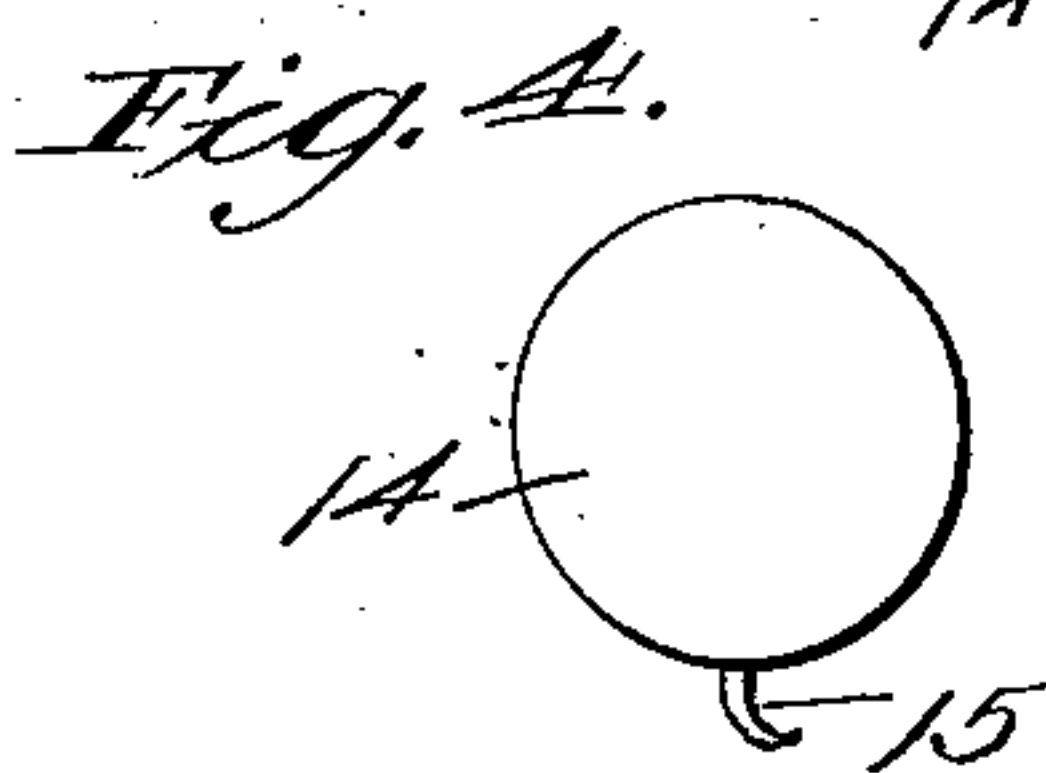
