

## The Thresherman's Question Drawer

Answers to Correspondents

**A. A. J. STANSEY, ALTA.** Q. My engine foams, or primes, very easily on a hard pull, even if the water in the boiler is fairly clean. We clean the boiler every week, and always have this trouble as soon as the boiler is the least bit dirty and the water in the gauge shows a little high. Toward the end of the week we have to run only a little water in the glass, for as soon as it gets a little higher the engine is ready to foam. The boiler has a very small dome and we believe this to be the cause of the trouble. Would a small dome, connected to the other one, be the remedy?

**A.** There are a great many places in this country where the water is so apt to foam that it will have to be changed after two days' run; and there are some places where the boiler water has to be changed every day. While the boiler may be run longer than one or two days, yet it becomes so troublesome that it does not pay, and the engineer finds that it is far less work to refill the boiler than to worry along with a foaming boiler. There are a few things that may help in your case. If the engine is hooked as far as possible, thus using less steam to the work, it will lessen the foaming. The use of plenty of good cylinder oil on an unbalanced slide valve helps also. Another thing is to keep the boiler raised in front, thus increasing the steam space in the boiler. The boiler can be raised to the extent that it will expose the front end of the tubes on a straight flue boiler to the steam; which will not hurt if it is not carried too far. This can be done while threshing by placing blocks under the front wheels for a trial; and if it is found to be a good thing the post can be lengthened to the same extent, which will do away with the block and serve for both threshing and traction work.

Another dome will not help. A boiler will not foam any more without a dome than it does with a dome. In England, traction engines are built without domes, and to-day very few stationary boilers have domes; and the time will come when traction boilers will be built in this country without this useless appendage. However, this will depend upon the education of the user. Already some manufacturers see the folly of a dome on a boiler, but the man who has to contend against bad water might not at this time be satisfied with a boiler without a dome. Yet it is known to be of no value in this regard. The design of the fire box has more to do with foaming than any other single part of the boiler.

**F. R. H. ROULEAU, SASK.** Q. Explain how to attach a three-furrow disc harrow to an engine.

**A.** 2. Explain how to stop the valve steam out of the valve in

the bottom of the steam chest, when the throttle and globe valves are closed.

**A.** Most of the three-furrow disc plows that are made to-day are constructed with a long, flat piece of steel, which acts as a sort of a tongue. It is quite customary to attach a short piece of chain to this piece of steel and this to the draw-bar of the engine. This piece of chain does not want to be too long as the tendency of the disc plow is to draw sidewise.

**2.** There must be something wrong with either your globe or throttle valves if steam comes out of the bottom of the steam chest. The engine itself has only the one connection with the boiler, which is through the supply pipe, and if the globe and throttle valves are in good shape, there is absolutely no reason why steam should come out of the bottom of the steam chest when either the one or the other of these are closed. The valve seats are probably worn and need to be re-ground.

**A. D. G. VONDA, SASK.** Q. The front wheels on my traction engine are badly worn on the inside hub, which is cast. I have used babbit but it does not last. Would it be possible for me to melt brass on a blacksmith's fire instead of babbit?

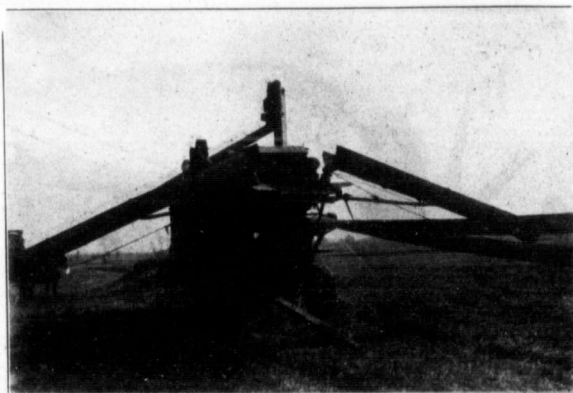
**A.** It is possible for you to melt brass, but the trouble would be in getting it sufficiently smooth and true so that the axle would run on it properly. It would be almost necessary to put this in a lathe in order to turn it down. Unless your engine is too old, it would seem that the best thing to do would be to get new front wheels.

**F. R. F. ALLAN, SASK.** Q. My engine will be running all right and will pull good, and suddenly the hanger on the reverse gear will begin to jerk, and the engine will have no power. The reverse lever will also jerk. What do you think is the matter?

**A.** 2. Do you think the lubricator is better than the oil pump?

**A.** The trouble is practically with your lubricator. The valve becomes dry and sticks, with the result that while there is just as much steam going into the cylinder, there is a large amount of the power taken up by the valve and we believe that if your lubricator is all right, and if your engine is getting the proper amount of oil, that you will have no trouble.

**2.** In our estimation, the lubricator is just as good as an oil pump, although the suction is not so positive. Lubrication with an oil pump is forced, while with a lubricator it is not so certain. If they are working properly, there is absolutely no reason why one should not be as good as the other.



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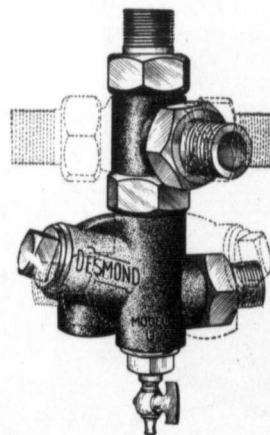
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