

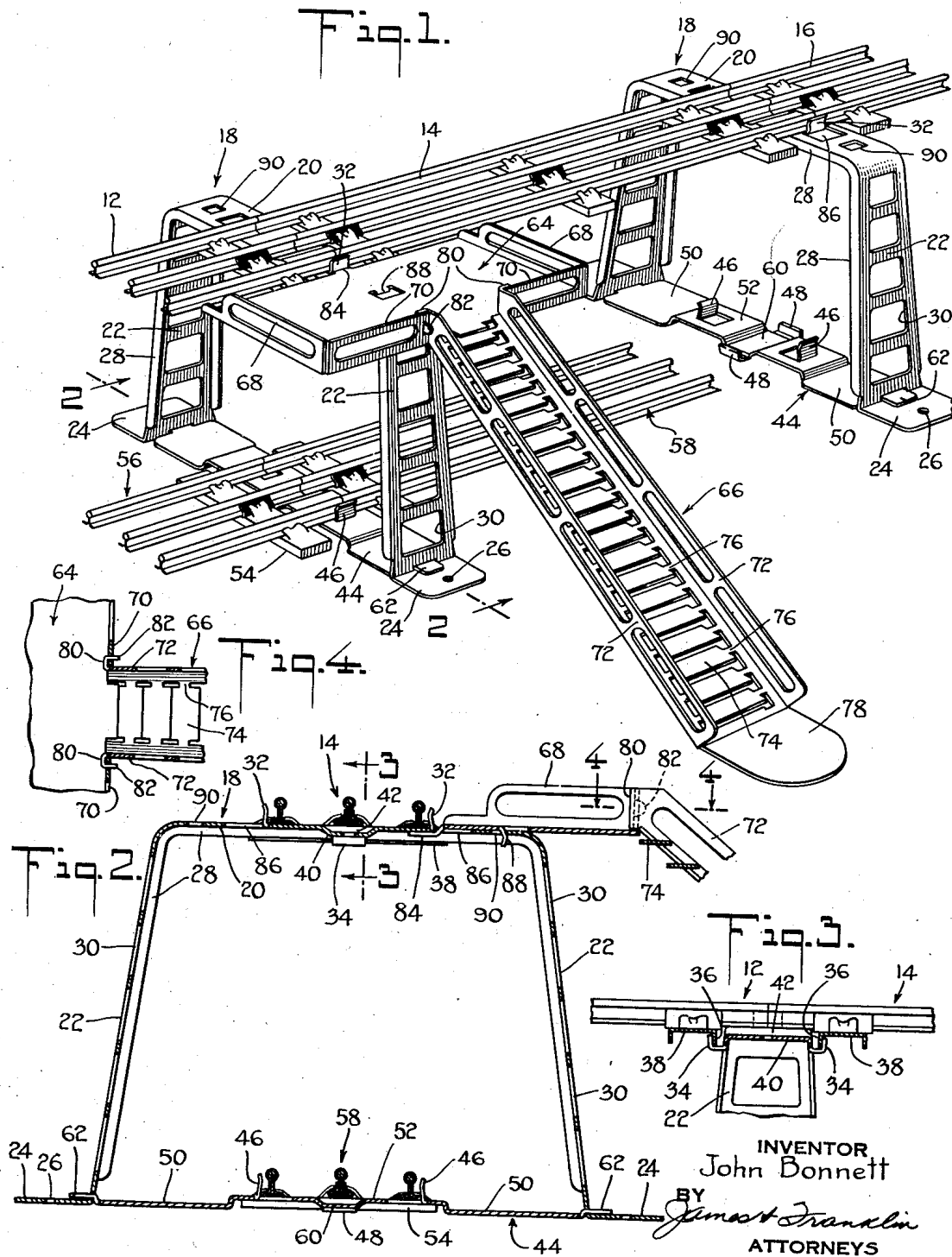
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J. BONNETT

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TOY ELEVATED OR TRESTLE RAILROAD

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## TOY ELEVATED OR TRESTLE RAILROAD

John Bonnett, Girard, Pa., assignor to Louis Marx & Company, Inc., New York, N. Y., a corporation of New York

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19 Claims. (Cl. 238—10)

This invention relates to toy railroads, and more particularly to a toy elevated or trestle railroad, especially such a railroad adapted to be used in combination with an ordinary ground or floor-level railroad.

