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RU-C-1912 FULL

Toiling and Tilling the Soil

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MANUAL PREVIEW



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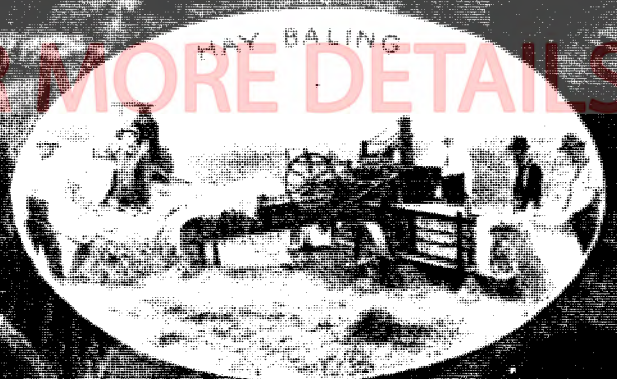
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Toiling and Tilling the Soil with Oil

The fuel problem was recognized as most important years ago, before we developed our **Oil Pull** engine.

More power is spent through the plow than in all the factories in the world. To turn once each year the whole cultivated face of the earth consumes more power than all the railways, street cars and automobiles combined.

Knowing this, we saw how great a field there would be for a tractor that would burn not only gasoline, but kerosene oil and the cheaper distillates.

We, therefore, set to work to develop a tractor that would burn the cheapest fuels successfully — burn them perfectly at all loads, all temperatures, all altitudes. To gain widest popularity for such a tractor, we realized that it must also be reasonably priced and simple in operation.

The result is our **Oil Pull** Tractor. By eliminating all unnecessary parts, we were able to make the **Oil Pull** a fair-priced machine and one that anybody can understand and operate. **Oil Pull** Tractors have been put to the hardest tests on our own experimental farms; they have had big power demands made of them, and have often received rough usage, on farms all over the world; they have been entered in motor contests with all other types of tractors. Always the **Oil Pull** record has been one of the highest successes. And the continued demand for **Oil Pull** Tractors has been the strongest testimonial to their worth.

Our shops are running night and day to fill orders that we already have for next year's delivery. **Oil Pull** outfits are working in almost every state in the Union, in Canada, and many have gone to the Argentine and Russia.

The **Oil Pull**, together with the oil-burning engines of its licensees, is manufactured under the Secor-Higgins Patent System. This system includes United States patent original No. 856,638, dated June 11, 1907, serial No. 326,021; application for reissue filed January 10, 1910, serial No. 537,367; reissued May 3, 1910, as No. 13,111, together with numerous other patents and patent applications still pending in the office.

This whole matter of Oil Combustion is broadly protected in the United States as well as in foreign countries. As it represents the fruit of lifelong efforts on the part of its inventors, and a heavy investment, every infringement will be vigorously prosecuted.

M. RUMELY CO.
(Incorporated)

POWER-FARMING MACHINERY
La Porte, Indiana, U. S. A.



MAN made his first step toward civilization when he took a crooked stick and began to till the soil, using first the force of his own muscles. Later he learned to apply the power of the animal to the work. Upon cultivating the soil, he became master of the plants and shaped them to serve his purposes. With the plow the savage life of the hunter and the nomad life of the herder gave way to that settled agriculture that now yields our food supply and upon which rests our modern civilization.

Strangely enough, this work of plowing with which man began his systematic labor remains today still his severest toil. For man, as well as animals on the farm, the dusty and monotonous work of plowing is the hardest drudgery. Think of the power required to pull a plow only the distance across the room, and then of the eight miles of furrow travel in every acre of land. To plow a square mile one man and two or three horses must walk 5,280 miles each. It is easier and the distance less to walk around the earth at the equator than to follow a plow turning a tract of five square miles. To plow three townships the plowman must walk as far as from the earth to the moon and back again and sixty thousand miles farther. Ten horsepower hours are needed to turn an acre of land, and to plow one-half the area of the United States nine billion four hundred and fifty-four million seven hundred and thirty-six thousand (9,454,736,000) horsepower hours are required.

In the main, power is required for three great human needs.

First. For changing the shape of materials, as grinding of grains, spinning, weaving, and the working of metals and wood in factories.

Second. For transporting men and materials from place to place upon the earth. In wagons, steamboats, on railroad trains, automobiles and motor trucks.

Third. In tilling the soil, and in this field the toil of turning the face of the whole earth once each year by the plow consumes more power than any other single human need.

This plowing task—man's earliest and still his greatest need for power—until but a short time ago was performed almost exclusively by animals.

Where
Plowing is
Drudgery



THE FOUNDATION

The *Off-Pull* is built on a foundation of twelve-inch I-beams which weigh thirty-one and one-half pounds per lineal foot. These I-beams are securely riveted together, forming one solid block. There are no bolts to work loose, no threads to strip nor heads to be pulled off. When the frame of the *Off-Pull* is finished, it is one solid block of strong, unyielding steel. *No tractor is stronger or better than its frame.*

The bearings, which are solidly riveted to

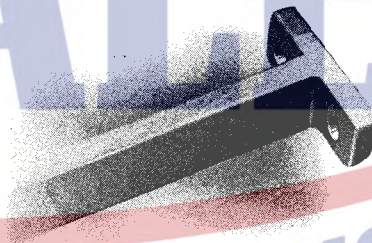
the frame, are of cast-steel construction, made in halves, which permits of easy removal of the shafts, when necessary. They are bab-bitted with phosphor bronze, which reduces friction and cutting of bearings to a minimum.

WHEELS

Many engines are made with monstrous, cumbersome drivers with a rim of iron held intact by a network of wrought iron rods. These are clumsy and unsafe, add tons of unnecessary weight, and constantly waste power.

The steel wheels of the *Off-Pull* are absolutely rigid. They are constructed of a special section steel tire, sixteen $2\frac{3}{4} \times \frac{3}{4}$ -inch wrought iron spokes with drop forged heads of upset or T-head construction, which resist all vibration, chilled iron hub, V-shaped malleable iron lugs or grouters, all solidly riveted together. No bolts to work loose, nor threaded rods to pull out. The tires are also constructed so that mud spikes can be inserted for use in especially soft soil. The tires are made from a special section $\frac{7}{16}$ inch rolled steel tire plate, the re-enforcement being an integral part of the tire.

Drive
Wheel
Construc-
tion



T-head Spokes

Front Axle
Construction

