Apr. 17, 1923. 1,452,370

A. R. FERGUSSON

TOY RAILWAY

Filed Sept. 27, 1922 3 Sheets-Sheet 1

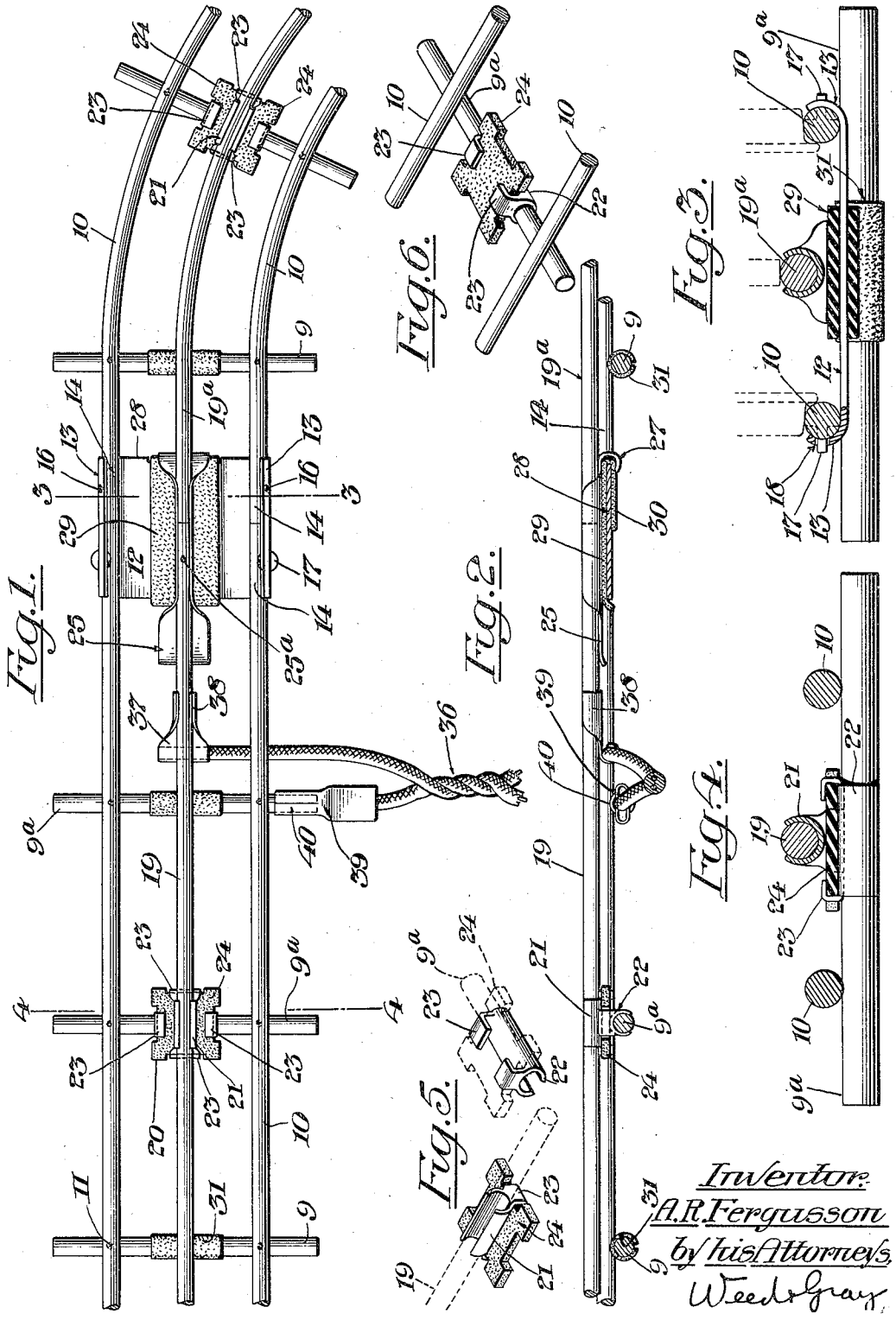


Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

Fig. 6.

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by his Attorneys
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TOY RAILWAY

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Fig. 7.

