



LB Foster

Rail Products

Other Track Material and Accessories



■ sales offices ● fabrication & distribution facilities ★ headquarters

District Sales Offices

California

32970 Alvarado Niles Road #736
Union City, CA 94587
P: 510.471.9840 / F: 510.471.9847

Georgia

130 Satellite Boulevard NE, Suite A
Suwanee, GA 30024
P: 678.714.6730 / F: 678.714.6773

Illinois

125 Windsor Drive, Suite 122
Oak Brook, IL 60523
P: 630.954.1450 / F: 630.954.1429

Jacksonville

2390 Stockton Drive
Fleming Island, FL 32003
P: 904.284.8109 / F: 904.284.8110

Missouri

1650 NE Grand Avenue, Suite 204
Lee's Summit, MO 64086
P: 816.347.1857 / F: 816.525.1626

Oregon

5335 SW Meadows Road, Suite 355
Lake Oswego, OR 97035
P: 800.824.2061 / F: 503.684.8489

Pennsylvania

961 Marcon Boulevard, Suite 445
Allentown, PA 18109
P: 610.266.1763 / F: 610.266.3534

415 Holiday Drive
Pittsburgh, PA 15220
P: 412.928.3400 / F: 412.928.7891

International

7015 W. Tidwell Road, Suite G-101
Houston, TX 77092
P: 412.370.8560 /
F (US): 281.254.7030

Mexico

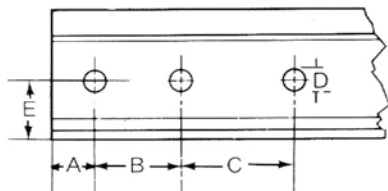
Col. Bosques del Poniente
Santa Catarina, NL Mexico CP66354
P: 011.52.1.811.779.9182 /
F (US): 713.466.2709

Washington

3808 N. Sullivan, SIP Building 7
Spokane, WA 99216
P: 509.892.3202 / F: 509.892.8270

Rail Drilling

The rail drilling is measured from the end of the rail to the center line of the first hole (A), and from the center line of the first hole to the center line of the second hole (B). If it is a 3 – hole drilling the same method is used.



Joint Bars

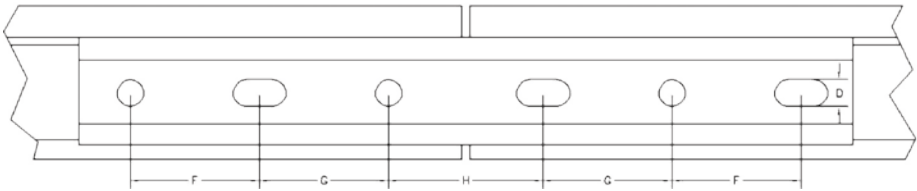
The Joint Bars must be punched to match the rail drilling accurately to insure proper rail alignment. The punch is measured from the center line of the first hole to the center line of the second hole (F) and from the center line of the second hole to the center line of the third hole (G).



Splice (Flat) Bar



Angle Bar



Metric and English Conversion Table

Linear Measure

1 Kilometer	(Km)	=0.6214	Mile
1 Meter	(m)	=39.37	Inches
		=3.2808	Feet
		=1.0936	Yards
1 Centimeter	(cm)	=0.3937	Inch
1 Millimeter	(mm)	=0.03937	Inch
1 Mile	(Mi)	=1.609	Kilometers
1 Yard	(Yd)	=0.9144	Meter
1 Foot	(Ft)	=0.3048	Meter
		=304.8	Millimeters
1 Inch	(In)	=2.54	Centimeters
		=25.4	Millimeters

Weight

1 Metric Ton	(MT)	=0.9842	Gross Ton
		=2204.6	Pounds
		=1.1023	Net Tons
1 Kilogram	(Kg)	=2.2046	Pounds
1 Net Ton	(NT)	=2000	Pounds
		=0.9072	Metric Ton
		=907.2	Kilograms
1 Gross Ton	(GT)	=2240	Pounds
		=1.016	Metric Tons
		=1016	Kilograms
1 Pound	(Lb)	=0.4536	Kilogram
		=453.6	Grams

Rail Weight

1 Kg/m	=2.0159 Lb/Yd
1 Lb/Yd	=0.4961 Kg/m

Joint Bars

L.B. Foster Company maintains complete stocks of splice and angle bars in all sizes to properly join every standard tee rail and crane rail section.

Bars with most common standard punchings are immediately available from L.B. Foster's nationwide warehouses. Insulated joints are also available.



Full Toe Angle Bar



Splice Bar



Short Toe Joint Bar

How to Order

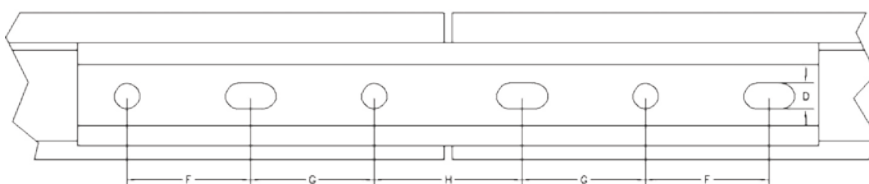
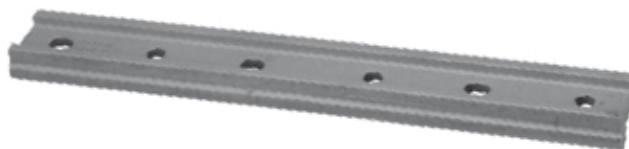
To assure prompt accurate service, specify the following dimensions and identify rail section and weight.

D— Diameter of bolt hole (or bolt size)

F— Center-line of first hole to centerline of second hole (fifth to sixth holes should be same dimension)

G— Center-line of second hole to center-line of third hole (fourth to fifth holes should be same dimension)

H— Distance between center-lines of two center holes L.B. Foster will furnish bars in proper lengths to match size of rail and number of holes required.

