GNRHS Archives 2018

G. N. R. R.

PLAN SHOWING STANDARD

WOOD FILLERS - END POST, SHOE ANGLE WITH PLATE, STEEL STRAP & FIBRE SHOE ANGLE

FOR APPLYING

WEBER NO. 1 INSULATED RAIL JOINTS

AS SHOWN BY PLAN 167-32-B

ON 60 LB., 68 LB & 75 LB 1887 RAIL SECTIONS

OFFICE OF SIGNAL ENGINEER ST. PAUL MINN.

MAR 1919

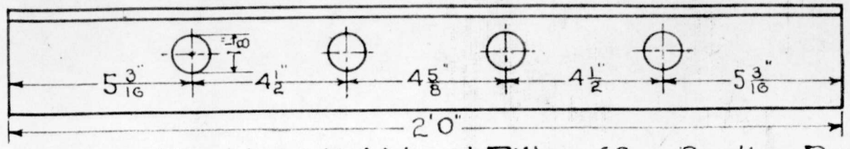


Fig.1. Inside Wood Filler. (See Section Below)

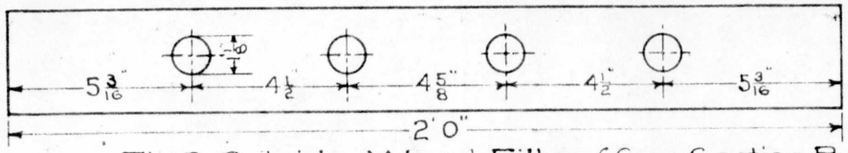


Fig.2. Outside Wood Filler (See Section Below)

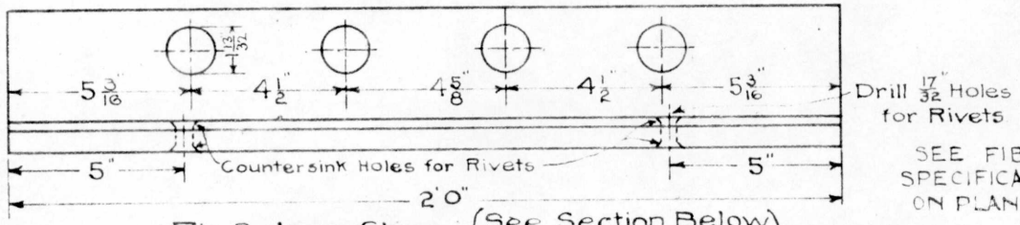


Fig.3. Iron Shoe (See Section Below & Note 2)

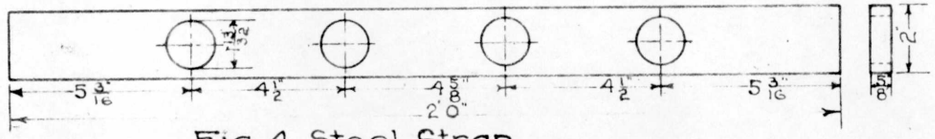


Fig.4. Steel Strap

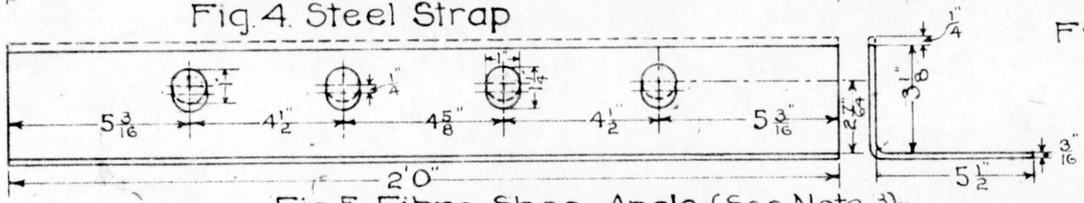


Fig.5. Fibre Shoe Angle (See Note 3)

SEE FIBRE SPECIFICATIONS ON PLAN 167-32-A

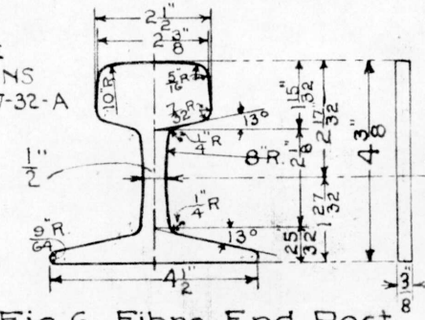


Fig.6. Fibre End Post. (See Note 4)

Fig.7 Rivet.

Note 1:- To apply the No.1 Weber Joint plan 167-32-B to 60, 68 & 75-87 LB. rail sections, the following changes are required

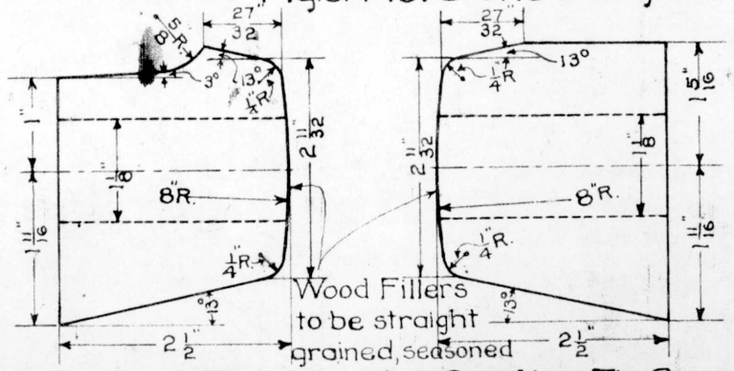
(a) Use Wood Filler Fig.1. instead of 167-32-B. Fig.H.
(b) " " " " 2. " " " " " " A.
(c) " Steel Strap " 4. " " " " " " J.
(d) " End Post " 6 " " " " " " L
(e) Iron Shoe (see note 2)
(f) Fibre Shoe Angle (see note 3)
(g) Fibre bushings, lock nuts, bolts, nuts, and steel & fibre washer plates require no change

Note: 2. The change in iron shoe 167-32-B. Fig.F consists of drilling holes as shown by Fig.3 and section and riveting on a 1/4" x 6" x 2'0" iron plate.

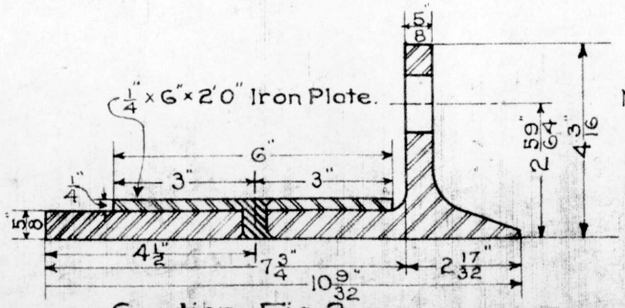
Note 3:- The change in fibre shoe angle 167-32-B. Fig.B. consists of cutting 1/4" off of top of fibre and making the holes 1/4" lower as shown by Fig.4.

Note 4:- When fibre end post Fig.6. is used on 60 LB. Rail 1/8" must be cut off top making it 4 1/4" in height.

NOTE "A". REVISED OCT. 3, 1919 - THICKNESS OF END POST CHANGED FROM 3/16" TO 3/8".



Section-Fig.1. pine or fir. Section-Fig.2.



Section-Fig.3.

Drawn by	R.A.
Checked by	J.B.R.
Approved by	C.A.S. Signal Eng'r.
	2-25-19.
OCT. 3, 1919 See NOTE "A"	REVISED
	167-32-C.