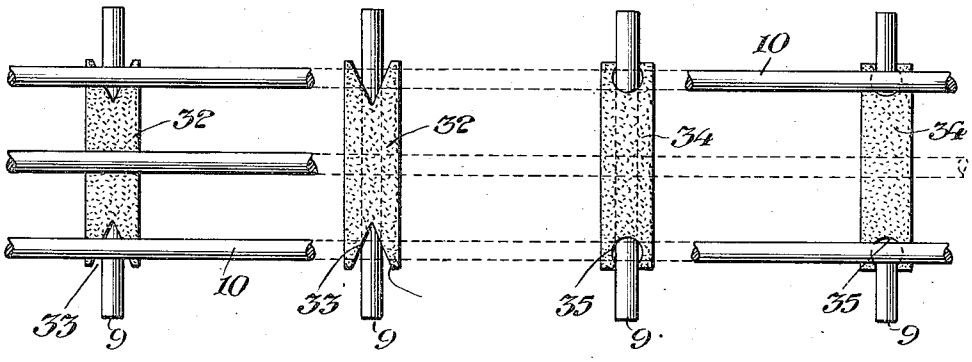


Fig. 9.

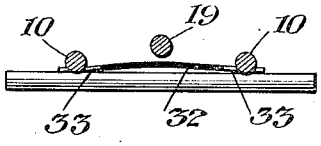


Fig. 10.

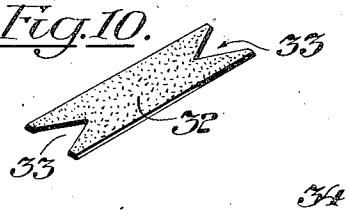


Fig. 12.

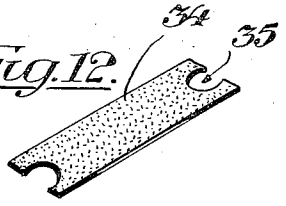


Fig. 11.

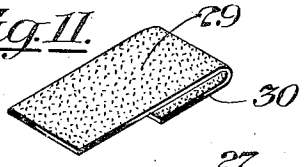
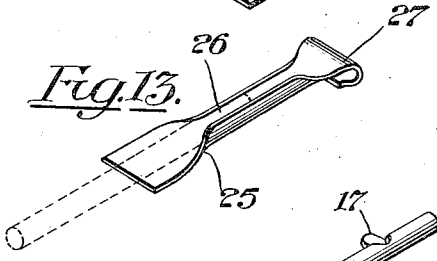


Fig. 13.



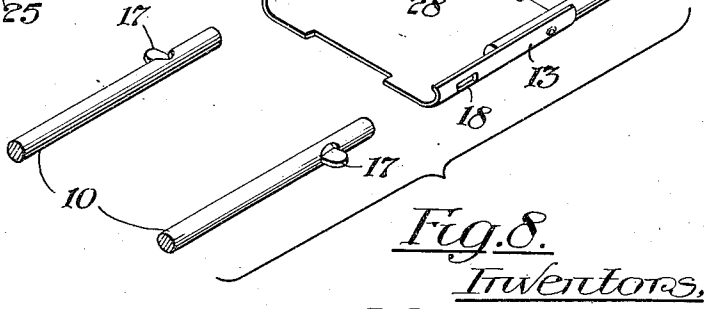


Fig. 8.

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A. R. FERGUSSON

TOY RAILWAY

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Fig. 14.

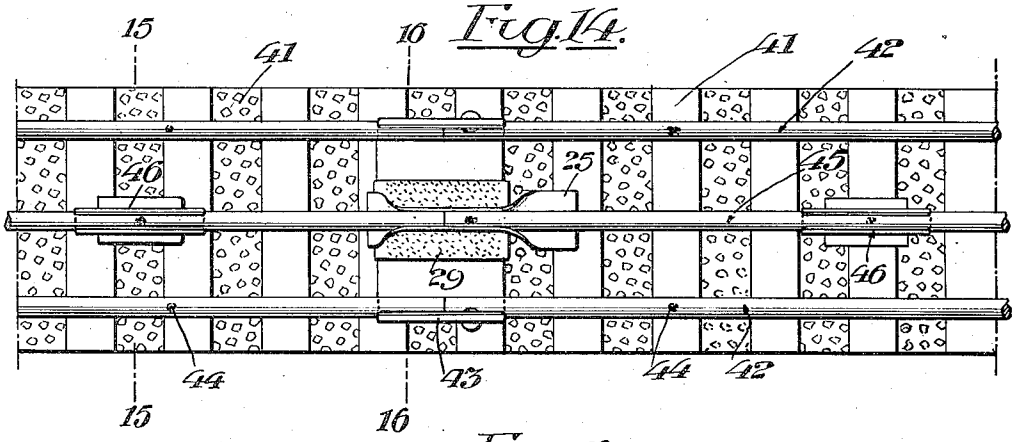


Fig. 15.

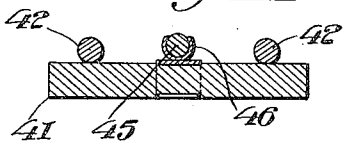


Fig. 17.

