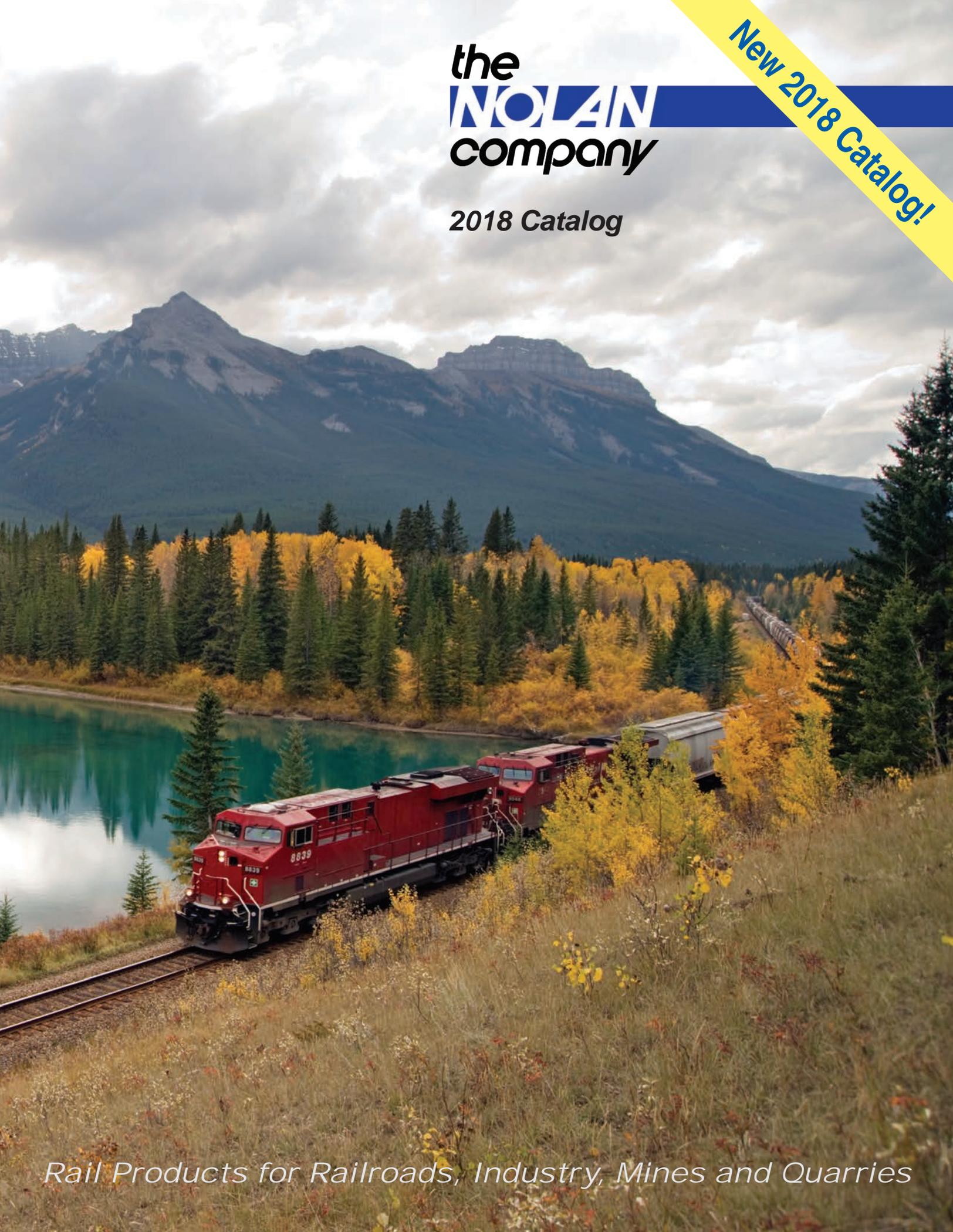


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2018 Catalog

New 2018 Catalog!



Rail Products for Railroads, Industry, Mines and Quarries

Steel Tool and Supply Carts: TS-4, TS-5, TS-6



▲ **TS-4** Tool and Supply Cart showing interlocking halves

Convenience, durability and a 5,000 lb. (2,268 kg) load capacity have made Nolan's Tool and Supply Carts an industry standard.

NEW TALLER HANDLE! Handles on TS carts are now eight inches taller allowing users a more comfortable position when pushing cart.

Easily handled by one person, the two-piece design fits together and locks securely. No screws, bolts or straps are required. Together, the sections form a large (47-5/8" x 52-1/4"), heavy duty, perforated steel deck. High carbon square-tube steel forms the frame assembly. The push handle is removable and stake pockets provide for containment of deck area materials.

Cart can be pushed in either direction without removing it from the track by simply detaching the handle from one end and inserting it into the other end of the cart. Both ends of the cart have parking brakes.

FEATURES

- **Larger Deck Area** -- Deck size has increased by more than 400 square inches -- accommodating loads up to 5,000 pounds.
- **Cart Weighs Less** -- We reduced the weight of the TS Series carts 5% to 14% depending on the model -- helpful during setup on track, and for portability and storage.
- **Steel-perforated Deck Area** -- Cart boasts a strong, steel deck, perforated to help keep loads from shifting.
- **Parking Brakes on Both Ends** -- Parking brake (locks wheels and provides safety during loading/unloading) located at both ends of cart. **(on same side of cart)**
- **Easy Two-direction Travel** -- Cart can be pushed in either direction without removing cart from track by removing the detachable handle from one end and inserting into the opposite end.

Other features include:

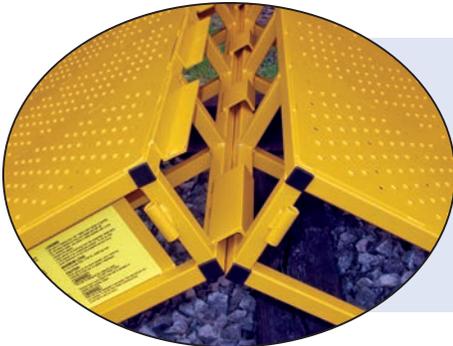
- Fully welded all steel frames
- Insulated axle with cast aluminum (or special ductile alloy) wheels with pre-greased, sealed ball bearings
- Built for standard 56-1/2" track gauge, but can be custom-built for a specific track gauge (wider track gauge only).



▲ **TS-4** Tool and Supply Cart -- **FEATURING 8-INCH TALLER HANDLE** -- less stress when moving heavier loads. ▼



Steel Tool and Supply Carts: TS-4, TS-5, TS-6 (continued)



INTERLOCKING ENDS

By positioning the two halves of the cart on the track, raised in the center with all wheels on the rail, and joining the two interlocking ends, the two pieces can be gradually lowered onto the track as the ends fit together to create a single unit.

SAFETY LATCH PIN

Setting the safety latch pin locks the two halves of the cart together, preventing the separation of the assembled cart. After use, to ready the cart for storage, removing the safety latch allows the two halves to be lifted upward and separated for easier removal and storage.



PARKING BRAKES

Setting the parking brakes on the TS Cart is fast and easy, and secures the cart during loading and unloading. Parking brakes are located at both ends of the cart. (on the same side) Parking brakes can also be set when on inclines to help stabilize the cart.

SPECIFICATIONS	TS-4	TS-5	TS-6
Length - assembled	56-3/4" over wheels (1,441 mm)	59-3/4" over wheels (1,518 mm)	56-3/4" over wheels (1,441 mm)
Width - assembled	63-1/2" over wheels (1,613 mm)	63-1/2" over wheels (1,613 mm)	63-1/2" over wheels (1,613 mm)
Weight	168 lbs. (76.2 kg)	192 lbs. (87.1 kg)	204 lbs. (92.5 kg)
Height (with handle)	35-5/8" from top of rail (905 mm)	37-1/8" from top of rail (943 mm)	35-5/8" from top of rail (905 mm)
Deck Height	9" from top of rail (229 mm)	10-1/2" from top of rail (267 mm)	9" from top of rail (229 mm)
Deck Area (L x W)	47-5/8" x 52-1/4" (1,210 mm x 1,327 mm)	47-5/8" x 52-1/4" (1,210 mm x 1,327 mm)	47-5/8" x 52-1/4" (1,210 mm x 1,327 mm)
Load Capacity	5,000 lbs. (2,268 kg)	5,000 lbs. (2,268 kg)	5,000 lbs. (2,268 kg)
Handle Weight	6 lbs. (2.7 kg)	6 lbs. (2.7 kg)	6 lbs. (2.7 kg)
Wheel Diameter/Type	5" Aluminum (127 mm)	8" Aluminum (203 mm)	5" Special Ductile Alloy (127 mm)

Lightweight One-piece Steel Cart: TS-1-116B

Nolan tool and supply carts are well known in the maintenance-of-way industry for convenience, durability and substantial load capacity. Our **TS-1-116B** steel tool and supply cart adds even more flexibility to the lineup. This lightweight one-piece cart delivers a 1,000-lb. load capacity—ideal for light duty tasks.

