LOCOMOTIVE VALVES
AND
VALVE GEARS
WITH A SPECIAL TREATISE ON VALVE SETTING
AN EXPLANATION OF THE CONSTRUCTION AND ACTION OF THE PLAIN
SLIDE VALVE, THE PISTON VALVE AND THE GEARS WHICH
OPERATE THEM, AS APPLIED TO LOCOMOTIVES

BY

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SECOND PRINTING—CORRECTED

NEW YORK
D. VAN NOSTRAND COMPANY
Eight Warren Street
1921
THE JOY VALVE GEAR

The Joy valve gear is of the radial type, but employs no eccentrics. Arm 1, Fig. 210, is pivoted to the guide yoke at fixed point D and connected to arm 2 at C. The other end of arm 2 is fastened to the main rod at A. Arm 3 connects with arm 2 at B, and is pivoted on a link-block at F, extending beyond to G. The valve rod is actuated by means of arm 4, one end of which is attached to the valve stem and the other to arm 3. The link block is in the center of the link when the engine is on dead center. It is evident, therefore, that the valve opening on dead center (or in other words, the lead), is dependent upon the ratio between the lengths of arm 3. The Joy gear therefore gives constant lead.

The link is pivoted at J and controlled by the reversing arm. The link-block, carrying the arm 3, moves up and down in the link. As this link is tipped in either direction it controls the direction of motion of the valve and consequently the admission of steam to either end of the cylinder. Fig. 210 shows the arrangement of the Joy gear as used for outside admission valves. Fig. 211 illustrates the application of the Joy gear to a Philadelphia and Reading three-cylinder engine in which the inside cylinder is equipped with the Joy gear and inside admission valves. Fig. 212 is a line drawing of this three-cylinder Atlantic type locomotive. The main rod for
THE LINK BLOCK SLIDES UP AND DOWN IN THE LINK WITH THE RUNNING OF THE ENGINE. THE POSITION OF THE LINK IS MOVED ONLY BY THE REVERSE LEVER, TO REVERSE THE DIRECTION OF RUNNING OR TO CHANGE THE CUTOFF.

Fig. 211.—Joy Valve Gear Applied to an Atlantic Type, Three-cylinder Locomotive.
the inside cylinder connects to the front driving axle. The two outside cylinders have Walschaert valve gears to operate their valves. The eccentric motion for the Walschaert gears is taken from the main driving axles. Fig. 213 is a diagram illustrating the arrangement of cylinders and valve gears.