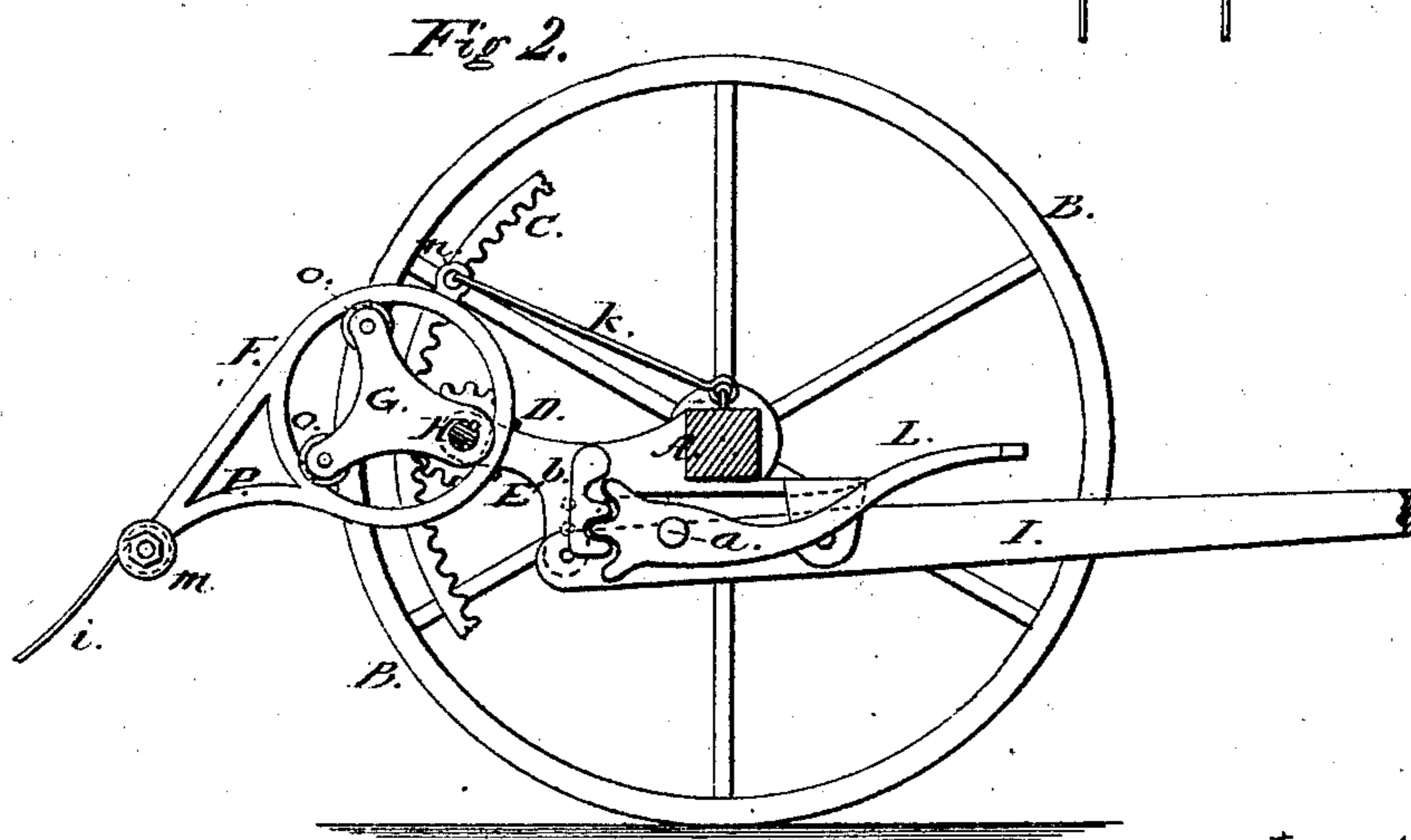
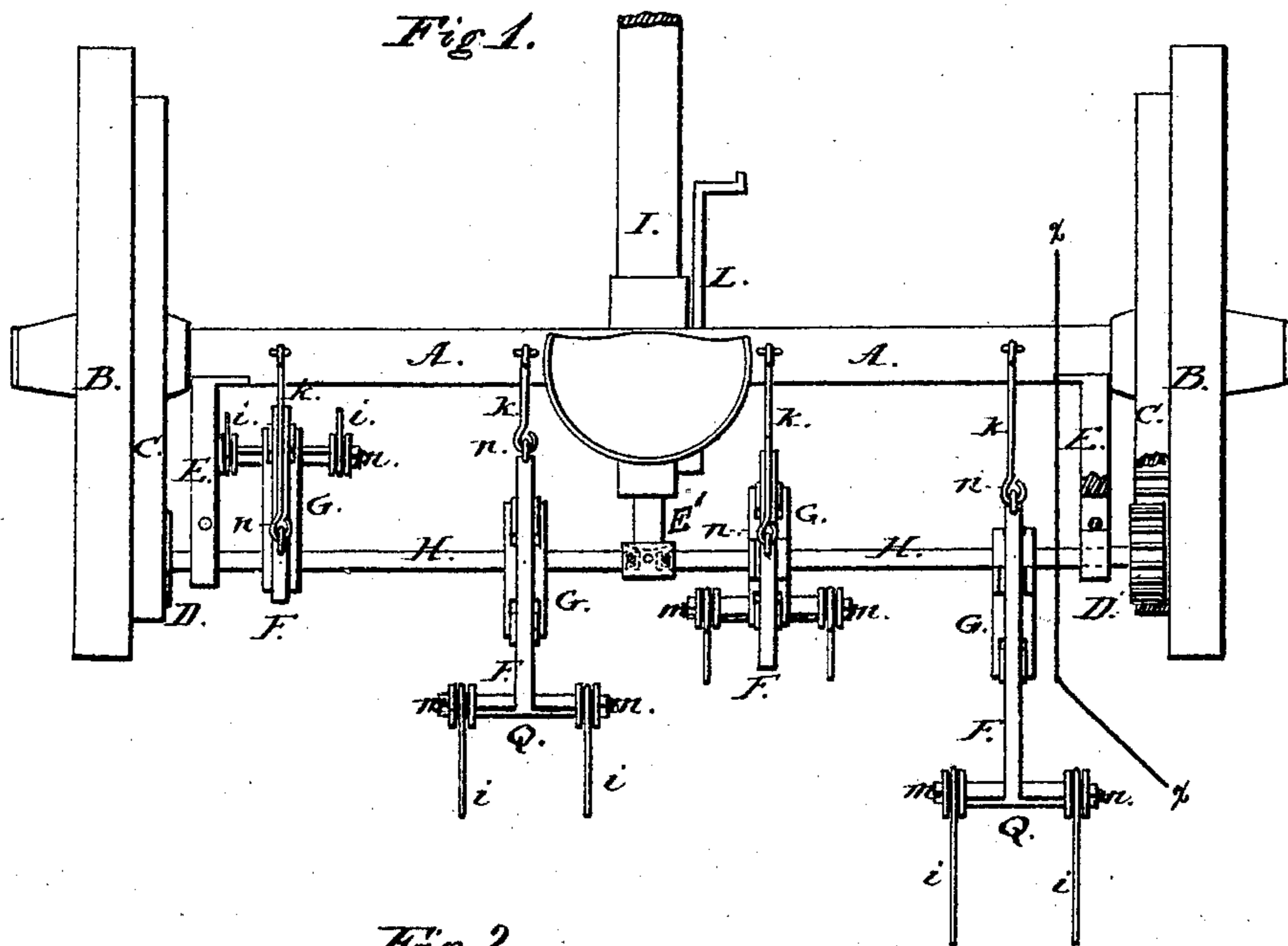


