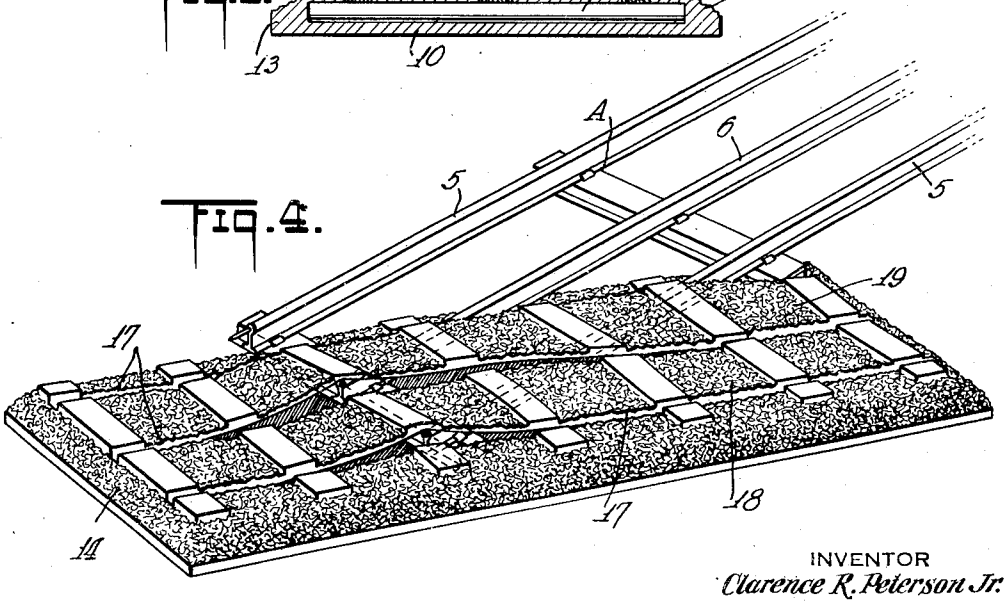

FIG. 4.

INVENTOR
Clarence R. Peterson Jr.
BY
Dean Fairbank Albright & Hirsch
ATTORNEYS

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Fig. 5.

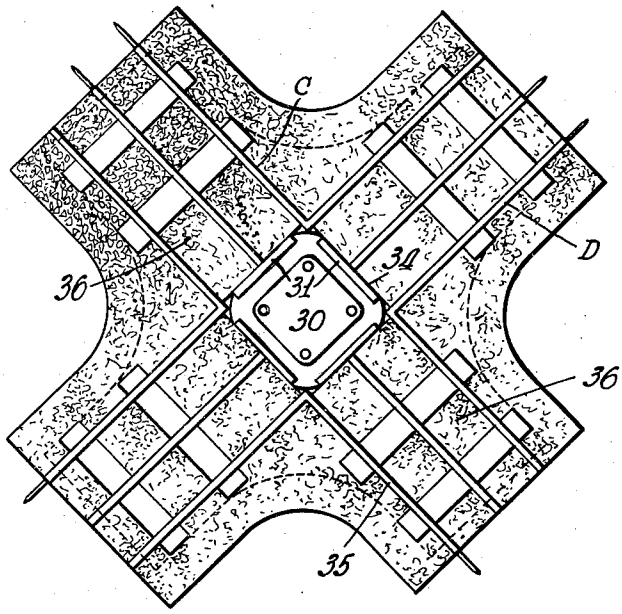


Fig. 6.

