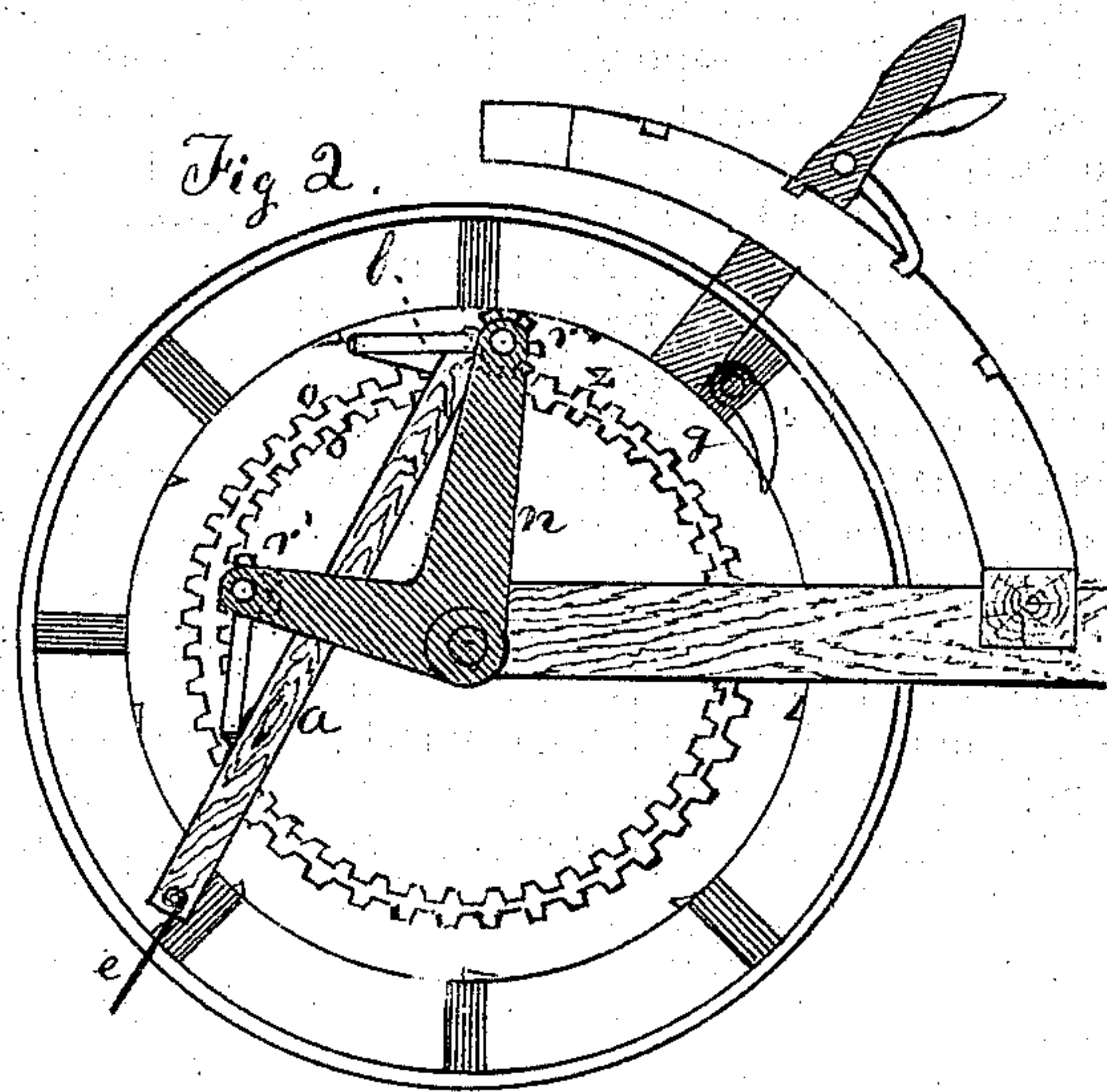
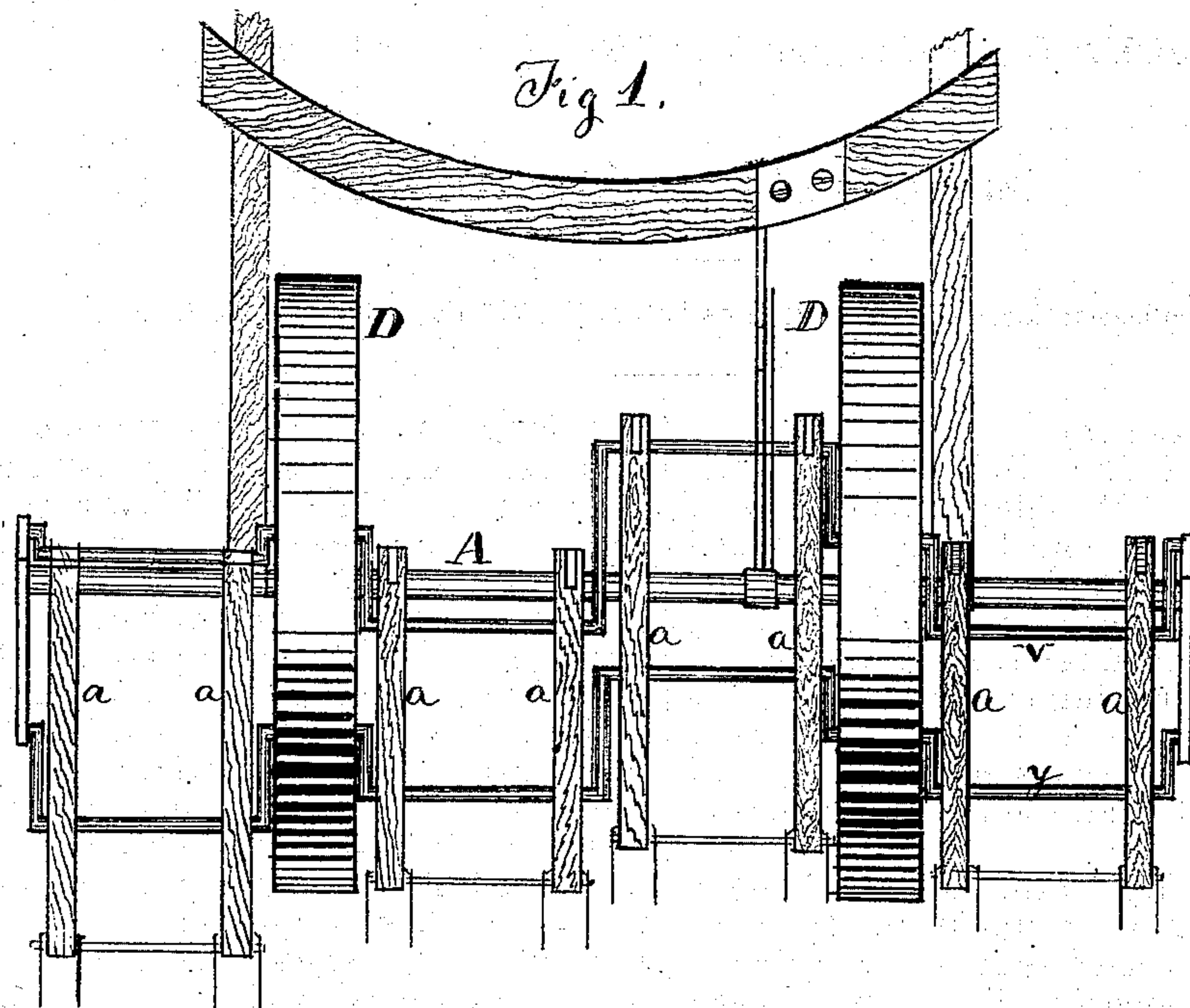


