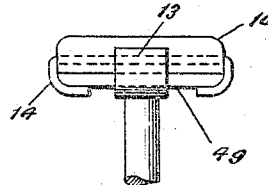
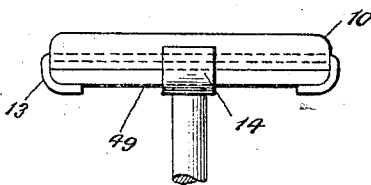
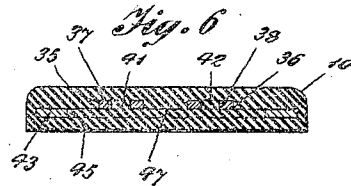
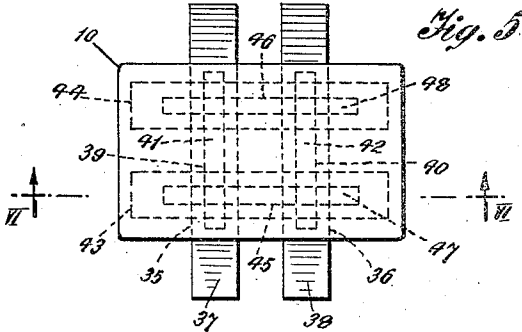
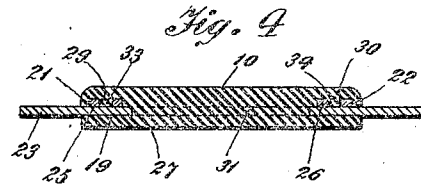
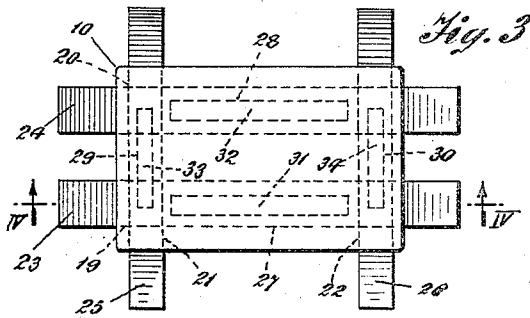
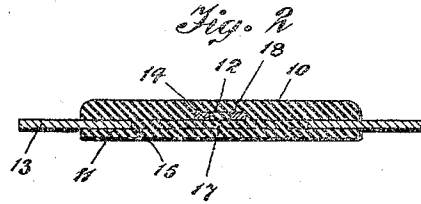
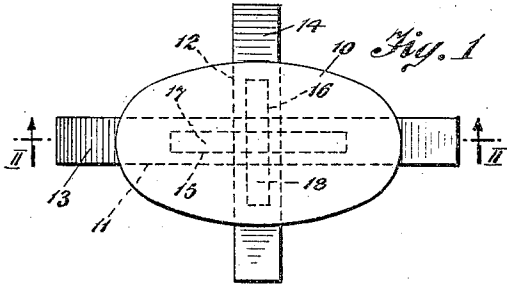


G. H. RIVES.
PEDAL PAD.

APPLICATION FILED NOV. 19, 1915.

1,177,808.

Patented Apr. 4, 1916.



Witnesses:

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UNITED STATES PATENT OFFICE.

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PEDAL-PAD.

1,177,808.

Specification of Letters Patent.

Patented Apr. 4, 1916.

Application filed November 19, 1915. Serial No. 62,305.

To all whom it may concern:

Be it known that I, GEORGE H. RIVES, a citizen of the United States, and a resident of New York, county and State of New York, have invented a certain new and useful Improvement in Pedal-Pads, of which the following is a full, clear, and exact specification.

This invention relates more particularly to a class of devices adapted to be used in conjunction with the brakes of vehicles.

My invention has for its object primarily to provide a pad, or device designed to be employed on the pedal of the brake of a vehicle, such as an automobile, to prevent the foot of the operator from slipping from the pedal especially when applying the brake, thereby overcoming the objections to the forms of foot pedals of this class ordinarily in use. This is accomplished mainly by providing a resilient pad having one, or a number of passages transversely there-through, and in the passages are strips of pliable metal of lengths so that the ends thereof extend beyond the pad for being bent over and under the edges of the foot pedal when the pad is applied thereto. Through the part of each of the strips within the passages of the pad is an aperture, and across each passage of the pad is an integral bridge member one of which is arranged through the aperture of each strip for anchoring the strips in the pad against accidental displacement.

