

No. 665,555.

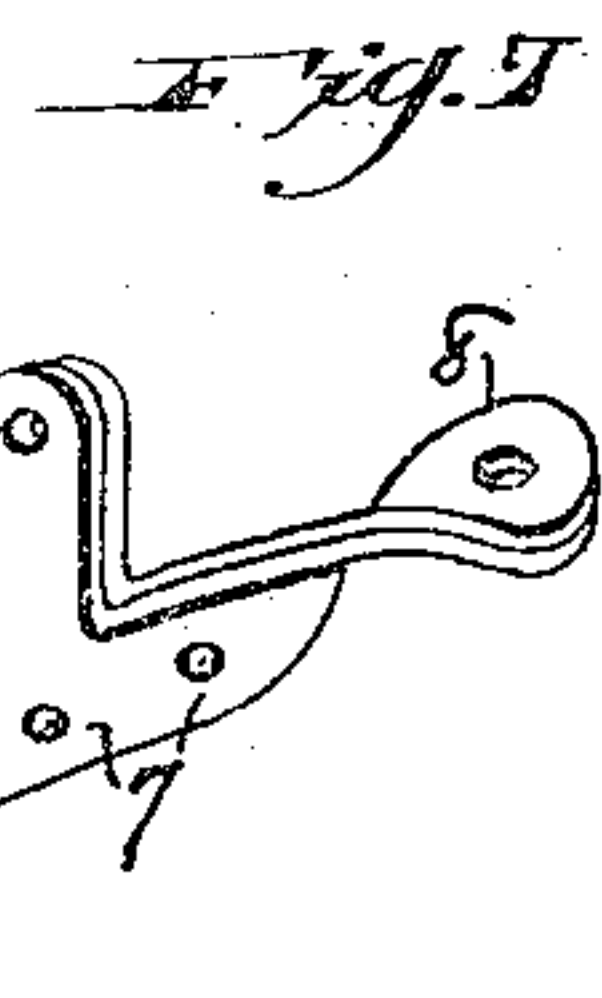
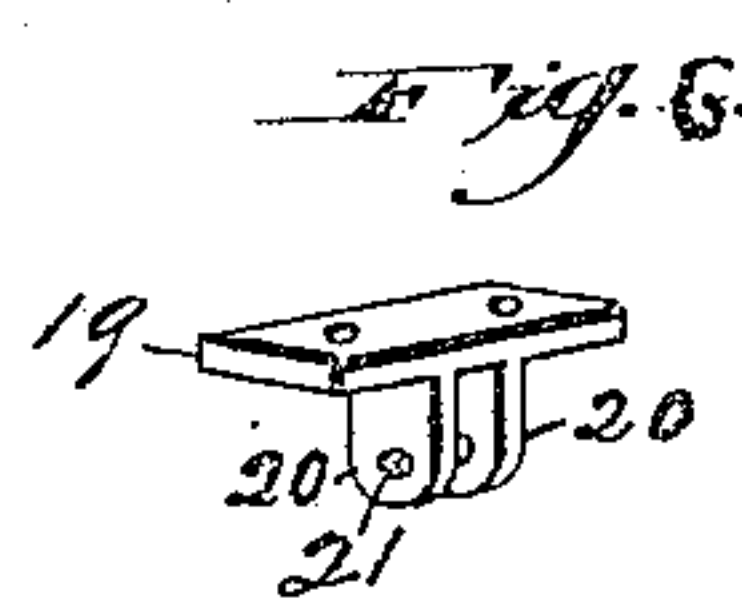
