

LOW-PROFILE SLIDING DERAILS

NEW DERAIL DESIGN

SD Series derails are fabricated from alloy 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

- **Fully Compatible With Existing Sliding Derails -** Nolan derails are interchangeable with operating devices and monitoring systems in the field. Our derails are fully compatible with operating stands, connecting rods, circuit controllers and other devices used today. This across the board functionality makes Nolan sliding derails the easy choice when upgrading your derail systems.
- **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.



▲ Double-end SD Series Derail



▲ Shown above is a 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.)

Specifications: Nolan Sliding Derails

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)

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).

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)



▲ LSF Standard Operating Stand

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).

MODEL #	DESCRIPTION		WEIGHT
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)



▲ LSE-2 ERGONOMIC Operating Stand

Connecting Rods for the 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.

Nolan's Automated Derail Operators

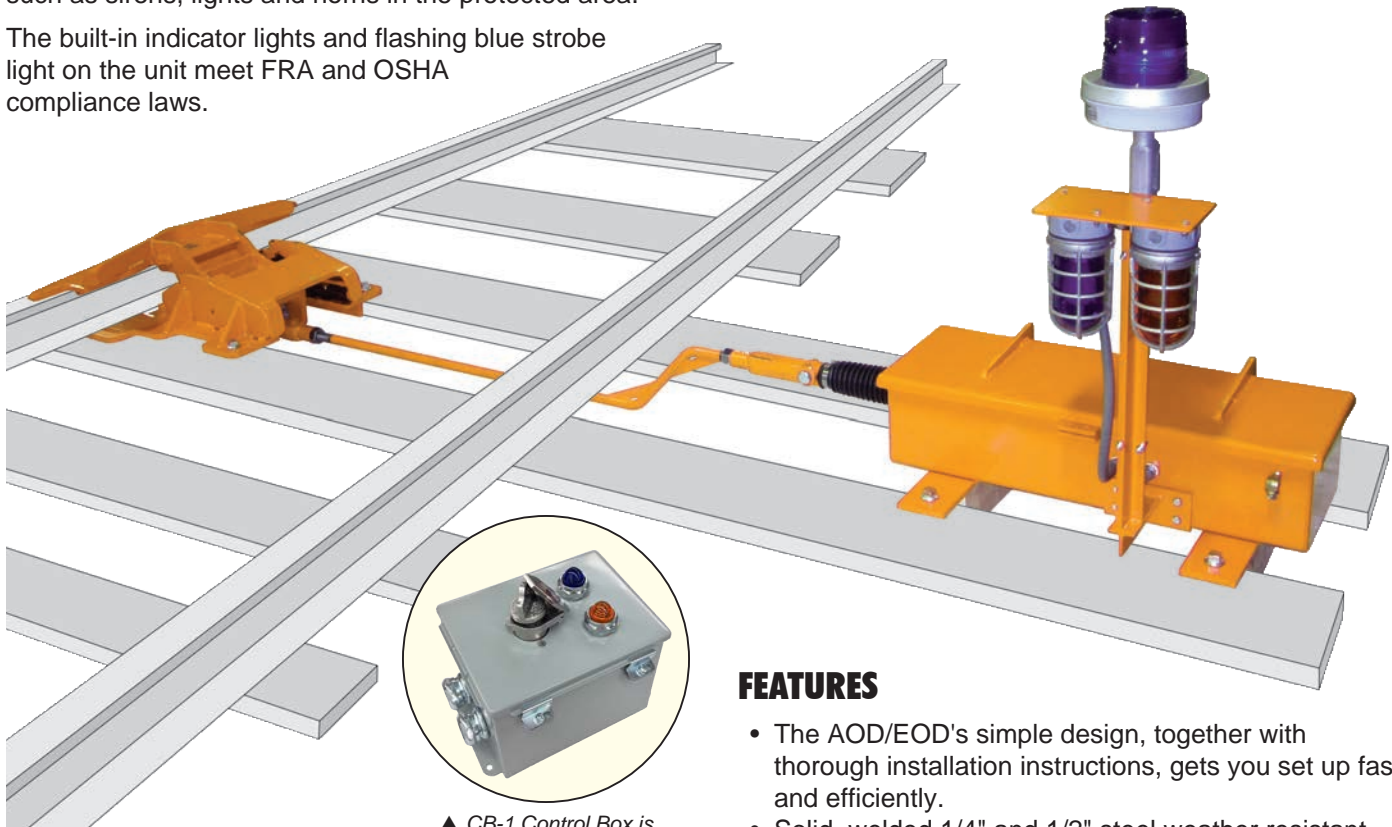
Improves safety and efficiency in rail yards, repair areas, loading docks

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

The Nolan Company has developed air-powered and electric-powered derail operators for our new 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 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.

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

FEATURES

- The AOD/EOD's simple design, together with thorough installation instructions, gets you set up fast and efficiently.
- Solid, 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.