Cart can be pushed in either direction without removing it from the track by simply detaching the handle from one end and inserting it into the other end of the cart. Both ends of the cart have parking brakes.

Features include:

- One-piece construction means no pinch points
- Lightweight—only 95 lbs.
- Large deck area—3 ft x 4 ft. (36" x 48")
- 1,000 lb. load capacity
- Insulated axles with 5" diameter cast aluminum wheels with pre-greased, sealed bearings
- Locking/removable handle can be used at either end of cart. (Cart can be pushed from either end.)
- Parking brake (locks wheels and provides safety during loading/unloading) located at both ends of cart. **(on same side of cart)**
- Built for standard track gauge, 56-1/2" (1,435 mm)
- Can be custom-built for a specific track gauge.



▲ **TS-1-116B** Tool and Supply Cart on track



◀ **The TS-1-116B** cart (handle removed) is light enough to be carried with one hand.

SPECIFICATIONS	TS-1-116B
Length - assembled	43-1/2" (1,105 mm)
Width	63-1/2" (1,613 mm)
Weight	95 lbs. (43 kg)
Height (with handle)	27-1/2" (699 mm)
Deck Height (above rails)	6-5/8" (168 mm)
Deck Area	36" x 48" (914 mm x 1,219 mm)
Load Capacity	1,000 lbs. (454 kg)
Handle Weight	5 lbs. (2 kg)
Wheel Type	5" Aluminum (127 mm)

Aluminum Tool and Supply Carts: ATS-1B, ATS-2B

Nolan's aluminum carts are lighter in weight than steel carts, yet still handle loads up to 5,000 lbs.

NEW TALLER HANDLE! Handles on ATS carts are now eight inches taller allowing users a more comfortable position when pushing cart.

Cart can be pushed in either direction without removing it from the track by simply detaching the handle from one end and inserting it into the other end of the cart. Both ends of the cart have parking brakes.

- The lightweight, two-piece design of the ATS allows easy one-person assembly
- Ergonomic hand-holds in deck surface allow easier transport during assembly.
- Heavy-duty aluminum deck is perforated to reduce the chance of load shifting, and is fully welded at all seams, minimizing dents; no sharp edges or corners.
- Removable handle can be used at either end of cart. (Cart can be pushed from either end.)
- Parking brake (locks wheels and provides safety during loading/unloading) located at both ends of cart. **(on same side of cart)**
- Deck platform reaches above wheels allowing easier loading/unloading and smooth transporting of oversize materials.
- Axles are insulated.
- Built for standard track gauge, 56-1/2" (1,435 mm)

**NOW HOLDS
UP TO
5,000 LBS!**



▲ The ATS-1B cart shown assembled with handle in position



▲ Hand holds in the ATS-1B deck make assembly easy.

SPECIFICATIONS	ATS-1B	ATS-2B
Length - assembled	50" (1,270 mm)	50" (1,270 mm)
Width	63-1/2" (1,613 mm)	63-1/2" (1,613 mm)
Weight	99 lbs. (45 kg)	128 lbs. (58 kg)
Height (with handle)	44" (1,117 mm)	45-1/2" (1,156 mm)
Deck Height (above rails)	6-15/16" (176 mm)	8-7/16" (214 mm)
Deck Area	50" x 49" (1,270 mm x 1,245 mm)	50" x 49" (1,270 mm x 1,245 mm)
Load Capacity	5,000 lbs. (2,268 kg)	5,000 lbs. (2,268 kg)
Handle Weight	6 lbs. (2.7 kg)	6 lbs. (2.7 kg)
Wheel Type	5" Aluminum (127 mm)	8" Aluminum (203 mm)

Coaster Brake System NEW!

Improves Safety on flat track and track grades -- Cart rolls gently to a stop upon handle release

- **EASY TO USE** -- When cart is set on track, pushing handle forward releases urethane brakes off of the wheels allowing cart to move forward.
- When forward pressure is removed from the handle, or the handle is otherwise released, the cart rolls gently to a stop.
- The coaster brake includes its own handle and comes complete with brake mechanism and all parts.
- **EASY TO INSTALL** -- The coaster brake system is integrated into its own push handle, which is attached to the cart while setting the brake mechanism against the wheels. Nolan recommends setting the parking brake during installation.
- The coaster brake system is available on all Nolan's TS and ATS carts as an option.
- Photos show Nolan's coaster brake installed on an ATS cart with 8-inch wheels.

MODEL #	BRAKE SYSTEM	WEIGHT
RA-1442-4	Coaster Brake For ATS-2B	26 lbs. (11.8 kg)
RA-1442-5	Coaster Brake For ATS-1B	26 lbs. (11.8 kg)
RA-1442-6	Coaster Brake For TS-4	26 lbs. (11.8 kg)
RA-1442-7	Coaster Brake For TS-5	26 lbs. (11.8 kg)
RA-1442-8	Coaster Brake For TS-6	26 lbs. (11.8 kg)



▲ Nolan's Coaster brake system shown with ATS-2B cart



▲ Nolan's Dead Man brake system shown with ATS-2B cart ▼



Dead Man Brake System NEW!

Improves Safety on flat track and track grades -- Cart immediately stops upon handle release

- **EASY TO USE** -- The brake lever on the right side of the push handle must be engaged ("pulled up" to the push handle) to release the brake from the wheel, allowing the cart to move forward.
- When the brake lever is released, the spring-loaded brake pin slides into the back lug on the wheel, immediately stopping the cart.
- The dead man brake system comes complete with its own push handle, dead man brake lever and brake mechanism.
- **EASY TO INSTALL** -- The dead man brake system is integrated into its own push handle, which attaches to the cart in the same way as the standard push handle. Nolan recommends setting the parking brake during installation.
- The dead man brake system is available on all Nolan's TS and ATS carts.

MODEL #	BRAKE SYSTEM	WEIGHT
R1663	Dead Man Brake For ATS-1B / ATS-2B	15 lbs. (6.8 kg)
R1664	Dead Man Brake For TS-4 / TS-5 / TS-6	12 lbs. (5.4 kg)

Rail Dollies: RD-1, RD-2, RD-1-102

Nolan's RD-1 and RD-2 rail dollies are built to move long materials, using two or more dollies. **RD-1** and **RD-2** lightweight dollies have sockets for stakes, and holes in the beam members for fastening or chaining rails, timbers, or similar loads. The **RD-1-102** is a heavier duty model designed for moving and supporting 60-inch paint scaffolding. It has the same features as the **RD-1** and **RD-2**, plus a parking brake to keep the dolly from rolling when in use.



▲ **RD-1-102** Rail Dolly for 60" paint scaffolding

SPECIFICATIONS	RD-1	RD-2	RD-1-102
Weight	48 lbs. (22 kg)	60 lbs. (27 kg)	60 lbs. (27 kg)
Load Capacity	2,000 lbs. (907 kg)	2,000 lbs. (907 kg)	2,000 lbs. (907 kg)
Wheel Type	5" Aluminum	8" Aluminum	5" Aluminum

All Nolan rail dollies are built for standard 56-1/2" (1,435 mm) track gauge. All have load capacities of 2,000 lbs. (907 kg).

Track Dollies: TD-4, TD-5, TD-6 ★ NEW!

Model TD-4, TD-5 Track Dollies

Nolan's Track Dollies now feature fully-welded, all steel square-tube frame with perforated steel deck. The 1,500 lb. (680 kg) capacity Nolan Track Dolly is available in two models for use as a general maintenance carrier or inspector's dolly. Both **TD-4** and **TD-5** models are made of the same high quality metals as Nolan's steel tool and supply carts. The **TD-4** is longer and slightly wider to more efficiently handle maintenance tools and materials. A kickstand-type spike adds stability during loading and unloading. **TD-4** and **TD-5** dollies have cast aluminum wheels, double-flanged with pre-greased, sealed ball type bearings.



