

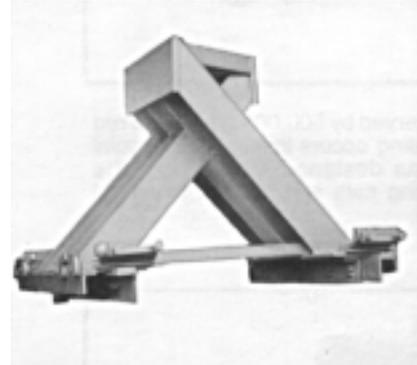
Special Bumping Posts

Most manufacturers would like to make only standard products. Western-Cullen-Hayes is no exception. However, regardless of how standardized an industry is, there are always unusual problems that need solutions. Railroad track-end protection is no exception.

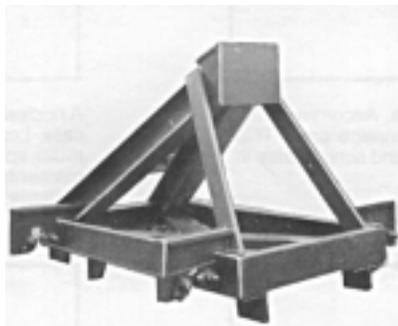
Because Western-Cullen-Hayes has dealt with side track security since 1903, and because we are the recognized leader in the field, we have been requested to address a wide range of unusual Bumping Post problems. In the process of successfully meeting these needs, we have acquired a level of experience and engineering knowledge second to none.

Displayed on this brochure are ten different Bumping Posts we have manufactured in response to customer requests for special application products. The accompanying captions explain the problems solved by Western-Cullen-Hayes know-how.

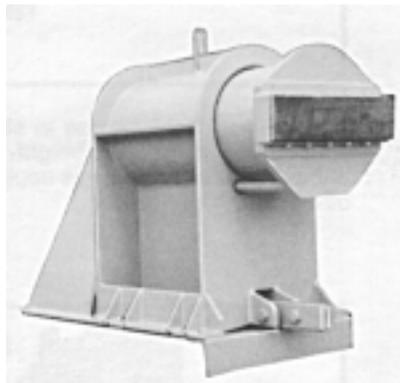
Whether your need can be met by one of our standard Bumping Posts, or requires the use of our extensive background to develop a design that accommodates unique circumstances, Western-Cullen-Hayes is at your service. We invite your further inquiry.



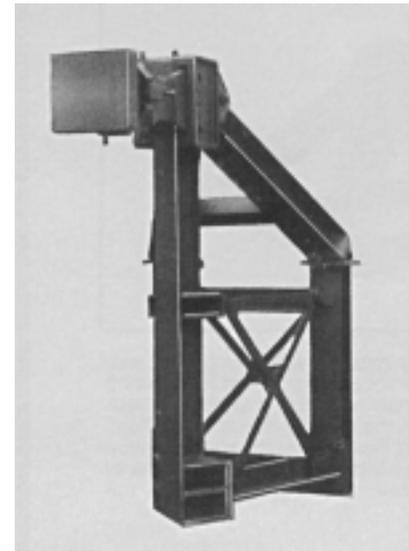
One railroad served the North end of the plant, another railroad the South end. Both railroads used the same track. How do you keep the cars separate and also stop them? There was not enough room to use twenty feet of track space for back-to-back, conventional bumpers. Solution: A two-faced Bumping Post requiring only two and one-half feet of track space.



W-C-H recognized many years ago that a cushioning effect was achieved if a railroad car-stopping device was allowed to dissipate car momentum by shoving ties and ballast. Transferring impact into the ties and ballast reduces damage to lading, car, rail and bumper. Our Type WP Bumping Post, pictured here, employs this principle and has been in use since the late 1950's.



Single-rail, spring-loaded Bumping Post originally designed to stop a coal stacker-reclaimer traveling at low speeds; the stacker-reclaimer weighs approximately two million pounds.

