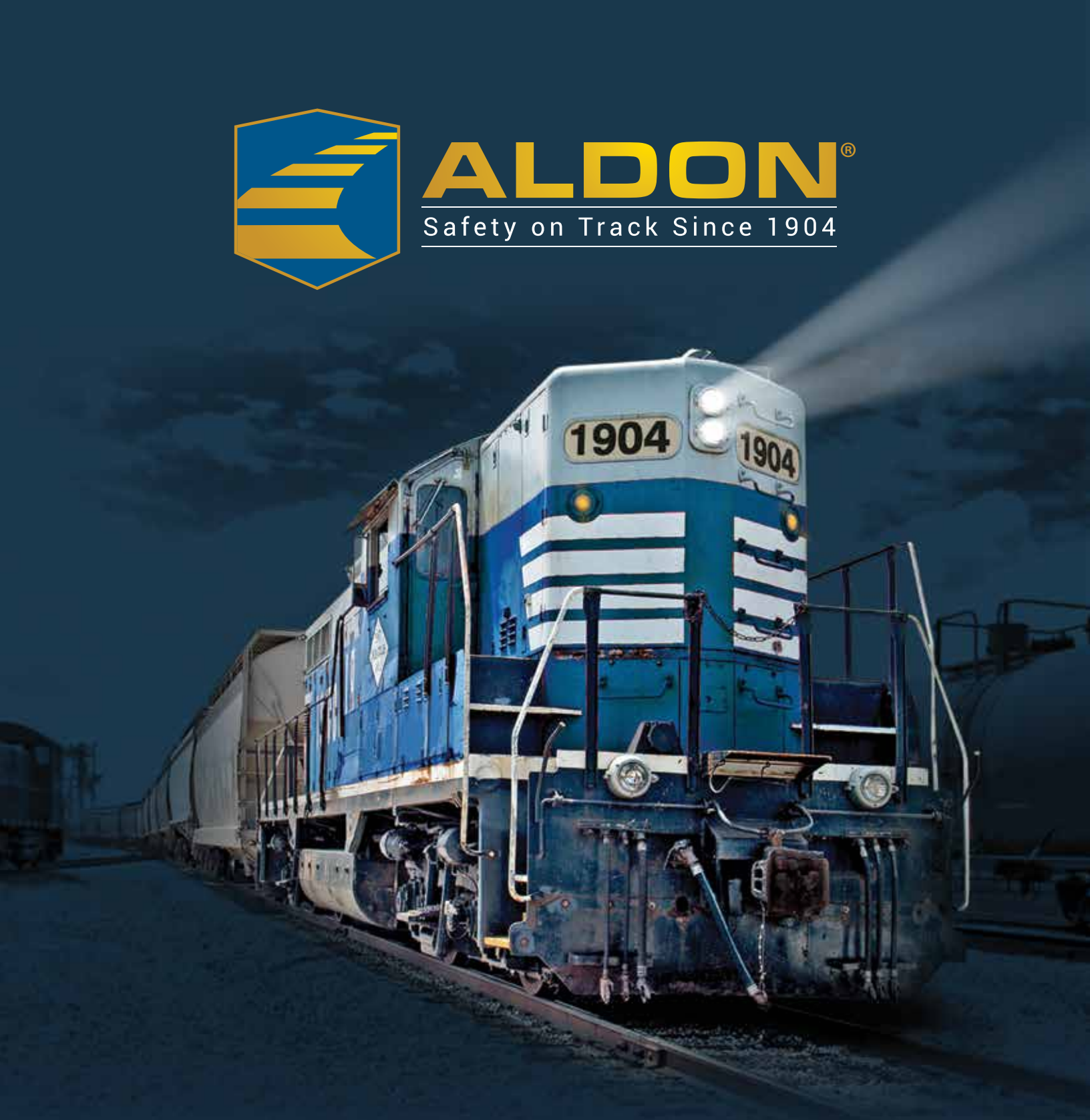
ALDON®

Safety on Track Since 1904



Manufacturers of Rail Safety and Track Repair Products

Aldon Company, Inc. | 3410 Sunset Avenue | Waukegan, Illinois 60087

PH. 847.623.8800 | FX. 847.623.6139

www.aldonco.com | e-rail@aldonco.com

"WE'VE COME A LONG WAY"

To Our Customers,

Aldon Company, Inc. was founded in 1904 by Emil W.K. Roe, a railway supply salesman who decided to quit his job and start his own business. He started out in a small office in downtown Chicago, where a number of the big railroads were then headquartered. The name "Aldon" was created in order to be near the front of the telephone book. Our first products were cast-iron rerailers and rail benders, delivered by horse and wagon to nearby rail yards.

Since that founding long ago, the Aldon® product line has grown to cover almost all aspects of industrial rail yard operations. We have been awarded 17 patents in our 115 years of existence. We are a household name for wheel chocks, derails, blue flags, and many other rail safety products.

We may be old in years, but we remain young in spirit. Product innovation and marketing outreach remain our two main business objectives. We sell to more than 300 different kinds of industries – such is the widespread use of rail service by industrial firms in North America. The future of railroading is bright.

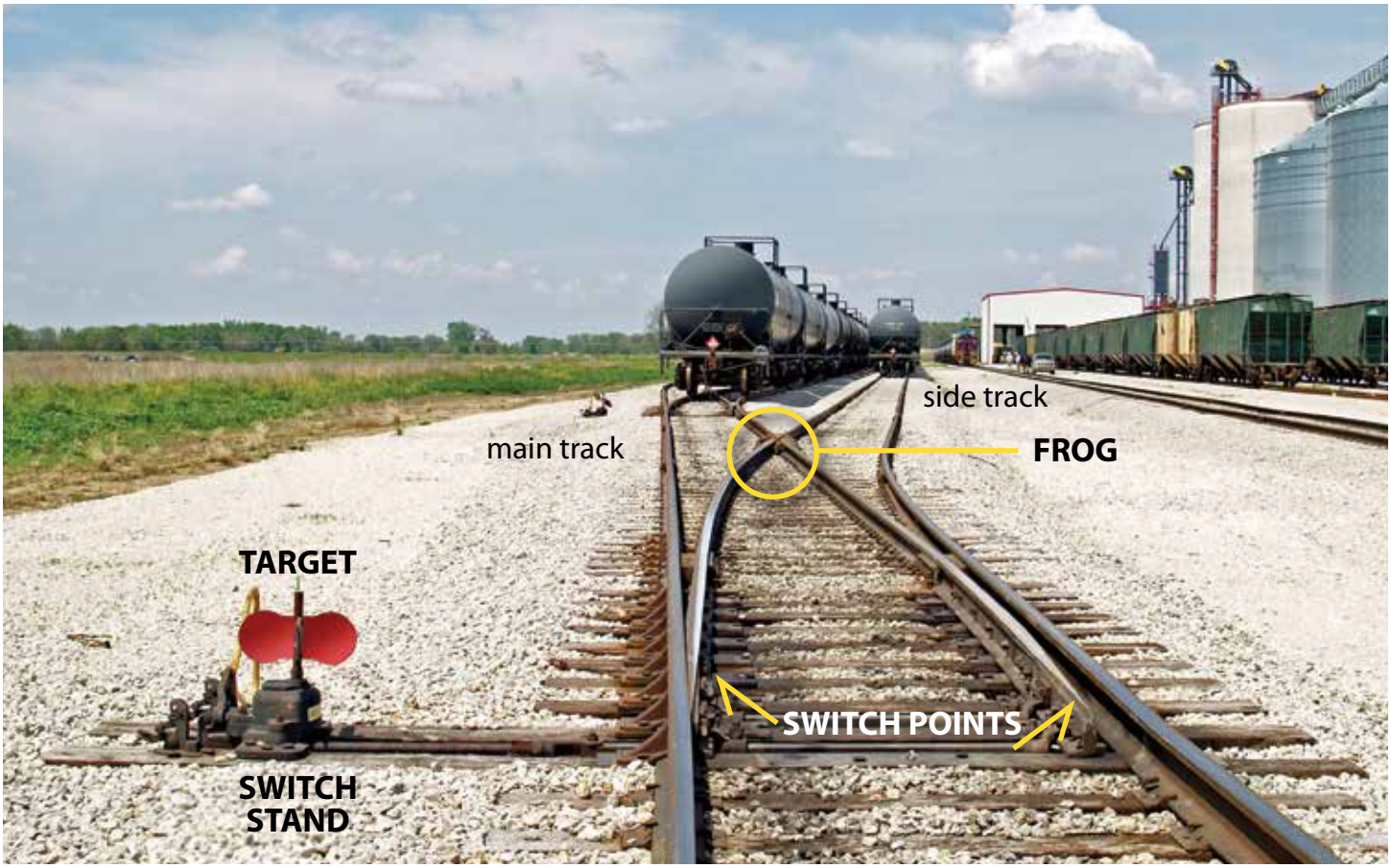
With this new catalog, we present our new company logo – a new look. We also present a new service to customers: "ASK ALDON" – advice on selection, installation and use of Aldon products, utilizing aerial photographs of customer rail yards as part of our service. "ASK ALDON" if you have questions on industrial railroad safety – if we can't help you, we can refer you to appropriate services and suppliers.

To our existing customers, thank you for your business. To new customers, we say welcome aboard.

ALDON®
Safety on Track Since 1904

TABLE OF CONTENTS

Aldon Company, Inc. | 3410 Sunset Avenue | Waukegan, Illinois 60087
PH. 847.623.8800 | FX. 847.623.6139
www.aldonco.com | e-rail@aldonco.com



THE ANATOMY OF A TRACK SWITCH

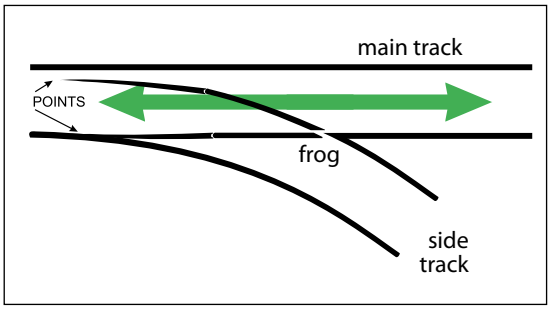
A switch creates two tracks — the main track and a side track turning either left or right (the photo shown above is a right-hand turnout). The heart of a switch is a pair of tapered rails called points which lie between the running rails and are slightly narrower in gauge.

The points are hinged at one end and are controlled at the sharp end by a connecting rod from the switch stand next to the track. When the switch stand lever is thrown, the points move from one running rail to the other. As the points move from side to side, a pair of sign plates (called targets) on the switch stand turn 90 degrees.

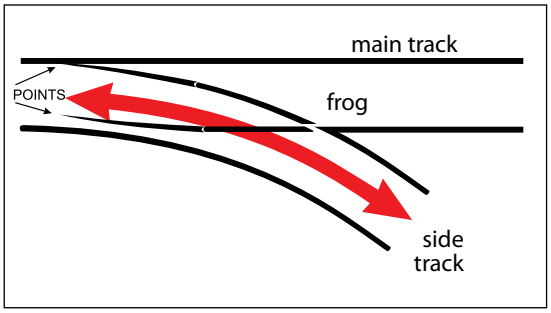
Traditionally these targets have consisted of one green plate and one red plate. The targets can be seen from either end of the switch, but only one color is visible at a time. The color of the target indicates the position of the switch.

When the switch points are moved, a gap is created alongside one of the running rails. This gap permits the wheel of the car or locomotive to go straight through the switch (indicated by a green target) or into the turnout (indicated by a red target).

At the other end of the switch, where the main track separates from the side track, a "V" shaped steel casting creates a gap on either side of the "V" to permit wheels to pass through on either track.

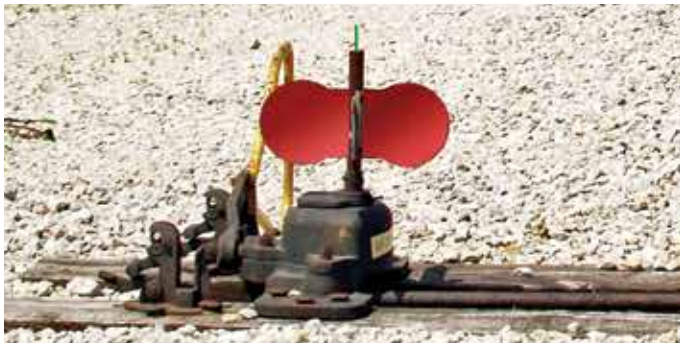


Switch is lined for travel on main track.
Traffic in side track cannot enter switch.



Switch is lined for travel on right-hand turnout.
Traffic approaching points end of switch can enter switch but can only go into side track.

Replacement Switch Targets



It is important that targets be replaced when damaged or missing. A rusty or bent target can cause confusion.

New Century Target

Manual switch stands: 50A, 51A, 51B.
Attaches directly to round mast.

4115-166

4115-174

Racor Target

Manual switch stands: 22E and 36E.
Plates are 6" x 5-1/4". Fits 1-1/2" adapter sleeve.

4015-206

4015-207

4015-209

Adapter sleeve is sold separately.

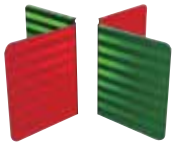
Racor Mast Sleeve

1-1/2" square x 8-1/2" tall.

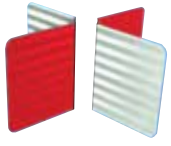
4115-171

National Trackwork Target

Manual switch stands: 1004 and 1004 ARS.
Plates are 6" x 5-1/4". Fits round adapter sleeve.



4115-164



4115-173

Adapter sleeve is sold separately.

National Trackwork Mast Sleeve

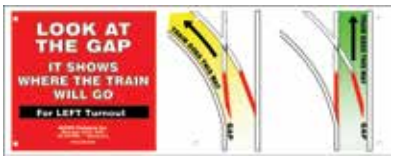
4115-165 1-1/4" OD x 8" tall.

Tie-Mounted Signs

A teaching aid for new workers and an ever-present reminder on how to "Read the Points." Mount sign plate on switch tie outside the rail and next to the switch points. With a glance, worker can reference the sign when either lining or approaching the switch.

"LOOK AT THE GAP"

Sign Plates 7" x 18" .080" Aluminum



4015-275
Left-Hand Switch

4015-276
Right-Hand Switch

Track Sign Plates

Tie-Mounted Sign Plates
Specify track number when ordering.
7" x 13" .080" Aluminum

4015-159 Track Number

Easy-Throw Switch Handle

Replaces heavy cast iron throw handle found on most switch stands.

4124-217 Models 12 RT, 12 RTH, 22
4124-217-B Models 50A, 51A
4124-217-A Model 36

Aldon® Switch Cube® Indicator

A BIG IMPROVEMENT IN SWITCH TARGETS.

Workers can see at a glance how a switch is lined with no guesswork.

Symbols can be seen 200 feet away.

See video on website for more details.

You can look down the track and see if the switches are lined correctly for your car movement.

Standard Model

Solar Powered Illuminated Model

EASY TO INSTALL

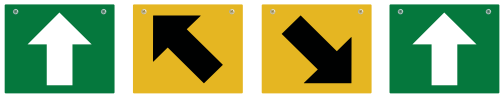
Fits round and square masts for all switch stand models.

Platform bolts to mast.

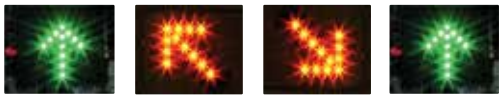
4 sign plates 8" x 10" aluminum with reflective film.

Three Choices of Colors and Symbols

Double Yellow

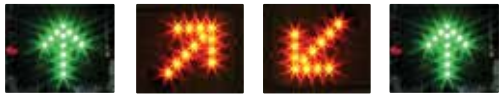


4015-164 Left Turnout



4015-164-I Left Turnout

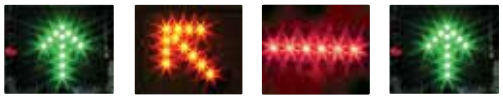
4015-165 Right Turnout



4015-165-I Right Turnout

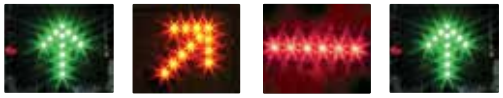
Red Stop

4015-160 Left Turnout



4015-160-I Left Turnout

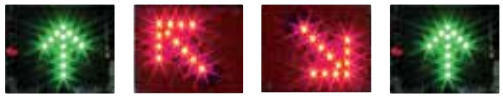
4015-163 Right Turnout



4015-163-I Right Turnout

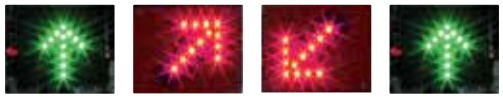
Double Red

4015-284 Left Turnout



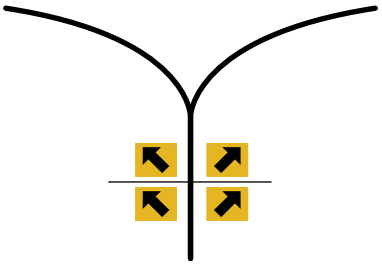
4015-284-I Left Turnout

4015-285 Right Turnout



4015-285-I Right Turnout

Wye Track



4015-224

4015-224-I

Illuminated face plates shown here are darkened for clarity only.

Switch Protection

Switch Point Protector

Protect switch points to reduce derailments. The sharp ends of switch points are vulnerable to wheel battering.

If a switch point tip gets mangled, it will not lie flat against the running rail. Any gap between the switch point and the running rail will allow a wheel flange to slide in, "pick the point" open, and derail.

For Industrial Spur Switches

The Protector is a pad of cast manganese steel bolted to the web of the rail two inches in front of the switch point blade of the curved closure rail. The pad momentarily bumps a wheel flange away from the tip of the point, with no damage to switch point or car wheel.

The pad can be reversed when one end is worn down. For use in yard tracks where speed is 5 mph or less.

To order: Identify your rail size and section.
If your rail size is not shown, contact us.

4123-77
AREMA: 100 LB
ARA-A: 100 LB
AREMA: 110 LB

4123-77-A
AREMA: 112 LB,
115 LB, 119 LB

4123-77-B
AREMA: 131 LB,
132 LB, 136 LB
140 LB
AB: 141 LB
NYC: 127 LB

4123-77-C
ASCE: 85 LB, 90 LB
ARA-B : 100 LB
PS: 100 LB

4123-77-D
ASCE: 100 LB

4123-77-E
NYC: 105 LB
PS: 130 LB

4123-77-G
AREMA: 133 LB

4123-77-H
AREMA: 141 LB

4123-77-I
ARA-A: 90 LB

4123-77-J
AREMA: 130 LB

Switch Security

Temporary Switch Point Lock (Rail Size 85-142 lbs./yd.)

