

L. E. FITZSIMONS.

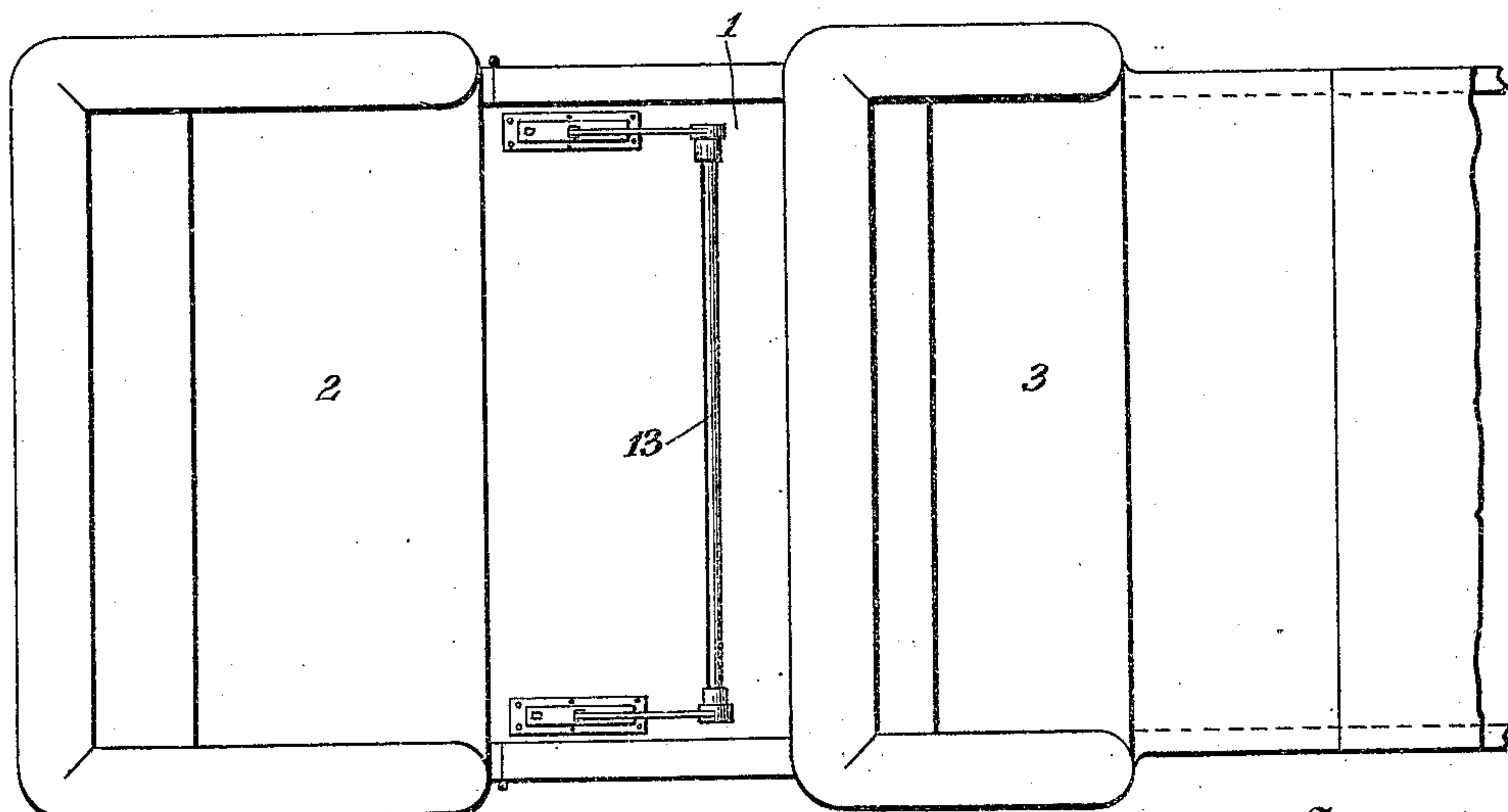