C. R. FRINK.

Improvement in Hay-Tedders.

No. 131,513.

Patented Sep. 24, 1872.



Witnesses.

Edw. W. Down
Myardness.

Inventor.

Christopher R Frink
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Attorney

UNITED STATES PATENT OFFICE.

CHRISTOPHER R. FRINK, OF NORWICH, NEW YORK.

IMPROVEMENT IN HAY-TEDDERS.

Specification forming part of Letters Patent No. 131,513, dated September 24, 1872.

To all whom it may concern:

Be it known that I, CHRISTOPHER R. FRINK, of Norwich, in the county of Chenango and State of New York, have invented certain Improvements in Hay-Tedders, of which the following is a specification:

My invention relates to improvements in detail, which will first be clearly described and afterward pointed out in the claim.

Figure 1 is a plan view, and Fig. 2 sectional elevation through the line *x x*, Fig. 1.

The same letters refer to like parts in both figures.

A is the axle, and B B' the supporting-wheels. I is the tongue attached to the axle by means of a bracket of peculiar construction. Said tongue is beneath the axle, and has attachments for adjusting the tedder-arms. Brackets E E and E' extend rearward from the axle A, and support at their outer ends the straight driving-shaft H, upon which is keyed the triangular eccentric G. Eccentric G has fixed upon it the tedder-arms, consisting of a ring, brackets, and tine-arms. In the upper portion of the ring is an eye, *n*, to which a link, *k*, is attached, having its opposite end fastened to the axle A. The upper portion of the ring and the axle must, therefore, remain in about the same relative relation to each other during the revolution of the driving-

shaft H and cam G, and consequently the desired kicking-and-stirring motion is given to the tines *i*. The tines *i*, spool *m*, friction-rollers *o*, driving-wheel C, and pinion D are all of usual construction, and hence not described further in this application.

By my construction of eccentric and tedder arms I am enabled to use a straight driving-shaft, and consequently save the trouble, expense, and inconvenience arising from the common crank-shafts now in use.

Operation.

Draft is applied in the usual form. Pinion D is put in mesh with the driving-wheel C, which revolves the driving-shaft H, and since the eccentric G is keyed fast to said shaft it revolves with the shaft and thus imparts motion to the tedder-arms.

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

The combination of the tedder-arm, consisting of the eccentric ring F, braces P P', arm Q, and eye *n*, with eccentric G, shaft H, link *k*, and axle A, as and for the purpose described.

CHRISTOPHER R. FRINK.

Witnesses:

ALBERT F. GLADDING,
JOHN F. KIEL.