CATERPILLAR

"results"

CATERPILLAR

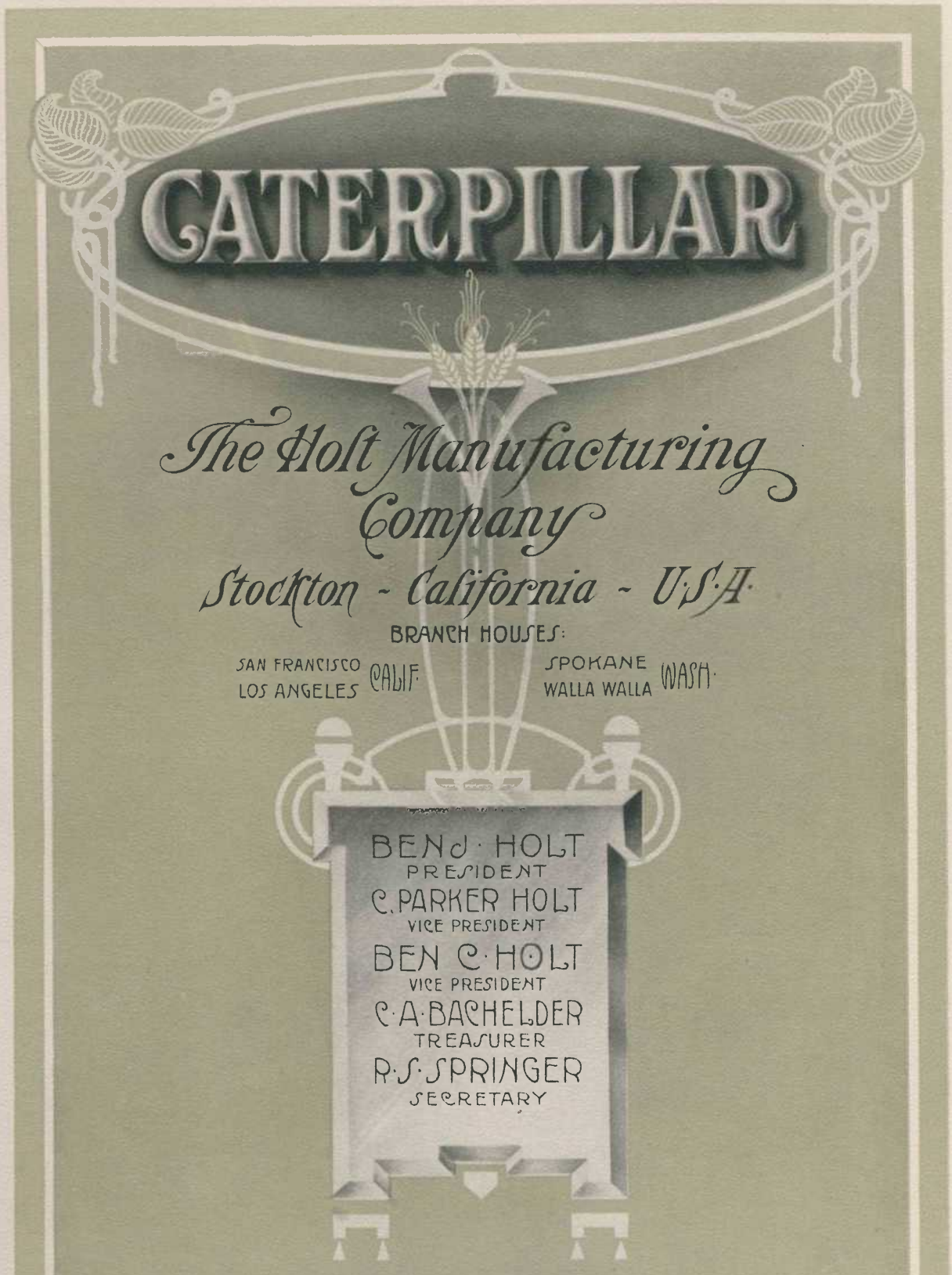
"Results"

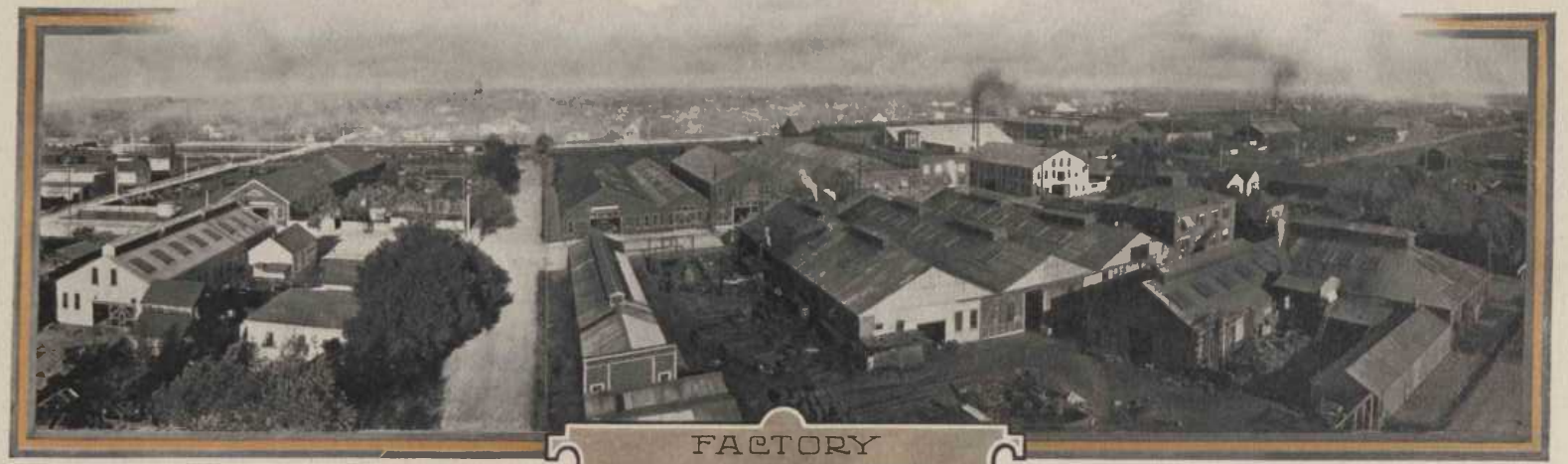
CATERPILLAR

REGISTERED IN UNITED STATES PATENT OFFICE

BULLETIN TE 40

BB
BOLTE & BRADEN CO., PRINTERS
50 MAIN STREET, SAN FRANCISCO


CATERPILLAR
The Holt Manufacturing Company
Stockton - California - U.S.A.
BRANCH HOUSES:
SAN FRANCISCO
LOS ANGELES
CALIF.
SPOKANE
WALLA WALLA
WASH.
BEN J. HOLT
PRESIDENT
C. PARKER HOLT
VICE PRESIDENT
BEN C. HOLT
VICE PRESIDENT
C. A. BACHELDER
TREASURER
R. S. SPRINGER
SECRETARY



FACTORY

STOCKTON ~ CALIFORNIA

U.S.A.

The Caterpillar

The Caterpillar is a known quantity. It has success back of it. It is not an experimental venture or an untried theory, but the proven product of a substantial, progressive manufacturing organization.

The Caterpillar is built by The Holt Manufacturing Company of Stockton, California. Through 28 years of general manufacturing experience, and 21 years of experience in building the foremost steam Traction Engines on the market, they have gained a knowledge of the difficulties and conditions found in Traction Engine work, that could be gained in no other way and in no shorter time. This long experience in manufacture as well as actual field work, has proven an invaluable asset in building the Caterpillar.

While the principle of the Caterpillar is new to many people, after seeing its construction and especially the wonderful work it does, it will readily be conceded to be the only practical way to carry great loads over the uneven surface of our roads and fields, and to give tractive surface and power sufficient to pull such loads under the severe conditions every traction engine will experience. The great reliability of the Caterpillar was proven by five years of extensive testing and actual use on our experimental farm, and at our own plant, before it was placed on the market. Since it has been placed on the market scores of them have been sold and the satisfaction given can best be told by the enthusiastic letters in which the owners endorse the Caterpillar.

Though the Caterpillar is a large machine for heavy work, it is built with precision and care seldom found in the construction of heavy machinery. In both general design and mechanical detail, it shows the careful study of the most competent engineers. The design is not complicated. Simplicity is the keynote of construction and the material used is of the highest grade. The result of these efforts is a machine that, not only on account of its thoroughly good principle, but also on account of its merits as a machine of wonderful construction and inherent durability, has proven to the world that it is efficient and will permanently remain efficient.

Adaptability and Efficiency of the Caterpillar

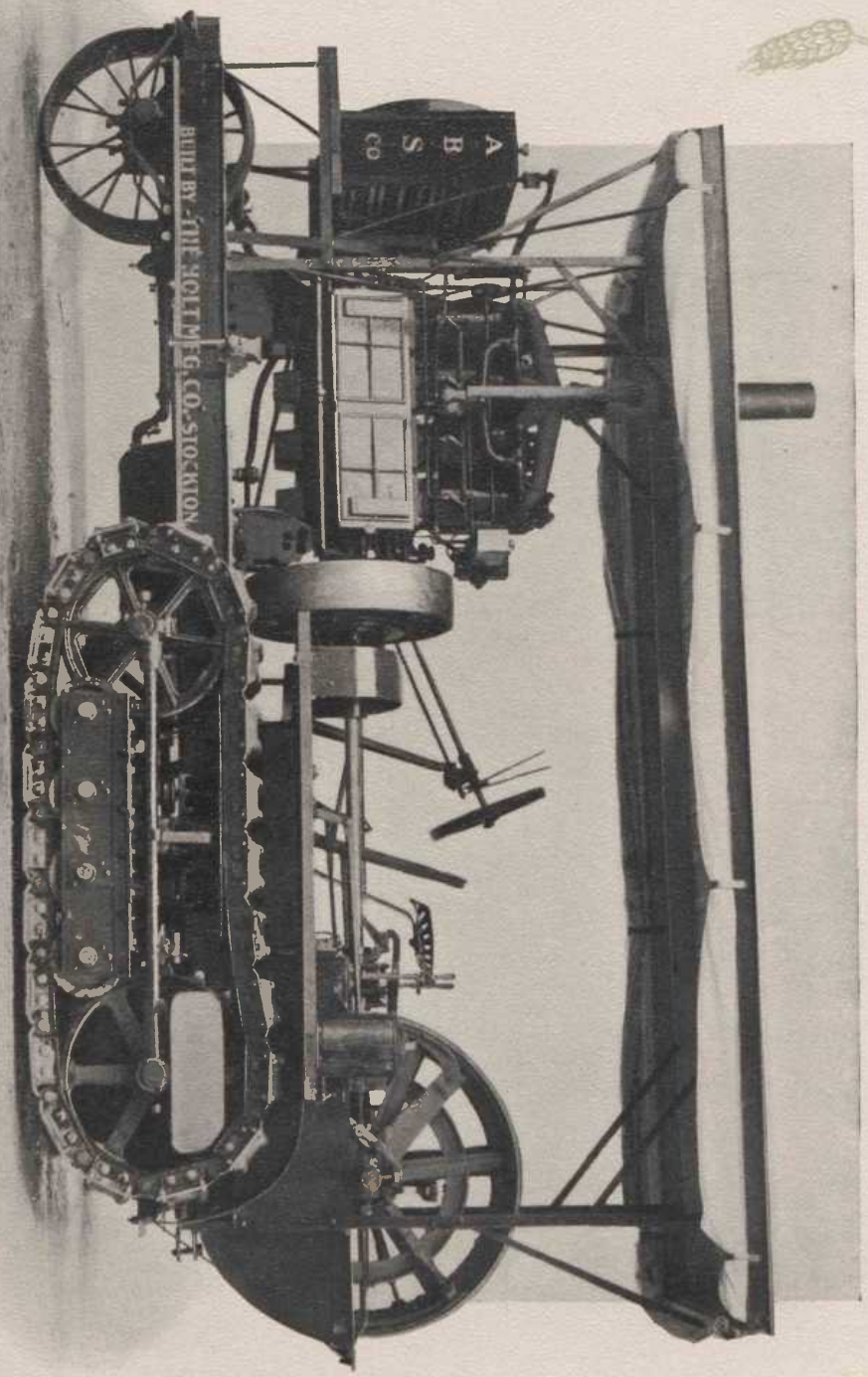
The adaptability of the Caterpillar is practically unlimited. Its efficiency is wonderful. From the torturous hot sand fields of the Mojave Desert to the highest Sierras and Rockies, and from the low, wet Delta Lands to the beautiful valleys and farms, the Caterpillar has proven its worth.

