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Vol. XXIV

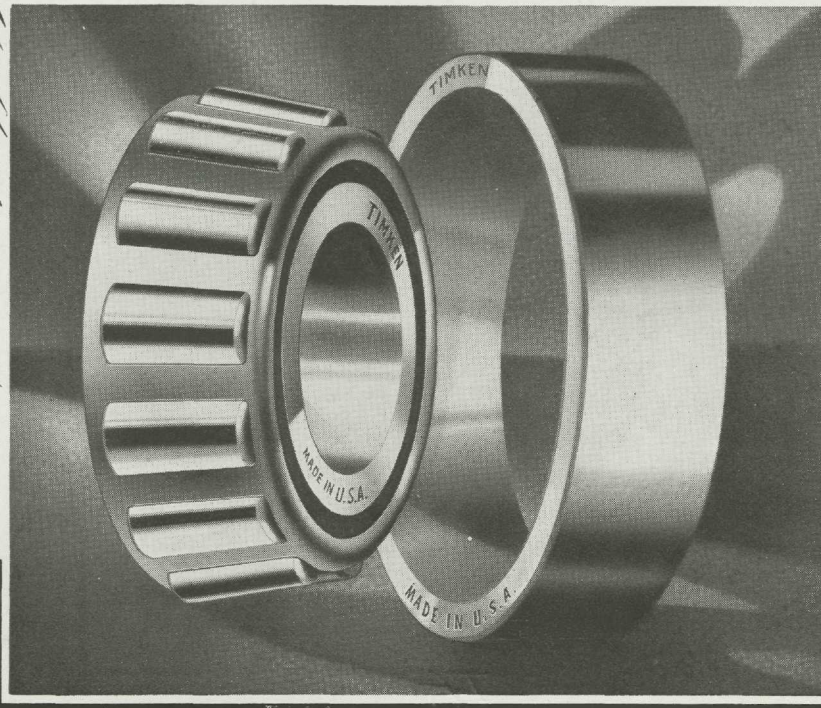
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Industry's Preference for Every Purpose



Industry's bearing problems constantly are increasing in number and importance due to the rapid developments and improvements in machinery of all kinds.

Speeds are going higher and higher. Operating loads—both radial and thrust—are becoming heavier and heavier. Working clearances of moving parts are getting closer and closer.

