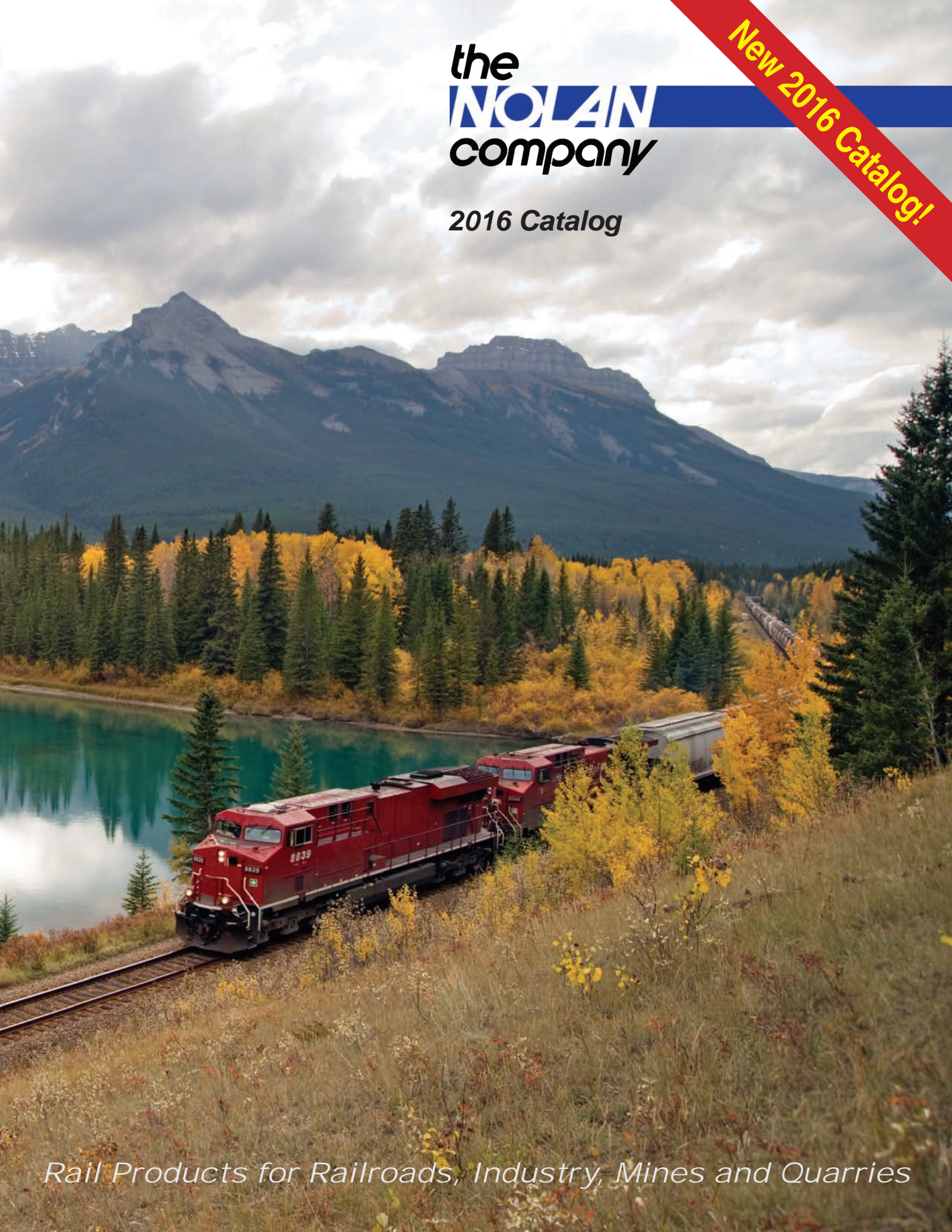


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2016 Catalog

New 2016 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. 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.

