(No Model.)

L. S. LOGAN.

FOOT REST FOR LIGHT DRIVING VEHICLES.

No. 555,576. Patented Mar. 3, 1896.

Fig. 1.

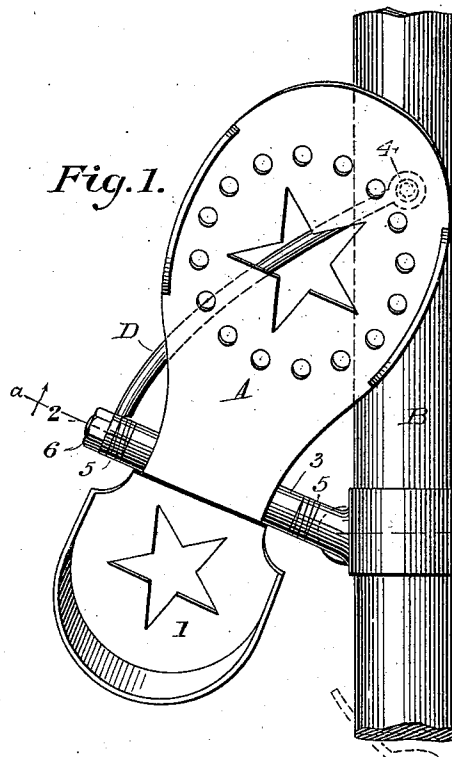


Fig. 2.

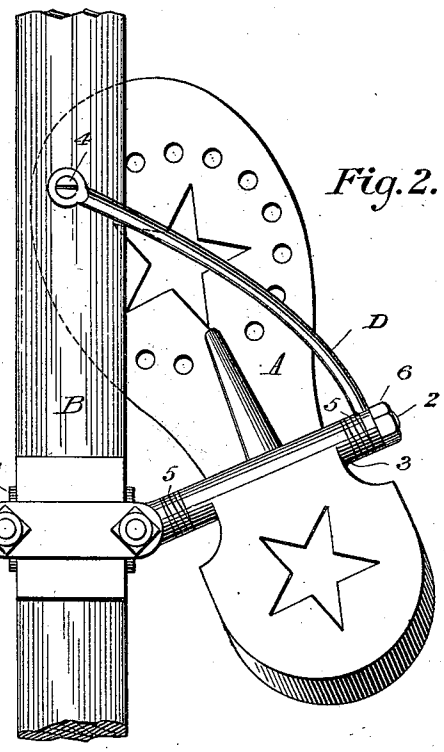


Fig. 4.

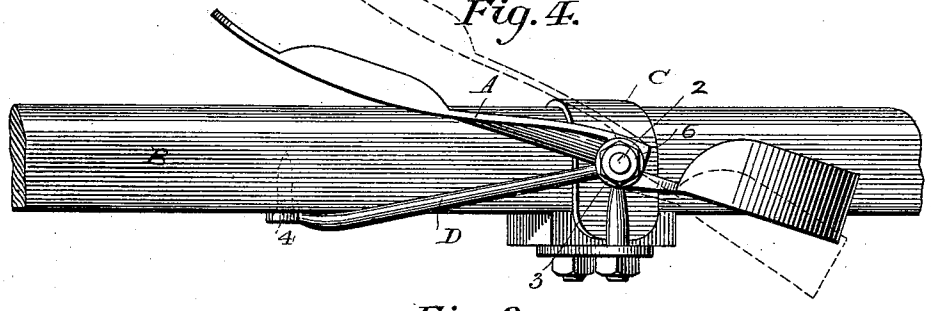
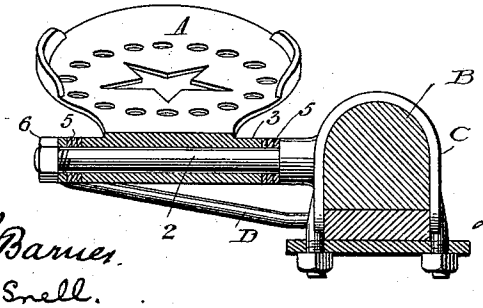


Fig. 3.
on line a - b.



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FOOT-REST FOR LIGHT DRIVING-VEHICLES.

SPECIFICATION forming part of Letters Patent No. 555,576, dated March 3, 1896.

Application filed August 29, 1894. Serial No. 521,589. (No model.)

To all whom it may concern:

Be it known that I, LUCIUS S. LOGAN, a citizen of the United States of America, and a resident of Danville, in the State of Kentucky, have invented a new and useful Improvement in Foot-Rests for Light Driving-Vehicles, of which the following is a specification.