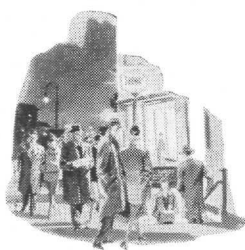
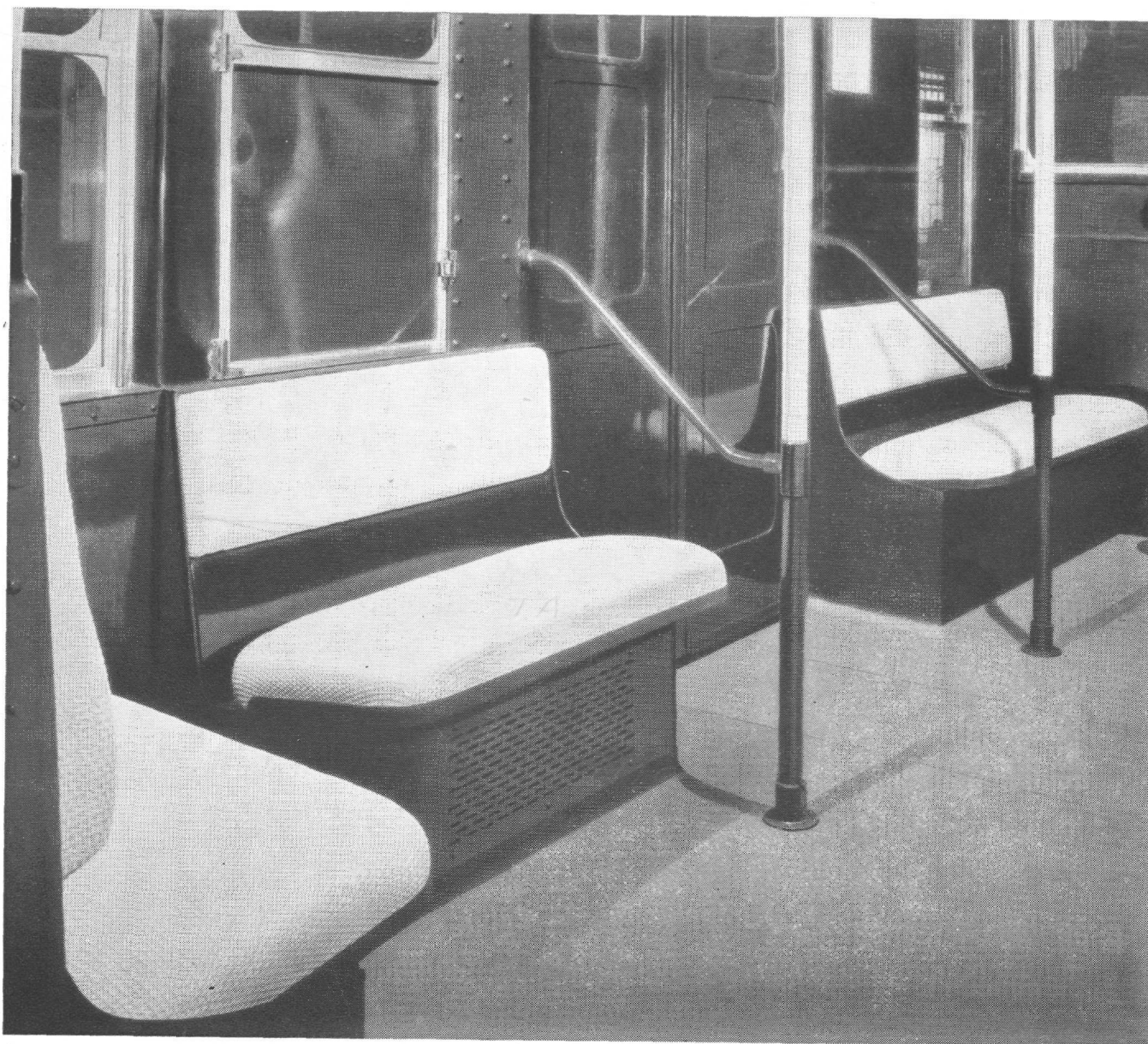
So in order to meet all modern requirements an anti-friction bearing must be able to do a lot more than eliminate friction. It must also be able to carry any load or combination of loads that are imposed on it—radial, thrust or both together—and at the same time hold shafts, gears and other vital moving parts in correct and constant alignment.

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TIMKEN Bearings are made by one of the world's outstanding engineering-manufacturing institutions . . . a large and financially strong organization with complete research, production and testing facilities, including the world's largest electric furnace steel capacity.

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TAPERED ROLLER BEARINGS

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RECENTLY subway riders in New York were introduced to the latest development in car seat covering materials—woven plastic. This new material results in seats that are the last word in comfort, cleanliness, and durability.

A special type plastic, produced by Dow and marketed under the trade name *Saran*, is extruded in rattan-like strips and then woven. The advantages of this seat covering material are numerous.

It is tough and long wearing—cleans readily and thoroughly—will not crack or splinter—possesses the attractive, gleaming characteristic that makes plastic materials so popular.

Only those confronted with the constant problems of public transportation maintenance can fully appreciate the decisive value of such a development. Car cleanliness is a major objective. Former types of seat coverings, only partially resistant to absorption, soon became objectionably soiled and were beyond cleaning.

Saran, possessing all the non-absorptive characteristics of plastics, suffers only surface soiling and is readily cleaned.

Wearing quality and resistance to breakage are other important factors in public transportation seating. Here, also, *Saran* is definitely superior to previous materials, giving not only long, economical service but avoiding such difficulties as dam-

age to passengers' apparel, particularly hose.

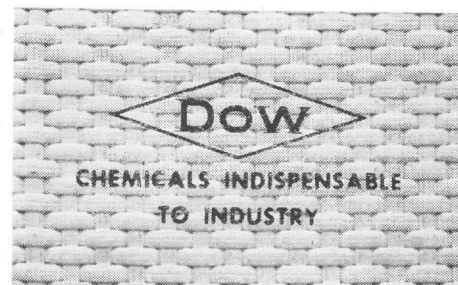
Undoubtedly, this new advance in seating will be eagerly employed in all types of public transportation—also in theatres and restaurants.

