H. C. GRANT.

TRACK CONSTRUCTION.

APPLICATION FILED JAN. 22, 1908.

925,332. Patented June 15, 1909.

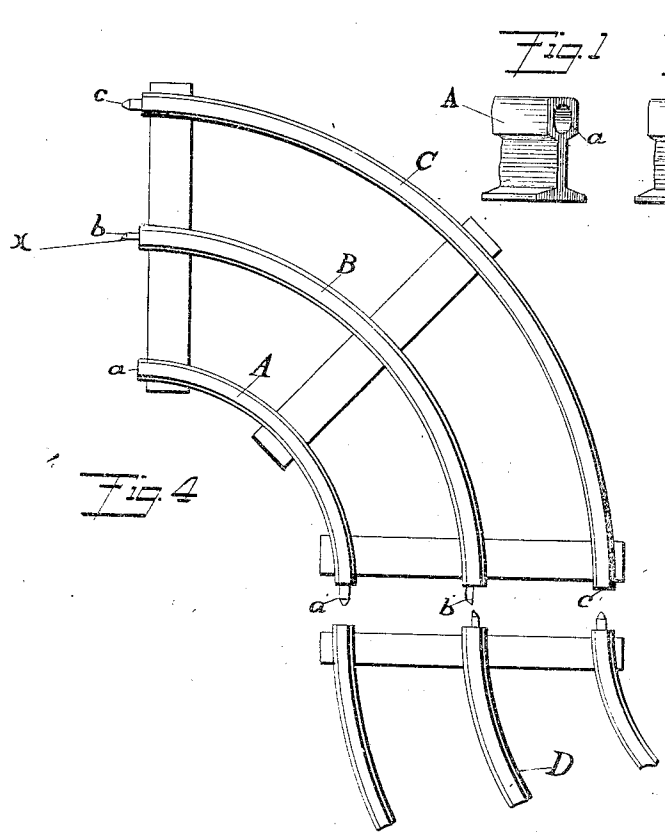
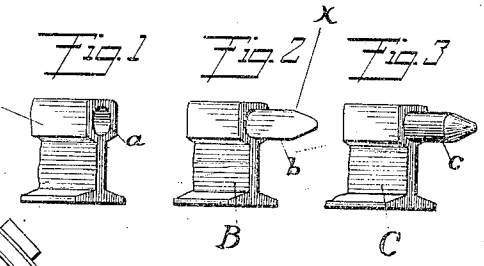


Fig. 4



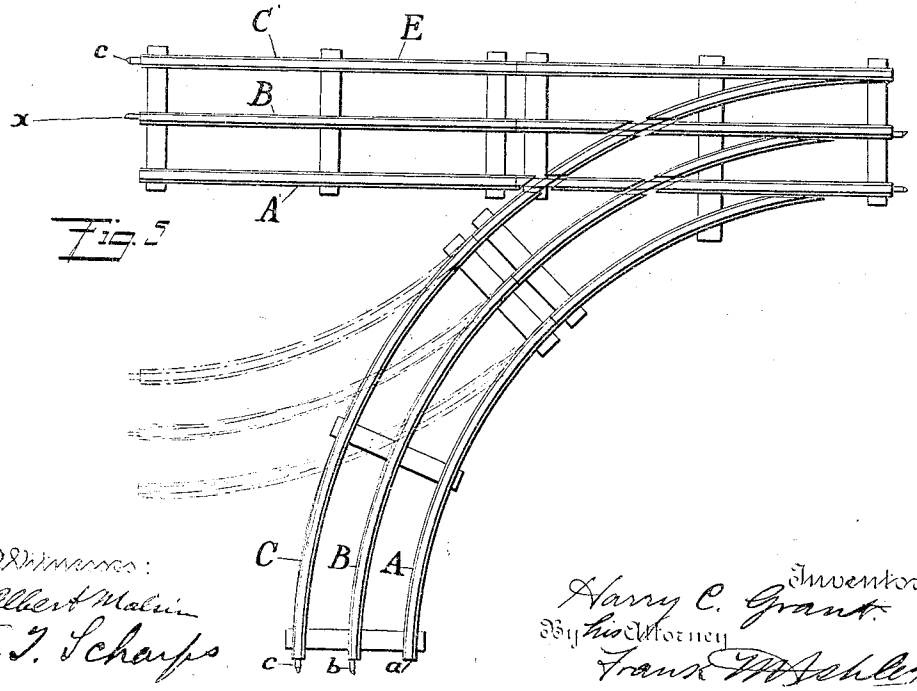


Fig. 5

Witnesses:
Albert Malin
A. J. Schaps

Inventor
Harry C. Grant
By his Attorney
Frank W. Ashley.

