H. DUNLAP & R. KAUFMAN.

FOOT REST ATTACHMENT FOR AUTOMOBILE CONTROLLING LEVERS.

APPLICATION FILED AUG. 13, 1913.

1,120,460.

Patented Dec. 8, 1914.

2 SHEETS—SHEET 1.

Fig. 1.

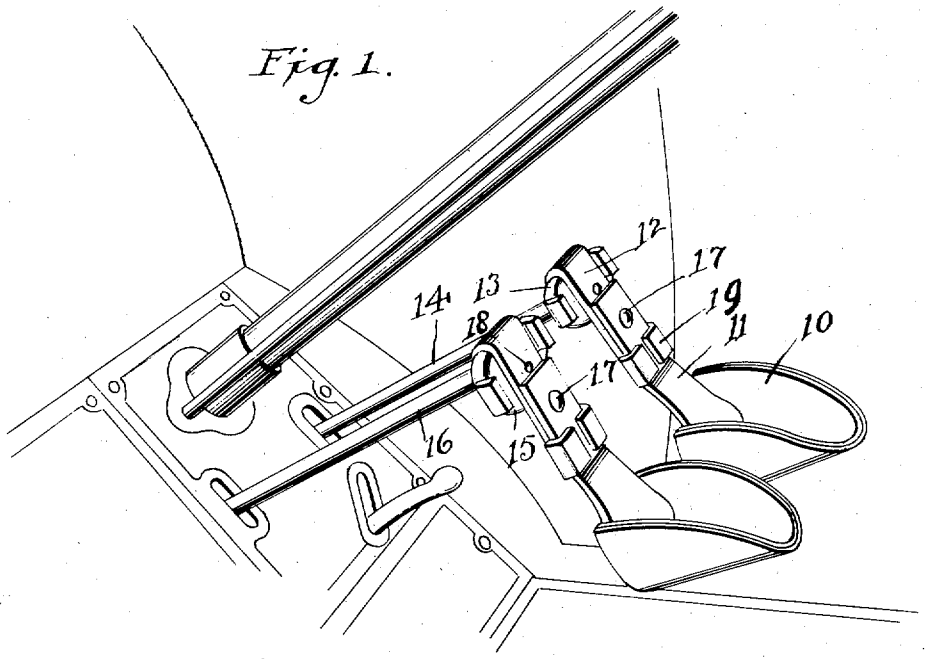


Fig. 2.

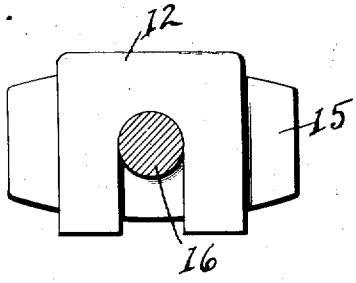
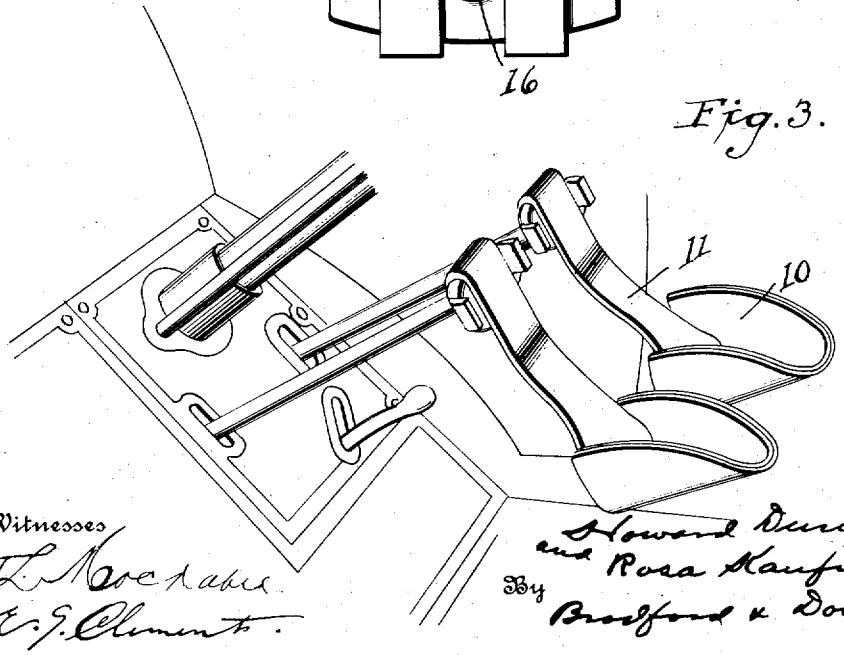


Fig. 3.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 4.

