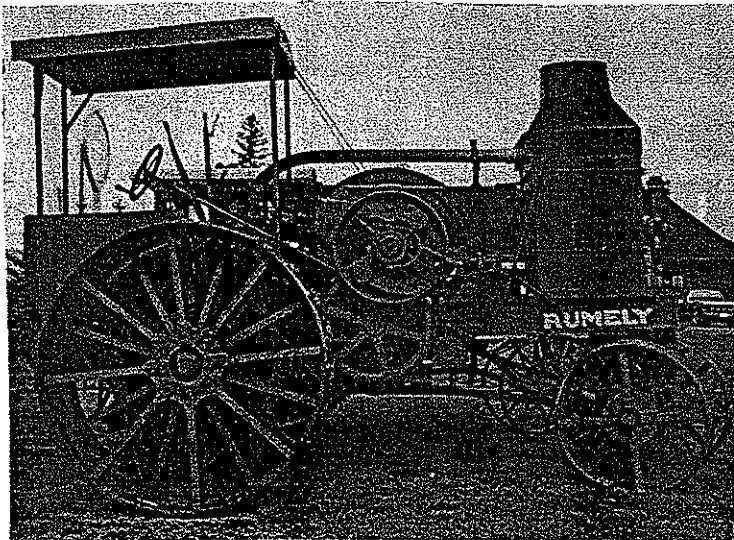


was required to merely move the tremendous weight.

This type was followed shortly by the two cylinder engines in various configurations. Some had cylinders side by side and were mounted in the horizontal plane. Others used the horizontally opposed design. Most of the opposed style engines had the cylinders off-set to allow for the use of two crank throws.

One will notice on studying these old machines that all of them, regardless of make, were equipped with large heavy flywheels. The strain on bearings must have



Rumely 15-30

This Rumely was recently given to the Museum by the Calder family. The one cylinder 15-30 was the first of the Oil Pull Rumely's to go into production, followed shortly by the 25-45 and the 30-60

been severe, likewise the vibration.

Clutch design was just as varied. Most of the first models used the wooden block friction clutch similar to that used on most steamers. Others had a system by which a fibre block, or one lined with a fibre substance, was arranged to come in contact with a circular plate.

One very strange tractor on view at the museum, the Avery, is equipped with a gear changing system which involves moving the whole engine ahead or back to mesh different drive gears. Ask to see this unusual machine.

Visitors will notice that the early Hart Parr, the Eagle, the Waterloo Boy, most Rumely's as well as the Titan, an I.H.C. product, come within the side by side

horizontal twin classification.

The Case 12-25 and the Rumely Gaspull are in the horizontal opposed classification, while the old Rumely 15-30 has one horizontal cylinder.

The next major design change is to be seen in the four cylinder cross-mount arrangement. There are five engines on display of this type which were built in the mid-teens. They are a Hart Parr, a Minneapolis model, the Allwork Kerosene and a pair of early Cases. The crossmount idea eliminated the need for the use of bevel gears on the drive line. These units are still in running order.

If any of these machines warrant special attention, the honor should go to the Old, Reliable Rumely. They were designed in the early teens and built throughout the teens and twenties. The fact that there are nine of them on hand at our museum, most in operating condition, indicates how popular and servicable they were.

We have them on display in all sizes and models from the small 12-20 right up to the big, thundering 25-45. A larger one, the 30-60 can be seen at the W. Ore collection nearby. The oldest Rumely we have is the "Gaspull" model recently restored. From there, they went to the "Oilpull" type which was built to burn a cheaper grade of fuel, a big consideration at the time.

Engineers found a problem at that stage of progress with engines knocking badly as a result of pre-ignition while on heavy loads. The remedy was found by introducing water vapour to the intake manifold from a tank by way of a metering device. Rumely was the first to use this plan. Others followed.

A very interesting feature of the Rumely

