July 14, 1925. 1,545,908

J. C. LONG

ATTACHMENT FOR CLUTCH PEDALS

Filed May 28, 1924

Fig. 1.

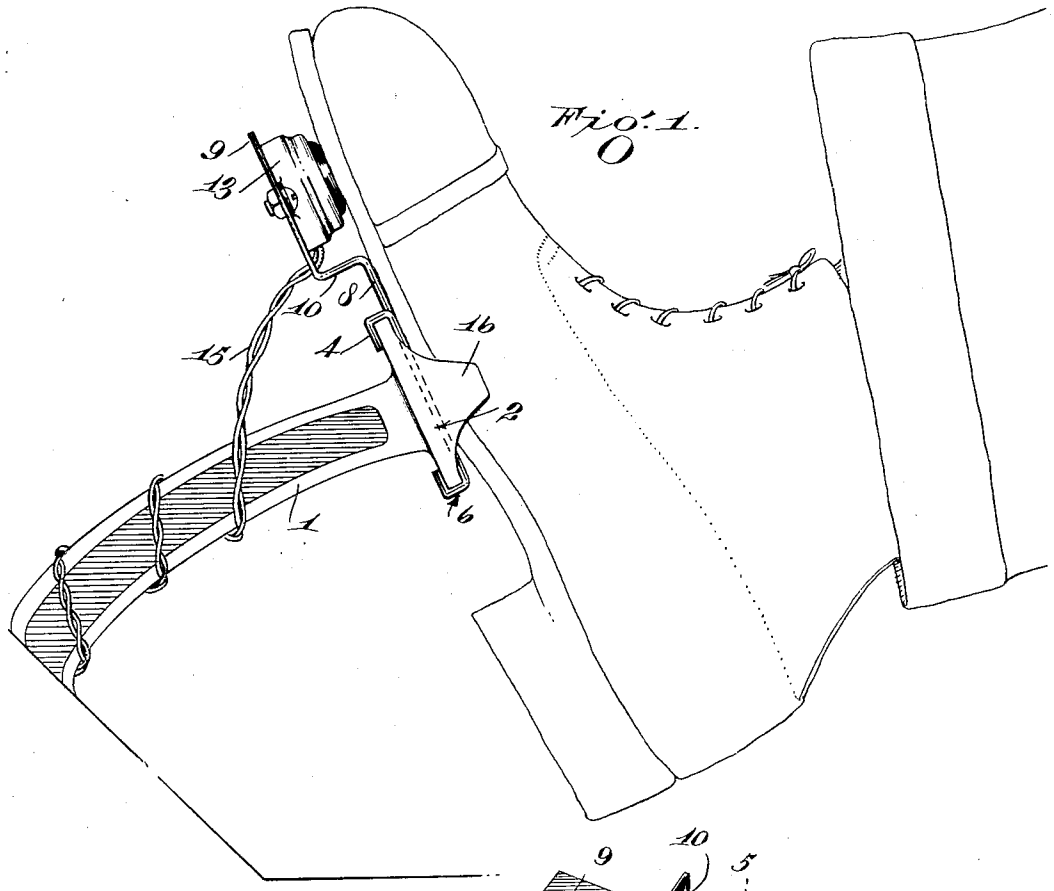


Fig. 2.

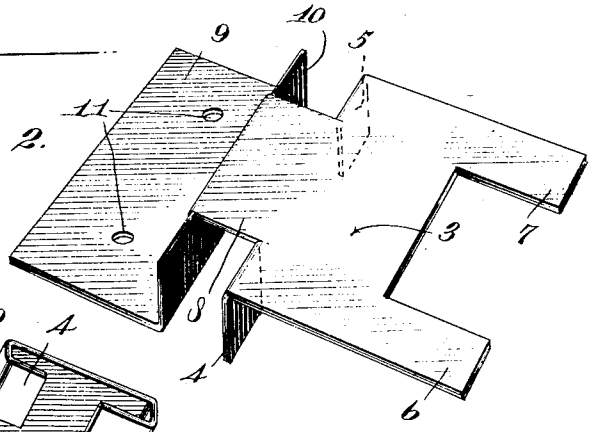
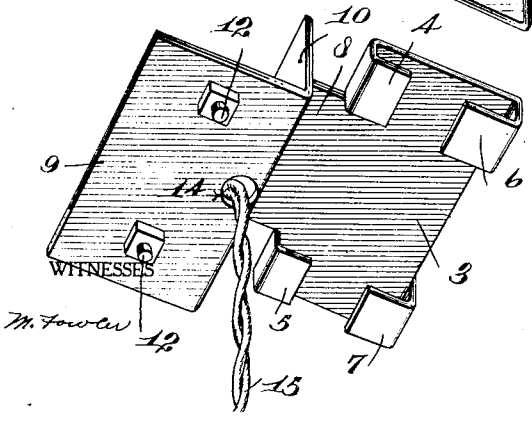


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN C. LONG, OF CHARLESTON, SOUTH CAROLINA.

