

B. G. NELSON.
SPEED CONTROLLING DEVICE.
APPLICATION FILED MAR. 20, 1911.

1,047,276.

Patented Dec. 17, 1912.

Fig. 1.

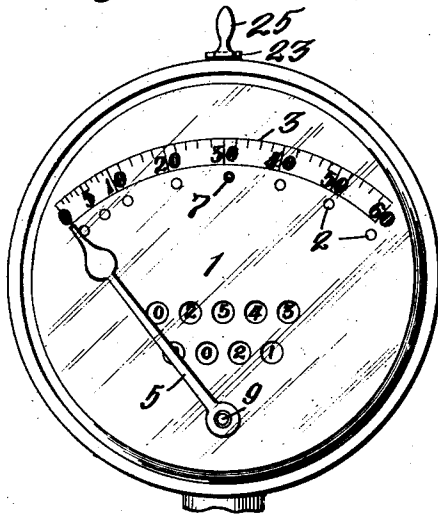


Fig. 2.

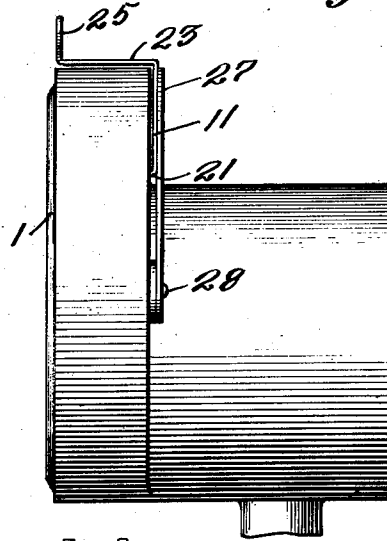
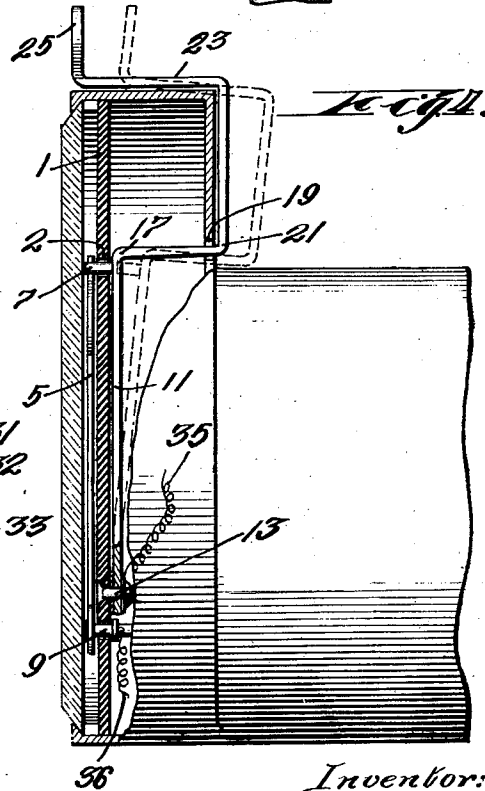
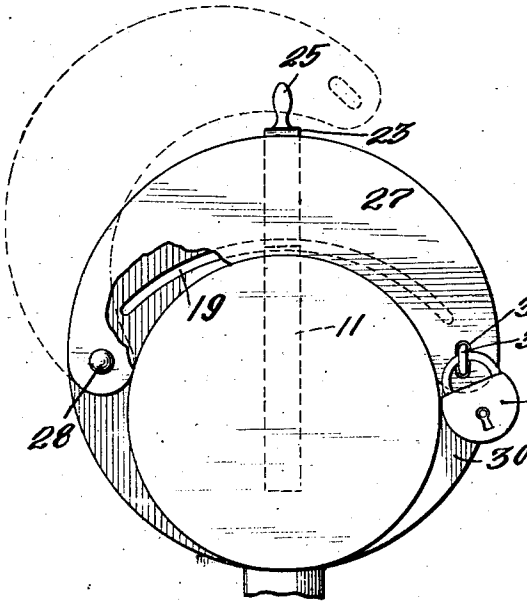


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

BURT G. NELSON, OF MILWAUKEE, WISCONSIN.

SPEED-CONTROLLING DEVICE.

1,047,276.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed March 20, 1911. Serial No. 615,468.

To all whom it may concern:

Be it known that I, BURT G. NELSON, a citizen of the United States, residing at Milwaukee, county of Milwaukee, and State of Wisconsin, have invented new and useful Improvements in Speed-Controlling Devices, of which the following is a specification.

My invention relates to improvements in speed controlling devices.

The object of my invention is to provide an improved construction for automatically controlling or limiting the speed of motor driven vehicles.

A special object of my invention is to provide means, whereby the interference with the controlling device by unauthorized persons is prevented.