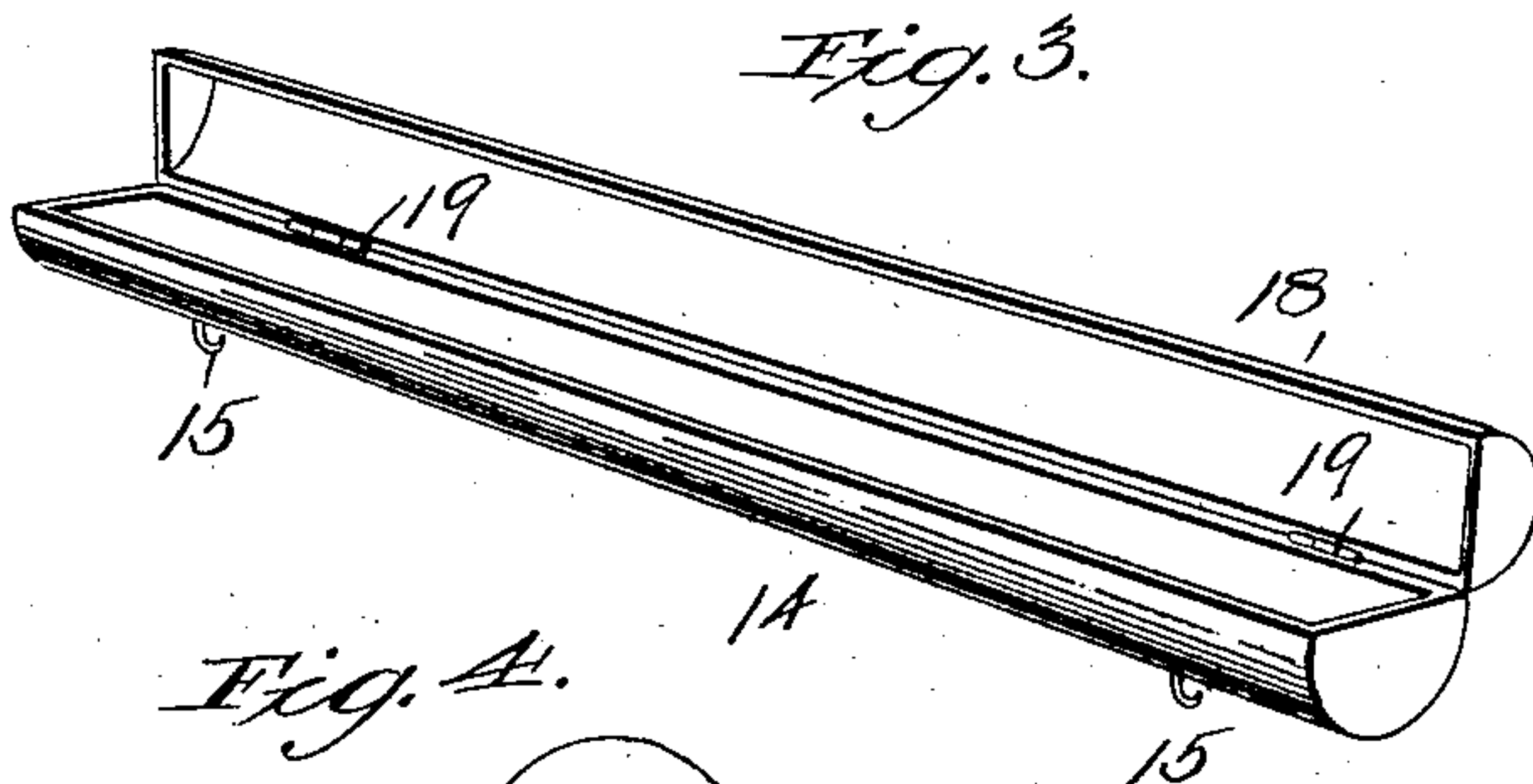
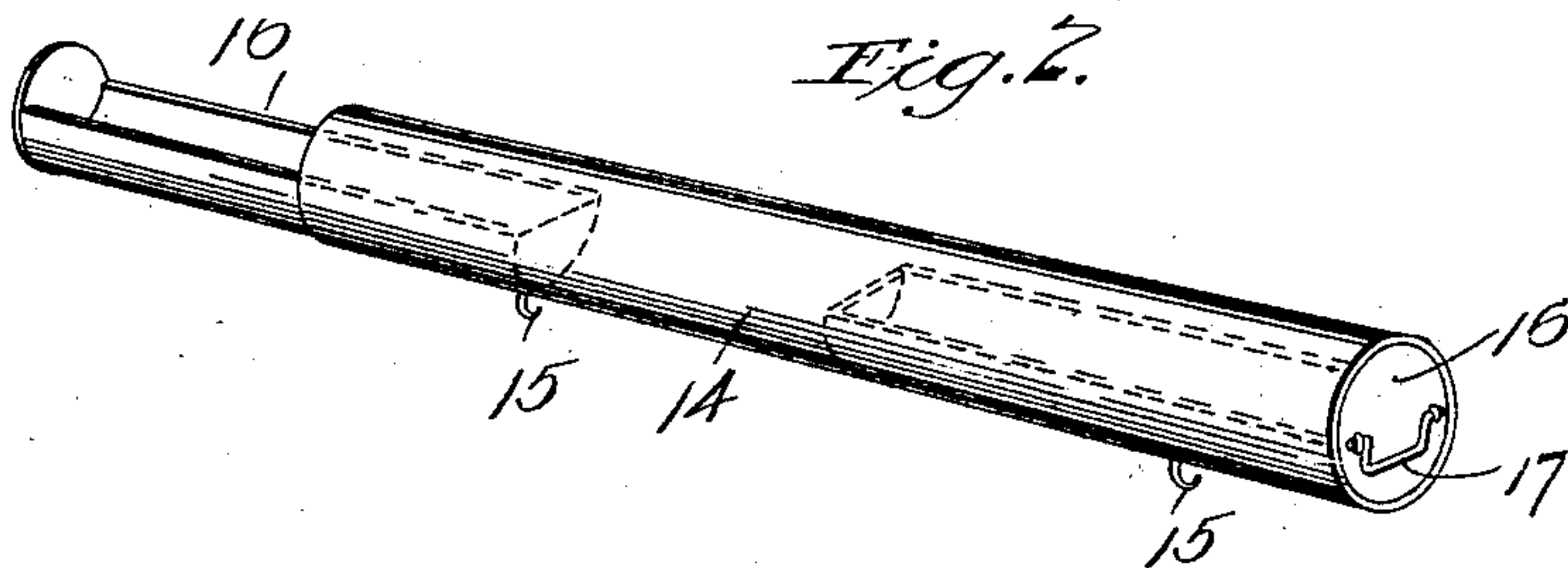
