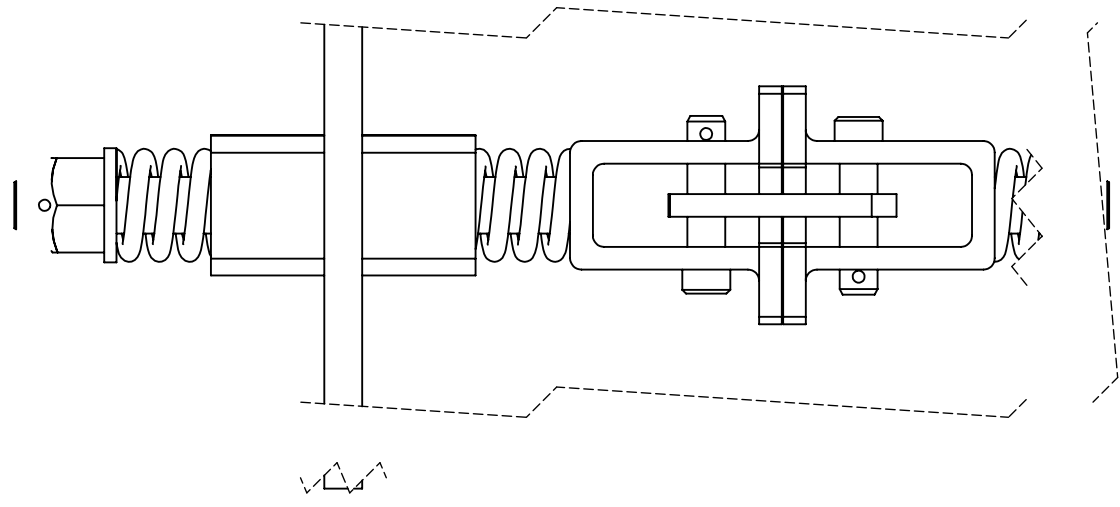
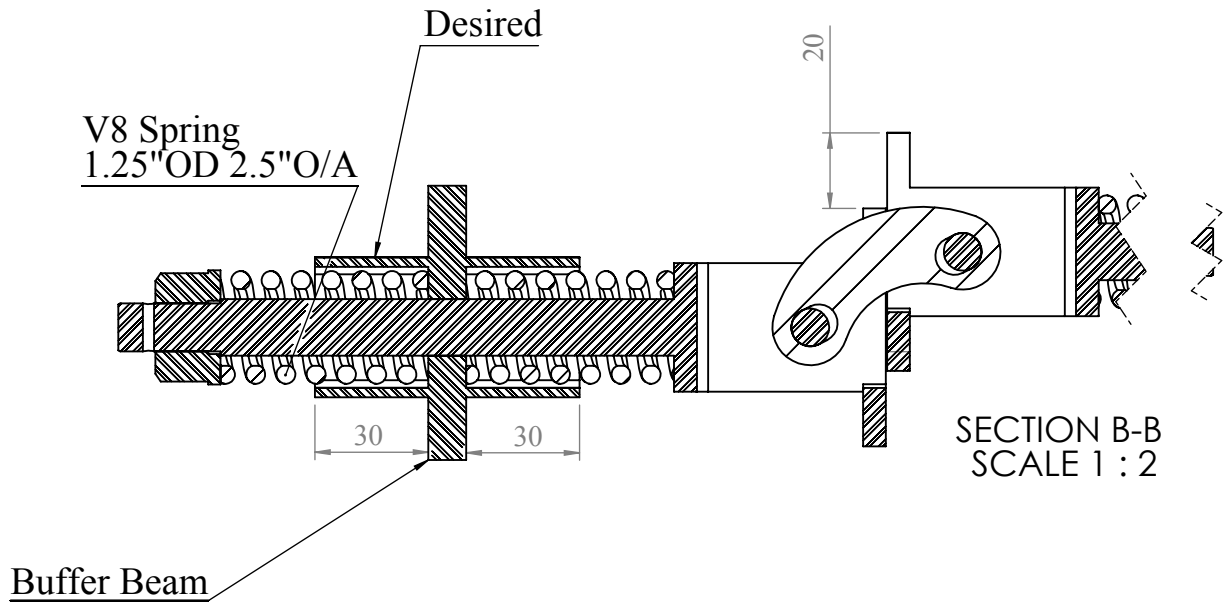


