

John Dodds, MANUFACTURER OF HAY RAKES.



Dayton, Ohio, U.S.A.

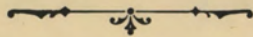
Jacob Bachman Agent,
KEMPTON

STONY RUN, Berks Co. Pa.

JOHN DODDS,

MANUFACTURER OF

Sulky Hay Rakes



COR. SECOND STREET AND DALE AVE.,

—• DAYTON, OHIO, •—

U. S. A.



PRINTERS AND ENGRAVERS.

• • Introductory • •



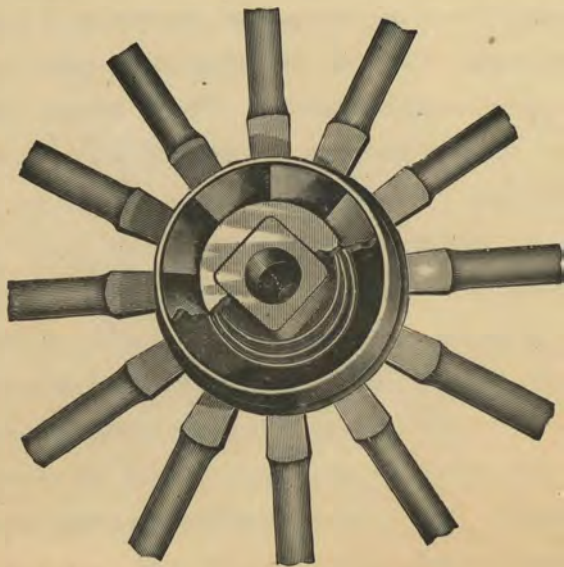
AMONG agricultural products hay is not generally known as approaching in magnitude and importance those of our largest cereal crops. The aggregate production of 1889 will probably fall not far short of forty-five million tons. Supplementing this by time, labor, and money involved harvesting it, an aggregate almost inconceivable in proportions is reached. Two prime factors are necessary in harvesting and putting away the crop successfully, those being a mower and rake. About the latter the following pages will speak convincingly, if carefully perused.

John Dodds has a well-earned reputation, not only in this, but in foreign countries, of producing hay rakes superior in all respects to any on the market. From year to year, notwithstanding strong competition, decline of prices, and disproportionate reduction of profits, a high standard of excellence has been maintained. Only by pursuing such methods do certain names of implements such as "John Dodds' Hollingsworth and Taylor No. 4" become household words among worthy farming classes. These rakes have been put to crucial tests in the heavy Alfalfa hay of Western and Coast parts of the United States, on the Russian Stepjs, in the bog grass of Great Britain, and on the Australian Downs, with unequaled adaptation to all requirements. The world-wide demand for rakes so "fearfully and wonderfully made," extending over a period of twenty-five years, is proof conclusive of merit and enviable reputation. Information contained in this catalogue seals the universal verdict. Read and be wise.

TAYLOR No. 4 RAKE.

COMMON SENSE teaches one that simplicity is a feature to be aimed at in the construction of any machine or mechanical device. The fewer intricate parts, the less liability of disorder and breakage, and when to simplicity of construction are added good quality of material and efficient workmanship, a meritorious article is produced. These truisms find application with respect to the Taylor No. 4. Its high reputation is too valuable a possession to be placed in peril by lowering the standard of construction for any purpose.

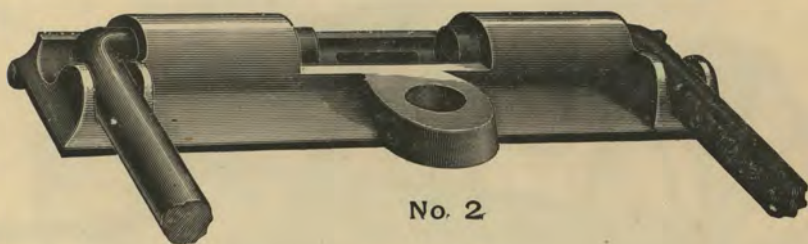
Dumping from both wheels all side draft is consequently obviated. Sectional drawing No. 1 illustrates the principle of dumping.



