

L. P. PEREW & J. A. DISCHINGER.

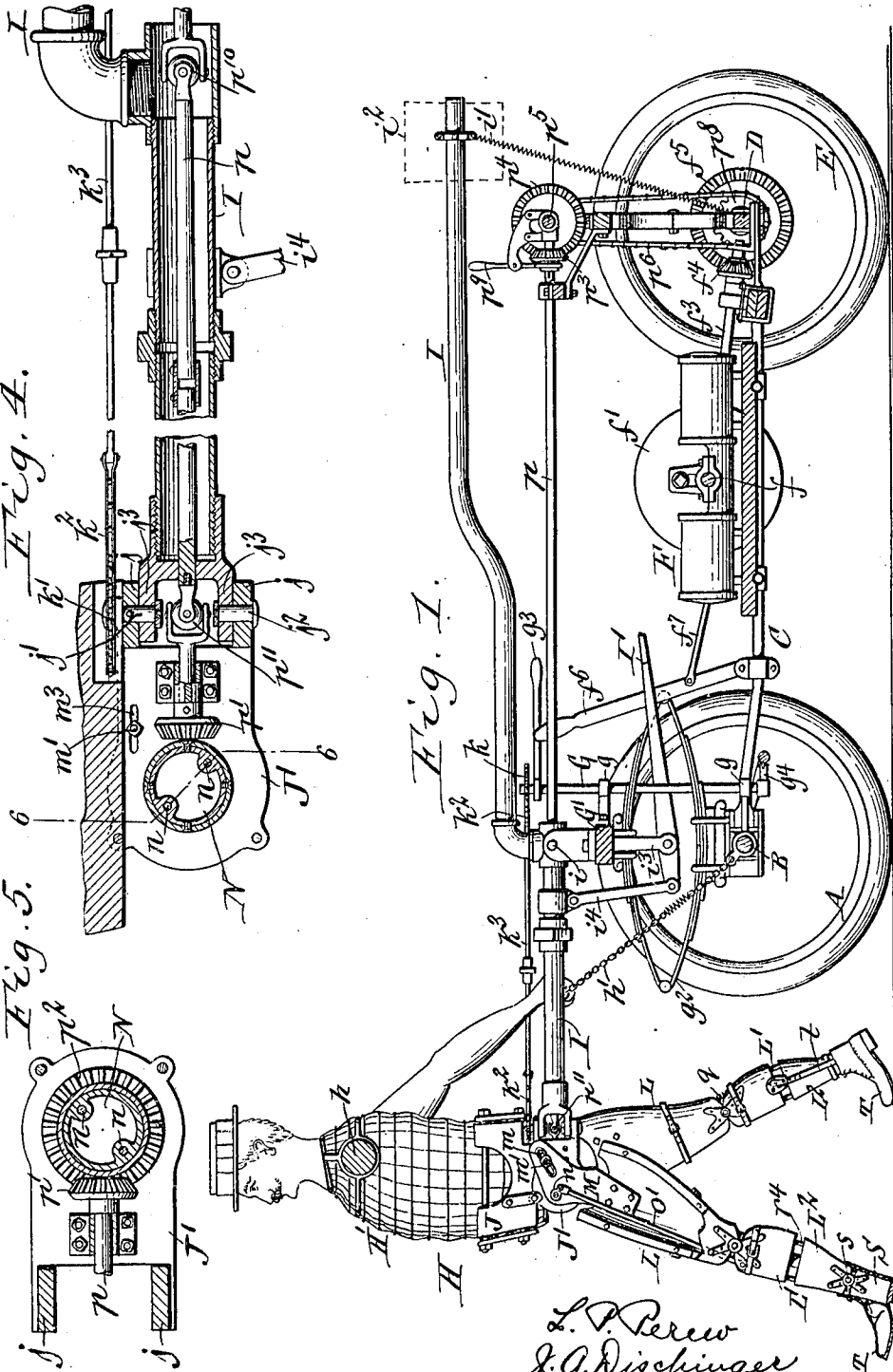
ADVERTISING DEVICE.

APPLICATION FILED JULY 20, 1907.

