

THE BALDWIN LOCOMOTIVE WORKS

ENGINEERING DEPARTMENT

PHILADELPHIA, PA.

STANDARD PRACTICE

SHEET

2-5A

DATE 10-14-37

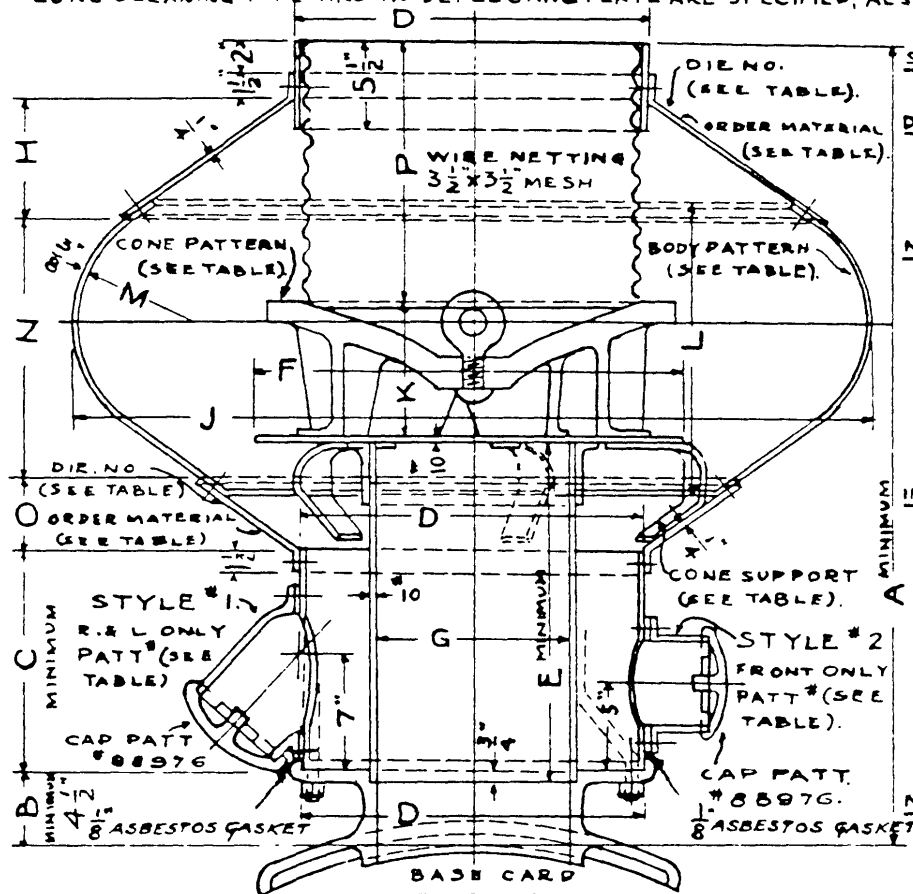
SMOKE STACK.

SHEET # 22,9-1-32 10-4-35
 SUPERSEDING 9-21-21 11-22-26
 TRACING # 32518, 2-7-23 & 2-14-35

APPROVED

Rsmc

USE THE RUSHTON IMPROVED STACK ON ALL WOOD AND COAL BURNING LOCOMOTIVES WHEN LONG CLEANING PIPE AND NO DEFLECTING PLATE ARE SPECIFIED, ALSO WHEN THE SO CALLED "RADLEY HUNTER" STACK IS SPECIFIED.



STACK CARDS NOTED BELOW REPRESENT B.L.W. STANDARD PRACTICE.

DIMENSION "C" TO BE MADE AS LONG AS THE LIMIT OF HEIGHT WILL PERMIT IN ORDER TO MAINTAIN A MAXIMUM DISTANCE FROM EXHAUST NOZZLE TO STACK CONE.
NOTE:- DIA. OF CINDER POCKET FLANGE IS 10" FOR STYLE #1 AND 8" FOR STYLE #2. USE CINDER POCKET STYLE #1 UNTIL NECESSARY TO MAKE "C" LESS THAN 12 1/2" WHEN STYLE #2 SHOULD BE USED WHEN "C" IS REDUCED TO LESS THAN 10 1/2" THE CINDER POCKET MUST BE CAST IN BASE OF STACK SIMILAR TO BASE CARD #3702 IN USING OLD BASE PATTERNS THE SMOKE BOX RADIUS MUST COME WITHIN THE FOLLOWING LIMITS

