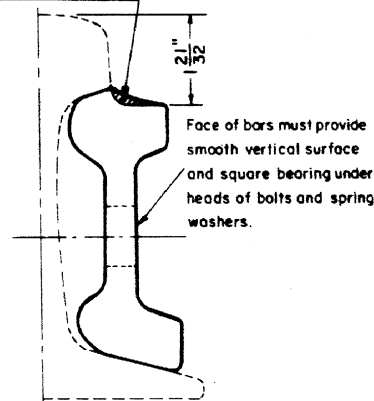
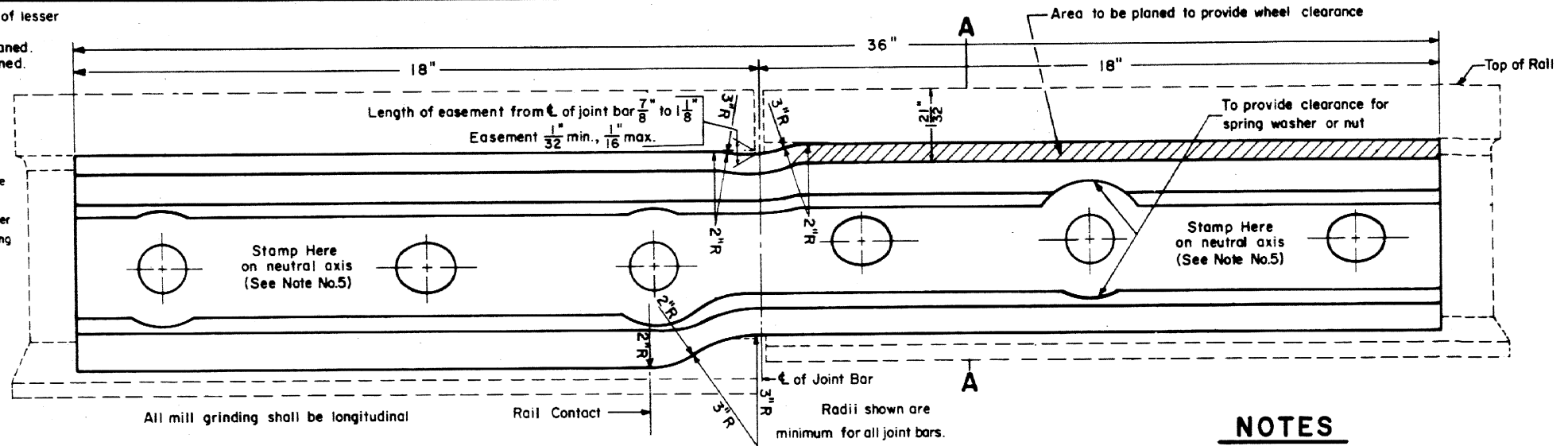


Planned off to provide wheel clearance on rail of lesser section depth or lighter rail.

Joint with "No Hand" both bars are to be planed.  
Joint with "Hand" only gage bar is to be planed.

