Automobile Appliances

"THE WORLD'S BEST."

THE MASON

Automobile Engine

AND

Automobile Appliances

U. S. PATENTS

No. 649,667 No. 685,626

OTHER PATENTS PENDING

DESIGNED AND CONSTRUCTED
EXCLUSIVELY BY

THE MASON REGULATOR CO.

No. 158 SUMMER STREET,

BOSTON, MASS., U.S.A.

WORKS AT

DORCHESTER LOWER MILLS, MASS.

THE MASON AUTO ENGINE.

JUST A WORD, PLEASE. Your automobile can be no better than its engine. It is good or bad, according to the character of the engine, for the engine is the pivot wheel of the whole machine.

Now, there are two classes of automobile engines—"Mason's" and others.

Say all the good things you can about all the other makes, there yet remains one thing true only of the "Mason"; IT IS THE BEST.

It is not best because we say it is so. But we say it is so, because it is best.

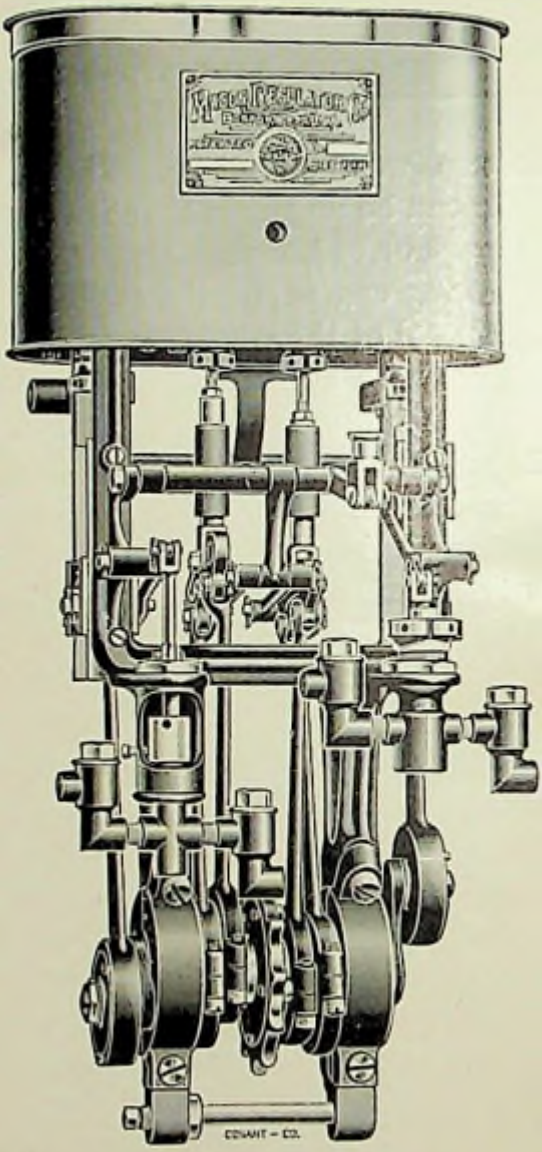
We have been building fine machinery for the past twenty years.

Any "Mason" product is considered the highest type of its class, for "Mason" history is a history of successes.

And the "Mason" Auto Engine is the engine success of the automobile period.

It has passed the experimental epoch. In fact fully one-half of all the automobiles built in the United States now carry "Mason" engines. This in itself shows

WORKS AT DORCHESTER LOWER MILLS, MASS.



THE MASON AUTO ENGINE.

the practical superiority of the "Mason" over all others.

The "Mason" is not superior in one point only, but in at least a dozen.

In originality of design, in the faithfulness exhibited in carrying out that design, in the clever fitments, in the material, and above all in positive wearing reliability, it is the standard, unexcelled, unapproached by any other.

The "Mason" Auto Engine is the product of ample capital, inventive genius, mechanical skill, secured and controlled by the hand of long practical experience in producing engines of the highest character possible.

Perhaps we should emphasize the reliability of the "Mason" Auto Engine. There is practically never any trouble with a "Mason." It is built to such a degree of mechanical perfection, using only the highest-priced material and the perfected product being tested in every practical manner. The "Mason" is the one Auto Engine which best shows itself in the way it works.

It's hard to describe a "Mason" engine on paper. It isn't a paper orator. It is

in actual, every day work, over all kinds of roads, hilly, level, rough, smooth, mountain, seashore, or city, that the "Mason" pleads its case most eloquently.

Aside from the recognized working superiority of the "Mason," the fact that each part is made interchangeable, ought readily to formulate your preference in favor of a "Mason."

This, indeed, is no small item. For it makes repairs when they may be needed, economical, easy, and quick. You don't have to get parts built to order. Nor is any considerable delay necessary. Simply take out the worn part, and replace it with the new, and your engine is in perfect condition.

Still, this feature would be of much more consequence in other makes. For the "Mason" isn't very likely to wear out in parts. It's a scientific engine. Each part is made in harmonious relation to the complete whole, and is designed and built according to the individual work required of it.

Then, again, the cost of a single replaced part is practically no more than when secured in the complete machine.

This may seem peculiar. But it is a way we have of doing things, which, together with the wireless telegraphy, constitutes one of the wonders of this commercial age.

