

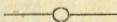
“VIBRATOR”



THRESHING MACHINERY

Henberg & Drittmire, Apts.
CLARINDA, 10W A.

Established 1848,



NICHOLS & SHEPARD COMPANY,

Who made, and have maintained for

UPWARDS OF

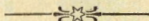
→→→ FORTY YEARS, ←←←

The matchless reputation of

THE ORIGINAL AND ONLY GENUINE

☀ “VIBRATOR” ☀

THRESHING MACHINERY.



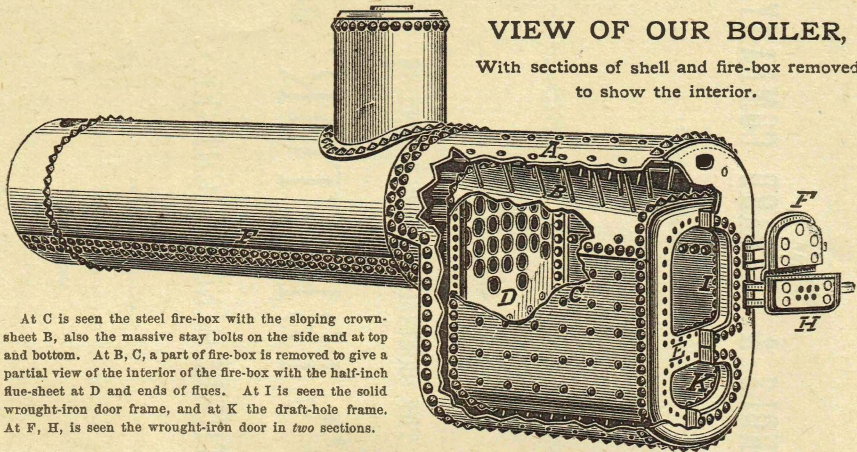
ADDRESS:

NICHOLS & SHEPARD COMPANY,

BATTLE CREEK, MICHIGAN.

VIEW OF OUR BOILER,

With sections of shell and fire-box removed
to show the interior.



At C is seen the steel fire-box with the sloping crown-sheet B, also the massive stay bolts on the side and at top and bottom. At B, C, a part of fire-box is removed to give a partial view of the interior of the fire-box with the half-inch flue-sheet at D and ends of flues. At I is seen the solid wrought-iron door frame, and at K the draft-hole frame. At F, H, is seen the wrought-iron door in *two* sections.

FACTS AND FIGURES

FOR CAREFUL PURCHASERS.

AS our friends have frequently asked us to "post them up" on the numerous reasons for the entire superiority of our Machinery in every respect to all other makes, we avail ourselves of the opportunity to give the desired information in a condensed form.

Our dealers and friends will thus be enabled to point out the radical and vital difference between our "VIBRATOR" and the mongrel imitations which are following in its wake, and which unscrupulous manufacturers are endeavoring to palm off on unsuspecting purchasers as equal to the "original and only genuine."

BEAR IN MIND, That we are the pioneers and original inventors of the "VIBRATOR," and are

THE HEAD AND FRONT OF THE FAMILY.

With the largest, best equipped, and finest appointed Thresher Factory in the world, with ample capital, long experience, and special skill devoted exclusively to the production of Threshing Machinery alone, it surely is not an unreasonable claim that we can make "our own Machine" far better than any or all of our would-be competitors, bungling imitators, or piratical infringers.

CAUTION.

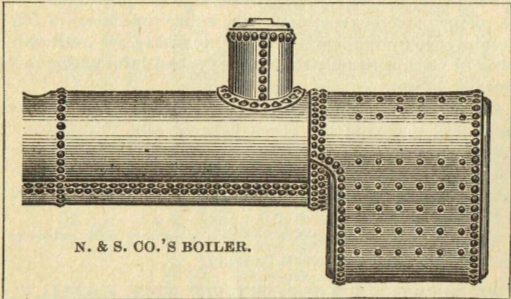
The word "VIBRATOR" belongs exclusively to this Company, having been coined by us for a Trade Mark. That this word was *our invention* and is *our exclusive property* is clearly shown by the fact that it was *first used by us, and cannot be found in any Dictionary*; and also from the further fact that the U. S. Government has recognized and protected our exclusive rights in this direction. Consequently no other company or persons can lawfully use the word on their machinery, or in their printed matter.

General Features of Superiority In Our Engine.

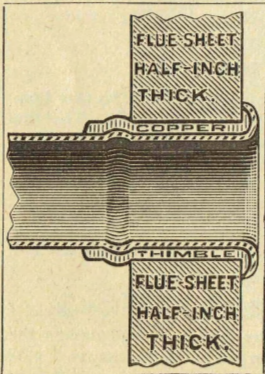
Our Engine is pronounced by experts and engineers the very height of perfection, and when critically compared, side

by side or point by point, with the average portable engine of the day, the verdict must invariably be in our favor.

The Shell of Boiler is constructed of the best selected metal. It is a note-worthy fact that our boilers are only equaled by those used in the best modern locomotives.



The Fire-Box is made in the very strongest manner, of steel of tensile strength of 55,000 pounds, and is of best proportion and shape, as shown by experience.

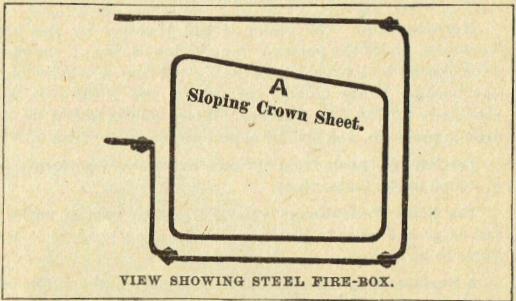


The Flue-Sheet in fire-box is *one-half inch thick*, thus being of double thickness. All the holes for flues are *bored* instead of *punched*.

The Fire-Box is entirely surrounded by water, consequently no heat is wasted.

The Dome is made of extra size and height. It is situated midway of the boiler, and thus collects the steam *equally from all parts*, which is a most commendable feature, as it tends to obviate "priming."

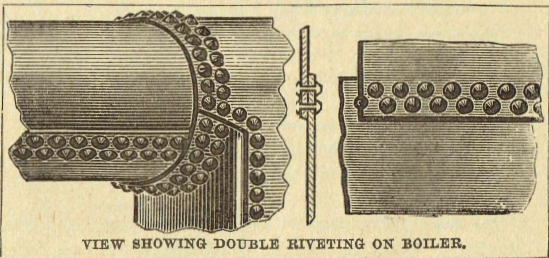
A **Sloping Crown-Sheet** is provided for the fire-box, which gives an additional safeguard against the effects of low water.



The **Water Spaces** around fire-box are unusually large. This ample space permits the uninterrupted descent of all impurities to the capacious "water-bottom," from which the sediment can easily be removed.



The **Flues** are best American lap-welded, and of extra thickness and strength. **Copper thimbles** are used on the ends of the flues, thus providing against corrosion.



VIEW SHOWING DOUBLE RIVETING ON BOILER.

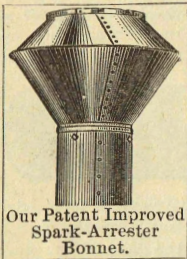
Double-Riveted.—The seams on our largest boilers are *double-riveted* where the severest strain comes, thus adding immensely to the strength and durability.