Fine screw threads and 3-point handle hold switch point tight against running rail to within 1/32".

Use when making switch stand adjustments.

Protect track repair crews and rip track workers.

Padlock not included.

4023-07 Weight 10 lbs.

Long-Term Switch Point Lock (Rail Size 85-142 lbs./yd.)

No threads to rust. Sliding clamp locks in place with padlock. Use when closing a switch to traffic and to prevent a worker from accidentally throwing the switch handle.

Padlock not included.

4023-43 Weight 7 lbs.

Safety Hook for Switches

Temporarily takes the place of a padlock to prevent unauthorized movement of a switch.
Formed steel hook with stainless chain can be bolted to tie.

Meets FRA Regulation 218.103 (Switch Stand Securement).

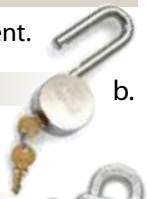
4024-303 Weight 2 lbs.

Railroad Padlocks

For derails, switch stands, and other rail equipment.

4124-97 a.
Leaf Brass

4124-318 b.
Solid, Plated
H-11 Style



4124-319 c.
Solid, Plated
H-10 Style

4124-178 d.
Steel w/Chain

Shackle Dimensions

	diameter	inside length	inside width
a.	3/8"	1-1/32"	15/16"
b.	7/16"	1-5/8"	3/4"
c.	7/16"	11/16"	3/4"
d.	1-1/2"	1-1/4"	1-1/8"

Switch Maintenance

Wood Track and Switch Broom

Tough polypropylene bristles clean out flangeways in flush rail as well as keep switch points and switch frogs clean of debris, ice, and snow. Handle end has chisel blade for small scraping jobs.

4023-19 Weight 3 lbs.

"Ice Breaker" Aluminum Track and Switch Broom

If you work in ice and snow, you will find this broom useful with its unbreakable aluminum handle.
Safe for food processing industry.

4023-21 Weight 5 lbs.

Switch Stand Track Broom Holder

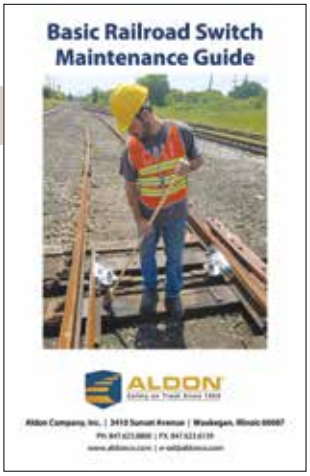
Keep a track broom ready to use at every switch stand. Pound spear point base into ballast near switch and bolt square steel tube holder to it.

4023-23 Weight 12 lbs.

Switch Maintenance Guide

Information to keep your switches operating smoothly and safely.

Order your free copy online.



GLIDEX Liquid Switch Stand Lubricant

Not soluble in water: Resists rain and snow. Resists build-up of dirt or dust on switch stand moving parts. Non-toxic synthetic ingredients. GLIDEX can be brushed, sprayed, or poured on switch points, throw rods, etc.
5 gallon bucket.

4123-128 Weight 35 lbs.

Sprayable Graphite Grease

Keeps switch points and switch rods from rusting and sticking. Flammable material shipping regulations apply.

4124-106 4 gals./case Weight 40 lbs.

Track De-Icer

Sold in 5 gallon containers. Non-flammable and diluteable. (Use with spray tank 4123-79)

4123-129 Weight 20 lbs.

Applicators

Brush

Long-bristle poly brush

4123-80

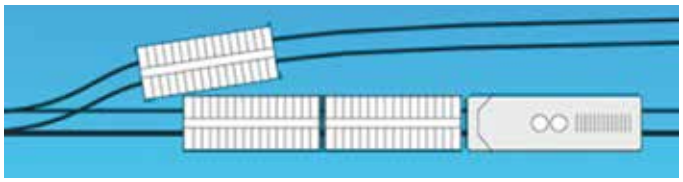
Spray Tank

Keep all moving parts of a switch operating smoothly.
3 gallon capacity

4123-79 Weight 10 lbs.

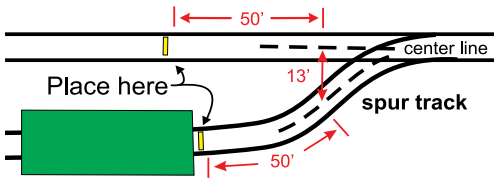
Don't Foul The Switch!

Parking a railcar too near a switch causes clearance problems for trains passing on the adjoining track.



A worker switching a cut of cars at this industrial rail yard misjudged how far they could shove the lead car towards the switch. There was no marker in the track to tell them where to stop. Railroaders call this situation "fouling the track." Left uncorrected, a fouled track will cause a collision with a passing train. Help prevent collisions with passing traffic by installing Track Clearance Markers on both converging tracks.

Recommended Installation for Track Clearance Markers



Please consult with your local railroad when installing track clearance markers.

Use to comply with FRA Rule 49 CFR 218.101(c)
Each railroad shall implement procedures that enable employees to identify clearance points and a means to identify locations where clearance points will not permit a person to safely ride on the side of a car.

The Aldon® Track Clearance Marker tells switching crews how far they can shove a car without "fouling" converging tracks.

- Molded in a special, stable form of urethane
- Bends if struck and springs back up again
  No damage to passing trains
- Bright yellow or flame orange glossy finish
  Easy to see at night and in snow
- Low-profile — only 10" above tie
- Withstands any temperature extreme, -50° to +140°
- Lag bolts and washers included

Urethane Track Clearance Markers (Exposed Rail)

4015-144 Yellow Exposed Rail Weight 3 lbs.
4015-242 Orange Exposed Rail Weight 3 lbs.

Tie Adapter for Steel and Concrete

To install Track Clearance Marker in Concrete or Steel Tie Tracks. Powder-coated welded steel.

Attach Track Clearance Marker cone to steel base after pounding into ballast between ties.

4015-208 Weight 5 lbs.

Not Sure Where To Put Your Clearance Marker?

"ASK ALDON"

AskAldon@aldonco.com **See page 62 for more details.**

Urethane Track Clearance Markers (Flush Rail)

Low-profile bright yellow urethane marker to indicate parking limits on tracks encased in concrete or asphalt.

Marker is 36" long by 6" wide and 1" thick.

4015-146 Weight 10 lbs. Asphalt (12" drive spikes)
4015-156 Weight 10 lbs. Concrete (lag bolts and anchors)

Magnetic Rail Web Markers (Exposed Rail)

For temporary or permanent marking on both sides of rail web to show limit of car shoving on a siding. Can also be used to mark loading/unloading sites. Fits rails 90-142 lbs./yd.

2.375" x 12" flexible plate with magnetized back and engineer-grade reflective yellow facing. Web rail should be free of oil, dust, and dirt before installing.

4015-248 Blank
4015-255 Secure Cars
4015-256 Check Clearance

Other Ways to Use Track Clearance Markers

Protect Bumping Posts

Protect bumping posts and car stops by marking one car length ahead to signal: "Slow down! Get ready to stop!"

4015-144 Exposed Rail
4015-146 Flush Rail (Asphalt)
4015-156 Flush Rail (Concrete)

Draw Attention to Derails

Draw attention to location of derails on your track in both travel directions.

(Customer decides best distance between clearance markers and derails.)

4015-144 Exposed Rail

Rip Tracks

Indicate where bad-order cars should be spotted for repair.

4015-144 Exposed Rail (Rip Tracks)

4015-146 Flush Rail (Concrete / Car Shop)

Mark Loading and Unloading Zones

Designate where railcars are to be spotted on spur track.

Mark locations of dumping conveyors.

4015-144 Exposed Rail
4015-146 Flush Rail (Asphalt)
4015-156 Flush Rail (Concrete)

Derails are emergency stopping devices for railcars and locomotives.

OSHA, FRA, and DOT regulations require derail protection for all active rail sidings.

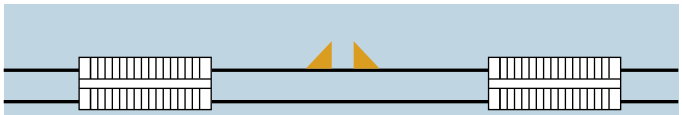
How Derails Work

The derail lifts the flange of the wheel and drops it clear of the rail. At the same time the wheel on the other rail falls down between the rails. The derailed wheels bite into the soft surface of ties and ballast and slide to a stop. Depending on speed and consist, a derailed car or locomotive will travel some distance before stopping.

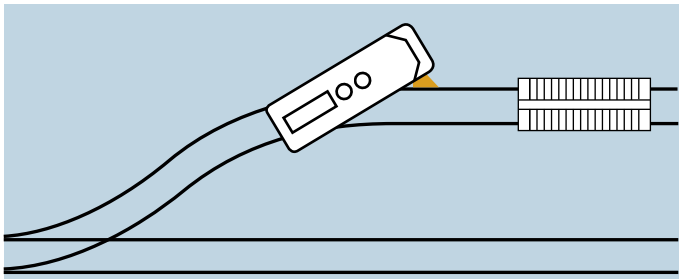
Effective derailing depends on

- Derail properly sized, installed, and maintained.
- Cars and locomotives moving at slow switching speeds. See individual derail model for speed restrictions.
- Track open to the ties and ballast.
- In curved track, derail installed on outer rail, not inner rail.
- Ample open space along track for derailed car or locomotive to come to a stop.

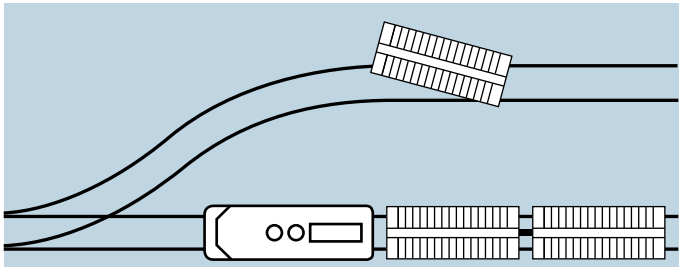
Derails Help Prevent:



One car rolling into another



Unauthorized locomotive coupling to stationary car



A loose car rolling out onto the mainline

Derails Control Movement

Hinged Derails

Spiked to two ties. Derails can be flipped on or off rail by hand or by using lifting lever.
For rails 90-142 lbs.

Retractable Hinged Derails

Derails slide on and off rail with 29 lb. handle pull.
for rails 90-142 lbs.

SaberTooth® Portable Derails

Tool-free installation.
Tie-biting anchor hook.
1-way: rails 90-142 lbs.
2-way: rails 100-142 lbs.

Important Derail Information

Type of Rail?

All three types of derails are designed to be used on exposed rail (open to the ties).

DO NOT USE DERAILS on Flush Rail (rail that is encased in pavement).

exposed

Type of Ties - Wood or Steel?

Hinged – wood or steel
Portable – wood or concrete
Retractable – wood

Do not install hinged derails on concrete or resin ties.

One-Way or Two-Way Derail?

Consider the type of rail movement you have on your spur tracks.

One-Way Derails

Can be used with 4-axle locomotives, 6-axle locomotives and all freight cars.

Two-Way Freight Car Derails

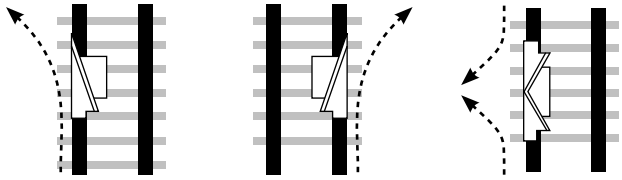
Can be used with 4-axle locomotives and all freight cars. Do not use if 6-axle locomotives operate on your siding.

The deflection angle is too sharp to handle the longer wheel base. Note that railroads are replacing older 4-axle locomotives with bigger 6-axle units for switching industrial spur tracks.

Two-Way Locomotive Derails

Can be used with 4-axle or 6-axle locomotives as well as all freight cars.

Derail Throw Direction?

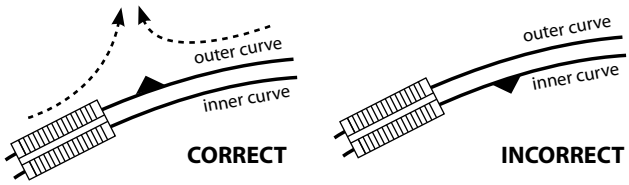


1-Way Left **1-Way Right** **2-Way**

Curved Track

In curved track, for more assured derailing, always install the derail on the outer curved rail. Wheels naturally hug the outer rail as they round into the curve, and thus are more likely to climb over the rail and into the ballast.

Conversely, wheels tend to draw away from the inner curved rail on entering the curve, thus reducing the likelihood that a derail installed on the inner rail will carry the wheel over the rail.



Not Sure Where To Put Your Derail?

"ASK ALDON"

AskAldon@aldonco.com **See page 62 for more details.**

DERAILS – Hinged For rail sizes 90-142 lbs. Use on wood or steel ties. Speed restrictions – see below.

One-Way Left Throw Derail (Manual Lift Sign)

Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

4014-01 (Manual Lift Sign)
Weight 156 lbs.

One-Way Right Throw Derails (Manual Lift Sign)

Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

4014-02 (Manual Lift Sign)
Weight 156 lbs

Two-Way Freight Car Derail (Manual Lift Sign)

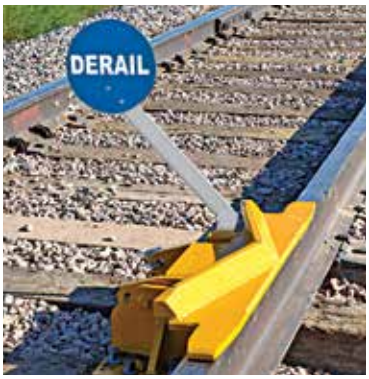
Suitable for freight cars and 4-axle locomotives.

5 mph or less

DO NOT USE THIS DERAIL if 6-axle locomotives operate on your tracks Use our 2-way locomotive derail (4014-18) or our retractable derail (4114-11).

4014-03 (Manual Lift Sign)
Weight 170 lbs.

Two-Way Locomotive Derail (Manual Lift Sign)



Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

Low-angle deflection bar accommodates longer wheel base of 6-axle locomotives.

4014-18 (Manual Lift Sign)
Weight 190 lbs.

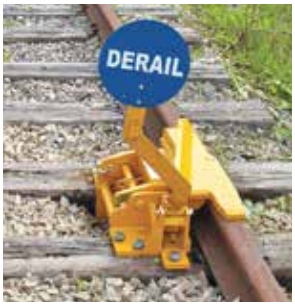
One-Way Left Throw Derail (Pop-Up Sign)

Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

4014-10 (Pop-Up Sign)
Weight 156 lbs.

One-Way Right Throw Derail (Pop-Up Sign)



Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

4014-12 (Pop-Up Sign)
Weight 156 lbs.

Two-Way Freight Car Derail (Pop-Up Sign)

Suitable for freight cars and 4-axle locomotives.

5 mph or less

DO NOT USE THIS DERAIL if 6-axle locomotives operate on your tracks Use our 2-way locomotive derail (4014-20) or our retractable derail (4114-11).

4014-14 (Pop-Up Sign)
Weight 170 lbs.

Two-Way Locomotive Derail (Pop-Up Sign)

Suitable for 6-axle and 4-axle locomotives and freight cars.

10 mph or less

Low-angle deflection bar accommodates longer wheel base of 6-axle locomotives.

4014-20 (Pop-Up Sign)
Weight 190 lbs.

SaberTooth® Portable Derails

Temporary derailing protection for exposed rails on wood and concrete ties. One-way and two-way derailing for industrial sidings and approaches to buildings. Aldon® portable derails stand 2-3/4" above top of rail to meet current railroad locomotive clearance requirements.

Patented Design U.S. Pat. #7,753,317

- Formed Steel Plate Housing.
- Use on wood or concrete ties. Do not use on steel or resin ties.
- Tool-free installation. No wrenches needed. Four thumbscrews anchor derail to rail head. No damage to rail surfaces.

For freight cars and 4-axle locomotives only. Do not use with 6-axle locomotives.

- Rails 100-142 lbs.
- Wood or Concrete Ties
- Tie Spacing 19-24" on centers
- **5 mph or less**

4014-09-S Two-Way
Weight 57 lbs.

For 4-axle and 6-axle locomotives and all freight cars.

- Rails 90-142 lbs.
- Wood or Concrete Ties
- **10 mph or less**

4014-06-S Left Throw (Shown)
4014-07-S Right Throw
Weight 48 lbs.

Safety Hook. If brace bar notch should slip off tie plate, hook bites into tie. Prevents derail from slipping.

Retractable Derails

One-way or two-way derailing. **Install on wood ties only.**
Handle effort 29 lbs. to slide derail.
Assembly includes derail, connecting rod, stand, and sign.

Customer furnishes two 14 ft. wood switch ties to support operating stand.

Designed for slow switching speeds – **10 mph or less**

4114-10-L One-Way Left Throw Weight 460 lbs.
4114-10-R One-Way Right Throw Weight 460 lbs.
4114-11 Two-Way Weight 550 lbs.

TO ORDER:
Request a Retractable Derail sizing form.

SIDEKICK Derail Booster

Use SideKick Derail Booster wherever additional derailing assurance is needed. SideKick is useful in curved track where the derail has to be located on the inner curved rail. Sidekick is installed opposite a hinged derail on the same two ties. Like a hinged derail, SideKick folds down between the rails when not needed.

NEVER use a SideKick alone. It should always be used in conjunction with the Aldon® hinged derail model specified below.

Worker must ensure that the derail and the SideKick are both in the same position (on or off the rail) at all times.

For use on wood ties.

One-Way SideKick Derail Booster

4014-15 Left-Throw (shown)
Use only with
Left-Throw Derails
4014-01 or 4014-10

4014-16 Right-Throw
Use only with
Right-Throw Derails
4014-02 or 4014-12

Two-Way SideKick Derail Booster

4014-17 Freight Car (shown)
Use only with
Freight Car Derails
4014-03 or 4014-14

4014-19 Locomotive
Use only with
Locomotive Derails
4014-18 or 4014-20

Steel Tie Adapter Plate

4014-13 1″ thick is welded to three steel ties.
Custom-sized derail is bolted to plate.
Plate accommodates all types of rail clips.
Plate must be bought with a specially-sized derail.

Safety Hook for Derails

4024-303-D To prevent accidental or unauthorized lifting of derail.