No. 1.

Two geared clutches made of the strongest gray iron, one being stationary on the axle, the other attached loosely to a box in the wheel hub, behind which there is a spiral spring forcing them together closely at all points effecting an even strong bearing in two sides simultaneously. By a slight pressure of the operator's foot on a treadle these geared clutches come in contact serving thereby to elevate the teeth and release them of contents.

Various devices have been invented for holding teeth, but the most practical and substantial is that shown in cut No. 2.

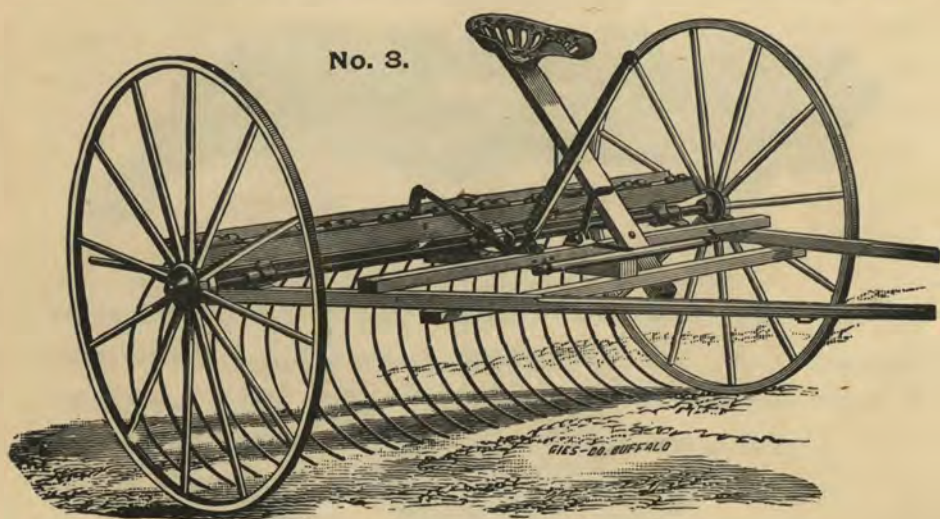


This consists of a malleable iron thimble bolted to the rake-head in which teeth are inserted. The teeth are thereby prevented from uneven hanging, a trouble often experienced with rakes having teeth resting in a wooden head. Another advantageous feature connected with this device is that when necessary to replace a tooth it only requires the loosening of one bolt instead of an entire wooden cap.

On most self-dump rakes the lever flies backward so swiftly with each discharge of the load as to make it dangerous for the operator. On the No. 4 this is entirely obviated because of a patent divided lever enabling the operator to manipulate the rake without fear of injury to his person.

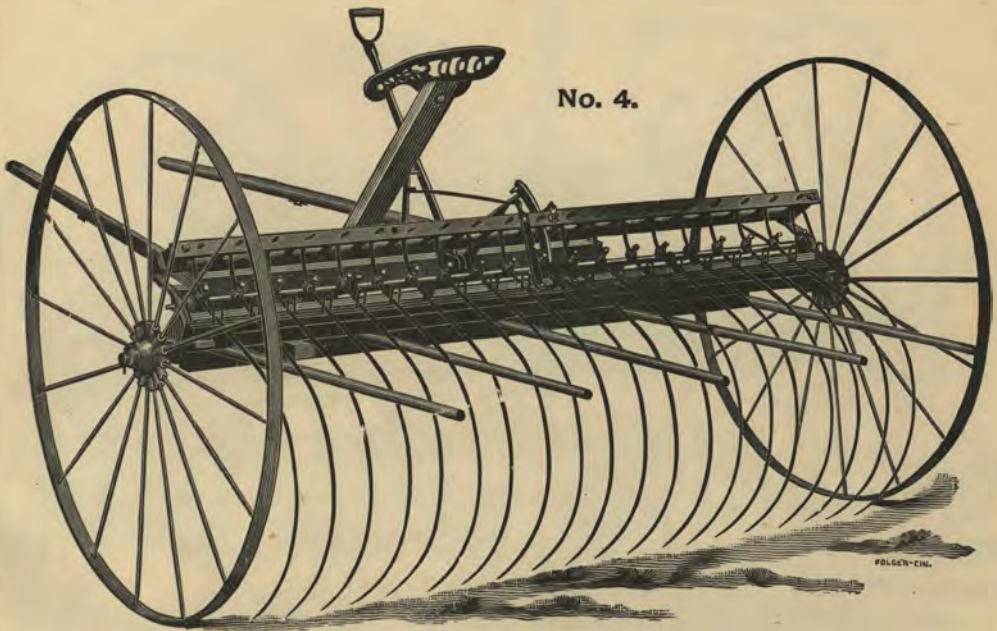
Those wishing a rake on which reliance can be placed during haying season will consult their interests by examining a No. 4 before purchasing any other. It is furnished with either 20, 24, or 26 teeth to suit any quality of raking, the 24 tooth rake being nine and a half feet in width for the purpose of following wide cut mowers. The 26 tooth rake is especially adapted to raking fine hay.