The primary object of the invention is to generally improve toy railroads. A more particular object resides in the provision of an elevated or trestle railroad, and more especially, a trestle or support unit adapted to receive and support ordinary toy railroad track sections. A further object of the invention is to provide the trestle or support with appropriate holding means for locking the track sections to the trestle. More specifically, I provide the trestle with a first set of holding means which may, for convenience, be called "clips", and which receive and hold the track sections against sideward or lateral movement on the trestle. I further provide the trestle with a second set of holding means or interlocking members which may, for convenience, be called "hooks", said hooks preferably being so disposed and dimensioned as to engage and hold the adjacent end ties of two track sections in order to prevent separation of said sections, as well as to prevent longitudinal movement of the sections relative to the trestle. An ancillary object is to so design the aforesaid holding means as not to contact or short-circuit the insulated third rail of the track sections.

Still another object is to make it possible to readily combine the elevated railroad with an ordinary or floor-level railroad disposed subjacent the elevated railroad. In this way two levels of track may be provided with trains running on each of the tracks, thus heightening the interest of the toy railroad system and making it possible to race one train against another. In accordance with further features and objects of the invention, the bottom track is preferably interlocked with the trestles like the top track, and to this end each trestle or support is preferably provided with a bottom piece extending across the trestle on the floor, said bottom piece being provided with clips and hooks for appropriately anchoring the bottom track in position. The bottom piece is preferably interlocked with the trestle without the use of rivets, screws, solder or like fastening means, the parts simply being sprung together and being readily detachable, it being unnecessary to use the bottom piece when no bottom track is employed. In this way the standardized trestle may be used for either a single track or double track railroad system.

A further object of the invention is to provide an elevated station for the elevated track with an appropriate stairway extending from the floor level to the elevated platform. In accordance with a more particularized object of the invention the platform is preferably formed of a single piece of sheet metal, and is provided with means for detachably attaching the same to any of the trestles so that the station may be located at any desired point along the track, and at either or both sides of the track. The simulated stairway is provided with interlocking parts detachably connecting the same to the station platform.

To the accomplishment of the foregoing and such other objects as will hereinafter appear, my invention consists in the trestle and elevated platform elements and their relation one to the other and to the toy track sections, as hereinafter are more particularly described in the specification and sought to be defined in the claims. The specification is accompanied by a drawing, in which:

Fig. 1 is a perspective view of a portion of a two-level track system with an elevated station embodying features of the present invention;

Fig. 2 is a section taken in elevation in the plane of the line 2—2 of Fig. 1;

Fig. 3 is a fragmentary section through the top of the trestle taken in the plane of the line 3—3 of Fig. 2; and

Fig. 4 is a fragmentary section showing the attachment of the stairway to the platform, this section being taken in the plane of the line 4—4 of Fig. 2.

Referring to the drawing, the elevated or trestle railway comprises a plurality of conventional track sections 12, 14 and 16 connected end to end and supported on a series of elevated supports or trestles 18. While only a fragment of the railroad is shown in Fig. 1, it will be understood that the system is continued to any desired extent and preferably employs curved as well as straight track sections in order to form a suitable closed system so that trains may be operated thereon continuously. It will also be understood that in Fig. 1 the track section 14 is shown in its entirety, whereas only the end portions of the track sections 12 and 16 are shown. It will be observed that the trestles 18 are disposed at the point of connection of track sections, and this is desirable not only to support the track sections at their weakest point, but also to interlock and hold the same together, as will be subsequently described.

Each of the supports or trestles 18 is preferably formed of a single piece of heavy gauge sheet metal. A strip of metal is used and is bent to

inverted U-shape, thus forming a top 20 and side legs 22. The lower ends are preferably turned outwardly to form feet 24 which may be perforated at 26 to facilitate permanently mounting the trestles as by the use of screws, nails or the like. The feet 24 are, however, preferably made sufficiently extensive in area to make it unnecessary to use attaching means where it is preferred not to do so. To this end and also to improve the appearance of the trestles, the legs 22 are tapered, being substantially wider at the feet 24 than at the top.

In order to stiffen and rigidify the trestle structure, the side edges of the top 20 and legs 22 are preferably bent inwardly to form the stiffening flange 28. Relatively large openings 30 may be punched out of the legs 22 of the trestles in order to more closely simulate the appearance of real structural steel members.

The track sections are preferably locked in position on each trestle, and to this end the trestle is provided with means to prevent lateral and longitudinal movement of the track. Locating lugs 32 which may for convenience be called "clips" are struck upwardly from top 20 and are so spaced as to just receive the track sections therebetween with a snap fit, as will be evident from inspection of Figs. 1 and 2 of the drawing. It will be noted that the clips 32 are reversely bent somewhat and this shape taken together with the natural resilience of the metal, makes it possible to spring the track sections into position on top of the trestle.

