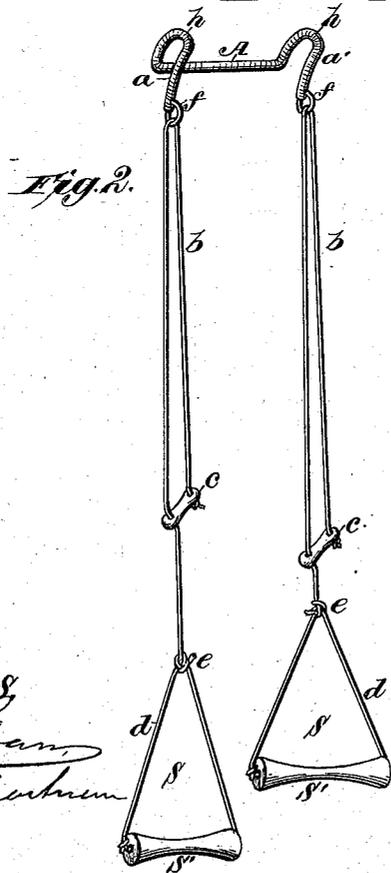
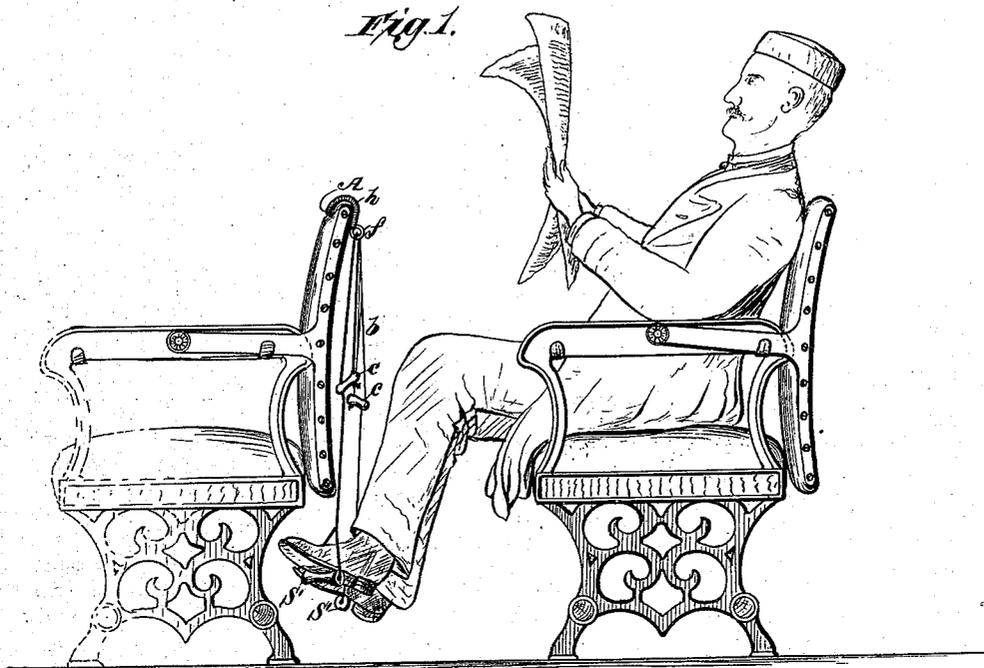


(No Model.)

G. P. BEDFORD.  
ADJUSTABLE FOOT REST.

No. 402,130.

Patented Apr. 30, 1889.



Witnesses  
*Wm. A. Swan*  
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*Atty.*

# UNITED STATES PATENT OFFICE.

GEORGE P. BEDFORD, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO  
WATSON L. SAVAGE, OF SAME PLACE.

## ADJUSTABLE FOOT-REST.

SPECIFICATION forming part of Letters Patent No. 402,130, dated April 30, 1889.

Application filed October 27, 1888. Serial No. 289,306. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. BEDFORD, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Adjustable Foot-Rests; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures marked thereon, which form part of this specification.

My invention relates to foot-rests; and its novelty consists in the construction and adaptation of the parts, as will be more specifically pointed out in the claims.

It is a universal desire upon the part of persons who are constrained for any length of time to assume a sitting posture, as in traveling in railway-trains or in attendance upon an audience-hall, to seek a comfortable rest for the feet. Oftentimes railway-cars and lecture-room chairs are not provided with foot-rests, and even when this is so the person desiring to use them may be too short or otherwise unable to do so with comfort.

My invention is designed to furnish under such circumstances a light, portable, and small foot-rest which may be temporarily adjusted in front of the user, on the back of the seat in front, for instance, and which is provided with suitable stirrups which can be raised or lowered at will by means of a flexible suspension device.

In the drawings, Figure 1 represents a side view of my device attached to the back of a car-seat, and illustrates the method of its use. Fig. 2 is an enlarged perspective view of the same.

A denotes a light frame, of metal or other suitable material, consisting of two hooks, *a* and *a'*, each free at one end, terminating in a ring, *f*, and joined at the other end by a stringer or cross-piece. I may also make the hooks separate and without the cross-piece. I preferably cover the metal frame with some soft fabric, as *h*, which will prevent it from scratching the support against which it rests. The hooks are curved, as shown in the drawings, and the arms from which the stirrups depend are preferably made the longer. From

the rings *f* are hung flexible cords or straps, on the lower ends of which are placed stirrups *S*, consisting of a foot-piece, *S'*, and supporting-cords *d*, united at *e* to the main cord. A proper vertical adjustment of the stirrup is secured by means of the tension-blocks *c*, of common form, which are secured at the short end of the cord *b*, and slide freely upon the main cord except when vertical pressure is brought to bear upon them.

In order to make the device least expensive, I usually make the foot-piece *S'* hollow and run the cord *d* through it, knotting it at either end to prevent the foot-piece from slipping. The cord is then united to the main strap at *e* by tying or otherwise.

The method of using my device is obvious. The hooks *a* and *a'* are placed over the top back edge of the seat or bench in front of the user, so that the stirrups hang down in front of him. The position of each stirrup is then fixed by raising or lowering the tension-block *c*, which tightens at once when it is released and a weight is brought to bear upon the stirrup.

What I claim as new is—

1. In an adjustable foot-rest, the combination, with a removable supporting-frame terminating in upwardly-curved hooks *a a'*, which themselves are curved at their lower extremities into retaining-rings *f*, of a flexible suspension-cord, *b*, passing through the retaining-ring *f*, and a stirrup, *S*, supported at one end thereof, said cord being provided at the other end with a tension-block, *c*, having an eye engaging the suspension-cord *b*, substantially as described.

2. The combination, with a supporting-frame, *A*, of the foot-piece *S'*, and the continuous suspension-cord *b*, the latter depending from the frame and having attached at one end a tension-block, *c*, provided with an eye engaging the main cord, and having its other end united to the main cord at *e* after passing through the foot-piece *S'*, on each side of which it is knotted to prevent slipping, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEO. P. BEDFORD.

Witnesses:

WM. H. SLOAN,  
WM. RAIMOND BAIRD.