

Feb. 25, 1941.

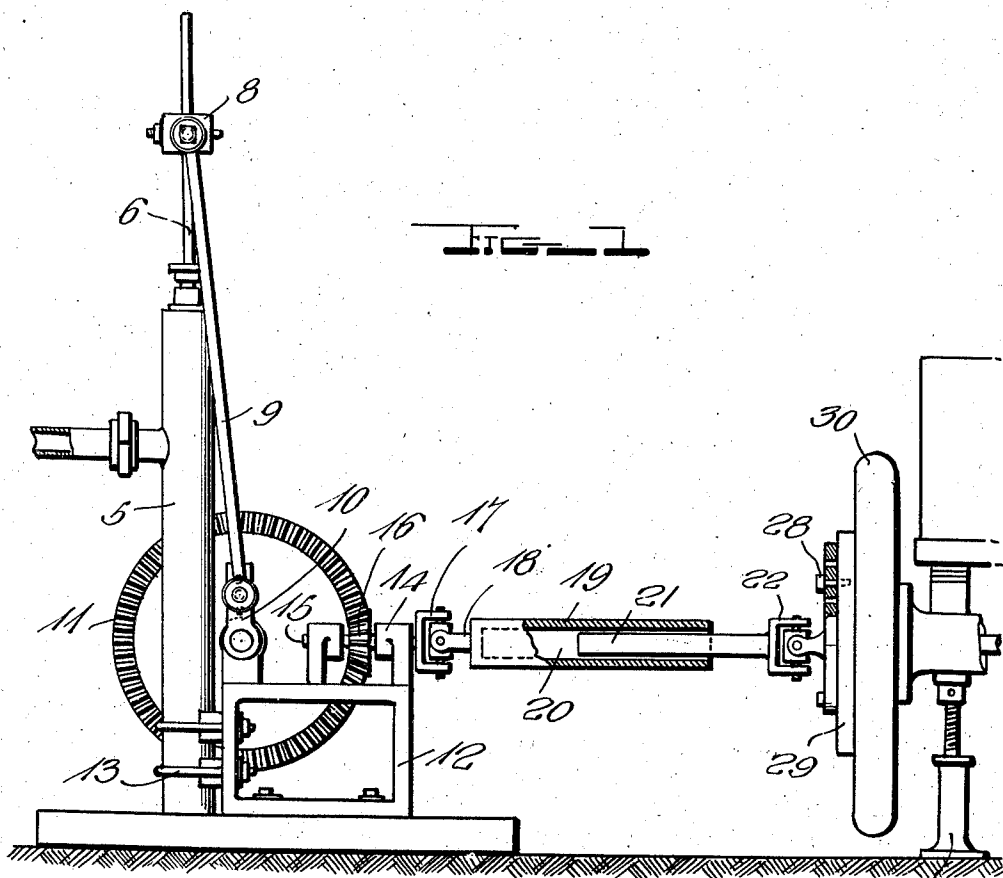
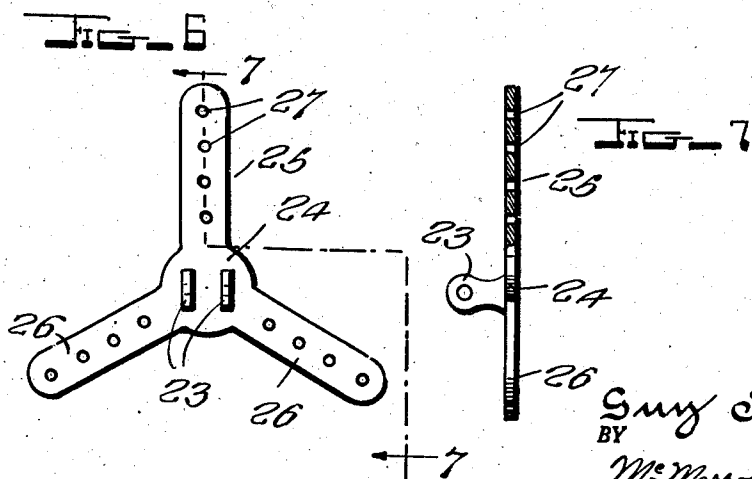
G. SOWELL

