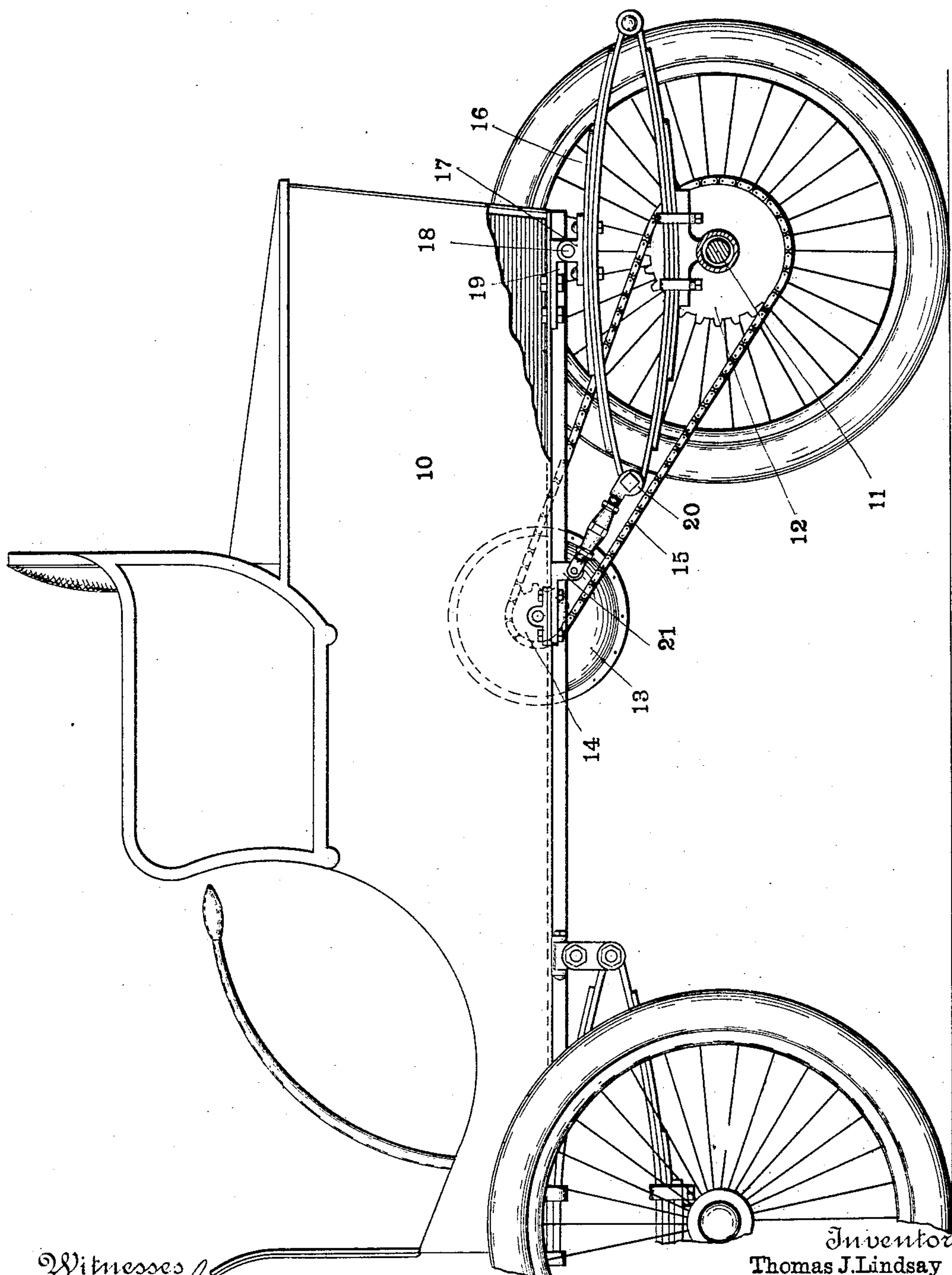


No. 750,867.

PATENTED FEB. 2, 1904.

T. J. LINDSAY.  
DRIVING AXLE ADJUSTMENT FOR AUTOMOBILES.  
APPLICATION FILED DEC. 8, 1902.

NO MODEL.



Witnesses  
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# UNITED STATES PATENT OFFICE.

THOMAS J. LINDSAY, OF INDIANAPOLIS, INDIANA, ASSIGNOR, BY DIRECT  
AND MESNE ASSIGNMENTS, TO HIMSELF AND WILLARD HARMON.

## DRIVING-AXLE ADJUSTMENT FOR AUTOMOBILES.

SPECIFICATION forming part of Letters Patent No. 750,867, dated February 2, 1904.

Application filed December 8, 1902. Serial No. 134,361. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS J. LINDSAY, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Driving-Axle Adjustments for Automobiles, of which the following is a specification.

The object of my invention is to provide a simple yet efficient structure by means of which the distance between the motor and the driving-axle may be varied in order to compensate for differences in length or wear of the driving connection.

The accompanying drawing, which is a side elevation, illustrates my invention as applied to a chain-drive.

In the drawing, 10 indicates the main body of the vehicle; 11, the driving-axle; 12, the gear carried by said axle; 13, the motor carried by the body 10; 14, a driving-gear carried by the motor, and 15 the driving-chain connecting gears 14 and 12. The driving-axle 11 carries one or more springs 16 of the leaf type, for instance, and the upper side of each spring is provided with an eye or fitting 17, pivoted at 18 to a fitting 19, carried by the main body 10, the driving-axle 11 thus being capable of swinging about the pivot 18. Secured to the forward end of each spring 16 is one end of an adjustable strut 20,

preferably of the turnbuckle type, the opposite end of said strut being pivotally connected to a fitting 21, carried by the main body 10. As will be readily apparent, the distance between the driving-axle 11 and the motor may be readily varied by adjusting the length of the strut 20, said adjustment resulting in a swing of the driving-axle 11 and the springs which it carries about the pivot 18.

I claim as my invention—

1. In a driving-gear adjustment for automobiles, the combination, with the main body, of a spring pivoted thereto upon a single axis, a driving-axle carried by said spring, and an adjustable strut between said spring and the main body, for the purpose set forth.

2. In a driving-gear adjustment for automobiles, the combination, with the main body, of an elliptical spring pivotally attached thereto upon a single axis, a driving-axle carried by said spring, and an adjustable strut connected at one end to the body and at the other to one end of the spring, substantially as and for the purpose set forth.

In witness whereof I have hereunto set my hand and seal at Indianapolis, Indiana, this 2d day of December, A. D. 1902.

THOMAS J. LINDSAY. [L. s.]

Witnesses:

ARTHUR M. HOOD,  
JAMES A. WALSH.