Patented Feb. 15, 1910.

3 SHEETS—SHEET 1.

949,287.



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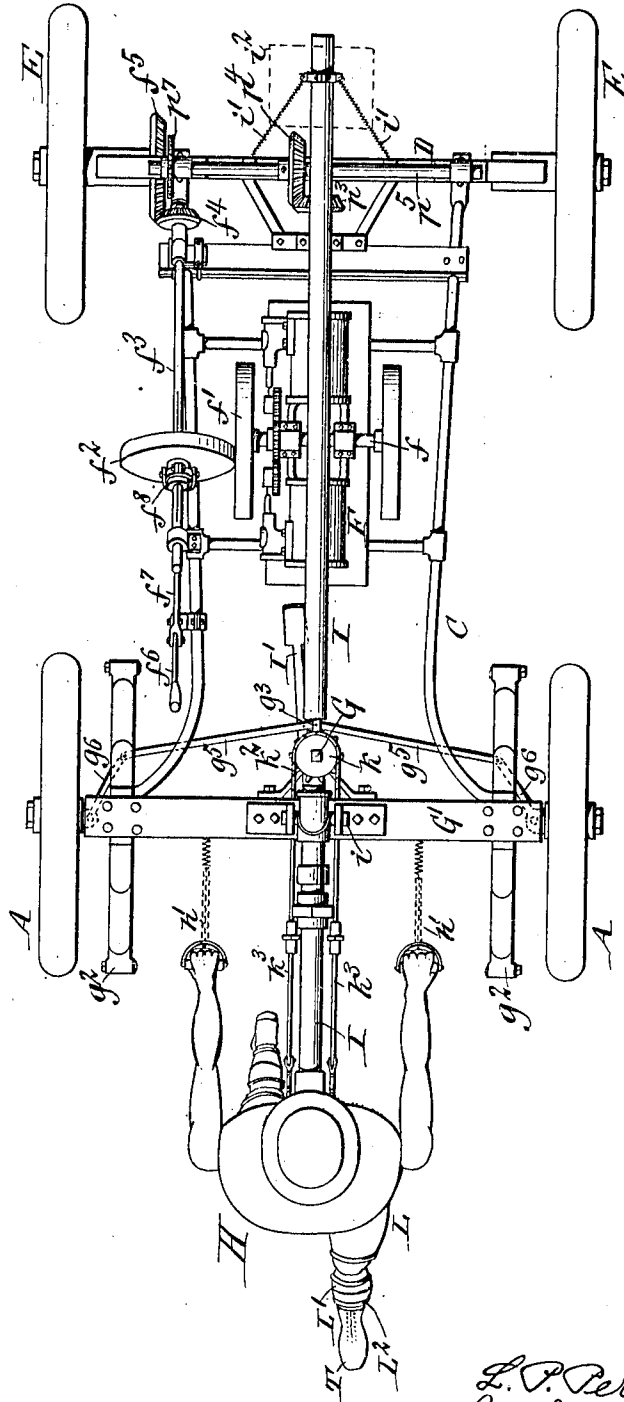
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3 SHEETS—SHEET 2.

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Fig. 2.



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3 SHEETS—SHEET 3.

