

No. 704,041.

Patented July 8, 1902.

E. L. HOY.
COMBINED VELOCIPEDE AND WAGON.

(Application filed Jan. 27, 1902.)

(No Model.)

Fig. 1.

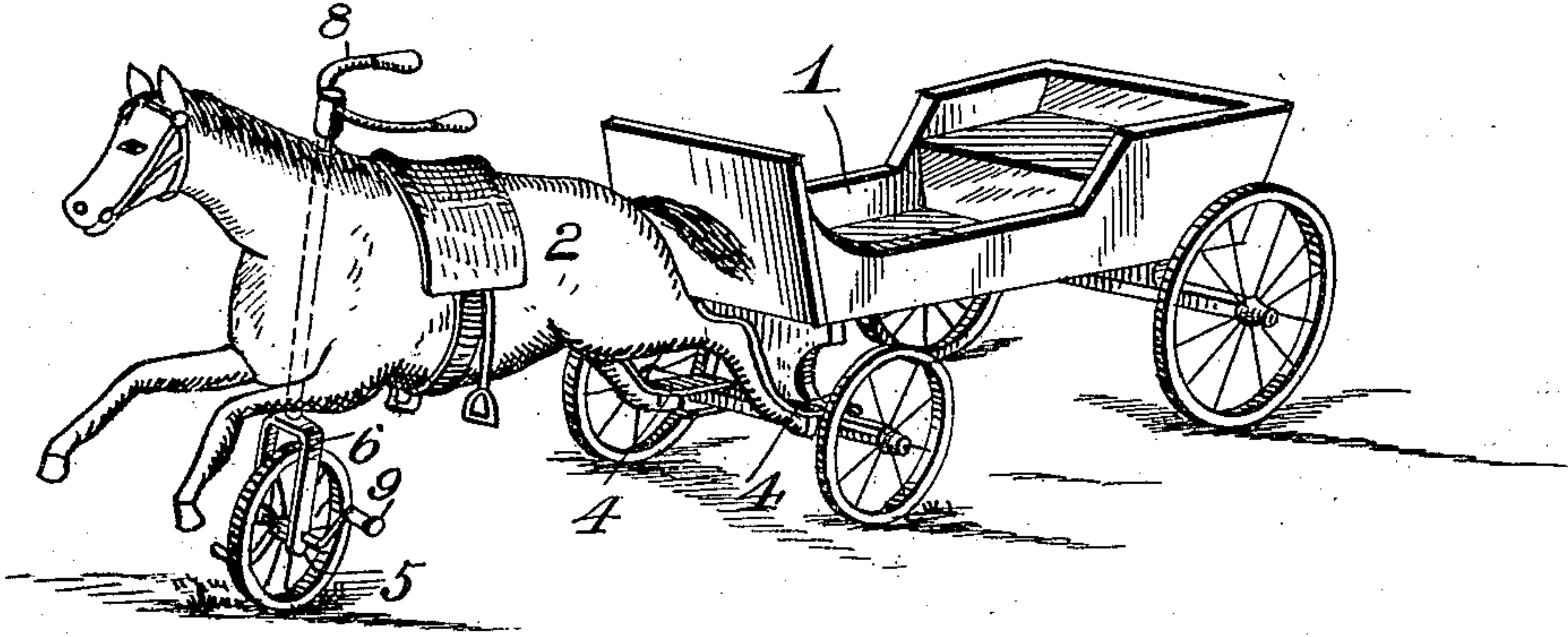


Fig. 2.