Workmanship.—The boiler is put together by the best workmen, under the personal supervision of one of the most experienced boiler-makers in the United States, whose work has become justly famous throughout the Northwest, and especially on the Great Lakes. Every one is tested by hydraulic pressure, and also by actual work when “fired up.”

Try-Gauges, made from our own extra heavy patterns, are provided in the boiler front.

The Glass Water-Gauge is made from our special pattern, and is placed close to boiler, which position renders it less liable to be broken.

A Surface Blow-Off is provided, by which the scum can be blown out as often as needful—a very useful feature.



Our Patent Improved
Spark-Arrester
Bonnet.

The Bonnet is provided with our improved patent spark-arrester and the wire safe-guard.

The Exhaust Steam, after passing through the heater, is conducted into the stack, and utilized in keeping up the draft.

A Blower is provided by which “live” steam can be used in forcing the draft when necessary.

A “Lock-up” “Pop” Safety-Valve with *nickel* seat, is furnished, which is entirely reliable and proves a perfect safeguard.

The Steam-Gauge is of the improved Bourdon style, with polished metal face. It is provided with the *patent bulb syphon*, which is found to be indispensable to the perfect working of a steam-gauge.

The Steam Whistle is from our own extra heavy pattern, and costs much more than the usual make.

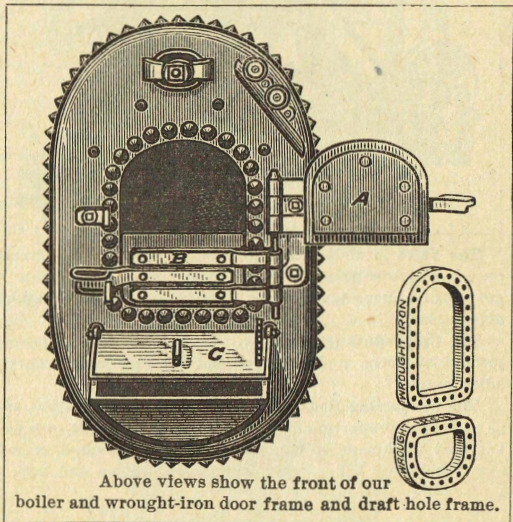
The Trucks are finely finished, unusually substantial, and consequently durable.

The Massive Wrought-iron Axle passes *entirely beneath* the fire-box, and thus *supports* the boiler perfectly.

A Powerful Brake is furnished on our *plain* engines.

The Door of Fire-Box is in *two* sections, and made with two thicknesses of *wrought metal*. The hinges and latches are of solid *wrought-iron*, and every part fits like a parlor stove.

The **Frames** around the door and draft-opening are of *solid wrought-iron*, two inches square. The front of boiler and the fire-box are held together by massive rivets, which pass through these *wrought-iron* frames.



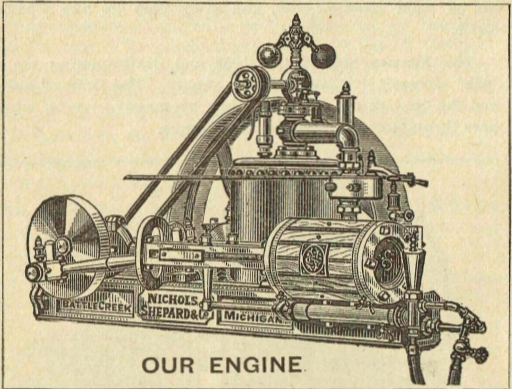
Above views show the front of our boiler and wrought-iron door frame and draft hole frame.

The Draft-Opening has a neat and perfect cover by which the draft can be nicely regulated, and also prevents all danger from fire.

Stay Bolts. The fire-box is stayed to the shell in every direction by extra large and massive stay-bolts.

The Crown-Sheet is provided with a fusible safety-plug, which will melt out in case the water gets too low, and thus give the engineer due warning.

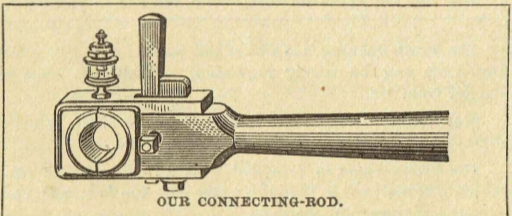
The Cylinder is of the locomotive style. It is entirely "jacketed." The piston is fitted with our improved metallic packing rings, which are self-adjusting.



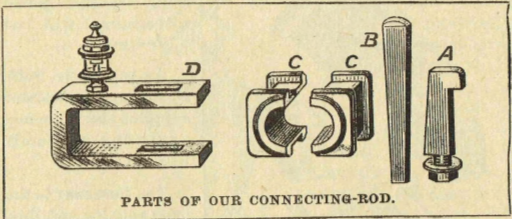
The Valve is made in the locomotive style, which experience has demonstrated to be the most simple, least liable to get out of order, and produces the highest results on a portable engine.

The Guide-Bars (or ways) are made in the most approved locomotive form, and are arranged for easy and accurate adjustment.

The Connecting-Rod is made in the locomotive style, and as perfect in proportion and material as the utmost care and the best workmanship can make it. It is provided, at each end, with brass boxes, and a wrought-iron strap and key of most approved form.



The Brass Boxes at each end of the connecting-rod are of extra size, and have more bearing surface than the usual makes, thus preventing heating and cutting. At each end of the connecting-rod is a self-feeding glass oiler.



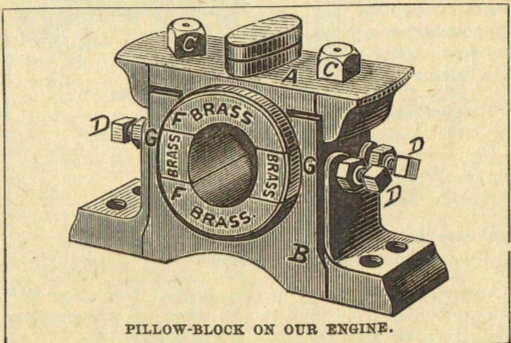
PARTS OF OUR CONNECTING-ROD.

The Crank is a perfectly balanced disk, forced upon the shaft by enormous screw pressure.

The Wrist-Pin is extra large, and made of cold-rolled steel, and fitted accurately in position, so that it is perfectly true.

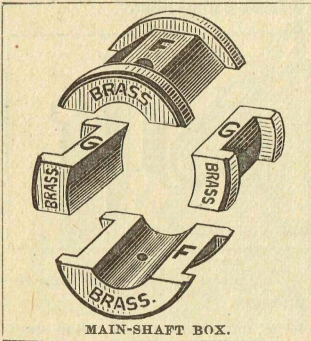
The Main-Shaft is of *cold-rolled steel* (which is of extra strength), and as it is of extra size, it is, of course much superior in every respect to the ordinary make.

The Pillow-Blocks are planed perfectly true, and the main-shaft boxes are fitted in them so accurately that there is not the slightest chance of the main-shaft getting "out of line."



PILLOW-BLOCK ON OUR ENGINE.

The Main-Shaft Boxes (on our No. 10, No. 13, and No. 17 engines) are of brass, and being made in four pieces, are adjustable *sideways and from the top*. They are extra heavy and substantial, and with average good management will last a life-time.



