F. PHILIPPS.

AUTO HEEL REST.

APPLICATION FILED SEPT. 16, 1921.

1,418,968. Patented June 6, 1922.

Fig. 1.

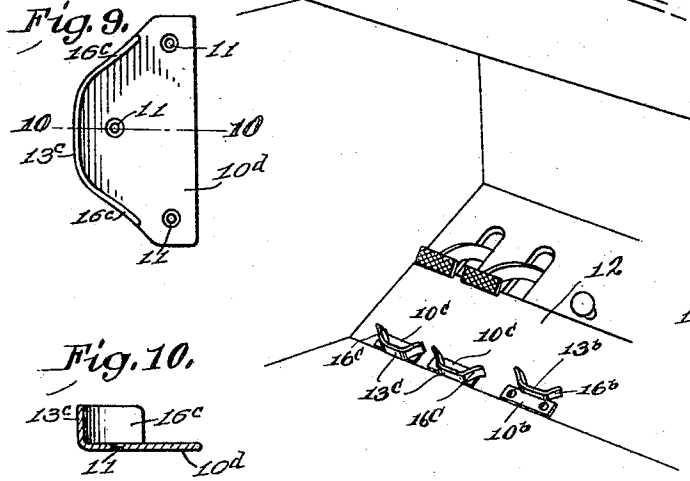


Fig. 9.

Fig. 11.

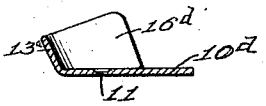


Fig. 10.

Fig. 2.

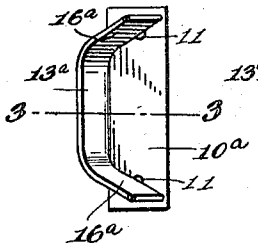


Fig. 3.

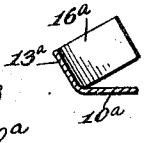


Fig. 4.

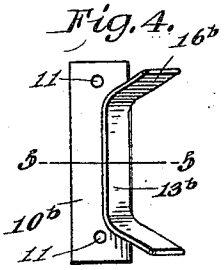


Fig. 5.

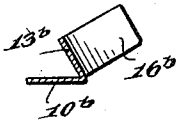


Fig. 8.

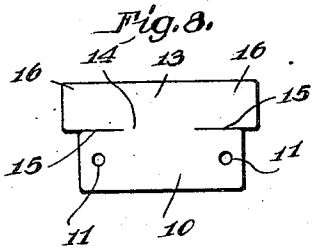


Fig. 6.

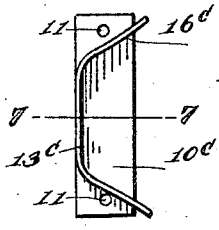


Fig. 7.

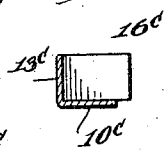
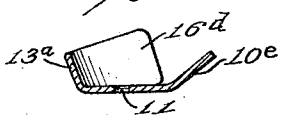


Fig. 12.



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UNITED STATES PATENT OFFICE.

FRANK PHILIPPS, OF HAMMOND, INDIANA.

AUTO HEEL REST.

1,418,968. Specification of Letters Patent. Patented June 6, 1922.

Application filed September 16, 1921. Serial No. 501,025.

To all whom it may concern:

Be it known that I, FRANK PHILIPPS, a citizen of the United States, residing at Hammond, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Auto Heel Rests, of which the following is a specification.

The present invention relates to heel rests or devices for supporting the heel of the foot to relieve the ankle of strain incident to maintaining the foot in an upward tilted position.

An object of the present invention is to provide a heel rest of this type adapted particularly for use upon the foot or toe boards of automobiles and which may be stamped from a single blank of such construction that the blank may be turned over in different directions and at different angles to accommodate feet of different lengths and to accommodate toe boards of different inclinations and various other different angular and length adjustments which are met with in the installation and use of heel rests: all such characteristics being embodied in a single piece uniformly stamped blank.

Another object of the present invention is to provide a heel rest of this type which supports the heel substantially at the back thereof instead of on the bottom and thus permits a relatively free and unresisted swinging of the foot for operating clutch and brake pedals, accelerator buttons and levers, and other foot controlled means on a motor vehicle or the like.

A still further object of the invention is to protect the floor of the automobile against wear incident to the constant rubbing of the heel on the same spot of the floor; to aid new drivers in locating their heels in proper position to operate the accelerator and other devices in the operator's compartment of an automobile, and to maintain the heel in such proper position during driving; and to assist in holding the foot steady and in position upon the accelerator when driving over rough roads and when subjected to violent vibrations where steadiness of the foot is essential to the smooth running of the engine.

A further object of the invention is to provide a heel rest of this type which has no movable parts and which at the same time ably supports the foot and permits of the free movements thereof to the desired extent.

With the foregoing and other objects in view, the invention will be more fully described hereinafter, and will be more particularly pointed out in the claims appended hereto.

In the drawings, wherein like symbols refer to like or corresponding parts throughout the several views.

Fig. 1 is a perspective view of the operator's compartment of a motor vehicle illustrating the application of foot rests constructed according to the present invention;

Fig. 2 is a top plan view of a foot rest constructed according to the present invention;

Fig. 3 is a transverse section taken through the same on the line 3—3 of Fig. 2;

Fig. 4 is a top plan view of a slightly modified form of heel rest;

Fig. 5 is a transverse section taken through the same on the line 5—5 of Fig. 4;

Fig. 6 is a top plan view of a further modified form of heel rest;

Fig. 7 is a transverse section of the same taken on the line 7—7 of Fig. 6;

Fig. 8 is a plan view of the novel form of blank from which all of the above modified constructions may be made.

