# THE DEERING MOWER.

(4½ FEET AND 4¾ FEET CUT.)

# THE DEERING GIANT MOWER.

(REAR CUT. 5 FEET, 6 FEET AND 7 FEET CUT.)

# THE FRONT CUT DEERING GIANT MOWER.

(6 FEET CUT.)

MANUFACTURED BY

## WILLIAM DEERING & CO.

### CHICAGO, ILL., U. S. A.

MANUFACTURERS ALSO OF

**The Junior Deering Twine Binder,**
**The Standard Deering Twine Binder,**
**The Deering Light Reaper, Etc., Etc.**

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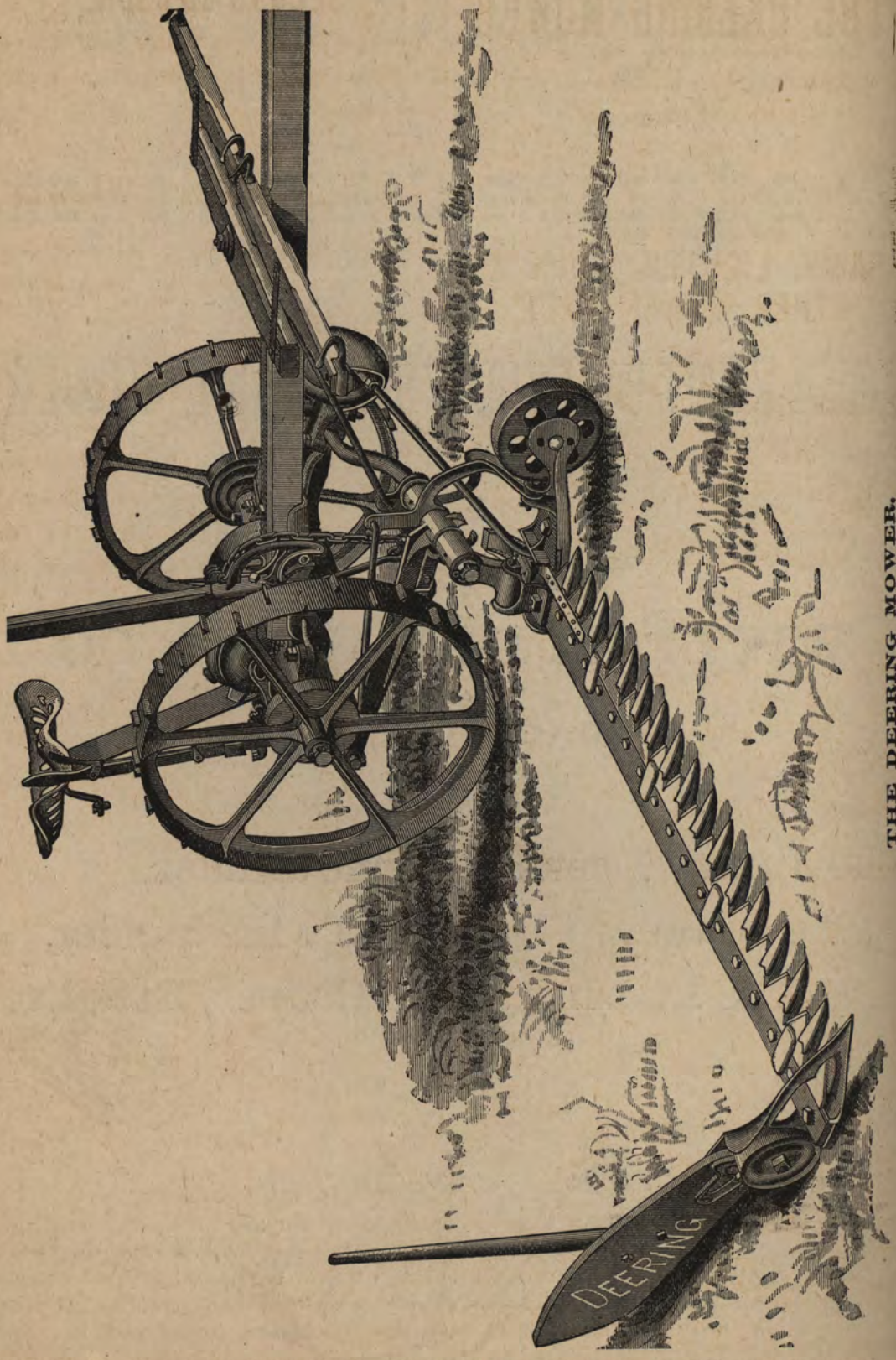
### *TO OUR CANVASSERS.*

**In the following pages you will find a description of our line of Mowing Machines. We put these Machines in the hands of the farming public with perfect confidence that they constitute the most perfect line of grass-cutting machinery ever made. There are no wants of farmers in this line, however various, that cannot be fully met by some one of these Machines, and whatever one he chooses we believe he will find it to be the best machine of the kind in the market.**



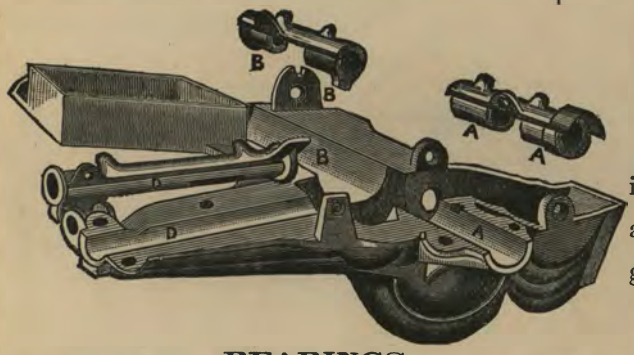

THE DEERING MOWER.

# THE DEERING MOWER

is a Modern Mower in every detail.
It weighs only 575 pounds.
It is a Front Cut Mower.
It is an Iron Mower.
It has as Inclosed Gearing.

THE DEERING MOWER

## DRAWS LIGHTER THAN ANY OTHER MOWER MADE.




BEARINGS.

The reasons for this are many and will be found below ; and one of the most important will appear from the above cut of the Bearings.