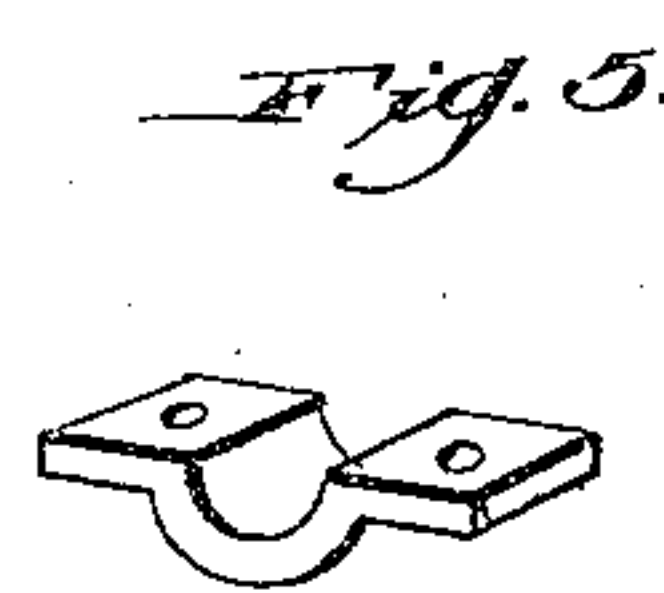
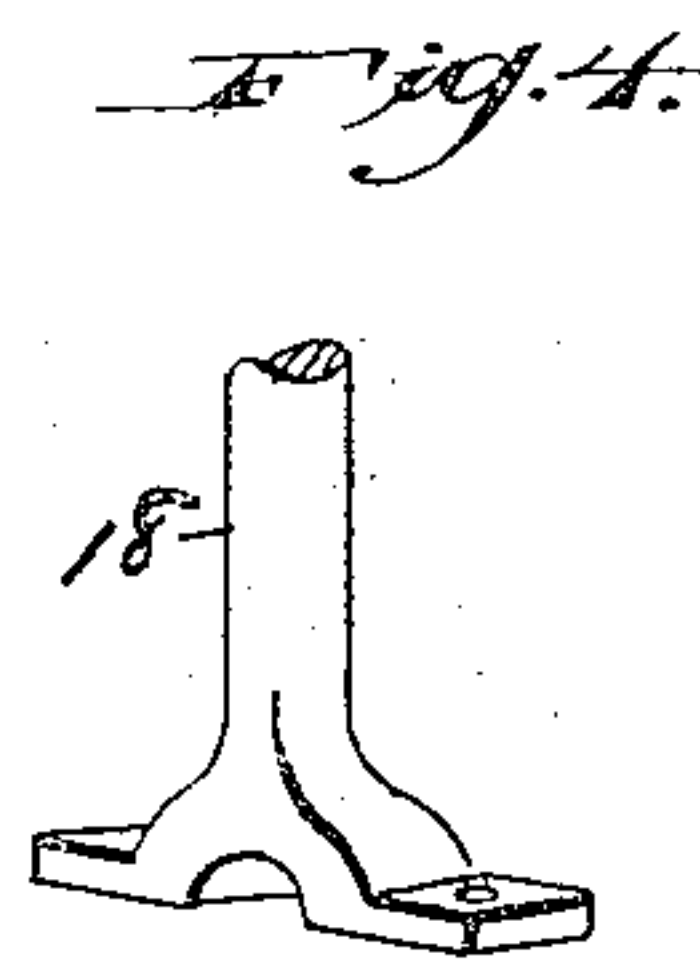