ATTACHMENT FOR CLUTCH PEDALS.

Application filed May 28, 1924. Serial No. 716,434.

To all whom it may concern:

Be it known that I, JOHN CHARLES LONG, a citizen of the United States, and a resident of Charleston, in the county of Charleston and State of South Carolina, have made certain new and useful Improvements in Attachments for Clutch Pedals, of which the following is a specification.

This invention relates to an attachment for clutch pedals and has for its object the provision of a brake adapted to be clamped to a clutch pedal for supporting a push button for operating the usual horn of an automobile.

A further object of the invention is the provision of a push button adapted to be applied to a foot pedal in a convenient position for operation by the foot whereby the push button may be actuated for blowing the horn, and which operation is independent of the movement of the pedal or the button may be operated in conjunction with the movement of the pedal for releasing the clutch.

This invention will be best understood from a consideration of the following detailed description, in view of the accompanying drawing forming a part of the specification; nevertheless it is to be understood that the invention is not confined to the disclosure, being susceptible of such changes and modifications which shall define no material departure from the salient features of the invention as expressed in the appended claims.

In the drawing:—

Figure 1 is a side view of a clutch pedal showing my invention applied to the same.

Figure 2 is a view in perspective of the bracket for supporting the push button on a convenient position for operation on the clutch pedal.

Figure 3 is a view in perspective of the bracket for supporting a push button showing the arrangement of the attaching flanges and the connection of the push button to the bracket.

Referring more particularly to the drawing, 1 designates a clutch pedal having a foot rest 2 which is adapted to be engaged by the foot of the operator so that when the pressure is applied to the same the pedal will be moved to the left in Fig. 1 for releasing the clutch mechanism preparatory to stopping the automobile.

A bracket is applied to the head of the clutch pedal in such a manner that it will be retained in a rigid position for supporting a push button which, when operated by a slightly forward movement of the foot will cause sounding of the horn and a warning to pedestrians. While the operation of the horn is not normally automatic with the operation of the foot pedal, nevertheless the automatic operation may be had at the time of the release of the clutch. Nevertheless it is to be understood that the push button may be operated independently of any actuation of the clutch pedal.

The bracket 3 is cut from a single sheet of metal and bent to form depending tongues 4 and 5, and outwardly projecting tongues 6 and 7. By the cutting of the tongues 4 and 5 a narrow strip 8 is formed which connects the push button support 9 with the bracket 3. The metal of the bracket is bent downwardly as shown at 10 and at right angles to the extension 8 and the plate is then bent outwardly to form the support 9.

A supporting plate 9 is provided with perforations 11 which are adapted to receive the threaded bolts 12 for locking the push button 13 upon the support 9. An opening in the support 9 is shown at 14 through which are passed electrical insulated conductors 15, which form part of the circuit from the battery to the horn.

The bottom of the plate 3 is placed flat upon the foot engaging portion of the head 2 in the pedal and tongues 4 and 5 as shown in Figs. 1 and 3 are bent around and engage the under surface of the head 2 at the forward end, while tongues 6 and 7 are bent beneath and in engaging relation with a rear portion of the underface of the head 2. The plate 3 is of sufficient width to be engaged between the up-standing ears 16 on the head 2 so that lateral movement of the plate 3 is prevented during operation of the pedal. The offset support 9 for the push button is placed sufficiently below the plane of the plate 3 so that the foot may engage the plate 3 and rest thereon without operating the push button 13. A slight tilting of the foot forwardly and toward the push button 13 will cause the push button to close the circuit through the wires 15 to the horn.

It will be seen that the push button may be operated independently of the actuation of the pedal 1, or may be done simultane-

ously but the operation of one is independent of the operation of the other.

I claim:—

1. In an attachment for a clutch pedal comprising a plate having rearwardly projecting lugs and lugs formed intermediate its ends adjacent its edges and projecting downwardly, said plate being provided with a reduced extension and a portion offset from the plane of the plate, and a push button rigidly secured to the offset portion.

2. In an attachment for a clutch pedal comprising a plate having rearwardly projecting lugs and lugs formed intermediate its ends adjacent its edges and projecting downwardly, said plate being provided with a reduced extension and a portion offset from the plane of the plate, a push button rigidly secured to the offset portion, means for securing the push button to the offset portion, said offset portion being provided with an opening through which the electrical wires for the push button are inserted.

3. An attachment for a pedal comprising a plate having a portion cut out at one end to form attaching lugs, the intermediate portions of the plate being cut away to form depending attaching lugs, and a reduced portion, the plate being bent outwardly at the free end of the reduced portion and then outwardly to form a support, a push button rigidly connected with said support whereby the outer free end of the push button will be in substantially the same plane with the plane of the plate.

JOHN C. LONG.