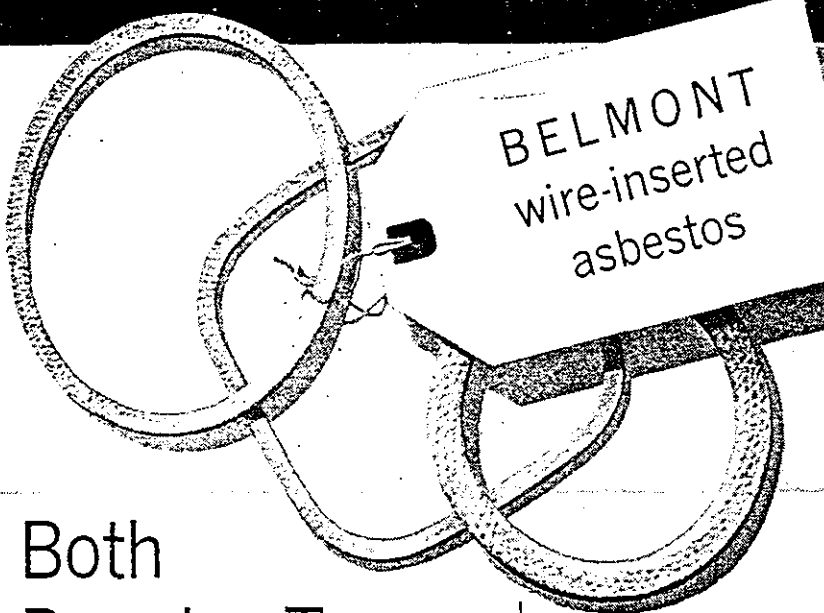


BOILER GASKETS



Both Popular Types

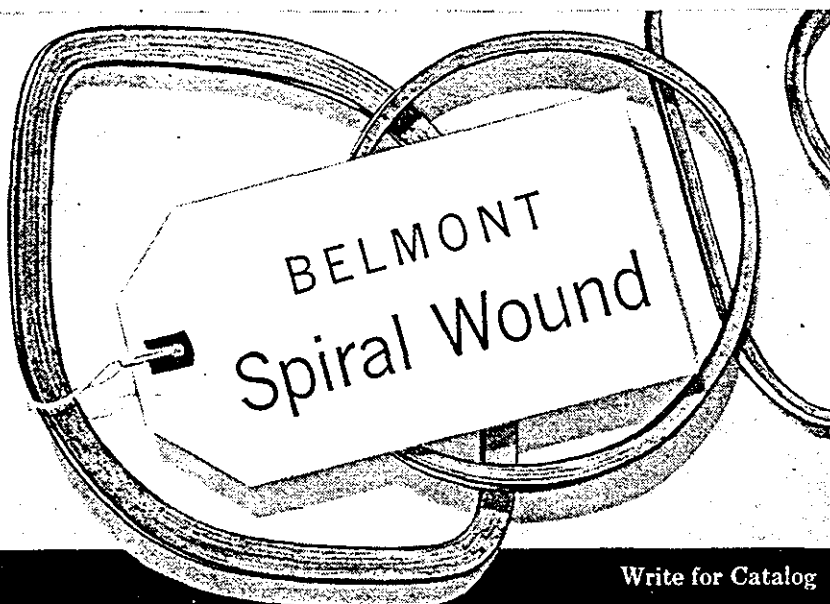
Wire-inserted woven asbestos and spiral wound metal-asbestos—for manholes, handholes and tube caps of all makes of stationary and marine boilers, water walls, economizers and other boiler accessories.

ask your
BELMONT Distributor

Such leading Packing
Distributors as:

M. F. Murdock Co., in Akron
and

Standard Supply
& Hardware Co., in New Orleans
are ready to serve you promptly
and helpfully, wherever you are.



Write for Catalog

The Belmont Packing & Rubber Co., Butler & Sepviva Sts., Phila. 37, Pa.

BELMONT

MARMADUKE

Continued from page 154

even on the coldest day of the year.

"A month later, suction was changed to No. 2 storage tank and that's when the trouble started. Discharge pressure nose-dived to 18 psi and the suction gage sky-rocketed to 28 in. vacuum. Oil temperature in No. 2 tank was about 80 F. Because the pump didn't supply enough oil to carry the heating load, the operator changed suction back to No. 1 tank.

"Next day the building manager sent the oil contractor an SOS. He showed up with two of his strong arm boys to shoot the trouble. His first guess was that a relief valve in the fuel-oil line had stuck open and was sending oil back to the storage tank. I guess he didn't notice the high vacuum on the pump. But after opening the relief valves he had to junk that theory. Each time he changed suction back to No. 1 tank, everything was OK again. So trouble *had* to be with No. 2 tank.

"The contractor checked the tank, then decided the 80-F oil was too cold. His boys ripped the lagging off the suction line for a few feet and wrapped electric heating cables around it. But even when the oil hit 90 F—no dice. He could think of only one other thing.

"That suction line is clogged," he finally announced. "We'll have to empty that tank and make an internal inspection. Chances are one of the welders left his old britches or something inside—that's happened to me before. I'll get four of my biggest fuel-oil trucks over here and pump that oil into them. Then we'll go inside the tank and find the trouble pronto. But I can't do that for a few more months until the heating season is over," he added, "because I need those trucks badly now."

"That's when the building manager blew a gasket. He said if something happened to the other tank he'd be stuck and the factory would shut down. Then he'd be in hot water.

"I'm holding the bag," he squawked, "because I OK'd this job and you got your money. Now my boss'll come back at me if I can't supply heat."

"It'll cost me \$500 to tie up those trucks now. I can't spare them," wailed the contractor. "Besides, nothing'll happen to No. 1 tank."

"That led to an argument; finally the contractor shoved off in a huff with his boys tailing behind him.

"After telling this story, the manager took me down to the boiler room, told me to look around. Then he scooted back to his busy office.

"In checking No. 2 fuel-oil tank I noticed that her 24 manhole-plate nuts