

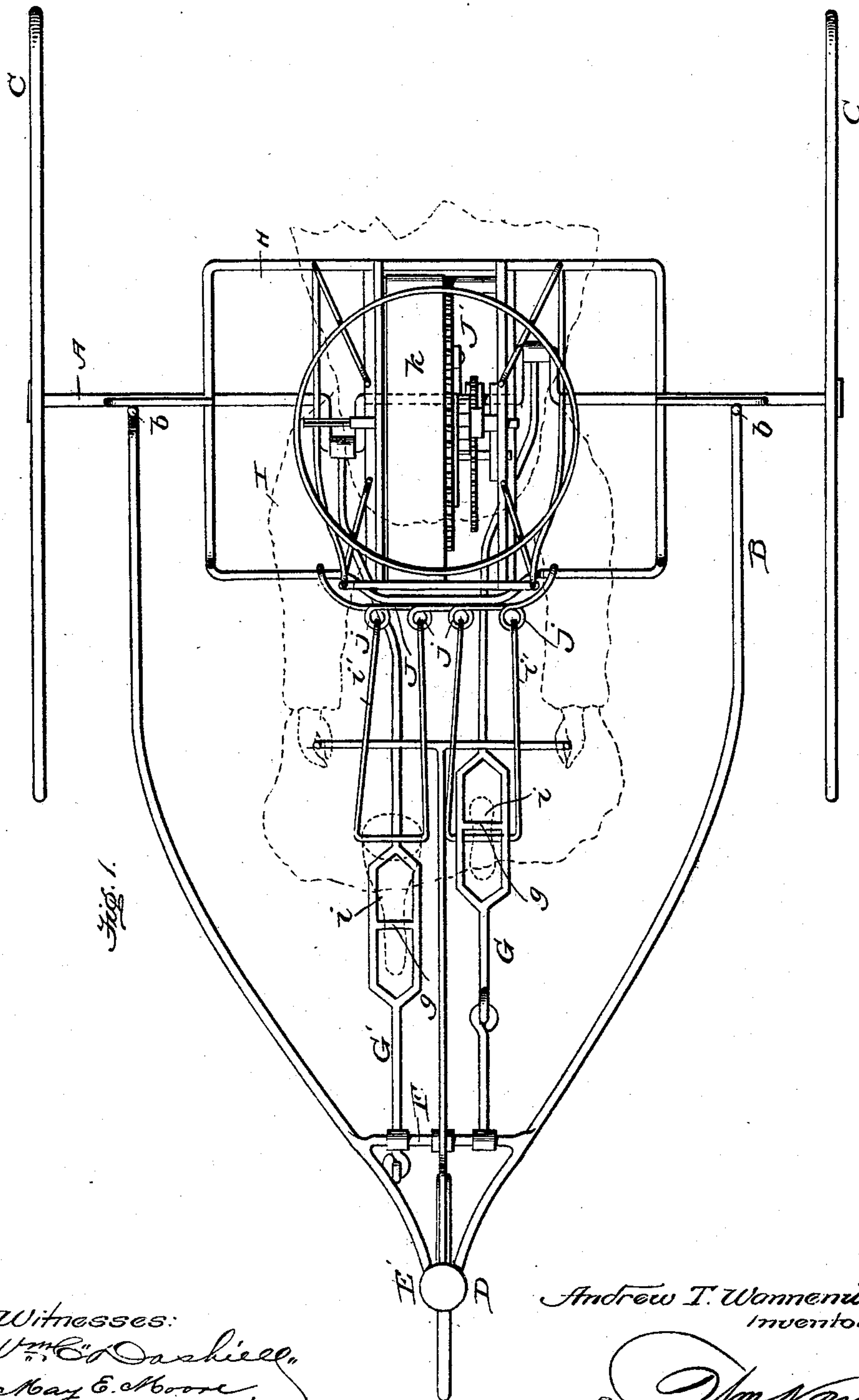
(No Model.)

2 Sheets—Sheet 1.

A. T. WANNENWETSCH.  
AUTOMATIC FIGURE TOY.

No. 539,715.

Patented May 21, 1895.



