GASOLINE TRACTION ENGINES
A DEPARTMENT FOR THE USER

We want every owner of a gas tractor in Western Canada to give us his experience. The owners of gas tractors to-day are in a sense pioneers. They are working out the data and compiling a record of work done that both manufacturer and farmer alike the world over are watching with intense interest. Don't keep what you know under your hat, but let us have a story of your gas tractor work. We will reward every such story with a copy of "Plain Gas Engine Sense," one of the best handbooks we know of on the gasoline engine. Don't neglect this matter but let us have your experience at once.—(Editor.)

Prefers Oil Engines to Steam.

My experience in traction plowing has not proven as profitable as some have claimed before now.

I am using a Hart-Parr 22 H.P. 45 B.H.P. engne. I have run it two seasons and much prefer it to steam. I also have a Cockshut plow eight bottoms, but I have never used over five in sod, which causes the plow to pull sideways. I wish I had gotten a smaller plow, as the one I have is too large, especially when the ground is a little dry.

In connection with the engine I use ten horses for harrowing and seeding. I employ four men, two to work horses and two at engine. When we have our plowing done we go out and help the neighbors with the engine.

We use about four gallons of gasoline per hour and in that time break one acre. In averaging the two seasons we used four gallons per acre and one acre per hour; consequently our cost here is $2.25 per acre, not figuring the decrease in machinery. Our gasoline costs 31 ½ cents per gallon.

I consider traction plowing 50 % harder than threshing.

Regarding plowing in stubble will say that it takes as much fuel per acre on account of the extra pull in soft ground. When looking over the figures you must remember that we are in the toughest soil in Alberta.

Regarding a hitch for seeders or harrowers. I used one last year. Take two chains, hitch them to the engine draw bar and the opposite ends about 20 ft. length to a 6 x 6 x 20 ft. piece, that crosses back of the engine and attach the poles of three drills there. If you want to attach harrows behind attach them to the drills or if you are discing run chains straight back to the timber same as on front and attach to them. The timbers drag over the ground for discing and harrowing, but for drilling use a shoe like a sled runner so that tongues to drills can only get down so far. The runners should miss the earth about two inches.

Yours truly,
H. J. Flock,
Raley, Alta.

Experience Necessary.

I own and operate a 30 H. P. Flour City gasoline engine with an Emerson combination plow. This I find makes a good outfit.

People make a big mistake in thinking that the poor Sod Buster can step right on an engine and make it run day in and day out without a stop, as a gasoline engine requires more attenion than steam. A good way would be for the companies to fix their price so that they could take their man right to the factory for a month. Then he could come home and get his engine and keep it going, as he would understand it then.

I think that an engine is hurt more the first two months by not being understood than two years wear after.

I had quite good luck with my engine as I had been used to steam before. I worked up my land last spring with the engine and broke 280 acres, also working that up. I pulled six fourteen-inch plows and always had plenty of power.

At the begining it took 1 2/3 gallons of gasoline per acre, but later when it became dry, it took 2 ¼ gallons.

I double disced for a little over ten cents per acre with a barrel of water per day . In plowing we use two men, but when discing one man.

I find plowing is harder on the engine than threshing as it is a steady pull all day.

When threshing I use a Rumely separator. The machine ran very smooth without a chug. That is one advantage of a four cylinder engine, your power is distributed evenly.

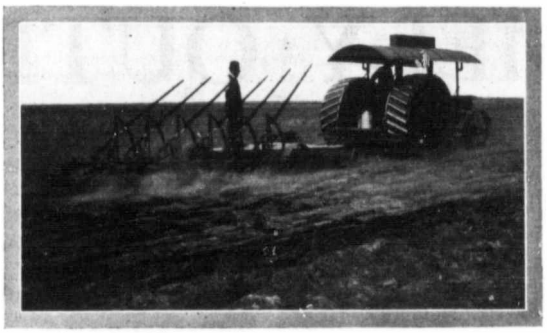
Yours truly,
B. A. Burton,
Fillmore, Sask.

A one Man Output.

We are glad to see you are alive to the times in giving traction plowing a good share of your attention. No other branch of farm machinery ever made such rapid strides towards perfection as the internal combustion engine. Excepting the self binder none have so revolutionized farming.

Last spring we purchased a 20 horse power International engine. We commenced seeding on the 25th of March and had good satisfaction. Having plenty of power we put the grain in rather deep, which proved best for an early, dry spring. as the grain all germinates evenly. By fixing the drills so that there was extra pressure on the discs following the engine wheels it is impossible to tell where the wheel marks were after the grain was up. We seeded 500 acres this way at the rate of 50 acres per day burning about 15 gallons of gasoline per day.

As soon as the wheat was in we commenced spring plowing for oats, pulling five fourteen-inches plows. Having plowed 140 acres we commenced breaking. We use a Cockshutt engine gang and usually pulled four fourteen-inch bottoms, but when the soil was moist we pulled five. We were able to make a round on the mile stretch in one hour and drawing four plows, that would be one acre per hour. One man would handle the complete outfit, but we usually worked long hours by relieving the operator.



An Ideal Gas Tractor and a Cockshutt Engine Gang doing some real nice work

Gasoline cost us 24 ¾ cents per gallon and two gallons would run one hour. The breaking averaged two gallons per acre. One gallon of cylinder oil at 40 cents and ½ gallon castor oil at 25 cents per gallon with a little axle grease and hard oil would run a day.

We broke 500 acres and commenced plowing summerfallow the last week of June. We turned 110 acres, drawing five bottoms.

This done, we attached two eight foot discs to the engine with a heavy set of harrows chained to the discs to hold them down and double disced and harrowed 300 acres of breaking. This did a splendid job as the engine wheels assisted greatly in pulverizing the sods.

Harvest was on by this time, so we put two binders behind the engine and cut 500 acres. We could have hauled another binder if necessary. We used a Hansman Hitch on the first binder. To my mind this hitch operates too slow and there is so much friction that it is hard to operate turning the corners. On the head binder we fixed a 2 in. x 4 in. extending from the goose neck to the end support of the reel. This carried the tongue of the second binder. To guide it we put a pully on the rear support and another underneath the seat, with ropes attached to the tongue and run through these pulleys back to the man on the binder. He could turn a corner easier than the man on the head binder. We found it necessary to take an extra swath off the corners occasionally in order to keep them rounder.

We drove a 27 x 42 inch separator for twenty days with good satisfaction and threshed as high as 1700 bushels of wheat per day. It takes more gasoline for threshing than plowing as it requires more steady power. Threshing is easier on the gearing, but otherwise the engine works just as well on traction.

After threshing we fall plowed and harrowed 250 acres, pulling five plows with the same width of harrow behind. The engine would draw this about the same as four bottom breaking.

Before it froze up we built a log float 36 inches wide in two sections and floated 300 acres, doing the job beter than could be done by horses, because of the extra heavy float.

The International engine is cooled with water, requiring from one to two barrels per day. This can usually be hauled by a team working in the same field as the engine and thus requires no extra horses.

The engine has been busy from the time spring opened up until it froze up in the fall. We were tied up a few days for repairs as we could get most anything needed at the local agency three miles away. It has come very near to filling the place of the horses. Of course the two are most economical working together, but considering the present price of horses and the cost of producing feed, we find the engine does the heavy work cheaper than horses.