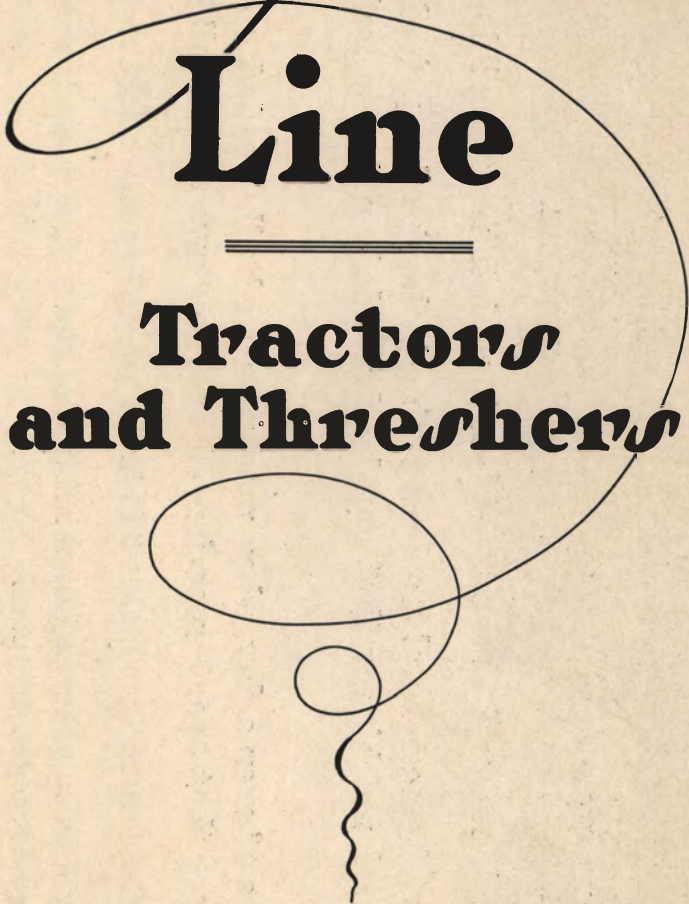


GREYHOUND MACHINERY



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S-14⁰⁰

The Greyhound Line



**Tractors
and Threshers**

THE BANTING MANUFACTURING CO.
TOLEDO, OHIO, U.S.A.

Cutting the Cost by Getting Quality

WHEN we say that you can cut the cost of operating Steam Tractors and Threshers by using the GREYHOUND Line, we do not mean that the machines are lower in price than others.

We do mean that they cost less to maintain, and will last longer.

Threshermen rarely make a saving by buying low priced machinery. They do in buying good machinery that can be depended on day in and day out,—year in and year out.

Loss of even a day, when machines are badly needed, cuts into the year's profits in a manner that every experienced operator appreciates all too well.

The Greyhound Line makes its bid for your patronage solely upon a basis of quality.

Back of this quality stands the House of Banting, a house that has catered to the wants of Threshermen for eighteen years.

For eighteen years this Company has been engaged in rebuilding threshing machinery. For a like period this Company has studied the desirable features contained in all makes. The Greyhound Line is the result of our experience.

Do you want machines that are the composite result of the best features in all other machines? Sure you do. Then buy The **Greyhound Line Steam Tractors, Grain Separators and Bean Threshers.**

This then is the one logical way to cut costs—not by buying cheap machinery, but by buying **Greyhound** machinery that will do the best work, and with the least maintenance expense.

THE BANTING MANUFACTURING CO.

TOLEDO, OHIO, U. S. A.



Threshing in Michigan—By Neil Pederson, of Ionia, Mich., who owns a Complete Greyhound Outfit, Engine Separator and Beaner



Neil Pederson

Ionia, Mich., Nov. 3, 1917.
The Banting Manufacturing
Company, Toledo, Ohio.

Gentlemen:—

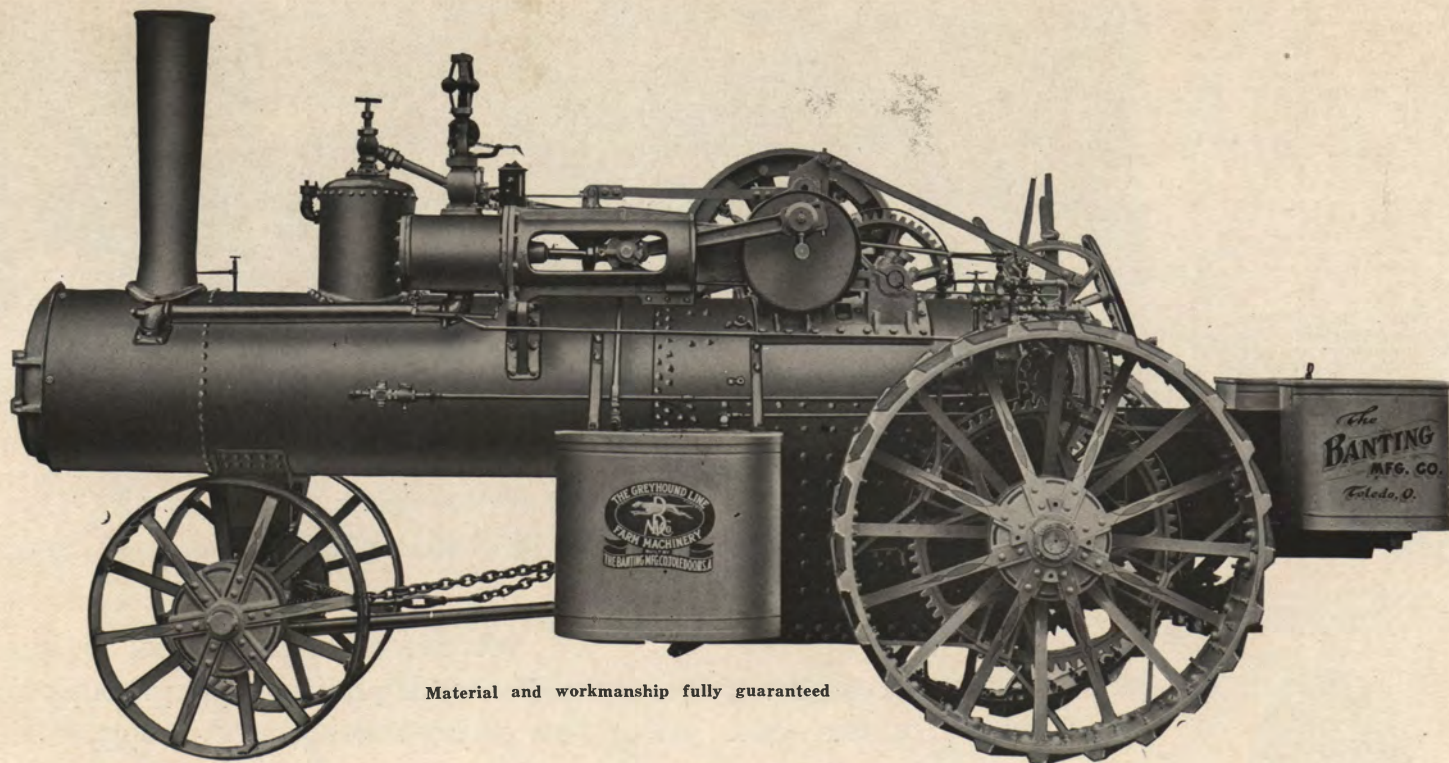
I just want you to know that I like my Greyhound Engine, Greyhound Separator and Greyhound Beaner very much. I have run the Engine and Separator 55 days and never had a minute's stop for anything. The Engine is the easiest steamer that I have ever used. It is light on fuel and water.