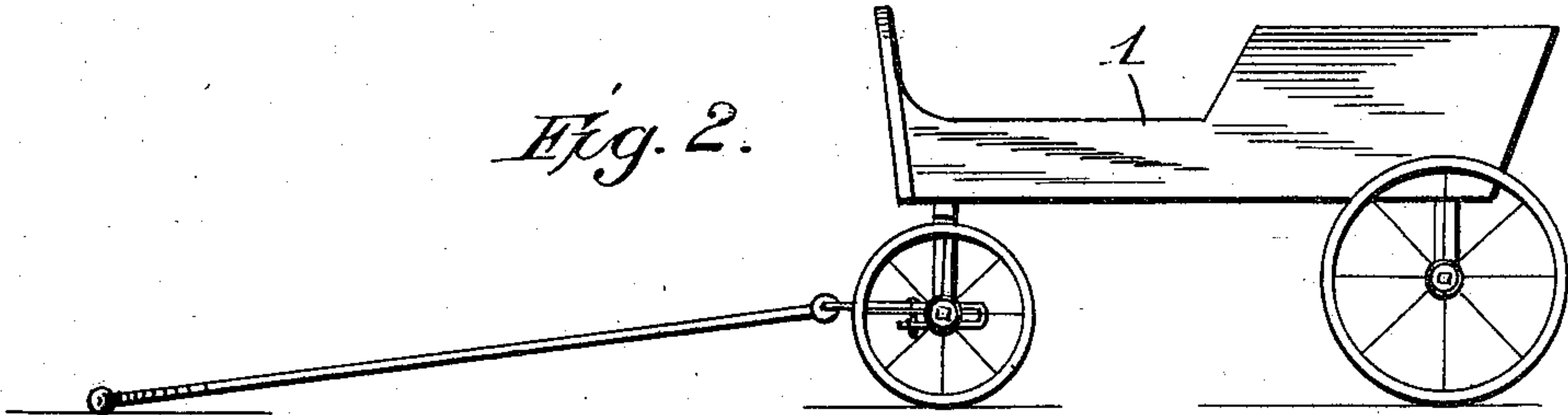


Fig. 3.

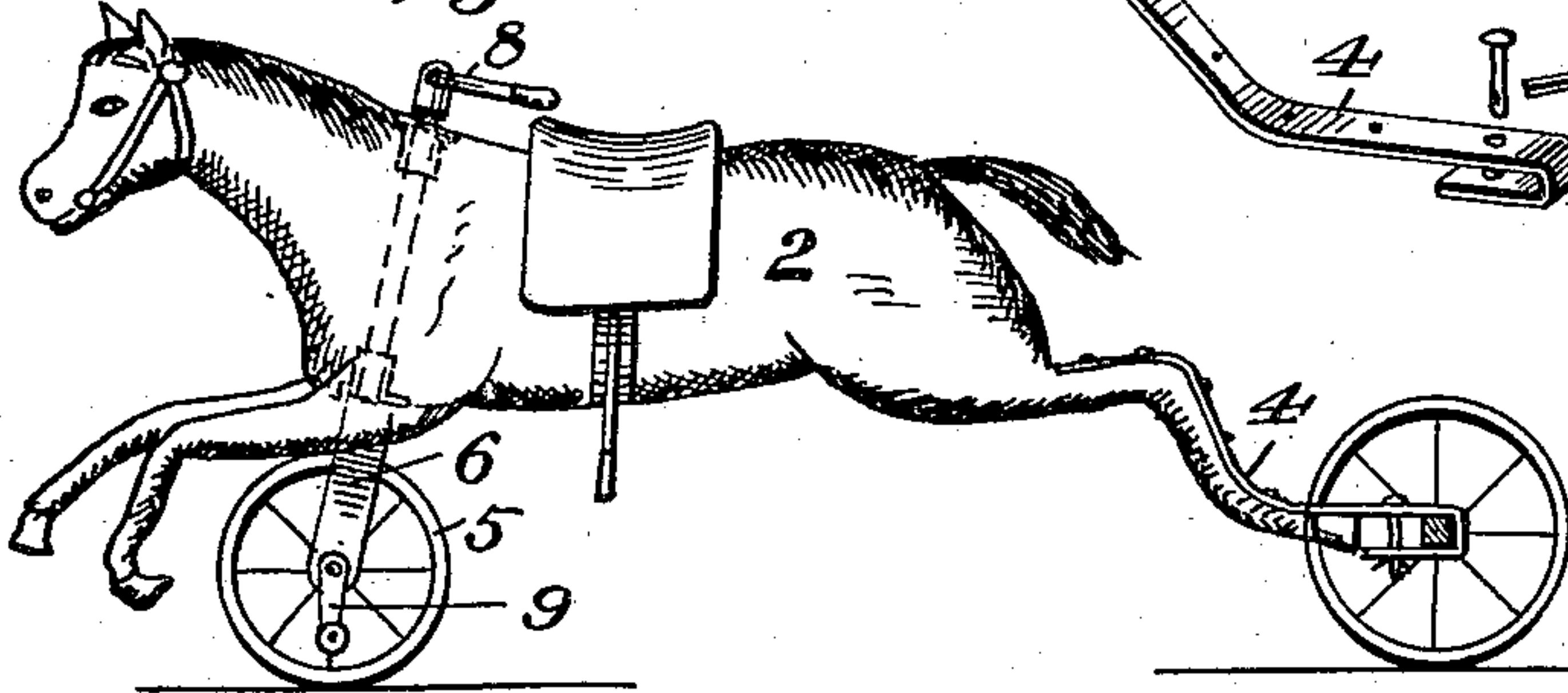


Fig. 6.