▲ **TD-5** Track Dolly

Model TD-6 Track Dolly

Also offering a 1,500 lb. (680 kg) capacity, the **TD-6** is designed for larger, irregular loads that might be impractical for the two wheel models. The **TD-6** also uses fully-welded, all steel square-tube frame construction. A stabilizing roller on a telescoping axle allows the 36-1/32" x 23-3/4" deck to accept larger sized loads, within the 1,500 lb. capacity. The removable handle may be installed on either end of the dolly, and the stabilizer wheel and axle retract into the frame, easing transport and storage. Built for standard 56-1/2" (1,435 mm) track gauge. **TD-6** dolly has high carbon, square-tube steel frames with a heavy-duty, non-skid, perforated steel deck. Wheels are cast aluminum, double flanged, and fully insulated, with pre-greased, sealed ball type bearings.



▲ **TD-6** Track Dolly

SPECIFICATIONS	TD-4	TD-5	TD-6
Length	46" (1,168 mm)	36-1/4" (920 mm)	36-1/32" (915 mm)
Width	15-1/2" (394 mm)	14" (356 mm)	23-3/4" (603 mm)
Weight	74 lbs. (34 kg)	58 lbs (26 kg)	87 lbs. (40 kg)
Height (with handle)	34-1/4" (870 mm)	34-1/4" (870 mm)	32-1/2" (825 mm)
Deck Height (above rails)	8-1/4" (210 mm)	8-1/4" (210 mm)	10-1/8" (257 mm)
Deck Area	46" x 15-1/2" (1,168 mm x 394 mm)	36-1/4" x 14" (921 mm x 356 mm)	36-1/32" x 23-3/4" (915 mm x 603 mm)
Load Capacity	1,500 lbs. (680 kg)	1,500 lbs. (680 kg)	1,500 lbs. (680 kg)

Cast Replacement Wheels: TS Series, 7000 Series

The Nolan Company recommends the use of its special ductile alloy cast wheels instead of pressed steel wheels.

Nolan's cast wheels are tougher, have a larger load capacity and last many times longer. Nolan's wheels are available for replacement or OEM use.

Testing by an independent laboratory proved Nolan's ductile alloy wheels superior to 5/16" pressed steel wheels in straight running time, curve stresses and even drop tests. Tread and flange on all wheels conform to AREMA Standards.

Nolan also offers a heat-treated aluminum wheel in 5" and 8" diameters. These wheels are used on lighter maintenance-of-way equipment when weight and ease of handling are considerations. For very corrosive working conditions, 5" wheels are available in Nolan's special ductile alloy.



▲ Top row: 7005, 7001, 7013; Bottom row: TS-12, TS-12A

Wheel insulation kits are available for 1-15/16" and 2-15/16" size axles. The kits consist of an insulation sleeve that fits the taper of the axle, a filler washer and a steel washer—all held in place by the axle taper and a castle nut. Insulation kits for 5" and 8" wheels consist of a nylon sleeve that insulates the axle. ("TI" model wheels are insulated, "TN" model wheels are non-insulated.)

SPECIFICATIONS	TS SERIES WHEELS		
	TS-12	TS-12A	TS-13
Diameter	5" (127 mm)	8" (203 mm)	5" (127 mm)
Material	Aluminum	Aluminum	Ductile Alloy
Weight per Wheel	6-1/2 lbs. (3 kg)	11-1/2 lbs. (5 kg)	14 lbs. (6 kg)
Load capacity (per wheel)	1,250 lbs. (567 kg)	1,250 lbs. (567 kg)	1,250 lbs. (567 kg)
Axle Diameter	1" (25.4 mm)	1" (25.4 mm)	1" (25.4 mm)

SPECIFICATIONS	7005 WHEELS		7001 WHEELS		7013 WHEELS	
	7005-30TI	7005-30TN	7001-50TI	7001-50TN	7013-30TI	7013-50TN
Diameter	16" Heavy Duty		16" <u>Extra</u> Heavy Duty		20" <u>Extra</u> Heavy Duty	
Material	Ductile Alloy		Ductile Alloy		Ductile Alloy	
Weight per Wheel	82 lbs. (37 kg)	82 lbs. (37 kg)	108 lbs. (50 kg)	112 lbs. (51 kg)	153 lbs. (69 kg)	152 lbs. (68 kg)
Load capacity (per wheel)	2,850 lbs. (1,293 kg)	2,850 lbs. (1,293 kg)	12,500 lbs. (5,670 kg)	12,500 lbs. (5,670 kg)	2,850 lbs. (1,293 kg)	12,500 lbs. (5,670 kg)
Standard Bore Diameter*	2" (50.8 mm)	2" (50.8 mm)	3" (76.2 mm)	3" (76.2 mm)	2" (50.8 mm)	3" (76.2 mm)
Axle Diameter	1-15/16" (49 mm)	1-15/16" (49 mm)	2-15/16" (75 mm)	2-15/16" (75 mm)	1-15/16" (49 mm)	2-15/16" (75 mm)

NOTE: "TI" model wheels are insulated, "TN" model wheels are non-insulated.

* Special bores available on request.

Wheel/Axle Assemblies: 74 Series, AATS Series

Nolan wheel/axle and bearing assemblies are adaptable for use on push cars, trailers and similar maintenance-of-way applications.

The **74 Series** assemblies come complete with one-piece tapered steel axle, two pillow block roller bearings and two tapered bore 16" or 20" cast ductile iron wheels. 74 Series axle assemblies are available in both insulated and non-insulated models.



▲ Close-up of 16" extra-heavy duty wheel with 3" axle assembly

Assemblies are available in both insulated and non-insulated. Wheels may be purchased separately. All models fit standard railroad track gauge (56½"). Models for special track gauges are available.



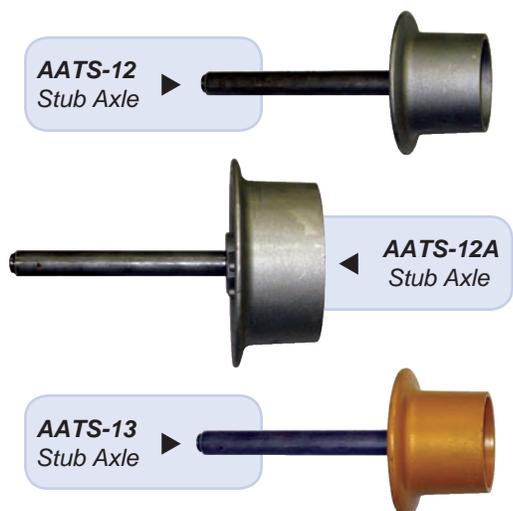
▲ Axle Assemblies: 20" extra-heavy duty, 16" extra-heavy duty, 16" heavy duty

The **AATS Series** stub axle assemblies are available in kits for 1" diameter axle sizes. Each kit includes a cast wheel with bearings, a 1" diameter axle, an axle tube, nylon insulating bushings, a washer and snap rings. Once the axle tube is welded to your cart frame, the 1" axle, wheel with bearings, insulating bushings, washer and snap rings are easily assembled to make a complete stub axle assembly.

74 SERIES SPECIFICATIONS	7401-30	7463-30	7404-50	7462-50	7423-50
Wheel Diameter	16"	16"	16"	16"	20"
Insulated	Yes	No	No	Yes	No
Material	Wheels: Ductile Alloy Axle: Steel				
Weight	235 lbs. (107 kg)	235 lbs. (107 kg)	400 lbs. (181 kg)	400 lbs. (181 kg)	480 lbs. (218 kg)
Load Capacity (per pair)	10,000 lbs. (4,563 kg)	10,000 lbs. (4,563 kg)	40,000 lbs. (18,144 kg)	40,000 lbs. (18,144 kg)	40,000 lbs. (18,144 kg)
Axle Diameter	2" (50 mm)	2" (50 mm)	3" (76 mm)	3" (76 mm)	3" (76 mm)

AA SERIES SPECIFICATIONS	AATS-12 Kit*	AATS-12A Kit*	AATS-13 Kit*
Wheel Diameter	5"	8"	5"
Insulated	Yes	Yes	Yes
Material	Wheels: Aluminum Axle: Steel	Wheels: Aluminum Axle: Steel	Wheels: Ductile Alloy Axle: Steel
Weight	11 lbs. (5 kg)	17 lbs. (8 kg)	20 lbs. (9 kg)
Load Cap. (per pair)	2,500 lbs. (1,141 kg)	2,500 lbs. (1,141 kg)	2,500 lbs. (1,141 kg)
Axle Diameter	1" (25 mm)	1" (25 mm)	1" (25 mm)

* AATS kits include: Wheel (with bearings), stub axle, axle tube, insulating bushings, washer and snap rings. Assembly is required.