2,233,114

POWER TRANSMITTING DEVICE

Filed Sept. 28, 1940

3 Sheets-Sheet 1



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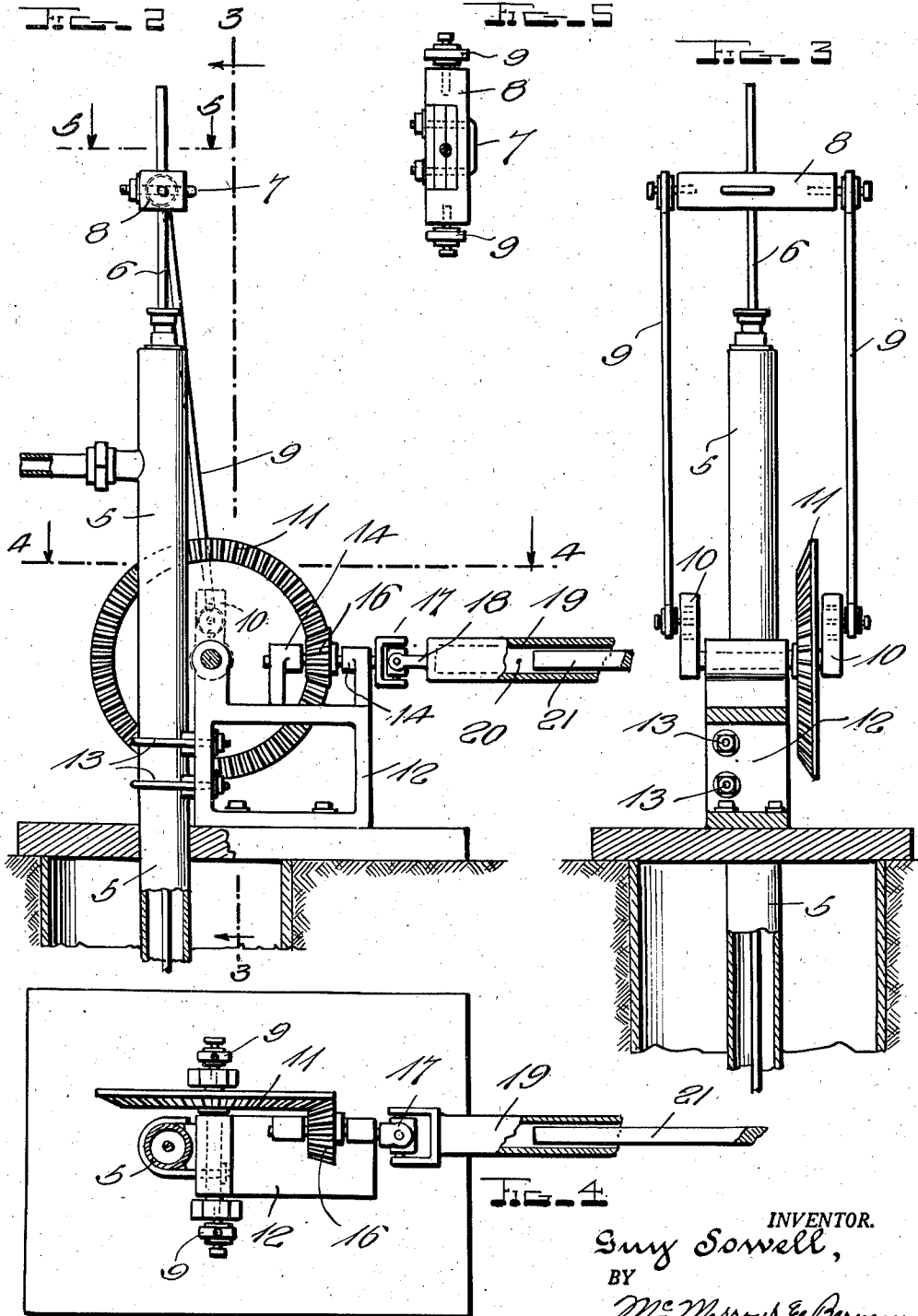
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3 Sheets-Sheet 2



