G. H. RIVES.

PEDAL PAD.

APPLICATION FILED JUNE 14, 1916.

1,218,319. Patented Mar. 6, 1917.

Fig. 1

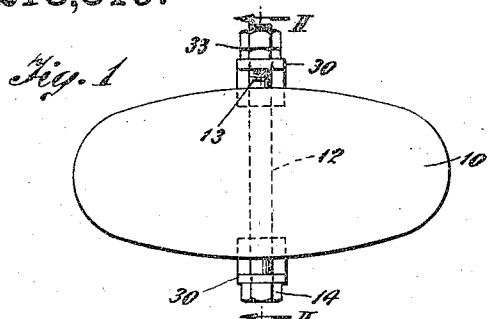


Fig. 2

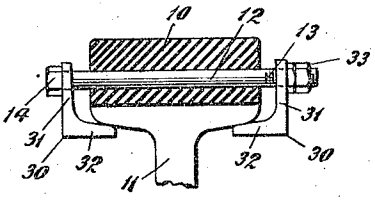


Fig. 3

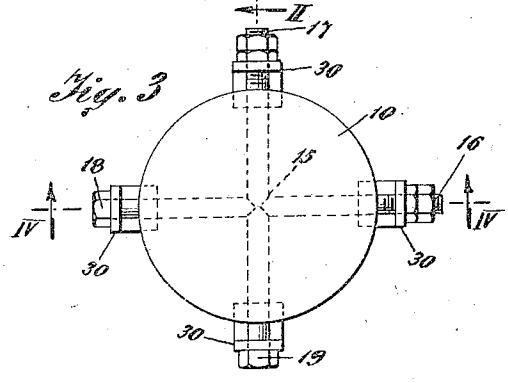


Fig. 4

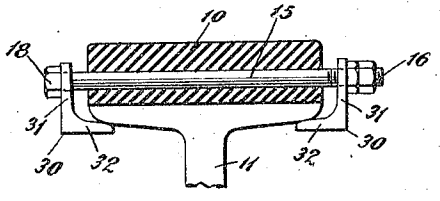


Fig. 5

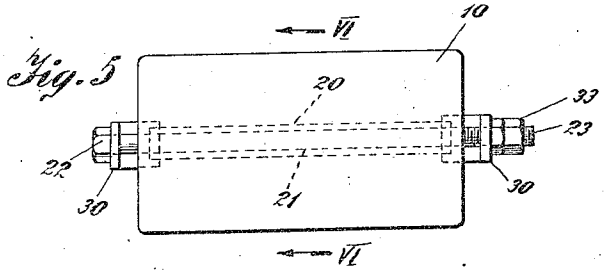


Fig. 6

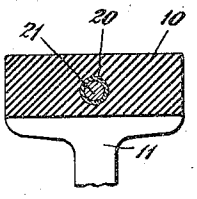


Fig. 7

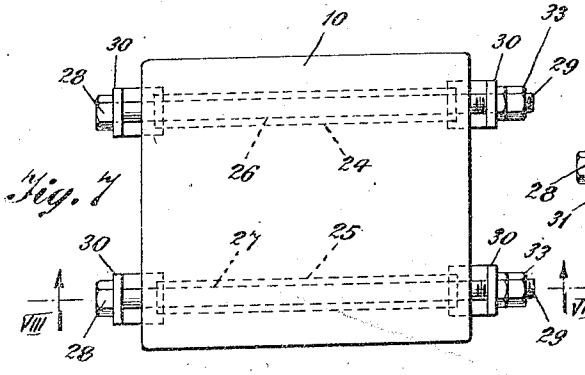


Fig. 8

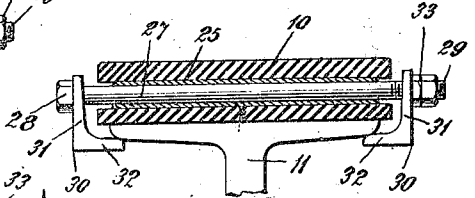
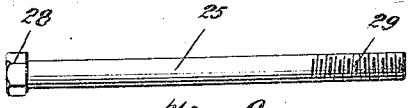


Fig. 9



Inventor

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UNITED STATES PATENT OFFICE.

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PEDAL-PAD.

1,218,319. Specification of Letters Patent. **Patented Mar. 6, 1917.**

Application filed June 14, 1916. Serial No. 103,662.

To all whom it may concern:

Be it known that I, GEORGE H. RIVES, a citizen of the United States, and a resident of New York, county and State of New York, have invented a certain new and useful Improvement in Pedal-Pads, of which the following is a full, clear, and exact specification.

