July 9, 1940. W. GIBSON 2,207,171

TRACK FOR TOY TRAINS

Filed March 17, 1939

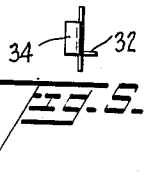


FIG. 5.

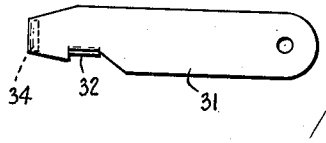


FIG. 3.

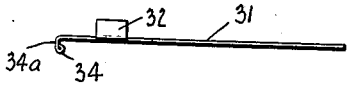


FIG. 4.

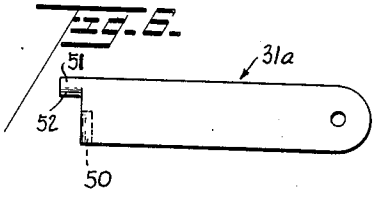


FIG. 6.

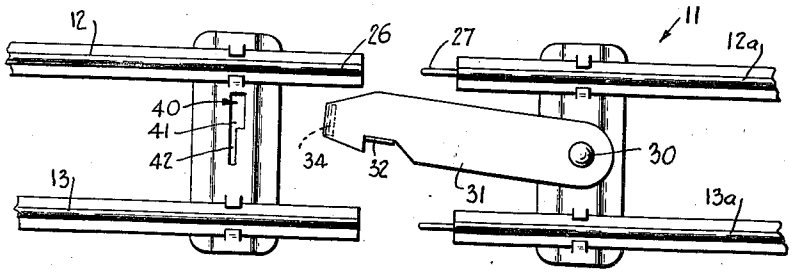


FIG. 1.

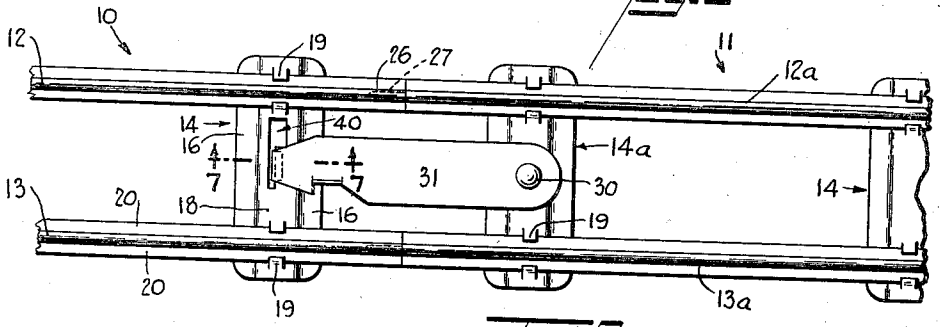


FIG. 2.

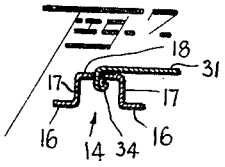


FIG. 7.

INVENTOR.
WILLIAM GIBSON.

BY Carl Miller

ATTORNEY.

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TRACK FOR TOY TRAINS

William Gibson, New York, N. Y.

Application March 17, 1939, Serial No. 262,452

1 Claim. (Cl. 238—10)

This invention relates to tracks for toy trains.

In experimenting with numerous tracks of toy trains, I have found that after the train has made several revolutions on the tracks, the tracks come apart. It is therefore an object of my invention to provide means for quickly and easily attaching together the adjacent ends of tracks, so that they will not come apart.

A further object of this invention is to provide means for attaching together the meeting ends of tracks for toy trains which can be easily operated by any child, and which can be manufactured with very little extra cost, and which will increase the demand for the tracks, and prove a saving to purchasers because injury to the tracks is thereby prevented.

A still further object of this invention is to provide a rugged and durable track attachment means which shall be easy to manipulate, and practical and efficient to a high degree in use.

Other objects of this invention will in part be obvious and in part hereinafter pointed out.

The invention accordingly consists in the features of construction, combinations of elements, and arrangement of parts which will be exemplified in the construction hereinafter described.