This invention relates to substitutes for the ordinary stirrups of light driving-vehicles; and it consists in peculiar movable foot-rests for such vehicles embodying certain novel combinations of parts as hereinafter described and claimed.

The special objects of the invention are to afford comfort to the driver by equally distributing the pressure or resistance of the foot-rest over the entire length of the foot as compared with its concentration under the instep by such stirrups, to enable the driver to ride with his feet in any preferred position or positions with ease to himself, to render the movable foot-rests noiseless, to render them adjustable along the shafts to suit the length of leg of any and all drivers, and to prevent at the same time all danger of catching a driver's foot should he be thrown from the vehicle by a collision or like accident.

A sheet of drawings accompanies this specification as part thereof.

Figure 1 of the drawings represents a top view of a foot-rest constructed according to the present invention. Fig. 2 represents a bottom view projected from Fig. 1. Fig. 3 represents a cross-section on the line *a b*, Fig. 1, and Fig. 4 represents a side view.

Like letters and numbers refer to like parts in all the figures.

According to this invention a pivoted rest A, preferably corresponding as to outline with the sole of a boot or shoe and having a depression 1 at its heel end, is supported at the inside of each of the shafts B of a sulky or a jogging cart or upon convenient supports forming parts of or attached to the top framework of a skeleton wagon by a clip C, which is provided with a pivot 2 projecting therefrom at a suitable angle, and embraced by a sleeve 3 integral with the rest A immediately in front of said depression 1, and is further supported by an oblique brace D, located in front of said pivot and attached to the shaft B or its equivalent by a screw 4 inserted upward into the wood, as shown, or by an equivalent fastening.

To keep the rest A from rattling and to support it to a comfortable extent in any position—as represented, for example, by the dotted lines in Fig. 4—it is acted on by a spring or springs 5, a pair of such springs being preferably employed in the form of frictional spiral coils embracing the pivot 2 at the respective ends of the sleeve 3 between the clip C and the rest A on one side and between the clip and the rear end of said brace D on the other side. The pivot extends through said rear end of the brace and receives a screw-nut 6 to unite the parts at this point.

The pair of foot-rests may be quickly adjusted for length of leg by unfastening them at 4, loosening the clips C, shifting them along the shafts or their equivalents, retightening them in the proper position, and then refastening the braces D at 4. The function of said braces D is to assist the pivots 2 in resisting the pressure of the driver's foot in the direction of greatest strain.

All the parts of the new foot-rest may be made of brass, copper, steel, iron or other suitable metal or alloy, and the rest A or foot-rest proper may be made partly of wood or like material, if preferred.

A second clip or one or more through-bolts may take the place of the screws at 4 in some cases, other forms of spring may be substituted for the frictional springs 5, one such spring in each rest may be rendered sufficient, equivalent or improved fastenings may be substituted for the screw-nuts 6 and for those of the clip C, the shape and proportions of the rest A may be varied, and other like modifications will suggest themselves to those skilled in the art.

I do not claim, broadly, sole-shaped foot-rests, nor foot-rests pivoted so as to enable a driver to ride with his feet in different positions, as such foot-rests, broadly considered, have before been used in saddle-stirrups and in foot-rests for velocipedes. My foot-rest for light driving-vehicles is not simply constructed on the same principle, but is peculiarly braced, and is rendered adjustable lengthwise of the shafts, and is at the same time so constructed as to prevent catching the driver's foot should he be thrown from the

vehicle, owing to the projection of the foot-rest proper above its brace, and above the shaft or its equivalent at the toe end of the rest, as in Fig. 1, all of which features are of great importance in sulkies and the like, as those skilled in the art will appreciate. Neither do I claim, broadly, the application of antirattling-springs to pivoted foot-rests, as I am aware that such springs have before been applied to other movable attachments to vehicles. In my improved foot-rest such springs serve not only to prevent noise, but as frictional devices to hold the rest proper in different positions.

Having thus described the said improvement, I claim as my invention and desire to patent under this specification—

1. A foot-rest for light driving-vehicles comprising a sole-shaped rest having a depression for the heel of the driver's boot or shoe, a pivot for said rest immediately in front of said depression, extending from a securing-clip and at an oblique angle thereto, and an oblique brace beneath said rest supporting said pivot in the direction of greatest strain and having securing means at its end, substantially as hereinbefore specified.

2. A foot-rest for light driving-vehicles comprising a sole-shaped rest having a depression for the heel of the driver's boot or shoe, a pivot for said rest immediately in front of said depression, extending from a securing-clip and at an oblique angle thereto, an oblique brace beneath said rest supporting said pivot in the direction of greatest strain and having securing means at its end, and a spring or springs acting on said rest to prevent rattling and to hold said rest in different positions, substantially as hereinbefore specified.

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Witnesses:
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