

MAY 1, 1921

Date Revised	
5-29-22	3-26-40 JAL
12-19-28	
7-26-34	
3-25-35	

LOCOMOTIVE WHISTLES.

Application and Maintenance of.

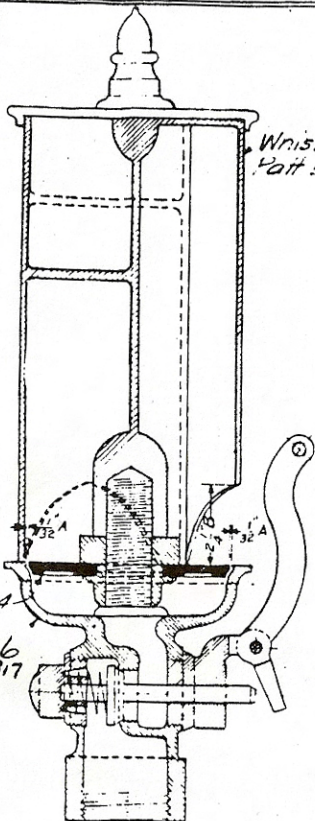


Figure 1 Orig. 127

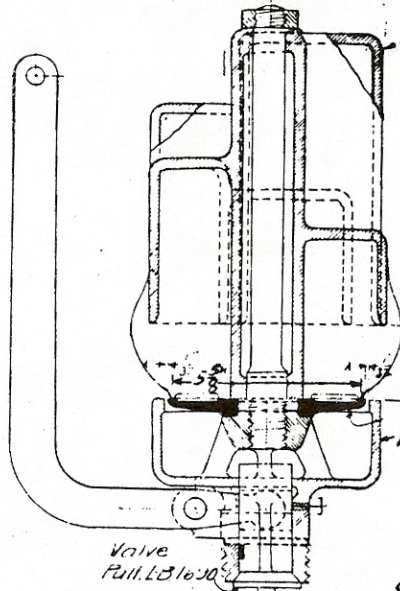


Figure 2 Orig. 11-539

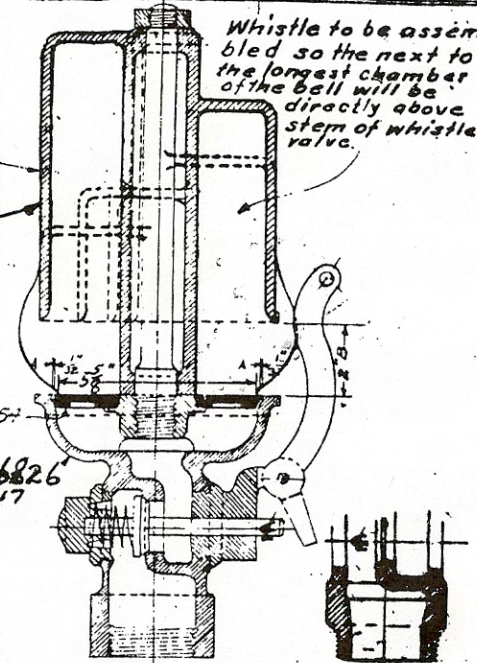


Figure 3 Orig. 44-26 or 44-269

Plate Part L.B. 2854
Whistle Bowl Part L.B. 6826
DRAWING 176-317

Whistle Bell Part L.M. 191
All new bells After Aug 21-1931 to be made from Part L.M. 540

Plate Part L.B. 2854

Whistle Bowl Part L.B. 6826
DRAWING 176-317

Plate Part L.M. 119
Whistle Bowl Part L.B. 1689.

Whistles authorized for use on locomotives are shown by figures 1, 2 and 3.

New whistles built or purchased are to be made as shown by figure 3. Whistles of other designs as shown by figures 1 and 2 are to be continued in service until renewal of certain parts specified in the following paragraphs is needed.

Whistles as shown by figure 1 are to be continued in service until the whistle bell requires renewal. Whistles of this type are then to be dismantled and all unserviceable parts are to be scrapped. Serviceable parts are to be saved and used up on other whistles as shown by figure 3.

Whistles shown by figure 2 are to be continued in service until renewal of bowl is necessary, at which time the whistle is to be rebuilt into the whistle shown by figure 3 by the application of new bowl and valve.

Whistle valves are to have a lift of not less than $\frac{3}{8}$ "
Whistle triggers and stems of whistle valves are to fit closely into openings provided for them in the whistle bowl so as to prevent the escape of steam.

The edges of whistle bells, against which the steam acts to produce the sound, are to be filed smooth and true to the shape and dimensions called for by drawings.

When whistles are assembled, the plate in the middle of the whistle bowl must be properly centered so that the annular opening between this plate and the edge of the bowl will be of uniform width around its entire circumference. The width

of this opening is shown by dimensions A on figures 1, 2, 3. Dimensions "B" for whistles shown by figures 2 and 3, to be 2". This dimension is to be strictly adhered to unless the whistle produces overtones commonly known as squealing. If squealing occurs when the whistle is properly assembled, the bell should be raised slightly until normal tones are produced with whistle valve wide open and full boiler pressure. For this purpose the bell is to be raised by applying a washer of the required thickness between the bell and the bowl of the whistle. This washer is to be not less than $2\frac{1}{2}$ outside diameter.

When the whistle is located on the auxiliary dome, the dome is to be turned so as to present the whistle connection at an angle of 45 degrees toward the front of the engine.

Whistle elbow pattern L.B. 2770 or L.B. 2771 is to be used with the whistle shown by figure 2. The use of extensions or ripples between whistles of this type and the whistle elbow should be avoided, but if an extension must be used it is to be made as per S.C. 5548 or 5549.

Whistles applied to main steam domes of locomotives are to be provided with dry pipes as shown by S.C. 239, extending up inside the dome so as to insure dry steam. A $\frac{1}{2}$ " hole is to be drilled in the elbow of the lower end of the dry pipe so as to permit water to drain out.

Rods and levers for operating locomotive whistles are to be applied as shown by drawing 170-13. On locomotives having steel cabs, all brackets and fulcrums entering into the construction of this arrangement are to be applied directly to the steel sheet of the cab with bolts or rivets. They are not to be attached to the wood lining of the cab or to have wooden blocks inserted between them and the steel sheets of the cab.

Whistles are not to be tampered with for the purpose of changing the tone to suit individuals, by partially filling one or more chambers of the bell with wood, babbitt or other material.

Drawn H.L.
Traced H.L.
Checked J.M.