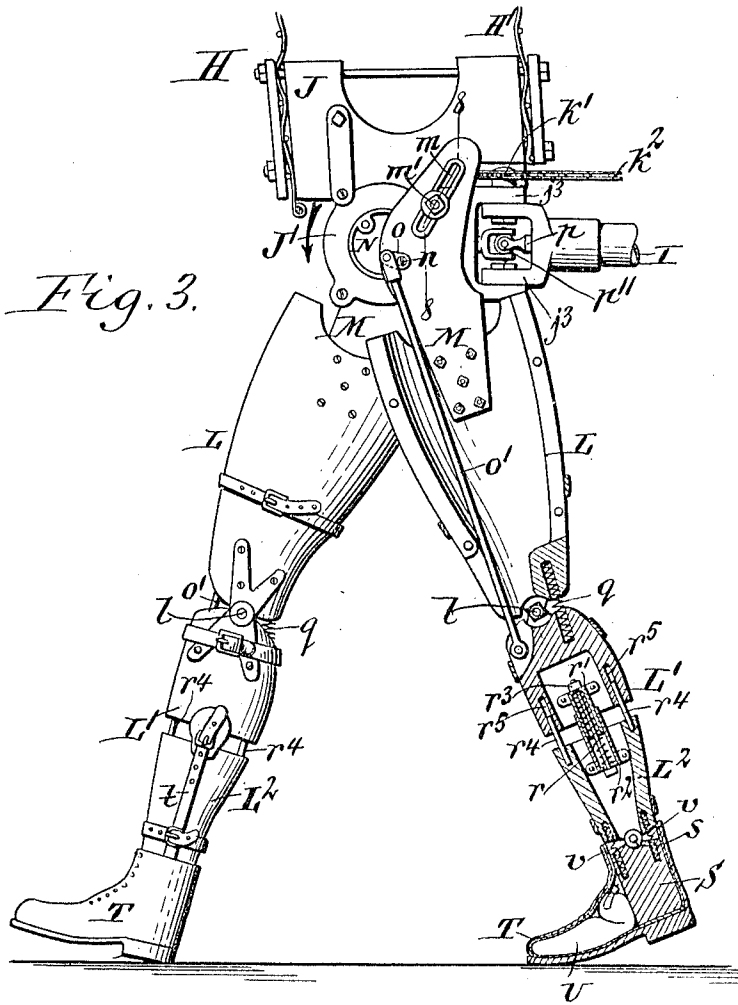


Fig. 3.

Fig. 8.

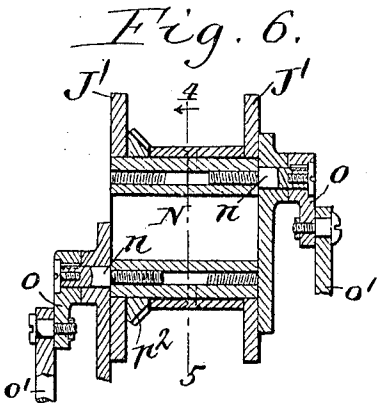


Fig. 6.

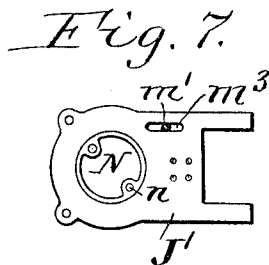
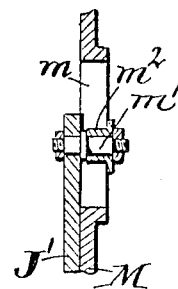


Fig. 7.



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UNITED STATES PATENT OFFICE.

LOUIS PHILIP PEREW AND JOSEPH A. DISCHINGER, OF NORTH TONAWANDA, NEW YORK, ASSIGNORS OF ONE-HALF TO CHARLES A. THOMAS, OF CLEVELAND, OHIO, AND ONE-HALF TO JOHN G. BAER, OF BUFFALO, NEW YORK.

ADVERTISING DEVICE.

949,287.

Specification of Letters Patent.

Patented Feb. 15, 1910.

Application filed July 20, 1907. Serial No. 384,748.

To all whom it may concern:

Be it known that we, LOUIS PHILIP PEREW and JOSEPH A. DISCHINGER, citizens of the United States, residing at North Tonawanda, in the county of Niagara and State of New York, have invented a new and useful Improvement in Advertising Devices, of which the following is a specification.

This invention relates to a device designed more especially for advertising purposes, and it has for its object to produce an attractive novelty of this character which includes an automaton representing a walking man.

In the accompanying drawings consisting of 3 sheets: Figure 1 is a sectional elevation of the automaton or walking figure and the vehicle, the body of the latter being omitted. Fig. 2 is a top plan view thereof. Fig. 3 is an enlarged fragmentary side elevation of the automaton, partly in section. Fig. 4 is a fragmentary vertical longitudinal section in line 4—5, Fig. 6, looking in the direction of the arrow. Fig. 5 is a section, on the same line, looking in the opposite direction. Fig. 6 is an enlarged transverse section of the leg-operating mechanism, the plane of the section being in line 6—6, Fig. 4. Fig. 7 is a side elevation of one of the supporting plates in which the eccentric is journaled. Fig. 8 is a transverse section, on an enlarged scale, in line 8—8, Fig. 3.

