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TRACTOR COSTS INVESTIGATION 1947/48.

Introduction

The report covers the first year of an investigation into tractor costs which was started in the autumn of 1947. The aim of the investigation is to determine the costs of tractor work and to obtain some general data on tractor use in the country.

Initially forty tractors were selected to co-operate but unfortunately only a few have been able to do so. The necessary records and information have not yet been available for only a few tractors.

The investigation is being continued over another year, and in this interim report only the data for the first year are given.

Method

The method of selection was based on the availability of tractors in the area and the amount of work done. The tractors were selected on the basis of the amount of work done and the amount of fuel used.

TRACTOR COSTS INVESTIGATION 1947/48.

(INTERIM REPORT)

Classification

The tractors are classified into three groups, based on the amount of work done and the amount of fuel used. The classification is based on the amount of work done and the amount of fuel used.

The following table shows the classification of tractors into three groups. On the 15 tractors included in the report the work done was 11,111 hours and the fuel used was 1,111 gallons.

Table 1. Classification of tractors.

Group	Number of tractors	Total hours worked	Total fuel used (gallons)
1	10	1,111	111
2	10	1,111	111
3	10	1,111	111
Total	30	11,111	1,111

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August, 1949.

TRACTOR COSTS INVESTIGATION 1947/48.

Introduction

This report covers the first year of an investigation into tractor costs which was started in the late summer of 1947. The aim of the investigation is to examine the costs of tractor work and to obtain some general data on circumstances affecting the use of tractor power.

Initially forty farmers agreed to co-operate but unfortunately many later found themselves unable to keep the necessary records, and information for a full year is available for only 15 tractors.

The investigation is being continued over another year, and in this interim report only individual costs for total operations throughout the year are given.

Method

Co-operating farmers were supplied with weekly sheets on which they were asked to record the nature and amount of work done, the amount of time spent on working the tractor and the time spent by the farm staff on maintenance and repairs, the quantities of fuel and oil used, and the cost of spare parts and garage bills.

In addition information was obtained on the size and cropping of the farm, on the number of tractors used on the farm, and on the year of purchase and prices of those tractors for which costings data were provided.

Classification

The sample was divided into three groups, light and medium wheeled tractors and tracklayers. The wheeled tractors were grouped into light and medium types by reference to the efficiency of the engines.

The following table shows the classification according to makes and models. Of the 15 tractors included in the report two were classed as light, 11 as medium and two were tracklayers.

Table 1 Classification of Tractors

<u>Classification</u>	<u>Makes and Type</u>	<u>No. in Survey</u>
Light Tractors:	John Deere B.R.	1
	David Brown	1
Medium Tractors:	Fordson Standard	4
	Fordson Major	5
	John Deere A.N.	2
Tracklayers	Caterpillar D.2.	2

Distribution of Sample

(1) By Counties: The sample was distributed over the counties of the East Midlands Province as follows:

Table 2 Distribution by Counties

	Light	Medium	Tracklayer	Total
Derbyshire	-	2	-	2
Nottinghamshire	1	4	2	7
Lincs. (Lindsey)	1	3	-	4
Lincs. (Kesteven)	-	2	-	2
Leicestershire	-	-	-	-
Rutland	-	-	-	-
EAST MIDLANDS	2	11	2	15

(2) By Farms: The acreage of arable land for each tractor is shown in table 3.

Table 3 Number of Acres of Arable Land per Tractor

Tractor No.	Total Farm Arable Acreage		Total No. of Tractors on Farm	No. in Survey	Type of Tractor			No. of acres arable land per tractor
	-age				Light	Medium	Track-layer	
46	31	18	1	1	-	1	-	18
28	49.5	24	1	1	-	1	-	24
40	30.5	30.5	2	1	-	2	-	15.25
30	172	66	2	1	1	1	-	33
50)	205.5	164.5	2	2	1	1	-	82.25
51)								
4	370	212	1	1	-	1	-	212
5	282.5	230	2	1	-	2	-	115
20	315	250	3	1	-	3	-	83.33
77)	485	400	6	3	-	5	1	66.66
78)								
79)								
48)	547.5	457.5	3	2	-	3	-	152.5
49)								
36	864	800	8	1	3	3	2	100

The main point to note is the small number of acres of arable land per tractor on the smaller as compared with the larger farms.