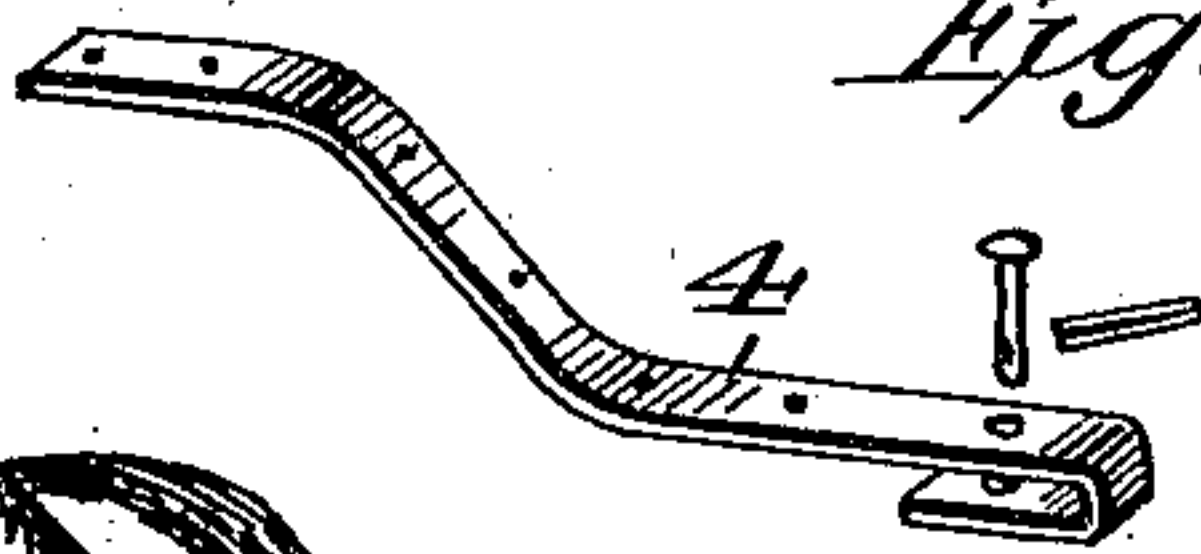


Fig. 5.