## FIRST REASON.

It will be seen that the *Main Shaft has Four Bearings instead of Two,* (AA and BB,) the usual number on Mowers, and each of these bearings has its *own oil hole.*

*The Crank Shaft runs in a long Sleeve,* (D,) *having two oil holes.*

### One of the Greatest Beauties

Of this arrangement is that if, in the course of time, any of the

**Bearings should wear, it can be easily and quickly replaced.**

## SECOND REASON.

Another great reason for the light draft of the Mower appears in the cut of the gearing here shown.

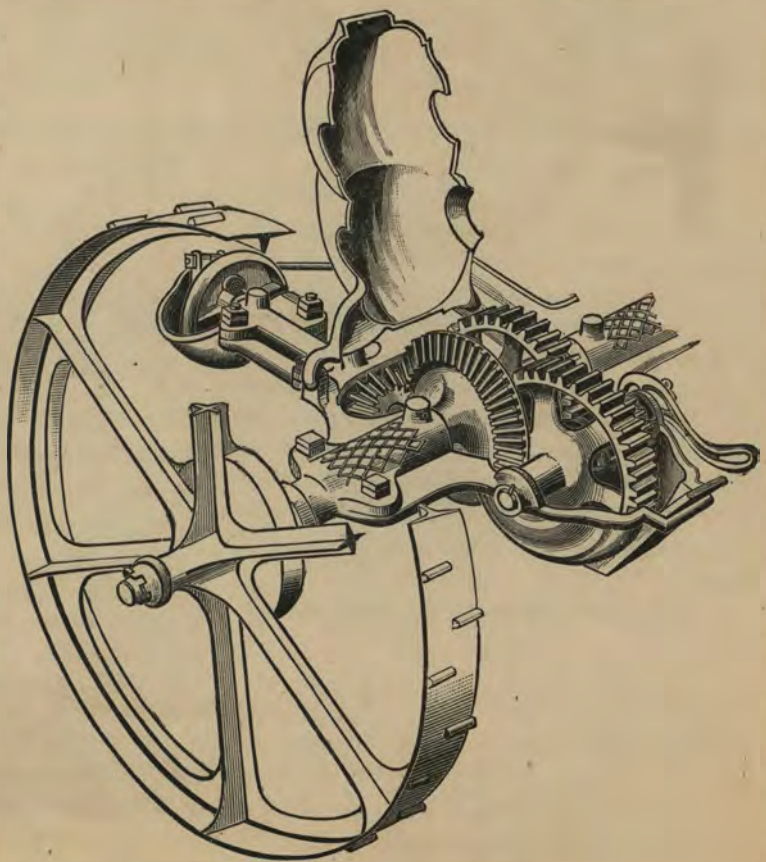
It will be observed

### *How large the Gears are*

In comparison to the wheels. It is unnecessary to say what a great effect this always has in decreasing friction and lost motion, and in

### REDUCING THE DRAFT.

If you will observe some of the Mowers in the market, you will see that their gears are small and are constantly cutting. The gearing on the Deering is PERFECTION.



GEARS.

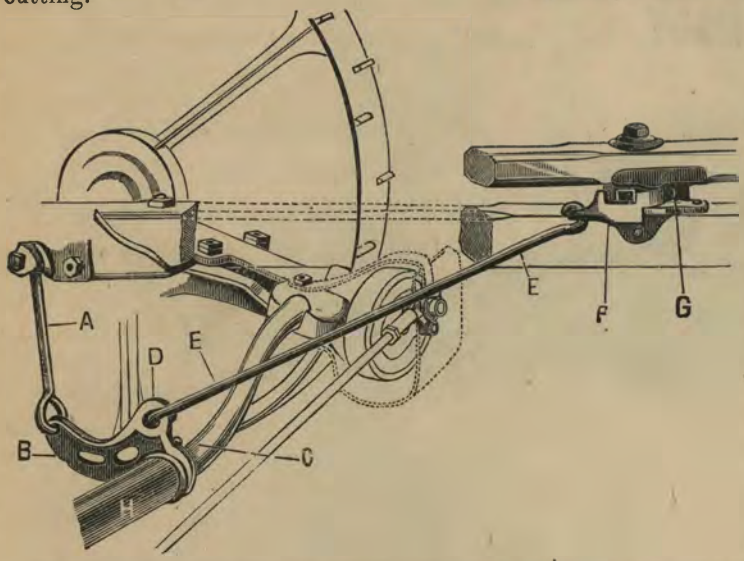
# THIRD REASON.

One of the most important Reasons for the Light Draft of the

## *DEERING MOWER*

Is shown in this picture—

Viz:—The peculiar construction of the Draft Rod, by which the team pulls directly on the drag-bar, and *that* without any tendency sufficient to lift the bar even in the heaviest cutting.




**THE DRAFT-ROD OF THE DEERING MOWER.**

In the cut **E** is the Draft Rod connecting with the whiffletree plate at one end. The whiffletree plate is so made that the piece **F** swings freely on the piece **G.** At the other end, **E** connects with the peculiar device **D.** The point at which the Draft Rod **E** connects with **D** is *above the* Drag Bar. If the point of connection were at the Drag Bar there would be a constant tendency of the Draft Rod to lift the Drag Bar, but being put above and a little back of the Drag Bar, and **D** being prevented from lifting by the rod **A** extending up to the Main Frame, the

**COMPOUND RESULT IS**

A pull on the Drag Bar in exactly

A HORIZONTAL DIRECTION.

THIS HAS A DOUBLE EFFECT IN LIGHTENING THE DRAFT AS FOLLOWS:

1st.—The weight of the Cutter-bar is largely taken off the ground, decreasing the friction, and—as the weight of the bar remains chiefly on the wheels—increasing the traction of the machine.

2d.—The work of pulling the Cutter-bar is thrown entirely on the horses, and no part of this increased traction is used for that purpose, but is all applied where it properly belongs—in driving the knife.

# FOURTH REASON

For this Light Draft, is that the Cutter-bar is so hinged that it is a perfect floating bar, turning readily in any direction to conform to *any degree or any variety* of irregularity of the ground.

This gives the Deering a great advantage over the Mowers that have not a floating Cutter-bar. The latter run into all the knolls, crawfish ruts and stones, *dulling the Knife and increasing the Draft.*

# FIFTH REASON

Why the Deering is remarkably light in draft. In the cut on page 2 is shown the Lead Wheel on the Inner Shoe of the Deering.

