



BUFFER STOPS

DYNAMIC TRACK SAFETY SYSTEMS

FIXED BUFFER STOPS

When track lengths are not long enough, Fixed Buffer stops can be used, with the efficiency increased via hydraulic or mechanical shock absorbers.

Equipment:

- » Clamps on the rail head
(no need to drill into the rail)
- » Bolt connection with the rail web
- » Concrete base/plinth
- » Concrete wall

With Hydraulic Shock Absorbers:

Fixed buffer stops with hydraulic shock absorbers are used to absorb high energies. They are equipped as follows:

- » With a fully encapsulated tube-tube guide
- » With a double-shaft guide for the positioning of the impact plate or housing
- » Without guidance

Without Shock Absorber:

- » The simple fixed buffer stop without shock absorber is exclusively used to conclude a track and is unable to absorb any energy; it offers no passenger or vehicle protection

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BUFFER STOPS

FRICTION BUFFER STOPS

Friction Buffer stops are individually tailored to the respective track systems, the utilised locomotives/wagons and their buffer shapes.

Variants:

- » Installation on the running rail or additional rail
- » Without/with track reinforcement
- » Without/with additional mechanical, hydraulic or elastomer shock absorbers
- » Without/with additional brakes or additional retarders

Development:

- » The most important criteria for developing a braking track closure system are:
- » The impact mass
- » The impact speed
- » The permissible deceleration
- » Vehicle design information (especially the positions of the impact surfaces)
- » Track construction information (rail type, rail height, rail inclination, available track length etc.)



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