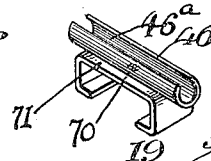


Fig. 16.

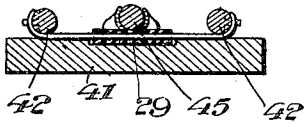


Fig. 18.

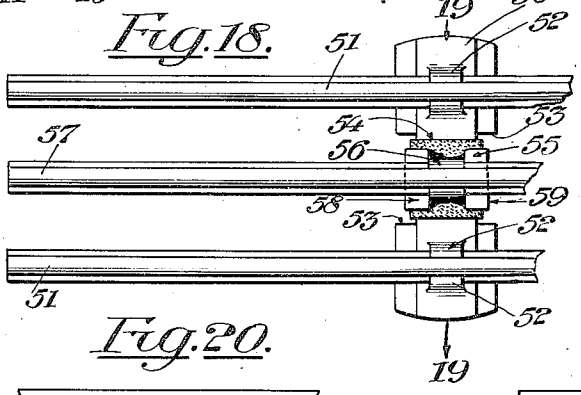


Fig. 19.

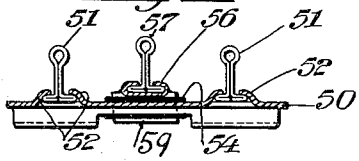


Fig. 20.

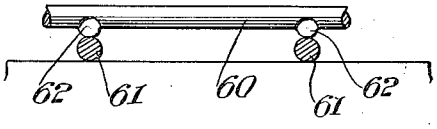


Fig. 21.

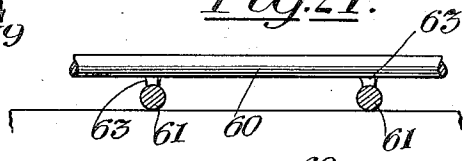


Fig. 23.

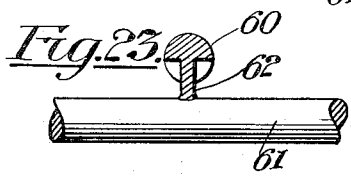
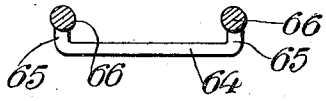


Fig. 22.



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Patented Apr. 17, 1923. 1,452,370

UNITED STATES PATENT OFFICE.

ALAN R. FERGUSSON, OF BUFFALO, NEW YORK.

TOY RAILWAY.

Application filed September 27, 1922. Serial No. 590,781.

To all whom it may concern:

Be it known that I, ALAN R. FERGUSSON, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Toy Railways, of which the following is a specification.

This invention relates to toy railways or toy track structures, an object of the invention being to provide an improved toy structure of this character, which will combine strength, durability, and serviceability in use, will be relatively cheap and inexpensive to manufacture, and will provide by virtue of its many advantages and increased utility a very useful and attractive commercial toy product.

A further object of this invention is to provide an improved toy railway comprising sections of track adapted to be releasably joined or held together, and including a detachable rail, such as a third rail or a power rail.

A further object of this invention is to provide an improved toy railway wherein a rail, such as a third rail, is so connected to a tie of the structure that restricted movement of the rail relatively to the tie is permitted.

A further object of this invention is to provide a toy railway wherein a third rail or electric rail is detachably connected to the track supporting structure, and is releasably held in position at its end and in juxtaposition to a corresponding rail of an adjacent track section.

A further object of this invention is to provide a detachable electric rail for a toy railway, having means for releasably connecting the same to a track section. This structure also contemplates preferably the provision of improved means for insulating the rail from the metal support, and also preferably improved detachable terminal connections for carrying the current to the electric rail.

A further object of this invention is to provide an improved toy railway wherein the rails are elevated from the supporting structure, as for instance by means of projections extending between the rail and the ties and through which the rail and the ties may, if desired, be welded together.

A further object of this invention is to provide an improved toy railway wherein the ties and rails are wire-formed, and wherein a wire-formed third rail may be attached or detached without in any way necessitating a material reorganization of the two-rail structure, and wherein all of the rails may be releasably joined at their ends to the ends of adjacent rails.