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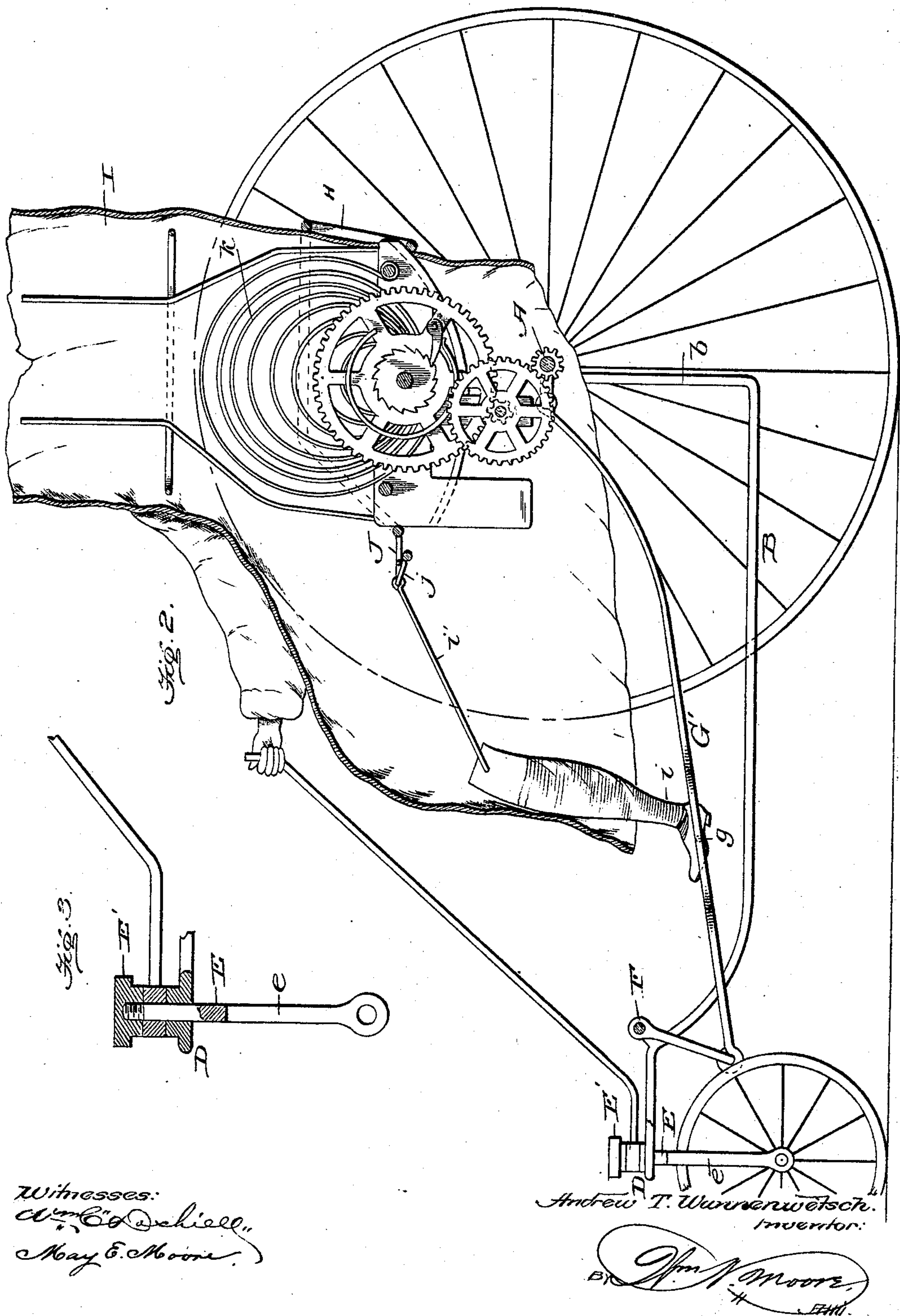
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# UNITED STATES PATENT OFFICE.

ANDREW T. WANNENWETSCH, OF WESTFIELD, NEW YORK.

## AUTOMATIC FIGURE TOY.

SPECIFICATION forming part of Letters Patent No. 539,715, dated May 21, 1895.

Application filed October 14, 1893. Serial No. 488,157. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW T. WANNENWETSCH, a citizen of the United States of America, residing at Westfield, in the county of Chautauqua and State of New York, have invented certain new and useful Improvements in Automatic Figure Toys, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an automatic toy of that class which carries a motor for propelling the same a certain length of time and which embodies in its construction an automaton of any desired character that contributes materially to the attractiveness of the toy and the amusement of its owner.

In the embodiment of my invention shown in the accompanying drawings and to be hereinafter described in detail, I provide a wheeled vehicle of the class technically known as tricycles, on the seat of which is mounted the figure whose legs rest upon and are actuated by the movement of the propelling mechanism. This propelling mechanism is preferably in the form of oscillating or reciprocating pedals which are hung at their front ends on the main frame and linked to the cranks on the axle of the machine; and the miniature wheeled frame is propelled by the power obtained from a spring motor which is mounted or carried beneath the seat occupied by the automaton, the power of the spring being communicated through gearing from the spring-arbor to the rear cranked axle of the toy. To provide for steering the toy either in a straight line or around a curve, I provide the usual front steering wheel to which is loosely connected a steering handle designed to be grasped by the hands of the figure seated on the machine; but this steering spindle is designed to be turned independently of the steering handle and is provided with means for conveniently clamping the same in fixed relation, after it has been adjusted, to the frame of the machine, so that the vehicle can be caused to travel a straight course or to describe a circle. As the simplest embodiment of the steering means, I have made the steering spindle of such length that it extends above its bearing in the frame, and this extended portion is threaded to accommodate a

nut which is screwed thereon and which can be turned down tight against the spindle bearing in the frame to hold the spindle and steering wheel in a certain position relative to the machine.

