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Backfisch

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[54] **MODEL TRAIN SYSTEM WITH IMPROVED BANKING CHARACTERISTICS**

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[57] **ABSTRACT**

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[51] **Int. Cl.⁷** **E01B 26/00**

A model railway system with improved banking characteristics **10** comprising a series of track sections **16, 18** joined end-to-end to form a continuous track assembly **12** and a modular trestle assembly **32** to elevate the track assembly **12**. The trestle assembly **32** includes a biaxially inclined coupling module **28** that allows the track **12** to be built at a greater incline within a tighter radius than would otherwise be possible. The model railway system **10** includes a battery **114** powered locomotive **110** with a portable hand-held remote control device **84** that uses infrared signals **102** to send commands to the locomotive **110**. The locomotive **110** pulls modular train cars **53,54** that have coupling protrusions **30** and beam support brackets **64** to support accessories to build different types of cars.

[52] **U.S. Cl.** **104/126; 104/53; 104/124; 104/125; 104/56; 238/10 E; 238/10 R; 238/15; 446/447; 446/446; 446/455**

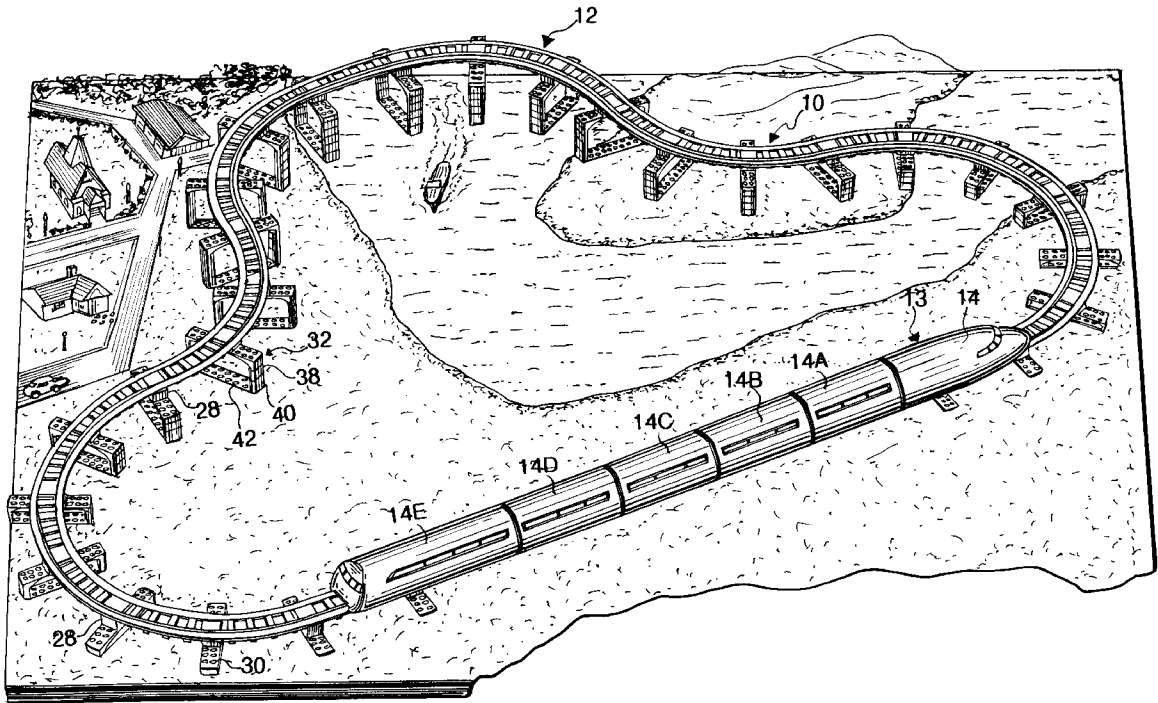
[58] **Field of Search** 104/53, 125, 126, 104/DIG. 1, 296, 295, 140, 56; 238/10 R, 10 E, 15; 446/446, 447, 454, 455