Other objects of this invention will appear in the following description thereof, reference being had to the accompanying drawings wherein Fig. 1 is a plan view of parts of two track sections joined together and embodying certain features of my invention; Fig. 2 is a longitudinal sectional elevation of the major portion of the structure shown in Fig. 1; Fig. 3 is a cross section taken substantially on line 3—3 of Fig. 1; Fig. 4 is a cross section taken substantially on line 4—4 Fig. 1; Fig. 5 is a detail perspective view illustrating parts of the central clip for detachably connecting the third rail in position; Fig. 6 is a fragmentary perspective view illustrating the central clip in position; Fig. 7 is a plan view partly diagrammatic illustrating an improved form of insulating means; Fig. 8 is a fragmentary perspective view illustrating the notched guide clamp by means of which the ends of rails may be releasably held in position; Fig. 9 is a cross section taken through an insulating clip of Fig. 7; Figs. 10 and 12 illustrate two forms of detachable insulating means; Fig. 11 illustrates a detachable insulation for the joined ends of adjacent third rails; Fig. 13 is a detail view illustrating the detachable end clip for the third rail; Fig. 14 is a plan view of a modified form of track structure; Fig. 15 is a cross section taken on line 15—15 of Fig. 14; Fig. 16 is a cross section taken on line 16—16 of Fig. 14; Fig. 17 is a detail view of the central clip in Fig. 14; Fig. 18 is a plan view of a modified form of track structure; Fig. 19 is a cross section taken on line 19—19 of Fig. 18; Figs. 20 and 21 are fragmentary views in elevation illustrating ways in which the rails and ties may be secured together; Fig. 22 is a further modi-

fied way in which the rails may be mounted upon the ties; and Fig. 23 is a detail cross section taken through a rail and illustrating a way in which the rails may be mounted upon the supporting ties.

In its preferred form herein shown and described, and with particular reference to Figs. 1 to 13 inclusive, it will be noted that the present improved toy railway may comprise suitable sections of track which are adapted to be releasably joined together at the adjacent ends thereof to form a complete and continuous toy railway. Each track section preferably comprises metal ties 9, which in the present instance, by way of example are cylindrical and wire-formed and preferably cut from drawn metal. The ties 9 are suitably spaced apart, and rails 10 formed preferably of wire or drawn metal are secured to these ties at 11, as by spot-welding. By virtue of such a construction, a very firm and stable toy railway is provided, which will have such rigidity as to stand the hardest usage without impairment.

It will be understood of course that the cross ties may be formed in any suitable shape or size, as may be desired, and that I do not limit myself to wire rails of cylindrical shape, nor of solid form, although I have found that wire-formed rails having such shape and form are very satisfactory in use.

The free ends of the rails of adjacent sections are adapted to be joined and held together, and in the present instance this is accomplished by means of a guide or clamp plate 12, which may comprise a stamped-out plate of sheet metal bent at the opposite ends 13 thereof to provide guide portions adapted to receive the ends 14 of the rails 10. In the present instance these guide portions 13 are curved in order to correspond to the curvature of the rails, and it will be noted that the plate forms substantially a channeled guide adapted to receive the ends of the rails. The two ends 14 of the rails of one section may be spot-welded at 16 to the guide plate or clamp 12, although of course it is understood that they may be secured in any suitable manner. The opposed ends 14 of the rails of the adjacent section are of sufficient resiliency to permit the ends 14 to be contracted for reception between the guide portions 13.

Thus, at each joint two of the rails may be rigidly secured to the clamp plate 12 and the other two rail ends may be contracted into position, forming a resilient or spring joint, which can be quickly released by pressing the resilient rail ends inwardly so as to clear the inner edges of the guide portions 13. A pair of rail ends 14 at a joint may be interlocked with the clamp guide 12 by any suitable means, such as lugs and openings. In the present instance projections or lugs 17 are formed at the ends of the rails, which are insertable into openings 18 in the plate 12.

The two-rail track section hereinbefore described is adapted to be readily converted into an electric toy railway without any material modifications or reorganization of the parts. In accomplishing this, a detachable third rail or power rail 19, preferably of the same character as the rails 10, is provided. This power rail is detachably connected to the cross ties so as to be quickly and easily detached by a child as by simply pulling the rail and supporting section apart. The rail may also be quickly and readily attached in position by the child. It is therefore not necessary to use devices in the nature of railroad spikes which must be driven into the support and pulled out. In the present instance the connecting means are non-driven and are in the form of spring gripping clips having gutters or channels, and the rail and tie may be connected through the medium of a clip merely by pressing the two together so that the rail or tie will slide into the channel or gutter and be firmly held therein by means of the resilient gripping walls of the gutter. The spring clip therefore permits the rail to slide or be shifted relatively to the tie to which it is connected, although tending to hold the rail and tie in firm relative position, and this also permits the rail end to be manipulated for alinement with the next adjacent rail, so that the connecting clip permits sufficient freedom of movement of the rail on the section as to greatly facilitate attachment and detachment by the child.