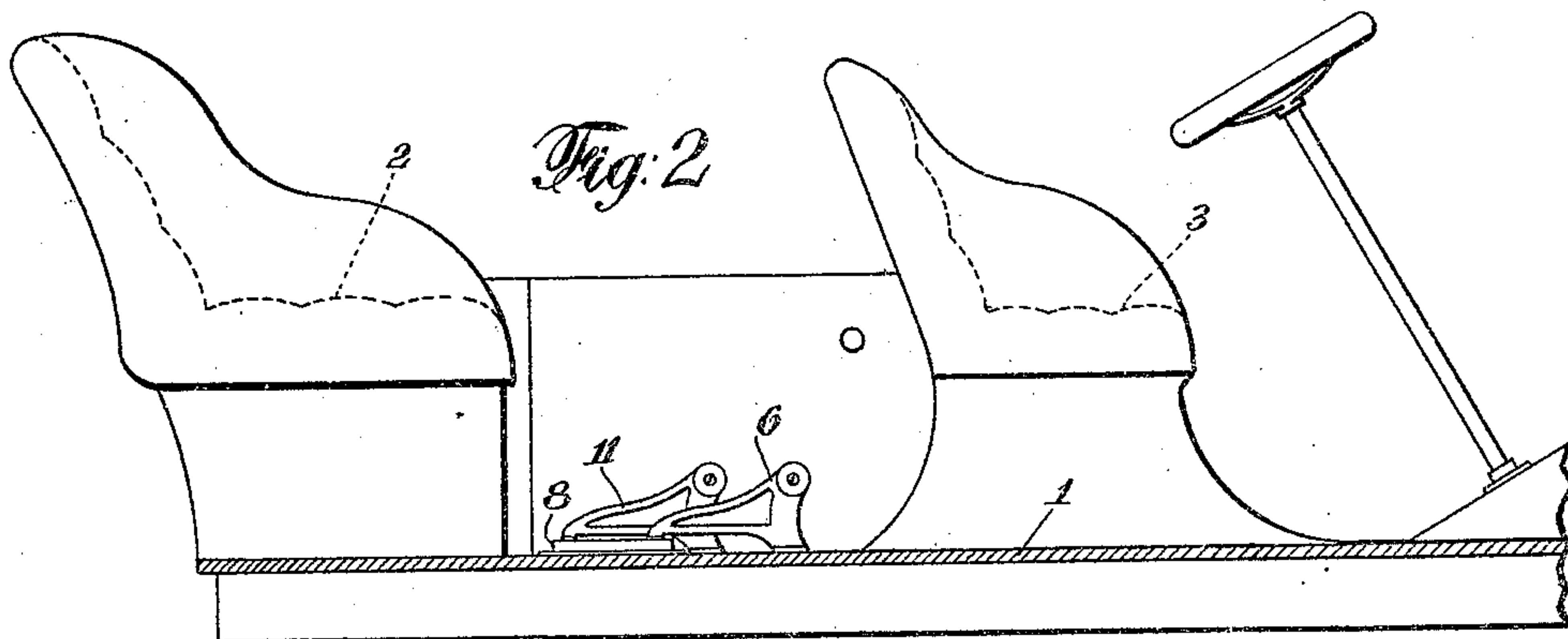
