

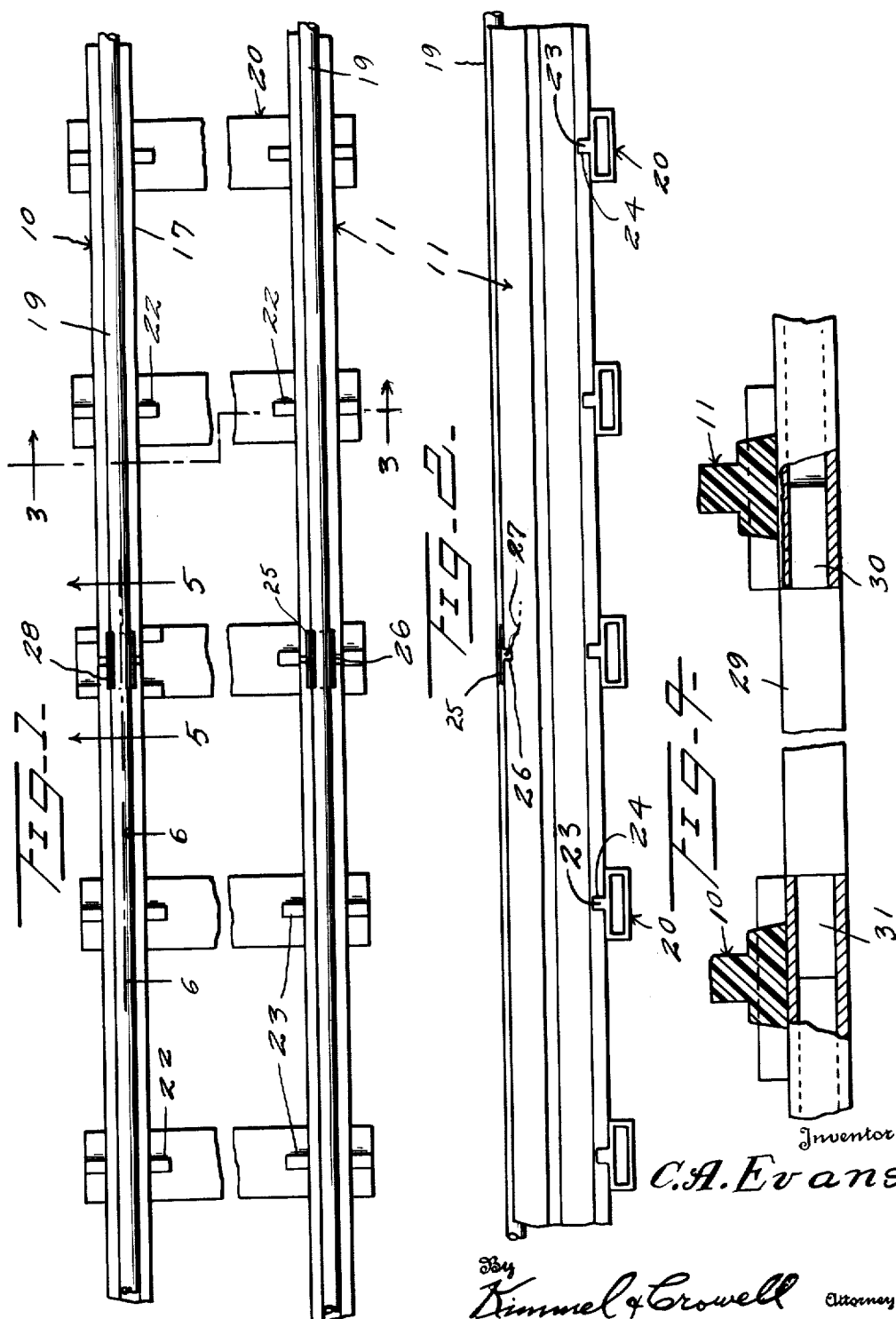
**Feb. 6, 1951**

C. A. EVANS  
PLASTIC TOY TRAIN TRACK

**2,540,433**

Filed Sept. 10, 1946

2 Sheets-Sheet 1



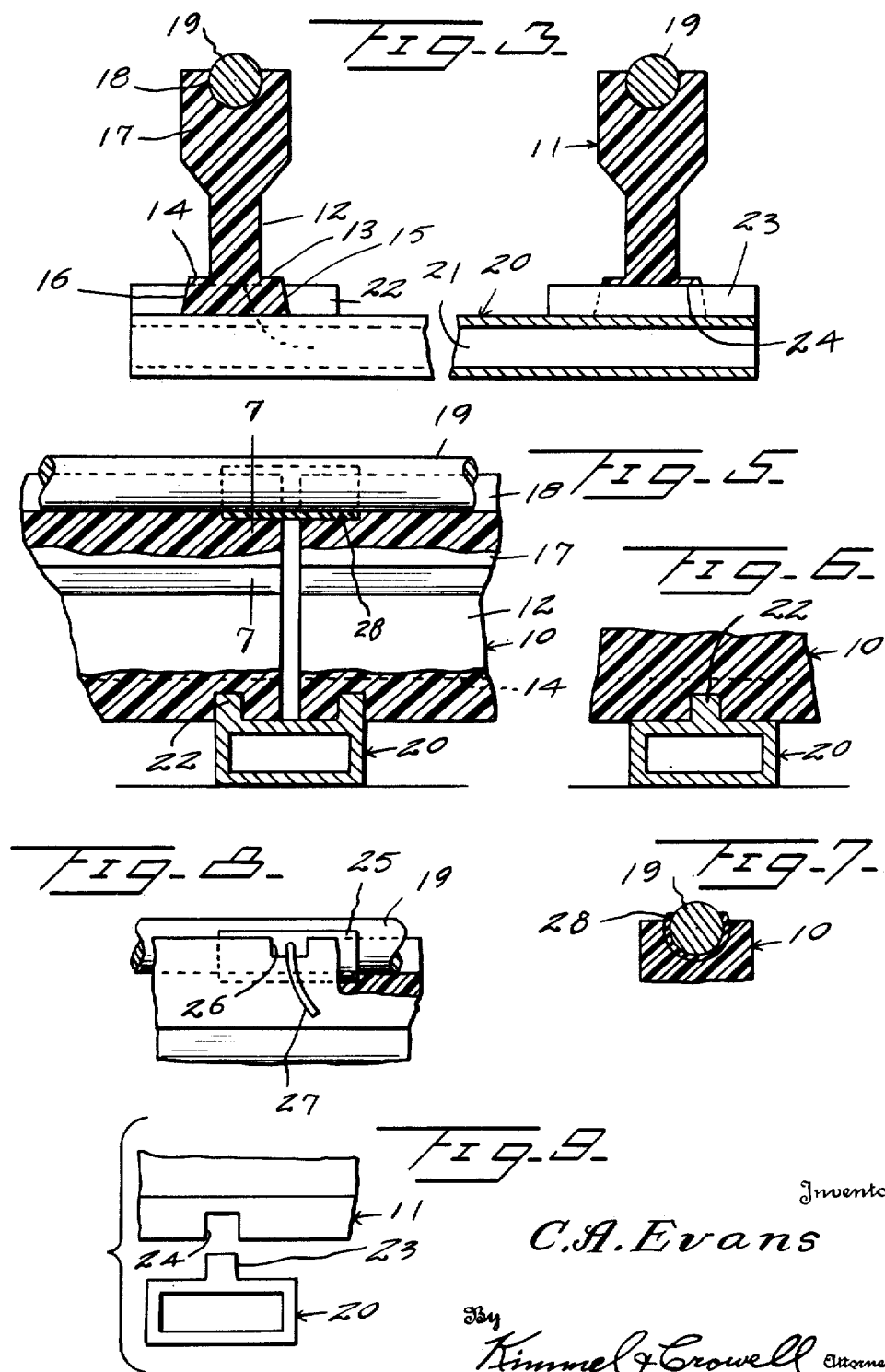
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## UNITED STATES PATENT OFFICE

2,540,433

## PLASTIC TOY TRAIN TRACK

Clarence A. Evans, Atlanta, Ga.

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1 Claim. (Cl. 238—10)

1

This invention relates to improvements in toy train tracks.

An object of this invention is to provide an improved track for toy electric trains which is so constructed that the rail section may be formed of extruded material which may be plastic or other insulating material.

Another object of the invention is to provide a track construction which will permit forming the tracks of desired configuration, that is, on either straight or curved lines, the track being of a relatively flexible characteristic, for maintaining the rails in their proper upright position.

A further object of this invention is to provide a combined rail and tie structure which will permit coupling of adjacent sections together for carrying forward the electric circuit or breaking the circuit, as may be desired.

A further object of this invention is to provide in a track structure of this kind, means whereby adjacent side by side sections may be firmly secured together.

With the above and such other objects in view as may hereinafter more fully appear, the invention consists of the novel construction and operation, but it is to be understood that changes, variations, and modifications may be resorted to which fall within the scope of the invention as claimed.

