April 12, 1932. W. E. FINK 1,854,128

FOOT REST

Filed Nov. 29, 1930

Fig 1

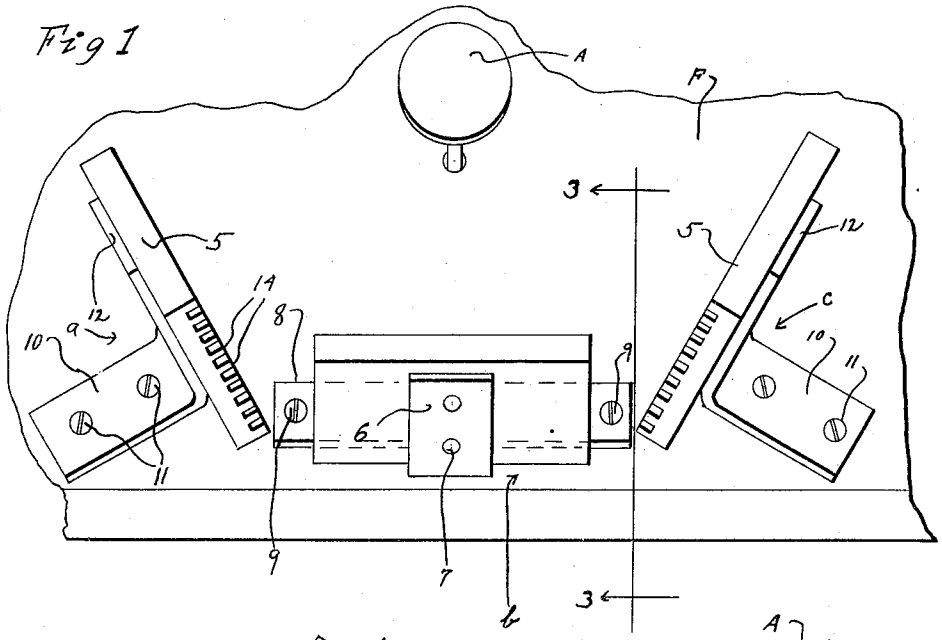


Fig 2

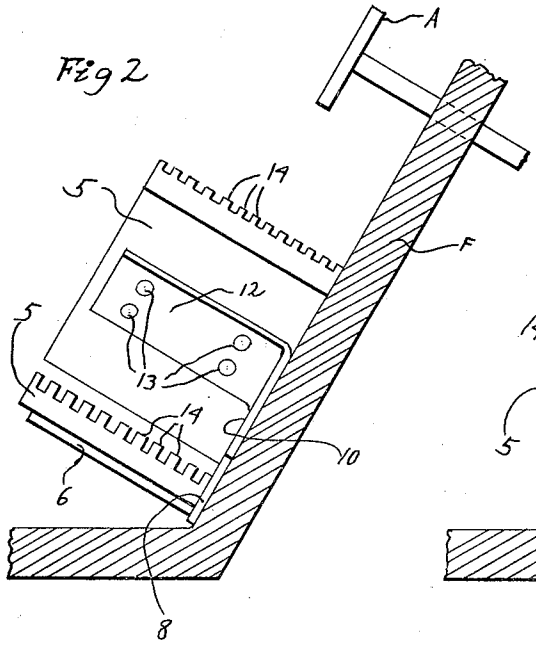
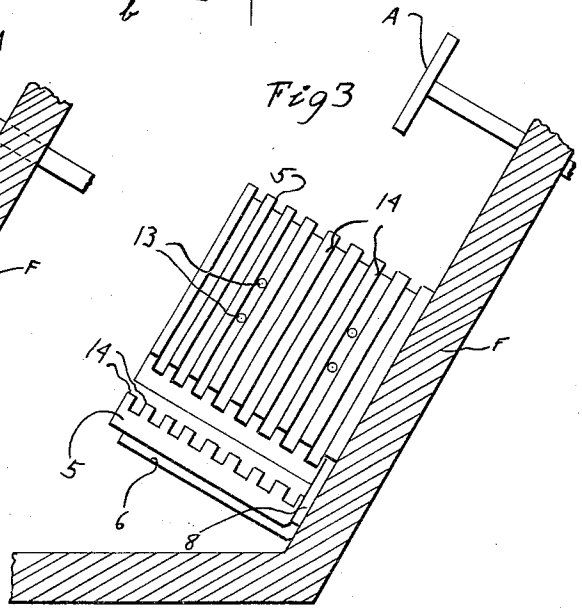


Fig 3



Inventor

Walter E. Fink

By Clarence O'Brien

Attorney

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UNITED STATES PATENT OFFICE

WALTER E. FINK, OF CUSTER, SOUTH DAKOTA

FOOT REST

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This invention relates to a foot rest, especially adapted for supporting the foot in position adjacent the accelerator pedal of a motor driven vehicle, such as for example an automobile, speed boat, truck, tractor or the like for relieving unnecessary strain on the foot, and assuring constant and uniform contact of the foot with the accelerator pedal.