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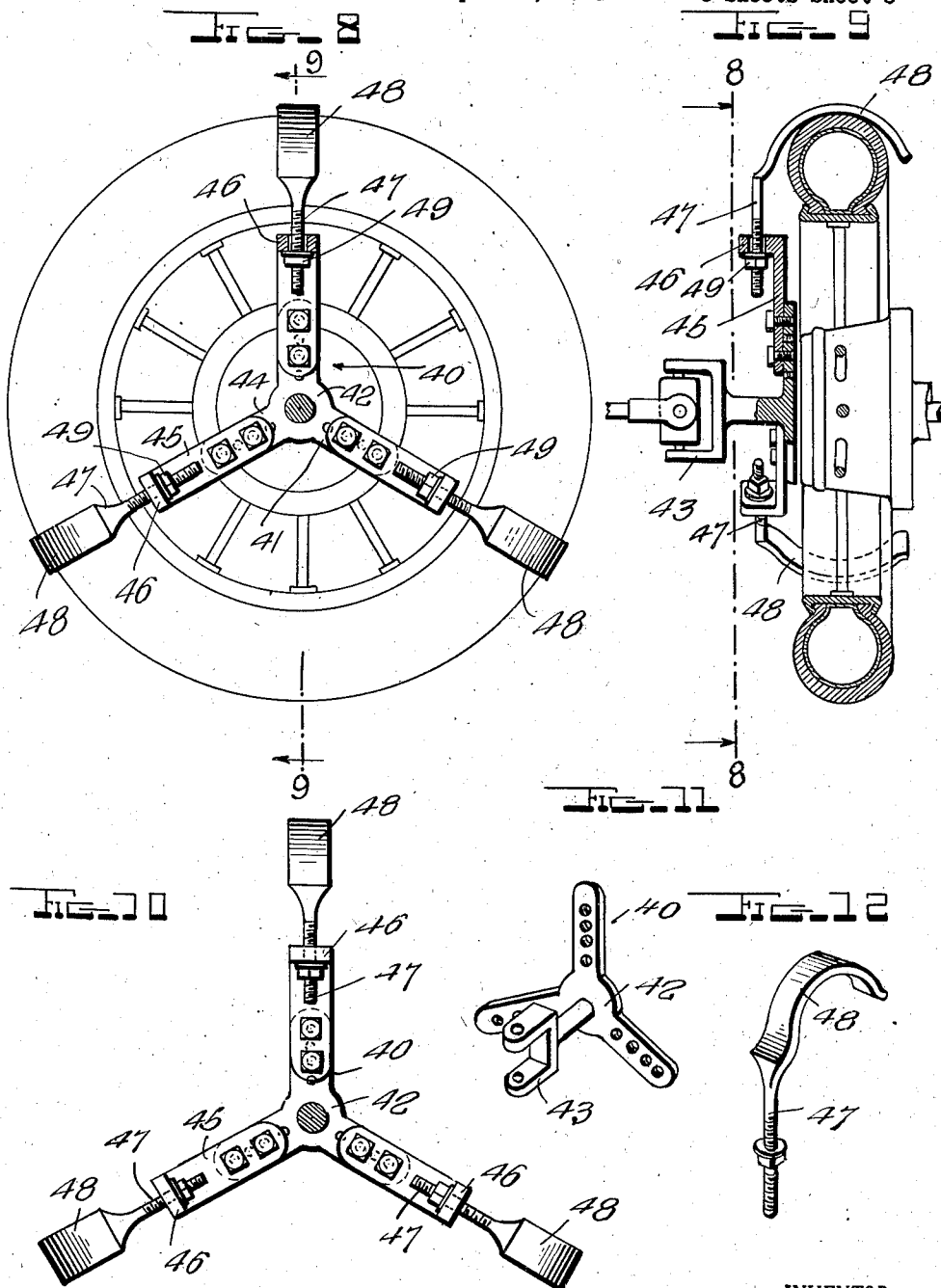
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POWER TRANSMITTING DEVICE

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3 Sheets-Sheet 3



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UNITED STATES PATENT OFFICE

2,233,114

POWER TRANSMITTING DEVICE

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Application September 28, 1940, Serial No. 358,918

4 Claims. (Cl. 74-15)

My invention relates to power transmitting devices and has as one of the principal objects thereof the provision of a device of the foregoing described character which is so constructed and arranged whereby the sucker rod of a pump or the like may be easily connected to a motor vehicle wheel and operated by the latter.

An important object of my invention is to provide a device of the character described which is simple in construction, durable in use, efficient in operation and economical in manufacture.

Other objects and advantages will be apparent from the following description, appended claims and annexed drawings.

Referring to the drawings wherein like reference characters designate like parts throughout the several views:

Figure 1 is a side elevation, partly in section, of my invention.

Figure 2 is a vertical sectional view.

Figure 3 is a sectional view taken on the line 3-3 of Figure 2.

Figure 4 is a transverse sectional view taken on the line 4-4 of Figure 2.

Figure 5 is a detail sectional view taken on the line 5-5 of Figure 2.

Figure 6 is a front elevation of the member for attaching the universal connection to the hub of a motor vehicle.

Figure 7 is a sectional view taken on the line 7-7 of Figure 6.

Figure 8 is a front elevation, partly in section, of a modified form of wheel clamp.

Figure 9 is a sectional view taken on the line 9-9 of Figure 8.

Figure 10 is a front elevation, partly in section, of the wheel clamp disclosed in Figure 8.

Figure 11 is a perspective view of a portion of the clamp disclosed in Figure 8.