To prevent longitudinal movement of the track sections and also to lock the successive sections together, the trestle is provided with means 34 best shown in Fig. 3, for engaging the inner edges 36 of the end ties 38 of track sections 12 and 14. The members 34 may for convenience be called "hooks". It is important to note that these hooks are depressed to a level substantially lower than that of the track rails in order to come beneath the ties 38. This result is preferably attained by depressing the center portion 40 of the trestle top 20, as is best shown in Figs. 2 and 3, for if this is done there is adequate protection against accidental contact between the center or third rail of the track section and the trestle. The substantial clearance therebetween is indicated by the space 42 in Fig. 2. It should also be noted that the engagement of hooks 34 with ties 38 is such as to prevent grounding of the third rail, the ties being, of course, insulated from the third rail and the hooks being protectively received within the ties.

Each trestle may, if desired, be provided with a bottom piece or cross member 44. These are struck from heavy gauge sheet metal and are provided with upwardly struck clips 46 and depressed hooks 48 much like those used on the top 20 of the trestle. The construction will be clear from inspection of Figs. 1 and 2 of the drawing. It should be noted that while the main end portions 50 of the cross member rest directly on the floor and are intended so to do, the center portion 52 is elevated somewhat from the floor, specifically by an amount equal to the height of the ties 54 of the track sections 56 and 58 forming the lower level of the railroad. The track sections for the upper and lower level are, of course, identical in construction and dimension and are interchangeable. In Fig. 1 only a fragment of each of the two sections is shown, the section 58 being cut away in order to expose the clips 46 and hooks 48 on bottom piece 44.

The elevation of the center portion 52 makes it possible to depress the same at 60 so as to provide a substantial clearance between it and the third rail of the track. Moreover, this helps depress the hooks 48 to a level such as to fit beneath the ties 54.

The bottom pieces 50 are detachably connected to the trestles 18. Specifically, the ends of the bottom pieces are shouldered and provided with projecting tongues 62. These tongues are displaced upwardly somewhat in order to come just above the feet 24, as is best shown in Fig. 2. The legs 22 are slotted at their lower ends to receive the tongues 62, and the parts may be assembled by simply inserting one tongue 62 in its mating slot and then springing the legs 22 apart until the opposing leg slips over the adjacent tongue 62. The legs spring together until they bear against the shoulders at the inner ends of the tongues.

The elevated railroad may be provided with a simulated station or platform 64, and a stairway 66 may be used to extend from the floor to the platform 64. The platform is preferably formed of a single piece of heavy gauge sheet metal, the end edges being bent upwardly to form simulated rails 68. The outer edge is bent upwardly to simulate rails 70, there being a space therebetween at which the stairway 66 is fitted.

The stairway 66 is also preferably formed of a single piece of heavy gauge sheet metal, it being flanged at its side edges to form simulated rails 72 and the bottom being incised to form a series of individual steps 74, each of which is twisted to bring the same to horizontal position. In order to facilitate this twisting of the steps they are preferably reduced at their ends to relatively small necks or connections 76. At its bottom end the stairway is provided with a relatively enlarged foot or base 78 which rests flat on the floor. The stairway and platform are preferably detachably connected together by appropriate interlocking means. In the present case the upper ends of the side flanges or rails 72 are prolonged and reversely bent to form shoulders 80 and tongues 82. Tongues 82 are received in mating slots at the inner edges of rails 70, as is best shown in Figs. 1 and 4. Inasmuch as the parts are made to fit together snugly, it preferably being necessary to spring the stairway rails 72 slightly together in order to fit the same between the platform rails 70, the parts are securely anchored together when assembled, as indicated.

The platform 64 may, if desired, be permanently secured to a special platform supporting trestle. However, in accordance with the present invention, the platform is preferably detachably connected to the trestle, and the trestles are made uniform so that the platform may be connected to any one of the trestles. Moreover, the trestles are made symmetrical and the platform may therefore be placed at either side of the track and in fact, two platforms and associated stairways may be mounted on a single trestle, one on each side of the track, although only a single platform is shown in the drawing.

Specifically, in the present example of the invention, the edge of the platform nearest the track is provided with a projecting tongue 84 of substantial dimension, this tongue being shown in Fig. 2 of the drawing. The tongue has a width such as to be received in the opening 86 which is formed when striking the clips 32 upwardly from the top of the trestle. Moreover, the platform has struck downwardly therefrom, a spring dent or lug 88, and this is so dimensioned and lo-

cated as to be received in an opening 90 provided at each end of the trestle. The unused openings 90 are clearly shown in Fig. 1, while the manner in which the detent 88 is sprung into the used opening 90 is best shown in Fig. 2. Detent 88 holds tongue 84 securely in place and the latter prevents the outer portion of the platform from tipping downwardly. The detent 88 is preferably bent somewhat in order to obtain some camming or spring action when the parts are put together. It will be manifest that with this construction the platform may be placed at either side of any trestle, and the station may accordingly be conveniently located at any desired point along the track after the track has been set up.