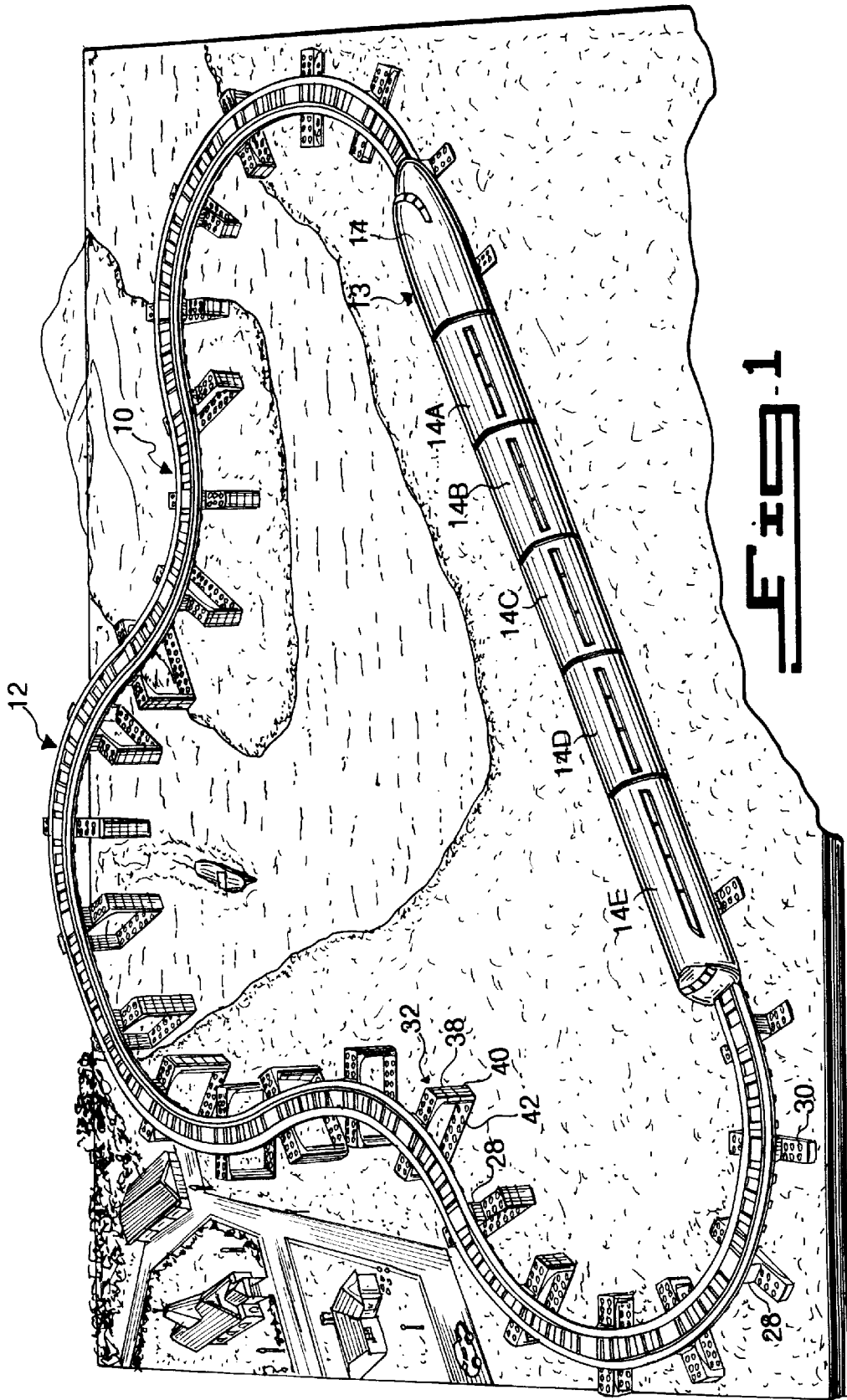
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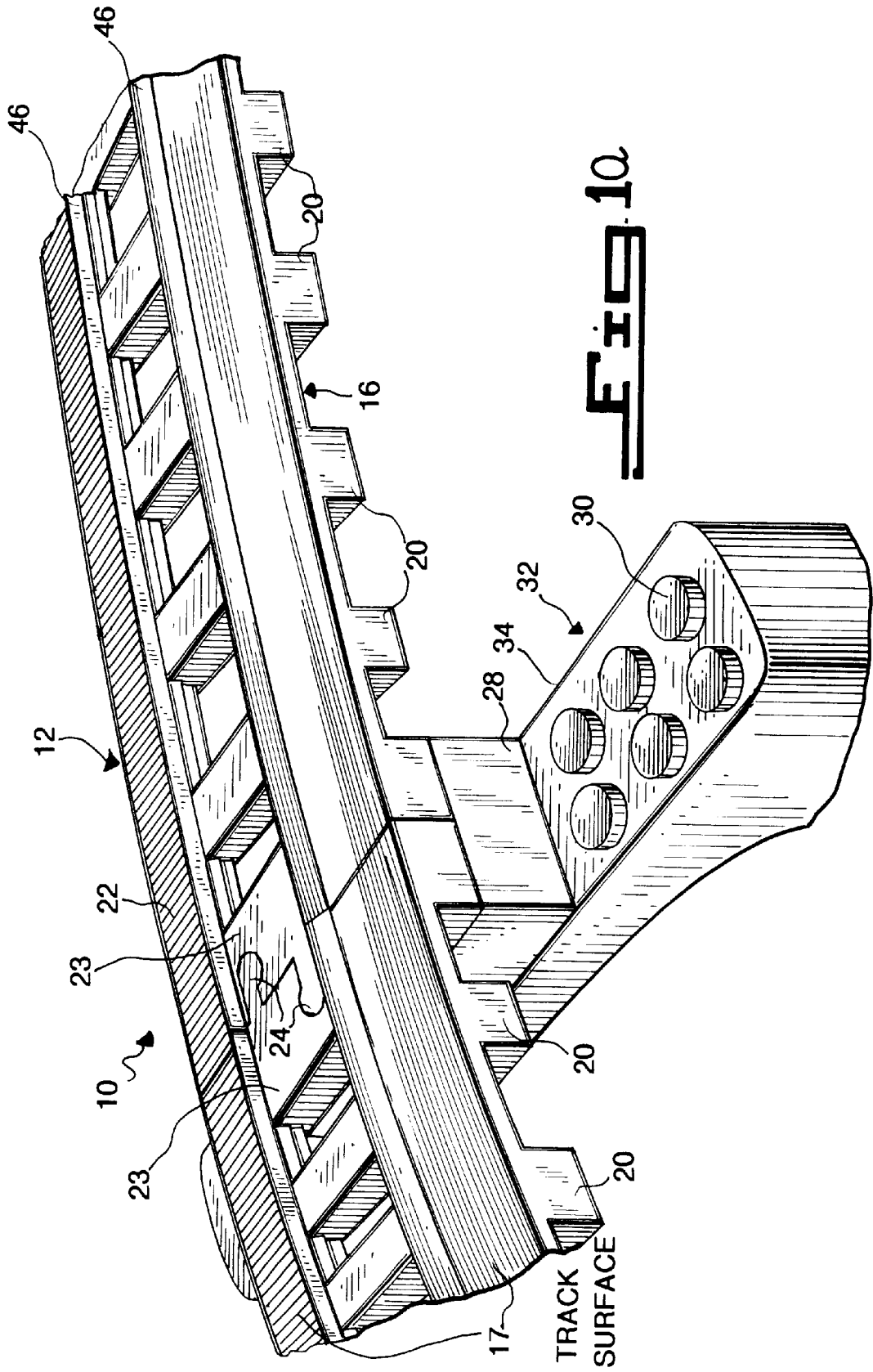
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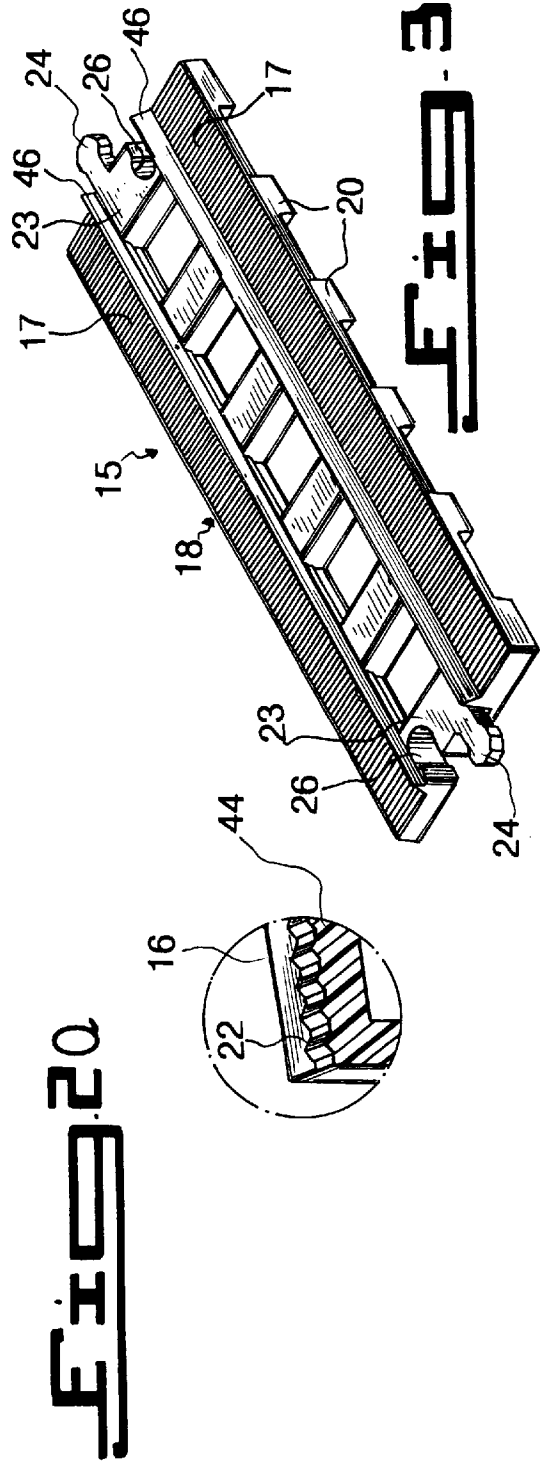