MAIN-SHAFT BOX.

An Automatic, Self-Feeding Lubricator supplies the valve and cylinder constantly with oil.

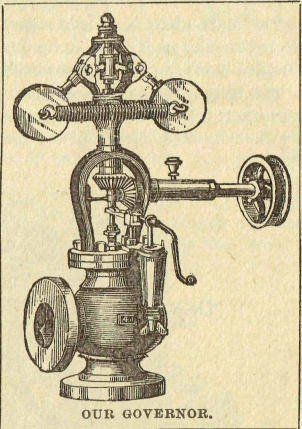
The Governor is the most reliable and durable now built, and is furnished with our improved valve and patent spring-speeder.

Heater.—The hollow frame, or bed, of engine is utilized as an efficient heater. The "feed-water pipe" extends from end to end through the center of this hollow bed. The exhaust steam also passes through the bed and circulates around the feed-water pipe, thus heating the water.

The Check-Valve is extra large and strong, and is provided with a drip-cock to prevent freezing in cold weather.

A Stop-Cock is provided between check valve and boiler.

A Brass Plug is placed in the elbow of feed-water-pipe near the boiler. This plug can be taken out and the lime deposit removed from the pipe when necessary.

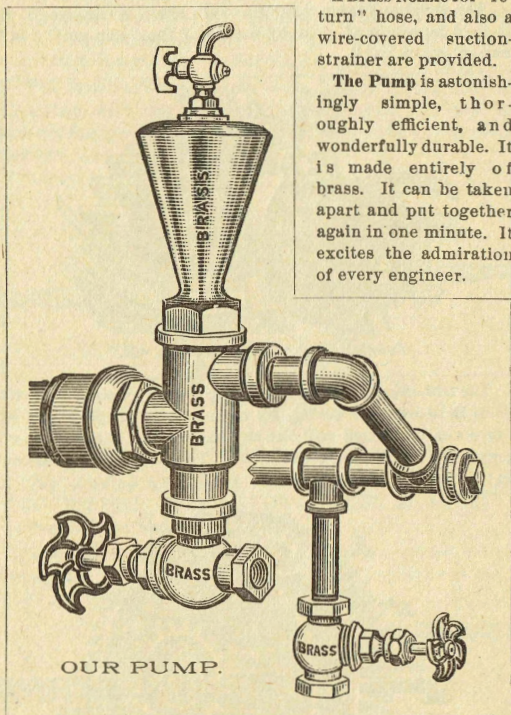


OUR GOVERNOR.

Hose.—The very best make of “patent suction hose” is furnished. It is much superior to the usual style.

A Brass Nozzle for “return” hose, and also a wire-covered suction-strainer are provided.

The Pump is astonishingly simple, thoroughly efficient, and wonderfully durable. It is made entirely of brass. It can be taken apart and put together again in one minute. It excites the admiration of every engineer.



A Substantial Iron Seat is put on every engine. It is bracketed to the side of boiler.

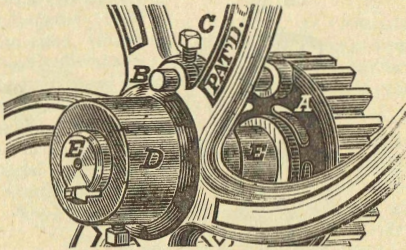
The Water Box and Fuel Box (on the platform of Self-Guiding Engine) are furnished free, and also a pole (or tongue), wiffletrees, and neck yoke.

All the “Brass Fittings” are of *extra quality* of brass, of government standard, and are made especially for our Engine from our own *extra heavy* patterns.

The Traction Attachment is acknowledged to be far superior in simplicity, durability, and ease of operation.

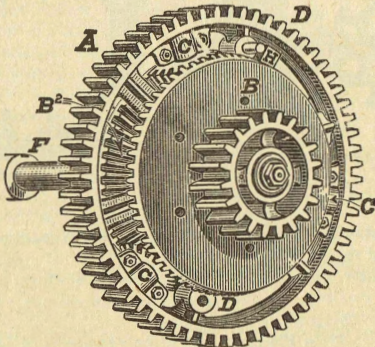
The Spur Gearing is exceedingly strong and durable.

The Driving Pinion "A," on main shaft, is cast-steel. It is held in, or out of, gear by means of the "slip-pin" "B," and set-screw "C."



Driving Pinion with Slip-pin "B."

The Differential (or Compensating) Gear on counter shaft is an indispensable device, by means of which the sharpest curve can be turned without anything being thrown out of gear, or any strain put on any part. The differential gear can be "locked" when necessary.

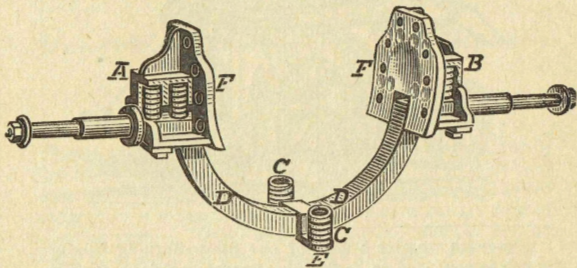


Differential (or Compensating) Gear.

The **Driving Wheels** are made entirely of iron, and drive from the *rim* instead of the *hub*, thus obviating all strain on the spokes.

The **Front Wheels** are provided with raised centers on the rim. These centers prevent the engine from slipping sideways when the guiding attachment is in use.

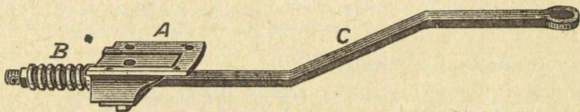
The **Massive Wrought-Iron Axle** [shown in the cut] is furnished with our regular Traction engine. It will be noticed that the boiler is supported at *six points* by the steel springs.



OUR REAR AXLE WITH SIX STEEL SPRINGS.

The **Guiding Attachment** is substantial, convenient and thoroughly efficient, and by its aid the engine can be guided by the engineer with entire ease.

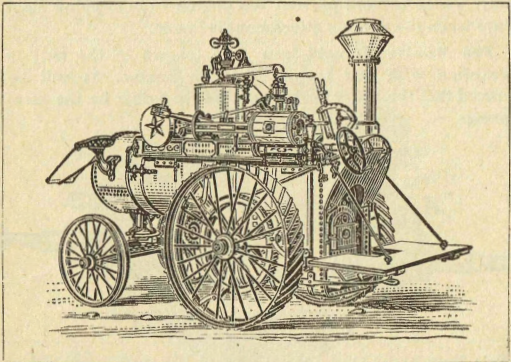
A **Strong Draw-Bar** (with steel spring) is provided, which is attached to the under part of the boiler in the most thorough and substantial manner.



OUR DRAW-BAR WITH STEEL SPRING.

The **Engineer's Platform** is covered with iron, and is attached to the boiler by powerful supports and braces. The engineer can reach the throttle-valve-lever, reversing-lever, try-cocks, whistle, cylinder-cocks, pump-valves, and guiding attachment without stirring from his position.

STRAW-BURNING ENGINE.