On the desert you will find the Caterpillar doing work no other power will do. The terrific heat, the loose sand roads, and the scarcity of water, any one of which prevents the use of other powers, have no terror for the Caterpillar. The simple economical motor furnishes an abundance of power at all times, and the Caterpillar, possessing its own track, lays it on the sandy ground, changing the roadbed from loose sand to a smooth steel track, over which it rolls with ease.

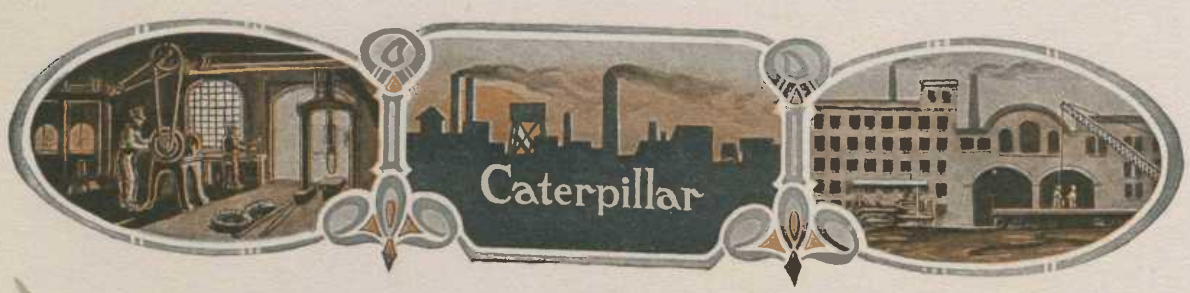
In the highest mountains, where the roads are rough and the grades long and steep, the Caterpillar is hauling logs, lumber, ores and other freight. It is doing this work under the most severe conditions and in a manner never before thought possible.

Then again we find the Caterpillar in the low delta lands, where the ground is so soft horses can not walk on it, and a wheel Traction Engine is impossible. Here the Caterpillar is working right along with the same steady power that has always characterized it and made it famous before the whole world. The soft bottom lands do not affect the Caterpillar; it does not mire, but moves steadily on, doing its work on ground that looks even dangerous to walk on.

In the valleys and on the farms the uses of the Caterpillar are innumerable. First it does the Plowing, Harrowing and Seeding; then the Harvesting, Threshing and Hauling; after that and between times it is free to do any other work one may have for it. It will furnish power for the blacksmith shop; pump water for irrigation or possibly to drain the low lands; it will run Saw, Feed or Flour Mills, barley Crushers, and in fact anything that needs a good steady power. The Caterpillar is at its greatest capacity on a farm; not because the conditions under which it may work are possibly better, but on account of the owner being able to furnish it with so many different tasks, all of which it will handle so successfully.



Side View Showing Caterpillar Wheel and Spring Mounting



General Description

MOTOR

4 Cylinder, 4 Cycle. Cylinders cast separately with Valves in Head. Heads removable.

BORE—

6½ Inches.

STROKE—

8 Inches.

POWER—

45 B. H. P. continuously at 550 R. P. M.

COOLING—

Water. Vertical Tube Radiator and Fan.

IGNITION—

2 Separate and Complete Systems.

CURRENT SUPPLY—

Magneto and Dry Cells.

LUBRICATION—

Constant Level Splash System.

MOTOR CONTROL—

Automatic Governor Regulating Throttle. Hand Levers on Steering Wheel regulating speed within the limits of the Governor.

TRANSMISSION

CLUTCH—

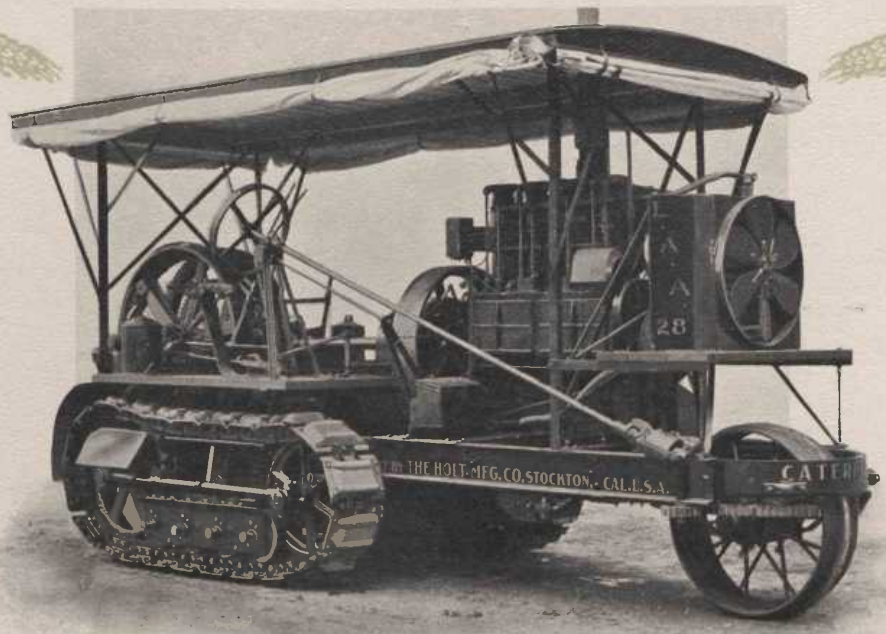
Multiple Disc, giving easy but positive engagement.

DRIVE—

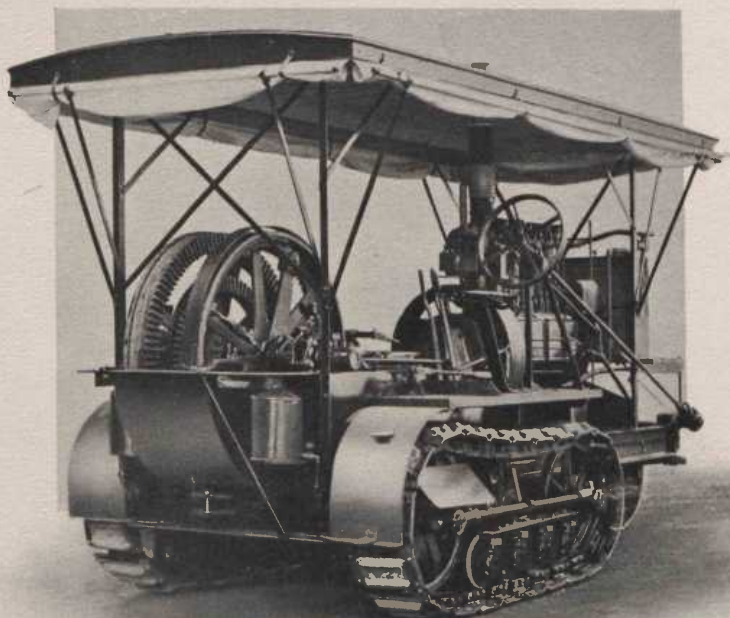
Shaft with Bevel Gears to Counter Shaft. Double Chain to Caterpillar Wheels. Drive to each Caterpillar Wheel governed by Positive Frictions allowing entire machine to be driven by one Caterpillar Wheel if necessary.

SPEEDS—

2 Forward and 1 Reverse. All speeds on Direct Drive. No Reduction gears in mesh on any speed.



Front View Showing Steering Gear and Front Wheel



Rear View Showing Driving Mechanism

CATERPILLAR WHEELS

Four Steel Truck Wheels on each side carry the weight of the Engine. Truck Wheels turn on case hardened machined Steel Gudgeons, designed so they may be kept free from dirt and easily lubricated.

TRACK—

The Track is built up of 5/8x3½-inch, 50 Carbon Steel Plates. The Joints are formed by Case Hardened Pins turning in Sleeves of Malleable Iron Bushed with Hardened Steel.

TRACK PLATES AND SHOES—

Track Plates are of drop forged steel and designed to prevent all dirt and dust from entering bearing. Track Shoes are Drop Forged Plow Steel shaped to give a firm grip on road surface, without damaging it in any way.

FRAME

MAIN FRAME—

8 Inch "I" Beams thoroughly braced and trussed.

SPRINGS—

Weight of Caterpillar carried on Double Coil Springs, relieving entire mechanism of practically all road vibration.

FRONT WHEEL—

Heavy Round Spoke. Spring Mounted.

STEERING GEAR—

Worm and Complete Gear. Irreversible.

TANK CAPACITIES

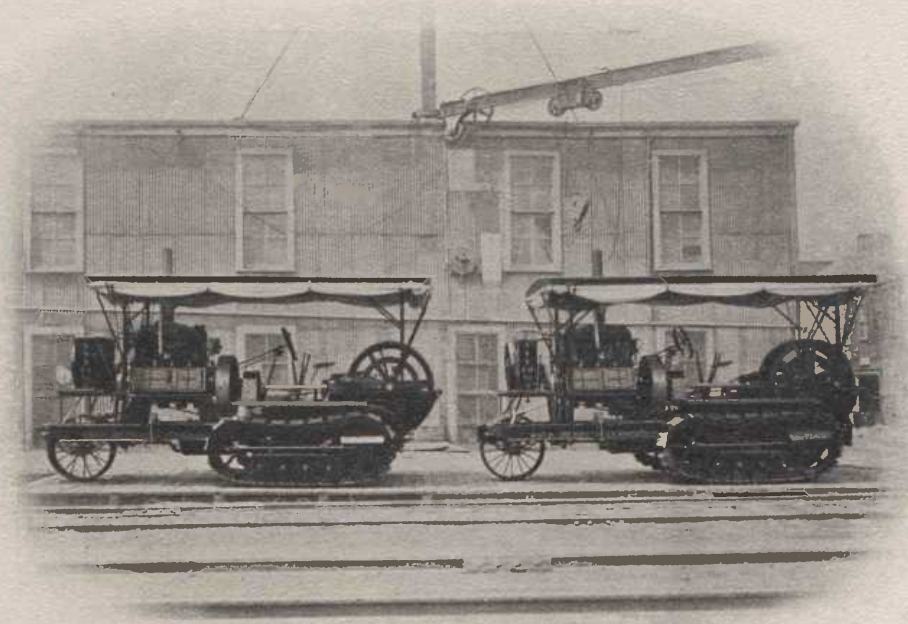
Fuel Tank, 70 Gallons. Water Tank, 56 Gallons.

PRINCIPAL DIMENSIONS

Height over all	11 Feet	1 Inch
Length over all	18 Feet	7 Inches
Width over all	7 Feet	
Tread		82 Inches

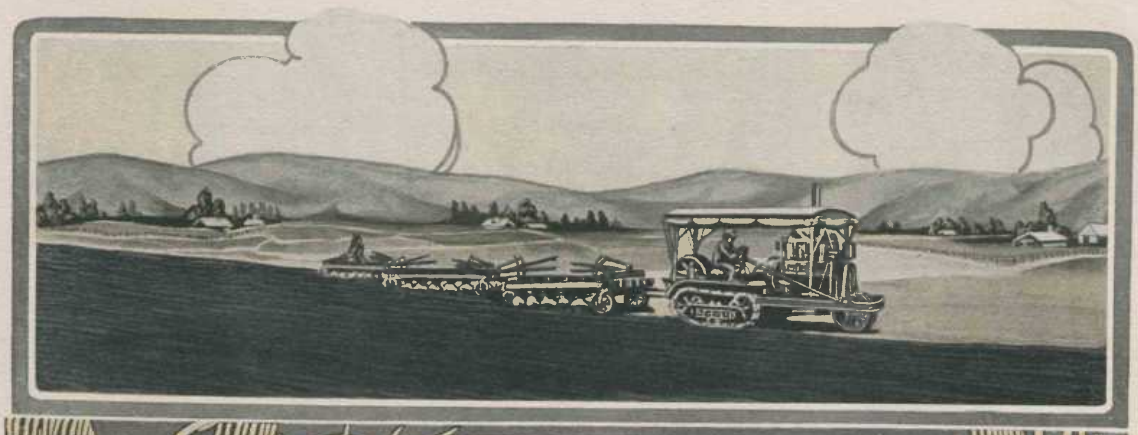
WEIGHT

Weight fully equipped, 16,800 lbs.



