

Two Timely Tiger Talks

Warranties

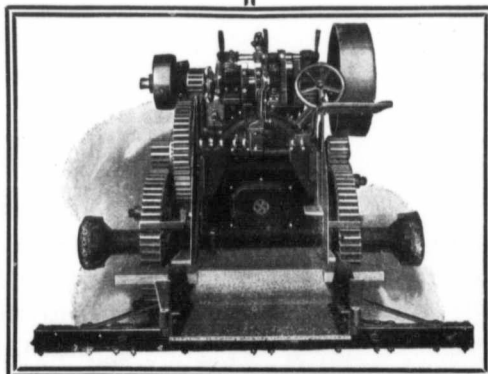
The only plowing engine to buy, is one that is on the job every minute. Profitable plowing depends on this. When your engine is not turning a wheel, your investment is lying idle, and so are you and your help, but the expense keeps going on. The plowing season is short, and time is money at compound interest, that multiplies so fast that the much advertised generosity of some manufacturers to furnish you a new shaft or gear for a broken one **delivered at the factory**, is like offering you a stone when you are famishing for bread. Such warranties generally read, "broken during the usual use of the engine." Read one and see. Does your contract tell you what the "**usual use**" of your engine is? Such a question might well be a subject of enquiry from mechanical engineers.

An engine that is not built to stand "**usual use**" is not much of an engine. We have been asked to replace an occasional broken gear or shaft; so has every other big plowing engine factory. Without a single exception we have found that they were broke by **unusual** use, but we didn't allow the engine to lie idle, awaiting the receipt of the broken part at the factory and proofs of "**usual use**." We could not afford to stake our reputation and discommode our customer for the price of a shaft or a gear.

The truth is, that all big business plowing engines are subjected to unusual stress, and safety with the manufacturer, as well as the buyer, depends more upon safe construction, than upon high sounding warranties. Let us tell you about the safe construction in the

Gaar-Scott "Big Forty" Double-Cylinder Plowing Engine.

Study every part of its matchless gearing, compare it with others, ask the men who run these engines if their confidence in us, our machinery and our usual warranty has been misplaced; then if you want an unusual warranty, tell us the kind you want, and you will find our warranty good, and its fulfilment better.



Write for our Special Plowing Engine Circular and our Big 75th Anniversary Catalog, just off the Press.

Gaar, Scott & Co.

Winnipeg, Man. Regina, Sask. Calgary, Alta.

Home Office and Factory: RICHMOND, IND.

Gearing

The massive traction gearing in the Gaar-Scott "Big Forty" double compound cylinder engine is 5 and 6 in. face semi-steel, and supplied with oilers. The crankshaft and countershaft pinions are full steel. All are amply strong for the most severe traction stress likely to be put upon them in heavy duty work.

The large crankshaft runs in four heavy self-oiling journals, one of which is on the strong arm that steadies the clutch end of the shaft and runs from a bracket stud on the side of the boiler. With these ample and long bearings, the shaft can not spring, twist nor vibrate. The clutch being on the other end of the shaft from the band wheel, divides the strain and the weight between the journals. The engine has double-driven, rear-mounted gearing.

The countershaft runs in three large self-oiling journals. The lower halves of these journals form a continuous bearing cast solid with two heavy tie brackets that are bolted to $\frac{3}{4}$ in. steel plates and braces running from the steel platform channel bars. This tie bracket is sustained independently of the firebox shell and does not put any strain upon it.

The countershaft is extra heavy and its strength proportionate to the remainder of the massive gearing. It is reinforced at the gearing end to 6 in. in diameter by an extra wide hub on the bevel gear that runs under the entire width of the 10 in. outer journal.

The rear axle is continuous, and encased and secured in a

heavy sheath casting or housing. This is much the strongest mounting of any rear mounted engine, and as the axle is stationary and not subject to the twisting vibrating strains of rotary axles there is no danger of its being sprung.

The illustration shows the two drive wheel hubs on the axle.

Ask us about the other features of this big

Turf Turning Tiger Tractor