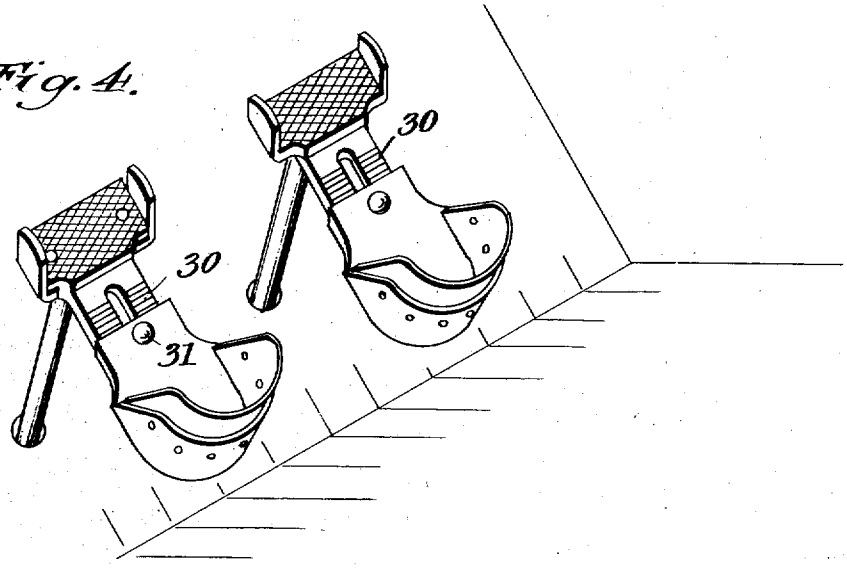


Fig. 5.

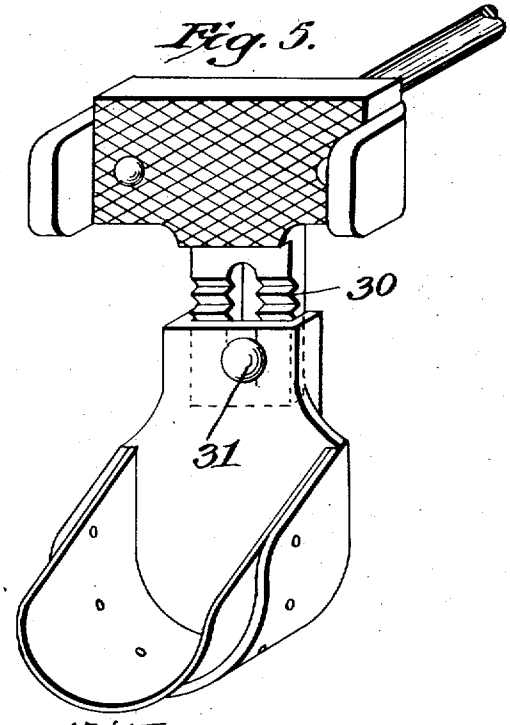
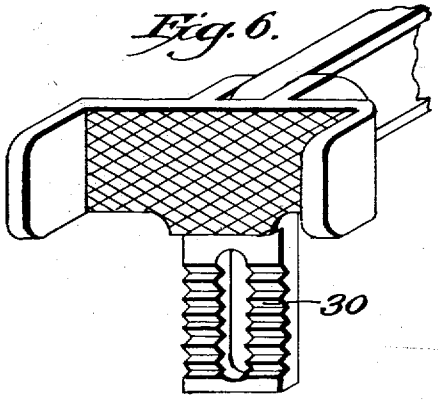


Fig. 6.



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UNITED STATES PATENT OFFICE.

HOWARD DUNLAP AND ROSA KAUFMAN, OF MEMPHIS, TENNESSEE; SAID DUNLAP ASSIGNOR TO SAID KAUFMAN.

FOOT-REST ATTACHMENT FOR AUTOMOBILE CONTROLLING-LEVERS.

1,120,460. Specification of Letters Patent. Patented Dec. 8, 1914.