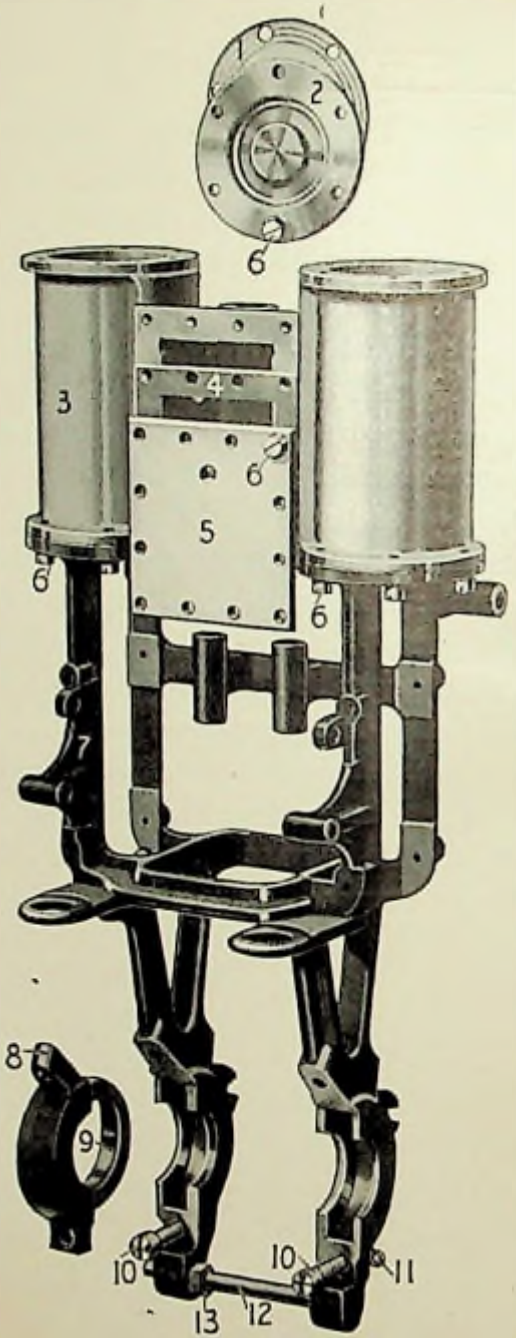
Now about the price. This is a delicate subject. For an engine is cheap or dear, not according to the price paid for it, but according to the quantity and quality of the service which it renders in return for the price paid. On this basis, the "Mason" is the equitably-priced Auto Engine on the market today. It gives the most for the money beyond any doubt or question.

In considering the purchase of an engine, please remember that the "Mason" Auto Engine is adapted to all styles and sizes of steam vehicles.

PRICES.

No. 1. Size, 2½ x 3½	$90.00
No. 2. Size, 3⅛ x 4	150.00
Fuel Pump for No. 1 Engine . . .	$4.00
Fuel Pump for No. 2 Engine . . .	6.60

All "Mason" engines are fitted for fuel pump, but we do not ship the pump with the engine unless ordered.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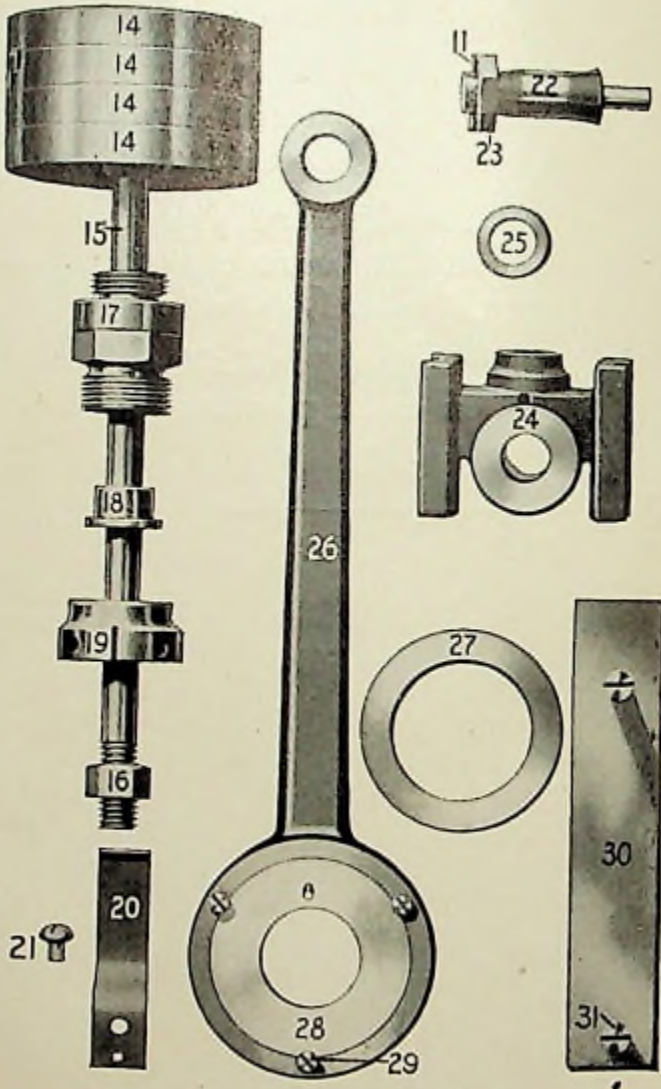
All its working parts are made of case-hardened, drop-forged steel, while the piston rods and valve stems are of Tobin bronze, which has the tensile strength of mild steel, and is rust-proof.

The crank shaft, crank pins, and eccentrics have ball bearings that cause them to run absolutely smooth.

No. 1 Engine has $\frac{1}{2}$ in. balls on crank shaft, $\frac{3}{8}$ in. on crank pins, and $\frac{1}{4}$ in. on eccentrics.

PRICES OF PARTS.

		No. 2 Engine	No 1 Engine
1.	Cyl. Head Gasket (copper)	$0.16	$0.10
2.	Cylinder Head	.44	.28
3.	Cylinder	18.00	11.00
4.	Steam Chest Gasket (copper)	.16	.10
5.	" " Cover	.44	.28
6.	Cylinder Head Screw	.06	.04
7.	Frame	22.00	13.00
8.	Main Bearing Cap	1.60	.96
9.	Crank Shaft Cup	2.12	1.28
10.	Main Bearing Cap Screw	.12	.08
11.	" " " " Cotter Pin, per doz.	.10	.10
12.	Main Bearing Adj. Bar		
13.	" " " " Lock Nut	.52	.32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No. 2 Engine has $\frac{5}{8}$ in. balls on crank shaft, $\frac{1}{2}$ in. on crank pins, and $\frac{3}{8}$ in. on eccentrics.

