

CARE AND USE OF THE INDICATOR.

IN taking the instrument apart for cleaning, the pieces should be laid down in full view on a sheet of paper, to avoid getting grit on them. The sooner the instrument is thoroughly dried, wiped clean and bright, and then well oiled after working, the better order it will be in, and the better work it will do. The cocks should be kept free from grit or dirt by caps screwed on them. The instrument may be easily picked and handled by the paper-barrel and inner-drum. When its cylinder is too hot to touch, sponge is better than waste for cleaning the instrument, as the fibres of the latter not only get tangled up in the lever motion, which is a nuisance, but small fibres are apt to get in the pivots and interfere with their lubrication and free action. Oil the joints well to relieve them from friction, as they are apt to get gummed up if the Indicator has been laid past for some time. In taking diagrams from new engines, care should be taken that all the core sand and iron filings are cleared out from the ports and cylinders, otherwise it will be impossible to take a diagram through the piston sticking in the cylinder of Indicator. One minute's working with this grit will do more damage to the instrument than years of working with clean cylinders.

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