

BUMPING POSTS

forward and down forces from Head - readily accepts impact of the head and tension members, coupler and transmits it to tension providing direct path for energy and compression members. travel to ballast. **Cross Track Tie Bar** – Prevents **Tension Members** – impact tends to pull rails upward and toward each other. rail spreading at compression end (rear). Cross Track Spacer - holds track to gage at tension end (front).

TYPE BUMPING POST	APPLICATION
WK	Recommended for industry stub end tracks with three car capacity or less, without descending grades to track end. Weight – 705 lbs.
WD	General service. Long industrial tracks outside of buildings, flat switching yards, no descending grades or hazards at track end. Installation-strengthening "middle rails" can be used with this post. Weight – 800 lbs.
WG	For active track, where frequent striking face contact demands greater car stopping ability; any spur downgrade towards post; within buildings; metropolitan flat switching yards and TOFC track-ends. Installation-strengthening "middle rails" can be used with this post. Weight – 1250 lbs.
WA	The strongest post ever built as a standard product. For track-end service where greatest car-stopping ability is needed. Lay track with the heaviest rail available, use full-spike ties and plenty of good ballast, and tamp thoroughly. Installation-strengthening "middle rails" can be used with this post. Weight – 1655 lbs.
	All standard Bumping Posts are made in one size which will fit any rail from 5 to 7-1/2 inches high (except Type WA which fits any rail from 5-3/8 to 8 inches high). For rail smaller than 5 inches or larger than 7-1/2, inches please give height of rail.

Compression Members – Resists