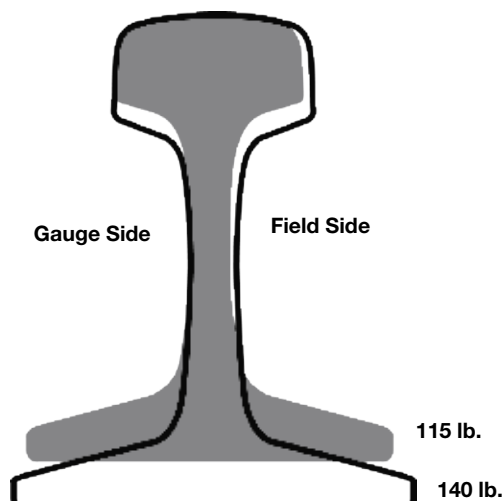


Compromise Rail Joints

L.B. Foster Company offers components, specially designed to connect rails of different sizes and drillings. L.B. Foster offset fish plates and compromise bars have been consistently improved and tested, and are backed by more than 75 years' experience in trackwork.

Each design will provide proper alignment of rails on gauge line and top of head and prevent excessive wear at the joint. They are easy to install and are available in sizes to meet requirements for various combinations of sections.

In ordering, specify rail sections and dimensions as outlined on the following page.



Compromise Angle Bars

Heavy duty bars are made from high strength, heat-treated steel and accurately machined to fit each individual requirement. Compromise Angle Bars are furnished in pairs for each joint, like gauge side illustrated.

Cast Compromise Joints

Compromise Joints meet A.A.R. Standards—are made of alloy cast steel to accept the impacts of heavy service. Rail-end batter is prevented at the rail ends by having the step joint compensate for the wear of the low rail head.

Specify the average amount of rail head wear to reduce your maintenance costs. Normally supplied in 24", 30" and 36" lengths. Rolled steel joints are also available.

Step Chairs

Strongly recommended where variation in height of two rails is more than one half inch. L.B. Foster step chairs provide better support of smaller rail, hold rail in vertical alignment on gauge line and reinforce compromise joints.

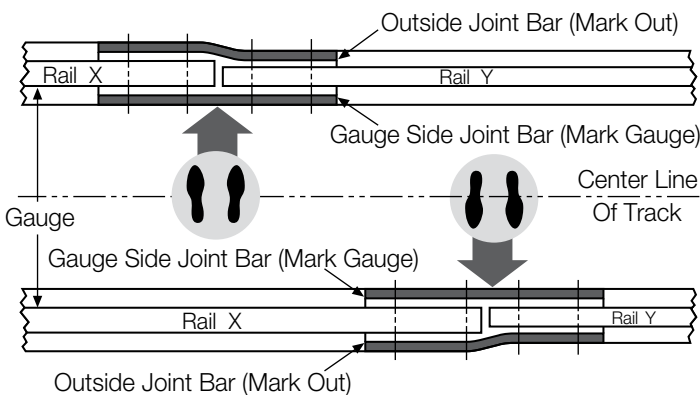


How to Identify Compromise Joints

A compromise joint consists of two bars; one outside joint bar and one gauge side joint bar. Stand in the center of the track facing joint. Describe left hand rail first and right hand rail second. In each case, provide the information outlined below.

Note: One-eighth inch open joints shall be provided unless otherwise specified. Gauge side will be marked "Gauge" and outside marked "Out" on compromise joint bars, unless interchangeable. Each end of compromise joint or rail shall be marked with its respective rail section.

Normal practice is to furnish four bolt holes to connect first two holes only in each rail. Step chairs are not included with compromise joints, unless specified.



How to Order Compromise Joints

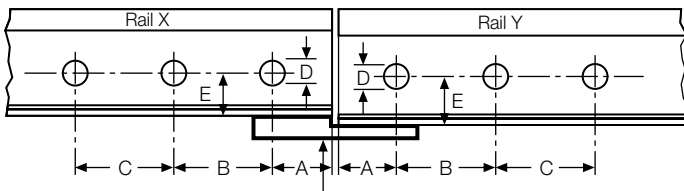
Identify both rail sections and specify drilling in each rail. Specify the number of joints required and the following dimensions:

- A— Distance from end of rail, to center-line of first hole.
- B— Center-line of first hole, to center-line of second hole.
- C— Center-line of second hole, to center-line of third hole (where 6-hole bars are used).
- D— Diameter of bolt hole (or bolt size).
- E— Elevation of bolt hole (center-line of bolt hole above base) on non-standard rail.

Standard elevation will be used for all bolt holes unless otherwise instructed.

Note: If compromise rail joints are to be applied to relay rail, the amount of wear on top of rail head must be specified.

Typical Example	Rail X	Rail Y
Identify Rail Section	115 lb. AREMA	140 lb. AREMA
A – End of rail to first hole center line	3 1/2"	3 1/2"
B – Center line first hole to center line second hole	6"	6"
C – Center line second hole to center line third hole	6"	6"
D – Hole diameters	1 1/8"	1 1/8"
E – Center line of holes above bottom of rail base	2 7/8"	3"
Bolt Size	1"	1"



Other Track Material and Accessories

Tie Plates

Tie plates are recommended for all trackage using rail from 60 lb. thru 141 lb. sections. Tie plates offer many advantages:

- They distribute the load from the rail to the ties, provide uniform bearing surface for the rail and prevent rail movement.
- They provide proper cant and obtain central loading and more uniform wear on the rail head.
- They hold the rail rigidly to gauge and protect ties against undue wear, thereby prolonging the length of service.

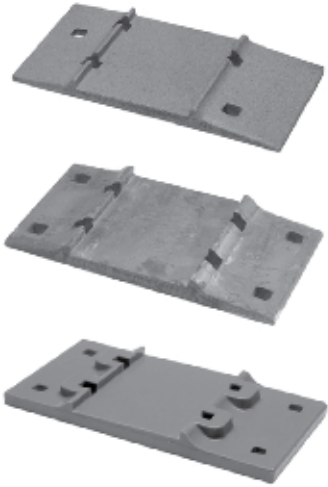
Tie plates are fabricated from heavy hot-rolled steel sections which are punched and sheared to size.

