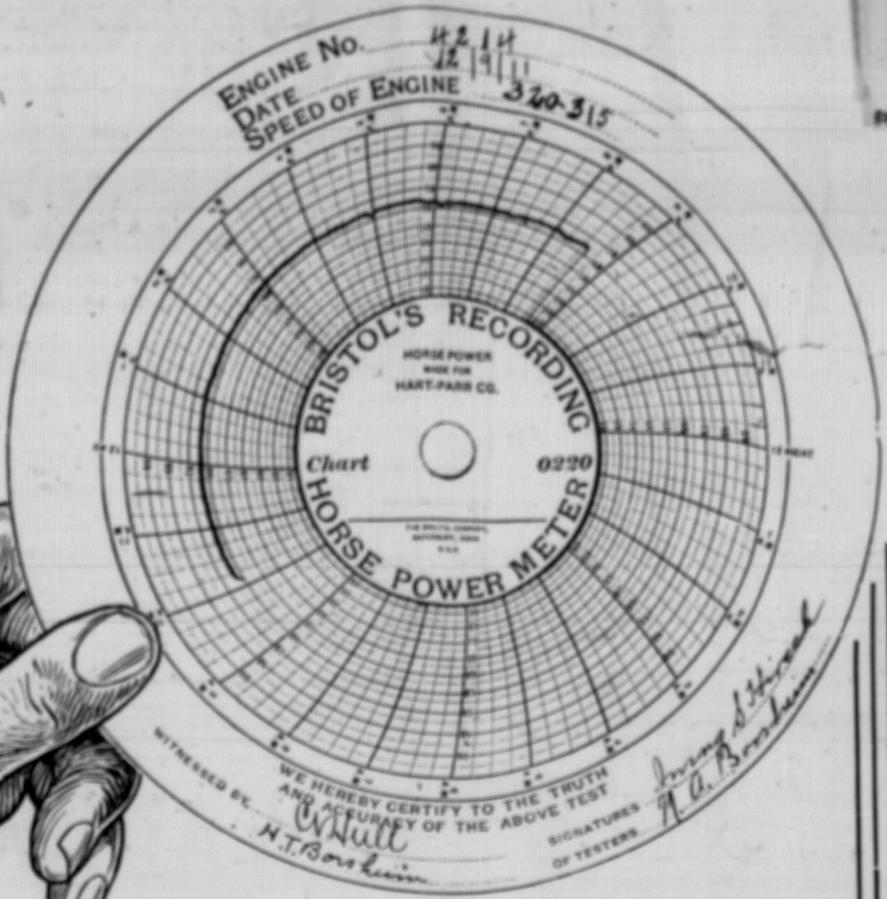


A TEST THAT MEANS SOMETHING

63-65 H.P. for over 10 Continuous Hours with a 60 H.P. Hart-Parr Tractor



How HART-PARR TRACTORS are Tested

Soon after we began building tractors, we began to see the need of some scheme of testing them that would make them carry a heavy load for hours at a stretch, because in the field they are required to do that very thing.

Brakes Throw Away Power

Any sort of brake or fan is a mere waster of power. It wastes lots of money to run a 40 or 60 horse power engine for 10 or 20 hours on a brake, and then throw the power away. Besides, the men running the brake or fan test feel free to start and stop the engine as often as they choose, because nothing is dependent on the continuous operation of the engine. So that it is impossible to keep the engines running under heavy load for hours at a stretch—and no one does it where they use a brake or fan for testing. They run the engine for an hour or two, and if everything works smoothly, they take it out and paint it and ship it.

Engines Furnish Factory Power

We required considerable power to operate our works, and as our works grew the power demands grew. We therefore conceived the idea of belting each engine to a dynamo, and by loading the dynamo furnishing a convenient load for the engine. Then, instead of wasting the current from the dynamo, we installed electric motors all over our works and ran the motors (and our shop machinery) with current from the dynamos in the testing plant. Thus our testing plant became our power plant.

No Field-Test Can Be More Exacting

This is the best example of the "conservation of energy" in the world, and the system originated in our works. It practically costs us nothing to give our engines long, severe tests. Therefore we can afford to do it; and it assures every customer of ours that his engine has been thoroughly tested before it leaves the works. There is no sham about such a test. When an engine is belted up to a dynamo IT MUST GO, and keep going for hours at a stretch; it cannot be stopped for any trivial reason. And this is just what it must do in the field. So that, as nearly as possible, they are tested under field working conditions.

Automatic Indisputable Record

But we were not satisfied, even with this kind of a test, until we had installed automatic recording instruments that made a continuous record of the load carried by each engine every minute of the time it was in the testing plant. This record

is made by a pen, actuated by electrical mechanism, on a circular chart which is revolved by clock work. The illustration above shows such a load record for over ten hours, with one of our 60 H.P. engines. We do not expect any engine to be worked as hard as this all the time; but it simply shows what this 60 h.p. engine can do under continuous heavy load conditions, when necessary. And every 60 h.p. engine we turn out can do as well, whenever necessary. Do you wonder that we have confidence in them? Do you wonder that they "make good" in the field under the most strenuous conditions? We don't guess at what they can do in the field WE KNOW it, because we know what they have done before they left our works.

Twenty to Fifty Hours on Trial

Every tractor we build must spend many hours in the power and testing plant—sometimes 20, sometimes 50 hours—it cannot be shipped otherwise. And before it is released from there it must make a "maximum load run," carrying a steady load well in excess of its rated power. So that when you buy a Hart-Parr tractor, you are absolutely sure that it has been given the most exacting factory test that can possibly be devised, and has "made good."

Buyer Gets Blue-Print Facsimile

These autographic records, for the entire time under test, are filed away with the records of each particular engine, and can be referred to at any time. Furthermore, we will hereafter furnish a blue print of the final load record of each engine to the purchaser of that engine.

The Illustration Taken in Testing Department

The lower illustration shows a part of the interior of our power and testing plant. This building is 330 feet long, built of steel and concrete. It keeps 9 or 10 of these testing sets going all the time to furnish power for our works. The building will hold 21 such sets. When we require more power, we will be building more engines, and hence will have more engines to be tested. So we will install some more dynamos. Simple enough, isn't it? And yet how comprehensive, how certain to produce the best possible results. We are the only builders that give their tractors such continuous, exacting tests. Others cannot afford it unless they copy our system.

Cheap Kerosene Used

All our engines are tested on low grade kerosene (kerosene distillate) which now costs only 3.4 cents per gallon delivered at our works in tank cars. We have built nothing but kerosene tractors ever since 1906.

We are the Originators of the Kerosene Tractor

A Cordial Invitation

We wish every prospective customer could visit our works and see not only how we test our engines, but how we build them in the first place. See the care that is taken in every detail of the work; see the perfect SYSTEM that prevails everywhere. He could then understand why we can build tractors of such high quality, such certainty of performance, and sell them at such reasonable prices. We cordially invite you all to come, if you can possibly do so. If you cannot come, write us, and let us send you our 1912 catalog. It is brim full of information about our tractors and the advantages of "horseless farming."

HART-PARR CO.

34 Main St., Portage la Prairie, Man.
REGINA AND SASKATOON, SASK.

The Chapin Co., Calgary, Agents for Alberta