UNITED STATES PATENT OFFICE.

HARRY C. GRANT, OF BAYONNE, NEW JERSEY, ASSIGNOR TO LIONEL MANUFACTURING COMPANY, A CORPORATION OF NEW YORK.

TRACK CONSTRUCTION.

No. 925,332. Specification of Letters Patent. Patented June 15, 1909.

Application filed January 22, 1908. Serial No. 412,050.

To all whom it may concern:

Be it known that I, HARRY C. GRANT, a citizen of the United States, residing at 10 East Thirty-fifth street, Bayonne, New Jersey, have invented certain new and useful Improvements in Track Construction, of which the following is a specification.

My invention relates to track construction for toy railway tracks, and the object of same is to provide a construction comprising a plurality of straight sections and a plurality of curved sections, each of which is provided with projections by means of which the ends of the rails are held together and in alinement, and to make the ends interchangeable, that is to say, to so construct the ends that any two adjacent sections will coact to form an unbroken track.

A further object is to provide a third track which serves as a conductor for electric current, the ends of each of said tracks having like projections to coact to form a continuous conductor for current as well as a continuous track for the traveling trolley wheel which rolls thereon.

A further object is to make the curved sections of such a length relative to the straight sections of track, that when they are assembled, two of the curved sections and two of the straight sections may be joined in such a manner as to be of equal length and in position to form a straight track by adding a straight section thereto, parallel with the first straight section of track, as illustrated by dotted lines in Figure 5.

Referring to the drawings which form a part of this specification,—Fig. 1, is a perspective view of one end of a rail having a hole therein and extending longitudinally in alinement with the tread surface of the rail. Fig. 2, is a similar view, disclosing a projecting pin, semi-circular in cross section, held in the hole. Fig. 3, is a view showing a pin circular in cross section held in the end of the rail. Fig. 4, is a plan view of a curved section having the pins located in proper order, and located in position relative to a second section adapted to connect therewith. Fig. 5, is a plan view of a straight portion of track having a turn out section and curved section connected therewith, and the dotted lines of which indicate reversed end for end and connected to the turnout section, disclosing the interchangeable feature of the track construction.

A, indicates a rail, preferably formed of sheet metal and having an opening in one end, as at *a*, and a projecting pin *a'*, at the opposite end, preferably circular in cross section, and having a rounded or cone-shaped extremity. This rail may be curved as shown, or straight as illustrated by A' in Fig. 5.

B, indicates the center rail, which serves as an electrical conductor and is provided with a pin *b* projecting from one end and a pin *b'* from the opposite end, and being semi-circular in cross section, the flat side being turned to the right at one end and to the left at the opposite end, so that the coacting pin in the adjacent section will always fit into the rail beside the pin located therein and vice versa.

C, indicates a rail having a pin circular in cross section at the end indicated, and an opening at *c'* similar to that at *a* in rail A. It will be observed that by this arrangement of pins in the rails, the section shown in Fig. 4 may be turned end for end and it will be in proper position to engage the section D, and this would be the case whether the sections are curved or straight. It will be observed that the curved sections may be so connected as to leave one end in position relative to section E, to allow a further straight section to be connected parallel to the straight line of track, the ends of which may be made to come in line. It will also be obvious that the end of each rail may have a semi-circular projection and a semi-circular opening so arranged as to permit the ends of adjacent sections to always coact, providing the flat sides are all disposed to the right hand side at one end and the left hand side at the opposite end. The connecting pins and sockets for the outer rails are all matched, as are also the half circular pins and their sockets for connecting the third rail.

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

A railway track comprising a plurality of track sections consisting in three rails mounted rigidly and permanently on suitable cross ties, two of said rails being simi-

larly provided each with a projecting pin at the one end and a matched socket at the other end, said rails being in relatively reverse position on said ties to present a pin and a socket at each end of said sections, and said third rail having in each end a duplicate matched pin and socket.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses, this twenty-seventh day of December 1907.

HARRY C. GRANT.

Witnesses:
FRANK M. ASHLEY,
A. T. SCHARPS.