At a small additional cost over prices asked for wood wheel rakes, steel wheels can be furnished. These are not ordinary metal wheels so commonly offered by a number of manufacturers, but genuine steel with malleable iron hubs. All wheels are fifty-four inches in diameter, affording a large carrying power.



Taylor No. 4. Rake.

THE HOLLINGSWORTH RAKE.



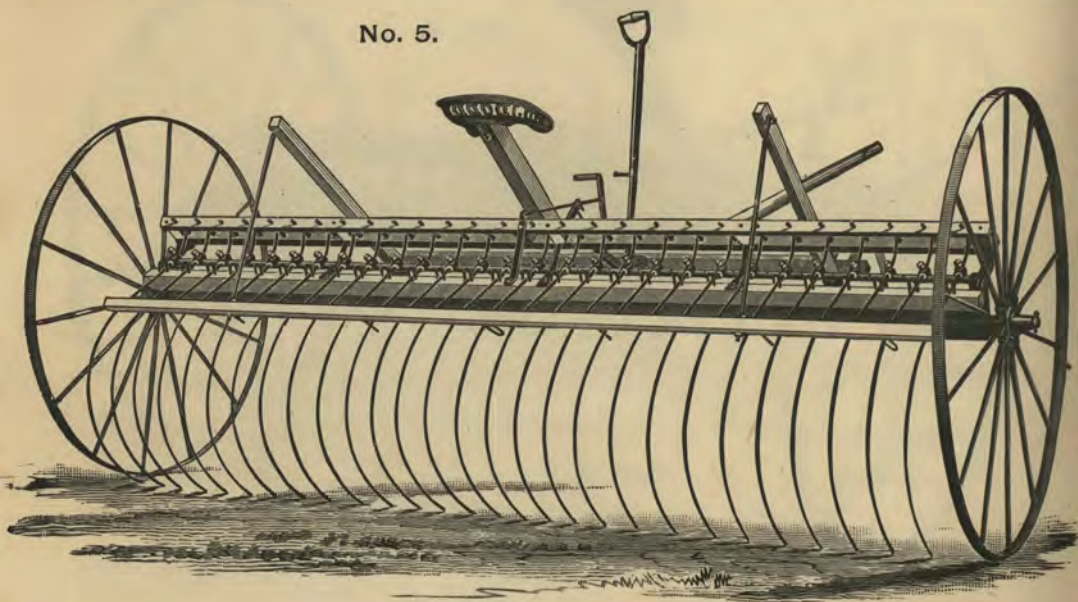
WHEN an article is infringed or counterfeited, it is evidence of superiority over similar devices. There are no less than ten or twelve imitations of the Hollingsworth Rake in this and foreign countries. Pre-eminently superior to any other hand and foot lever rake, a natural sequence would be counterfeits and imitations.

