

## Description of the Shipman and Acme Engines.

### Shipman Engines Nos. 1 and 2.

**The boiler is coil, ring or tubular** according to size, each ring or tube being tested to 300 pounds pressure. The top and bottom and end connection are made of malleable iron.

**In addition to the exhaust steam** feed-water heater there is a close coil heater with necessary connections.

**The feed water** is thus heated to a very high temperature before it enters the boiler. In this way the greatest possible economy of fuel is obtained.

**From thirty to fifty pounds** steam pressure can be got from cold water in the boiler in from five to seven minutes.

The boiler is tested to a pressure of 300 pounds. A boiler constructed like this boiler cannot explode. It is absolutely safe.

**The construction of the engine.** Every part of this engine is made of the material that is best fitted to stand the wear and do the service required of it. Every part of the engine is made with special tools and to gauge, and every essential part is interchangeable.

**All the wearing parts** are provided with a "take up," or what is sometimes better, can be removed and a new part supplied.

**LUBRICATION.** The cylinders are oiled with a sight feed cup. The shaft, the uprights, and all other parts are oiled with glass oilers with trimmings.

**HOW FINISHED.** The heavy parts of the engine, like the base, the uprights, etc., are painted and the bright parts polished.

**The pump and its connections,** the steam gauge and all brass fittings are of the best quality.

**AUTOMATIC BOILER AND ENGINE.** This engine and boiler are automatic, self-regulating, and if furnished with an uninterrupted supply of oil and water will continue to work alone and unattended indefinitely.

**The Boston Model** Shipman Engines are furnished with the Diaphragm, Atomizer, Feed Water Pump and Automatic Regulator, Pop or Safety Valve, Crosby Steam Gauge, Glass Water Gauge, Blow-off Pipe, etc., and are all attached to boiler and engine.