**NEW!** 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.



▲ TS-4 Tool and Supply Cart -- sold with 5-inch aluminum wheels

### 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** -- Now available on all models, dual parking brakes increase stability and security when loading or unloading the 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).

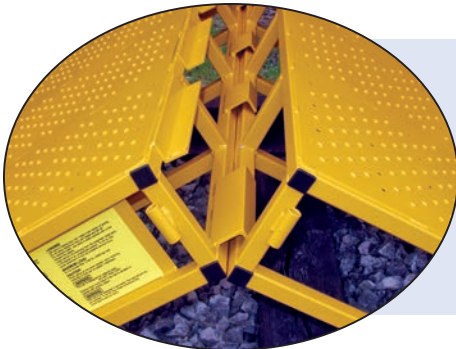


▲ TS-5 Tool and Supply Cart -- sold with 8-inch aluminum wheels



▲ TS-6 Tool and Supply Cart -- sold with 5-inch ductile alloy wheels

## 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 on one of the wheels at both ends of the cart. 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	167 lbs. (76 kg)	191 lbs. (87 kg)	203 lbs. (92 kg)
Height (w/push handle)	27-5/8" from top of rail (701 mm)	29-1/8" from top of rail (740 mm)	27-5/8" from top of rail (701 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	5 lbs. (2.27 kg)	5 lbs. (2.27 kg)	5 lbs. (2.27 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 new Model 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.

**NEW!** 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.)
- **NEW!** Parking brake (locks wheels and provides safety during loading/unloading) located at both ends 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

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

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

**NEW!** 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 handholds 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.)
- **NEW!** Parking brake locks wheels and provides safety during loading/unloading -- and brake located at both ends (Cart can be pushed from either end.)
- 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)



▲ Hand holds in the ATS-1B's deck make assembly easy.  
 ◀ The ATS-1B cart shown assembled with handle in position



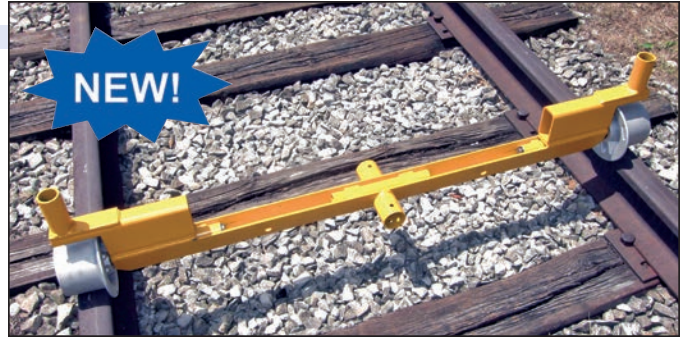
SPECIFICATIONS	ATS-1B	ATS-2B
Length - assembled	50" (1,270 mm)	50" (1,270 mm)
Width	63-1/2" (1,613 mm)	63-1/2" (1,613 mm)
Weight	98 lbs. (44 kg)	127 lbs. (58 kg)
Height (with handle)	36" (914 mm)	37-1/2" (953 mm)
Deck Height (above rails)	6-15/16" (176 mm)	8-7/16" (214 mm)
Deck Area	50" x 49" (1,270 mm x 1,245 mm)	50" x 49" (1,270 mm x 1,245 mm)
<b>NEW! Load Capacity</b>	<b>5,000 lbs. (2,268 kg)</b>	<b>5,000 lbs. (2,268 kg)</b>
Handle Weight	5 lbs. (2 kg)	5 lbs. (2 kg)
Wheel Type	5" Aluminum (127 mm)	8" Aluminum (203 mm)



## 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.

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



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

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-4 Track Dolly showing **NEW CONSTRUCTION**

### 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.

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)

## 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. Options include stake pockets, deck dump sills and brakes (two or four wheel.)