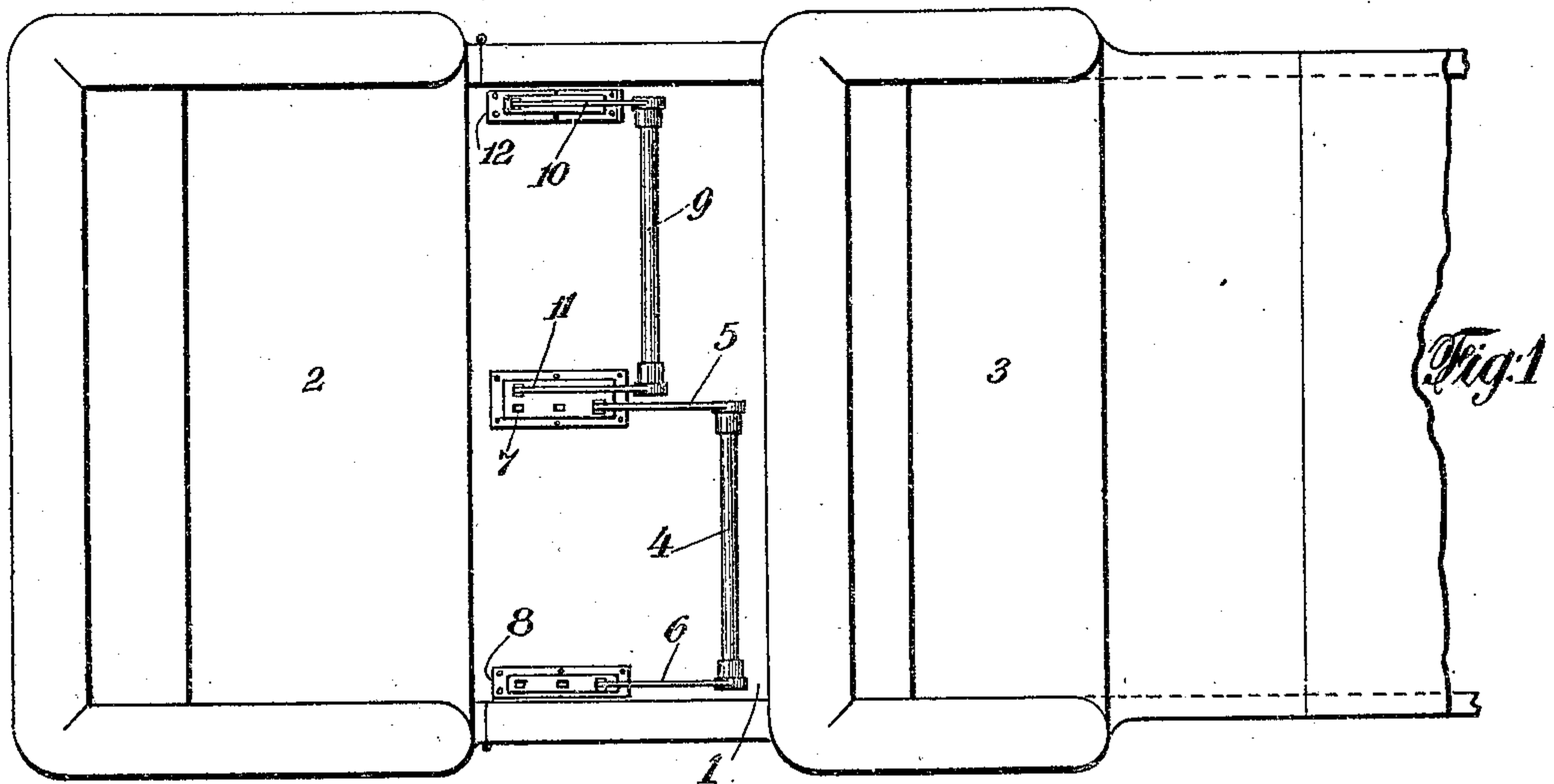
FOOT REST.