Similar letters of reference indicate corresponding parts throughout the several views.

The apparatus comprises generally an automobile or vehicle having suitable means for propelling it, a walking figure carried by a pole or bracket extending forwardly from the vehicle and presenting the appearance of drawing the vehicle, and mechanism driven by a rotary part of the vehicle for actuating the legs of the figure. Means are also provided for raising the figure to clear obstructions and for turning it in unison with the front or steering wheels of the vehicle.

Referring to the drawings, A indicates the front or short-turning steering wheels having their spindles pivoted to the ends of the axle B in a common manner.

C is the reach frame which rigidly connects the front axle with the rear axle D, on which latter the wheels E are mounted.

F is a gas engine or other suitable motor which is supported on the reach-frame C and from which one of the rear wheels E is driven by any suitable mechanism. In the preferred construction shown in the drawings, the driving shaft f of the engine carries a friction disk f^1 with which engages a friction wheel f^2 splined on a longitudinal shaft f^3 which is carried by the reach frame C. To this shaft is secured a bevel pinion f^4 which meshes with a bevel gear f^5 secured to the hub of the adjacent rear wheel E. By means of a hand lever f^6 connected with the hub of the friction wheel f^2 by a link f^7 and yoke f^8 , said wheel can be shifted toward or from the center of the friction disk f^1 for varying the speed at which the automobile is driven.

G indicates an upright steering shaft journaled in brackets g projecting from the rear side of the front axle and a front bolster G^1 which latter is supported by elliptical springs g^2 secured to the front axle. The shaft G is provided at its upper end with a hand lever g^3 for turning it and at its lower end with a rearwardly extending arm g^4 which is connected by links g^5 with the usual arms g^6 secured to the usual pivots of the front-wheel spindles, whereby the two steering wheels are caused to turn in unison in a well known manner.

H indicates the walking figure or automaton preferably representing a man, and carried by the front arm of a vertically-swinging lever I arranged lengthwise of the vehicle and pivoted by transverse pins i to a pair of standards rising from the bolster G^1 . The figure is counterbalanced by springs i^1 secured at their upper ends to the long rear arm of the lever I and at their lower ends to the rear axle D; or if preferred, a counterbalancing weight i^2 , shown by dotted lines in Figs. 1 and 2, may be mounted on the rear end of said lever as the equivalent of the springs. This construction enables the operator stationed in the vehicle, to lift the figure over obstructions

tions, with comparatively little effort by depressing the rear arm of the lever I.

As an auxiliary means for accomplishing the same result, we preferably employ a foot lever I¹ pivoted to a hanger i³ depending from the bolster G¹ and having its front end connected with the front arm of the lever I by a link i⁴. Upon depressing this foot lever, the walking figure is raised in an obvious manner. When such a foot lever is employed, the long rear arm of the lever I still serves as a part of the counterbalancing device of the figure.

The trunk or upper part H¹ of the walking figure may consist of a skeleton frame of wire, as shown, which carries a cross bar h to the ends of which the arms of the figure are attached. The hands of the figure are connected with the front axle of the vehicle by chains or other suitable connections h¹, so that the vehicle appears to be drawn by the figure.

J is a block or frame forming the base of the wire trunk H¹ and J¹ indicates a pair of upright parallel plates rigidly secured to the underside of said block and connected at their rear ends by upper and lower cross bars j which are pivoted by vertical pins j¹, j² to a pair of lugs j³ arranged at the front end of the lever I. By this connection, the walking figure is capable of swiveling laterally on the front end of said lever for walking toward either side of the street or turning a corner. The figure is preferably turned from the steering shaft G, and for this purpose the latter is provided at its upper end with a sprocket wheel k and the upper pivot j¹ has a similar wheel k¹, motion being transmitted from the former to the latter wheel by an endless belt, preferably comprising sprocket chains k² engaging said wheels and rods k³ connecting the ends of the chains. As shown in Fig. 4, the upper pivot j¹, while free to turn on the front end of the lever I is pinned or otherwise secured to the plates J, to compel the walking figure to turn with said pivot upon turning the steering shaft. By this construction, the front wheels of the vehicle and the walking figure are caused to turn simultaneously in the same direction upon operating the steering shaft.