This (together with a smaller wheel at the other end of the bar) assists in taking away all friction of the bar on the ground.

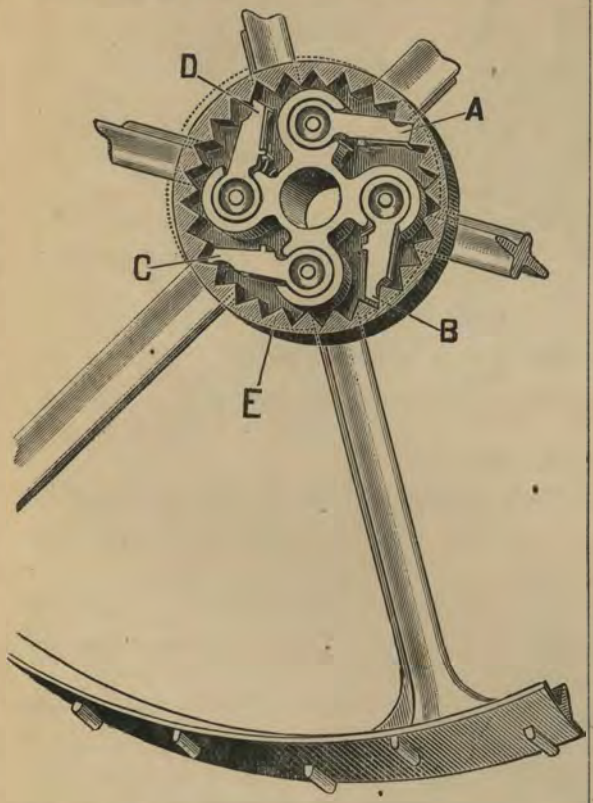
# EASE OF STOPPING AND STARTING.

The Deering Mower can be stopped ***in the midst of heaviest cutting and started again WITHOUT BACKING UP or CLEARING THE KNIFE.***

By referring to the cut of the Gearing shown on page 3 it will be seen that the ***Clutch is on the Intermediate Gear, INSTEAD OF ON THE MAIN SHAFT,*** as on many mowers. The Intermediate Gear running more rapidly than the Main Shaft, ***THE MOMENT THE GEAR IS THROWN IN, MOTION IS IMPARTED TO THE KNIFE,*** while in some mowers the wheels may travel for a foot or more before the Clutch fairly engages.

**ANOTHER IMPORTANT REASON FOR THE EASE OF STOPPING AND STARTING**

is shown in the following cut of the Ratchets in the Deering Wheels.




**RATCHETS IN WHEEL.**

The part of wheel shown is turning of course from left to right, and is now driving the gearing of the Mower by means of the Ratchet A, the ratchets being secured to the axle. Suppose the Mower were to stop for an instant, and back up very slightly. It would move ***less than one inch before Ratchet D would engage,*** and if the Mower were then to start forward again the motion would be INSTANTLY IMPARTED to the gearing. If it had moved fifteen-sixteenths of an inch further, Ratchet C would have engaged, and if fifteen-sixteenths further, Ratchet B would engage. So it will be seen that at most the wheel can MOVE ***only fifteen-sixteenths of an inch*** before starting the gearing.

This is in marked contrast with many other Mowers which have only two ratchets on the wheels, and which consequently allow the wheel to travel some distance before the gearing is started at all. Taking together the peculiar arrangement of the Deering Ratchets and the Four-Toothed Clutch placed on the Intermediate Gear Shaft, the Deering Mower will stop and start again in the heaviest cutting.

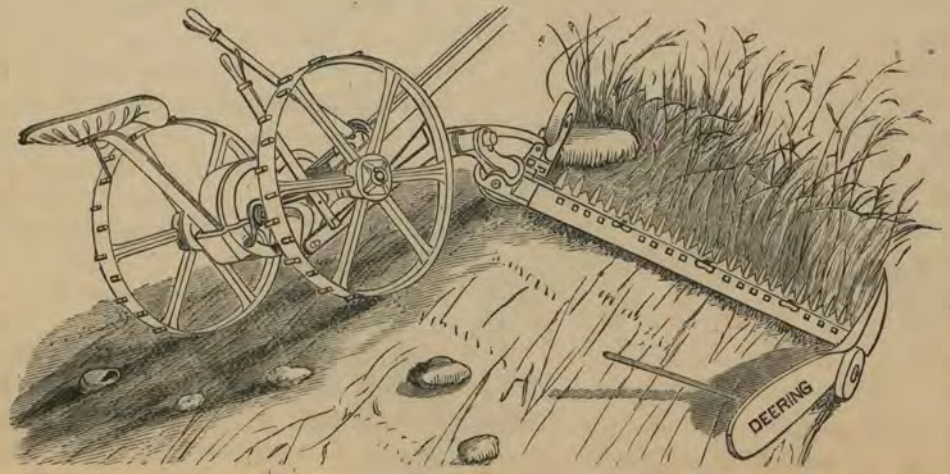
## The Floating Cutter-Bar of the Deering Mower.

On page 4, reference was made to the Floating Cutter-bar of the Deering.

Whatever the condition of the grass or the ground the Deering bar is so made as of its own accord to adapt itself thereto.

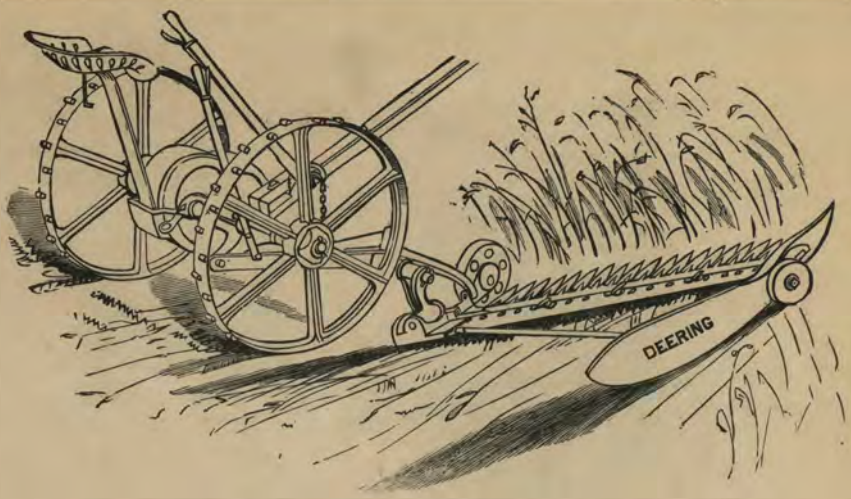
This fact is illustrated in the two following cuts.