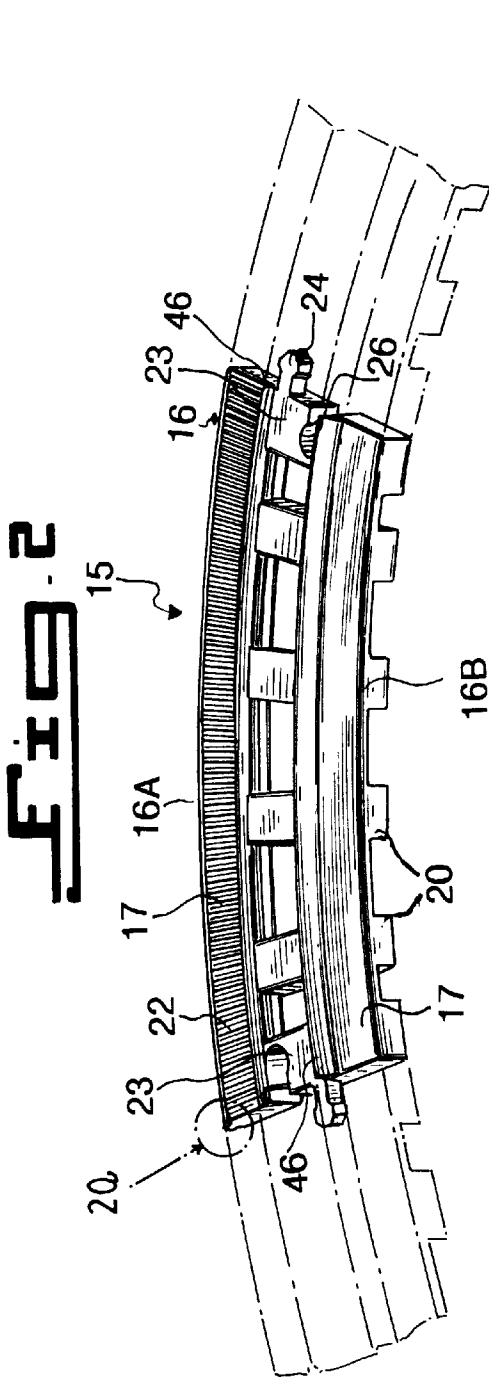
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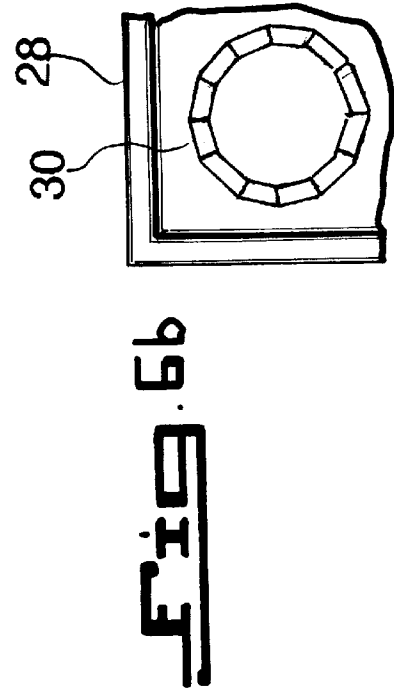
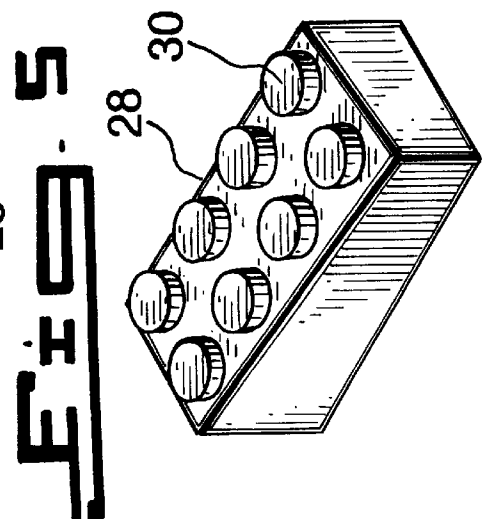
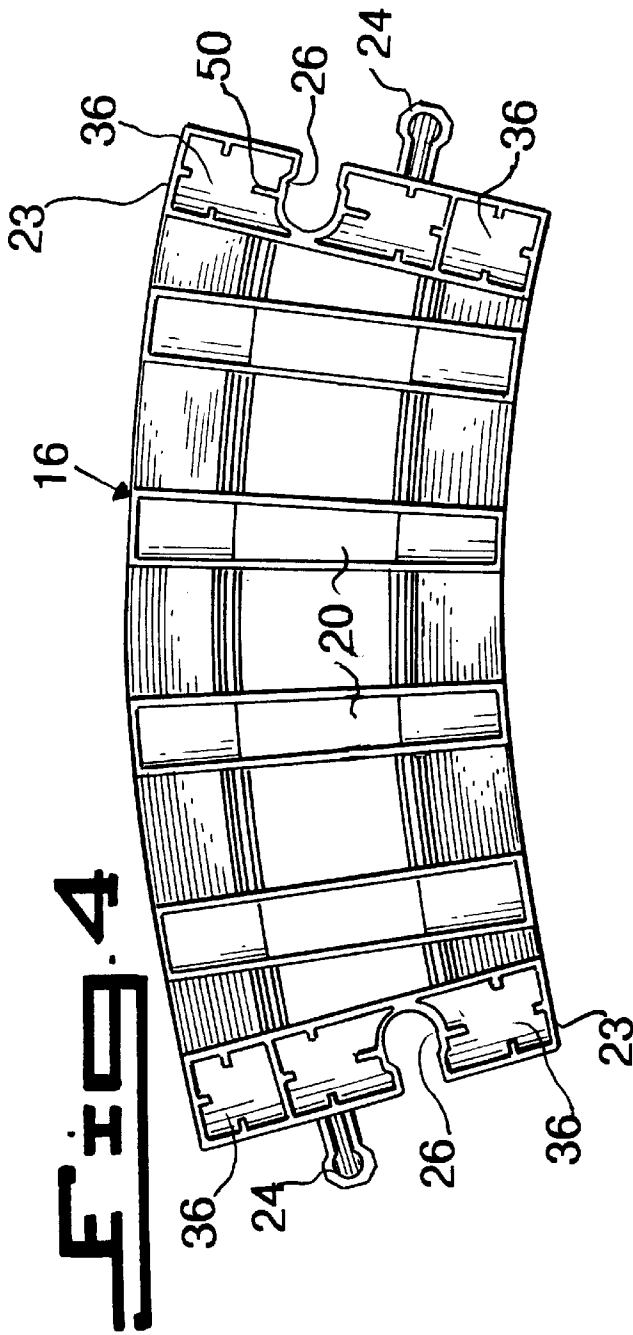
10 Claims, 11 Drawing Sheets