There are peculiar devices and elements embodied in the Hollingsworth that place it in advance of all other hand and foot lever rakes, among which is the rocker frame movement, the adjustable teeth for any quality of ground, each tooth being provided with an additional coil spring, thus insuring greater elasticity and obviating frequent breakages, the ease of operation, because of being so nicely adjusted and balanced, and many other points of excellence.

Each tooth is made of crucible cast steel and of such formation as to glide beneath the hay instead of dragging it. No other steel tooth rake will permit of this special feature. All material making up its construction is of a superior grade.

Figure 5 represents a Hollingsworth rake containing 28 teeth, 12 feet in width, with steel wheels.

No. 5.



Hollingsworth Rake.

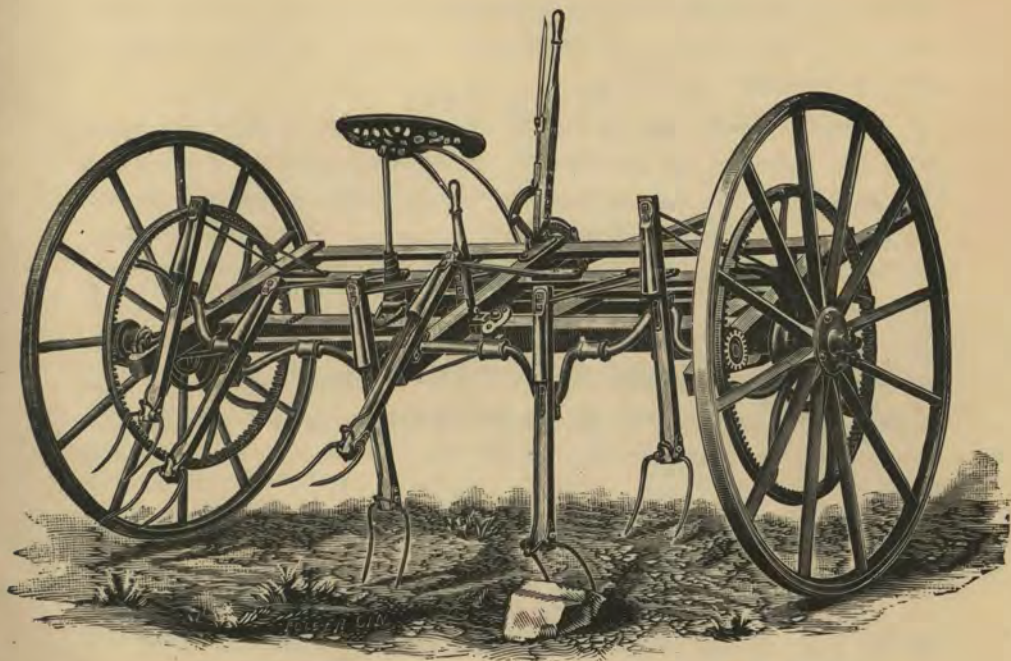
This style of rake is especially adapted to large hay growers because of taking up two swaths of an ordinary mower with the same amount of labor expended in operating a rake of ordinary width. It is invariably furnished with pole for two horses.

In addition to the above, rakes with 27 teeth can also be furnished for those localities growing fine hay.

Those desirous of an extra strong rake can be accommodated by purchasing the Hollingsworth with continuous wrought axle running from wheel to wheel, over cleaner attachment instead of ordinary pin cleaner, and steel wheels instead of wood.

Steel wheels are furnished with all rakes at a slight additional cost over wooden wheels.

IMPROVED MUDGETT TEDDER.



THE HAY TEDDER is an implement rapidly growing in favor with the farmer. Wherever introduced it has at once taken rank with the mower and rake as a labor-saving machine. The importance of cutting grass early, or as near the flowering time as possible, (as it then contains all of its nutritive properties) is conceded by all practical farmers. In order to do this and cure it properly it must be kept constantly in motion. For this purpose the hay tedder is an absolute necessity. It is a fact demonstrated many times that a boy with one horse and the Improved Mudgett Tedder can perform the work of ten men in the hay field, and leave the grass in much better condition for curing than can possibly be done by manual labor. Aside from the vast amount of labor saved, it is acknowledged by both farmers and purchasers that air dried hay (that cured by Tedder) is worth from \$2.00 to \$3.00 more per ton than that scorched and burned by the sun, as it must necessarily be when hand labor is employed.

