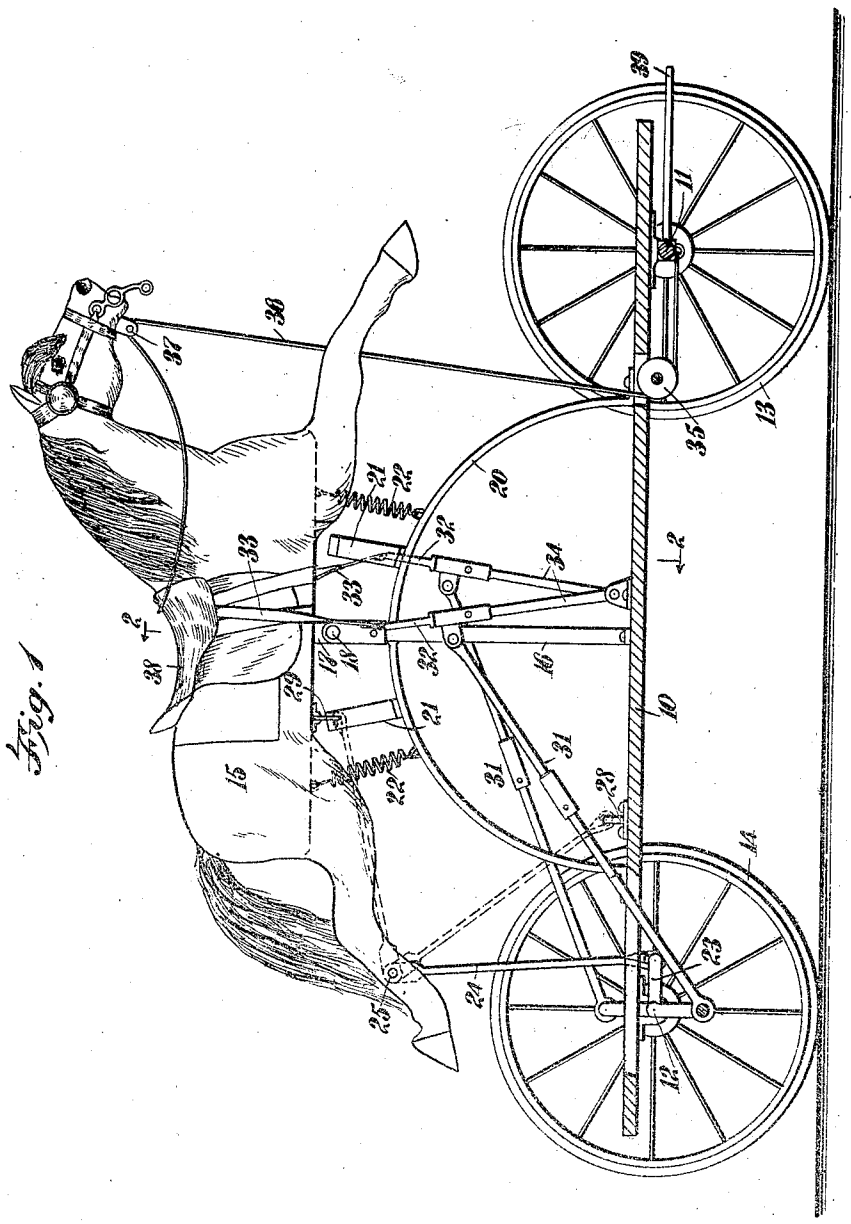
F. W. FUESSEL.

COMBINED HOBBY HORSE AND VEHICLE.

APPLICATION FILED JULY 24, 1909.

956,331. Patented Apr. 26, 1910.

2 SHEETS—SHEET 1.



WITNESSES

F. D. Sweet

C. W. Fairbank

INVENTOR

Frank Wright Fuessel.

BY Munn & Co.

ATTORNEYS

F. W. FUESSEL.

COMBINED HOBBY HORSE AND VEHICLE.

APPLICATION FILED JULY 24, 1909.

956,331.

Patented Apr. 26, 1910.