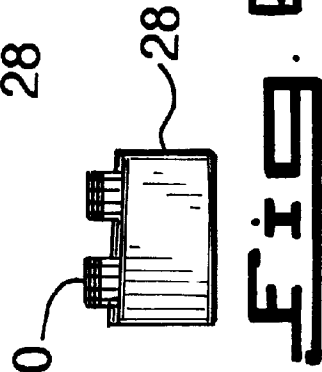
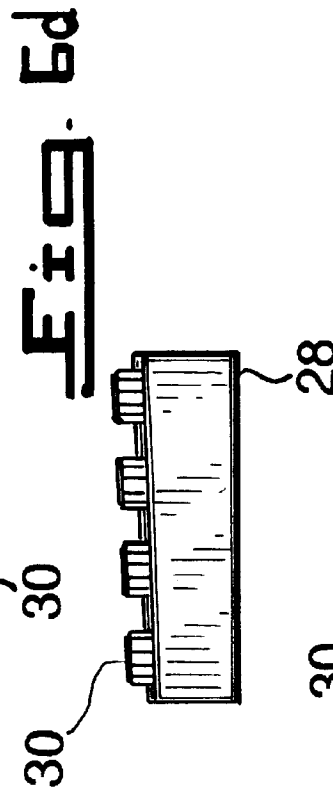
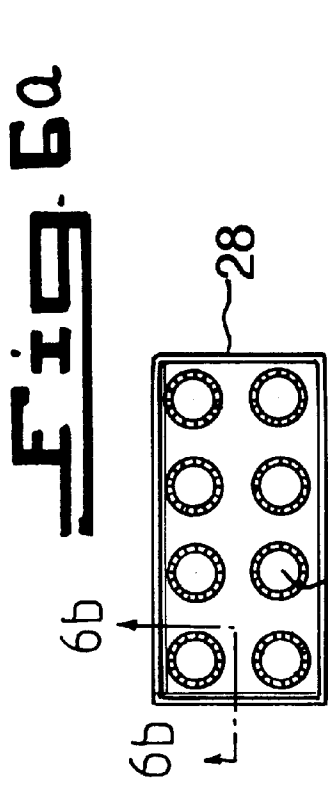
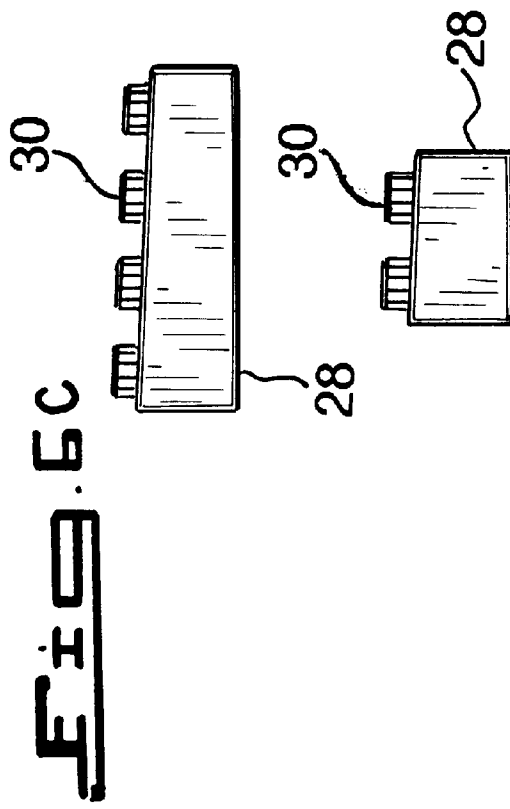
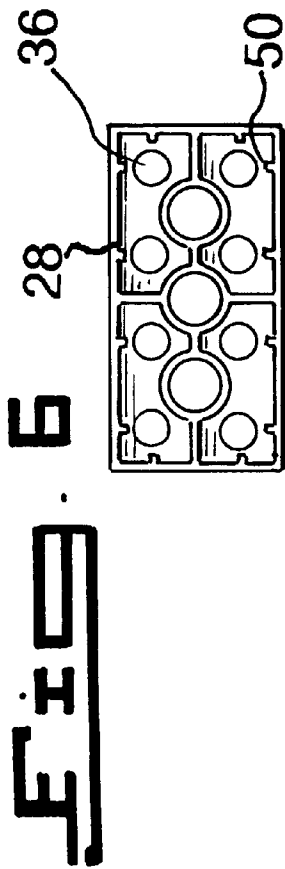