Push Cars: PC-10S, PC-10W

Nolan's push cars offer a 10,000 lb. (4,536 kg) load capacity. The structural steel frame makes the push cars extra strong to handle the tough working conditions of the railroad industry. Features include:

- Steel treadplate or treated tongue-and-groove wood deck with angle-iron frame
- Rigid, structural-steel frame
- One-piece continuous drawbar with reinforced eye
- One-piece solid axles ride in pillow-block roller bearings
- 39-1/2 sq. ft. (3-2/3 sq. m.) deck area
- Center lift ring aids in handling (empty cart)
- Built for standard 56-1/2" (1,435 mm) track gauge.



▲ PC-10S Push Car showing use of center lift ring

A retractable center lift ring has been added to help in handling the empty push car. Available options include stake pockets, deck dump sills and brakes (two or four wheel.)



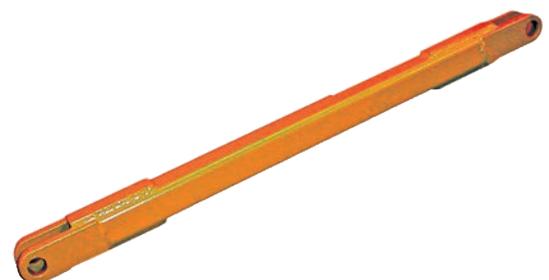
▲ PC-10W Push Car on track

SPECIFICATIONS	PC-10S	PC-10W
Deck Material	Steel Treadplate	Tongue-and-groove Wood
Length	96" (2,438 mm)	96" (2,438 mm)
Width	67-1/2" (1,714 mm)	67-3/8" (1,711 mm)
Weight	1,200 lbs. (544 kg)	1,200 lbs. (544 kg)
Deck Height (above rails)	18-1/2" (470 mm)	19-7/8" (505 mm)
Deck Area	67-1/4" x 84-1/2" (1,708 mm x 2,146 mm)	67-3/8" x 85" (1,711 mm x 2,159 mm)
Load Capacity	10,000 lbs. (4,536 kg)	10,000 lbs. (4,536 kg)
Wheelbase	50" (1,270 mm)	50" (1,270 mm)
Coupling Height	14-1/4" (362 mm)	14-1/4" (362 mm)

Tow Bars: R1453, R1451

Nolan makes five towbar sizes and can customize towbars to match a specific design. Our heavy-duty construction handles the most demanding loads. The square-tube design adds strength. **R1453** towbars have 1-1/4" diameter connecting holes; the **R1451** has 1-3/16" connecting hole. The Nolan Company can custom-fabricate specific length towbars to meet customer needs.

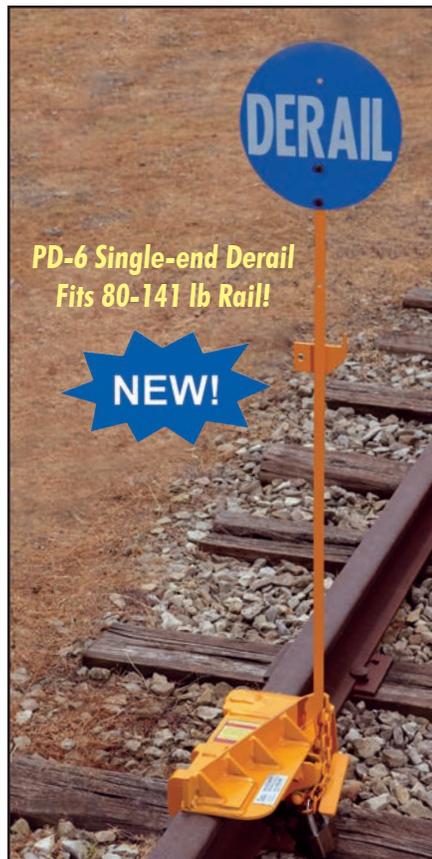
MODEL #	LENGTH	WEIGHT	CONNECTING HOLE
R1453-1	42" (1.067 mm)	38 lbs. (21 kg)	1-1/4" (31.75 mm) dia.
R1453-5	72" (2.438 mm)	55 lbs. (25 kg)	1-1/4" (31.75 mm) dia.
R1453-2	96" (2.438 mm)	70 lbs. (34 kg)	1-1/4" (31.75 mm) dia.
R1451	120" (3.048 mm)	61 lbs. (42 kg)	1-3/16" (30.16 mm) dia.
R1453-3	192" (4.877 mm)	127 lbs. (61 kg)	1-1/4" (31.75 mm) dia.
R1453-4	264" (6.706 mm)	169 lbs. (79 kg)	1-1/4" (31.75 mm) dia.





Low-Profile Portable Derails: PD-4, PD-6 (Single-End)

Nolan's low-profile portable derails are re-engineered to derail all rolling stock, including mainline, six-axle locomotives.



FEATURES AND BENEFITS

- **Better Convenience** -- The new PD-6 covers broader range of rail sizes -- **80-141 lbs.** Available in left- and right-hand throw.
- **Technically Proven** -- Like model PD-4, the PD-6 is fabricated from high-strength steel, and will derail all rolling stock, **including six-axle, mainline locomotives**, when installed properly.
- **Low Profile** -- Manufactured with a lower height above the rail head, the height of both models sits only 2-3/4" above the rail.
- **Lightweight** -- The PD-6 weighs 45 lbs. and the PD-4 weighs 42 lbs.
- **Easy Installation** -- PD-4 and PD-6 derails fit on the track easily and require no special tools to install.
- **Security** -- The portable derail, staff, and flag can be padlocked to the rail head to ensure visibility and safety, and to prevent unauthorized removal.



▲ PD-4 Single-end derail (top view).
NOTE: Padlock not included.

◀ PD-6 Single-end derail shown with staff/flag assembly.
NOTE: The "DERAIL" flag and staff are sold separately. Padlock not included.

MODEL #	DERAIL TYPE		FITS RAIL	WEIGHT
PD-4L	Single end	Left-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	42 lbs. (19.05 kg)
PD-4R	Single end	Right-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	42 lbs. (19.05 kg)
PD-6L*	Single end	Left-hand throw	5" to 7-7/16" (80-141 lb. rail)	45 lbs. (20.87 kg)
PD-6R*	Single end	Right-hand throw	5" to 7-7/16" (80-141 lb. rail)	45 lbs. (20.87 kg)
PDF-LP	PDF-LP staff fits PD-4 and PD-6			5.50 lbs. (2.49 kg)

*New models PD-6L and PD-6R replace PD-5L and PD-5R.

Portable Derail: PD-2 (for Mines/Quarries)

Nolan's PD-2 derail is a lighter weight derail designed specifically for use in mines, fitting the smaller, 20-60 lb rail.



MODEL #	LENGTH	HEIGHT ABOVE RAIL	FITS RAIL	WEIGHT
PD-2	19-3/4" (501.65 mm)	3-1/4" (82.55 mm)	2-5/8" to 4-1/4" (20-60 lb)	43 lbs. (19.50 kg)
PDF	PDF staff fits PD-2 Derails			5.00 lbs. (2.27 kg)

Low-Profile Sliding Derails: SD-3, SD-4, SD-5, SD-6

In response to today's demanding railroad environment, The Nolan Company has re-engineered our series of Sliding Derails.

LOW-PROFILE DERAIL DESIGN

SD Series derails are fabricated from tough carbon steel, and are produced using a proven design featuring a lower height above the rail head. They will derail all rolling stock including mainline locomotives when installed and used properly.

BENEFITS

- **Longer Design** -- A longer derail block allows for a decreased deflection angle, which increases the functionality of the derail.
- **Low Profile** -- The top of the derail block sits just 2-3/4" above the top of the rail head.
- **Flexibility** -- Nolan's sliding derails come in two sizes, which cover rail sizes 80 lb to 141 lb.
- **Easy Installation** -- The derails' horizontal base plate is integrated with the derail housing, and this ensures a perfectly aligned derail, eliminating adzing and shimming of the ties. This unique base design requires no tie strapping or rail braces on the field side of the rails. The derail becomes a fixed part of the track.
- **Security** -- The sliding derail can be padlocked through the operating stands to ensure visibility and safety, and to prevent unauthorized removal.