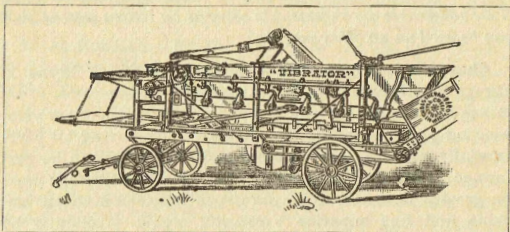


Herewith we give a view of our Straw-Burning Engine, which is conceded to be the most durable, efficient, and convenient engine of that class now in the market. The fire-box is entirely surrounded by water. It has one large, direct flue, and eighteen "return" flues. The boiler is jacketed. The smoke-box is surrounded by water. The smoke-stack has our patent spark-arrester. We build only one size, viz., 13 horse-power. We furnish our Straw-Burning Engine, either *plain*, or with Traction Attachment, as shown in foregoing view.

From Ransom County Gazette.

LISBON, Dakota, Oct. 28, 1886.

On or about Aug. 19, 1886, R. L. Sholly & Co. sold Nordvig & Torson one of the celebrated Nichols & Shepard Straw Burner Engine and "Vibrator" Separator outfits, for which they gave their notes. They have paid their first note in full and say they have made \$500 clear of all expenses beside, and never lost one moment of time. They say the Nichols & Shepard is the machine for business. Their customers all want them again. Ask Nordvig at Buttzville about it.



General Features of Superiority in our "Vibrator."

Extra Capacity of Separating and Cleaning Parts.—Notice that our machines greatly excel all others in these important respects. For instance: Our 24-inch cylinder Separator has 45 square feet of separating surface, and over 12 square feet of cleaning surface. Other makes of 24-inch machines will be found to measure not over two-thirds the capacity of ours.

Our 28-inch cylinder Separator has 50 square feet of separating surface, and 14 square feet of cleaning surface. Examine other makes of 28-inch machines, and you will find only about two-thirds the capacity of ours.

Look at our No. 2 and No. 4 Steam Power Separators, with 60 square feet of separating surface, and 18 square feet of cleaning room, while the best of other makes show only about two-thirds to three-fourths as much.

These *essential differences*, in connection with the other grain saving, time saving, and money making appliances of our "Vibrator," only need to be brought to the notice of experienced or intelligent purchasers to determine their choice.

Clean Threshing.—By our admirable device for changing the position of the concaves to suit the various kinds and conditions of grain and seeds, in connection with our twelve-bar cylinder, the operator is enabled to do the most thorough work in threshing. We usually use two wide concaves, each containing two rows of teeth, in combination with a narrow concave (without teeth). This blank concave can be placed either in the middle, or behind the other concaves as desired,

to suit the varying conditions or kinds of grain or seed. *This admirable arrangement is secured by letters patent, and can be used on no other machine.*

Cheapness of Repairing.—The risk of break-downs is always in proportion to the number of wearing parts, other things being equal. Using *less than half* the machinery and wearing pieces that other machines do, and having all parts carefully adapted to each other and to the work to be performed, it is plain the liability to accident and breakage must be greatly lessened. The difference between a cheap machine and our superior VIBRATOR would frequently be swallowed up in a single break-down on the part of the inferior machine. Life is too short to waste it in trying to get paying results from inferior machines.

Sales of Extras Compared.—It is a significant fact that the Extras or repairs used on other machines are so costly that nearly all first-class dealers who retain the agency of such machines *keep it almost wholly for the profit on the extras which they supply.*

We find them asserting and proving that, as a rule, they get from four to ten times as much out of extras for other machines as they can from an equal number of VIBRATORS sold, and most of our agents actually insist that the sales of extras for our VIBRATOR don't pay for handling. It is our proudest boast that neither ourselves nor our agents have any "bonanza" in selling extras for our matchless, economical Threshers.

Ease of Management.—It has become a maxim that "any one who can run a wheelbarrow can run a VIBRATOR." The whole machine is so thoroughly simple that about all the thresherman has to do is to start it and feed in the grain. There is no "poking," "scraping," and "throwing of belts," as in other machines. As the complicated fixtures and machinery, which give such trouble in other machines, are entirely dispensed with in our VIBRATOR, it is plain to every one that *no apprenticeship is necessary* to learn how to run it.

Simplicity.—This feature of the VIBRATOR is apparent at a glance. Complication of working parts always leads to vexatious delays, and costly break-downs, with consequent loss of time and money. The entire separation in our VIBRATOR is effected in the most simple and thoroughly effective manner. The advantage of our VIBRATOR in simplicity of

construction has become so well known that nothing more need be said.

Light Running.—By the admirable arrangement of the various parts of our VIBRATOR it must necessarily run very light. The shakers are suspended by iron rods, and swing freely to and fro without friction. As they are connected by the pitmans to the same shaft, they counter-balance each other, thus avoiding all end shake. The only friction inside the Separator is that occasioned by the passage of the straw through the machine. When tested with steam power, it has been found that the VIBRATOR will do the same work, in better shape, with 15 to 30 lbs. less steam than is required by others. The steam-power test is accurate, with no guess-work about it. It tells the story of light-running.

Convenience.—Our VIBRATOR has always been found to be extremely convenient in “turning short,” “cramping,” “backing,” etc. The sills of the machine are sufficiently high to permit the front truck wheels to pass entirely under them, thus enabling the machine to be turned around almost within its length. The “deck” of the machine is “low down,” and consequently is not “top-heavy” like other makes.

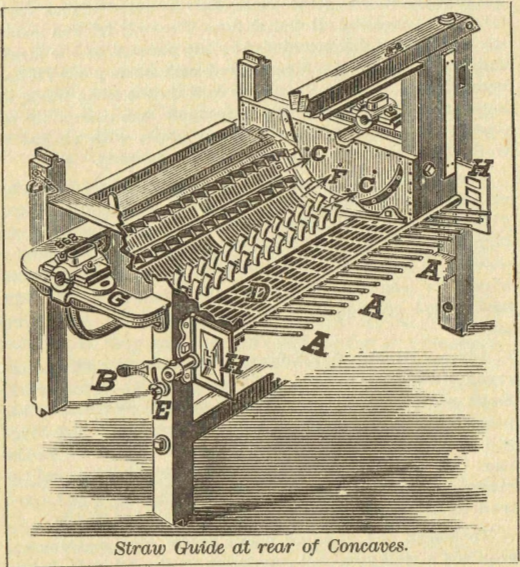
Adverse Winds.—Our VIBRATOR has peculiar fitness and capabilities in this respect. The straw falls upon the stacker much nearer the machine than in other Separators, and is protected from side and head winds by the ample chaff wings and wide canvas sides, so that it cannot be affected in the least in its passage to the stack. It is well known, and has become a proverb, that the VIBRATOR makes perfectly clean work as it goes along, without regard to wind or weather.

Threshing and Cleaning Small Seeds.—Our machine has acquired a well-grounded reputation as the *ONLY truly successful seed-thresher*. Flax, Timothy, Clover, Millet, Hungarian, and other small seeds, are handled as easily and perfectly as grain, and *without making a single change* (except in clover). Other machines require a wagon load of costly special attachments, and even then are notably inefficient.

SPECIAL FEATURES.

Straw-Guide.—We now place just at rear of the concaves, a device consisting of a small shaft filled with fingers, or teeth, which turns the straw upward and compels it to strike against the wings of the beater, thus making a break in its

course and allowing the grain to fall through the wrought-iron grating into the lower shaker. This guide is adjustable for different kinds of grain and seeds, by means of a handle and thumb-nut on cylinder post. This device has been thoroughly tested, and proven to be of great utility in the separation.

