April 3, 1951 M. A. G. LORÉ 2,547,586

MODEL RAILWAY TRACK

Filed Dec. 17, 1947

Fig. 6

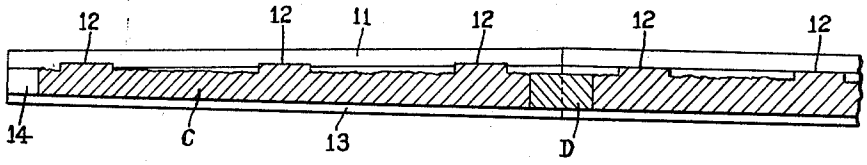
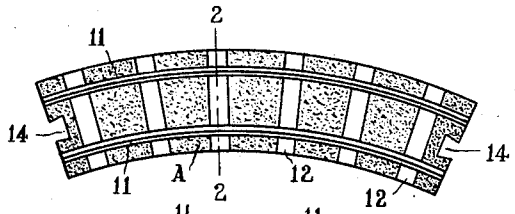


Fig. 1



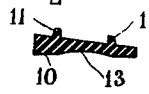


Fig. 2



Fig. 3



Fig. 4

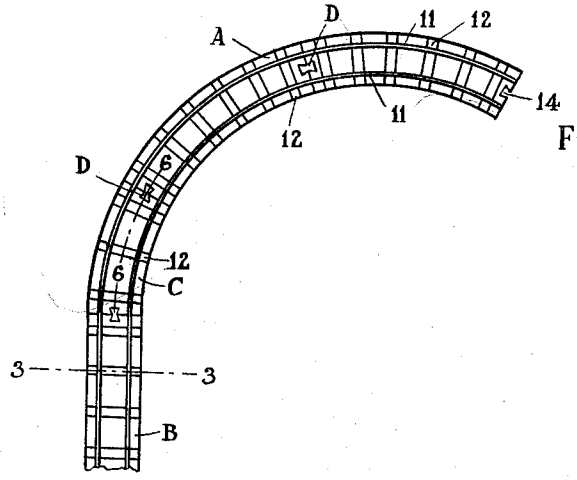


Fig. 5

INVENTOR

M. A. G. LORÉ

By Michael S. Gross

Patented Apr. 3, 1951

2,547,586

UNITED STATES PATENT OFFICE

2,547,586

MODEL RAILWAY TRACK

Matthew Ambrose Graham Loré, Blackpool, England

Application December 17, 1947, Serial No. 792,267
In Great Britain December 21, 1946

1 Claim. (Cl. 238—10)

1

This invention relates to improvements in model railway tracks composed of rubber or other resilient material.

The object of the invention is to mould or extend the section forming the lines, sleepers and ballast in one piece at one operation from rubber or other resilient material.

According to the invention sections of track are moulded or extended from rubber or other resilient material and comprise a base, simulating the ballast, concave upwards on its under side and formed with two parallel or concentric raised portions on its upper surface to form the lines with transverse stiffening members simulating sleepers the ends of each section being provided with a dovetail recess between the lines to receive keys by which adjacent sections are connected together.

The invention will be described with reference to the accompanying drawings:

Fig. 1 is a plan of a curved section;

Fig. 2 is a transverse section on line 2—2, Fig. 1;

Fig. 3 is a transverse section of a straight section on line 3—3, Fig. 5, enlarged;

Fig. 4 is a plan of a key;

Fig. 5 is a plan to a smaller scale showing part of a complete railway circuit with a curved and straight section coupled together and with an intermediate section keyed therebetween;

Fig. 6 is a longitudinal section of intermediate section on line 6—6, Fig. 5.

A complete railway circuit is composed of a plurality of curved sections and straight sections B connected together with intermediate section C between a curved and straight section. The various sections being jointed by keys D interlocking into both adjacent sections.

Each curved section A is constructed with a base 10 simulating the ballast of a normal railway track, the upper surface of which is moulded with two concentric raised ribs 11 to form the lines and with transverse stiffening strips 12 simulating sleepers. The upper surface is inclined to the horizontal as shown in Fig. 2 to provide banking for the track on the curve. The lower surface of the base is formed with a concave recess 13 between the lines to give additional resilience and the ends are formed with dovetail recesses 14 to receive the keys D by which adjacent sections are connected together.

Straight sections B are constructed similarly to the curved sections A but without any banking of the lines 11. The curved sections A are connected to straight sections B by intermediate sections C each of which is raised at one end (Fig. 5) to bring the lines 11 into line with those on the curved sections A whilst the other ends of the lines 11 are at the level of the lines on the straight sections B.

2

I claim:

In a model railway track built up from a plurality of track sections connected together in a series, the combination of a system of straight and curved solid track sections of molded plastic such as rubber in which each section comprises a base simulating road ballast; two parallel raised integral portions on the upper surface of the base forming the rail portions thereof and integral transverse raised stiffening portions disposed at spaced intervals upon the base simulating sleepers, each curved rail section being integrally banked at the outer edge thereof so that the outer rail thereon is raised above the level of the inner rail; and a straight intermediate section serving to connect straight rail sections having both rail portions disposed at an equal level, with a curved section having a higher outer curved rail portion and having at least the outer rail portion upon said intermediate section raised at one end to register with said outer raised rail portion upon said curved track section and the other ends of the rail portions on said intermediate rail section terminating at a lower common level to register with the ends of the rail portion on said straight rail sections, and all of the rail sections having corresponding dovetail recesses vertically open upon the ends thereof intermediate the rail portions thereon, there being double dovetail keys adapted for insertion into each pair of corresponding dovetail recesses in the ends of said rail section for connecting the latter together.

MATTHEW AMBROSE GRAHAM LORÉ.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
987,373	Jorns	Mar. 21, 1911
1,467,475	Egolf	Sept. 11, 1923
1,865,277	Rosenthal	June 28, 1932
2,031,194	Thompson	Feb. 18, 1936
2,265,965	Frisbie	Dec. 9, 1941