The Separator is certainly made on right principles and it runs perfectly smooth. I have had no loose teeth this Fall and the cylinder is good for two more Falls without respiking. I have taken up no Belts all Fall, and they are plenty tight now, owing to the direct drive from the cylinder to each separate part of the Machine. The Separator is as good a one as I have ever seen.

The Bean Thresher we have not started as yet this Fall, but I know it is all right as we run it last Fall about 70 days and could have run a lot longer but froze out and quit. We run when other makes were sitting still, and refused a lot of work because we could not get to it. This Fall will be very bad for the Bean Threshing as the Beans are wet and green and will not dry out, but I have no doubt about the Greyhound Beaner doing its work.

Yours truly,
NEIL PEDERSON.

The Greyhound Line



Material and workmanship fully guaranteed

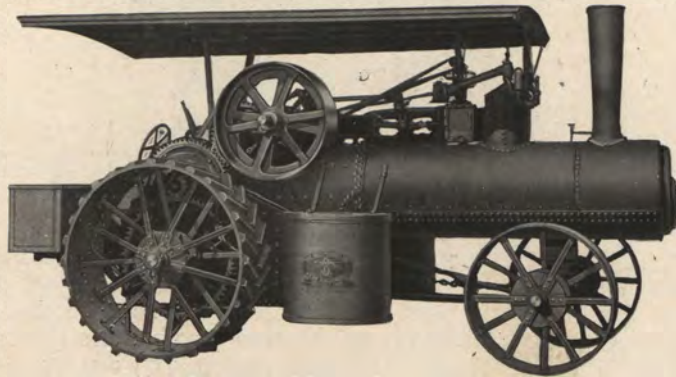
THE GREYHOUND STEAM TRACTOR

Built in two sizes—18 H. P. and 22 H. P.

SPECIFICATIONS

18 H.P. ENGINE

Cylinder—Diameter $8\frac{3}{4}$ inches, stroke 11 inches.
Front Wheels—Diameter, 44 inches. Width of tire 10 inches.
Rear Wheels—Diameter, 72 inches. Width of tire 20 inches.
Axle— $4\frac{3}{8}$ -inch diameter.
Fly Wheel—Diameter, 42 inches; face, 12 inches; speed 250 R.P.M.
Boiler—Shell. Diameter, 31 inches; thickness, $\frac{5}{16}$ -inch. Heads—thickness $\frac{3}{8}$ -inch.
Flues—Length, 7 feet, diameter, 2 inches, 52 in number.
Width of fire box, 26 inches; height $42\frac{3}{4}$ inches; length 44 inches.
Crank Shaft Diameter $3\frac{1}{4}$ inches.
Intermediate Shaft Diameter $2\frac{7}{8}$ inches.
Counter Shaft Diameter $3\frac{7}{8}$ inches.
Weight—19,500 pounds net.



Showing Canopy Top
Material and workmanship fully guaranteed

22 H.P. ENGINE

Cylinder—Diameter, $9\frac{3}{4}$ inches; stroke, 11 inches.
Front Wheels—Diameter, 44 inches; width of tire, 12 inches.
Rear Wheels—Diameter, 72 inches; width of tire, 24 inches.
Rear Axle— $4\frac{3}{8}$ -inch Diameter.
Fly Wheel—Diameter 42 inches; face 12 inches; speed 250 R.P.M.
Boiler—Shell. Diameter $33\frac{1}{2}$ inches; thickness $\frac{5}{16}$ -inch. Heads—Thickness $\frac{3}{8}$ -inch.
Flues—Length 7 feet, diameter 2 inches, 52 in number.
Width of fire box $28\frac{1}{2}$ inches, height 44 inches, length 44 inches.
Crank Shaft Diameter $3\frac{1}{4}$ inches.
Intermediate Shaft Diameter $2\frac{7}{8}$ inches.
Counter Shaft Diameter $3\frac{7}{8}$ inches.
Weight—22,500 pounds net.

GREYHOUND Steam Tractor Engines are noteworthy because of their accessibility of all parts and because of their great strength and comparatively light weight. They are of the rear mounted engine type with the counter-shaft at the rear and back of the boiler.

This form of mounting in conjunction with the steel brackets gives greater strength because it avoids the stresses and strains present in the engines of the side mounted type.

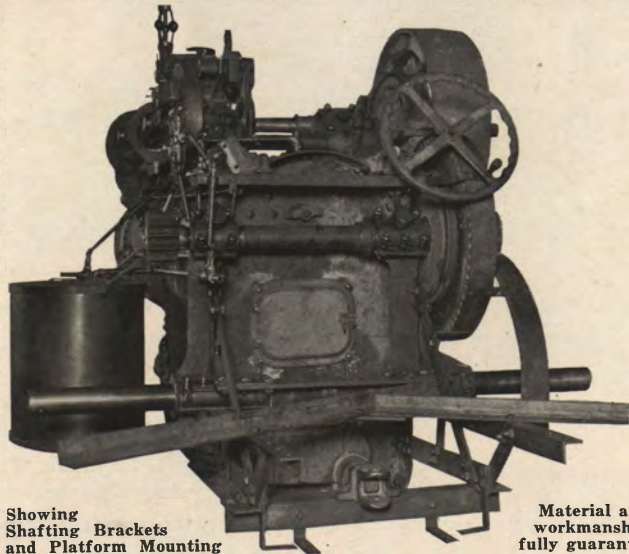
The Greyhound is provided with all practical safety appliances known to engineers and because of its simplicity there is a minimum likelihood of its getting out of order.

These engines are easy steamers with plenty of power in the belt and at the draw-bar.

In the Greyhound, wherever design permits, steel is used instead of cast iron. In this connection it should be noted that the rear platform and the draw-bar are of steel construction and of such ample dimensions that the operator is given added protection.

Boiler

The boiler is of exceedingly stout construction and provides an unusually large amount of heating surface



Showing
Shafting Brackets
and Platform Mounting

Material and
workmanship
fully guaranteed

and water space at the leg of the firebox, in proportion to its rated horse-power. It is constructed in every particular in accordance with the strict requirements of the Ohio Boiler Laws.



Sawing lumber in northern Michigan

steel brackets for the various mountings. This type of construction avoids tapping into the water space of the boiler and obviates the tendency toward boiler leakage as when other forms of mounting are used.

