

*ye poet laureate*  
 John Dryden was the first to receive the official title of England's Poet Laureate; he held it from 1670 to 1700.

**R & T GARDEN TRACTOR PULL**  
**SATURDAY, OCT. 20, 1973**  
**11:00 A.M.**  
 on the grounds of Rough & Tumble Historical Assn. Kinzer, Pa.  
 Registration from 8:30 to 10:30 A.M.  
 800, 1000 and 1200 Stock Class  
 1200, 1450 and 1650 Super Stock Class  
 1450 and 1650 Modified Class

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**Plan Now For Planned Tractor Maintenance**

From spacecraft and jet planes to farm tractors and tillage attachments, technology keeps big steps ahead of many equipment operators. But farmers cannot afford to neglect equipment upkeep anymore than can NASA or a major airline company, since farm equipment downtime becomes more costly as dependence on machines increases.

Part of the cost reduction program can be accomplished through closer relationship between dealers and their customers. Part... and this is a big part... can be done through better maintenance training of owners and operators. Basic to this owner-operator training is adopting a proven technique that is widespread throughout manufacturing, transportation, government and warehousing... and for much less complicated products than those used by farmers.

Heart Of The Problem

As in any industry, users of equipment are so preoccupied with getting out "production" that anything seemingly unproductive tends to get little attention. Considerable maintenance is done as pressing need arises. True, much preventive maintenance is done, but long after it becomes necessary to avoid onset of corrosion, wear, inefficiency and imminent breakage.

By actual analysis of equipment problems, this trading of production time gains against production time lost for repair or searches for parts is loaded against any help to productivity. Only a farmer's willingness to stock an excess of parts seemingly helps tip the balance a little... just a little.

**What's The Solution?**

In the case of farm operations, imitation of industry is an answer that already is proving its worth in agricultural fleet operations. Manufacturing is increasingly cutting its equipment costs by relying on preventive maintenance checklists based on scheduled routine maintenance on an hour of use basis. The heavy construction industry does the same. So do the utilities and the basic industries, such as mining and quarrying.

The key is the systematic use of the equipment preventive maintenance checklist for operators. In this case, we mean tractor operators because tractors peculiarly operate for more hours a year than other farm vehicles. In this way the tractor becomes immediately comparable to other engine-driven equipment such as over the road trucks, road graders and lift trucks. The engine provides the common denominator, because under any situation it requires identical treatment.

Workable preventive maintenance checklists for farm tractors will soon be available. In order to demonstrate checklist validity and to prove the benefits they offer, the Allis-Chalmers Corp. recently conducted a pilot program with selected fleet owners. A preventive maintenance checklist accompanied each tractor to be used in the program so participants could maintain control over cost and downtime.

The checklist covers maintenance intervals, hours run, deadline hours for specific maintenance functions, materials used and date maintenance was performed. At the start of each shift, each operator must inspect his tractor using

checklist instructions applicable for the hours of operation and maintenance material involved. He signs the form to indicate that the basic maintenance was performed and that the tractor was made ready for work.

As operating hours are accumulated, each fleet service manager reviews the cards in order to plan for a regular in-shop maintenance schedule. This in-depth maintenance includes engine oil changes, power train fluid changes, wheel bearing service, etc., according to recommended change intervals established by the Allis-Chalmers Agricultural Equipment Division's Engineering Department.

Each checklist includes a set of cards covering 1,000 operating hours. When a new set of cards is started, the first set becomes part of a permanent record on the tractor. Availability of this data will permit accurate determination of the total cost per hour of operation. The data also indicates what service has been performed day-by-day.

Here's what is included on these cards.

Each model of tractor has its own preventive maintenance record card because differences in size, capacities and wear factors make considerable differences in preventive maintenance requirements.

As typical of all the cards for all models, one card applies to 0 through 500 hours of operation, a second card applies to 500 through 1,000 hours. The second card also is used for operation beyond 1,000 hours. All, however, have identical instructions for preventive maintenance before starting up a tractor. These include: clean air cleaner cup; clean pre-cleaner bowl; check radiator coolant level; check engine oil level; check power director and hydraulic oil level. Other requirements are: check water separator element; lubricate three-point hitch assembly.

Here are typical differences:

- Maintenance performed -
- Change engine oil, filters:
- Q-500 Hours - 50, 200, 350, 500
- 550-1,000 Hours - 650, 750, 950
- Change engine oil alone:
- Q-500 Hours - 125, 275, 425
- 550-1,000 Hours - 575, 725, 875.

- Check transmission oil level 50, 100, 150 500, 550, 650 and at each successive 50 hour intervals following.
- and at each successive 50 hour intervals following.

(Continued On Page 18)

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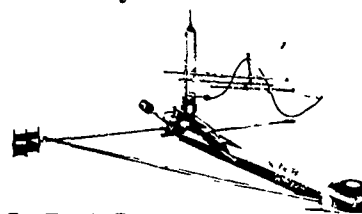
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