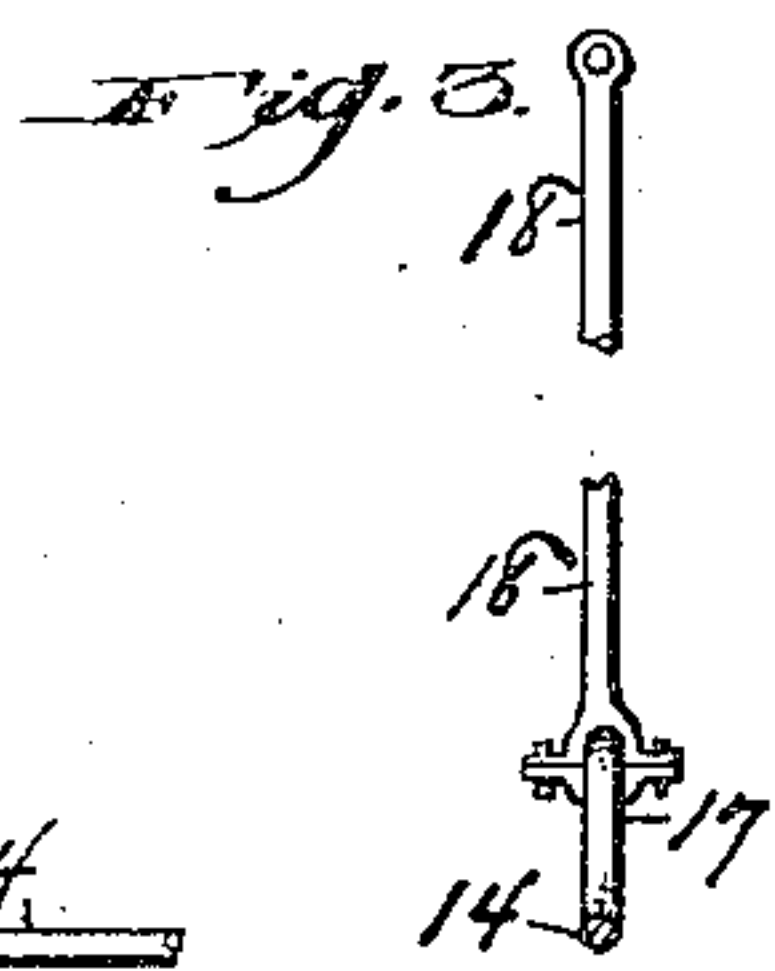
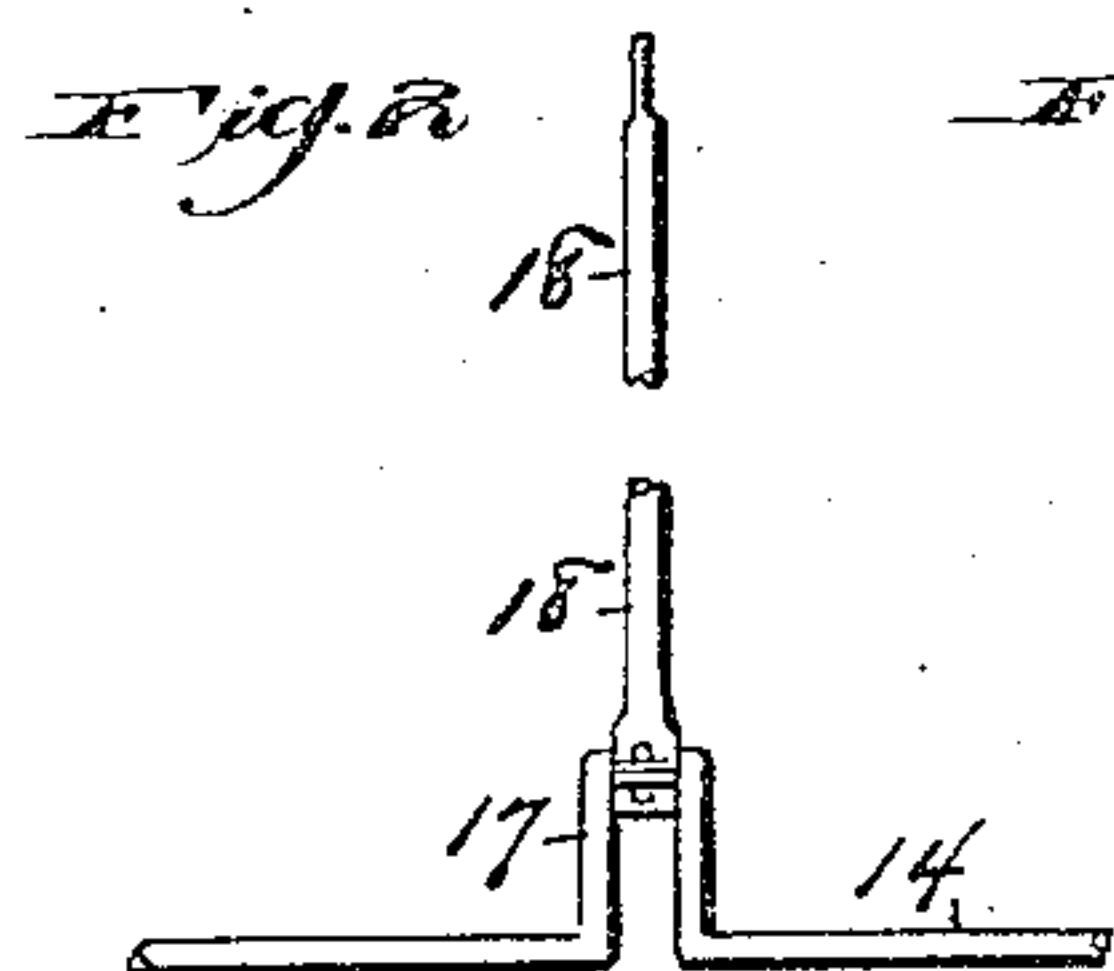