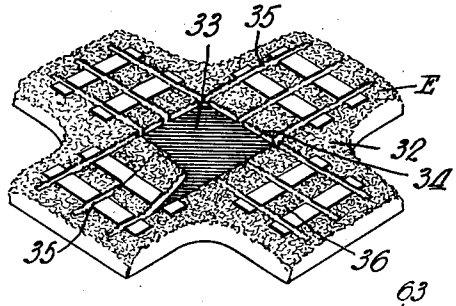
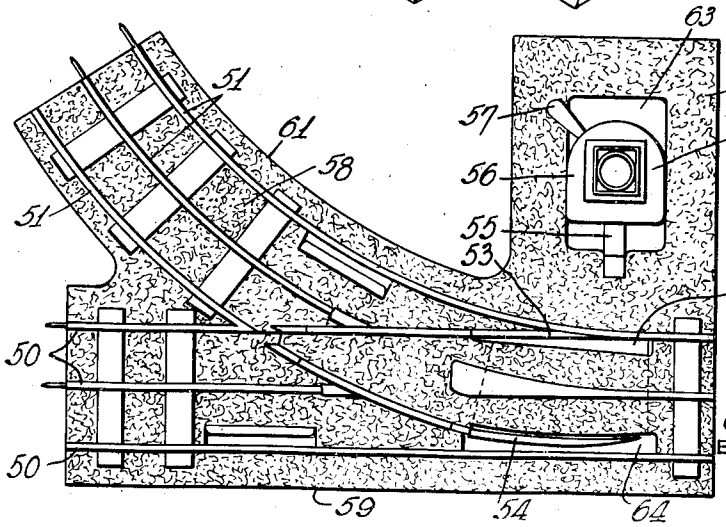


Fig. 7.



INVENTOR
Clarence R. Peterson Jr.
BY
Dean Fairbank Albright & Hines
ATTORNEY

Patented Dec. 2, 1930

1,783,367

UNITED STATES PATENT OFFICE

CLARENCE R. PETERSON, JR., OF PELHAM MANOR, NEW YORK

ROADBED CONSTRUCTION FOR TOY RAILWAYS

Application filed January 30, 1930. Serial No. 424,532.

This invention relates to trackways for toy railways, and more particularly to the road-bed thereof.

A common form of trackway for toy railways is made up of detachably connected track sections, each of which consists of cross-ties and rails, with little or no attempt to imitate the cross ties and ballast of standard railway road-bed construction. The track sections are formed of relatively light metal, and are often supported upon bare wooden floors, which results in noisy operation of the trains, as they pass along the trackway.

One object of the present invention is to provide a road-bed which may be used with the above mentined type of toy railway trackways, and which presents a realistic imitation of standard railway road-bed construction.

Another object is to provide a road-bed for toy railway trackways which will act as a sound-deadening cushion therefor, whereby the noise of operation of a train over the trackway is practically eliminated.

Another object is to provide a device of the aforementioned type which is so constructed as to be readily attachable to, and removable from toy railway track sections of standard construction.

Toy railway track sections take various forms such as straight, curved, switches, cross-overs or the like, and it is a further object of the present invention to provide a construction, the details of which may be modified to adapt it for use in connection with all types of toy railway track sections. Therefore various changes may be made in the details of construction without departing from the scope of my invention.

With the above, and other objects in view, reference is had to the accompanying drawings, in which

Fig. 1 is a plan view of a straight toy railway track section having attached thereto an imitation road-bed element constructed in accordance with the present invention,

Fig. 2 is a longitudinal sectional view taken on the line 2—2 of Fig. 1,

Fig. 3 is a transverse sectional view taken on the line 3—3 of Fig. 1,

Fig. 4 is a perspective view illustrating one manner in which the imitation road-bed element may be applied to a straight track section,

Fig. 5 is a plan view of a cross-over track section showing an imitation road-bed element applied thereto,

Fig. 6 is a detail perspective view, on a reduced scale showing an imitation road-bed element especially adapted for use in connection with a cross-over track section, and

Fig. 7 is a plan view showing an imitation road-bed element especially adapted for use in connection with a switch track section.

In the preferred embodiments of the invention, the imitation road-bed element is formed from rubber or other resilient material. The element is molded or otherwise formed into an envelope like structure adapted to receive the track section, it being understood that the element is shaped to correspond to that section with which it is intended for use.

In Figs. 1 to 4 inclusive, there is shown a straight toy railway track section A which comprises two running rails 5, a current distributing rail 6 and cross-ties 7 of which there are generally three or more.