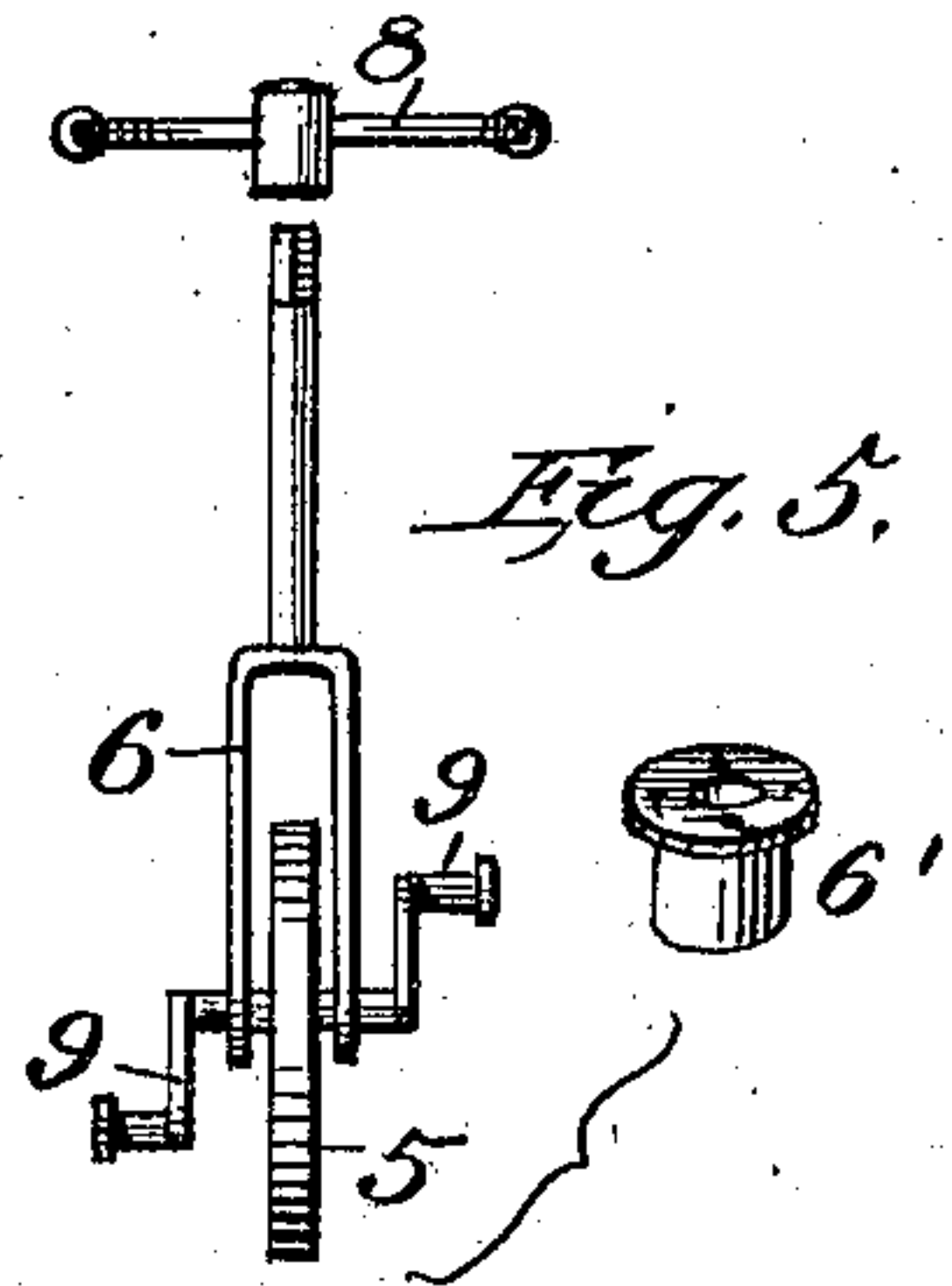
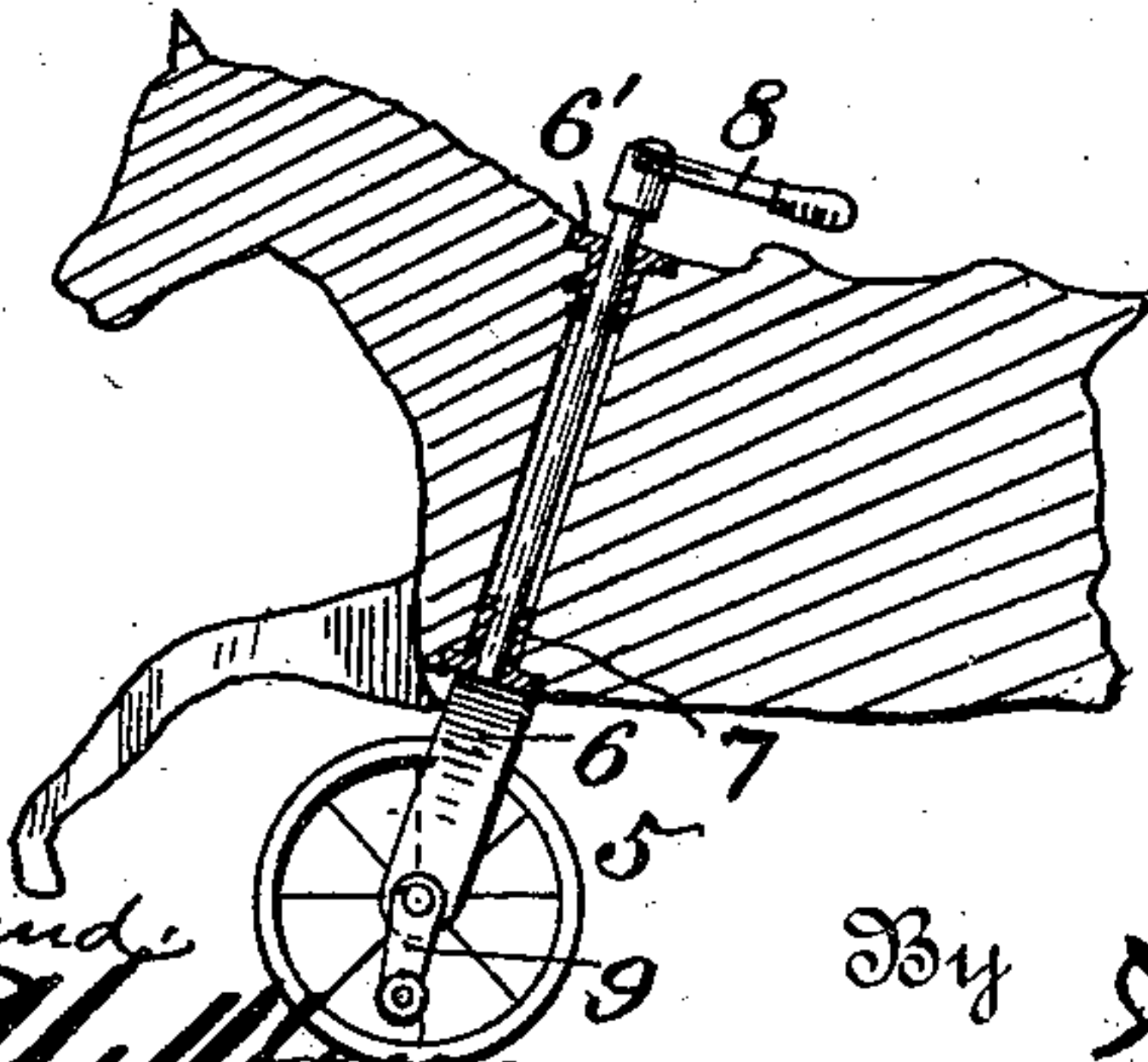


