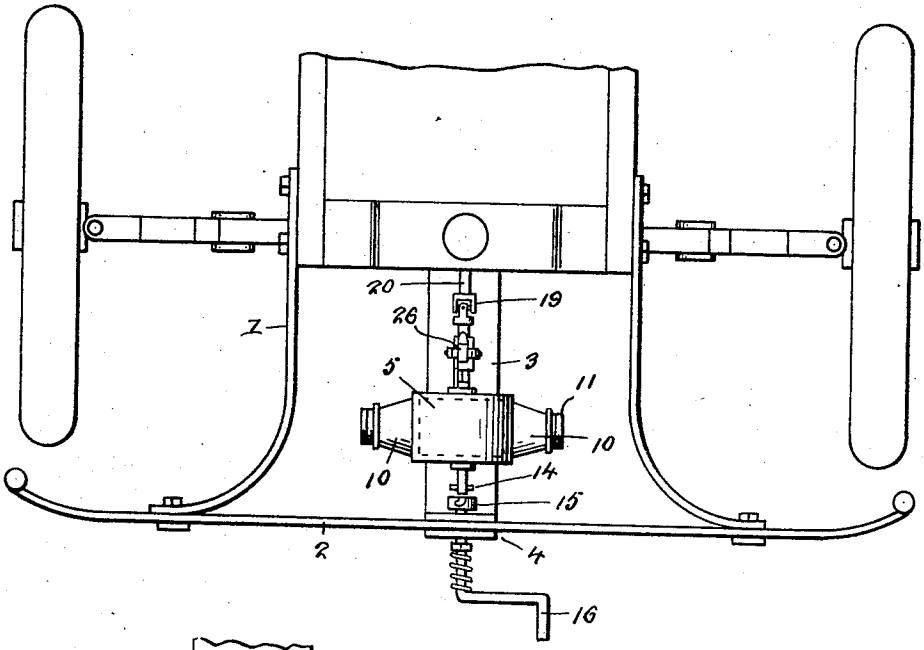
Aug. 25, 1931. O. L. WHITEHEAD 1,820,855

PUMP ATTACHMENT FOR AUTOMOBILES

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Fig. 1.



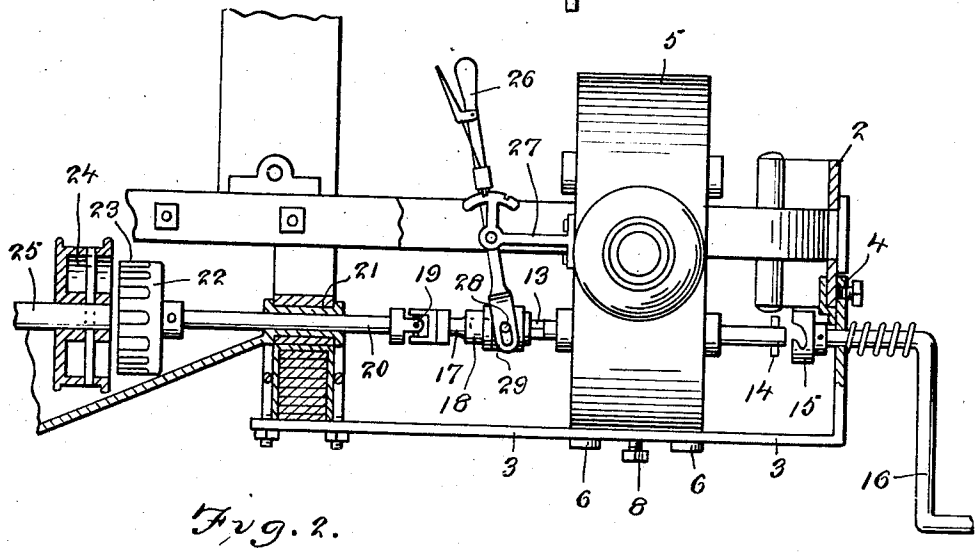


Fig. 2.

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Fig. 3.