A further object of the invention is to provide a pedal pad of simple, efficient and durable construction, and which is susceptible of being made in various sizes and shapes so as to be adapted for use in conjunction with foot pedals of various types.

A practical embodiment of the invention is represented in the accompanying drawing forming a part of this specification in which similar characters of reference indicate corresponding parts in all the views, the said invention being more fully described hereinafter, and then pointed out in the claims at the end of the description.

In the drawing, Figure 1 is a top plan of one form of pedal pad embodying my invention. Fig. 2 is a section taken on the line II—II of Fig. 1. Fig. 3 is a top plan of a slightly different form of the pedal pad. Fig. 4 is a section taken on the line IV—IV of Fig. 3. Fig. 5 is a top plan of still another different form of the pedal pad. Fig.

6 is a section taken on the line VI—VI of Fig. 5. Fig. 7 is a fragmentary view showing a side elevation of the pedal pad illustrated in Fig. 1 when applied to a foot pedal, and Fig. 8 is a fragmentary view showing an end of the pad and of the foot pedal.

The device has a pad 10 made of rubber, or any other resilient material, and this resilient pad may be substantially oval, or rectangular, or other desired shape and size in order to conform with any design of foot pedal of the brake of a vehicle, especially an automobile.

In Figs. 1 and 2 is shown a form of the resilient pad 10 having a transverse opening, or passage 11 disposed centrally there-through from one part of its edge to an opposite part of the edge, and also centrally through the pad crosswise with respect to the passage 11 is another passage 12 which may be above the passage 11, though forms of the pad may be made in which only one passage is employed.

In the passage 11 of the resilient pad is a strip 13 of pliable metal which is of a length so that its ends extend some distance beyond the edge of the pad, and in the passage 12 of the pad is another strip 14 also of pliable metal of a length so that its ends extend beyond the pad. The central part of the strip 13 is apertured, at 15, and in the central part of the strip 14 is also an aperture 16. In order to anchor the strips 13 and 14 against accidental displacement in the pad, across the central part of the passage 11 of the resilient pad is an integral bridge member, or plug, or partition 17 which is disposed through the aperture 15 of the strip 13, and this partition is of a size so as to snugly fit in the aperture to prevent movement of the strip. Across the central part of the passage 12 of the pad is a second integral bridge member, or plug, or partition 18 disposed through the aperture 16 of the strip 14, and this partition is also of a size to fit snugly in the aperture to prevent movement of the strip.

In Figs. 3 and 4 is illustrated a form of the device wherein the pad 10 is substantially rectangular in shape, and through this pad from one end to its other end are two spaced parallel openings, or passages 19 and 20. Also through the pad transversely with relation to the passages 19 and 20 are two spaced parallel openings, or passages 21 and 22 extending from one side edge to the other

side edge. Through the passages 19 and 20 are disposed strips 23 and 24 preferably of pliable metal, and these strips are of lengths so that their ends extend beyond the ends of the pad. In the passages 21 and 22 of the pad are arranged strips 25 and 26 also of pliable metal, and these strips are of lengths so that the ends thereof extend beyond the side edges of the pad. The central part of the strip 23 within the passage of the pad is apertured, at 27, and the central part of the strip 24 within the pad is likewise apertured, at 28. The central part of the strip 25 within its passage of the pad is apertured, at 29, and the central part of the strip 26 also within its passage of the pad is similarly apertured, at 30. To prevent the pad from slipping on the strip 23, 24, 25, 26, the passages 19 and 20 of the pad are bridged by integral partition members, or plugs 31 and 32 each of which is disposed through each of the apertures 27 and 28 of the strips 23 and 24, and these partition members are of sizes to snugly fit the apertures of the strips. The passages 21 and 22 of the pad are bridged by integral partition members, or plugs 33 and 34 each of which is disposed through each of the apertures 29 and 30 of the strips 25 and 26, and these partition members are also of sizes to closely fit the apertures.

