

C. H. Littlefield.

Wheel Plow.

N^o 62,430.

Patented Feb. 26, 1867.

Fig: 1.

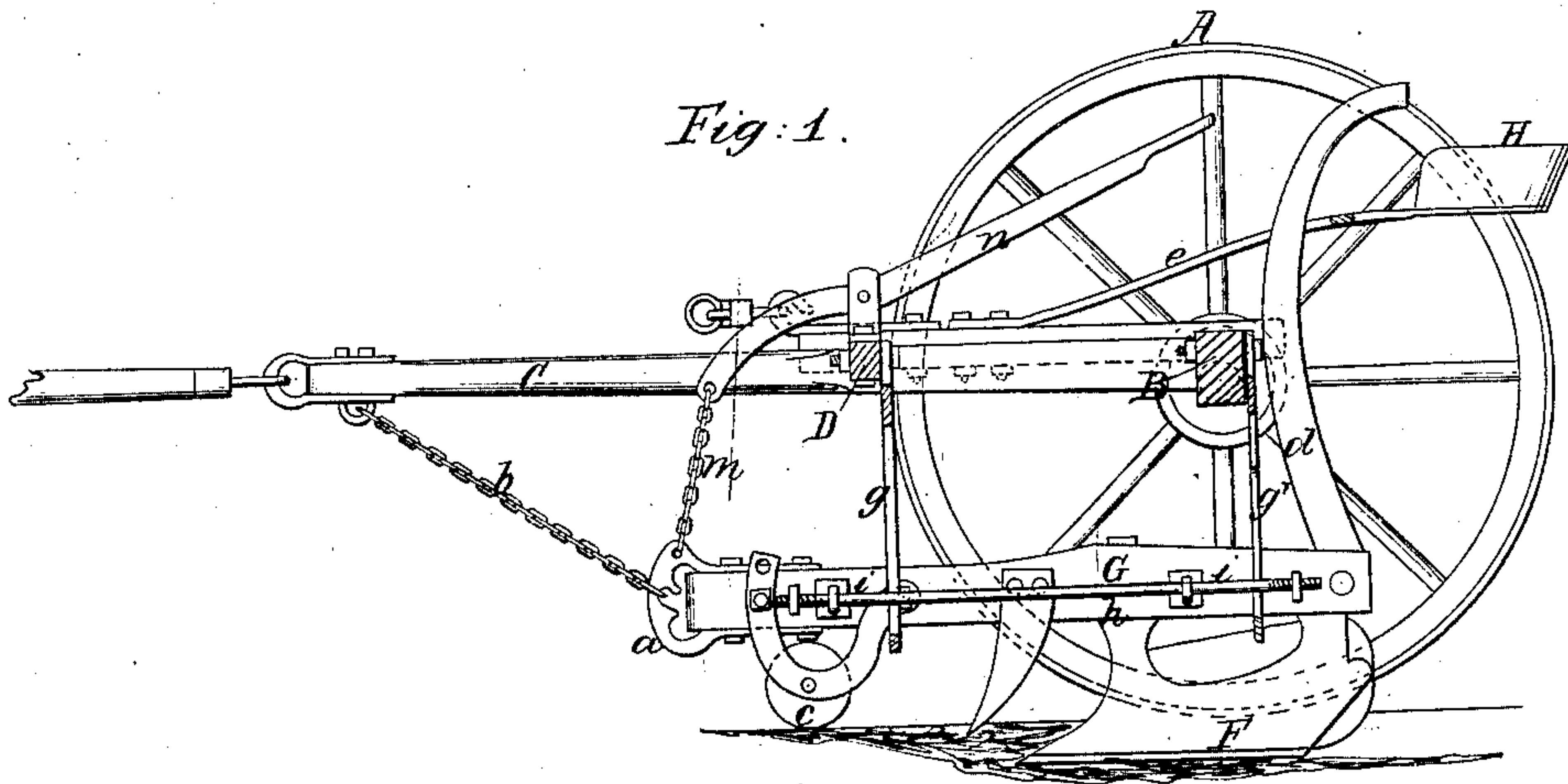


Fig: 3.

