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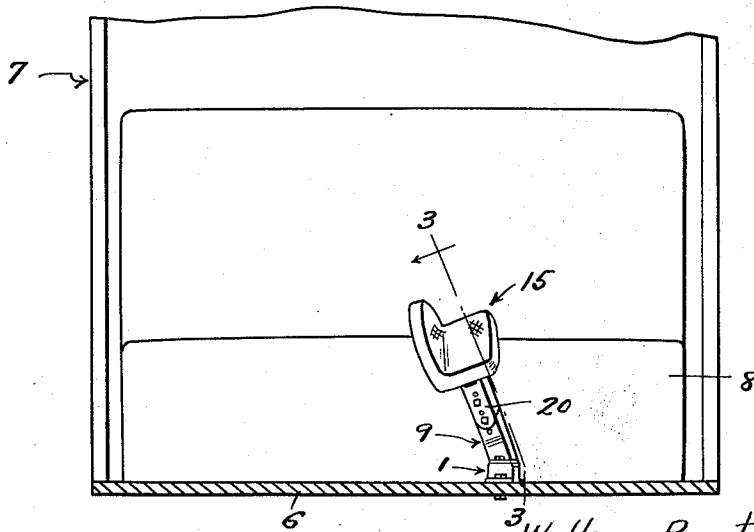
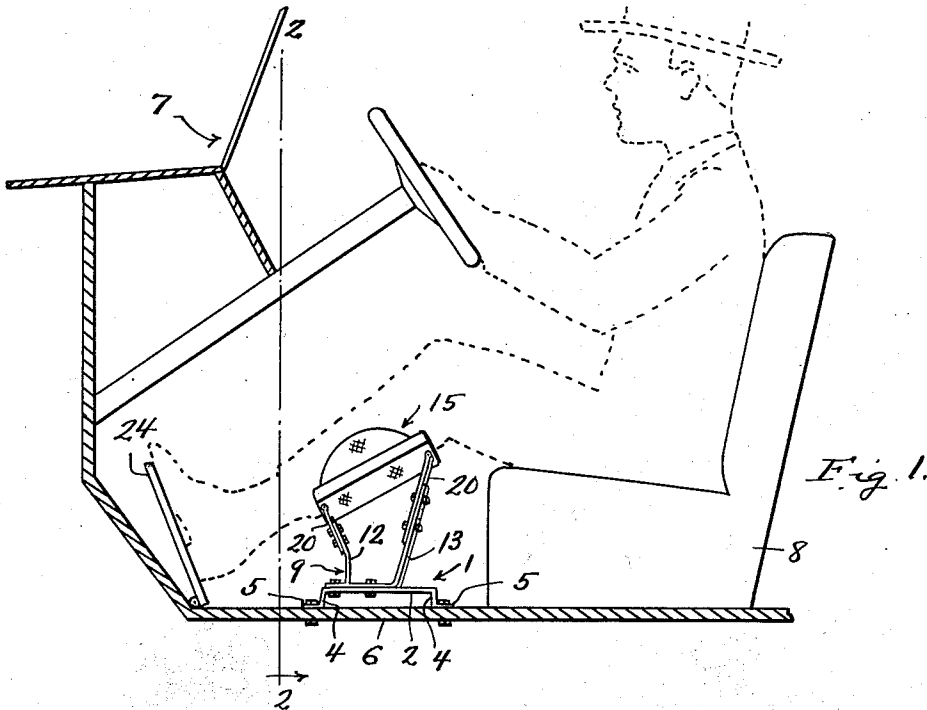
W. P. BROOKS

