



T & M Saw Rigs

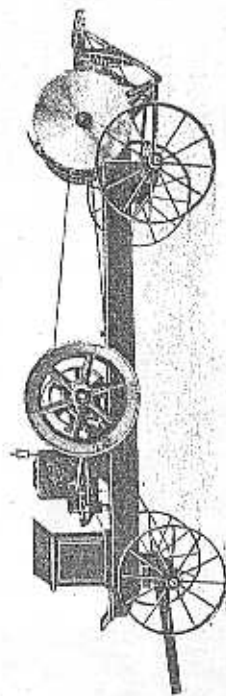


Fig. 516

The T & M saw rigs are in universal demand for all classes of wood sawing. Farmers use the 4 h. p. outfit for their private sawing, while many who make a business of sawing use 6 and 9 h. p. The T & M engines are noted for their reliability and *pull*, so they can be depended upon to pull through the work with ease.

We can supply swinging saw tables like Fig. S20, which can be knocked down for shipping, and built very substantial. Weight set up, 310 lbs.; knocked down, 336 lbs. This frame can be set up anywhere and belted to our portable or stationary engines.

We supply two types of saw rigs—the sliding table and swing table. The swing table seems to be mostly in demand. All outfits are equipped with cut off saws. The saw frame is attached to the sills which support the engine, the sills being long enough to give sufficient length of belt.

The saw mandrel is 49 in. long, 1 1/2 in. diameter with end to fit 1 1/2 in. eye, pulley 5x6 in., boxes babbitted, 80 lb. balance wheel fitted to arbor. The bearings are mounted on a 2x10 in. hardwood plank which also supports the legs for the tilting table.

The slide table rig is mounted rigidly on the sills. The mandrel is the same size as that used on the swing table and equipped with balance wheel. Both the above rigs will take up to 30 in. saw. Saw speed 1,200 revolutions. The outfits are furnished all complete ready to operate, with high grade saw blade, and are supplied in the following sizes. Swing table is the standard and will be shipped unless otherwise specially ordered.

Prices the same for swing or sliding table.

TABLE OF PORTABLE OUTFITS

No.	H. P.	Diameter of S&W	Weight Complete	Gross Weight	Cu. Ft.
1	4	24	1000 lbs.	1800	50
2	6	28	1600 lbs.	2600	50
3	9	30	2500 lbs.	3500	140

Extra saw of same size will be supplied when ordered. See price list and cable code.

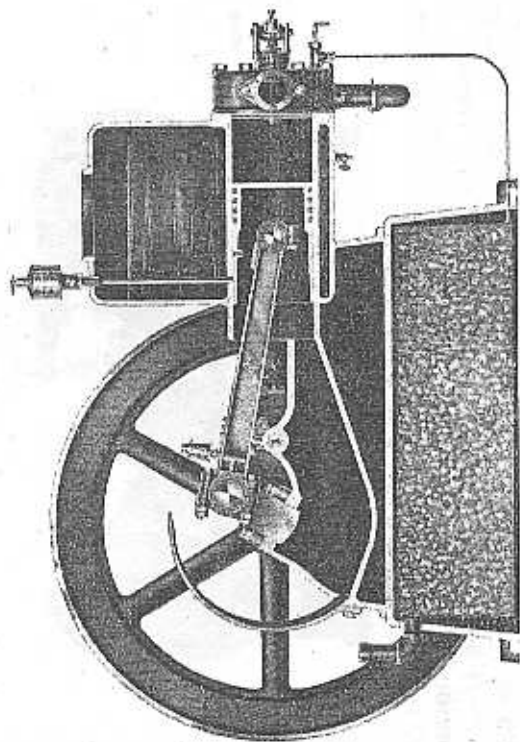


Fig. 521

Sectional View of T & M Engine

While Termaat & Monahan Company have been recognized leaders in the making of gasoline engines for 19 years, the officers of the firm have been designing them for a quarter century. This experience is a priceless business asset, enabling us to discriminate clearly as to what is practicable, and protect our customers from freak patterns, yet assure them a modern and serviceable engine that gives satisfaction the world over and under all kinds of conditions. We never experiment at the expense of our customers.

The cut herewith shows the T & M in section. Note the beauty of its lines and the simplicity of its parts. Every detail is thoroughly thought out and not one added more than absolutely necessary.

There are numberless little "fine points" which other makers, in their endeavor to market a cheap engine, do not supply, but which are found in all T & M engines, to which we give studious attention. For instance, they do not properly proportion the water space around their cylinders, and their engines as a result do not permit of complete water circulation when operating at full load, as does the T & M.

