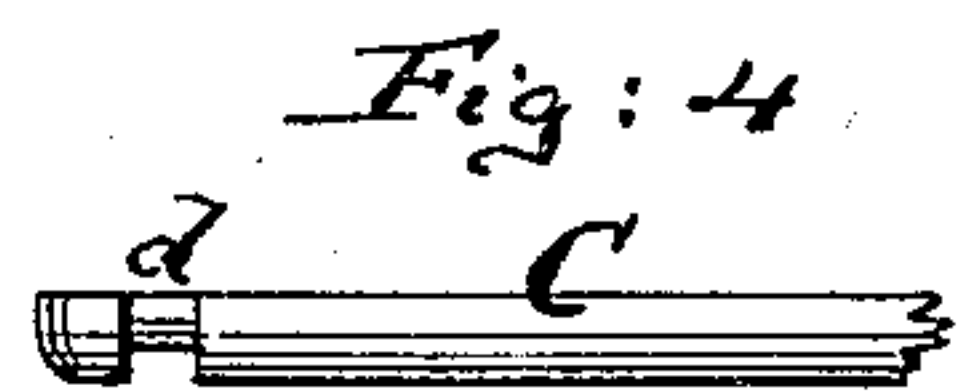
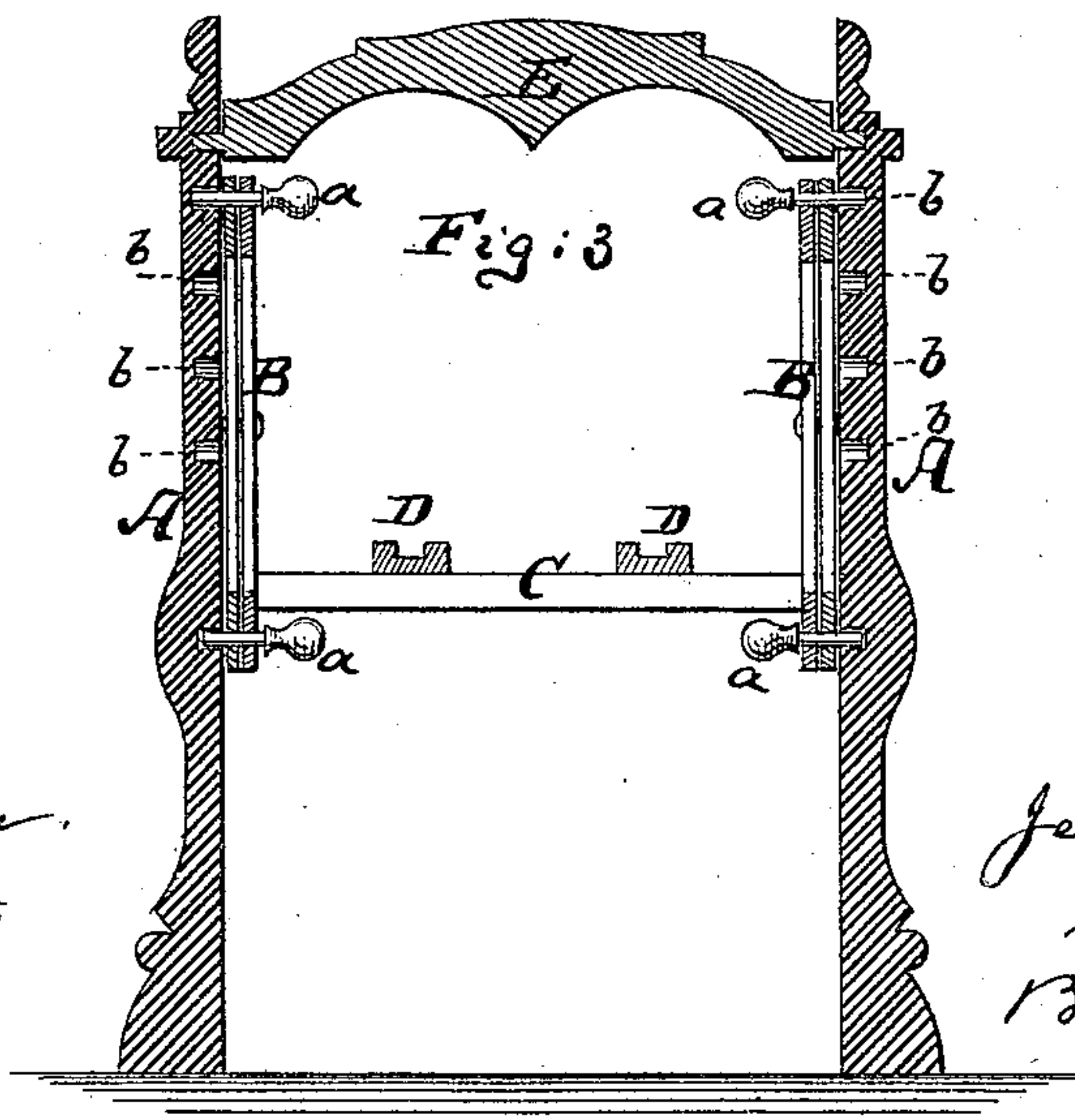
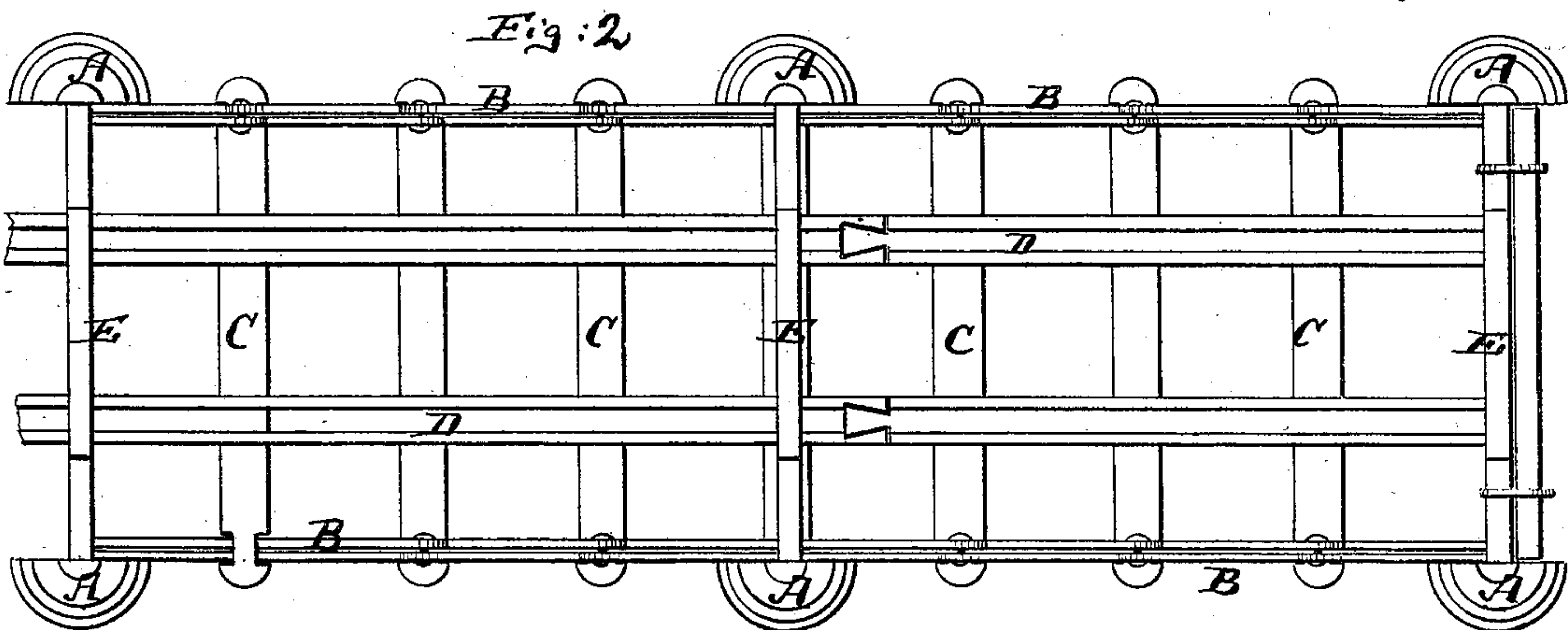