The bearings for rear axle and counter-shaft are babbitted and have regular caps that are machined to fit. This construction admits of easy adjustment and is preferable to solid brass bushings which must be renewed when only slightly worn.

The fire-box and coupling are of easy access and the platform is of a design not to be found in any other rear mounted tractor. You can get "close up" on this rear mounted engine.

Rear Axle and Bracket Mounting.

The illustration shows our method in mounting the rear axle, counter-shaft, and platform. The bracket plates are extended back of the fire-box and carry the

Genoa, Ohio, November 12th, 1917.
The Banting Mfg. Co., Toledo, Ohio.

Gentlemen:—I just want to tell you that I like the Greyhound Engine and Separator that I purchased of you and am perfectly satisfied with them.

The Engine has plenty of power and is easy to run and very economical on water and coal.

The Separator cleans very good and is light running. The farmers are all well pleased with the Separator and owing to its light weight there is no danger of breaking down the barn floors. I have threshed all kinds of grain this year and have not lost or broken a single spike.

I can cheerfully recommend both the Engine and the Separator and any one in the market for machinery of this kind will make no mistake in buying a Greyhound.

Very truly yours,

ADOLPH NIEHAUS.

Reading, Mich., September 4th, 1917.
The Banting Manufacturing Co., Toledo, Ohio.

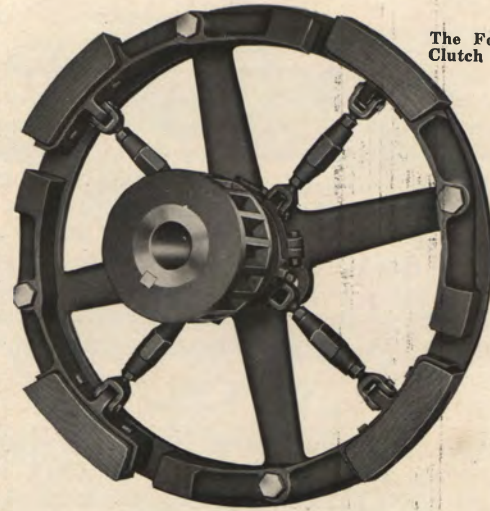
Gentlemen:—Having recently purchased one of your 22 H. P. Greyhound Engines, want you to know that I am surprised at the power it possesses.

I think the balanced valve is a great improvement. It saves one-half the water and coal. We are threshing on 24 to 36 barrels of water and from 1,000 to 1,200 lbs. of coal in one day.

The grain has been tough and the straw heavy but it does not make any difference to the Greyhound Engine, as she walks right through it.

For Traction power, the Greyhound Engine is unexcelled. I think one of the best assets of The Banting Manufacturing Company are their employees. All are courteous and desirous of giving their patrons the best service possible. One is always welcome with their time and advice. This is what the Threshermen like, i.e., some one on the other end who will quickly help him out of difficulty.

Sincerely yours,
ALMON B. HEWITT.



The Four Point Clutch

Material and workmanship fully guaranteed

Friction Clutch.

In machinery of this type, where strains are numerous, a perfect acting clutch is very important. Users of the Greyhound are very enthusiastic in their praise of our four-point bearing type.

By referring to the above illustration, you will notice that the four points afford not only large friction service but perfect balance as well. This clutch is easy to operate, does not bind and is so counter-balanced that the weight of the friction blocks does not tend to throw the clutch out when once disengaged.

Differential Gear.

The differential gear is fully enclosed not only protecting the mechanism from mud and dirt, but acting also as a guard. The shocks of starting are absorbed through four sets of large coil springs which form an integral part of this unit.

The differential gear is packed with cup grease through which all parts of the differential is supplied. A plug on the inside bevel gear should be removed when an additional supply of grease is needed. One pint of

Intermediate Gear

This gear is keyed to a long shaft running in two liberal bearings. This bearing design runs very smoothly and avoids all the vibrations and disalignment of the old types in which but one bearing and a short stub shaft were applied.

Drive Wheels.

These wheels are very staunch in make-up. The spokes are forged and placed cross-wise in the form of very strong brace construction. They are securely riveted both at the hub and tire, all rivets being countersunk. The tire of the wheel is rolled with reinforced section at both rims, which is the part of the tire upon which falls the hardest usage.

The grips are bolted in staggered form for greatest traction. They are removable so that the outfit may be run without damage to any pavement or improved road.

The Engine.

The engine is of Corliss type with bored guide. The cylinder is thoroughly jacketed and easily removable for adjustment or repairs.

The big factor in the GREYHOUND engine is the balanced piston valve and valve cage. This perfected valve is vapor tight, which means that every pound of steam drawn from the boiler does its maximum work.

The valve cage is so designed that the steam pressure is removed from the acting part of the Valve. The Piston itself is fitted with rings which make its action Vapor Tight, and because of the perfection of balance it floats back and forth with no unproductive steam pressure to overcome.

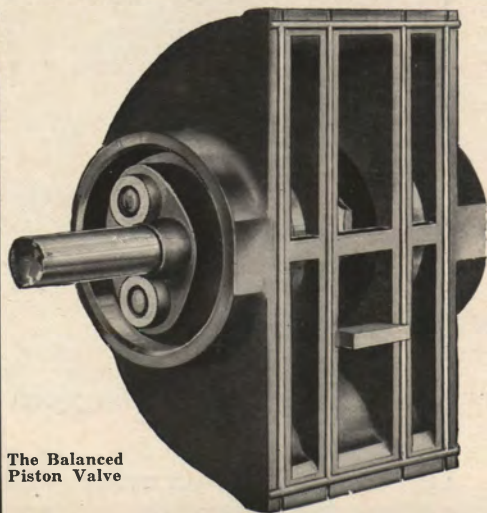
Utica, Mich.,
November 4th, 1917.
The Banting Mfg. Co.,
Toledo, Ohio.

Gentlemen:—I am well pleased with the Greyhound Separator bought of you this year. It is light on the barn floors and above all it does excellent and rapid work.

Some of my customers tell me it is the best Separator they have seen. I have not heard of a dissatisfied patron. If you can use this testimonial for your benefit, I am sure it will also benefit those influenced by it.

Yours truly,

FRANCIS. R. PAYNE.



The Balanced
Piston Valve

Material and workmanship fully guaranteed

heavy black oil added to this once a week will keep the differential gear well oiled. Watch for oil working out at the spur pinion. If nothing shows up use more oil.

This is what Mr. Keller wrote us in 1916:



Joe Keller

Milan, Ohio, Oct. 18, 1916.
Banting Mfg. Co., Toledo, Ohio.

Gentlemen:—The Greyhound Separator is the slickest and easiest running separator that I ever owned and I have owned nine different ones since I commenced threshing which was in 1854, so you see that I am no spring chicken at the business. Am 77 years old so you can see that if experience is worth anything I certainly have had my share.