The central clip 20 for holding both straight and curved third rails in central position with relation to their respective track sections in the preferred form comprises a pair of gutters or channels 21 and 22 each having at the ends thereof bent tongues 23 securely clamped to a piece of insulating material 24. The gutters are positioned at right angles to each other and the lower gutter 22 is in inverted position with relation to the gutter 21. The clip 20 is thus provided with a pair of clip channels of suitable size, so that the tie 9^a may be sprung into the channel formed by the gutter 22 and the rail 19 sprung into the channel formed by the gutter 21. Each channel of course encircles sufficiently less of the rail 19 or tie 9^a so as to permit the walls or jaws of each gutter to spring open slightly when the wire is forced in, a releasable spring connection thus being provided in each instance. It will be noted that the side edges of the insulating strip 24 are notched so as to form recesses for receiving the bent tongues 23 and preventing any substantial relative movement.

An end clip 25 is preferably provided for joining the opposed ends of a pair of electric rails and at the same time providing a quick detachable connecting medium. The end of one rail is secured at 25^a within a channel 26 of the clip in any suitable manner, as by electric welding, brazing or riveting. This channel is sufficiently long to permit the end of the opposite rail to be sprung into position therein, thus providing a detachable resilient joint.

As illustrated in Fig. 13, the central channel 26 of this clip is formed by curved walls adapted to receive the ends of the wire rails and preferably to encircle somewhat more than half of the wire. One end of the clip 27 is bent over so as to hook over the edge 28 of the guide plate 12. A detachable strip of insulating fibre 29 is interposed between the clip 25 and the metallic guide clamp 12. The end 30 of this insulating strip may be folded under and the folded edge inserted within the bent portions 27 of the clip 25, thereby insulating this clip at all points from contact with the clamp 12. An efficient and quickly removable insulating attachment is thus provided. The edge 28 of the clamp 12 is notched so as to receive the folded insulating strip 29 and prevent relative movement thereof. It will be noted that when the rail 19 and the clips 20 and 25 are in position with relation to the track section, the end 19^a of the adjacent third rail may be readily connected with the clamp 25 by simply springing the end into the channel 26. In the present instance the rail 19^a is shown as a curved rail, and is of course provided midway of its length with a corresponding central clip 20, as in the case of the rail 19. This curved third rail may have a somewhat different curvature at its ends than the rails 10, so that in connecting the ends of the third rails and in conforming them to the curvature of the rails 10 it is necessary to bend or tension the end thereof inwardly or outwardly somewhat in order to cooperate with the clip 25. Thus the tendency of the curved third rail 19^a is to spring outward when released from the clip 25 so that not only is the rail 19^a sprung into position in the clip channel 26, but is also tensioned at the same time.

Each tie is provided with suitable insulation to prevent the third rail 19 or 19^a from short-circuiting when the track is trod upon, and the third rail temporarily sprung downwardly against the ties located between the central and end clips 20 and 25, it being noted that these clip connections are adapted to elevate the third rail slightly from the ties. In Fig. 1 the several ties are insulated by means of short sections of lengthwise slit rubber tubing 31, which may be readily slipped over the ties. In Fig. 7 two other forms of detachable insulation are illustrated. In these instances the insulation may comprise strips of fibre or other suitable material suitably cut away at the ends thereof to provide an interlocking connection adjacent the points where the outer rails are secured to the cross ties. In Fig. 10 the insulating strip 32 is provided preferably with substantially V-shaped notches 33, and in Fig. 12 the insulating strip 34 is provided with curved notches 35.

As illustrated in Figs. 1 and 2, the current is transmitted to the electric third rail 19 by means of electric cord 36 having detachable connecting means at the two terminals thereof. One of the terminals for connection with the third rail comprises a clip 37 having a channel or gutter 38 into which the wire rail may be sprung. The other terminal comprises a tube-like clip 39, which is slotted at the ends so as to provide spring jaws 40 adapted to resiliently grip the end of a wire tie 9^a. It will thus be seen that both terminal connections are made through spring action, and that these terminal clips may be quickly and readily detached and attached in position.

In the modified structure illustrated in Fig. 14 the supporting foundation for the rails comprises continuous sections of fibre board 41 or other suitable non-conducting material. The wire rails 42 of adjacent sections of track may be resiliently and releasably joined together by means of a guide clamp 43 substantially in the same manner as hereinbefore described, and the rails 42 may be secured in position on the support 41 in any suitable manner. Preferably these rails are welded at several points 44 to rivets passing up through the fibre board 41. Detailed description of this construction is not herein deemed necessary, as the same is fully described in my co-pending application hereinbefore mentioned. The detachable third rail 45 in this instance may be connected in position to the support 41 by means of a clip 46.

