Rail Skids (Skates)

Cast steel rail skids (or "skates") can be used as wheel chocks or as car-stopping devices for slowly moving freight cars. Skids are also a low-profile chock for idling locomotives. Replace skids when tongues become deformed. Skid tongue must lie dead flat on the rail to be effective.

As a Wheel Chock (FOR FLAT TRACK ONLY):

Place skid on each rail a few feet in front of stopped car. Slowly roll car forward so wheels can mount skids. Apply car brakes. Chock other end of car on flat track.

As a Car-Stopper (FOR FLAT TRACK ONLY):

Place a skid on each rail, one skid a few yards away from the other. Let car roll forward at 3 to 4 mph maximum speed. Wheels will mount skids and resulting friction of skid under wheel load brings car to a gradual stop. Note that a skid can be knocked off rail; be sure to have a derail installed further down the track.

Railroad Service (Rail Size 100-142 lbs./yd.)

For heavy railroad service — particularly for hump yard tracks where trains are being formed. Features deep "pocket" to capture car wheel.

High back keeps wheel from jumping over. Weight 42 lbs.

Model S-87

4016-12 Yellow

4016-12-O Orange

Industrial Service (Rail Size 90-142 lbs./yd.)

Model S-61

For light to average weight cars, as car stopper and wheel chock.

4016-10 Weight 19 lbs.

Model S-78

A light-weight skid, useful as a wheel chock on industrial sidings, and to alert engineer when pushing a string of cars into a dead-end siding.

4016-09 Weight 13 lbs.

Chocking Skid for Flush Rail

"Right Rail" Skid is pictured.

Tamper-proof chock for freight cars or idling locomotives **on flat track**. Low clearance (4" above top of rail). Lip on one side of skid is removed for seating on flush rail. Roll car onto skid and apply brake.

Chock other end of car with a conventional wheel chock. Skids are furnished as either "left rail" or "right rail" as viewed from the handle end of the skid.

4016-22-L Weight 13 lbs. 4" high x 18" long.
4016-22-R Weight 13 lbs. 4" high x 18" long.