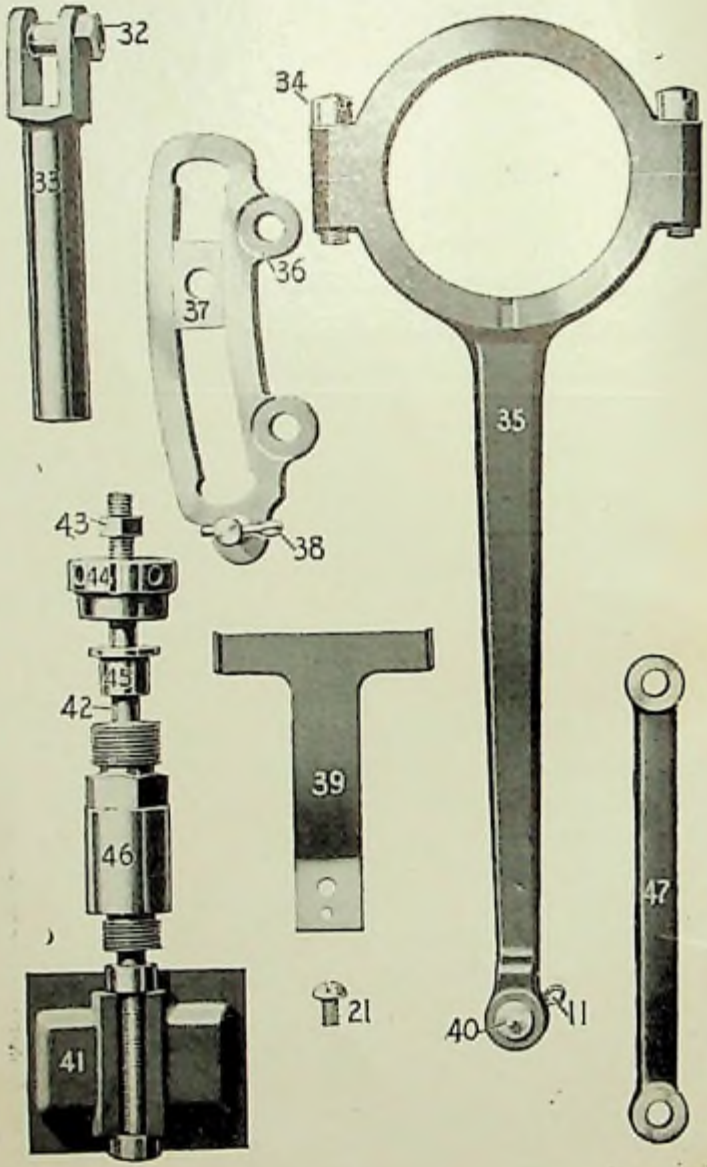
No. 1 Engine is fitted with a 12-tooth sprocket, 1 in. pitch, for $\frac{5}{16}$ in. block chain.

No. 2 Engine is fitted with 15-tooth sprocket, $\frac{15}{16}$ in. pitch, for $\frac{3}{8}$ in. roller chain.

Special sprockets to order.

PRICES OF PARTS.

		No. 2 Engine	No. 1 Engine
14.	Piston	$6.12	$3.68
15.	" Rod		
16.	" " Check Nut .		
17.	" " Stuffing Box . .	.48	.28
18.	" " " " Gland	.16	.10
19.	" " " " Nut	.36	.22
20.	" " " " "		
	Locking Spring . . .	.12	.10
21.	Piston Rod Stuffing Box Locking Spring Screw, per doz.	.10	.10
22.	Wrist Pin	.88	.52
23.	" " Nut		
24.	Cross Head	2.28	1.36
25.	Connecting Rod Bushing .	.74	.44
26.	Connecting Rod . . .	1.32	.80
27.	" " Ball Cup .	1.60	.96
28.	" " Dust Cap .	.16	.12
29.	" " " "		
	Screw, per doz. . . .	.10	.10
30.	Cross Head Guide . . .	.80	.48
31.	" " " Screw .	.06	.04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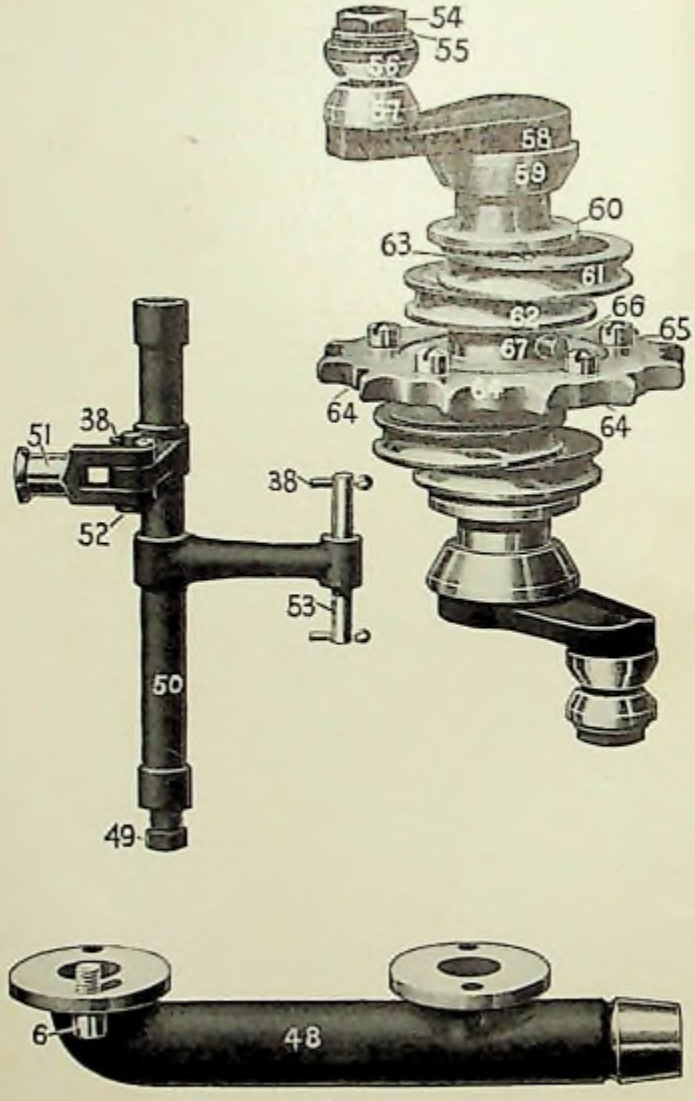
Every cylinder is packed in hair felt, and then encased in Russia-iron brass-bound jackets.

The wrist pins are hardened and then ground to a perfect fit, and are always interchangeable, and the cross-head end of connecting rod has hardened steel bushing ground to a bearing, which can be replaced at slight expense.