2 SHEETS—SHEET 2.

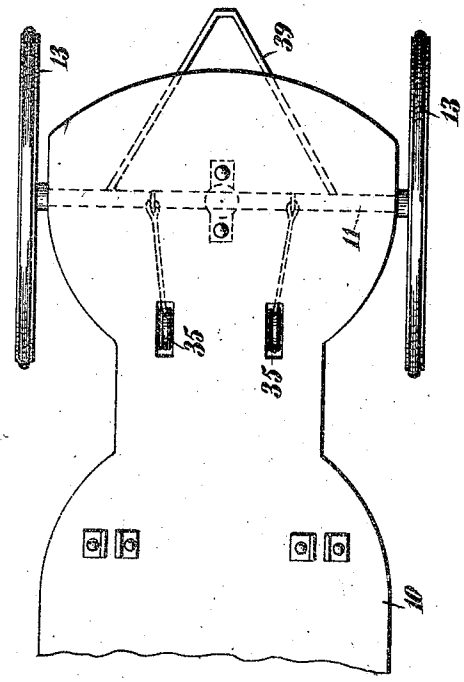


Fig. 3

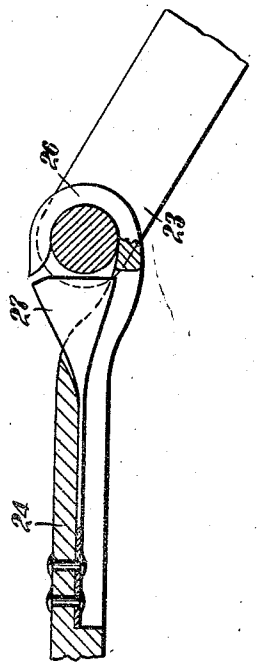


Fig. 4

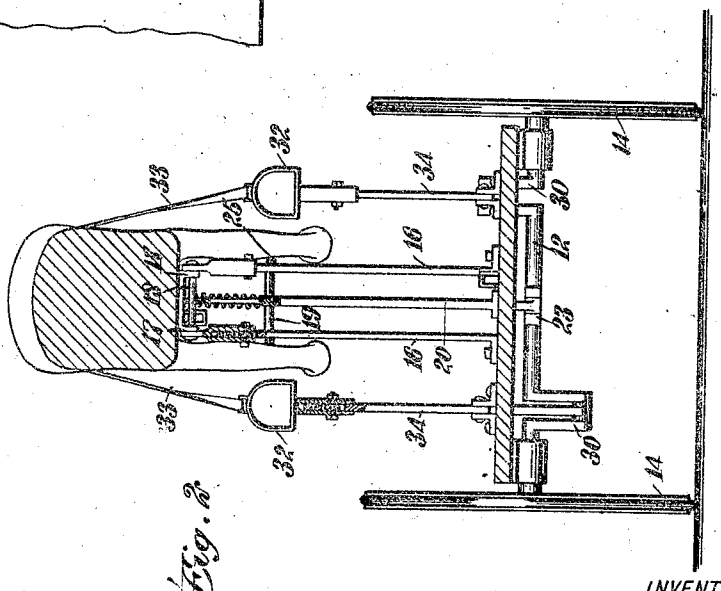


Fig. 2.

WITNESSES

F. D. Smith

C. M. Fairbanks

INVENTOR

Frank Wright Fuessel.

BY

Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

FRANK WRIGHT FUESSEL, OF HICKSVILLE, NEW YORK.

COMBINED HOBBY-HORSE AND VEHICLE.

956,331. Specification of Letters Patent. Patented Apr. 26, 1910.

Application filed July 24, 1909. Serial No. 509,418.

To all whom it may concern:

Be it known that I, FRANK WRIGHT FUESSEL, a citizen of the United States, and a resident of Hicksville, in the county of Nassau and State of New York, have invented a new and Improved Combined Hobby-Horse and Vehicle, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in amusement devices for children, and more particularly to a form of vehicle or cart combined with a hobby horse, so that the person riding on the vehicle will be seated upon the horse.