Two Caterpillars loaded for shipment to the Sacramento Valley Sugar Co.
Hamilton City, California

A train of 19 Wagons ready for shipment to the City of Los Angeles, California



SUCCESS in Plowing is not wholly a matter of turning furrows in the proper manner. It is also essential that the work be done speedily and at low cost.

The Caterpillar has set a new standard in efficiency and economy in Plowing. It has reduced the cost materially and is doing the work better than is possible by any other method.

The Caterpillar will do your Plowing when the ground is in the proper condition; in the wet weather, when the ground is soft, or in the dry weather when the ground is hard. It needs no special conditions. It will work 24 hours a day. It never tires but always moves along with the same regularity.

The cost of operating the Caterpillar is low. The average fuel consumption is 35 gallons per day. A gallon of lubricating oil will last the same length of time, and best of all, it is an expense only when in operation.

IT COSTS NOTHING WHEN IDLE.

Alpaugh, Cal.,
July, 19, 1910.

Tagus Ranch Co.,
Tulare, California

Gentlemen:

I am in receipt of yours of the 12th inst.

Referring to The Holt Caterpillar Engine, will say that in my opinion it is the greatest production of the farming age. I am operating one on general farming work and it has filled every expectation. At the present time, I am plowing dry tule land, covered with a five-year growth of tules that stand in a solid mat 10 feet high, and turning them under 10 inches deep, in a manner I challenge any tool on earth to equal.

My engine has been in use sixty days, hauling on road and plowing. I use 40 gallons of distillate per day of 12 hours. Repairs, I have not required any. You can figure that an engineer and helper, with 40 gallons of distillate and sufficient lubricating oil, will take the place of 35 good mules and as much expense as it takes to run them, saying nothing of the freedom of labor troubles.

Yours very truly,
W. H. WILBUR.

Grafton, Cal.,
August, 2, 1910.

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

It has been three weeks now since the delivery of my Holt Caterpillar Engine. I have been using the engine on some very rough tule ground, mashing down the tules and smoothing up the ground. The engine has been doing very satisfactory work and I am more than pleased with it.

I expect to have the engine plowing within the next two weeks, and there is no question in my mind but that the engine will continue to do very satisfactory work. At the present time, the engine is doing the work of 40 head of horses.

Yours very truly,
YOLO RANCH CO.
Per. H. C. HINCHLEY.

Caterpillar owned by W. H. Wilbur, Alpaugh, California,
Breaking Tule Jungle

No other Power, Horses or Engine, can traverse this mass. The Caterpillar not only does this, but also pulls a Roller and 10 Disc Plows, plowing 10 Inches Deep

Farmington, Cal.,
August 29, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

We have one of your Gasoline Caterpillar Traction Engines, 45 horse power, which we have been using for plowing, harvesting and hauling grain.

We plowed 24 acres per day, with a fuel consumption of 4 gallons per hour, plowing 6 inches deep and 110 inches wide. This plowing cost us 45 cents per acre.

The Caterpillar Engine has given us excellent satisfaction and we find that we can do our farm work for one-half the expense of what it formerly cost us to do our work with horses.

After a season's work, the engine is as good as new. We are very well pleased with our investment.

Yours very truly,

WILLIAMSON BROS.

King City, Cal.,
February 7, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

We are in receipt of your favor inquiring in regard to our Traction Engine. Will say in reply that we are pulling 8 ft. of plows at present, in about the worst gumbo soil I have ever seen. In other soil, which is somewhat lighter we pulled 10 ft. of plows. We also pull 20 ft. of drills with harrows behind them, over plowed land, which we consider a feat that no other type of traction engine could do, except the Caterpillar. The depth of plowing has been an average of 5 inches. We use about 40 gallons of distillate per day of 12 hours.

Thanking you for past favors and wishing you much success we remain,

Yours very truly,

WALKER BROS.

Caterpillar pulling 160 inches of Plows.
E. A. Brim, Williams, California

Breaking Virgin Sod. Eight, 14 Inch Furrows 8 inches deep.
S. A. Wright, Dunkirk, Montana

Suisun, Cal.,
August 10, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

The Caterpillar has been in continuous use since its arrival, about July 8th, pulling two 20-inch plows, to a depth of 11 inches. The fuel consumption has been small averaging about 30 gallons a day.

Our land on Grizzly Island is a mixture of peat and sediment, having been used as a pasture since it was reclaimed nearly 40 years ago. There is a growth of very tough salt grass sod, and when dry, the horses can not pull the plows; when wet, the horses will mire down. This land has never been plowed before, because it was not practical and economical to plow with horses.

The only type of traction engine that can be used on our land is the Caterpillar, and our Caterpillar is certainly doing this work well and economically. The Caterpillar has proven very satisfactory to us and is deserving of a great deal of credit.

Respectfully,
BERT A. CHAPLIN.
F. N. CHAPLIN.

Le Grand, California.

Drove Caterpillar from Stockton to Le Grand, a distance of 68 miles, over regular county roads, without any trouble whatever. Am now plowing night and day. Engine giving excellent satisfaction.

W. M. MAZE.

Madera, Cal.,
January 23, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

In regard to the Holt Gasoline Caterpillar Traction Engine, will say that I am doing my plowing for one-half of what it has cost me previously in doing this work with mules.

Yours truly,
J. L. FREEMAN.

In Virgin Soil, pastured since reclaiming. Pulling 2, 24 inch Plows, at a depth of 12 inches

Turning Salt Grass Sod on Grizzly Island. Caterpillar and Haines Special Plow owned by F. N. & Bert R. Chaplain, Suisun, California

Le Grand, Cal.,
January 30, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

In reply to your favor of a few days ago, inquiring how we are making it with the Caterpillar Traction Engine.

On account of green men, bad weather and the time spent in trying out different plows, we have not, up to date, run the engine steadily, except a few days of ten hours at a time, when we plowed, sowed and harrowed about 30 acres per day. We are using about 35 gallons of distillate in a ten hours' run.

Comparing it with mules, will say that the engine has so much in its favor that if we had to farm with mules, we would cut farming out.

Thanking you for the interest you have taken in this tractor since we have had it, we are,

Yours very truly,

CUNNINGHAM CORPORATION.

Holly, Colo.,
August 31, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

In March of 1910, we bought one of your Caterpillar Engines for general farm use. The repairs on this engine have been light so far, but we have not used it a sufficient length of time to state positively what the result would be from an economic standpoint.

We were, however, impressed to such an extent that we have ordered and just received two more of the engines. We are inclined to think that the Caterpillar Engine will revolutionize farming.

Yours very truly,

THE HOLLY SUGAR CO.

Plowing 30 Acres per day. Cunningham Corporation, LeGrand, California

Putting Land in condition for Sugar Beets. Holly Sugar Co., Holly, Colorado

Oxnard, Cal.,
February 1, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

After using one of your Gasoline Caterpillar Plowing Outfits for the last three weeks, I want to say that it has given entire satisfaction in every respect. I can plow, harrow and pulverize my land for one-half what it would cost me using horses.

At this time I can not suggest any improvements in the construction of your engine, and to show you that I mean what I say, I wish to place with you my order for a similar engine to the one I recently bought from you, providing you can make delivery at a time satisfactory to me. Will ask you to kindly advise me as to the time you can make delivery of this engine.

With very best wishes, I remain,

Yours truly,

J. BORCHARD

Maxwell, Cal.

Building a canal with Caterpillar and Erie Scraper for the Sacramento Valley Irrigation. The greatest power for this work.

HARBINSON & KITCHEN.

Camarillo, Cal.,
August 16, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

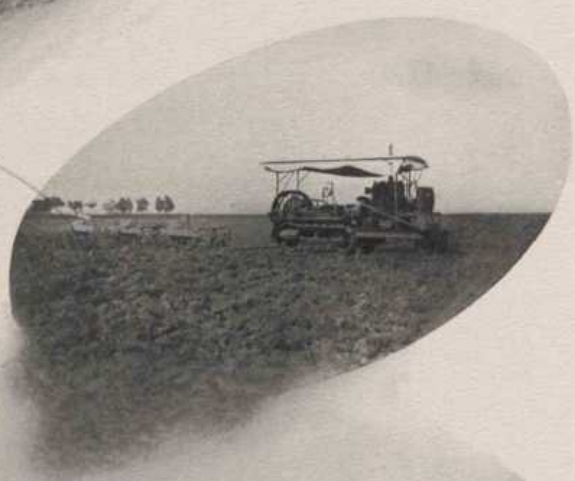
The Caterpillar engine I purchased last November is a success, and does the work we bought it for better than we expected.

We plowed four hundred acres dry, a depth of from 10 to 12 inches. Plowed about ten or eleven acres a day, working about eight hours a day, at a cost of not over fifteen dollars per day, which included three dollars charged to depreciation.

Yours very truly,

Wm. A. ARNEILL

Pulling 12, 14 inch Plows.
Columbia View Farm,
Trinidad, Washington



R. L. McCabe Plowing
Outfit at Byron,
California

Plowing a strip 12 feet wide.
Replacing 30 horses

Floribel Ranch, Hardwick, Cal.,
July 30, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

I have been operating one of your 1910 Caterpillar Engines on my ranch in Kings county, Cal., since last January. The breaking up of new sod, by means of the engine and Haines-Houser Disc Plows, has been very successful.

The following is a copy of the books for a 35-hour run, as an example of what the engine costs me to operate.

135 Gallons Distillate	$13.50
2 Gallons Cylinder Oil	.90
Crude Oil and Miscellaneous	3.40
Labor	15.75

In the above mentioned time, 65 acres were plowed, at a cost of about 52 cents per acre.

Very respectfully yours,
CERF ROSENTHAL.

Los Angeles, Cal.,
September 23, 1910

The Holt Mfg. Co.
Stockton, California

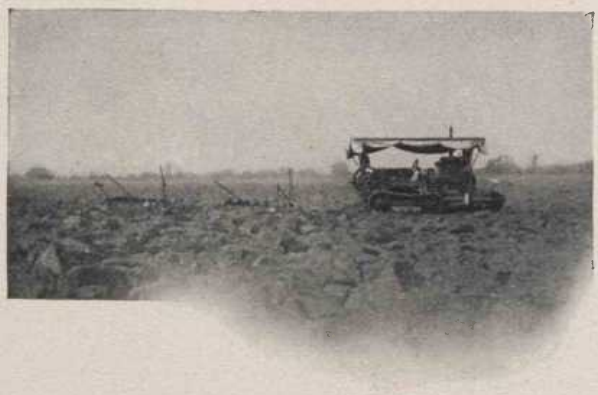
Centlemen:

Herewith I beg to hand you my check No. 8724 for $2,650, to cover balance due as per your invoice of August 25th, for payment on Gasoline Caterpillar Traction Engine.

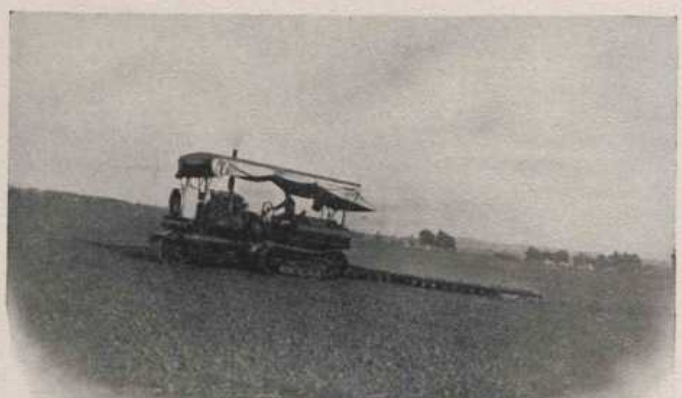
I desire to tell you that this engine is giving me the most perfect satisfaction in plowing on my Ranch near Angiola, Cal., and in every way far exceeds the representations made by your agent, Mr. Hadley, as to what it would do when I ordered it. We are now plowing, both day and night shifts, pulling thirteen big disc plows and it does not seem to be any load for the engine at all; the depth of furrow runs from 6 to 8 inches. The engine is simple, easily handled and controlled, and I think I have solved the plowing situation on my ranch, where a large acreage must be turned over in the shortest time possible, and where the soil is very soft from overflow water and irrigation. You are at liberty to quote me in the strongest terms as to the general efficiency of this engine and the satisfactory manner in which it does its work.

