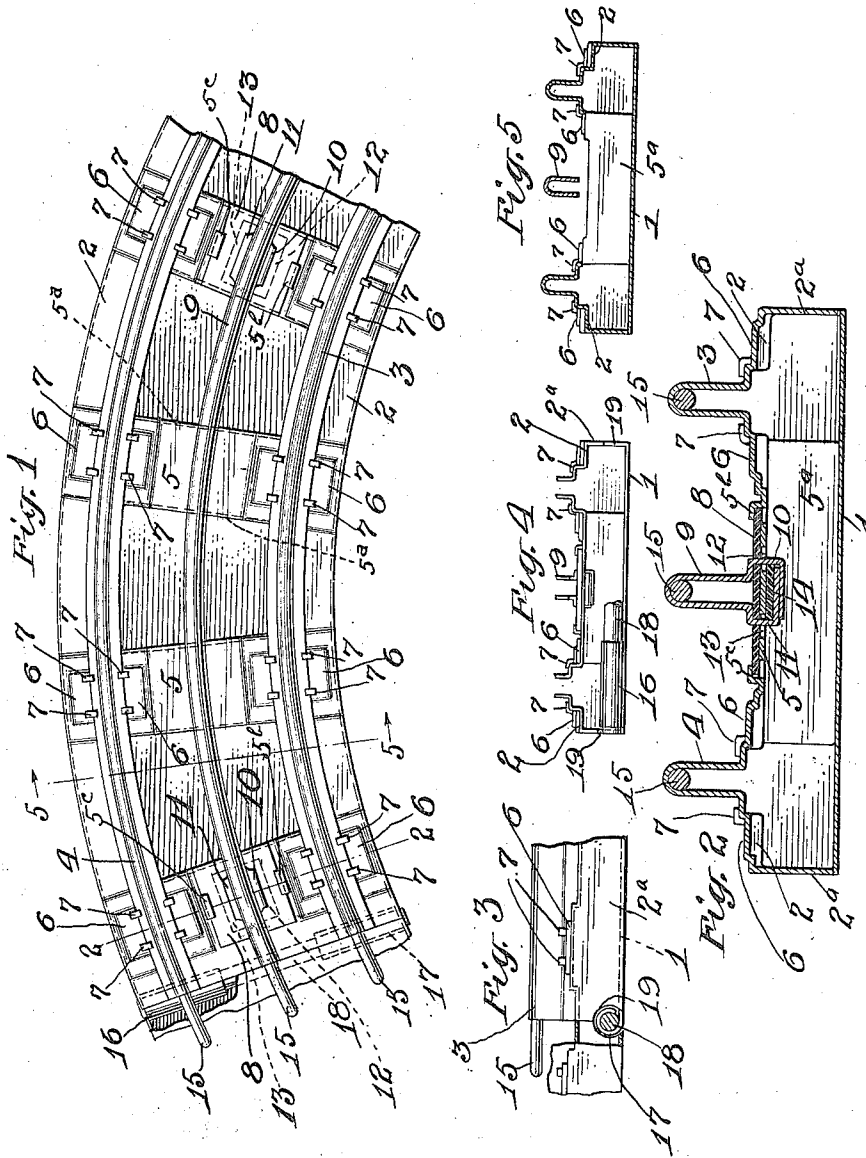


J. L. COWEN.
TOY TRACK.
APPLICATION FILED APR. 12, 1915.

1,152,489.

Patented Sept. 7, 1915.



Witnesses:
Maurice Lessin
Wm. J. Cohen

Inventor
Joshua L. Cowen
By his Attorneys
Ashley & Cohen

UNITED STATES PATENT OFFICE.

JOSHUA L. COWEN, OF NEW YORK, N. Y.

TOY TRACK.

1,152,489.

Specification of Letters Patent.

Patented Sept. 7, 1915.

Application filed April 12, 1915. Serial No. 20,780.

To all whom it may concern:

Be it known that I, JOSHUA L. COWEN, citizen of the United States, and resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Toy Tracks, of which the following is a specification.

This invention relates to roadbeds and rails for toy railroads.

One object of this invention is to provide a construction of the above character which is made of sheet metal and in which the rails are made in one integral construction with the roadbed.

Another object is to provide a construction of the above character in which the tracks and roadbed are integral, and which by appropriate embossing, presents the appearance in miniature of a standard railway roadbed with its ties, sleeper plates, spikes, etc.

A further object is to provide a sectional roadbed and tracks for toy railroads which is compact in form, composed of a minimum of parts, and cheap to manufacture.

The further objects and advantages will more fully appear from the following detailed description and the features of novelty will be particularly pointed out in the claims.

In the drawings, Figure 1 is a fragmental plan view of a section of my improved construction. Fig. 2 is an enlarged sectional elevation taken along the line 2—2 of Fig. 1. Fig. 3 is a fragmental elevation partly in section showing the manner in which adjacent bed sections are joined. Fig. 4 is an edge view of a bed section with part of the rails broken away and showing the bead formed thereon. Fig. 5 is a sectional elevation taken along the line 5—5 of Fig. 1.

In the manufacture of toy railways, economy of construction has become one of the prime considerations. However, in order to make as perfect a reproduction of the original as possible, it is desirable to provide all the required parts, *i. e.*, ties, spikes, sleeper plates, etc.; but with the ordinary mode of construction, the cost of manufacture due to the number of parts and the labor expended in assembling them becomes prohibitive. Furthermore, these buildup constructions would not long stand up under the rough usage to which they are ordinarily subjected. Ties would get loose

from the rails and be lost; the rails would thereupon become bent out of the proper alinement, thus interfering with the proper operation of the train. Thus, not only is the cost of manufacture too great, but the product itself is not entirely satisfactory.