Every Auto manufacturer consults his

PRICES OF PARTS.

		No. 2 Engine	No. 1 Engine
32.	Link Block Pin, with nut	$0.28	$0.16
33.	Valve Stem Guide	1.12	.68
34.	Eccentric Strap Screw	.08	.05
35.	" Rod	2.60	1.56
36.	Link	2.60	1.56
37.	" Block	.60	.36
38.	" Pin Cotter, per doz.	.10	.10
39.	Valve Stem Stuffing Box Nut Locking Spring	.12	.10
40.	Eccentric Rod Pin	.12	.10
41.	Slide Valve	.92	.56
42.	" " Stem	.44	.28
43.	" " " Check Nut		
44.	" " " Stuffing Box Nut	.32	.20
45.	Slide Valve Stem Stuffing Box Gland	.12	.08
46.	Slide Valve Stem Stuffing Box	.40	.24
47.	Link Hanger Rod	.52	.32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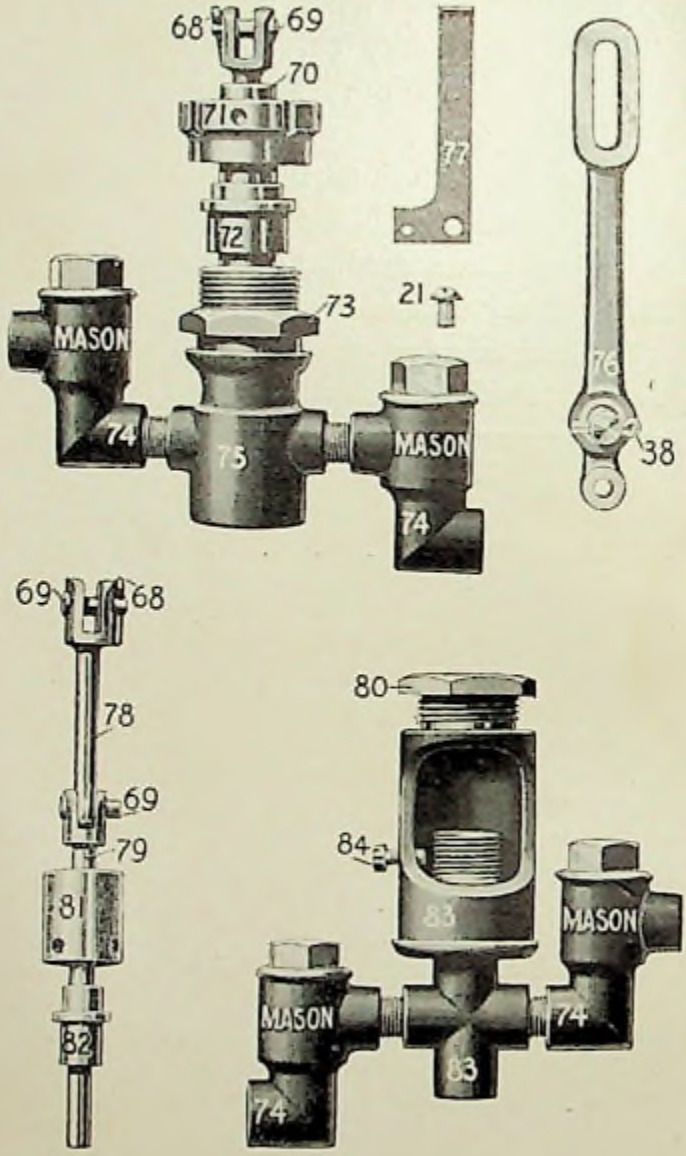
own best interests when he supplies the "Mason" on every carriage he builds. It adds to his reputation, and thus to his trade.

Every autoite must have his automobile equipped with a "Mason," unless he enjoys the sensation of being "towed in." The "Mason" goes the route.

We are always glad to answer questions. Shall we hear from you?

PRICES OF PARTS.

		No. 2 Engine	No. 1 Engine
48.	Exhaust Pipe	$1.00	$0.60
49.	Reverse Shaft Pivot Screw	.12	.10
50.	Reverse Shaft	1.32	.80
51.	" " Jaw	.32	.24
52.	" " " Pin	.12	.10
53.	Front Link Hanger Pin	.12	.10
54.	Crank Pin Nut	.06	.04
55.	" " Locking Washer	.12	.08
56.	" " Threaded Cone	.60	.36
57.	" " Stationary "	.48	.28
58.	Crank	2.32	1.46
59.	" Shaft Cone	1.00	.60
60.	" " Dust Guard	.32	.20
61.	Outer Eccentric	.88	.52
62.	Inner " Ball Race	.68	.40
63.	Eccentric Screw	.06	.04
64.	Sprocket	2.52	1.52
65.	" Screw	—	.04
66.	Crank Shaft Sleeve Taper Pin	.06	.04
67.	Crank Shaft Sleeve	8.02	4.48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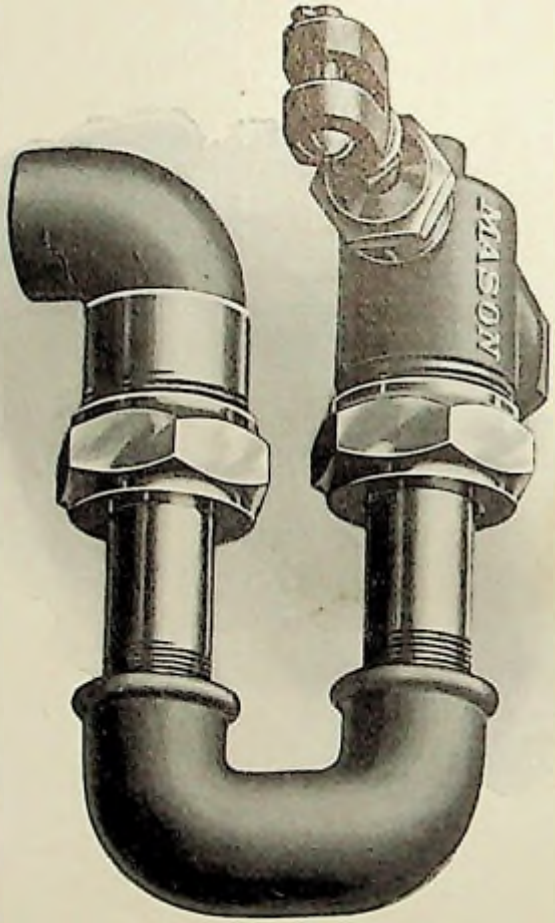
PRICES OF PARTS.

