

RERAILERS



Straddle-Type Freight Car Rerailers



The most practical design. All wheels are rerailed with one placement of rerailers.

Chain and hook holds rerailers securely to rails.

Rail Size 90-142 lbs./yd.

4018-01-L (H-7) Left Weight 169 lbs.

4018-01-R (H-7) Right Weight 169 lbs.

Rail Size 70-110 lbs./yd.

4018-02-L (E-6) Left Weight 135 lbs.

4018-02-R (E-6) Right Weight 135 lbs.

"BIG RED" Rerailers for Heavy Railcars



Cast in high strength alloy steel, these double-end rerailers can carry the weight of heavier railcars. Used in pairs (one inside, one outside) and secured by chains to the rail.

Rail Size 100-131 lbs./yd.

4018-12-I Inside Weight 125 lbs.

4018-12-O Outside Weight 125 lbs.

Rail Size 132-152 lbs./yd.

4018-13-I Inside Weight 135 lbs.

4018-13-O Outside Weight 135 lbs.

Safety Chain with Hook (sold individually)

Need 2 chains per rerailer.

4018-09 Weight 7 lbs.

"Burlington" Style Freight Car Rerailers



Double-ended "Burlington" style rerailers are locked to the rails by clamps and wedges and will not slip or kick out during rerailing. One "Inside" and one "Outside" make a pair. Rerailers are reversed in direction and exchanged in position to suit different derailed wheel situations. For use with standard size cars and locomotives.

Rail Size 100-142 lbs./yd.

4018-04-I Inside Weight 164 lbs.

4018-04-O Outside Weight 164 lbs.

"McCarty" Style Rerailers



An old and reliable design for two-way rerailing of locomotives and heavy freight cars. Cast-steel rerailers straddle two ties and hook to rail head. Stout carrying handles at each end butt up against side of ties to keep rerailers from sliding as wheel mounts the ramp.

No wedges or spiking needed, just scrape some gravel away from the ties and hook the rerailers to the rail.

Rail Size 90-130 lbs./yd.

4118-14-I Inside Weight 207 lbs.

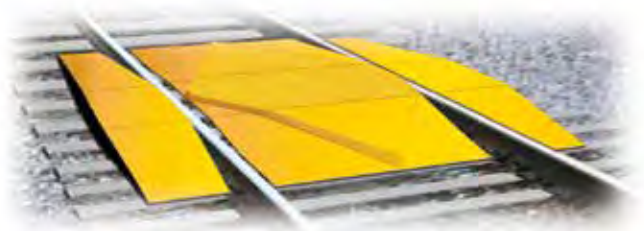
4118-14-O Outside Weight 165 lbs.

Rail Size 131-152 lbs./yd.

4118-15-I Inside Weight 211 lbs.

4118-15-O Outside Weight 190 lbs.

Permanent Rerailer-Full Diamond



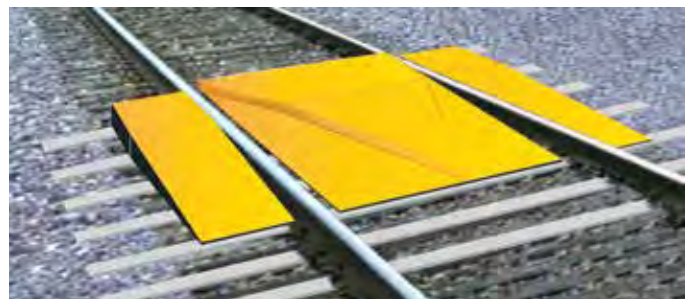
Diamond-shape automatically rerails car wheels in both directions. Center diamond panel stands 2" above top of rail to engage wheel flange. Side panels are flush with top of rail.

Customer supplies 13' ties to support rerailer.

4018-10 20 ton/wheel capacity Weight 10,000 lbs.

4018-22 40 ton/wheel capacity Weight 11,000 lbs.

Permanent Rerailer-Half Diamond One-Way



4018-11 20 ton/wheel capacity Weight 6,000 lbs.

4018-23 40 ton/wheel capacity Weight 6,800 lbs.

Rail Pull / Re-Gauger



Bring rails back into gauge after a derailment so rerailing can proceed. Cars can temporarily pass over Rail Pull saddles until rails can be re-gauged.

Solid formed alloy steel plate.

No welded joints to crack.

4023-74 Weight 76 lbs.



Wrench and Socket Kit for Rail Pull

1/2" square drive ratchet wrench and 1" 8-point impact socket

4023-78 Weight 8 lbs.

