



Valve & Hydrant Group



CLCW



THREE COMPANIES = ONE TEAM

FIRE HYDRANT  
PAST  
PRESENT  
FUTURE

\*\*Company Confidential\*\*

# History

## 17th – 18th centuries (larger cities)

- Society required more advanced fire protection systems

## Piping systems put in place

- Hollowed out wooden logs
- Dug down, split the wood, repaired with a “fire plug”

## Canvas cisterns were used to fuel bucket brigades



# 19th Century (Improvements)

Cast iron replaces wood pipes

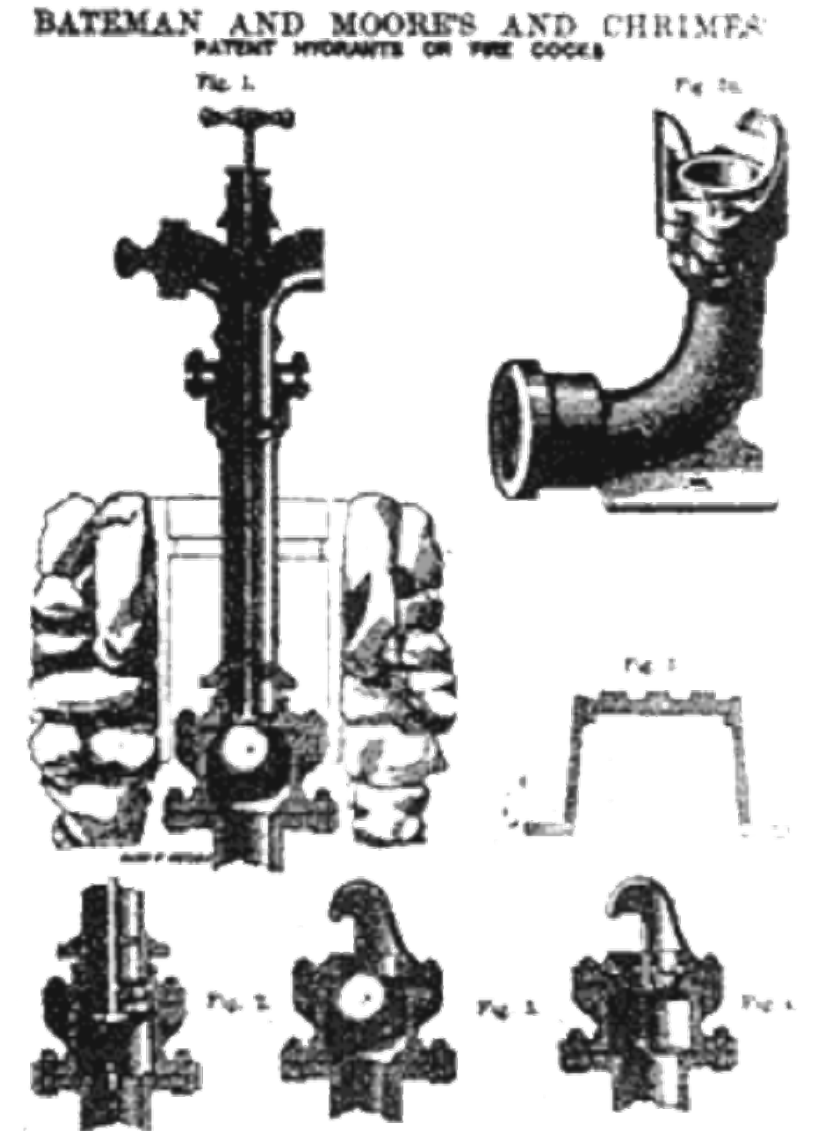
New need for foundries

More permanent connection sites are required

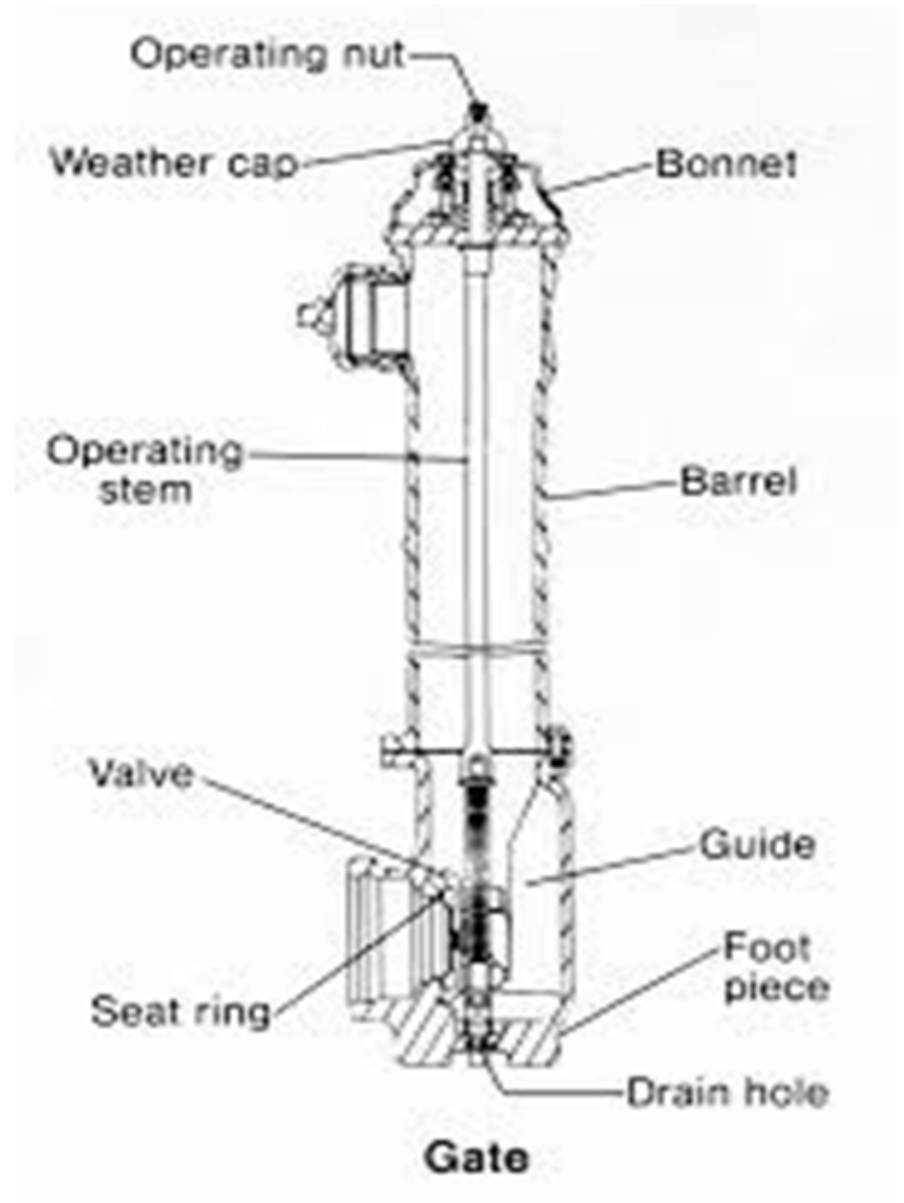
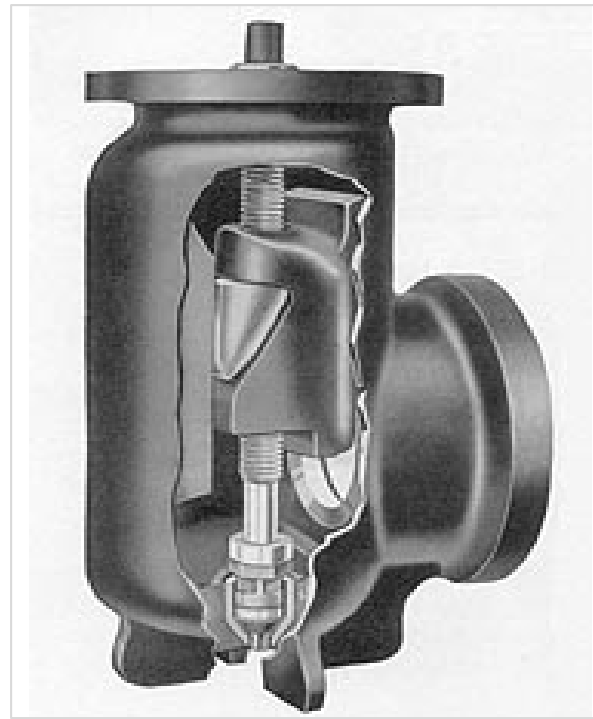
- Tees
- Standpipes
- Valves
- Pumps