Fig. 4.



Witnesses

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COMBINED VELOCIPEDE AND WAGON.

SPECIFICATION forming part of Letters Patent No. 704,041, dated July 8, 1902.

Application filed January 27, 1902. Serial No. 91,394. (No model.)

To all whom it may concern:

Be it known that I, ERMIA L. HOY, a citizen of the United States, residing at Leroy, in the county of Decatur and State of Iowa, have invented certain new and useful Improvements in a Combined Velocipede and Wagon; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to a combined velocipede and wagon which may be used in conjunction or separately, as may be desired.

The object of the invention is to provide a device of this character which shall be simple of construction, durable in use, comparatively inexpensive of production, and which may be quickly converted from a combined velocipede and wagon into a wagon *per se* or into a velocipede *per se*.

With this object in view the invention consists in certain novel features of construction and combination and arrangement of parts, as will be hereinafter fully described, defined in the appended claim, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view illustrating the application of my invention and showing the parts connected to produce a combined velocipede and wagon. Fig. 2 is a side view illustrating the wagon when used solely as such. Fig. 3 is a similar view illustrating the velocipede when used solely as such. Fig. 4 is a vertical sectional view through the frame of the velocipede and steering-head. Fig. 5 is a front view of the forked steering-head and its drive-wheel.

Referring now more particularly to the drawings, 1 denotes a child's wagon, the front axle of which is secured to the wagon to swing in a horizontal plane.

2 denotes the velocipede-frame, which in the present instance is shown in the form of a horse figure, the rear legs of which are provided with hooked straps 4, which are adapted to be bolted around the forward axle of the wagon.

5 denotes the forward steering-wheel of the velocipede, journaled in a forked steering-head 6, which extends upwardly through a vertical hole in the forward end of the velocipede and is journaled in suitable bushings 6 and 7 at the opposite ends of said hole and has removably secured to its upper end a handle-bar 8. The axle of the forward steering-wheel is provided with pedals 9, by which said wheel is rotated to propel the velocipede.

By referring to Fig. 1 it will be observed that the velocipede and wagon may be used in conjunction, or, as shown in Fig. 2, the straps 4 may be disconnected from the forward axle of the wagon and a tongue attached to said axle and the wagon used alone, or, as shown in Fig. 3, the forward axle may be detached from the wagon and the velocipede be used independently of the wagon. It will thus be seen that in a simple device of this character I have embodied three separate and distinct novelties—namely, first, a combined velocipede and wagon; second, a velocipede, and, third, a wagon, which may be used in combination or separately, as above explained.

From the foregoing description, taken in connection with the accompanying drawings, it is thought that the construction, mode of operation, and advantages of my combined velocipede and wagon will be readily apparent without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

In a combined velocipede and wagon, the combination with a wagon-body having rear supporting-wheels, and a velocipede having a front steering-wheel; of an axle removably mounted to swing upon the front end of the wagon-body and removably secured to the rear end of the velocipede, and interchange-

able as a common support for both or independent support for either, whereby the parts may be connected up to form the combined velocipede and wagon or the axle re-
5 moved from one and used upon the other to form a complete velocipede or a complete wagon, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ERMIA L. HOY.

Witnesses:

J. E. VAIL,
C. B. FRASE.