The clip 46 in the present instance may comprise a gutter member having preferably curved walls corresponding in shape to the curvature of the wire rail 45, these walls forming a channel 46^a, encircling sufficiently less of the third rail 45 so as to permit the walls of the gutter to spring open slightly when the wire is forced in. A releasable spring connection is thus provided. The gutter member of the clip 46 is preferably welded at 70 to a clip member 71, the ends of which extend through the insulating board 41 and are bent over to detachably clamp the clip to the supporting board 41. It will thus be seen that the third rail 45 in this instance is preferably releasably connected in position intermediate its ends by means of the spring clip 46, the latter being readily detached from the supporting

board 41 by bending up the ends of the clip 71 and then removing the same; also the ends of adjacent third rails are releasably held in position by means of the clip 25, the latter as hereinbefore described, also forming a spring joint or connection. The clip 25 is also insulated from the clamp 43 by means of detachable insulating means 29, substantially as hereinbefore described.

In the modified structure illustrated in Fig. 18 I have provided a detachable third rail construction for a conventional form of track structure. In this instance the ties 50 are bent up from sheet metal in the usual manner and the running rails 51 are connected thereto by means of tongues 52 bent up from the tie 19 and clamped over the flanges of the rails. The tie 50, preferably intermediate the ends of the third rail 57, is notched out at 53, and a clip 55 is provided for detachably connecting the third rail 57 to the tie 50. This clip comprises tongues 56 bent over the flanges of the rail 57. The opposite sides 58 and 59 of the clip are bent downwardly so as to detachably embrace the notched-out side edges of the tie 50. Between the clip 55 and the tie a detachable insulating member 54 is interposed. It will be particularly noted that the third rail 57 is thus detachably connected to a tie 50 of a track section by means of a clip 55, which is sprung over the side edges of the tie so as to form a releasable interlocking connection. This connection is such as to permit sufficient relative and restricted movement of the rail 57, so that the ends thereof may be releasably joined with the ends of rails of adjacent sections.

As hereinbefore stated, the rails 10 in Fig. 1 are preferably spot-welded to the ties 9. I have found in practice that the flange of the wheels on mechanical or electric engines often has a depth of one-eighth inch. Since the wire that I preferably use in constructing the rails is approximately five-thirty-seconds inch in diameter, it will be seen that ordinarily a clearance of one-thirty-second inch would be allowed between the top of the wire tie and the flanges of the wheels. However, in the process of welding the rail and tie at the point of welding surrenders some material due to the melting together, so that often the top of the rail at the points of welding is reduced to one-eighth inch or less, from the top of the ties the same as the depth of the flanges on the engine wheels. Furthermore, due to frequent defects in the casting of the wheels, causing for instance burrs or projections on the flanges, there is often a tendency for the engine to bump over the ties. Of course the wire rails may be flattened at their sides, so as to heighten the rails, or a larger wire rail might be used, but I find that this adds considerably to the cost of the structure, and larger rails increase the weight and bulkiness thereof.

As a result of the foregoing I have found as illustrated in Figs. 20 to 23, that the rails 60 may be readily elevated slightly from the ties 61 by means of projections extending between the rails and ties. In Fig. 20 these projections comprise lugs 62 pinched from the rails and at the point of contact of the lugs with the ties 61 the rails may be welded to the ties. In Fig. 21 the reverse construction is provided wherein the lugs 63 are pinched from the ties 61, and at the point of contact of the lugs with the rails 60 the same are welded together. In Fig. 22 on the other hand I have illustrated a structure wherein each tie 64 at the ends thereof may be bent up at 65 to form projections extending between the rails 66 and the major portion of each tie 64. By virtue of the foregoing structures, wherein the rails are raised or elevated from the ties, preferably by means of projections extending therebetween, I have found that a relatively cheap and effective manner of connection of rails and ties results. I have furthermore found that even smaller gauge wire may be used, as the size of the lugs may be varied according to requirements and also according to the size of the rails or ties. It will be obviously seen that a very important advantage is gained by this structure, for the reason that by reducing the size of the wire used a very material reduction in cost is obtained, and at the same time without impairing in any way the effectiveness and efficiency of the structure.

Furthermore where it is thus possible to use wire of smaller gauge, the free ends of the rails have greater resiliency and hence may be more easily and readily joined to form a spring or tension joint. It will thus be seen that I have provided a detachable third rail for a miniature railway having means for releasably connecting the same to any construction of toy railway, and also having preferably detachable insulating means. By virtue of this invention, a person may purchase a two-rail mechanical structure, and may at any time purchase the third rail attachment and the toy may be used with or without the third rail. The dealer who ordinarily carries a stock of both mechanical and electrical toy track need purchase the two-rail mechanical track only together with a stock of electrical third rails. This will mean an economy to him and avoid the customary uncertainty of overstocking on one and understocking on the other.