The improved forks used on this machine are something entirely new and fully covered by patents. As evidence of their superiority, 2,500 machines are now in use without one broken fork. They are made of $\frac{3}{8}$ -inch crucible spring steel and controlled by a spring in such a manner as to allow the machine to be driven over obstructions without danger or injury to the forks or machinery.

It works equally well on rough, uneven ground, in light and heavy grass, and leaves no hay untended in turning sharp corners or passing over obstructions. It lifts the hay from the bottom, tosses it lightly in the air, and leaves it in the best possible manner for curing. The peculiar construction of the forks permit of their being run closer to the ground, thus doing perfectly clean work. If the forks strike the turf, or an obstruction of any kind, they slide over instead of digging into it. A careful study of the cut will show their working better than it can be described, except that instead of three braces running from the crank-shaft forward on the main frame as shown in the cut, there are five, making the frame much more substantial thereby.

There are but two levers, both easily reached from the driver's seat, and are so constructed that anyone capable of driving a horse can work them.

If preferred, it is furnished with combined pole and shafts, as shown on the last page, for one or two horses, without any extra charge.

Having high driving wheels with the crank-shaft placed as near the axle as possible, avoiding intermediate gears and all complicated parts, makes this tedder the lightest draft on the market.

In a number of tedders the large gear wheel is bolted to the spokes of the ground wheel. If the wheels get out of true either from wear of axle, springing of wheel or any other cause, the large gear must do the same. In the Mudgett the gear wheel is loose and always in place regardless of the wear or springing of wheels.

When on the road going to and coming from the hay field the gears on the Mudgett stand still; on those with the gear bolted to spokes, it is always in motion when the wheel is turning.

In backing the Mudgett it is not necessary to throw out of gear, while in others it must be thrown out or the forks will play and be in danger of breaking.

THE GEM.

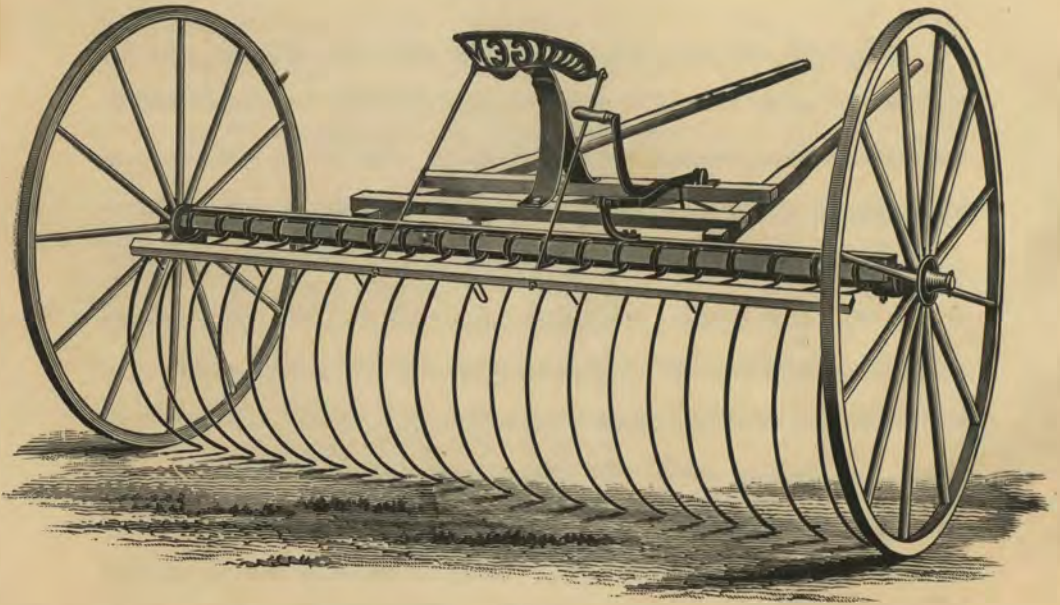
SOME ONE has said "there is nothing new under the sun," but old forms can be changed in such a manner, and their usefulness made so much greater, that originals lose their identity. This can be said of a new Rake recently put on the market. I am now manufacturing a Lock Lever Rake called the GEM, with spring seat, double coil teeth, and overcleaner attachment. It is simply constructed, easily operated, and for excellence of material, durability and utility cannot be surpassed. Each tooth being independent is especially adapted to uneven surfaces and loose, sandy or loamy soil, passing easily over obstructions without scratching up the meadows. Regulating the teeth for any kind of ground is accomplished easily by changing a pin at the joint, raising or lowering them as desired.