▲ SD-5 Double-end derail (side view).

MODEL #	DERAIL TYPE		FITS RAIL	WEIGHT
SD-3L	Single end	Left-hand throw	5" to 6-1/2" (80-110 lb. rail)	260 lbs. (117.93 kg)
SD-3R	Single end	Right-hand throw	5" to 6-1/2" (80-110 lb. rail)	260 lbs. (117.93 kg)
SD-4L	Single end	Left-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	260 lbs. (117.93 kg)
SD-4R	Single end	Right-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	260 lbs. (117.93 kg)
SD-5	Double end	Bidirectional	5" to 6-1/2" (80-110 lb. rail)	285 lbs. (129.27 kg)
SD-6	Double end	Bidirectional	6-5/8" to 7-7/16" (112-141 lb. rail)	285 lbs. (129.27 kg)



SD Operating Stands (LSF, LSE-2) and Connecting Rods



◀ Double-end Sliding Derail with an LSE-2 Standard Operating Stand and Connecting Rod set up in a far rail application. Operating stands and connecting rods are sold separately from derails. All Nolan operating stands can be padlocked. (Padlocks not included.)

LSF STANDARD OPERATING STAND

Fabricated from steel plate, the LSF Operating Stand mounts between two ties and is used to manually operate the derail block on the SD Series sliding derail ON or OFF the rail head. The LSF operating stand has an adjustable throwing stroke, and red and white target vanes come standard. Available with optional blue or red “DERAIL” flag. Installation of the LSF Operating Stand requires two 11-foot long railroad ties (not included).

LSE-2 ERGONOMIC OPERATING STAND

Fabricated from steel plate, the LSE-2 Operating Stand is an ergonomic design and used to manually operate the derail block on SD Series sliding derails ON or OFF the rail head *with less force and less bending at the waist. The high profile design protects operator's back.* The LSE-2 ergonomic operating stand has an adjustable throwing stroke, and red and white target vanes come standard. Available with optional blue or red “DERAIL” flag. Installation of the LSE-2 Operating Stand requires two 14-foot long railroad ties (not included).



▲ LSF Standard Operating Stand



▲ LSE-2 Ergonomic Operating Stand

CONNECTING RODS FOR LSF AND LSE-2

There are two standard connecting rods available for both styles of operating stands described above. One connecting rod is shorter for a “near rail” installation and one rod is longer for a “far rail” installation. A near rail installation is when the operating stand and sliding derail are installed on the same side of the track. A far rail installation is when the operating stand and sliding derail are installed on opposite sides of the track. All connecting rods are 1" diameter threaded steel rod with adjustable clevis ends and pins.

MODEL #	DESCRIPTION		WEIGHT
LSF	Operating Stand	Standard	81 lbs. (36.74 kg)
RA1566-1A	LSF Connecting Rod	Near Rail	19 lbs. (8.62 kg)
RA1566-1B	LSF Connecting Rod	Far Rail	23 lbs. (10.43 kg)
LSE-2	Operating Stand	Ergonomic	90 lbs. (40.82 kg)
RA1566-2A	LSE-2 Connecting Rod	Near Rail	27 lbs. (12.25 kg)
RA1566-2B	LSE-2 Connecting Rod	Far Rail	31 lbs. (14.06 kg)



Automated Derail Operators for Sliding Derails

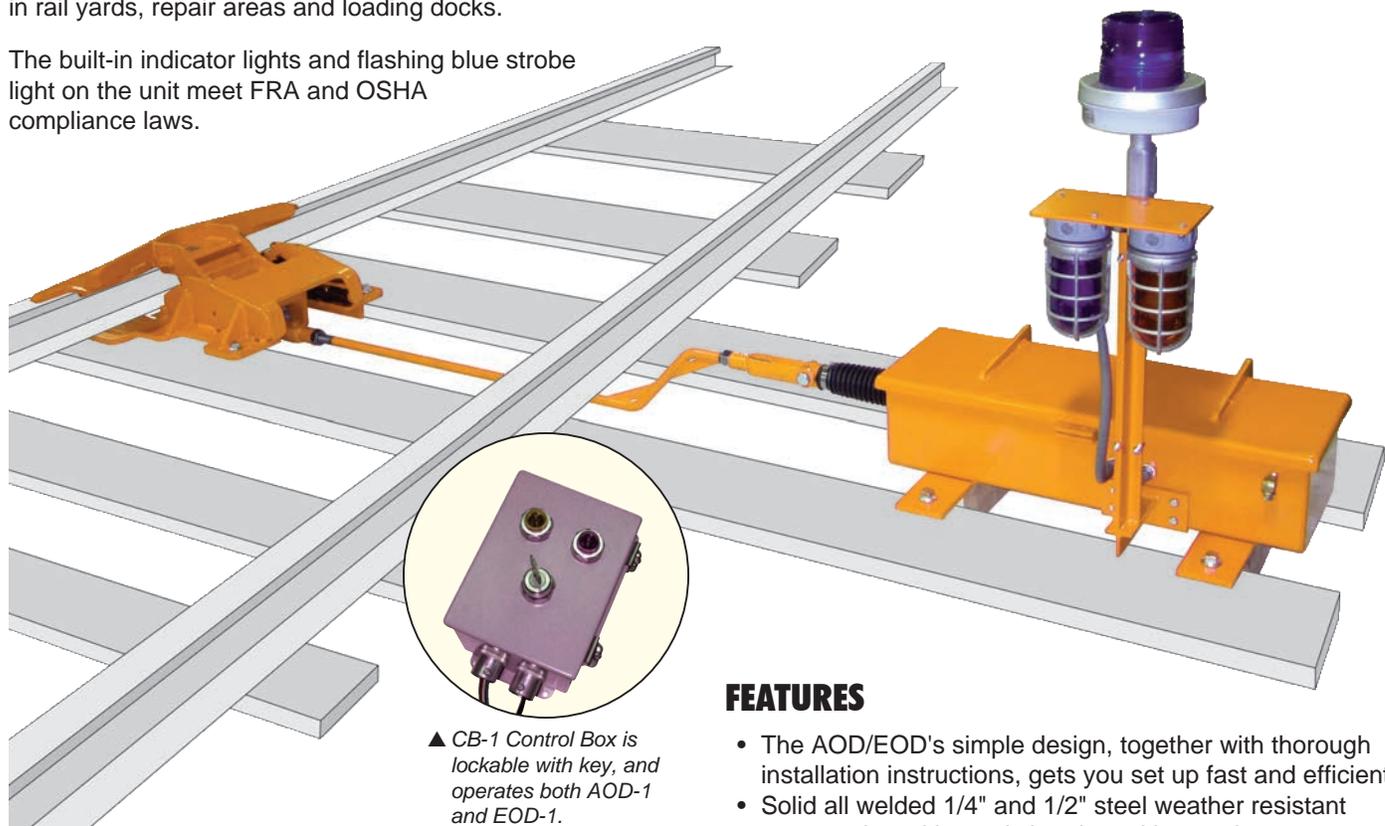
Air Operated (AOD-1), Electric Operated (EOD-1)

The Nolan Company has developed air-powered and electric-powered derail operators for our line of SD Series Sliding Derails. Operated by remote control, Model AOD-1 (air-powered) and Model EOD-1 (electric-powered) derail operators can position a derail ON or OFF the rail with just the turn of a key switch.

The Automated Derail operator protects people, plant and equipment automatically. The unit can be interlocked with overhead plant doors to prevent unauthorized equipment from entering the protected area. Closing the plant door remotely sets the derail protection in service, prohibiting unauthorized rolling stock from entering plant/work area. Opening the plant door remotely removes the derail protection from service permitting authorized rolling stock to enter protected area. The automated derail operator can be used to initiate a number of warning devices such as sirens, lights and horns in the protected area.

The automated derail operator improves safety and efficiency in rail yards, repair areas and loading docks.

The built-in indicator lights and flashing blue strobe light on the unit meet FRA and OSHA compliance laws.



▲ CB-1 Control Box is lockable with key, and operates both AOD-1 and EOD-1.

NOTE:

Sliding derails and control boxes are sold separately from the automated derail operators.