Kindly receipt invoices attached and return to my office.

Yours truly,
C. A. CANFIELD



Caterpillar and Haines-Houser Disc Plows, owned by Cerf Rosenthal, Hardwick, California



Cultivating Land for Beans. Frank Barnard, Sawtelle, California

One of the Four Plowing Outfits owned by the American Beet Sugar Company

Pendleton, Oregon,
June 18, 1910

Mr. A. S. Bennett,
The Dalles, Oregon

My Dear Mr. Bennett:

Yours of the 15th inst. at hand, and in reply will say that I have been using The Holt Caterpillar Engine for some time, and I deem it practical and it is certainly a success.

I used it in plowing 960 acres this spring, and the actual cost per acre was 47 cents. We made an average of 30 acres per day with the starting which always draws back some.

We ploughed as high as 35 acres some days, and used (9) nine (14) fourteen inch plows (but it could have pulled (12) twelve plows as well). Ploughed to the depth of 8 to 9 inches.

We also made a test on rolling land, and found it very satisfactory in every way. Everything was always in favor of the engine, and I am well pleased in the way it works in general. I expect to use it in pulling my Harvester when cutting my 960 acres of wheat.

I find that the Engine far exceeds every representation made by Mr. Ben C. Holt to me, and I can not recommend this Engine any too highly. For further information I am at your service.

Yours very truly,
DAVID H. NELSON.

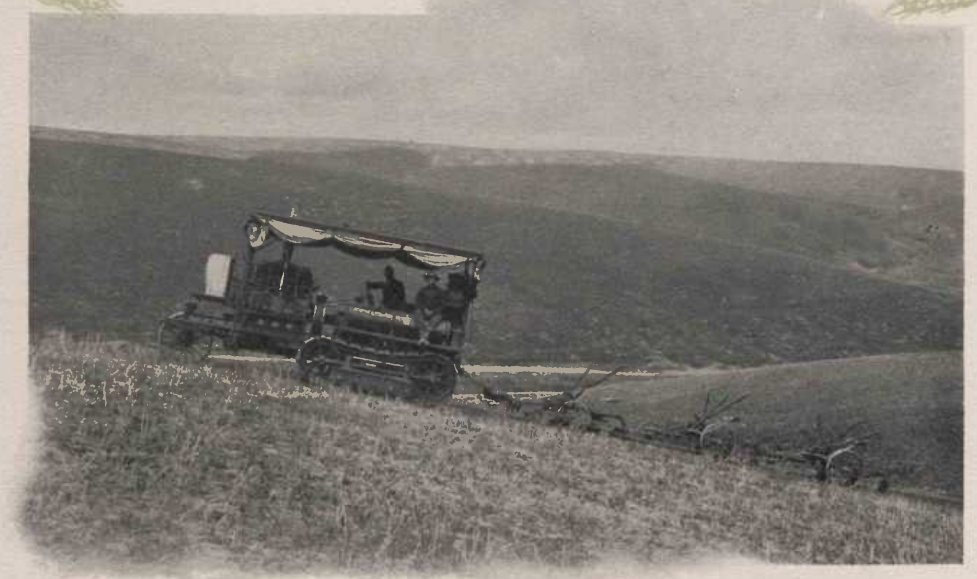
Dunkirk, Mont.,
August 22, 1910

The Holt Mfg. Co.,
Spokane, Washington

Gentlemen:

I consider the Caterpillar Engine superior to any make of Engine I have seen operating in Montana, and I have seen them all.

Yours very truly,
S. A. WRIGHT.



The Caterpillar does wonderful work in the hills

Caterpillar Plowing
Outfit of
David H. Nelson,
Pendleton, Oregon

San Francisco, Cal.,
August 8, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

We take pleasure in advising you that we have operated one of your Gasoline Caterpillar Traction Engines for the past year, most successfully. It is an ideal machine to plow with on soft peat land, especially on land which has been badly cracked, and on soft damp land where it would be impossible to use horses. We have been plowing damp land where the water followed the furrow.

The average operating expenses per day of ten hours are as follows:

Labor	$ 5.50
Fuel	3.50
Lubricating Oils	.50
Repairs and Maintenance	1.50
	$11.00

Our Caterpillar has been used to plow and disc the toughest kind of virgin and buckskin peat. In this plowing we are required to cross numerous partially graded small sloughs. We are using one Haines-Houser three gang 14 inch plows, plowing to an average depth of 6 inches. In a ten hour day, we plowed on an average of 12 acres, making our total cost per acre about 91 cents. Our cost of plowing this land with horses was around $2.50, and we suffered a number of losses by horses stepping into cracks and badly injuring their legs. In discing this same land, we pulled 30 feet of disc harrows, at the rate of 2½ miles per hour, which is equal to 9 acres per hour. Our cost of discing is 12 cents per acre.

In conclusion, will say that I consider The Holt Caterpillar Traction Engine the most scientific machine of its kind on the market to-day, suitable for all classes of work, cheap and simple to operate, and an engine which develops all the horse power guaranteed. We consider it indispensable to us in our present and future work of breaking up some 6,000 acres of virgin soil. We expect continued success with the Caterpillar this fall, in handling our next year's crop on the old land.

Wishing your company every success, we remain,

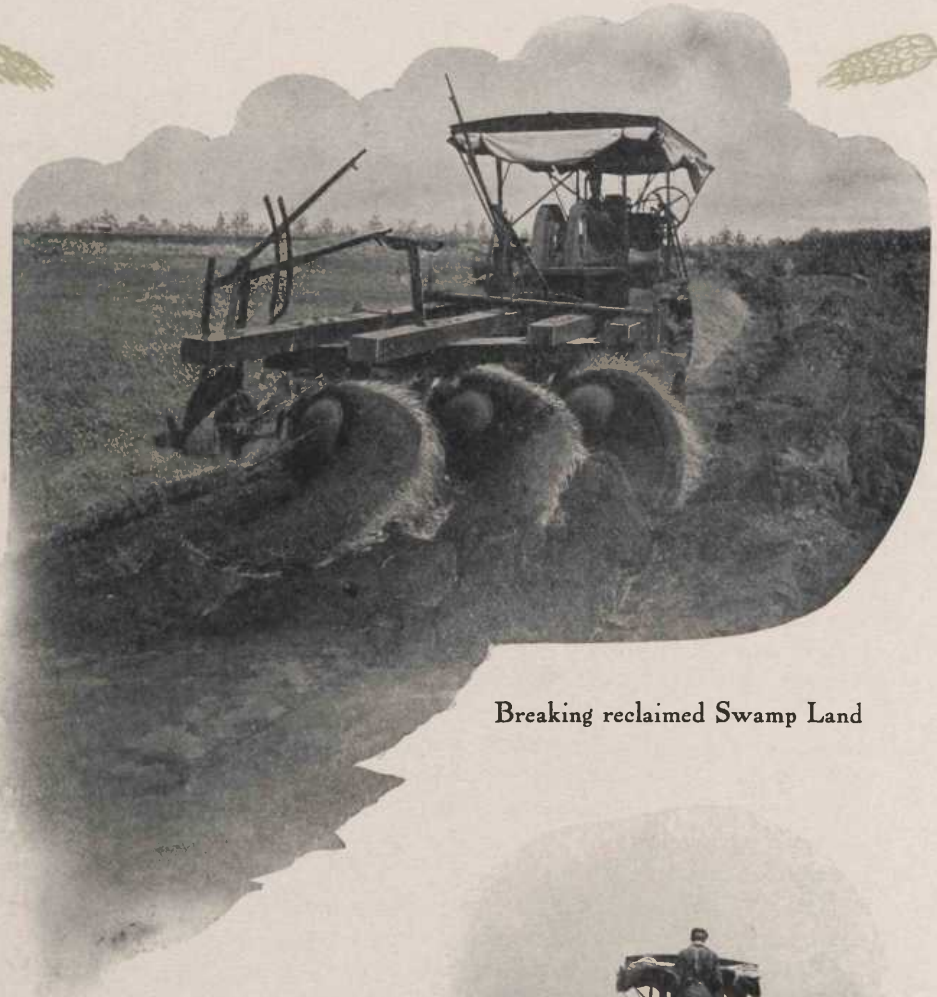
Yours very truly,

SONOMA LAND CO.
W. P. Henry, Secretary.

Williams, Cal.

Dragging 60 feet of heavy iron harrows. No work at all for Caterpillar. Engine giving excellent satisfaction.

J. S. GIBSON.



Breaking reclaimed Swamp Land

Plowing Wire Grass Sod. The Sonoma Land Company of San Francisco now own and operate 2 Caterpillar Plowing Outfits

Rio Vista, Cal.,
August 13, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

In devising a machine which multiplies the work of a day, you give the farmer an opportunity to simplify his labor and lower the cost of production.

I have purchased one of your recent inventions, the "Caterpillar," and for the space of two months have experimented with it, with the result that I find it upon the whole, satisfactory.

I conclude that while it is adapted to many kinds of service, its special function is to simplify the age-long task of plowing, by cheapening it, and yet improving it. In the Caterpillar we have an almost incredible development and application of power.

To perform the work of forty horses, viz.: to draw 14 feet of plows, 7 inches deep, with the complement of harrows attached, with a machine weighing less than 9 tons, indicates a change in agriculture as great, if not greater, than that produced by the steam harvester.

My experience does not cover a sufficient length of time to enable me to speak critically about its durability, but thus far, the severest tests made by *inexperienced* operators have not revealed any weakness of construction.

I have plowed and harrowed delta lands, which, when uncovered, would not sustain the weight of a horse; under such conditions, the fuel expense was less than 40 cents per hour.

Finally, the practical efficiency of any machine depends much on the care bestowed on details and preparation for its work.

I have no hesitation in saying, that you have done for the farmer in the field of mechanics, what the College has done for him in the great field of Agricultural Chemistry.

Yours truly,
PETER COOK.

Arbuckle, Calif.

Pulling 42 feet of Gorham Seeders with Caterpillar, over very rough summer-fallow. Would take 30 head of good mules to do the same work.

THOS. B. WOHLFROM.

Columbia Agricultural Company, Clatskanie, Oregon. Plowing reclaimed Marsh Land

The Caterpillar moves steadily over land that looks even dangerous to walk on

Condon, Oregon,

April 3, 1910

The Holt Mfg. Co.,
Walla Walla, Washington

Gentlemen:

We are running night and day with our outfit. I have two good men now. We are handling 12 plows, 14-inch, and a Dunham 15-foot soil packer. We are plowing for spring seeding only, and when we start summer fallowing, we will cut off two plows, and plow a little deeper. We are plowing about 4 inches now.

Yours very truly,

E. C. ROGERS.

Medford, Ore.,

August 13, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

Replying to yours of August 5th, regarding Gasoline Caterpillar Traction Engine, which we have had in service for the past six months, will state that this engine is doing very good work. We have been using it for pulling stumps and brush and clearing land, also to pull road grader, and in fact for all traction purposes.

We find this a very powerful engine and has given us very good service.

Yours very truly,

FRANK H. RAY.

Caterpillar Plowing Outfit owned by Mr. E. C. Rogers, Condon, Oregon

Pulling 14 Feet of Plows and a 15 Foot Soil Packer

Los Angeles, Cal.,
March 31, 1910.

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

I am farming to beans, two ranches of about 700 acres each. On one I work 30 head of horses. The soil is light and easy to work. On the other, I work your Caterpillar Engine and hire horses to do the light work. This latter expense will be cut out next season, when we will have the proper engine farm tools. The soil on this ranch is mostly heavy.

I have just written up my books for the two ranches, which I keep separate, and have the expense accounts of the two ranches, which I thought might interest you.

NOVEMBER 1, 1909, to MARCH 1, 1910.