APPLICATION FILED NOV. 30, 1908.

Patented Apr. 26, 1910.

2 SHEETS—SHEET 1.

956,326.



Witnesses:  
H. R. Smith  
Louise Charles

Fig. 3

Inventor  
Louis E. Fitzsimons  
By his Attorney  
J. H. Allen

L. E. FITZSIMONS.

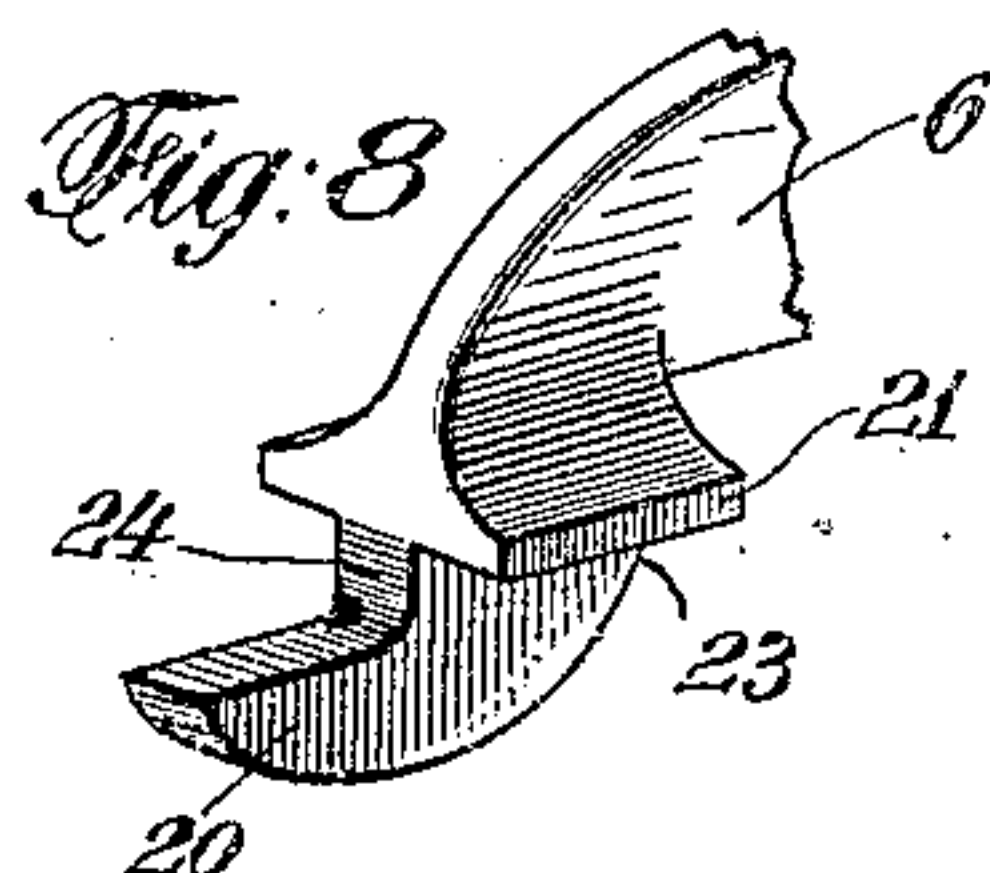
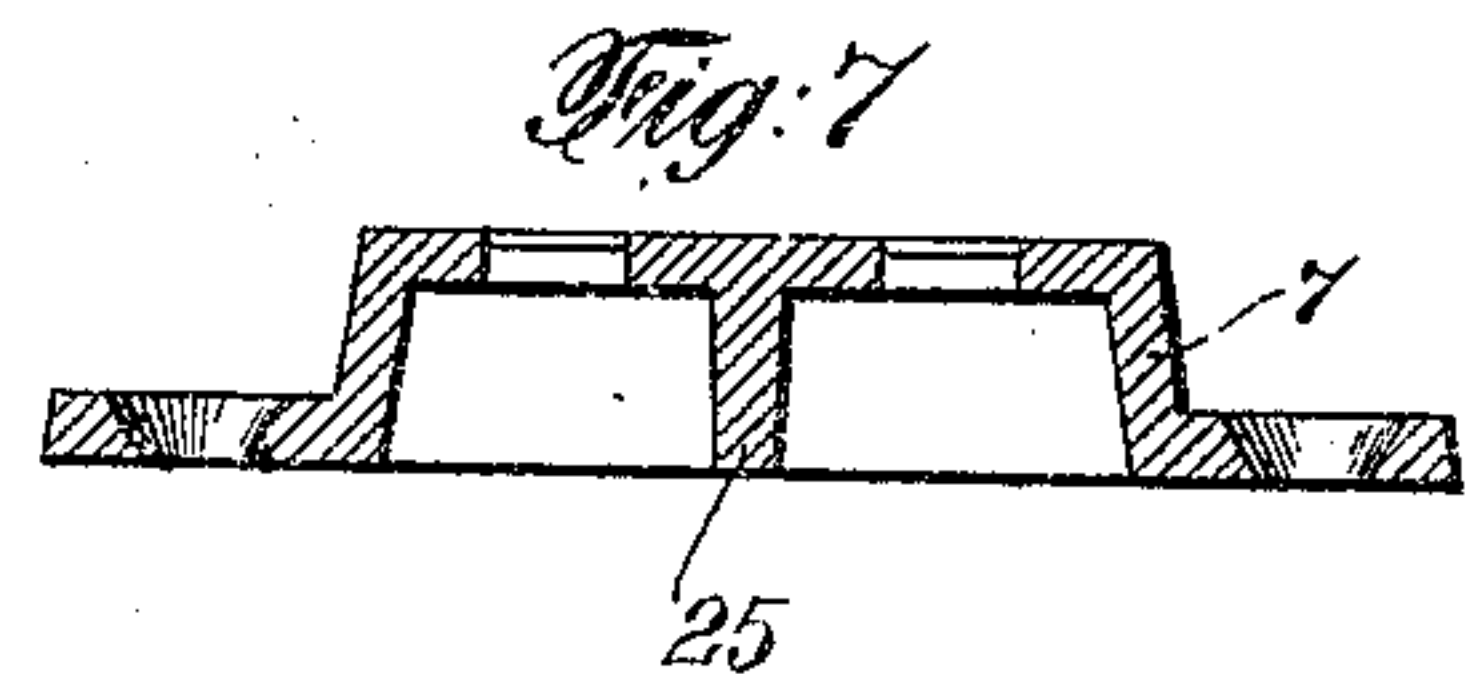
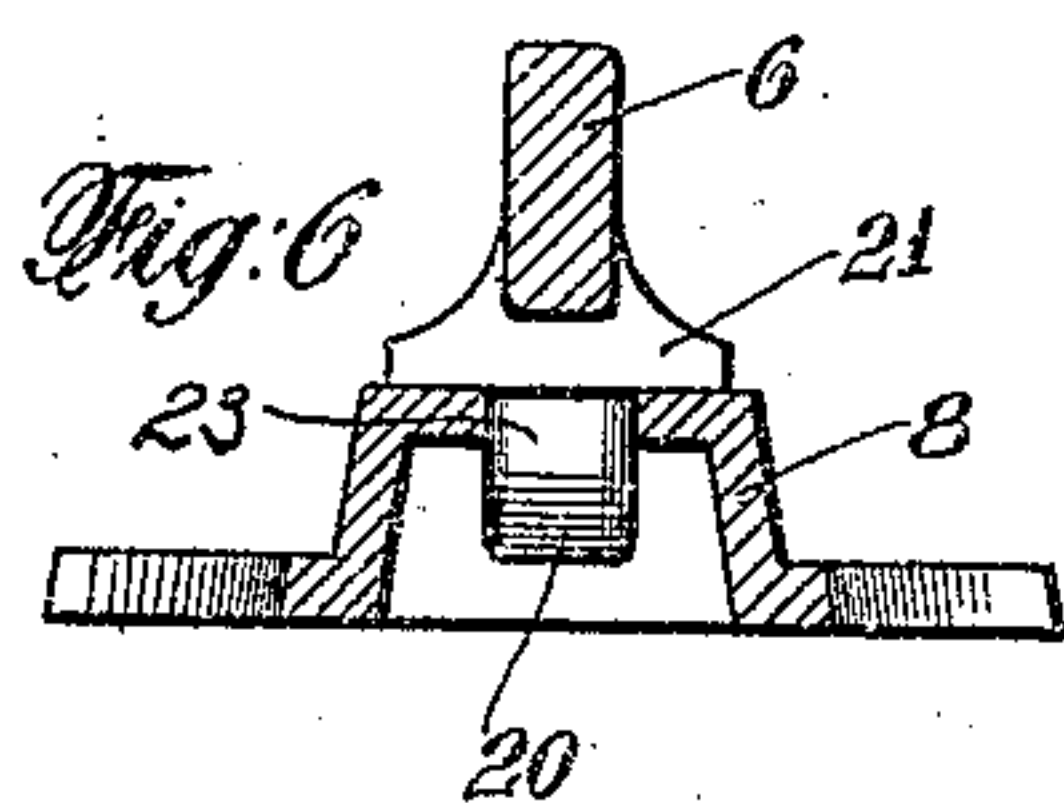
