

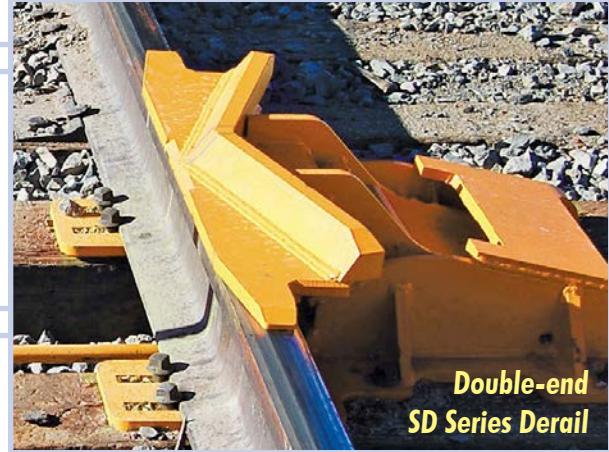


NOLAN'S LOW-PROFILE SLIDING DERAILS

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

NEW 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.

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

RAIL PRODUCTS FOR RAILROADS, INDUSTRY, MINES AND QUARRIES

NOLAN'S LOW-PROFILE SLIDING DERAILS

(continued)



Shown above is a Single-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).

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.

LSF Connecting Rod RA1566-1A ... Near rail
 RA1566-1B ... Far rail

LSE-2 Connecting Rod RA1566-2A ... Near rail
 RA1566-2B ... Far rail



LSF Standard Operating Stand



LSE-2 ERGONOMIC Operating Stand