ENGINE--			
	Depth of plowing, 10 to 12 inches.		
	Hours, 1,760.		
	Fuel—Lights, Oils and Distillates	$ 369.76	
	Labor	602.25	
	Repairs	14.00	
	Horse Hire and Labor	1,100.00	$2,086.01
HORSES--			
	Depth of plowing, 4 to 6 inches.		
	Hours, 900.		
	Feed—Hay, $12.50 per ton	$ 936.00	
	Grain, $1.60	720.00	
	Labor	1,100.00	
	Repairs—Harness	65.00	$2,821.00

We run the engine day and night, weather permitting, but since March 1st, having our work in hand, we overhauled the engine at an expense of $375, which puts her in first-class shape for another season's run, as we will have only two weeks more work for her. We will then run her under the shed and discharge the engineers, as it will not take but eight head of horses to plant and cultivate until the beans are ready to harvest next season. While on the other ranch, we will have 22 extra horses to feed, at about $6 per head, until October 1st.

Thanking you for past favors, I am,

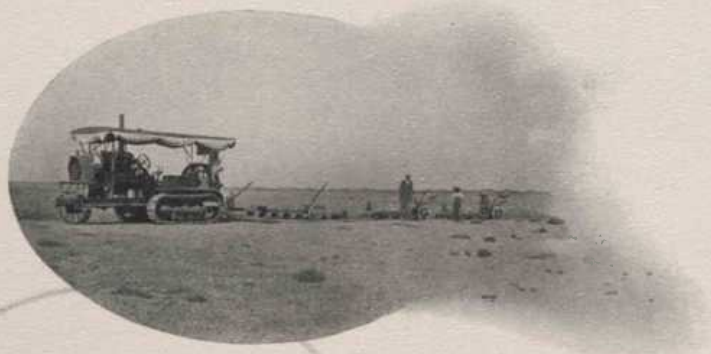
Yours very truly,

F. E. BARNARD.

Grimes, Cal.

Pulling 60 feet of harrows on the high speed. Harrow quarter section per day.

CHAS. J. FROH.

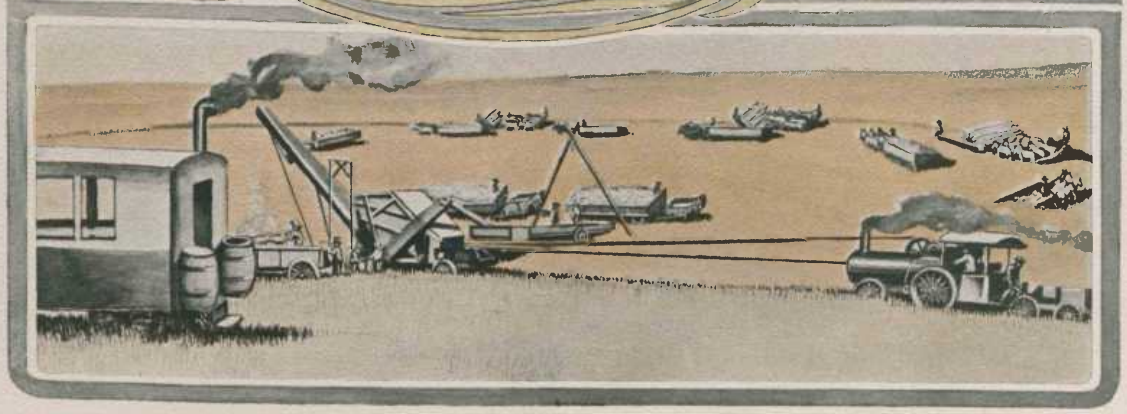


Plowing Outfit of
Iowa Land and Water Company,
Alpaugh, California

Pulling 14 feet of Plows
with Harrows

AS EVIDENCE OF REAL WORTH of the Caterpillar in the Harvest Field, in the following pages we are pleased to present the opinion of users. Accompanying these opinions are shown photographs of many different machines in operation.

The value of the Caterpillar in the harvest field can not be over-estimated. The Harvest season is a time when every moment counts and much must be done in a short period. Herein is where the Caterpillar has the greatest advantage. It takes but one man to operate it, freeing you from possible labor troubles. Its speed, a bit faster than ordinary horse travel, with its ability to keep continuously moving, allows an immense acreage to be cut each day. Its steady even power affording threshing and cleaning to be done with less possibility of waste than any other method, together with its low cost of operation, makes it an ideal power for a harvester.



Thornton, Cal.,
August 17, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

Our Caterpillar Engine, No. 1004, which we purchased from you the first part of December, 1908, has just finished its second season of harvesting 1,500 acres, on our land at Thornton.

Since purchasing the Caterpillar, we have plowed and harvested for two seasons, 1,500 acres each season, making a total of 3,000 acres. During this time, the total amount spent for repairs has been $425.96. The cost of repairs per acre is, therefore, about 7 cents. The original Caterpillar track is still on the engine and is in good condition.

The engine is very economical and is doing our work for less than one-half of what it would cost us to do the same work if we used horses or mules.

Yours very truly,
HICKEY & LAMB,
Per J. J. Hickey.

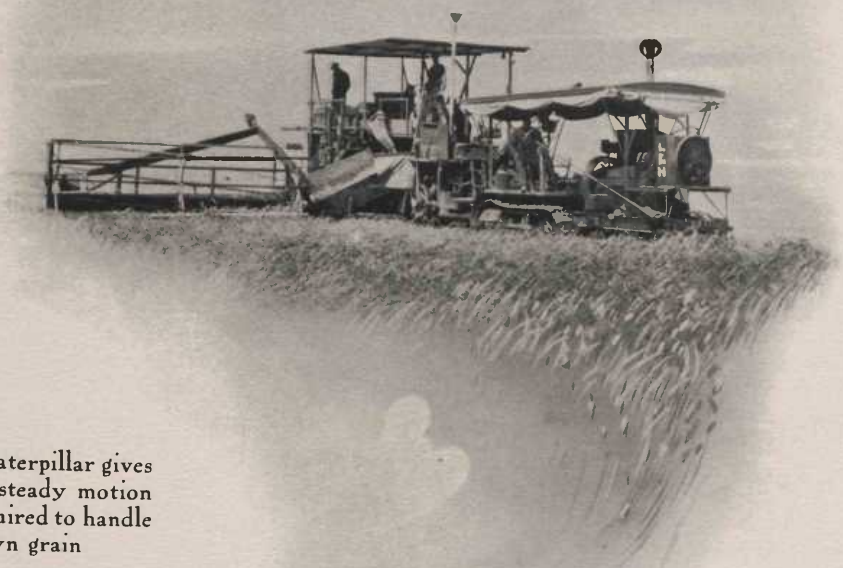
Buttonwillow, Cal.,
August 23, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

In reply to your letter of July 27th, we have had our Caterpillar Engine in use about five weeks, harvesting. It is giving very good satisfaction, and the best testimonial that we can give, is the fact that we have ordered another engine, which we received to-day.

Yours truly,
MILLER & LUX, INC.,
Per James Ogden, Superintendent.



The Caterpillar gives the steady motion required to handle down grain

Caterpillar and 24 foot Combined Harvester

Merced, Cal.,
August 8, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

I have just finished harvesting 1,800 acres of grain with the Caterpillar Engine I bought of you, and it is a grand success. The expense of running it is very small, as it required an average of only 30 gallons of distillate and ½ gallon of lubricating oil per day. It gives very steady motion and is much less expense than a team.

Yours truly,
A. P. TYCHSEN.

Pendleton, Oregon,
July 24, 1910

The Holt Mfg. Co.,
Walla Walla, Wash.

Gentlemen:

Thinking perhaps you would be pleased to learn how the Caterpillar Engines are hauling Combined Harvesters in Umatilla County, I take pleasure in advising you that we now have three of these engines at work in the harvest fields near Pendleton, Ore.

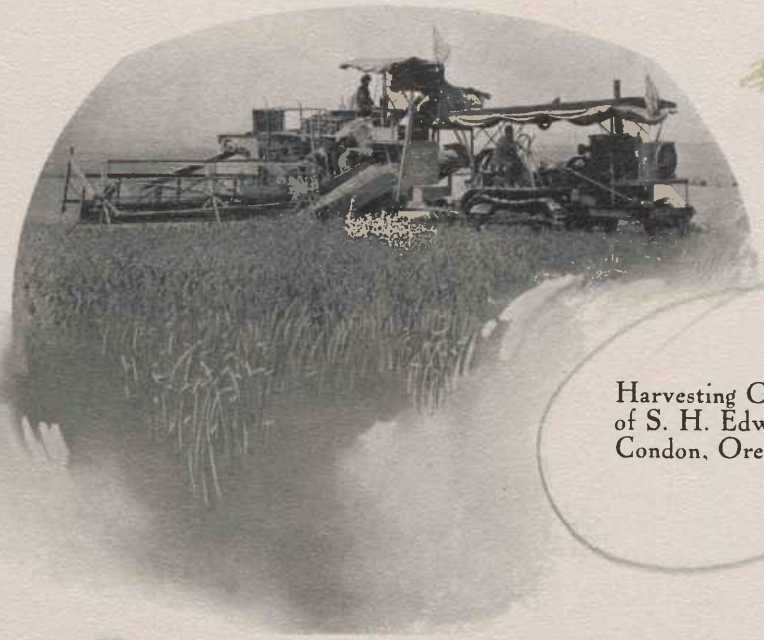
One of these engines, owned by Mr. D. H. Nelson, is pulling a 14-foot Holt Holley Harvester, and is traveling on an average of 25 miles a day, and is doing as fine work as I ever saw done with any machine.

Mr. P. B. Hoisington is working near Adams and is pulling a 16-foot Holt Harvester in wheat that is yielding between 50 and 60 bushels per acre, and is cutting about 45 acres a day. He has no trouble at all handling this grain and is saving it all.

Hamilton & Crow are harvesting on the Indian Reservation, near Pendleton, with a 20-foot Holt Regular Combined Harvester in barley that is yielding 70 bushels per acre. The Caterpillar handles this machine with ease, and travels about 25 miles a day, threshing about 4,000 bushels per day.

I consider that the Caterpillar is going to reduce the cost of raising wheat in the Northwest, fully 25 per cent from the cost at the present time.

Yours truly,
E. L. SMITH.



Harvesting Outfit
of S. H. Edwards,
Condon, Oregon

Caterpillar and 18 foot regular side hill Harvester
owned by John Caspar, Walla Walla, Washington

Pendleton, Oregon,
August 11, 1910

The Holt Mfg. Co.,
Walla Walla, Wash.

Gentlemen:

I am very busy at present, but will take a minute's time to tell you that I am well pleased with the Caterpillar Engine and Holley Combined Harvester. The cutting season has been short on account of so many machines, but I have had a splendid run. On Mr. Jerry Stone's farm, we cut eighty acres in one and three-quarter days with a sixteen-foot Holley. I think more of my Caterpillar every day.

Thanking you for past favors, I am,

Yours truly,
P. B. HOISINGTON.

Imperial, Cal.,
August 2, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

We have used your Gasoline Caterpillar Traction Engine to draw our Combined Harvester, and are perfectly satisfied with it in every way. The power is exactly what we want, and the cost per day is not great, there being an expenditure of five dollars per day for oil and fuel, and an average of one dollar per day for up-keep.

Respectfully,
LYALL BROS.

Byron, Cal.,
Sept. 2, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

The Holt Caterpillar Engine gives me good satisfaction, both for plowing and harvesting. I can easily pull my 16-ft. cut Holt Combined Harvester, making a larger acreage average, both plowing and harvesting, than I can with 30 head of horses.

I made a great saving when I sold my horses and bought a Caterpillar.

Yours very truly,
ROY L. McCABE.

Caterpillar and Harvester
owned by E. C. Rogers, Condon, Oregon

Caterpillar and 16-foot Harvester of R. L. McCabe,
Byron, California

Woodland, Cal.,
August 1, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

In reply to yours of July 27th.

I have been using the Caterpillar 48 days harvesting and it has given me the best of service. I have only lost one day on account of the engine. The consumption of fuel is about 30 gallons of distillate per day. The up-keep cost has been remarkably low, as I have spent only $7.50 in repairs. The cost of harvesting per acre with the Caterpillar is less than 95 cents per acre.

The Caterpillar is worth two harvesting teams in the field.

Respectfully yours,

GEO. D. ZIMMERMAN.

Angiola, Cal.,
September 15, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

We are very much pleased with our Caterpillar Engine. During Harvest season this year we pulled a 20 foot Harvester for 55 days, without any loss of time whatever on the part of the Engine. We used 4 gallons of distillate per hour.