A still further object of the invention is to provide a simple and economical foot rest that may be readily applied to the foot board of the vehicle for engagement with the back and sides of the foot to insure proper positioning of the foot, and which will entirely eliminate the tendency of the foot to slip and jar, resulting in a constant variation of the pressure of the foot upon the accelerator pedal, as is often the case when driving over muddy roughened roads or in the case of speed boats, travelling at a great speed over the water.

A still further object of the invention is to provide a foot rest of this character which will be found very desirable for use on racing automobiles as the pilot of the vehicle may readily slide the foot forward when the racing speed is attained for further increasing the speed of the racing car, at the same time being assured that constant pressure will be exerted on the accelerator pedal, and with fair knowledge that his foot will not involuntarily release pressure on the accelerator pedal while the driver is giving attention to other matters.

Other objects and advantages of the invention will become apparent during a study of the following description, taken in connection with the accompanying drawings wherein:

Figure 1 is an elevational view showing the application of the invention.

Figure 2 is a view of the invention looking at the same from either the right or left of Figure 1.

Figure 3 is a sectional view taken substantially on line 3—3 of Figure 1.

Referring in detail to the drawings F designates a portion of the foot board of the vehicle, and A the usual accelerator pedal for controlling the feed of fuel to the prime mover of the vehicle for increasing or decreasing the speed of the vehicle as may be desired, and as is well known in the art.

The improved foot rest per se consists preferably of three brackets *a*, *b* and *c* respectively. Each of the brackets has mounted thereon a pad 5, which pads 5 are so arranged relative to one another and to the accelerator pedal A as to have one of the pads provide a support for the rear or heel of the foot, and the remaining pads to contact the foot on opposite sides thereof for retaining the foot against lateral movement relative to the accelerator pedal A.

Thus it will be seen that the bracket *b* comprises an arm 6 to which is riveted as at 7 its pad 5. The arm 7 of the bracket *b* extends slightly upwardly and rearwardly from the foot board F with respect to the vehicle, so as to position its pad 5 at a suitable inclination and somewhat on a line parallel to the shaft of the accelerator pedal A. The arm 7 extends from, and is integral with an attaching flange 8 that extends transversely relative to the arm, and which is secured by screws or other suitable fastening elements 9 to the footboard F below the accelerator pedal A.

Each of the brackets *a* and *c* includes an attaching flange portion 10 that is disposed obliquely, and is secured to the foot board F through the medium of screws or other suitable fastening element 11. Integral with one end of the flange 10, and extending at substantially right angles therefrom is an arm 12 to which is riveted or otherwise secured as at 13 a pad 5.

Thus it will be seen that the pads 5 carried by the brackets *a* and *c* are inclined relative to the pad 5 carried by the bracket *b* and at their lower edges converge toward one another and toward the pad carried by the bracket *b*.

Each of the pads 5 are preferably rectangular, and on that face thereof adapted to contact with a portion of the foot, is corrugated, ribbed or otherwise roughened as at 14 to provide a rough contact face for engagement with the foot. Obviously, the con-

tact face of the block being so roughened, the possibility of the foot moving relative to the pad while in engagement therewith, is reduced to a minimum.

From the foregoing then it will be seen that a foot rest embodying the features of this invention, will be thoroughly efficient, is practical, consists of relatively few parts, will serve not only to maintain the foot in suitable position relative to the accelerator pedal, but will also provide a support and rest for the foot without interfering with the necessary movement of the foot for effecting a desired movement of the accelerator pedal.

Further, a foot rest of this character, can be installed without requiring alteration in the construction of the vehicle, and in such a manner, as to now utilize that area of the foot board adjacent the accelerator pedal which heretofore has been only so much waste space.

Even though I have herein shown and described the preferred embodiment of the invention, it is to be understood that the same is susceptible to further changes, modifications and improvements coming within the scope of the appended claims.

Having thus described my invention, what I wish to claim as new is:

1. A foot rest for vehicles comprising a plurality of individual brackets adapted to be mounted on the foot board of the vehicle and arranged in angular relationship, a foot supporting and engaging pad carried by each of said brackets, one of said pads inclined upwardly and rearwardly from the foot board, and the other of said pads arranged at substantially right angles to the foot board and diverging from one another from opposite sides of the first mentioned pad.

2. A foot rest of the character described comprising three substantially identical, separate and individual members each of which includes an angular bracket, and a pad secured to the bracket adjacent one end thereof, said members adapted to be arranged in angular relation with two of said members being in substantially opposed relation and oppositely inclined, and the third one of said members being arranged between said two members and being also inclined, said two members approaching said third member as they proceed toward said third member in converging relation, and means engageable with the brackets of the members for securing the latter in relatively fixed position.

In testimony whereof I affix my signature.

WALTER E. FINK.