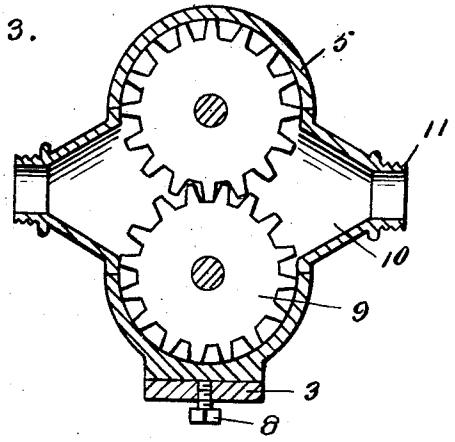


Fig. 4.

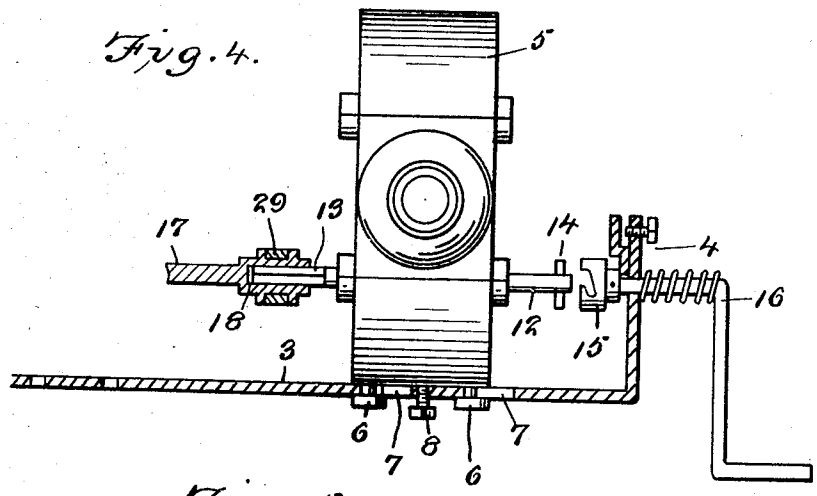
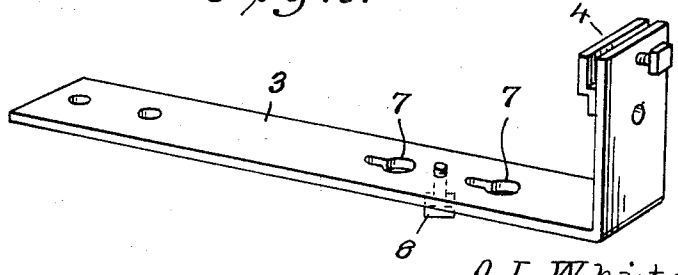


Fig. 5.



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UNITED STATES PATENT OFFICE

OTON L. WHITEHEAD, OF TCHULA, MISSISSIPPI, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF TWO-THIRDS TO PHILIP M. SMITH, OF TCHULA, MISSISSIPPI

PUMP ATTACHMENT FOR AUTOMOBILES

Application filed May 12, 1930. Serial No. 451,816.

This invention relates to means for attaching a pump to a motor vehicle and for operating the pump from the power plant of the vehicle so that the vehicle can be used as a fire apparatus or for pumping water for purposes other than for extinguishing a fire.

The general object of the invention is to provide means for supporting a pump at the front of the vehicle, with means for connecting the pump shaft to the motor shaft.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a plan view of the front part of a motor vehicle, showing the invention in use.

Figure 2 is a side view, with parts in section.

Figure 3 is a vertical sectional view through the pump.

Figure 4 is a side view with parts in section, showing how the pump is attached to its supporting member.

Figure 5 is a perspective view of the supporting member.

As shown in these drawings, a bar 1 is connected at its rear end to the front part of the chassis of a motor vehicle, these bars having their front ends curving outwardly and a bumper bar 2 is fastened to the outer ends of these bars 1. A plate 3 is suitably fastened at its rear end to the front of the vehicle and its front end is turned upwardly and fastened to the center of the bumper 2, as shown at 4.