In this cut (No. 1) the Mower is represented on the crest of a hill, or in following a back furrow, the Machine being on one side, the Cutter-bar on the other. At the same time the Cutter-bar is automatically turned up to run over a stone. Under all these circumstances the bar continues to hug the ground and makes a clean, even stubble.




**THE DEERING ON A HILL.—(No. 1.)**

In this cut (No. 2) the Mower is represented as at the junction of two descending slopes, or as in following a hollow furrow, and here the Cutter-bar adapts itself to the ground equally well. This perfect freedom of the Cutter-bar is one of the leading features of the Deering, and is one of the most valuable.




**THE DEERING ON A SLOPE.—(No. 2.)**

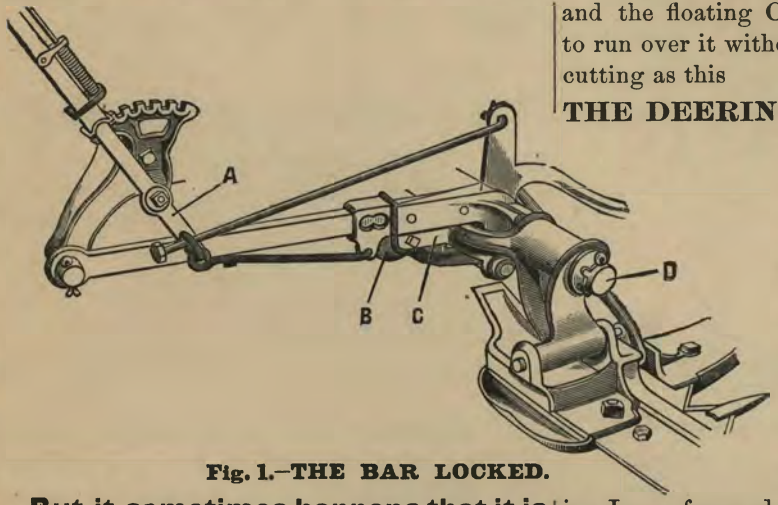



**Fig. 1.—THE BAR LOCKED.**

**But it sometimes happens that it is not desirable to have the bar free to float.**

Sometimes grass, and especially clover,

**BECOMES THICK, TANGLED AND MATTED,**

and the floating Cutter-bar shows a tendency to run over it without cutting it close. In such cutting as this

## THE DEERING CAN BE LOCKED.

In order to lock the Cutter-bar,

**LEAVING THE GUARDS TURNED UP OR DOWN AS MAY BE DESIRED,**

it is only necessary to THROW THE TILTING LEVER AS FAR BACK AS IT WILL GO.

**B** laps under **C,** and the bar is firmly locked, as in Fig. 1. When it is desired to unlock it, throw the Tilting Lever forward again and the Floating bar reappears, as shown in Fig. 2.

This strong combination of a Floating and a Locked Bar gives the Deering a great advantage over its competitors.

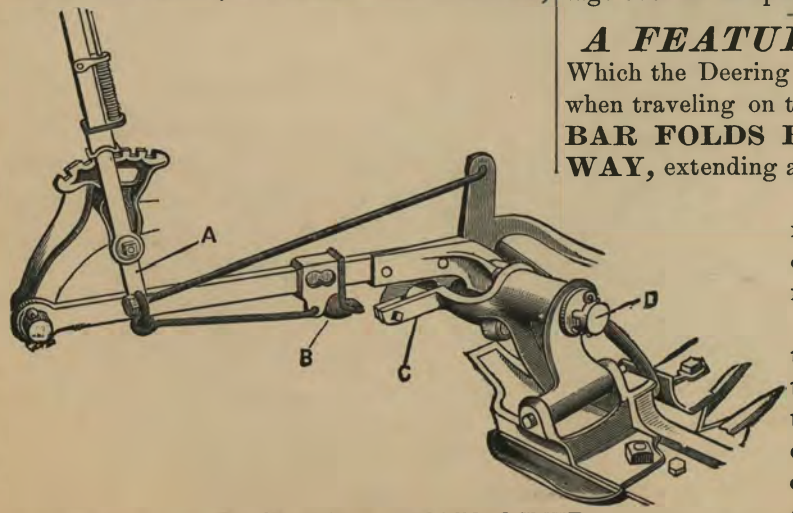


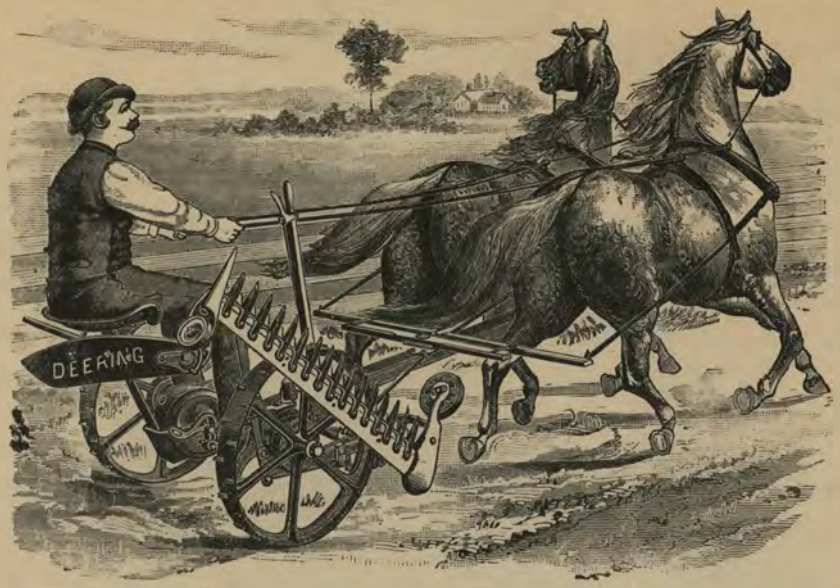

**Fig. 2.—THE BAR UNLOCKED.**

## *A FEATURE OF VALUE*

Which the Deering possesses is the fact that, when traveling on the road, **ITS CUTTER-BAR FOLDS BACK OUT OF THE WAY,** extending alongside of the wheel.

