BRAZING SAWS.

The parts to be joined should be beveled to a feather edge, the level being about 5-8th inches long, the ends perfectly square, and the taper uniform. Too much attention cannot be given to this latter point. If the bevel is not uniform and surface of same perfectly even, a good joint cannot be made. Clean the beveled parts with brazing solution or slacked lime, until entirely free from grease or dirt of any kind. Place the ends to be united in the brazing frame with the beveled edges lapped directly at the center where the brazing irons are applied. Clamp same so that the back of the blade is straight. Clean a strip of silver solder in the same manner as the bevel surfaces, and place between same. Then apply the brazing pads, same having first been heated to a bright cherry red and scraped clean and free from all scales. Clamp same upon either side of the blade where it is to be joined, and then immediately loosen the side clamps to allow for the expansion of the blade and to relieve the joint of any strain. As the brazing pads cool, the clamps that secure same upon the joint should be tightened. Allow the pads to remain until they become black. Do not attempt to cool with water. The braze should then be dressed, leveled and tensioned. After using a few times, the pads should be again dressed to a true surface. Be sure that they have a true surface.—From J.A. Fay & Egan Company's Brochure.

PRINCIPAL CAUSES OF SAW BLADES CRACKING.

Insufficient hook to the teeth is one of the causes.

Crystalizing the saw by running it against the back guard. Should the blade through any accident or inattention, come in contact with the back guard, hold a piece of soft emery stone against the back edge of the blade while it is moving slowly.

Sharp corners in the throat or gullet.

Uneven tension ("tight and loose" places.)

Feeding too fast as the log comes in contact with the blade..

Slipping of the blade upon the wheels through not enough strain. It is better to have too much strain than too little.

Crystalizing the teeth by passing too hard on emery wheel or grinding off too much at a time.

Striking too heavy a blow.

Hammers with imperfect faces.

Hammering too near the edges.

Uneven teeth (not of uniform length.)

Dull teeth.

Dust accumulating on the wheels under the blade.

Wheels imperfectly lined.

Track out of line with the blade.

Uneven track.

Accumulation of dust on the track

Not removing strain when shutting down mill at night, noon, or for a period of an hour or more.

Using blade of too heavy gauge for the diameter of the wheel.—From J. A Fay & Egan Company's Brochure.