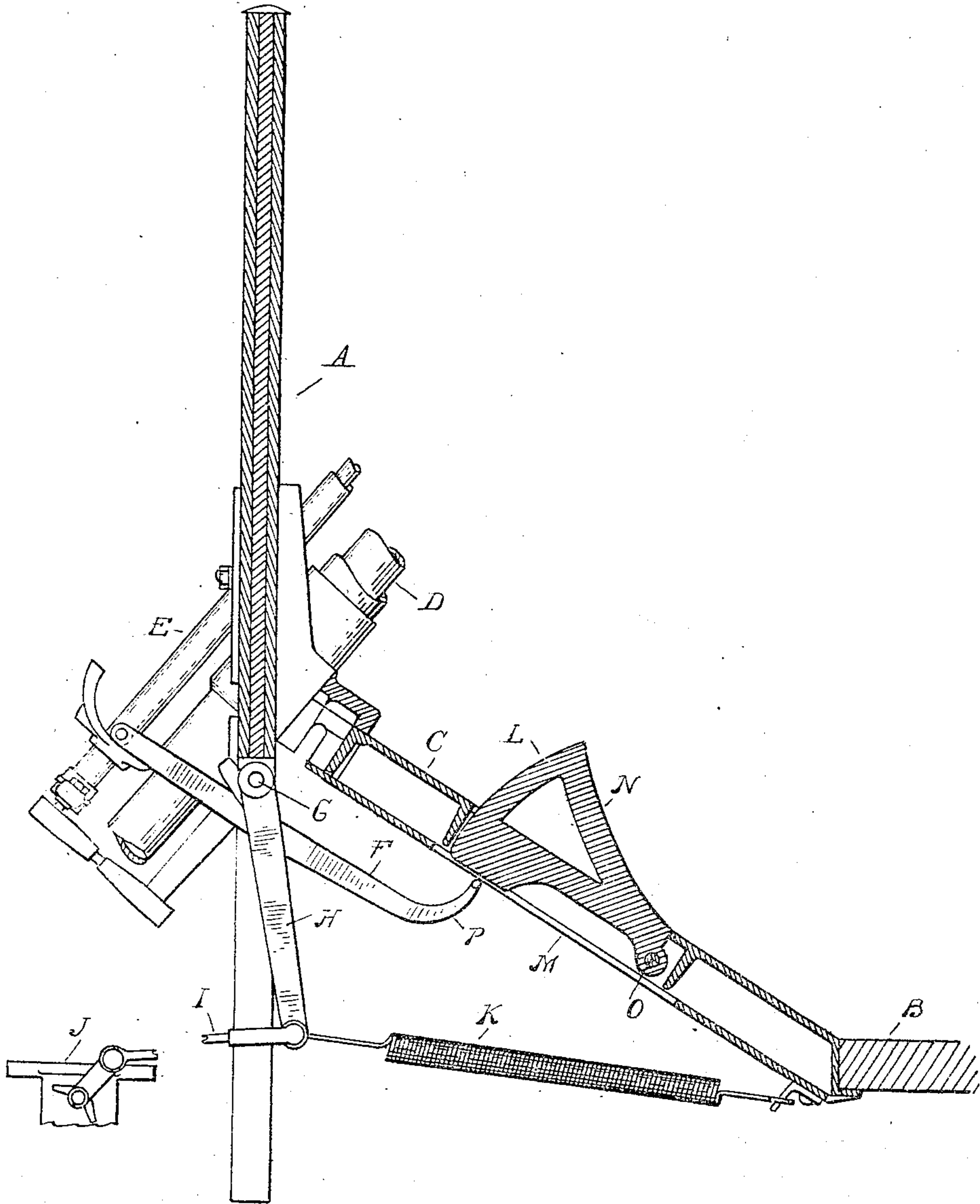


G. W. DUNHAM.
 CONTROLLER FOR MOTOR VEHICLES.
 APPLICATION FILED MAR. 5, 1909.

968,750.

Patented Aug. 30, 1910.



Witnesses
James P. Barry
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UNITED STATES PATENT OFFICE.

GEORGE W. DUNHAM, OF LANSING, MICHIGAN, ASSIGNOR TO OLDS MOTOR WORKS,
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CONTROLLER FOR MOTOR-VEHICLES.