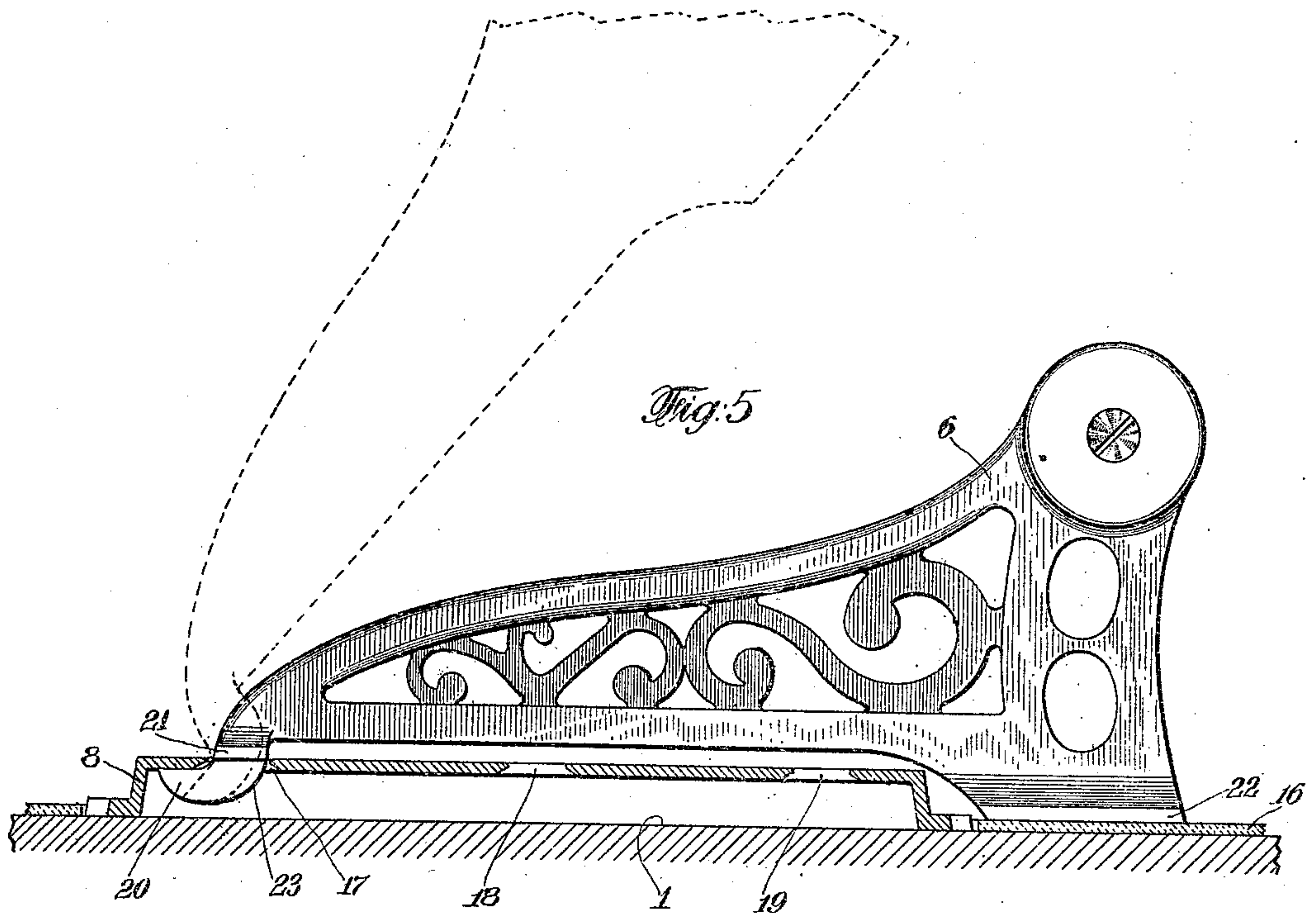
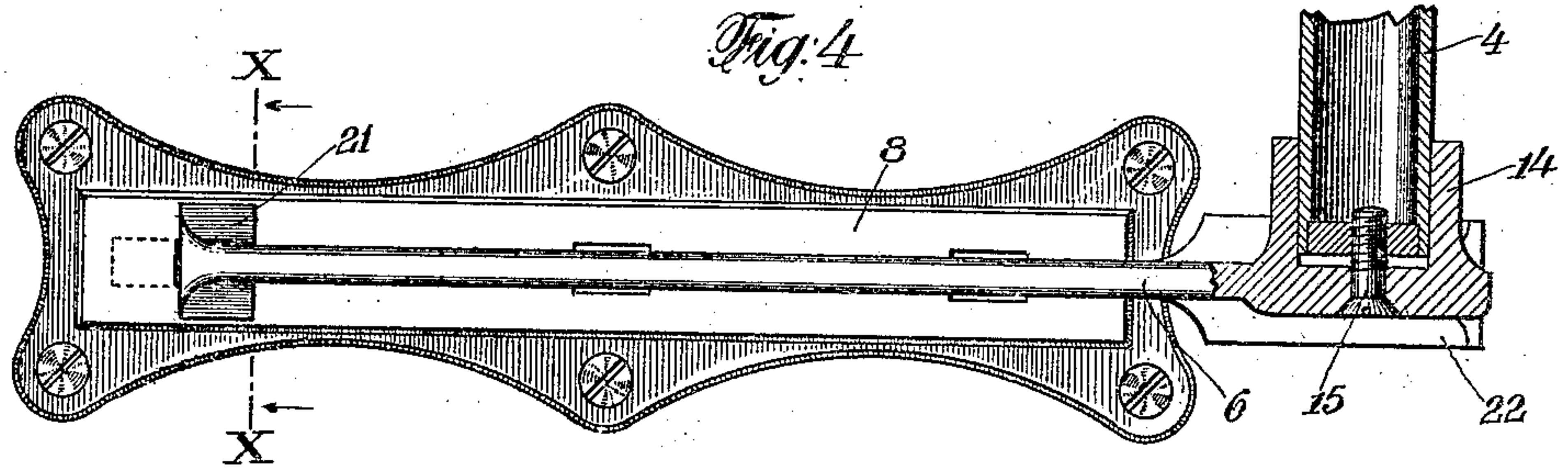
FOOT REST.