FEATURES

- The AOD/EOD's simple design, together with thorough installation instructions, gets you set up fast and efficiently.
- Solid all welded 1/4" and 1/2" steel weather resistant construction withstands harsh working environments and temperature extremes -- and ensures low maintenance and long service life.
- The automated derail operator can be used with any Sliding Derail available on the market today.
- Improves safety and efficiency
- Using the automated derail operator reduces continuing costs of installing blue flags required for OSHA compliance.
- Control boxes (sold separately) can be set up in separate locations or used together -- to control one unit to multiple units from a single location or many locations.
- The automated derail operator has a power-off locking feature.

MODEL #	DESCRIPTION
AOD-1	Automated derail operator (air), with push rod
EOD-1	Automated derail operator (electric), with push rod
CB-1	Control box, key entry, operates both AOD-1 and EOD-1



Low-Profile Hinged Derails: HD-3, HD-4, HD-5, HD-6

In response to today's demanding railroad environment, Nolan has re-engineered and expanded our series of Hinged Derails.

NEW DERAIL DESIGN

HD Series derails are fabricated from tough carbon steel, and are produced using a proven design featuring a lower height above the rail head. They will derail all rolling stock including mainline locomotives when installed and used properly.

BENEFITS

- **Longer Design** -- A longer derail block allows for a decreased deflection angle, which increases the functionality of the derail.
- **Low Profile** -- The top of the derail block sits just 2-3/4" above the top of the rail head.
- **Flexibility** -- Hinged derails come in two sizes, which cover rail sizes 70 lb to 141 lb.
- **Easy Installation** -- The derails' horizontal base plate is integrated with the derail housing, which ensures a perfectly aligned derail, and eliminates adzing and shimming of the ties. This unique base design requires no tie strapping or rail braces on the field side of the rails. The derail becomes a fixed part of the track.
- **Security** -- The hinged derail can be padlocked to the rail head on- or off-rail (with the staff and flag) to ensure visibility and safety, and to prevent unauthorized removal.



▲ HD-5 Double-end derail shown with HDF staff/BF-9D red flag. NOTE: "DERAIL" flag and staff are sold separately.



▲ HD-3 Single-end derail (rear view). NOTE: Padlock not included.



▲ HD-3 Single-end derail with SS target stand.



▲ Derail shown with HDHF staff/BF-2D blue flag. NOTE: "DERAIL" flag and staff sold separately.

MODEL #	DERAIL TYPE		FITS RAIL	WEIGHT
HD-3L	Single end	Left-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	150 lbs. (68 kg)
HD-3R	Single end	Right-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	150 lbs. (68 kg)
HD-4L	Single end	Left-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	150 lbs. (68 kg)
HD-4R	Single end	Right-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	150 lbs. (68 kg)
HD-5	Double end	Bidirectional	4-5/8" to 6-1/2" (70-110 lb. rail)	182 lbs. (83 kg)
HD-6	Double end	Bidirectional	6-5/8" to 7-7/16" (112-141 lb. rail)	182 lbs. (83 kg)
HDF	HDF staff fits HD-3, HD-4, HD-5, HD-6			6 lbs. (3 kg)
HDHF	HDHF staff fits HD-3, HD-4, HD-5, HD-6			20 lbs. (9 kg)
SS	SS target stand used with HD-3, HD-4, HD-5, HD-6			40 lbs. (18 kg)

Hinged Derails: HDM-60, HDM-85 (for Mines)

Nolan manufactures two sizes of hinged derails for use in mines. The HDM-60 and the HDM-85 are fabricated from tough carbon steel. Two-way design allows protection from approaching or retreating equipment. Low-profile design keeps the HDM just 2-5/8" above the top of the rail.

Innovative design bolts to an existing joint/splice bar bolt holes. Unit is hinged for easy use and performance. Ergonomic handle allows easier, more secure grip when placing derail on or off the rail head. Reflective material on the ends of the derail block adds safety by improving visibility of the derail.



MODEL #	DERAIL TYPE	LENGTH	HEIGHT ABOVE RAIL	FITS RAIL	WEIGHT
HDM-60	Double end	30" (762 mm)	2-5/8" (67 mm)	60 lb ASCE	120 lbs. (54 kg)
HDM-85	Double end	30" (762 mm)	2-5/8" (67 mm)	85 lb ASCE	127 lbs. (58 kg)

Permanent Automatic Rerailers: PAR-1, PAR-2

Nolan's permanent automatic rerailers (PAR-1 -- bidirectional and PAR-2 -- single direction) are for use in loading areas where constant spillage makes staying on the tracks difficult, or anywhere that a derailed car might cause damage to other equipment such as bridges, switches, underpasses, car movers, retarders, buildings and walkways.

This rerailer is a heavy-formed plate-type weldment with ramps to lift the car up to the top of the rail. The diamond-shaped center plate guides the wheels to the rail. Rerailing is automatically accomplished from either side and from either direction.

Treated-wood support members with fasteners are furnished. The user must provide longer cross ties for additional support.

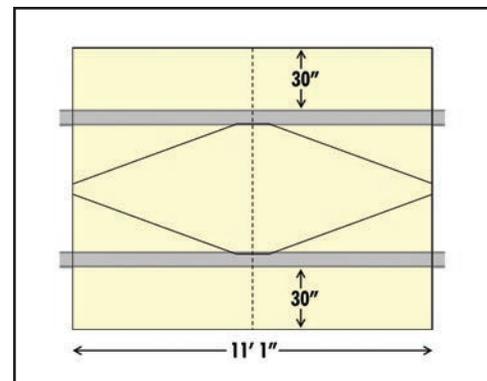
NOTE: PAR's are manufactured to order. Please call our sales office toll-free -- 1-800-297-1383 for a quote. Rail size and track gauge must be specified.



▲ The Nolan Company's **PAR-1** Bi-directional Rerailer installed on track.

SPECIFICATIONS*	PAR-1	PAR-2
Load Capacity	40 tons/axle	40 tons/axle
Rerail Type	Automatically rerails car wheels, from either direction	Automatically rerails car wheels, in single direction of travel only
Shipping Weight	8,000 lbs. (3,636 kg)	4,500 lbs. (2,045 kg)
Length	11' 1" (3,378 mm)	6' 1" (1,854 mm)
Width	30" (762 mm) (Beyond outer edge of rail each side)	
Thickness	1" (25.4 mm) base; 2" (50.8 mm) rerailer diamond	

* Specifications are based on PAR's built to standard 56-1/2" (1,435 mm) track gauge.



▲ Diagram of the bi-directional **PAR-1** showing rerailer's extensions beyond track. The single-direction **PAR-2** would be represented by the left or right half of the diagram.

Rerailers: SW Series, CW Series

Model SWA, SWB Rerailers, SWC Clamp

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

IMPORTANT NOTE: SW rerailers are sold per unit, but must be used in pairs -- a pair consists of one inside rerailer and one outside rerailer. Unless you are replacing a single rerailer, you must purchase a pair.



▲ SWA Rerailers (IN and OUT) on the track



▲ SWB Rerailers on the job

MODEL #	LOAD CAPACITY	RAIL SIZE	WEIGHT
SWA-IN SWA-OUT	100 tons	85-100 lb	129 lbs. each (59 kg)
SWB-IN SWB-OUT	200 tons	110-141 lb	181 lbs. each (82 kg)
SWC	Optional clamp for SWA or SWB		27 lbs. (12 kg)

Model CW-3, CW-4 Rerailers

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.

IMPORTANT NOTE: CW rerailers are sold per unit, but must be used in pairs -- a pair consists of one right-hand rerailer and one left-hand rerailer. Unless you are replacing a single rerailer, you must purchase a pair.



▲ CW-3L Rerailer on the track



▲ CW-3R Rerailer on the track

MODEL #	LOAD CAPACITY	RAIL SIZE	WEIGHT
CW-3L CW-3R	15 tons	30-60 lb	50 lbs. each (23 kg)
CW-4L CW-4R	20 tons	40-85 lb	66 lbs. each (30 kg)

Car Stops: CS-70, CS-60, CS-50

Model CS-70 Car Stops NEW!

The **CS-70** car stop is a double-end, hinged-type car stop designed for permanent installation on exposed rails. **CS-70** car stops are made from tough, carbon steel and have the lightener hole design. The hinged car stop is lightweight and still functions as a stop for rail cars that could potentially roll. When raised, the **CS-70** car stop protects workers, warehouse doors, or crossover walks by stopping a rolling car. When lowered, it swings flat to the track, out of the way. The car stop may be padlocked (padlock not included) in either the up or down position.

