

No. 680,899.

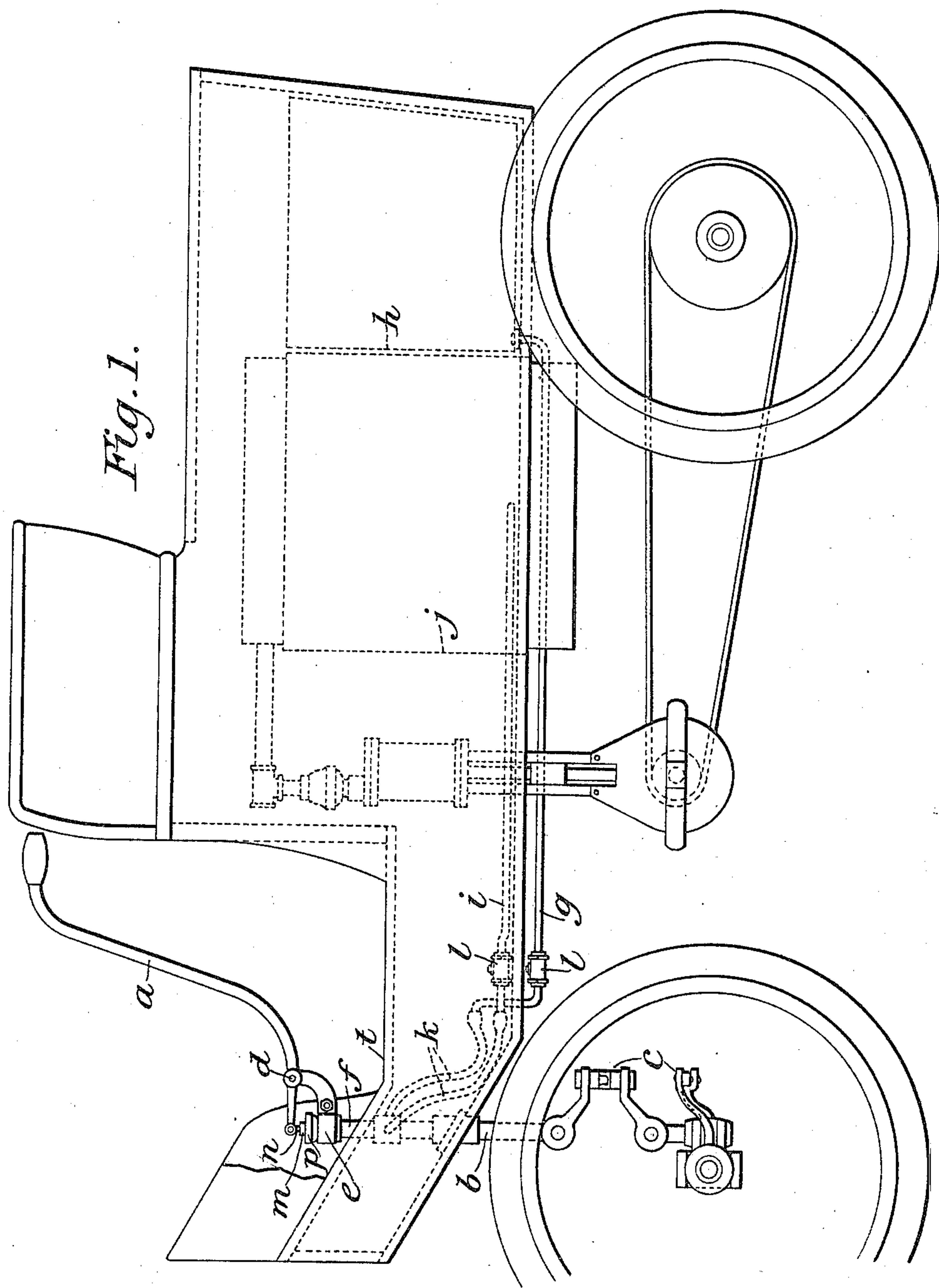
Patented Aug. 20, 1901.

A. THOMPSON.
AUTOMOBILE.

(Application filed Jan. 7, 1901.)

