

REV.
"A" DEC. 1928
"B" AUG. 1956
"C" NOV. 1959
"D" AUG. 1961
"E" AUG. 1965

Face of bars must provide smooth vertical surface and square bearing under heads of bolts and spring washers.

Section - Rolled Joint Bar

3 HOLES

Rail Contact

All mill grinding shall be longitudinal

Cast Steel compromise bars may be used when ordered on special requisition approved by the Chief Engineer. This type bar to be used only where unusual type of compromise joints are needed. Generally with Girder Rail.

MINIMUM RADII
FOR ALL JOINT BARS

3 HOLES

One Joint shall consist of two bars.
Joint Bars shall be furnished without provision for wear of rails.
Joint Bars 36" long shall be ordered except where either rail is drilled with only two joint bolt holes or where clearance for bars is less than 18½" from either rail end, then bars 13" long at that end shall be used, and Length of Joint shall be according to diagrams shown on this plan.
All bars must be so furnished that the distance between outer faces of the bars will be the same as for standard joint bar for the respective rail sections so that joint bolts of standard lengths can be used.

All bars must meet the requirements of the current A.R.E.A. Specifications for Quenched Carbon-Steel Joint Bars and Pennsylvania Railroad Supplemental Specifications, thereto.

All bars shall be marked with raised or depressed characters, not less than $\frac{7}{16}$ " in height to show the manufacturer's name or trade mark, year manufactured, O.H. and H-T, connecting rail sections at each end, and on bars of rolled bar stock, a serial number representing the heat.

Bars for joints that have "No Hand" shall be marked "RHO or LHG" and "RHG or LHO" to indicate interchangeability.

Bars for joints "With Hand" shall be marked Left Hand or Right Hand, Gage or Out.

Requisitions shall specify quantity of compromise joints required, hand and length of joint, weight and section of each rail and the number of this plan. Where joints are required other than standard items carried by Mat. Management Dept., or for special limiting conditions noted above, each requisition shall be accompanied by Memorandum Request for Special Compromise Joints, issued by Chief Engineer, completely filled out.

71250-E

THE PENNSYLVANIA RAILROAD
STANDARD
COMPROMISE JOINTS
FOR TEE RAIL

OFFICE OF CHIEF ENGINEER, PHILA., PA., AUGUST, 1955

S. R. Hush
Chief Engineer

HEAVIER RAIL

RIGHT HAND GAGE OR
LEFT HAND OUT

LIGHTER RAIL

RIGHT HAND OUT OR
LEFT HAND GAGE

Proper designations of bars
are shown underlined on this
sketch.

Diagram illustrating the components of a left hand joint:

- HEAVIER RAIL
- LEFT HAND JOINT
- LEFT HAND OUT
- LEFT HAND GAGE
- LIGHTER RAIL

When standing between rails of a track and facing rails to be connected, order Left Hand Joint when heavier rail is on your left, order Right Hand Joint when heavier rail is on your right. Proper designations of bars are underlined on this sketch.

Diagram of a 12-foot long pipe with four 24-inch diameter holes. The pipe is divided into two 6-foot sections by a vertical centerline. The left section has two holes, and the right section has two holes. Dimensions are given in feet and inches. The total length is 12 feet. The distance from the left end to the first hole is 13 inches. The distance between the two holes on the left is 31 inches. The distance from the second hole to the centerline is 18 inches. The distance from the centerline to the first hole on the right is 13 inches. The distance between the two holes on the right is 26 inches. The distance from the second hole to the right end is 13 inches.

Even though the width of the heads are equal or within the limits specified below, the indication is a "Hand" if one rail is vertical, and one rail is canted.

Center lines of rails coincide when Joints are "No Hand"

If less than $\frac{1}{16}$, Indication is "No Hand"
If $\frac{1}{16}$ or more, Joint has a "Hand".

If less than $\frac{1}{16}$, indication is "No Hand"
If $\frac{1}{16}$ or more, Joint has a "Hand".

If this width is greater by $\frac{1}{8}$ " than this width, then Joint has a "Hand"

RIGHT HAND GAGE OR
LEFT HAND OUT

HEAVIER RAIL

RIGHT HAND OUT OR
LEFT HAND GAGE

LIGHTER RAIL

JOINTS — NO HAND

■ or Rail of Greater Section Depth.
▲ or Rail of Lesser Section Depth.

The diagram illustrates a 'Right Hand Joint' between two railroad tracks. A horizontal line represents the 'LIGHTER RAIL' on the right and the 'HEAVIER RAIL' on the left. A 'RIGHT HAND GAGE' is shown as a horizontal bar with dashed lines, positioned between the rails. A 'RIGHT HAND OUT' is indicated by a dashed line extending from the heavier rail towards the joint. The joint itself is labeled 'RIGHT HAND JOINT' at the bottom center. Arrows point from the labels to their respective parts in the diagram.

JOINTS — WITH HAND

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