Lifting Levers

"Self Ejecting" Lifting Lever for hinged derails.

24″ long handle.

Handle effort 20 lbs. to flip the derail.

For 3/4″ or 1″ thick derail blocks.

Please check block thickness before ordering lever.

4014-28 For 3/4″ thick derail block. Weight 3 lbs.
4014-25 For 1″ thick derail block. Weight 3 lbs.

Derail Awareness

Draw attention to location of derails on your track in both travel directions. Designate how close a car can be shoved to a derail to avoid unintentional derailments. (Customer decides best distance between clearance markers and derails.)

4015-144 Yellow Exposed Rail Weight 3 lbs.

Signs

MoonSign

18" diameter (over three times the area of the usual blue derail sign).

White retro-reflective facing and oversized DERAIL lettering on both sides mean MoonSign can be seen at a greater distance night or day than the usual small blue derail sign.

4015-185 Sign plate fits any Aldon® hinged or portable derail sign holder.

Replacement Derail Sign Plates

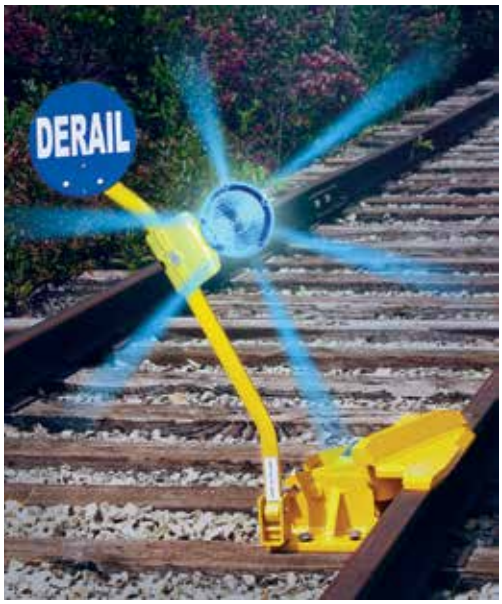
Reflective 10" diameter round, .080" aluminum
Printed on both sides

Weight 1.5 lbs.
4015-71 Blue

Weight 1.5 lbs.
4015-72 Red

Lights

Flashing Blue LED Light for Sign Holders and Chocks



4115-01 Barricade-style, 7" diameter shatterproof Lexan lens, uses two 6-volt batteries. Battery case bolts to light-bracket. On-off switch and photo-electric cell. Flashes 60 times/min. Weight 3 lbs. Other lens colors available.

Magnetic Mini-Light for Sign Holders

4015-32 Small but brilliant flashing mini-light with magnet base/steel clip. Fits all derails and sign holders, except 4015-02, 4015-03, 4015-04, 4015-241, 4015-188 and 4015-230.

Padlocks

For derails, switch stands, and other rail equipment.

4124-97 a.
Leaf Brass

4124-318 b.
Solid, Plated
H-11 Style

4124-319 c.
Solid, Plated
H-10 Style

Shackle Dimensions

	diameter	inside length	inside width
a.	3/8"	1-1/32"	15/16"
b.	7/16"	1-5/8"	3/4"
c.	7/16"	11/16"	3/4"

Sign Holders

Sign plates not included with holders (except where noted).

The Mouse Trap

Foot-operated hinged sign holder. No bending or stooping to raise or lower the sign. Step on the pedal and the holder falls down below the rails.

Bumper on base plate keeps sign plate from touching ground. To raise the holder, step on the foot bar and the holder rises up to be secured upright. Lag bolts provided. Sign plate can be installed to fall face up or face down.

4015-95 Weight 12 lbs. Sign plate not included.

Spur Track Guardian

4015-135
Also sold separately.

Day and night, always on duty. OSHA-mandated blue sign and blue light provide round-the-clock warning that the spur track is off limits to traffic unless plant workers authorize entry.

Spur Track Guardian Package

1. Hinged Sign Holder (hand-lifted or foot-operated "Mouse Trap").
2. Blue sign, your choice of wording.
3. Flashing Blue Solar Light. Brilliant 6-LED light is visible for over a mile. Shock-proof and NEMA-4X rain and dust proof. Gravity switch (light turns off at 45° angle). Bracket for attaching to sign post is included.

4015-93 Hand-lifted hinged holder, sign plate, solar light. Weight 25 lbs.

4015-122 Foot-operated Mouse Trap sign holder, sign plate, solar light. Weight 30 lbs.

Magnet Base Sign Holder

Flush or exposed rail track.

Just place it down on any rail surface. Powerful rare earth magnets hold sign in place, even in high wind. Be careful when installing sign holder, as magnet is very powerful.

4015-54 Weight 7 lbs. Sign plate not included.

Spike Down

Base is spiked to tie. Hinged sign holder folds down in either direction. Two track spikes included. Lockable (customer provides padlock). Sign plate not included.

4015-06 Weight 16 lbs.

Spear Point

Hammer the sharp 12" long spear point into the ground using the included hammer punch. Sign plate not included.

4015-188 Weight 12 lbs.

Flag Holders

Flags for all holders are sold separately.

Rail Clamping

Steel holder clamps to rail head. Twin sockets for 7/8" dowel staff.

4015-23 Weight 7.5 lbs.

Magnetic

Wind-proof magnetic base for exposed or flush rail. Twin sockets for 7/8" dowel staff.

4015-55 Weight 4 lbs.

Rail Clamp-Ons

Sign plates not included with holders (except where noted).

Clamp-On

Steel holder.
Clamps to rail head.
Easy on, easy off.

4015-01 Non-Locking (shown) Weight 7 lbs.

4015-07 Locking Padlock included Weight 10 lbs.

Clamp-On Aluminum

Double roll bar for stability.

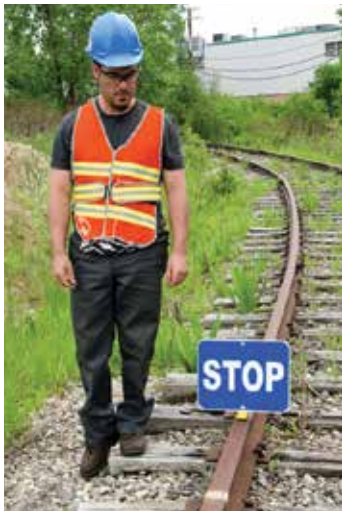
4015-52 Weight 4 lbs.

Hurricane-Proof

Steel holder with padlock. Withstands 75 mph wind.

4015-10 Weight 10 lbs.

Magnetic Rail-Top Sign Holder



Use the rail as a sign holder. Powerful rare earth magnet keeps holder in place on the rail.

Accepts 12" x 15" or 18" x 15" sign plates.

Sign plate not included.

4015-230 Weight 5 lbs.

The Ultimate in Blue Flag Protection

Car Coupler Padlock and Sign Holder

If you can't couple to a railcar, you can't move the car. Coupler lock shaft fits flag hole found on all railway couplers. The steel "cage" in the middle of the shaft fits inside the knuckle of the coupler, thus preventing a locomotive or other railcar from coupling to the stationary car.

Padlock included. Sign plate not included.

4015-241 Weight 4 lbs.

Car Coupler Sign Holder

Gooseneck handle fits into hole in coupler. Sign plate and padlock not included.

4015-03 Weight 4 lbs.

Standard Blue Flags

Aluminum .080" x 12" x 15". Engineer grade retro-reflective. Weight 1.5 lbs. Single sided. OSHA and FRA require blue signs on any track where locomotives of the railroad serving your plant will operate. Red signs may be needed in special situations. Red signs satisfy OSHA Blue Flag Rule.


4015-18-B

6STOP-B

6SAFE-B

6SCC-B

6STCC-B

6SCAW-B

6SMAW-B

6DERAIL-B


4015-18-R

6SMAW-R

6STOP-R

6SCAW-R

1910.261(c) "... The blue flag policy shall be used to mark stationary cars day and night. This policy shall include marking the track in advance of the spotted cars (flag for daytime, light for darkness)."

Enhanced Blue Flags

Aluminum .080" x 18" x 15". Engineer grade retro-reflective. Weight 2 lbs. Single sided. 50% larger than our standard 12" x 15" OSHA blue signs. These signs feature a picture to supplement the sign plate wording. Fits any existing Aldon® sign holder.

7SMAW-B

7SCAW-B

7SEW-B

7SCC-B

7STOP-B

7STCC-B

7DERAIL-B

Clearance Signs

Close Clearance
18" x 24"
Weight 3 lbs.
4115-42

Foul Point
12" x 15"
Weight 2 lbs.
4015-37

No Clearance
48" x 6"
Weight 5 lbs.
4115-37

Crossing Signs

Cross Buck Set

2 blades when assembled form 34" x 34" span.
Each blade is .080" aluminum 9" x 48".
4015-198 Weight 20 lbs.


Aluminum bracket for 2-3/8" diameter pipe.
Sold in pairs. Use in pairs.
(One pair per Cross Buck set)
4015-199

Cross Buck (Hi-Intensity)

2 blades when assembled form 34" x 34" span.
Each blade is .080" aluminum 9" x 48". (MUTCD #R15-1)
4015-74 Weight 20 lbs.


Aluminum bracket for 4" diameter pipe.
Sold in pairs. Use in pairs.
(One pair per Cross Buck set)
4115-96

R.R. Advance Warning (Hi-Intensity)

30" diameter (MUTCD #W10-1)
4015-76 Weight 10 lbs.

STOP 30" Hi-Intensity, Retro-Reflective

30" Octagon (MUTCD #R1-1)
.080" Aluminum
4015-75 Weight 10 lbs.

STOP 24" Engineering Grade

24" Octagon Stop Sign
.080" Aluminum
4015-196 Weight 4 lbs.

Blank Red (Stop)


24" square x .080" aluminum plate.
Scotch-lite reflective facing.
4115-44 Weight 4 lbs.

Derail

Replacement Derail Sign Plates

Reflective 10" diameter round, .080" aluminum
Printed on both sides

Weight 1.5 lbs.
4015-71 Blue

Weight 1.5 lbs.
4015-72 Red

MoonSign

18" diameter (over three times the area of the usual blue derail sign).

White retro-reflective facing and oversized DERAIL lettering on both sides mean MoonSign can be seen at a greater distance night or day than the usual small blue derail sign.

4015-185 Sign plate fits any Aldon® hinged or portable derail sign holder.

Pole Mount/Mast Mount

"D" Derail Sign
16" diameter
Double-sided
Pole mounting

Weight 1.5 lbs.
4115-153

"D" Derail Sign
10" diameter
Single-face
Mast mounting

Weight 1.5 lbs.
4115-156

Intermodal

12" x 15" 2 lbs.
6DERAIL-O

Vertical "Derail" Sign

36" x 6" 4 lbs.
4115-41

Locomotive Cab Signs

Magnetic Signs

Aluminum sign with wind-resistant rare earth magnetic tab.
Printed on both sides (reflective lettering)

8½" x 15" 3 lbs.
4015-98

8½" x 15" 3 lbs.
4015-96

Locomotive Handrail Blue Flag Holder

Pipe holder (7 feet tall).

Hooks to handrail near cab.

Two-sided sign plates
12" x 15" x .080" aluminum.

"STOP MEN AT WORK" (blue) furnished.
Specify if another wording is desired.

4115-139 Weight 20 lbs.

Nylon Flags

Nylon Flags with Wood Dowel Handle
12" x 15", 18" wood dowel staff. Weight 1 lb.

4015-91 Orange
4015-92 White
4015-21 Yellow
4015-22 Green
4015-20 Red
4015-12 Blue
4015-120 Yellow/Red

Delineator Tapes for Cars and Engines

Diamond Grade, Reflective
3M brand acrylic tape with UV top layer.
FRA Rule 49 CFR, part 224.
Roll size, 4 in. wide x 150 ft.

4124-313 White
4124-314 Yellow

Solar Powered Flashing Lights

Flashing Solar Blue Light with Bracket

Solar-powered blue flashing light includes mounting bracket to attach to any square or flat sign holder. Shock proof and NEMA-4X rain and dust proof.
Gravity switch (light turns off at 45° angle).

4015-135 Weight 5 lbs.

Flashing Solar Combo Lights with Bracket

Flashing blue light with flashing white light to illuminate the sign plate.

Brilliant LED lights are visible for over a mile.
Shock-proof and NEMA-4X rain and dust proof.
Gravity switch (light turns off at 45° angle).

Shown with magnetic base sign holder (4015-54). Sold separately.

4015-205 Weight 5 lbs.

Wall or Structure Mounting

360° solar light flashes 60 times per minute. Brilliant 6 LED light visible for a mile. Solar battery operates 8 consecutive nights without recharging.

Bolt-On Bracket

Magnetic Bracket

Blue Solar Light

4015-25 Magnetic
4015-31 Bolting

Amber Solar Light

4015-35 Magnetic
4015-57 Bolting

Fully recharges with 2 sunny hours or 8 cloudy hours. External on-off push button conserves battery. Gravity switch disconnects light when light is turned to 45° or greater. Aluminum bracket with or without rare earth magnet permits a variety of mounting possibilities on any steel surface. Weight with bracket, 5 lbs.

Car Side Magnetic Solar Flashing Blue Light

360° solar powered blue light projects 12" from side of railcar. Light fully recharges with two hours of sunlight or eight hours of cloudy skies. On/Off button on bottom of light.

Gravity switch turns light off when light is tilted 45° or more.

4015-237 Weight 12 lbs.

Magnetic Base Solar Lantern

Rare earth 60 lb. pull magnet keeps lantern secure on top of rail.

Brilliant 4 LED flashing blue light operates up to 22 nights on full battery charge.

Lantern must be used in upright position. Light turns off when lantern is titled 45 degrees or more.

4015-180 Weight 4 lbs.

Battery Powered Lights

Clip-On / Stick-On Lights

Clip to vest or belt or use magnetic base.
Uses single "D" cell battery (not included). Height 4-1/2" tall.

Xenon Bulb

4015-191 Blue
4015-192 Red

LED Bulb

For greater brilliance and reduced battery draw.
4015-194 Blue

Magnetic Mini-Light

Small but brilliant flashing mini-light with magnetic base/steel clip for all sign holders except 4015-02, 4015-03, 4015-04, 4015-241, 4015-188, 4015-230.

4015-32 Weight 2 ounces.
Uses CR2032 Coin Battery (included).

Pocket Lights

Small enough to slip into your pocket. Brilliant 4 LED light visible up to 2 miles. Magnetic base and belt clip. Uses two AA batteries (not included).
4115-115 Red
4115-114 Blue
4115-117 Amber

Flashing Blue Light

7 inch diameter Lexan lens. Uses two 6-volt batteries (not included). Tamper resistant switch (no button). Pin inserted into hole opening on back turns light on and off.

4115-04 Weight 3 lbs.

Trainman's Lantern

Select signal beam or spot beam by flipping switch. Uses one 6-volt battery (not included).

4115-03 Weight 3 lbs.

LED Barricade Lights

7 inch diameter. Lexan lens uses two 6-volt batteries (not included). On-off switch and photo-electric cell. Flashes 60 times/min. Battery case bolts to any sign holder or Aldon® Chock Light Bracket. Weight 3 lbs.

Bolt-On Barricade Light - Blue

For all sign holders, except 4015-03 and 4015-04
Uses two 6-volt batteries (not included).

4115-01 Weight 6 lbs.

Magnetic Barricade Flasher - Blue

100# Pull magnetic base.
Uses two 6-volt batteries (not included).

4115-13 Weight 4 lbs.

Railcar Motion Detectors

Warning Light and Horn

Mounts in the hole on car coupler. When the car moves, flashing amber light and loud horn alert workers that a car is in motion. When car stops, light and horn continue for two seconds. Uses 8 AA batteries (not included). Enclosure is rain-proof and dust-proof.

4024-08 Weight 10 lbs.

Why Use Wheel Chocks

A gust of wind can be enough to cause a 260,000 pound freight car to start rolling. Thanks to roller bearings, freight car wheels offer very little resistance to movement. In fact, the contact area of each wheel on the rail is smaller than the size of a dime.

This is why moving heavy loads by rail is so efficient! But at the same time, all this mass, so easily moved, needs to be securely blocked while the car is being worked.

Loading freight cars increases the strain on the car brakes. Liquid pouring into a tank car or a forklift moving back and forth in a boxcar create dynamic forces which can overcome the holding power of the brakes.

Slack in mechanical car brakes can be enough to allow a wheel to move forward a few inches and dislodge a dock board or strain a hose line.

This is why OSHA mandates the use of wheel chocks in addition to car brakes wherever railcars are being worked.

Choose the right wheel chock for your track

Aldon® offers flush rail chocks and exposed rail chocks. Exposed rail is open to the ties. Flush rail is encased in pavement, with only a flangeway left open on the inside of both rails for wheels to pass through.

Exposed Rail

Open to the ties and ballast.

Flush Rail

Encased in pavement with only a flangeway on inside of rail.

Aldon® Chocks Have the Edge

In 1955 Aldon Company, Inc. introduced cast steel chocks with the unique feature of replaceable spurs (or teeth). The spur is the key to effective chocking.

Under wheel pressure, the spur bites into the hard, smooth surface of the rail to keep the chock from sliding. But eventually, like the blade of a knife, the spur edge will become dull from use.

A dull spur can't bite into the rail to keep the chock from sliding. You can keep the sure grip of an Aldon® wheel chock by turning the spur to three new sharp edges and then replacing the spurs at minimal cost instead of buying a new wheel chock.

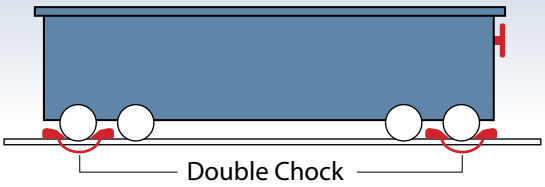
Chock spurs have four edges. When the first edge becomes dulled from use, you can tap the spur out of its slot and re-insert it with a fresh edge exposed.

By turning the spurs at intervals, you extend the service life and effectiveness of your wheel chock.

Recommended Chocking Procedures

Brake then chock. Chock both wheel sets. Do not use chocks on sloped track.

Single Idle Car on Storage Track

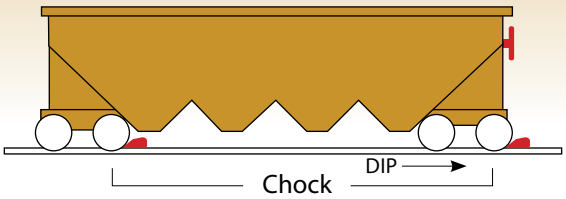


Car Brake Chock

If the track is flat and there in no vibration, double chocks at each end can be used to block car movement.