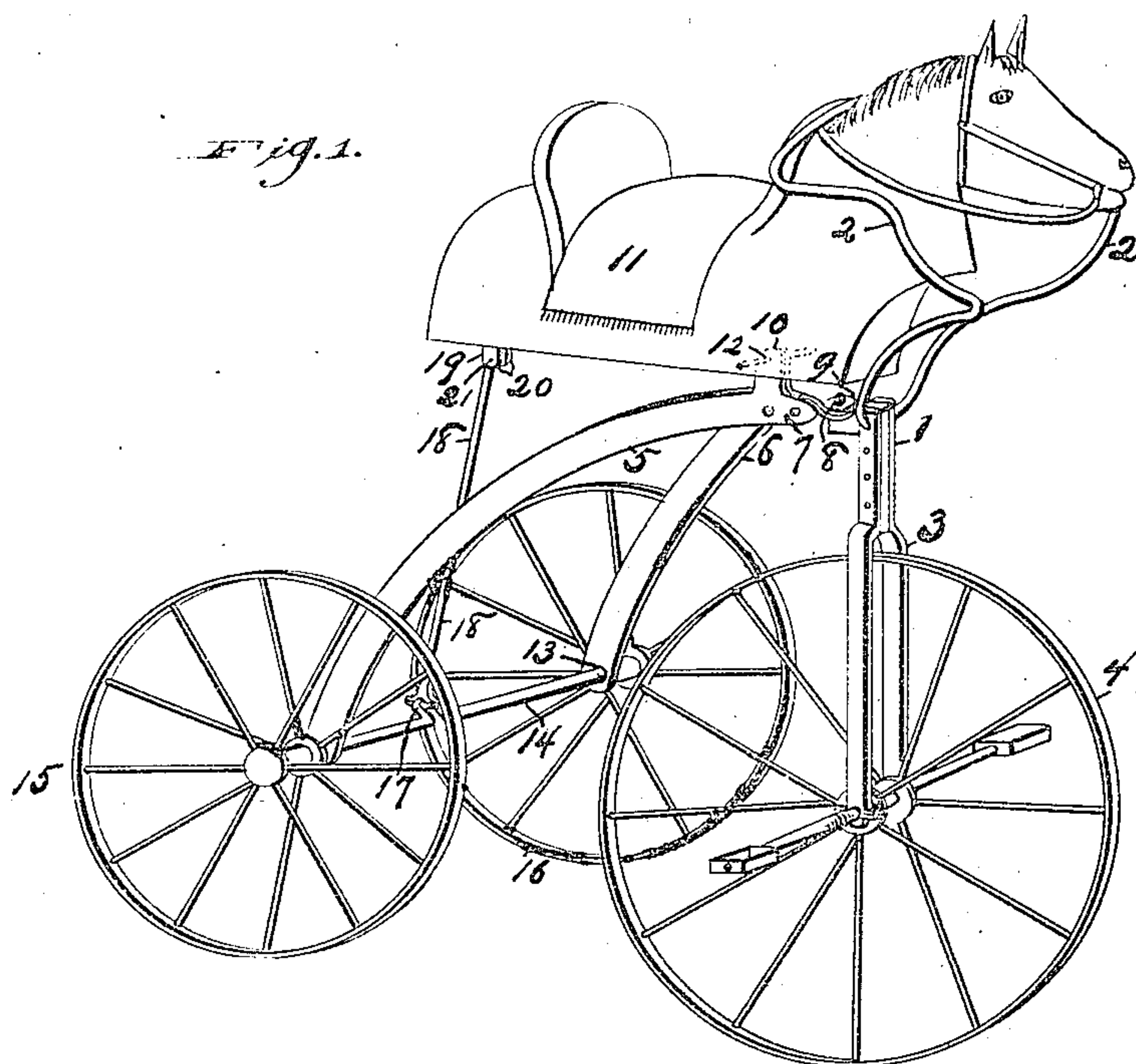
Patented Jan. 8, 1901.

