



A SLICK WAY TO KEEP RAILWAY VEHICLES ROLLING SMOOTH AND QUIET.

Whitmore Rail's powerful friction modifier and lubricant combination works on top-of-rail (TOR) and flange surfaces, ensuring smooth, quiet operation and minimal creep.

TREAD STICK FRICTION MODIFIER AND FLANGE STICK LUBRICANT



Whitmore® TSFM

Tread Stick Friction Modifier

During normal rolling, TSFM - Tread Stick Friction Modifier acts as a lubricant. However, when wheel creep occurs, the sliding friction immediately converts to "positive friction," reaching a friction level of approximately 0.18 - 0.42 between the wheel tread and top of rail. This consequently controls the creep condition and returns the wheels to a healthy rolling motion. The result is a substantial reduction in creep forces, which reduces corrugations and high-frequency squealing. Standard consumption is approximately 1 inch (25mm) per 2500 miles (4000km).

Whitmore® FSL

Flange Stick Lubricant

During normal rolling, FSL - Flange Stick Lubricant transfers from the wheel flange to the gauge face/corner and lubricates both surfaces. It reduces the coefficient of friction to as low as 0.10. The result is a substantial reduction in wear on the gauge face, gauge corner, and the wheel flange.

Usage

FSL - Flange Stick Lubricant can be utilized alone or on a dual bracket with the TSFM - Tread Stick Friction Modifier. The products are typically applied with spring-loaded applicators that prevent cross-contamination. Standard consumption is approximately 1 inch (25mm) per 1500 miles (2400km).

Although designed for transit and freight applications, both products can be suitable for industrial equipment requiring control of friction.

- **Substantially reduces squealing**
- **Reduces creep, hunting/yaw and corrugations**
- **Doesn't interfere with braking or traction**
- **Clean and dry friction modification**
- **Interlocking feature prevents nib fallout**
- **Increases friction on low or contaminated areas of track**

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