Set brake before chocking.

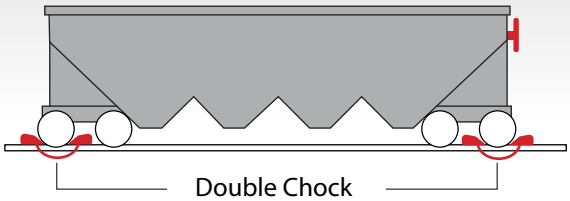
Single Car Being Worked – Slight Dip



If the car tends to roll in one direction, single chocks at each end may be sufficient.

Set brake before chocking.

Single Car Being Worked – Flat Track



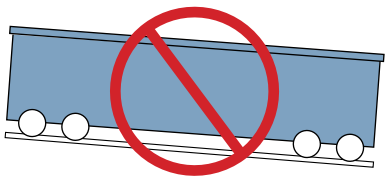
Double chocks on each end of the car provide two-chock blocking against movement in either direction.

Set brake before chocking.

Multiple Cars on Flat Track

In a line of coupled freight cars, on flat track, brake and chock the car to be worked. It may be necessary to apply the brake to several coupled cars depending on operating conditions or track conditions.

Repeat the braking and chocking of each subsequent car to be worked. Chock both ends of the car being worked. Always use double chocks at both ends of the car.



Do not use wheel chocks on sloped track.
Use car stops or rail skids.
(NO IMPACT)

Standard Chocks

Single Chock (15" handle)

4011-09 (D) Exposed Rail Weight 6 lbs.

4011-10 (D-1) Flush Rail Weight 8 lbs.

Double Chock (15" handles)

4011-03 (B) Exposed Rail Weight 12 lbs.

4011-04 (B-1) Flush Rail Weight 12 lbs.

4011-05 (B-2) Exposed Rail Weight 20 lbs. with tension clamp and padlock

Single Chock with Flag (28" handle)

4011-01 (A) Exposed Rail Weight 13 lbs.

4011-02 (A-1) Flush Rail Weight 13 lbs.

Double Chock with Flag (28" handle)

4011-06 (C) Exposed Rail Weight 16 lbs.

4011-07 (C-1) Flush Rail Weight 16 lbs.

4011-08 (C-2) Exposed Rail Weight 20 lbs. with tension clamp and padlock

Stay-Clear Hi-Visibility Chocks

Single Chock with Flag (44" handle)

4011-14 Exposed Rail Weight 16 lbs.

4011-15 Flush Rail Weight 16 lbs.

Keep your head and hands away from the railcar when placing wheel chocks. Handle length of 44" makes it easy to place the chock under the wheel while staying clear of the car body.

Double Chock with Flag (44" handles)

4011-16 Exposed Rail Weight 26 lbs.

4011-17 Flush Rail Weight 26 lbs.

Whack 'Em Chocks

Severe Duty wheel chocks have reinforced steel handles that will not bend from extreme handle pressure.

Whack 'Em Double Chocks (15" handles)

4011-30 Exposed Rail Weight 14 lbs.

4011-31 Flush Rail Weight 14 lbs.

Whack 'Em Single Chock with Flag (28" handles)

4011-32 Exposed Rail Weight 16 lbs.

4011-33 Flush Rail Weight 16 lbs.

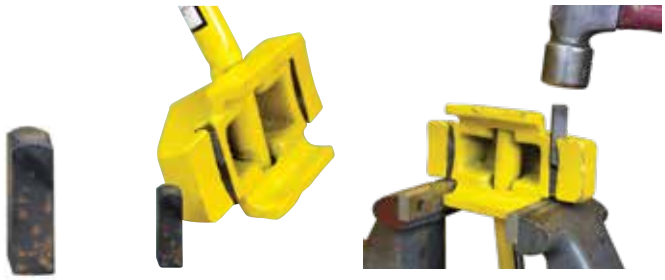
Whack 'Em Double Chocks with Flag (28" handles)

4011-34 Exposed Rail Weight 20 lbs.

4011-35 Flush Rail Weight 20 lbs.

Aldon® Replaceable Spurs

Aldon® steel wheel chocks feature rail biting steel spurs which provide superior holding power and give your chocks four times the life of other chocks.



6008 Made of 1/2" sq. alloy steel. Heat treated for a hard, sharp edge.

Ask for our free booklet on changing out spurs or watch our two-minute video on chock spur maintenance.

Magnetic Chock Holder

4011-46 Rare earth magnet will not slip.

Clamping Wheel Block

A "super" chock, cast in ductile iron. Use at each end of car for secure blocking. Can be used on flush rail provided flangeway is created on field side of rail.

Clamps grip rail when wedge is pounded tight.
Use on flat track only.
DO NOT USE FOR IMPACT STOPPING.

4016-01 (CB6-A) For rails 60-104 lbs./yd. Weight 45 lbs.

4016-02 (CB6-B) For rails 105-175 lbs./yd. Weight 50 lbs.

Car and Locomotive Chocks

Freight Car

Locomotive

SPARK-PROOF Urethane Wheel Chocks are tough enough to block a tank car, but resilient enough that the car can be pulled over the chock by a locomotive without derailing.

No more trying to remove a steel chock that is stuck under a wheel. When it's time to move, just pull the car over the chock and retrieve the chock later.

Urethane is an ideal material for wheel chocks because under wheel pressure the resilient chock molds to the wheel and rail head and is not easily dislodged.

For use on flat track only. Do not use chocks on grades. Do not use on oily or greasy rail - chock will slide.

Transverse ribs under pressure squeegee surface water on rail for greater traction.

Heavy-Duty Double Chock

- Fits wheels 26"-48" diameter
- 24" long handles
- Tension cord keeps chocks tight against the wheel

4011-40 Exposed Rail

4011-41 Flush Rail

Heavy-Duty Single Wheel Chock

Fits wheels 26"-48" diameter

4011-42 Exposed Rail

4011-43 Flush Rail

Are You Skeptical About Urethane Wheel Chocks?

Our three field test will convince you.

1. **Transportation Tech Center in Pueblo, Colorado.**
   133-ton hopper, no brakes, flat track. Urethane chocks stood up to 13,000 lb. line pull of electric winch.
2. **A shortline railroad in Texas.**
   6-axle locomotive and 100-ton hopper, 1.5% slope, no brakes, engine idling. Chocks held consistantly in place. Engineer had to rev-up to 40% of power to get over chocks.
3. **Customer facility in Arkansas.**
   150-ton bucket dumps and drags 16,000 lb. loads of steel parts into a gondola, no brakes. Steel chocks did not hold firm against bucket banging against car bulkheads. Urethane chocks held car firm.

Watch our test videos of Steel and Urethane Chocks - aldonco.com/chocktests

Nine-Lives Wheel Wedge

Better than an oak wedge. Nine-Lives Wheel Wedge is designed to chock idle railcars on storage tracks where cars are not subject to vibration.

Wedge is 10" long × 2-1/2" high × 3-1/4" wide.
Do not use to chock cars being loaded or unloaded.

4011-18

Car-Stopper Chock

Bring slow-moving car to a stop by thrusting urethane wedge several times in front of car wheel. With each thrust, some of the forward momentum is absorbed.

4011-11 Wedge with 5' Fiberglass Handle

6003 Replacement Wedge

Passenger Car Double Chock

Urethane double chock with fiberglass handles for use with transit cars and passenger cars. Apply brakes before installing chocks. Rubber tension cord keeps chocks tight against wheel. Do not use on freight cars being worked or locomotives.

- 18" fiberglass handles with rubber tension cord
- Fits wheels 28" diameter up to 36"
- Do not use for locomotives or freight cars

4011-12 Exposed Rail
4011-13 Flush Rail

Powered Car Mover Chocks

Don't just rely on the vehicle's brakes. Urethane molds to the wheel and the rail for superior holding power against vibration.

For flanged steel wheels 12" - 24" diameter.

For larger wheel sizes, use heavy duty urethane chocks for railcars, 4011-40.

4011-44 Exposed Rail 12" - 24" Wheel Diameter

4011-45 Flush Rail 12" - 24" Wheel Diameter

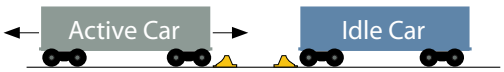
Car Stops

- Rail size 90 - 142 lbs.
- Car Stops and Bumping Posts are for use on flat track only at a slow speed (1-3 mph).
- Exposed rail.
- Provide ample space between car stops and object to be protected.
- Use a signalman to guide locomotive engineer as cars approach stop or post. Repeated impacts will weaken stops and posts.

Ways To Use Car Stops

1. End-of-Track Stop
For car storage tracks and lightly used loading tracks.

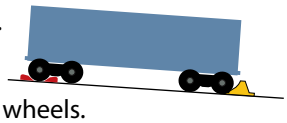
2. Car Separation
Avoid contact between railcar being moved and nearby parked railcars. Provide ample distance between stops and car.



3. Backup for Chocks
Provide additional stopping protection if wheel chocks/brake can't hold car steady.

4. Chocking on Grades - 1% Maximum Slope

1. Install one stop on each rail.
2. Ease car up against stops — no impact.
3. Apply brake and chock rear wheels.
4. For multiple cars use multiple pairs of stops (1 pair per car).
5. Provide adequate means to stop car movement when car stops are removed.



Where Do I Place The Car Stops?

"ASK ALDON"
AskAldon@aldonco.com See page 62 for more details.

Stops are sold as single units but should be used in pairs.

Car Stops and Bumping Posts are for use on FLAT TRACK ONLY at a slow speed (1-3 mph).

CS-3X Hinged, Locking Type

Stops are bolted through web of rail. Lock casting grips head of rail and can be padlocked.

4016-05-R Right Weight 96 lbs.
4016-05-L Left Weight 96 lbs.

CS-2 Self-Tightening Type

Wedge holds car stop to rail. Stop stands 15" above rail. Can be used as chock as well as stopping device. Tighten bolts periodically and re-hammer wedge if loosened.

4016-03 Weight 107 lbs.

CS-4 Severe Duty Type

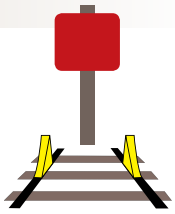
Uses the cushioning capacity of the track and a wheel-bump feature to lift the wheel slightly off the rail to absorb momentum. Recommended for spur tracks where more protection is needed than a conventional car stop can provide.

4016-06 Weight 173 lbs.

Blank Red Square Sign (Stop)

End-of-Track "Stop" Sign.
24" square x .080" aluminum plate.
Scotch-lite reflective facing.
Customer provides post.

4115-44 Weight 4 lbs.



Bumping Posts

Longer trains and frequently used side tracks.

Customer can install middle rails for track strength. Leave 3 to 4 ties worth of rail length behind post.

4116-08 Light Traffic. Weight 800 lbs.
4116-09 Heavy Traffic Weight 1,250 lbs.

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

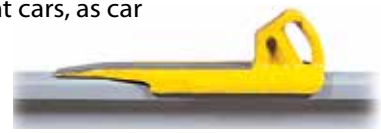
4016-12-O Orange

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.

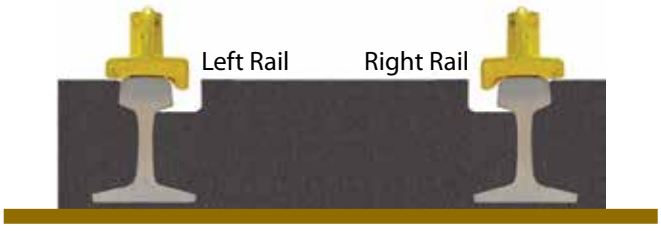
Chocking Skid for Flush Rail

"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.



Brake Stick

High quality Brake Stick telescopes and locks.
User can tighten and release brakes, open car coupler knuckles, operate angle locks, and reset end-of-train warning devices.

Two sizes available:

4123-104 Standard
27″ - 42″
Weight 5 lbs.

4123-105 Long Reach
67″ - 104″
Weight 7 lbs.

Don't Let This Happen to YOU!

Railcar Stabilizer

Custom-made to fit your railcars.

Please request a sizing form
(or download from our website).

We will send you a drawing for approval.

Maximum screw elevation 6″.
Load Capacity: 75,000 lbs.
Top Cap: 5″ diameter.
Base: 19″ diameter.

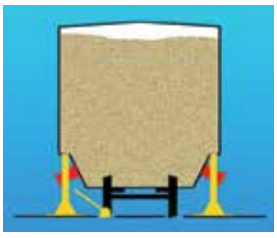
4013-01-S Spin-Top Screw
Weight 170 lbs.

Anatomy of an Accident

While unloading a hopper car at a Florida cement plant, electric vibrators were left unattended.

One of the vibrators stalled, which caused a catastrophic imbalance of load in the car.

Stabilizers at all corners of this freight car could have prevented this accident.



Solution

Install four stabilizers per railcar, one at each end of the car, at the designated location for jacking or lifting the car. Always brake and chock car first, then install stabilizers.

Check stabilizer contact with car body at intervals during unloading as car will rise as it lightens.

Manual Car Mover

The tried and true way to move one railcar short distances. Car mover multiplies worker's downward handle pressure to lift and nudge the wheel slightly forward.
Rail-biting spurs provide good traction. **Use on flat track only.** Another worker should be ready to stop the car with hand brake or urethane car stopping chock.

Do not use car mover foot as a wheel chock.

4017-01 Mover with 54" Hardwood handle Weight 20 lbs.
4017-02 Replacement handle Weight 6 lbs.

Capstan Car Puller Accessories

Car Pulling Rope

1" diameter double-braided polyester-clad. No hardware or splicing included.
Specify length desired.
Maximum safe working load: 20,000 lbs. DO NOT EXCEED.
Minimum breaking strength: 60,600 lbs.

4119-51

Bronze Thimble and Splicing of Rope

Rope is sold separately.
One-end splicing available.

4119-09B

Screw Pin Shackle

To connect hook to rope/thimble.
Alloy steel, 1" diameter pin.
Maximum safe working load: 9.5 metric tons. DO NOT EXCEED.

4119-09C

Replacement Hook

Alloy steel.
Maximum safe working load: 20,000 lbs. DO NOT EXCEED.

4019-09D Weight 15 lbs.

Coupler Tools

Coupler Sign Holder

Gooseneck handle fits into hole in coupler.

Sign Plate and Padlock not included.

4015-03

Cut Lever Buddy

One worker can change-out coupler knuckle: Metal sleeve and adjustable nylon strap with hook gives temporary support to hold up coupler bar.

Watch the Cut Lever Buddy video on aldonco.com

4024-304

Coupler Alignment Bar

Misaligned couplers will not couple.

Our Alignment Bar with a 36" handle gives a worker the leverage to swing the coupler straight.

4124-59 Weight 9 lbs.

Emergency Locomotive Drawbar Strap

Used to tow railcars with damaged drawbars and couplers and to remove bad drawbars from car body.

Ratchet action handle provides ample leverage.

Limit towing to a single railcar.

4123-173 Weight 15 lbs.

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.

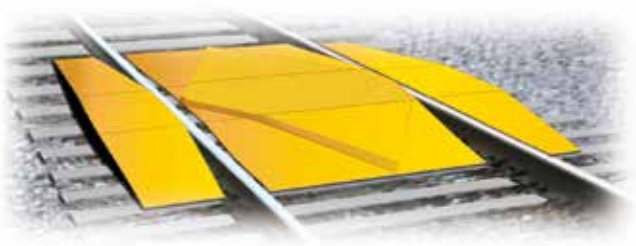
Rail Size 90-130 lbs./yd.

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

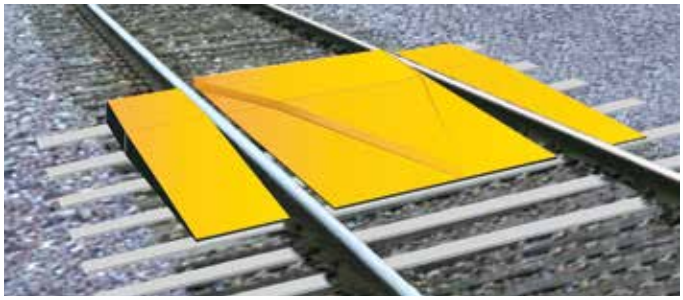


Diamond-shape automatically rerails car wheels in both directions. Center diamond panel stands 2" above top of rail to engage wheel flange. Side panels are flush with top of rail.

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.

Safe Ways to Use Your Forklift to Open Box Cars

ALDOR Box Car Door Opener

ALDOR Car Door Opener for traditional open docks where there is a clear run alongside the box car. Dock must be at least 12 feet wide.

Adjustable-Length ALDOR — Steel

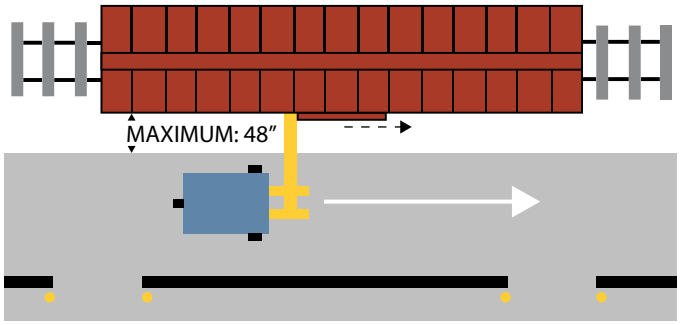
Arm advances in 6 inch increments with hitch-pin lock. Fully extended, beam reaches out over 48" gap between dock edge and side of car.
To order, request a sizing form.

4020-02 Weight 350 lbs.
Fits fork blades up to 5" wide.
For wider blades contact us.

Fixed-Length ALDOR — Aluminum

Overall length, 90 inches. Beam reaches out over 48" gap between dock edge and side of car.
To order, request a sizing form.

4020-14 Weight 80 lbs.
Fits fork blades up to 7" wide.
For wider blades contact us.



ALDOR design meets OSHA's "de minimus" exception to the ban on using a forklift to open box cars: Force is parallel to car door so no damage is done to forklift or car door.

Forklift and operator remain safely out of the way of the door at all times.

Railroad Dock Board

Portable steel bridge from box car to dock.

Lifting loops or chains on dock board allow easy placement by forklift.

Curbs at sides of dock board guide forklift driver.

Straight-cut or flared approach aprons.

Locking rings on each side wedge dock board against dock.

Capacities: 15,000 lbs., 22,000 lbs., and 42,000 lbs.

Request sizing form for pricing.