It will be seen that in one case a farmer with a total of 30½ acres of arable land has two tractors whereas in another case a farmer with a total of 212 acres under arable crops has only one tractor. The table shows in the final column the acres of arable land per tractor on each of the eleven farms, and it will be seen that these vary from 15¼ to 212 acres. This illustrates the fact that more effective use was made of tractors on larger farms. Further more, the farmers who employed several tractors of different types were able to allocate the work according to the type of tractor thus ensuring greater efficiency and economy. For example, on one farm in this survey employing six tractors, the tracklayer was generally used for heavy ploughing, the

medium tractors for general work and the light tractors for haulage and light cultivations. On the other hand where only one tractor was employed it did all these jobs regardless of the varying degrees of efficiency with which it could tackle them. This is one reason why costs of operating the same type of tractor may vary from farm to farm. The tractors which are confined to heavy work will naturally show higher costs per hour than similar ones which are used for a wide variety of light and heavy jobs. These circumstances should be borne in mind when making a comparison of costs as shown by different groups of tractors.

Hours Worked

(1) Total Hours Worked: The yearly number of hours worked by the different tractors in the sample varied considerably. The smallest number worked was 341 (tractor No. 46) and the greatest was 2,363 (tractor No. 78). Nine tractors worked more than 1,000 hours and six less than 1,000 hours. Of these six, three, No. 36 (928 hours), No. 51 (606 hours), and No. 30 (893 hours) were attached to farms where more than one tractor was maintained. The other three, No. 46 (341 hours), No. 40 (380 hours) and No. 28 (476 hours) were employed on farms with less than 31 acres of arable land. This illustrates the point made earlier that small farmers have little opportunity to use their tractors to full capacity on their own farms.

(2) Monthly Distribution of Work: As regards the annual distribution of tractor work, September and October were the peak months of the autumn, March and April were the peak months in the spring, and December to February was the slackest period of the year.

The greatest range of monthly variation in work done was shown by tractor No. 28. No work was done in December, January, February and May, nearly one-third of the yearly work of 476 hours was done in March and this together with the work done in October accounted for more than one half of the total. On the other hand, tractor No. 77 with a yearly total of 2,191 hours, was used more regularly throughout the year, the proportion of the year's work done each month varying from 5.5 per cent in September to 10.7 per cent in June.

Generally the tractors used for the smaller number of hours tended to have their work concentrated into a few months of the year, whereas those working the greater number of hours, and particularly the two working more than 2,000 hours per annum, showed a more even monthly distribution.

The total number of hours worked by each tractor per month, and the monthly figures expressed as percentages of the yearly totals are given in tables 4 and 5.

Costs

Total costs are composed of two main groups of items namely "Fuel and Oil" and "Repairs and Maintenance". For purposes of comparison the statements have been reduced to costs per working hour. These are set out in table 6.

Fuel and oil covers the consumption of T.V.O., diesel oil, petrol and oil, whilst repairs and maintenance covers costs of farm labour spent on repair work, garage bills, licences and insurance and depreciation.

(1) Fuel and Oil: The following prices, operating in 1947/48, were used:

T.V.O. and Diesel Oil	11 $\frac{3}{4}$ d. per gallon
Petrol	1s. 10d. " "
Oil	6s. 0d. " "

The price of 6s. 0d. per gallon for oil is a weighted average of engine oil (5s. 7d. per gallon) and gear oil (8s. 10d. per gallon).

Costs per hour for fuel and oil varied from 9d. for No. 78 to 1s. 11 $\frac{3}{4}$ d. for No. 48. Only three of the tractors had costs of less than 1s. 0d. per hour. The low cost of 9d. for No. 78 was largely attributable to the fact that it was used mainly for light work.

Of the separate items included under this head, (a) T.V.O. or diesel oil cost between 7d. and 1s. 7 $\frac{3}{4}$ d. per hour. In six cases it was less than 1s. 0d. Only two tractors, the two Caterpillar D.2's, were run on diesel oil.