Some of my customers say that it is the greatest capacity machine that they ever saw—can't give it enough. One man told me that he could tell every load of grain that I sent in—it was so clean and of course that makes the farmers feel good, so it does me.

No one will make a mistake that buys a Greyhound.

Yours truly,

JOS. H. KELLER.

Now read what he wrote us in 1917:

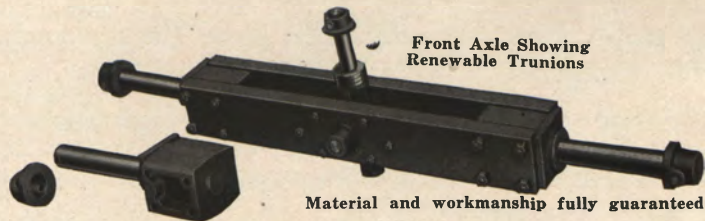
Milan, Ohio, October 12th, 1917.

The Banting Manufacturing Company, Toledo, Ohio.

Gentlemen:—Probably you would like to know how I like my Greyhound Separator after using it another year. I will say that I cannot see where it could be improved upon for it certainly does the work all right. The belting is perfect as everything is driven direct from the cylinder so that the belts can be run loose which means less friction and which also means less wear on the belts. I have not had a hot box or a loose tooth in the two years run and this year was certainly a corker on account of so much rain. I also want to mention that the spiked beater back of the cylinder with the grates underneath, certainly does pull the straw apart and it comes out of the blower in thin sheets. There are no bunches and that means good separation and for a grain cleaner it cannot be beat. Another good feature is that there are no oil holes on the inside to look after. They are all on the outside with good hard oilers. The cranks are underneath in plain sight so that they are easy to get at in order to keep them tight. The shaker and grain pan are in good balance so that the crank pitman has not much wear on it. Sand and dust do not effect it as if the pitmans were on the inside. No more inside cranks and pitmans for me, as I have had sixty years of experience in threshing and have run most all kinds of Threshers from the Ground Hog up where you stood behind the cylinder with a hand rake and took the straw away and the men behind you with forks, shook it out and cleaned it at night with the Fanning Mill. I tell you it was fun and it beat the Flail.

Yours very truly,

JOSEPH H. KELLER.



Front Axle Showing
Renewable Trunions

Material and workmanship fully guaranteed

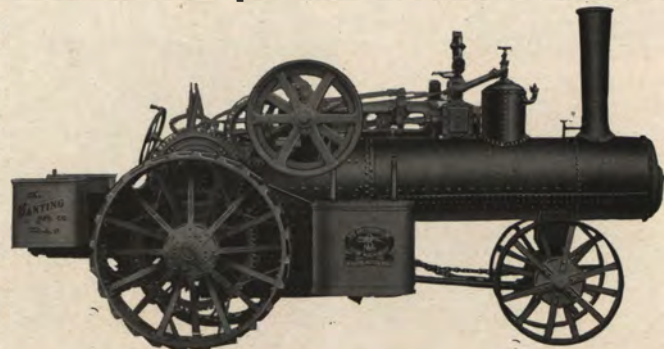
Front Axle.

The front axle is of channel construction as may be noted by referring to the illustration. Both the channels and the trunions are of steel, the latter being removable so that when worn they may be replaced without the expense of buying an entire new axle.

The king-pin is made with universal joint action, allowing the front truck to adjust itself on rough and uneven roads.

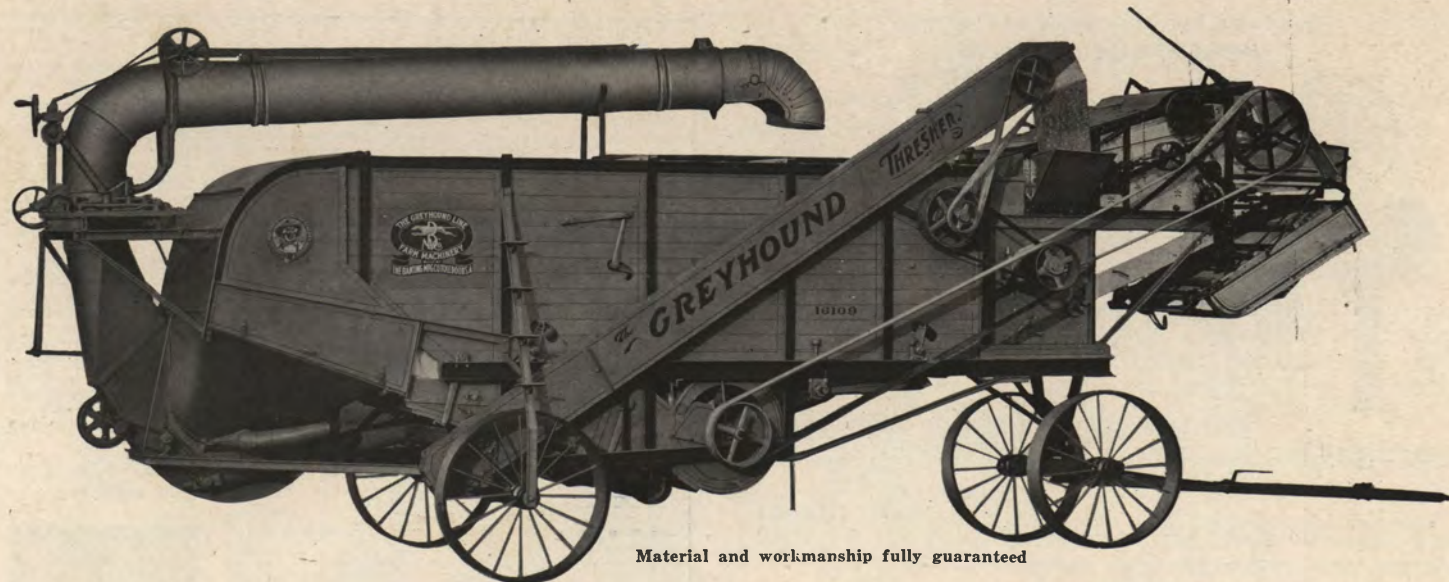
Water Tank and Coal Box.

The water tanks have a capacity of 240 gallons and the coal-box of 800 pounds of soft coal.



Right Side of Greyhound Tractor

Material and workmanship fully guaranteed



Material and workmanship fully guaranteed

THE GREYHOUND GRAIN THRESHER

Built in three sizes: 28x48, 32x54, and 36x58 Can be equipped with Hand Feed and Common Carrier, if desired.

The Greyhound Grain Machine—One Cylinder Type.

THE large 16 bar cylinder is employed, which gives maximum separation before leaving the cylinder. The separating rack is of the zig-zag type with lifting fork in the center.

Back of the Cylinder is a series of grates which lead to the beater where another series of grates are employed leading directly to the separator racks.

neath is used and the tailings are carried to the elevator by an auger driven from the elevator. The elevator has steel sides and is large enough to handle at all times all tailings from the machine.