In the following description, reference is had to the accompanying drawings, in which—

Figure 1 is a front elevation of a speedometer casing in which my invention is embodied. Fig. 2 is a side elevation of the same. Fig. 3 is a rear elevation, showing the means for locking the controller lever, with dotted lines showing the locking plate in raised position. Fig. 4 is a side elevation with the front portion in vertical section, showing the means for connecting the controlling lever and for short circuiting the igniter, with dotted lines indicating the controlling lever in retracted position.

Like parts are identified by the same reference characters throughout the several views.

In the embodiment of my invention shown in Figs. 1 to 4 inclusive, I provide an ordinary speedometer dial 1 with a series of holes 2 arranged in a segmental row, preferably in proximity to the dial index 3. The speed indicating pointer 5 is therefore adapted to swing into contact with a pin 7, projecting through one of the holes 2, whereby the motion of the pointer will be arrested, whereby an electrical circuit controlling the motor may be interrupted as hereinafter explained.

The mechanism of the speedometer, is not illustrated, since any ordinary form of speedometer may be employed. It will be understood, however, that the shaft 9, upon which pointer 5 is mounted, will be oscillated by a centrifugal governor or other suitable mechanism in one direction or an-

other, as the speed of the vehicle is increased or diminished. In my improved construction, I employ a controlling lever 11, which is pivoted to the dial plate at 13 and is provided with a pin 7 adapted to enter one of the holes 2 with which it may be brought into registry. The upper end portion of this lever 11 is provided with a rearwardly extending elbow at 17, the lever projecting through a slot 19 in the speedometer casing and provided with an upwardly extending elbow at 21, said elbow extending along the rear outer surface of the upper portion of the casing to a point above the casing, where it is again elbowed and provided with a forwardly extending arm 23 terminating in an upwardly projecting lip or handle 25.

The lever 11 may be retracted to the position indicated by dotted lines in Fig. 4 to retract the pin 7 from any one of the holes 2, in which it may be engaged, and the lever may then be swung to the right or left to bring said pin into registry with another of said holes, whereupon the pin may be permitted to enter such hole, thus allowing the lever to return to the position illustrated by full lines in the drawings. When the lever is in this position, it may be securely locked by a segmental plate 27 pivoted to the casing at 28, normally covering the vertically extending exposed portion of the lever in the rear of the casing wall 30. The end of the plate 27, which is distant from the pivot pin 28, is provided with a slot 31 adapted to receive a staple 32 connected with the casing wall 30, said staple being also adapted to receive a pad-lock 33, as shown in Fig. 3. When the pad-lock is in locking position with plate 27 covering the vertically extending exposed portion of the lever 11, it is obvious that said lever cannot be swung in either direction, since it is first necessary to retract the pin 7 by moving the lever to the dotted line position illustrated in Fig. 4, but by removing the pad lock, plate 27 may be raised, as indicated by dotted lines in Fig. 3, whereupon said lever 11 may be re-adjusted.

The circuit conductors of the igniter, if the vehicle is equipped with an internal combustion engine, or of the motor in an electrically driven vehicle, are provided with shunt circuit members 35 and 36 connected with the lever 11 and the pointer arm 5 respectively, whereby an engagement of the

pointer arm 5 with the pin 7 on lever 11, will short circuit the igniter (or the motor) and thus limit the speed of the vehicle to that speed which is necessary to bring the pointer into contact with pin 7. The adjustment of the lever 11 thereby controls the speed by fixing the maximum speed at which the vehicle can be operated.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a circuit controlling speedometer pointer, of a fixed dial plate provided with a segmental row of apertures, and a lever pivoted to the rear side of said plate and provided with a contact projection adapted to be inserted through any one of said apertures into the path of the pointer, said lever being connected up for coöperation with the pointer in controlling the circuit.

2. The combination with a circuit controlling speedometer pointer, of a fixed dial plate provided with a segmental row of apertures, and a lever pivoted to the rear side of said plate and provided with a contact projection adapted to be inserted through any one of said apertures into the path of the pointer, said lever being connected up for coöperation with the pointer in controlling the circuit, together with a casing covering the pivoted portion of said lever and having a slot through which the lever projects, a locking plate pivoted to the casing and adapted in one position to prevent a retraction of the lever projection, and a lock

for holding said plate in lever retaining position.

3. The combination with a speedometer pointer, of a dial plate over which said pointer moves, provided with a series of apertures, a lever pivoted to the rear face of said dial plate and provided with a pin adapted to be engaged in any one of said apertures, electrical circuit conductors operatively connected to the pin and pointer respectively, and means for locking said lever in any desired position of adjustment.

4. The combination with a speedometer pointer, of a dial plate over which said pointer moves, provided with a series of apertures, a lever pivoted to the rear face of said dial plate and provided with a pin adapted to be engaged in any one of said apertures, electrical circuit conductors operatively connected to the pin and pointer respectively, and means for locking said lever in any desired position of adjustment, said lever being extended to the exterior of the speedometer casing and along the rear face thereof, and said locking means comprising a swinging plate adapted to engage said lever between it and the speedometer casing and provided with key controlled locking mechanism for holding said plate in position.

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

BURT G. NELSON.

Witnesses:

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