Dow, through its research and development work, is happy to be identified with this new application of plastics in the betterment of public service.

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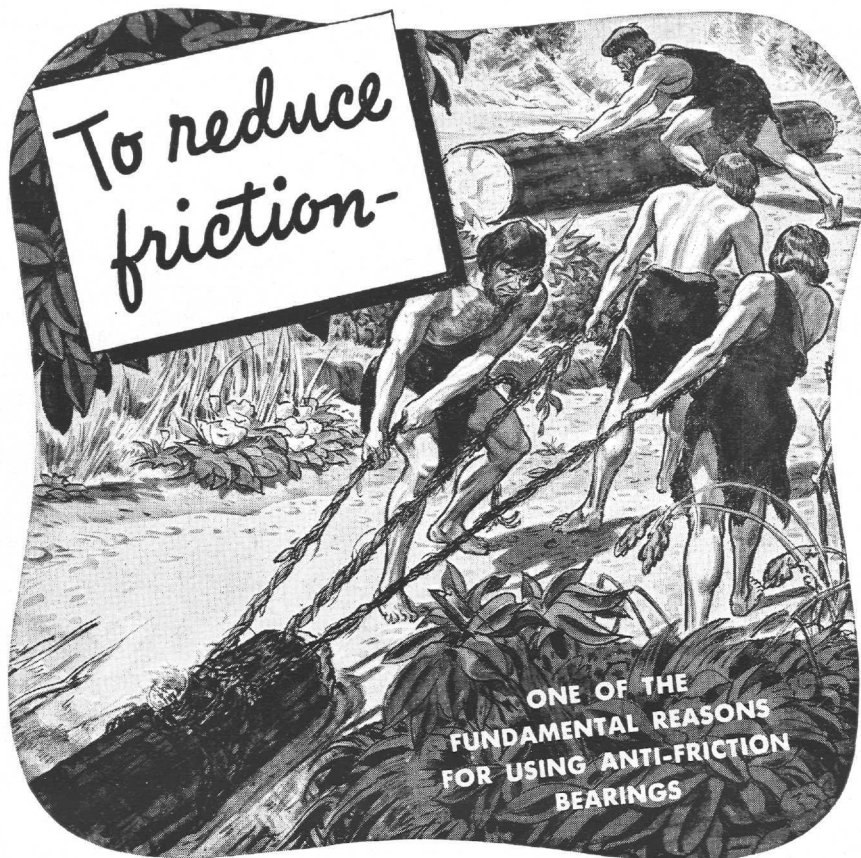
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WHEN man found that loads could be moved easier by *rolling* instead of *dragging*, he discovered the first principle of the anti-friction bearing.

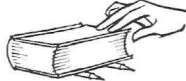
Later . . . when he learned to produce steel balls, he had the basis for the ideal anti-friction bearing. For a ball has no ends—carries loads from any direction—requires no guidance other than its grooved path. And . . . rolling between steel race rings, has less friction than any other form.

To reduce friction! That is one fundamental reason for using anti-friction bearings . . . for using *ball* bearings . . . for using New Departure ball bearings.

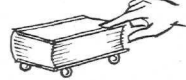
Demonstrating the evolution of basic bearing types



Push a book on desk—
Most friction



Put pencils under book—
Less friction

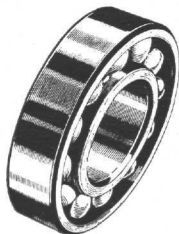


Put balls under book and—
Least friction

Nothing Rolls Like a Ball!

ENGINEERING STUDENTS: The absorbing story of anti-friction bearings, their invention and development, is told in an intensely interesting free booklet entitled, "Friction Was a Racketeer." Address New Departure, Division of General Motors, Bristol, Conn.

