A. The "Johnny-on-the-Spot" tradename mentioned in your letter appears to have been adopted about 1917. Gilson was out of the engine business by the early 1920's.

26/2/3 John Deere Engine

Q. *What is the year built of a John Deere engine, s/n 261142? When did Deere quit building engines? Richard Mosher, 109 Highman Ave., Cambridge, Ontario N1R 3M2 Canada.*

A. The engine was built in 1925. Deere ended production in 1946.

26/2/4 Galloway Engines

Q. *I am trying to find out how Galloway ran their engine serial numbers. Were they progressive with each horsepower size, or were they progressive regardless of the size? William F. Hartz, Valley Creek Farm, 265 County Line Drive, Lehighton, PA 18235.*

A. Several years ago we spent a day with Ross Galloway, the eldest son of the late William Galloway. Bill Galloway's children started work in the plant, just like anyone else...there were no special favors just because they were related to the owner! We touched on the matter of production, serial numbers, and the like. Ross Galloway told me that so far as he knew, the engines were consecutively numbered. However, Galloway, like most of the other companies, would assign a block of numbers periodically. These might not all be used; in other words, of a series beginning with 1001 and ending with 1999, there may have been a few engines, or there may have been all 999. This method was used to deceive the competition. Whether the numbers were assigned in numerical order is one factor, but whether they were all used within a certain block is quite another. We really do not believe there is an accurate method of making the determination without the records, and we are told that these were destroyed back in the 1930's.

26/2/5 Dowden Potato Harvester

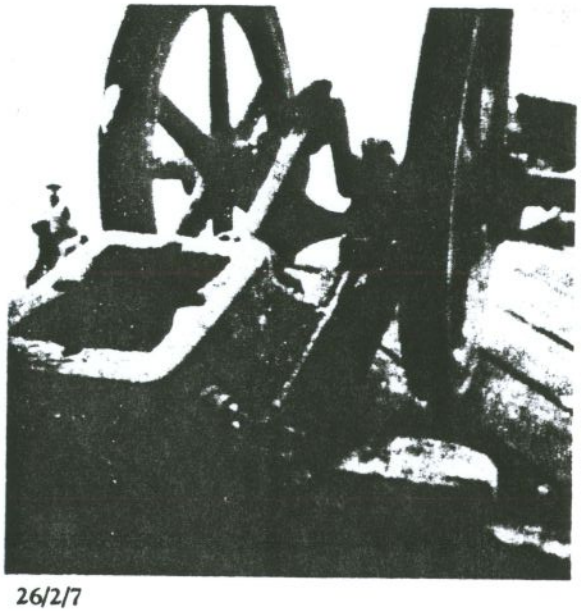
Q. *See the two photos of a recent acquisition. The nameplate states this machine was built by Dowden Mfg. Company, Prairie City, Iowa, and has a patent date of May 31, 1904. The shovel depth control lever has broken off and I would like to hear from someone who might have the proper dimensions to fabricate same. Also, the proper color scheme, years made, and other information relating to this machine. Jerry Bechtel, 25127 N. Virginia Ave., Lake Zurich, IL 60047.*

A. Yours is indeed a potato digger built by Dowden. During the early part of the century this firm was well known for this product, but beyond that, perhaps some of our readers can give you specifics regarding this machine.

26/2/6 FBM "Z" Engine

Q. *What is the year of a FBM "Z", s/n 526452? Also, what magneto is used? My engine has the slanted gear teeth. Maurice Anderson, 645 SE 7, Valley City, ND 58072.*

A. Your engine was built in 1922. We would guess this engine to use the Type R FBM high tension magneto.



26/2/7

26/2/7 Unidentified Engine

Q. *See the photo of an unidentified engine. It has a 4½ x 9 inch bore and stroke with 26 inch flywheels. Clayton D. Myers, 11720 Morse Rd., Pataskala, OH 43062.*

A. Your engine is of the Sandow variety built at Waterloo, Iowa. Actual manufacturing was probably by Waterloo Gasoline Engine Company. A virtually identical engine is illustrated on page 299 of *American Gas Engines*. Numerous mailorder houses sold these engines, including John M. Smythe and others. The most notable difference is in the cover atop the water hopper.

26/2/8 Bean Special Cub Engine

Q. *I have one of these engines, Model R-30B, s/n A7916. What is its proper color? It appears to have been a shade of red, but the water hopper appears to have been blue-green, or perhaps gray. Also, what is the proper decal?*

Regarding stuck pistons, I have found Trizol Penetrant to work the best. If not locally available, it is made by Castoleum Corp., Box 41, Centuck Station, Yonkers, NY 10710.

After soaking both ends of the cylinder with Trizol, I cut a slug of aluminum plate to loosely fit the cylinder bore. Using an air-driven hammer with about a one-inch face, I rattled the piston. This seemed to work the penetrant in all the way through. After about three evenings of this the piston moved. (Rattle only a few minutes at a time, as the neighbors get owly.)

As for finding valves, rings, and some other parts, go to the auto parts stores and try to con them out of a progressive size listing. All manufacturers provide them, and you can find valves by head size and stem diameter. Items such as valve guides have to be made. Tom Hartman, 1950 Prince Way, Reno, NV 89503.

A. Some of our readers have done a lot of research on the Bean engines, and perhaps one of them will be able to