L.B. Foster Company offers immediate shipments of tie plates in any quantities from nationwide warehouses.

We offer various sizes of new double shoulder tie plates for 5 1/2" and 6" base rail (including the exclusive supply of a Plan 4, 7 3/4" x 11" plate for 5 1/2" base rail) and a large supply of various relay single and double shoulder tie plates. The 11" plates and relay plates will offer you appreciable savings and economies, especially for industrial sidings and in-plant trackage.

In ordering, identify rail weight and section, such as 115 lb. AREMA, and/or width of rail base, and size of spikes.

Gauge end is the short end of the tie plate and is located on the gauge side of rails. Field end is the long end of the tie plate and is located outside the rails. Where single shoulder tie plates are used, the shoulder is placed on the field end of the tie plate. Line holes are the spike holes located at the edges of the rail seat. Hold-down holes are the spike holes located in the field and gauge ends of the tie plate.



Polyurethane insulated tie plates are molded from TOUGHCOAT® polyurethane and are used to support the endpost area of an insulated joint. ARP insulated tie plates are stocked for various rail sizes and are available in solid polyurethane or with a polyurethane coated steel core for extended life.

Lock Washers

Carbon steel lock washers are oil tempered and tested, and fit all sizes of standard track bolts. Regularly stocked in medium weight (1/4" No. 3-W), and heavy duty (3/8" No. 5 W) designs. Lock washers are normally ordered by the piece; however, keg quantities (approximately 250 pcs.) can also be supplied.

Locknuts

Locknuts will not permit loosening of parts due to vibration or high loading. They are self-locking in any position and can be removed and replaced or adjusted as often as necessary with no loss of locking effect or damage to bolt. Available in square sizes from 3/4" to 1 3/8" and in hexagon sizes from 3/8" to 4", full or thin thickness.

Screw Track Spikes

Screw track spikes are used to secure tie plates on trestles and special track installations. When used in prebored ties, they do not damage wood fibres, prevent rotting and lengthening tie service. The square head is designed to receive a socket wrench to turn the spike into the tie. L.B. Foster screw spikes conform to A.S.T.M. specifications and are stocked in standard sizes.

Track Spikes

Cut track spikes consist of a square body, with flat hook head, reinforced throat, and chisel point at the bottom end. They are manufactured in accordance with AREMA standards.

Track spikes are measured under the head to the cut end. When ordering, check to be sure size of spike conforms to the weight of rail and thickness of ties to be used.



		Required per Mile of Track 2' Tie Spacing—4 Spikes/Tie	
Size-Inches Under Head	Approx. No. per 100 lb. Keg	No. Kegs	Total Wt.- Lbs.
3/8 x 2 1/2	735	14.37	1,437
3/8 x 3	635	16.63	1,663
3/8 x 3 1/2	568	18.59	1,859
1/2 x 4 1/2	253	41.74	4,174
9/16 x 5 1/2	162	65.19	6,519
5/8 x 6	121	87.27	8,727
Size-Inches Under Head	Approx. No. per 200 lb. Keg	No. Kegs	Total Wt.- Lbs.
9/16 x 5 1/2	324	32.59	6,519
5/8 x 5 1/2	264	40.00	8,000
5/8 x 6	242	43.64	8,727

*Notes: Some spikes are available in 50 lb kegs.
Spikes can also be supplied in plastic pails.
Industrial grade spikes are available upon request.*

Track Bolts

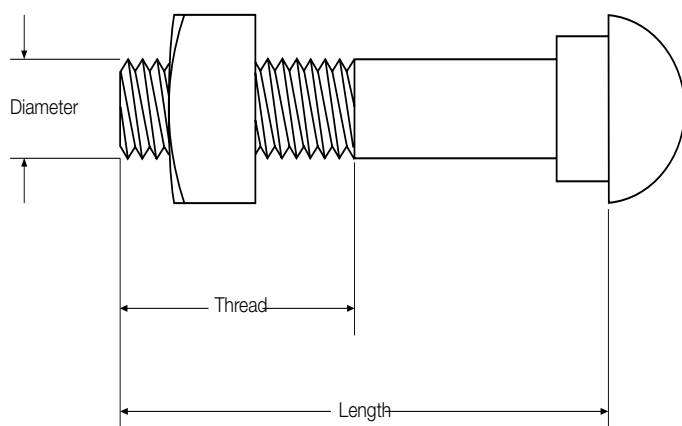
Standard track bolts are button-head oval-neck design, fitted with square nuts. Bolt head and neck are forged steel with U.S. Standard rolled threads, coarse. Nominal diameter, specified as bolt size, is the overall thread diameter. Length is measured from under the head to the end of the bolt. Track bolt nuts are commonly manufactured to the American Standard heavy unfinished square design.

L.B. Foster nationwide warehouses stock all sizes of track bolts for immediate delivery in any quantities.

Size Inches	Approx. No. per 200 lb. Keg	Required per mile of track 30' rails*—4 bolts/splice	
		No. Kegs	Approx. Wt. Lbs.
1/2 x 1 3/4	860	1.40	280
1/2 x 2	810	1.49	298
1/2 x 2 1/2	730	1.64	328
5/8 x 2 1/2	490	2.71	542
5/8 x 3	460	2.96	592
3/4 x 3	288	4.81	962
3/4 x 3 1/4	275	5.00	1,000
3/4 x 3 1/2	265	5.18	1,036
3/4 x 3 3/4	255	5.35	1,707
3/4 x 4	251	5.54	1,108
3/4 x 4 1/2	236	5.92	1,184
7/8 x 4	174	8.14	1,628
7/8 x 4 1/4	168	8.38	1,676
7/8 x 4 1/2	163	8.64	1,728
7/8 x 5	154	9.39	1,878