4128-01

Safe Ways to Use Your Forklift to Open Box Cars

EASY-SLIDE® Car Door Opener

EASY-SLIDE® satisfies OSHA's "de minimus" exception to the ban against using forklift blades directly to open box car doors.

No damage to forklift.

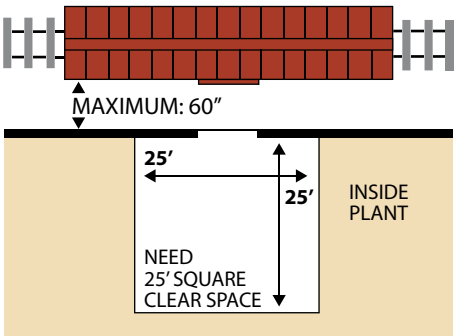
No damage to car doors.

Welded-steel frame fits over paired fork blades up to 5" wide. Steel pivot arm stretches 60 inches beyond frame to reach any car door. Pincer hook on pivot arm engages car door pull-tab. EASY-SLIDE® opens sliding doors and plug doors.

For wider blades contact us.

U. S. Patent #8,568,078

INTERIOR DOCK

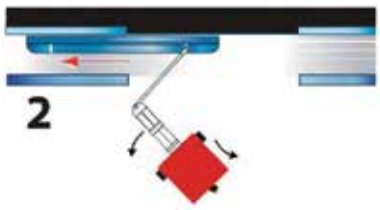


To order, request a sizing form.

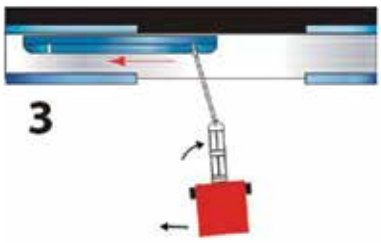
4020-13 Weight 216 lbs.

When there is no external dock, EASY-SLIDE® uses leverage and the power of your forklift to fully open or close car doors without damage to forklift or door.

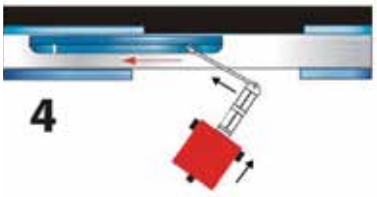
Hook on to door pull tab. Rotate forklift to left to pull door open.



Continue rotating left while backing up.



When door is half-open, pivot to right to change leverage angle.



Drive forward and rotate left to push door fully open.

Gatemaster Torque Wrench

Through planetary gear reduction in the Gatemaster head, the worker's handle effort is multiplied 18½ times.

Maximum torque output of 3,200 ft.-lbs.

Gatemaster I

The output torque is sustained until the gate opens or the operator releases the torque.

4020-05 Weight 30 lbs.

Gatemaster II

Adding an "assistant" torquing unit to the Gatemaster reduces input handle effort needed to achieve full 3,200 ft.-lbs. output.

4020-06 Weight 35 lbs.

Drive Fittings

1-1/2" to 1-1/4" stepped end. Length 5". Weight 5 lbs.

4024-06 AL-94 1" square drive (For Gatemaster)
4024-07 AL-116 1-1/2" square drive

PowerDrive Electric Gate Opener

The combination of 1½ hp, 10 rpm gear motor and telescopic drive shaft will open any car gate that is not damaged or ice-bound. PowerDrive relies on the instantaneous reversibility of an electric motor to "rock" the stuck gate open. The drive shaft angles 20° in all directions and telescopes to reach varying socket positions.

4020-08 Gear Motor, Shaft, Nema 4x Controls, Fittings
Weight 300 lbs.

4020-11 Sliding Carriage Weight 50 lbs.
(customer supplies 6W20 beam)

Electric Hopper Gate Opener

AC Electric Two-Wheel Hopper Gate Opener.
The electric over hydraulic system provides enough torque to open even the toughest railcar hopper gates.

Door Demon®

4120-05

Multiple Electric Power Options
- Explosion proof motor
- Options: powered lift and powered side-shifting wheels (as shown)
- 6" – 20" vertical height adjustment
- Stabilizer bar for torque suppression

Prevents Operator Injury
- Increases unloading speed
- Single-person operation
- Smooth, continuous torque
- Low maintenance cost
- Low maximum noise: 85 dBA

Turning Bar for Sliding Gates (Covered Hopper Cars)

Six feet long and made of alloy steel, with an angle at one end to clear the side of car. Operator should not jump or stand on the bar.

4020-03 Weight 30 lbs.

Pry Bars for Swing or Drop Doors (Open Top Hopper Cars)

Lightweight, high-strength, less fatiguing to use.
These pry bars give the worker good leverage to swing and lift heavy car doors. Lower section of bar is made of heat treated alloy steel, machined to a narrow wedge end for working into a variety of sockets and forcing stubborn door locks.

4020-12 5 foot Weight 13 lbs.
Wine Gate Lock and Miner Type D Lock

4020-15 3 foot Weight 11 lbs.
Cam-Action Dual Toggle Lock
(also recommended for Enterprise-type locks.)

Hatch Key® Pry Bars

Save your back and your fingers. Stubborn hatch covers yield to the leverage in our specially shaped bar.

Standard Duty

CAUTION: Worker should be secured to fall protection cable while using Hatch Key® pry bar.

4020-16 Standard Duty Weight 5 lbs.

Heavy Duty

CAUTION: Worker should be secured to fall protection cable while using Hatch Key® pry bar.

4020-17 Heavy Duty Weight 10 lbs.

Clamping Wheel Block

A "super" chock, cast in ductile iron. Use at each end of car for secure blocking. Can be used on flush rail provided flangeway is created on field side of rail.

Clamps grip rail when wedge is pounded tight.

Use on flat track only.

DO NOT USE FOR IMPACT STOPPING.

4016-01 (CB6-A) For rails 60-104 lbs. Weight 45 lbs.
4016-02 (CB6-B) For rails 105-175 lbs. Weight 50 lbs.

Tank Car Safety Gate

Fits over gap in railing on top of tank car.
Formed aluminum panel, 48" wide drops over railing.
Handle provided on top of panel.

4124-173 Weight 13 lbs.

Tank Car Pry Bars

Much better than a crowbar! Designed to engage the grab-handle of tank car manway covers. Five-foot handle and a rocking foot provide the leverage to overcome suction caused by the difference in atmospheric pressure outside the tank car and inside.

When using the pry bar, the worker can stand upright and avoid the escaping fumes when the lid pops free. **Always wear fall-restraint gear when working on top of a railcar.**

Tank Car Pry Bar (Steel)

4020-18 Weight 25 lbs.

Tank Car Pry Bar (Spark-Resistant Aluminum)

4020-19 Weight 9 lbs.

Suspension Clamping Ring

Don't risk dropping the pry bar. Suspend with clamping ring to overhead fall protection line. Ring clamps any 1-1/2" diameter handle to a tether.
Load limit 100 lbs.

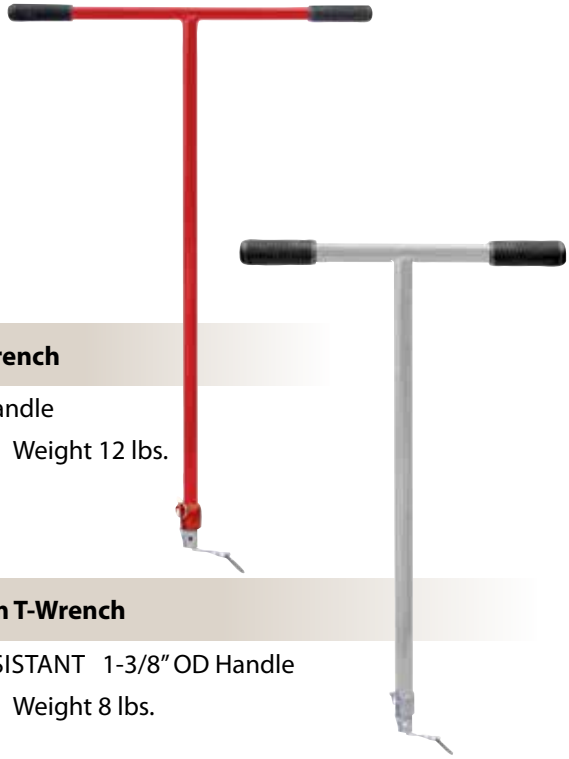
4024-302 (For use with 4020-16, 4020-17, 4020-18)

T-Wrenches for Sockets

Useful where 200 ft.-lbs. or less torque is needed to loosen or tighten manway cover bolts.

Handle is 24″ with a 36″ tall staff. Square drive: 1 inch.

Safety chain with locking pin to secure socket to wrench.



Steel T-Wrench

7/8″ OD Handle

4024-157 Weight 12 lbs.

Aluminum T-Wrench

SPARK RESISTANT 1-3/8″ OD Handle

4024-195 Weight 8 lbs.

Steel Tank Car Sockets

Max torque rating 1500 ft./lbs.

1″ square drive
4″ bolt clearance

HEX		Metric Equivalent	8 PT		Metric Equivalent
4024-191	1 5/16″	33.3mm	**4024-169**	1 1/4″	31.8mm
4024-274	1 3/8″	34.9mm	**4024-192**	1 5/16″	33.3mm
4024-158	1 7/16″	36.5mm	**4024-275**	1 3/8″	34.9mm
4024-159	1 1/2″	38.1mm	**4024-163**	1 7/16″	36.5mm
4024-160	1 9/16″	39.7mm	**4024-164**	1 1/2″	38.1mm
4024-161	1 5/8″	41.3mm	**4024-165**	1 9/16″	39.7mm
4024-162	1 11/16″	42.9mm	**4024-166**	1 5/8″	41.3mm
4024-186	1 3/4″	44.5mm	**4024-167**	1 11/16″	42.9mm
4024-187	1 13/16″	46.0mm	**4024-188**	1 3/4″	44.5mm
4024-190	1 7/8″	47.6mm	**4024-189**	1 13/16″	46.0mm
			4024-168	1 7/8″	47.6mm

Spark-Resistant Bronze Tank Car Sockets

Max torque rating 500 ft./lbs.
Not for impact wrenches. Use hand wrench only.

HEX		Metric Equivalent	8 PT		Metric Equivalent
4024-193	1 5/16″	33.3mm	**4024-194**	1 5/16″	33.3mm
4024-170	1 7/16″	36.5mm	**4024-276**	1 3/8″	34.9mm
4024-171	1 1/2″	38.1mm	**4024-175**	1 7/16″	36.5mm
4024-172	1 9/16″	39.7mm	**4024-176**	1 1/2″	38.1mm
4024-173	1 5/8″	41.3mm	**4024-177**	1 9/16″	39.7mm
4024-174	1 11/16″	42.9mm	**4024-178**	1 5/8″	41.3mm
4024-180	1 3/4″	44.5mm	**4024-179**	1 11/16″	42.9mm
4024-181	1 13/16″	46.0mm	**4024-183**	1 3/4″	44.5mm
4024-182	1 7/8″	47.6mm	**4024-184**	1 13/16″	46.0mm
			4024-185	1 7/8″	47.6mm

1/2″ and 3/4″ square drives available for bronze sockets on special order.

Air Broom

Better than a push broom. Clean up dry spillage and unclog hopper chutes with a jet of high pressure air. Air Broom delivers 13.5 lbs. of thrust with 100 PSI inlet pressure.

Dead man trigger protects worker. Handle accepts 3/4" male NPT pipe thread connections.

Inlet Pressure	**100 PSI**
Thrust (lbs.)	13.5
Flow (SCFM)	140

4124-212 Barrel Length 48" Weight 4 lbs.
4124-213 Barrel Length 36" Weight 4 lbs.
4124-214 Barrel Length 60" Weight 5 lbs.

Do Not Exceed 120 PSI Inlet Pressure

In winter, blow snow from track and switches. Better than a broom.

Railroad Spill Containment Pan

Polyethylene pan hooks to rail beneath tank cars and hopper cars. The solid pan holds up to 50 lbs. of drips as hoses are connected.

4124-30 Solid Pan Weight 5 lbs.
4124-29 w/Drain Holes Weight 5 lbs.

Absorbent Track Mat For Oil-Based Products

Three-ply construction consists of top layer of needle-punched polypropylene felt, a middle layer of absorbent meltblown polypropylene, and a chemical resistant bottom layer to prevent seepage into ballast.

Mat comes in 100 foot rolls:

4123-148 59" wide for inside rails
(absorption capacity: 60 gallons) Weight 70 lbs.
4123-149 Set of two 19" wide panels for field sides of track
(absorption capacity: 25 gal.)
Weight 60 lbs. per set of 2 rolls

Mat can be walked on.
Staking may be needed in windy locations.

Blue Boat Spill Pan

For plastic pellets and other solid materials.

Molded polyethylene pan is 29" long x 14" wide x 10" high.
Screened drain in bottom lets liquids pass through.
Includes lid and filter.

4124-310 Weight 9 lbs.

Track Spill Pans

Complete hazardous spill protection for railcars. Modular sized, thick polyethylene pans fit snugly between and outside the rails of standard gauge track.

Pans have overlapping end flanges and are interconnected so spills can overflow into adjoining pans. Each center pan has a storm water diverter head to keep rain and snow from the flangeways alongside each rail, to prevent drips from reaching the ballast.

External piping can be connected to the bottom of the center pan. Grates provide structural strength and a walkway strong enough to support a truck.

Solid poly covers are placed over grating when the pans are not in use. Each center pan cover features a gasketed round hole to receive the stormwater diverter, thus sealing off rain and snow. Pans are easily installed with hand tools.

Contact us for a sizing form.

Center Pan with Grates
4130-05

Center Pan Cover
4130-08

Side Pan Only w/Grate
4130-10

Side Pan Cover
4130-12

Pneumatic Piston-Type Car Shakers

The piston shaker has a wedge-end which fits all standard covered hopper car side brackets.

Cyl. Size	Use On	Part No.	Air Inlet	CFM	DB	Wt.
3″	Dry, granular, material	**4126-01**	3/8″	11	96	73 lbs.
4″	Sticky, damp materials which cake	**4126-02**	1/2″	18	110	115 lbs.

Filter / lube / throttle kit available — Contact us.
Caution: always use stabilizing jacks on both sides of the car when using car shakers.

Poly Wall Scraper

Fiberglass pole handle extends to 18 ft. Polyethylene paddle has a 10″ wide blade. Useful for scraping down bin walls inside covered hopper cars.

4124-109 Paddle Weight 2 lbs.

4124-104 Pole Weight 3 lbs.

Aluminum Car Wall Scraper

The heat-treated aluminum scraper paddle is 5″ wide with a chisel edge. Six-foot long pole extensions snap together to give the worker a long reach.

4023-03 Paddle Weight 2 lbs.
4023-04 Pole Weight 2 lbs.

What is Track Gauge?

The gauge of a railroad track is simply the distance between the two running rails. This distance is measured against the inside faces of the rail heads at some distance down from the top of the rails. This distance down is known as the "gauge plane". On standard North American railroad track the gauge plane distance is 5/8" down from the top of the rail.

While globally there are many gauges, standard North American tracks have a nominal track gauge of 56-1/2". The actual track gauge will likely measure something above or below the nominal. All tracks' gauge measurements will widen over time.

As wheels travel over the tracks the rails slowly wear away making the gauge measurement wider (larger than 56-1/2"). The wheels also force the rails outward as they pass. This repeated outward force eventually allows the track to loosen and creep the rails apart.

The acceptable variation between the nominal 56-1/2" gauge and the actual measurement depends on the class of the track. North American tracks are separated into nine classes. Each class represents a maximum speed in which passenger and freight trains may travel.

As the rated speed increases so does the class number. If you own and/or operate an industrial rail siding your track is likely to be "excepted" or class-1 track.

Class 1 track has maximum allowable speeds of 10mph (freight) and 15mph (passenger). "Excepted" track carries the same 10mph freight speed limit but cannot carry passenger traffic. In either case you are required to make periodic gauge inspections. Track gauge is one primary indicator of the track's condition. Each class of track has limits to how far the measurement can differ from the ideal distance.

Class	Minimum Measurement	Maximum Measurement
Excepted	N/A	58-1/4"
1	56"	58"

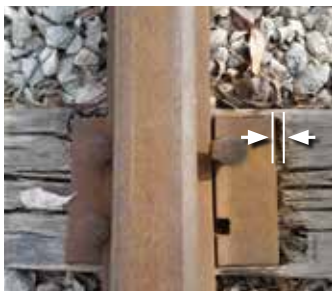
Measuring Static Gauge

The rails are pushed outward by a passing car or locomotive. Measuring tack gauge without these outward forces present is "static gauge". When these outward forces are present the measurement is "dynamic gauge". For any track the dynamic gauge will be wider than the static gauge measurement. Dynamic gauge is always the preferred measurement since it measures the track's gauge when it counts (with a railcar on it).

Aldon® offers a variety of tools for measuring static track gauge. When measuring static gauge it is important to visually inspect the track for signs of widening when a car or locomotive passes over the track. Look for these conditions to identify rails that are spreading under load.


Lifted spikes between the rails


Tie plates rubbing ties


Tie plates pocketing ties


Rail base and tie plate gap

If there is evidence of gauge widening under load you should make your best effort to estimate the dynamic gauge. This is done by measuring the static gauge and adding the amount of movement evident.

For instance, if the static gauge measures 57" and you notice a 3/8" gap on one rail. The estimated dynamic gauge is 57-3/8". Note that the evidence of rail movement may be on one or both rails and may be a combination of conditions.

If your track gauge measures 57-1/2" you may need maintenance.

Track Inspector's Tape Measure

Aldon® offers a conventional locking tape measure that is specifically designed for railroading. This is a simple, quick, and portable way to measure track gauge. It utilizes a magnetic tip and clearly indicated gauge measurement limits for Class 1 through Class 6 tracks.

The tape measure's tip is magnetically stuck to the inside face of one rail head and measures the distance to the inside of the other rail head. Because it does not make precise contact at the gauge plane (5/8" below the rail head) it is not truly exact. For more exact measurement another tool is recommended.

Industrial yard track is Class 1 track. Acceptable gauge range is 56 - 58 inches.

When gauge reaches 57-1/2", it should be corrected.

4124-316

Spot-Check Laser Gauge

The Aldon® laser track gauge is a faster and more accurate version of tape measures. Unlike the tape measure, the laser's base is designed to touch one rail on the gauge plane. The laser is then aimed at the other rail.

Using a laser gauge reader eliminates the human error of misreading the tape measure and the difficulties of measuring against a curved surface. The laser can measure in both metric and imperial units. The laser gives you the portability of a tape measure with greater speed and accuracy.