The invention involves various features of importance by means of which the horse may be moved in respect to the body of the vehicle to propel the latter, or the horse may be similarly moved, or the vehicle propelled by independent means or drawn along by outside power, or the horse may move independently of the movement of the vehicle or may be locked rigid in respect to the vehicle while the latter is being moved. By means of these features, the device may serve all of the functions of an ordinary rocking-horse, or may serve the functions of a cart or ordinary vehicle, or all of the advantages of both may be combined in one.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a side elevation of a device constructed in accordance with my invention, the platform being shown in longitudinal section; Fig. 2 is a vertical transverse section on the line 2—2 of Fig. 1; Fig. 3 is a top plan view of the front end of the platform, the horse and its support being removed; and Fig. 4 is an enlarged detail showing a portion of the brace for operating the horse for locking it rigid.

In the preferred form of my invention I employ a platform base or body 10 mounted upon front and rear axles 11 and 12, which axles have pairs of front and rear wheels 13 and 14. Mounted upon the platform is a hobby horse 15, the connections between the body and the horse being such that there may be a relative movement, and the horse being also connected to one of the axles for making the movement of the horse co-incident with the forward and backward movement of the body. For supporting the horse I provide two vertical standards 16—16 disposed intermediate the ends of the base and each rigidly secured to the latter at its lower end. At its upper end each vertical standard 16 is pivotally connected to a corresponding depending lug 17 on the under side of the body of the horse. A single pivot pin 18 may serve to connect both lugs to their corresponding standards; this pivot pin extends in a horizontal plane and transversely of the vehicle, so that the horse may rock in a vertical plane about this pivot. The two standards are held rigid in respect to each other by a transverse connecting bar 19, and they are braced against forward or backward movement by a semi-circular brace 20, the middle portion of which is connected to the rod 19 and the ends of which are connected to the base or platform 10. If desired, the horse may be raised or lowered with respect to the platform 10, by making the upper portion of the uprights 16 of two sections adjustably connected together as indicated in section in Fig. 2. The semi-circular brace 20 serves not only to reverse the uprights 16 but it also carries stops 21 in front of and behind said uprights for engagement with the under side of the body of the horse to limit the forward and backward tilting of the latter. Adjacent these stops, springs 22 connect the under side of the horse to the semi-circular brace, and tend to hold the horse in an intermediate or horizontal position.

The horse may be connected to the running gear of the vehicle so as to positively rock or tilt the horse as the vehicle moves, as hereinafter described, but I may utilize merely the uprights, braces, stops and springs above described, and by means of which the horse may rock or tilt a limited distance independent of any movement of the vehicle.

For positively rocking the horse during a forward or backward movement of the vehicle, the rear axle 12 is provided with a crank 23 intermediate its ends, and a rod 24 connects this crank to a pin 25 extending between the two hind legs of the horse. As the vehicle moves forwardly or backwardly the rear axle 12 and the rod 24 cause the horse to positively rock or tilt upon the pin 18 at its center. If desired, this connecting means between the horse and the axles may be utilized as a propelling means for the

vehicle, the rider sitting on the horse and tilting the latter backwardly and forwardly to transmit power to the rear axle and propel the vehicle. In case it is not desired to rock the horse during the movement of the vehicle, the lower end of the rod 24 may be detached from the crank 23. The lower end of this rod is preferably constructed substantially as illustrated in Fig. 4. The rod at its lower end terminates in a hook 26 adapted to receive the crank and adjacent this hook is a spring stop 27 for retaining the crank in position. This spring stop may be pressed downwardly so as to permit the removal of the crank from the hook 26. The platform 10 carries an eyelet, ring or staple 28 so disposed that when the horse is in a normal or intermediate position the rod 24 may be detached from the crank and attached to this stationary ring 28 as indicated in dotted lines in Fig. 1. The rod will then serve to positively lock the horse against movement relatively to the platform although it will permit the vehicle to move forwardly or backwardly at any desired speed.

The under side of the horse is provided with an eyelet, ring or staple 29, similar in all respects to the ring 28, and so disposed that the end of the rod 24 may also be attached thereto as indicated in dotted lines. With the rod in its raised position, both ends will be attached to the horse and the horse may now tilt backwardly and forwardly on the pin 18 and under the action of the spring, independently of any forward or backward movement of the vehicle. Thus the horse may move in synchronism with the vehicle or the vehicle may move and the horse remain stationary relatively thereto, or the horse may tilt or rock independently of any movement of the vehicle.

