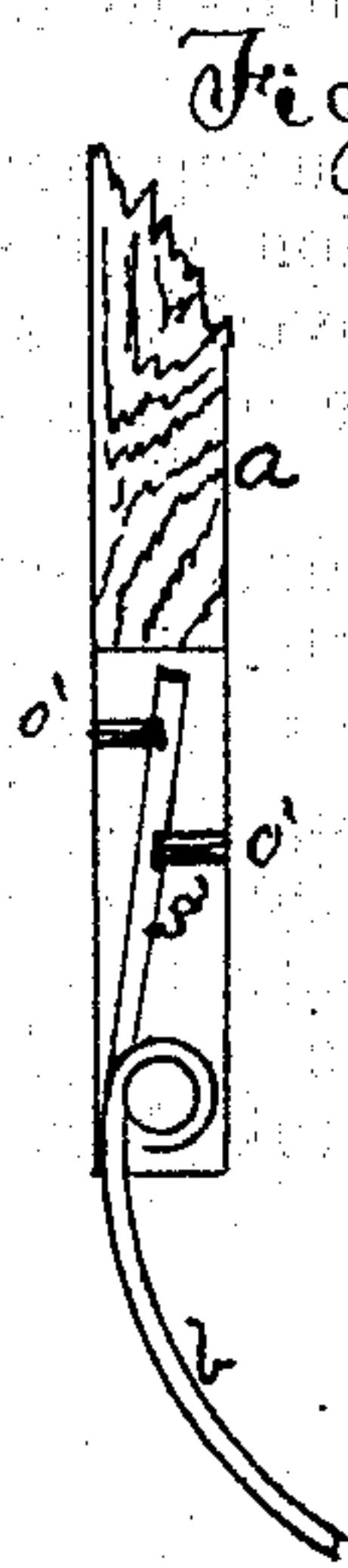
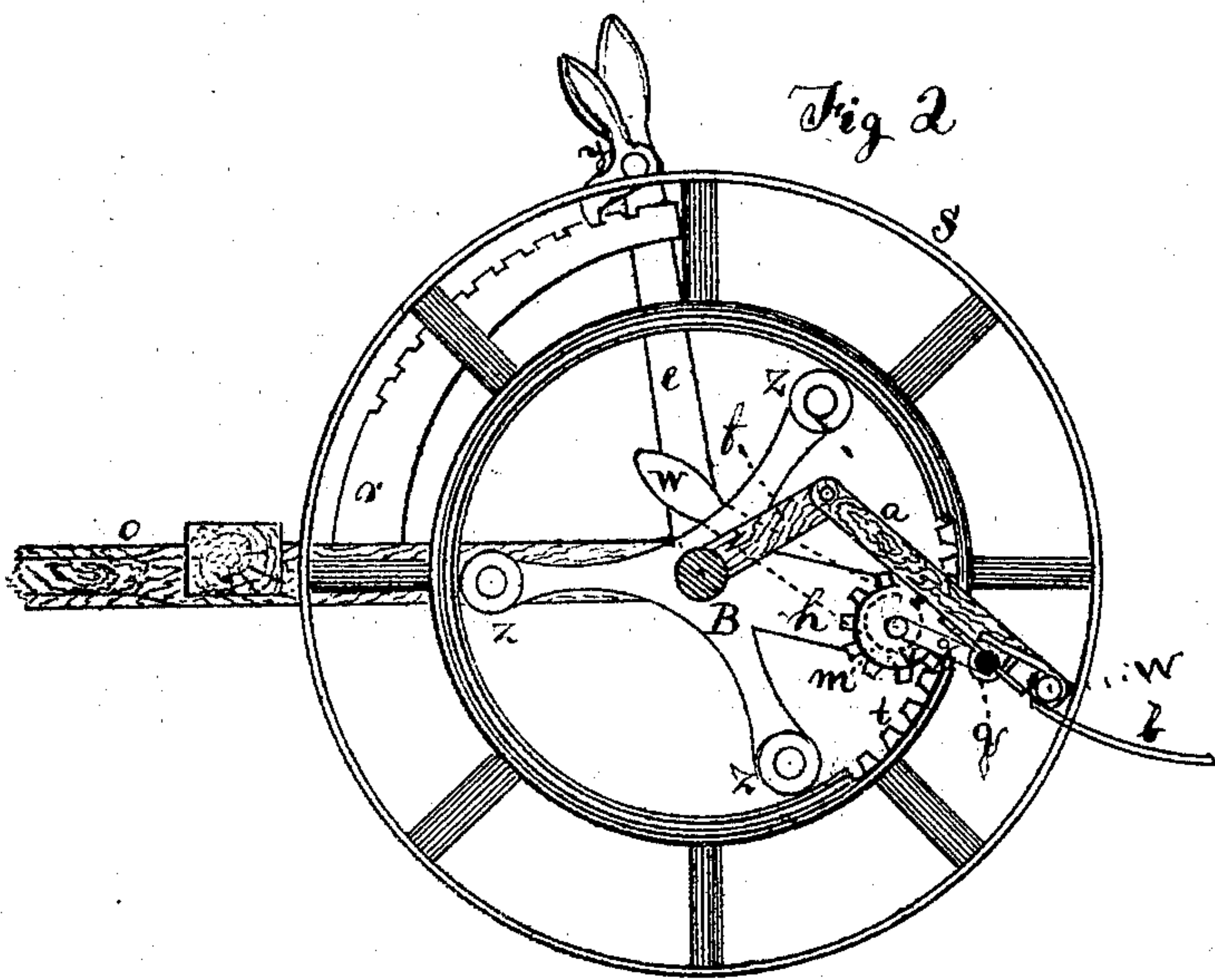