4022-26

Adjustable Level and Gauge

Aldon® offers aluminum track gauges specifically designed for measuring gauge distance at the gauge plane. This easy-to-use tool eliminates any human errors caused by not making proper contact on the rails.

The aluminum construction is lightweight and durable. The gauge is electrically insulated from track signal voltage so it does not disrupt railroad block signals.

To use, simply place the gauge on the track and telescope the tubes until contact is made with both rails. Snug the locking knob and read the measurement on the sliding scale. Using this tool is calibratable, fast, does not require batteries and can also check level between the rails.

4022-07

Rolling Track Gauges

When accuracy and speed are required a rolling track gauge is the right choice. Aldon® rolling track gauges are designed to make proper contact at the gauge plane and read track gauge as fast as you can walk. Rolling track gauges are more than 20 times faster than using a traditional aluminum gauge.

Aldon® offers rolling track gauges in two varieties. Our economically priced basic model precisely measures track gauge and is durably constructed. Our Roadmaster version can additionally check gauge through switches, crossings, and guard rails. Both models can optionally measure cross level and track distance.

4022-10

4022-14

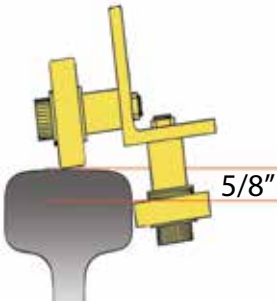
Roadmaster Rolling Gauge Reader

Gauge scale (55.5 - 58.5") can be read through a lexan lens from either side of Roadmaster.

Two-piece assembly features spring-loaded piston for for precise gauging.

Rolls through switches and rail crossings without stopping. Continuous gauging with 2" clearance above rail.

Easy rolling thanks to 24 steel roller bearings which ride on the top and on the gauge side of the rail. Reversible push handle allows change of direction.



Side rollers contact rail 5/8" below head.

The 36" long wheel base of Roadmaster ensures that while some of the bearings are in the gap of the frog, other bearings remain in contact with the rail on the top and the side. Travel through the switch is therefore continuous.

4022-14 Weight 34 lbs.
Accessories Not Included

Accessories for Roadmaster

Digital Track Level (optional)

Liquid crystal display with 1/2" numerals. Measures elevation in degrees and percent.

4022-12 Weight 1 lb.

Distance Counter (optional)

Counter measures 10,000 feet-of-travel.

4022-20 Weight 1 lb.

Carrying Case (optional)

Reinforced corners. 42" x 42" x 6"

4022-24 Weight 10 lbs.

Economy Track Gauge Reader

Does not roll through switches.

A worker can check hundreds of yards of track without having to bend and stoop every few feet to check gauge.

Measure up to 2" of gauge variation (56" to 58" for standard gauge track). Insulated roller bearings provide smooth travel (will not go through switches or crossings). Side rollers contact rail 5/8" below head to avoid burrs, yet pass over joint bars. Easy-to-read gauge scale (1/8" increments) can be read while walking. Scale can be calibrated to a specific gauge before starting out to inspect the track.

Standard Gauge
4022-10 Weight 33 lbs.

Narrow Gauge
4022-10A (specify gauge and rail size)

Accessories Not Included

Accessories for Track Gauge Reader

Sold Separately

Digital Track Level (optional)

4022-12 Weight 1 lb.

Distance Counter (optional)

4022-13 Weight 1 lb.

Carrying Case (optional)

39" x 20" x 7"
4022-11 Weight 16 lbs.

Gauge Restraint Reader

Makes FRA-mandated inspection of yard tracks easier. At a comfortable walking pace, one worker can verify no-load track gauge, then stop at intervals to apply 4000 lbs. side force to rails, simulating the effect of locomotive wheels on rail. Reader conforms to FRA 213.110 and 213.53(b) requirements for accurately measuring gauge restraint.

Built like a steel bridge, but breaks into three pieces for easy transport to and from track.

Hinged pressure bar swings down to check gauge restraint at any desired point. Two-speed hydraulic pump advances and retracts pressure bar. Ends of pressure bar contact rail web fillet with 4000 lbs. force.

Telescopic assembly rolls freely through switches and over guard rails and rail crossings. Insulated roller bearings measure gauge 5/8" below top of rail. Bearings can be adjusted lower to clear heavy overflow rail.

4022-15 Weight 103 lbs. (each section less than 35 lbs.)

Carrying Cases (set of 2) (optional)

For Gauge Restraint Reader
Case for hydraulic ram push bar, 60" x 16" x 7"
Case for yellow 2 pc. chassis, 48" x 24" x 14"

4022-23 Weight 35 lbs.

Adjustable Aluminum Level & Gauge

An accurate way to measure two inches of gauge variation to within 1/16". Slide rule action and large type scale for easy reading. Gauge setting can be locked with thumb screw. Also measures cross elevation from 1" to 7" with 1/8" accuracy.

4022-07 Two piece 56" - 58" Gauge Range Weight 11 lbs.

Fixed Gauges & Track Levels

Standard gauge or any custom gauge desired. Imperial or Metric.

4022-02 Aluminum Track Gauge
Weight 6 lbs.

4022-01 Aluminum Track Level
Weight 5 lbs.

4022-03 Combination Aluminum Level/Gauge
Weight 5 lbs.

4022-05 Steel Pipe Gauge
Weight 30 lbs.

Magnetic Track Inspection Tape Measure

Magnetic tip allows one worker to quickly check track gauge.

Color coded overlay scale gives tolerance for out-of-gauge track and cross-checking guard rail and frog spacing for Class 1 through Class 5 track.

4124-316 25 Foot Tape
Weight 1 lb.

"SPOT-CHECK" Magnetic Laser Gauge

Battery-powered laser unit measures gauge to within 1/32" accuracy. Aluminum bracket with two rare-earth magnets holds Spot-Check on rail. Two adjusting screws raise or lower laser beam with laser range of 135 feet. Worker aims laser beam at a point 5/8" below the head of the opposite rail and reads the gauge. Spot-Check makes it easier to check track gauge at intervals - previous readings are displayed as well as current readings.

Laser beam contacts opposite rail 5/8" below top of rail for accurate reading of gauge. Gives measurements in inches/feet or meters/centimeters. Also displays previous measurements. Previous gauge readings are retained for comparison. Pocket sized and better than a tape measure.

4022-26

Rolling Distance Counter

Four foot circumference wheel with hard rubber tire measures up to 10,000 feet.

Easy-to-read dial shows "feet" in white digits on black band.

Brake prevents accidental backward movement of counter.

Rotary knob allows dial to be cleared instantly. Rail guide keeps product on surface of all rail sizes while rolling.

4024-02 Weight 13 lbs.

Rail Head Wear Gauge

Combination tool measures head wear vertically and horizontally to an accuracy of 1/32 of an inch.

Gauge measures rail sizes 112 lbs., 115 lbs., 119 lbs., 132 lbs., 133 lbs., 136 lbs., and 141 lbs.

4124-210 Weight 5 lbs.

Red Vinyl Magnetic Markers

Reflective red vinyl marker with magnetic backing.

Place on web or base of rail. SIZE: 2.75" x 12"

DEFECT	WIDE GAUGE	LOOSE JOINT
4015-257	4015-258	4015-259
RAIL GAP	BAD TIE	CRACKED RAIL
4015-282	4015-281	4015-283

Stringline Rail Curve Measuring Tool

Measure track curvature or visually judge the straightness of straight rail. Steel paddles lock to rail head.

The custom 12" ruler measures the space between the rail head and the red-marked midpoint of a 62' cord.
Each inch of space between rail and string equals one degree of curvature.

Accuracy of measurement is +/- 4%.

4024-03 Weight 5 lbs.

Rail Kicker Rail Brace for Curved Track

How To Reduce Gauge-Stress.

Widening track gauge is a frequent cause of derailments in industrial rail yards. The wheels of passing trains exert considerable side-pressure against the rails. This causes the rails to momentarily flex outward as the wheels move by.

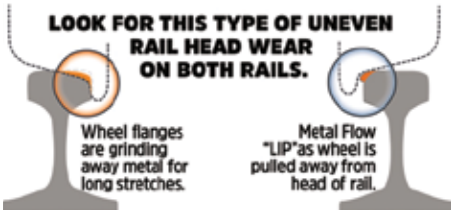
Curved track is more vulnerable to this stress than straight-line track. The outer curved rail takes the brunt of wheel side-pressure. The tighter the curve, the more pressure against the outer rail. (Look for wear patches on the gauge face of the rail as a sign.)

In time, the flex and return process can cause spikes to lose their holding power. The rail base can begin migrating outward, digging a ridge into the tie surface. At some point, when gauge goes beyond 56-1/2", the weakened rails may give way, leading to serious derailments.

One remedy for preventing gauge-stress is the Aldon® RAIL KICKER Rail Brace. When installed on sound ties on the outer curved rail, at every third or fourth tie, RAIL KICKER will help hold the gauge to 56-1/2". RAIL KICKER braces the head of the rail, where support is most needed.

DON'T LET THIS HAPPEN TO YOU

INSPECT YOUR TRACK



In this example the LEFT RAIL needs bracing.

PROTECT SWITCH APPROACHES

RAIL KICKER Braces are good insurance against gauge-widening for curved track entering or leaving a switch, where wheel side pressure can be at its greatest.

4027-01 Weight 19 lbs.

How to Order:
Install a brace every third or fourth tie on the outer curved rail for the length of the curve. Please measure your rail height according to the sizing form on the website and return the form to us.

Base is 8" square. Overall length is 17".

Where Do I Install The Rail Kicker?

"ASK ALDON"
AskAldon@aldonco.com **See page 62 for more details.**

Track Gauge Spreader

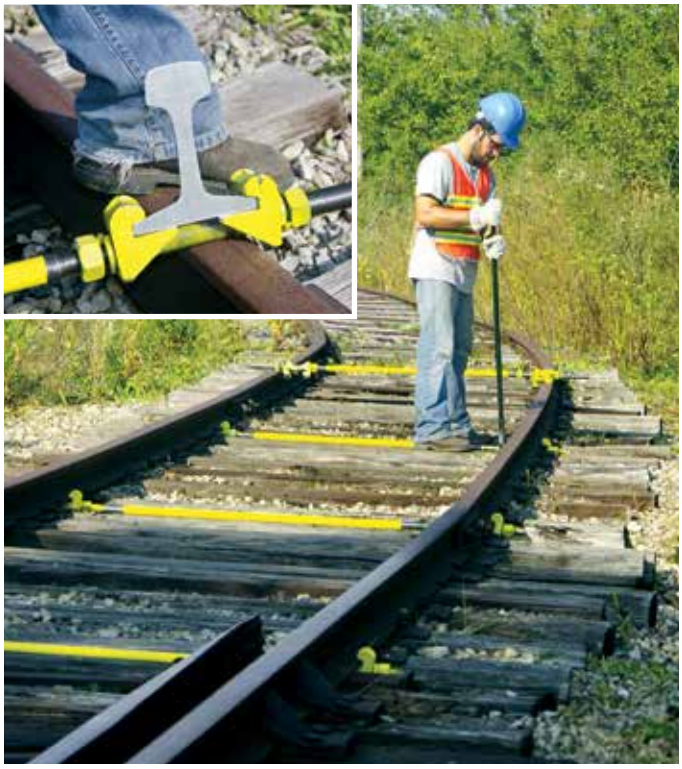
Grabs rail head or base to pull or push rails into desired gauge.

Can be used in both regular track and within switches. One end of the head-of-rail Spreader model has a double jaw, one of which is offset to lift Spreader above switch point or heel block.

Gauging range 16 inches. Reversible ratchet wrench with flip key to change movement direction. Useful for correcting track after derailment and when installing gauge rods. Weight 24 lbs.

4023-50 Head of Rail (Non-Insulated)
4023-51 Base of Rail (Non-Insulated)
4023-52 Base of Rail (Insulated)

Gauge Control Rods



A simple preventive measure for gauge spread is to install double-ended gauge control rods every 8 feet in high traffic track. If your switches do not have gauge plates at the points end, install a double-ended gauge rod at the approach to the switch as well.

A pair of iron jaws at each end of the double-ended gauge rod grip the rail base to hold the rails to gauge and keep the rails upright against wheel pressure.

4127-01 (Single End Non-Insulated) Weight 28 lbs.

4127-01-I (Single End Insulated) Weight 28 lbs.

4127-02 (Double End Non-Insulated) Weight 38 lbs.

4127-02-I (Double End Insulated) Weight 38 lbs.

Two-Piece Miracle Cart

Welded Aluminum
5,000 lb. load capacity

Why strain your back? Each cart half weighs only 49 lbs.

48" square expanded aluminum grid. Parking brake for safety. Jack-knife ease of installation on rail. 6" diameter insulated aluminum wheels.

4025-03
Weight 98 lbs.

Track Bolt Ratchet Wrench

Powerful leverage and ratchet convenience in one wrench. Handle is 38" long, with 1" square drive.

1" Square Drive Sockets

4124-140 1-5/16" 8 pt.
4124-143 1-1/2" 8 pt.
4124-144 1-9/16" 8 pt.
4124-147 1-3/4" 8 pt.
4124-149 1-7/8" 8 pt.

Wrench only:
4123-112 Weight 11 lbs.

Two-Piece Steel Push Cart

Carts should be used on flat track only.

5,000 lb. capacity.

Each cart half weighs 93 lbs.

53" x 48" deck is non-skid expanded steel.

Cart comes with U-shaped push handle.

6" diameter insulated aluminum wheels.

Parking brake holds cart steady.

4025-02 Weight 185 lbs.

Magnetic Track Barrier and Sign Plate

4015-228 Magnetic Track Barrier Sign Holder (No Sign Plate)

Rectangular aluminum tube has powerful rare earth magnets at each end that grip the rail surfaces. Will withstand 60 mph wind pressure against sign plate.

18" wide by 24" tall .080" Engineer Grade reflectorized aluminum sign plate (two standard wordings).

Barrier bar and sign plate are each sold separately.

4015-229
Weight 4 lbs

4015-245
Weight 4 lbs

Wood Track and Switch Broom

Tough polypropylene bristles clean out flangeways in flush rail as well as keep switch points and switch frogs clean of debris, ice, and snow. Handle end has chisel blade for small scraping jobs.

4023-19 Weight 3 lbs.

"Ice Breaker" Aluminum Track and Switch Broom

If you work in ice and snow, you will find this broom useful with its unbreakable aluminum handle.
Safe for food processing industry.

4023-21 Weight 5 lbs.

Switch Stand Track Broom Holder

Keep a track broom ready to use at every switch stand. Pound spear point base into ballast near switch and bolt square steel tube holder to it.

4023-23 Weight 12 lbs.

Sliding Rail Anchor Fall Protection

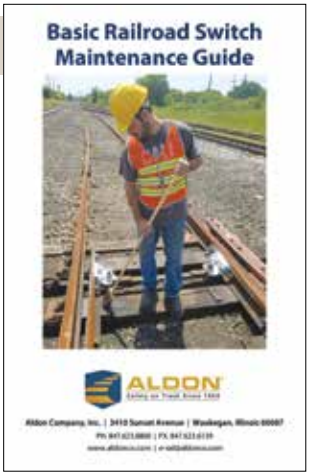
The Sliding Rail anchor locks over the head of the rail and moves freely, giving complete freedom of movement and fall protection.

4124-49 For 90-136 lbs./yd. rail. Weight 6 lbs.

Switch Maintenance Guide

Information to keep your switches operating smoothly and safely.

Order your free copy online.



GLIDEX Liquid Switch Stand Lubricant

Not soluble in water: Resists rain and snow. No build-up of dirt or dust on switch stand moving parts. Non-toxic synthetic ingredients. GLIDEX can be brushed, sprayed, or poured on switch points, throw rods, etc. 5 gallon bucket.

4123-128 Weight 35 lbs.

Sprayable Graphite Grease

Keeps switch points and switch rods from rusting and sticking. Flammable material shipping regulations apply.

4124-106 4 gals./case Weight 40 lbs.

Track De-Icer

Sold in 5 gallon containers. Non-flammable and diluteable. (Use with spray tank 4123-79)

4123-129 Weight 20 lbs.

Applicators

Brush

Long-bristle poly brush

4123-80

Spray Tank

Keep all moving parts of a switch operating smoothly. 3 gallon capacity

4123-79 Weight 10 lbs.

60 lb. - 142 lb. Rail

AL-200-S Screw-Jack Rail Bender

25 Ton Bender for conventional strength rail.

Single hook bender frame. Safety chain secures 25-ton screw jack to frame. Jack piston has 5" scale built-in.

4021-02 Weight: 184 lbs.

AL-200-H Hydraulic Rail Bender

30 Ton Bender for conventional strength rail.

Single hook bender frame. Safety chain secures ram/pump unit to frame.

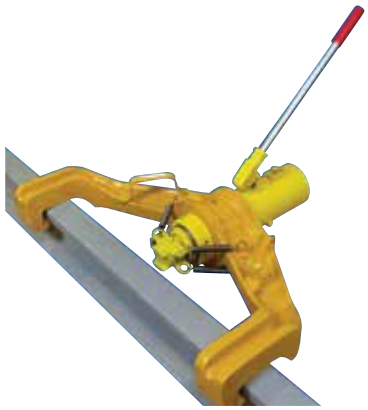
4021-01 Weight: 184 lbs.

25 lb. - 85 lb. Rail

Curve mine rail and make other rail repairs. V-shaped bender frame available with 25-ton hydraulic ram-pump or 50-ton ram with remote pump.

Spring return retracts ram when relief valve is turned.

Part No.	Ram Size	Rail Size	Weight
4021-06	25 tons	60-70#	138 lbs.
4021-07	25 tons	25-60#	195 lbs.
4021-09	50 tons	60-85#	170 lbs.



4021-06 and 4021-07

4021-09

Rail Thermometer (Fahrenheit)

Features 4-magnet base.

4124-18 Weight 1 lb.

Rope Pull Aparts

1" diameter fiberglass rope. Soak in kerosene and use to heat rail head prior to welding or bending.

Sold in 125 ft. lengths.

4124-17 Weight 23 lbs.

"FIRE SNAKE" Gel-Based Pull Apart

Heats rail to draw joints together and promote rail bonding. Flammable gel in protective casing burns hotter (360°F) and longer (20 min.) than rope pull-aparts. Sold in lots of four 10 ft. sections in metal safety can. Special flammable shipping regulations apply. Use a flare holder to ignite.

