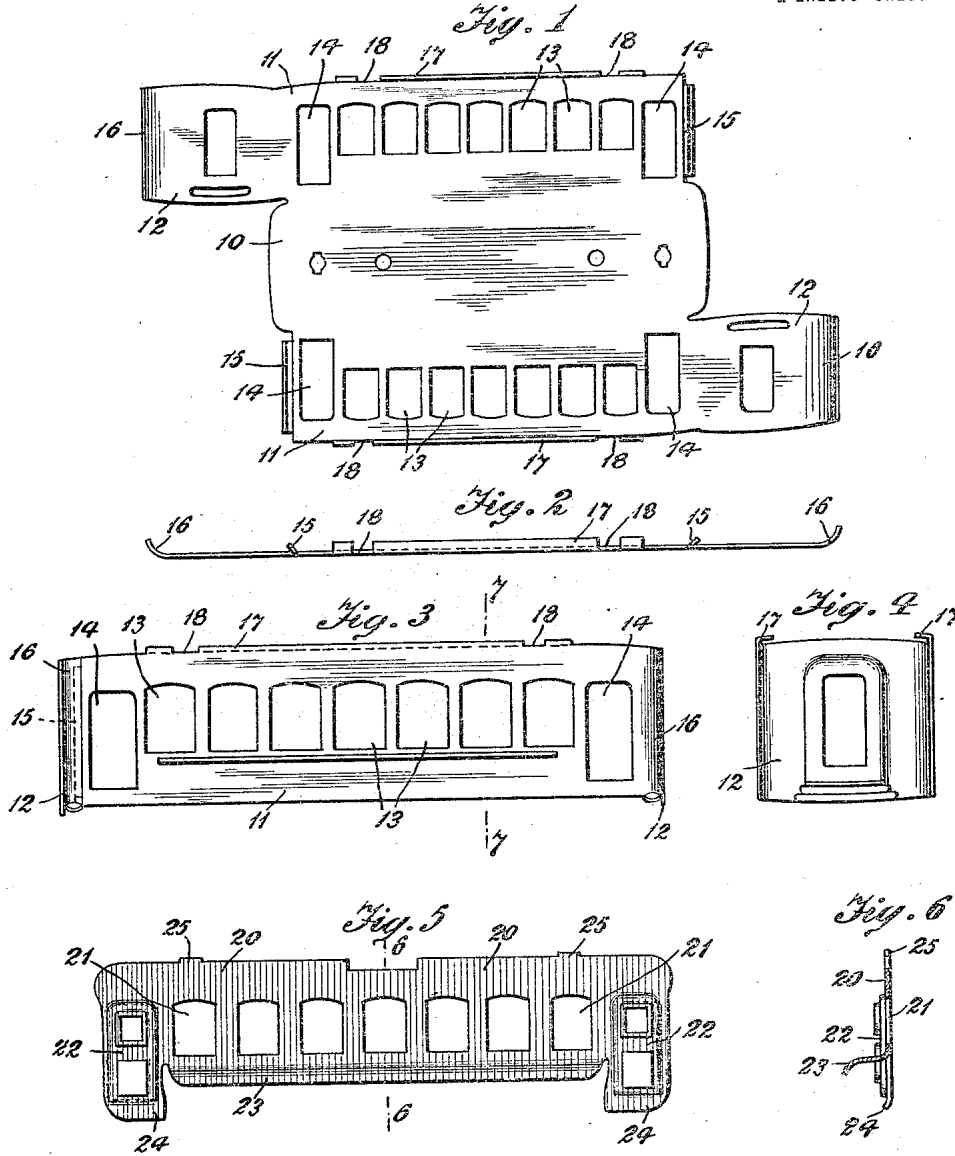


J. L. COWEN.
TOY CAR.
APPLICATION FILED DEC. 19, 1916.

1,272,391.

Patented July 16, 1918.
2 SHEETS—SHEET 1.