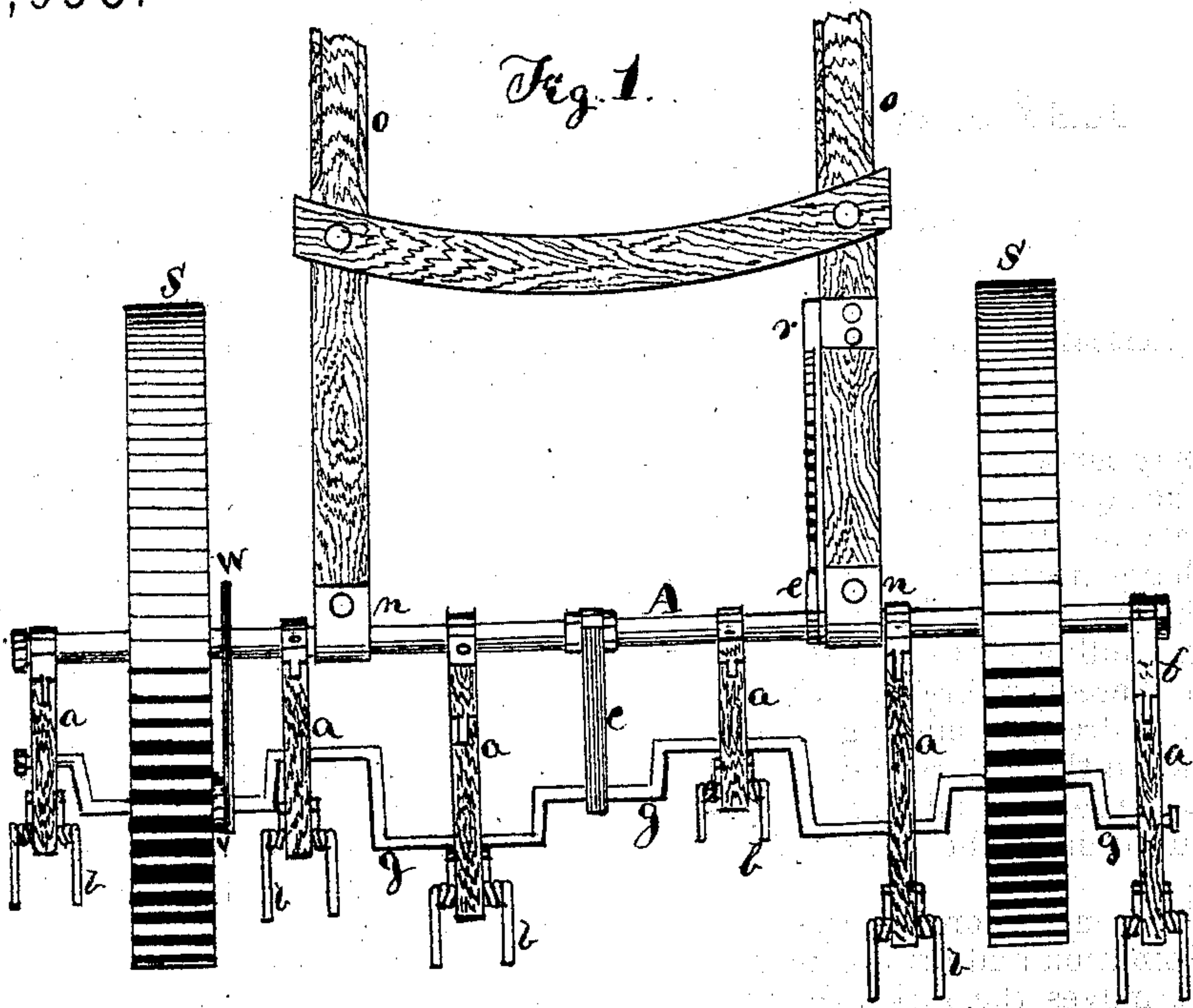