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John G. Perry's Hay Tedder.
PATENTED AUG 1 1871



Witnesses.

Joseph C. Clarke,
Ab. F. Perry,

Inventor.

John G. Perry

UNITED STATES PATENT OFFICE.

JOHN G. PERRY, OF KINGSTON, RHODE ISLAND.

IMPROVEMENT IN HAY-TEDDERS.

Specification forming part of Letters Patent No. 117,561, dated August 1, 1871.

To all whom it may concern:

Be it known that I, JOHN G. PERRY, of Kingston, in the county of Washington and State of Rhode Island, have invented certain new and useful Improvements in Hay-Tedders; and do hereby declare the following to be a full and correct description thereof, reference being had to the accompanying drawing making part of this specification, and to the letters and numbers of reference marked thereon, similar letters and numbers being used in all the figures to denote the same part.

This invention relates to that class of tedders that uses a combination of cranks and forks for stirring the hay; and consists in using two crank-shafts turning in opposite directions to each other, and so arranged as to stir the hay outside of the main wheels, and in an improved mode of gearing these crank-shafts; also, in the manner of attaching the fork-stocks to the cranks.

In the drawing, Figure 1 is a top view of the machine. Fig. 2 shows a side elevation with the plate that covers the gears removed.

A is the axle on which the two driving-wheels D D are secured so as to turn freely without revolving the axle. On both sides of each of the driving-wheels are placed plates g g, which are also loose upon the axle, but have notches cut in their peripheries, into which the pawls s s attached to the wheels D D catch when the tedder is drawn forward. These plates g g are made with rims

z or flanges on their sides, which are furnished with gear-teeth so as to form inside and outside gears o o, into which the pinions r r' on the crank-shafts v and y mesh, one pinion running in the outside gear and the other in the inside gear for the purpose of making them revolve in different directions. n n are V-shaped arms fastened to the axle to hold the bearings of the crank-shafts v and y at their outer ends. Inside the driving-wheels the bearings of the crank-shafts are held in the plates that cover up the gears. a a are the stocks, to which the fork-tines e e are attached, and which have bearings near their lower ends for the crank-pins of the lower crank-shaft to turn in, the upper ends of the stocks being connected to the upper crank-pins by short pieces l l, which are hinged to the upper ends of the stocks and coupled to the cranks.

What I claim as my invention is—

1. The combination of the fork-stocks a and jointed connecting-pieces l l with two parallel crank-shafts, v y, substantially as described, and for the purpose set forth.

2. The combination of the double-toothed rings with the pinions r r', crank-shafts v y, and arms n n on the axle, substantially as and for the purpose set forth.

JOHN G. PERRY.

Witnesses:

JOSEPH C. CLARKE,
M. F. PERRY.