		No. 2. Engine	No. 1. Engine
68.	Pump Plunger Pin Cotter Pin per doz.	$0.10	$0.10
69.	Pump Plunger Pin . . .	.12	.10
70.	Water Pump Plunger . .	1.40	.84
71.	" " " Stuffing Box Nut	.52	.32
72.	Water Pump Plunger Stuffing Box Gland	.20	.12
73.	Pump Barrel Clamping Nut	.16	.10
74.	⅛ in. Pump Check Valve .	.56	.56
74.	¼ in. " " " .	.96	—
75.	Water Pump Barrel . . .	1.00	.60
76.	Pump Lever (specify for fuel or water)	1.24	.64
77.	Water Pump Stuffing Box Locking Spring . . .	.12	.10
78.	Fuel Pump Connecting Link	.60	.32
79.	" " Plunger . .	.88	.44
80.	Pump Barrel Clamping Nut.	.16	.10
81.	Fuel Pump Stuffing Box Nut	.32	.20
82.	" " " " Gland	.12	.08
83.	" " Barrel . . .	1.92	.72
84.	" " Stuffing Box Set Screw, per doz. . . .	.10	.10
Cylinder Jacket and Screws . .		3.28	1.96
⅛ in. Nipples		.08	.08
¼ in. "		.10	—
⅜ in. Balls		.08	—
½ in. "		.04	.04
⅜ in. " per doz.		.18	.18
¼ in. " " "		—	.10

No. 1 Engine uses ⅛ in. check valve in both fuel and water pumps.

No. 2 Engine uses ¼ in. check valve on water pump, and ⅛ in. check valve on fuel pump.

Old style single Shoe Cross Head, either size	$1.20
Solid Plug Piston for No. 1 Engine .	2.25
" " " " No. 2 Engine .	4.00

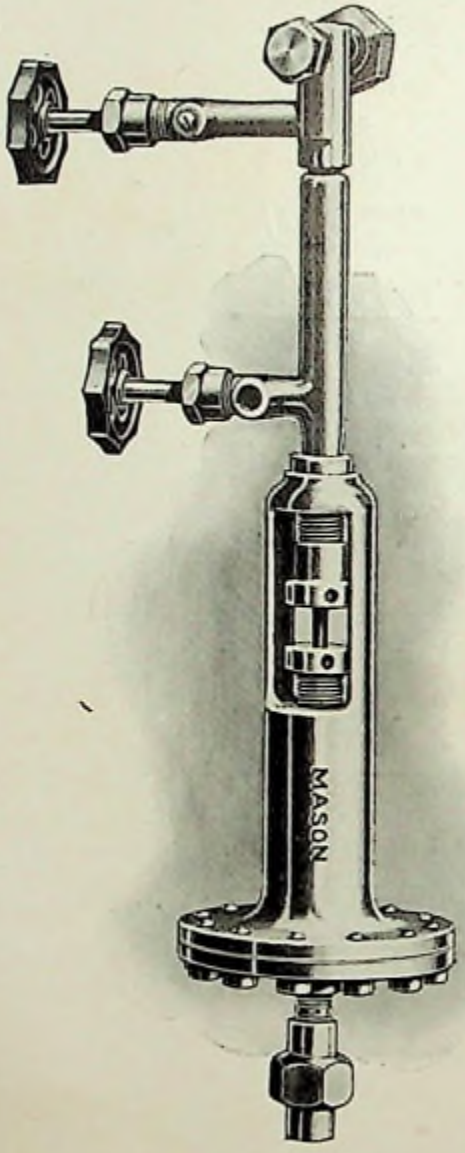

MASON

THE MASON
THROTTLE VALVE.

With or without swing joint. Single poppet valve, opened by pushing stem inwardly. Furnished with jaw and pin for connecting with throttle lever.

When swing joint is furnished two stuffing boxes are used.

Price, with swing joint, . . .	$7.60
" without swing joint, tapped for ½ inch pipe, ...	3.40


MASON

THE MASON

BURNER REGULATOR.

This Automatic Burner Regulator controls the supply of gas to burner, thereby maintaining any desired boiler pressure.

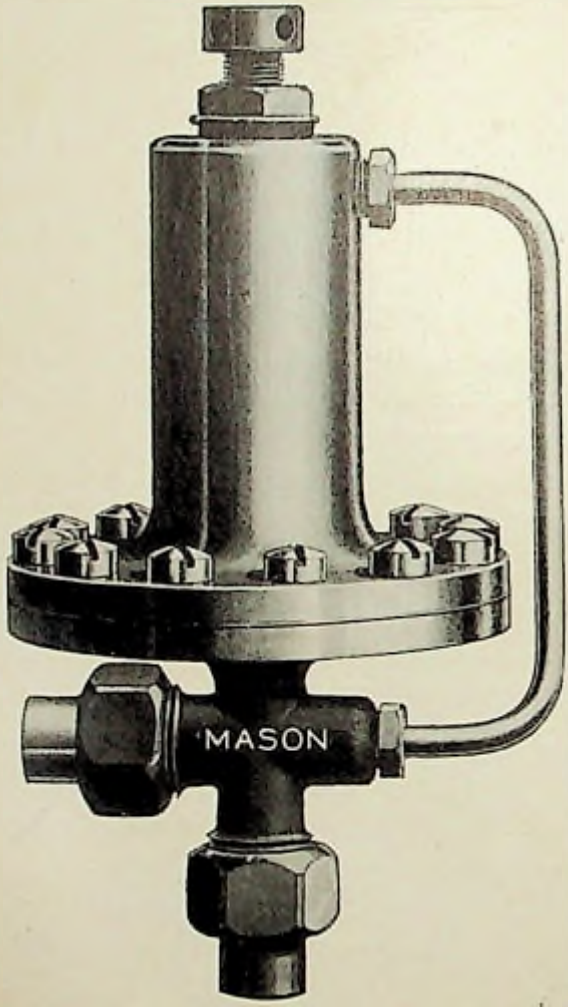
A diaphragm operated on by boiler pressure controls a needle valve which admits the supply of gas to maintain required pressure.

