



FOCUS ON

Distribution Bars

Heart of the system...where the wheel meets the rail.

LB Foster Friction Management equipment can be configured to utilise a variety of distribution bars all designed to suit specific applications.

Individually, each possesses unique design features, but all provide outstanding, even flow because they share our patented, field proven, balanced port design, streamlined channels with Teflon® coating and wear-resistant distribution blade with V-grooves.

All distribution bars are designed to fit a wide range of rail sizes whilst also easily mounting to worn rail.

Grease Distribution Bars (GDU)

PM201 GDU

The PM201 GDU is exclusively designed for use with the PM201 Lubricator used on London Underground.

This GDU is designed to fit in the track bed between sleepers and provides easy height adjustment.

Comprising a cast iron body with a central cast grease duct, grease is fed from the pump to the central inlet to the grease duct and then via sandwiched distribution plates to three outlet ports at each end.

The PM201 GDU clamp is made up of two pieces – a serrated clamp and matching saddle that is universal for both 95lb BH and 110/113A FB rail.

Distribution plates are 340 mm long with six outlet ports and there are normally two GDUs specified per lubricator.

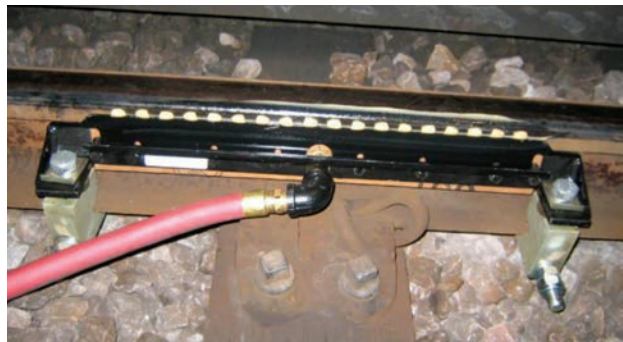
MC-3® GDU

The MC-3® GDU is designed to eliminate problems of grease blockage and uneven grease distribution output.

By accurately machining all internal grease-ways to ensure that the distance from the central inlet to each outlet port is the same length the MC3 GDU is a precision engineered distribution bar.

The grease-ways are also Teflon® coated to prevent grease clogging. The distribution blade of manganese carbon steel incorporates 10mm of vertical adjustment and provides stable and tight contact on the rail head. The distribution blade is 550 mm long with 18 outlet ports.

The MC-3® unit utilises a one piece clamp which allows for quick and simple installation by one person.



MC-4® GDU

The MC-4® is designed to eliminate problems of grease blockage and uneven grease distribution output.

By accurately machining all internal grease-ways to ensure such that the distance from the central inlet to each outlet port is the same length the MC-4® is a precision engineered distribution bar.

The grease-ways are also Teflon® coated to prevent grease clogging. The distribution blade of manganese carbon steel incorporates 10mm of vertical adjustment and provides stable and tight contact on the rail head. The distribution blade is 550 mm long with 18 outlet ports.

The MC-4® utilises a two piece clamp comprising a J-bolt and foot mounting block and is regarded as more robust than the one piece.

Vertical adjustment is easily achieved by means of shims and spacer blocks set between the foot mounting block and GDU, the mounting designs permit easy removal for maintenance.

Used with the PL, PW and PROTECTOR® IV Lubricator.

MC-4® Compact GDU

The MC-4® Compact GDU is designed to fit in the track bed between sleepers for both Bull Head and Flat Bottom rail. The distribution blade is aluminium which incorporates equal length grease ways and outlet ports. The distribution blade is 460 mm long with eight outlet ports.

The clamping points are set inboard to allow for narrow sleeper spacing. Vertical adjustment is by means of shims and spacer blocks set between the foot mounting block and GDU bracket.

Used with the PL, PW and PROTECTOR® IV Lubricator.



MC-4XL® GDU

The MC-4XL® GDU is 1400 mm long with 48 outlet ports. Internally the grease-ways from the central feed inlet to each of the outlet ports are the same length thus ensuring even and uniform grease distribution.

Both the internal grease-ways and slots in the distribution blade are Teflon® coated to aid smoother flow and reduce blockages.

The unit incorporates vertical height adjustment to allow for worn rail. Fittings are universal for both CEN56-E1 and CEN60 E-1 rail sections.

The MC-4XL® GDU utilises a two piece clamp comprising J-bolt and mounting block and includes an extra third clamp positioned centrally.

The longer grease distribution blade delivers approximately 20 percent greater grease coverage per wheel when compared to a two-bar system utilising MC-3® or MC-4®.

The MC4-XL® GDU can only be used with the PROTECTOR® IV Lubricator and is suitable for rail sections above 54kg.