(No Model.)

2 Sheets—Sheet 1.



Attest:
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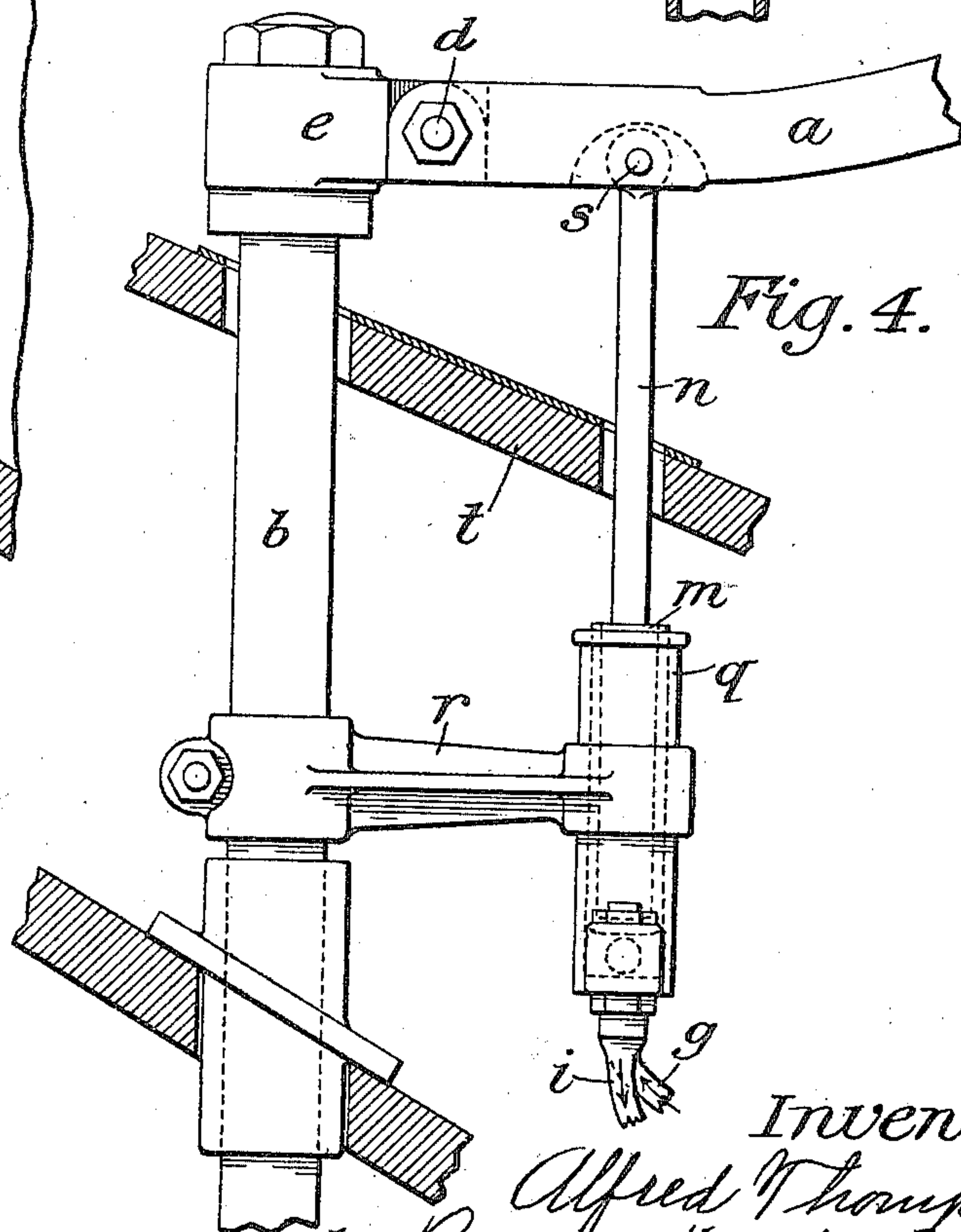