CASTLEDARE STANDARD

YOKE BUFFER & HOOK

CMR MS-001

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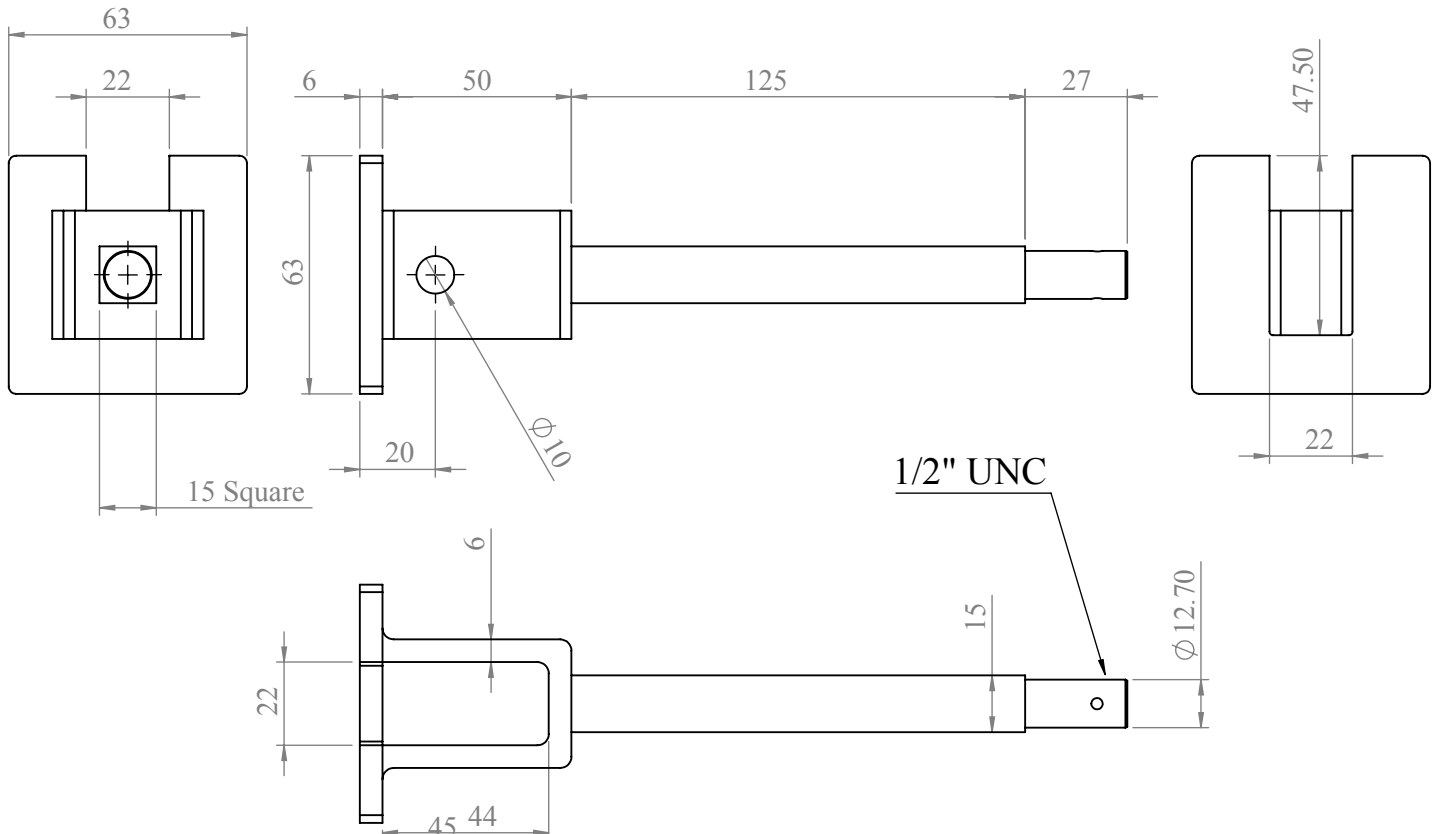
MUST BE USED IN PASSENGER SERVICE