Size Inches	Approx. No. per 200 lb. Keg	Required per mile of track 30' rails*—4 bolts/splice	
		No. Kegs	Approx. Wt. Lbs.
7/8 x 5 1/2	147	9.71	1,942
7/8 x 6	139	10.06	2,012
15/16 x 5	N/A	10.58	2,116
1 x 4	125	11.35	2,270
1 x 4 1/2	118	12.03	2,406
1 x 4 3/4	115	12.35	2,470
1 x 5	105	12.68	2,536
1 x 5 1/4	109	13.80	2,760
1 x 5 1/2	105	14.08	2,816
1 x 5 3/4	103	14.67	2,934
1 x 6	76	15.30	3,030
1 1/16 x 5 1/2	100	14.37	2,874
1 1/8 x 5 1/2	80	14.67	2,934
1 1/8 x 6	76	17.82	3,564
1 1/8 x 6 1/2	72	19.03	3,806

Tee Rail Bolt Specifications



Rail Weight	Diameter	Length	Thread	Pieces*
12 lb.	1/2"	2"	1 1/8"	885
16, 20, 25 lb.	1/2"	2 1/2"	1 1/8"	800
30 lb.	5/8"	2 1/2"	1 1/4"	470
40 lb.	3/4"	3 1/4"	1 3/4"	269
60 lb.	3/4"	3 3/4"	1 3/4"	250
80, 85 lb. angle bars	7/8"	5"	2"	147
80, 85 lb. splice bars	7/8"	4 1/2"	2"	156
90 lb.	1"	5"	2 1/4"	109
100 lb.	1"	5 1/2"	2 1/4"	103
115, 119 lb.	1"	5 1/2"	2 1/4"	103
132, 133 lb.	1"	6"	2 1/4"	98
136, 140 lb.	1 1/8"	6"	2 1/4"	73

Special Bolts

L.B. Foster Company can supply all types of bolts to meet every track requirement. Stocks include heat-treated high strength frog bolts and heat-treated machine bolts for crane rail and crane runway applications.

*For 33' rails, estimate 91% of figures shown for approximate number of kegs and weight per mile of track. For 39' rails, estimate 77%.

Bumping Posts

How to Select Bumping Posts

Using the chart below, and the design parameters chart on the next page, choose the type bumping post that matches your application requirements and conditions. Bumping posts can be made to meet special situations. Designs are available for all components above rail base. Special requirements for steel mill and mining cars, atypical rail heights, wide and narrow gauges, and unique track configurations are also available.*

Type of Bumping Post	Application
WK	Recommended for industry stub end track with three car capacity or less, without descending grades to track end.
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.
WDC	Same as WD but with a curved striking face for passenger car couplers.
WG	For active track, where frequent striking face contact demands greater car stopping ability. Also, for active track within buildings; metropolitan, flat switching yards and TOFC track-ends. Installation-strengthening "middle rails"*** can be used with this post.
WGC	Same as WG but with a curved striking face for passenger car couplers.
WA	The strongest post ever built as a standard product. For track-end service where greatest car-stopping ability is needed. Lay track with heaviest rail available, full-spike ties, use plenty of good ballast and tamp thoroughly. Installation-strengthening "middle rails"*** can be used with this post.
WAC	Same as WA but with a curved striking face for passenger car couplers.
WCT	General service post. Clamp to rail design. No holes to drill in rail.
WCTS	Same as WCT but with spring-loaded striking face and anti-climb ribs. For use in rapid transit service.
WP*	Portable one-piece cushion post.
WR	Special design post-heavy service for special gauge and cars. Standard or modified gauge.