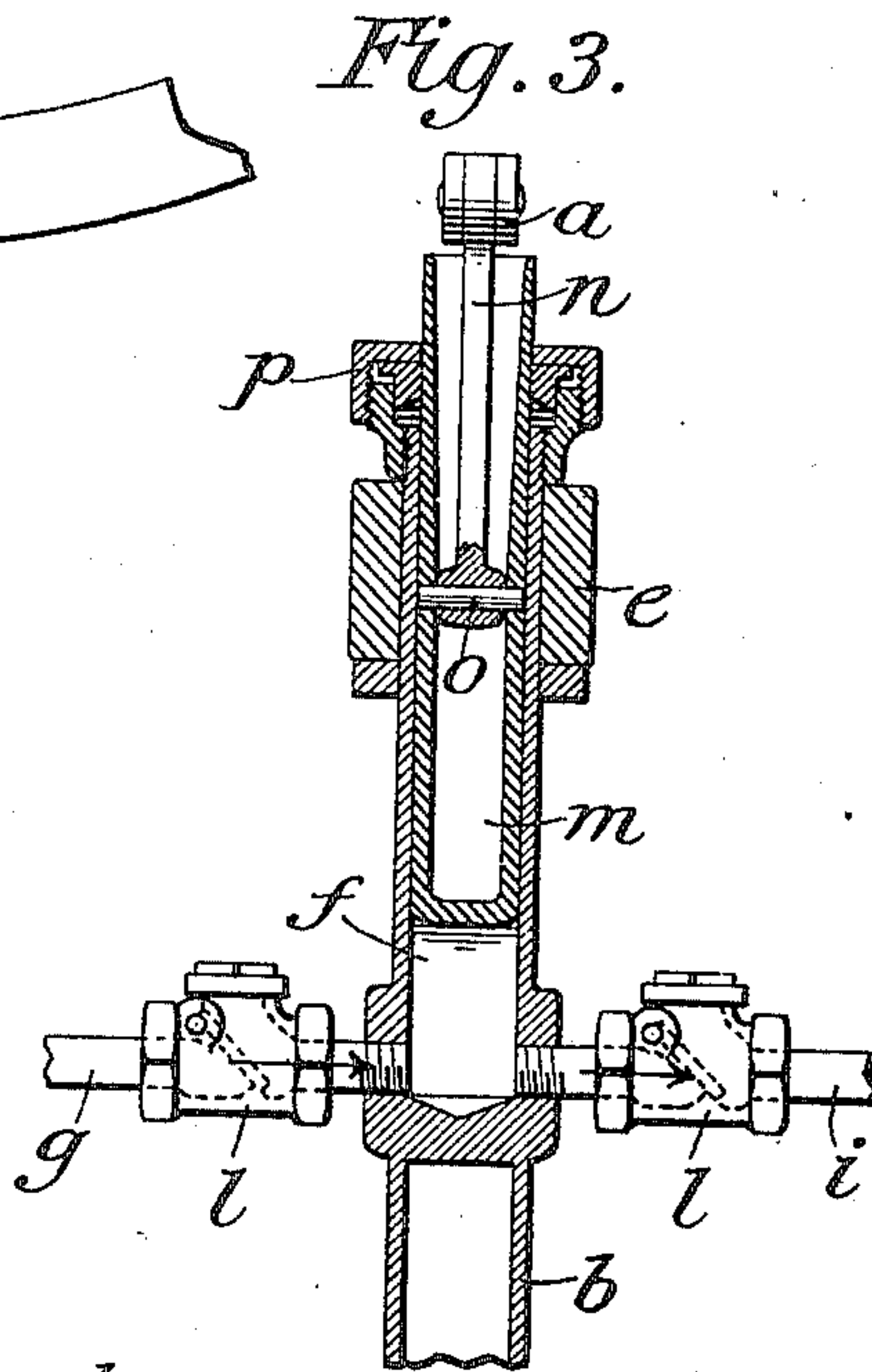
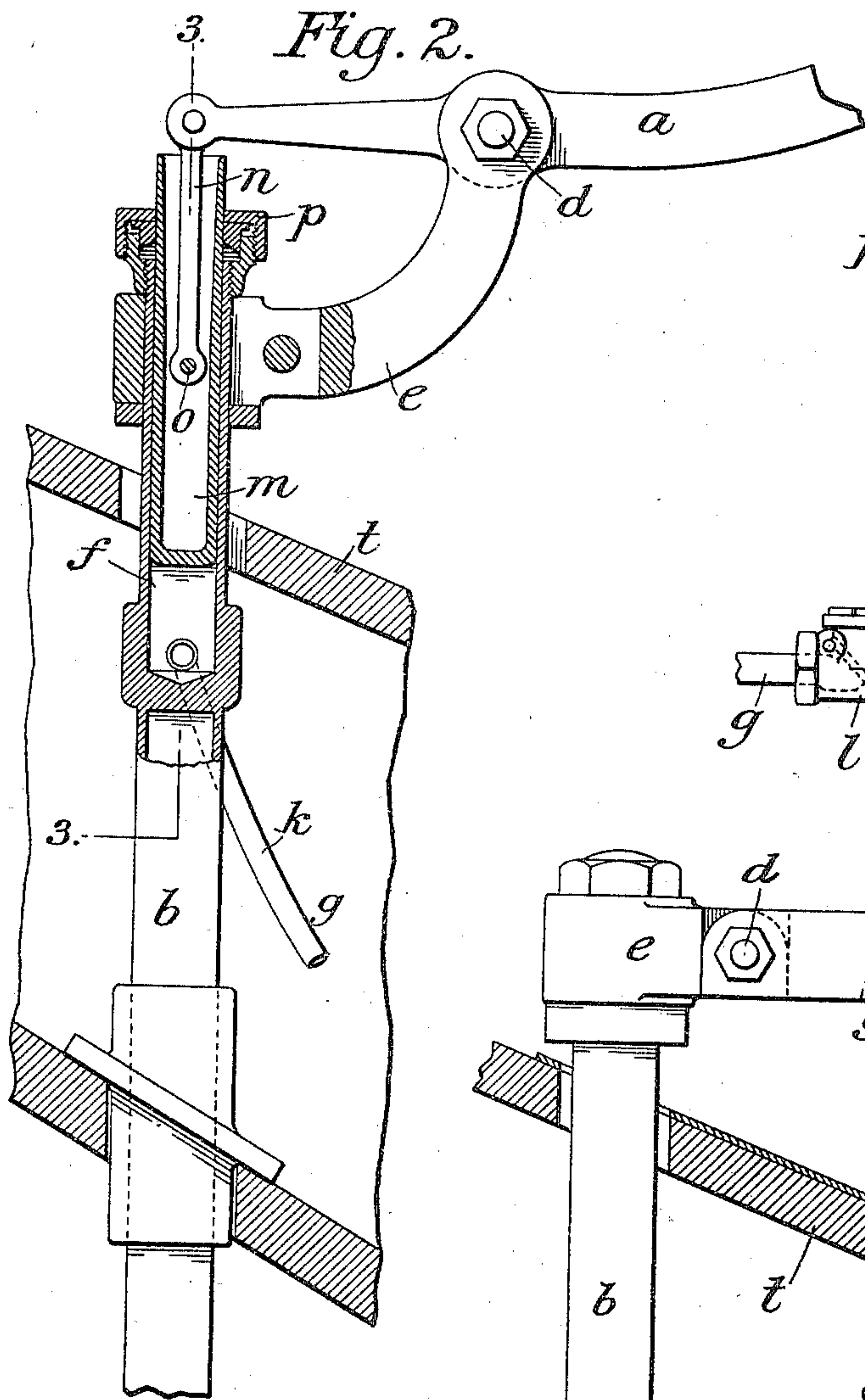
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Attest:
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UNITED STATES PATENT OFFICE.