An opening controlled by a valve is provided for connecting a torch to start burner when boiler is cold.

A small adjustable By-Pass Valve is placed in end of Regulator to admit a small amount of gas to burner, thus keeping fire alive when needle valve is closed.

To adjust By-Pass opening, remove hexagon cap shown at top in cut, and with screw driver open or close slot-headed screw exposed by removal of cap.

Price, ... $9.00


MASON

THE MASON
BY-PASS REGULATOR.

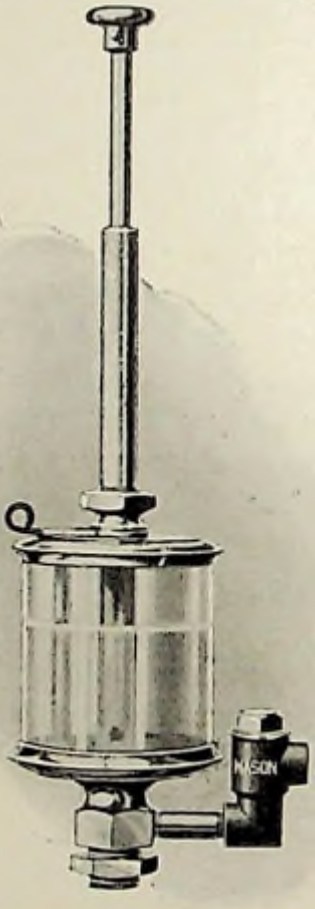
Our Automatic Fuel By-Pass Regulator is used in connection with auxiliary reservoir, when fuel (gasoline or kerosene) pump is used on engine.

This Regulator operates to keep an even pressure on auxiliary reservoir by by-passing the fuel back to suction tank when the pressure reaches the desired point.

Can be adjusted to maintain any desired pressure.

By an arrangement used only on this Regulator, escaping fuel due to broken diaphragm passes back through bent tube on side of Regulator to suction tank, thereby preventing undue pressure in auxiliary reservoir.

Price, ... $7.50


WILSON

THE MASON OIL CUP.

This Brass Cylinder Oil Cup made with glass body, is so constructed that one check valve only is necessary.

Raising the plunger causes well to fill with oil, which is then forced into steam chest by pushing plunger down. This closes inlet to the well, thus obviating the use of suction check valve.

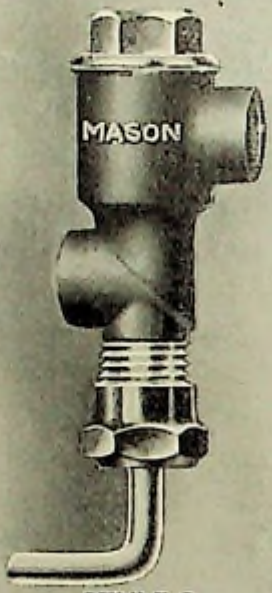
By slacking nut on top of cup, flange may be turned to bring oil filling hole to most convenient place for filling. The small vent tube inside is for the purpose of relieving pressure in the cup in case check valve should leak back.

Space required 3½ in. x 3½ in.

Price, ... $7.50

STYLE A.

STYLE B.



STYLE C.

STYLE D.

STYLE E.

THE MASON CHECK VALVES.

Styles A, B, D, and E check valves are of the usual patterns, but are made in the most careful manner.

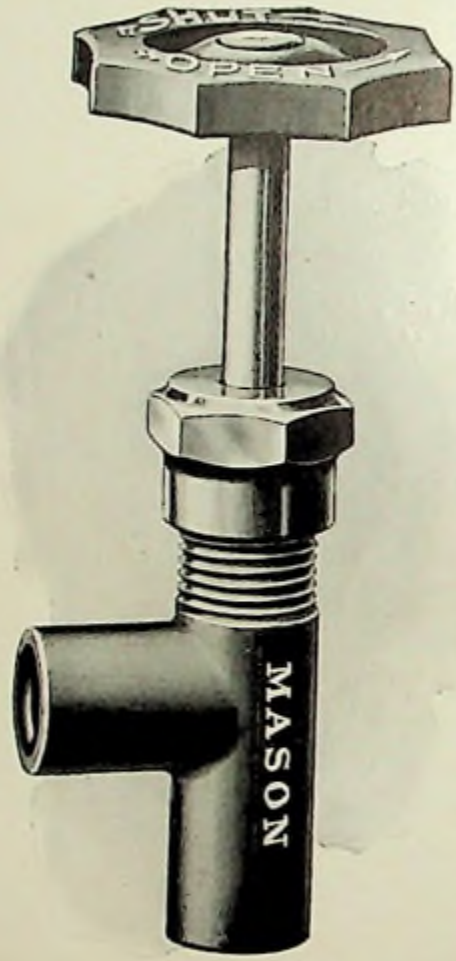
Price, A, B, D, E, ⅛ in., each, 56 cts.
" " " ¼ " " 96 cts.

Water Glass Check Valves.

STYLE C.

This valve is used for automatically shutting off steam and water should the water glass break. Stem as shown is used to push valve open after new glass has been inserted, and after insertion of glass should be turned back to its former position, which will allow valve to again close when necessary.

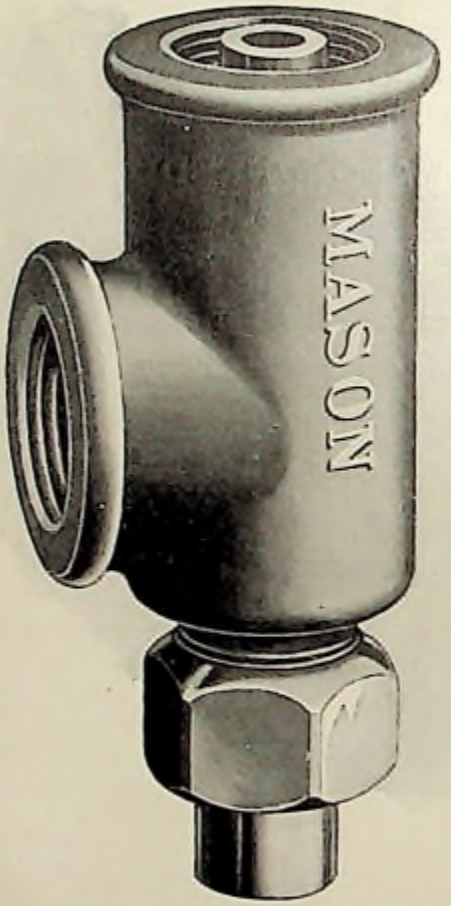
Price, style "C," . . . each, 96 cts.


