Jan. 9, 1923. 1,441,765.

C. J. WHITE.

AUXILIARY FOOT ACCELERATOR PEDAL.

FILED SEPT. 28, 1921.

Fig. 1.

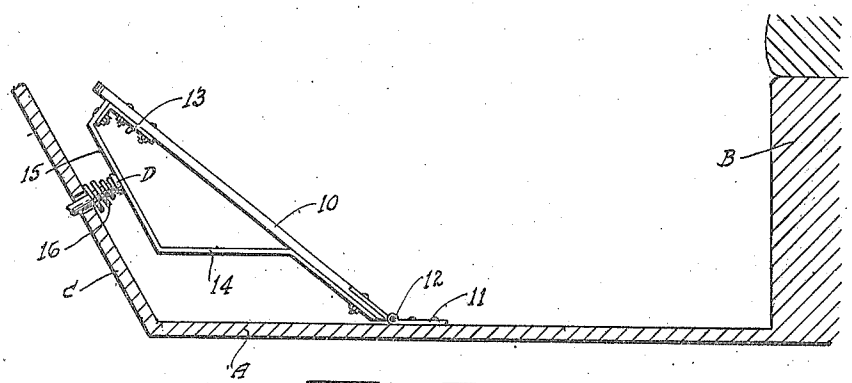


Fig. 2.

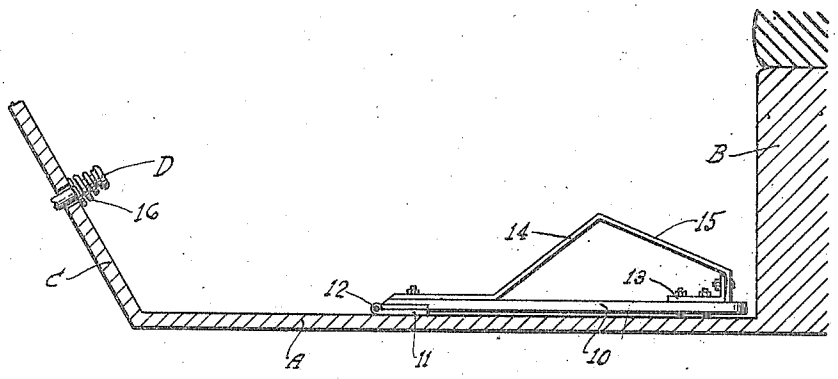
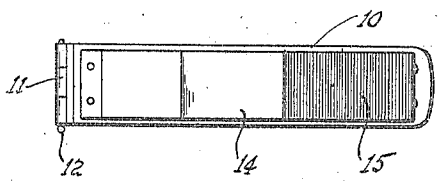


Fig. 3.



Inventor

C. J. White

By Watson & Coleman Attorney

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UNITED STATES PATENT OFFICE.

CLARENCE J. WHITE, OF MORRIS, ILLINOIS.

AUXILIARY FOOT-ACCELERATOR PEDAL.

Application filed September 28, 1921. Serial No. 503,764.

To all whom it may concern:

Be it known that I, CLARENCE J. WHITE, a citizen of the United States, residing at Morris, in the county of Grundy and State of Illinois, have invented certain new and useful Improvements in Auxiliary Foot-Accelerator Pedals, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to attachments for automobiles, particularly to control devices, and has for its object the provision of an auxiliary pedal adapted for use in connection with the foot accelerator whereby the foot accelerator may be easily and comfortably operated by a small or short legged person, it being well known that the foot accelerator button or pedal is generally located very far forward, in fact so far from the seat that it is difficult for a small or short legged person to reach it.

An important object is the provision of an auxiliary pedal for this purpose which may be folded back in case its use is not desired, it being entirely out of the way when thus disposed.

Another object is the provision of a device of this character which may be entirely removed, if preferred, with very little difficulty.

An additional object is the provision of a device of this character which will be simple and inexpensive in manufacture and installation, efficient in use, durable in service and a general improvement in the art.

With the above and other objects and advantages in view, the invention consists in the details of construction to be hereinafter more fully described and claimed, and illustrated in the accompanying drawings, in which:

Figure 1 is a side elevation of my device in association with the foot accelerator, portions of the vehicle being broken away and in section;

Figure 2 is a similar view showing my device swung back in inoperative position; and

Figure 3 is a plan view.

Referring more particularly to the drawings, the letter A designates a portion of an automobile, B designates the driver's seat, C the footboard and D the foot accelerator control button.

In carrying out my invention I provide an auxiliary accelerator operating means which comprises an elongated treadle 10 which may be formed of wood or metal and which is simply a flat elongated bar. This treadle is held associated with the floor boards of the vehicle by means of an ordinary hinge 11 which preferably has its pintle 12 removable. Secured upon the under side of the treadle bar 10 near the forward end thereof is an L-shaped bracket 13 which serves as the support for one end of an angularly formed bracket 14 which has its other end secured to the under side of the treadle near the hinge. This bracket 14 is shown as formed from a strip of wrought iron or the like and is simply bent into the shape shown whereby to define an arm portion 15 which extends in substantially parallel relation to the dash E and which engages against the foot accelerator pedal or button D. It is preferable to provide a coil spring for opposing the weight of the treadle and the operator's foot thereon, and it is of course conceivable that this spring might be a leaf spring or a coil spring and that it might be placed in any one of several locations, though as a matter of fact I prefer to place a spring 16 in encircling relation to the shank of the foot accelerator button, as shown.

In the use of the device it will be seen that when a short legged person is driving the foot is placed upon the treadle 10 for controlling the accelerator and it is of course apparent that the distance between the treadle and the seat is considerably less than the distance between the accelerator pedal and the seat so that the car may be consequently driven easily and comfortably and without necessitating stretching or slipping forward to the edge of the seat in order to make the necessary reach. Another advantage is that a more even pressure upon the accelerator may be obtained especially when traveling over rough roads and this will of course avoid jumping and uneven feed to the engine. In case the use of the device is not desired, it may simply be swung back upon the hinge 11 so that the treadle 10 will lie flat upon the floor of the car in front of the seat B, as clearly shown in Figure 2. If preferred, the pintle 12 may be removed whereupon the entire device can be taken out of position.

From the foregoing description and a study of the drawings it will be apparent

that I have thus provided an auxiliary accelerator operating means which will be very simple and inexpensive and which may be applied in position by even an unskilled person with the expenditure of only a few minutes' time. Owing to the simplicity of the construction it is apparent that there is nothing to get out of order and that the device should consequently have a long life and efficiently perform the functions for which it is intended.

While I have shown and described the preferred embodiment of the invention, it is of course to be readily understood that I reserve the right to make such changes in the form, construction and arangement of parts as will not depart from the spirit of the invention or the scope of the sub-joined claims.

Having thus described my invention, I claim:

1. In combination with the foot accelerator pedal of a motor vehicle, an auxiliary operating means comprising a treadle hinged upon the vehicle floor, an angularly shaped bracket carried by the under side of the treadle and normally engaging the accelerator pedal, and spring means resisting forward movement of said treadle, the treadle being swingable out of engagement with the accelerator pedal to lie in inverted position upon the floor of the vehicle.

2. A device of the character described comprising an elongated bar constituting a treadle, a hinge carried by one end of said bar and secured to the floor of a motor vehicle, an angularly shaped bracket secured upon the under side of the bar and normally engaging the foot accelerator pedal, and a coil spring disposed about the shank of the accelerator pedal for opposing movement of the treadle.

In testimony whereof I hereunto affix my signature.

CLARENCE J. WHITE.