ALFRED THOMPSON, OF TOLEDO, OHIO, ASSIGNOR TO AMERICAN BICYCLE COMPANY, OF JERSEY CITY, NEW JERSEY, AND NEW YORK, N. Y.

AUTOMOBILE.

SPECIFICATION forming part of Letters Patent No. 680,899, dated August 20, 1901.

Application filed January 7, 1901. Serial No. 42,280. (No model.)

To all whom it may concern:

Be it known that I, ALFRED THOMPSON, a citizen of the United States, residing at Toledo, in the State of Ohio, have invented certain new and useful Improvements in Automobiles, of which the following is a specification.

The invention relates especially to improvements in automobiles that are propelled by steam-engines or hydrocarbon-motors requiring the transmission of water or other liquids from one part of the vehicle to another; and it consists in providing a pump that can be operated by the steering-handle of the vehicle and in the other new and novel features of construction and combination of parts hereinafter set forth and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of a vehicle provided with a pump, the storage-tanks and the mechanism for operating the vehicle being shown partly in dotted lines. Fig. 2 represents an enlarged detail view, partly in section, of a pump, showing its connections and means for operating same. Fig. 3 represents a vertical section on the line 3 3 of Fig. 2. Fig. 4 is a detailed view of a portion of the steering-handle and steering-post of the vehicle, showing another arrangement of the pump.

The pump is actuated by a steering-handle *a*, whereby the steering-post *b*, that is connected with the steering mechanism *c* of the vehicle, is rotated. The steering-handle is pivoted at *d* upon a bracket or collar *e*, secured to the steering-post, so that the handle is permitted vertical movement independent of its movement about the axis of the steering-post. The barrel *f* of the pump is preferably formed integral with the upper part of the steering-post, which is hollowed out to form the pump-chamber and is connected by a pipe *g* with a supply-tank *h* and by a pipe *i* with the boiler *j* or other part of the vehicle to which the liquid contents of the supply-tank are to be transferred. A portion *k* of each pipe adjacent to the steering-post is flexible, so as to permit rotation of the steering-post, and the pipes are also provided at any desired point with valves *l*. The pump plunger or piston *m* is operatively connected with the steering-

handle by a link or pump-spear *n*, that is pivoted to the end of the steering-handle and that is also pivoted to the plunger by means of a stud *o*. The packing for the plunger is provided by a cap or packing-ring *p* on the top of the steering-post.

Instead of forming the pump-barrel integral with the steering-post it may be made of a separate piece *q*, that is held in fixed relation to the steering-post and steering-handle by means of an arm or bracket *r*. This arrangement permits the pump-spear to be pivoted to the steering-handle at a point *s* intermediate of its ends and also permits the pump to be placed entirely below the floor *t* of the vehicle.

The pump is under the immediate control of the driver and provides a ready and convenient means of supplying water to the boiler or for causing and maintaining the circulation of water in a cooling-jacket if a motor is used. It can also be used for other purposes, as desired, merely by changing the connections of the supply and delivery pipes; but few additional parts are required to those now necessary in the operation and control of a self-propelled vehicle, and the construction and location of the pump are such as to require little, if any, additional space.

I claim as my invention—

1. In an automobile, the combination of a steering-post provided with a pump, means connecting said pump with a suitable source of supply, and a steering-handle for rotating the steering-post and operating the pump, substantially as described.

2. In an automobile, the combination of a steering-post provided with a pump, a supply and a delivery pipe communicating with said pump, and a steering-handle pivoted to the steering-post for rotating same and operating the pump, substantially as described.

3. In an automobile, the combination of a steering-post provided with a pump rotatable therewith, supply and delivery pipes communicating with the pump and having flexible sections adjacent thereto, and a steering-handle operatively connected with said steering-post and pump, substantially as described.

4. In an automobile, the combination with a steering-post having a pump-barrel formed

integral therewith, a supply-pipe and a delivery-pipe communicating with said pump-barrel each provided with a flexible section adjacent thereto, a steering-handle operatively connected with the steering-post and with the pump-plunger, and a packing for said pump-plunger upon the top of the steering-post, substantially as described.

In testimony whereof I sign this application, in the presence of two witnesses, this 10 26th day of December, 1900.

ALFRED THOMPSON.

Witnesses:

H. S. SEYMAN,
W. S. HUNT.