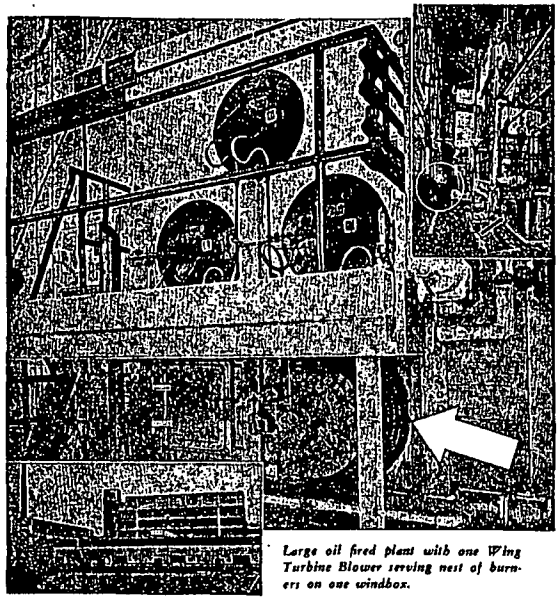

Large oil fired plant with one Wing Turbine Blower serving nest of burners on one windbox.

Wing Turbine Blowers Save:

POWER COSTS—because they can be installed on windboxes thereby eliminating duct losses requiring higher initial driving power.

ENGINEERING LAYOUT TIME AND EXPENSE—because there are no ducts to design and find space for with their cumbersomeness and expense.

MAINTENANCE—because of their utter simplicity. An occasional shot of lubricant to the two ball bearings plus a very infrequent take-up on packing glands is all that is required of routine handling. There is no more rugged machine in any power plant than a Wing Blower.

Write for Bulletin SW-1

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TURBINE BLOWERS · TURBINES · FANS · MOTOR DRIVEN BLOWERS · REVOLVING UNIT HEATERS · UTILITY HEATERS · FIXED DISCHARGE UNIT HEATERS · DUCT FANS · DRAFT INDUCERS · HEATER SECTIONS · SHIP VENTILATORS · FOG ELIMINATORS

face, apply a good wax, such as Shinola. Work this into the belt, applying moderate pressure. Two or three boxes is enough for a large belt.

As soon as the surface has a suitable polish, stop the belt, clean the pulleys thoroughly, then turn the polished side of the belt against them. This method of reconditioning will stretch the belt, and adjustments must be made accordingly.

Marissa, Ill. GEORGE HOLSAAR

Diesel Operation

(*Continued from page 87*)

practicable, they should be kept out of highly loaded areas. The grooves should be streamlined by breaking or radiusing the sharp corners.

Some grooving serves to carry oil to other bearings (see illustration). Conventional main bearings form an example. While oil grooving is discouraged in bearing sections that are highly loaded, it is often desirable to incorporate some at localities where loading is low, to aid in proper distribution of lubricant. This is the purpose of the so-called distributing grooves, usually incorporated in relatively long as well as large bearings.

Flanged Bearing. Flanged bearings for large diesels are of two classes: those in which flanges merely serve to center the relatively rotating mass, such as a connecting rod, and those in which flanges actually take a steady or intermittent thrust and whose purpose is to keep the parts in their respective positions under such loads.

Most large diesels have used and are using flanged bearings of the first type in connecting rods. These flanges usually do not need grooving but depend on bearing-end oil leakage to provide what little lubrication they need. Thrust flanged bearings, however, should have grooves on the flange faces to help distribute oil over the flanges for film formation. Again, it proves desirable to limit amount of grooving so as not to jeopardize building up oil-film pressure. The simplest and commonest groove for flanges is the so-called "thumbnail" type illustrated. Relief in the form of a shallow taper is provided at the junction of the flange with the parting face to eliminate possibility of a sharp flange corner scraping oil off this thrust surface.

Prime importance attaches to establishing initial oil clearances for diesel bearings. General rules are extremely difficult to set up since some lining ma-

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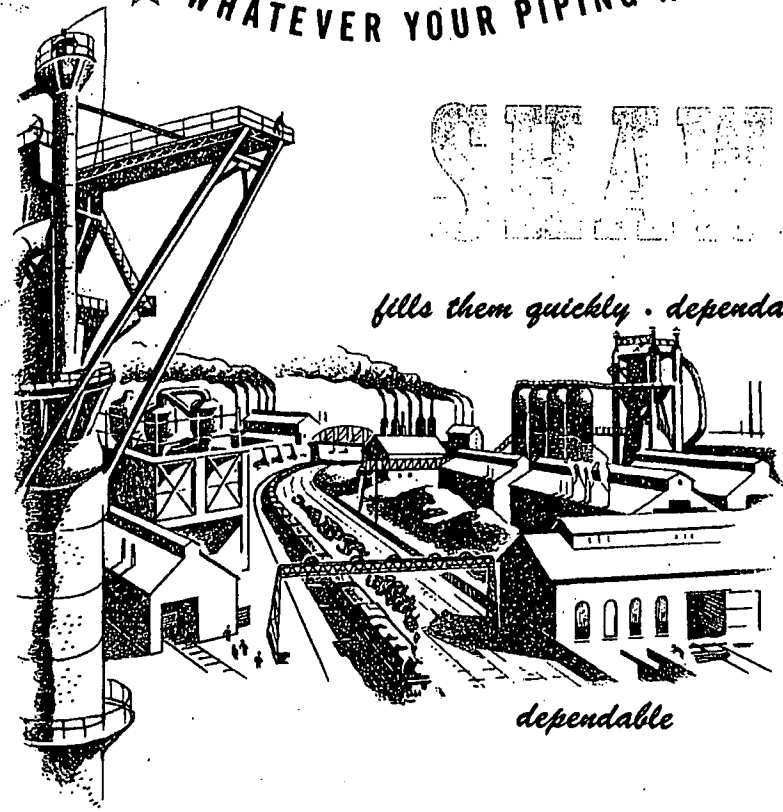

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