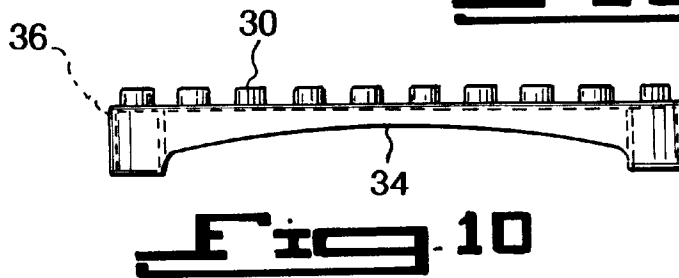
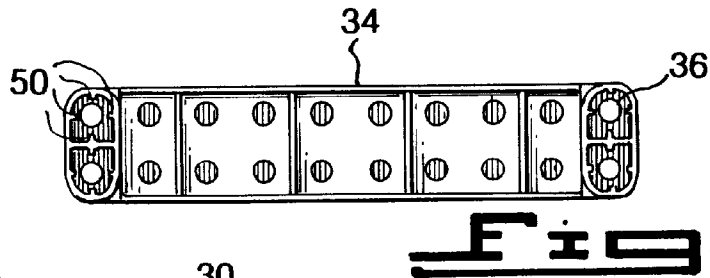
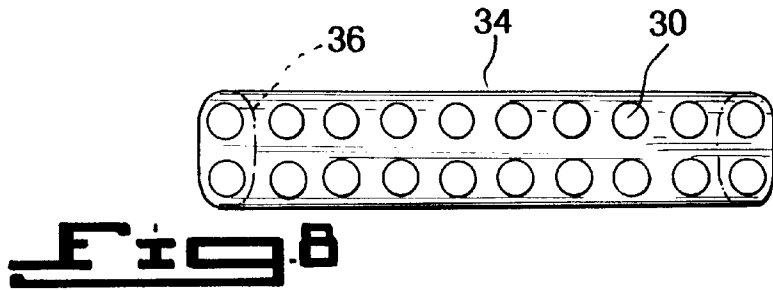
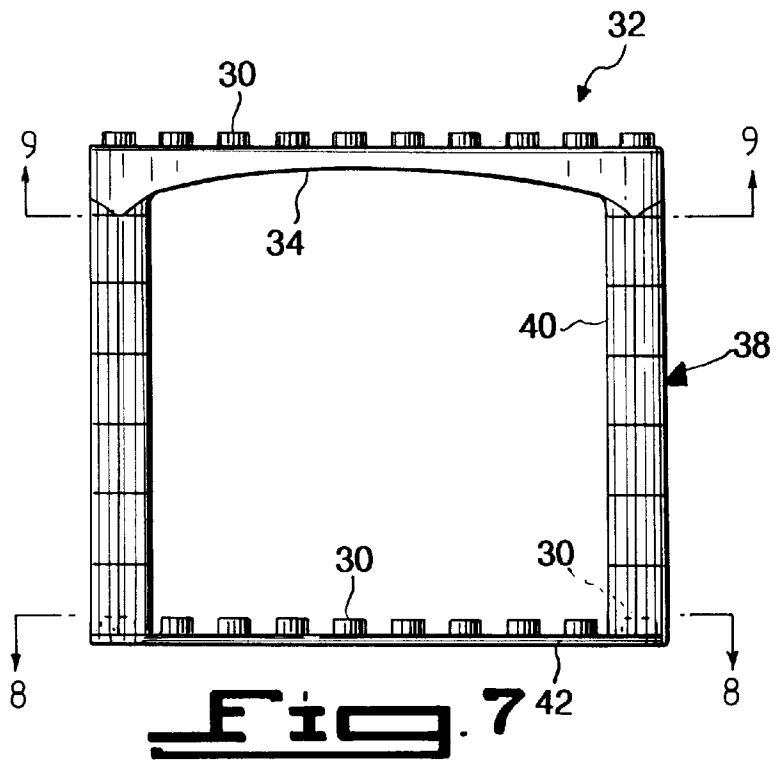


Fig. 8a

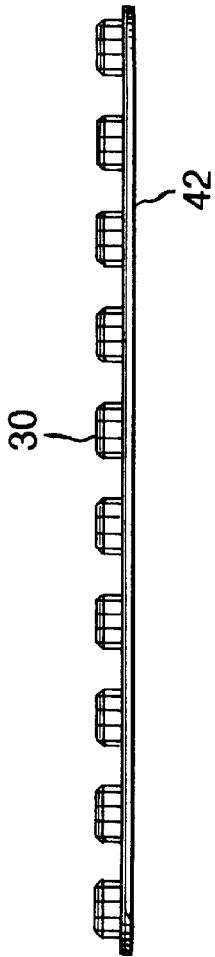


Fig. 8b

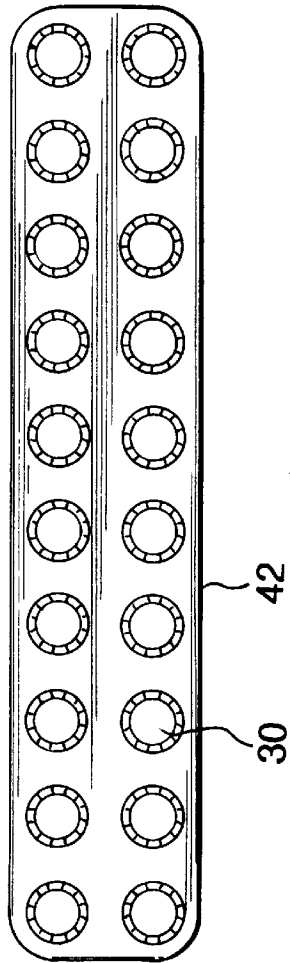


Fig. 8c

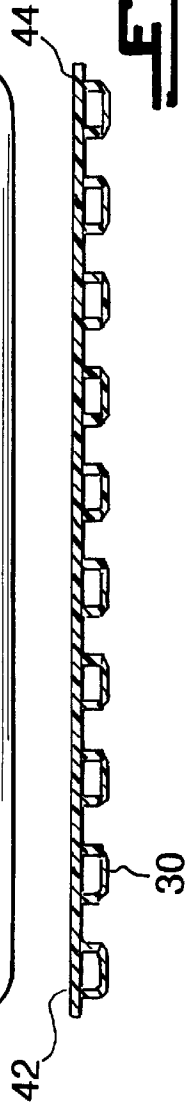
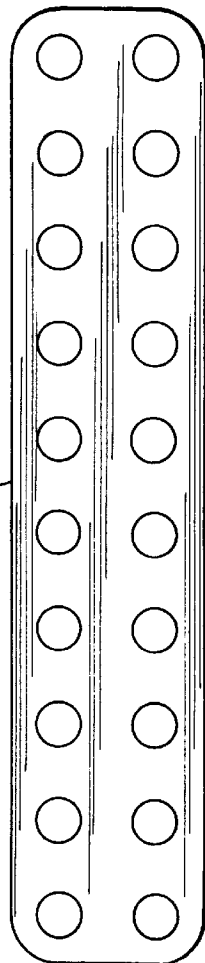


