

A. BROWN.
Hay Tedder.

No. 110,893.

Patented Jan. 10, 1871.

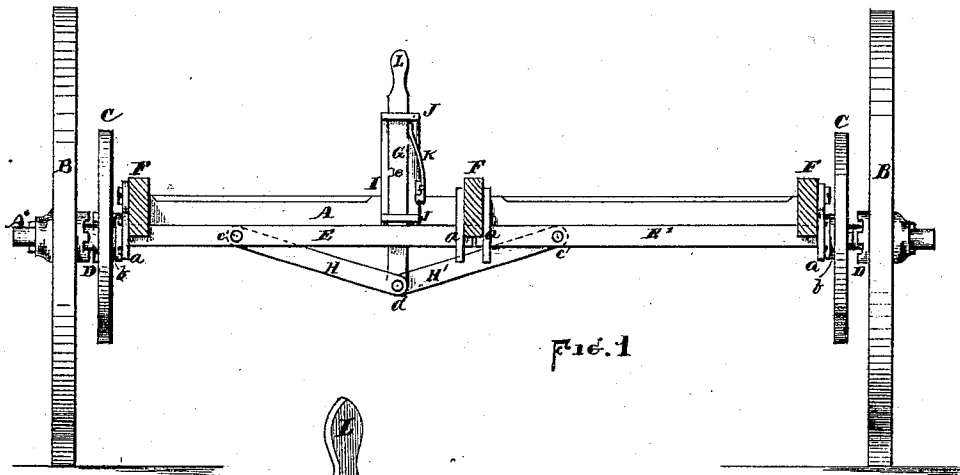


Fig. 1

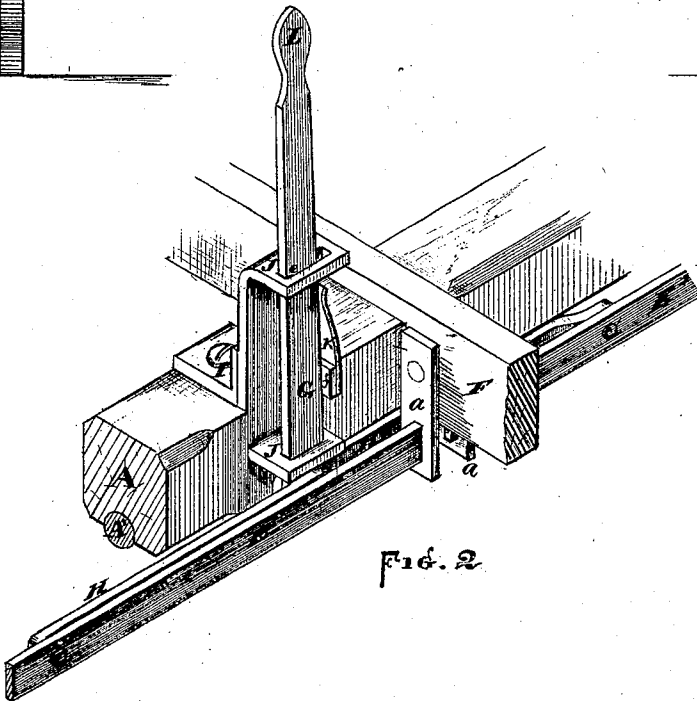


Fig. 2

WITNESSES

Thos. C. Dodge
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INVENTOR

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ALZIRUS BROWN, OF WORCESTER, MASSACHUSETTS.

Letters Patent No. 110,893, dated January 10, 1871.

IMPROVEMENT IN HAY-TEDDERS.

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, ALZIRUS BROWN, of the city and county of Worcester and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Hay-Tedders; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing forming a part of this specification, in which—

Figure 1 represents a front view of so much of a hay-tedder as is necessary to illustrate my invention.

Figure 2 represents an isometric view of the shipper-device, drawn on an enlarged scale.

To enable others skilled in the art to which my invention belongs to make and use the same, I will proceed to describe it more in detail.

The nature of my invention consists in the combination of certain peculiar devices for operating the clutches which connect the operating gears with the traveling wheels, as hereinafter described.

In the drawing—

The part marked A represents the wood part of the axles A;

B, the traveling wheels;

C, the operating gears; and

D, the toothed clutches, by means of which they are joined for operation.

These parts are constructed and combined in the ordinary manner, and therefore need not be more fully described.

The device for operating the clutches consists of two metallic bars, E E', supported in hangers a a on the frame F.

The outer ends of the bars E E' are clasped to the hub b of the gears C, which hubs are movable upon the axle in the usual manner.

The bars E E' are joined to the lower end of a hand-bar, G, by means of link-pieces H H', as shown in the drawing, the pivots c c' and d all being loose, to allow free action of the parts.

The links H H' are attached to the sides and back of the ends of the bars E E', so that when the links have been depressed far enough to unlock the clutches the ends of the sliding-bars E E' will come together, as shown in fig. 1, preventing further downward movement of the links, and holding and steadying all the different parts in the position they then occupy, until

the links are again raised for the purpose of throwing the clutches into gear.

The hand-bar G is supported by an upright standard, secured to the axle A A', as shown at I, and provided with guide J, through which the bar G passes, as indicated.

A notch, e, is formed in the side of the bar G, which catches upon the edge of the upper guide J, and holds the bar G and links H H' in an elevated position.

A spring, K, is arranged upon a projecting lug, f, at one side of the standard, which spring presses against the side of the bar G and prevents the notch e from slipping off from the edge of the guide J, all of which is fully indicated in the drawing.

The upper end of the bar G is rounded to form a suitable handle, L.

To throw the clutches D into gear, the operator takes hold of the handle L and raises the bar G far enough to bring the link-pieces H H' into line with the bar E, as indicated in fig. 2, and the action of links H H' presses the bar E to the left and bar E' to the right, and thereby operates the clutches.

To throw the clutches out of gear, the operator has only to draw back the upper end of bar G, to release the notch e from the guide J, and let the links drop to the position indicated in fig. 1, which draws the bars E E' toward each other and releases the teeth of the clutches from their contact with each other.

From the foregoing description it will be seen that my device for operating the clutches in hay-tedders is very simple and effective, and is not liable to get out of order.

Having described my improvements in hay-tedders,

What I claim therein as new and of my invention, and desire to secure by Letters Patent, is—

The combination, with the axle A and clutch-gears C, of the horizontal sliding bars E E', links H H', hinged to the sides and back of the ends of said bars, hand-bar G, standard I, guides J, and spring K, said parts being arranged for joint operation as herein shown and set forth.

ALZIRUS BROWN.

Witnesses:

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