

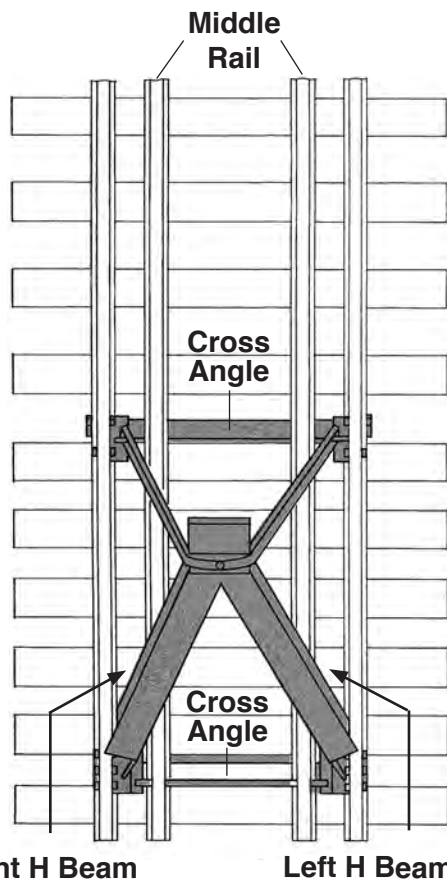
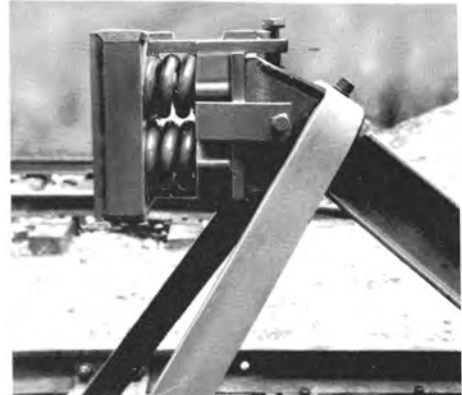
# BUMPING POSTS

The Shock-Free Head delivers long-term value with each use by extending the service life of bumper posts, reducing damage to equipment at the end of tracks, and contributing to a decrease in Loss & Damage claims.

This durable device takes roughly thirty minutes to install but can be the key difference between a problematic and a reliable track-end. It's being used successfully in thousands of installations worldwide.

Weighing 435 pounds, the Shock-Free Head is a shock-absorbing component that mounts onto a railroad bumping post after it has been set in place. It fits over the existing head of the bumping post and is secured using six cap screws included with the unit.

When a train makes contact, the impact is absorbed by the compression of eight heavy-duty springs suspended between layers of rubber and fiber shock pads. As the unit compresses by 1-5/8 inches upon coupler contact, the railcar's draft gear mechanism activates. At typical switching speeds, this results in a smooth, impact-free stop—protecting the bumper post, the railcar, and its contents.



Each unit comes with detailed installation instructions. However, over time, several best practices have emerged to help ensure your bumping post provides the longest possible service life.

The performance of a bumping post in stopping railcars relies heavily on the quality of the track it's mounted to. This track serves as the post's "foundation," and, like any structural foundation, it needs to be strong and reliable.

In general, using heavier rail creates a sturdier base. It's important to install the post on solid ties that are fully spiked, with securely bolted rail joints ahead of the bumping post. Additionally, ensure the ballast is stable and tightly packed.

Models WD, WG, and WA include a useful feature—rail clips on the rear crossmember—that enables the addition of "middle rails." These reinforcing rails, provided by the customer, should be placed between the main running rails to further strengthen the track. Use two sections of heavy rail, each at least 18 feet long. These rails should be spiked down their entire length and should extend approximately three feet past the rear of the bumping post. A diagram showing a standard installation using middle rails appears on the left.