In the drawings;

Figure 1 is a fragmentary plan view of a track construction which is constructed according to an embodiment of this invention,

Figure 2 is a detail side elevation,

Figure 3 is a fragmentary sectional view, taken on the line 3—3 of Figure 1,

Figure 4 is a fragmentary sectional view, partly in detail, showing the adjacent rail pairs coupled together,

Figure 5 is a fragmentary sectional view taken on the line 5—5 of Figure 1,

Figure 6 is a fragmentary sectional view of the base, and the tie structure taken substantially on the line 6—6 of Figure 1,

Figure 7 is a fragmentary sectional view taken on the line 7—7 of Figure 5,

Figure 8 is an enlarged fragmentary side elevation partly in section, showing the circuit coupling means for the metal rail,

Figure 9 is a fragmentary exploded view showing the coupling means between the rail and the tie.

Referring to the drawings, the numerals 10 and 11 designate generally a pair of rails which are adapted to be formed out of plastic or other

2

similar substantially flexible material which has a limited degree of flexibility.

The rails 10 and 11 are of like construction and the details of construction of one rail will apply equally as well to the other rail.

The rail 10 includes a web 12 which is formed at its lower edge with a pair of base flanges 13 and 14. The base flanges 13 and 14 form an integral base of key shaped configuration with the outer edges 15 and 16 thereof tapering upwardly. A head 17 is formed on the upper edge of the web 12 and is formed with a longitudinally extending socket or recess 18 of a size substantially greater than a semi-circle so as to provide a socket for firmly locking a metal rail or wire 19 therein.

A substantial portion of the wire or rail 19 projects above the head 17, and is adapted to be engaged by the wheels of the train. The two rails 10 and 11 are adapted to be held in spaced apart relation by means of a hollow tie member 20. The tie member 20, as shown in Figure 9, is substantially rectangular in transverse section being formed with a rectangular bore 21 therethrough.

The tie 20 has disposed adjacent the opposite ends thereof a pair of upwardly projecting lugs 22 and 23 for engagement with the base flanges of the rails 10 and 11. The base flanges of the rails are formed with downwardly opening keyways 24 within which the keys or lugs 23 are adapted to engage. These keys or lugs may be cemented or otherwise firmly secured within the keyways 24 so that the two rails will be firmly held in spaced apart relation.

In order to provide a means whereby electricity may be communicated to the rail or wire 19, I have provided between the ends of each rail, a split sleeve 25 which is embedded in the head 17 of the rail and the head 17 is formed with a notch 26 through which a lead wire 27 is adapted to extend and be connected to the metal sleeve 25.

With a device of this kind where an electric circuit is to be broken between certain sections of the rails an insulating sleeve 28 may be connected between the adjacent ends of the rail members 19. The sleeve 28 may project from one of the rail heads 17, and the adjacent rail head may have a space made between the rail 19 and the socket for the rail in order to permit movement of the split sleeve onto the adjacent rail member.

It will be understood that where the electric circuit is not to be broken, the sleeve or coupling member 28 may be formed of metal instead of

3

insulating material. Where it is desired to space pairs of rails laterally relative to each other, I have provided spacing blocks or members 29 which are of substantially the same cross sectional configuration as the ties 20.

The spacing member 29 has extending from the opposite ends thereof plugs 30 and 31 which are adapted to engage interiorly to adjacent tie members 20 and thereby hold these tie members 20 in endwise spaced relation.

With a rail constructed according to the present invention the rails may be made out of inherently resilient material which also has a degree of flexibility in addition to substantial degree of rigidity. These rails, which are coupled together in pairs, may be bent on curves or angles so that a complete rail system may be provided. By forming the tracks and the ties of plastic or similar material these tracks and ties will not corrode.

What I claim is:

A toy train track consisting of sections of track comprising a pair of rail members each formed of a length of extruded plastic material, a metallic wheel engaging member partially embedded in the upper side of each of said rail members, each rail member including a base flange formed with transverse downwardly open slots adjacent each end and a plurality of intermediate equally spaced transverse downwardly open slots, split metallic sleeves about said wheel engaging member and embedded in said rail head tie members each having a hollow elongated tubular

4

body rectangular in cross section and an upwardly projecting key member adjacent each end fixedly engaging said intermediate slots, and end tie members having pairs of upwardly projecting key members adjacent each end adapted to engage said end slots of rail members of adjacent track sections.

CLARENCE A. EVANS.

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