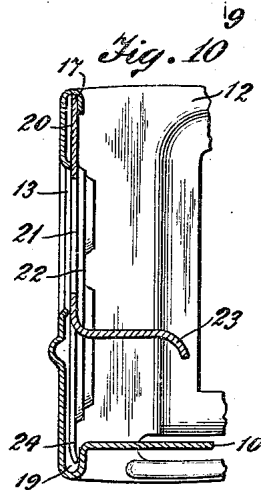
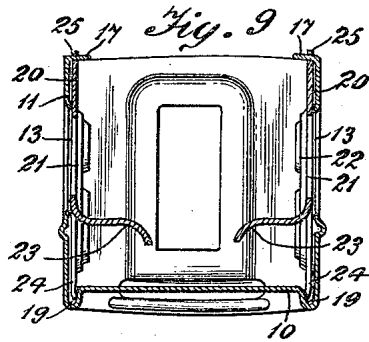
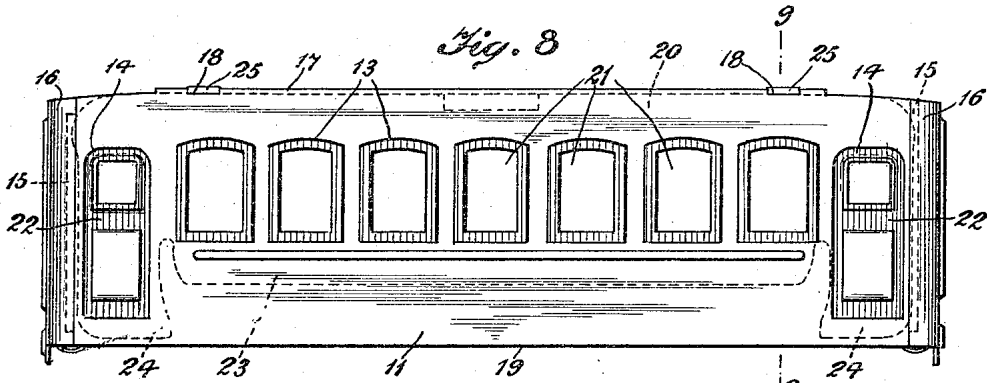
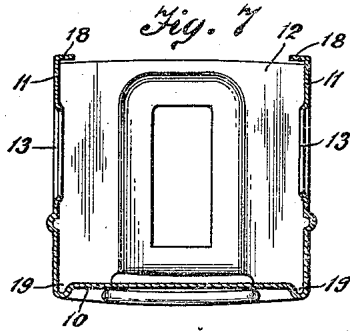


Inventor
Joshua L. Cowen
By his Attorney
Nathan Cohen

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UNITED STATES PATENT OFFICE.

JOSHUA L. COWEN, OF NEW YORK, N. Y.

TOY CAR.

1,272,391.

Specification of Letters Patent.

Patented July 16, 1918.

Original application filed October 23, 1915, Serial No. 57,410. Divided and this application filed December 19, 1916. Serial No. 137,830.

To all whom it may concern:

Be it known that I, JOSHUA L. COWEN, a citizen of the United States, and a resident of New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Toy Cars, of which the following is a specification.

This invention relates to toy cars, particularly to the process of manufacturing the same, the present application constituting a division of my prior application Serial Number 57,410, filed October 23, 1915.

The principal object of the invention is to devise a process according to which a toy car may be manufactured at a minimum of expense without detracting from the attractiveness of appearance, its durability and strength.

In the drawings illustrating this invention,

Figure 1 is a plan view, and Fig. 2 is a profile view of the blank after it is punched out in the first step of the process.

Fig. 3 is a side elevation, and Fig. 4 is an end elevation of the car body as it appears after the sides and ends are bent up in the second step of the process.

Fig. 5 is an elevation of the different colored plate inserted in the interior of the car body.

Fig. 6 is a section taken along line 6—6 of Fig. 5.

Fig. 7 is an enlarged cross sectional elevation of the car body at the end of the second step of the process, the section being taken along line 7—7 of Fig. 3.

Fig. 8 is a full-size side elevation illustrating the appearance of the car body after the different colored plate is inserted in the inside.

Fig. 9 is a section taken along line 9—9 of Fig. 8.

Fig. 10 is a fragmental sectional view illustrating the mode of securing the interior plates in position.