All shaftings are of extra large dimensions, the cylinder shaft being of machine steel, $2\frac{1}{4}$ inches in diameter.

The grain pan and separating rack are in perfect balance, being hung on four rocker arms driven on both sides of the crank. The crank is located under the machine where it is handily operated, leaving no bearings within the machine to be oiled. In fact, all the oiling is done from the outside, which is a big advantage.

The shoe, the frame, the wheels and the axles are entirely of steel, all helping to make the Greyhound light and durable. No "sagging" joints, like you find on wooden frame machines.

An adjustable chaffer with adjustable sieve be-



Threshing Buckwheat

Burr Oak, Mich., October 8th, 1917.

The Banting Manufacturing Co., Toledo, Ohio.

Gentlemen:—I am sending you a picture of my 32 x 54 Greyhound Separator which I bought of you last April, and I wish to say for same that it more than pleases me. The farmers tell me it beats anything that ever threshed for them. It has large capacity and cleans the grain to perfection. I have threshed Barley, Oats, Wheat, Rye and Buckwheat and it does perfect work on each of them. I threshed 560 bushels of Oats in 90 minutes. One thing in particular that I like about the Greyhound is its strength and durability. I have run my machine over 60 days without a flaw of any kind.

Wishing you every success, I am

Yours truly,
ALPHA ZIMMER.

The pulleys are large, with wide faces and those which carry heavy loads are driven directly from the cylinder. Very few belts on machine to wear out.

The machine may be turned in a very short radius since the forward wheels turn beneath the frame.

Oxford, Ohio, October 29th, 1917.

The Banting Manufacturing Co., Toledo, Ohio.

Gentlemen:—The 18 H. P. Greyhound Engine and 36 x 58 Greyhound Separator we bought of you last Spring, have given entire satisfaction.

The millers told us they can tell every load of wheat the Greyhound threshed, as it was so clean.

Our Engine has the right name, for it runs so easy, steams so easy and takes less fuel and water than any engine we ever run. We have been in the business for a number of years. We went with the Greyhound Engine

where no other outfit ever went, and pulled the hill with ease.

The Greyhound outfit is a dandy, and we are satisfied. We cannot say enough about the Greyhound and your way of doing business.

Thanking you very much for the way you treated us, we are

Yours very truly,

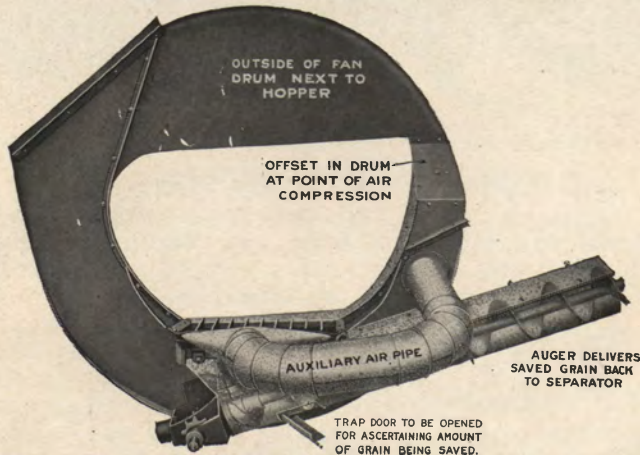
DAVE MEREDITH,
and J. E. SMITH.





Geo. Hunsbarger, Wakarusa, Ind., and His GREYHOUND Engine

We furnish and recommend the Garden City Feeder, although any other feeder may be had if desired.



Material and workmanship fully guaranteed

Read what Kansas Agricultural College says about "Grain Saving Windstacker."

FORT HAYS EXPERIMENT STATION
Branch of the
KANSAS STATE AGRICULTURAL COLLEGE
Chas. R. Weeks, Superintendent
Hays, Kansas

Oct. 8, 1917.

The Indiana Mfg. Co., 1114 Merchants Bank B'dg.,
Indianapolis, Ind.

Gentlemen:—We are now ready to report on the tests we made on this Station with your Grain Saving Wind Stacker.

We had a very good opportunity to give it a fair test; since we had 524 acres of wheat pretty well scattered on this 3600 acre farm, a part of which was struck by a cyclone, hail and heavy rain while the other stacks were also damaged by rain. Careful observations showed that in every field considerable grain was being returned from the blower to the separator. Careful tests made on August 30 on field 15-2 gave us a saving of fifty-nine pounds to every fifty bushel load threshed, or nineteen bushels to every thousand bushel threshed.

Farmers around this end of the State, and especially threshing machine men have become very much interested in the experiment we have conducted with your Grain Saving Wind Stacker.

Thanking you, I am,

Very truly yours,
(Signed) CHAS. R. WEEKS, Superintendent.

Napoleon, Ohio, November 2nd. 1917.

The Banting Manufacturing Co., Toledo, Ohio.

Gentlemen:—I am writing you to let you know how I am getting along with my new Greyhound Engine and Separator. I am here to say that they are two of the nicest machines that have even been built. I have not had one minute's trouble for the Separator is light and easy to get around with, simple and easy to keep up. It is a machine that will run from morning until night without stopping. Our best run was 3,100 bushels in 9 hrs. and 15 min., using our 36 x 58 Greyhound Separator, and it only took 610 lbs. of coal and 30 bbls. of water for this job, which was done for George Kramer, R. F. D. No. 10, Napoleon, Ohio. It does not matter what condition the grain is in as the Greyhound Separator will thresh wet grain just as well as dry. We have not had even as much as a choke up with the blower. It will not take wet grain quite as fast as the dry grain, but you can feed it as fast as you want to. We have never used less than four men to the table. We are here to say, gentlemen, that we have owned four different machines in our time and this is the only machine to make money with. People here put their grain in the barn and wait for us to do their threshing. Everybody says that the Greyhound is the most quiet and smoothest running machine that they have ever seen work. Every one of our customers are perfectly satisfied, and told us that we should figure on doing their threshing next year. Our repair expense for the season was only 15c.

We have a 22 H. P. Greyhound Engine and have found it the most economical on fuel and water of any Engine we ever run. Our test run was 700 lbs. of coal and 30 bbls. of water in 10 hrs. It is very easy to run and simple to keep up and we have never found its power limit. We would say that it is a 30 H. P. instead of a 22 H. P.

Yours very truly,
HERBERT J. and FRED H. FUHRHOP.

GREYHOUND GRAIN-SAVING WINDSTACKER.

THIS grain-saving device, as an accessory to any grain thresher, quickly pays a profit on its cost in additional grain in the sack.

Because of improper regulation of the blast, faulty adjustment of the sieves, undue speed variation, or careless hand-feeding, the most perfectly designed thresher will sometime lose grain.

This Greyhound attachment saves that grain and even allows the thresherman to crowd his machine to the limit without any lost grain.

