



RERAILERS FOR FREIGHT CARS



Rerailers are used in pairs but sold separately, both an inside and an outside rerailer is required per set.



MCCARTY TYPE FREIGHT CAR RERAILERS

An old and reliable design for two-way rerailing of locomotives and heavy freight cars. Cast-steel rerailers straddle two sleepers and hook to rail head.

Stout carrying handles at each end butt up against side of sleepers to keep rerailers from sliding as wheel mounts the ramp. No wedges or spiking needed, just scrape some gravel away from the sleeper, and hook the rerailers to the rail.



Model No.	Suits Rail Size (kg)	Style	Type	Side	Weight (kg)
4118-14-I	41-53	McCarty	Inside		95
4118-14-O	41-53	McCarty	Outside		75
4118-15-I	60-68	McCarty	Inside		96
4118-15-O	60-68	McCarty	Outside		87

BIG RED RERAILER FOR OVERSIZED CARS



Cast in high strength alloy steel, these double-end rerailers can carry the weight of a 408 tonne (450 ton) rail car or locomotive. Rerailers are used in pairs but sold separately, both an inside and an outside rerailer is required per set (note that photos only illustrate OUTSIDE model). Chains which are sold separately secure the rerails to the rail, two are required per rerailer (so four are required per set).



Model No.*	Suits Rail Size (kg)	Style	Type	Side	Weight (kg)
4018-12-I	47-60	BIG RED		Inside	57
4018-12-O	47-60	BIG RED		Outside	57
4018-13-I	68	BIG RED		Inside	62
4018-13-O	68	BIG RED		Outside	62

Chains which are sold separately secure the rerails to the rail, two are required per rerailer (so four are required per set).

Model No.*	Suits Rail Size (kg)	Style	Weight (kg)
4018-09	N/A	SECURING CHAINS	3.2

LOCOMOTIVES & RAIL CAR STOPPING DEVICES

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