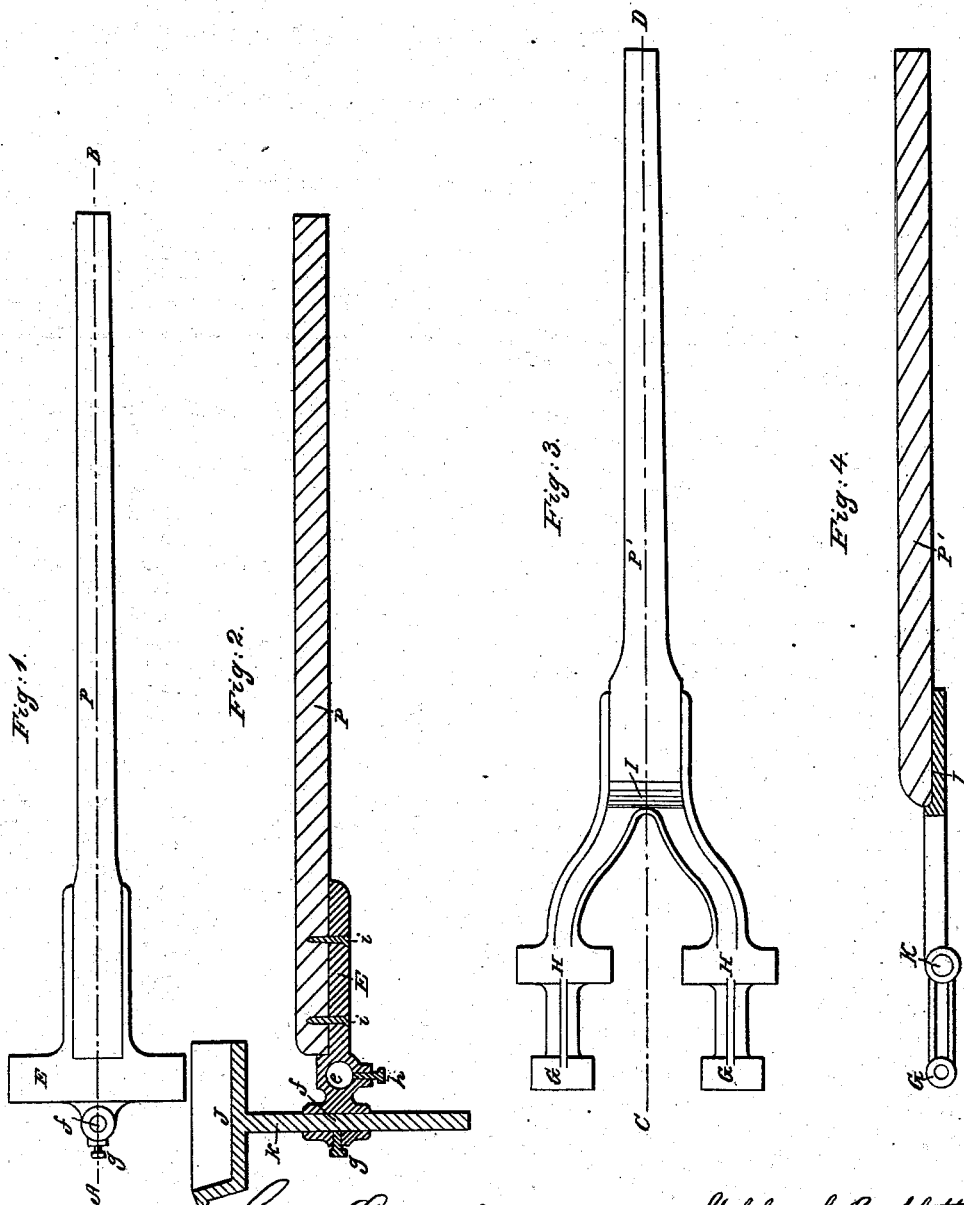


S. S. BARTLETT.
Mowing Machine.

No. 47,692.

Patented May 16, 1865.



Witnesses:

Wm. O. Shepherd
E. A. Smith.

Stephen S. Bartlett.

by his Attorney

Thos. W. Dodge.

*The drawing in this Patent
is not in print.*

UNITED STATES PATENT OFFICE.

STEPHEN S. BARTLETT, OF PROVIDENCE, RHODE ISLAND.

IMPROVEMENT IN MOWING-MACHINES.

Specification forming part of Letters Patent No. 47,692, dated May 16, 1865.

To all whom it may concern:

Be it known that I, STEPHEN S. BARTLETT, of the city and county of Providence, in the State of Rhode Island, have invented certain new and useful Improvements in Mowing-Machines; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and in which—

Figure 1 represents a plan view of my invention, the seat for the driver being removed. Fig. 2 represents a longitudinal section on line A B, Fig. 1, with the seat added. Figs. 3 and 4 represent a modification of part of my said invention.

In the drawings, P represents the tongue or draft-pole of the machine, the rear end of which is fitted in a groove or recess cast in the top of the tongue-plate E, where it is held in any suitable manner—one mode being shown in the drawings, viz., by means of the screws or bolts *i i*. (Shown in section, Fig. 2.) The tongue-plate E extends back of the tongue, and has a hole, *e*, for the reception of the main axle of the machine, and back of the hole *e* is a vertical hole, *f*, for the reception of the seat-standard, as indicated in Fig. 2. This tongue and seat plate is designed to be used upon that class of machines in which a tilting frame is combined with a hinged tongue, as will be readily understood by those skilled in the art of mowing-machines. It is particularly applicable to the class of machines known and patented as the "Union Mowing-Machine." When the said invention is in use, the weight of the driver acts as a counterpoise or balance to the tongue or draft-pole, and thus relieves the necks of the horses from the weight thereof.

The main frame, to which the gearing and cutting apparatus are attached, is to be connected to the main axle, so as to be free to conform to the inequalities in the surface of the ground. If it should be desired to have the main axle of the frame move with the tongue-piece, then the screw *h* is to be turned up. In the latter case the axle of the main frame would have to be so fitted as to turn loosely in bearings or boxes on said frame.

In Figs. 3 and 4 the design is to have the frame suspended to a shaft or axle passing through holes in hubs G G, and the main axle, to which the main drive-wheels are attached, through the holes in hubs H H, and the seat for the driver be supported upon the arms which connect the hubs G G and H H. By the latter arrangement some slight motion would be communicated to the main frame by the tilting or rocking motion of the tongue, and I prefer the plan first above described by reason thereof.

The seat J is attached to a standard, K, whereby it can be adjusted by means of the set-screw *g* at any desired height.

It is not deemed necessary to describe or illustrate the various parts of a mowing-machine, as those skilled in the art will understand the application of my said invention.

What I claim, and desire to secure by Letters Patent, is—

The use of the socket *f*, cast with the pole-plate, in combination with the adjustable standard K, for supporting and adjusting the seat, substantially as herein described.

STEPHEN S. BARTLETT.

Witnesses:

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