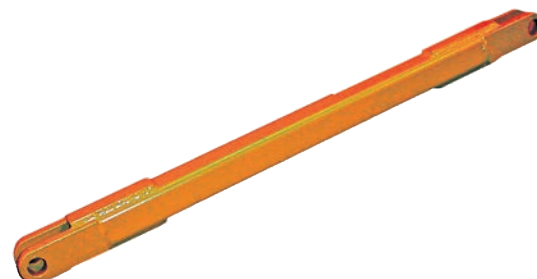
▲ PC-10W Push Car on track

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)	46 lbs. (21 kg)	1-1/4" (31.75 mm) dia.
R1453-2	96" (2.438 mm)	75 lbs. (34 kg)	1-1/4" (31.75 mm) dia.
R1451	120" (3.048 mm)	92 lbs. (42 kg)	1-3/16" (30.16 mm) dia.
R1453-3	192" (4.877 mm)	135 lbs. (61 kg)	1-1/4" (31.75 mm) dia.
R1453-4	264" (6.706 mm)	175 lbs. (79 kg)	1-1/4" (31.75 mm) dia.





## 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.)

TS SERIES WHEELS			
SPECIFICATIONS	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.

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.

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.

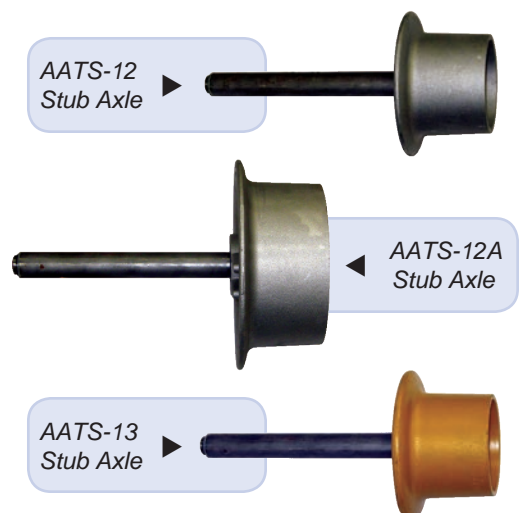


▲ Axle Assemblies: 20" extra-heavy duty, 16" extra-heavy duty, 16" heavy duty

<b>74 SERIES SPECIFICATIONS</b>	<b>7401-30</b>	<b>7463-30</b>	<b>7404-50</b>	<b>7462-50</b>	<b>7423-50</b>
Wheel Diameter	16"	16"	16"	16"	20"
Insulated	Yes	No	No	Yes	No
Material	Wheels: Ductile Alloy Axle: Steel	Wheels: Ductile Alloy Axle: Steel	Wheels: Ductile Alloy Axle: Steel	Wheels: Ductile Alloy Axle: Steel	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)

<b>AA SERIES SPECIFICATIONS</b>	<b>AATS-12 Kit*</b>	<b>AATS-12A Kit*</b>	<b>AATS-13 Kit*</b>
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.



## Portable Derail: PD-1 (Double-End)

Nolan's double-end portable derails are lightweight yet tough, and easily and quickly installed. Derails are cast from a durable ductile alloy. Wedge-type clamps secure the derail assembly to the rail head. The 48" high detachable staff with its reflectorized flag can be padlocked in position along with the wedge to comply with FRA rules. Both derail staffs and flags are sold separately from the derails to provide more flexibility when choosing options.



▲ PD-1 Double-end derail (rear view). NOTE: Padlock not included.



▲ PD-1 Double-end derail shown with staff/flag assembly. NOTE: The "DERAIL" flag and staff are sold separately.

### BENEFITS

- **Bidirectional**  
Nolan's double-end portable derails can derail ("throw") either left or right depending on how the derail is set up on the track.
- **Security**  
The portable derail, staff, and flag can be padlocked to the rail head to ensure visibility and safety, and to prevent unauthorized removal.
- **Easy Installation**  
Portable derails fit onto the track easily and require no special tools to install.