2,225,818

LEG REST

Filed Feb. 19, 1940

2 Sheets-Sheet 1



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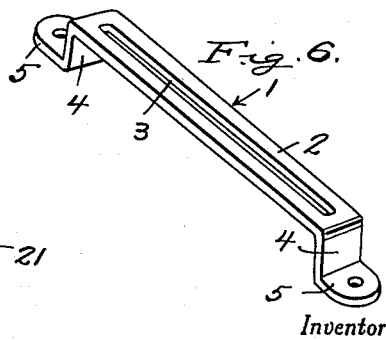
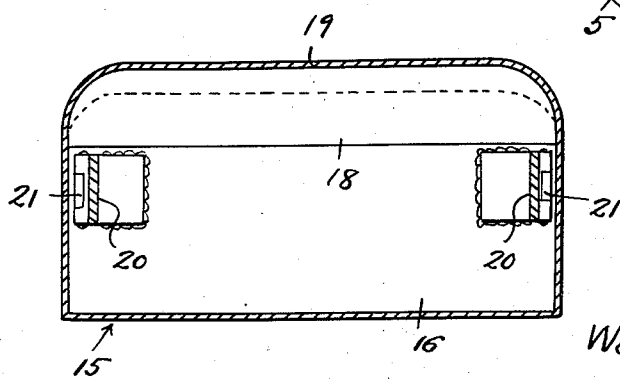
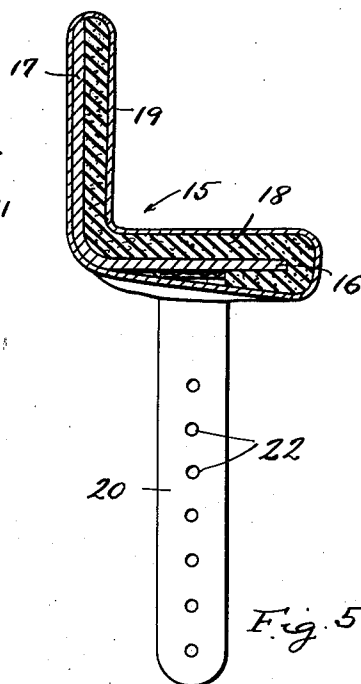
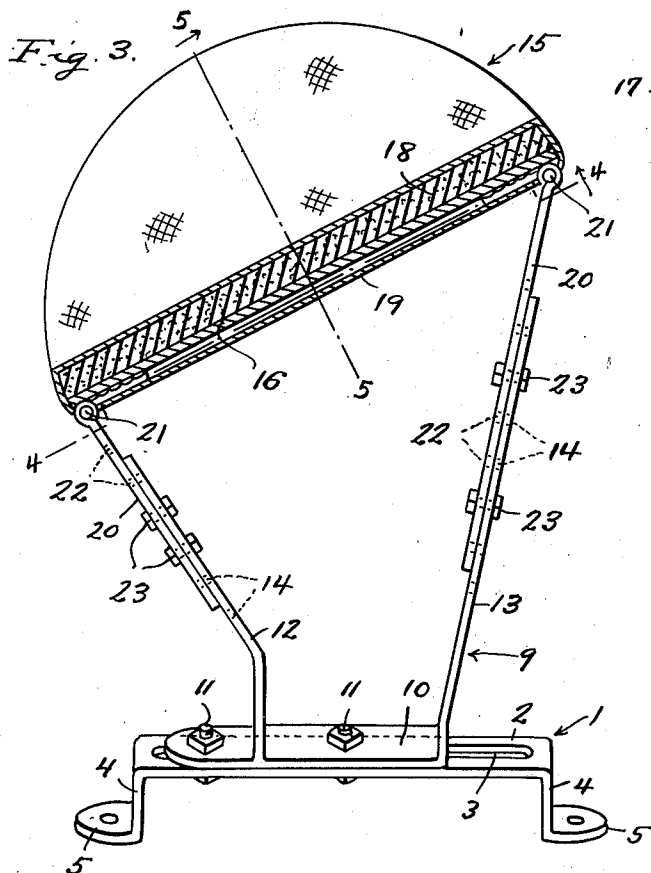
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UNITED STATES PATENT OFFICE

2,225,818

LEG REST

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Application February 19, 1940, Serial No. 319,781

2 Claims. (Cl. 155—169)

The present invention relates to new and useful improvements in leg rests particularly for the operators of motor vehicles and has for the primary object to provide, in a manner as hereinafter set forth, a device of this character which may be expeditiously installed and which includes novel means whereby proper adjustment to suit the individual driver may be conveniently had.

Other objects of the invention are to provide an adjustable leg rest of the aforementioned character which will be comparatively simple in construction, strong, durable, compact, comfortable and which may be manufactured at low cost.

All of the foregoing and still further objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawings wherein like characters of reference designate corresponding parts throughout the several views, and wherein:

Figure 1 is a view in side elevation of a leg rest constructed in accordance with the present invention, showing the device in use.

Figure 2 is a cross sectional view, taken substantially on the line 2—2 of Figure 1, showing the leg rest constituting the present invention in front elevation.

