

F. M. MALEY.
FOOT REST.
APPLICATION FILED SEPT. 2, 1909.

969,551.

Patented Sept. 6, 1910.

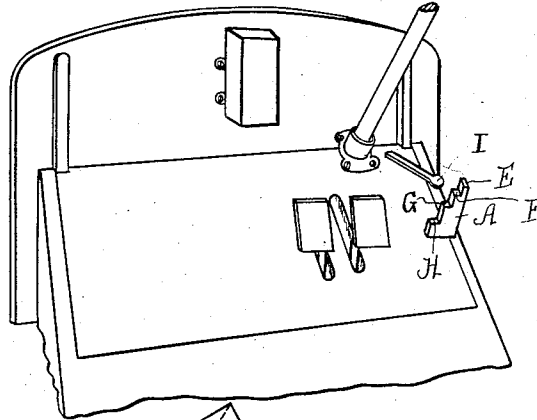


Fig. 1.

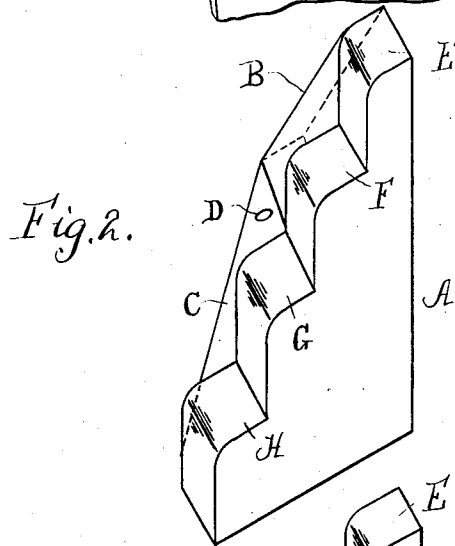


Fig. 2.

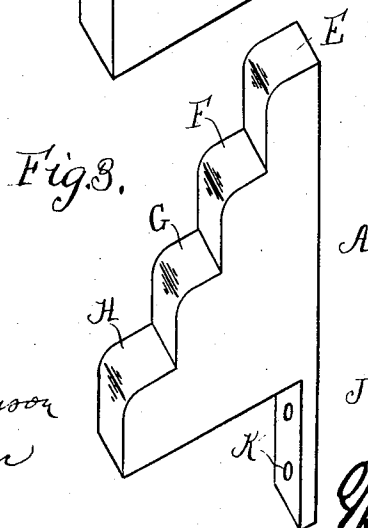


Fig. 3.

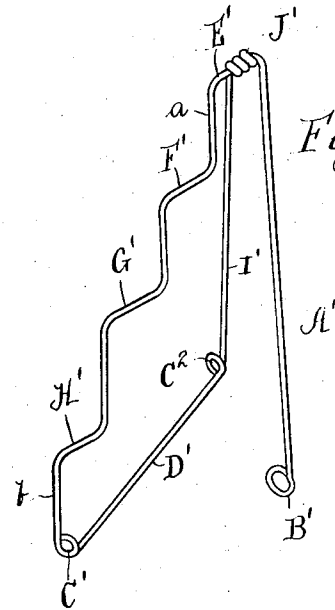


Fig. 4.

WITNESSES

M. O. Williamson
L. A. Cullen

INVENTOR
Frederick M. Maley
BY

M. O. Williamson ATTORNEY

UNITED STATES PATENT OFFICE.

FREDERICK M. MALEY, OF RIDLEY PARK, PENNSYLVANIA.

FOOT-REST.

969,551.

Specification of Letters Patent.

Patented Sept. 6, 1910.

Application filed September 2, 1909. Serial No. 515,940.

To all whom it may concern:

Be it known that I, FREDERICK M. MALEY, a citizen of the United States, residing at Ridley Park, in the county of Delaware and State of Pennsylvania, have invented a certain new and useful Improvement in Foot-Rests, of which the following is a specification.

My invention relates to a new and useful improvement in foot rests, and has for its object to provide an exceedingly simple and effective device of this character, which may be used upon an automobile in proximity to the accelerator pedal so that the foot may be held in a stationary position while upon the accelerator pedal.

