

TION, TRANSMISSION AND APPLICATION OF THE POWER SERVICES

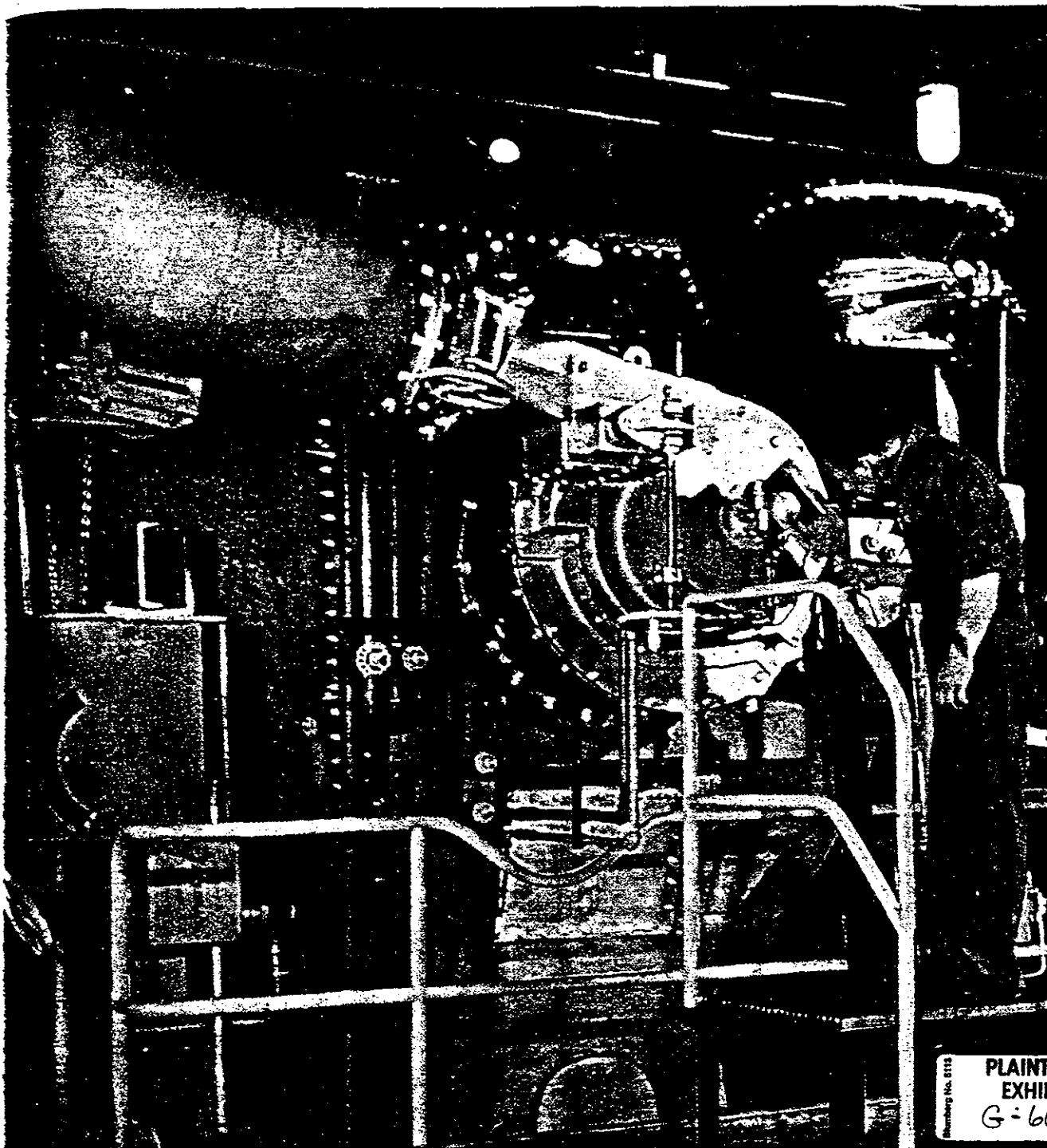
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**TRANSFORMERS**  
a 16-p handbook

# Power

June  
1952 • 50¢

A MCGRAW-HILL PUBLICATION



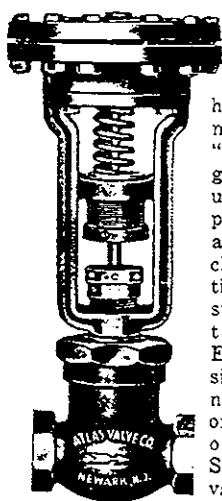
Shelberg No. 8113

PLAINTIFF'S  
EXHIBIT

G-66

## ATLAS Type "D" Reducing Valve

The exceptional valve shown below is our ATLAS Type "D". In our 52-page Bulletin 1-A it is shown as Fig. 171. Be sure to ask for Bulletin 1-A if interested as that bulletin gives complete information including cross-sectional views, list of parts, etc.



Ever since its introduction, Type "D" has made very much of a "hit" with engineers. It is unusually simple. Also gives accurate and close regulation of pressures. Is easy to inspect. Equipped with single seat renewable discs of composition of metal. Stainless steel valve stem. Removable diaphragm top.

Adaptable to steam, air, or gas. Up to 175 lb. per sq. in. pressure. Durable. Body of bronze. Screwed ends. And, its construction gives it true balance with double port seats.

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☐ Without obligation, please send me the ATLAS Regulating Valve Bulletin No. 1-A. Also, please send complete data on the following products:

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| <input type="checkbox"/> Pressure Regulators     | <input type="checkbox"/> Thermostats          |
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| <input type="checkbox"/> Water Regulators        | <input type="checkbox"/> Control Valves       |

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## My Biggest Boner

► OUR OLD FREIGHT ELEVATOR was rewired because too many electrical troubles were plaguing us. The electricians finished all the work except connecting new leads to the motor. I rode the car to the basement and pulled the disconnect switch.

It took only a few minutes to change from the old to the new leads. When they were in I threw the switch and got in the car. I pulled the shipper rope to go up but went down instead.

I grabbed the shipper rope to stop the car but it was too late. Counterweight hit beams at the second floor ceiling. I heard a shackle break and a ton of counterweight whistled by me on a fast trip down. It dug a hole in the concrete floor of the elevator pit, just about four feet from me. Cables came down a little slower but they didn't sound pleasant when they hit the car roof a foot and a half from my head. I was plenty scared.

Of course there should have been a low-limit switch on the car or a high-limit switch on the counterweight but it was still a bonehead stunt on my part.

Now I always check rotation after hooking a motor to a machine. You never know when you may cross leads and wreck the machine or even kill yourself.

G F NEELY  
Vancouver, Wash.

• What is your "biggest boner"? We'll pay ten dollars for each one we publish.



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