The legs of the figure each consist of a thigh section L, a lower leg-section L¹ hinged by a transverse pin l to the thigh-section, and an ankle piece L² slidable vertically on the lower leg-section. To the upper end of each leg a plate or hanger M is rigidly secured. These hangers are arranged on the outer sides of the supporting plates J¹ and are pivotally mounted on wrist pins n projecting from opposite ends of a rotary cylin-

der or eccentric N which is journaled transversely in openings or bearings in the plates J¹. As shown in Fig. 6, these wrist pins are arranged on diametrically opposite sides of the axis of the eccentric. Each hanger M is provided on the rear side of the corresponding wrist pin with an oblique or forwardly-inclined slot m through which passes a stationary fulcrum pin or bolt m¹ projecting from the outer side of the adjacent supporting plate J¹ and preferably carrying an anti-friction roller m², as shown in Fig. 8. The pins m¹ are adjustably clamped in longitudinal slots m³ in the plates J¹, as shown in Fig. 4. By this construction and arrangement, the rotation of the eccentric N in a forward direction causes the legs of the figure to be alternately raised and lowered and swung forward and backward in imitation of the movements of the human figure in walking.

To the outer end of each wrist pin n is secured a crank o which is connected with the upper front end of the corresponding lower leg-section L¹ by a rod o¹. The cranks o are so arranged that the rods o¹ straighten the lower leg-sections during their forward stroke and bend or deflect them during their rearward stroke.

The eccentric N may be driven by any suitable means. In the preferred construction shown in the drawings, it is rotated by a longitudinal shaft p extending through the tubular front arm of the lever I and provided at its front end with a bevel gear p¹ which meshes with a corresponding gear p² secured to the eccentric, as best illustrated in Figs. 4, 5 and 6. At its rear end, the shaft p is provided with a bevel pinion p³ which meshes with a bevel gear p⁴ secured to a transverse shaft p⁵ supported on the vehicle frame above the rear axle, the shaft p⁵ being driven by a sprocket chain p⁶ running around sprocket wheels p⁷, p⁸ secured to said shaft and the hub of the rear wheel on which the bevel gear p⁵ is mounted. The bevel pinion p³ is preferably splined on the shaft p, so that it can be moved into and out of gear with the bevel gear p⁴ by a suitable hand lever p⁹.

In order to permit of turning as well as raising and lowering the walking figure without interfering with the driving mechanism of the eccentric N, the shaft p is composed of sections which are connected at the fulcrum i of the lever I and the pivots j¹, j² by universal joints p¹⁰, p¹¹.

The rear arm of the lever I is raised or offset above the plane of its front arm, to permit the shaft p to pass through the latter, as shown in Fig. 1.

As shown in Fig. 3, a spring or cushion q

is interposed between each thigh section L and the corresponding lower leg-section L¹ on the rear side of the hinge which connects these members.

5 For the purpose of relieving the automaton from jars in walking or stepping into a depression, a cushioning spring *r* is interposed between the lower leg section L¹ and the ankle piece L² of each leg. This spring
10 extends vertically across the joint between these members, and is inclosed by a casing composed of telescopic tubes *r*¹, *r*² secured to the respective members and having closed outer ends against which the ends of the
15 spring bear. Separation of these tubes is prevented by a tie bolt *r*³ passing through their closed ends. The sliding members L¹, L² of the leg are held in their proper relative position by longitudinal guide pins *r*⁴
20 carried by one member and sliding in sockets *r*⁵ in the other, as shown in Fig. 3.