MODEL #	LENGTH	HEIGHT ABOVE RAIL	FITS RAIL	WEIGHT
PD-1	32-1/2" long (825.50 mm)	5" (127.00 mm)	4-1/4" to 7-7/16" (60-141 lb)	71 lbs. (32.21 kg)

**WARNING:** The PD-1 derail is designed for slow switching speeds (5 mph or less). Do not use the PD-1 derail with locomotives/snowplows less than 5" above the rail head.

## 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" long (501.65 mm)	3-1/4" (82.55 mm)	2-5/8" to 4-1/4" (20-60 lb)	43 lbs. (19.50 kg)





## Low-Profile Portable Derails: PD-4, PD-5 (Single-End)

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

### NEW DERAIL DESIGN

PD Series derails are fabricated from high-strength steel, and completely redesigned for increased effectiveness and ease of installation. Derails are produced using a proven design and a lower height above the rail head. They will derail all rolling stock including mainline locomotives when installed and used properly. Nolan's portable derails come in two sizes (**PD-4** and **PD-5**), which cover all rail sizes from 70 lb. to 141 lb.



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



▲ PD-4 Single-end derail shown with staff/flag assembly. NOTE: The "DERAIL" flag and staff are sold separately.

### BENEFITS

- **Low Profile**  
The top of the derail block sits just 2-3/4" above the top of the rail head.
- **Lightweight**  
Nolan's portable derail weighs just 46 lbs.
- **Security**  
The portable derail, staff, and flag can be padlocked to the rail head to ensure visibility and safety, and to prevent unauthorized removal.
- **Easy Installation**  
Portable derails fit onto the track easily and require no special tools to install.

MODEL #	DERAIL TYPE		FITS RAIL	WEIGHT
<b>PD-4L</b>	Single end	Left-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	42 lbs. (19.05 kg)
<b>PD-4R</b>	Single end	Right-hand throw	4-5/8" to 6-1/2" (70-110 lb. rail)	42 lbs. (19.05 kg)
<b>PD-5L</b>	Single end	Left-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	46 lbs. (20.87 kg)
<b>PD-5R</b>	Single end	Right-hand throw	6-5/8" to 7-7/16" (112-141 lb. rail)	46 lbs. (20.87 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.



▲ SD-5 Double-end derail (side view).

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



▲ 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).



▲ 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).



▲ 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
<b>LSF</b>	Operating Stand	Standard	81 lbs. (36.74 kg)
<b>RA1566-1A</b>	LSF Connecting Rod	Near Rail	19 lbs. (8.62 kg)
<b>RA1566-1B</b>	LSF Connecting Rod	Far Rail	23 lbs. (10.43 kg)
<b>LSE-2</b>	Operating Stand	Ergonomic	90 lbs. (40.82 kg)
<b>RA1566-2A</b>	LSE-2 Connecting Rod	Near Rail	27 lbs. (12.25 kg)
<b>RA1566-2B</b>	LSE-2 Connecting Rod	Far Rail	31 lbs. (14.06 kg)



