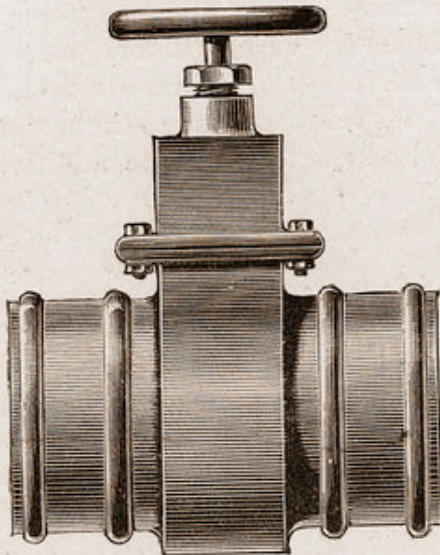
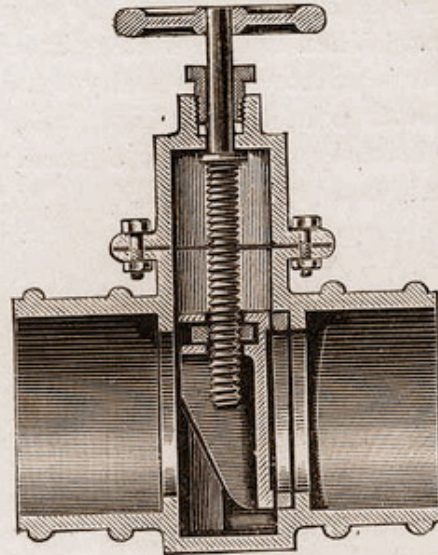


good and reliable joint. This valve (as also Fig. 72) gives a clear passage the full bore of the pipe. For first-class work they are preferable to the



SCREW SLIDE VALVE.

FIG. 74.



SECTION.

FIG. 75.

ordinary throttle-valve. When used for steam, metal surfaces are best, as rubber is liable to harden from intense heat; on the other hand, metal faces, unless carefully ground, are liable to leakage, and are sometimes affected by grit or dirt getting between the valve and the valve seat.

Valves similar in construction are often made with double faces; these are called sluice valves; as they are generally used for cold water mains, and to withstand excessive pressure, they need not be further described here.

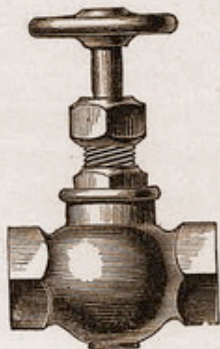


FIG. 76.



FIG. 77.

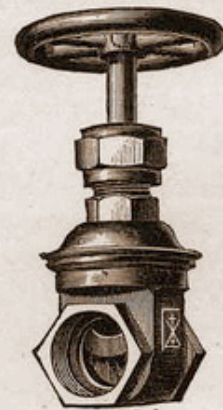


FIG. 78.

GUN-METAL VALVES.

For wrought tubes gun-metal valves are most suitable. The ordinary wheel valve (Fig. 76) is too well known to need any description, it is

adapted for either hot water or steam ; the valve should have wings on, otherwise it is liable to bear on one edge of the seating only, especially when fixed in a vertical pipe, and when this happens it will cause leakage, and render it difficult to control the temperature.

The angle valve (Fig. 77) is the same in principle, and is specially suited for radiators or coils. For first-class work nickel plating adds to the finish and appearance, and repays the slight extra cost.

Fig. 78 is Peet's patent full way doubled-faced valve, and is preferable for water circulation, as it has a clear full-bore passage throughout, and it is a good reliable valve.

1904

1929

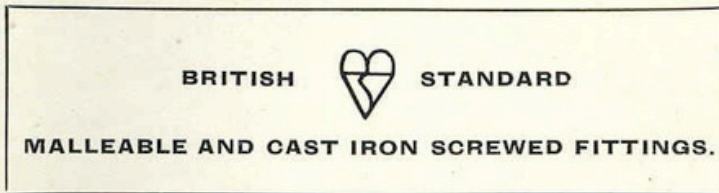
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