Fig. 8d

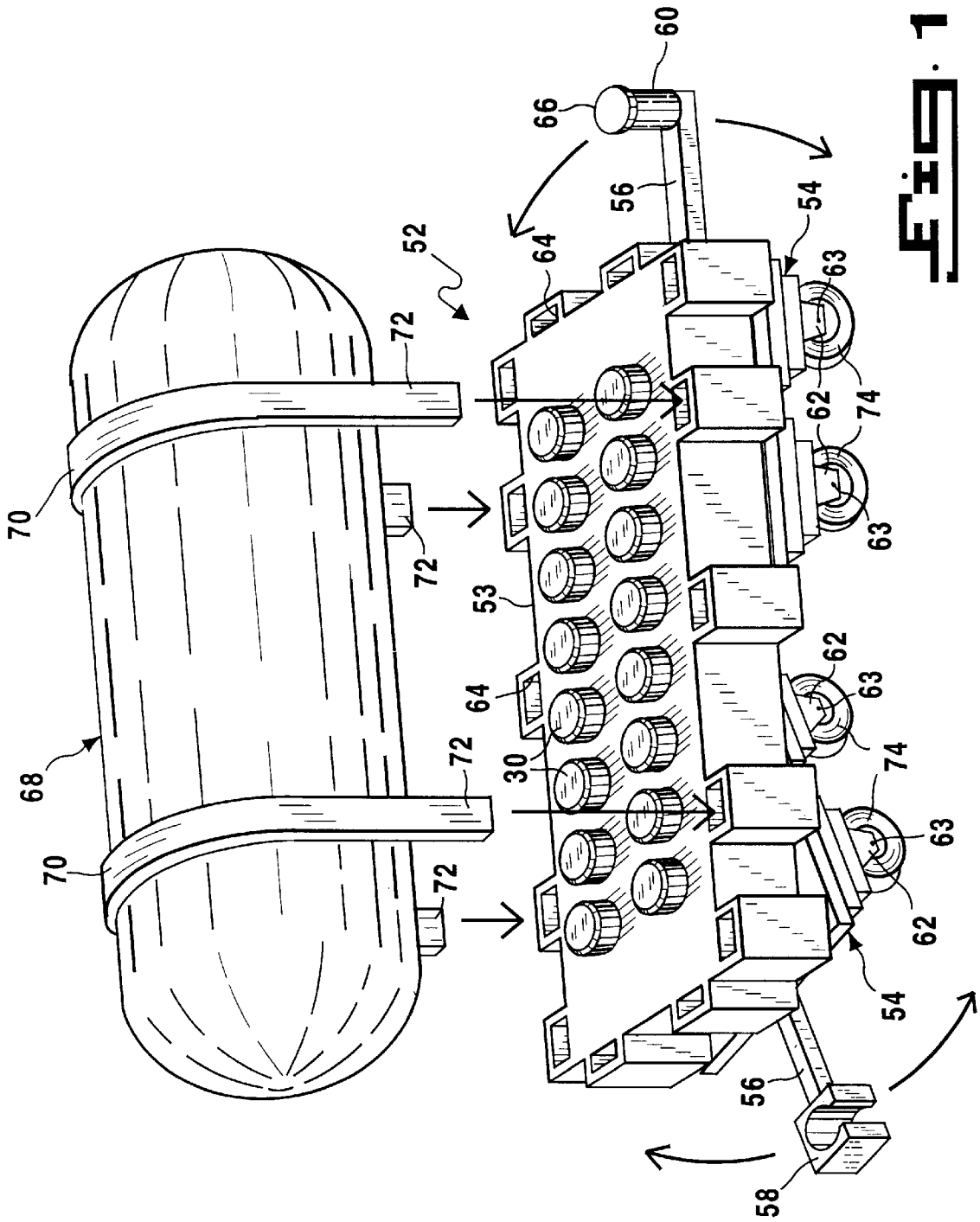


FIG. 11

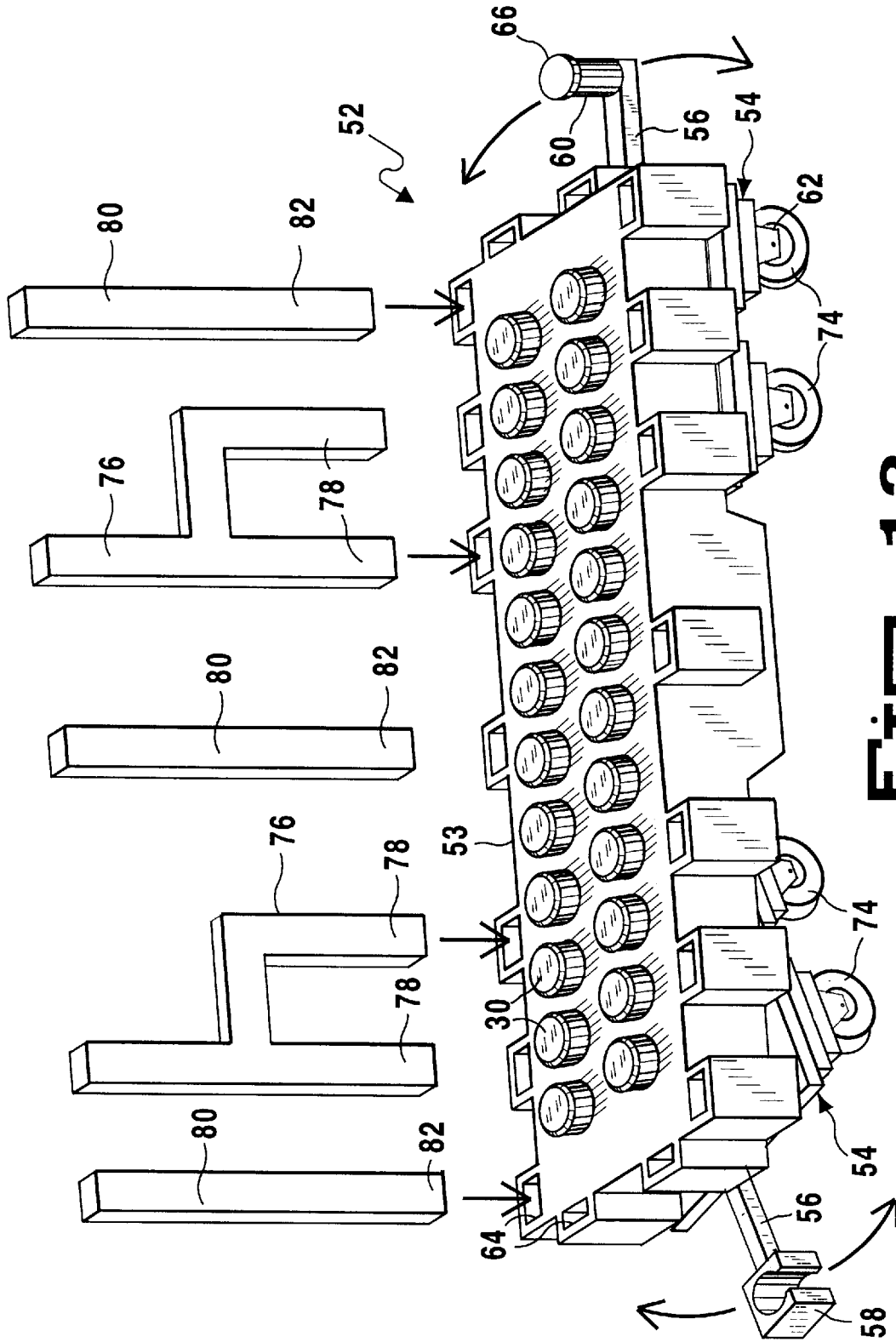


FIG. 12

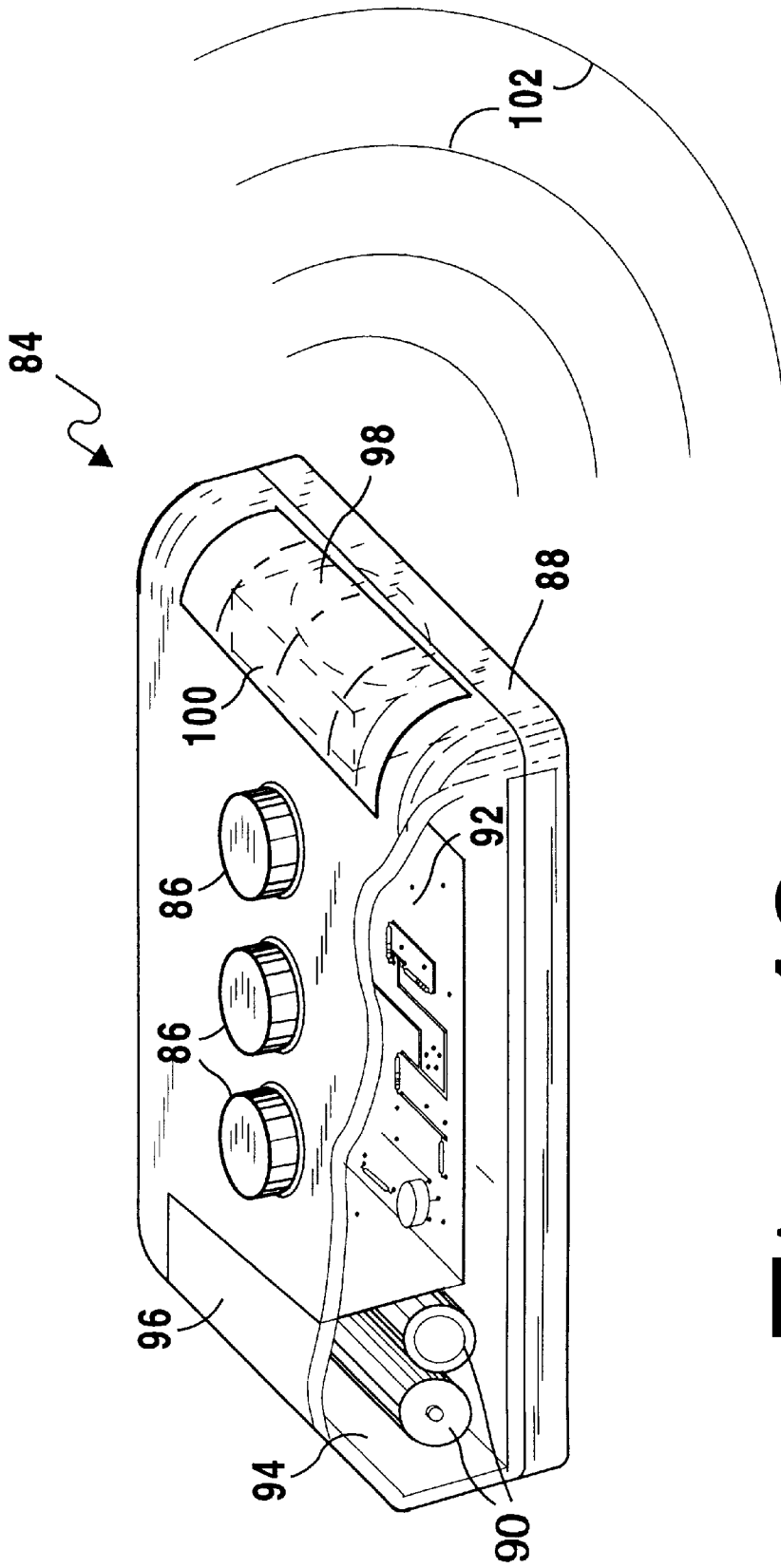
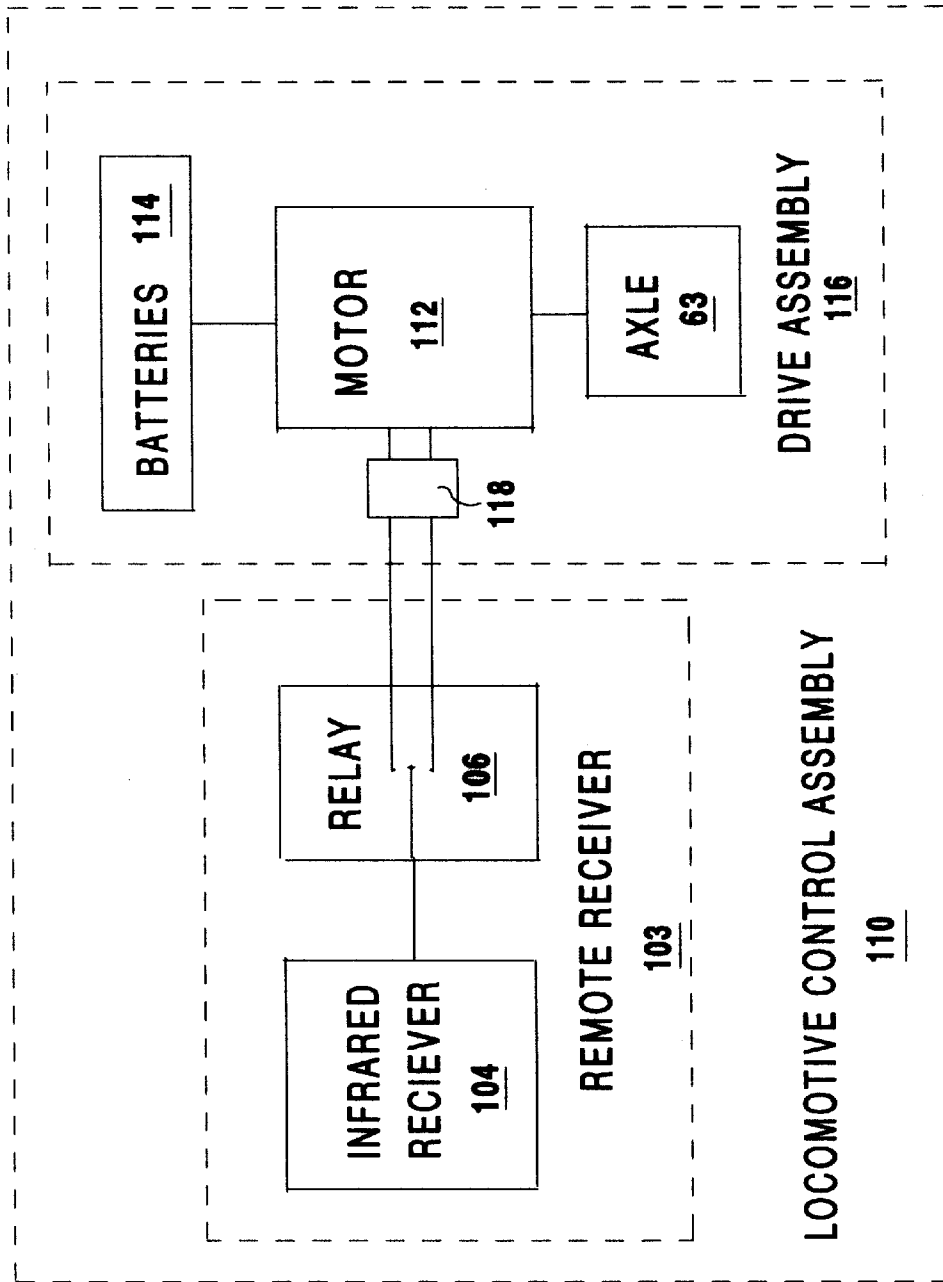


FIG. 13



MODEL TRAIN SYSTEM WITH IMPROVED BANKING CHARACTERISTICS

BACKGROUND OF THE INVENTION

Field of the Invention

The instant invention relates generally to model railways and more specifically it relates to a model railway system with improved banking characteristics. The model railway system with improved banking characteristics includes a biaxially inclined coupling module to provide flexibility to track configuration and permits the track to be assembled on a banking curve.