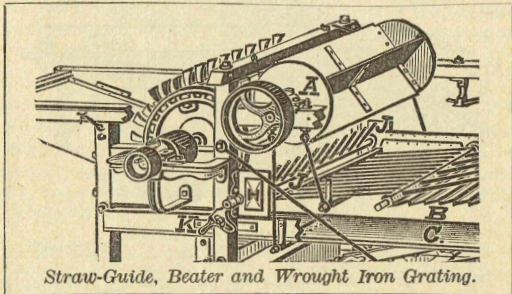


Straw Guide at rear of Concaves.

Wrought-Iron Grating.—This consists of a number of wrought-iron rods, running lengthwise of the machine, which are placed in the upper Shaker, at rear of Straw Guide and immediately under the Beater. This grating permits the grain to pass freely into the lower Shaker.

Wrought-Iron Beater.—We have found this Beater, *as constructed and used by us*, to be of much advantage. It materially aids in separation by stopping the flying grain and deflecting it down into the lower Shaker. It prevents the Cylinder from “wrapping” and “winding” by passing the

straw back as fast as threshed. The dust from the Cylinder is also drawn through, by the suction of the Beater, and not thrown out in the feeder's face. By the combined action of the Beater and Straw-Guide, a complete "break" is made in the course of the straw as it comes from the Cylinder, and



Straw-Guide, Beater and Wrought Iron Grating.

the intermingled grain is allowed to separate from the straw and fall through the wrought-iron grating into the lower Shaker. Thus the separation is almost entirely effected close to the Cylinder. *This arrangement is patented, and cannot be used on other machines.*

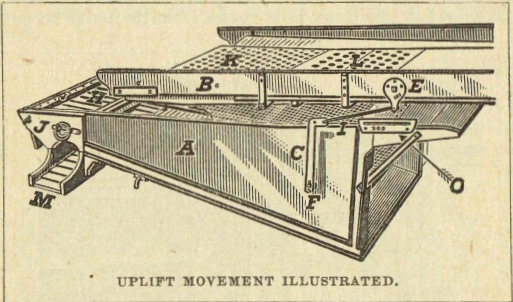
Brake.—A powerful and durable Brake is now furnished with every *Steam Power Separator*. It is arranged in the most convenient manner, and will be appreciated by every thresherman as an exceedingly handy and useful feature.

Steel Teeth.—We use Steel Teeth exclusively in our Cylinders. They are made specially for us, and each one is stamped with our initial as a safeguard against fraud and imposition.

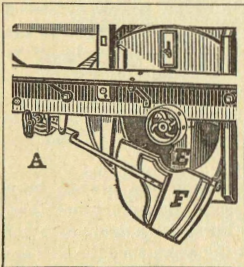
Low Down Feature.—Our VIBRATOR has always been noted for being much less "top-heavy" than other machines. The front end is about six inches lower down than any other of this type of machines, and at the same time the sills are high enough to permit the front truck wheels to pass entirely under them.

A Sheet-Iron Sieve (K), with "lipped" openings, is permanently fixed to the rear end of the lower Shaker, just over the shoe, by means of which the grain is almost entirely cleaned before it strikes the sieve in the shoe. This improve-

ment has been thoroughly tested, and proved an entire success. *This arrangement is patented, and cannot be used on any other machines.*



Improved Sieve-Movement.—By an ingenious and simple device (shown at F, C, and I) the sieve is given an “uplift” movement at the inner end. This motion, in combination with the side shake, effectually prevents all “clogging,” and obviates the endless and bothersome “poking and scraping,” so common and unavoidable with other machines. *This arrangement is patented, and cannot be used on other machines.*



Fan-Adjuster.—By this ingenious arrangement the thresherman has entire control of the wind-blinds on *both* sides of the Separator, while standing at *one* side, and can raise or lower one or both without changing his position. This is an admirable and very convenient feature. *This arrangement is patented, and cannot be used on other machines.*

Extended Deck.—The deck, or cover, extends over and beyond the tail end of the shoe, and at each side is hung a hinged “chaff-board.” This arrangement, in connection with the canvas side-wings and canvas stacker-sides, effectually prevents the chaff and straw from being affected by side

winds, or scattered out. It also perfectly protects the shoes, sieve, and rear part of the Separator from rain and storm.

Back Posts.—Our VIBRATOR is now constructed with the back posts arranged in such a manner that by merely taking out two coach screws and detaching the connections, both of the Shakers can be taken out at the rear end of the machine without disturbing any other part. *This arrangement is patented, and cannot be used on any other machine.*

The Front Bolster is thoroughly braced to the reach, and also with heavy wrought-iron braces, which extend from the sill under the outer end of the bolster. The reach has been shortened up so that the wheels can be turned completely around under the Separator “clear” of everything. This is a valuable feature, and adds to the many other “handy” features of our VIBRATOR.

The Cylinder is provided with center “heads” (instead of rings), giving greater strength and additional weight. The cylinder yokes and boxes are of new and improved pattern. The shaft is of steel, and of extra size and length. The cylinder is balanced on “ways,” and again when at full speed, to insure the utmost accuracy.

The Folding Stacker, which proved such a success, has been much improved in important respects, which give added value. It is pronounced the most convenient, durable, and efficient Stacker now manufactured. The great wear and tear involved in removing the Raddle, taking down and putting up the Stacker at every job, etc., is thus entirely obviated. The Stacker is folded and carried on the machine, with *Raddle attached*.

Three-Strap Stacker Raddle is furnished without additional charge. Having three belts, it is less liable to twist or run to one side, and being driven with three pulleys instead of two, runs much steadier and stronger.

Overblast Fan.—By its admirable construction, the blast is almost entirely delivered above the sieves, and consequently the grain is nearly cleaned before it strikes the sieves at all. We have always constructed this fan very large, to give ample volume of wind without making it “keen” or “sharp;” consequently the grain is cleaned thoroughly without “blowing over,” as is unavoidable with many others.

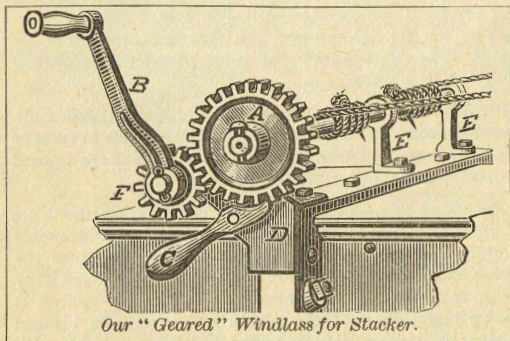
The Last Rank of Fingers has an uplift movement in common with the others. This movement causes the straw to work off perfectly even, without any “lurching,” as in other machines.

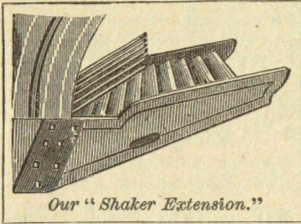
The Elevator, with increased capacity and improved construction, is capable of taking care of any quantity of “tailings,” and gives no trouble whatever. It is pronounced the most perfect, durable, and effective Elevator now manufactured.