Figure 12 is a detail perspective view of one of the clamping elements disclosed in Figures 8 to 10 inclusive.

In practicing my invention, as illustrated in Figures 1 to 7 inclusive, I provide a pump casing 5 equipped with the usual sucker rod 6, the upper end of which has clamped thereto, by means of a U-bolt 7, a cross head 8. The end of the cross head 8 has pivotally connected thereto the upper end of a pair of rods 9 as illustrated in Figure 5. The lower ends of the rods 9 are pivotally connected to a crank 10 fixed to a gear 11, the latter being mounted on a frame 12 connected by U-bolts 13 to the casing 5. The frame 12 is equipped with bearings 14 through which is rotatably mounted a stub shaft 15, the latter

having fixed thereto a pinion 16 disposed between the bearings 14 and meshing with the gear 11.

One end of the shaft 15 is connected to a universal joint 17, the latter being connected to one end of a shaft 18. The shaft 18, at one end is provided with a sleeve 19 formed with a square shaped bore 20, the latter telescopically receiving one end of a similar shaped shaft 21. The opposite end of said shaft 21 is connected to a universal joint 22 and with the latter swivelly connected to a pair of spaced ears 23. The ears 23 are integrally connected to the hub portion 24 of a spider 25 and with the arms 26 of said spider being radially disposed and formed with spaced openings 27 through which extend bolts 28 connecting said spider to the hub 29 of a motor vehicle wheel 30 as clearly illustrated in Figure 1 of the drawings.

In operation, the parts being connected in the manner illustrated in Figure 1 and with the wheel 30 supported above the ground by means of a jack 31, the wheel 30 is rotated and power thus transmitted to the gear 11 through the medium of the shaft 18 and 21 whereupon the sucker rod will be reciprocated by means of the rods 9 and 10. It will be apparent that the universal joints 17 and 22 function to permit the wheel 30 to operate the pump without the axle of said wheel being disposed in aligned relation with the stub shaft 15. Furthermore, the sleeve 19 and shaft 21 permits the motor vehicle to be disposed at various distances with respect to the pump as will be apparent from a study of the drawings.

In Figures 8 to 12 inclusive, I disclose a clamp 40 for clamping the device to the tire of the motor vehicle wheel instead of attaching the device to the hub as disclosed in Figure 1. The clamp 40 comprises a spider 41 having its hub portion 42 fixed to the universal joint 43 and with the arms 44 of said spider being provided with adjustable end sections 45, the outer ends of said end sections having right angularly disposed portions 46. The portions 46 are provided with openings through which slidably extend the inner ends of bolts 47, the latter being formed with outer U-shaped portions 48 embracing the tire of said wheel. The inner ends of the bolts 47 are equipped with nuts 49 disposed against the portions 46 whereby said bolts may be adjustably clamped about the tire.

Without further elaboration the foregoing will so fully explain the invention that others may, by applying current knowledge, readily adapt the same for use under various conditions of service.

Moreover, it is not indispensable that all the features of the invention be used conjointly since they may be employed advantageously in various combinations and sub-combinations.

- 5 It is obvious that the invention is not confined to the herein described use therefor as it may be utilized for any purpose to which it is adaptable. It is therefore to be understood that the invention is not limited to the specific construction as illustrated and described as the same is only illustrative of the principles of operation, which are capable of extended application in various forms, and that the invention comprehends all construction within the scope of the appended claims.

15 What I claim is:

1. A clamp for connecting power transmitting means to a vehicle wheel and comprising a spider having a hub section and arms radially extending from said section, end sections adjustably carried by said arms, and relatively wide arciform means adapted to engage the tread of a vehicle wheel provided with means connected to the end sections to provide for adjustment independently of and additionally to the first mentioned adjustment.

- 25 2. A clamp for connecting power transmitting means to a vehicle wheel and comprising a spider

having a hub section adapted for connection to said means and structurally integrally formed with at least a ternary of substantially equally spaced radially extending arms provided with end sections terminating in angularly disposed apertured end portions, said end sections being lengthwise adjustably carried by said arms, and relatively wide arciform means adapted to engage the tread of a vehicle wheel, said arciform means provided with members extending through the apertures of said end portions, and means carried by said members for connecting said members to said end portions and coacting with the latter to provide for adjustment of the members independently of and additionally to the first mentioned adjustment.

3. The structure of claim 1 as set forth and defined therein including, said end sections and said last mentioned means being disposed beyond the confines of said hub section to facilitate the adjustments.

4. The structure of claim 2 as set forth and defined therein including, said end sections and the last mentioned means being disposed beyond the confines of said hub section to facilitate the adjustments.

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