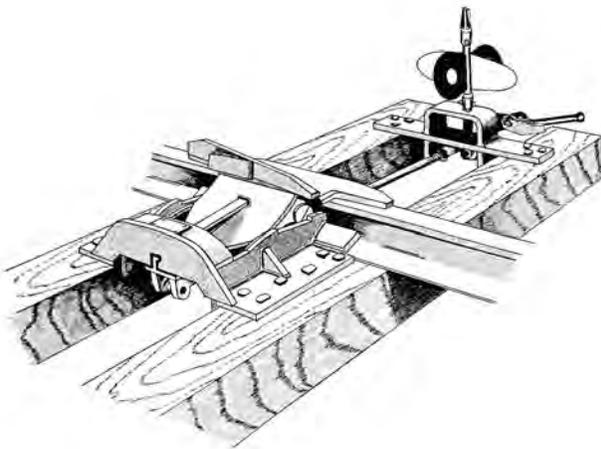
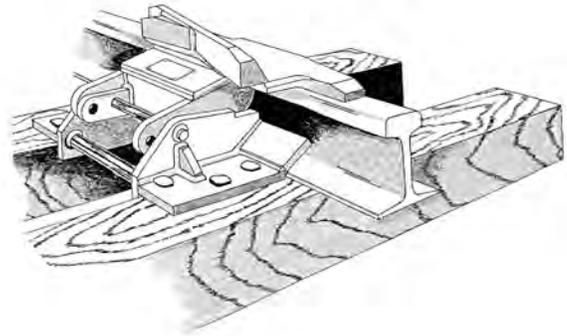


DERAILS

Derails are safety devices designed to limit the movement of a car or locomotive beyond a fixed point. They operate with the use of a “shoe” that sits on top of the rail and causes any wheels passing over it to derail. When travel into the restricted area is necessary, the shoe is removed. Derails are frequently used to protect areas where people are working, loading docks, or to prevent cars from rolling out of an industrial track onto the railway mainline.

The two derails shown on this page are of welded steel construction. **Portable derails** are also available, as well as derails equipped with blue warning flags. Most derails can be padlocked in position to protect against vandalism.

Model EB Hinged Derail is a very common and economical derail. It has a steel base which is spiked to the ties. The shoe is on a hinge connected to the base. This derail is designed for **hand throw only**. The shoe is flopped over on its back in the center of the track when in the inactive position. A target stand may be used to indicate the position of the shoe. Weight - 146 lbs.



Model HB Sliding Derail is a heavy-duty derail designed for durability and to minimize stress on wheels and derail. It is operated from the side of the track with a stand that slides the shoe from the base to the upper (active) position. Pictured at left is model HB with a standard two-tie operating stand. Other types of stands are available. The stands require a connecting rod, and must be ordered separately. Weight (w/o stand) - 277 lbs.

Derail Wheel Crowder

In special locations where it is absolutely necessary to derail to the inside rail of a curve or where higher speeds are anticipated, Harmer Steel recommends the use of the Derail Wheel Crowder, which assists derails by crowding the wheels into the throat or entering toe of the derail. This is significantly lower in cost than switch point and stock rail type derails.

