

Assembly and disassembly, adjustments and clearances of all other parts should be made in accordance with instructions previously given in Section II and Section III of this instruction book.

Refer to Figure 19, where all miscellaneous piping connections are identified. It should be noted that connections "M-1," "M-2," and "M-3" are the only ones that differ from those given for the standard turbine in Figure 5 and described in Section II under "Miscellaneous Piping Connections." Refer to these for complete description of these connections and also for *recommended water cooling piping hook-up and for suggested arrangement for drain connections*. In addition, note the following:

"M-1" and "M-2" — HIGH PRESSURE CASING DRAINS—and "M-3"—LOW PRESSURE CASING DRAIN — Connect through suitable valve to open drain. Open prior to starting turbine; close when casing is fully drained. Open when turbine is shut down and exhaust valve is closed.

HEAVY DUTY 2 BYRH FRAME

(Refer to Fig. 20)

This frame is a modification of the standard 2 BYR frame and is used for heavy duty, high exhaust pressure units up to a maximum of 250 psig. The casing and packing cases are specially designed extra heavy construction made to withstand the high exhaust pressures and temperatures and to seal the shaft against steam leakage. Standard steam chests, valves, governor parts, bearings, bearing cases, and exhaust pedestals are used with this frame. All modifications of the standard frames previously described are also adaptable to this heavy duty frame. Reference to Figure 19 will show that the general arrangement and construction of this frame is similar to the stand-

ard frames.

Because of the high exhaust pressures and resultant temperatures under which this frame operates, particular precautions are taken to seal the steam joints of the casing assembly. The casing assembly consists of the steam end and exhaust end bolted together through the vertical flange. For higher exhaust pressure this joint is seal welded on the inside to assure a completely steam tight joint. Once this joint is made up there are no conditions under which this joint should be broken. The casing cover is bolted through the horizontal flange to the steam end and exhaust end. It should be noted that a $\frac{1}{8}$ " seal groove is machined into the cover flange and this seal groove is fed by three tapped connections through which additional sealing compound is forced into the seal groove. The following procedure, used at the factory in making up this horizontal joint, is strongly recommended.

Anchor Packing Company "Turbo-Seal-50" and "Plastic Gasket No. 337-1" made up in "Strings," are used in combination. The seal faces of the horizontal flange are coated with Turbo-Seal-50 and a $\frac{1}{8}$ " diameter thread of Plastic Gasket No. 337-1 is placed in the seal groove of the cover flange face. After the joint has been pulled up tight and put under steam pressure and temperature, additional Plastic Gasket No. 337-1 in a pressure gun is forced into the seal groove through the three tapped holes in the cover flange to force out any entrained air and to insure a continuous seal. Our experience shows that this procedure results in a trouble-free, exceptional steam tight joint.

Anchor Packing Company sealing compounds and pressure guns for their application, may be purchased directly from the

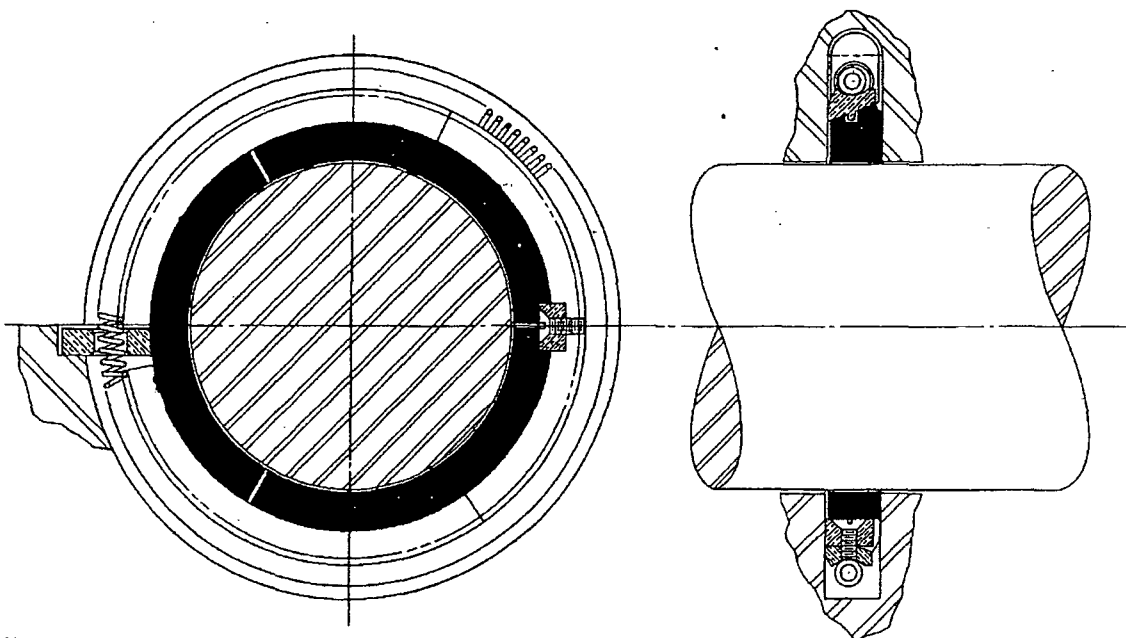


FIG. 21