Shown in Figs. 5 and 6 is a form of the device wherein the resilient pad 10 is also substantially rectangular in shape, and transversely through the pad extending from one of its side edges to the other are two spaced parallel openings, or passages 35 and 36. In the passages 35 and 36 are two strips 37 and 38 of pliable metal, and both of these strips are of lengths so that their ends extend some distance beyond the side edges of the pad. Through the part of the strip 37 within the pad is an aperture 39, and through the part of the strip 38 in the pad is an aperture 40. The passage 35 of the pad is bridged by an integral plug, or partition member, as 41, which is disposed through the aperture 39 of the strip 37, and the passage 36 of the pad is bridged by an integral plug, or partition member 42 which passes through the aperture 40 of the strip 38, both of the partition members 41 and 42 being of sizes so as to tightly fit the respective aperture of these strips. Embedded in the pad preferably under the strips 37 and 38 and crosswise relatively to the strips, are two spaced metal plates, as 43 and 44, for stiffening the pad when desired, and these plates may be of the same lengths, or somewhat shorter than the length of the pad, as shown. In the central part of the stiffening plate 43 is an aperture 45, and in the central part of the plate 44 is an aperture 46. Serving to hold these stiffening plates firmly in the pad may be an integral plug member, as 47, which fits closely in the aperture 45 of the

plate 43, and also in the pad may be a second integral plug member, as 48, snugly fitting in the aperture 46 of the plate 44.

As the pad 10 of the various forms of the device is made preferably of rubber it is customary to mold the pad by liquefying the rubber which is poured into the mold. By suitably arranging the pliable metal strips and the stiffening plates first in the mold, and then pouring the liquid rubber therein the strips and the plates will be embedded in the pad, which will be formed in the shape desired as well as providing the plug, or partition members of the pad to hold the strips and plates therein, as above described.

To apply the device to the foot pedal of for instance the brake of an automobile a suitable form of the pad with its pliable strips are disposed on the top of the pedal, as 49, Figs. 7 and 8, and the strips are bent over and under the side edges of the pedal so as to tightly engage the underside of the pedal. The device will thereby be held to the foot pedal against accidental movement for use to prevent the foot of the chauffeur from tending to slip from the foot pedal when the brake of the vehicle is applied.

In the foregoing description, I have embodied the preferred form of my invention, but I do not wish to be understood as limiting myself thereto, as I am aware that modifications may be made therein without departing from the principle, or sacrificing any of the advantages of this invention, therefore I reserve to myself the right to make such changes as fairly fall within the scope thereof.

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

1. A device of the character described, comprising a pad adapted to be applied on a pedal, and a pliable strip embedded in the pad so that its ends extend beyond the pad for being bent over and under the edges of the pedal, part of said strip in the pad having an aperture, and the pad being formed to provide a member disposed in the aperture whereby the strip will be held in the pad against accidental displacement.

2. A device of the character described, comprising a pad adapted to be applied on a pedal, and two pliable strips embedded relatively crosswise in the pad so that their ends extend beyond the pad for being bent over and under the edges of the pedal, the part of each of said strips in the pad having an aperture, and the pad being formed to provide a member disposed in each of the apertures of the strips whereby the strips will be held in the pad against accidental displacement.

3. A device of the character described, comprising a pad adapted to be applied on

a pedal, two pliable strips embedded in the pad in spaced parallel arrangement so that their ends extend beyond the pad for being bent over and under the edges of the pedal, 5 part of each of said strips in the pad having an aperture, and the pad being formed to provide a member disposed in each of the apertures of the strips whereby the strips will be held in the pad against accidental displacement, and a plate embedded 10 in the pad under the strips for stiffening the pad.

4. A device of the character described, comprising a resilient pad adapted to be 15 applied on a pedal, and the pad having a passage transversely therethrough, and a pliable metal strip in the passage, having its ends extending beyond the pad for being bent over and under the edges of the pedal, 20 part of said strip in the pad having an aperture, and means in the pad engaging the aperture of the strip whereby the strip will be held in the pad against accidental displacement.

25 5. A device of the character described, comprising a resilient pad adapted to be applied on a pedal, and the pad having two spaced passages transversely therethrough, two pliable metal strips, one in each of the

passages of the pad, and these strips being 30 of lengths so that their ends extend beyond the pad for being bent over and under the edges of the pedal, the part of each strip in the pad having an aperture, and means in the pad engaging the aperture of each strip 35 whereby the strips will be held in the pad against accidental displacement.

6. A device of the character described, comprising a resilient pad adapted to be applied on a pedal, and the pad having spaced 40 passages transversely therethrough, a number of the passages being disposed crosswise with respect to the other passages, a pliable strip in each passage, having its ends extending beyond the pad for being bent over 45 and under the edges of the pedal, the part of each strip in the pad having an aperture, and means in the pad engaging the aperture of each strip whereby the strips will be held in the pad against accidental displacement. 50

This specification signed and witnessed this eighteenth day of November A. D. 1915.

GEORGE H. RIVES.

Witnesses:

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M. DERMODY.