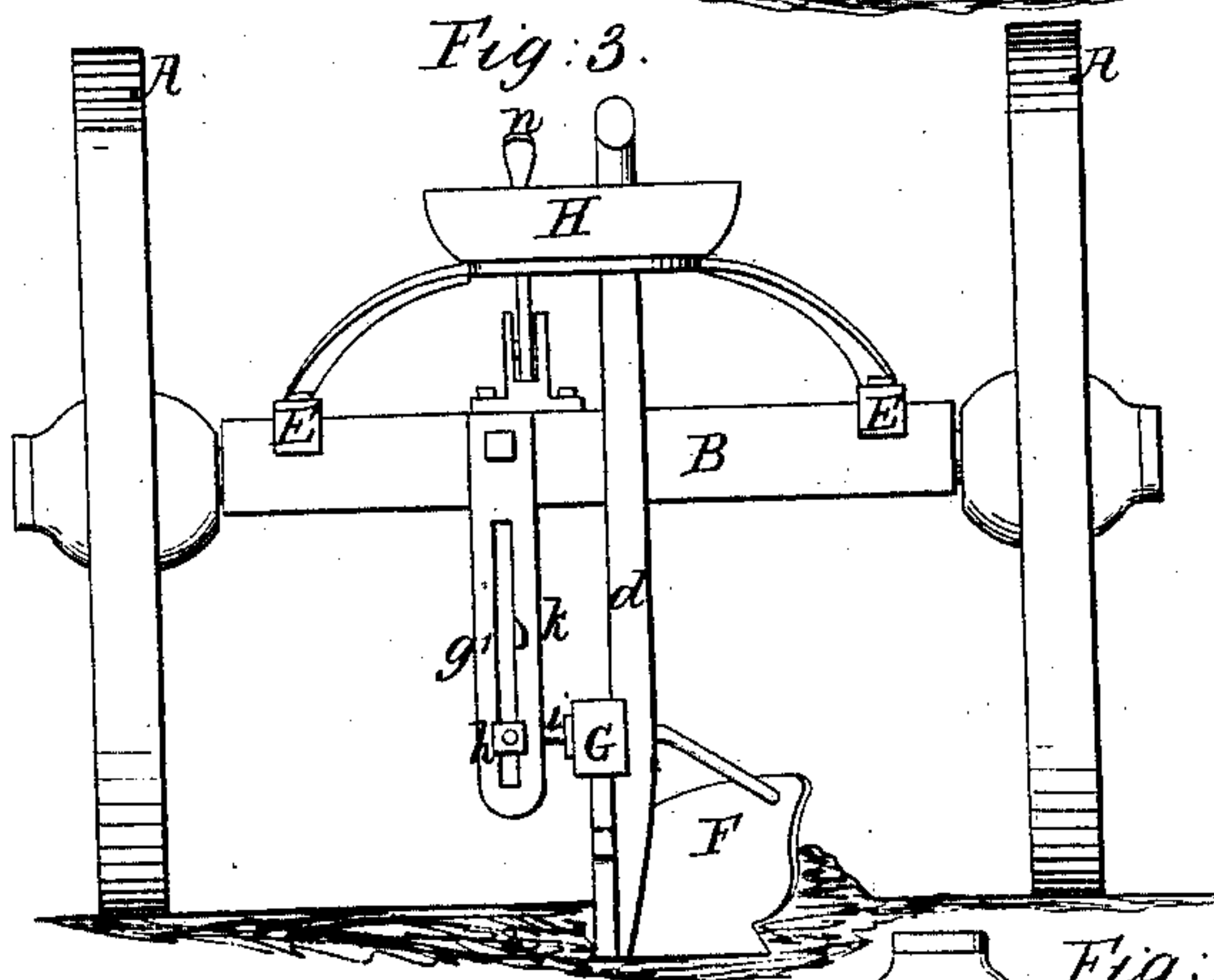
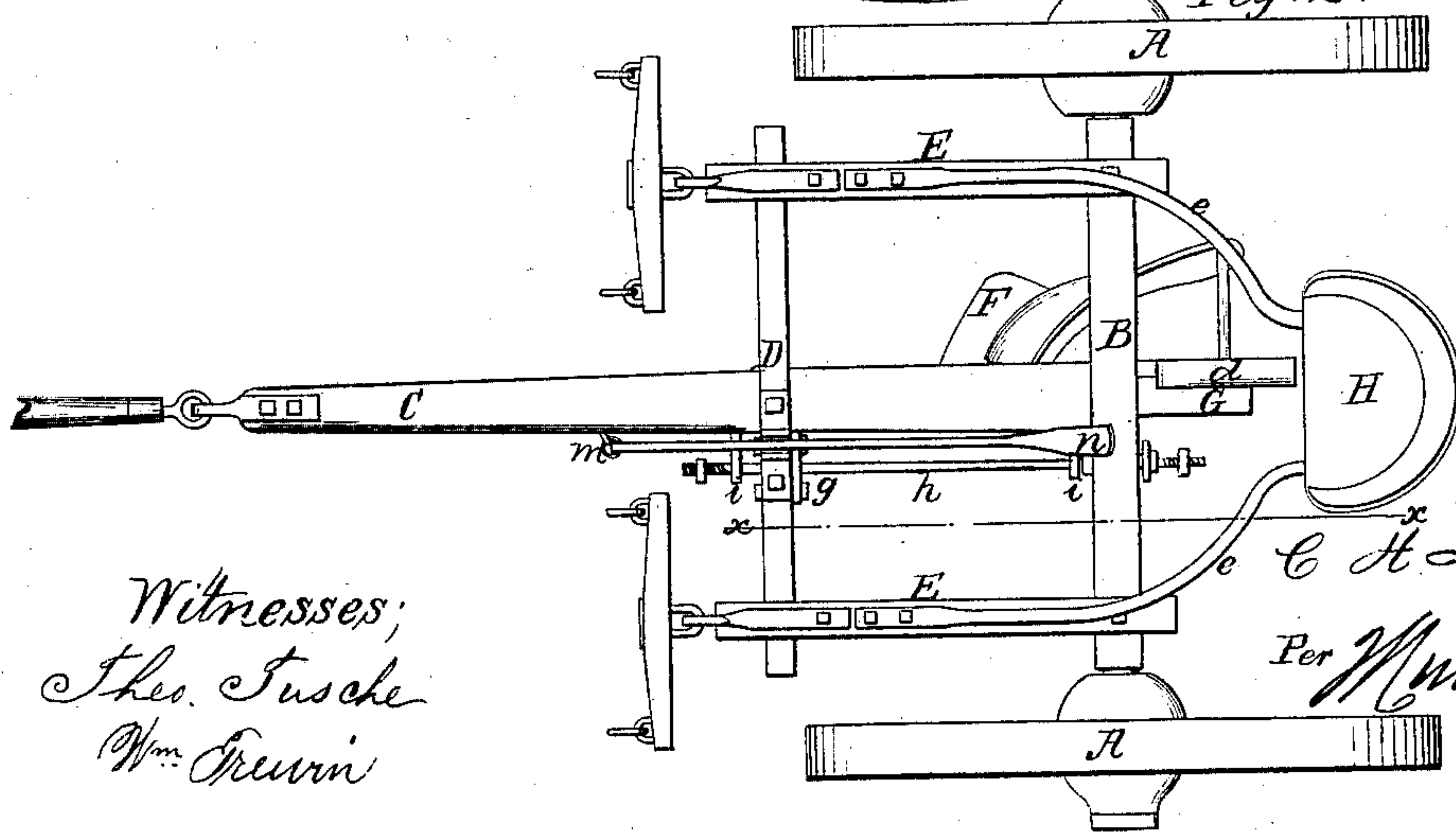


