

G.N.R.Y.

Details and Instructions for the installation and maintenance of

WEBER No. 1 INSULATED RAIL JOINTS.

Office of Signal Engineer, St. Paul, Minn.
September 1918

FOR G.N. RAIL SECTIONS 75, 77½ - 80 LB.
EXCEPT 75 LB. 87 RAIL.

Section Foremen are responsible for the proper care of insulated joints.

The proper installation and maintenance of insulated rail joints has almost important bearing on the operation of all signal apparatus controlled by electric track circuits.

It is the duty of signal repairmen to secure and keep on hand sufficient fibre and metal repair parts to properly maintain the insulated joints in their territory for a period of sixty days. They will make frequent inspections of all insulated rail joints and will supply Section foremen with repair parts as required.

Section Foremen will also make frequent inspections of all insulated rail joints, obtaining from the signal repairman necessary repair parts and make repairs promptly.

Rails with sawed ends only, shall be used with insulated joints.

Sharp projections shall be carefully chipped off of all places where they come in contact with fibre parts.

Anti-creepers shall be used on each side of insulated rail joints and in all cases insulated joints shall be supported on two good ties, which must be kept well tamped.

Requisition for repair parts for insulated joints shall state weight of rail, type of joint, reference letter or, and drawing number of plan illustrating this type.

All concerned will be governed accordingly.

Drawn by *[Signature]*
Checked by *[Signature]*
Approved by *[Signature]*
Signal Engineer

167-32-B

NOTE: A. LENGTH OF FIBRE WASHER "D" CHANGED FROM 8" TO 7 3/4". + DIAMETER DIMENSION OF HOLE IN STEEL STRAP CHANGED FROM 1 13/16 TO 1 13/32."

NOTE: B. WIDTH OF FIBRE PLATE "D" CHANGED FROM 7/8 TO 1 1/4". ONE HOLE IN PLATE SHOWN ELONGATED.

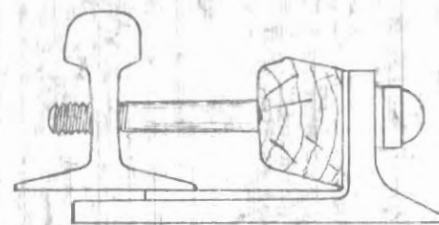


Figure 1

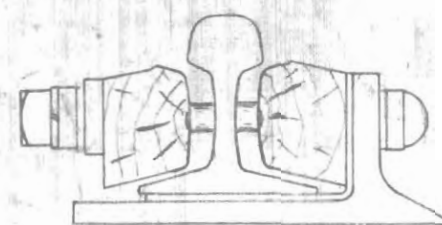


Figure 2

- 1st. Insert end posts, L, the rail end pressing firmly against them.
- 2nd. Apply outside half of assembled joint to rail as in Figure 1, after making sure that all fibre bushing are in place on bolts as per Figure 3. Move parts into place as shown in Figure 2.
- 3rd. Apply inside half of assembled joint to rail as in Figure 2, making sure that all fibre bushings are in place on bolts as shown in Figure 3.
- 4th. Tighten nuts uniformly drawing the joint parts gradually into position as shown in Figure 3 and 4.
- 5th. Inspect frequently, with special regard to well tighten bolts and solidly tamped ties.

NOTE: Sharp projections shall be carefully chipped off at all places where they come in contact with fibre parts.

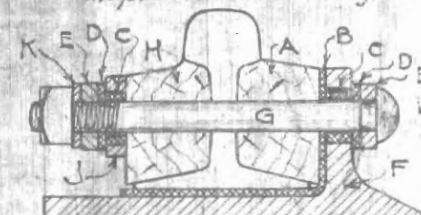


Figure 3

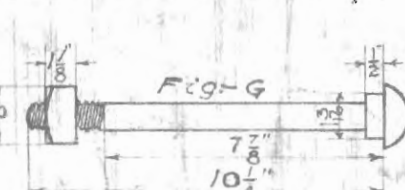


Fig-G
7/8" x 1 5/8" Nut
10 1/4" Bolt
US Std Out Thread Track Bolt with 7/8" x 1 5/8" Nut.
Material to be in accordance with G.N. Std. Spec. No. 3304-15-1, 2 & 3. Nov. 6, 1922.

