NORDBERG *Flexible Arm* GRINDER

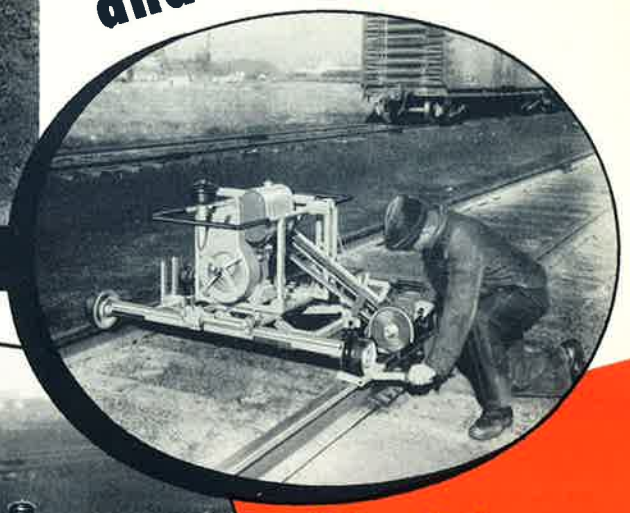
MODEL FG

The Answer to Your Grinding Problems

A Precision Grinder

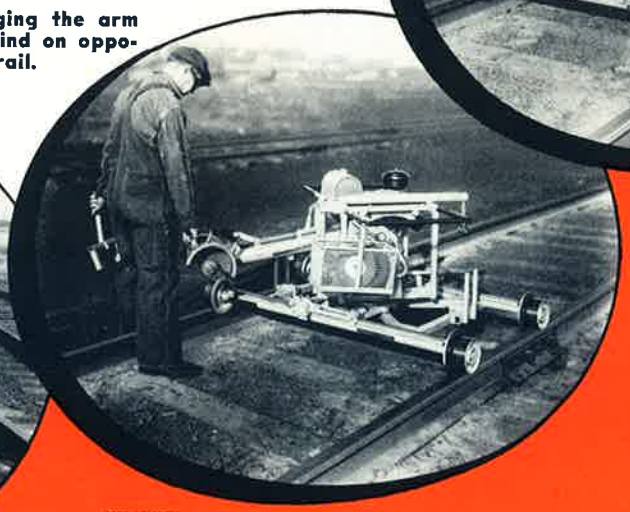
Maximum Production and Minimum Effort

Double faced cup wheel removing flow from switchpoint and stock rail.

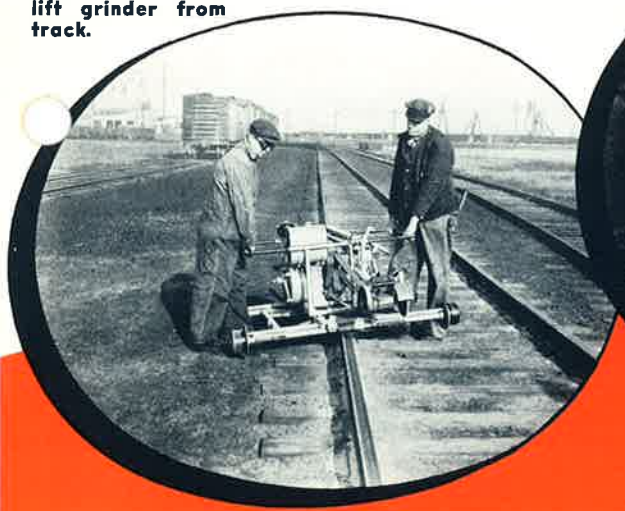


Slotting rail ends.

Swinging the arm to grind on opposite rail.



Two men easily lift grinder from track.



Bulletin 160

NORDBERG MFG. CO., Milwaukee 7, Wis.