APPLICATION FILED NOV. 30, 1908.

Patented Apr. 26, 1910.

956,326.

2 SHEETS—SHEET 2.



Witnesses:  
*H. R. Smith*  
*Louise Chartier*

Inventor  
*Louis E. Fitzsimons*  
By *Wm. S. Allen*, Attorney



# UNITED STATES PATENT OFFICE.

LOUIS E. FITZSIMONS, OF WATERBURY, CONNECTICUT.

## FOOT-REST.

956,326.

Specification of Letters Patent.

Patented Apr. 26, 1910.

Application filed November 30, 1908. Serial No. 465,087.

*To all whom it may concern:*

Be it known that I, LOUIS E. FITZSIMONS, a citizen of the United States, residing at Waterbury, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Foot-Rests, of which the following is a specification.

My invention relates to improvements in foot rests and particularly for use in vehicles such as motor cars.

As it is impossible to have the seat of a vehicle located at a height above the floor convenient for every person who is likely to use the same I have devised a form of foot rest which is adaptable or adjustable to accommodate different people.

It has been my object to make the device as simple and durable as possible.

In order to prevent injury to the clothing of passengers and to facilitate cleaning of the vehicle the parts are arranged so as to have no sharp corners projecting above the floor.

The foot rest is of such a nature that it may be readily installed or removed when desired and interferes but little with the carpet or mat which it is customary to use.

One form of construction embodying the invention is illustrated in the accompanying two sheets of drawings.

Briefly it consists of a pair of base plates and a foot bar supported by side brackets adjustably attached to the base plates as hereinafter more fully described and claimed.

Figure 1, is a plan view showing the outline of a vehicle with two small foot rests in place. Fig. 2, is a side view of the same. Fig. 3, is a plan view similar to Fig. 1, but with a single foot rest of full width. Fig. 4, is a plan view of one base plate and side bracket with a fragment of the end of the bracket and foot bar in section. Fig. 5, is a vertical sectional view of a base plate and side bracket showing in full lines the normal position of rest of the bracket and in dotted lines the position in which the bracket is attached or detached. Fig. 6, is a vertical sectional view on the plane of the line X X of Fig. 4 looking to the left in the direction of the arrows. Fig. 7, is a vertical sectional view of a center base plate for use with the double form of foot rest shown in Figs. 1 and 2. Fig. 8, is a perspective view of one end of a side bracket.

I have illustrated the foot rest as applied

to the floor 1 of a vehicle between the seats 2 and 3. The foot bar 4 is carried by two side plates or brackets 5 and 6 which are attached to the base plates 7 and 8 respectively. Another foot bar 9 may be carried by side brackets 10 and 11 which are attached to the base plates 12 and 7 respectively. Such a construction enables the passengers on the two ends of the seat to have foot rests independently adjusted to their own particular needs. A single foot bar such as 13 in Fig. 3, may be employed if desired extending across the floor of the vehicle. The details of construction will be more clearly understood by inspection of Sheet 2 of the drawings. Each bar is suitably secured to the side brackets for instance as shown in section in Fig. 4. According to this form of connection the side bracket has a hub or cup-shaped lateral extension 14 into which the bar fits. A screw 15 serves to draw the parts tightly together. I do not consider my invention as limited to this detail however.

Each base plate is suitably secured to the floor and projects up only a slight distance above the carpet or mat 16 which can easily be cut out or made to accommodate it. Each base plate is hollow and provided with a number of openings such as 17, 18 and 19 to receive the interlocking tongue or projection 20 at the rear end of the corresponding side bracket. Adjacent the locking tongue is a shoulder 21 adapted to rest upon the upper surface of the base plate when the tongue is in one of the openings such as 17. The front end of the side bracket is provided with a foot 22 which rests upon the carpet, mat or floor. The shoulder 23 prevents the bracket being pushed forward and the shoulder 24 prevents backward movement.

When it is desired to lengthen the reach, the foot bar and side brackets are tilted backward as shown dotted in Fig. 5, when they may be lifted out and reinserted in other openings such as 18 or 19.

When the double form of foot rest as shown in Figs. 1 and 2 is desired a double base plate such as shown in Fig. 7, may be used. The web 25 forms a reinforcement and divides the plate into two parts.

The weight of the foot bar and side brackets is sufficient to keep the parts in position when in use even when the feet do

not rest upon the bar. The greater portion of the pressure of the feet is borne by the front portions of the side brackets.

What I claim:

- 5 1. A foot rest for vehicles comprising base plates adapted to be secured to the floor, each plate having a raised portion with a plurality of recesses spaced apart horizontally between the front and rear  
10 ends, a foot bar and side brackets secured thereto and each having a tongue 20 at its rear end adapted to coact with one of the recesses in the base plates and a foot 22 below the level of the tongue and adapted to

rest on the floor in front of the correspond- 15  
ing base plate.

2. A foot rest comprising a pair of base plates having recesses, a foot bar, a pair of side brackets each having a socket on the inner side of its front end, means for secur- 20  
ing the ends of the foot bar in said sockets, a foot 22 beneath each socket and tongues carried by the rear ends of the brackets engaging in the recesses in the base plates.

LOUIS E. FITZSIMONS.

Witnesses:

P. A. SKINNER,  
A. V. H. MILLER.