

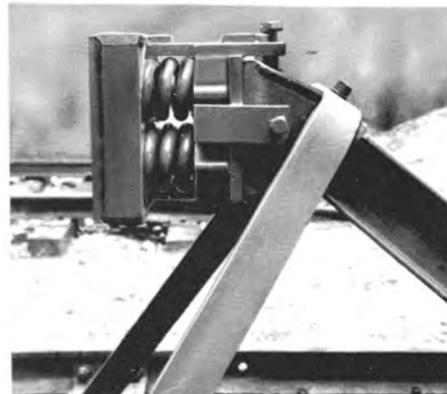
BUMPING POSTS



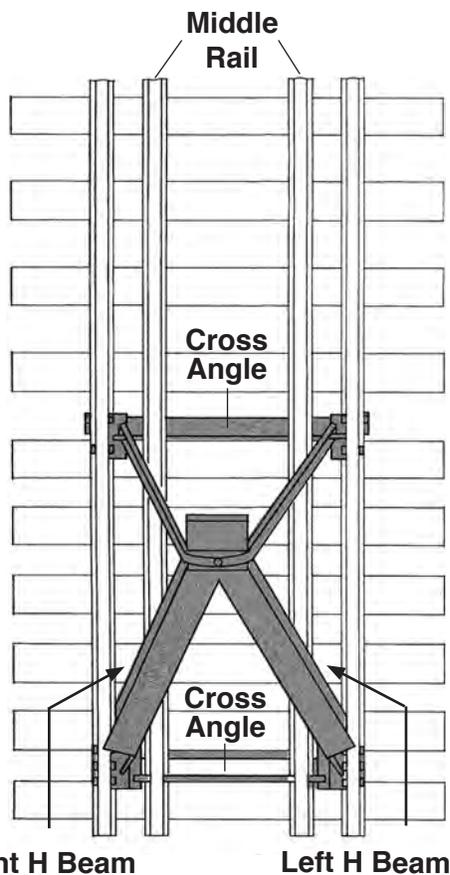
The **Shock-Free Head** pays for itself at every installation by prolonging bumper post life, cutting equipment damage at track-ends, and doing its share to decrease Loss & Damage claims.

This rugged unit takes about thirty minutes to install, but can mean the difference between a troublesome and trouble-free track-end. Thousands are proving it every day around the world.

The **Shock-Free Head** is a 435 pound cushioning unit which is applied to a railroad bumping post after it is in track. It slips over the regular bumping post head and is made a part of the post by tightening the six cap screws that come with it.



Train impact is absorbed by compressing eight heavy springs which “float” between laminated rubber and fiber shock pads. As the head compresses 1-5/8” from first coupler contact, the draft gear mechanism in the car comes into operation. At normal switching speed, the result is a shock-free final impact, protecting the bumping post, the car and the lading.



Specific installation instructions are included with each unit. However, time and experience have established several measures that must be taken to insure a maximum service life from your bumping post investment.

Much of the car-stopping effectiveness of any bumping post depends upon the track to which it is secured. This is the post’s “foundation” and it should be as adequate to the job as the foundation for any other type of structure.

Generally, the heavier the rail, the better the foundation. Use sound ties, fully spiked, and full-bolted rail joints ahead of the post. Be sure you have good, well-tamped ballast.

A special feature (rail clips on rear crossmember) furnished with types WD, WG and WA Bumping Posts allows the use of “middle rails.” These “helper” rails are supplied by the customer and should be spiked between the running rails to increase track strength. Two pieces of heavy rail not less than 18 feet long should be used. These pieces of rail should extend about three feet beyond the post toward the rear and should be spiked for their entire length. A drawing displaying a typical installation with “middle rails” is shown at left.