4123-130 Weight 15 lbs. per can of 4

Rail Tongs

For standard T-rail
80-155 lbs./yd.
Lifts 39 ft. rail sections
Load capacity: 6000 lbs.
Lift only — do not drag.

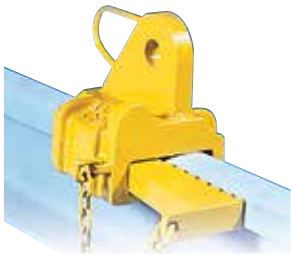
4123-71 Weight 60 lbs.

Switch Frog Crane Tongs

Capacity 8 tons.
Fits all standard frogs.
(Not for self-guarded frogs.)

4123-125 Weight 54 lbs.

Rail Tugger



Self-locking wedge grabs rail for easy pulling and positioning of rail lengths. Handles rails from 100 to 140 lbs./yd.

4123-72 Weight 40 lbs.

Track Jacks

4123-63 **4123-64**

Mechanical track jack provides low handle effort. Can be used for lifting (vertical) or pushing (horizontal) applications. Forged and heat treated components for strength and long service life.

Quick-trip mechanism allows load to be instantly dropped.

Accepts any 1-1/2″ square lining bar.

4123-63 Lifting Capacity: 15-ton Weight: 30 lbs.

4123-64 Lifting Capacity: 15-ton Weight: 50 lbs.

Rail Puller & Expander

Control expansion and contraction of jointed rail.
Alloy steel, heat-treated.
U-Bar fits rail web.
30 ton capacity.
Weight 87 lbs.

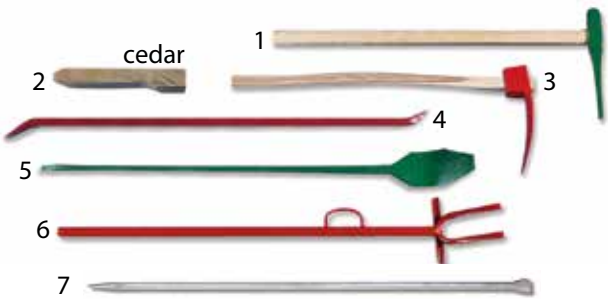
4123-69 For 1″ Bolts

4123-70 For 1-1/8″ Bolts

			Weight	Jaw Opening
1.	**4123-15**	Skidding Tongs	10 lbs.	21¾″
2.	**4123-14**	Two-Man Rail Tong	19 lbs.	3¾″
3.	**4123-93**	Timber Dragging Tongs	15 lbs.	20″
4.	**4123-87**	Tie Carrier (crane type)	37 lbs.	19″
5.	**4123-88**	Timber Carrier (crane type)	51 lbs.	29″
6.	**4123-85**	Aluminum Tie Tong w/replaceable tips	9 lbs.	15½″
7.	**4123-23**	Two-Man Timber Tong	12 lbs.	15½″
8.	**4123-21**	One-Man Tie Tongs	10 lbs.	15½″

Tie & Timber Tools

Key	Description	Part No.	Wt. Lbs.
1	Tie Plug Punch	**4123-84**	7
2	Wood Tie Plugs 500/bdl.	**4124-14**	15/BDL
3	Adze w/handle	**4123-01**	8
4	Timber Bar	**4123-22**	17
5	Nipping Bar	**4123-90**	22
6	Nipping Fork	**4123-89**	17
7	Hexagonal Telegraph Digging Bar	**4123-92**	28



Ballast Tools

Key	Description	Part No.	Wt. Lbs.
1	Ballast Shovel (wood handle)	**4123-03**	8
2	Switch Broom (Polypropylene Bristles)	**4023-19**	5
3	Clay Pick	**4123-05**	10
4	Ballast Fork (8 Tines)	**4123-86**	6
5	Ballast Fork (10 Tines)	**4123-02**	7
6	Aluminum Shovel (5¾ in. blade)	**4023-01**	2.6
7	Aluminum Shovel (9¼ in. blade)	**4023-02**	3.5
8	All Aluminum Shovel (9¼ in. blade)	**4023-42**	3
9	Tamping Bar	**4123-20**	15

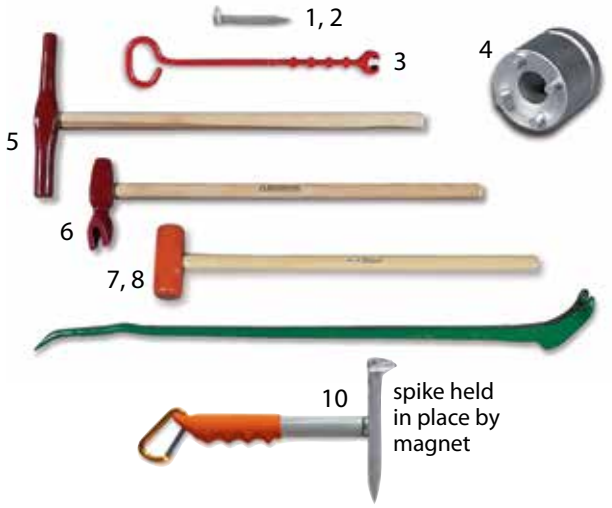
Stainless Steel Tie Plug Driver

Make driving tie plugs a snap. No more bending over with a hammer. Same size and weight as an A.R.E.M.A. Plan-16 tie plug driver but constructed of stainless steel. Comfortable cushioned grip helps reduce fatigue.

4023-22 Weight: 13.5 lbs.

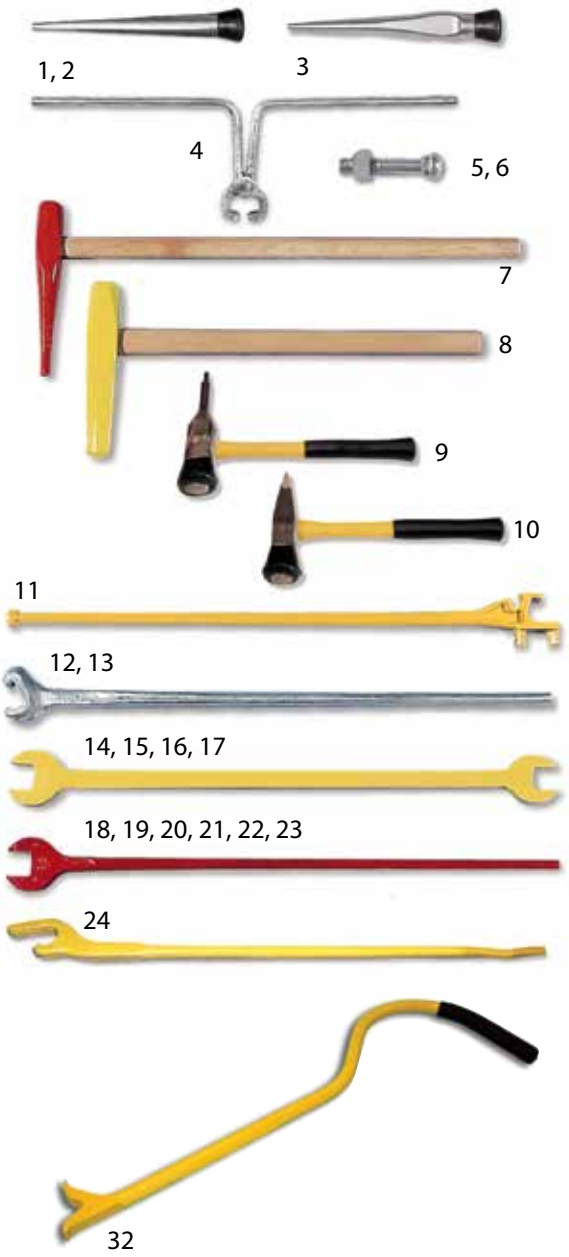
Spike Handling Tools

Key	Description	Part No.	Wt. Lbs.	Jaw Opening
1	Track Spike 9/16" x 5½"	**4123-38**	.80	-
2	Track Spike 5/8" x 6"	**4123-39**	.80	-
3	4-Knob Spike Puller	**4123-18**	6	¾"
4	Dome Head Spike Socket	**4124-171**	5	-
5	Spike Maul	**4123-17**	11	-
6	Track Spike Lifter	**4123-16**	7.5	-
7	Sledge Hammer	**4123-94**	8	-
8	Sledge Hammer	**4123-95**	10	-
9	Claw Bar	**4123-04**	27	9/16" x 5/8"
10	Magnetic Spike Setter	**4123-132**	1	-



Rail Handling Tools

Key	Description	Part No.	Wt. Lbs.	Jaw Opening	Nut Size
1	Steel Drift Pin, Sm. 3/8" Pt.	**4123-96**	4	-	-
2	Steel Drift Pin, Md. 9/16" pt.	**4123-97**	5	-	-
3	Steel Drift Pin, Lg. 3/8" pt.	**4123-98**	5	-	-
4	Two-Man Rail Tong	**4123-14**	18	3 ¾"	-
5	Track Bolt w/Nut 1" x 5"	**4123-40**	2	-	-
6	Track Bolt w/Nut 1" x 5-1/2"	**4123-41**	2.5	-	-
7	Track Punch, Round pt.	**4123-91**	8	-	-
8	Alloy Track Chisel	**4123-24**	7	-	-
9	Bond Removal Punch	**4123-113**	4	-	-
10	Cross-Cut Chisel	**4123-114**	3	-	-
11	Rail Fork	**4123-13**	17	-	-
12	Ratchet Action Track Wrench	**4123-29**	8	1½"	-
13	Ratchet Action Track Wrench	**4123-31**	10	1⅞"	-
14	Double End Track Wrench	**4123-25**	12	1½" -1 11/16"	1 7/16" -1 5/8"
15	Double End Track Wrench	**4123-26**	14	1 11/16" -1⅞"	1 5/8" -1 3/16"
16	Double End Track Wrench	**4123-27**	15	1⅞" -2 1/16"	1 13/16" - 2"
17	Double End Track Wrench	**4123-28**	16	2 1/16" -2¼"	2" - 2 3/16"
18	Single End Track Wrench	**4123-32**	8	1 5/16"	1¼"
19	Single End Track Wrench	**4123-33**	10	1½"	1 7/16"
20	Single End Track Wrench	**4123-34**	12	1 11/16"	1 5/8"
21	Single End Track Wrench	**4123-35**	14	1⅞"	1 13/16"
22	Single End Track Wrench	**4123-36**	16	2 1/16"	2"
23	Single End Track Wrench	**4123-37**	18	2¼"	2 3/16"
24	Rail Anchor Applicator	**4123-103**	28	-	-
25	Diamond Pt. Lining Bar	**4123-11**	18	-	-
26	Diamond Pt. Lining Bar	**4123-12**	26	-	-
27	Wedge Pt. Lining Bar	**4123-08**	18	-	-
28	Wedge Pt. Lining Bar	**4123-09**	22	-	-
29	Wedge Pt. Lining Bar	**4123-10**	26	-	-
30	Pinch Pt. Lining Bar	**4123-06**	18	-	-
31	Pinch Pt. Lining Bar	**4123-07**	26	-	-
32	Tie Plate Remover	**4123-144**	5	-	-



Railcar Stabilizer

For use as secondary support to power lifting jack.
Do not use as sole support of car.
No worker should stand underneath raised car.

Custom-made to fit your railcars.

Please request a sizing form
(or download from our website).

We will send you a drawing for approval.

Maximum screw elevation 6".
Load Capacity: 75,000 lbs.
Top Cap: 5" diameter.
Base: 19" diameter.

4013-01-S Spin-Top Screw
Weight 170 lbs.

Fixed Height Freight Car Stand

Use as back-up support for power lifting jacks. Do not use as sole support of car.

Base: 19" diameter.
Top: 12" x 13½" square.
Load capacity: 125,000 lbs.
Custom-built to your car height requirement.

Please request a sizing form.

4024-01 Car Stand Weight 155 lbs.

Oak Pad for Car Stand

1-3/4" thick x 9-3/4" x 11-1/4"

4024-01-A Weight 5 lbs.

Locomotive Blue Flag Holder

Pipe holder (7 feet tall)
hooks to handrail near cab.

Two-sided sign plates
12" x 15" x .080" aluminum.

4115-139 Weight 20 lbs.

Magnetic Cab Signs

Aluminum sign with wind-resistant rare earth magnetic tab.
Reflective lettering on both sides.

4015-96 8-1/2" X 15" 3 lbs.

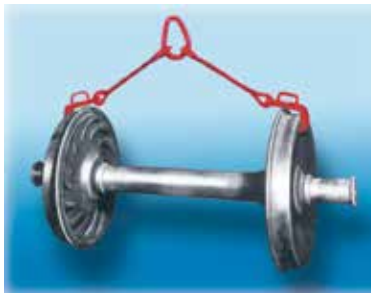
4015-98 8-1/2" x 15" 3 lbs.

Emergency Locomotive Drawbar Strap

Used to tow railcars with damaged drawbars and couplers and to remove bad drawbars from car body. Ratchet action handle provides ample leverage. Limit towing to a single railcar.

4123-173 Weight 15 lbs.

Wheel Sling



For standard-size freight car wheel assemblies.

Sling length:
2 ft. 10" each.
Capacity: 6,200 lbs.

4124-39 Weight 65 lbs.

Lifting Tongs

Oak stock with steel tongs at each end. Length 58".

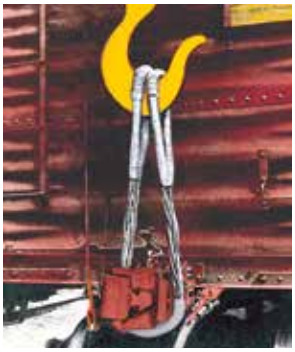
4123-124 Weight 11 lbs.

Brake Stick

4123-104
Standard
27" - 42"
Weight 5 lbs.

4123-105
Long Reach
67" - 104"
Weight 7 lbs.

Drawbar Sling



Lifting arc will not bind between coupler head and striker plate.
Sling length 4 ft. 6 in.

4124-40 9/16 in. dia. strands, 23-ton capacity. Weight 81 lbs.

4124-41 5/8 in. dia. strands, 28-ton capacity. Weight 110 lbs.

Traction Motor Lifiting Dolly

When a drop table is not available for removing traction motors from locomotives. After the locomotive chassis has been raised, workers can roll the Dolly into position under the pivot end of the traction motor without having to step underneath the locomotive chassis.

Standing in the clear, a worker can raise the hydraulic arms 15 inches to adjust elevation of the pivot end of the motor.

Saddle between the lifting rams accepts an oak pad to cushion the load. Pad eyes on the Dolly permit workers to chain the motor to the dolly to prevent slippage. Long chains can also be attached to the Dolly frame for hauling the motor out from under the raised locomotive.

Specifications:

Dolly frame welded steel with chrome-alloy joint pins.
Minimum saddle height above rails: 9 inches.
Maximum saddle height above rails: 24 inches.
Lifting range: 15 inches.
Wheel tread diameter: 10 inches.
Rolling clearance of Dolly frame above rail: 1 inch.

Hydraulics:

2-stage severe duty Simplex brand hand pump: 10,000 psi.
Cylinder: 25-ton single action, spring-return Simplex ram.
Fittings: quick disconnect with thread lock.

4025-11 Weight 550 lbs.

Aldon® Guardian® Trailer Stabilizers Slip Easily Under Nose of Trailer

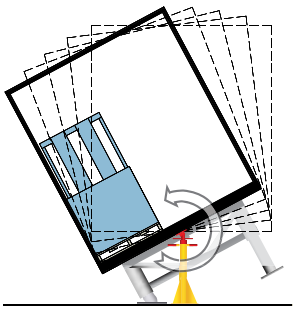
Why bother with heavy, clumsy ratchet screw jacks to support trailer front ends?

Most parked trailers stand 46" off the pavement.

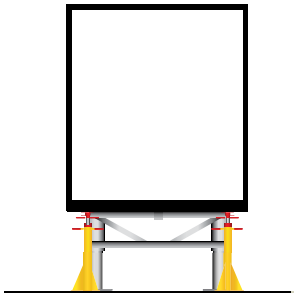
Slip two 45" tall Aldon® Guardian® Trailer Stabilizers under the nose, then crank the landing leg handle a few times to make contact.

When ready, crank again to free the stabilizer.

Always use two stabilizers at the front of each trailer for good stability. A single stabilizer in the center will not prevent side-tipping. If one or both of the legs give way, a single stabilizer in front will act as a fulcrum and not be able to overcome the tipping action. Trailer must be secured with dock lock or wheel chocks



Bad Support



Good Support

Fixed Height Trailer (45") Stabilizers

ALDON® GUARDIAN® TRAILER STABILIZERS

Light weight—no need for wheels

No need for a Ratchet Screw

Maintenance-Free

Made in the USA

	Aluminum	Steel
Item	**4013-15**	**4013-14**
Height	45"	45"
Load Capacity	**75,000 lbs.**	**75,000 lbs.**
Top	5"	5"
Base	14"	14"
Weight	20 lbs.	45 lbs.

Adjustable Spin Top Steel Trailer Stabilizers

42" - 46" screw rise
8" rubber tires

Item	**4013-13**
Height Range	42" - 46"
Load Capacity	**75,000 lbs.**
Top	5"
Base	14"
Weight	72 lbs.

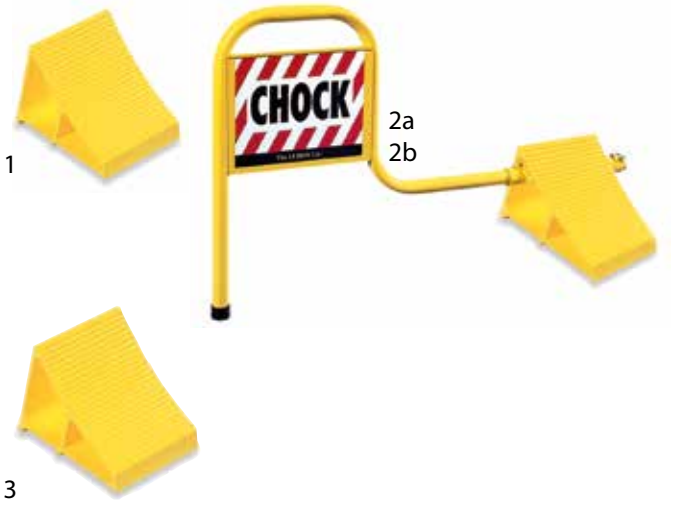
Dolly Pad

On soft ground use wood pads under the landing legs. Install a pair of jacks at the front end.