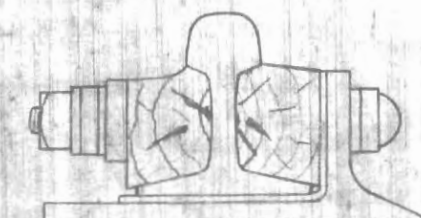


Figure 4

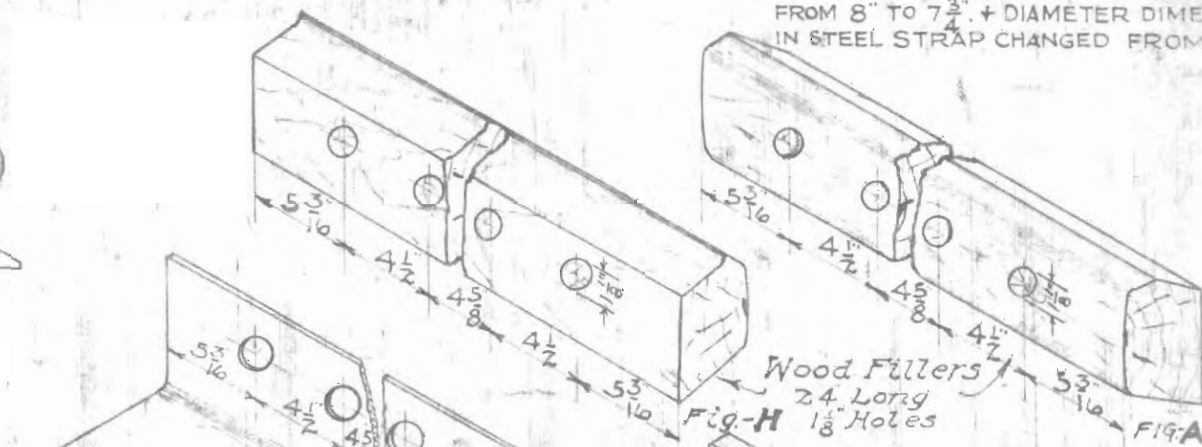


Fig-A
Wood Fillers
24 Long
1 3/8 Holes



Fig-B
Fibre Shoe Angle
3/16 x 3 3/8 x 5 1/2 L x 24 Long
1/4 Holes

Fig-J
Steel Strap
2 1/4 x 2 1/4

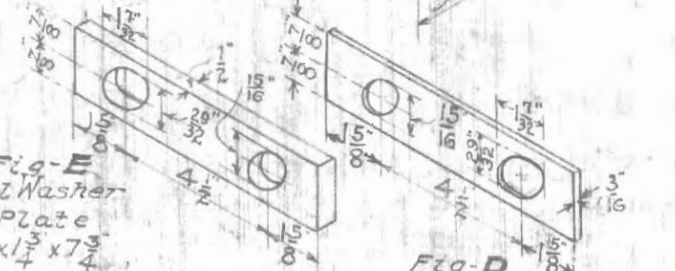


Fig-E
Steel Washer Plate
1/2 x 1 3/4 x 7 3/4

Fig-D
Fiber Washer Plate
3/16 x 1 3/4 x 7 3/4

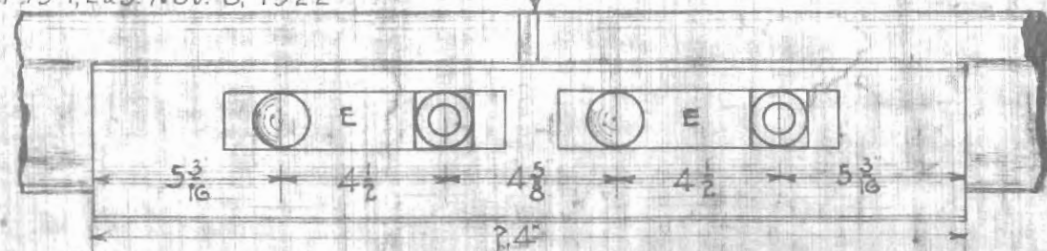


Fig-K
Hi Power Nut Lock 7844

Fig-H
Cross Section Wood Filler

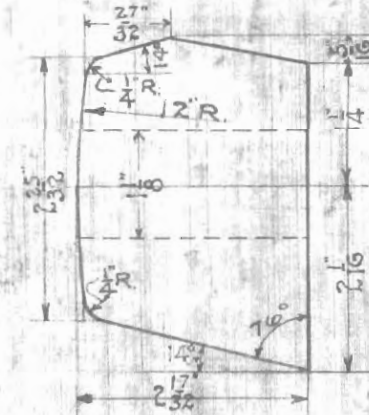
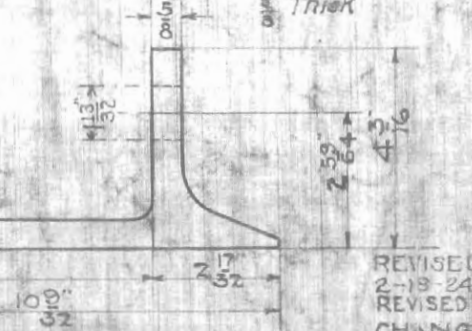


Fig-A
Cross Section Wood Filler

Fig-L
Fiber End Post for 75 7/8 - 80 lb Rail Section, Except 75 lb 87 Rail



Approved *[Signature]* Chief Engineer
REV. 9-23-24, NOTE 'G'

Note: All fibre parts must be well coated with paraffin. SEE FIBRE SPECIFICATIONS ON PLAN 167-32-A. REVISED 2-14-20, STEEL & B.

REVISED 2-13-24
REVISED OCT 3, 1919 - THICKNESS OF END POST CHANGED FROM 3/16 TO 3/8
REVISED 12-5-19, SEE NOTE