From the standpoint of the child, he is given an opportunity to take apart and put together the structure, which enables him to play at will with either an electrical or mechanical system. All of the parts of this improved railway are so easily and readily

connected together and adapted to be detached that any child may accomplish this easily and without the use of any tools whatsoever.

It will be noted that by virtue of the present invention the rail, preferably a third rail, is detachably joined to a toy track structure, and preferably by means of either a spring joint or a combined spring and tension joint. Also, the rails of each section preferably have each a resilient or spring-free end, or in other words free ends which may be bent, contracted, tensioned or moved so that the ends can be easily manipulated to form joints with adjacent rail ends.

In the preferred form, the rails and ties are wire-formed, and the third rail is preferably connected at one point by means of a duplex clip 20, and the running rails are preferably spaced from the ties by means of projections preferably as hereinbefore described.

Although the terminal clip 38 may be connected in any desired position to the rail 19, the clip is preferably slipped forwardly from its position shown in Fig. 1 so as to be wedged between the rail and the tongue of clamp 25, thereby providing a more perfect electrical contact.

It will be understood that by describing in detail herein any particular form, structure, or arrangement it is not intended to limit the invention beyond the terms of the several claims or the requirements of the prior art.

I claim as my invention:

1. In a toy railway the combination of supporting means, a plurality of rails mounted thereon and including an electric power rail, and means for joining the ends of certain rails by placing a rail under tension.

2. In a toy railway, the combination of wire formed ties and a plurality of rails carried thereby and including a power rail.

3. In a toy railway the combination of wire formed supporting ties, a plurality of rails carried thereby and including a power rail detachably connected to certain of said ties.

4. In toy railway the combination of supporting means, a plurality of wire formed rails carried thereby and including a power rail detachably connected to said supporting means.

5. In a toy railway the combination of wire formed ties, wire formed rails welded thereto, and a wire formed power rail adapted to be carried thereby.

6. In a toy railway the combination of wire formed ties, wire formed rails welded thereto, and a wire formed rail detachably carried thereby.

7. In a toy railway, the combination of a wire formed track section comprising supporting ties and rails, and a detachable third rail carried thereby.

8. A toy railway section comprising spaced rails having supporting means extending crosswise therebetween, means for releasably connecting an end of a rail in position on said supporting means, and non-driven means for releasably connecting said rail in position to said supporting means intermediate its end, said connecting means, rail and supporting means, being releasable one from another to permit the section to be knocked down.

9. In a toy railway having sections of track adapted to be detachably held together end to end, a power rail, and means for releasably connecting said rail to a track section.

10. In a toy railway comprising a plurality of track sections adapted to be detachably held together end to end, a power rail for each section, and gripping means for releasably connecting each power rail to a track section.

11. In a toy railway comprising a plurality of track sections adapted to be detachably held together end to end, a power rail for each section and resilient means constructed to releasably retain in juxtaposition the ends of a pair of adjacent power rails.

12. In a toy railway comprising a plurality of track sections adapted to be detachably held end to end, a power rail for each section, and a pair of means for releasably connecting each power rail to a section.

13. In a toy railway comprising a plurality of track sections adapted to be detachably held end to end, a power rail for each section, and a pair of means for releasably connecting each power rail to a section, one of said means being constructed to connect the ends of adjacent rails.

14. In a toy railway the combination of a plurality of track sections each including supporting means and rails connected thereto, power rails carried by said supporting means, and means for releasably joining the ends of adjacent rails and adapted to form a spring joint.

15. In a toy railway the combination of supporting means, rails carried thereby, a power rail carried by said supporting means, and means for connecting the power rail thereto and adapted to permit restricted movement of the rail relatively to the supporting means.

16. In a toy railway the combination of supporting means, rails carried thereby, and means for connecting a rail to said supporting means and adapted to permit relative movement of the rail and supporting means.

17. In a toy railway the combination of

supporting ties, rails carried thereby, a power rail carried by said ties, and means for releasably connecting the power rail to a tie and adapted to permit relative movement of the rail and tie.

18. In a toy railway the combination of supporting ties, rails carried thereby, a power rail carried by said ties, and gripping means for connecting the power rail to a tie and adapted to permit relative movement of the rail and tie.

