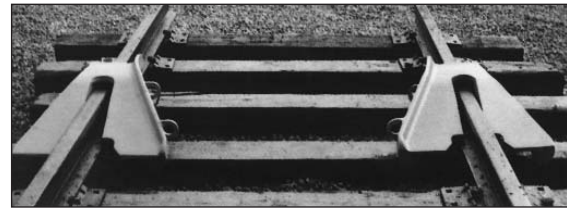


Rerailers

Model DW

The DW rerailer has a long, low-profile, two-sided design, ideal for a wide variety of equipment. With the DW, it is possible to engage derailed wheels farther from the rails than with most other designs, and wheels can be retracted from either one side or both sides. Placed with the exclusive "tie cleats" firmly against the first open tie ahead of the derailed wheels, the dual action locking wedge is driven into the front of the rerailers. The wedge prevents both sliding and tipping. The only tool required for installation is a hammer. Blocking may be necessary.



SPECIFICATIONS*	DW-5	DW-5½
Load Capacity: tons	100	200
Weight Each: lbs. (kgs)	180 (82)	172 (78)
For Use on Rails: lbs. (kgs)	70 to 100 (35 to 50)	85 to 140 (42 to 70)

*Specifications subject to change without notice.



Model SW

The SW rerailer can be spiked to the tie or clamped to the rail with an optional wedge-type locking system.† Either way, the SW is easily and quickly installed for general use to retrack all types of locomotives and cars smoothly and efficiently. The SW like all of the rerailers, is cast in a special ductile alloy. Lugs on the underside of the units prevent sliding past the first tie.

SPECIFICATIONS*	SW-A	SW-B
Load Capacity: tons	100	200
Weight Each: lbs. (kgs)	121 (55)	63 (74)
For Use on Rails: lbs. (kgs)	85 to 100 (42 to 50)	110 to 140 (55 to 70)

†Model SW-C: Optional Clamp for A & B, 27 lbs./each

*Specifications subject to change without notice.

Model CW

The model 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.



SPECIFICATIONS*	CW-3	CW-3½
Load Capacity: tons	15	20
Weight Each: lbs. (kgs)	50 (23)	66 (30)
For Use on Rails: lbs. (kgs)	30 to 60 (15 to 30)	40 to 80 (20 to 40)

*Specifications subject to change without notice.



Unitrac Railroad Materials Inc.