Ball Hydrant — patented 1850s

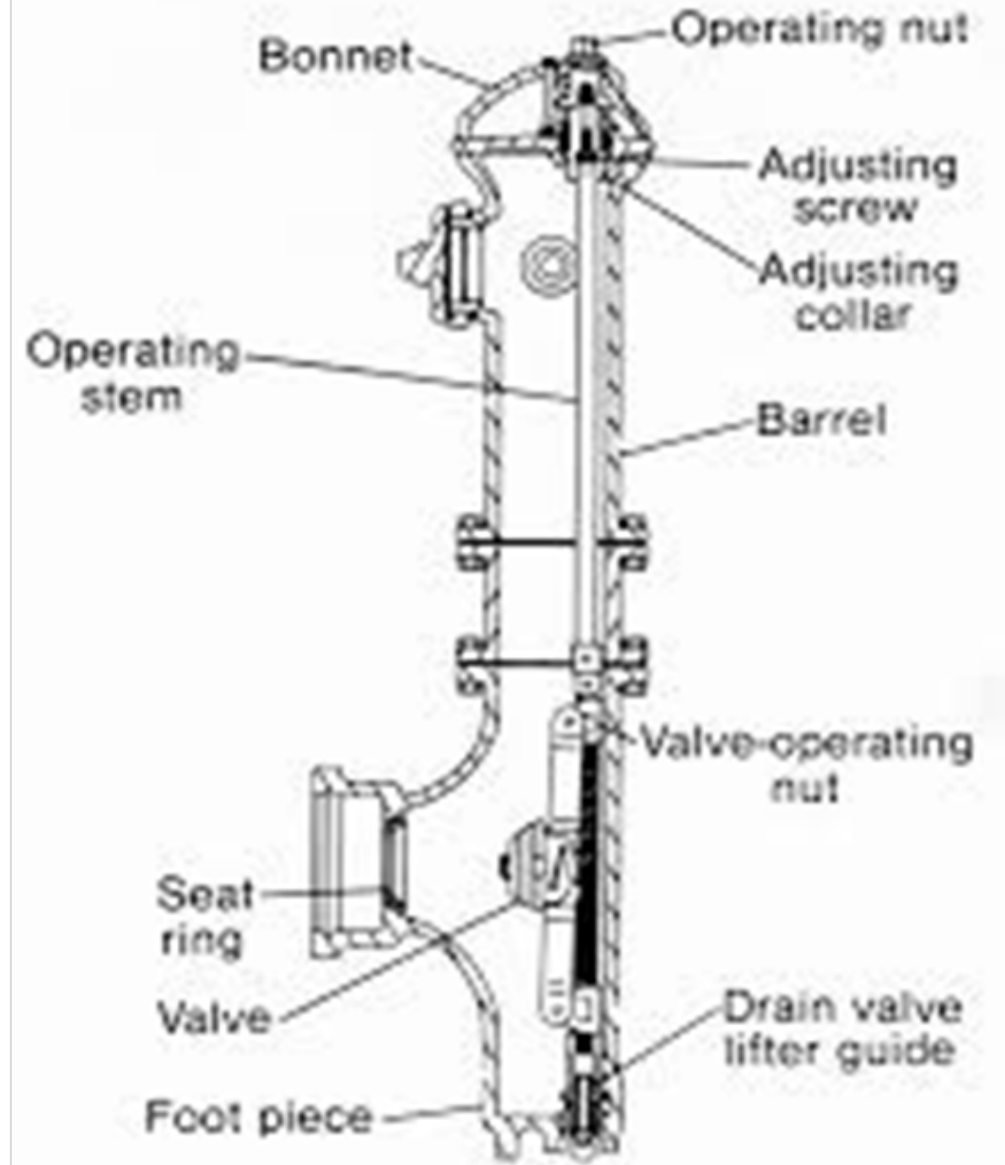
A ball is moved downward, which allows for the flow of water