## Automated Derail Operators for Sliding Derails

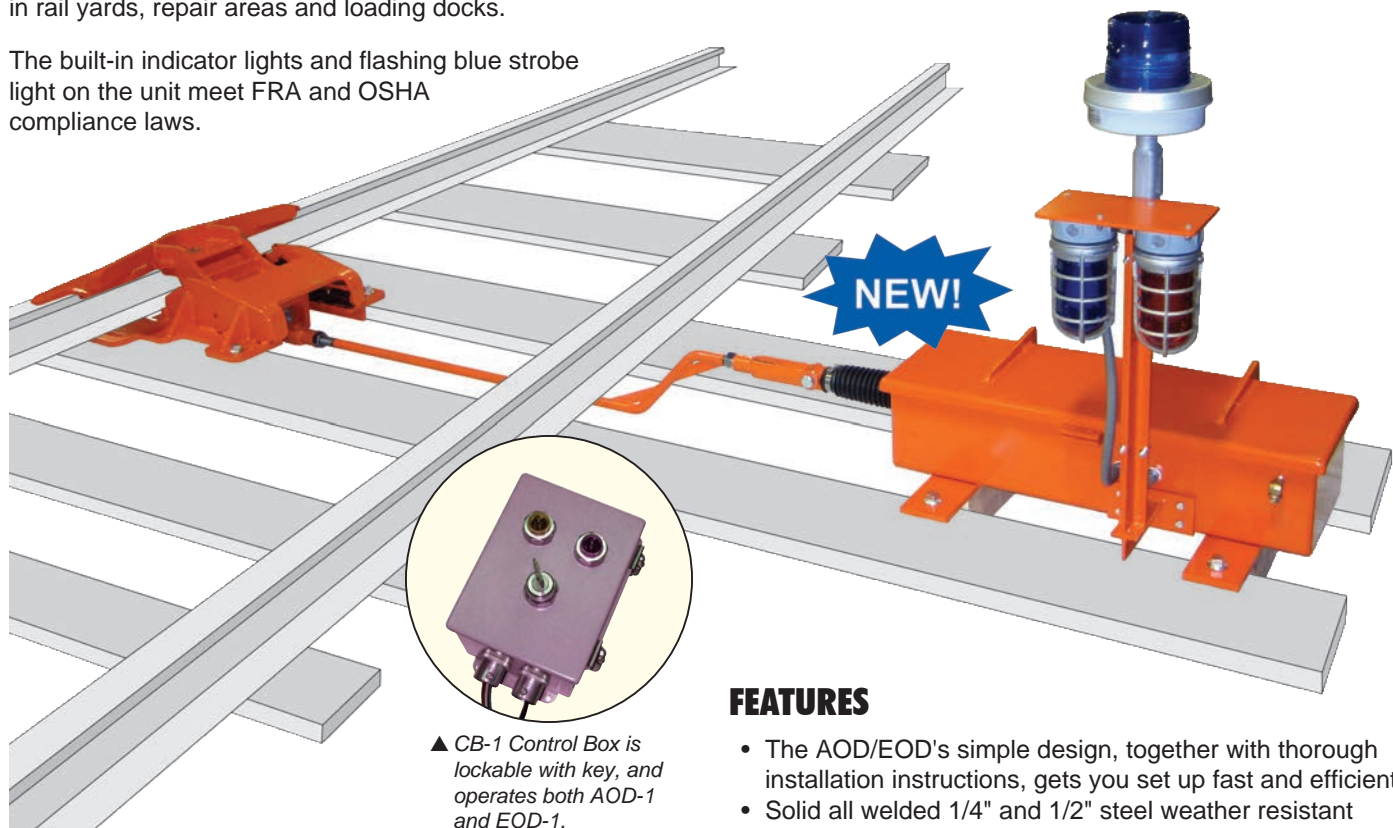
### Air Operated (AOD-1), Electric Operated (EOD-1)

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.

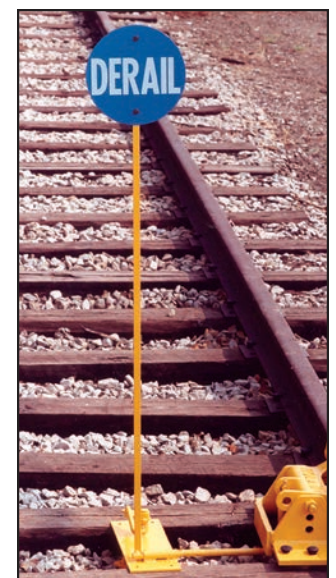
◀ HD-5 Double-end derail shown with HDF staff/BF-2D flag.  
 NOTE: "DERAIL" flag and staff are sold separately.



