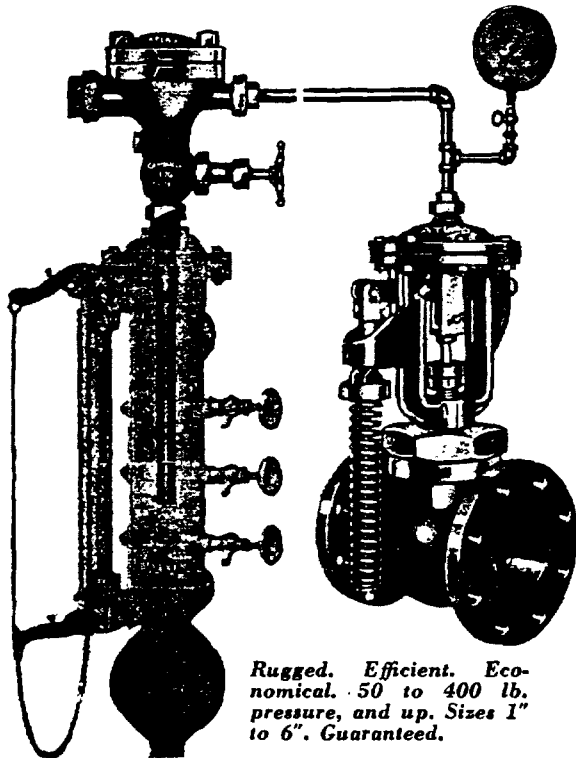


**5 Outstanding Advantages
of the**

CAMPBELL

Boiler Feed Water Regulator

1. **Simplicity.** The outstanding advantage of the CAMPBELL is its simplified construction. No trouble breeding parts whatever. Easy to install. Expert servicing is entirely eliminated. No moving parts. No thermostats. No floats. No links. No generators.



Rugged. Efficient. Economical. 50 to 400 lb. pressure, and up. Sizes 1" to 6". Guaranteed.

2. **Dry Steam Output Assured.** By maintaining a uniform water level the steam leaving the boiler is always dry.

3. **Assists the Boiler in Overtaking a Sudden Increase in Load.** The CAMPBELL slows down the feed when a sudden increase in load develops and gives the boiler a chance to overtake the load before the regulator again feeds at a rate to balance output.

4. **Quickly Restores Water Level.** When a sudden decrease in steam demand causes the water level to drop, the regulator speeds up the water input and quickly restores the water level.

5. **Reduces Operating Costs.** Boilers equipped with the CAMPBELL deliver drier steam, have a more continuous operation, and indicate an appreciable saving in fuel, all of which tend to increase the boiler efficiency.

- ☐ Super-sensitive Pressure Regulators
- ☐ Damper Regulators
- ☐ Temperature Regulators
- ☐ Reducing Valves
- ☐ Exhaust Control Systems
- ☐ Pump Governors
- ☐ Oil Control Cocks
- ☐ Humidity Controllers
- ☐ Thermostats
- ☐ Balanced Valves
- ☐ Control Valves

**Other
ATLAS
Products**

Check those on which you want complete data.

BUT THAT ISN'T ALL

There are other important advantages, such as continuous blowdown and visual indication that are obtainable in the CAMPBELL only and that are covered in Bulletin 8-A. Ask for a copy by placing a check in this square ☐. Also, check the list at the left. Mail to us with your name, firm, and address.

ATLAS VALVE COMPANY

REGULATING VALVES FOR EVERY SERVICE

289 South St., Newark 5, N. J.

Represented in Principal Cities

Continued from page 146)
Living in New York, I always
sent sample to the oil firm's
analysis. Those samples showed

the saponification number at normal, or about 0.2.

"Shotski relieved me shortly before the oil salesman came aboard for his lab sample.

"What in hell kind of monkey business is this?" demanded Shotski. 'Oil is oil, and if Surfaceblow couldn't tell oil by looking at it, he's too damn old to be shipping out.' But the salesman finally got his sample and scrambled.

"A few days later the ship got orders to leave for Bremerhaven, Germany, for a load of displaced persons. She shoved off before the lab reported on the oil.

"A week later the lab phoned the port engineer and told him all the General Sherman's oil would have to be dumped immediately.

"What's that?" yelled the port engineer, dropping his uppers.

"You heard me right," came back the answer. 'That inhibited oil has completely broken down. Instead of the normal 0.2 sap number, she now reads 2.0. That sudden change means she is probably severely contaminated and breaking down badly.'

"When the sap number of an inhibited oil starts to climb that fast," continued the chemist while the port engineer hung on with his mouth open, 'the oxidation inhibitor is used up and the oil is breaking down at a terrific rate. In this condition, the Sherman's plant may be wrecked at any minute.'

"Aw shut up!" yelled the port engineer, coming too. He slammed down the receiver, rushed a message to Bremerhaven, then phoned me at the shipyard.

"BILGEWATER," I said, when he accused me of turning the ship over in that condition. 'That oil was perfect. If anything's wrong, it happened after I signed off.'

"Look here, Surfaceblow, this is a serious mat—," he started to say. But I cut him short.

"Keep your britches on! When that tub arrives, I'll go aboard with you and we'll find Shotski's trouble.'

"The message got to Bremerhaven, but the General Sherman had sailed for Genoa, Italy, before receiving it. By the time New York learned about the Sherman missing her message, she had left for Buenos Aires, Argentina.

"The port engineer and the oil salesman expected to hear daily that the Sherman had broken down at sea. At best, they expected badly scored gears when she did get into port. But I wasn't worried.

"When Andy Shotski finally received