(b) No petrol engined tractor was included in the survey and the cost of petrol, which was used for starting engines, varied between $\frac{1}{4}$ d. and 1 $\frac{1}{2}$ d. per hour.

(c) Oil costs varied between $\frac{1}{2}$ and 4 $\frac{1}{2}$ d. per hour. In the case of six tractors less than 2d. was spent on oil.

(2) Repairs and Maintenance: Costs of repairs and maintenance showed wider variation than did those of fuel and oil. Total costs for repairs and maintenance ranged from 4d. for No. 30 to 5s. 4 $\frac{1}{2}$ d. for No. 28. The main reason for this wide dispersion being the variation in the costs of depreciation, the other items showing smaller differences as between one tractor and another.

(a) Labour Costs: Costs of labour covered time spent on servicing the tractor as well as on home repairs. Costs of driving the tractors were not included. Labour was charged at 2s. 1d. per hour. The costs varied from $\frac{1}{2}$ d. per hour for No. 30 to 8 $\frac{1}{4}$ d. for No. 46, but in only one case were they below 1d. and in only one case above 5d.

(b) Garage Bills: This item included the cost of garage repairs and also the cost of spare parts. The cost per hour of garage bills was usually only a few pence and it exceeded 1s. 0d. in only three cases. The range was from nothing for No. 40 to 1s. 8 $\frac{1}{4}$ d. for No. 4. This variation in costs is likely to be exaggerated by the limits imposed by taking accounts for only one or two years out of the working life of a tractor. All payments, for overhauls or other extensive repairs and replacements, which were made in the recorded years were fully charged against the tractor in that year, whereas some of these charges represent in fact major expenditure which ought to have been spread over several years. On the other hand tractors with very low costs for repairs in the given year may have incurred heavy costs in previous years or may do so in a subsequent year.

An example is provided by tractor No. 4. In this case an overhaul costing £67 was completed just at the end of the survey year. This was included in the repair costs and as a result these were increased from a little over 5d. to 1s. 8 $\frac{1}{4}$ d.

(c) Licence and Insurance: The road fund tax for tractors is 5s. 0d. per year. As regards insurances some of these were comprehensive, others third party. The costs for these two items varied from $\frac{1}{4}$ d. to 1 $\frac{1}{2}$ d. per hour.

(d) Depreciation: In determining costs of depreciation the following rates of wear and tear were applied to the diminished original cost of the tractors:

1936 - 1940	22 $\frac{1}{2}$ per cent
1940 - 1945	27 per cent
1945 - - -	28 $\frac{1}{8}$ per cent

These rates correspond to those which a farmer is generally allowed to charge against his farm profit. No adjustment of these rates was made to allow for the differences in the number of hours worked and in the general standard of maintenance of the individual tractors. They do not therefore, represent the true cost of wear and tear of all tractors. The high level of the rates employed results in very high costs of depreciation in the first few years and negligible costs in the latter years of a tractor's life.

Table 7 shows, for each tractor, the date of purchase, the initial cost and the cost of depreciation in the year 1947/48.

The following points may be noted:

- (1) All the tractors were bought new by their present owners.
- (2) The age of the tractors ranged up to 11 years, the oldest tractor, a Fordson Standard, was bought in 1936; only one of the other tractors was bought before the war.
- (3) A Fordson Standard, bought in 1936 cost £135 while a Fordson Major bought in 1947 cost £390.

Depreciation was a significant item in most cases. The yearly cost ranged from £1. 5. Od. (No. 46) to £290. 0. Od. (No. 79); No. 46 was a Fordson Standard bought in 1936 for £135 and No. 79 a Caterpillar D.2 bought in 1947 for £1,079. Thus although the Fordson worked only 341 hours during the year the cost per hour was only $\frac{3}{4}$ d. The Caterpillar, on the other hand, worked 1,433 hours but even then the cost amounted to 4s. 0 $\frac{1}{2}$ d. per hour.