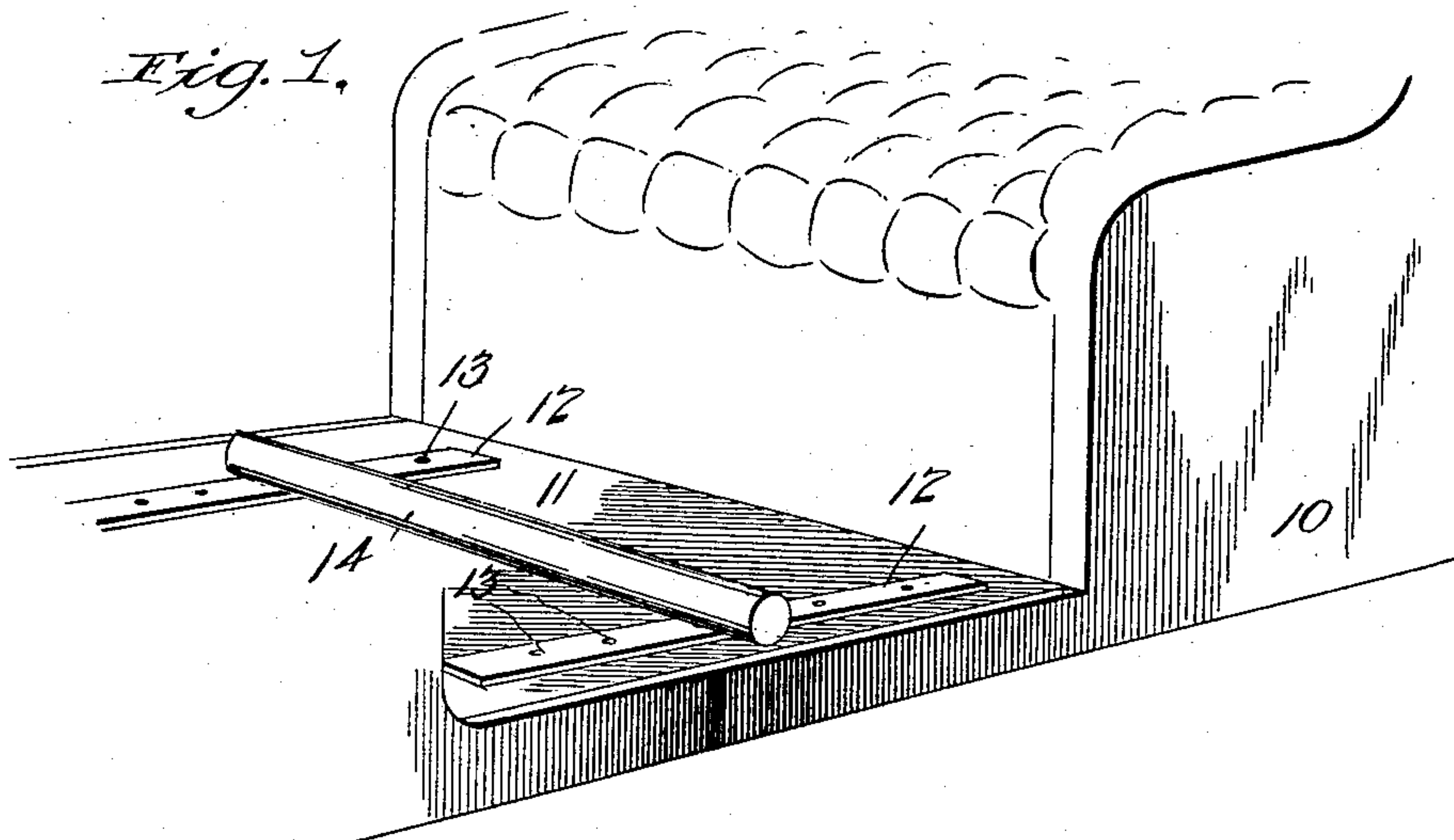