In carrying out my invention, my aim, therefore, is to provide a construction which appears sufficiently like a standard railway track and roadbed to meet with favor among children and yet is composed of a minimum of parts with the result that the cost of manufacture is materially reduced and the product itself is very durable. This will more fully appear hereinafter.

Referring, therefore, particularly to the drawings, my improved roadbed is composed of a plurality of sections which are identical in construction. It will, therefore, suffice to illustrate and describe one section. Thus, each section consists essentially of two integral members 1 and 2 which may be soldered or otherwise suitably fastened together. These members 1 and 2 are of sheet metal, so that rails 3 and 4 may be readily drawn from member 2. Now, in order to impart to the roadbed the appearance of a standard railroad bed, member 2 is embossed to indicate ties 5, sleeper plates 6 and spikes 7. The entire plate, including the rails, ties, sleeper plates and spikes may all be struck out or embossed in one operation. Thus, there are no ties to loosen and become lost, and as the rails are integral with the bed section, they cannot easily become bent out of alinement. The embossments also serve to stiffen the bed plate, as will be readily understood. Out of the material of member 2 between the ties and rails are cut ribs 5^a which are bent down vertically from each edge of the ties 5. These ribs serve to reinforce the whole roadbed.

To adapt the roadbed for a third rail electrically operated railway system, I punch out of ties 5, tongues 5^b, 5^c, by which are held insulation pieces 8. Upon these insulation pieces is mounted a third rail 9 which is preferably of sheet metal. To firmly secure the third rail to the bed, there is formed upon the former, a pair of arms 10, 11 which extend through slots in the insulation piece 8 and registering slots 12, 13 in the member 2, and overlap each other in the interior of the latter. A second insulation piece 14 is interposed between the arms and the inner surface of the member 2 to complete the in-

sulation of the third rail from the roadbed. The overlapping arms may be soldered or otherwise suitably fastened together.

The joining of the rails may be effected by pins 15 which are suitably secured to the rails in any suitable manner. To effectively join the bed sections themselves together and still enable them to be readily disconnected, ears 16, 17 are formed upon the opposite ends of the members 1 of the adjacent bed sections. The ears are preferably formed so that the axes thereof are in alinement with the end edges of the bed sections. When the latter are placed together, the ears of adjacent sections are in alinement with each other. The sections are then securely fastened together by inserting a rod 18 within the ears. A semi-circular aperture 19 is formed in the side walls 2^a of member 2 in the adjacent sections so as to allow the ready insertion of the rod.

It will thus be seen that I have provided a roadbed and track for toy railroads in which the bed sections proper and the tracks are made of one integral piece of sheet metal. By appropriate embossing, the roadbed is given the appearance of a standard railroad bed. Simple means is provided whereby the bed sections are securely locked together. Means is provided for firmly attaching a third rail to the roadbed and insulating the same therefrom. As the rails are integral with the bed plate, they cannot easily be bent out of alinement. Effective means is provided for stiffening the roadbed. The whole device may be manufactured at a very low cost.

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

1. A sectional toy railroad track, each section comprising a sheet metal roadbed, rails formed out of the material of the roadbed and integral therewith, and means at the end of each section for interlocking with the adjacent section.

2. A toy railway track comprising a bed plate, a pair of rails formed out of the material thereof and integral therewith, and ties embossed upon said bed plate adjacent to the rails.

3. A sectional toy railway track, each section comprising an integral sheet metal plate having depending walls, and a pair of rails

formed integral therewith, a bottom plate attached to the depending walls, and means for locking the sections together.

4. A sectional toy railway track, each section comprising a sheet metal bed having a pair of rails formed out of the material thereof and integral therewith, and ties, sleeper plates and spikes embossed upon the bed in their proper position with respect to the rails.

5. A sectional toy railway track, each section comprising a sheet metal bed plate having a pair of rails formed out of the material thereof and integral therewith, and ribs depending from the bed plate for stiffening the same.

6. A sectional toy railway track, each section comprising a sheet metal bed plate having a pair of rails formed out of the material thereof, ribs depending from the bed plate to stiffen the same, and ties, sleeper plates and spikes embossed upon the bed plate in their proper position with respect to the rails.

7. A sectional toy railway track, each section comprising a sheet metal bed plate having depending walls, a pair of rails formed out of the material of the bed plate, ties, sleeper plates and spikes embossed upon the bed plate, and a bottom plate attached to said walls.

8. A sectional railway track, each section comprising a bed plate having depending walls, a pair of rails formed on the bed plate out of the material thereof, ties, sleeper plates and spikes embossed upon the bed plate, a bottom plate attached to said walls, stiffening ribs disposed between the bed plate and bottom plate, and means for joining the sections together.

9. A sectional railway track, each section comprising a bed plate having depending walls, a pair of rails formed on the bed plate out of the material thereof, ties formed integral with the bed plate, ribs depending from the edges of the ties, and means for joining the sections together.

Signed at New York in the county of New York and State of New York this 2nd day of April A. D. 1915.

JOSHUA L. COWEN.

Witnesses:

WM. I. COHEN,
MINNIE S. MILLER.