

H. G. McCool.
RIDING ATTACHMENT FOR VEHICLES.
APPLICATION FILED APR. 25, 1910.

995,363.

Patented June 13, 1911.

2 SHEETS-SHEET 1.

Fig. 1.

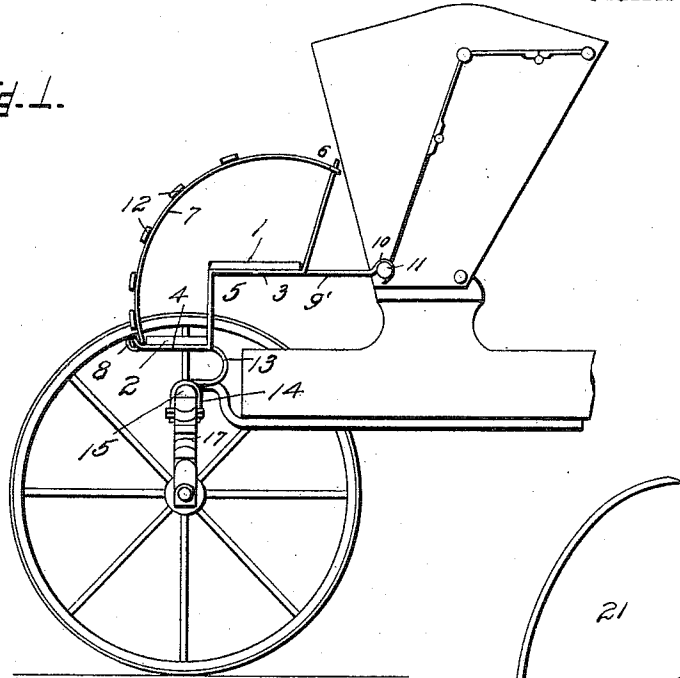


Fig. 2.

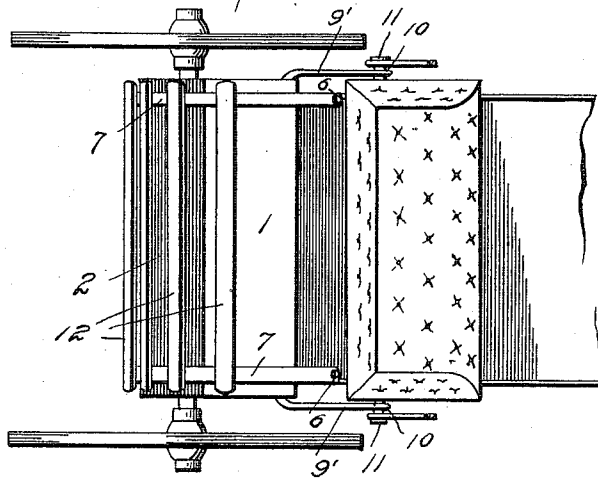


Fig. 3.

Witnesses

E. C. Duffy
C. H. Friedlander

Inventor
H. G. McCool

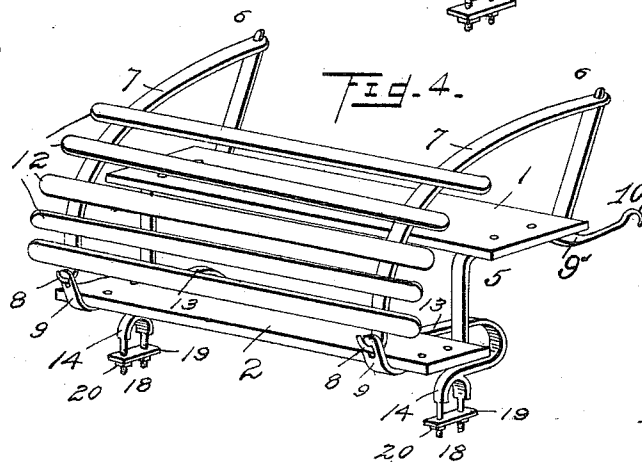
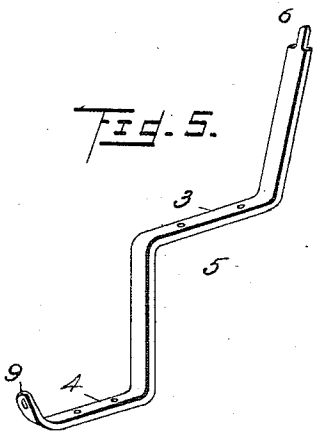
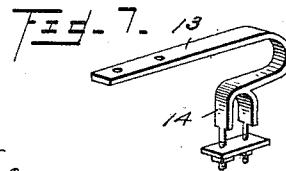
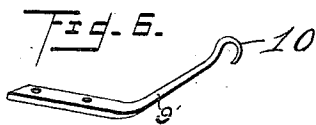
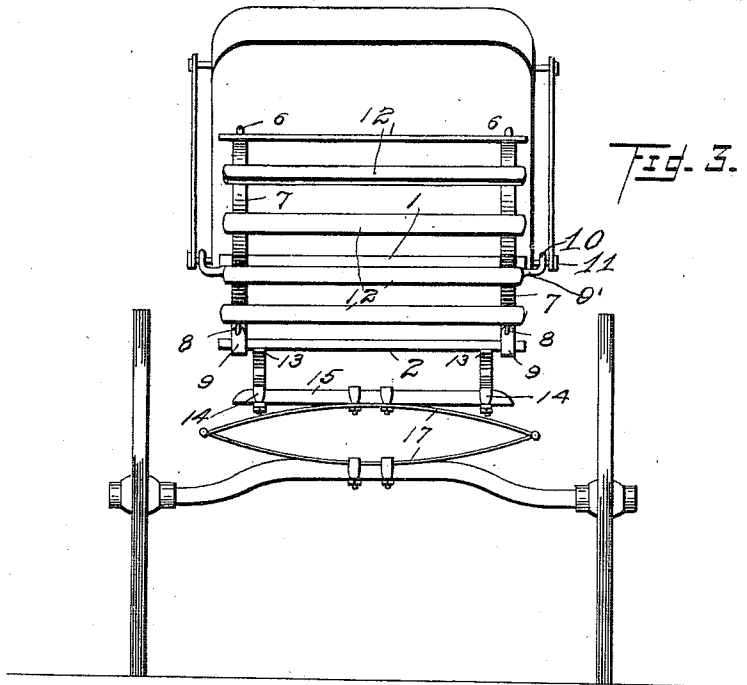
by *A. B. Wilson & Co.*
Attorneys