IMPORTANT NOTE: CS-70 Car Stops are sold per unit, but must be used in pairs -- a pair consists of one right-hand stop and one left-hand stop.



▲ Model **CS-70L** and **CS-70R** Double-end Car Stops -- left and right, shown in the raised position.

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
CS-70L CS-70R	15" (381 mm)	Specify rail size	135 lbs. each (61 kg)



▲ Model **CS-60** Single-end Car Stops -- left and right, shown in the raised position

Model CS-60 Car Stops

Manufactured with special ductile alloy, the **CS-60** is a hinged-type car stop designed for permanent installation on exposed rails. In the raised position, the **CS-60** protects workers, warehouse doors, crossover walks, etc., or it swings down out of the way. The **CS-60** car stops may be padlocked in either the up or down position. (Padlock not included.)

IMPORTANT NOTE: CS-60 Car Stops are sold per unit, but must be used in pairs -- a pair consists of one right-hand stop and one left-hand stop.

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
CS-60L CS-60R	15" (381 mm)	Specify rail size	91 lbs. each (41 kg)

Model CS-50 Car Stops

Nolan's model **CS-50** is a single-end car stop designed to be bolted and clamped to exposed rails. Manufactured with special ductile alloy, **CS-50** car stops are best used in situations when bumping posts (heavier and more expensive) are not required. Tough and durable, yet easy to handle and install, they are attached to the rail using four bolts and two wedge-type clamping plates for mounting — no drilling is required. The wedge design allows the car stops to tighten their hold on the rail. **CS-50** car stops are designed for EXPOSED RAIL TRACK. If you have flush rail (rails encased in pavement), contact Nolan before ordering.

IMPORTANT NOTE: CS-50 Car Stops are sold per unit, but must be used in pairs, that is, two CS-50s.

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
CS-50	16-5/8" (422 mm)	4-1/4" to 7-7/16" (60-141 lb)	135 lbs. each (61 kg)



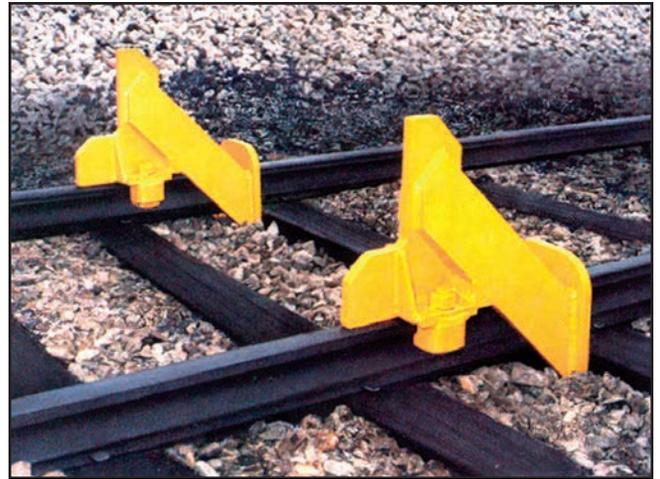
▲ Model **CS-50** Car Stops -- always used in pairs.

Car Stops (continued): CCS-2

Model CCS-2 Car Stops

Nolan model CCS-2 cushioned car stops transfer impact force directly to the cushioning tie and ballast. The **CCS-2** uses the rail car's weight for additional braking friction on the rail. **CCS-2** car stops are attached to the rail using four bolts (per pair). No holes to drill. The CCS-2 is universal fit, and all-welded steel construction. **CCS-2** car stops are designed for EXPOSED RAIL TRACK. If you have flush rail (rails encased in pavement), contact Nolan before ordering.

IMPORTANT NOTE: CCS-2 car stops are sold per unit, but must be used in pairs, that is, two CCS-2s.



▲ Model CCS-2 Car Stops

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
CCS-2	17" (432 mm)	4-1/4" to 7-7/16" (60-141 lb)	180 lbs. each (82 kg)

IMPORTANT NOTE: Nolan's Car Stops are designed to be used on EXPOSED RAILS only; they cannot be modified for flush rail.

Car Blocks: C-1, C-2, C-3

Nolan's lightweight, strong and easy to apply car blocks are now fabricated from tough carbon steel. The car blocks are designed using a rotating cam locking device for extra safety, serving as a heavy-duty wheel chock. The greater the force applied to the cam, the more tightly the car block grips the rail. The car blocks lock so tightly that they are used to prevent railcar movement on barges. Model **C-3** is specifically designed as a crane block and is used in mills and other settings where overhead cranes are used. Refer to the wheel diameters in the table.

NOTE: Nolan's car blocks are not designed for use on grades -- use on flat track only.

MODEL #	WHEEL DIAMETER	RAIL SIZE	WEIGHT
C-1	10", 12", 24", 34" (254, 305, 610, 864 mm)	60-85 lb rail (27-39 kg)	30 lbs (14 kg)
C-2	28"-36" (711-914 mm)	85-140 lb rail (39-63 kg)	38 lbs (17 kg)
C-3	33", 36" (838, 914 mm)	105-175 lb crane rail (48-79 kg)	45 lbs (20 kg)



▲ Model C-1 car block



▲ Model C-2 car block



▲ Model C-3 car block for crane rail

Rail Skate: RS-1, RS-2, RS-3

Model RS-3 Rail Skate



Nolan has added a new rail skate to its lineup -- the **RS-3** is a lightweight, fabricated steel skate designed to slow moving rail cars, or hold standing rail cars, even when on a slight downgrade. The **RS-3** weighs only 20 pounds and is ideal for flat switching and hump yard applications to control unwanted car movement. The **RS-3** prevents flat spots on wheels that can occur as a result of excessive application of hand brakes. The **RS-3** is easily handled by one person, yet offers heavy duty, durable performance to meet track yard handling requirements.

FEATURES

- **Lightweight Skate:** The RS-3 is a lighter weight skate (20 lbs) with heavy-duty performance!
- **Fabricated from High Strength Steel:** Allows the skate's toe (or tip) to resist wear -- will take a long time for the tip to wear down.
- **Versatility:** Fits rail heads between 2-1/2" and 3-1/16" in width (85-141 lb rail sizes).
- **Flared Guide Lugs:** Allows skate side (guide) lugs to pass through misaligned rail section joints.
- **Sleek Narrow Design:** Provides a skate that easily allows wheel tread to mount the toe (or tip) of skate with less precise positioning.

MODEL #	FITS RAIL	WEIGHT
RS-3	85-141 lb (39-64 kg)	20 lbs. (9 kg)

Model RS-1 and RS-2 Rail Skates

Nolan manufactures two other model of rail skates. **RS-1** and **RS-2** are heavier, cast special ductile alloy skates. Like the RS-3, they are designed to carry car wheels and prevent flat spots or other damage when wheels are locked and skidding occurs. The RS-1 and RS-2 models can be handled by one person, yet are tough and durable enough to meet track yard car handling requirements.

MODEL #	FITS RAIL	WEIGHT
RS-1	85-141 lb (39-64 kg)	15 lbs. (7 kg)
RS-2	85-141 lb (39-64 kg)	30 lbs. (14 kg)



▲ RS-3 fabricated steel rail skate on track



▲ RS-1 cast alloy rail skate on track



▲ RS-2 cast alloy rail skate on track

Bumping Posts: HDBP, HDBP-TR

Nolan's **HDBP** model bumping post clamps to the rails at all four corners. Attached pads rest securely against the ties. Impact force is transferred down into the ties, providing a cushioned stopping action. The **HDBP-TR** model bolts through the rails at all four corners. There is no center rail and spiking is unnecessary. The optional **CH** cushion head can be used with both types of bumping post. Built for standard 56-1/2" (1,435 mm) track gauge. Specify rail size/section required when ordering.