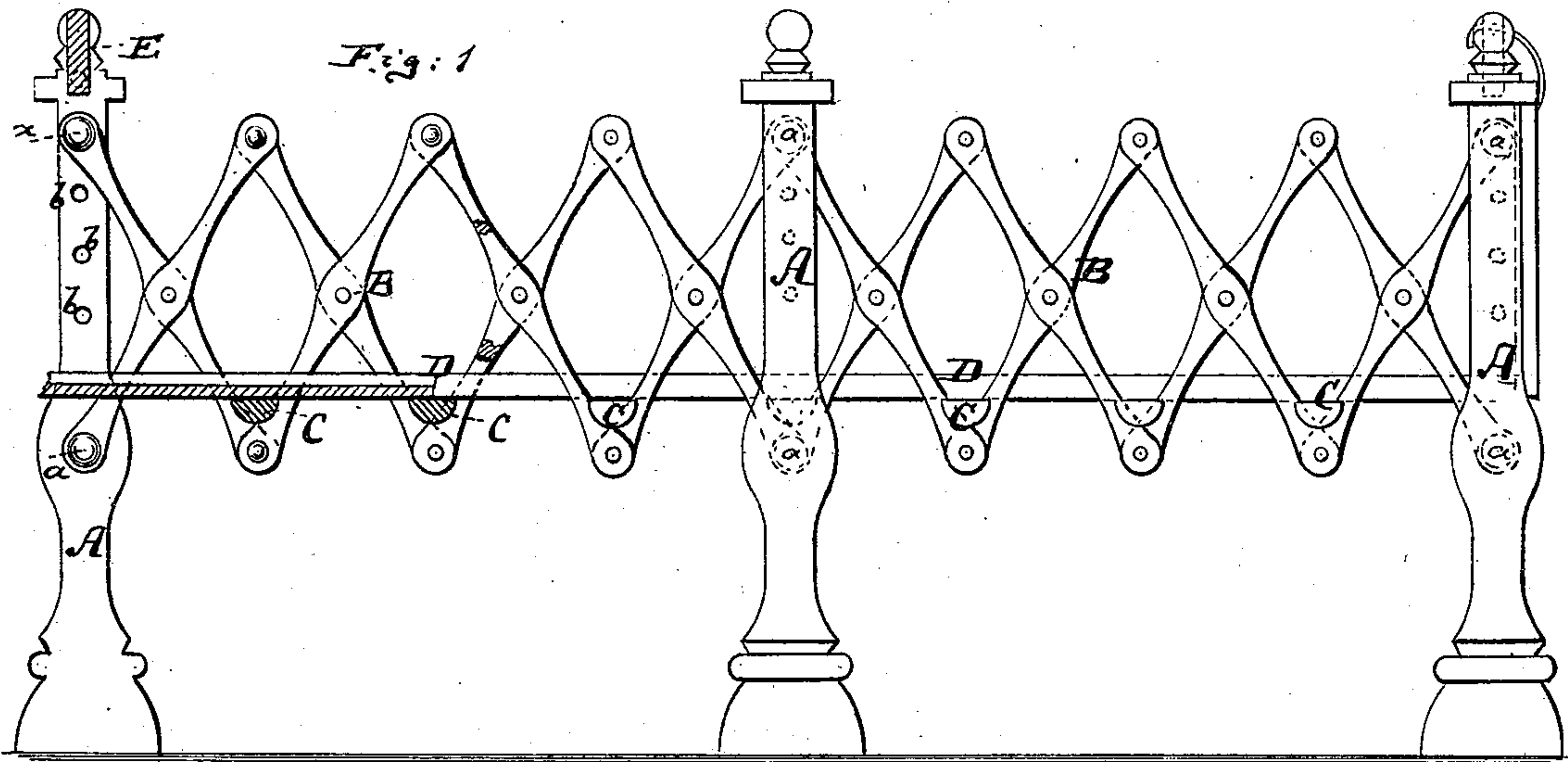