It is believed that the construction and operation and mode of assembly and use, as well as the many advantages of my improved railroad toy, will be apparent from the foregoing detailed description thereof. The upper railroad may be used alone or together with the lower railroad, in which case the bottom pieces 50 are preferably added to the trestles 18. The elevated platform and stairway are detachably connected together and are detachably connected at any desired point along the railroad on any of the standardized trestles. While I have shown a relatively short platform adapted to be mounted on a single trestle, it will be understood that the platform may, if desired, be elongated in a direction parallel to the track and provided with two sets of mounting means just like that disclosed, thus adapting the same to be mounted on two trestles.

It will be apparent that while I have shown and described my invention in the preferred form, many changes and modifications may be made in the structure disclosed without departing from the spirit of the invention defined in the following claims.

I claim:

1. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal flanged at its edges to give the same a rigid channel-shaped section, said strip being bent to form an inverted U, the top of said trestle being provided with means to receive and locate the rails of a toy track section, the legs of said trestle diverging to increased spacing at the bottom and each leg increasing in width toward the bottom, the lower ends being turned to form flat feet of substantial area, and said feet being perforated to receive attaching means.

2. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal bent to form an inverted U, the top of said trestle being depressed at the middle to clear a third rail and said depressed middle portion being provided with a pair of outwardly projecting hook members so disposed as to engage and hold the adjacent end ties of two track sections in order to prevent separation of said sections, the ends of the wheel-bearing rails of said sections resting directly on the top of the trestle.

3. A trestle or support for elevated toy railroad trackage, the top of said trestle being provided with a pair of upwardly struck clips dimensioned to detachably receive the rails of a toy track section therebetween, said top being depressed at the middle to clear a third rail and said depressed middle portion also being provided with a pair of outwardly projecting hook members so disposed as to engage and hold the adjacent end ties of two track sections in order to prevent separation of said sections.

4. A trestle or support for elevated toy rail-

road trackage, said trestle comprising a single strip of sheet metal flanged at its edges to give the same a channel-shaped section, said strip being bent to form an inverted U, the top of said trestle being provided with a pair of upwardly struck clips dimensioned to receive the rails of a toy track section therebetween, said top also being provided with a pair of outwardly projecting hook members so disposed as to engage and hold the adjacent end ties of two track sections in order to prevent separation of said sections, said clips and hooks being formed integrally with said trestle.

5. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal bent to form an inverted U, and a bottom piece, the ends of said bottom piece being shouldered and provided with projecting tongues received in mating slots near the bottom of the support or trestle, the legs of said support being resiliently yieldable to permit the same to be momentarily spread apart and sprung over the tongues, the parts being thus held in assembled relation.

6. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal bent to form an inverted U, the top of said trestle being provided with means to receive the toy track section, and a bottom piece provided with means like the top to receive a track section, the ends of said bottom piece being shouldered and provided with projecting tongues received in mating slots near the bottom of the support or trestle, the legs of said support being resiliently yieldable to permit the same to be momentarily spread apart and sprung over the tongues.

7. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal flanged at its edges to give the same a channel-shaped section, said strip being bent to form an inverted U, the top of said trestle being provided with a pair of integrally formed upwardly struck clips dimensioned to detachably receive the rails of a toy track section therebetween, and a separate bottom piece provided with integral clips like the top of the trestle, the ends of said bottom piece and the bottom of said support being matingly interlocked.

8. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal flanged at its edges to give the same a channel-shaped section, said strip being bent to form an inverted U, the top of said trestle being provided with a pair of outwardly projecting hook members so disposed as to engage and hold the adjacent end ties of two track sections in order to prevent separation of said sections, and a separate bottom piece provided with hooks like the top of the trestle, the ends of said bottom piece and the bottom of said support being matingly interlocked.

9. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal flanged at its edges to give the same a channel-shaped section, said strip being bent to form an inverted U, the top of said trestle being provided with a pair of upwardly struck clips dimensioned to receive the rails of a toy track section therebetween, said top also being provided with a pair of outwardly projecting hook members so disposed as to engage and hold adjacent end ties of two track sections in order to prevent separation of said sections, and a bottom piece provided with clips and hooks like

the top of the trestle, the ends of said bottom piece being shouldered and provided with projecting tongues received in mating slots near the bottom of the support or trestle, the legs of said support being resiliently yieldable to permit the same to be sprung over the tongues.