A. E. SMITH.
 FOOT REST FOR VEHICLES.
 APPLICATION FILED NOV. 23, 1907.

912,429.

Patented Feb. 16, 1909.



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ALBERT E. SMITH, OF SOUTH BEND, INDIANA.

FOOT-REST FOR VEHICLES.

No. 912,429.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ALBERT E. SMITH, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Foot-Rests for Vehicles, of which the following is a specification.

The present invention consists in certain new and useful improvements in foot rests for use in vehicles, and has specially in view the production of a foot rest that may be used as a brace by the occupant to prevent being thrown from the seat when there is a change of speed of the vehicle.

With the above and many other objects in view the invention contemplates the production of a combined foot rest and brace that has a connection with the bottom of the vehicle which can be set at various distances relative to the seat to permit of its being used by persons of different sizes.

Another important object of the invention is to provide the body portion of the combined foot rest and brace in the form of a receptacle for storage purposes, or for the reception of a foot warmer for use in cold weather.

The construction shown in the accompanying drawings is susceptible of many and various modifications, but preferred embodiments thereof are shown in the said drawings, wherein—

Figure 1 is a perspective view of so much of the body of an automobile as is necessary to show the application of the present invention thereto. Fig. 2 is a perspective view of the combined foot rest and brace, showing the same in the form of a receptacle having telescoping ends. Fig. 3 is a similar view showing the receptacle provided with a hinged cover. Fig. 4 is an end view of the combined foot rest and brace.

Referring to the accompanying drawings, wherein like characters of reference designate corresponding parts, 10 designates, conventionally, the body of an automobile, the floor 11 of which is provided with two parallel spaced apart longitudinally arranged metallic holding strips 12—12, provided each with a plurality of longitudinally arranged perforations 13—13.

The combined foot rest and brace comprises a cylindrical body portion 14 resting on strips 12, the under, or bottom, surface of the cylindrical body being provided with

two spurs 15—15, which are spaced apart a sufficient distance to permit of their being engaged with one of the plurality of perforations formed in each of the metallic holding strips 12—12. The said spurs are preferably curved, and so arranged that when they are placed within the desired perforations, their ends will contact with the underside of holding strips when the body 14 is rolled forwardly, and therefore are in a position to prevent removal therefrom except by first a slight rearward turn of the body of the foot rest and brace, and afterwards a vertical movement. This arrangement permits of the occupants inserting their toes beneath a portion of the brace and rest to resist a backward throw due to sudden starting of the vehicle, the tendency, under these circumstances, being for the body to roll forward. It will be understood, of course, that the usual manner of using the foot rest and brace is by placing the feet upon the top surface thereof, in which the pressure thereon is sufficient to cause the brace to retain the proper position, even under the abnormal conditions due to a sudden change of speed from high to low when there is a great tendency to throw the occupant forwardly of the machine.

In Fig. 2 of the drawings the foot rest and brace has been shown as in the form of a cylindrical receptacle provided with two ends which form drawers 16—16, which may be used for the carrying of supplies or the like, or in cold weather they may be used for holding foot warmers of any suitable or preferred nature. Said drawers are each provided with handles 17, which facilitate the opening or closing of them.

In Fig. 3 the body of the foot rest and brace has been shown in a modified form. In this figure the general outline of the body is the same as in Fig. 2, and said body is also used as a receptacle for storage purposes or for the reception of a foot warmer; but instead of using the telescoping end drawers as in Fig. 2, the top surface 18 is made to open similar to an ordinary lid through the medium of a hinge connection 19—19 with the body of the receptacle.

From the foregoing description it will be understood that through the medium of the row of perforations in each of the holding strips, the foot rest and brace may be secured to the bottom of the vehicle at various distances relative to the vehicle seat to

accommodate people of different sizes, and that by means of the form of spurs used, provision is made for using the rest or brace to prevent either a forward or rearward throw, and also that by means of forming the body in the form of a receptacle, a storage space is provided which may be used for various purposes without the sacrifice of any of the valuable space within the vehicle.

10 Claims:—

1. A combined foot rest and brace comprising spaced apart perforated strips, and a cylindrical body having a rolling contact with said strips and provided with spurs projecting therefrom and constructed to engage the perforations of said strips.

2. A combined foot rest and brace comprising spaced apart perforated strips, and a cylindrical body having a rolling contact with said strips and provided with rearwardly curved spurs projecting therefrom and located between the ends of said body, said spurs being constructed to engage the perforations of said strips.

25 3. A combined foot rest and brace consisting of a hollow cylindrical body adapted to serve as a receptacle and being provided

with a pair of spaced apart curved fastening spurs, in combination with a pair of spaced apart holding strips carried by the floor of a vehicle and each provided with a row of longitudinally arranged spur receiving perforations. 30

4. A combined foot rest and brace consisting of a hollow cylindrical body portion adapted to serve as a receptacle and being provided with fastening means, in combination with longitudinally arranged parallel holding strips with which said fastening means engage. 35 40

5. A combined foot rest and brace consisting of a hollow cylindrical body adapted to serve as a receptacle and being provided with fastening spurs, in combination with a pair of longitudinally arranged parallel strips provided with a row of longitudinal spur engaging perforations with which said spurs may be selectively engaged. 45

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

ALBERT E. SMITH.

Witnesses:

S. E. BABCOCK,
E. R. TURNER.