Fig. 9 is a plan view of still another modified form of the heel rest.

Fig. 10 is a transverse section taken through the same on the line 10—10 of Fig. 9.

Fig. 11 is a similar view disclosing a still further modified form; and,

Fig. 12 is a similar view showing another modification.

Referring to the drawing, and first to Fig. 8, the heel rest comprises a single sheet of metal of suitable thickness and proportions to form a rectangular oblong base plate 10 having within opposite ends openings or perforations 11 adapted to receive attaching screws or the like for securing the base plate to the toe board 12 of a motor vehicle, such as shown in Fig. 1. The blank is constructed with a flange part 13 which is integral with one longitudinal edge of the base plate 10, the flange 13 being connected to the base plate by a relatively narrow integral neck portion 14 provided by slits 15 formed in the opposite end portions of the blank and which terminate at their inner ends in spaced apart relation.

The flange 13 is adapted to be bent to one

side or the other of the base plate 10 at the desired angle with respect to the base plate so that the flange 13 may engage against the rear edge of the heel of a shoe, and the free ends of the flange 13 are adapted to be rounded or bent up to the general configuration of the shoe heel to form tongues or flanges 16 between which the shoe heel may rock.

In Figs. 2 and 3, the blank is shown as bent to form one type of heel rest and wherein the flange 13^a is bent over upon the base plate 10^a in such direction that when the base plate is secured to the toe board 12^a, flange 13^a rises from the rear or remote edge of the base plate. In this case, the tongues or wings 16^a are curved upwardly from the ends of the flange 13^a to substantially overhang the base plate 10^a. In such case, the base plate 10^a forms a wear plate to protect the toe board of the vehicle against rubbing action occasioned by rocking and shifting of the heel, and the flange 13^a is set back upon the base plate to accommodate a relatively long foot.

In Figs. 4 and 5, the flange 13^b is bent over upon the base plate 10^b in a direction opposite to that shown in Figs. 2 and 3 with the result that the flange 13^b rises from the forward edge of the base plate 10^b to accommodate a relatively short foot and the tongues or wings 16^b project forwardly from the base plate.

Another slight modification is shown in Figs. 6 and 7 wherein the base plate 10^c has the flange 13^c rising from the rear edge thereof at substantially a right angle with the tongues or wings 16^c engaging across the upper face of the base plate 10^c. It is thus seen that the flange 13^c may be bent over upon the base plate 10^c at any desired angle to accommodate the position of the base plate upon the toe board or foot board of the automobile and to also accommodate various desired inclinations of the toe board or at which it is desired to support the foot.

The form of the invention shown in Figs. 9 and 10 is somewhat similar to the form shown in Figs. 6 and 7 with the exception that the base plate 10^d is substantially of triangular construction and that its opposite sides diverge along the lines of the flanges 16^c and that the base or wider portion of the plate extends forwardly of the flanges. This form of the invention provides a relatively large base plate which protects the floor and also secures the flange 13^c rigidly in upright position.

In Fig. 11 the base plate 10^d is provided with a flange 13^a which is bent up at an obtuse angle from the rear edge of the base plate and which has the side flanges or wings 16^d flaring upwardly as shown, but which are enlarged at their lower edges to follow the plane of the base plate 10^d. The wings or flanges 16^d may thus be welded or otherwise suitably secured to base plate after the blank has been stamped and bent to form.

In the form shown in Fig. 12 the base plate 10^e is bent upwardly at its forward end portion upon a transverse line of bending which registers, substantially, with the edges of the wings 16^d for the purpose of accommodating the base plate 10^e to the angle between the toe and foot boards in the operators compartment of the automobile.

It is of course apparent that various shapes and configurations may be given the blank to vary the sizes and shapes of the base plate, the flange and the wings to provide for various conditions met with in the application of the foot rest to vehicles of different types.

In Fig. 1, the structure of Figs. 6 and 7 is shown in place. The blank of Fig. 8 is relatively simple and is so cut and proportioned that after it has been cut it may be subsequently bent over and shaped to meet various conditions of automobiles of different types so as to readily adapt the heel rest to all makes of automobile vehicles and to also permit the adapting of the heel rests to feet of different lengths.

It is obvious that various changes and modifications may be made in the details of construction and design of the above specifically described embodiment of this invention without departing from the spirit thereof, such changes and modifications being restricted only by the scope of the following claims.

What is claimed is:

1. A heel rest blank comprising a sheet of metal cut to provide a base portion and a flange portion, said flange portion being adapted to be bent over to one side of the base portion to provide a heel support for a shoe of one length and adapted to be bent over to the other side of said base portion to form a rest for a shoe of a different length, said blank having perforations in the base portion through which attaching means may pass and the base portion being adapted to be secured to the floor board of an automobile with said flange portion rising therefrom to engage the heel of a shoe.

2. A heel rest blank comprising a sheet metal body cut to provide a base portion and a flange portion, said base portion being adapted to be secured to the floor board of an automobile and said flange portion being adapted to be bent over toward either side of the base portion and the flange being adapted to be bent into various angular relations with respect to the base portion to accommodate inclinations of the floor boards of the automobile.

FRANK PHILIPPS.