The device consists of a set of steel grates in the windstacker hopper below the fan drum. An auxiliary blast tube with nozzle directing the blast across the grates keeps them clean and helps separate the kernels. The saved grain is conveyed by an auger back into the thresher tailings-auger and from there to the cylinder.

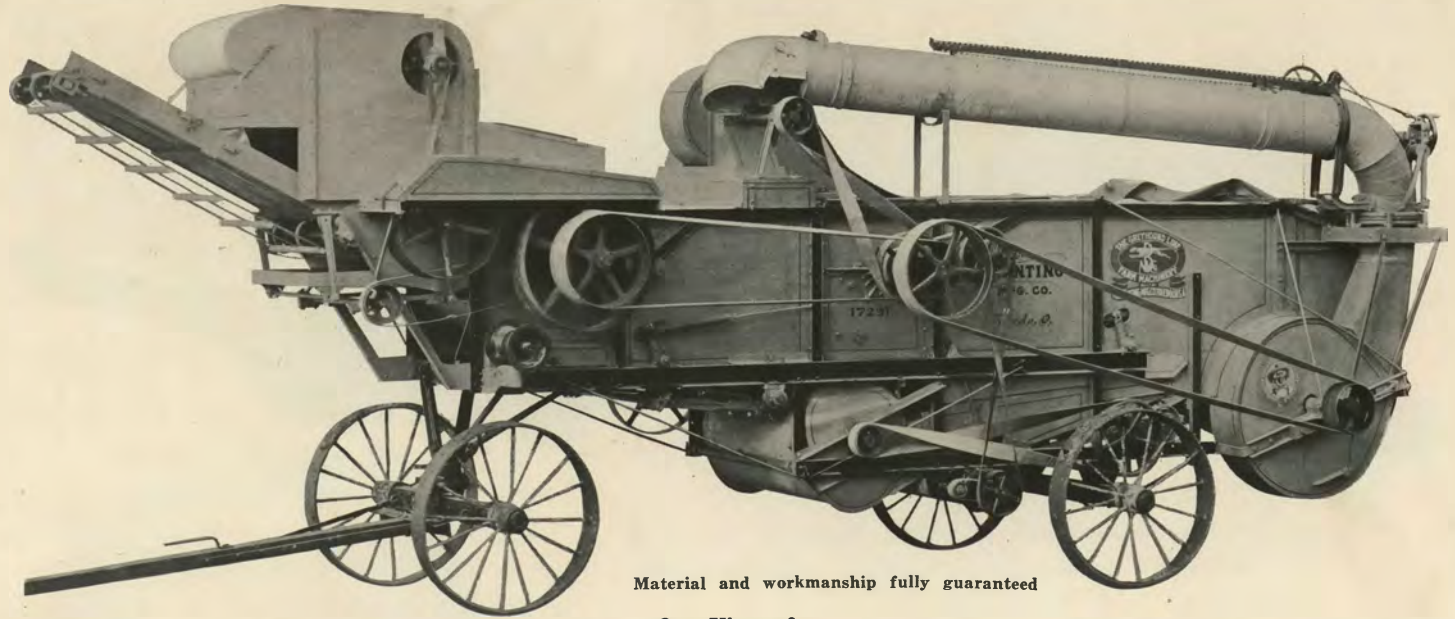
The grain-saving auger is driven by chain from the tailings-auger shaft and requires no attention except the occasional application of lubricant.

By referring to the illustration above, the operation of this device is readily understood. The farmers certainly prefer a machine with the "Grain Saving Windstacker" to do their work.



Showing Construction
of Greyhound Grain Thresher

Material and workmanship fully guaranteed



Material and workmanship fully guaranteed

One View of

THE GREYHOUND BEAN THRESHER

Specially constructed on lines that will appeal to both farmer and thresher.

IN THE Greyhound both the front and the back cylinder and the concave are equipped with our special form of tapering teeth. The concave movement is at all times in a true circle with the cylinder.

adjusting, having ball and socket bearings.

The frame is of steel, giving both light and durable construction. No "Wooden Joints" to rot in this machine.

Special Form of Teeth, used Only in Greyhound Bean Machines.



Material and workmanship fully guaranteed

The form of teeth employed offers an extreme advantage as all parts of the teeth close up equally when bringing the concave close to the cylinder. This is easily understood by referring to the small diagram appearing above.

The cylinder boxes and all other boxes are self-

The bolter crank is hung beneath the steel frame handy to operate but well protected in all ways from dirt and other obstructions.

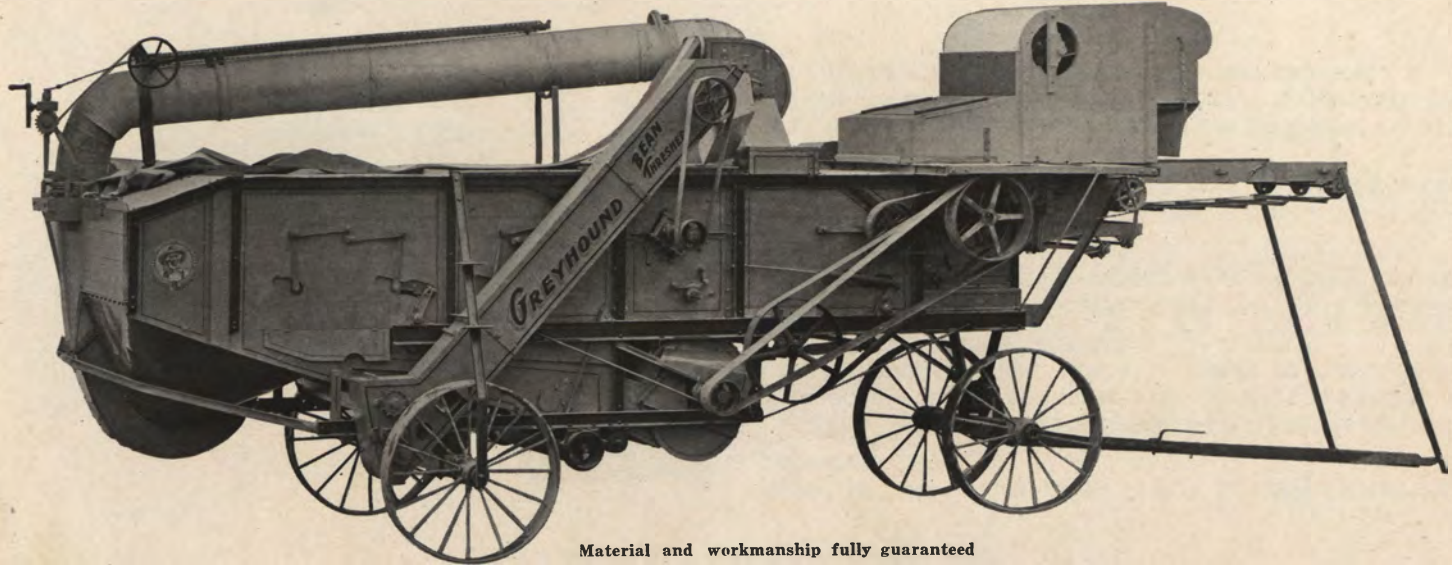
The bolters are counterbalanced by being hung on four rocker arms, one-half the number ordinarily employed.