Though high initial purchase prices are one cause of heavy depreciation charges even moderately priced tractors show heavy costs of depreciation in the first year or two - for example No. 48 a Fordson Major costing £390 has a depreciation charge of £109.10. Od. in the first year and a light tractor, No. 78, a David Brown has one of £133. 0. Od. In these two cases the costs per hour were 1s. 4d. for 1,629 hours and 1s. 1 $\frac{1}{2}$ d. for 2,363 hours respectively.

Total Costs

There was a considerable variation of total costs between individual tractors.

The lowest total cost was 1s. 4 $\frac{1}{2}$ d. per hour (Tractor No. 30). This tractor showed low costs for fuel and oil and exceptionally low costs for repairs and maintenance. The highest total cost was 6s. 11d. per hour (tractor No. 28); this was mainly due to heavy costs of depreciation and of repair bills.

Both these extreme cases were in the medium tractor group. The two light tractors, Nos. 78 and 51 cost 2s. 2 $\frac{1}{2}$ d. and 1s. 9 $\frac{3}{4}$ d., and the tracklayers Nos. 79 and 36 cost 5s. 4 $\frac{1}{4}$ d. and 3s. 9d. per hour respectively.

The total costs, as shown by table 6 are very much dependent on the costs of repairs and maintenance and chiefly on depreciation charges which vary with the age of a tractor. Since the depreciation charge and expenses on repairs are practically fixed in any given year, their cost per hour varies with the number of hours worked annually by the tractor. The importance of this relationship between the hours worked by a tractor and the amount of fixed charges during the year is illustrated by the example of Tractor No. 40 (Table 6). Depreciation

charge for this tractor (1947 model) amounted to over 70 per cent of the total cost per hour, mainly due to the fact that the number of hours worked during the year was only 380. On the other hand, No. 48 in the same class of medium tractors and also purchased in 1947 had its depreciation charge reduced to about 33 per cent of the total costs owing to the relatively greater number of hours (1,629) worked throughout the year. Similarly, the costs per hour of other fixed charges, such as payments of licences, insurance and repair bills decrease with an increase in the total number of hours worked by a tractor.

The total annual bill for expenses on fuel and oil rises with the more intensive use of a tractor, but the cost of fuel and oil per hour of work remains almost constant and does not cause any significant variations in the total cost per hour.

Conclusions

The comparison of costs of tractor work shows a great range of differences. Total costs per hour, even within one class of tractors, varied from 1s. 4¹/₂d. to 6s. 11d. As already pointed out, these differences to a great extent are due to the age of tractors and the more or less favourable relationship between the amount of fixed costs and the number of hours worked by the tractor during the year. But there are also other factors which affect costs and for which allowances should be made in the interpretation of the final costs per hour. The skill in operating a tractor, the technical knowledge required for satisfactory servicing and particularly the standard of the repairs carried out on the farm vary considerably. The lack of skill in handling the machine leads to waste of fuel and premature wear, and repairs unskillfully done result in further repairs, extra cost and waste of time.

The costs are further related to the geographical position of the farm, the type of soil and lay-out. The costs of tractor work vary also with the system of farming because of differences in the nature of the work, and because of ability, or lack of it, on the part of the farmer, to choose the machine most suitable to his particular conditions of farming.

The enquiry shows that not all the tractors are used to their full capacity and that whereas one tractor (No. 78) worked 2,363 hours during the year, another (No. 46) worked only 341 hours and 30 per cent of all the tractors were employed for less than 1,000 hours a year.

This raises important questions of the economical use of agricultural machinery and tractor power. From the point of view of the national economy it appears that if the needs of small farmers who are unable to employ fully their own tractors could be satisfied by extended contract services, then the demand for tractors on the home market could be reduced and a proportion of materials and manpower engaged in tractor building and servicing industries could be diverted to some more urgent needs.

It is evident that there is need for further investigation of the problems of farm mechanisation. It is particularly important to ascertain what are the farm power requirements, especially on small farms, how the use of tractors and other machinery fits into their present organisation and management and what is the nature and the extent of diseconomies in the utilisation of machinery on farms

All these factors should be taken into consideration by farmers who are anxious to analyse the reasons for variations in the cost of their tractor work and who want to put this work on an economic basis.

E.M.
J.T.W.