Since that time we have been pulling 10 Haines-Houser Disc Plows in dry, hard ground. We have now plowed 700 acres, and are pleased to say that both the Plows and Caterpillar are giving entire satisfaction.

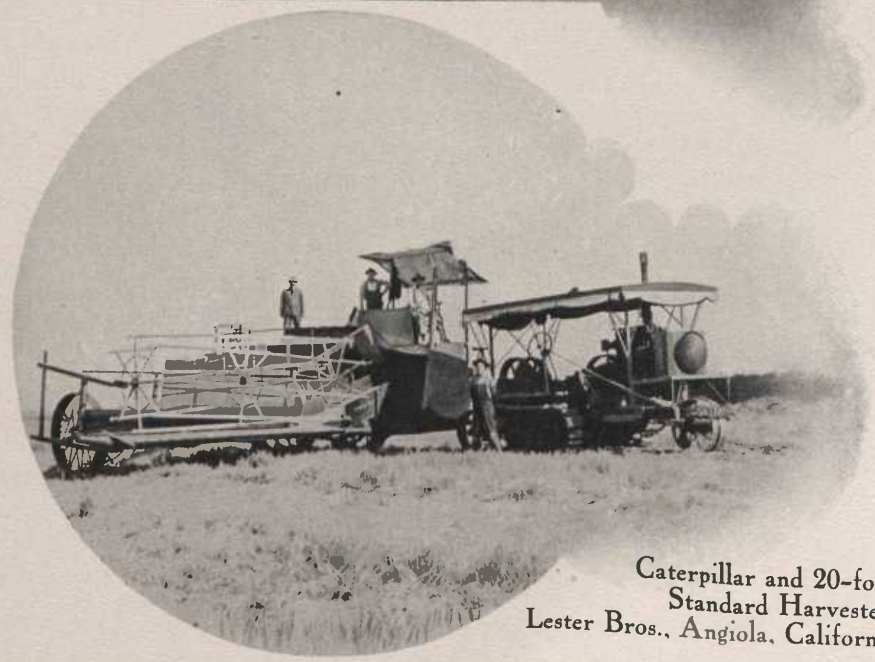
Yours truly,

LESTER BROS.,

By J. L. Lester.

A fine crop and the best way
to handle it.
Geo. D. Zimmerman,
Woodland, California

Caterpillar and 20-
foot Regular Side
Hill, owned by
John Crow,
Pendleton, Oregon



Caterpillar and 20-foot
Standard Harvester,
Lester Bros., Angiola, California

Ralston, Wash.,
September 16, 1910

The Holt Mfg. Co.,
Spokane, Wash.

Gentlemen:

I am well satisfied with the Caterpillar and the way it handled my Combined Harvester. I was afraid it would not go up some of the short, steep hills I had to cut, but it walked right up them, and Mr. Holt has certainly got the speed on them alright for running a Combined.

We harvested 880 acres in 27½ working days, without any lost time, which I consider pretty good, as we had some very weedy grain.

Yours truly,

OTIS LEONARD.

Calexico, Cal.,
August 13, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

In regard to the engine, will say that it has proved to be all that we expected, and the up-keep and fuel costs, have been much less than a person could reasonably expect, when all things are considered.

We have made no big runs, but can not blame that to anything wrong, either with the engine or separator, but rather to the fact that we are working over newly bordered land and the grain was very weedy.

We believe the engine will handle a thirty-two horse load any place stock can take it, with a fuel consumption of four gallons of distillate per hour, and a gallon of cylinder oil per day.

We have run eighty days and our extra expense, including what it will cost to put it in first class condition, will not be over one dollar per day.

Wishing you further success, we remain,

Yours very truly,

JEROME & COOK.

Caterpillar and Harvester owned by Otis Leonard,
Ritzville, Washington

Caterpillar Harvesting Outfit, David H. Nelson,
Pendleton, Oregon

Williams, Cal.,
August 3, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

I have just finished a fifty day run with your Gasoline Caterpillar Traction Engine, and found it a success from the start to the finish.

This run was made on an average of 33 gallons of distillate per day, at a cost of $3.38, and 35 cents for standard gas engine oil. Repairs amounted to $7.50 for the season.

I plowed 300 acres in nine and one-half days, at a cost of $110.00, or 36⅔ cents per acre. The plowing done by the engine was re-plowing summer fallow, pulling sixteen 10-inch plows, or 160 inches, from 4 to 5 inches deep. The rest of the time the engine pulled an 18-foot Standard Haines-Houser Combined Harvester. We averaged about 40 acres per day, and our largest run for one day's work was 1,126 sacks. The cost of harvesting per acre was 65 cents.

From the success I have had, I feel that I can heartily recommend the Caterpillar to any one who is in the field to purchase one.

Yours very truly,

E. A. BRIM.

Pendleton, Ore.,
September 3, 1910

Mr. A. S. Newland,
Ritzville, Wash.

Dear Sir:

Crow & Hamilton with an engine like mine, cut 1400 acres with a 20-foot machine, but on level ground. On different days they cut over 65 acres in 50 bushel wheat. One day they harvested 75 acres running out over 1300 sacks. My biggest day's work was 45 acres on bad ground.

Yours very truly,

EDGAR W. SMITH.

E. A. Brim, of Williams, California, cut, threshed and sacked 1126 sacks of barley in one day

Caterpillar and Harvester owned by C. A. Canfield, Angiola, California

N. P. Truchot harvested a section in 14 days, averaging 46 acres per day

Blalock, Oregon,
August 11, 1910

The Holt Mfg. Co.,
Walla Walla, Wash.

Gentlemen:

In regard to the Caterpillar Engine we purchased of you March 21, 1910, will say that we started plowing April 1st, and plowed about 1,900 acres. We pulled from 10 to 14, 14-inch plows and plowed from 6 to 7 inches deep, averaging 35 acres per day, and with a night shift, 65 acres. We find that the engine draws a good load up hill, and slides very little on a steep hillside. The cost for plowing our land was 75 cents per acre with the Caterpillar, and with horses it cost 90 cents per acre.

We have been harvesting 20 days with the Caterpillar, and 16-foot Holt Holley Harvester. We are making good progress with the outfit, and find it to be a most complete harvesting outfit. We are harvesting 30 acres per day, at a cost of $1.10 per acre for labor, fuel and lubricating oils.

We expect to get a large benefit from the use of your engine, from the fact that we can do our plowing in the proper season, much earlier than if we depended on horses. By doing our plowing early, we retain all of the moisture, which we would lose if we depended on horses; consequently, we can do a much higher class of farming.

Yours respectfully,

S. T. BUNCH & SONS.

Dunkirk, Montana,
September 28, 1910

The Holt Mfg. Co.,
Spokane, Wash.

Gentlemen:

Everything is going along nicely. The engine is running perfectly.

W. W. REID.

Caterpillar and Harvester owned by S. T. Bunch & Sons,
Blalock, Oregon

Caterpillar and Harvester of J. M. Hart, Brawley, California

Extract from Third Annual Report of the Bureau of the "Los Angeles Aqueduct," Nov. 30, 1908.

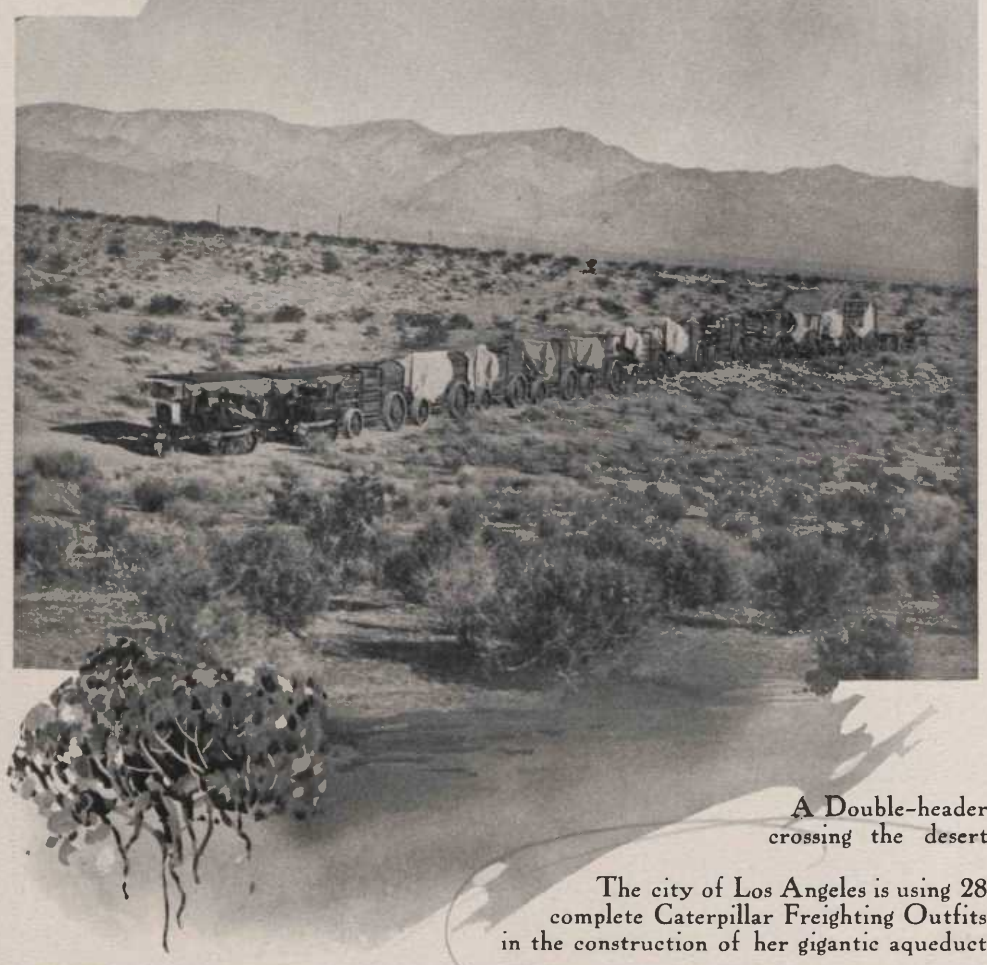
"In the effort to reduce the cost of wagon haul below that of ordinary team transportation, trials have been made of traction engines of various design. It was found that the familiar types of engines with comparatively narrow wheel treads, were useless in the deep dust and sand of desert roads. A special type, however, called the "Caterpillar" or "Paddlewheel" Engine—so designated from the peculiar construction of its rear and propelling wheels—has been placed in service with good results.

This engine, instead of having the large hind wheel commonly known, carries its weight on five truck wheels which run on a track of plow steel, so protected that it is nearly impossible for sand to reach the bearings. The hind wheels are of the sprocket type and engage an endless belt of "shoes" or "platforms" which pass around the sprocket and center wheels, 78 inches distant, the latter acting as idlers. These platform wheels have the same tractive area as an ordinary round wheel, 54 feet in diameter.

While manufactured with either steam or gasoline power, the latter has been found best adapted for use on the "Aqueduct." The motor used is of the four cylinder, vertical, water cooled type, with 6-in. x 8-in. cylinders, developing 40 brake h. p. at 550 R. P. M. Distillate is used for fuel at a cost of less than 1 cent per h. p. per hour.

The capacity of these engines naturally varies with the grade. Loads of from 15 to 20 tons are possible on level roads. Specially built trucks capable of carrying from 6 to 10 tons are used. Compressors, transformers and other heavy machinery, weighing from 7 to 10 tons, are easily transported over grades of loose sand ranging from 12 to 20 per cent, and around the sharp curves of mountain roads. Ordinary wagon transportation of such loads under like conditions would be an impossibility.

Accurate cost data has been kept of the performance of these machines, together with team haul, for the purpose of comparison. Recent work in the Jawbone and Mojave sections shows an average ton mile cost of 20 cents for engine haul, against an average of from 40 cents to 50 cents for team transportation."



A Double-header
crossing the desert

The city of Los Angeles is using 28
complete Caterpillar Freighting Outfits
in the construction of her gigantic aqueduct

Extract from Fourth Annual Report of the Bureau of the "Los Angeles Aqueduct," July 1, 1909.

"Wagon haulage from the railroad has been greatly facilitated by the employment of traction engines of the "Caterpillar" type, a style peculiarly adapted to desert conditions. With a capacity of from five to fifteen tons, depending on the grade, these engines make regular trips to the various camps at an average ton mile cost of 25 cents. It is interesting to compare this figure with the lowest bid received for this work, namely 80 cents per ton mile.