(No Model.)

J. A. CRANDALL.  
TOY ELEVATED RAILROAD.

No 254,537.

Patented Mar. 7, 1882.



Witnesses:  
Henry F. Parker.  
Wm. G. Schmittz.

Inventor:  
Jesse A. Crandall  
by his attorneys  
Brienen & Betts

# UNITED STATES PATENT OFFICE.

JESSE A. CRANDALL, OF BROOKLYN, ASSIGNOR TO EDWARD I. HORSMAN,  
OF NEW YORK, N. Y.

## TOY ELEVATED RAILROAD.

SPECIFICATION forming part of Letters Patent No. 254,537, dated March 7, 1882.

Application filed December 19, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JESSE A. CRANDALL, of Brooklyn, in the county of Kings and State of New York, have invented an Improved Toy Elevated Railroad, of which the following is a specification.

Figure 1 is a side view, partly in section, of my improved toy elevated railroad. Fig. 2 is a top view of the same; Fig. 3, a cross-section thereof; Fig. 4, a side view of one end of a sleeper.

This invention relates to a new construction of frame-work for a toy elevated railroad; and it consists principally in connecting the posts thereof by adjustable lazy-tongs, and in combining therewith notched sleepers and superposed rails, all as hereinafter described.

A A in the drawings are the posts of the structure; B B, the lazy-tongs connecting the posts. C C are the sleepers; D D, the rails; E, the upper cross-ties.

The lazy-tongs are made in sections or lengths of four, more or less, links, as shown, and are secured to the posts by pins *a a*. For the reception of these pins the posts have series of sockets or holes, as shown at *b b*. This permits me to secure the two pins in each post at a greater or less distance apart, to thereby regulate the height and consequently also the length of each section of the lazy-tongs, and the distance of each pair of posts from the next pair of posts. Indeed, by leaving the lazy-tongs on one side of the structure longer than on the other side a curve will be produced. This will afford much amusement to children, enable them to space the posts at will, make longer or shorter curves, and even gradual ascents and descents, yet the entire structure can be compactly folded.

The sleepers C are preferably semi-cylindrical bars with notches *d* or equivalent stops near their ends. They are laid into the lower angles of the lazy-tongs, as shown, the links of which, entering the notches *d*, prevent lateral displacement of said sleepers.

The rails D are laid on the sleepers. The latter may be recessed for their reception. The sections of rails are joined by dovetail joints, as indicated in Fig. 2.

The cross-ties E are set with dowels into the upper parts of the posts, or may be let into dovetailed or other shaped grooves in such posts.

A suitable design for stations may be provided for connection with the ends of the structure.

I claim—

1. The combination of the posts A A with the lazy-tongs B B to constitute a toy elevated railroad, substantially as described.

2. The posts A A, having series of sockets or holes *b b*, in combination with the pins *a* and adjustable lazy-tongs B B, substantially as specified.

3. The combination of posts A and lazy-tongs B with the sleepers C, having notches *d*, substantially as specified.

4. The combination of the posts A, lazy-tongs B, sleepers C, and rails D, substantially as specified.

5. The combination of the posts A, lazy-tongs B, sleepers C, rails D, and cross-ties E, substantially as specified.

JESSE A. CRANDALL.

Witnesses:

WILLY G. E. SCHULTZ,  
WILLIAM H. C. SMITH.