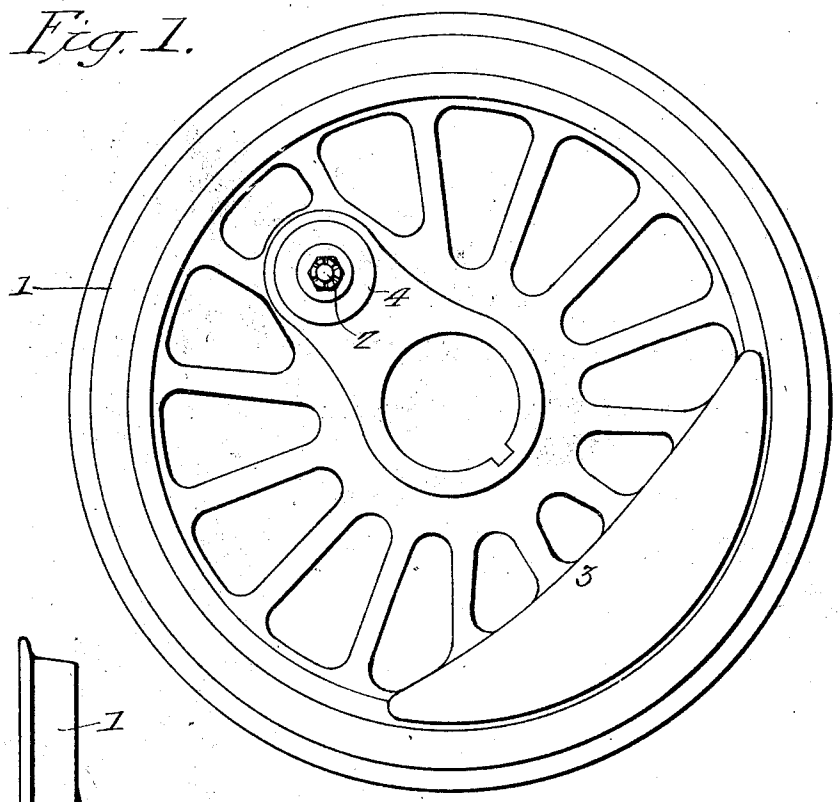
April 6, 1926. 1,579,984

C. W. WERST

WRIST PIN BALANCE BLOCK

Filed Feb. 2, 1926

Fig. 1.



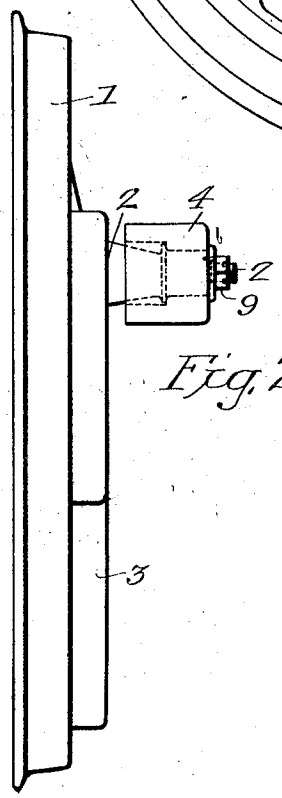
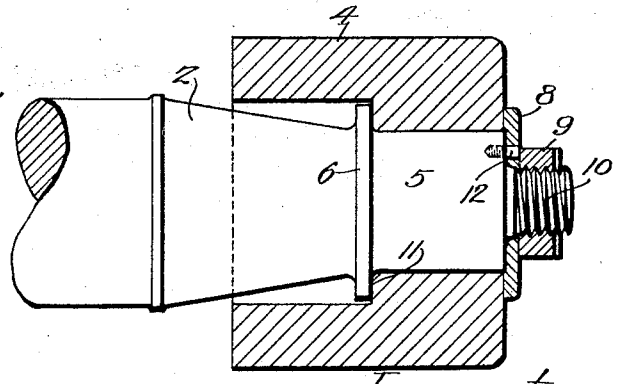


Fig. 2.

Fig. 3.



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Patented Apr. 6, 1926. 1,579,984

UNITED STATES PATENT OFFICE.

CHARLES W. WERST, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE BALDWIN LOCOMOTIVE WORKS, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

WRIST-PIN BALANCE BLOCK.

Application filed February 2, 1926. Serial No. 85,599.

To all whom it may concern:

Be it known that I, CHARLES W. WERST, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented new and useful Improvements in Wrist-Pin Balance Blocks, of which the following is a specification.

The object of my invention is to provide a detachable counter-balance to be attached to the wrist-pin of a locomotive driving-wheel when the rods are removed to allow the locomotive to be sent to its destination on its own wheels and without steam.

In sending new locomotives to their destination on their own wheels in a train of cars, it is the usual practice to remove the side rods and box them separately, putting them, usually, in the tender of the locomotive. This method is objectionable, as the wheels are unbalanced and they strike the rail a hammer blow.

In some instances the locomotives have been sent to their destination with the rods in place and the main rods connected to the cross-head. This overcomes the hammer blow, but requires special attention and additional lubrication, as the guides are liable to become heated and in some instances the guides are scored.

In the accompanying drawing:

Fig. 1 is a side view of a locomotive driving-wheel with my detachable counter-balance in position;

Fig. 2 is an edge view of the wheel; and

Fig. 3 is an enlarged sectional view of the detachable counter-balance mounted on the wrist-pin of a wheel.

Referring to the drawing, the locomotive driving-wheel 1 is of the ordinary type, having a wrist-pin 2, and a counter-balance weight 3 made integral with the wheel and located opposite the wrist-pin.

A detachable counter-balance 4 is secured to the wrist-pin when the main rods and side rods are removed to allow the locomotive to be sent to its destination on its own wheels, without steam, in order to counter-balance the wheel counter-balance 3, thus preventing the wheels striking a hammer blow on the rail. The detachable counter-balance 4 has a through opening for the reception of the part 5 of the wrist-pin and the opening is enlarged to fit over the flange 6 and tapered portion 7. The shoulder 11 of the counter-balance fits against the flange 6 as shown in Fig. 3.

On the end of the wrist-pin is a washer 8 which extends over the counter-balance 4, and a nut 9 on the threaded portion 10 of the wrist-pin holds the counter-balance firmly against the flange 6, as clearly shown in Fig. 3. The washer 8 is prevented from turning on the wrist-pin by a dowel pin 12.

The detachable counter-balance can be readily applied to the wrist-pin when the rods are removed, and can be readily detached when desired. The detachable counter-balance will be of a weight which will balance the wheel.

I claim:

1. The combination of a locomotive driving wheel, having a wrist-pin and a counter-balance opposite the wrist-pin; and a detachable counter-balance mounted on the wrist-pin to balance the wheel when the rods are removed to allow the locomotive to travel on its own wheels, without its own motive power.

2. The combination of a locomotive driving-wheel having a wrist-pin and a counter-balance; a detachable counter-balance having a through opening for the wrist-pin; a shoulder within the opening fitting against the flange of the pin; and means including a washer and nut for holding the detachable counter-balance on the pin.

CHARLES W. WERST.