This invention relates more particularly to a class of devices adapted to be used in conjunction with the brakes of vehicles, and has for its object primarily to provide a pad for employment on the pedal of the brake of an automobile, or other vehicle whereby the foot of the operator when applying the brake will be prevented from slipping thereby insuring positive action of the brake mechanism especially in emergency. The invention consists essentially of a pad adapted to be applied on the pedal of the brake, and embedded in the pad may be one or a number of rigid stationary or movable members each having its ends protruding beyond opposite parts of the edge of the pad. On each of the protruding ends of each of the rigid members is a gripping element which is adjustable to and from the pad for engaging the pedal, and also on one or both of the protruding ends of each of the rigid members is a locking element for releasably holding each gripping element against accidental displacement.

A further object of the invention is to provide a pedal pad of a durable simplified construction which may be made in various sizes and shapes for use in conjunction with foot pedals of different forms.

A practical embodiment of the invention is represented in the accompanying drawing forming a part of this specification in which similar characters of reference indicate corresponding parts in all the views, the said invention being more fully described hereinafter, and then pointed out in the claims at the end of the description.

In the drawing, Figure 1 is a top plan of one form of pedal pad embodying my invention.

Fig. 2 is a section taken on the line II—II of Fig. 1.

Fig. 3 is a top plan of a slightly different form of the pedal pad.

Fig. 4 is a section taken on the line IV—IV of Fig. 3.

Fig. 5 is a top plan of another different form of the pedal pad.

Fig. 6 is a section taken on the line VI—VI of Fig. 5.

Fig. 7 is a top plan of still another different form of the pedal pad.

Fig. 8 is a section taken on the line VIII—VIII of Fig. 7, and

Fig. 9 is a side view of one of the bars used in the pedal pad.

The device has a pad 10 which may be of rubber, or other resilient material, and this resilient pad may be of any appropriate shape and size so as to be accommodated on various types of the foot pedals, as 11, of automobiles and like vehicles.

Illustrated in Figs. 1 and 2 of the drawing is a form of the device having a single rigid member, or bar 12 embedded in the pad 10 so as to be disposed transversely therethrough, and this bar is of a length so that both of its ends protrude some distance beyond opposite parts of the edge of the pad. Portions or all of one of the protruding ends of this bar may be threaded, as at 13, with left-hand and right-hand threads, though this end may be otherwise threaded if desired, while on the other end of the bar may be a nut or head, as 14.

Shown in Figs. 3 and 4 is a form of the device wherein is embedded in the resilient pad 10 a rigid member, or bar 15 of substantially a cross-shape which is disposed whereby its arms extend transversely through the pad, and the arms of this cross-shaped bar are of lengths that their ends protrude beyond the edge of the pad. Parts or all of the protruding ends of two of the arms of this bar may have both left-hand and right-hand threads, as 16 and 17, or these ends may be right-hand threaded, while on the ends of the other two arms of the bar are fixed nuts or heads, as 18 and 19.

In Figs. 5 and 6 is illustrated a form of the pad 10 having a tubular member 20 preferably of metal embedded transversely in the pad, and this tubular member is of a length so that its open ends are flush with opposite parts of the edge of the pad. Fitted in this tubular member so as to be movable therein is a bar, or rod 21 of a length so that its ends extend beyond the ends of the tube, and on one of the extending ends of the bar is a nut, or head 22, while the second projecting end of the bar may have a right-hand thread, or may be threaded with left-hand as well as right-hand threads as 23.

Illustrated in Figs. 7 and 8 is a form of

the resilient pad 10 with a plurality of tubular members 24 and 25 preferably of metal which are embedded at spaced intervals transversely therethrough. Both of these tubular members are preferably of less lengths than the width of the pad, and the open ends of these tubular members communicate with openings which terminate at opposite parts of the edge of the pad. In the tubular members 24 and 25 are bars, or rods 26 and 27 each of which is movable in its respective tube, and each of these bars is of a length so that its ends extend beyond the edge of the pad. On one of the protruding ends of each of the bars 26 and 27 is a nut, or head 28, and the other end of each bar may be threaded with both right-hand and left-hand threads, as 29, though instead this end of each bar may be only right-hand threaded.

To permit one or all of the pads with their bars to be releasably fastened to foot pedals of automobiles and like vehicles, a number of gripping elements, or clips, as 30, are provided with each pad. All of the clips are preferably similar in formation, and each clip is substantially L-shaped to provide a vertically disposed arm 31 and an angularly or longitudinally disposed arm 32. Through the upper part of the arm 31 of each of the clips is an opening to allow one of the clips to be movably mounted on the ends of the bars of the pads between the fixed head of these bars and the opposed edges of the pads as well as to allow one of the clips to be adjustably or removably mounted on the second end of each bar. The clips of each of the pedal pads are arranged so that their longitudinal arms 32 are disposed under the pad and under the pedal of the brake mechanism of the vehicle, when the pad is applied on the top of the pedal, as shown.