# 20th Century (Improvements)

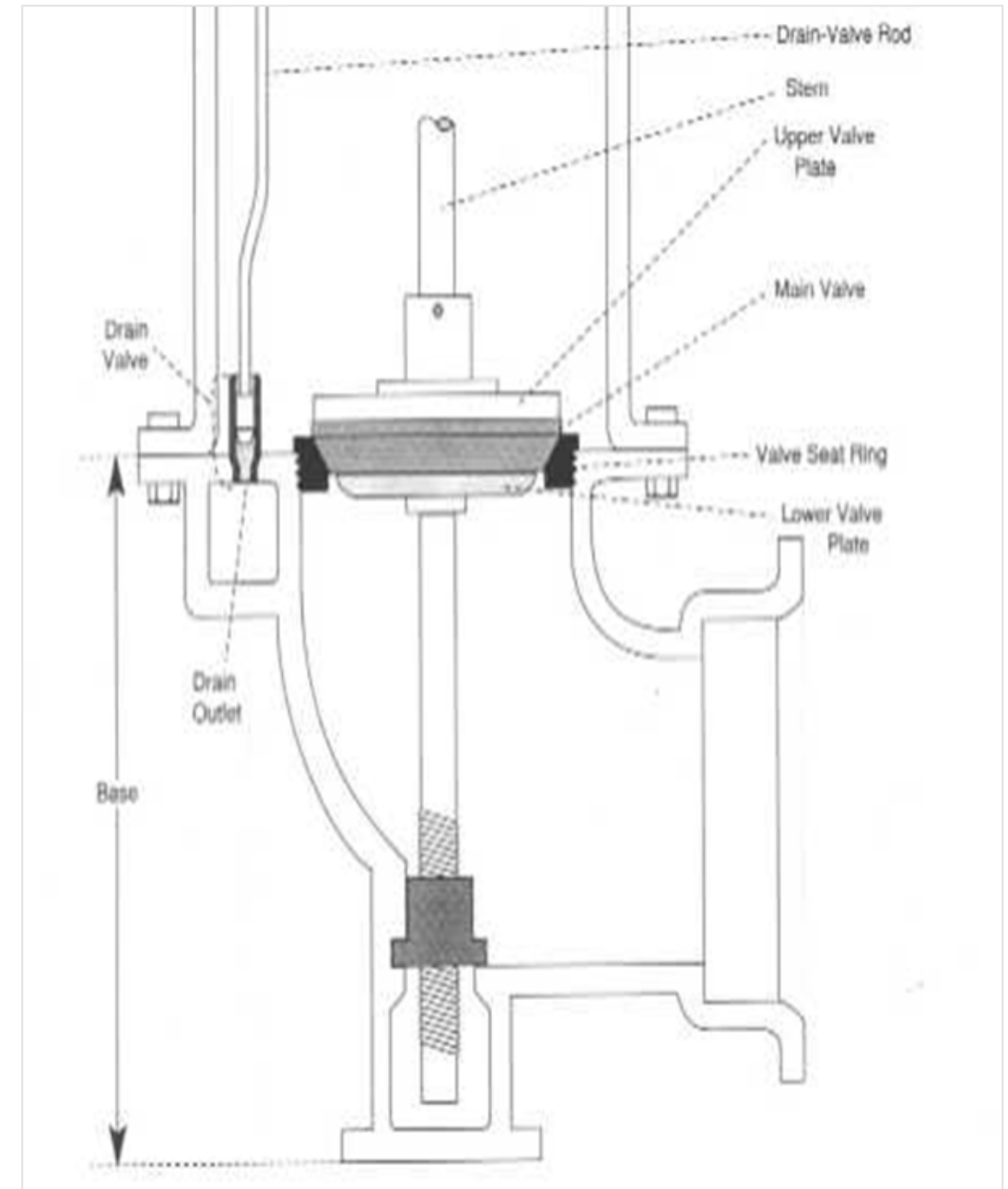


# 20th Century (Improvements)

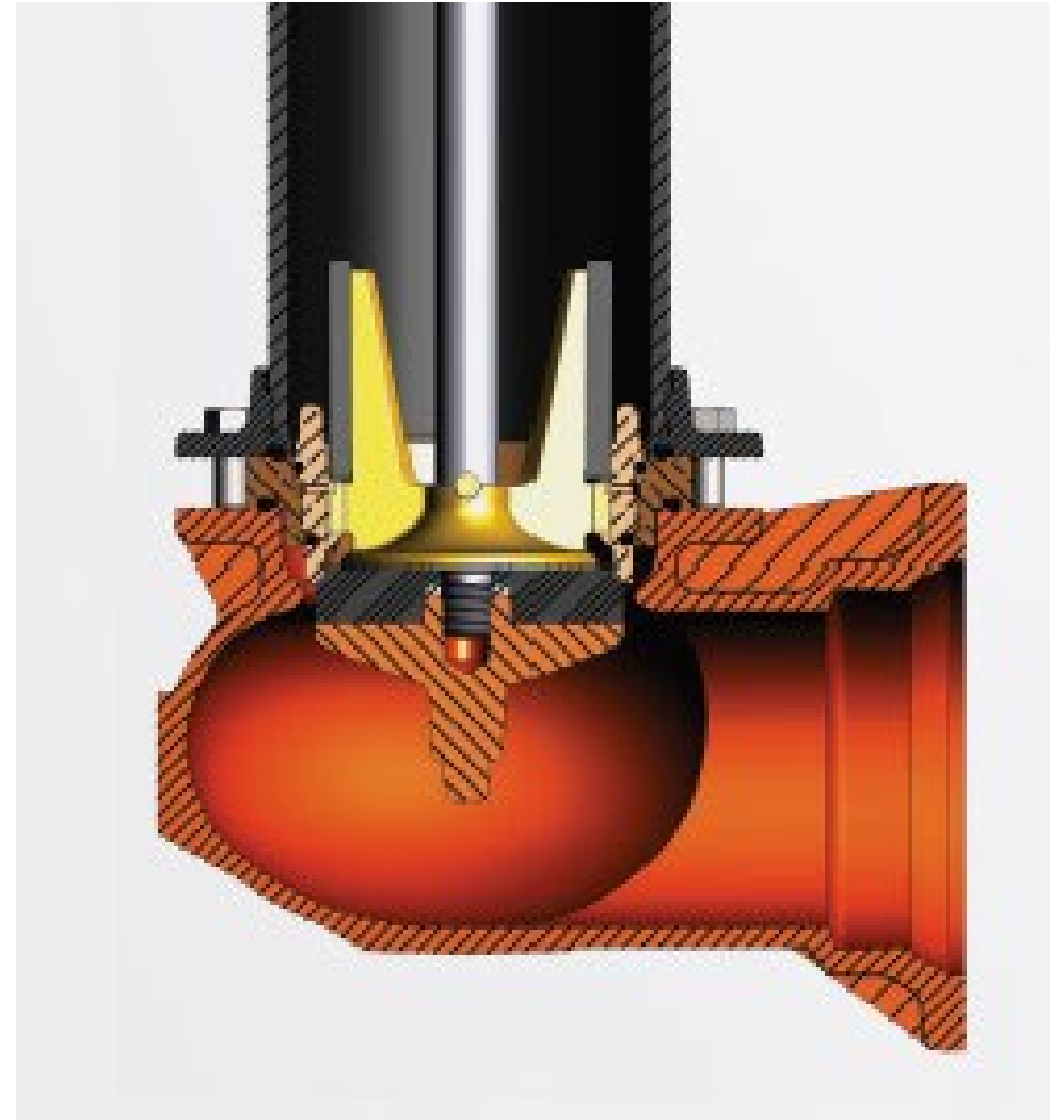


Cory

# 20th Century (Improvements)



# 20th Century (Improvements)



# Fire Hydrant Components

Operating nut

Weather shield

Thrust nut

Travel stop nut (optional)

Bonnet (cover)