▲ 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 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
<b>HDM-60</b>	Double end	30" (762 mm)	2-5/8" (67 mm)	60 lb ASCE	120 lbs. (54 kg)
<b>HDM-85</b>	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.

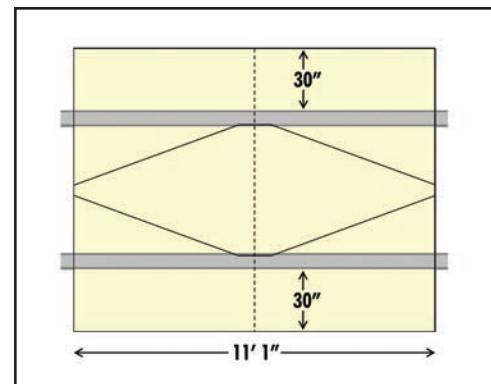
This rerailer is a heavy-formed plate-type weldment with ramps to lift the car up to the top of the rail. The diamond-shaped center plate guides the wheels to the rail. Rerailing is automatically accomplished from either side and from either direction.

Treated-wood support members with fasteners are furnished. The user must provide longer cross ties for additional support. Built for standard 56-1/2" (1,435 mm) track gauge. *NOTE: To use Nolan's PAR's with non-standard track gauge, please call our sales office toll-free -- 1-800-297-1383. Rail size/section must be specified when ordering.*



▲ 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	Rerails automatically from either side of track, <b>from either direction</b>	Rerails automatically from either side of track, <b>in single direction of travel</b>
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	



▲ 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!**

Nolan's model **CS-70** is a double-end, hinged-type car stop designed for permanent installation on exposed rails. CS-70 Car Stops have the lighter hole design. The hinged car stop is therefore lightweight while still functioning 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-70 L and R Double-end Car Stops -- left and right, shown in the raised position.

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
<b>CS-70L</b> <b>CS-70R</b>	15" (381 mm)	4-1/4" to 7-7/16" (60-141 lb)	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

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 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
<b>CS-60L</b> <b>CS-60R</b>	15" (381 mm)	Specify rail size	91 lbs. each (41 kg)

### Model CS-50 Car Stops

The CS-50 is a clamp-type car stop designed for permanent or temporary installation on exposed rails. Used when heavy and expensive bumping posts are not required, the CS-50 is simple to handle and attach, and mounts with four 1" (25 mm) diameter bolts and two wedge-type clamping plates (no drilling needed). CS-50 car stops can be removed when not needed. As the car bumps the CS-50, the wedge design tightens its hold on the rail.

**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
<b>CS-50</b>	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.

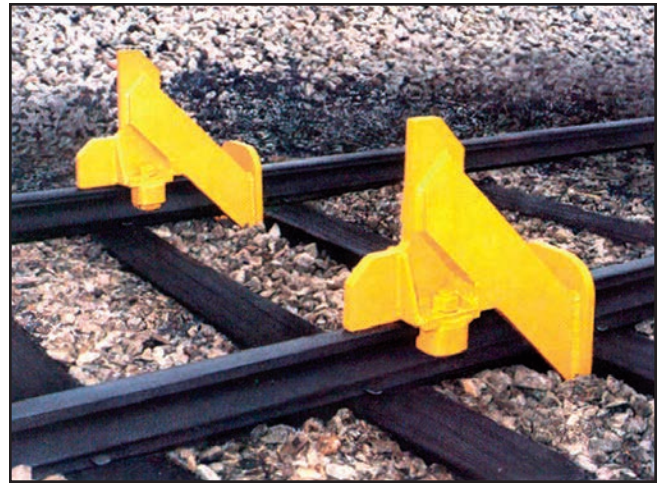


## Car Stops (continued): CCS-2

### Model CCS-2 Car Stops

Nolan type CCS-2 cushioned car stops transfer impact force directly to the cushioning tie and ballast. The CCS-2 utilizes car's weight for additional braking friction on rail. Universal fit, all welded steel construction. Four bolts for installation per pair. No holes to drill.