* Consult factory for information

** Not provided with bumping post; (use locally available relay rail).

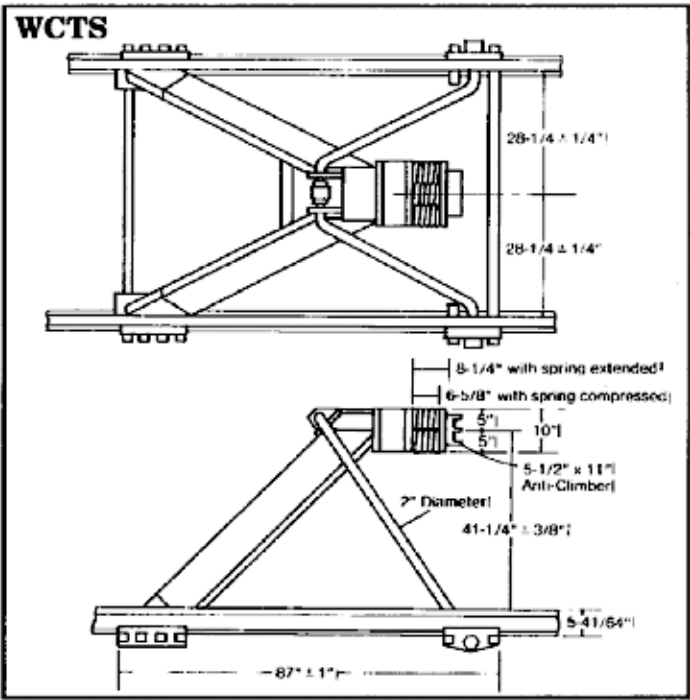
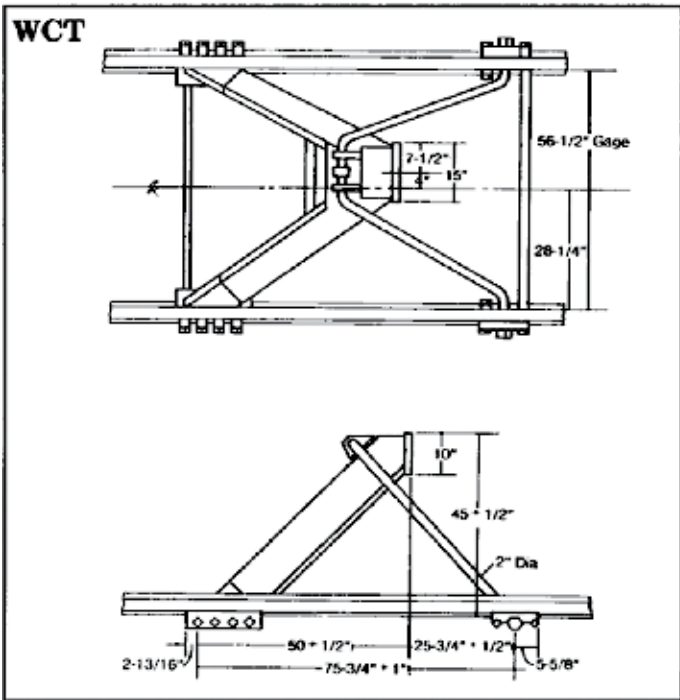
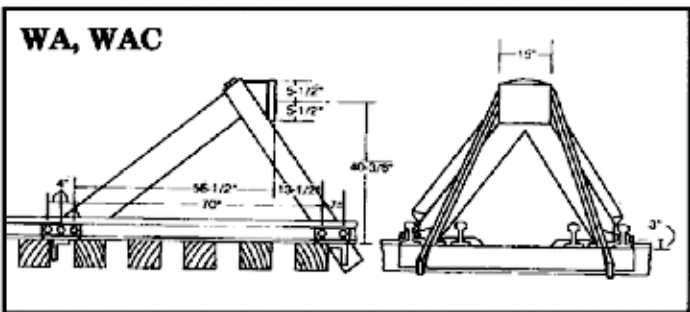
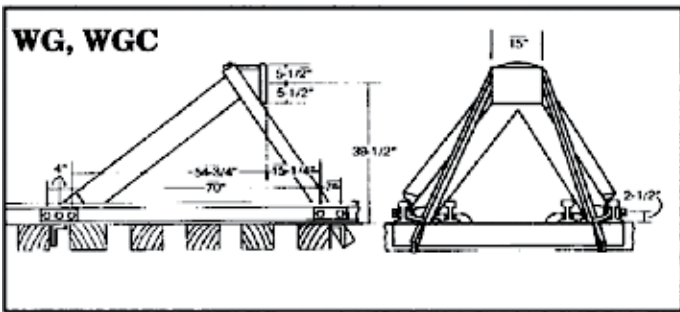
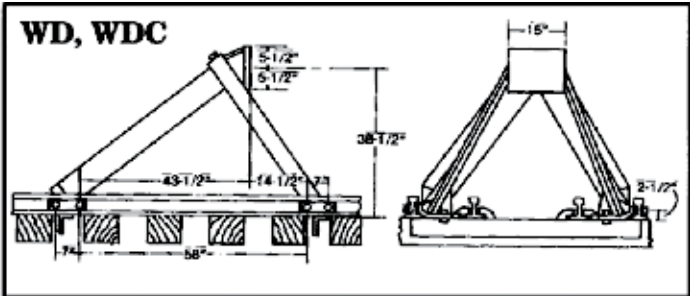
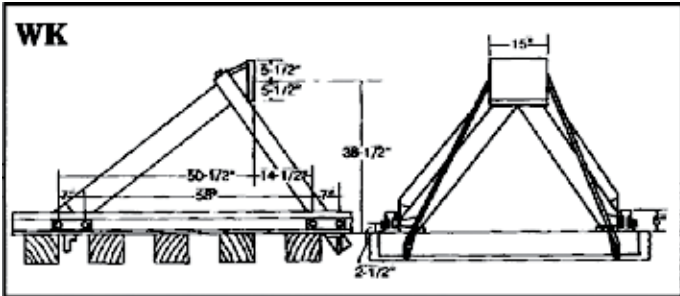
All standard Bumping Posts are made in one size which will fit any rail from 5 to 7 1/2 inches high (except Type WA which fits any rail from 5 3/8 to 8 inches high). For rail smaller than 5 inches, or larger than 7 1/2 inches please give height of rail.

Note: All bumping posts are sold without the Hayco® Shock-Free® cushion head. The Shock-Free® cushion head slips on the contact face and assists in prolonging the life of the bumping post, providing additional cushioning and reducing lading damage.

Hayco® and Shock-Free® are registered trademarks of Western-Cullen-Hayes.

General Dimensions for Bumping Posts

After determining which types of bumping posts are needed, the next step is to determine the dimensions and other requirements for installation. The following drawings will give you the data you need. Please note that all bumping post heads, except on the Type WCTS and WCT, are built 2 1/2 inches to the right of centerline of track. This accommodates standard car coupler position.



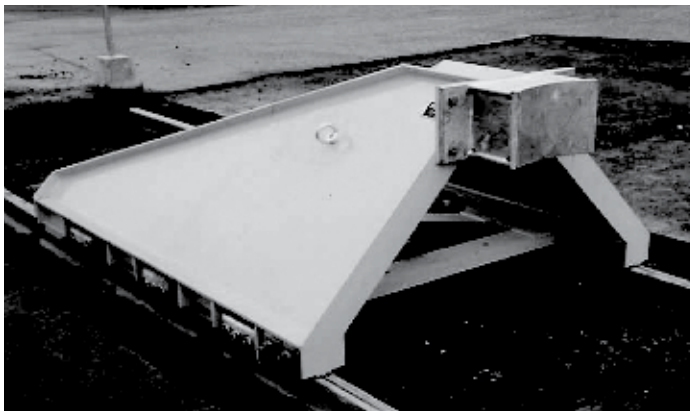
Friction Buffer Stops

H.J. Skelton/Rawie Friction Buffer Stops can be designed for any freight or passenger railroad application. Models 4 EB, 6 EB and 10 EB are illustrated. To order, please specify the following:

- Total train weight including, if applicable, the locomotive (lbs)
- Estimated impact speed at track stop (mph)
- Total track available for the installation (ft)
- Gradient of track approaching track stop (also indicate up or down)
- Track gauge (ins)
- Rail section (details of vehicle configuration, maximum reaction forces, deceleration rates etc. can be discussed at a later date)
- Other relevant information (i.e., protecting important structures, elevated track etc.)