Table 4

TRACTOR COSTS INVESTIGATION 1947/48

Distribution of Tractor Work - Hours worked per month

Tractor No.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Total
<u>LIGHT TRACTORS:</u>													
78	200 $\frac{1}{2}$	153	146 $\frac{1}{2}$	146	140	161 $\frac{1}{2}$	209 $\frac{1}{2}$	221 $\frac{1}{2}$	237 $\frac{1}{2}$	287	237	224	2,363
51	60	64	18 $\frac{1}{2}$	-	30	20	150	95	16	6	127	20	606
<u>MEDIUM TRACTORS:</u>													
77	121	169 $\frac{1}{2}$	147	186	164 $\frac{1}{2}$	163	206	206 $\frac{1}{2}$	195	234 $\frac{1}{2}$	175	223	2,191
46	44 $\frac{1}{2}$	51	$\frac{1}{2}$	3 $\frac{1}{2}$	-	24 $\frac{1}{2}$	51 $\frac{1}{2}$	54	22	-	57 $\frac{1}{2}$	32	341
20	135 $\frac{1}{2}$	147 $\frac{1}{2}$	74 $\frac{1}{2}$	27 $\frac{1}{2}$	157	110	141	174	126	124 $\frac{1}{2}$	138	127	1,482
40	38	14	37 $\frac{1}{2}$	4 $\frac{1}{2}$	21 $\frac{1}{2}$	34	47 $\frac{1}{2}$	48	18	20 $\frac{1}{2}$	13 $\frac{1}{2}$	83	380
30	102	163	138 $\frac{1}{2}$	42 $\frac{1}{2}$	30	44	74	27	24	51	124	73	893
4	149 $\frac{1}{2}$	168 $\frac{1}{2}$	116	62	91 $\frac{1}{2}$	87 $\frac{1}{2}$	101	37	53 $\frac{1}{2}$	17 $\frac{1}{2}$	85 $\frac{1}{2}$	82	1,051
50	127 $\frac{1}{2}$	183	4	-	79 $\frac{1}{2}$	26	166	141 $\frac{1}{2}$	70 $\frac{1}{2}$	54	93 $\frac{1}{2}$	100	1,045
5	176	158	168	79 $\frac{1}{2}$	95	114	195 $\frac{1}{2}$	198	165	140	97	138	1,724
28	27	104 $\frac{1}{2}$	36 $\frac{1}{2}$	-	-	-	150	55 $\frac{1}{2}$	-	56	15	31 $\frac{1}{2}$	476
48	89	176 $\frac{1}{2}$	166	130	82	131 $\frac{1}{2}$	178 $\frac{1}{2}$	174	111	25	187	179	1,629
49	192	177	160	157 $\frac{1}{2}$	149 $\frac{1}{2}$	151	180	160	116 $\frac{1}{2}$	52	74	151 $\frac{1}{2}$	1,721
<u>TRACKLAYERS:</u>													
79	208	210	186	142 $\frac{1}{2}$	189 $\frac{1}{2}$	162 $\frac{1}{2}$	154	104 $\frac{1}{2}$	28 $\frac{1}{2}$	32	8	8	1,433
36	158 $\frac{1}{2}$	124	128	95	47	85 $\frac{1}{2}$	119	45	79	27 $\frac{1}{2}$	20	-	928

Table 5

TRACTOR COSTS INVESTIGATION 1947/48.

Distribution of Tractor Work - Monthly figures expressed as percentages of the yearly totals.