Ordinary wagon haul with teams is carried on in connection with the work of the traction engines, distributing the material to the tunnel portals, and conduit construction camps at an average cost of 50 cents per ton mile. Roads have been constructed to all necessary points on easy grades, affording ready access to the work.

The problem of transportation, which bid fair to be the chief obstacle to the successful prosecution of construction, has been successfully combated and solved by the varied methods employed; and while constant supervision is necessary, the economical haulage of materials is now an accomplished fact."

Los Angeles, Cal.,
January 22, 1910

Hegsted Jenson Co.,
Rexburg, Idaho.

Gentlemen:

In reply to yours of January 17th, will say that we have about twenty of the Holt Caterpillar Engines on our work, and find them well adapted to such work as we have; namely, heavy hauling over desert roads. We do not attempt to use them regularly on steep grades nor rough roads, although we have used them at times under such conditions, quite successfully.

Yours very truly,

J. B. LIPPINCOTT,
Assistant Chief Engineer.

Hauling Crushed Rock
on the Mojave Desert

Not a human being
but the engineer and
helper within miles

Freighting
in Arizona

Oxnard, Cal.,
August 4, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

You will be interested in the results we have obtained from the Caterpillar Traction Engine purchased from you in November, 1909.

During the plowing season we plowed from 12 to 14 acres a day, at a depth of from 9 to 12 inches, in land that contained considerable salt grass, and as a consequence difficult to plow.

The daily cost of the above work was as follows:

Engineer	$5.00	
Plowman	2.50	
Distillate, 40 gallons at 9 cents per gallon	3.60	
Oils and Grease	.67	
Estimated Depreciation	3.00	$14.77

From the above figures you will note that we are plowing at a little over $1.00 per acre, which is about one-third of what it would cost to do the same work with horses or mules.

We recently tried out our Caterpillar Engine for pulling beets and it worked very satisfactorily. We pulled two two-row plows with the engine, thus doing the work of 28 horses and saving one man.

We have had constant use for our Caterpillar since its arrival. When we were not plowing, we have used the engine for hauling beans, beets and gravel. We recently hauled a lot of beans from El Rio to Hueneme, a distance of six miles. We made two trips per day, hauling 600 bags of beans per trip. A sack of lima beans will average 80½ pounds, which means that we were hauling a little over 24 tons to the trip.

In hauling beets, we used four wagons, each containing a little over five tons of beets. On our present haul of six miles, we are making three round trips per day of 14 hours, using three men, the third man making the last trip and putting the engine in condition for the first trip in the morning.

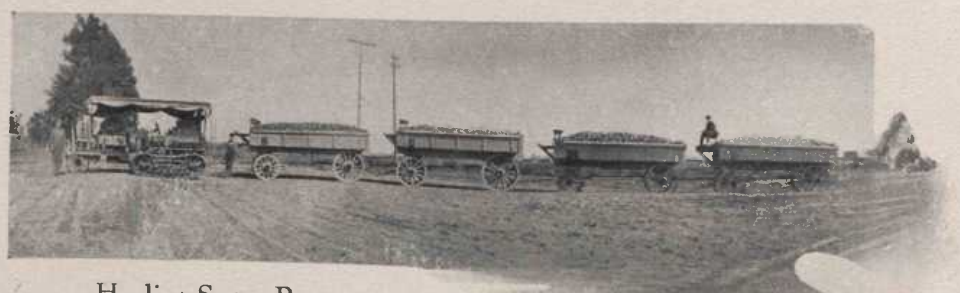
The cost per day for hauling beets is as follows:

Head Engineer	$5.00	
Second Engineer	3.50	
Swamper	2.80	
Distillate, 55 gallons	4.67	
Oils and Grease	.75	
Wear and Tear on Outfit	3.00	$19.72

As the engine hauls 20 tons per trip, or 60 tons per day, the cost is 32.8 cents per ton. We figure that the cost of hauling by team over the same road, is at least 80 cents per ton. Yours very truly,

THE AMERICAN BEET SUGAR CO.,
J. A. Driffill, Manager.

A Gravel Train



Hauling Sugar Beets

A Load of Sugar

Three of the seven Caterpillar Outfits operated by the American Beet Sugar Company

Los Angeles, Cal.,
August 11, 1910

The Holt Mfg. Co.,
Stockton, California.

Dear Sirs:

In reply to your letter of August 2d, addressed to Mr. W. L. Stewart, which has been handed us for reply, have to advise that our experience in using the Caterpillar Engines has been on the whole very satisfactory.

We find that the engine can be operated for about 75 per cent of the working days, the remaining 25 per cent being required for making of repairs and unfit weather conditions. Our experience has shown that the engines can haul either two 8-ton trucks or one 8-ton truck and one 15-ton truck, loaded to about 12 tons, at the rate of 15 miles per day, using 24 gallons of distillate, .02 gallon of lubricating oil and about 3 pounds of cup grease, making the cost per day in round figures $11.00.

We purchased two of your engines the first day of October, and four additional ones the first day of November, and in averaging up the work, together with the expense incurred, we find that our material was hauled at an output of 15 cents per ton mile.

Yours truly,

PRODUCERS TRANSPORTATION CO.

By L. C. Leeds.

Fallon, Nevada,
December, 28, 1909

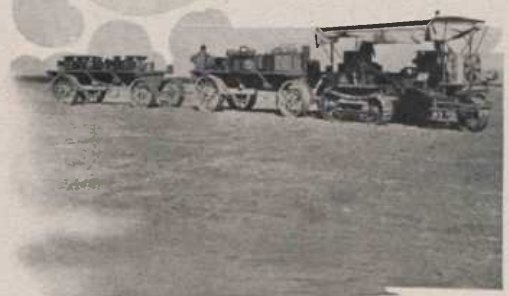
The Holt Mfg. Co.,
Stockton, California

Hauled twenty tons over slick, icy road. Engine a marvel.

R. L. DOUGLASS.

Three of the six Freighting Outfits operated by the Producers Transportation Co., at work on the 231 Mile Pipe Line

Hauling Oil



A load of Heavy Cast Pipe Flanges

Transporting 15-ton Boiler Units for Pipe Line Pumping Stations

Hanford, Cal.,
July 29, 1910

The Holt Mfg. Co.,
Stockton, California.

Gentlemen:

In reply to your inquiry concerning the service of the three Caterpillar Engines shipped me, will say that they are the most satisfactory engines I have ever worked. Used one on a 20 foot harvester for 50 days, without the slightest expense, except for fuel and oil. NOT ONE CENT IN REPAIRS.

The other two we are using to haul grain from La Hacienda to Angiola, a distance of 14 miles, over a very heavy road, hauling 17½ tons of grain, making a round trip every day and using 50 gallons of distillate. Up to the present time it has always cost us $4.50 per ton to move the grain—over the same road we are now moving it for less than $1.00 per ton.

Am mailing you some photos under separate cover.

Yours very truly,

WILL A. SAGE,
Mgr. La Hacienda Ranch Co.

Oxnard, Cal.,
November 16, 1910

The Holt Mfg. Co.,
Stockton, California.

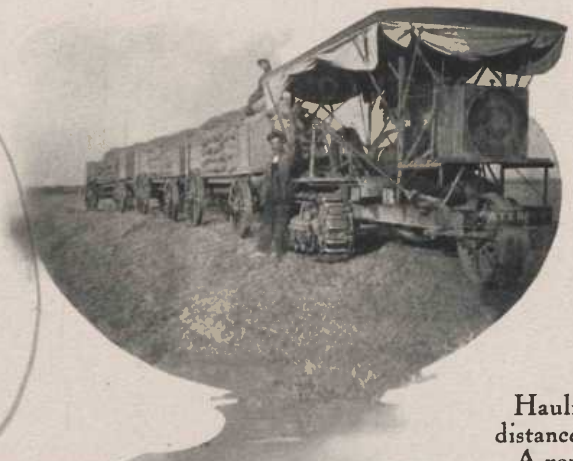
Gentlemen:

I am sending you under separate cover, photograph of our Caterpillar Engine hauling train load of beets consisting of twenty-two tons. The machine was in this service for nearly two months, and with but very few exceptions made three trips per day, covering a distance of forty-two miles.

Yours very truly,

AMERICAN BEET SUGAR CO.

All freighting, harvesting and plowing on the La Hacienda Ranches is done by their three Caterpillar Outfits



Hauling 17½ tons a distance of 14 miles. A round trip every day

Reducing cost of transportation from $4.00 to $1.00 per ton

Replacing three 8-horse teams

UNION OIL COMPANY OF CALIFORNIA

COMPARATIVE PERFORMANCE

OF

CATERPILLAR ENGINES

Report for Months of November and December

Engine Number	Number Hours Worked	Miles Traveled	Tons Hauled	Cost Per Ton Mile
1046	340	597.00	221.54	.21
1047	435	751.09	279.90	.18
1048	400	463.00	223.90	.33
1049	335	593.91	198.81	.21
1053	340	364.96	542.72	.11
1054	365	414.04	545.80	.12

Los Angeles, Cal.,
February 25, 1910

The Holt Mfg. Co.,
Stockton, California

Gentlemen:

I beg to enclose you herewith a statement showing operation of our Caterpillar Engines in the Valley, for the months of November and December. Allowing 12 cents a gallon for distillate and assuming that all repair parts purchased during these two months were used up, and allowing for depreciation, we figure the cost of hauling per ton mile at 19.3 cents. This, we believe, is a very favorable showing under the conditions, which certainly were not favorable to economical work.

Yours truly,
UNION OIL COMPANY OF CALIFORNIA,
W. L. Stewart,
Mgr. Executive and Field Depts.

Pumping Water for Irrigation.
Caterpillar owned by G. S.
Webb, Lovelock, Nevada

Caterpillar Freighting Outfit of the
Nevada Sandstone Co., Bracken, Nevada

LOS ANGELES AQUEDUCT

COMPARATIVE PERFORMANCE

OF

CATERPILLAR ENGINES

Division S. A.—December, 1909

Engine	Fuel and Oil	Wages of Crew	Shop Repairs	Depreciation	Total Haul	Total Cost	Cost Per Ton Mile
1020	52 39	$151 25	$87 35	50 00	1402	$340 99	.243
1021	21 23	176 00	70 86	50 00	1500	318 09	.212
1025	81 94	177 12	121 19	50 00	2280	430 25	.189
1026	59 46	162 50	247 51	50 00	1067	519 47	.487
1028	39 74	176 00	301 49	50 00	1256	567 23	.452
1030	82 18	183 75	255 91	50 00	1722	571 84	.332
1033	70 90	113 75	74 46	50 00	1455	309 11	.212
1034	86 76	170 87	65 54	50 00	2958	373 17	.126
1035	66 46	188 25	71 97	50 00	3221	376 68	.117
1036	82 84	176 12	81 73	50 00	1388	390 69	.281
1037	69 90	149 50	98 52	50 00	1637	367 92	.225
1039	64 80	174 75	38 20	50 00	2530	327 75	.130
1041	95 87	116 00	52 30	50 00	2189	314 17	.144
1042	44 48	95 75	16 46	25 00	1637	181 69	.111

Total Cost $5,389.05
Total Ton Miles 26242
Average Cost per Ton Mile ..... $ 0.205

The Holt Mfg. Co.,
Stockton, California.

Imperial, Cal.,
August 1, 1910

Gentlemen:

In reply to your letter of July 27th, we take pleasure in stating that both of the Caterpillar Engines, Nos. 1009 and 1011, purchased from you during the last twelve (12) months, have proven to be just what we needed in our work in cleaning out our irrigating canals. They not only do the work very satisfactorily, but they also do the work much cheaper than any machine we have had heretofore. The work required of these engines puts them to a very severe test on account of the continuous side-pulling they are required to do, but they seem to stand it with comparatively small wear.

Thanking you for your prompt attention to our orders in the past, we are,

Very respectfully yours,

IMPERIAL WATER CO., No. 1,
Ray S. Carberry, Superintendent.