This operation is so arranged that all of the weight of the Cutter-bar still remains on the Drag-bar.

This method of folding the Cutter-bar is much **better than standing it upright or folding it over the tongue,** because it is out of the way in case of accident.




**THE DEERING MOWER ON THE ROAD.**

## The Deering Pitman Box.

In this part of the machine we have made what we regard as a substantial improvement for 1885.

It is based on one that we have used for many years with entire satisfaction.

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***You Should not Omit,*** in speaking of the Deering Mower, to mention the following important points:

1.—The Oil Holes peculiar to the Deering Mower. They admit oil readily, but keep out dirt and dust.

2.—The Double Nuts on the boxes, which will never work loose.

3.—The Tongue of the Mower can be taken out of the Neck Yoke, and no movement from side to side will be seen, thus proving

***IT HAS NO SIDE DRAFT.***

4.—When the driver is in his seat the Mower balances perfectly.

***There is no Neck Weight.***

5.—The best material that money can buy is used in its manufacture; the castings are largely of Malleable Iron; each Mower is carefully put together and run by steam at the factory to see that everything is right.

6.—The Deering Mower costs more to the manufacturers than any other Mower, because it uses the best material, workmanship, and the greatest care, and because it is so complete; but if it suits the farming public, its manufacturers will not begrudge the more than usual expense put into it.

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In conclusion of the subject of the Deering Mower we would say to our canvassers that they may sell the Deering Mower as having NO SUPERIOR on the market in

**LIGHT DRAFT,**

**EASE OF MANAGEMENT,**

**DURABILITY and**

**CUTTING QUALITIES**

Its sales have doubled with each succeeding year, and its popularity is great and well earned.

# THE FRONT-CUT
# Deering Giant Mower.

The instant and remarkable success which attended the introduction of the Deering Giant Mower (Rear-Cut) in 1884 has induced us to offer for 1885 a

## FRONT-CUT GIANT MOWER.

In this machine are embodied all the features that made the rear cut so efficient in managing a wide swath, and yet drawing little if any heavier than common narrow cut mowers.

## The Front-Cut Deering Giant Mower is Made as a 6-FOOT CUT.

Anyone will see at once that this is a radical departure from the old methods in Mowers, which have usually been made to cut

**4½ feet, or at most 5 feet.**

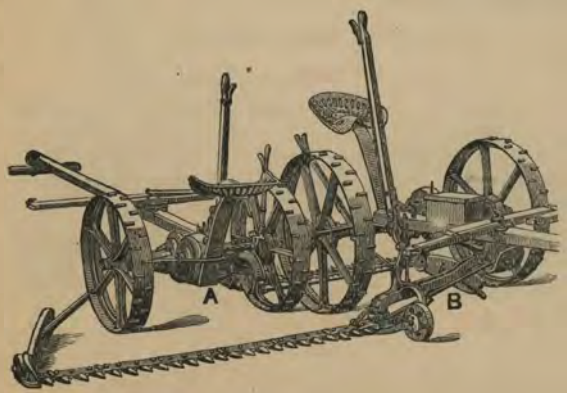



**Fig. 1.—Showing Comparison of Size between the Front-Cut Deering Giant and an ordinary Light Mower.**

In view of the fact that many of these mowers have the utmost difficulty in dealing with some varieties and conditions of grass, the question that will naturally arise in the minds of all will be

**How can a Mower be made to cut 6 feet successfully, and yet be drawn easily by two horses?**

The answer to this question will be perfect, we feel sure, to anyone reading the following pages.

## PUT IN A NUT-SHELL,

The facts in regard to the **Front-Cut Deering Giant Mower** are these:

It cuts 6 feet;

It can be drawn with entire ease by two horses, drawing little if any harder than the ordinary mower;

It weighs less than 100 lbs. more than the ordinary light mower;

It has ABSOLUTELY NO side draft;

It has no neck weight.

By referring to Figures 1 and 2, the foregoing facts are explained as follows:

***FIRST.—The Drive Wheels are unusually high.*** Look at Figure 1, in which they are shown in comparison with an ordinary Mower. The effect of this is to impart greater force to the working parts of the machine with less outlay of power than is required in a machine having Smaller Drive Wheels.

***SECOND.***—The gearing is closely modeled after the gearing of the Deering Mower which never cuts nor runs hard. It meshes perfectly, has a broad face, is very simple, and is fitted together with the greatest nicety and care.

How the draft is affected by these facts, every farmer will understand.

***THIRD.***—Every part runs true because accurately fitted. The Main Shaft has three bearings with a total length of 18 inches. There is no chance for the shaft to spring in any part or run hard.

The Pitman Shaft has two bearings nine inches in length.

***FOURTH.*** The principal reason, however, why the Front-Cut Giant cuts a wide swath and draws light is to be found in the fact that, while cutting, the

## Cutter-Bar Barely Touches the Ground.

The reason for this is that the Drag-bar is suspended from a strong spring which can be made to support ALL OR ANY PORTION of its weight, so that, though the Cutter-bar shaves the ground, it does not rest upon the ground, and saves the consequent friction and increased draft, which latter is estimated to be FULLY 40 PER CENT. of the entire draft of an ordinary Mower.

That this may be more thoroughly understood, examine Figure 2.

**B** is the spring through which a rod passes to the Drag-bar.

The degree to which this spring holds the weight of the Cutter-bar from the ground is governed partly by the nut **C** at the top of the rod passing through the spring, and partly by the Lifting Lever. By tightening the nut **C,** the tension of the spring is increased, and the weight of the Cutter-bar is taken from the ground. Also, by pulling back the Lifting Lever **D,** the arm extending forward from the Lever rises and tightens the spring, taking weight of Cutter-bar from the ground.