The accelerator pedal is operated by the foot and increases or decreases the speed of an automobile, and when operating the automobile the operator must keep his foot constantly upon said accelerator pedal, which generally requires that the forepart of his foot be elevated, which often after considerable length of time causes a cramp. Then again in passing over rough places in the road it will cause the foot to shake, increasing and decreasing the speed of the machine, causing the same to spurt, which is very unsatisfactory. To overcome these objections, I have constructed a foot rest, which may be secured in proximity to the accelerator pedal, on which one edge of the foot rests, allowing the ball or toe thereof to rest upon the accelerator pedal, and said foot rest is so constructed that different positions may be taken for increasing or decreasing the speed of the machine.

With these ends in view, this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, I will describe its construction in detail, referring by letter to the accompanying drawing forming a part of this specification in which—

Figure 1 is a perspective view of the front portion of an automobile showing my improved foot rest applied thereto. Fig. 2, an enlarged perspective view of the foot rest. Fig. 3, a similar view of a modified

form of attaching means, and Fig. 4, a similar view showing the device formed from wire.

In carrying out my invention as here embodied, A represents the front and B the side formed at right angles to one another, and connected along at their bottoms by the base C, having the screw receiving openings D formed therein. The front A is virtually triangular in shape, and has formed from its longest side a number of graduated steps E, F, G and H, preferably having their corners curved.

In practice, the foot rest is secured to the floor of the automobile by screws passing through the openings D in the base C. In starting the machine the foot is placed upon the accelerator pedal I and said pedal is pressed down until the foot comes in contact with the step E at the top of the device. The foot can be placed down upon the rest which will prevent it from being shaken to any great extent and this position will be restful to the foot. When it is desired to increase the speed of the automobile the foot may be moved downward from one step to the other until the highest speed is obtained.

In Fig. 3 I have shown a modified form of my invention, in which I use only a front wall having the steps therein, and with this is formed a depending projection J, having screw receiving openings K. When the device is used in this form the bottom of the front wall rests upon the floor of the machine and the depending projection J is fastened to the side of the machine.

In Fig. 4, I have shown a modified form of my improvement in which the device is formed of wire, in which A' represents a brace, having a loop B' formed from its end whereby it may be attached to the machine; the wire after forming the brace A' is bent at right angles thereto, thus forming the top step E', which is then bent downward at right angles, as at a, then again at right angles to form the space F' and so on forming the steps G' and H'. For forming the step H' it is again bent down at right angles, as at b, then curved to form the eye C'. From this point it passes rearwardly forming the base member D', and is then looped again forming the eye C². From this point it is bent rearward forming another brace I'

and its upper end coiled about the step E', as indicated by J' for securing the two parts together.

Of course I do not wish to be limited to the exact details of construction here shown, as these may be varied within the limits of the appended claims without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful, is—

1. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest having a front wall, a side wall, the front wall provided with a number of steps, and means for attaching it beside the accelerator pedal.

2. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest having a front wall provided with steps, a side wall formed integral therewith, and means for securing it beside the accelerator pedal.

3. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest consisting of a front wall provided with graduated steps along one edge, a side wall, and means for attaching it beside the accelerator pedal.

4. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest consisting of a front wall having graduated steps formed therefrom, a side wall formed integral at right angles to the front wall, and a base formed integral

with said walls, having screw receiving openings therein through which pass an attaching means for securing the device beside the accelerator pedal.

5. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest consisting of a single piece of wire bent to form two braces, a series of eyes, a base member, a plurality of graduated steps, and means for securing the foot rest beside the accelerator pedal.

6. In an automobile the combination with the accelerator pedal and a support therefor, of a foot rest consisting of a single piece of wire bent to form a brace, an eye, a series of graduated steps, another eye, a base member, another eye, another brace, the upper end thereof being coiled about the upper step, and means passing through the eyes for securing the foot rest beside the accelerator pedal.

7. In an automobile, the combination with a speed controlling pedal and a support therefor, of a stationary foot rest provided with a number of graduated steps along the edge nearest the pedal, and means for securing it in position adjacent said pedal.

In testimony whereof, I have hereunto affixed my signature in the presence of two subscribing witnesses.

FREDERICK M. MALEY.

Witnesses:

EDW. W. AUSTIN,
L. A. CULIN.