Nozzle section

Pumper nozzle & cap

Hose nozzles & caps

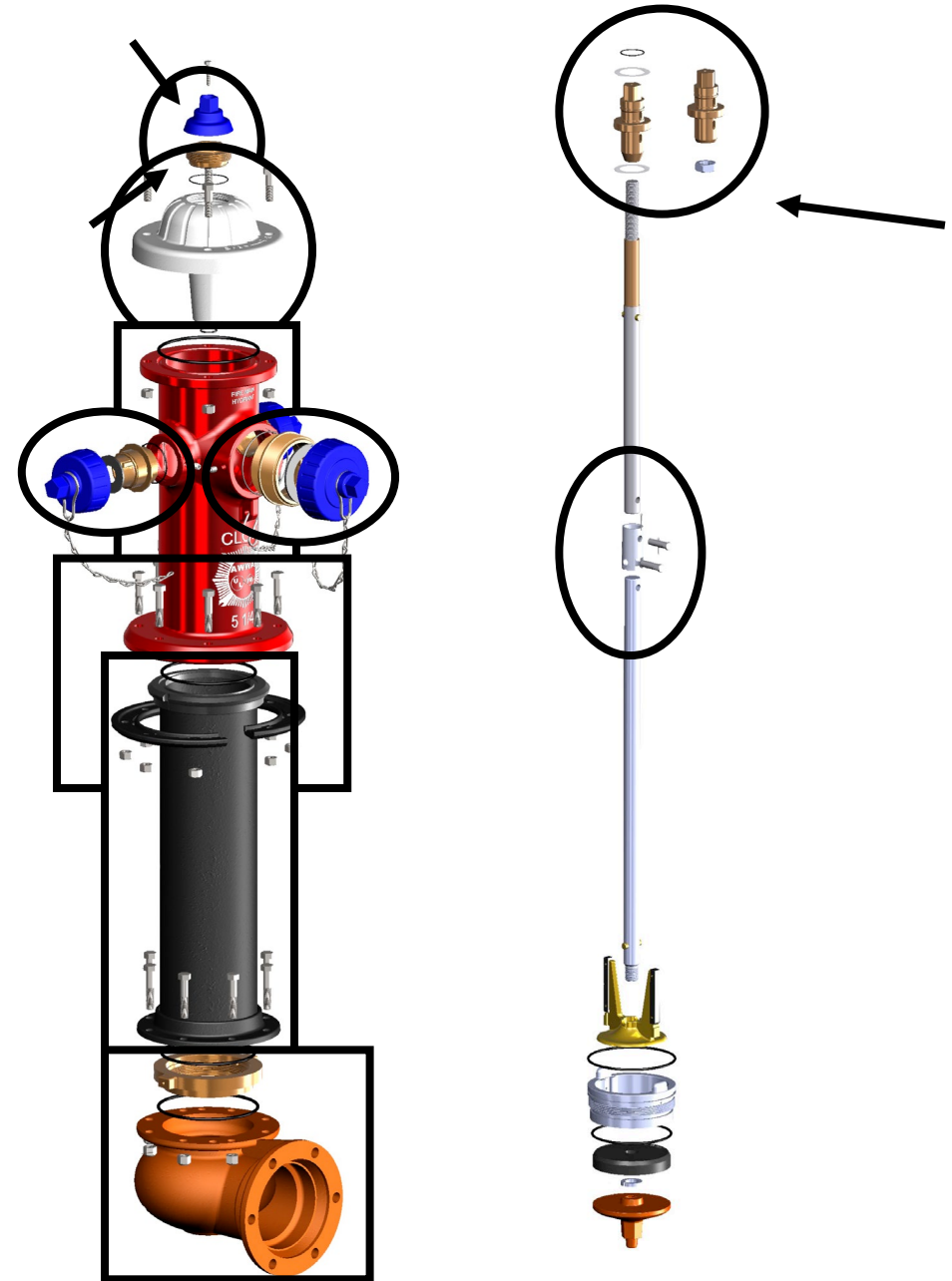
Break flanges

Lower barrel/standpipe

Shoe/Boot/Bottom

Break (traffic) coupling

Break-away/solid bolts





# FIRE HYDRANT DAMAGE ALMOST ALWAYS STARTS WITH THE MAIN SEAT RUBBER!





# Pressure Monitors (The Future)





Questions?