In the accompanying drawing, in which is shown various possible illustrative embodiments of this invention,

Fig. 1 is a top plan view of the adjacent ends of toy tracks, and illustrating the means for attaching said ends together;

Fig. 2 is a view similar to Fig. 1, but showing the tracks attached together;

Fig. 3 is a top plan view of the attaching member;

Fig. 4 is a side elevational view of the attaching member;

Fig. 5 is an end elevational view of the attaching member;

Fig. 6 is a top plan view of an attaching member embodying the invention, and illustrating a modified construction; and

Fig. 7 is a cross-sectional view taken on line 7—7 of Fig. 2.

Referring now in detail to the drawing, 10 and 11 designate the meeting ends of tracks to be joined together. The track 10 comprises rails 12 and 13 interconnected by a tie member 14. The tie member 14 may be made of channel shape construction, having outwardly extending flanges 16 resting on the floor. Vertical walls 17 extend upwardly from the flanges 16, and a flat horizontal wall 18 interconnecting the vertical walls 17.

The rails 12 and 13 rest on top of the wall 18, and said wall is formed with struck up prongs 19 engaging the flanges 20 of the rails 12 and 13.

The track 11 has rails 12*a* and 13*a* similar to the rails 12 and 13. The rails 12 and 13 have tubular heads 26 to receive longitudinal pins 27 on the heads of the rails 12*a* and 13*a*. The rails 12*a* and 13*a* are supported by a tie member 14*a*, similar to the tie member 14.

With track construction as described hereinabove, it has been found that when the train passes over the track, several times, the pins 27 become loose from the rails 12 and 13, and the tracks separate.

Means is therefore provided to prevent separation of the tracks. To this end, there is pivoted to the rail tie member 14*a*, as by a vertical pivot 30, a flat, horizontal connecting member 31, disposed between the rails 12*a* and 13*a* and extending beyond the ends of said rails toward the track 10. Said connecting member 31 is preferably made of sheet metal and has an upwardly struck integral flange lug 32, serving as a handle. The outer end of the connecting member 31 is beaded over downwardly, as at 34, for the purpose hereinafter appearing.

Said outer end of said connecting member 31 is preferably narrowed down, as shown in Figs. 1 and 3 of the drawing.

The top wall 18 of the tie member 14 is formed with a slot 40, having a wider portion 41 at one end, and a narrower portion 42 at the other end. The downwardly extending beaded portion 34 may be pushed downwardly through the wider portion 41 of the slot 40, and the connecting member then swung in a counter-clockwise direction, looking at Fig. 2 of the drawing, to move the beaded portion 34 beneath the wall 18. The neck portion 34*a* which interconnects the beaded portion 34 with the connecting member, moves into the narrower portion 42 of the slot.

It will now be understood that the tracks may be attached together by moving the pins 27 into the ends of the rail heads 26, then passing the beaded portion 34 downwardly into the slot portion 41, and by grasping the handle 32, swing the connector in a counter-clockwise direction to bring the bead 34 beneath the wall 18, to prevent the connector from unfastening.

It will now be understood that the tracks will be firmly attached together and will not accidentally separate.

In Fig. 6 there is shown a connecting member 31*a*, embodying the invention, and illustrating a modified construction. Said connecting member

is likewise made of flat sheet metal and has a downwardly extending bead 50 and a projection 51 extending beyond said bead, and formed with an upwardly extending flange 52 constituting a handle, to affect swinging movement of said connector.

It will thus be seen that there is provided a device in which the several objects of this invention are achieved, and which is well adapted to meet the conditions of practical use.

As various possible embodiments might be made of the above invention, and as various changes might be made in the embodiments above set forth, it is to be understood that all matter herein set forth or shown in the accompanying drawing is to be interpreted as illustrative and not in a limiting sense.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

A pair of toy rail tracks, each comprising a pair of rails mounted on rail tie members, the rails of one track interconnected with the aligned rails of the other track, the rail tie member of one track being formed with a slot having a wide and laterally extended narrowed portion, an interconnecting member pivoted to the rail tie member of the other track about a vertical axis and having a downwardly extending beaded portion adapted to pass through the wider part of the slot, and including an upper narrow neck portion adapted to be received in the narrower part of said slot, and said interconnecting member having an upwardly struck integral flange forming a handle, to swing said member about its pivot.

WILLIAM GIBSON.