O. D. OF SMOKE BOX	RADIUS OF PATTERN	
	MAXIMUM	MINIMUM
UNDER 69"	RAD. OF SMOKE BOX + 1 1/4"	RAD. OF SMOKE BOX - 1 1/4"
69" & OVER	RAD. OF SMOKE BOX + 2 1/2"	RAD. OF SMOKE BOX - 2 1/2"

NEW PATTERNS ARE MADE TO SUIT CONDITIONS, USING A CHIPPING STRIP 1/2" HIGH AND MARKING THE RADIUS ON BOTH THE STACK AND BASE CARDS

AFTER BOTTOM PRESS RING IS FLANGED THE EXCESS LENGTH OF FLARE IS CUT OFF.

G	CINDER POCKETS STYLE #1				CINDER POCKETS STYLE #2				D	F	H	J	K	L	M	N	O	P	CONE PATTERN	BODY PATTERN	CONE SUPPORT SKETCH	ORDER MATERIAL				SEE CARD			
	A	C	E	PATT.	A	C	E	PATT.														TOP PRESS RING		BOTTOM PRESS RING					
																						DIA.	DIE	DIA.	DIE				
6"																													
7"	46 $\frac{1}{2}$	12 $\frac{1}{2}$	20 $\frac{5}{8}$	204143	44 $\frac{1}{2}$	10 $\frac{1}{2}$	19 $\frac{5}{8}$	203490	13"	20"	8"	41"	8 $\frac{1}{2}$	15 $\frac{7}{8}$	6 $\frac{1}{4}$	13 $\frac{3}{4}$	4 $\frac{1}{4}$	13 $\frac{1}{2}$	198163	227512	484581	MTL.		MTL.		950	44"	950	4162
8"																													
9"	47 $\frac{1}{2}$	12 $\frac{1}{2}$	20 $\frac{5}{8}$	204146	45 $\frac{1}{2}$	10 $\frac{1}{2}$	18 $\frac{5}{8}$	204147	17"	20"	7 $\frac{1}{2}$	45"	9"	17 $\frac{19}{32}$	7 $\frac{5}{8}$	15 $\frac{3}{8}$	4 $\frac{1}{8}$	13 $\frac{1}{2}$	197758	227525	484584	47"	951	47"	951	47"	951	4163	
10"																													
11"																													
12"	48 $\frac{1}{2}$	12 $\frac{1}{2}$	20 $\frac{5}{8}$	204144	46 $\frac{1}{2}$	10 $\frac{1}{2}$	18 $\frac{3}{8}$	204145	21"	26"	7 $\frac{1}{2}$	48 $\frac{3}{4}$	10 $\frac{1}{2}$	18 $\frac{7}{8}$	7 $\frac{5}{8}$	16 $\frac{1}{4}$	4 $\frac{1}{4}$	13 $\frac{1}{2}$	197839	227706	484708	49"	910	49"	910	49"	910	4168	
13"																													
14"																													
15"	54 $\frac{1}{2}$	12 $\frac{1}{2}$	21 $\frac{5}{8}$	15055	52 $\frac{1}{2}$	10 $\frac{1}{2}$	19 $\frac{5}{8}$	3759	23"	28"	9 $\frac{1}{2}$	56"	13"	22 $\frac{3}{4}$	9 $\frac{7}{8}$	19 $\frac{3}{4}$	4 $\frac{3}{4}$	16"	197782	228022	485027	58"	948-1	58"	948-1	58"	948-1	4170	
16"																													
17"																													
18"	54 $\frac{1}{2}$	12 $\frac{1}{2}$	21 $\frac{5}{8}$	15055	52 $\frac{1}{2}$	10 $\frac{1}{2}$	19 $\frac{5}{8}$	190739	28"	28"	9 $\frac{1}{2}$	56"	13"	21 $\frac{3}{8}$	9 $\frac{5}{16}$	18 $\frac{3}{4}$	5 $\frac{3}{4}$	16"	197782	228031	485033	60"	948-2	60"	948-2	60"	948-2	4171	