L. LINDSTROM.

MACHINE FOR SETTING VEHICLE AXLES.

No. 184,974. Patented Dec. 5, 1876.

Fig. 1.

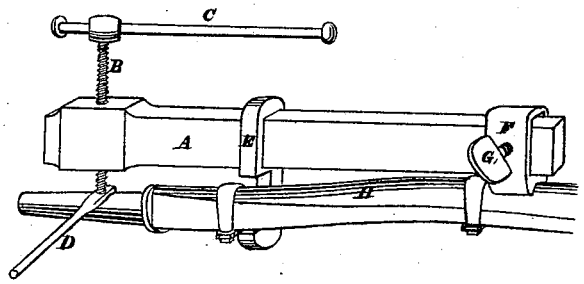
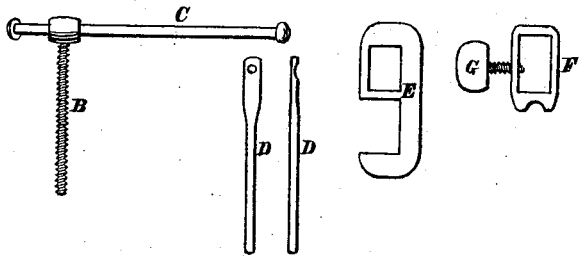


Fig. 2



Inventor.

Louis Lindstrom

Witnesses:

Stanley S. Miller

Leonard G. Taylor

John McNeill

Attorney

UNITED STATES PATENT OFFICE.

LOUIS LINDSTROM, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF HIS RIGHT TO ALFRED S. MILLAR.

IMPROVEMENT IN MACHINES FOR SETTING VEHICLE-AXLES.

Specification forming part of Letters Patent No. **184,974**, dated December 5, 1876; application filed December 17, 1875.

To all whom it may concern:

Be it known that I, LOUIS LINDSTROM, of Chicago, county of Cook and State of Illinois, have invented an Improvement in Machines for Setting Vehicle-Axles, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings, forming a part of the same.

The object of my invention is to rapidly set or straighten the axle-tree of a vehicle when cold, and while in its place on the vehicle, when the same is bent out of line by accident or other causes, thereby saving the time and labor of removing it from the vehicle, heating it in a forge and setting it with a hammer in the usual way; and it consists in the combination of the devices employed, as will hereafter be more fully described.

Figure 1 is a side view. Fig. 2 is a sectional view of the clamp, rest, detached guide, lever, and set-screw, with its sliding lever.

A is a straight bar, and B a set-screw, which passes through one end of bar A, the upper end of the set-screw B being formed into an eye, through which passes the sliding lever C, the lower end of which is formed into a round or beveled point to fit into a corresponding cavity or indentation in the upper side and end of guide-lever D, which is also provided with a notch on the under side of same end, to fit on the round surface of the axle-tree; and in the operation of setting an axle-tree the lower or pointed end of the set-screw is placed in its proper position on the guide-lever D, which is placed with its notch to the axle-tree. Thus the end of the guide-lever D is between the point of the set-screw and the axle-tree, the other end being held by the operator to guide and steady the set-screw when being let down by means of the sliding lever C. This also protects the axle-tree from the point of the set-screw while in operation. The adjustable clamp E is the fulcrum in this combination, and is provided with an eye on its upper end to fit on the bar A. The lower part is open on one side to admit the axle-tree. The clamp is placed on the bar A, between the set-screw B and the clamp-rest F, which is placed on the bar on the opposite end from the set-screw B, and is so formed that it can be set at the proper angle to conform to the axle-tree, and is held in position on the bar A by the set-screw G, the lower or under side being formed into a notch to fit on the axle-tree and keep it in position while in operation. H is the axle-tree. G is a set-screw to hold the clamp-rest F on the bar A and keep it in proper position.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

In a machine for setting axle-trees, the bar A, in combination with the clamp E, clamp-rest F, guide-lever D, and set-screw B, when constructed and arranged to operate substantially in the manner and for the purpose specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LOUIS LINDSTROM.

Witnesses:

S. S. MILLAR,

L. G. TAYLOR.