Improved Shaker Rods, from upright shaft to Shoe and lower Shaker, and also on the Tailing Spout, which are provided with adjustable boxes and set-screws, for taking up all lost motion. They are attached to the arms and driving heads by turned wrist-pins, which insure perfect operation with the least friction.

The Grain is delivered from the spout *in front* of the rear wheels. To accomplish this excellent result, the fan-mill has been removed toward the cylinder, thus enabling us to greatly enlarge the capacity of the sieves, and thereby increasing the already immense cleaning facilities.

Geared “Stacker Windlass.”—Each *Separator* is now furnished with our new Geared “Stacker Windlass,” by means of which the Stacker can be raised or lowered with entire ease.





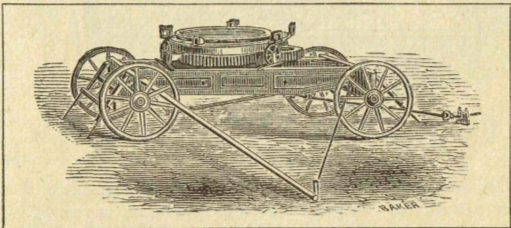
Shaker Extension.—

This is practically an extension of the upper Shaker, and consists of an inclined slat-work, with a return grain board beneath. When the Separator is operated by Steam Power, and the most ample separating capacity is de-

manded, this "Extension," by taking out the "last kernel" and passing it back to the Sieve, meets the wants of the most "rushing" steam thresherman. Its practical effect is to lengthen out the Separator several feet, and effectually save all the grain.

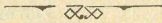
This arrangement is fully covered by Letters Patent, and cannot lawfully be used in any other machine.

Improved Cylinder Cap.—This cap is attached to the top of the Separator frame by the wrought-iron hinges, and when needed can be thrown entirely back to give access to the Cylinder and Concave. In threshing scatterings, rakings, or headings, it can be partially raised, and firmly held by the bracket and thumb-nut at the side. By the peculiar construction of the Cylinder Cap, aided by the "suction" of the "beater," the *dust is carried through with the straw*, and not thrown out in the feeder's face.

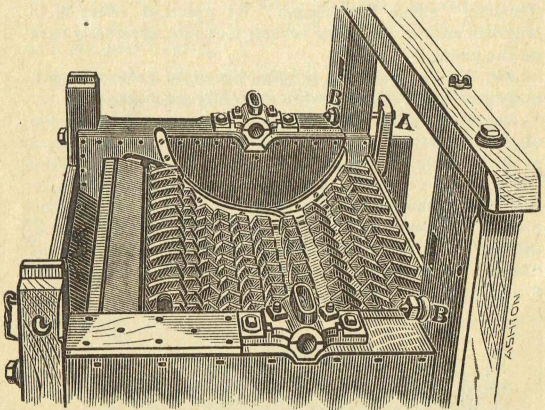


Our Improved Horse Powers are fully described in our illustrated Pamphlet. We furnish either our Improved "Triple Gear" or "Spur Speed," as preferred. Our castings are much heavier and stronger than others use, and made from the choicest brands of Lake Superior Charcoal Metal;

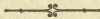
all the journals are long and run in Babbitt Metal; the cog gears are very heavy and with long surfaces; the frame timbers are thoroughly seasoned Oak (not green Ash, as commonly used by others); the truck wagon is put up equal to the best lumber wagon. A comparison of our Powers with others will disclose important features of easy adjustment and for keeping everything "in line," not thought of by other makers.



Our Clover Hulling Attachment



FOR OUR "VIBRATOR."



By the aid of this attachment, our VIBRATOR is enabled to thresh, hull, and clean clover seed as thoroughly as the regular huller, and much faster; and we can assure our friends and customers that our VIBRATOR is as superior in clover as in all other seeds and grains, and we are fully justified in asserting that the day and generation of the costly clover huller is past. This must be so when it is known that by putting our CLOVER ATTACHMENT into our regular VIBRATOR

at an average expense of about \$50, the operator is enabled to convert his grain thresher into a perfect clover machine that will do *very much faster work* than the most costly clover huller, and save and clean the seed in the most perfect manner.

Bear in mind that this attachment is not a part of our regular Thresher outfit, but is entirely distinct, and only furnished when specially ordered.

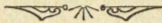
The following letter from one of our customers in Putnam county, Ind., speaks right to the point:—

MESSRS. NICHOLS, SHEPARD & Co.:—

In 1879 I bought a NICHOLS, SHEPARD & Co. "VIBRATOR," and with it one of your patent Clover Hulling Attachments. The entire outfit cost me less than \$500, the Clover Attachment being only \$48 extra. With this machine I have made nearly \$5,000. In the business of hulling clover alone I have earned over \$1,800 with an attachment that cost me only \$48. My work has given far better satisfaction than I was able to give when I used the regular old-style clover huller. The cost of repairs for Separator and Hulling Attachment during the four seasons will not exceed \$20, and this was about all expended for cylinder teeth.

C. W. CURRY.

When an investment of \$48 pays \$1,800 it certainly must be a safe one to make, and every thresherman should remember that NICHOLS & SHEPARD Co. build the only complete combined Grain and Clover Thresher now known.



◁ CHEAP MACHINERY. ▷

The Question of "Low Prices" Considered.

We are sometimes asked why the prices of our goods are apparently higher than some others of inferior make, and we avail ourselves of this opportunity to place the matter in its true light.

Our "VIBRATOR" Threshers and Portable Engines embody the best results of our experience and study during our long business career. Whatever would add to their durability, efficiency, and solid excellence in any particular, has been seized upon and utilized without regard to labor or expense.

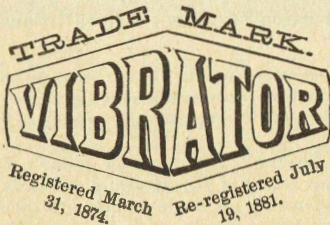
In this connection it will be pertinent and timely to warn

the public against *Cheap* Portable Engines. The superiority of our machinery in all particulars is now so generally acknowledged, that our competitors have no resource but to present the attraction of low prices and long credit. Their goods being inferior, they have to sell them for what they can get; and purchasers, without fully considering the subject, will sometimes allow a low price to decide them. Manufacturers of "cheap" machines are now so set on carrying competition to its utmost—competition of *Cheapness*, not of Excellence—that they meet "bargain hunters" half way, and furnish them cheerfully with inferior machines at the cheap rate they are asked for.

We are much mistaken if this is what the public wants or expects of us. Good machinery cannot be made when neither workman nor employer has pride in his occupation; interest and pleasure in the work are both wanting, and both are essential in making good machinery.

Our mission and business is, to build Threshing Machinery of the highest excellence, whatever the cost; and holding firmly to this purpose, we have added improvement after improvement, until the reputation of our machines has become co-extensive with the grain-raising regions of the continent.

Threshing machinery cannot be made for nothing, even with the aid of machinery. Our prices are as low as they ought to be, and, without doubt, as low as they ever will be. Do not be deceived with cheapness—*quality always descends faster than price*. Low price, especially in Threshers and Portable Engines, means *Low Quality, with Low Performance and High Repairs*.



Comparative Prices and Values.

Facts and Figures for Purchasers to Consider.