To enable others skilled in the art to which my invention relates to understand the same, I have illustrated it in the accompanying drawings, forming a part of this specification, and in which—

Figure 1 is a plan view with a portion of the figure broken away to show the construction of the machine. Fig. 2 is a vertical longitudinal sectional view. Fig. 3 is a detail view of the steering mechanism to more clearly show the means for clamping the steering-spindle in fixed relation to the miniature tricycle.

Like letters of reference denote corresponding parts in all the figures of the drawings, referring to which—

A designates the cranked main axle of the machine which turns freely in stationary bearings on the uprights *b, b*, of the main frame B, and on the ends of the axle A are fixed the carrying wheels C, C, which turn with the axle and cause the machine to travel over the ground or other surface. The horizontal portions or members of the frame B converge from the upright rear standards *b, b*, and meet at the pointed front extremity of the frame which sustains the vertical bearing D in which is journaled the spindle E that is formed into the fork *e* to accommodate the front steering wheel which is thus disposed centrally with relation to the machine and frame. The upper end of this spindle is extended through the bearing D and it is provided, at this extended portion, with external screw threads to receive the nut E' which can be turned down upon the upper part of the bearing D to clamp the spindle in fixed relation to the frame. It will be seen that when the spindle is turned to bring the steering wheel in line with the frame, the machine is adapted to travel in a straight course; but it will be evident that if the steering wheel be set at an angle, either to the right or left of the central line of the machine, the wheel will cause the machine to describe a circle, or an arc thereof. It is intended that the set nut shall be adjusted to cause the machine to



travel in a certain path, and after the nut has been tightened the motor will propel the machine in this course until the spring runs down or the motor is arrested.

5 The horizontal side members of the machine frame are connected together by a transverse bar F at a suitable point in rear of the vertical spindle bearing; and on this transverse bar are hung or pivoted the forward ends of the oscillating or reciprocating treadles G, G'. These treadles may be made of the loop or open form shown by Fig. 1, and they have the foot rest bars *g* on which rest the feet of the automaton. The rear ends of the treadles are extended to the rear axle A and loosely connected to the cranks thereof, and as the axle A rotates, these cranks cause the pedals to oscillate or reciprocate back and forth and thereby impart to the feet and legs of the rider or figure an appearance of propelling the tricycle.

On the uprights *b b* of the frame B is mounted the seat H on which sits the figure I, and the legs *i* of this figure are pivotally hung on the bails *i'*. The rear ends of these bails are carried up to the seat H, and the ends of the bails are fitted in the loops *j* of the connecting bar J which is formed or bent to provide the series of eyes to accommodate the ends of the bails, said bar being suitably fastened to the seat. Beneath this seat is mounted or hung the motor J' which is of the variety or class known as spring motors. The spring *k* has its arbor mounted in a suitable frame, and to this spring arbor is fastened a gear wheel or pinion which meshes with one of a train of transmitting gears, one of which train of gears meshes with a pinion on the rear axle A of the machine, whereby the power of the spring is transmitted and applied to the axle A to propel the tricycle and reciprocate the pedals to give to the feet and legs of the rider the appearance of propelling the machine. The motor spring may be wound or put under tension by a crank attached to one end of the shaft, or by means of a key.

The operation of my toy will be readily un-

derstood from the foregoing description taken in connection with the drawings.

It is evident that slight changes in the form and proportion of parts and details of construction may be made without departing from the spirit or sacrificing the advantages of my invention.

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

1. A self-propelling figure toy, having the main frame with the rectangular open motor supporting frame and the vertical spindle bearing at its front end and the transverse bar, the cranked axle, the seat, the motor arranged beneath the seat and geared to the axle, the pedals hung on the transverse bar at the front of the frame and connected to the cranks of the axle, a figure on the seat having its legs resting on the pedals and hung by bails which are connected to eyes provided on a bar fixed to the seat, and the steering spindle fitted in the bearing and connected with the arms of the figure and having the steering wheel and means for locking the spindle in fixed relation to the machine frame, as and for the purpose set forth.

2. A toy consisting of the main frame having the steering wheel at its forward end and having the rectangular supplemental frame, the cranked axle mounted in the rectangular frame and carrying the wheels, the motor hung in the said frame, the pedals connected to the cranked axle, the connecting bar having the eyes or loops and secured to the rectangular frame, the figure having the limbs connected to the pedals, and the bails having one end connected to the limbs and the other ends connected to the loops of the connecting bar.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW T. WANNENWETSCH.

Witnesses:

W. H. MILLS,

MILO A. DRIGGS.