The model railway system includes a battery-operated train with an easy to use remote control. The remote control transmits infrared beams to a receiver in the body of the locomotive with commands for stop, go and reverse. The command buttons on the remote control are large enough that a child can easily manage them and are color coded to further simplify use.

SUMMARY OF THE INVENTION

A primary object of the present invention is to provide a model railway system with improved banking characteristics that will overcome the shortcomings of the prior art devices.

Another object is to provide a model railway system with improved banking characteristics including a biaxially inclined coupling module providing a means of elevating the track assembly on a banking curve.

An additional object is to provide a model railway system with improved banking characteristics that provides a versatile means of supporting the elevated portion of the track assembly through the use of modular trestle assemblies with biaxially inclined coupling modules.

A further object is to provide a model railway system with improved banking characteristics that provides an interlocking method of securing one track section to another.

Yet another object is to provide an easy to operate, remote-controlled, battery powered locomotive to pull train cars over the track assembly.

Still another object is to provide a modular system for building different types of train cars using similar components.

A still further object is to provide a model railway system with improved banking characteristics that makes a sound similar to that of a real train when the train wheels roll over a track textured with a series of serrated rumble strips.

A still further object is to provide a model railway system with improved banking characteristics that is simple and easy to use.

A final object is to provide a model railway system with improved banking characteristics that is economical in cost to manufacture and use.

The foregoing and other objects, advantages and characterizing features will become apparent from the following description of certain illustrative embodiments of the invention.

The novel features which are considered characteristic for the invention are set forth in the appended claims. The invention itself, however, both as to its construction and its method of operation, together with additional objects and advantages thereof, will be best understood from the following description of the specific embodiments when read and understood in connection with the accompanying draw-

ings. Attention is called to the fact, however, that the drawings are illustrative only, and that changes may be made in the specific construction illustrated and described within the scope of the appended claims.

BRIEF DESCRIPTION OF THE DRAWING FIGURES

Various other objects, features, and attendant advantages of the present invention will become more fully appreciated as the same becomes better understood when considered in conjunction with the accompanying drawings, in which like reference characters designate the same or similar parts throughout the several views.

FIG. 1 is a perspective view of a model railway with improved banking characteristics.

FIG. 1a is a perspective view of the present invention with parts broken away showing the interlocking tracks and coupling modules.

FIG. 2 is a perspective view of a curved section of interlocking track of the present invention.

FIG. 2a is an enlarged cross sectional view of the interlocking track

FIG. 3 is a perspective view of a straight section of the interlocking track of the present invention.

FIG. 4 is a bottom view of a curved section of the interlocking track of the present invention.

FIG. 5 is a perspective view of a coupling module with a compound mitered incline.

FIG. 6 is a bottom view of a coupling module of the present invention.

FIG. 6a is a top view of the coupling module of the present invention as

FIG. 6b is an enlarged top view of the coupling module as shown in FIG. 6a.

FIG. 6c is a side view of the coupling module shown in FIG. 6.

FIG. 6d is right side view of the coupling module shown in FIG. 6.

FIG. 6e is rear end view of the coupling module shown in FIG. 6.

FIG. 6f is front view of the coupling module shown in FIG. 6.

FIG. 7 is a front view of a modular trestle assembly.

FIG. 8 is a top view of truss of FIG. 7.

FIG. 8a is a side view of base FIG. 7.

FIG. 8b is a top view of base of FIG. 7.

FIG. 8c is a bottom view of the base of FIG. 7.

FIG. 8d is an inverted cross-sectional view of the base of FIG. 7.

FIG. 9 is a bottom view of truss of FIG. 7.

FIG. 10 is a side view of truss of FIG. 7.

FIG. 11 is an exploded perspective view of a modular railroad car assembly with a water tank accessory.

FIG. 12 is an exploded perspective view of an extended modular railroad car assembly with vertical support beams.

FIG. 13 is a partial cross-sectional perspective view of a portable remote control transmission unit.

FIG. 14 is a block diagram illustrating the interaction between the infrared transmission unit and the locomotive.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Turning now descriptively to the drawings, in which similar reference characters denote similar elements

throughout the several views, the FIGS. 1 through 14 illustrate a railway system with improved banking characteristics of the present invention. With regard to the reference numerals used, the following numbering is used throughout the various drawing figures.

- 10 model railway with improved banking characteristics
- 12 interlocking track assembly
- 13 locomotive
- 14 first railroad car
- 14a second railroad car
- 14b third railroad car
- 14c fourth railroad car
- 14d fifth railroad car
- 14e sixth railroad car
- 15 track section
- 16 curved track assembly
- 17 track surface
- 18 straight track assembly
- 20 transverse railroad ties of 16 & 18
- 22 serrated surface of 12
- 23 dual male into female locking mechanism of 15
- 24 male appendage of 23
- 26 female aperture of 23
- 28 biaxially inclined coupling module
- 30 coupling protrusion
- 32 modular trestle assembly
- 34 truss of 32
- 36 receiving cavity of 34
- 38 modular stanchion of 32
- 40 coupling module of 38
- 42 base of 32
- 44 plastic in 16
- 46 retaining flange of 16 & 18
- 50 locking rib
- 52 modular railroad car assembly
- 53 body of 52
- 54 pivoting platform of 52
- 56 car connector armature of 54
- 58 car connector block
- 60 car connector post
- 62 axle retainer
- 63 axle
- 64 beam support bracket
- 66 retention lip of 60
- 68 water tank assembly
- 70 arch support for 68
- 72 insertion foot of 70
- 74 wheel
- 76 double support beam
- 78 insertion foot of 76
- 80 vertical support beam
- 82 insertion foot of 80
- 84 portable remote control transmission unit
- 86 control buttons
- 88 casing of 84
- 90 battery of 84
- 92 printed circuit board

94 battery compartment

96 cover of 94

98 infrared transmitter

100 . . . translucent window of 88

102 infrared waves

103 remote receiver unit

104 infrared receiver

106 relay

110 locomotive

112 electric motor

114 battery of 110

116 drive assembly

15 The present invention relates to a model railway system in general and more specifically to a model railway system with improved banking characteristics 10 comprising an interlocking track assembly 12 consisting of a combination of straight 18 and curved 16 track sections and a modular

20 trestle assembly 32 with stanchions 38 that can be easily built to different heights depending on how many coupling modules 40 are added. The model railway system with improved banking characteristics 10 is preferably fabricated out of a durable plastic material 44.

25 Biaxially inclined coupling modules 28 are used on the turns to make possible a greater change in elevation within a tighter radius than would be possible without. The top of the biaxially inclined coupling module 28 has a compound-miter angle; that is to say that the top is inclined in two

30 directions in relation to the base. Different biaxially inclined coupling modules 28 are pitched in converse directions allowing the interlocking track assembly to bank on either left or right turn elevations.

35 The biaxially inclined coupling module 28 has four sides, a top and a rectangular base. The top of a standard biaxially inclined coupling module 28 has two rows of four coupling protrusions 30 whereas the bottom has a similar number of receiving cavities 36. Since the biaxially inclined coupling module 28 is essentially hollow with an open bottom, the

40 receiving cavities 36 are preferably framed by locking ribs 50 that snap and lock onto the coupling protrusions 30 of the mating component.

45 This same snap and lock mechanism utilizing coupling protrusions 30 and receiving cavities 36 is also used as the coupling method for all of the components of the modular trestle assembly 32. The interlocking track assembly 12 snaps directly onto either the base 42, the truss 34, or the biaxially inclined coupling module 28. A preferred modular trestle assembly 32 configuration for a bank on an elevation

50 is as follows: the interlocking track assembly 12 snaps onto the biaxially inclined coupling module 28 which is fastened to a truss 34 supported by two modular stanchions 38, each comprised of one or more coupling modules 38 with the bottom one fastening to the base 42.