Employed on this rake will be found one of the most effective and powerful lock-levers known to mechanics, having an ingeniously contrived joint which holds the teeth firmly to their work while down without use of hands or feet; and by simply giving a slight upward motion to handle of lever, unlocks it, causing the driver's weight to tilt the Rake and release teeth of their contents.

Lock-lever Rakes are happy mediums between hand-dumps and self-dumps. In fact, raking with them is attended by no more labor than raking with the latter, while selling at a much lower figure.

The GEM has wrought-iron axles instead of large cast spindles used on old style Lock-lever Rakes, and is in every respect superior to anything of the kind placed on the market.

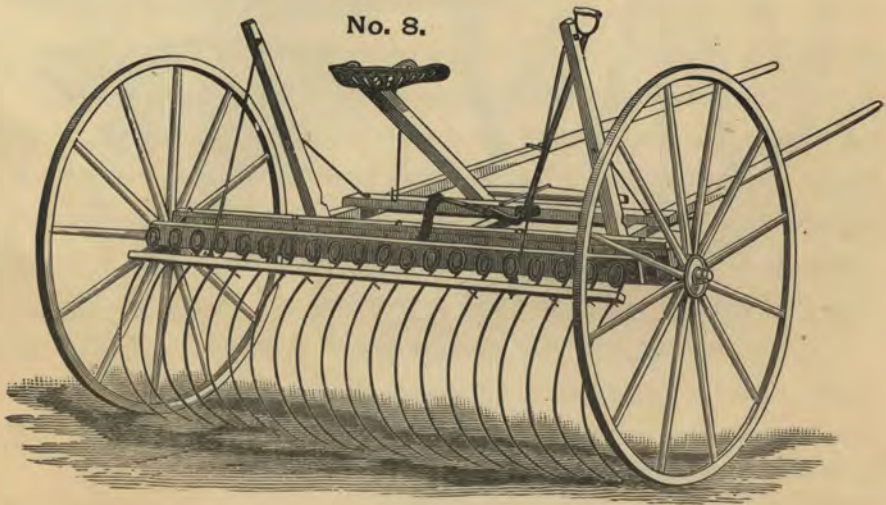
No. 7.



The Gem.