Each leg is provided with a foot piece S hinged to the corresponding leg-section L² by a transverse pin *s*. These foot pieces are
25 formed to fit into the rear portions of shoes T, which are held in place thereon by straps *t* or other suitable fastenings. The front portion of each shoe preferably contains a pneumatic cushion of inflated bag U which
30 fills out that part of the shoe. These cushions keep the front portions of the shoes expanded and at the same time permit the necessary bending or flexion of the same when their toe-portions rest on the ground.

35 Springs *v* or other suitable cushions are preferably interposed between the foot and ankle pieces L², S on the front and rear sides of the pivots *s*, as shown in Fig. 3.

In practice the walking figure is of course
40 suitably attired, and the vehicle has a closed body with a convenient seat for the operator.

The operation of the apparatus is as follows: Upon setting the vehicle in motion and throwing the bevel pinion *p*³ into gear
45 with the bevel wheel *p*⁴ the eccentric N is rotated, causing the wrist pins *n* to swing the legs forward and backward alternately, as hereinbefore described, the legs swinging on the stationary pins *m*¹ as fulcrums and at
50 the same time sliding up and down thereon to produce a motion simulating that of walking. By adjusting these fulcrum-pins backward or forward in the slots *m*², the stroke of the legs can be regulated, as required.
55 At the same time that the eccentric vibrates the legs of the figure, the cranks *o* and connecting rods *o*¹ alternately straighten and bend the lower leg-sections.

In case an obstruction is encountered, the
60 operator lifts the figure over it by depressing either the rear arm of the lever I or the foot lever I¹.

The figure and the vehicle can be turned or steered in unison by manipulating the single steering lever *g*³.

While our improved apparatus is especially attractive for advertising purposes, it is also adapted to other uses. When used for advertising purposes, the advertisements
70 may be painted or otherwise applied to the outside of the vehicle body, not shown, and if desired the walking figure may also bear an advertisement.

We claim as our invention:

1. The combination of a vehicle, a vertically-movable support arranged at one end
75 thereof, a figure having movable legs and having the portion of its body above the legs attached to the free end of said support, and means for actuating the legs of the figure. 80

2. The combination of a vehicle, a vertically movable arm or bracket arranged at one end thereof, a walking figure carried by
80 said bracket, and means connected with the bracket for counterbalancing said figure, substantially as set forth. 85

3. The combination of a vehicle, a vertically-swinging lever mounted lengthwise thereon, a walking figure carried by the front arm of said lever, and a counterbalancing device connected to the rear arm of
90 said lever, substantially as set forth.

4. The combination of a vehicle, a vertically-swinging lever mounted lengthwise thereon, a walking figure carried by the front arm of said lever, a counterbalancing
95 device connected to the rear arm of said lever, and a foot lever connected with the front arm of said lever, substantially as set forth. 100

5. The combination of a vehicle, a tubular arm or bracket projecting from one end thereof, a figure carried by said arm and having movable legs, actuating means for
105 vibrating said legs mounted on the figure, an operating shaft for said actuating means passing through said tubular arm, and means for driving said shaft, substantially as set forth.

6. The combination of a vehicle, a tubular vertically-swinging arm or bracket pivoted to one end of the vehicle, a figure carried by said arm and having movable legs, actuating means for said legs mounted on the figure, an operating shaft for said actuating
115 means passing through said tubular arm and composed of sections connected at the pivot of the arm by a universal joint, and means for driving said shaft, substantially as set forth. 120

7. The combination of a vehicle, a tubular arm or bracket projecting from one end thereof, a figure pivoted to said arm and having movable legs, actuating means for

vibrating said legs mounted on the figure, an operating shaft for said actuating means passing through said tubular arm and composed of sections connected at the pivot of the figure by a universal joint, and means for driving said shaft substantially as set forth.

8. The combination of a support having fulcrum pins, a figure having a body portion mounted on said support and movable legs slidably pivoted on said fulcrum pins, an eccentric journaled in said support and having wrist pins to which the legs are pivoted, and means for rotating said eccentric, substantially as set forth.