A rotary pump 5 is supported on the plate 3 by having the headed studs 6 in its lower end passing through the keyhole shaped slots 7 in the plate and by the bolt 8 which passes through the plate and presses against the bottom of the pump to hold the studs in the small portions of the slots. Thus by loosening the bolt, the pump can be shifted to place the heads in alignment with the large ends of the slots so that the pump can be easily lifted from the plate. This pump is provided with the usual toothed wheels 9 and the inlet and outlet parts 10 of the pump are threaded, as at 11, so that one of these can be attached to a hose leading to a source of supply and the other to a delivery hose. The shaft 12 of one of the gears 9 has a square rear end 13 and its other end is provided with a pin 14 so that this front end can be engaged by the slotted head 15 of the crank handle 16 which is generally used to start the motor of the vehicle by hand. This crank handle is carried by the upright part of the plate. A stub shaft 17 has a socket 18 in its front end for receiving the square part of the shaft 13 and the rear end of the stub shaft is connected by a universal joint 19 with a shaft 20 which passes through the bushing 21 through which the crank handle 16 ordinarily passes and a head 22 is fastened to the rear end of the shaft 20 and has a plurality of notches 23 therein for engaging the pin 24 at the outer end of the shaft 25 of the motor of the vehicle, this pin ordinarily being engaged by the head 15 of the crank shaft.

A hand lever 26 is pivoted to a bracket 27 extending rearwardly from the pump and the forked lower end of the lever is slotted to receive the pins 28 in a collar 29 which is rotatably supported on the socket part 18 of the shaft 17. Thus by shifting the lever, the shafts 17 and 20 can be moved longitudinally to place the head 22 into and out of engagement with the pin 24.

From the foregoing it will be seen that by shifting the shafts so as to place the head 22 in engagement with the pin 24, the pump will be operated from the power plant of the vehicle and by shifting the shafts forwardly, the pump will be disconnected from the power plant. The motor of the vehicle can also be started by hand by pushing in the crank handle 16 so as to cause its head to

engage the pin 14 and moving the shafts 17 and 20 rearwardly to place the head 22 in engagement with the pin 24.

While the drawings show the invention applied to the Ford type of motor, it will, of course, be understood that it can be used on other types of motors by slightly changing the parts.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. In combination with a motor vehicle, a pump, means detachably connected with the vehicle for supporting the pump at the front of the vehicle, means detachably connecting the pump on said supporting means and means for operating the pump from the power plant of the vehicle.

2. In combination with a motor vehicle, a supporting member having one end detachably connected to the front of the vehicle and its front end detachably connected with the front bumper bar of the vehicle, a pump removably supported on said member, a shaft slidably connected with the pump shaft, means for moving the shaft longitudinally and means for connecting the shaft with the shaft of the power plant of the vehicle when the same is moved rearwardly.

3. In combination with a motor vehicle, a supporting member connected at its rear end to the front part of the vehicle and having its front end connected with the front bumper bar thereof, a pump detachably connected with the supporting member, a shaft slidably connected with the pump shaft, a shaft slidably arranged in the front of the vehicle, a universal joint connecting the shafts together, a slotted head on the shaft which is slidably arranged in the front of the vehicle for engaging a pin carried by the front end of the motor shaft of the vehicle and manually operated means for moving the sliding shafts longitudinally.

4. In combination with a motor vehicle, a supporting member connected at its rear end to the front part of the vehicle and having its front end connected with the front bumper bar thereof, a pump detachably connected with the supporting member, a shaft slidably connected with the pump shaft, a shaft slidably arranged in the front of the vehicle, a universal joint connecting the shafts together, a slotted head on the shaft which is slidably arranged in the front of the vehicle for engaging a pin carried by the front end of the motor shaft of the vehicle, manually operated means for moving the sliding shafts longitudinally and a crank handle slidably arranged in the front end of the supporting member and engaging a projection on the pump shaft when moved rearwardly.

In testimony whereof, I affix my signature.

OTON L. WHITEHEAD.