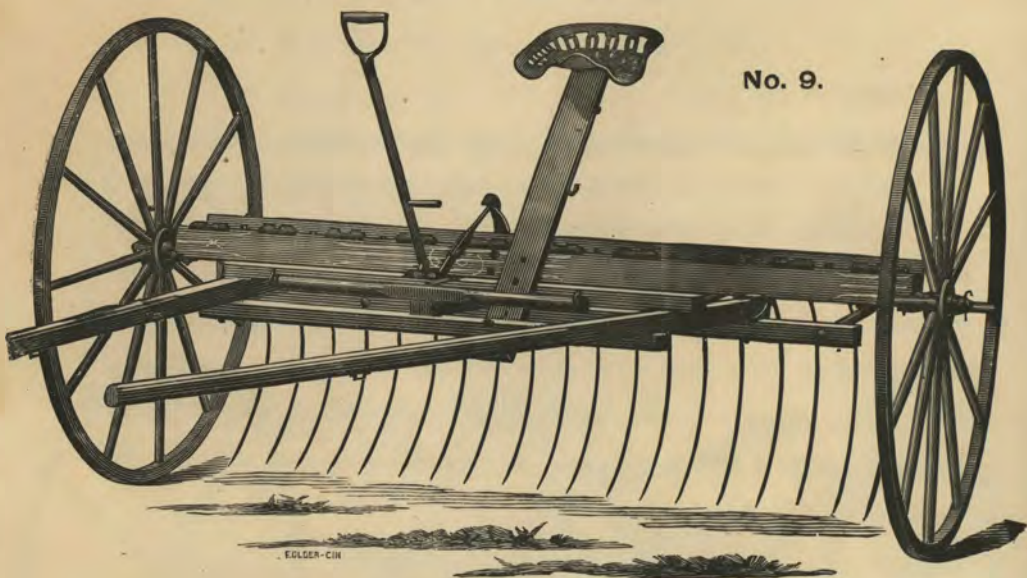
THE CRESCENT.

THIS RAKE is similar in design to the Gem, excepting the lock-lever feature. There is a double coil on each tooth serving the purposes of a spring, giving them more elasticity, and lessening the liability of breakage. Instead of the old manner of cleaning hay from teeth by means of cleaner sticks, there is attached an improved self-adjusting overcleaner, thus serving to clean them more effectively than by any other force. The lever, being so nicely adjusted, requires but a slight pull when the weight of the driver assists in raising the load. As soon as the windrow is passed, the teeth resume their place on the ground.



The Crescent.

THE RED BIRD.