The imitation road-bed element B comprises two sheets or layers 10 and 11, which are preferably connected by side and end walls 13 and 14, respectively, and it is so constructed that a space is provided between the layers 10 and 11 for the reception of a track section, such as A. The under layer or member 10 constitutes a cushion base for the track section and the upper layer or member 11 serves to conceal cross-ties 7, but not the rails and has its exposed face ornamented in imitation of standard railway ties and road-bed ballast, which ornamentation is preferably produced during the molding of the element.

To facilitate assembling the elements A and B the member 11 is preferably provided with slits or openings 17 through which the rails of the track section may protrude and these slits 17 divide the member 11 into strip-like sections 18 and 19 connected to the lower layer at their ends. When the track

section is of the electrical type which includes two running rails and a third rail for supply of current, the imitation road-bed element will be formed with three slits for the accommodation of the three rails. When, however, the device is employed in connection with railway track sections having but two rails, as in the case of mechanically driven trains, the member 11 will have but two slits since there will be no third rail to the track sections. In this last mentioned type, the exposed member 11 would be formed with but a single strip like member.

In the present embodiment of the invention, the side and end edges of the imitation road-bed element are closed, and then thus constructed, it may be positioned upon a track section by lifting the two sections 18 and 19 and placing one end of the track section therebeneath as illustrated in Fig. 4. The imitation road-bed element is then pulled upon the track section until the inner end of the track section engages the inner face of the end wall 14 of the imitation road-bed element. When thus positioned, the road-bed element, due to its elasticity, may be slightly stretched lengthwise to permit of the movement of the other end of the track section thereinto beneath the sections 18 and 19 until the track section is in position within the imitation road-bed element with its rails protruding through the slits 17.

It will be understood that an imitation road-bed element is employed in connection with each track section, and that when the track sections are interchanged or joined together, the adjacent ends of the rails may be connected and the adjacent ends of the imitation road-bed sections will abut and form a continuous road-bed in imitation of standard railway ties and ballast.

In Figs. 5 and 6, there is illustrated an imitation road-bed element especially adapted for use in connection with cross-over track sections. A cross-over consists of two intersecting sections of track, C and D, which are generally secured by means of a plate or the like 30 having side flanges 31, which engage the corresponding bases of the rail of the two intersecting sections.

The imitation road-bed member E adapted for use with such a cross-over comprises top and bottom members 32 and 33 respectively. The cross-over is supported upon the bottom member 33, which forms a cushion base therefor. The upper member is provided with an open rectangular space 34 for the reception of the plate 30 of the cross-over and a plurality of tongues or strip-like members 36 separated by slits 35 and having their inner ends free and terminating at the opening 34. In this form of the invention, the cross-over is positioned in the imitation road-bed element merely by lifting the free inner ends of the tongue-like strips 36 and inserting the cross-over in the center space and laying the strips back in place so that the rails project up through the slits.

It is to be understood that the exposed surface of the upper layer or member 32 will be ornamented or molded in imitation of railway track ties and ballast as in the heretofore described form of the invention and of such dimension as to render it readily adaptable for use in combination with the other sections of imitation road-bed section.

Fig. 7 illustrates an imitation road-bed element applied to a section of toy railway track known as a switch section. A switch section comprises a straight section having rails 50, and a curved section having rails 51, which lead into the straight section. Switch points 53 and 54 are employed by means of which trains may be shunted from the straight section to the curved section. These switch points are connected preferably by a link 55 with a so-called switch stand 56, which may be operated by a hand lever 57 or by other electrical or mechanical means.

The imitation road-bed element for the switch consists of two members or layers as in the heretofore described forms of the invention, the upper member 58 being ornamented in imitation of railway road-bed ballast. It has a main body portion 59 for the straight section of track, an extension 60, for the accommodation of the switch stand 56, and a curved extension 61 accommodating the curved track section, which leads into the straight track section. The upper member is provided with a plurality of slits between these parts for the reception of the various rails, somewhat after the manner illustrated in Fig. 6. That is, the slits are so arranged and formed as to provide tongue-like members or strips which are adapted to be forced downwardly into engagement with the flanges of the bases of the rails.

