

(No Model.)

M. SCHAARE.  
TOY VEHICLE.

No. 522,741.

Patented July 10, 1894.

Fig: 1.

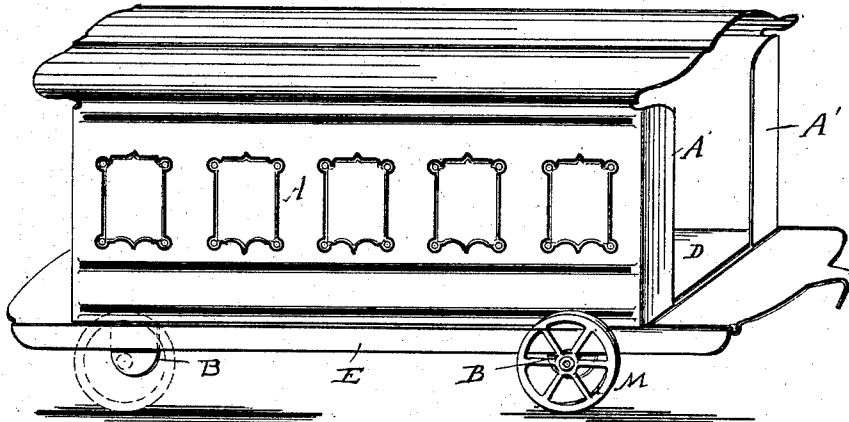


Fig: 2.

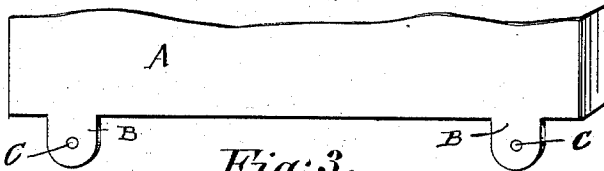


Fig: 3.



Fig: 4.

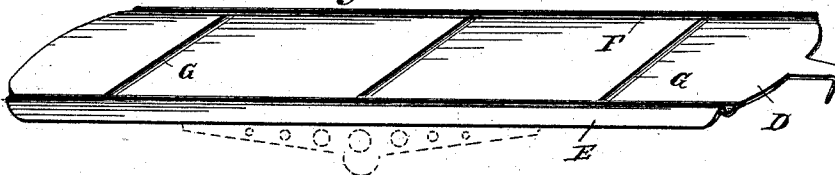
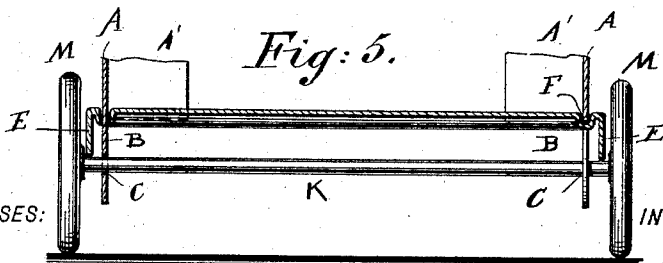


Fig: 5.



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# UNITED STATES PATENT OFFICE.

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## TOY VEHICLE.

SPECIFICATION forming part of Letters Patent No. 522,741, dated July 10, 1894.

Application filed November 7, 1893. Serial No. 490,237. (No model.)

*To all whom it may concern:*

Be it known that I, MARTIN SCHAARE, a citizen of the United States, residing in the town of Boiling Springs, in the county of Bergen and State of New Jersey, have invented certain new and useful Improvements in Toy Vehicles, of which the following is a specification.

This invention relates to certain new and useful improvements in toy vehicles, especially such toy vehicles as locomotives, cars, wagons, carts, &c.

The object of my invention is to simplify the construction of toy vehicles and thereby reduce the expense of production and at the same time to produce an article that is strong and durable.

In the accompanying drawings, Figure 1 is a perspective view of a tin toy car, made according to my invention. Fig. 2 is a perspective view of the bottom part of one side of the body blank. Fig. 3 is a plan view of part of the car platform. Fig. 4 is a perspective view of the car platform and Fig. 5 is an enlarged vertical transverse sectional view of the car platform and bottom part of the body.

Similar letters of reference indicate corresponding parts.

The car body blank A is made of a piece of sheet metal or cast metal, parts of which are punched or cored out to represent the car windows and said sheet or cast metal blank is bent or cast U-shaped to form said car body. The sides of the car-body are provided with flanges A', which are cast or bent over toward each other, as shown in Fig. 1.

From the bottom edge of each side of the car-body blank A a lug B projects downward which has an aperture C for the car axle, said lugs being made integral with the body blank and taking the place of the pedestals, usually formed on or attached to the platform.

The car platform D is provided along each side edge with the downwardly projecting flange E and at the top of said flange a groove F is stamped or otherwise formed in the top of the platform blank, parallel with said flange and the platform blank is further provided with the two transverse grooves G, which are separated from each other a distance equal to the length of the car body A, so that when the car-body is placed on the platform blank,

the bottom edges of the end flanges A' of the car body rest in said transverse grooves G. The said grooves F are provided with longitudinal slots J, through which the lugs B on the bottom edges of the car body can project. After the lugs B on the car body have been passed through the slots J, the axles K are passed through the aperture C in said lugs and the wheels M are fastened on the ends of said axles.

The lugs B are made of such length and their apertures C are so located, that when the axle K is passed through the aperture C of the lugs B, after said lugs have been passed through the slots J of the platform blank, the said axles rest against the bottom edges of the flanges E, as shown in Fig. 5.

The wheels prevent the withdrawing of the axles and the axles prevent lifting the body blank off the platform blank and thus serve to firmly unite the parts, as the bottom edges of the sides of the body blank are in the grooves F and the bottom edges of the flanges A' are in the transverse grooves G and are held in these positions by the axles. The several parts of the car can thus be firmly united without requiring the use of solder, bending, clamping or like manipulations and furthermore no dies or machinery are required for uniting the several parts in the manner described.

If desired, the bottom edges of the flanges E can have fancy contours, as shown in Fig. 4. It is evident that other vehicles can be constructed in the manner described as well as cars, the difference being not of construction, but of size.

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

1. A toy vehicle, composed of a slotted platform, a body having apertured lugs passed through the slots in the platform, axles passed through the apertures of the lugs below the platform and wheels attached to the ends of the axles, substantially as set forth.

2. In a toy vehicle the combination with a platform having side flanges and longitudinal slots at said side flanges, of a body blank having apertured lugs, which are passed through said slots in the platform, axles passed

through the apertures of said lugs and wheels secured on the ends of said axles, substantially as set forth.

3. In a toy vehicle the combination with a  
5 platform blank provided with side flanges, grooves adjacent to and parallel with said flanges and slots in the bottoms of the grooves, of a body blank having lugs projecting from its sides, which lugs are passed through the  
10 slots of the platform blank, the bottom edges of the body blank resting in the longitudinal grooves of the platform blank, axles passed through apertures in the lugs of the body blank and wheels attached to the ends of the  
15 axle, substantially as set forth.

4. In a toy vehicle, the combination with a platform blank having slots and transverse

grooves, of a body blank having vertical end flanges and lugs projecting from its sides, which lugs are passed through the slots of the  
20 platform blank, the bottom edges of the end flanges of the body blank resting in the transverse grooves of the platform blank, axles passed through apertures in the lugs of the body blank and wheels attached to the ends  
25 of said axles, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

MARTIN SCHAARE.

Witnesses:

WM. C. YOUNG,  
E. F. MILLER.