

March 2, 1926.

1,575,089

H. S. BECKER
CLIP FOR TOY TRACKS
Filed Oct. 27, 1925

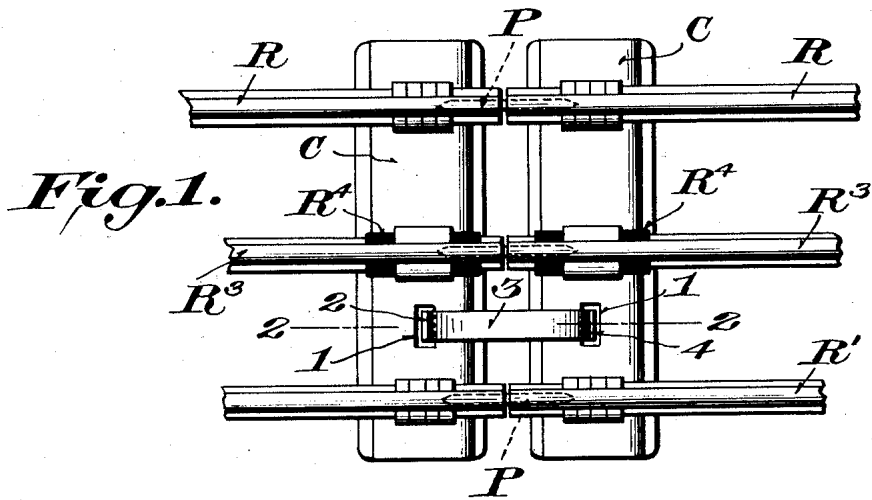


Fig. 1.

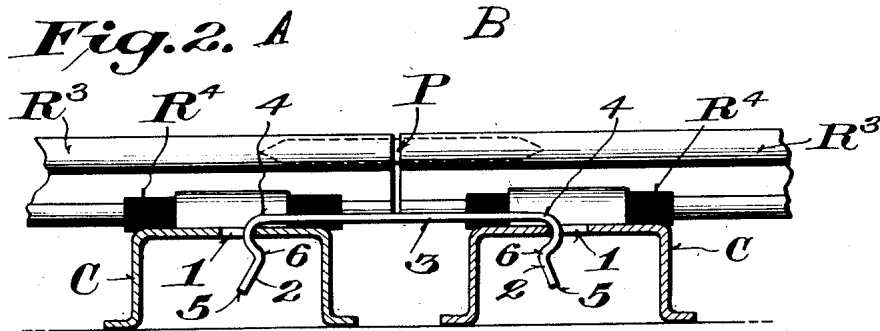
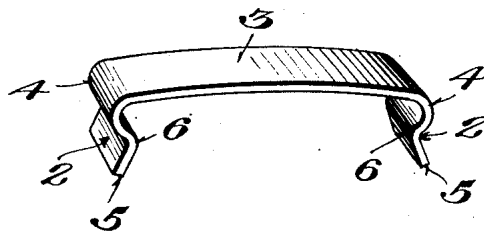


Fig. 2. A B

Fig. 3.



WITNESSES:-

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CLIP FOR TOY TRACKS.

Application filed October 27, 1925. Serial No. 65,180.

To all whom it may concern:

Be it known that I, HARRY S. BECKER, a citizen of the United States, residing at River Forest, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Clips for Toy Tracks, of which the following is a specification.

This invention relates to toy railways, and more particularly to a novel track clip adapted for use in connecting a plurality of track sections, thus fastening the ends of adjacent sections firmly together to form a straight section, circle, oval or the like.

Track sections for toy railways consist of rails having hollow heads having one or two pins, as the case may be, projecting outwardly from the hollowed heads so that when the tracks are assembled in the desired relation, the pins carried by one section are projected into the hollow heads of the rails of an adjoining section, thus forming a continuous unbroken line of track. Under the present and prior practice it has been found that constant vibration loosens the tracks, which is especially undesirable in the case of electrical tracks using a third rail because a poor current connection results, thereby interfering with the operation of the train. Furthermore, the existing track connections are cumbersome, costly, and difficult to install and disengage in the track layout.

Accordingly, the present invention has primarily in view the overcoming of the difficulties above set forth by providing a single clip which is self adjustable and easily installed by a child or inexperienced person, using one part only that is of strong and durable construction, thereby successfully withstanding severe handling.

A further and important object of this invention is to provide a track clip strongly made that will connect two sections of track securely. This obviates the objections to handling and holding the tracks in any position, because the clip will not become loose or disengaged and thus fall out, neither will vibration cause the clip to become worn and thereby loosen up.

