G. H. PEIFER.

TRACK.

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1,389,781. Patented Sept. 6, 1921.

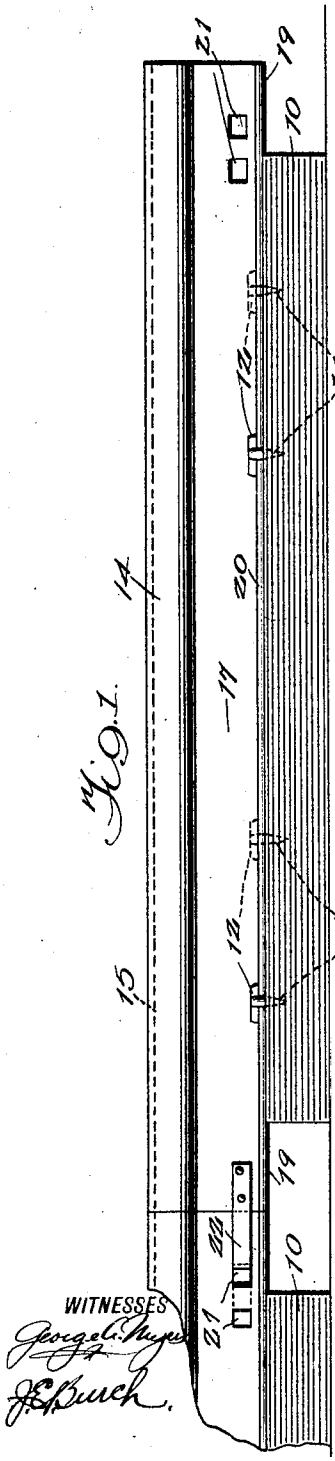


Fig. 1.

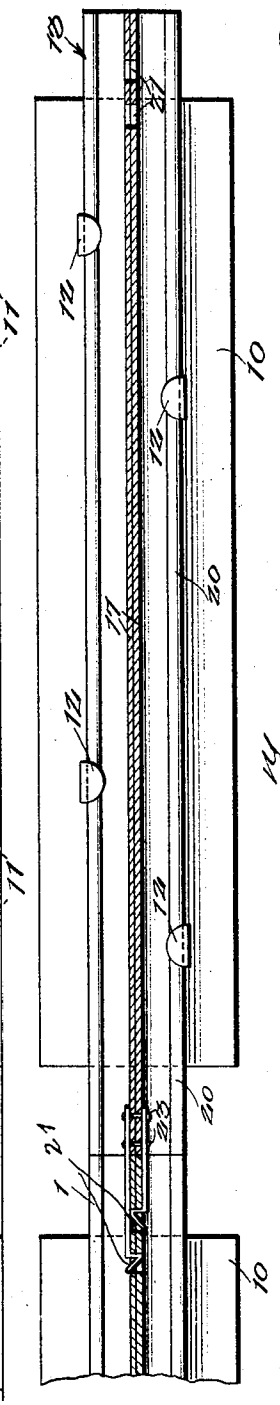


Fig. 2.

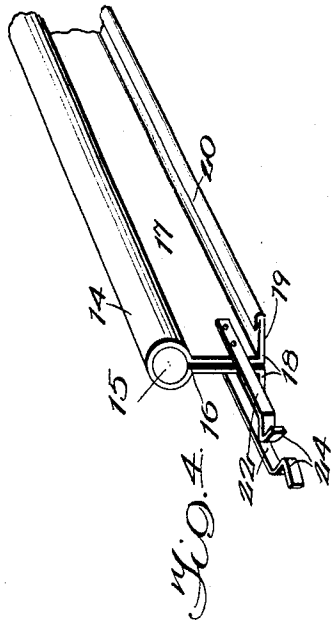


Fig. 4.

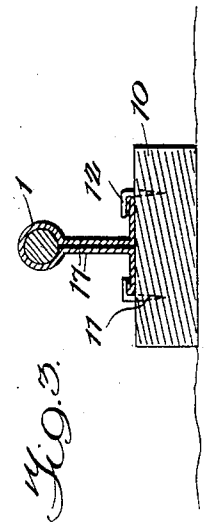


Fig. 3.

WITNESSES

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TRACK.

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To all whom it may concern:

Be it known that I, GUY H. PEIFER, a citizen of the United States, and a resident of Hazleton, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Tracks, of which the following is a specification.