95 Bull Head Check Rail GDU

Used on 95lb Bull head check rail and restraining rail. A delivery cowl incorporates both horizontal and vertical adjustment to allow for wear.

Mounting is by means of two simple one piece clamps that provide ease of fitment.

Used with PM201, PL, PW and PROTECTOR® IV Lubricator.

U69/UIC33 Check Rail GDU

Used on U69/UIC33 check rail, restraining rail and guard rail. A simple one piece fabricated construction.

Mounting is by means of two simple one piece clamps that provide ease of fitment.

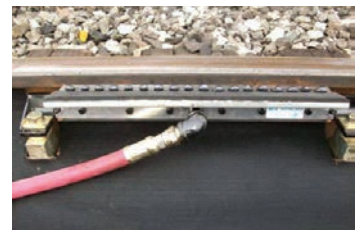
Used with PM201, PL, PW and PROTECTOR® IV Lubricator.



Enhancements

MC-4® Quick Release & Hinged GDU

A standard MC-4® GDU is provided with 'quick release' and hinged features to allow speedy removal for rail tamping or alternatively can remain in situ and hinged down for rail grinding. The position of the GDU is not affected by removal or hinging ensuring a time-saving when reinstalled after maintenance. High quality anti-vibration fasteners are utilised in the design.



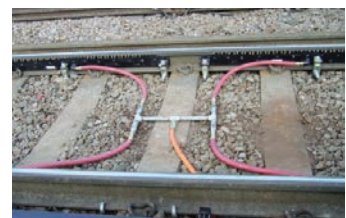
MC-4® GreaseGuide™ GDU and MC-4XL® GreaseGuide™ GDU

This innovative design is field proven to improve reliability, lubricant pickup and reduce maintenance. The design utilises two primary modifications: an extended thin blade and the GreaseGuide™ assembly. The extended thin blade allows the applicator to be mounted lower on the rail, thus reducing the risk of wheel contact and hence eliminates wear and tear on GDU components.

The GreaseGuide™ liner re-shapes to conform to the profile of each passing wheel flange and re-directs or "guides" the grease back to the wheel flange. The GreaseGuide™ assembly accumulates lubricant not picked up directly from the ports and keeps it in a position where it will be picked up by passing wheels.

These features minimise grease migration to the rail head and provide a cleaner lubrication site.

GreaseGuides™ are available as new or alternatively as retro-fit kits to be mounted to both the MC-4® GDU and MC-4XL® GDU.



Top of Rail Friction Modifier Distribution Bars

MC-4TR® Bar

The MC-4TR® is designed specifically to apply KELTRACK® Trackside Friction Modifier to the railhead for noise and lateral force reduction.

It utilises field proven Teflon® coated ports and wear resistant distribution blade with V-grooves. The MC-4TR® bar utilises a two piece clamp comprising J-bolt and foot mounting block and is positioned on the field side of the rail.

The MC-4TR® provides precise trackside top-of-rail application of KELTRACK® in heavy traffic areas not feasible for hi-rail or other manual applicators.

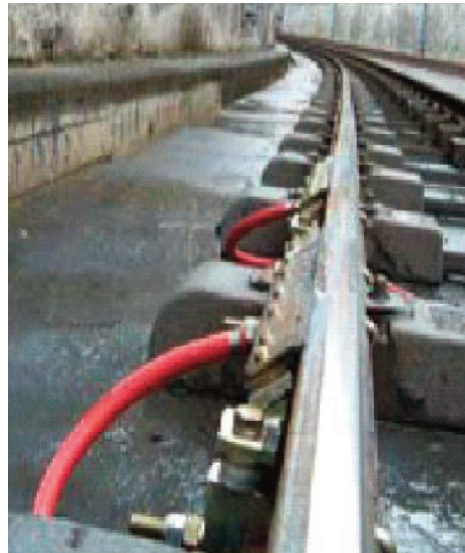
The distribution blade is 608 mm long and the normal arrangement is to provide two bars per rail.

TOR-ML Bar™

The TOR-ML Bar™ is designed specifically to apply KELTRACK® Trackside Friction Modifier to the railhead for noise and lateral force reduction. It provides more wheel coverage for a more precise application of KELTRACK® and thus improved and efficient carry-down with minimal wastage.

It utilises field proven Teflon® coated ports and wear resistant distribution blade with V-grooves. The TOR-ML Bar™ bar utilises a two piece clamp comprising J-bolt and foot mounting block and is positioned on the field side of the rail.

The distribution blade is 914 mm long and the normal arrangement is to provide one bar per rail.



For further information on the products and services available from LB Foster Rail Technologies please contact us by telephone, email or our website.

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