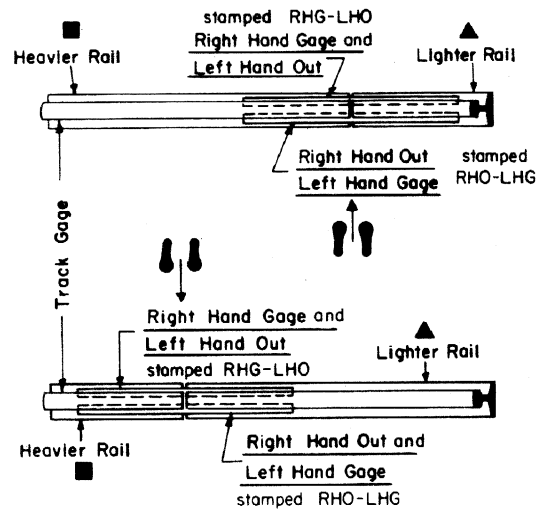


**SECTION A-A**

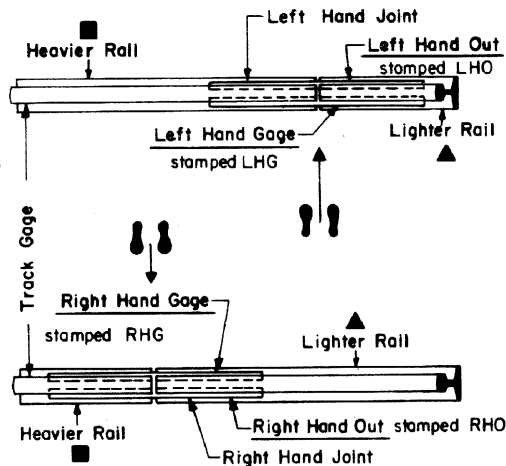


**NOTES**

- All joint bars shall conform to current Conrail MW 183 Specifications.
- One joint shall consist of two bars. The joint bars shall be furnished without any provisions for any wear in the rail.
- Joint bars 36" long shall be ordered except where either rail is drilled with only two joint bolt holes or where clearance for the bar is less than  $18\frac{1}{2}$ " 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 furnished so that the distance between outer faces of the bars will be the same as for standard joint bar for respective rail sections, so joint bolts of standard lengths can be used.
- All bars shall be stamped with depressed characters, not less than  $\frac{1}{2}$ " in height to show the manufacturer's name or trademark, year manufactured, connecting rail section at each end and bars of rolled bar stock. Bars for joints that have "No Hand" shall be stamped "RHO-LHG" or "RHG-LHO" to indicate interchangeability. Bars for joints "With A Hand" shall be stamped "LHG", "RHG", "LHO", or "RHO", whichever applies, see sketch at the left. All stamping shall not be covered by the bolt heads or the nuts.
- Cast steel compromised bars may be used when ordered on special requisition approved by the Chief Engineer-M.W. This bar to be used only where unusual type of compromised joints are needed, generally with girder rail.
- Requisitions shall specify quantity of compromised joints required, hand, length, weight and section of each rail and the number of this plan. Where joints are required that do not have standard reference numbers or for special limiting conditions noted above, each requisition shall be accompanied by "Memorandum Request For Special Compromise Joints", issued by the Chief Engineer-M.W., completely filled out.



**JOINTS - NO HAND**



**JOINTS - WITH A HAND**

Proper designations for joint bars are shown underlined

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

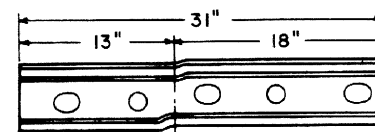
**TO DETERMINE HAND OF JOINT BAR**

Stand between the rails (gage) of a track and face rails to be connected, ORDER -

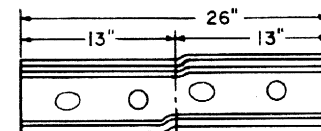
**LEFT HAND JOINT** - when the heavier rail is on your left.

**RIGHT HAND JOINT** - when the heavier rail is on your right.

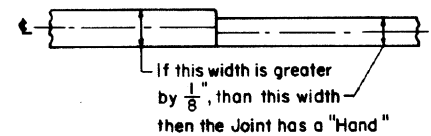
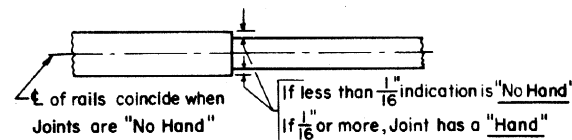
**6 HOLE BAR**



**5 HOLE BAR**



**4 HOLE BAR**



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



71250 - B

STANDARD

**COMPROMISE JOINT BARS**

**FOR TEE RAIL**

SEPTEMBER, 1976

*RHS*  
Chief Engineer - Maintenance of Way

*A. J. Carlson*  
Chief Engineering Officer