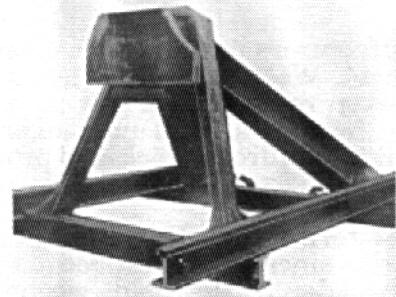


The building was not long enough to accommodate railroad cars and a Bumping Post, too. To solve this problem, we designed a unit with a below-ground super-structure and an extended face. Installed outside, stability is provided by the below-ground portion of the Bumping Post and the extended face reaches through the wall to contact railroad car couplers.

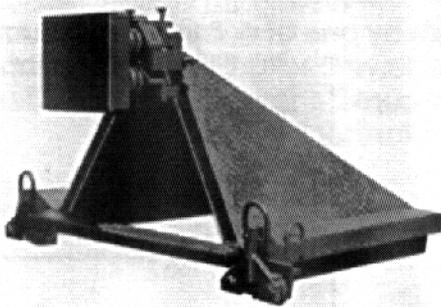
SPECIAL BUMPING POSTS



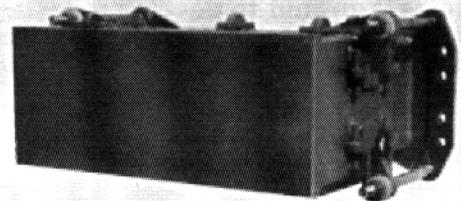
Transit cars pose special problems. Structural strength, coupling mechanisms, appurtenances and car-end configuration are varied and usually quite unlike freight car design. This transit car Bumping Post has an extra-length, spring-loaded face that will clear car equipment. The face is also equipped with anti-climber ribs to help prevent the car from riding up if the bumper is hit too hard.



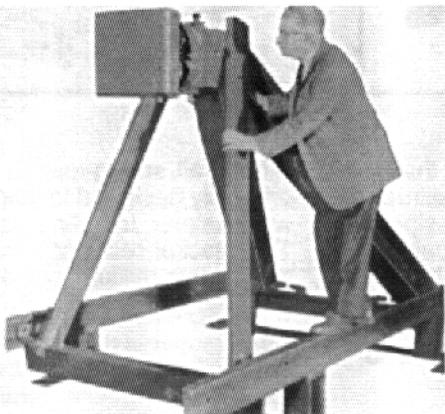
An auto unloading facility required a Bumping Post with special strength and clearances. A provision for securing the bumper to a "dead man" ahead and under the track helps to reduce stress on the running rails when railroad cars impact the Bumping Post. Also, the special shape of the striking face allows clearance for the oil pans of automobiles being loaded on the lower deck of the railroad cars.



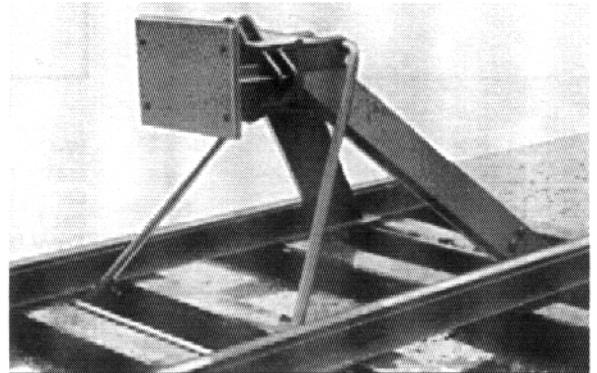
Designed in 1939 for use in steel mills. Accommodates special gauge, special height, high tonnage cars. This bumper is still used for this application and similar ones in other industries.



A nuclear power plant is served by 500,000 pound fuel rod cars. Loading and unloading occurs inside. This special multi-spring bumper was designed to dissipate the momentum of slow moving cars and prevent structural damage to the reactor.



Cranes and other devices that use rails to guide and facilitate movement don't always have coupler-level areas for contact points. This giant Bumping Post was designed for a non-railroad application, in response to a request from an engineering firm.



We have been building transit system Bumping Posts since 1934 for customers the world over. This unit was designed with a special face and spring cushioning for the Milan, Italy, Transit System.

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