

complicated by having the valve make a fine spray travelling across the face of the bearings just before the valve comes home to seat.

Also instead of throttling with the face of the disc this should be accomplished by an annular extension of the disc.

Now the threads in the stem should be carefully looked to. These should be heavy and cut smooth. When the valve is closed at least five complete turns should remain in the hub. The stem itself should be of a harder composition than the hub to secure a better wearing effect. If conditions are such that a fine scale gets down into the threads and cuts them out you should use an Outside Screw and Yoke Valve (Fig. 3). This will keep the threads outside the action of the steam and also permit oiling. Sometimes it will be simply necessary to set the valve with the hand wheel upright to overcome this trouble.

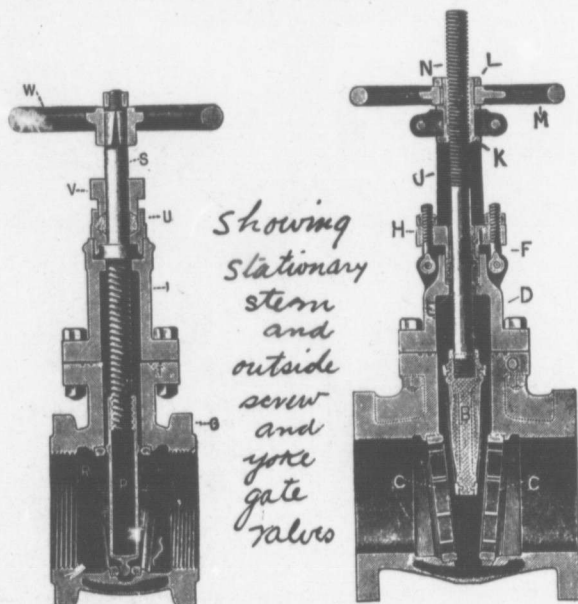


Fig. 4.

If a valve is not used for throttling you can use a Gate Valve. That is if you use a valve wide open or tight shut. Gate Valves are divided into straightway and angle gates. And are made two ways, with stationary stem and Outside Screw and Yoke for a variety of temperatures and pressures. (Fig 4)