John & Perry's Hay Feeder.

No. 121,958.

Patented Dec. 19, 1871.



Witnesses.

Inventor.

Joseph C. Clarke.
" "
Mr. F. Perry,

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. 121,958, dated December 19, 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.

The nature of my invention consists in an advantageous combination and arrangement of the crank-shaft that moves the forks, the axle, the forks and connecting parts, in connection with a hollow wheel, whereby the operation of those devices upon the hay outside the driving-wheels is effected.

Figure 1 represents a top view of the machine. Fig. 2 is a side elevation, with some parts of the wheel and plate removed to show the gearing. Fig. 3 shows the mode of securing the forks to the stocks.

S S are two hollow driving-wheels turning on three friction-rolls each, $z z z$, on the triangular plates B. These plates are fastened to the axle A. Another projecting arm, h , of the plate B, holds the bearing of the crank-shaft g , to which the pinion-gear m is fastened. This pinion-gear meshes into an inside gear, t , which is fast to the wheel S. The crank-shaft g is divided into

two parts, the inner end of each part turning in bearings in the end of the arm c , which is secured to the middle of the axle A. $a a$ are the stocks that hold the forks $b b$. They are fitted with bearings for the crank-pins to turn in at q , and have at their upper ends short pieces of wood or metal, $f f$, attached to them by joints, the other ends of these pieces having bearings on the axle A. The manner of holding the fork-tines on the stocks is shown in Fig. 3. A pin, w , is fastened at the lower end of the stock, and projecting on each side of it, on which the spiral part of the tine is held, the upper end of the wire passing between two projections, $o' o'$, placed one above the other on each side of the tine, the projections being notched under, into which notches the wire s' of the tine is sprung, as shown by the outside forks at Fig. 3.

What I claim as my invention is—

1. The combination of the revolving crank-shaft g and its supports B with the jointed pieces $f f$, stocks $a a$, axle A, and open wheels S S, as and for the purpose set forth.

2. The arrangement of the revolving crank-shaft g , the stocks $a a$, the pieces $f f$, (pivoted one end to the axle and the other end to the stocks $a a$ above the crank-shaft gears $m t$,) and open wheels S S, as herein described, and for the purpose set forth.

Witnesses:

JOHN G. PERRY.

JOSEPH C. CLARKE,
M. F. PERRY.

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