Model 4 EB



Model 6 EB



6 EB installed



Model 10 EB

Rail Skids

Railroad Service Model S-87

For heavy railroad service – particularly for hump yard tracks where trains are being formed. Features deep “pocket” to capture car wheel. High back keeps wheel from jumping over.

42 lbs.

Note: For use on 100 lbs. or heavier rail.



Industrial Service Model S-86

For stopping cars and as a wheel chock. Features a “pocket” center to capture wheel.

4016-II — 30 lbs.



Model S-61

For light to average weight cars, as car stopper and wheel chock.

4016-10 — 18 lbs.



Model S-78

A light-weight skid, useful as a wheel chock on industrial sidings and to alert engineer when pushing in a string of cars.

4016-09 — 13 lbs.



Mining Service

For mine rail from 40 lb. through 80 lb. Will accommodate wheels from 8” to 16” diameter. Furnished in Right-Hand or Left-Hand versions.

4116-02 Right Hand — 17 lbs.

4U6-03 Left Hand — 17 lbs.

Note: Minimum order 6 pieces per part number.



Rerailers

Model DW

The DW rerailer has a long, low-profile, two-sided design, ideal for a wide variety of equipment. With L.B. Foster's DW, it is possible to engage derailed wheels farther from the rails than with most other designs, and wheels can be retracked from either one side or both sides. Placed with the exclusive "tie cleats" firmly against the first open tie ahead of the derailed wheels, the dual action locking wedge is driven into the front of the rerailers. The wedge prevents both sliding and tipping. The only tool required for installation is a hammer. Blocking may be necessary.

Specifications	DW-5	DW-5 1/2
Load capacity: tons	100	200
Weight each: lbs. (kgs)	180 (82)	172 (78)
For use on rails: lbs. (kgs)	70-100 (32 to 45)	85 to 140 (36 to 64)



Model SW

The SW rerailer can be spiked to the tie or clamped to the rail with an optional wedge-type locking system.* Either way, the SW is easily and quickly installed for general use to retrack all types of locomotives and cars smoothly and efficiently. The SW, like all of L.B. Foster's rerailers, is cast in a special ductile alloy. Lugs on the underside of the units prevent sliding past the first tie.

Specifications	SW-A	SW-B
Load capacity: tons	100	200
Weight each: lbs. (kgs)	121 (55)	163 (74)
For use on rails: lbs. (kgs)	85 to 100 (36 to 45)	110 to 140 (50 to 64)

*Model SW-C: Optional Clamp for A & B, 27 lbs./each



Model CW

The CW rerailer is designed specifically for mine, quarry, and industrial applications. Used in pairs, right and left, the special guide groove design permits retracking wheels from either or both sides simultaneously. A steel cam tightens and locks against the rail head as the car wheel tries to push the rerailer. This unit works efficiently even with unusually high or badly worn wheel flanges.

Specifications	CW-5	CW-3-1/2
Load capacity: tons	15	20
Weight each: lbs. (kgs)	50 (23)	66 (30)
For use on rails: lbs. (kgs)	30-60 (14 to 27)	40 to 80 (18 to 36)



Car Stopping Derails

Portable Derails

DR-3 Single-End Type

Used where temporary protection of workers and tracks are required. Derails in one direction only. Step-bar butts up against tie to secure derail. Set screw allows proper derail fit to varying rail sizes. Clamp assembly accepts customer's padlock. Fits Rail 75 136 lbs. Sign & holder included.

4114-06 Left Throw — 52 lbs.

4114-07 Right Throw — 52 lbs.

DR-5 Double-End Type

Derails in both directions. Dual step bars butt against ties to secure derails. Set screw adjusts derail fit to various rail sizes. Clamp assembly accepts customer's padlock. Fits Rails 75 136 lbs./yd. Sign & holder included.

4114-09 — 65 lbs.

Permanent Sliding Derail

Derails in both directions. From a standing position, the worker can move derail to "on" or "off" position. Only 29 lbs. of handle effort is needed to position derail. Waist-high operating stand requires two 14 foot ties to meet railroad clearance requirements. For rails 40 lbs. and heavier. Operating stand is made to fit a specific rail size. Blue derail sign included in package. Derail can be padlocked using customer's padlock.

4144-10 — 466 Lbs.



DR-3 Double-End



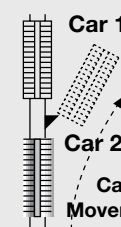
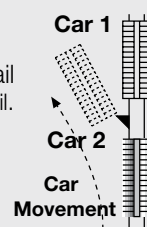
DR-3 Single-End

How to Choose a Derail

One-Way Derailing

Left-Hand Derail
Derail is installed on left rail.

Use: DR-1, 4114-01
DR-3, 4114-06
DR-5, 4114-09

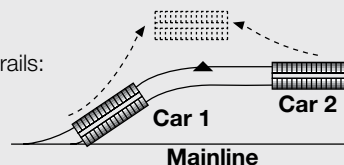


Right-Hand Derail
Derail is installed on right rail.

Use: DR-1, 4114-02
DR-3, 4114-07
DR-5, 4114-09

Two-Way Derailing

Use Double-End Derails:
DR-2, 4114-03 or
DR-5, 4114-09



Permanent Hinged Derails

For rails 40 lbs. and heavier. Derail block is lifted and swung over top of rail. In the "off" position, block lies between the rails. Can be padlocked on "on" or "off" position. (Padlock not included). Sized to fit a specific rail size.

4114-01 DR-1 One-Way Left Throw — 156 Lbs.

4114-02 DR-2 One-Way Right Throw — 160 Lbs.

4114-03 DR-2 Two-Way Derail — 156 Lbs.

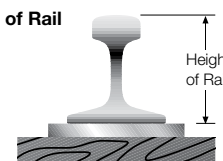


How to Order

1. What is your rail size?

Find it by one of these methods:

Height of Rail



Measure height of rail from base of rail.