This invention relates to railway track construction for road beds and more particularly to improved tracks or track rails adapted for light gaged railways or otherwise and to replace the heavy and expensive rolled rails, and the usual toy rails and coupling means, while also permitting and facilitating bending of the rail sections and the retention thereof in any desired angular or bent position,

The invention comprehends an improved rail which may also be used in connection with miniature railways or trains, such as toys and which include a composite makeup produced from sheet metal having an inserted ball or tread portion which may be in the form of a conductor so that an electrical circuit may be completed through the track rails, the rails being provided with bed members of wood running longitudinally beneath the same, while novel means are provided to join the ends of the track rails when constructed as described.

Other and further objects of my invention will become readily apparent to persons skilled in the art from a consideration of the following description when taken in conjunction with the accompanying drawings, wherein:

Figure 1 is a side elevation of track rails constructed in accordance with the invention as applied to a road bed construction.

Fig. 2 is a longitudinal sectional plan view thereof taken through the web of the rail.

Fig. 3 is a transverse section taken through the bed member and a rail mounted thereon, and

Fig. 4 is a fragmentary perspective view of one end of a track rail section and showing the joint or connecting means for the meeting ends of the rail sections.

Referring to the drawings in detail, in which like reference characters designate similar parts throughout the several views, the improved track construction consists of a series of track rails mounted on longitudinal base or bed members 10, preferably of hard wood blocks, planed smooth on all sides and having openings 11 for the reception of securing nails or spikes 12, by means of which the rails are secured in position. Of course, it is to be understood that the base or bed members may be laid upon a suitable foundation or support, depending upon the use of the track structure in practice.

The track rail sections are preferably flexible being produced from sheet tin or other suitable malleable or resilient sheet metal as idicated at 13. These rectangular sections of sheet metal are bent upon themselves to form an intermediate tubular or cylindrical tread or ball portion 14 which is reinforced with a core 15 preferably of round or circular cross section, corresponding to the cross section of the hollow or tubular ball or head portion 16 and extending throughout the length of each section. This core is preferably of copper wire or other conducting material and terminating at the ends of the sections for abutment or contact so that a circuit may be closed through the same when the sections are joined or connected.

The remaining portions of the sheet metal sections forming the track rails or rail sections are brought in juxta-position as shown at 16, and extended in parallel relation and preferably slightly spaced apart in close proximity or in contact to produce the web portions 17, the longitudinal edges of which are directed outwardly as shown at 18 to produce the oppositely extending flanges 19 forming the rail base.

The edge portions of the flanges 19 forming the base of the rail are directed inwardly, being preferably turned upwardly and inwardly or rebent to form a reinforcing or binding portion 20 designed to be engaged by the overhanging heads of the fastening means 12 and reinforcing the rail at the point of engagement of the fastening means therewith when driven into the base or bed members 10 so as to extend longitudinally of and above the latter. As shown, the ends of the base or bed members 10 are disposed in spaced relation, but may be otherwise related. The rails or rail sections, are arranged upon and longitudinally of said base or bed members and means are provided to join the meeting ends of said sections.

For the latter purpose, one end of each section is provided with a pair of openings 21 extending through the web portions thereof in horizontal alinement and the opposite

end of the section or the abutting end of the adjacent section is provided upon opposite sides with spring fasteners 22 in the form of resilient strips riveted or otherwise fastened through the web portion as by means of rivets 23, said fasteners or strips straddling said web portions or being disposed upon opposite sides thereof in alinement and one being shorter than the other. The ends of the strips 22 are provided with oppositely extending lugs or catches 24 producing shoulders designed to engage or snap into the openings 21 and lock the rail sections together in perfect alinement, while permitting convenient and easy connection and disconnection thereof. At the same time, the cores 15 will be disposed in engagement, the contact serving to complete a circuit therethrough in addition to the fact that the core serves to reinforce the head or ball portion of each rail section, as well as facilitating and permitting bending of the rail sections and the retention thereof in any desired bent position angular or curved.

In view of the foregoing, it is thought that the operation of the device will be readily apparent and in view of the simplicity and practical value that it will commend itself to those skilled in the art.

Having thus described the invention what is claimed is:—

1. In a track construction, a series of rails, each rail consisting of a sheet metal section doubled upon itself to form a cylindrical tread portion and disposed with flat portions adjacent to each other, the edges being directed outwardly to form flanges, a conductor core in each tread portion and having the ends thereof terminating adjacent the ends of the tread portions for abutment or contact when the rails are joined or connected, and means for connecting said rails.

2. In a track construction, a series of rails, each rail consisting of a sheet metal section doubled upon itself to form a tubular ball portion and disposed with flat portions adjacent to each other, the edges being directed outwardly to form flanges, and a reinforcing core in said ball portion and extending throughout the lengths of the rails.