Tractor No.	Sept. %	Oct. %	Nov. %	Dec. %	Jan. %	Feb. %	Mar. %	Apr. %	May %	June %	July %	Aug. %	Total hours
<u>LIGHT TRACTORS:</u>													
78	8.5	6.5	6.2	6.2	5.9	6.8	8.9	9.4	9.9	12.1	9.9	9.5	2,363
51	9.9	10.6	3.1	-	4.5	3.3	24.8	15.7	2.6	1.0	20.9	3.3	606
<u>MEDIUM TRACTORS:</u>													
77	5.5	7.7	6.7	8.5	7.5	7.4	9.4	9.4	8.9	10.7	8.0	10.2	2,191
46	13.1	15.0	0.1	1.0	-	7.2	15.1	15.8	6.5	-	16.9	9.4	341
20	9.1	10.0	5.0	1.9	10.6	7.4	9.5	11.7	8.5	8.4	9.3	8.6	1,482
40	10.0	3.7	9.9	1.2	5.7	8.9	12.5	12.6	4.5	5.4	3.6	21.8	380
30	11.4	18.2	15.5	4.8	3.4	4.9	8.3	3.0	2.7	5.7	13.9	8.2	893
4	14.2	16.0	11.0	5.9	8.7	8.4	9.6	3.5	5.1	1.7	8.1	7.8	1,051
50	12.2	17.5	0.4	-	7.6	2.5	15.9	13.5	6.7	5.2	8.9	9.6	1,045
5	10.2	9.2	9.7	4.6	5.5	6.6	11.3	11.5	9.6	8.1	5.6	8.0	1,724
28	5.7	22.0	7.7	-	-	-	31.5	11.7	-	11.8	3.1	6.6	476
48	5.5	10.8	10.2	8.0	5.1	8.1	11.0	10.7	6.9	1.5	11.5	11.0	1,629
49	11.2	10.3	9.3	9.2	8.7	8.8	10.5	9.3	6.8	3.0	4.3	8.8	1,721
<u>TRACKLAYERS:</u>													
79	14.5	14.6	13.0	9.9	13.2	11.3	10.7	7.3	2.0	2.2	0.6	0.6	1,433
36	17.1	13.4	13.8	10.2	5.1	9.2	12.8	4.8	8.5	3.0	2.2	-	928

Table 6

TRACTOR COSTS INVESTIGATION 1947/48.

Costs per hour for Tractors

Tractor No.	Hours worked	FUEL AND OIL				REPAIRS AND MAINTENANCE					Total
		T.V.O./ Diesel Oil	Petrol	Oil	Total	Labour	Bills	Depreciation	Licence & Insurance	Total	
		s. d.	d.	d.	s. d.	d.	s. d.	s. d.	d.	s. d.	s. d.
LIGHT TRACTORS:											
78	2,363	7. 7 ¹ / ₂	1. 1 ¹ / ₄	1. 1 ¹ / ₂	9. 11 ³ / ₄	3.	3. 3 ³ / ₄	1. 1. 1 ¹ / ₂	1. 1 ¹ / ₄	1. 5 ¹ / ₂	2. 2. 1 ¹ / ₂
51	606	9. 9 ¹ / ₂	1. 1 ¹ / ₄	1. 1 ¹ / ₂	11. 11 ³ / ₄	4.	3.	1. 1. 1 ¹ / ₄	1. 1 ¹ / ₄	10.	1. 9. 9 ³ / ₄
MEDIUM TRACTORS:											
77	2,191	11.	1. 1. 3 ³ / ₄	2. 2. 3 ³ / ₄	1. 2. 2 ¹ / ₂	4. 4. 1 ¹ / ₄	8. 8. 3 ³ / ₄	5. 5. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	1. 6. 6 ¹ / ₂	2. 9.
46	341	1. 1.	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 3. 3 ¹ / ₄	8. 8. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	2. 2. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	11. 11. 3 ³ / ₄	2. 3.
20	1,482	1. 2.	1. 1. 1 ¹ / ₄	3. 3. 1 ¹ / ₂	1. 6. 6 ¹ / ₂	1. 1. 1 ¹ / ₂	1. 1. 1 ¹ / ₂	4. 4. 0 ⁰ / ₄	1. 1. 1 ¹ / ₄	5.	1. 11. 11 ¹ / ₂
40	380	1. 2. 3 ³ / ₄	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 4. 4. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	-	0. 0. 0 ⁰ / ₄	1. 1. 1 ¹ / ₄	4. 3.	5. 7. 7 ¹ / ₄
30	893	10. 10 ¹ / ₂	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	1. 0. 0. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	1. 1. 1 ¹ / ₂	1. 1. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	4. 4.	1. 4. 4. 1 ¹ / ₄
1.	1,051	1. 6. 6. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	4. 4.	1. 10. 10. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	1. 8. 8. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	1. 11. 11. 3 ³ / ₄	3. 10. 10. 1 ¹ / ₄
50	1,045	11. 11. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	2. 2.	1. 2. 2. 1 ¹ / ₂	3. 3. 1 ¹ / ₂	1. 4. 4. 1 ¹ / ₂	3. 3. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	1. 11. 11. 3 ³ / ₄	3. 2. 2. 1 ¹ / ₄
5	1,724	1. 0. 0. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	2. 2. 3 ³ / ₄	1. 4. 4. 1 ¹ / ₂	2	1. 1. 1 ¹ / ₂	3. 3. 6. 6. 1 ¹ / ₄	11. 11. 1 ¹ / ₄	5. 4. 4. 1 ¹ / ₂	6. 11. 11. 1 ¹ / ₄
28	476	1. 2. 2. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	2. 2. 1 ¹ / ₄	1. 6. 6. 1 ¹ / ₂	2	1. 7. 7. 1 ¹ / ₂	1. 4. 4. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 11. 11. 1 ¹ / ₄	3. 10. 10. 1 ¹ / ₄
48	1,629	1. 7. 7. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	3. 3. 1 ¹ / ₄	1. 11. 11. 1 ¹ / ₄	4. 4. 1 ¹ / ₂	1. 2. 2. 1 ¹ / ₄	1. 4. 4. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	1. 11. 11. 1 ¹ / ₄	3. 10. 10. 1 ¹ / ₄
49	1,721	1. 5. 5. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	4. 4.	1. 10. 10. 1 ¹ / ₂	5	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	7	2. 5. 5. 1 ¹ / ₂
TRACKLAYERS:											
79	1,433	9. 9. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	11. 11. 1 ¹ / ₄	2. 2. 1 ¹ / ₂	3. 3. 3 ³ / ₄	4. 4. 0. 0. 1 ¹ / ₂	1. 1. 1 ¹ / ₄	4. 4. 4.	5. 3. 3. 1 ¹ / ₄
36	928	1. 0. 0. 1 ¹ / ₄	1. 1. 1 ¹ / ₄	1. 4. 4. 1 ¹ / ₂	1. 5. 5.	3	1. 3. 3. 3 ³ / ₄	2. 0. 0.	1. 1. 1 ¹ / ₄	2. 4. 4.	3. 9. 9.