Application filed August 13, 1913. Serial No. 784,659.

To all whom it may concern:

Be it known that we, HOWARD DUNLAP and ROSA KAUFMAN, citizens of the United States, residing at Memphis, Shelby county, and State of Tennessee, have invented and discovered certain new and useful Improvements in Foot-Rest Attachments for Automobile Controlling-Levers, of which the following is a specification.

The object of our said invention is to provide a support or rest for the foot used in operating the brake and clutch shifting levers of automobiles, said invention relating especially to an attachment to that type of levers which project through the foot board and require to be pushed forward by the foot with the foot raised from the bottom of the car. In the use of such type of foot levers the foot is supported by the muscles of the leg and continuous use results in tiring the muscles and rendering the operation of the car very fatiguing. This is especially true of people having short limbs.

Said invention consists in providing a rest which may be quickly and easily attached to such levers, or removed when desired, and also one which is preferably adjustable to accommodate feet of different lengths, all as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings, which are made a part hereof and on which similar reference characters indicate similar parts, Figure 1 is a perspective view of a portion of the front end of a motor car showing the parts to which our said invention relates, Fig. 2 a transverse section through one of the lever rods showing the back of the foot pedal and the rest attachment in elevation, Fig. 3 a view similar to Fig. 1 showing a modification, and Figs. 4, 5, and 6 detail perspective views illustrating other modifications.

In the construction shown in Fig. 1 the rest consists of a part 10 formed to receive and support the heel of the shoe preferably lined with leather or other appropriate soft material, and mounted on a shank 11 which is adjustably attached to another shank 12 formed at its upper end to hook over the pedals 13 and 15 of the lever rods 14 and 16, the rear portion of the hook-shaped part being formed bifurcated and adapted to slide down to embrace said rods 14 and 16 as shown most clearly in Fig. 2. The two shanks 11 and 12 are connected by bolts 17 which are adapted to extend through one of a series of perforations 18 in the shank 12 to adjust the length of the shank with the length of the foot of the user. Shank 12 may also be provided with a loop or socket 19 through which the shank 11 extends to hold it rigidly in line with shank 12.

In Figs. 4, 5, and 6, other forms of attachment and adjustment are illustrated, comprising engaging serrated faces 30, clamping bolts, etc. In Fig. 6 the upper part of the shank is shown as formed in pieces with the pedal, while in Figs. 4 and 5 it is attached to the pedal by bolts or screws.

It will be understood, of course, that other means of effecting the adjustment of the parts may be provided and other modifications made without departing from our said invention.

In Fig. 3 the construction is the same as that shown in Fig. 1 except that the shank 11 is in a single piece formed with the hooked upper end adapted to engage over the pedal of the lever rod and not providing for any adjustment in its length. In both constructions the rest attachment hangs substantially at right angles to the direction of motion of the lever in operation so that the foot resting therein does not tend to operate the lever.

In use the operator may place the heel of the shoe in the rest 10, allowing it to be supported by said rest in a comfortable position and at the same time in position with the ball of the foot over the pedal 13, in the most advantageous position for operating the levers, and the mechanism controlled thereby. By this means the operation of the vehicle is rendered much more convenient and less tiresome, as will be readily understood.

Having thus fully described our said invention, what we claim as new and desire to secure by Letters Patent is:

1. In combination with a foot-lever of an automobile, a foot rest attached to said foot-lever comprising a heel support and a shank, said shank being formed to hang from the pedal of the lever, substantially as set forth.

2. The combination with a foot lever of an automobile of a foot rest for the operating levers thereof comprising a heel support and a shank carrying said heel support and formed to be hung upon said levers and

also formed adjustable in length, substantially as set forth.

3. In combination with an automobile foot lever, a foot rest carried thereon comprising a heel support hung from the operative end of said lever at substantially right angles with the operative movement thereof, substantially as set forth.

4. A foot rest for automobile operating levers comprising a shank-part connected with the lever, a rest part, another shank part carrying said rest part, and means for securing said two shank parts together to permit of the adjustment of said rest in relation to said lever, substantially as set forth.

In witness whereof, we have hereunto set our hands and seals at Memphis, Tennessee, this 18th day of July, A. D., nineteen hundred and thirteen.

HOWARD DUNLAP. [L. S.]
ROSA KAUFMAN. [L. S.]

Witnesses:
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JOHN W. FARLEY.