55 A preferred modular trestle assembly configuration for a level, elevated track is as follows: the interlocking track assembly 12 snaps onto a truss 34 which is supported by two modular stanchions 38, of which the bottom is attached to the base.

60 The interlocking track assembly 12 consists of a series of straight track sections 18 and curved track sections 16 that fasten end-to-end by means of a dual male-into-female interlocking mechanism 23 at each end of each track section 16. A plurality of receiving cavities 36 are on the underside

65 of each end of each track section 16 to provide a means to couple the seams of the track assembly 12 to other components in order to elevate and stabilize sections of the track

assembly **12**. When the track assembly **12** is fastened to at least one biaxially inclined coupling module **28** the track surface **17** is pitched at a corresponding angle. A standard biaxially inclined coupling module **28** can be placed transversely to the track **12**, with one row of coupling protrusions **30** attached to one track section **15** and the other row of coupling protrusions **30** fastened to the adjoining track section **15**.

Further versatility in banking track configurations could be achieved by adding biaxially inclined coupling modules **28** of different sizes or pitched at different angles. Two biaxially inclined coupling modules **28** could be placed side by side underneath a seam of the track assembly **12** and parallel to the track to provide a steeper bank. One biaxially inclined coupling module **28** is necessarily larger than its companion so that the lower longitudinal edge of the larger module matches up with the higher longitudinal edge of the smaller to form a uniform inclined plane.

Tighter radial banking further utilize modified curved track sections **16** that are already formed into banking turns. Pre-banked, curved track sections couple to biaxially inclined coupling modules **28** even on a rising turn with a tight radius.

Color-coding of similar components can ease assembly even for young children who cannot yet read. Color-coding applies not only to the track assembly **12**, but also to the biaxially inclined coupling modules **28**, trestle assembly **32** components and accessories such as train cars **14** made up of similar snap and lock coupling modules.

The interior edges of the parallel tracks have a retaining flange running the length of the track sections **15** to keep the train **13**, **14** from sliding off the track.

At least one track surface **17** of each track section **15** has a series of transverse serrations **22** running the length of the track. These serrations form a rumble strip that makes a sound similar to a real train when the wheels of a model train **13** run over it.

A preferred train assembly to operate on the track surface **17** is a remote-controlled locomotive **110** and modular railroad car assembly **52**. The locomotive **110** has a body, a drive assembly **116**, and an interlocking, pivoting apparatus for fastening the locomotive to a train car. The drive assembly includes an electric motor **112**, batteries **114** to power the motor **112**, an axle **63** with wheels **74** and a means for the motor **112** to spin the axle **63**. Four AAA batteries **114** are preferred to power the motor **112** and are housed inside of the locomotive body **110**.

The motor **112** can be operated by a manual control located on the body of the locomotive **110** or, preferably, by a hand held remote control device **84**. The remote control device **84** has a casing **88** that houses two AAA batteries **90** and an infrared transmitter **98**. Color-coded control buttons **86** are located on the top of the remote control device **84** to select signals to be sent from the infrared transmitter **98** to a remote infrared receiver **104**. The preferred colors for the buttons **86**, and their corresponding commands are as follows: green-forward, red-stop, and blue-reverse.

The locomotive **110** has an LED display that will signal a user when the batteries **114** are low in power. The locomotive **110** also features a battery saving device that automatically shuts down after three minutes of continuous operation without changing functions.

The remote controlled locomotive **110** has a connector block **58** extending from the back to link with a connecting post **60** on a modular train car assembly **52**. The train car assembly **52** has a body **53** with two rows of coupling protrusions **30** on the top surface and at least two receiving

cavities **36** on the bottom. Each car **52** has two pivoting platforms **54** that snap into receiving cavities **36** on the underside of the body **53** and towards each end.

The body **53** of the car assembly **52** has u-shaped beam support brackets **64** around the sides to accept the insertion feet **72**, **78**, **82** of the vertical support beams **76**, **80**. The beams **76**, **80** are with or without platforms to make various types of train cars such as a tree carrier, animal transport, water tank car, car carrier etc.

It will be understood that each of the elements described above, or two or more together, may also find a useful application in other types of applications differing from the type described above. These include, for example, agricultural, industrial and commercial applications in addition to the home use discussed herein.

While the invention has been illustrated and described as embodied in a model railway system, it is not intended to be limited to the details shown, since it will be understood that various omissions, modifications, substitutions and changes in the forms and details of the device illustrated and in its operation can be made by those skilled in the art without departing in any way from the spirit and scope of the present invention.

Without further analysis, the foregoing will so fully reveal the gist of the present invention that others can, by applying current knowledge, readily adapt it for various applications without omitting features that, from the standpoint of prior art, fairly constitute essential characteristics of this invention.

What is claimed as new and desired to be protected by Letters Patent is set forth in the appended claims:

1. A model railway system with improved banking characteristics comprising:

- a) a plurality of track sections having two parallel rails supported by transverse railroad ties;
- b) means comprising a male/female interlocking mechanism for joining said track sections in an end-to-end manner to form a continuous track assembly having two parallel rails;
- c) a modular trestle assembly system for elevating said track including at least one biaxially inclined coupling module;
- d) said modular trestle assembly comprising a base having top and bottom surfaces, a truss having top and bottom surfaces, a plurality of coupling modules having top and bottom surfaces for coupling said truss to said base, and means on the top surfaces of said base and coupling modules, and on the bottom surfaces of said coupling modules and said truss for coupling said base, said coupling modules and said truss together to form said trestle assembly;
- e) said coupling means comprising a coupling protrusion and a rib-framed receiving cavity;
- f) said truss being coupled to a plurality of said coupling modules and said coupling modules are coupled to said base;
- g) said track sections having an interior edge, a retaining flange extending the length of said interior edge, and said track sections having at least one track surface with a rumble strip, said rumble strip comprising a series of transverse serrations on said track surface;
- h) a train to travel along said track surface, said train comprising a locomotive for pulling one or more train cars, said locomotive comprising a body including a topline, a bottom, a front end and a back end, a drive assembly including an electric motor, a power source

for said electric motor, a transverse axle having opposing ends affixed rotatably to said bottom of said locomotive body and a central portion with means for being rotatably driven by said electric motor and means for mating said locomotive with said train cars; and

- i) each said train car comprising a body having four sides with the body having u-shaped beam support brackets extending perpendicularly from said body, a top with a plurality of coupling protrusions and a bottom with a similar number of receiving cavities, a first pivoting wheel platform and a second pivoting wheel platform, each said pivoting platform comprising:
 - i) a plate having a topside with a centrally located coupling protrusion adapted to be removably, pivotally placed into a central receiving cavity on said underside of said car body;
 - ii) two or more parallel axle assemblies on an underside of said plate with each said axle having two ends with said wheels rotatable affixed to each said end; and
 - iii) means for removably and pivotally connecting one said train car to another or to said locomotive.

2. A model railway system as recited in claim 1, wherein said power source is at least one battery.

3. A model railway system as recited in claim 2, wherein said power source has a manual on/off switch accessibly located on an exterior portion of said locomotive.

4. A model railway system as recited in claim 1, wherein said locomotive is operated by a hand held remoter control device comprising:

- a) a housing;
- b) means for transmitting a signal, said transmitting means being contained within said housing and a means for receiving said signal secured to said locomotive;
- c) power source for said transmitting means;
- d) means for selecting said a signal to be transmitted with a different signal indicating different commands.

5. A model railway system as recited in claim 4, wherein said control power source is at least one battery.

6. A model railway system as recited in claim 5, wherein said lower source is two AAA batteries.

7. A model railway system as recited in claim 6, wherein said control has a color-coded button for each command.

8. A model railway system as recited in claim 4, wherein said topside of said locomotive body has an LED display in a visible location to indicate a low battery condition.

9. A model railway system as recited in claim 1, wherein each said train car further includes a series of support beams, platforms and accessories that are used to assemble an assortment of said train cars to serve various functions.

10. A model railway system as recited in claim 9, wherein said support beams are vertical and have insertion feet that slide into said support brackets.

* * * * *