

SPOT Fuller Compressors where you need the air



*Why -
compress air to 100-lb. when lower
pressures will do the work?*

Have you ever considered the advantage and savings possible by "spotting" Fuller Rotary Compressors where air is needed, and at pressures to do the work required most efficiently? It costs money to compress air at one central point with large, high-pressure units working on pressures equal to the highest demands from any part of the plant, and then reduce it to from 10 to 50-lb. for any one particular use.

The installation illustrated above is a very good example of a Fuller "spotted" unit. Compressed air was available from a central compressor station but at a much higher pressure than needed for that particular work to be done. Rather than use air through a reducing valve, with the attendant losses, it was decided to install a Fuller Rotary Compressor to produce air at the desired pressure. This resulted in considerable saving in power, costly transmission lines, friction losses and line leakage. And, when the department has completed its daily cycle of operation, the compressor is shut down.

FULLER COMPANY, CATASAUQUA, PA.

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C-189

FULLER
A LIFETIME OF NEW MACHINE EFFICIENCY

tifier operates on the same principle as the glass-envelope tubes, Fig. 28 and 29, and in that sense is an electronic tube. The rectifier has a mercury-pool cathode, for large-current capacity instead of one of metal. It also has a graphite grid and anode like the grid in Fig. 29, and serves the same purpose. When we discuss rectifier construction and operation of mercury arc rectifiers will be considered.

Press-Fitting a Rotor

(Continued from page 71)

number of bolts that can be readily threaded into the end of the shaft.

Three 2½-in. nickel-steel bolts take over 400-ton load without distress or distortion of their threads. When space between hub and shaft end is too short for a standard jack, longer bolts are used to permit locating the plate away from the shaft's end to accommodate the jacks.

On vertical generators the thrust-bearing block can be used as a pressing plate to assemble the shaft and rotor. On such machines the rotor's air-brake units may be used as jacks to press the rotor on the shaft.

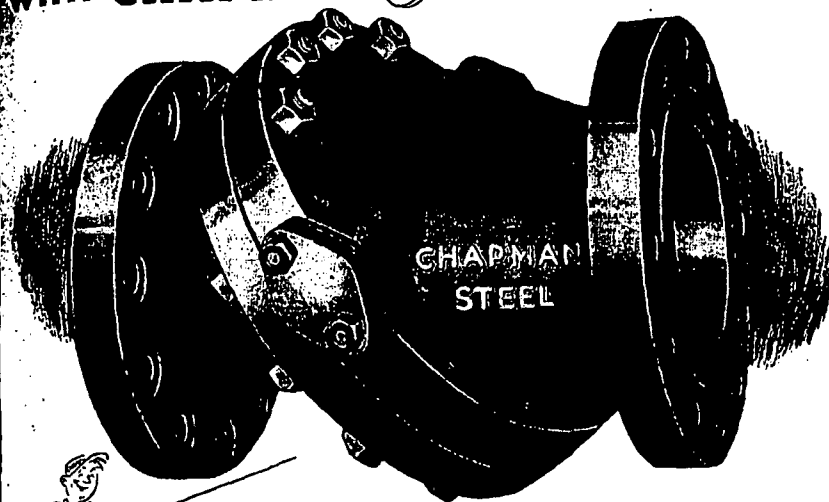
Pressing plates are now made of material that can be picked up on the job. Sometimes square or triangular steel plates 2 in. thick are fastened together, the number depending on the number of jacks used.

When the shaft has a forged-on coupling a pressing plate can be fitted on the shaft inside the coupling or against the oil-shedder collar on the bearing journal. These have been made from four steel plates about 2½ shaft diameters long, and one-half as wide. Cut a half circle slightly smaller than the shaft diameter out of one side of each plate.

Place two plates side by side and the other pair crosswise of them as in Fig. 5. Drill, ream and fit body-bound bolts through the plates to hold them together securely. Bore the center hole to a snug fit on the shaft and machine a radius on one edge of the hole to match the coupling or oil shedder, depending on where the strongback is used. If it is used on the oil shedder, fit a copper liner or shims to protect the journal-bearing and oil-shedder surfaces.

Match mark the plates, remove the bolts and reassemble the former on the shaft. Being at right angles to the plate's surfaces the body-bound bolts

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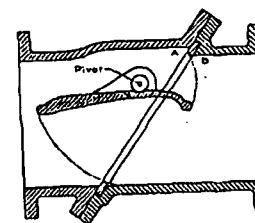
The smooth, cushioned closing of Chapman Tilting Disc Check Valves is based on the design of the balanced hinge-pinned disc. When the valve is open, the disc rides evenly in the flow. On closing, the disc seat drops into contact with the body seat easily and quietly—cushioned by the effect of the stream against the short flap. Vibrations and destructive stresses in pipe lines are thereby reduced.

With this unique check valve, maintenance costs are cut, and head losses are reduced as much as 65% to 80% over those experienced with conventional type check valves.

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Cross-section of the Chapman Tilting Disc Check Valve illustrating the way that the balanced disc is supported on the pivot, with arrows showing the travel of the disc. A feature of the design is that the disc seat lifts away from the body seat when opening, and drops into contact when closing, with no sliding or wearing of the seats.

**The Chapman Valve
Manufacturing Company**
INDIAN ORCHARD, MASS.