OR

Rail Size and Section

Weight (lbs/yd) of length and section code; ie, 9020, 100 lbs. ARA, etc.

This information is stamped every few feet on side of rail web.

2. Direction of throw.

(for single-end derails)

Do you want car to be thrown to right or left in the direction of travel?

Portable Derails

Models PD-1, PD-2, PD-3L, PD-3R

L.B. Foster Portable Derails are available in both double-end (models PD-1 and PD-2) and single-end (models PD-3R and PD-3L) designs. Lightweight, tough, easily and quickly installed, they provide protection for track crews anywhere. All models are cast from an extremely durable ductile alloy. Wedge-type clamps secure the derail and flag to the rail head. The 48" (1219mm) high detachable, reflectorized "Derail" blue flag, standard on all models, can be padlocked in position along with the wedge, to comply with Federal Railroad Administration (FRA) rules. Flags and Staffs now sold separately. Available in both right hand and left hand designs, the PD-3 is an extra heavy duty unit, made to handle steel mill billet or ladle cars, as well as other exceptionally heavy cars. "Derail" flags are also available with red background.



PD-1 double-end type



PD-1 double-end type (rear view)

Specifications	PD-1	PD-2	PD-3L	PD-3R
Length: in. (mm)	32 1/2 (826)	19-3/4 (502)	21 1/8 (537)	21 1/8 (537)
Weight: lbs. (kgs)	71 (32)	43 (20)	73 (33)	73 (33)
For use on rails: lbs. (kgs)	60 to 140 (27 to 63)	20 to 60 (9 to 27)	60 to 132 (27 to 60)	60 to 132 (27 to 60)



**PD-3 single-end type
(PD-3R right hand model shown)**



**PD-3 single-end type (rear view)
(specify right or left when ordering)**

Other Track Material and Accessories

LB Foster

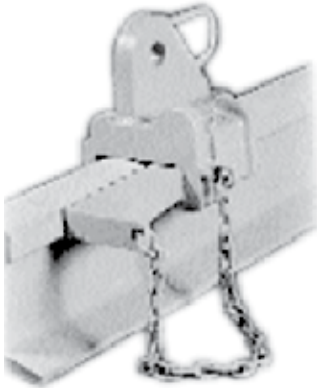
Rail Products

Track Repair Equipment

Rail Tugger

Rail Tugger has self locking wedge to tightly grab rail for easy pulling and positioning of rail lengths. Handles rails from 100 to 141 lbs./yd.

4123-72 — 40 lbs.



Rail Tongs

Lift 39 foot section of railroad "T" rail up to 155 lbs./yd. and crane rail up to 171 lbs./yd. are designed for lifting, not dragging.

4123-71 — 56 lbs.

3-Ton lifting capacity



Track Liner

Use with an L.B. Foster lining bar as handle. Track Liner is used to align straight and curved track. Forward movement comes from lifting up on bar.

4123-73 — 28 lbs.



Rail Puller & Expander

Control expansion and contraction of jointed rail. Alloy steel, heat-treated. U-Bar fits rail web. 30 ton capacity. Rail Size 90-112 1" diameter bolt

4123-69 — 87 lbs.

Rail Size 115-Up 1 1/8" diameter bolt

4123-70 — 87 lbs.



Gauge Rods (Non-Insulated)

Hold track to gauge by preventing rails from spreading or tilting. made for standard gauge 56 1/2" track and rail sizes 60-140 lbs./yd. Can be furnished in insulated form and for narrow gauge at extra cost.

300 Single-End — 28 lbs.

300N Double-End — 38 lbs.



Portable Sign Holders

Clamp-On, Non Locking

Steel holder. Clamps to rail head.

4015 01 — 7 lbs.

Sign Plate Not Included



Clamp-On Locking

Can be padlocked to rail sizes 85 lb. to 140 lb. Lock included.

4015 02 — 10 lbs.

Sign Plate Not Included



Clamp-On Insulated

For use near electrified third rails.

4015 02 — 4 lbs.

Sign Plate Not Included

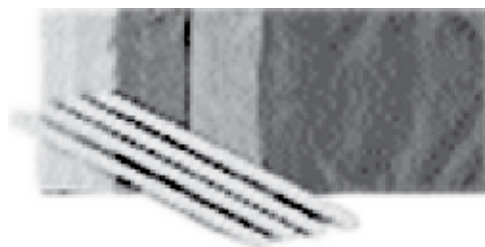


Flag Holder & Flags

Nylon Flags W/Holder

Hemmed sleeve, for 18" long dowel staff. Size 12"x 15".

4015 12 Blue — 1 lb. **4015 20** Red — 1 lb.
4015 21 Yellow — 1 lb. **4015 22** Green — 1 lb.



Clamp-On Flag Holder

Steel Holder, clamps to rail head. Twin sockets accept 3/4" diameter flag holder.

4015 23 — 7.5 lbs.

Flags Not Included



Wall-Mounting R.R. Signs

A. 18 Ga. Baked Enamel Plate 20" x 14"

4115 09 — 4 lbs.

B. 18 Ga. Baked Enamel Plate 20" x 28"

4115 08 — 7 lbs.

C. 14 Ga. Butyrate Plate 12" x 15"

4115 10 — 1 lb.



Sign Plates

L.B. Foster signs meet OSHA regulations §1910.261 (c): 1910 (b). Sign plates are 12" x 15", and made of .080" Aluminum Plate with SCOTCH-LITE ReflectORIZED Lettering. Specify wording and color. (Red or Blue)

4015 11 English — 1.5 lbs. **4015 16** Français — 1.5 lbs.

4015 17 Español — 1.5 lbs. **4015 18** Blank — 1.5 lbs.



Coupler Holder

4015 03

Sign Plate Not Included



Tripod Holder

For use on flush rail. Twin sockets can hold flags.

4015 04 — 9 lbs.