Lakeview, Mich., Nov. 5th, 1917.

The Banting Manufacturing Company, Toledo, Ohio.

Gentlemen:—You probably want to know how I like the Greyhound Beaner I bought of you this Fall. I have run it 12 days. In regard to its work, it has no equal in fast or clean threshing. Beans in this country are tough and hard to get but the farmers claim I get them all, and say if I will promise to come with my "tin Henry" or "Greyhound," they will plant more beans next year. If any of my brother threshers want a Beaner, they should take my advice and buy the Greyhound.

Yours very truly,
FRANK A. JOHNSON.



Material and workmanship fully guaranteed

Another View of THE GREYHOUND BEAN THRESHER



Showing Greyhound Three-Way Stacker

These machines are built either with wind stacker or our own three-way stacker which is so arranged that it can be geared to drive on either side.

The fan has four wings and is properly housed to prevent straw, etc., from being drawn in at the ends.

The shoe is of steel, hung on springs forward with ball and socket hangers at the rear. It is driven directly from the crank.

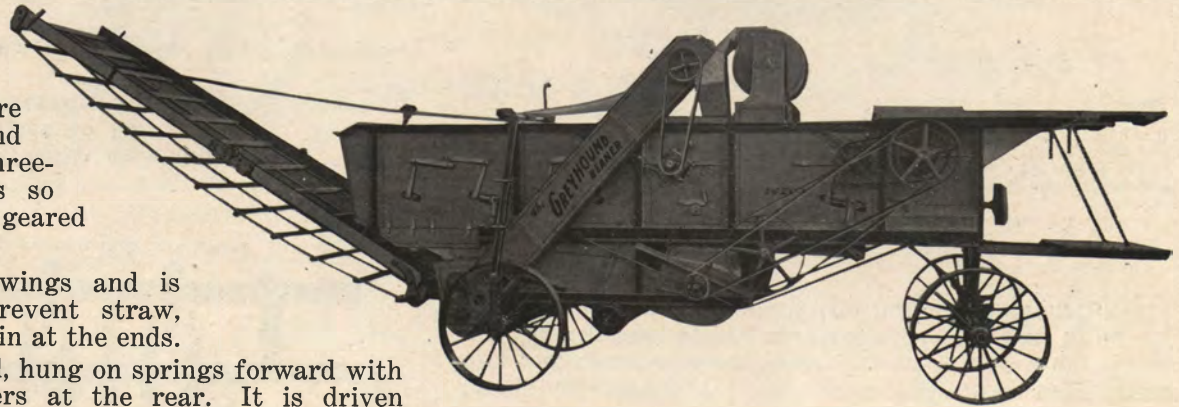
saved by this device, mean money to both farmer and thresher.

The Greyhound is equipped with amply large wide face pulleys and is equipped with or without dusters as ordered, and with or without a feeder in which is incorporated a stone extractor.

The elevator is of steel, reinforced on the inside. It is seven inches wide—ample large capacity to take care of all tailings.

Other features are, extra heavy high carbon steel shaftings, unbreakable steel concaves, oscillating forks, etc.

Times are changing. People are no longer looking for the cheapest things they can buy. Experience has taught them that it is necessary to buy the best.



Material and workmanship fully guaranteed

The beans are carried to either side of the machine by means of an auger. The tailings are also augered to the elevator.

The Greyhound has steel wheels and channel steel axles and because of its short turning radius, it is easy to handle on the road since the front wheels turn clear under the machine.

A new "BEAN SAVER DEVICE" of our own design is located in the wind stacker, which is one of the most noteworthy improvements in this field. The beans

Colon, Mich., Oct. 15th, 1917.
The Banting Manufacturing Co.,
Toledo, Ohio.

Gentlemen:—I just want to tell you that I have run the Greyhound Separator one season, which I purchased from you, and will say that it has proven its superiority over any other machine I have ever used. It has certainly exceeded my expectations and I am more than pleased.

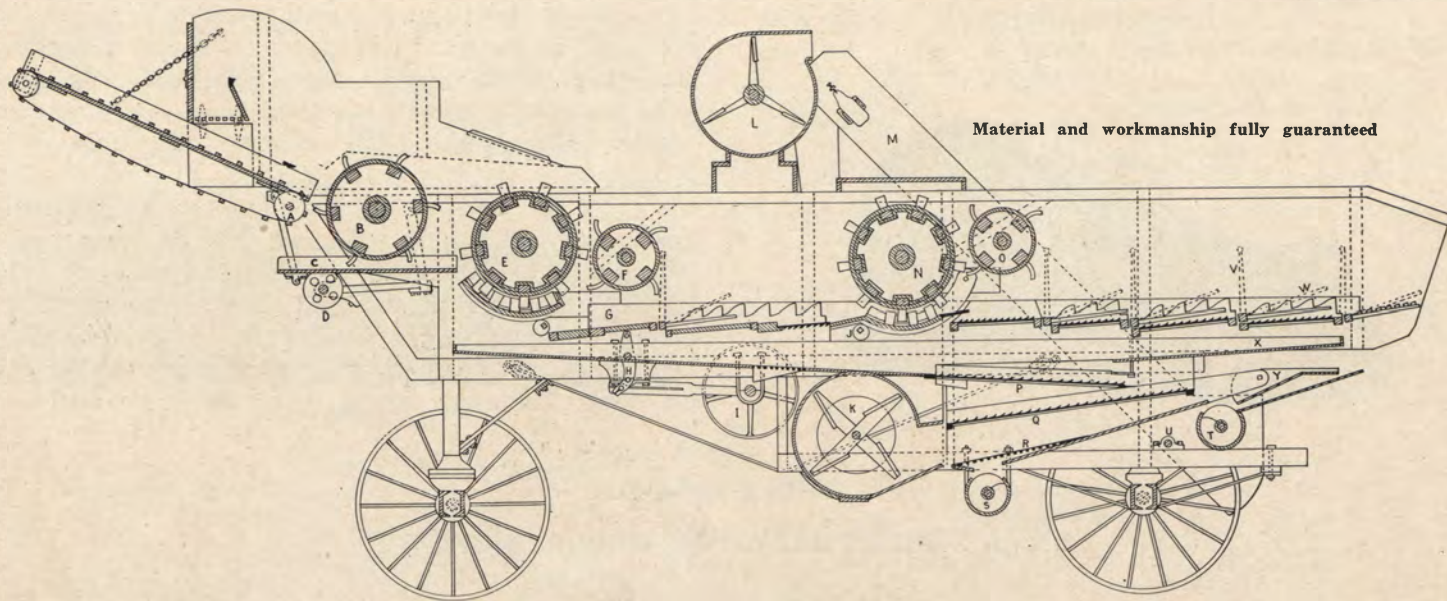
Yours truly,
WILLIAM GOODRICH.