The T & M engine gives large value for the price, as you will find after having used it a short time.

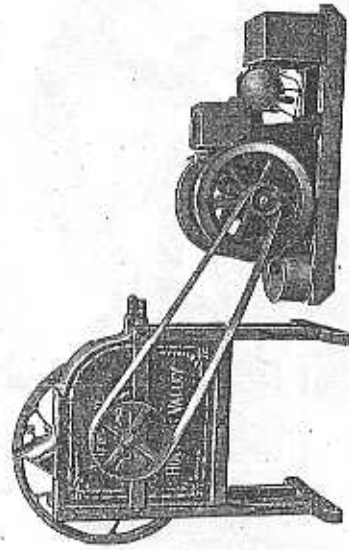


Fig. 522

Corn Shelling
60 to 100 bushels
per hour
with 2½ h. p.
T & M Engine

The T & M engines described herein are of the horizontal, hopper cooled, four cycle type, familiar as "the type that takes explosion at every other revolution." The horizontal four cycle is the type and style in demand everywhere for stationary engines—it has become standard, being the simplest in construction and the easiest to operate and maintain.

T & M engines are *staunch* and *sturdy*, *substantial* and *enduring*; every part is commensurate with the demand of its particular work. We are careful to select the best quality of materials and are determined that every one we make shall maintain the T & M reputation.

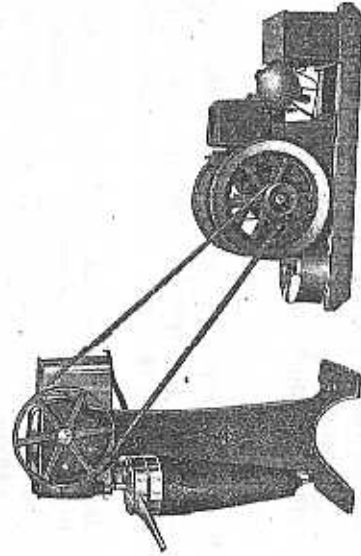


Fig. 523

Cream
Separating
Made Easy

We use the simplest form of fuel feed and a most reliable ignition apparatus, as described on the following pages. From the cream separator engine up to the thresher, our line is quite complete; but should sizes and types herein shown not meet your requirements, be free to advise us as to just what you desire, for *we know we can fit you out perfectly.*

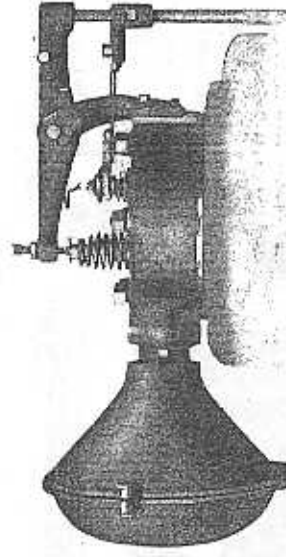


Fig. 524

Top View of 6 H. P. Cylinder Head Showing Lever and Valve Stem

Valves used in the T & M engines are of the poppet type and extra large, both inlet and exhaust valves located in the cylinder head. On the 6 h. p. and above, the inlet valve is locked when the governor holds the exhaust valve open, to prevent "stealing."

The 6 h. p. and all sizes above have *water cooled*, while the *smaller sizes* have *air cooled* cylinder heads. The head is held to the cylinder by heavy bolts, and a wrench is supplied to fit them. The heads are packed with special copper gaskets.



Fig. 525
Finished Piston

Compression in T & M engines is set for sea level and is carried as high as practical without pre-ignition, averaging around 70 lbs. Special compression plates are supplied when ordered at small extra cost for use at higher elevations. The main requisite for good compression is a perfectly round and straight cylinder and a true fitting piston. All T & M cylinders are bored on special machines designed by us, producing a bore that cannot be excelled—perfectly round and straight from one end to the other. All cylinders of one size engine are exact duplicates, all being gauged to same limit. Piston and rings carefully fitted to give engine good compression. The rings are sprung together and re-turned to size of cylinder, and all placed on the piston by special devices that prevent any distortion after they are once in place.

A specially important feature of the T & M product is the use of semi-steel for all cylinders and pistons. This is a mixture of steel and iron made in our own foundry, to exact chemical requirements, giving castings that wear indefinitely as well as embodying increased strength.



Fig. 526
Piston Rings