All of the clips of the device will thereby be in engagement with the underside of the brake pedal, and serving to releasably hold the clips against accidental movement, on the threaded ends of the bar, or bars of each of the devices, is provided a locking element, as 33. Each of the elements 33 is preferably of the form of a lock nut of a well known form composed of a nut having a left-hand thread and a nut having a right-hand thread, the former of each of the lock nuts 33 being screwed on the left-hand threads of its respective bar, while the latter of each lock nut is screwed on the right-hand threads of the same bar. When the lock nuts 33 are accordingly tightened in the usual manner the clips 30 will be forced into close engagement with the pedal of the brake for removably holding the pad firmly on the pedal, and while I have described and shown particular forms of the clips 30 and particular forms of the lock nuts 33 the clips may be of any other suitable shapes, and single nuts may be used instead of lock nuts, or any other desired means may be used for detachably fastening the rigid members or bars with the pads to a brake pedal. Moreover, by making the tubular members 24 and 25 in instances of less lengths than the width of the resilient pad, and by providing the clips 30 so as to be movable on the bars 26 and 27 as well as providing these bars so as to be movable in the tubular members, a pad somewhat larger than the brake pedal may be advantageously used on the pedal by threading sufficient parts of the bars to allow the nuts to be accordingly adjusted thereon for forcing the clips toward each other into close contact with the edge of the pedal. The resiliency of the pad will thereby permit it to be reduced in width to conform with the width of the brake pedal in order to prevent the edge of the pad from overlapping the edge of the pedal.

In the foregoing description, I have embodied the preferred form of my invention, but I do not wish to be understood as limiting myself thereto, as I am aware that modifications may be made therein without departing from the principle, or sacrificing any of the advantages of this invention, therefore I reserve to myself the right to make such changes as fairly fall within the scope thereof.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:—

1. In a device of the character described, a pad adapted to be applied on a pedal, a rigid member embedded in the pad with parts protruding from the pad, and a gripping element adjustable on each protruding part of the rigid member for engaging the pedal to releasably hold the pad thereon.

2. In a device of the character described, a pad adapted to be applied on a pedal, a rigid member embedded in the pad with parts protruding from the pad, a gripping element adjustable on each protruding part of the rigid member for engaging the pedal to releasably hold the pad thereon, and a locking element to prevent accidental movement of the gripping element.

3. In a device of the character described, a pad adapted to be applied on a pedal, a plurality of rigid members protruding from spaced parts of the pad, and a plurality of gripping elements one adjustable on each of the rigid members for engaging the pedal to releasably hold the pad thereon.

4. In a device of the character described, a pad adapted to be applied on a pedal, a plurality of rigid members protruding from spaced parts of the pad, a gripping ele-

ment adjustable on each member for engaging the pedal to releasably hold the pad thereon, and a locking element to prevent accidental movement of the gripping elements.

5. In a device of the character described, a pad adapted to be applied on a pedal, a rigid tubular member embedded in the pad, a bar movably disposed in the tubular member with its ends protruding from the pad, and a clip adjustable on each protruding end of the bar for engaging the pedal to releasably hold the pad thereon.

6. In a device of the character described, a pad adapted to be applied on a pedal, a rigid tubular member embedded in the pad, a bar removably disposed in the tubular member with its ends protruding from the pad, a clip adjustable on each protruding end of the bar for engaging the pedal to releasably hold the pad thereon, and means on each protruding end of the bar to hold each clip against accidental movement.

7. In a device of the character described, a pad adapted to be applied on a pedal, a plurality of rigid tubular members embedded at spaced intervals in the pad, a bar removably disposed in each tubular member with its ends protruding from the pad, and a clip on each protruding end of each bar for engaging the pedal to releasably hold the pad thereon.

8. In a device of the character described, a pad adapted to be applied on a pedal, a plurality of rigid tubular members embedded at spaced intervals in the pad, a bar removably disposed in each tubular member with its ends protruding from the pad, a clip adjustable on each protruding end of each bar for engaging the pedal to releasably hold the pad thereon, and means on each protruding end of each bar to hold each clip against accidental movement.

This specification signed and witnessed this 12th day of June A. D. 1916.

GEORGE H. RIVES.

Witnesses:

GEORGE F. BENTLEY,

C. SHIEGLEY.