Belting Costs—and the G.T.M.

A study of plant efficiency makes clear the fact that a belt is really a machine part. Not only does the quality of the belting determine the effectiveness of the drive, but the nature of the belt may have a very important action on the driving and driven machinery. A belt that has to be kept tight, for example, is liable to cause overheating of the engine bearings.

The economics a good belt can effect extend throughout the plant operation, and the first step in securing them is to make sure that the belt installed is specified scientifically to the duty required of it.

The Brookline Elevator & Milling Company improved its main mechanical work and reduced its belting costs by installation of belts recommended on the basis of an expert analysis by the G.T.M.—Goodyear Technical Man.

An idler has been retired, and $657.40 saved.

A 10-inch, 6-ply Goodyear Blue Streak that cost $229.60 less in the first place than the belt they had been using has given economical service for 25 months now on a drive that wore out ordinary belts in about 18 months. So, besides the initial saving, the Company credits the Goodyear Blue Streak with an operating saving of at least $437.94. Moreover, the Goodyear Blue Streak has caused no trouble and needed no repairs, as against plenty of both on its short-lived predecessor.

The relation of belting to factory efficiency is treated in detail in the Goodyear Mechanical Goods Encyclopedia. Students and teachers of engineering are invited to write for a copy to the Mechanical Goods Department, The Goodyear Tire & Rubber Company, Akron, Ohio.