Figure 3 is a longitudinal sectional view through the device, taken substantially on the line 3—3 of Figure 2.

Figure 4 is a sectional view, taken substantially on the line 4—4 of Figure 3.

Figure 5 is a cross sectional view, taken substantially on the line 5—5 of Figure 3.

Figure 6 is a detail view in perspective of the base.

Referring now to the drawings in detail, it will be seen that the embodiment of the invention which has been illustrated comprises an elongated base of suitable metal which is designated generally by the reference numeral 1. The base 1 includes a bar 2 having a longitudinal slot 3 therein. Depending from the ends of the bar 2 are integral supporting legs 4 which terminate, at their lower ends, in outturned, apertured feet 5 which are adapted to be secured to the floor 6 of the automobile body 7 adjacent the front of the driver's seat 8. It may be well to here state that the device is positioned to receive the right leg of the operator of the vehicle, with which leg the accelerator pedal is usually actuated.

Detachably and adjustably mounted on the base 1 is a metallic bracket which is designated generally by the reference numeral 9. The bracket

9 comprises a bar 10 which is mounted for longitudinal adjustment on the base 1 through the medium of bolts 11, the slot 3 accommodating said bolts. Rising from an intermediate portion of the bar 10 is angular, inclined arm 12. Rising from the rear end portion of the bar 10 is a comparatively long, inclined arm 13. The arms 12 and 13 are provided with spaced openings, as at 14.

Adjustably mounted on the bracket 9 is what may be referred to as a leg receiving platform which is designated generally by the reference numeral 15. The platform 15 comprises a metallic plate 16 of angular cross section, the flange 17 of said angular plate being substantially segmental. Mounted on the plate 16, including the flange 17, is a cushion 18 of suitable resilient material, preferably sponge rubber. A cover 19 of suitable material is provided for the cushion 18 and the plate 16.

Mounted beneath the end portions of the plate 16 and depending therefrom are metallic straps 20. The straps 20 are hingedly connected to the plate 16, as at 21. Spaced openings 22 are provided in the straps 20 for registry with the openings 14 in the arms 12 and 13. The registering openings 14 and 22 are for the reception of bolts 23 for adjustably securing the straps 20 to the arms 12 and 13.

It is thought that the manner in which the device functions will be readily apparent from a consideration of the foregoing. To install the device the base 1 is, of course, first secured to the floor 6 of the vehicle. The bracket 9 is then mounted on the base 1 but is not tightened. The platform 15 is then mounted on the bracket 9 and the straps 20 are secured in the desired adjusted position to suit the individual operator on the arms 12 and 13. The bracket 9 is then secured in adjusted position on the base 1 and the device is ready for use. Of course, the operator rests his right leg on the angular platform 15. It will be observed that the construction and arrangement is such that the platform is forwardly inclined to conform substantially to the position of the operator's leg when actuating the accelerator pedal of the vehicle, as at 24. The hinged connections 21 permit the platform 15 to be readily adjusted to any desired inclination. There is sufficient resiliency in the arms 12 and 13 to permit the straps 20 to be adjusted upwardly or downwardly thereon.

It is believed that the many advantages of a leg rest for automobile drivers constructed in accordance with the present invention will be readily

understood and although a preferred embodiment of the device is as illustrated and described, it is to be understood that changes in the details of construction and in the combination and arrangement of parts may be resorted to which will fall within the scope of the invention as claimed.

What is claimed is:

1. A leg rest for automobile drivers, comprising a bracket including comparatively long and short inclined arms, a leg supporting platform, said platform including an inclined plate of angular cross section, a cushion on said plate, metallic straps hingedly connected to the end portions of the plate and depending therefrom, means adjustably securing said straps to the arms for mounting the platform on the bracket, and means for securing said bracket to the floor of the vehicle.

2. A leg rest for automobile drivers, comprising a base adapted to be secured to the floor of the vehicle, said base including a bar having a longitudinal slot therein and supporting legs on the ends of said bar, a bracket mounted for longitudinal adjustment on the base, said bracket including a bar mounted on the first named bar, bolts securing the bars together, said bolts being operable in the slot, comparatively long and short, inclined arms rising from the bracket bar, an inclined leg supporting platform of angular cross section, straps hingedly connected to said platform and depending therefrom, and means adjustably connecting said straps to the arms for mounting the platform on the bracket.

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