E. M. WARFFUEL.

HOBBY HORSE.

(Application filed Nov. 15, 1899.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

ERNEST MORGAN WARFFUEL, OF WHEELING, WEST VIRGINIA.

## HOBBY-HORSE.

SPECIFICATION forming part of Letters Patent No. 665,555, dated January 8, 1901.

Application filed November 15, 1899. Serial No. 737,054. (No model.)

*To all whom it may concern:*

Be it known that I, ERNEST MORGAN WARFFUEL, a citizen of the United States of America, and a resident of Wheeling, county of Ohio, and State of West Virginia, have invented certain new and useful Improvements in Hobby-Horses, of which the following is a specification.

My invention relates to improvements in hobby-horses; and it consists in the particular construction and arrangement of parts, which will hereinafter be fully described, and pointed out in the claim.

One object of my invention is to construct a device or toy of the character specified provided with propelling means, the same being strong, simple, and comparatively inexpensive and specially adapted for children.

A further object of my invention is to construct a device consisting substantially of a velocipede-frame with a hobby-horse body pivotally mounted thereon and means whereby a rocking motion will be imparted to said hobby-horse body when the device is set in motion.

Referring to the accompanying drawings, in which similar reference numerals designate similar parts, Figure 1 is a perspective view of my invention complete. Fig. 2 is a front plan view of the crank shaft or axle and of the crank-rod. Fig. 3 is an end view of the same. Fig. 4 is an enlarged view of the bottom end of the crank-rod. Fig. 5 is an enlarged view of the clip which is secured to the bottom end of the crank-rod. Fig. 6 is an enlarged view of the clip which is secured to the rear part of the hobby-horse body and in which the upper end of the crank-rod is pivoted. Fig. 7 is an enlarged view showing the projection of the frame on which the horse-body is pivotally mounted and also showing the construction of the front part of the frame.

In the drawings the reference-numeral 1 designates the head, 2 the handle-bars, 3 the fork, and 4 the front wheel, said parts being of the usual construction.

5 and 6 designate the two parts of the frame. Said two parts are secured together at 7 by bolts and are bent or turned near their point of meeting, so as to form a plate 8, which is

pivotally secured to the head of the machine at 9.

On each of the two parts of the frame 5 and 6, at or near the point where they are secured together, I construct a vertical projection or post 10, the two posts thus formed fitting up closely together and serving as one. On this post 10 I pivot the horse-body 11, a bolt being passed through the horse-body from side to side, said bolt passing through the opening 12 in said post. The two parts 5 and 6 of the frame are provided with openings 13 in their lower ends, in which the axle 14 turns.

15 and 16 designate the rear wheels, which are rigidly secured on said axle 14. Said axle is constructed with a small bow or double crank 17 at or near the middle thereof. Removably and rotatably secured to this double crank is a crank-rod or pitman 18, which extends upward and is pivotally secured in a clip which is secured on the under side of the horse-body, near the back part thereof. Said clip consists of a plate having two downwardly-extending projections or lugs 20, (see Fig. 9,) provided with holes 21 for the bolt or pivot. The lower end of said crank-rod or pitman 18 may be attached to the double crank 17 of the axle in any desired manner; but I prefer to construct the lower end of the rod in the way clearly shown by Fig. 4 and to bolt the plate or clip (shown in Fig. 5) to the same, which permits of the removal and replacement of the same when desired.

It is obvious that if it is desired to use an eccentric to impart the rocking motion to the horse-body it may be used instead of the double crank, although the latter is preferable because more simple and less expensive to construct.

From the foregoing description of my invention it is apparent that when the device is set in motion the rear axle, which is provided with the double crank and to which the rear wheels are rigidly connected, will turn and a rocking motion will be imparted to the hobby-horse body through the pitman which connects said horse-body with the double crank of the axle.

I have described my invention in what I consider to be its simplest form; but it is obvious that many mere mechanical changes



may be made in its construction without departing from the spirit or scope thereof. Hence I do not desire to limit myself to the precise construction shown.

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

10 In a device of the character described, the combination with the handle-bars, head, fork and front wheel, of a frame the front end of which is twisted or turned forming a flat plate and provided with an opening therein where-  
15 by said frame is pivoted to the head of the machine, an upwardly-extending projection on said frame, a hobby-horse body pivotally mounted on said projection, a rear axle hav-

ing a wheel rigidly secured on each end thereof, the rear part of the frame divided and mounted on the rear axle, said rear axle rotatably secured in said divided or depending 20 ends of the frame, a crank on said axle and one end of a pitman removably secured to said crank and the other end pivotally secured to the rear part of the hobby-horse body, substantially as specified. 25

Signed by me at Wheeling, West Virginia, this 19th day of October, 1899.

ERNEST MORGAN WARFFUEL.

Witnesses:

H. C. PETERMANN,  
S. A. WILCOX.