SHUT
OPEN
MASON

THE MASON NEEDLE VALVE.

We make this splendid valve with extreme care, the body being constructed from good composition steam metal, and the stem of Tobin bronze. It has the maximum of strength, and will not rust and cause leakage.

Price, ... 80 cts.


MASON

THE MASON EJECTOR.

We make these Ejectors from our own models. They are used for filling tank where there is no pressure from water supply. Suction hose should be connected to side inlet. A one-eighth inch union is provided to connect with steam supply. Suction and discharge tapped for one-half inch standard pipe thread.

Price, ... $2.40

MASON

THE MASON HOSE REEL.

The most complete arrangement on the market for caring for suction hose. It consists of cylindrical case 12″ in diameter by 1⅛″ thick, to be screwed underneath bottom of carriage, and holds 10 feet of suction hose. The inner end of this hose is permanently connected to a revolving disk, which is in turn connected through a stuffing box by a pipe which attaches to an ejector leading to water tank.

To fill tank, pull out hose as far as necessary to reach water supply, and turn steam on ejector. When tank is filled, turn off steam and wind up hose by turning handles on bottom of case.

It will be seen that by this device the tank can be filled by any one at any time without soiling hands or gloves, and without the annoyance of making connections. It can be attached to vehicle by any mechanic in a few minutes. It is always in working order, very neat in appearance, and entirely in keeping with its surroundings.

Price, complete with hose and strainer, ... $15.00

TELEGRAPH CODE.

CABLE ADDRESS, "MASONICA," BOSTON.

For quantity of goods wanted use numerals.

1. Cylinder Head Gasket (copper) .	*Copper*
2. Cylinder Head	*Head*
3. Cylinder	*Cylinder*
4. Steam Chest Gasket (copper) .	*Gasket*
5. " " Cover . . .	*Cover*
6. Cylinder Head Screw . . .	*Screw*
7. Frame	*Frame*
8. Main Bearing Cap . . .	*Main*
9. Crank Shaft Cup . . .	*Cup*
10. Main Bearing Cap Screw . .	*Thread*
11. " " " " Cotter Pin	*Pin*
12. Main Bearing Adjusting Bar .	*Bar*
13. " " " " Lock Nut	*Boy*
14. Piston	*Piston*
15. " Rod	*Rod*
16. " " Check Nut . .	*Nut*
17. " " Stuffing Box . .	*Box*
18. " " " " Gland .	*Gland*
19. " " " " Nut .	*Nutting*
20. Piston Rod Stuffing Box Nut Locking Spring . . .	*Springing*
21. Piston Rod Stuffing Box Nut Locking Spring Screw .	*Lock*

22.	Wrist Pin	*Wrist*
23.	" " Nut	*Tight*
24.	Cross Head	*Cross*
26.	Connecting Rod	*Connect*
25.	" " Bushing	*Bush*
27.	" " Ball Cup	*Ball*
28.	" " Dust Cap	*Dust*
29.	" " " " Screw	*Dan*
30.	Cross Head Guide	*Guide*
31.	" " " Screw	*Guiding*
32.	Link Block Pin with Nut	*Block*
33.	Valve Stem Guide	*Speed*
34.	Eccentric Strap Screw	*Strap*
35.	" Rod	*Strapping*
36.	Link	*Link*
37.	" Block	*Blake*
38.	" Pin Cotter	*Barn*
39.	Valve Stem Stuffing Box Nut Locking Spring	*Hunt*
40.	Eccentric Rod Pin	*Pinch*
41.	Slide Valve	*Slide*
42.	" " Stem	*Stem*
43.	" " Check Nut	*Checking*
44.	" " Stem Stuffing Box Nut	*Boxing*
45.	Slide Valve Stem Stuffing Box Gland	*Stop*
46.	Slide Valve Stem Stuffing Box	*Steaming*
47.	Link Hanger Rod	*Hanger*
48.	Exhaust Pipe	*Exhaust*
49.	Reverse Shaft Pivot Screw	*Pivot*
50.	Reverse Shaft	*Shaft*
51.	" " Jaw	*Jaw*
52.	" " " Pin	*Reverse*

53.	Front Link Hanger Pin . .	*Front*
58.	Crank	*Crank*
54.	" Pin Nut	*Pinning*
55.	" " Locking Washer .	*Washer*
56.	" " Threaded Cone . .	*Cone*
57.	" " Stationary " . .	*State*
59.	" Shaft Cone . . .	*Shafting*
60.	" " Dust Guard . .	*Guard*
61.	Outer Eccentric	*Outer*
62.	Inner " Ball Race .	*Inner*
63.	Eccentric Screw . . .	*Fast*
64.	Sprocket	*Sprocket*
65.	" Screw	*Gauge*
66.	Crank Shaft Sleeve Taper Pin .	*Taper*
67.	Crank Shaft Sleeve . . .	*Sleeve*
69.	Pump Plunger Pin . . .	*Pinion*
68.	" " " Cotter Pin .	*Painter*
70.	Water Pump Plunger . . .	*Plunger*
71.	Water Pump Plunger Stuffing Box Nut	*Stuffing*
72.	Water Pump Plunger Stuffing Box Gland	*Glanders*
73.	Pump Barrel Clamping Nut .	*Clamping*
74.	$\frac{1}{8}$" Check Valve	*Valve*
74.	$\frac{1}{4}$" " "	*Check*
75.	Water Pump Barrel . . .	*Barrel*
76.	Pump Lever for Fuel . . .	*Fuel*
76.	" " " Water . .	*Water*
77.	Water Pump Stuffing Box Locking Spring	*Locking*
78.	Fuel Pump Connecting Link .	*Connecting*
79.	" " Plunger . . .	*Plunging*
80.	Pump Barrel Clamping Nut .	*Holding*
81.	Fuel Pump Stuffing Box Nut .	*Stuff*