▲ HDBP Bumping Post w/optional Cushion Head (CH)



▲ CH Cushion Head (optional)

MODEL #	TYPE	LENGTH	YIELD POINT	WEIGHT
HDBP	Heavy Duty Clamp On	76-5/8" (1,946 mm)	804,000 lbs. (364,602 kg)	1,150 lbs. (522 kg)
HDBP-TR	Heavy Duty Bolt On	76-5/8" (1,946 mm)	804,000 lbs. (364,602 kg)	1,150 lbs. (522 kg)
CH	Cushion Head (Optional)	Not Applicable	Not Applicable	430 lbs. (195 kg)

Switch Point Protectors: SPP

Nolan's switch-point protectors increase the service life of switch points by absorbing the impact of passing railcar wheels. Designed to bolt securely to the inside straight main rail that leads to the switch, the protector momentarily deflects the wheel flange so it misses the tip of the switch point. Made from manganese steel, the switch-point protector actually gets stronger with each deflection. Nolan's SPP is reversible -- when worn down on one side, it can be flipped around and remounted, doubling its service life. SPP set includes manganese steel face plate and steel shim, steel back-up plate, two track bolts, two nuts and two spring washers.

NOTE: Review the installation instructions that accompany each switch point protector.



▲ SPP-6 installed on track with shim beneath

SPP-1 with included parts: manganese steel face plate, shim, back-up plate, and nuts/washers/bolts ▼



MODEL #	FITS RAIL	WEIGHT
SPP-1	ASCE: 85 lb, 90 lb - ARA-B: 100 lb - PS: 100 lb	11 lbs. (4.90 kg)
SPP-2	AREMA: 100 lb, 110 lb - ARA-A: 100 lb	11 lbs. (4.90 kg)
SPP-3	ASCE: 100 lb	12 lbs. (5.44 kg)
SPP-4	NYC: 105 lb; PS: 130 lb	12 lbs. (5.44 kg)
SPP-6	AREMA: 112 lb, 115 lb, 119 lb	12 ½ lbs. (5.67 kg)
SPP-7	AREMA: 133 lb	15 lbs. (6.80 kg)
SPP-8	AREMA: 141 lb	13 lbs. (5.90 kg)
SPP-9	AREMA: 131 lb, 132 lb, 136 lb, 140 lb - AB: 141 lb - NYC: 127 lb	14 ½ lbs. (6.58 kg)
SPP-10	ARA-A: 90 lb	11 lbs. (4.90 kg)
SPP-15	NEW SPP MODEL! AREMA: 130 lb	15 lbs. (6.80 kg)

Rail Pullers: RP-1, RP-1F

Nolan's rail pullers are designed with strength, versatility and ease of handling to pull ribbon rail off rail cars. Model RP-1 is cast steel and is designed for standard rail handling. Model RP-1F is our fabricated version and has a similar design. The RP-1F is built to handle extra-heavy duty ribbon rail (136-141 lbs).

Both models use the convenient locking wedge, which is securely fastened to the puller, and holds rails for removal from rail trains and in accurate positioning for welding. Both are designed for easy attachment and removal.

MODEL #	FITS RAIL	CLEVIS PIN	WEIGHT
RP-1	100-141 lb (45-64 kg)	1-3/8" dia. (35 mm)	46 lbs. (21 kg)
RP-1F	100-141 lb (45-64 kg)	1-3/8" dia. (35 mm)	46 lbs. (21 kg)



▲ RP-1 Rail Puller shown with locking wedge in place



▲ RP-1F Rail Puller shown with locking wedge in place

NOTE: Maximum load rating is 7,200 lbs (3,266 kg).

Wheel Chocks: WC Series

Nolan wheel chocks are used for fast, temporary blocking of all types of rail cars. They are designed for use on grades less than one percent. We offer a full line to meet various needs and budgets. All models fit 60 to 141 lbs. (27 to 64 kg) rails. Nolan's wheel chocks fit wheel sizes: 30", 33", 36", 40", and 42".



▲ WC-1



▲ WC-11



▲ WC-2



▲ WC-21



▲ WC-3



▲ WC-31

NOTE: The striped flag shown with the wheel chocks above is sold separately. See page 23 for information about the **BF-7** flag.

MODEL #	DESCRIPTION	WEIGHT
WC-1	Single chock with handle	8 lbs. (4 kg)
WC-1F	Single chock with handle - for flush rail	6 lbs. (3 kg)
WC-11	Two WC-1 chocks linked with chain	20 lbs. (9 kg)
WC-11F	Two WC-1 chocks linked with chain - for flush rail	13 lbs. (6 kg)
WC-11-100	Two WC-1 chocks linked with chain w/tensioner (lockable -- padlock included)	20 lbs. (9 kg)
WC-11-101	Two WC-1 chocks linked with chain w/tensioner (lockable -- padlock NOT included)	20 lbs. (9 kg)
WC-2	Single chock with low-profile staff	13 lbs. (6 kg)
WC-2F	Single chock with low-profile staff - for flush rail	11 lbs. (5 kg)
WC-21	WC-2 chock linked to WC-1 with chain	22 lbs. (10 kg)
WC-3	Single chock with high-profile staff	17 lbs. (8 kg)
WC-31	WC-3 chock linked to WC-1 with chain	26 lbs. (12 kg)

Flashing Lights: FL Series

Solar switch controlled flashing light comes in either blue (**FL-B**), white (**FL-W**), or red (**FL-R**). All use two 6-volt batteries (not included.) FL Series flashing lights can be attached easily to any BF staff using Nolan's welded fixture -- see page 23.

Each flashing light weighs 2 lbs. (1 kg).



▲ FL-R, FL-W, and FL-B flashing lights

Staffs: BF Series



BFS Spiked

Durable blue flag mounted to a sharp, pointed staff for rapid setting by stabbing into tie or ground. For portable use.

6 lbs. (2.7 kgs.)



BFC Clamp

Gravity-lock scissor clamp holds staff securely to rail. For portable use.

8 lbs. (3.6 kgs.)



BFP Hinged

For permanent installation, this staff has a hinged design that allows it to be laid flush with the ground when not in use. Mounted inside or outside of either rail, the **BFP** can be padlocked into the up or down position.

19 lbs. (8.6 kgs.)

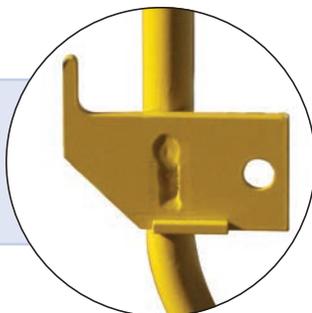


BFSH Spiked/Hinged

Tie plate base may be spiked down or lagged to tie between rails or on either side. Hinged design enables staff to lay flush when not in use. Can be padlocked into the up or down position.

10 lbs. (4.5 kgs.)

Special welded fixture on all **BF** staffs accommodates attachment of Nolan's **FL** series flashing lights. ▶



NOTE WHEN PURCHASING: Staffs are shown with optional flags, which are priced and sold separately. All Nolan staffs are available with any standard warning flag. When ordering, indicate the staff model number (for example, **BFS**) and the flag model number (for example, **BF-2D**).

Flags: BF Series

Nolan flags are economical and lightweight, yet are made from durable 20-gauge steel and feature a tough, baked enamel background with bold, white reflective letters. All Nolan flags meet Federal Railroad Administration (FRA) rules and OSHA regulations. "Stop" and "Derail" flags are available with red or blue background. **BF-2D**, **BF-6D**, and **BF-9D** flags are printed double-sided; all other flags are printed on one side.

MODEL #	DESCRIPTION	WEIGHT
BF-1	"STOP" - Blue, 12 x 15"	2 lbs. (1 kg)
BF-2D	"DERAIL" - Blue (double-sided sign), 11" dia.	2 lbs. (1 kg)
BF-3	"STOP TANK CAR CONNECTED" - Blue, 12" x 15"	2 lbs. (1 kg)
BF-4	"DANGER MEN WORKING ON THIS TRACK" - Blue, 12" x 15"	2 lbs. (1 kg)
BF-5	"OCCUPIED CAMP CAR" - White, 11" dia.	2 lbs. (1 kg)
BF-6D	"STOP MEN AT WORK" - Blue (double-sided sign), 12" x 15"	2 lbs. (1 kg)
BF-7	Striped Flag, 12" x 18"	2 lbs. (1 kg)
BF-9D	"DERAIL" - Red (double-sided sign), 11" dia.	2 lbs. (1 kg)
BF-10	"STOP" - Red, 12" x 15"	2 lbs. (1 kg)
BF-11	NEW! "STOP MEN AT WORK" - Red, 12" x 15" (not pictured)	2 lbs. (1 kg)



▲ **BF-1**



▲ **BF-2D**



▲ **BF-3**



▲ **BF-4**



▲ **BF-5**



▲ **BF-6D**



▲ **BF-7**



▲ **BF-9D**



▲ **BF-10**



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