The superior qualities and special excellence of the NICHOLS & SHEPARD Co. "VIBRATOR" must all be duly weighed and taken into account when comparing its prices and terms with other and inferior machines. IT DIFFERS from all other Threshers in *many* and *very important* respects; and these grain-saving, time-saving, money-making, and money-saving qualities *are peculiar to it alone*. No intelligent person would expect to buy a full-jeweled Elgin watch at the same price as an "Oroide" imitation, or the famous trotter "Maud S." at the price of a common dray horse. Our "VIBRATOR" is furnished perfect and complete in all its parts, from the choicest materia. with the best possible workmanship and finish. Its manufacturers use the best of everything and plenty of it, and cannot afford, nor do they pretend, to offer these superior machines at the prices and terms on which cheaper made and greatly inferior ones are often sought to be "peddled off." The maxim, "THE BEST IS NONE TOO GOOD," is peculiarly true of Threshing Machines, and the difference (if any) between the cost of our "VIBRATOR" and inferior makes is made up in a very few days by the extra earnings of the "improved and popular machine."

FULL PARTICULARS

of Sizes, Styles, Prices, Terms of payment, etc., for our complete Establishments, as well as Separators "alone," and Engines, will be found in the COMPLETE PRICE LISTS, which will be furnished free on application in person or by letter to NICHOLS & SHEPARD Co., Battle Creek, Mich., or by any of their regular authorized Dealers, in most of the prominent towns throughout the country.

IMPROVEMENTS.

As is well known, we are never satisfied with present results, and as possible improvements in our "VIBRATOR" and Engine are suggested, they are carefully and thoroughly tested,—often at great expense,—and when found of benefit,

are incorporated in our machinery, regardless of past traditions or superstitions.

This company has no "experiment" to palm off on its patrons, and when a man buys our machinery he can count on its capabilities and good qualities without a glimmer of doubt.

SPECIAL FEATURES.

As there are numerous imitations of our "VIBRATOR" and Engine which are being palmed off on the unwary as equal to the "original and only genuine," while they are made solely to sell on the merits of our Machinery, our friends and customers must bear in mind that the special features which are so fully illustrated and described in our pamphlet *are owned exclusively by this Company, and are peculiar to, and found only on, our Machinery.*

A BROAD AND AMPLE WARRANTY

Is given with each machine, and is printed in the body of the blank used in taking orders from purchasers. It has ample stipulations as to the superior capacity and quality of the machine in all kinds of work, and provides for the free delivery of duplicates of any parts which may fail by reason of defects.

SIZES OF ENGINES.

We make four sizes of *plain* engines, viz.: No. 6, No. 10, No. 13, and No. 17; and three sizes of *traction* engines, viz.: No. 6, No. 10, and No. 13.

SIZES OF SEPARATORS.

We build the following sizes of Separators:—

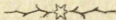
- 24-inch Cylinder, 36-inch Separator.
- 28-inch Cylinder, 40-inch Separator.
- 32-inch Cylinder, 40-inch Separator.
- 32-inch Cylinder, 48-inch Separator.
- 36-inch Cylinder, 48-inch Separator.

Each of them contains the matchless principles and peculiar features for grain, time and money-saving, which are found alone in the NICHOLS & SHEPARD Co. "VIBRATOR."

The main difference between the sizes is in capacity only.

NICHOLS & SHEPARD COMPANY,
Battle Creek, Mich.

What a few of our Patrons say
ABOUT OUR
VIBRATOR MACHINERY.



ENON VALLEY, Lawrence Co., Pa.

Your "Vibrator" Separator does its work well, runs light, and will handle the grain and straw as fast as a set of hands can attend to it. We have earned about \$1,300 this season, and are not done threshing yet.

In regard to your Clover-Hulling Attachment, we can say we are perfectly satisfied. It is the best arrangement for that purpose we have ever seen. It does its work as well as the regular clover machines, which cost from \$300 to \$400. We think we ought to know something about it, as we have been in the business for twenty years.

J. R. HENDERSON.
ADDISON MCGEEHON.

ROBINSON, McLennan Co., Texas.

The Separator and Engine I bought of you last season gives perfect satisfaction. We threshed 43,000 bushels with it, and gave perfect satisfaction to every one. We threshed as high as 1,800 bushels per day. The expense of running the machine was a mere trifle. We moved from farm to farm without the aid of either horse or mule team. It was very easily run; in fact, two boys, one 17 years, the other 15 years old, could move the Engine and Separator from place to place with perfect safety. The engine takes but little fuel and is pronounced by all the best in the country. Farmers whom we threshed for last season say they want us again this year.

C. C. HANCOCK.

LEESBURG STATION, Mercer Co., Pa.

The Separator and 8-Horse Traction Engine which we bought of you this season, fill the bill in every particular. We have driven our engine over all kinds and conditions of roads in this very hilly country, with tank-wagon (holding eight barrels of water), and other necessary equipments coupled on behind, and never stalled once, and everything working as complete as an engine on a railroad track. Our rig has run the season through without any breaks, threshing 40,778 bushels of grain, and has given entire satisfaction to all our customers, although we had very strong opposition.

We traveled over the hills from near New Wilmington, about four miles to Indian Run, when the roads were a solid sheet

of ice, moving up every hill with ease, while men running traction engines of other makes said we would have to lie over. But it was all the same to our engine. It never slipped off the road. It steams very rapidly, and takes but little fuel.

The Separator is all that could be expected by threshermen or farmers, threshing, separating, and cleaning perfectly. It is the boss establishment of this country.

W. A. MUNNELL.

STAUNTON, Augusta Co., Va.

The Steam Thresher outfit we bought of your agents, Hanger & Armentrout, in 1879, gives entire satisfaction. We average 800 bushels of wheat per day. We can do more and better work with the "Vibrator" than with any other kind of machine we know of. It cleans the grain ready for market and good enough for seed. It leaves no scatterings, and when the last sheaf is through the machine, we are ready to move to the next job. The only complaint we can hear is from the men who pitched bundles and straw. They have no time to tell stories. There are no stops to put on belts or anything else. The machine runs from morning till noon, from noon till night. The engine gives perfect satisfaction; it is simple and durable. The pump cannot be excelled; it is always in order and never fails when we want water. In short, the engine is just right in every part.

POWERS & FISHBURN.

LYNN GROVE, Beuna Vista Co., Iowa, April 19, 1885.

I have run one of your machines for three seasons, with the best of satisfaction. Last season we started up as soon as the grain was cut, and threshed until after Christmas, and never lost any time by "break-downs." There were ten other machines in this neighborhood, threshing at half price, in order to get work, and then had to leave many jobs because they wasted so much grain. We have threshed 350 bushels of wheat in one half day, and 60 bushels of timothy in one hour. The "Spur Speed" Horse Power runs perfect.

JNO. THOMAS.

WILLIAMSVILLE, Erie Co., N. Y.

The 10-Horse Engine we bought of your agent at Buffalo, has given the best of satisfaction both to ourselves and customers. We consider it perfectly safe from fire. We found it impossible to get any live sparks through your Patent Spark Arrester, and the ash pan is so arranged that no fire can get out of it unless pulled out with the poker or scraper. The engine is just as safe from fire when the wind blows as it is in a calm. The engine is easily managed, runs easy and cool, and almost any one can run it with safety.