3. In a track construction, a series of rails, each rail consisting of a sheet metal section doubled upon itself to form a cylindrical tread portion and disposed with flat portions adjacent to each other, the edges being directed outwardly to form flanges to form a base for the rails, said flanges having the edges thereof directed inwardly, a core filling said tread portion and serving as a conductor, and coöperating means at the ends of abutting sections for securing the same together.

4. In a track construction, a series of rails, each rail consisting of a sheet metal section doubled upon itself to form a hollow tubular tread portion and disposed with flat portions adjacent to each other, the edges being directed outwardly to form flanges, said flanges having the edges thereof bent inwardly, a core filling said tread portion and serving as a conductor, one end of each section being provided with a pair of spaced openings in the webs thereof and the opposite end being provided with a pair of spaced fastening members and snap fasteners carried by said fastening members and provided with oppositely extending lugs to engage the openings of the abutting sections.

5. The combination with abutting rail sections having web portions, of fastening means for connecting the same, one end of each section being provided with a pair of spaced horizontally alined openings near the end thereof, spring strips disposed upon opposite sides of the web portion at the other end of the sections and secured together through the web portion, the free ends of the strips being formed with rebent portions extending inwardly toward each other to engage said openings, one of said strips being longer than the other.

6. In a track rail, a rectangular sheet folded longitudinally upon itself equi-distantly from the longitudinal edges thereof and shaped to provide a cylindrical ball portion, a wire core in said ball portion and extending throughout the length thereof, said folds being then extended in parallel relation to form a flat web, the remaining portion being directed outwardly to form base flanges, and reinforcing means at the edges of said flanges.

7. In a track rail, a rectangular sheet folded longitudinally upon itself equi-distantly from the edges thereof and rolled to provide a cylindrical ball portion, a wire core in said ball portion, said folds being then extended in parallel relation to form a flat web, the remaining portions being directed outwardly to form base flanges, the edges of said base flanges being turned upwardly and inwardly and pressed against the upper faces of the flanges to provide side bindings, and means for joining said web portions.

8. In a track rail, a rectangular sheet folded longitudinally upon itself equi-distantly from the edges thereof and formed to provide a cylindrical ball portion, a wire core in said ball portion, said folds being then extended in parallel relation to form a flat web, the remaining portions being directed outwardly to form base flanges, the edges of said base flanges being turned upwardly and inwardly and pressed against the upper faces of the flanges to provide side bindings, a bed member longitudinally therebeneath and securing means extending into the bed member and overlying said bindings.

9. In a track rail, a rectangular sheet folded longitudinally upon itself equi-distantly from the edges thereof and rolled to provide a cylindrical ball portion, a wire core in said ball portion, said folds being then extended in parallel relation to form a flat web, the remaining portions being directed outwardly to form base flanges, the edges of said base flanges being turned upwardly and inwardly and pressed against the upper faces of the flanges to provide side bindings, one end being provided with a pair of spaced openings in the opposed web portions, and snap fasteners joining the web portions at the opposite ends and adapted to engage said openings to hold abutting sections in alinement with the portions thereof conforming at their surfaces to produce a continuous track.

10. In a track rail, a rectangular sheet folded longitudinally upon itself equi-distantly from the edges thereof and rolled to provide a tubular ball portion, a conductor cord in said ball portion and extending entirely through the same to the ends thereof, said folds being then extended in parallel relation to form a flat web, the remaining portions being directed outwardly to form base flanges, and means for joining said web portions to secure abutting rail sections together.

11. A rail having a rebent sheet forming a tubular ball portion, a web portion and a base portion, and a core in said ball and extending throughout the length thereof, whereby when abutting rail sections are secured together, the ends of said cores will contact to form a continuous conductor.

12. A track rail having a rebent sheet forming a tubular ball or tread portion, a web portion and a base portion and a reinforcing core filling said ball portion and running from end to end, said core being adapted to maintain the rail in any desired bent position.

13. A track rail comprising a rebent sheet forming a tubular ball portion and a reinforcing core forming conductor in said ball portion and extending throughout the length thereof and adapted when the rail sections are secured together in abutting relation to contact to form a continuous conductor.

14. A track rail of sheet metal bent to provide side portions and having a ball portion, a web portion and a base portion, and a bendable reinforcing conductor running through the rail to the ends thereof and adapted to retain the same in any desired curved or angular position.

GUY HARRISON PEIFER.