One of the three Caterpillars
owned by the Imperial Water Co.,
of Imperial, California,
pulling Canal Scraper

A finished Canal after being cleaned
by Scraper pulled by Caterpillar

List of Owners of

Gasoline Caterpillar Traction Engines

City of Los Angeles, Los Angeles, California
Lamb & Hickey, Thornton, California
City of Los Angeles, Los Angeles, California
Kern Trading & Oil Co., San Francisco, California
City of Los Angeles, Los Angeles, California
Dan Grigg Land Co., Sharon, California
Imperial Water Co., No. 1, Imperial, California
Crocker-Huffman Land and Water Co., Merced, California
Imperial Water Co., No. 1, Imperial, California
D. K. McDonald, Spokane, Washington
John Paget, Lamoine, Washington
David H. Nelson, Pendleton, Oregon
C. K. Malone, Choteau, Montana
Willis & Willis, Dutton, Montana
E. C. Rogers, Condon, Oregon
City of Los Angeles, Los Angeles, California
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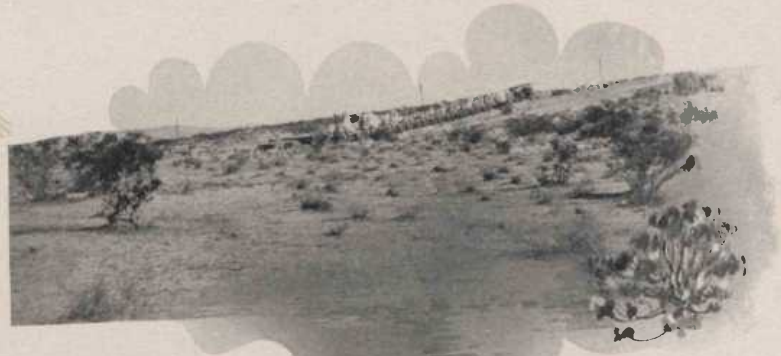
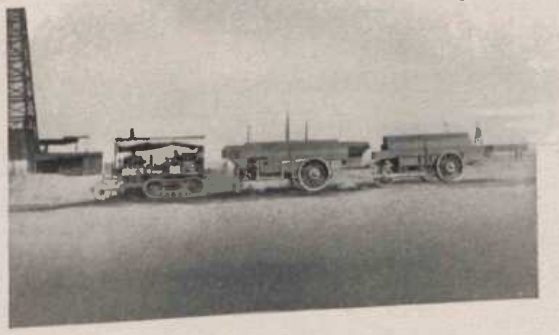


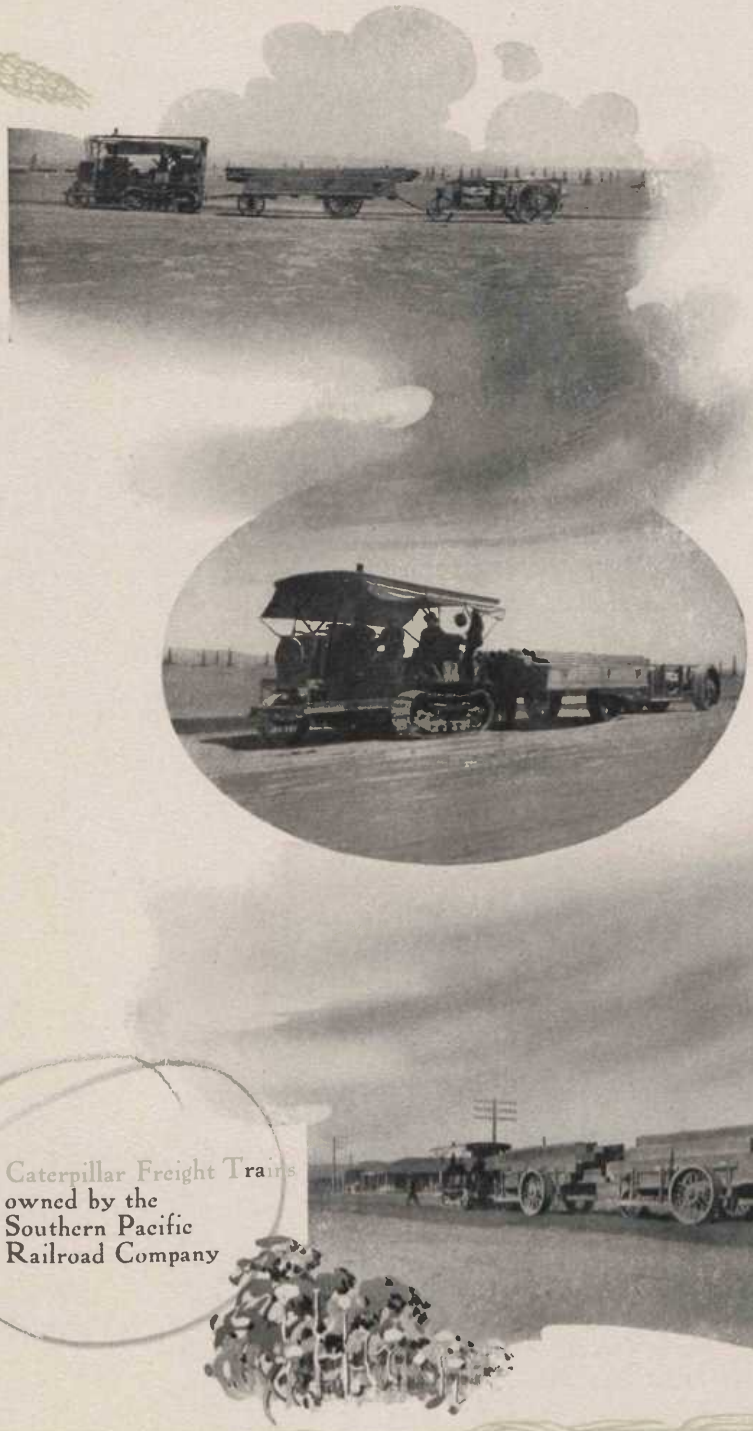
Two of the 28 Freight Trains operated by the city of Los Angeles

The Atchison, Topeka & Santa Fe Railway use their Caterpillar for hauling supplies in the Oil Fields



List of Owners of Gasoline Caterpillar Traction Engines—Continued

City of Los Angeles, Los Angeles, California
City of Los Angeles, Los Angeles, California
Sonoma Land Co., San Francisco, California
Sonoma Land Co., San Francisco, California
C. A. Canfield, Los Angeles, California
Union Oil Co., of California, Los Angeles, California
Union Oil Co., of California, Los Angeles, California
Union Oil Co., of California, Los Angeles, California
Union Oil Co., of California, Los Angeles, California
C. Bolte, Honolulu, Territory of Hawaii
F. E. Barnard, Sawtelle, California
Wm. Arneille, Camarillo, California
Union Oil Co., of California, Los Angeles, California
Union Oil Co., of California, Los Angeles, California
American Beet Sugar Co., Oxnard, California
J. L. Freeman, Sharon, California
Orchard Home Co., Medford Oregon
Crocker-Huffman Land & Water Co., Merced, California
Crocker-Huffman Land & Water Co., Merced, California
Walker Bros., King City, California
Cunningham Corporation, Le Grand, California
H. J. Kinkaid, Fallon, Nevada
Jas. Leonard & J. B. Dawley, Oxnard, California
Borchard Bros., Oxnard, California
Huasteca Petroleum Co., Los Angeles, California
Huasteca Petroleum Co., Los Angeles, California
Cerf Rosenthal, San Anselmo, California
W. W. Masten, Klamath Falls, Oregon
City of Los Angeles, Los Angeles, California
City of Los Angeles, Los Angeles, California
City of Los Angeles, Los Angeles, California
A. J. Stalder, Vernalis, California
G. S. Webb, Lovelock, Nevada
W. P. Truchot, Chouteau, Montana
Occidental Land & Improvement Co., Sharon, California
P. B. Hoisington, Echo, Oregon
Chanslor-Canfield Midway Oil Co., Los Angeles, California
S. A. Wright, Spokane, Washington
Holly Sugar Co., Holly, Colorado
R. Madsen, Clovis, California
J. W. Jameson, Chouteau, Montana
S. T. Bunch & Sons, Blalock, Oregon



Caterpillar Freight Trains
owned by the
Southern Pacific
Railroad Company

List of Owners of Gasoline Caterpillar Traction Engines—Continued

Nevada Wonder Mining Co., Philadelphia, Pennsylvania
Nevada Wonder Mining Co., Philadelphia, Pennsylvania
Tampico Petroleum Co., Los Angeles, California
Nevada Sand Stone Co., Ocean Park, California
Williamson Bros., Farmington, California
R. L. McCabe, Byron, California
C. A. Canfield, Los Angeles, California
J. M. Hart, Brawley, California
Lyall Bros., Imperial, California
American Beet Sugar Co., Chino, California
Jerome & Cook, Calexico, California
Sacramento Valley Sugar Co., Hamilton City, California
California-Mexico Land & Cattle Co., Calexico, California
Lester Bros., Angiola, California
E. A. Brim, Williams, California
Montana Land Co., Los Alamitos, California
A. P. Tychesen, Merced, California
W. A. Sage, Alpaugh, California
Peter Cook, Rio Vista, California
Geo. D. Zimmerman, Woodland, California
Iowa Land & Water Co., Los Angeles, California
W. H. Wilbur, Alpaugh, California
C. Parker Holt Ranch, Holt, California
Jess McKay, Sonora, California
Sacramento Valley Sugar Co., Hamilton City, California
Otis Leonard, Ralston, Washington
La Hacienda Ranch Co., Alpaugh, California
Miller & Lux, Inc., San Francisco, California
Hamilton & Crow, Pendleton, Oregon
Long & Walters, Angiola, California
Willoughby Bros., Beverly, California
La Hacienda Ranch Co., Alpaugh, California
F. N. & Bert R. Chaplin, Suisun, California
S. H. Edwards, Mayville, Washington
Sacramento Valley Sugar Co., Hamilton City, California
Sacramento Valley Sugar Co., Hamilton City, California
T. A. Taylor, Madras, Oregon
Yolo Ranch Co., Oakland, California
Santa Paula Land Co., Santa Paula, California
Columbia Agricultural Co., Clatskanie, Oregon
Holly Sugar Co., Holly, Colorado
Holly Sugar Co., Holly, Colorado

One of the three Caterpillar Freight Trains owned by the Holly Sugar Co.. Holly, Colorado

Hauling Beans
Willoughby Bros.,
Beverly, California

The Sacramento Valley Sugar Co. of Hamilton City, California operate four Caterpillars

List of Owners of Gasoline Caterpillar Traction Engines—Continued

Alameda Sugar Co., San Francisco, California
Harbison & Kitchen, Colusa, California
Casper Borchard, Camarillo, California
Miller & Lux, San Francisco, California
Thos. B. Wohlfrom, Arbuckle, California
Francis D. Pastorius, Durango, Colorado
Kern County Land Co., Bakersfield, California
Metz & Harris, Santa Ana, California
Patterson Ranch, Oxnard, California
Houx Bros. & Kaerth, Maxwell, California
Chas. J. Froh, Grimes, California
Patrick Calhoun, San Francisco, California
O. J. Griner, Winters, California
Shedd Bros., Madera, California
Alex Jeffrey, Myford, California
California Asparagus Co., Rio Vista, California
J. S. Gibson Co., Williams, California
H. L. Button, Woodland, California
Tobey Bros., Arlington, Oregon
Ventura Farming Co., Ventura, California
W. M. Maze, Le Grand, California
Tejon Ranchos, Bakersfield, California
American Beet Sugar Co., Oxnard, California
Medler Bros., Wasco, Oregon
American Beet Sugar Co., Oxnard, California
Frank Dorn, Hollister, California
F. M. Hoskins, Dayton, Washington
Blake-Rutherford Farm Co., Kennewick, Washington
Rush & Stewart, Rio Vista, California
U. F. Kester, Parkfield, California
The United States Sugar & Land Co., Garden City, Kansas
Col. Morrison, Fairfield, Washington
S. Yamamoto, Buena Park, California
American Beet Sugar Co., Rocky Ford, Colorado
American Beet Sugar Co., Rocky Ford, Colorado
Chas. Moreing, Stockton, California
Imperial Water Co., No. 1, Imperial, California
E. O. Tobey, Arlington, Oregon
Columbia View Farm, Trinidad, Washington
Woodward Bros., Pendleton, Oregon
Lower Yakima Irrigation Co., Kennewick, Washington