Referring in detail to the drawings, the blank is punched out in the first operation in the form illustrated in Figs. 1 and 2. This stamping comprises the bottom portion 10 of the car body, the side portions 11 and the end portions 12, which are formed in continuation with the opposite extremities of the side portion to form a staggered formation as appears in Fig. 1. The side portions

are formed with the window openings 13 and the door openings 14. For joining the seams after the sides and ends are bent up, the sides are formed at their end edges with bent-over portions or tongues 15 and the end portions are formed with correspondingly bent-over portions or tongues 16 which overlap the tongues 15 when the sides and ends are bent up in the following operation. The longitudinal edges of the side portions are also formed with bent-over flanges 17 which are broken to form registering openings 18 for the purpose hereinafter described. It will be understood that all of these parts are formed in one operation of the die.

Referring now to Figs. 3, 4 and 7, illustrating the form assumed in the second operation, it will be noted that when the sides and ends are bent up, the tongues 16 and 15 overlap, which form only two short seams which can be very easily united by soldering or any other desired expedient. By reason of the staggered location of the end portions 12 in the blank as appears in Fig. 1, these seams are formed at diagonally opposite corners, and therefore, do not materially detract from the strength of the car body. During this bending operation also a groove or channel 19 is formed on each side at the junction of the sides and bottom for a purpose which will hereinafter appear.

It is now necessary to supply the window frame and the doors for the car body as well as the seats in the interior. For this purpose, I punch out in a single operation of the die sheet metal plate 20 of a different color from the car body. Preferably this plate may be enameled or oxidized sheet metal having a durable coating which is unaffected by the stamping operation which it undergoes. This plate 20 is stamped out in one operation with the window openings 21 of a smaller size than the window openings 13 of the sides of the car body and also with the door portions 22. These window openings and door portions of the plate 20 are so proportioned and arranged as to register with the window openings and door openings of the sides 11 to form different colored window frames and doors for the car body when the plates are inserted in position. Also a seat portion 23 may be formed on the plate 20 in the same operation with the other parts of this plate described.

For the purpose of engagement with the car body to be retained in position and in proper registration, tongues 24 are formed preferably below the door portions 22, these 5 tongue portions to be positioned in the grooves 19, and further tongue portions 25 on the upper edge of the plate to register with the openings 18 in the flange 17 on the upper margin of the side portion. When 10 the flanges 17 are subsequently bent over as illustrated in Fig. 10, the plates 20 are securely held from disengagement and retained in proper registration so as to show the different colored window frames and 15 doors. This gives an appearance which is more realistic than the hand painted window frames and doors and is also more permanent and cheaper to make.

It will be understood that many modifications may be made within the skill of a mechanic without departing from the spirit of the invention and the scope of the appended 20 claims.

Having thus described my invention, I 25 claim as new and desire to secure by Letters Patent:

1. The process of making a toy car body consisting in stamping out a sheet metal blank comprising the bottom portion, side 30 portions and end portions of the car body, the end portions being in continuation with the opposite side portions, and then bending over the side and end portions into vertical position with their vertical edges adjacent each other to form seams at diagonally 35 opposite corners.

2. The process of making a toy car body consisting in stamping out a sheet metal

blank comprising the bottom portion, side portions and end portions of the car body, 40 with certain edges of said side and end portions struck up, the end portions being in continuation with the opposite side portions, and then bending over the side and end portions into vertical position with their 45 vertical edges adjacent each other, and then joining the adjacent edges to form seams at diagonally opposite corners.

3. The process of making a toy car body consisting in stamping a sheet metal blank 50 comprising a bottom portion and side portions with openings for the windows in the side portions, then bending over the side portions, and then inserting frames of a 55 different color at the interior of the side portions with the openings of said frames registering with the openings in the side portions.

4. The process of making a toy car body consisting in stamping a sheet metal blank 60 comprising a bottom portion and side portions with openings for the windows in the side portions, then bending over the side portions and forming a groove at their junction with the bottom portion, and then in- 65 serting frames of a different color at the interior of the side portions into the grooves with the openings of said frames registering with the openings in the side portions.

Signed at New York city, in the county 70 of New York and State of New York, this 21st day of September, A. D. 1916.

JOSHUA L. COWEN.

Witnesses:

NATHAN COHEN,
M. S. MILLER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."