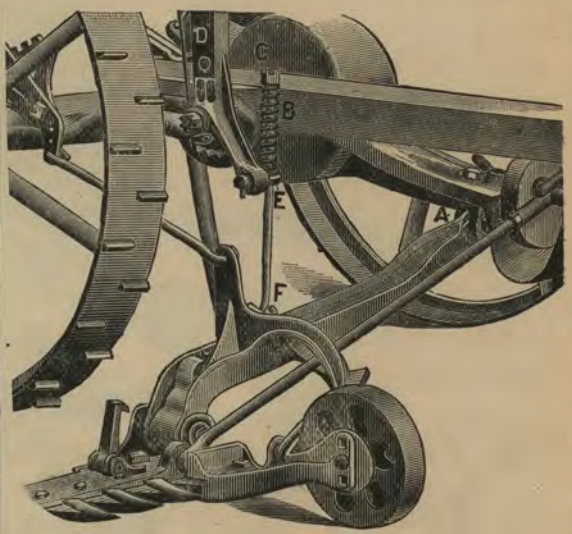
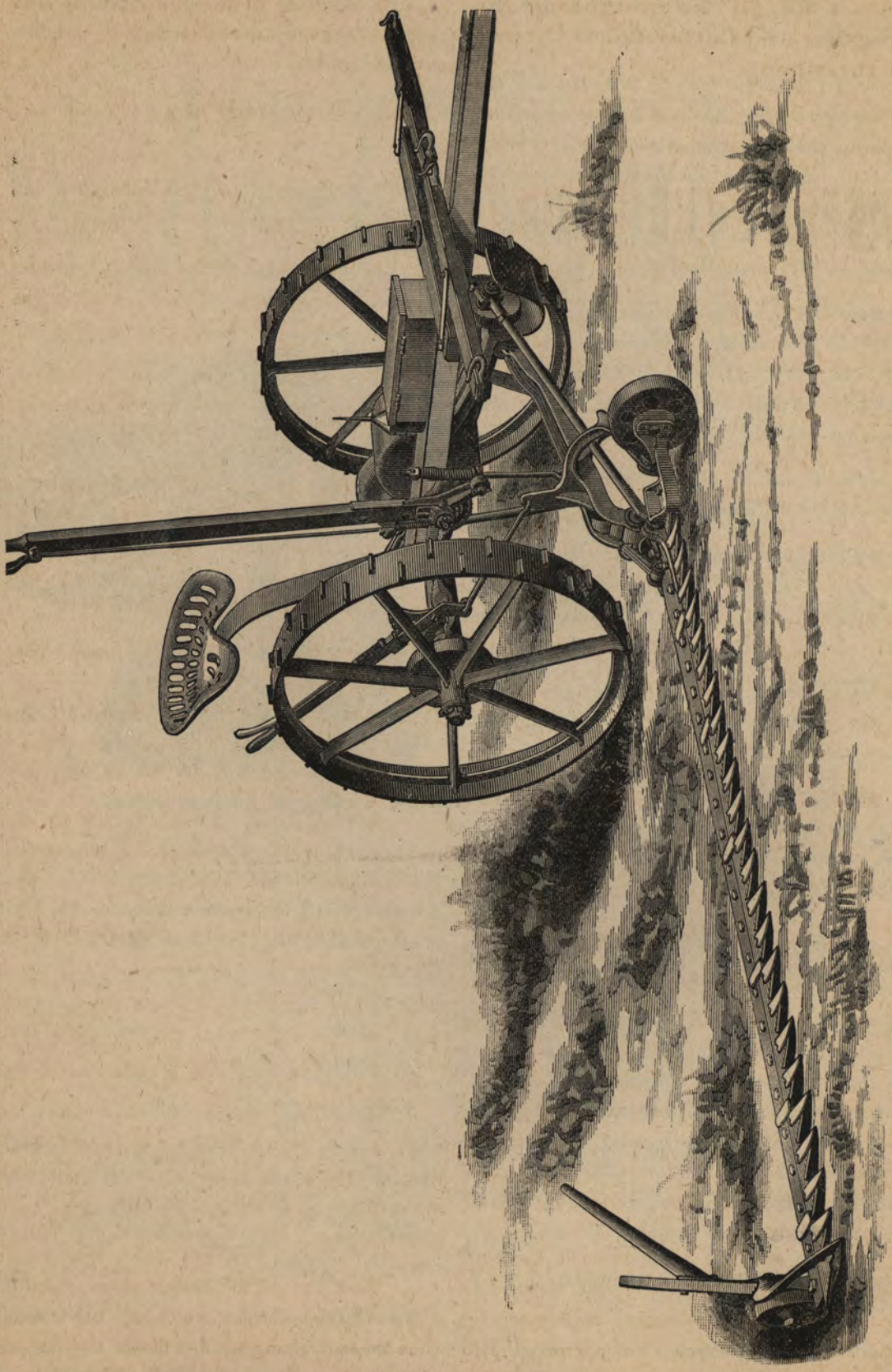



**Fig. 2.—Showing Supporting Spring B, etc.**

Now, when you explain to the farmer that nearly all the friction of the Bar upon the ground is avoided (and this friction and increased draft is estimated to be fully 40 per cent. of the entire draft of an ordinary Mower), he will see at once why so large a swath can be cut at an outlay of little if any more power than is required for an ordinary Mower.

***REMARK***—The fact that the Cutter-bar barely touches the ground **will explain the absence of Side Draft on the Giant.** Side Draft in a common Mower is caused entirely by the friction of the Cutter-bar upon the ground.

***FIFTH.***—Another very important result grows out of the fact that the weight of the Cutter-bar is not allowed to rest upon the ground,



THE FRONT-CUT DEERING GIANT MOWER.

which is that **all the weight of the Drag-Bar and Cutter-Bar is thrown on the wheels.**

This very largely increases the traction, and consequently the Cutting Power.

# OBSERVE THE RESULT,

## *WHICH IS TWOFOLD, AS FOLLOWS:*

**1st.—No traction is required to pull the Cutter-bar.**

**2d.—The traction is largely increased (although having less to do) by having the weight of the Drag-bar and Cutter-bar added to it.**

Considering the weight of the Mower the traction is nearly or quite two-thirds greater than that of the ordinary Mower.