H. G. McCool.
RIDING ATTACHMENT FOR VEHICLES.
APPLICATION FILED APR. 25, 1910.

995,363.

Patented June 13, 1911.

2 SHEETS-SHEET 2.



Witnesses

E. E. Duffy
C. H. Giesbauer

Inventor
H. G. McCool

by *A. B. Wilson & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

HENRY G. McCOOL, OF CARMICHAELS, PENNSYLVANIA.

RIDING ATTACHMENT FOR VEHICLES.

995,363.

Specification of Letters Patent. Patented June 13, 1911.

Application filed April 25, 1910. Serial No. 557,496.

To all whom it may concern:

Be it known that I, HENRY G. McCOOL, a citizen of the United States, residing at Carmichaels, in the county of Greene and State of Pennsylvania, have invented certain new and useful Improvements in Riding Attachments for Vehicles; 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.

This invention relates to a riding attachment for vehicles.

The object of this invention is to provide an attachment of this character which may be applied to the rear of an ordinary buggy to provide means whereby children may ride at the rear.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings forming part of this specification, Figure 1 is a side elevation of the rear portion of a buggy showing the invention applied. Fig. 2 is a plan view of the same, the cover of the buggy or vehicle being removed. Fig. 3 is a rear view of the buggy or vehicle. Fig. 4 is a perspective view of my improved attachment. Figs. 5, 6, 7 and 8 are detail views of parts.

Referring to the drawings for a more particular description of the invention and which are for illustrative purposes only and are therefore not drawn to scale, the attachment comprises a seat board 1, and a foot board 2, which are arranged in stepped relation and in different vertical planes and are attached to horizontal portions 3 and 4 respectively, formed by portions of the angle bars 5. The upper ends of the angle bars are provided with the forwardly curved extensions 6 with which are engaged the upper ends of the longitudinally curved metal straps 7 provided at their lower ends with the hooked portions 8, engageable with the slotted offset portions 9 at the lower ends of the angle bars. A pair of supporting strips 9 are suitably attached to the bottom face of the seat board 1 of the attachment and are provided at their outer ends with the hook portions 10 adapted to engage and hook over the pivots 11 of the cover frame of the

vehicle. A series of cross strips 12 have their offset ends suitably connected with the metal strips 7, said strips forming a guard or fender. It is to be observed that the upper ends of the strips 7 may be readily disengaged with the extensions 6 of the angle bars to permit the swinging down or lowering of the guard or fender to permit one or more persons to mount the attachment, after which the guard or fender is again arranged in operative position.

A pair of flat metal plates 13 are attached to the bottom of the foot board 2 of the attachment and are provided with U shaped clips or portions 14 which are formed upon the reversely bent forwardly extending ends of the plates 13 and are adapted to straddle or embrace the ends of the usual cross bar 15 which is connected with the top member, as 16, of the usual bow spring 17 at the rear of the vehicle. When the attachment is arranged in operative position, the hook portions 10 of the plates 9' hook over the pivots 11 of the cover frame of the vehicle, the foot board being supported by the clips 14 which latter straddle the bar 15. The legs 18 of the clips 14 are threaded and are received by the clamping bars 19 whereby, with the aid of the nuts 20 screwing on said threaded extensions, the clips may be adjusted to a cross bar of a rear axle spring of a vehicle of any size.

If desired the foot and seat boards 1 and 2 may be removed and cross strips similar to strips 12 screwed or otherwise attached to the angle bars 5 in order to convert the attachment into a parcel or delivery box, suitable end pieces 21 being arranged between the bars 5 and the guard to prevent the parcels being lost.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood 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 the invention as defined in the appended claim.

What is claimed is:

An attachment of the character described comprising seat and foot boards, a forwardly extending supporting member secured to each end of the seat board for

detachable engagement with a vehicle, reversely bent supporting bars secured to the foot board for detachable engagement with the vehicle frame, angular bars connecting
5 said boards at their ends, the rear ends of said bars being curved upwardly and slotted, said bars extending above the seat board at their forward ends and having reduced extremities, and a guard pivoted in the slotted
10 ends of said bars and removably engaged

with the reduced extremities thereof, substantially and as for the purpose specified.

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

HENRY G. McCOOL.

Witnesses:

J. F. GWYNNE, Jr.,

J. L. REA.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