Table 7

TRACTOR COSTS INVESTIGATION 1947/48.

Purchase dates - age - depreciation

Code No.	Make	Model	Date of purchase	Initial cost £. s.	Value at 1st Sept. 1947 £. s.	Value at 31st Aug. 1948 £. s.	Depreciation for 1947/48. £. s.
<u>LIGHT TRACTORS:</u>							
78	David Brown	-	Aug. 1947	472	472. 0.	339. 0.	133. 0.
51	John Deere	B.R.	Mar. 1938	310	16.11.	11.18.	4.13.
<u>MEDIUM TRACTORS:</u>							
77	Fordson	Major	Feb. 1946	299	180. 0.	129. 0.	51. 0.
46	Fordson	Standard	1936	135	4.10.	3. 5.	1. 5.
20	Fordson	Standard	Sept. 1943	169	46.12.	33.10.	13. 2.
40	Fordson	Major	Apr. 1947	307.10.	271.11.	195. 6.	76. 5.
30	Fordson	Standard	Mar. 1940	195	18. 6.	13. 3.	5. 3.
4	Fordson	Standard	1941	188	27. 9.	19.15.	7.14.
50	John Deere	A.N.	Mar. 1940	480	45.12.	32.16.	12.16.
5	Fordson	Major	Apr. 1946	301	191. 2.	137.12.	53.10.
28	Fordson	Major	Mar. 1947	339	291. 8.	207.12.	83.16.
48	Fordson	Major	Sept. 1947	390	390. 0.	280.10.	109.10.
49	John Deere	A.N.	1940	410	43.17.	31.11.	12. 6.
<u>TRACKLAYERS:</u>							
79	Caterpillar	D.2	July 1947	1,079	1,029. 0.	739. 0.	290. 0.
36	Caterpillar	D.2	Dec. 1941	804	128.14.	92.10.	36. 4.