With such powerful reasons to present to farmer, you have **an ample explanation** of the fact that

***The Deering Giant Front-Cut can Take a Swath of 6 Feet and still be EASY FOR TWO HORSES.***

---

**THERE ARE MANY OTHER**

# Points of Great Importance.

You will do well to show them in detail when presenting the merits of this machine to farmers; for they cannot fail to impress anyone with their real excellence when compared with corresponding devices in other mowers.

1. By referring to Figure 1 it will be seen that the Giant is more than ordinarily wide between the wheels.

2 The Gearing of the Mower is completely protected.

3. The Cutter-bar is hinged and can rise and fall with the irregularities of the ground.

4. The weight of the Mower, though greater than that of the ordinary Mower, is not great, being only about 700 pounds.

5. The tilting lever works with perfect ease, and there is no extra draft when the Cutter-bar is tilted up.

6. It might be supposed that the lifting lever, having so long a bar to deal with, would be hard to handle, but the leverage is such that the bar is lifted without difficulty. Any boy competent to handle a team can manipulate it.

7. In the Front-Cut Giant the intermediate gear is mounted on a reach shaft having eccentric supports in the main frame. Secured to this shaft is a lever by which the gears are thrown into and out of mesh. NO CLUTCH IS NEEDED.

8. There are four clutches in the wheels. The advantage of this is shown on a previous page on Deering Mower.

9. The Oil-Cups are dirt-proof, like those on the Deering Mower.

10. The Cutter-bar can be folded up and held in position by means of the hook shown in Fig. 2, near the inner shoe, when it is desired to go from one field to another.

11. Costly materials are largely used in this Mower. The shafts are of steel, and malleable and wrought iron are largely used in its construction.

12. Each end of the Cutter-bar is provided with a small wheel upon which the bar travels when the supporting spring allows the bar to touch the ground. (It is best to let the Cutter-

bar rest lightly upon the ground while cutting. This is done by not having the spring too tight.)

13. The Mower is perfectly balanced while cutting with the driver in the seat. It is one of the easiest Mowers in every respect on horses that is now made.

14. **It leaves the swath in better condition for curing than the ordinary Narrow-Cut Mower,** because the horses do not trample upon so much of the hay, and the grass board does not pile up the grass into so many rows.

The Front-Cut Deering Giant Mower is made with the greatest possible care and skill. It weighs something more than an ordinary mower, but all the weight is put where it will do the most good.

There is no complication in any part of the Mower; there is nothing that cannot be readily understood and handled.

The great good to be accomplished by the Giant is **Economy,** at barely more than the cost of **One Mower.** The Giant will do nearly or quite the work of **Two Mowers.**

The Giant Mower will prove a

## Most Desirable Mower

ON REASONABLY LEVEL FARMS

*to which it is best adapted.*

# THE DEERING
# Giant Rear-Cut Mower.

## THE DEERING
## GIANT REAR-CUT

Was introduced first for the season of 1884, and was signally successful, pleasing every purchaser thoroughly. We do not know of a single owner of a Deering Giant who is not well satisfied with his purchase.

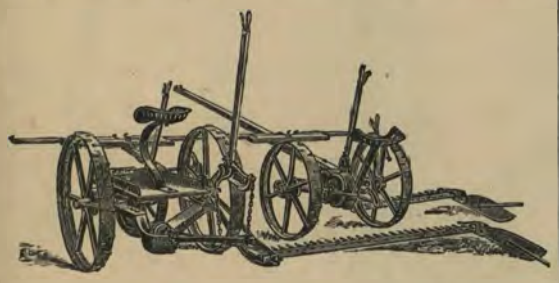


**Figure 3, showing comparison of size between the Deering Giant Rear-Cut, and an Ordinary Light Mower.**

During the past season the Giant Rear-Cut Mower has been put to the severest possible tests, in all sorts and conditions of grass and ground, and it performed its work in every instance in a manner that was above criticism.

The machine therefore remains practically the same as it was in mode of construction.

## The Rear-Cut Giant

**Cuts a swath of 5 feet, 6 feet or 7 feet.**

Although it cuts so wide a swath, it draws about as light as an ordinary Mower, and is as complete in every point and in matter of capacity and adjustment. Like the Front-Cut Giant,

