

No. 758,448.

PATENTED APR. 26, 1904.

H. C. IVES.  
TOY ELEVATED RAILROAD TRACK.  
APPLICATION FILED JAN. 13, 1904.

NO MODEL.

Fig. 1:

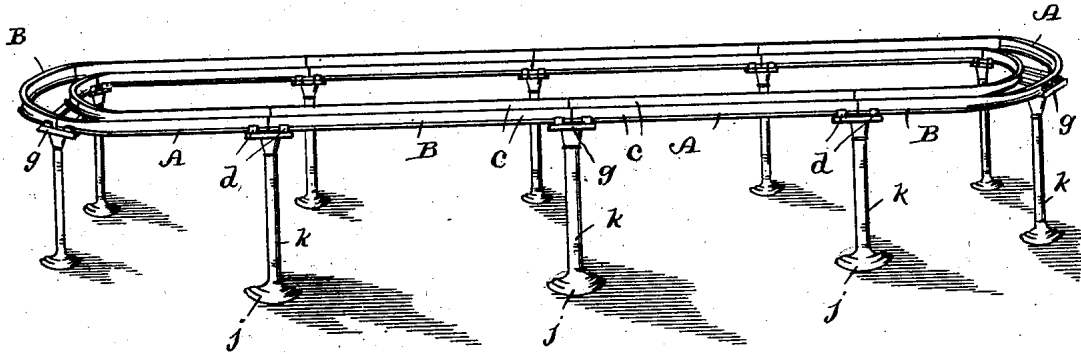


Fig. 2:

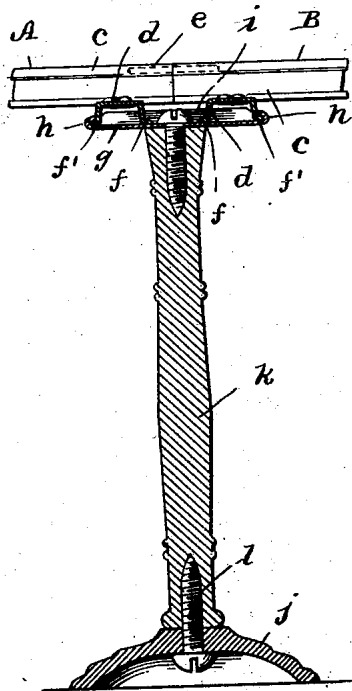


Fig. 3:

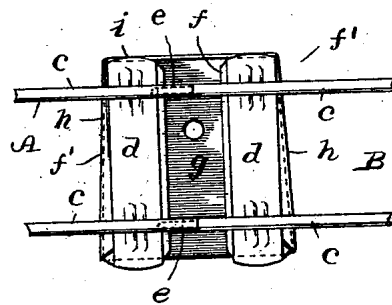
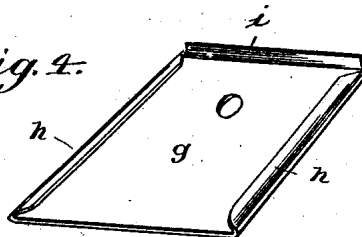


Fig. 4:



Witnesses

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# UNITED STATES PATENT OFFICE.

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## TOY ELEVATED-RAILROAD TRACK.

SPECIFICATION forming part of Letters Patent No. 758,448, dated April 26, 1904.

Application filed January 13, 1904. Serial No. 188,823. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY C. IVES, a citizen of the United States, and a resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Toy Elevated-Railroad Tracks, of which the following is a specification.

This invention relates to new and useful improvements in portable toy elevated-railroad tracks, and is designed to accommodate a small train operated by a clock-spring electric motor secured within the locomotive and wound up from time to time to move the train upon the track or by means of an electric motor, steam, &c.

The track employed is formed in sections of sheet metal properly bent to resemble the usual T-rails used on steam-roads and also provided with sheet-metal sleepers or ties on which the rails are secured, all of which is shown and described in my former patent, No. 708,888, of September 9, 1902.

It is the object of the invention to provide a portable track of sections with improved means for securing the said sections together, whether elevated or when set up at grade, and also to provide means for elevating such sections in a way which will permit of them being quickly set up or taken down, as may be required.

