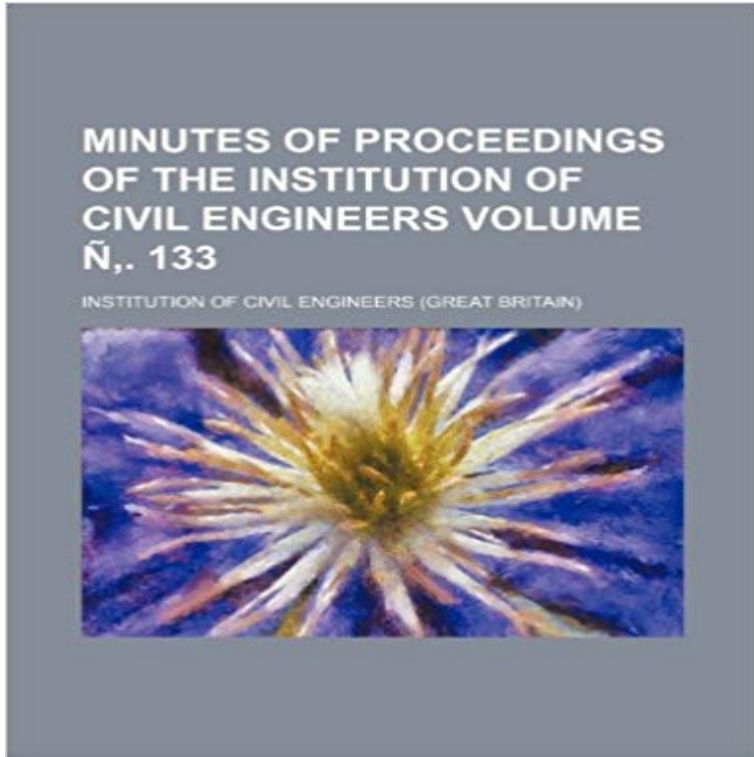


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This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1898 Excerpt: ...only inch; but this had to be inoreased to 1 inch, for preventing the accumulation of incrustation, and the space is now further increased to 2 inches, to allow free circulation for the water above the crown. 1872.--Vertical stay-bolts (Fig. 30) were used for supporting the crown of the fire-box instead of girders, similar to the sidestays of the fire-box, but of iron instead of copper, and with nuts at the bottom ends. The two front rows of these stay-bolts next the tube-plate are generally expansion-stays, to allow for the rising of the crown when the boiler is getting up steam, due to the greater expansion of the copper box than the outer iron shell, and to prevent a bending strain upon the top flange of the tube-plate. The expansion stay-bolts (Fig. 30), instead of being screwed through the outer shell, are passed through the flange of T-iron brackets suspended from the shell, and secured by nuts above the flange, the bolts being free to slide upwards with the expansion of the copper box. American engines, with very long fire-boxes (9 feet to 10 feet long), are made with transverse girders over the front third of the length of the fire-box, to give freedom for the crown rising from expansion, and fixed stay-bolts over the remainder of the crown. Vertical stay-bolts are extensively used on the Continent; and generally, instead of nuts at the lower ends, the bolts are riveted over, after being screwed through the two plates, in a similar manner to the fixing of the side-stays of the fire-box. A construction of fire-box much used on the Continent and in America, and also on the Great Central Railway, is the Belpaire fire-box, with flat top and sides for the outer shell Figs. 33); the top is stayed with vertical bolts, and the flat sides

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