Sign Plate Not Included



Permanent Sign Holders

Spike Holder

For use in ballast, asphalt or other soft ground. Pound spear base into ground and insert holder staff.

4115 18 — 20 lbs.

Sign Plate Not Included



Spike-Down Hinged

Tie Plate base is spiked to tie. Hinged sign holder folds down.

4015 06 — 16 lbs.

Sign Plate Not Included



Permanent Hinged

Bolts to base of rail. Holder folds down flat.

4015 05 — 15 lbs.

Sign Plate Not Included



Wheel Chocks

When You're Working Around Railroad Cars, You Can't be too Safe...

L.B. Foster wheel chocks meet OSHA regulations §1910.110 (15); 1910.111 (13); 1910.30 (A) (5)

OSHA regulations require that a wheel chock be in place before a car can be safely worked.

Why L.B. Foster Chocks are Better

Heat-treated steel spurs keep the chock from slipping. they can be turned to three new sharp edges and also replaced, thus extending product life.



Car-Stopper Wheel Chock

Slowly-creeping railcars on level track can be brought to a stop and held in place with Car Stop.

4011-11 — 6 Lbs.



Single Steel Chock with Flag

4011-01 Exposed Rail — 13 lbs.

4011-02 Flush Rail — 13 lbs.



Double Steel Chock with Flag

4011-06 Exposed Rail — 16 lbs.

40s11-07 Flush Rail — 16 lbs.



Single Steel Chock

4011-09 Exposed Rail — 6 lbs.

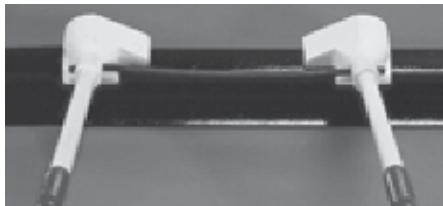
4011-10 Flush Rail — 8 lbs.



Double Urethane Wheel Chock

Resilient double chock for use with transit, passenger, and freight cars. Fits wheel 28" diameter and up.

4011-12 — 4 lbs.



Double Steel Chock

4011-03 Exposed Rail — 12 lbs.

4011-04 Flush Rail — 12 lbs.



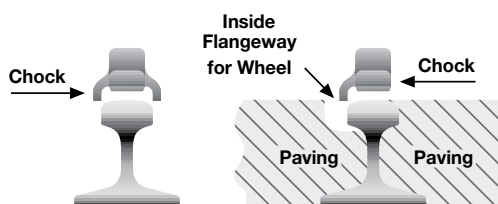
Double Steel Chock with Tightener

4011-05 Exposed Rail — 16 lbs.

4011-08 Exposed Rail (w/flag) — 20 lbs.



**Before Ordering,
Find Out What
Kind of Rail You
Have**

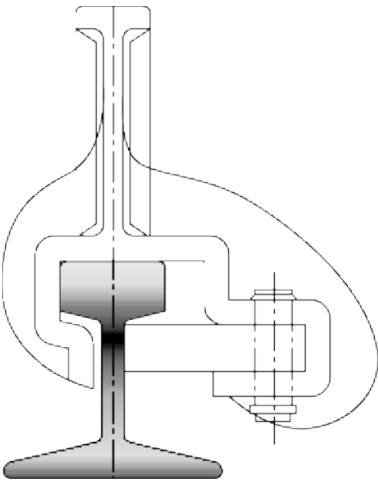


Single chocks hold the car in one direction. Double chocks hold the car in both directions.

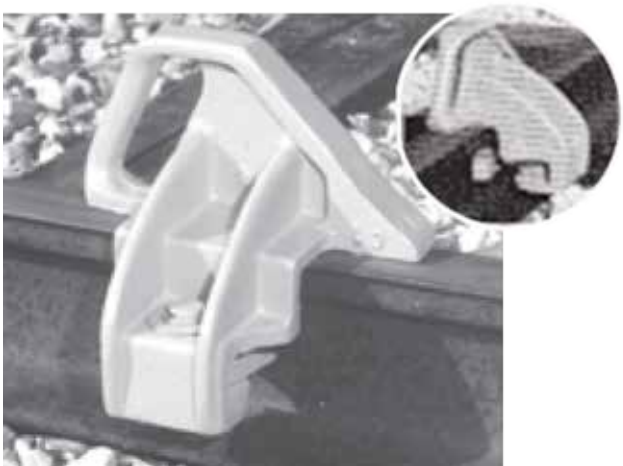
Car Blocks

Model C-1, C-2, and C-3

L.B. Foster's lightweight and strong model C Car Blocks have a rotating cam locking device for extra safety. They lock so tightly to the rail that they are used daily on barges to prevent car movement. The model C-3 is specially designed as a crane block and is very popular in mills and wherever overhead cranes are used.



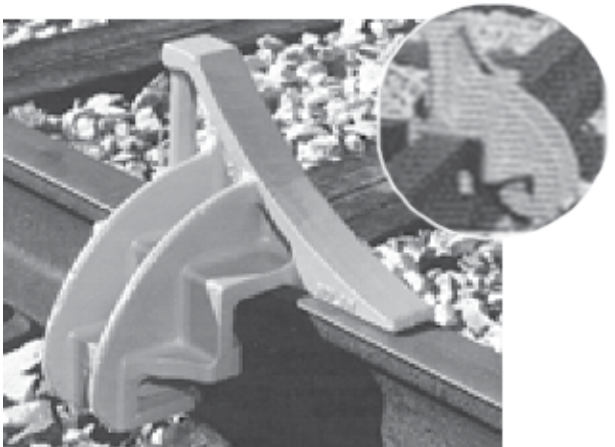
Specifications	C-1	C-2	C-3
Weight: lbs. (kgs)	26 (12)	39 (18)	50 (23)
For use on rails: lbs. (kgs)	60 to 85 (27 to 39)	85 to 141 (39 to 64)	135 to 175 (61 to 79)



Model C-1



Model C-2



Model C-3