The extension 60 has an opening 63 to receive the switch stand 66, and of sufficient size to permit the necessary reciprocating movement of the switch stand 56, and the main body portion has openings 64 to provide ample space for movement of the switch points 53 and 54.

From the foregoing, it will be obvious that the present invention provides a base for attachment to ordinary track sections of toy rails, and which constitutes a realistic imitation of cross-ties and ballast of ordinary railway construction.

It will be understood that toy railway sections are made of various different widths and that there are various other shapes and kinds of sections. Each size and kind may have an appropriately formed imitation road-bed adapted for detachable connection thereto.

Having thus described my invention, what

I claim as new and desire to secure by Letters Patent is:

1. An imitation road-bed for toy railway track sections comprising two members adapted to receive a toy railway track section therebetween, one of said members having slits through which the rails of a track section may protrude, the other member forming a cushion for said track section.

2. An imitation road-bed for toy railway track sections comprising two members integrally connected together and adapted to receive a toy railway track section therebetween, one of said members having slits through which the rails of a track section may protrude, the other member forming a cushion for said track section.

3. An imitation road-bed for toy railway tracks, comprising an envelope like element adapted to removably receive a toy railway track section and having one of its exposed faces ornamented in imitation of a railway road-bed, and formed with openings through which the rails of the track section protrude.

4. An imitation road-bed for toy railway tracks, comprising an envelope like element of stretchable material adapted to receive a toy railway track section and having one of its exposed faces formed in imitation of the surface of a railway road-bed, said face having slits therein through which the rails of the track section protrude.

5. An imitation road-bed for toy railway track sections, comprising an envelope like element adapted to receive a toy railway track section, said member having its exposed face ornamented in imitation of railway track ties and ballast.

6. An imitation road-bed for toy railway track sections, comprising a removable envelope like element adapted to receive a toy railway track section, said member having its exposed face ornamented in imitation of railway track ties and ballast, and having a plurality of slits or openings through which the rails of a track section may protrude.

7. An imitation road-bed for toy railway track sections, comprising a base layer, and a cover layer between which a toy railway track section is retained, said cover layer being formed of stretchable material and slit, whereby to permit of introduction of the track section between the cover and the base layer.

8. An imitation road-bed for toy railway track sections, comprising a base member, and a cover member between which a toy railway track section is retained, said cover member being formed of stretchable material molded in imitation of a road-bed and slit to permit of introduction of the track section between the members.

9. A road-bed construction for toy railway track sections including a pair of sheets of rubber, one of said sheets adapted to underlie the track section, and the other including strips disposed between the rails of the track section, said upper sheet having its upper surface molded in imitation of cross-ties and ballast.

10. In combination a railway track section including a pair of rails and a plurality of connecting metal cross-ties, and a road bed construction detachable therefrom and including a pair of sheets of flexible non-metallic material, one adapted to lie beneath said cross-ties, and the other having portions disposed between and along said rails and overlying said cross-ties, said upper sheet having its upper surface molded in imitation of cross-ties and ballast.

11. An imitation road-bed adapted for use in connection with a separate and detachable toy railway section which has rails and cross ties, said road-bed including a base layer constructed of rubber composition adapted to support said cross ties, said layer having parts integral therewith adapted to overlap said cross ties for yieldingly resisting but permitting separation of the road-bed and track sections and preventing relative lateral movement.

12. An imitation road-bed adapted for use in connection with a separate and detachable toy railway section which has rails and cross ties, said road-bed including a base layer constructed of rubber composition and adapted to support said cross ties, said layer having integral flanges disposed in abutting engagement with the ends of the cross ties for holding said track sections against lateral movement with respect to said layer but permitting ready separation of said road-bed and said track sections.

Signed at New York in the county of New York and State of New York this 29th day of January, A. D. 1930.

CLARENCE R. PETERSON, JR.