Pemberville, Ohio,
November 7th, 1917.
The Banting Manufacturing Co.,
Toledo, Ohio.

Gentlemen:—In regard to our new 36x58 Greyhound Separator, we bought of you this season, wish to advise that our run was about seventy days. We did not lose a spike and are certainly well satisfied with the Separator. It is fast, does clean work, the separation is fine and the farmers say there is no other machine like it.

Yours truly,
MARTIN AND HAGEMEYER.

Material and workmanship fully guaranteed



Showing Construction of the Greyhound Bean Thresher

THE GREYHOUND HEAVY THRESHING TANK

(Galvanized Steel)

Like all other goods in the "Banting" line, our new improved Thresher Tank is of the highest quality.

Made of the very best galvanized, heavy sheets, with two inside splasher boards, upper deck and foot board, manhole and cover, all high grade galvanized material.

Note:—The two heavy angle iron trussed bolsters, each 12 inches wide, carry the weight of tank and contents with even strain, designed like a cradle, protecting the tank in every movement of the wagon, and will not be injured by strain or twisting over rough roads.

The two inch outlet hole close to bottom at rear end of tank is heavily re-enforced with a plate inside of tank, riveted and soldered to same, thus giving great strength to the tank at a much needed point.

The Greyhound Thresherman's Tank is the very latest word in thresher tank construction, and is the result of years of experience with thresher tanks, and



the best method of bracing has been selected to give long life and general satisfaction.

Shipped immediately on receipt of orders.

Made in the following sizes:

Trade No.	Length Feet	Depth Feet	Width Feet	Capacity Bbbs.	Wgt. Lbs.
F	8	2	3	9½	300
G	10	2	3	12	335
H	10	2⅓	3	15	365



Pioneer, Ohio, October 18th, 1917.

The Banting Mfg. Co., Toledo, Ohio.

Gentlemen:—The Greyhound rig we bought of you is a hummer. We have run four different Engines and it is the best of all for power, and easy to fire.

The Separator is a peach to handle. Any one needing a Threshing Rig. will make no mistake in buying a Greyhound rig.

Yours very truly,

W. F. KAMERLY and
C. C. SUTER.



Charles Mills' Outfit

Wellington, Ohio, November 12th, 1917.

The Banting Manufacturing Company, Toledo, Ohio.

Gentlemen:—I have run my 22 H. P. Greyhound Engine for the second season and still like it very much. I think the balanced Valve is just the thing, and I would advise any one that is in the market for an Engine not to get one unless it is equipped with a balanced Valve.

I was in a locality where there were two Threshing Machines laid up on account of wet Oats, but the Greyhound kept on working. It did not bother me any.

Yours very truly,

CHARLES MILLS.



C. H. Collingwood's Outfit.

This is what he told us in 1916:

Vermillion, Ohio, Nov. 16, 1916.

Banting Mfg. Co. Toledo, Ohio.

Sirs:—In regard to my 32x54 Greyhound separator I bought of you this season I wish to say that it is a dandy in every way.

It can't be beat for clean and fast work. I threshed 300 bushels of oats and 200 bushels of wheat in two hours and then baled the straw. I caught the chaff under the baler and when we were through examined it and did not find any grain.

I have run four different makes of machines and the Greyhound runs at least 3 or 4 H. P. lighter than any of them. Its light weight makes it a very convenient machine to get around with while it does not interfere with its rigid construction and steady running.

Yours truly,

C. H. COLLINGWOOD.

See below what he says in 1917:

Vermillion, Ohio, Oct. 25th, 1917.

The Banting Manufacturing Company, Toledo, Ohio.

Gentlemen:—I have run my Greyhound Thresher two seasons and find it to be up to the standard in every respect. The two great points of the machine are the cylinder and the separation. In my two season's work, I have threshed five pitchforks and only lost one cylinder tooth. I am well pleased with the machine and if I need another Separator would certainly get a Greyhound.

Yours truly,

C. H. COLLINGWOOD.



Greenville, Mich., October 15th, 1917.

The Banting Manufacturing Co., Toledo, Ohio.

Gentlemen:—As a rule I do not care to be quoted, but the performance of the Greyhound Bean Thresher warrants this exception.

I can honestly say that it is the "hungriest" Machine I ever saw. It will take them wet or dry and thresh them green pods and all. The stone picker is an improvement I had never used, but I find it a wonderful success. The machine is surely a fuel saver as it requires but very little power.

I am enclosing picture of myself which you may use in your catalog. In closing, I will say once more that I am pleased with the way my machine works.

Thanking you for your courteous treatment, I remain

Yours truly,

ARNO RICH.



Clayton, Mich., Nov. 16th, 1917.

The Banting Manufacturing Company, Toledo, Ohio.

Gentlemen:—We wish to tell you that the Greyhound Engine and Greyhound Separator purchased of you this season, are giving splendid satisfaction.

The 22 H. P. Greyhound Engine is an easy steamer and is the easiest engine to handle I have ever seen. The four point clutch holds or releases at the will of the operator, and I believe it is the best ever placed on an engine. The eccentric and valve motions are also as near perfect as can be built. All the bearings are extra heavy, and do not wear and pound loose as on so many engines. For the man desiring a quick, powerful, well built engine, we believe the Greyhound is superior to anything on the market.

The Greyhound Separator is simply perfect and its good points are so abundant that it would be hard to tell them all, but briefly it can handle the most straw and do the cleanest work of any Separator we have ever seen.

We wish also to extend our thanks to you for your kindness and fairness in the deals we have had with you in the past season.

Yours truly,

G. B. FURMAN AND SON.

An Expression of Good Faith

Anyone who has dealt with this company needs neither guarantee or other evidence of good faith. All such know that we back up our product and "make good" in the fullest sense of the term.

To those who are ordering from us for the first time we say, with greatest possible sincerity, this:— we are making our various products as fine in quality and as trustworthy and efficient in service as can be made.

Furthermore, it is our earnest aim, and a vital necessity of our business, that we please you and retain your patronage and good will.

You will never find this company backward in fulfilling its obligations. You can rely upon fair treatment, satisfaction, and a square deal, always.

We Are Distributors *for*

ANN ARBOR HAY PRESSES
AMERICAN SAW MILLS
GAS TRACTORS
STATIONARY GASOLINE ENGINES
ENSILAGE CUTTERS
WE CARRY A FULL LINE OF
ENDLESS THRESHER BELTING
LEATHER BELTING
RUBBER BELTING
TANK PUMPS
THRESHER COVERS
IN FACT EVERYTHING FOR THE THRESHER

It is our aim not only to serve the trade promptly
but with the very highest grade of merchandise.

We Trade for Second Hand Machinery

In our factory we operate a rebuilding department
where second hand machinery is overhauled, and
where machinery taken in trade is put in the best pos-
sible condition. Write us for complete used machinery
list.

The Banting Manufacturing Co., Toledo, O.