968,750.

Specification of Letters Patent. Patented Aug. 30, 1910.

Application filed March 5, 1909. Serial No. 481,219.

To all whom it may concern:

Be it known that I, GEORGE W. DUNHAM, a citizen of the United States of America, residing at Lansing, in the county of Ingham and State of Michigan, have invented certain new and useful Improvements in Controllers for Motor-Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention relates to control mechanism for motor vehicles, being more particularly designed for use as a speed controller, and the invention consists in the construction as hereinafter set forth.

15 In the drawings, the controller is illustrated in connection with a portion of a motor vehicle shown in vertical longitudinal section.

A is the dash of a motor vehicle, B the foot board having the inclined portion C at its forward end, as is usual in motor vehicle constructions.

20 D is the steering stem of the vehicle, E a hand controller shaft extending parallel to the stem D, and F a rock arm connected to a rock shaft G and operated from the shaft E. This shaft G has connected thereto the rock arm H, which in turn is connected to the rod I extending to the throttle valve J for the carbureter or other device for varying the speed of the motor. There is also a spring K connected to normally hold the parts in position for low speed.

35 It is usual to provide a foot-actuated controller in addition to the hand controller by which the speed of the vehicle may be altered, and this device is usually in the form of a button, which may be depressed by the operator's foot. It is, however, difficult to hold such a controller in different positions of adjustment for the reason that the oscillation of the vehicle tends to produce a corresponding variation of the operator's foot. I have, therefore, devised a construction of pedal having bearing portions for the foot at different heights above the foot board. This enables the operator to produce any desired adjustment by first shifting the foot to the proper bearing on the pedal and then depressing the latter until the foot is in firm contact with the foot board, in which position it may be held without difficulty.

As illustrated, L is a pedal which is ar-

55 ranged in a slot M in the inclined portion C of the foot board. This pedal is provided with an inclined and preferably slightly concave bearing face N extending from the fulcrum O to the extreme end. At the fulcrum the face N is preferably substantially on a level with the face of the foot board, but from that point outward rises gradually above the board until at the extreme end it is sufficiently removed for the maximum movement of the mechanism. On its lower face the pedal N has a bearing upon a rock arm P which is connected to the rock shaft G.

70 With the construction as described, in use the operator is permitted to rest his foot upon the inclined portion C of the foot board, and to control the pedal by shifting the position of contact toward or from the fulcrum. Thus, if the foot is moved outward to the extreme end the maximum degree of movement is imparted to the pedal which operating through the rock arms P and H, and rod I, adjusts the throttle valve J to full open position for maximum speed. Any degree of variation may be obtained by shifting the foot rearward from this extreme position, and in every case the support of the foot board will prevent oscillation of the foot by the vibration of the vehicle.

85 What I claim as my invention is:

1. The combination with a foot board, of a controller pedal fulcrumed at its rear end and having a concave bearing face gradually inclining upward from the fulcrum to the forward end of the pedal.

2. The combination with a footboard, of a controller pedal having a bearing surface in its normal position gradually inclining upward from the plane of the footboard, and having portions successively depressible to the plane of said board.

3. The combination with a footboard, of a controller pedal having an inclined bearing surface extending from the fulcrum to the free end and in the normal position of the pedal gradually inclining upward from the plane of the footboard, said bearing surface having portions successively depressible to the plane of said footboard.

105 4. The combination with a footboard, of a controller pedal fulcrumed at its rear end having a bearing surface in its normal po-

sition gradually inclining upward from the plane of the footboard, and having portions successively depressible to said plane.

5 5. The combination with a footboard, of a pedal arranged in an aperture in said board, and provided with a bearing face inclining upward from the board, and having portions successively depressible to the plane of said board.

10 6. The combination with a foot-board of a pedal arranged in an aperture in said board, and having a bearing portion inclining upwardly from the plane of the foot-board, said bearing having portions

successively depressible to the plane of said board, and a rock arm arranged in the path of said pedal, beneath said board. 15

7. The combination with a footboard, of a controller pedal having bearing portions for the operator's foot normally at different heights above said footboard and successively depressible to the plane thereof. 20

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

GEORGE W. DUNHAM.

Witnesses:

N. M. VANCE,
LOUISE HOLDEN.