10. A toy station for a toy elevated railroad system, said station comprising an elevated support adapted to receive and hold a toy track section, a platform mounted on said support at one side of the position assumed by the toy track section, and a simulated stairway extending from the floor level up to said elevated platform, said platform being formed of sheet metal and having some of its side walls flanged upwardly to simulate a railing around the platform, said stairway being formed of sheet metal the side edges of which are flanged upwardly to simulate a railing and the center portion of which is shaped to simulate a series of steps.

11. A toy station for a toy elevated railroad system, said station comprising an elevated support adapted to receive and hold a toy track section, a platform mounted on said support at one side of the position assumed by the toy track section, and a simulated stairway extending from the floor level up to said elevated platform, the stairway comprising a strip of sheet metal incised in a transverse direction within the edges of the strip, the pieces of metal between the incisions being twisted to form steps, the upper end of said stairway and a part of said platform being provided with mating interlocking means for detachably connecting the stairway to the platform.

12. A toy station for a toy elevated railroad system, said station comprising an elevated support adapted to receive and hold a toy track section, a platform mounted on said support at one side of the position assumed by the toy track section, and a simulated stairway extending from the floor level up to said elevated platform, said platform having some of the side edges turned upwardly to simulate a railing around the platform, said stairway having side edges which are turned upwardly to simulate a railing and the center portion of which is incised and bent to simulate a series of steps, the upper end of said stairway and a part of said platform being provided with mating interlocking means for detachably connecting the stairway to the platform.

13. A toy station for a toy elevated railroad system, said station comprising an elevated support comprising a strip of sheet metal flanged at its edges to give the same a rigid channel section, said strip being bent to form an inverted U, the top of said support being provided with integrally formed clips adapted to receive and hold a toy track section, a platform mounted on said support at one side of the position assumed by the toy track section, and mating means on said support and on said platform to detachably mount the platform on the support.

14. A toy elevated railroad system comprising a plurality of trestles or elevated track supports, track sections mounted on said track supports and supported thereby, a simulated station platform, and means to detachably interlock the platform with any desired one of the trestles.

15. A toy elevated railroad system comprising

a plurality of trestles or elevated track supports, track sections mounted on said track supports and supported thereby, a simulated station platform, means to detachably interlock the platform with any desired one of the trestles, and a stairway leading from the floor level to the platform, and means to detachably connect the stairway to the platform.

16. A toy elevated railroad system comprising a plurality of trestles or elevated track supports, track sections mounted on said track supports and supported thereby, a simulated station platform, and means on said platform adapted to be detachably received in mating means on any of the trestles in order to detachably interlock the platform with any desired one of the trestles, and a stairway leading from the floor level to the platform.

17. A two-level toy railroad system comprising, in combination, a plurality of trestles or supports each comprising an inverted U-shaped piece of sheet metal, a cross-bar at the bottom of the same, the top bar and the bottom bar each being provided with integrally formed upwardly struck clips, the clips detachably receiving therebetween the rails of toy track sections, a first line of track sections supported on the trestles, and a second line of track sections therebeneath and supported on the cross-bars, the top and bottom bars each being depressed at the center to avoid contact with a central third rail of the track sections.

18. A two-level toy railroad system comprising, in combination, a plurality of trestles or supports each comprising an inverted U-shaped piece of sheet metal, a cross-bar at the bottom of the same, the top bar and the bottom bar each being provided with integrally formed upwardly struck clips and integrally formed outwardly projecting hooks, the clips extending transversely of the bars and detachably receiving therebetween the longitudinal rails of toy track sections and the hooks projecting transversely of the bars and being so disposed as to engage the adjacent end ties of the toy track sections in order to prevent the same from coming apart in longitudinal direction, a first line of track sections supported on the trestles, and a second line of track sections therebeneath and supported on the cross-bars, the rails of said track sections resting on said bars, with the ties disposed on opposite sides of the bars.

19. A trestle or support for elevated toy railroad trackage, said trestle comprising a strip of sheet metal flanged at its edges to give the same a rigid channel-shaped section and bent to form an inverted U, the top of said trestle being arranged to extend transversely of the track rails and to directly support the same, and being provided with a pair of clips extending transversely of the trestle, said clips being formed integrally with and struck upwardly from the top of the trestle and said clips being so shaped and dimensioned as to detachably receive the longitudinal rails of a toy track section therebetween with a frictional or snap-in engagement, while said rails rest on the top of the trestle with the ties of the track section disposed at opposite sides of the top of the trestle.