No. 831,100.

PATENTED SEPT. 18, 1906.

P. RICHARDSON.

PEDAL MECHANISM.

APPLICATION FILED OCT. 5, 1905.

Fig. 1.

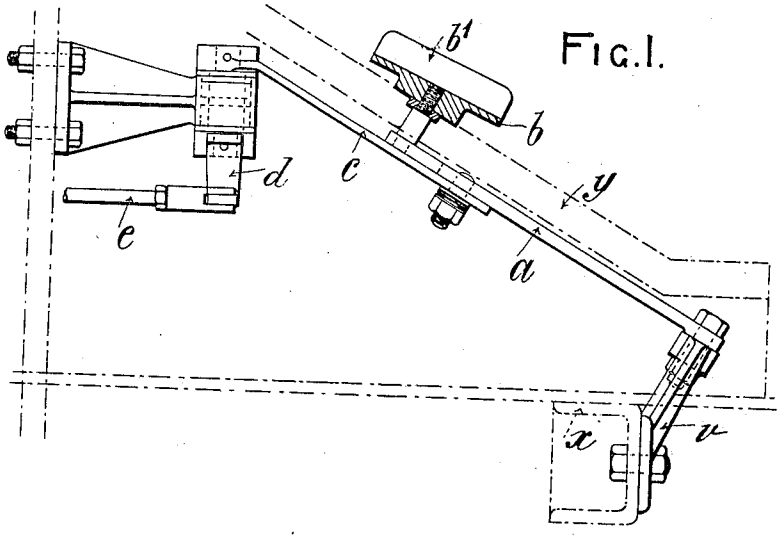
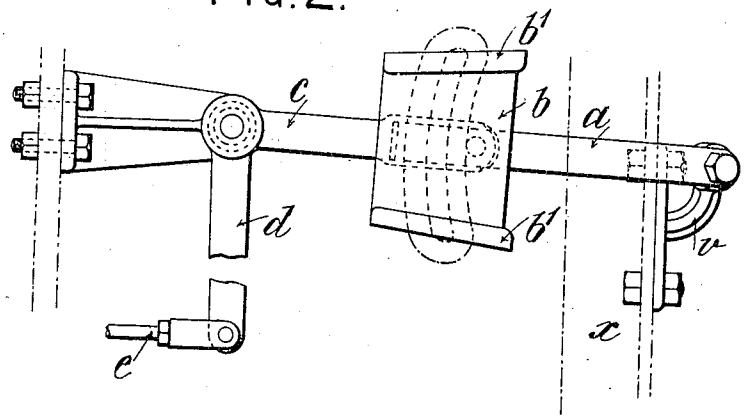



Fig. 2.




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PERCY RICHARDSON, OF WEST NORWOOD, ENGLAND.

## PEDAL MECHANISM.

No. 831,100. Specification of Letters Patent. Patented Sept. 18, 1906.

Application filed October 5, 1905. Serial No. 281,462.

*To all whom it may concern:*

Be it known that I, PERCY RICHARDSON, a subject of the King of Great Britain and Ireland, residing at 19 Lancaster road, West Norwood, in the county of Surrey, England, have invented a new and useful Improvement in and Relating to Pedal Mechanism, of which the following is a full and complete specification.

This invention relates to motor road-vehicles; and it consists of improved pedal mechanism for controlling the running of the motors of such vehicles.

It has hitherto been the practice to control the running of the motors of self-propelled road-vehicles by means either of hand-levers or of foot-levers or pedals. These systems of control have been found unsatisfactory, the former owing to its necessitating the removal of one of the hands from the steering mechanism and the latter owing to the difficulty experienced in obtaining with foot-levers or pedals at present employed (which operate by being either depressed or pushed forward) that fine degree of adjustment necessary for the perfect control of the running of the motor of a motor road-vehicle.

According to the present invention I employ a foot-lever or pedal pivoted vertically or approximately vertically with respect to the footboard, so that it only has one movement—*i. e.*, laterally with respect to the vehicles—the said lever being connected by suitable mechanism with the controlling device of the motor.

In the accompanying drawings, which illustrate, by way of example, one method of carrying this invention into practice, Figure 1 is a view in side elevation, and Fig. 2 is a view in plan.

In both views similar parts are marked with like letters of reference.

To a bracket *v*, carried by the frame *x* of the car, is pivoted a lever *a*, which extends toward the forward end of the car and carries on its free end a stud which projects through the footboard *y* and carries above the said footboard a plate *b*, provided with side flanges *b' b'*, the axis of the pivot of the lever *a* being such that the pedal formed by the lever *a* and the plate *b* moves approximately in the plane of the footboard and has no movement in any other direction.

The movement of the lever *a* is transmitted to the device by which the running of the motor is controlled. There is a bell-crank lever *c d*, with the arm *c* of which the forward end of the lever *a* engages by means of a pin-and-slot connection, the other arm *d* being connected with the controlling device by means of a connecting-rod *e*.

As the pedal has no vertical or depression movement, it can be operated by the foot in a most delicate and sensitive manner, thereby enabling a perfect control of the motor to be obtained with the foot.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a control mechanism for the motors of road-vehicles, the combination with the controlling device of a lever pivoted beneath the footboard at right angles to the plane thereof, of a stud carried by the said lever and projecting through a slot in said footboard, and a plate carried by the stud above said footboard, and an operative connection between said lever and the controlling device, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PERCY RICHARDSON.

Witnesses:

ROBERT E. PHILLIPS,

G. V. SYMES.