May 5, 1942. E. C. DUNNING 2,281,755

COMBINED ACCELERATOR AND BRAKE

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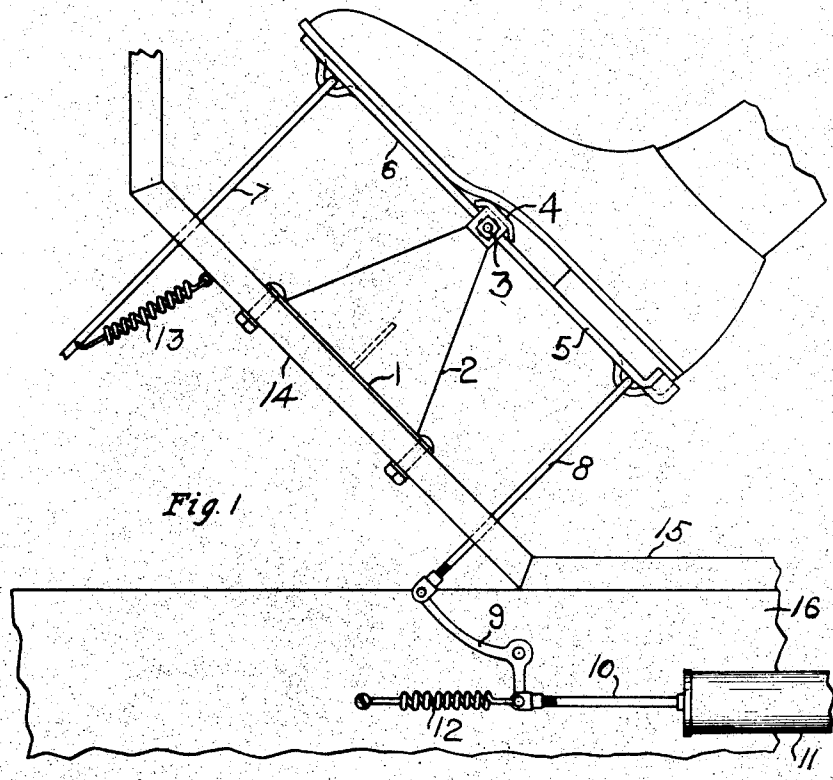


Fig. 1

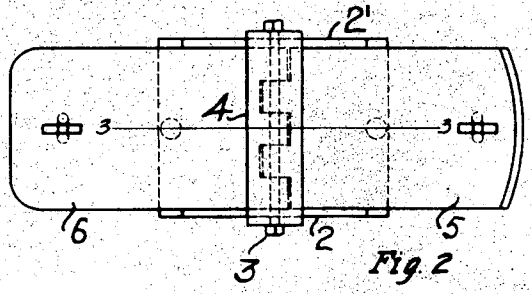


Fig. 2

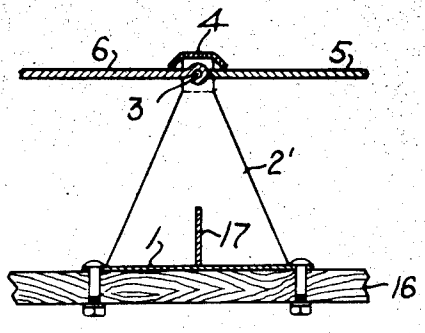


Fig. 3

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COMBINED ACCELERATOR AND BRAKE

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1 Claim. (Cl. 192—3)

This invention relates to foot operated devices intended to be attached to the floor of automobiles for the purpose of actuating the accelerator and brake rods separately at the convenience of the person steering the vehicle.

As the object of this invention it is desired to construct a combination of parts having special form and arrangement whereby a simple apparatus is devised which may be made at small cost and easily installed in any make of automobile, and which is readily understood and controlled by any one who is accustomed to driving an automobile. The invention is not intended to be limited to the exact form or relative sizes of the different elements essential, as the particular shape or extent thereof may obviously be varied by any constructor familiar with such mechanisms.

To illustrate the invention in connection with and making a part of this application, a drawing is herewith of which

Fig. 1 represents a side view of the invention in place upon the slanting forward portion of the floor of the body of an automobile, and shows all parts assembled.

Fig. 2 is a top plan view of the toe and heel plates and the arch element by which those plates are connected.

Fig. 3 is a vertical sectional view taken on the line 3—3 of Fig. 2 to illustrate the triangular form of the side plates or members, and the shape usually given the arch.

Throughout the drawing and description the same number is used to refer to the same part.

Considering the drawing, a base plate 1 of suitable construction and material has erected and attached at its sides the triangular members 2 and 2' usually of the same form as shown. A pivot pin 3 passing through end extensions of an arch 4 pivotally hinges together the heel plate 5 and the toe plate 6, upon which the foot of the operator is placed as set out in Fig. 1.

To the toe plate 6 is pivotally coupled the accelerator rod 7, and to the heel plate 5 is similarly connected the brake rod 8. Rod 8 is attached to a crank 9 and by piston rod 10 to a brake cylinder 11 by which air or liquid may be compressed and applied to the brake, not shown. A spring 12 connects with the crank 9 and tends as will be seen to press the heel plate upwardly. A spring 13 attached to the accelerator rod 7 acts in the same manner upon that rod. It will be noted that the opposite edges of the arch 4 contact with the heel and toe plates 5 and 6 and hold them in normally inoperative positions against the springs 12 and 13.

The forwardly upwardly inclined floor 14 of the auto carries the base plate 1 as illustrated, and the bottom floor 15 is supported upon the frame 16 of the vehicle in the ordinary manner. As indicated in Fig. 1 and as shown in section in Fig. 3, a vertical transverse plate 17 is erected on the base plate 1 and extends between the triangular members 2 and 2'. Plate 17 is secured in position and acts to hold the angular members in place. Plate 17 may be increased in size and extent to add to the stiffness of the triangular members.

Attention is directed to the special construction of the arch 4, as this is an important element or feature of this invention. It possesses the end extensions carrying the pivot pin 3 whereby the foot and heel plates with the side plates and arch are all pivoted together. This construction is thought of such simple nature as to insure long wear and it cannot get out of order. The edges of the arch 4 as shown project and are arranged to contact with the toe and heel plates when those plates are in their upward positions and yieldingly held therein by the springs set forth. Plainly, the person driving the machine may operate either the accelerator or brake rod, without removing the foot, and both rods are always held in position ready for operation.

Having described this invention, I claim:

A foot operator for accelerator and brake rods, comprising in combination with the inclined floor of a vehicle, a base plate attached to the floor, spaced side members erected at the sides of the base plate, an arch provided with end pivot extensions, toe and heel plates located between said side members at the tops thereof, a pin pivotally connecting said toe and heel plates and the said extensions of the arch, the side edges of the said arch being constructed and arranged to make contact with the toe and heel plates whereby said plates are held movably in normally inoperative positions, an accelerator rod connected pivotally with the toe plate, a brake rod pivotally connected with the heel plate, and the said rods having springs attached thereto whereby the toe and heel plates are yieldingly held in contact with the said extensions of the said arch.

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