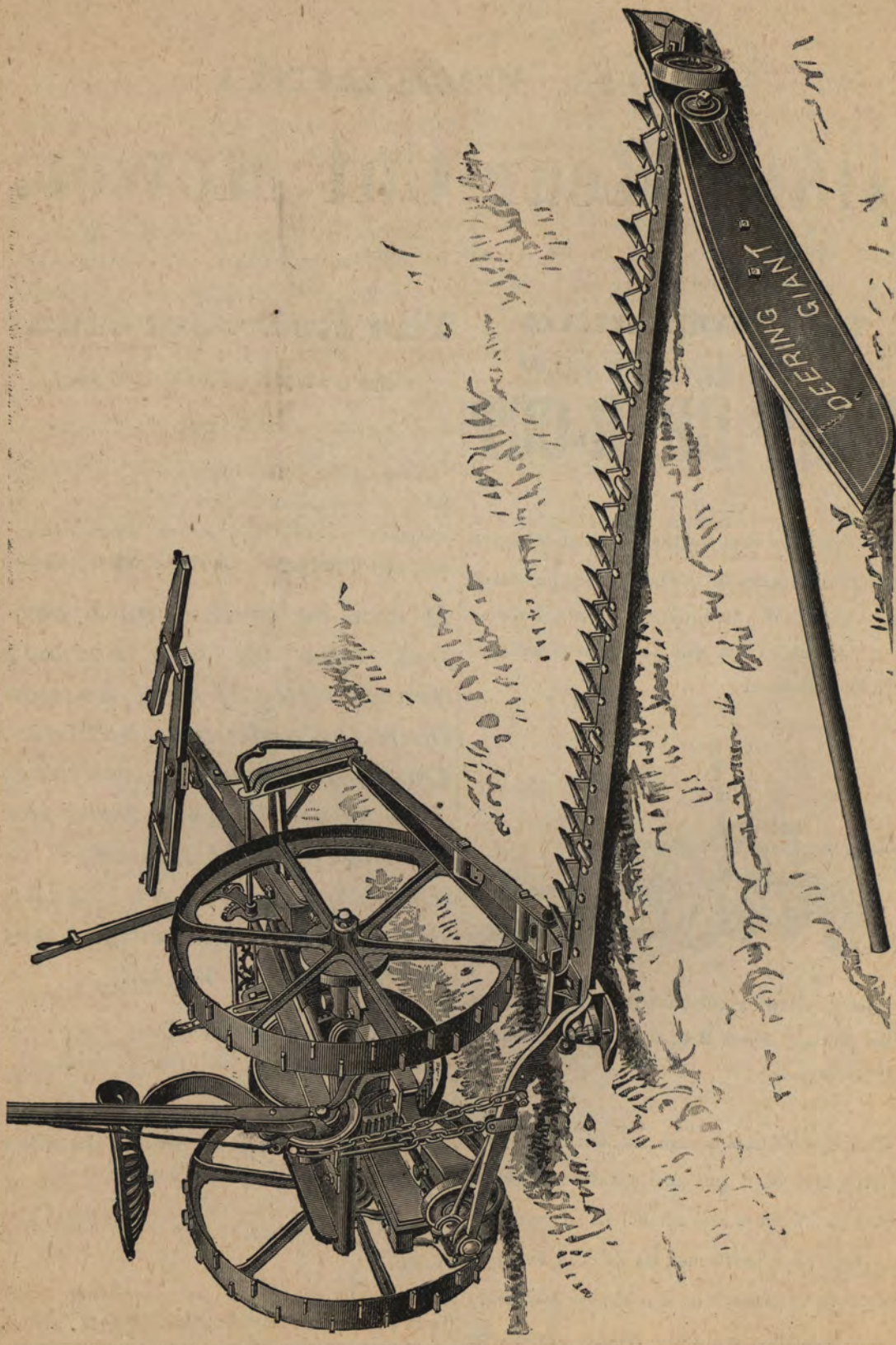
***It can be drawn with perfect ease by two horses; draws little if any harder than the ordinary Narrow-Cut Mower; weighs less than 100 pounds more than the ordinary Light Mower; it is absolutely without side draft; it puts no weight upon the horses' necks.***

The explanation of these facts is about the same as was given for the Front-Cut Giant, viz:

**A.**—*The Drive Wheels are very high.* See Fig. 3 for comparison between the wheels of the Giant and a common mower.

**B.**—*The Gearing is very much larger than usual.*

In Fig. 4 will be seen the gearing in comparison with the drive wheels. It is large, simple and is put together with great care and accuracy.




THE REAR-CUT DEERING GIANT MOWER.

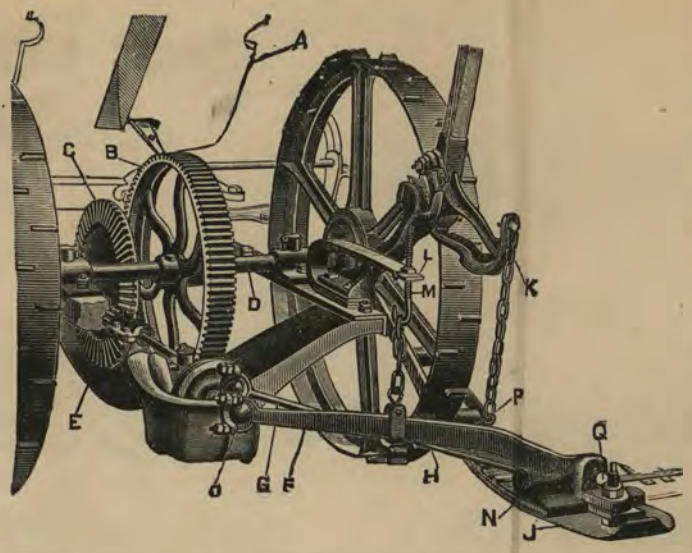



**Fig. 4, showing Construction of Deering Giant Rear Cut.**

**C.**—*The main shaft and the Pitman shaft are turned down where they enter the bearings.* This fact has a great effect in decreasing friction and draft; yet the shafts are amply strong, for both are *made of steel.*

**D.**—*The principal reason for the Light Draft of the Giant* as given in the Front-Cut Giant lies in the fact that **the Cutter-bar barely touches the ground while Cutting.**

To understand this better, refer to Fig. 4 **L** is the spring connected by a chain to the Drag-bar. The degree to which the spring holds the weight of the Drag-bar is governed by Hook-bolt **M,** which can be screwed up or down. The spring **L** pulls upward on the Drag-bar **F,** and the power of the spring is exerted in lifting the inner end of the Drag-bar and Cutter-bar from the ground; the outer end of the Drag-bar is supported by a small wheel in the shoe.

**E.**—*The weight of the Cutter-bar on the wheels increases the traction power.*

The reasons just given amply explain the

## LIGHT DRAFT

of the Giant Rear-Cut Mower.

There are further points of importance in the construction of the Giant.

1st. It has a wide tread, b ing unusually wide between the wheels.

2d. The gearing is all enclosed and thoroughly protected.

3d. The Cutter-bar is hinged, and can adapt itself to all irregularities of the ground.

4th. Its weight is only about 700 pounds.

5th. The levers work with perfect ease. The weight of the Cutter-bar is partly lifted by the Supporting Spring, very greatly assisting the Lifting Lever.

6th. It has no neck-weight. The weight of the Cutter-bar being behind, balances the Mower perfectly.

7th. The weight of the Bar being taken from the ground there is none of that jarring or jerking of the pole so common in ordinary mowers, and so annoying to horses.

In conclusion, we believe that there has never been offered to the public a better or more complete line of Mowers than

# THE DEERING MOWER,

THE

# Front-Cut Deering Giant

**MOWER,**

AND THE

# Deering Giant Rear-Cut

**MOWER.**

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**The First** is declared to be unequaled by experienced farmers.

**The Second** has been thoroughly tested and will be sure to give general satisfaction.

**The Third** has borne itself most successfully in every test, and leaves no room for doubt as to its qualifications. for perfect work.

# WILLIAM DEERING & CO.,

## MANUFACTURERS.

OFFICE AND WORKS:

## FULLERTON AND CLYBOURN AVENUES,

***CHICAGO, ILL., U. S. A.***

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