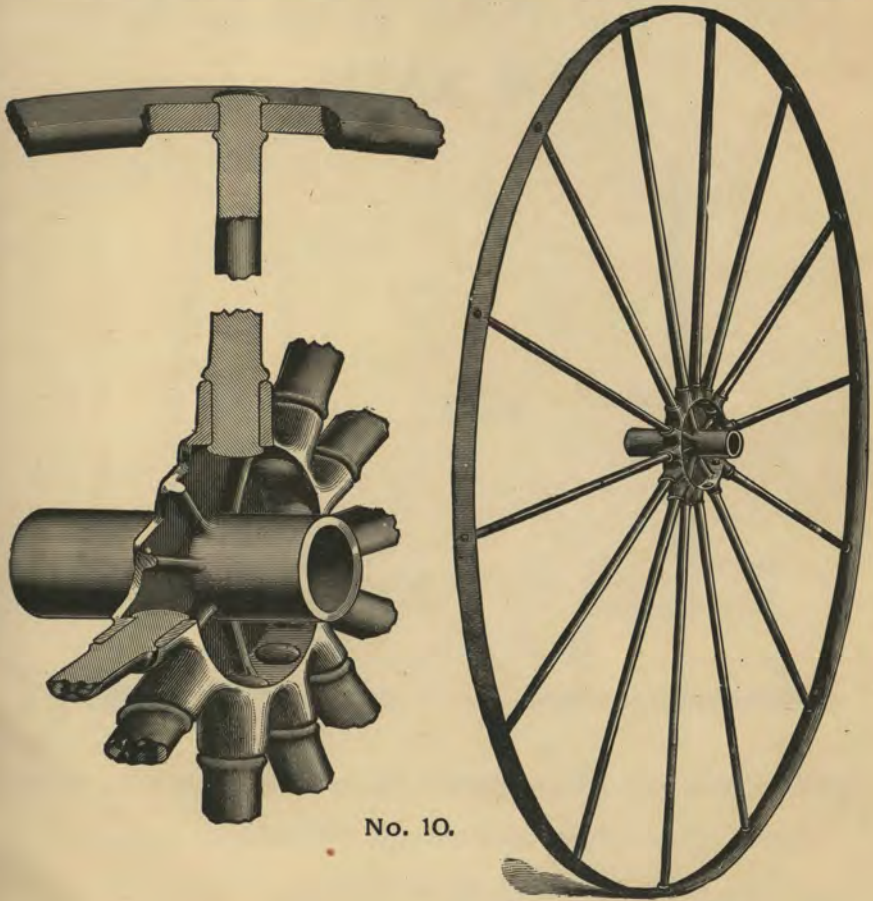


IN COMMUNITIES where a strong, simple, hand-lever Rake is desired, the Red Bird will meet all expectations. The chief elements of strength and durability in machinery are good material, efficient workmanship, and simplicity of construction. The Red Bird embodies all these features. It contains 20 crucible steel teeth fastened by malleable iron thimbles (see cut No. 9) bolted to a tilting axle consequently preventing uneven hanging, a trouble frequently experienced with teeth resting in a wooden head.

Hay is released from the teeth by means of a pull hand-lever, the weight of the driver assisting in raising them. This hand-lever being directly under the operator's control is used also in bringing the teeth to their work again at any point desired.

The wheel bearings are of wrought-iron thereby reducing breakage to a minimum. All parts making up the construction of this Rake are made of the best wood, iron and steel by skilled workmen. In fact, it is a first-class hay Rake that can be purchased at the same price as inferior ones.

METAL WHEELS.



No. 10.

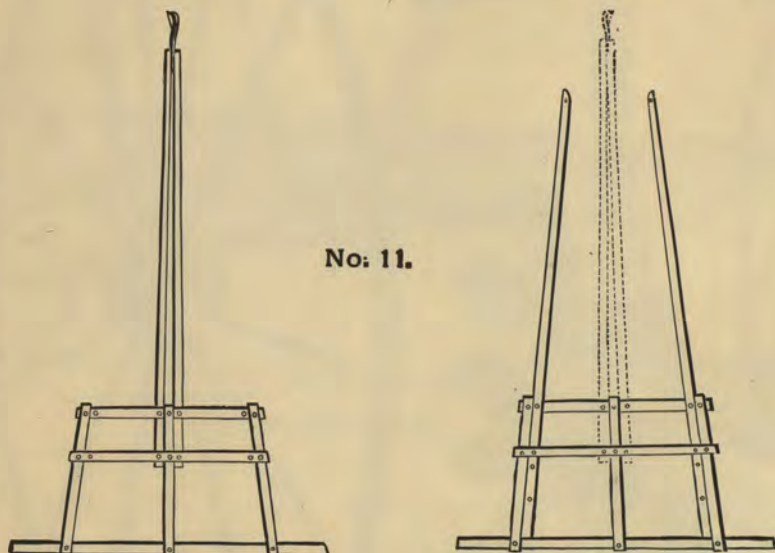
THESE are metal wheels and metal wheels, but until recently none have ever been made perfect enough for all practical uses on a hay rake.

Those with staggered spokes are entirely objectionable on account of gathering hay, and preventing good work in the field.

The above cuts represent the style of metal wheels used on Rakes of my manufacture. The spokes are of refined steel, and fully guaranteed against breakage by reasonable use.

The hubs are of malleable iron, and spokes of an oval shape at the hub, tapering to a round at the tire, and are secured to both by a new method of riveting, done while both ends of spokes are heated. Spokes riveted to the tire while cold will crystallize and break easily.

COMBINED POLE AND SHAFTS FOR RAKES.



RAKES made with this combination can be used for either one or two horses with but slight, quick changes. The left-hand figure shows it arranged as a pole for two horses, the right-hand figure showing it arranged with shafts for one horse. No extra parts are required to make this change, requiring simply the unfastening of four bolts, when the thills can be shifted towards the center or sides, as may be desired, to form either shafts or pole. The advantages of this combination are at once apparent.

All Rakes are furnished with this combination at but a slight advance in price over that asked for ordinary Rakes.



THE 12 FOOT HOLLINGSWORTH RAKE
WITH STEEL WHEELS.



Jacob Bachman,
DEALER IN
Agricultural Implements, etc.,
(KEMPTON STATION.)
STONY RUN, BERKS CO., PA.