Instead of relying upon the tilting of the horse to propel the vehicle when the rod 24 connects the horse and rear axle, I preferably provide independent propelling means so that the rod 24 may serve to transmit motion from the axle to the horse rather than from the horse to the axle. This propelling means includes two cranks 30 on the rear axle adjacent opposite ends thereof, and these cranks are connected by rods 31 to stirrups 32 suspended by elastic straps 33 from opposite sides of the horse. By moving these stirrups forwardly and backwardly the rear axle may be caused to rotate and the vehicle to proceed. To guide the stirrups in their movement each is preferably secured to the upper end of a corresponding lever 34, the lower end of which is pivoted to the platform 10. These levers support and guide the stirrups and prevent them from moving other than in a generally forward and backward direction. The levers are preferably each made of two sections adjustably connected together as indicated in section in Fig. 2, so that the stirrups may be raised or lowered in respect to the horse. As the straps 33 are adjustable no adjustment of them is necessary and they will remain taut during the movement of the stirrups. The connecting rods 31 are also illustrated as being formed of two sections adjustably connected together, so as to vary their lengths. In utilizing the mechanism for moving the seat in respect to the body or platform, other mechanism than that illustrated may be employed for propelling the vehicle; for instance the sprocket chain and pedal construction of an ordinary velocipede.

The front axle 11 is preferably so connected to the platform that it may swing in a horizontal plane to permit the guiding or steering of the vehicle. The platform carries two pulleys or guides 35 in the rear of the front axle adjacent opposite sides of the platform, and a guiding run or rope 36 extends from adjacent opposite ends of the axle over these pulleys and thence upwardly over guides 37 on the horse's head, and backwardly to a point adjacent the seat 38. The horse's head is illustrated as being rigid in respect to the body of the horse, but by pulling on either guide rope or run, the axle may be swung in a horizontal plane to guide the vehicle. The axle preferably carries a forwardly extending bracket or arm 39 to which a tongue or draft rope may be secured to draw the vehicle.

In the drawings I have illustrated a horse, and referred to the same in the specification as a hobby horse, but it is of course evident that the representation of any other animal could be employed in place thereof, or the animal may be entirely dispensed with and merely the seat 38 employed together with the springs, stops, connecting rods, etc., so that the seat will have the same movements as though the seat were the saddle 38 on the back of the horse 15.

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

1. In combination, a vehicle, a seat mounted to rock thereon, and adjustable means connected to said seat to rock the latter during the movement of the vehicle and to lock said seat against rocking movement during the movement of the vehicle.

2. In combination, a vehicle, a seat mounted to rock thereon and a rod having one end operatively connected to said seat and having the opposite end adapted to be detachably secured to the running gear to positively rock the seat during the running of the vehicle, or to be attached to the body of the vehicle to prevent rocking of the seat during the running of the vehicle.

3. A vehicle having a platform, a seat mounted thereon, stirrups upon opposite sides of said seat, extensible levers pivoted to said platform and extending upwardly therefrom and connected to said stirrups, and means connecting the axle of said vehicle with said levers above the pivotal supports of the latter, whereby the vehicle may be propelled by movement of the stirrups.

4. A vehicle having a platform, a seat mounted thereon, stirrups upon opposite sides of said seat, extensible levers pivoted to said platform and extending upwardly therefrom and connected to said stirrups, cranks upon the axle of said vehicle, and extensible rods connecting said levers above the platform and said cranks.

5. A vehicle having a platform, a standard extending upwardly therefrom, curved braces extending forwardly and rearwardly from the upper portion of said standard, and secured to said platform, a seat pivotally mounted upon said standard, stops carried by said braces for limiting the tilting movement of the seat, springs connecting said seat and said braces for retarding the movement of the seat, and means connecting the axle of the vehicle with said seat to insure their simultaneous movement.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK WRIGHT FUESSEL.

Witnesses:

ANDREW J. HERFORT,

GILBERT L. HICKS.