CASTLEDARE STANDARD

YOKE BUFFER & D-LINK

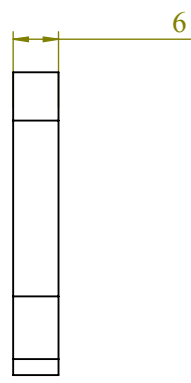
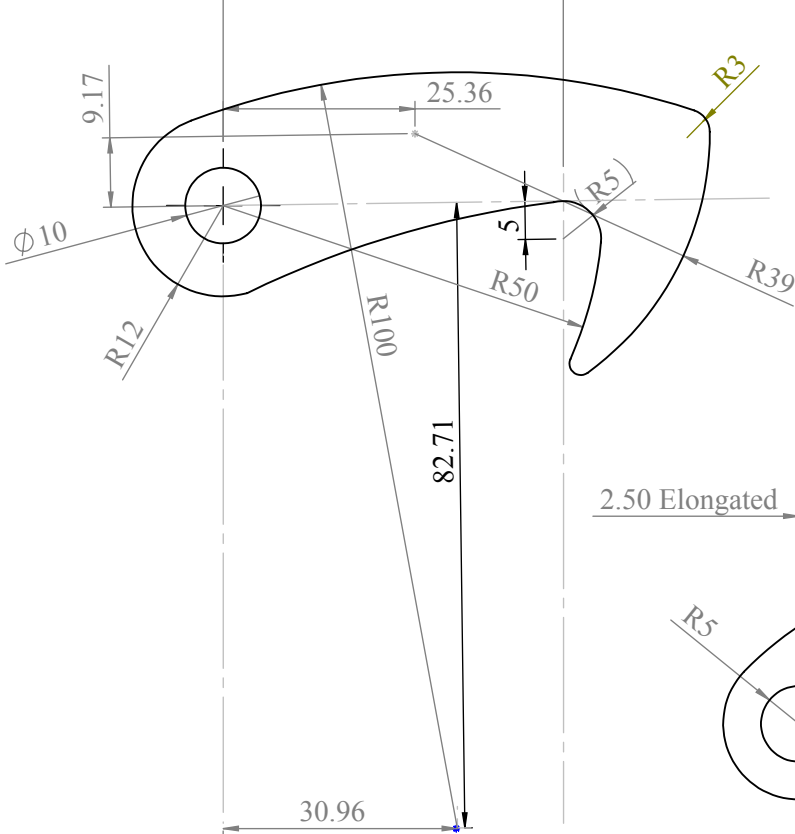
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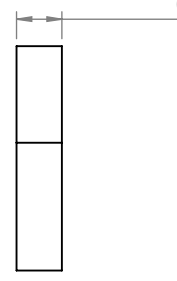
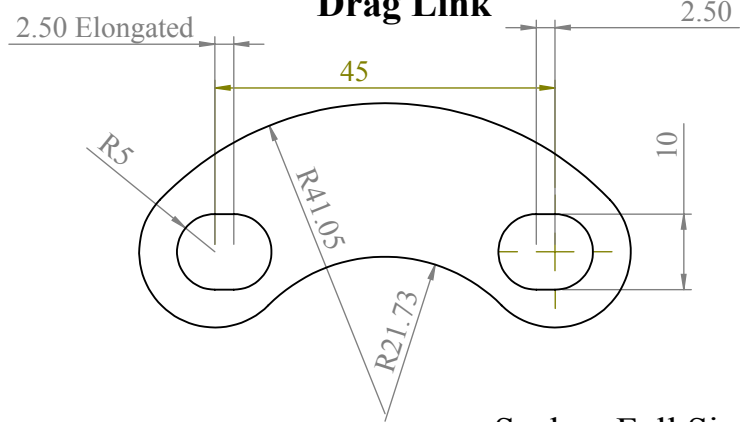


Drag Hook

Scale: Half Full Size



Drag Link



Scale: Full Size

CASTLEDARE STANDARD

HOOK & D-LINK

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NOTES RE- NORWEGIAN/JONES YOKE BUFFERS

Couplers in buff are designed to push on the faces.

Yoke buffers are designed to have very minimal lateral or vertical movement.

The face gap is set at 5mm to allow 20mm vertical movement.

Wagon springs MUST be of 20mm maximum travel.
Tare to load 12mm deflection desired.

All buffers to be set to 123mm min to 127mm at tare.

Should wheels be reprofiled, packers of thickness equal to radius loss must be used to correct buffer height if necessary.

Bogie mounted couplers are not to be proliferated unless bogies have interconnecting draw-bar and second bogie has free longitudinal float.

D-Link must be used in passenger service.

Efforts should be made to keep the coupler overhang to a minimum.

Note that locomotives normally have much heavier capacity draft/buff 'springs'.