82. Fuel Pump Stuffing Box Gland .	*Boxer*
83. " " Barrel . . .	*Bars*
84. Fuel Pump Stuffing Box Set Screw	*Setting*
Fuel Pump Complete . . .	*Pump*
Cylinder Jacket and Screws . .	*Satin*
⅛ in. Nipples	*Oak*
¼ in. "	*Pine*
⅜ in. Balls	*Birch*
½ in. "	*Spruce*
⅝ in. "	*Walnut*
¼ in. "	*Hickory*
No. 1 Engine complete (without fuel pump)	*Small*
No. 2 Engine complete (without fuel pump)	*Large*
Ship via Express	*Worship*
Ship via Freight	*Welkin*

In ordering repairs for No. 2 Engine, use word "Large." For No. 1 Engine, use word "Small." Please be careful to always designate the size of your engine in ordering parts.

Thus:—Ship by express one No. 2 Engine and one each Nos. 70 and 72 for No. 2 Engine, would read: "Worship one Large and one each Large Plunger and Glanders."

In ordering repairs for Model C Engine, use word "Medium."

TESTIMONIALS.

H. K. SHATSWELL & CO., DEDHAM, MASS.

AUTOMOBILES. PARTS AND FITTINGS. POWER LAUNCHES AND MACHINERY. NEW AND SECOND-HAND. TOOLS OF ALL KINDS.

DEDHAM, MASS., April 13, 1903.

MASON REGULATOR CO.,
MILTON, MASS.:

Gentlemen, — We take great pleasure in saying a good word or such a splendid machine as the Mason Automobile Engine. It seems to us as though it were about as nearly perfect a machine for its intended purpose as it is possible to make; it certainly is the best engine that it has ever been our fortune to use, and the engines have been many and varied.

In our own carriage with a 14" boiler, Stanley pattern, and a No. 1 Mason Engine, we have averaged running thirteen miles per gallon of gasolene — and we think that a very good average for a 1000-pound wagon.

The engine has never broken down, is in perfect order after a year's use and good for many years to come — in short, it's all right.

You may refer to us at any time.

Yours truly,
H. K. SHATSWELL & CO.

THE BOSTON ICE COMPANY.

OFFICE: 66 STATE ST., BOSTON. TELEPHONE CONNECTION. BRANCH OFFICES: 134.154 & 460 RUTHERFORD AVE., CHARLESTOWN; 55 WEST FIRST ST., SOUTH BOSTON; LAMARTINE ST., JAMAICA PLAIN; CHESTNUT HILL; 36 DUNCAN ST., ROXBURY; REVERE.

BOSTON, MASS., April 10, 1903.

MASON REGULATOR CO.:

Gentlemen, — The Steam Engine which I bought of your Company works so nicely that I wish to say that any one having trouble with one of your engines must find that the trouble is caused by the way the engine is used and taken care of. You have used me in my dealings with you in a very satisfactory manner in every way. And I can say that any one buying anything of you will be sure of fair dealing.

Yours truly,
JOHN H. CHAPMAN.

E. C. ROSS., *Treas.* WM. H. COLDWELL, *Sec'y.*

COLDWELL'S LAWN MOWER CO., NEWBURGH, N. Y.

COLDWELL'S IMPERIAL HAND AND HORSE LAWN MOWERS, LAWN MOWERS OF OTHER GRADES, LAWN SETTERS AND SPRINKLERS, BRUSH TRIMMERS AND SMOKED BEEF SLICES.

NEWBURGH, N. Y., FEBRUARY 4, 1903.

THE MASON REGULATOR CO.,
BOSTON, MASS.:

Gentlemen, — During the cutting season or the last two years

we have had in almost constant use a great number of your engines, and we cannot speak too highly of them for efficiency and strength.

Yours respectfully,

COLDWELL LAWN MOWER CO.
W. H. C.

OFFICE OF E. WINDMUELLER, M.D.,
WOODSTOCK, ILL., March 24, 1903.

THE MASON REGULATOR CO.,
BOSTON, MASS.:

Gentlemen, — I equipped my —— steam stanhope with one of your No. 1 Engines last summer, and the results were astonishing. I think it has almost paid for itself in the saving of fuel, as I can travel twenty-eight miles without refilling my water tank, and nineteen miles is the longest distance I ever made when using the original —— engine. I have not been obliged to pay a cent for repairs since placing it in the wagon last summer.

Very respectfully,

E. WINDMUELLER.

CLAVERLY HALL, CAMBRIDGE, MASS.,
April 13, 1903.

THE MASON REGULATOR CO.,
BOSTON, MASS.:

Dear Sirs, — In placing my order with you for another engine, to be used in my racing car this year, I wish to say a few words to express the great satisfaction the one I used last year gave me.

Probably no engine you ever turned out had as hard usage. With a gear of one to one, pulling a twelve hundred pound car at fifty-five to sixty miles per hour, not only on the track, but over the road also, for some fifteen hundred miles is not an easy feat.

Your eight-horse power engine did this, and showed practically no wear. The main ball bearings being the parts that suffered the worst, and these were in fair shape. The pistons seem as tight to-day as when they came from your shop, the exhausts being exceptionally sharp and clear. The crossheads are tight and very slightly worn. The valve gear, links, etc., are solid and run smoothly without noise. The piston rods have not been packed since they left your shop. In fact if you examine the whole machine you will only find legitimate wear.

Wishing you every success and again assuring you of my entire satisfaction with your engine,

Yours sincerely,

GEO. C. CANNON.

WE ARE ALSO MANUFACTURERS

....OF....

MASON REDUCING VALVES,
" PUMP GOVERNORS,
" PRESSURE REGULATORS,
" DAMPER REGULATORS,
" LOCOMOTIVE REDUCING VALVES,
" BALANCED VALVES,
" LEVER VALVES,
" ELEVATOR PUMP PRESSURE REGULATORS,
" RHEOSTAT REGULATORS,
" WATER REDUCING VALVES,
" STEAM PUMPS,

AND OTHER DEVICES FOR REGULATING

STEAM, AIR AND WATER PRESSURES.

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