We would recommend the N. S. & Co. Engine as superior to any other make we know of. And you can refer any customers you have in this locality to us, and we will cheerfully give them any information we can regarding your engine.

W. & J. ROTHENBURG.

OAKALLA, Putnam Co., Ind.

In regard to the threshing machine bought of you last June I would say that as a perfect machine, it has no equal. It

threshes fast, runs light, and cleans perfectly. Everybody is satisfied, and all want us again this coming season.

ALFRED WOODRUM.

Graves Co., Ky.

The Steam Thresher I bought of you gives perfect satisfaction to me and my patrons. I was out 37 days and booked \$1040. I had no trouble in going over hills. I would have no other Traction Engine. Every person that has seen my engine says that it is the best they ever saw. I am now running a 50-inch saw with the engine, and am cutting 3,000 feet of lumber per day.

F. E. CASHEY.

LEROY, Calhoun County, Michigan.

I have one of your Ten-Horse Guider Engines. Although there was a tongue that came with it, I would not use a team on it if I could get one for the keeping. I had run three other kinds of engines before I bought yours, and pronounce yours the best of them all. I now run the 32x48 Separator up to a good stiff motion with 70 pounds of steam. A man that cannot keep up steam must be too lazy to eat as much as nature requires. I have never seen an engine that requires so little attention, or that uses so little wood and water. For strength and durability I do not see how they can be improved. I would give \$200 more for your Engine than any other I have seen, on account of the ease with which she handles herself and gets out of *mud holes* and *other bad places*. I run on Climax Prairie where the mud is sometimes very deep (and where engines without your improvements could not have moved), and drew my 32x48 Separator on any spot where I wanted to go.

S. D. WHITTAKER.

ALCONA, Michigan.

The Traction Engine I bought of you has given perfect satisfaction. I can make plenty of steam, and keep it easily, with little fuel. When I first came home with the Engine the farmers were somewhat against it, as it was the first one ever used here; but since it has been a success, and does not cause any fires, they all want me to thresh for them next season. I can draw the Separator and tank holding fifteen barrels of water over any of our country hills with the Engine, and it works surprisingly well on the ordinary roads.

E. DOWNIE.

ST. KILLAIN, Fond du Lac Co., Wis., Jan. 26, 1887.

The Nichols & Shepard outfit, consisting of 13 horse Traction Engine and "Vibrator" Separator, is a splendid establishment. The Separator is unequalled as a fast and thorough thresher. The engine goes over rough hilly roads with water tank and Separator, giving universal satisfaction to all customers, many of whom have spoken to me to do their threshing next season.

We advise any one wishing to buy a *money making* outfit, which will satisfy all parties, to purchase the Nichols & Shepard.

JOS. STROBEL & Co.

PANA, Ills., Feb. 2, 1887.

We can say that our Nichols & Shepard Steam Outfit is the best we ever saw. We ran against eight different machines the past season, and not one of them could compete with ours. We could show more big days work than any other machine in this section. The outfit is just what you say it is, "most efficient and durable; the best cleaner and easiest running of any now known."

A. G. METZGER.

ALTOONA, Dakota, Jan. 20, 1887.

The Nichols & Shepard Straw-Burner Engine purchased of you the past season is as near perfect as seems possible. It steams easy when threshing or on the road, for it will take two tanks and the Separator and travel four miles an hour, or even six miles an hour if necessary. It has taken the lead through this neighborhood.

CHAS. & WM. WURFEL.

WARREN, Clark Co., Dak., Jan. 14, 1887.

I think the Nichols & Shepard "Vibrator" is the best thresher now known. It gives complete satisfaction. The N. & S. Straw-Burning Engine is easy to manage, and steams very easily. It takes only twelve barrels of water per day. It is perfectly safe from fire, and, in fact excels in every way.

J. H. MARTIN.

BELLE PLAINE, IOWA.

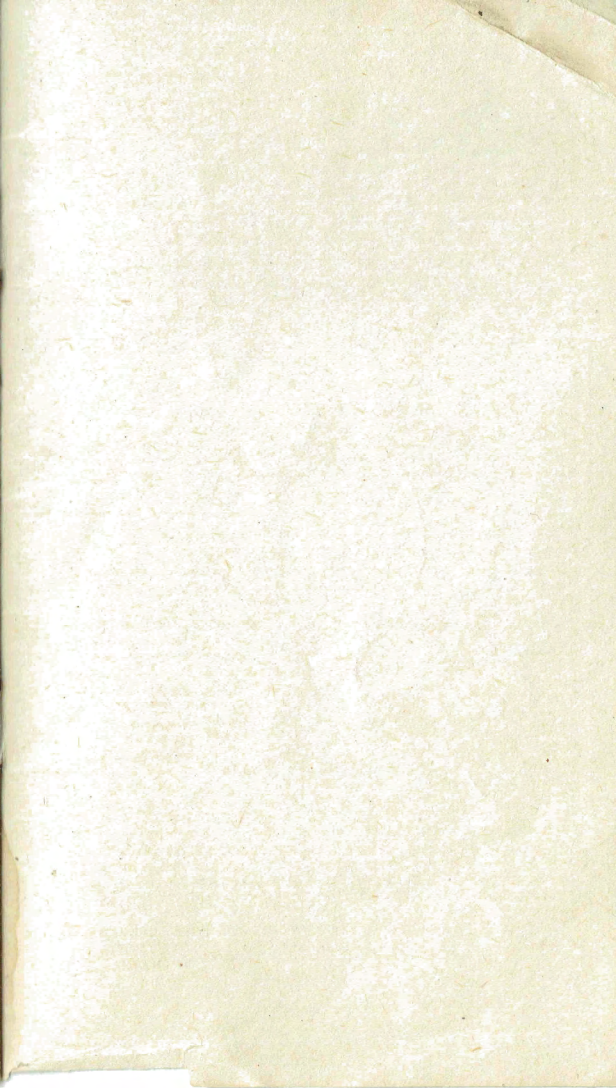
The 6-Horse Self-Guiding Engine and 28x40 Separator, has given us perfect satisfaction in every respect. The Engine in particular has more than filled our most sanguine expectations. We have never had any trouble in getting over the roads, the Engine propelling itself and drawing the water-tank up every hill we had any occasion to ascend, and we had to mount some pretty steep ones, too. It fires easily, makes all the steam we can use, is easy to handle and furnishes all the power needed to drive the Separator. *Threshing all the grain that two sets of hands can pitch to it*, doing this, when the grain is in good condition, with the reverse lever to link in second notch.

We consider it perfectly safe from fire, having set with the front end of boiler within eight feet of a hay stack, and a strong wind blowing the smoke into the stack. The Separator has given as much satisfaction as the Engine, taking care of and saving all the grain we could put through it. We threshed for one man, in five hours, 205 bushels of wheat, and 610 bushels of oats, setting twice—the last set being made in just fourteen minutes from the time we stopped till we were going again. We threshed for another man that had been offered a rebate of \$10, by the owners of a new machine—waiting on us nearly three weeks before we could get time to go to his place.

During the season of 1886 we run 53 days and earned \$1250.00.

GEO. D. NUTTING.

D. D. COTTRELL.



NICHOLS & SHEPARD COMPANY,



BATTLE CREEK, MICHIGAN.