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Applicable to All Rail Grinding Jobs

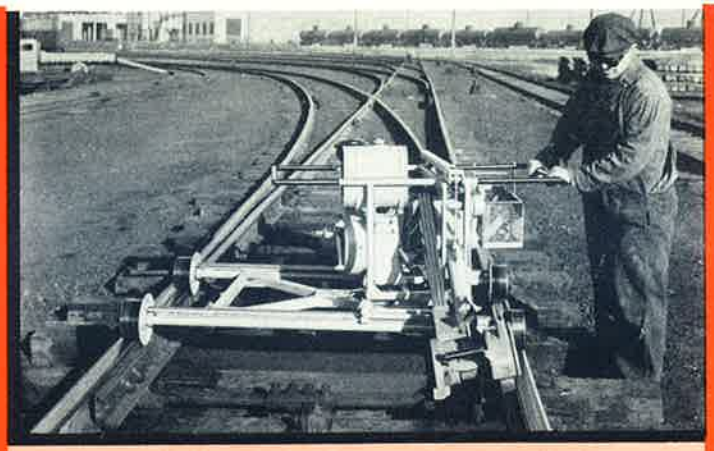
The Nordberg Flexible Arm Grinder answers the need for an easily operated, efficient, yet highly accurate machine for performing such grinding jobs as removing flow from switchpoints and stock rails, undercutting stock rails to house switchpoints, rail end slotting and grooving turnout rails for insertion of copper wire to assure contact for operation of signals. The FG Grinder does all and more than a flexible shaft grinder; does it faster, more accurately and with less effort on the part of the operator. The rapid rate at which this machine removes metal and the ease with which the flexible arm can be made to reach these various grinding jobs make it the fastest and most convenient grinder ever offered.

The weight of the grinding wheel, grinding head and flexible arm is supported by a spring so that in rail slotting and frog grinding operations, the operator has maximum control of his wheel with a minimum of effort. The grinding wheel can be tilted and locked at an angle to undercut stock rails. When removing the flow from switchpoints and stock rails or when undercutting stock rails, the flexible arm and grinding head are locked in position, spring tension is set to maintain uniform pressure of wheel and the operator merely has to push the machine back and forth on its running wheels to perform the grinding operation.

The FG Grinder has sealed type ball bearings throughout. The transverse carriage supporting the flexible arm is full revolving on a ball bearing turntable and can be moved laterally across the truck frame to grind either rail. The drive from the 6 horsepower air cooled gasoline engine to the grinding head is by means of multiple V-belts. Total weight of the FG Grinder is 385 pounds.

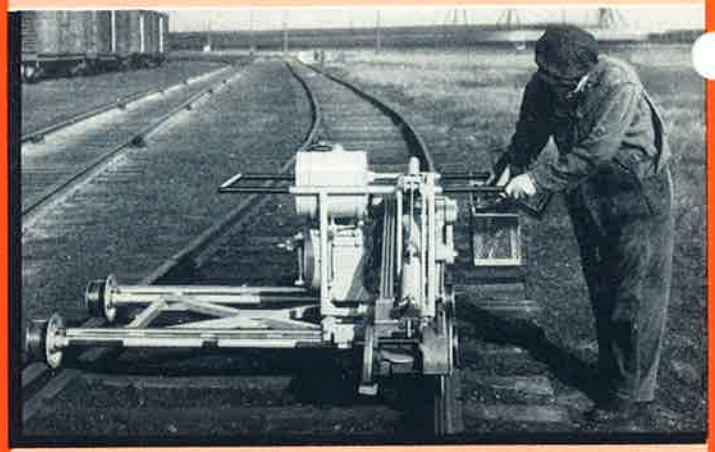
This grinder uses an 8″ diameter x 2½″ double faced cupwheel for grinding switchpoints and stock rails, an 8″ diameter x 1″ thick wheel for frog and surface grinding and an 8″ diameter wheel of desired thickness for rail end slotting or rail grooving.

Grinding flangeways at frogs and crossings.



Cup wheel undercuts stock rail to house switchpoint.

Adjustable spring tension maintains uniform pressure of wheel against stock rail or switchpoint.



Grinding groove for wire insert at a turnout to improve contact for operating signals.