A still further object of the invention is to provide a track clip that will readily connect one or more track sections together and yet may be readily disconnected when de-

sired without injury to the clip or track sections.

Another object of the invention is to provide or allow for variation in the length of rails and projecting pins in their relation to each other in a track section. Clips prior to this have not had this feature.

With the above and other objects in view which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination and arrangement of parts hereinafter more fully described, illustrated and claimed.

A preferred and practical embodiment of the invention is shown in the accompanying drawings, in which:—

Figure 1 is a top plan view of adjacent track sections illustrating the manner of connecting the same by the present clip device.

Figure 2 is a cross-sectional view taken on the line 2—2 of Figure 1.

Figure 3 is a detail perspective view of the novel clip.

Similar reference characters designate corresponding parts throughout the several figures of the drawings.

As will be observed from the drawings, the adjacent track sections A and B comprise the track rails R and R' and the intermediate third rail R³ which is an electrical conductor for supplying current to the motor of the locomotive or other self propelled car. The rails R, R' and R³ are mounted upon sleepers or ties C which are preferably of arched or channel form and made from sheet metal as will be observed from Figure 2.

The rails R and R' are fastened directly to the metallic sleepers C while the third rails R³ are insulated from the metallic sleepers C as indicated at R⁴. The heads of all of the rails are hollow and are provided with interlocking pins designated generally as P which telescopically interfit the adjacent rail heads to provide a continuous joint for the tracks, and it is desirable and essential that these pins be held firmly in the rail heads, particularly in the case of electrical track sections so as to maintain a good electrical contact from one section to another.

Accordingly, with the above end primarily in view and the other objects heretofore set forth, it is proposed to provide each of the sleepers or ties C with the openings or

slots 1 adapted to receive the resilient locking arms 2 of the track clip 3.

The said track clip 3 is preferably made of spring metal and includes a body portion which is normally slightly bowed while the arms 2 project downwardly therefrom and are formed with the inwardly bent portions 4 which are struck on a suitable radius, and the guiding tail portions 5 which enter the slots 1 in such a way as to facilitate the application of the clip. The junction of the guiding tail portions 5 and the rounded portions 4 forms the inturned shoulders 6 which serve to prevent accidental displacement of the clip, thereby constituting a lock.

In use the clip 3 holds the track sections together under a persisting tension, thereby insuring positive electrical and mechanical connection between the sections. After the sections are assembled as shown in Figure 1 the clip 3 may be positioned so that the guiding tail portions 5 will register with the openings 1. The clip may then be pressed downwardly until the shoulders 6 expand and snap over the edges of the slots or openings 1. As the distance between the bights of the curved or arcuate portions 4 is slightly less than the distance between the tips of the tail portions 5 it will be apparent that when the clip is forced into position the resistance of the bowed body portion of the clip to flatten out will hold the track sections together under tension.

Without further description it is thought that the features and advantages of the invention will be readily apparent to those skilled in the art, and it will of course be understood that changes in the form, proportion and minor details of construction may be resorted to without departing from the spirit of the invention and scope of the appended claims.

I claim:—

1. A track clip for toy railway track sections, comprising in combination with the ties of adjacent sections having slots, of resilient means for engaging in said slots to hold said track sections together.

2. A track clip for toy railway track sec-

tions, comprising in combination with the ties of adjacent track sections having openings, of a resilient clip device having means engaging in said openings for holding said track sections together under tension of the clip itself.

3. A track clip for toy railway track sections, comprising in combination with the ties of adjacent track sections having openings, of a clip having a body portion and offset resilient arm portions for entering said openings to yieldingly hold said track sections together.

4. A track clip for connecting toy railway track sections, comprising a resilient body having offset arm portions formed with a locking recess and guiding tail portions which form an intermediate shoulder at their junction point.

5. A track clip for connecting toy railway track sections comprising a resilient metallic strip bent to form a relatively horizontal body portion and depending arm portions, said depending arm portions being formed with inturned curved portion terminating in outwardly flaring inclined tail portions to function as a flat spring and positive lock.

6. In a toy railway track, the combination with metallic rails having hollow heads and resting upon metallic ties and certain of the rails having pins therein to frictionally interfit with the hollow heads of the rails of an adjacent track section, and means engaging with the ties of adjacent sections for preventing separation of the pins from the hollow rail heads with which they engage.

7. In a toy railway track, the combination with metallic rails having hollow heads and resting upon metallic ties and certain of the rails having pins therein to frictionally interfit with the hollow heads of the rails of an adjacent track section, and a resilient clip having means for engaging with the ties of adjacent track sections for holding said sections locked together.

In testimony whereof I hereunto affix my signature.

HARRY S. BECKER.