19. In a toy railway the combination of supporting ties, rails carried thereby, a power rail carried by said ties, and means for releasably holding an end of the power rail in position.

20. In a toy railway the combination of wire supporting means, wire rails carried thereby, clamping means for releasably connecting the ends of adjacent rails and adapted to hold a rail under tension, a wire third rail carried by said supporting means, insulating means for the third rail, and means for releasably holding the ends of adjacent third rails in juxtaposition.

21. In a toy railway the combination of wire supporting means, wire rails carried thereby, clamping means for connecting the ends of adjacent rails and adapted to hold a rail under tension, a wire third rail carried by said supporting means, insulating means for the third rail, and means for releasably holding the ends of adjacent third rails in juxtaposition, said last means having detachable connection with said clamping means.

22. In a toy railway the combination of wire supporting means, wire rails carried thereby, clamping means for releasably connecting the ends of adjacent rails and adapted to hold a rail under tension, a wire third rail carried by said supporting means, detachable insulating means for the third rail, and means for releasably holding the ends of adjacent third rails in juxtaposition.

23. In a toy railway the combination of wire supporting means, wire rails carried thereby, clamping means for releasably connecting the ends of adjacent rails and adapted to hold a rail under tension, a detachable wire third rail carried by said supporting means, insulating means for the third rail, and means for releasably holding the ends of adjacent third rails in juxtaposition.

24. In a toy railway the combination of supporting ties, rails carried thereby and including a detachable third rail, and detachable terminal connections for transmitting power to said third rail.

25. In a toy railway the combination of supporting ties, rails carried thereby and including a detachable third rail, and detachable terminal connections for transmitting power to said third rail, said terminal connections including spring gripping elements adapted to have releasable connection to a tie and a rail.

26. In a toy railway the combination of supporting means, wire rails carried thereby, and projecting means located between a rail and the supporting means for spacing the rail from said supporting means.

27. In a toy railway the combination of wire ties and wire rails carried thereby, a tie and a rail having a projection for spacing the rail from the major portion of the tie.

28. In a toy railway the combination of a support comprising a plurality of track sections adapted to be releasably held together end to end, miniature rails secured to said support at a plurality of points, and a third rail carried by each track section, one of said rails having a resilient free end.

29. In a toy railway the combination of supporting means, rails carried thereby and including a third rail, one of said rails when located in position upon said supporting means having a movable free end.

30. In a toy railway the combination of supporting means, rails carried thereby and including a wire formed power rail.

31. In a toy railway the combination of a support, a power rail adapted to be secured to said support, said rail having a movable free end.

32. In a toy railway a wire formed track section comprising ties and traction and power rails.

33. In a toy railway, the combination of supporting means, tracks, and a power rail resiliently connected with one of said parts.

34. In a toy railway, a pair of knockdown sections, each adapted to be independently assembled and detachably held end to end, each section including a wire-formed rail, and means for releasably connecting the same to its section.

35. In a toy railway a knockdown section comprising supporting means, rails, and means for connecting them to the supporting means, certain of said connecting means, a rail and supporting means being releasable one from another to permit the section to be knocked down.

36. A toy railway comprising a track section having a third rail, a flexible cable for transmitting power to said rail, a terminal plug carried by the cable, and having means for attachment at various points along the section.

37. In a toy railway having a rail, means for detachably connecting said rail in position and comprising a gutter member having integrally formed spring side walls embracing the rail.

38. In a toy railway having a rail, means for detachably connecting said rail in position and comprising a pair of clips ex-

tending transversely one upon the other, and each thereof having spring jaws.

39. In a toy railway having a rail, means for detachably connecting such rail in position and comprising a pair of clips insulated one from the other, and connected in inverted relation.

40. A toy railway comprising a pair of spaced wire rails, supporting means extending crosswise of the rails and to which said rails are in use connected for supporting them free of lengthwise tension, said means and rails forming a readily portable structure, and means for releasably connecting a rail to its section.

41. A toy railway comprising a plurality of knockdown sections, each comprising supporting means, spaced wire rails connected to said supporting means, said sections forming a portable structure adapted to be readily knocked down and assembled, and means for releasably connecting a rail to its section.

42. In a toy railway the combination of supporting means, a rail carried thereby, and means for detachably connecting said rail to said supporting means, said connecting means permitting said rail to be detached merely by pulling apart the rail and supporting means, one from said connecting means.

43. In a toy railway the combination of supporting means, a wire formed rail carried thereby, and means for detachably connecting said rail to said supporting means, said connecting means permitting said rail to be detached merely by pulling apart the rail and supporting means.

Signed at Buffalo, New York, this 25th day of September, 1922.

ALAN R. FERGUSSON.