**IMPORTANT NOTE:** CCS-2 Car Stops are sold per unit, but must be used in pairs.



▲ Model CCS-2 Car Stops

MODEL #	HEIGHT ABOVE RAIL	RAIL SIZE	WEIGHT
<b>CCS-2</b>	17" (432 mm)	4-1/4" to 7-7/16" (60-141 lb)	180 lbs. each (82 kg)
<b>CCS-2-1</b>	Clamp Kit for CCS-2 Car Stop		14 lbs. (6 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 Model C 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.

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

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



▲ 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 **NEW!**

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 3-3/16" 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 more easily allows wheel tread to mount the toe (or tip) of skate even with less precise positioning.

MODEL #	FITS RAIL	WEIGHT
RS-3	85-140 lb (39-63 kg)	20 lbs. (9 kg)

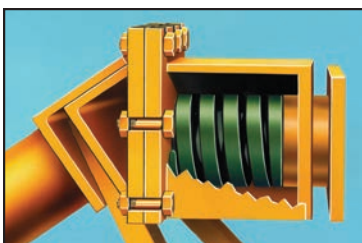
### Model RS-1 and RS-2 Rail Skates

Nolan's also 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)

## 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.



▲ CH Cushion Head (optional)

MODEL #	TYPE	LENGTH	YIELD POINT	WEIGHT
HDBP	Heavy Duty	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)



▲ RS-3 fabricated steel rail skate on track



▲ RS-1 cast alloy rail skate on track



▲ RS-2 cast alloy rail skate on track



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



## 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	<b>NEW SPP MODEL!</b> ARA-A: 90 lb	11 lbs. (4.90 kg)

**NEW SPECS FOR #SPP-2**

NOTE: Model #SPP-5 has been discontinued.

## Rail Pullers: RP-1, RP-1F

Nolan's rail pullers have the strength, versatility and ease of handling to make ribbon rail handling efficient. 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 most useful when handling heavy duty rail.

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

## 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. Wheel chocks can be modified for flush rail. Nolan's wheel chocks fit wheel sizes: 30", 33", 36", 40", and 42".



▲ WC-1



▲ WC-11



▲ WC-11-101 Wheel Chock shown positioned with wheel



▲ 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.

## 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 **new** welded fixture -- see page 23.

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

MODEL #	DESCRIPTION	WEIGHT
<b>WC-1</b>	Single chock with handle	8 lbs. (4 kg)
<b>WC-1F</b>	Single chock with handle - for flush rail	6 lbs. (3 kg)
<b>WC-11</b>	Two WC-1 chocks linked with chain	20 lbs. (9 kg)
<b>WC-11F</b>	Two WC-1 chocks linked with chain - for flush rail	13 lbs. (6 kg)
<b>WC-11-100</b>	Two WC-1 chocks linked with chain w/tensioner (lockable -- padlock included)	20 lbs. (9 kg)
<b>WC-11-101</b>	Two WC-1 chocks linked with chain w/tensioner (lockable -- padlock NOT included)	20 lbs. (9 kg)
<b>WC-2</b>	Single chock with low-profile staff	13 lbs. (6 kg)
<b>WC-2F</b>	Single chock with low-profile staff - for flush rail	11 lbs. (5 kg)
<b>WC-21</b>	WC-2 chock linked to WC-1 with chain	22 lbs. (10 kg)
<b>WC-3</b>	Single chock with high-profile staff	17 lbs. (8 kg)
<b>WC-31</b>	WC-3 chock linked to WC-1 with chain	26 lbs. (12 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** and **BF-9D** flags are printed double-sided; all other flags are printed on one side.

MODEL #	DESCRIPTION	SIZE
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-6	"STOP MEN AT WORK" - Blue, 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	<b>NEW!</b> "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-6



▲ BF-7



▲ BF-9D



▲ BF-10





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