With the above objects in view my invention resides and consists in the novel construction and combination of parts shown upon the accompanying sheet of drawings, forming a part of this specification, upon which similar characters of reference denote like or corresponding parts throughout the several figures, and of which—

Figure 1 shows a perspective view of an elevated track constructed in accordance with my invention and assembled to form substantially a circular track. Fig. 2 is an enlarged longitudinal section through the post and the supporting or binding plate carried thereon, together with a cross-section of the two sleepers at the uniting ends of two sections. Fig. 3 is a plan view showing the ends of the adjoining sections with binding-plate attached, and Fig. 4 is a detail perspective

view of the binding-plate shown in the preceding views.

Referring in detail to the letters of reference marked upon the drawings, A and B represent alternate sections of the track. These sections, as will be obvious, are substantially alike in construction and may be either straight or circular. Each section comprises two rail members *c c*, which are made of sheet-tin, bent into proper form. These rails are supported upon two sleepers, being preferably secured together by swaging. A further feature of the sections are pins *e e*, secured in and projecting from the ends of each rail and are to be inserted in the hollow end of the abutting section, to insure the proper registration of the rails when the sections are set together.

The sleepers *d* are each provided with outwardly-disposed flanges *f'* and *f''* on their sides, which are formed by turning the lower edge of the metal outward, as clearly appears in Figs. 2 and 3. It is to these sleepers and flanges I make my connection for securing the sections together and for supporting the tracks in an elevated position. The flange may be arranged at a slight angle to the opposite edge of the sleeper, as seen in Fig. 3, or if preferred, the sleeper could be set at a slight incline, bringing the edges slightly closer together at one edge than the others.

*g* indicates a supporting or tie plate (see Fig. 4) comprising a flat body having its opposite edges turned in at a slight angle to each other to form ways *h* to receive the inner edges *f'* of the sleeper. The back end of the plate is turned up to form a stop *i*, against which the end of the sleepers abut when the parts are assembled.

From the foregoing construction it will be obvious that the sections would first be assembled by threading the pins *e* of one section into the pocket of the other, after which the plate would be pushed on from one side, the ways of the plate covering the corresponding angularly-arranged flanges of the sleepers, thus insuring the latter, with its rails, being snugly drawn together, as desired. When the track is used at grade, these plates would naturally rest upon the floor or ground, according to

where the outfit is set up, and carry the sleepers, which in turn carry the rails. The means for elevating the tracks is attached to these plates, and consists of a circular base *j*, which is preferably formed of cast-iron, as clearly seen in Fig. 2, and a post *k*, which may be of wood, the two being secured together with a screw *v*. The upper end of the post is secured to the before-mentioned binding-plate in similar manner by a screw which passes down through the plate and into the post. These supports in practice are about six inches in height; but may be more or less, as desired.

It will be obvious, of course, that the plate can be used to advantage for binding the section together without the elevating structure; but it is also especially adapted to be used for elevating the structure, as shown in Figs. 1 and 2.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A toy railroad-track formed of sections, each section comprising rails and sleepers, and a plate to support and engage the sleepers, and hold the ends of the adjoining rails together.

2. A toy railroad-track formed in sections, each comprising rails and sleepers, a plate bearing ways to engage the sleepers and hold the ends of the adjoining rails together.

3. A toy railroad-track formed in sections, each comprising rails and sleepers supporting the same, a plate bearing ways arranged at a slight angle, and adapted to engage the sleepers and draw the abutting ends of the rails together.

4. In a toy railroad-track the combination with two sections, each comprising rails and

sleepers, the latter bearing distended flanges, of a detachable supporting-plate bearing ways on two sides so proportioned and disposed as to engage the sleepers and draw the same and rails toward each other.

5. In a toy railroad-track, the combination with two sections comprising rails and sleepers, the latter bearing distended flanges, of a binding and supporting plate, having ways on two sides to engage the sleepers and draw the rails together, and a stop on the end of the plate against which the ends of the sleepers abut when properly assembled.

6. The combination of a toy railroad-track formed in sections comprising rails and sleepers, of a single plate to support and unite the respective sections together, and means for elevating the plate and track.

7. In a toy railroad-track, the combination of a series of sections comprising rails and sleepers, plates to engage the sleepers and hold and support the same, a post attached beneath the plate to elevate the same.

8. The combination of a toy railroad-track, comprising sections formed of rails and sleepers, a detachable plate to engage the sleepers to hold and support the same in position, a post secured to the plate to elevate the track, and a heavy base member secured to the bottom of the post to retain the same in a vertical position.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut, this 25th day of December, A. D. 1903.

HARRY C. IVES.

Witnesses:

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