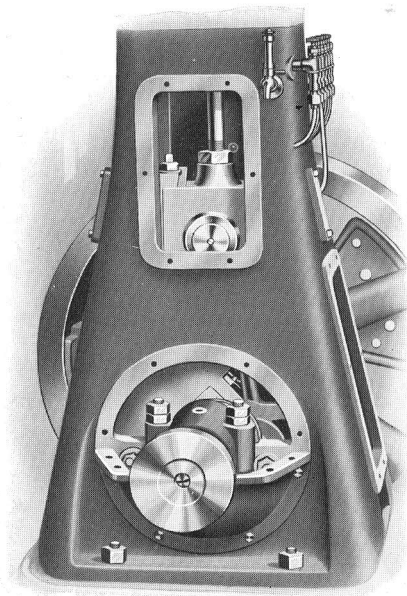


STURTEVANT VERTICAL SINGLE ENGINES

Sturtevant Vertical Single Engines, Class VS 7, described in this bulletin, are built for both throttling and automatic regulation. They are the result of over fifty years' experience in engine building, and in this type we have not tried to design a low-priced engine, but



END PLATES REMOVED

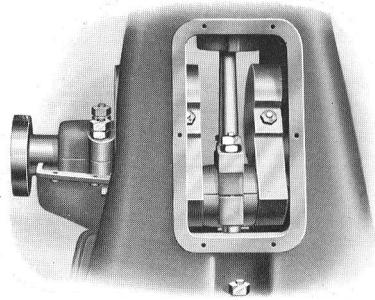
rather one that will give continuous satisfaction under all operating conditions.

The VS 7 is a compact, quiet-running engine, and may be operated continuously for long periods, requiring but very little attention. It runs with practically no vibration, and the mechanical efficiency is exceptionally high. It is entirely enclosed and self-contained, and because of the large diameter and short stroke, develops great power and high speed without excessive piston travel. The auto

STURTEVANT VERTICAL SINGLE ENGINES

matic type is especially adapted for direct connection to generators and all work requiring accurate regulation and economy of steam.

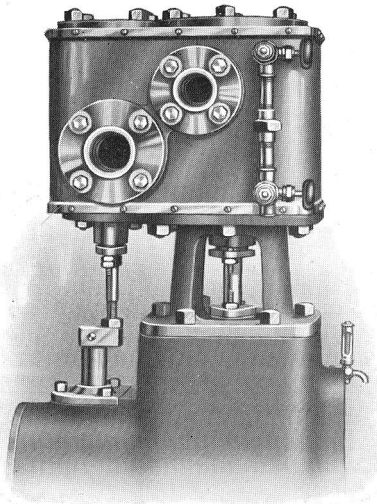
The reciprocating parts are entirely enclosed within a frame provided with **FRAME** large openings placed in just the right position to secure ready access to all parts subject to wear, these openings being provided with covers which make the frame oil and dust proof. In the top of this frame is cast an oil reservoir for the lubricating system.



FRONT PLATE REMOVED

The base is of heavy cast iron, planed at both top and bottom to provide a true bearing surface, and in this base is cast a large oil reservoir used in connection with the lubricating system.

The main bearings are large and lined with Sturtevant white metal. They are bolted to either side of the engine frame and provided with shims for adjustment.



DISTANCE PIECE AND WATERSHED PARTITION

Between the cylinder and the frame is located a distance piece in which are **WATERSHED PARTITION** enclosed a watershed partition and stuffing box together with the piston-rod stuffing box. The watershed partition prevents the water from the cylinder leaking into the frame and the oil in the frame from being carried into the cylinder. These parts are readily accessible through openings in the distance piece, obviating the necessity of removing the dust-proof covers from the frame.

The cylinder is of close grained iron cast in one piece with the valve chest.

