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HE wheels on the Deering tedder are high and have widely staggered spokes and heavy channel tire, with the channel out to add to the traction. The main axle turns in removable boxes, extends across the machine, and from its center drives the crank shaft through well shielded sprocket wheels and chains. The crank shaft is in two pieces, which are rigidly connected together so that each crank and fork-arm preserves always the same relation to the others, and they are so arranged around the shaft that they nicely balance each other, and so that only one fork is at its extreme position at one time, consequently only one fork is doing the hardest work at any one time. Hence there is no jerking of the forks in their revolution, the work is done constantly and regularly, and the machine runs smoothly and evenly.

The forks move very rapidly with a wide, high sweep, or kick, so that the heaviest hay or windrow will be thoroughly stirred. The forks are made of oil tempered steel, with pointed ends to the tines, and each is held by a spiral spring so that it is free to yield should it strike an obstruction. The fork springs are adjustable, and the forks may be made to yield as readily as desired. The main frame is arranged to tilt up behind and relieve the forks in case the points should strike in coming down to the ground. This tilting movement also is controlled by an adjustable spring and the forks and frame may be made to rise only against such resistance as the condition of the work may require. The forks are adjusted in relation to the ground, and by means of a convenient hand lever they are lifted off the ground for traveling on the road. The end forks are outside the wheels so that the tilled hay is not left as it is rolled to the ground by the wheels, but all the hay is left in good condition for curing after being passed over by the machine.