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BALL BEARINGS

Nothing Rolls Like a Ball



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Vol. XXIV

DECEMBER, 1940

No. 2

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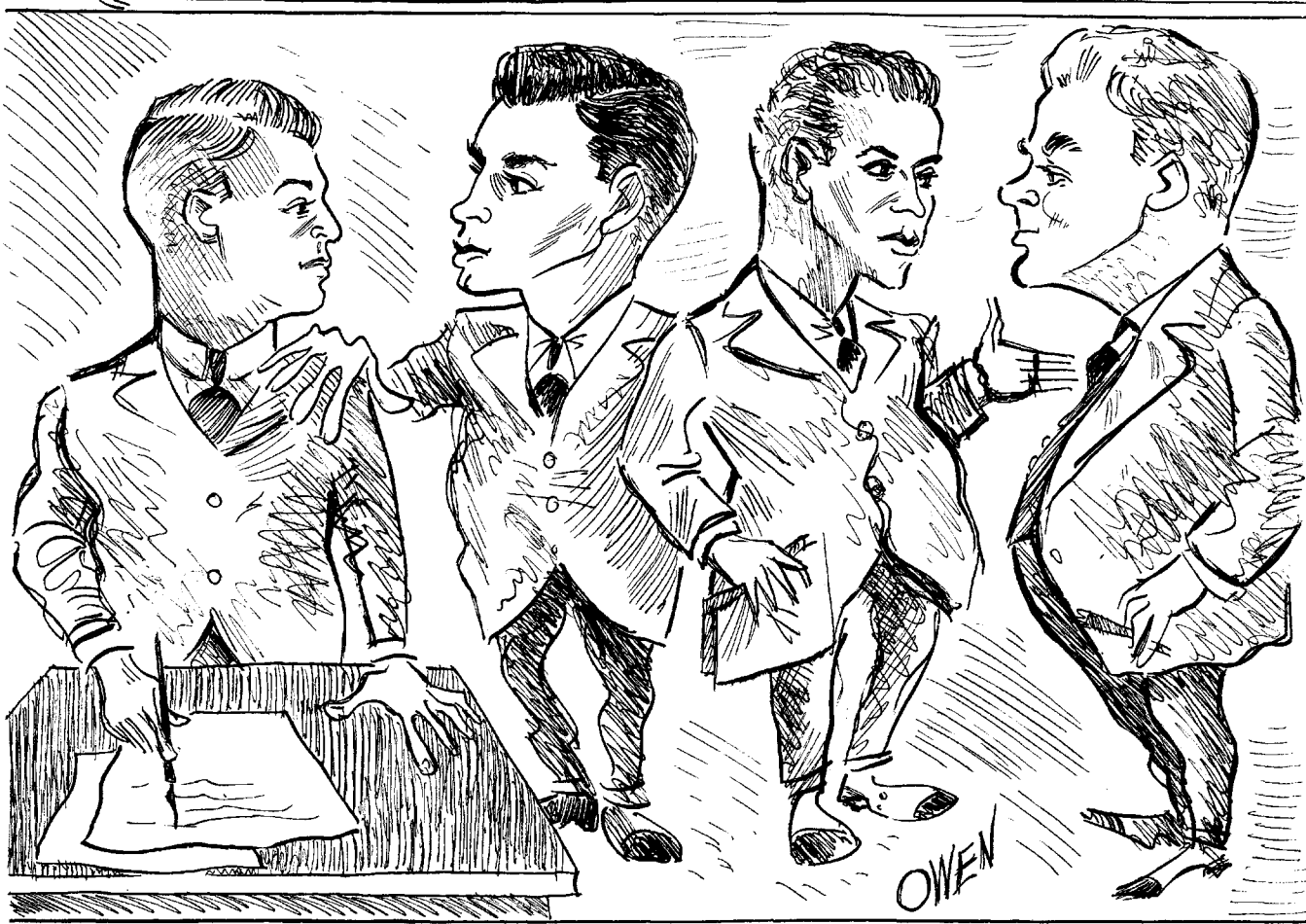
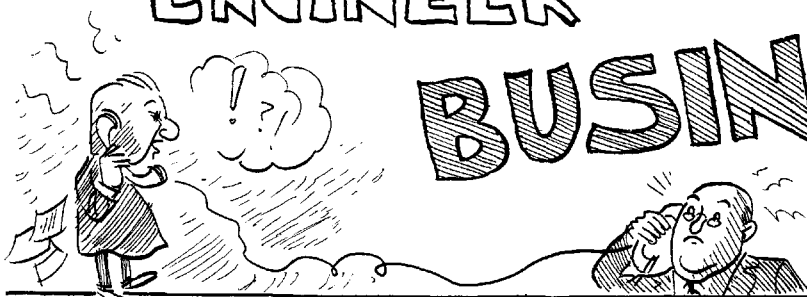
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