9. The combination of a vehicle, an arm or bracket projecting from one end thereof and carrying a bearing or support, fulcrum-pins carried by said bearing, a figure comprising a body-portion mounted on said bearing and movable legs slidably pivoted on said fulcrum-pins, an eccentric journaled in said bearing and having wrist pins to which said legs are pivoted, an operating shaft mounted on the vehicle and geared to said eccentric, and means for driving said shaft, substantially as set forth.

10. The combination of a vehicle, an arm or bracket projecting from one end thereof and carrying a bearing or support, fulcrum-pins carried by said bearing, a figure having movable legs provided with oblique slots which receive said fulcrum pins, an eccentric journaled in said bearing and having wrist pins to which said legs are pivoted, and means for rotating the eccentric, substantially as set forth.

11. The combination of a vehicle, an arm or bracket projecting from one end thereof and carrying a bearing or support, fulcrum pins carried by said bearing and capable of forward and backward adjustment thereon, a figure having movable legs slidably pivoted on said fulcrum pins, an eccentric journaled in said bearing and having wrist pins to which said legs are pivoted, and means for rotating said eccentric, substantially as set forth.

12. The combination of a vehicle, an arm or bracket projecting from one end thereof, and carrying a bearing or support, fulcrum-pins carried by said bearing, a figure comprising a body-portion mounted on said bearing and movable legs slidably pivoted on said fulcrum-pins, an eccentric journaled in said bearing and having a bevel gear and wrist pins to which the legs are pivoted, an operating shaft mounted on the vehicle and having a bevel gear which meshes with the gear of the eccentric, and means for driving said shaft, substantially as set forth.

13. The combination of a support having

fulcrum pins, a figure having legs each comprising a thigh section fulcrumed on one of said pins and a lower leg section hinged to the thigh-section, an eccentric journaled in said support and having wrist-pins to which said thigh sections are pivoted, and rods having their upper ends connected with said eccentric and their lower ends pivotally attached to said lower leg-sections, substantially as set forth.

14. The combination of a support having fulcrum pins, a figure having legs each comprising a thigh-section fulcrumed on one of said pins and a lower leg-section hinged to the thigh-section, an eccentric journaled in said support and having wrist pins to which said thigh sections are pivoted, cranks secured to said wrist-pins, and connections extending from said cranks to the lower leg-section, substantially as set forth.

15. The combination of a support having fulcrum pins, a figure having legs each comprising a thigh-section fulcrumed on one of said pins and a lower leg-section hinged to the thigh-section, an eccentric journaled in said support and having wrist pins to which said thigh sections are pivoted, cranks secured to said wrist pins, and rods pivoted at their upper ends to said cranks and at their lower ends to the upper front ends of the lower leg-sections, substantially as set forth.

16. The combination of a support having fulcrum pins, a figure having legs each comprising a thigh-section fulcrumed on one of said pins and a lower leg-section hinged to the thigh-section, an eccentric journaled in said support and having wrist-pins to which said thigh sections are pivoted, rods having their upper ends connected with said eccentric and their lower ends pivoted to the lower leg-sections on the front side of their hinges, and cushions interposed between the thigh sections and the lower leg-sections on the rear side of their hinges, substantially as set forth.

17. The combination of a vehicle, an arm or bracket projecting from one end thereof, a figure carried by said arm and having movable legs, the lower member of each leg consisting of sections slidable lengthwise on each other, and a cushion interposed between said sections, substantially as set forth.

18. The combination of a vehicle, an arm or bracket projecting from one end thereof, a figure carried by said arm and having movable legs, the lower member of each leg consisting of sections slidable lengthwise on each other, a telescopic casing having its parts secured to the respective sliding sections of each leg, a spring arranged in said

casing, and a tie bolt passing through the closed outer ends of each casing, substantially as set forth.

19. The combination of a vehicle, an arm
5 or bracket projecting from one end thereof, a figure carried by said arm and having movable legs each provided with a foot-piece, a shoe applied to each foot-piece, said
10 pieces being constructed to occupy only the rear portions of the shoes, and inflatable

cushions arranged in the front portions of the shoes, substantially as set forth.

Witness our hands this 14th day of June, 1907.

LOUIS PHILIP PEREW.
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Witnesses:

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