Fig: 2.



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United States Patent Office.

C. H. LITTLEFIELD, OF TURNER, MAINE.

Letters Patent No. 62,430, dated February 26, 1867.

IMPROVEMENT IN SULKY-PLOUGHS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, C. H. LITTLEFIELD, of Turner, in the county of Androscoggin, and State of Maine, have invented a new and useful Improvement in Sulky-Plough; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical longitudinal section of my improved sulky-plough taken in the line *x x*, fig. 2.

Figure 2 is a top view of the same.

Figure 3 is a rear end view.

Similar letters of reference indicate corresponding parts.

This invention relates to improvements in the construction of sulky-ploughs, and consists in devices for connecting the plough-beam with the carriage frame and the draught-pole in such manner that the plough may be managed while at work by the ploughman on a seat.

A A are the driving-wheels on a straight axle, B. C is the draught-pole running back and fastened to the axle B. D is a cross-bar in front, and E E side pieces connecting the cross-bar with the axle B, forming together the truck or carriage for the plough. F is the plough, which may be of any ordinary make, and is attached in the usual manner to a plough-beam, G, upon which is a clevis, *a*, connected with the pole C by a draught-chain, *b*. The front end of the plough-beam is provided with an adjustable guide-wheel *c*, and to the rear end is fastened a single plough handle, *d*, which passes up vertically in front of the driver's seat H mounted on the rear ends of spring bars *e e*. A vertical slotted iron guide *g* is made fast at the upper end to the front cross-bar D, near the draught-pole C, and a similar guide, *g'*, is pivoted at the upper end to the axle B so as to have a lateral vibration. A rod *h* passes through two eye-bolts *i i* in the front and back ends of the plough-beam, and also through the slotted iron guides *g g'* for the purpose of holding the plough F in place, while at the same time it is allowed to have play enough for working both endwise and sidewise. It will be seen that the rear guide *g'*, by its lateral movement, enables the driver in his seat to cant the plough to one side or the other as required by means of the handle *d*, while the rod *h* can also move freely in the guides *g g'* in several directions. In the rear guide *g'*, is a notch, *k*, on one side of the slot, in which the rod *h* can rest when the plough is lifted clear of the ground for going afield or turning about, and the front end of the plough-beam G is connected by a chain, *m*, with a lever, *n*, that extends back to the axle B, by which the driver may raise the plough-beam in front, and hold it with his foot down, when desired. By these arrangements the plough is completely under the control of the driver, and the ploughing can be performed with much greater facility than in the ordinary way.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The slotted iron guide *g* made fast to the cross-bar D, and the vibrating iron guide *g'*, connected with the axle B, in combination with the rod *h*, and plough-beam G, arranged and operating substantially as and for the purposes herein described.

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Witnesses:

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