4024-04 Weight 18 lbs.
17" sq. x 3" high

A Wheel Block for Every Dock Situation

Feather-Light Aluminum



1

2a
2b

3

Cast Iron

4

5

Resilient

6

Walk-In Aluminum Wheel Block

7. Easy to Install feather-light aluminum. Easy for the driver to see from the cab.
4012-11

Key	Description	Part Number	W	L	H	Weight
1	Aluminum	**4012-01**	6″	8¾″	6″	4 lbs.
2a	Aluminum w/handle	**4012-13**	6″	8¾″	6″	13 lbs.
2b	Aluminum w/handle	**4012-02**	7″	10¾″	8″	15 lbs.
3	Aluminum	**4012-03**	7″	10¾″	8″	7 lbs.
4	Ductile Iron	**4012-06**	9⅛″	8″	8½″	16 lbs.
5	Ductile Iron	**4012-04**	10″	10½″	10¾″	27 lbs.
6	Rubber	**4012-05**	7″	10″	8″	12 lbs.
7	Aluminum (Walk-In)	**4012-11**	7″	10¾″	8″	14 lbs.

Portable Crane Stops

Cushion-Slide Crane Stops

Drag plates allow wedge to slide some distance to absorb impact. On smaller sizes of rail, plates may interfere with rail hook bolts — use non-slide crane stops in such cases.

Bumper Contact Type

For crane bumpers (maximum bumper centerline 12" above top of rail). Specify bumper height, rail size, and section.

4016-08 Weight 60 lbs.

Wheel Contact Type

Specify wheel diameter, rail size, and section.

Stops are cut to fit a specific wheel diameter.

4016-07 Weight 50 lbs.

Non-Slide Crane Stops

Wedge dogs lock wedge to rail head and do not interfere with rail hook bolts. On impact, stops may slide minimally. Tighten bolts frequently.

Bumper Contact Type

For crane bumpers (maximum bumper centerline 12" above top of rail). Specify bumper height, rail size, and section.

4016-21 Weight 60 lbs.

Wheel Contact Type

Specify wheel diameter, rail size and section.

Stops are cut to fit a specific wheel diameter.

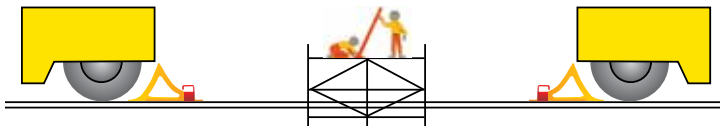
4016-20 Weight 50 lbs.

For all crane stops: Use in pairs | Align stops | Do not use at end of crane run.
Allow ample distance between crane stops and the object to be protected.

Single or Multiple Crane Operations

Overhead bridge cranes: 1910.179(l)(2)(i)(e)

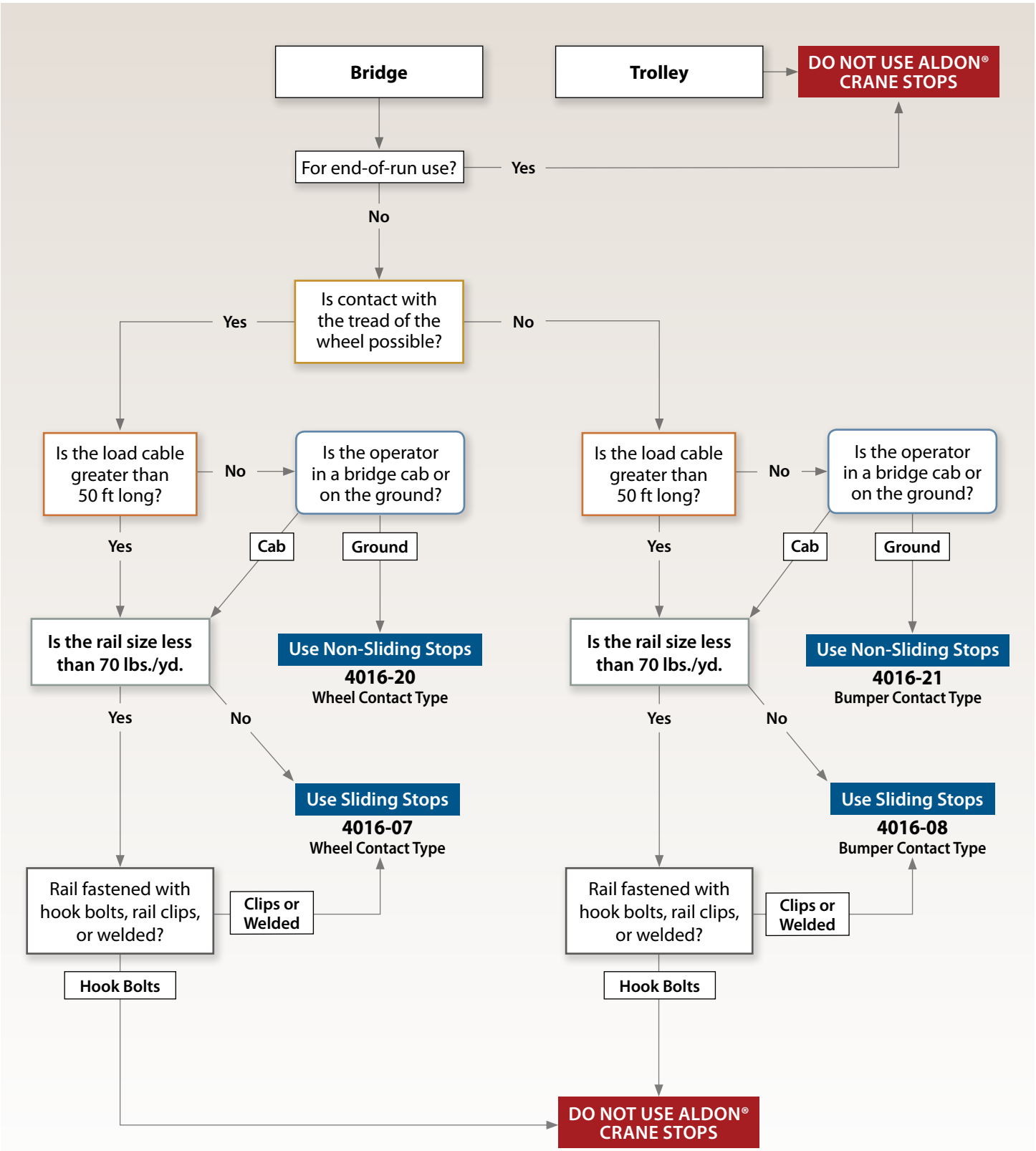
Where other cranes are in operation on the same runway, rail stops or other suitable means shall be provided to prevent interference with the idle crane.



Protect Workers from Crane Overrun

Isolate a Crane Undergoing Repairs

How to Choose the Correct Crane Stop



"ASK ALDON"

Product Consultation Service

The Aldon® product line covers almost all aspects of industrial rail yard operations. We have more than a century of experience in solving rail safety and track maintenance problems. Our sales engineers use aerial photographs of your plant-site to aid in discussions with you. We can provide Product Placement Maps when appropriate, to guide your choice of installation location.

"ASK ALDON"

Placement Map for Recommended Products

Customer

Contact

City / State / Zip

Phone

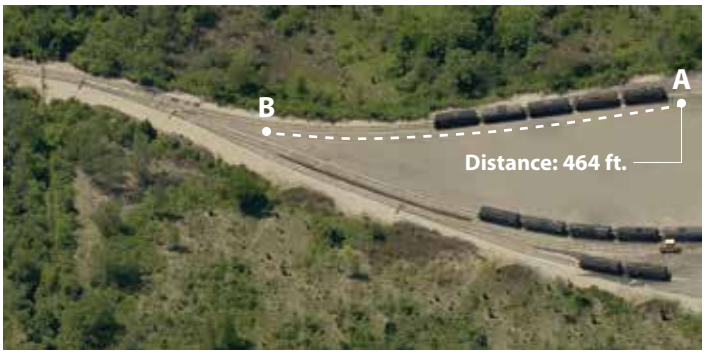
E-mail

LEGEND

- Derail
- Car Stop
- Track Clearance Marker
- Switch Cube® Direction Indicator
- Gauge Braces

The capabilities of today's aerial photography are remarkable.

Determine Percent of Track Grade



Scale Distances

Photos by Pictometry International

AskAldon@aldonco.com | 847.623.8800

Expert Advice on Selection, Location, Installation and Use for Aldon® Rail Safety and Track Repair Products

Permanent Installation – Where and How

Derails


Car Stops


Clearance Markers


Gauge Braces


Track Switch Safety

Portable and Temporary – Where and When

Blue Flags

Wheel Chocks


Rail Skids


Rerailers


Tank Car Sockets

Track Inspection and Repair – How To


Inspect Your Track

Measure Track Gauge


Measure Grades and Curves


Restore Track Gauge


Track Switch Maintenance

Need a source for a product or service we don't offer? We can find one!

AskAldon@aldonco.com | 847.623.8800

REDUCE YOUR LIABILITY

Take the Worry Out of Industrial Track Inspection.

Over 50 Years of Combined Railroad and Federal Railroad Administration (FRA) Experience.
FRA Approved Track Training.

Track Inspection • Track Maintenance Services Consulting Service

Fred Dennin and Associates offers guidance on identifying track defects and the proper remedial actions.
Periodic track inspections of your industrial track or short line railroad with suggested maintenance programs.

Fred Dennin & Associates, LLC

Fred Dennin & Associates, LLC

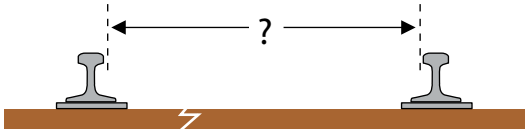
404.557.9769

fdennin@numail.org

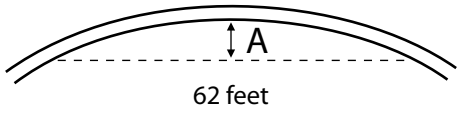
Helping you keep in compliance with the FRA

SIMPLE WAYS TO MEASURE
Track Gauge, Track Curvature, Height of Rail and Track Clearance

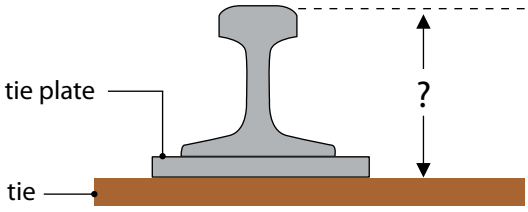
Measure Track Gauge
Most North American trackage is built to standard gauge, 56-1/2" spacing between the inside faces of the rail heads, as measured from a point 5 inches down from the top of the rail head. Narrow gauge track is less than 56-1/2 " (such as mining railroads). Broad gauge is more than 56-1/2", and is used by transit lines for wider passenger cars. For accurate measuring of track gauge, see our line of levels and gauges, pages 44-46.



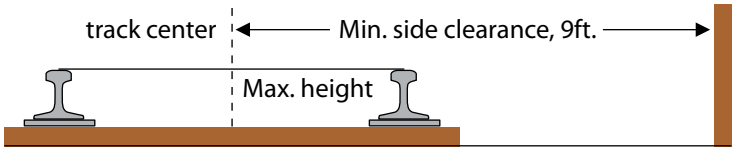
Measure Track Curvature
Stretch a 62 foot long string taut between two points on the inside of the curve. Measure the distance "A" at the midpoint of the string to the side of the rail head. Each inch of "A" distance is equivalent to one degree of curvature... a 5 inch measurement is thus equal to 5 degrees, etc.
For a more convenient way to measure track curvature, see our Stringline 4024-03.

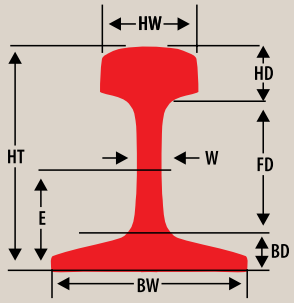


Measure Height of Rail
Various railroad track products such as derails, rerailers, and spill containment pans are sized by height of rail. Height of rail is usually measured from the top of the wood tie to the top of the rail. Do not forget the thickness of the tie plate.
Put a pipe or straight piece of lumber across the rails and measure from the tie up to the underside of the pipe or board.
For a more convenient way to check height of rail.
See All-Rail Height-of-Rail Gauge 4022-17.



Measure Track Clearance
To avoid contact with passing trains, North American railroads typically require that any platform or dock adjacent to spur tracks should be at least 9 feet away from the center of the track. Other structures may require greater clearance. Contact your railroad and state/local government agencies. Devices installed between the rails (derails, hinged stops, weighing scales, etc.) should be no higher than 2-3/4" above the top of the rails. (An exception to this rule is any flexible urethane marking cone, such as our Track Clearance Marker 4015-144.)



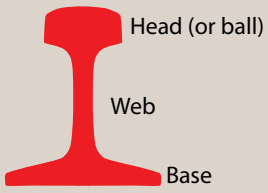


Rail Dimensions

HT Height
BW Width of Base
HW Width of Head
W Web (at center point)
HD Depth of Head
FD Fishing
BD Depth of Base
E Bolt Hole Elevation

Identifying Rail

Many sizes of rail have been produced in the last 100 years. It is important to identify the specific pound weight per yard and rail section designation (section is the shape of the rail when viewed on its end). Stamped at intervals on the web of the rail are letters and numbers which identify the weight per yard and rail section. Consult the chart here for an exact rail size designation.



Rails designated by ASCE (especially 12 lb. to 85 lb.) are likely to be used as crane rail. The heavier rails shown are for railroad use.

Data provided courtesy of L.B. Foster Company.

Nominal Weight Per Yard	Type of Rail	DIMENSIONS IN INCHES								SECTION DESIGNATION		
		HT	BW	HW	W	HD	FD	BD	E			
12 lb.	ASCE	2	2	1	3/16	9/16	1 3/32	11/32	57/64	—	—	—
16 lb.	ASCE	2 3/8	2 3/8	1 11/64	7/32	41/64	1 23/64	3/8	1 1/16	—	—	—
20 lb.	ASCE	2 5/8	2 5/8	1 11/32	1/4	23/32	1 15/32	7/16	1 11/64	—	—	—
25 lb.	ASCE	2 3/4	2 3/4	1 1/2	19/64	25/32	1 31/64	31/64	1 15/64	—	—	—
30 lb.	ASCE	3 1/8	3 1/8	1 11/16	21/64	7/8	1 23/32	17/32	1 25/64	—	—	—
35 lb.	ASCE	3 5/16	3 5/16	1 3/4	23/64	61/64	1 25/32	37/64	1 15/32	—	—	—
40 lb.	ASCE	3 1/2	3 1/2	1 7/8	25/64	1 1/64	1 55/64	5/8	1 9/16	—	—	—
45 lb.	ASCE	3 11/16	3 11/16	2	27/64	1 1/16	1 31/32	21/32	1 41/64	—	—	—
50 lb.	ASCE	3 7/8	3 7/8	2 1/8	7/16	1 1/8	2 1/16	11/16	1 23/32	—	—	—
55 lb.	ASCE	4 1/16	4 1/16	2 1/4	15/32	1 11/64	2 11/64	23/32	1 103/128	—	—	—
60 lb.	ASCE	4 1/4	4 1/4	2 3/8	31/64	1 17/32	2 17/64	49/64	1 115/128	6040	60 AS	603
	MISC.	4 1/4	4 1/16	2 5/16	1/2	1 7/16	2 1/8	11/16	1 3/4	6051	—	—
65 lb.	ASCE	4 7/16	4 7/16	2 13/32	1/2	1 9/32	2 3/8	25/32	1 31/32	6540	65 AS	653
70 lb.	ASCE	4 5/8	4 5/8	2 7/16	33/64	1 11/32	2 15/32	13/16	2 3/64	7040	70 AS	701
75 lb.	ASCE	4 13/16	4 13/16	2 15/32	17/32	1 27/64	2 35/64	27/32	2 15/128	7540	75 AS	753
	MO. PAC.	4 3/4	4 3/4	2 9/16	9/16	1 7/16	2 15/32	27/32	2 5/64	7550	75 MP	—
	S. PAC.	4 15/16	4 7/16	2 7/16	33/64	1 3/8	2 5/8	15/16	2 1/4	7524	75 SP	757
80 lb.	ASCE	5	5	2 1/2	35/64	1 1/2	2 5/8	7/8	2 3/16	8040	80 AS	800
	DUDLEY	5 1/8	5	2 21/32	17/32	1 1/2	2 3/4	7/8	2 1/4	8022	80 DY	—
85 lb.	ASCE	5 3/16	5 3/16	2 9/16	9/16	1 35/64	2 3/4	57/64	2 17/64	8540	85 AS	851
	CAN. PAC.	5 1/8	5	2 1/2	9/16	1 7/16	2 11/16	1	2 11/32	8524	85 CP	—
	CB&Q	5 3/16	5 3/16	2 21/32	9/16	1 35/64	2 3/4	57/64	2 17/64	8543	85 CB	852
	MO. PAC.	5 7/32	5 1/4	2 15/32	75/128	1 3/4	2 39/64	55/64	2 21/128	8550	—	—
	PS	5 1/8	4 5/8	2 1/2	17/32	1 21/32	2 15/32	1	2 15/64	8531	85 PS	—
	PRR	5	5	2 9/16	17/32	1 3/4	2 3/8	7/8	2 1/16	8533	85 PR	—
	SOO LINE	5 3/8	4 7/8	2 1/2	9/16	1 15/32	2 29/32	1	2 29/64	8520	—	—
90 lb.	ASCE	5 3/8	5 3/8	2 5/8	9/16	1 19/32	2 55/64	59/64	2 45/128	9040	90 AS	—
	ARA-A	5 5/8	5 1/8	2 9/16	9/16	1 15/32	3 5/32	1	2 37/64	9020	90 RA	902
	ARA-B	5 17/64	4 49/64	2 9/16	9/16	1 39/64	2 3/8	1 1/32	2 11/32	9030	90 RB	905
	AT&SF	5 5/8	5 3/16	2 9/16	9/16	1 15/32	3 5/32	1	2 37/64	9021	90 SF	903
	C&NW	5 17/32	5 3/32	2 1/2	1/2	1 17/32	2 31/32	1 1/32	2 23/64	9035	90 OM	—
	D&RG	5 1/2	5 1/8	2 9/16	9/16	1 3/8	2 7/8	1	2 5/8	—	—	906
	GRT. NO.	5 3/8	5	2 5/8	9/16	1 15/32	2 7/8	1 1/32	2 15/32	9024	—	—
	INTRBGH	5	5	2 7/8	11/16	1 25/32	2 11/32	7/8	2 3/64	9050	90 RT	—
	U. PAC.	5 3/4	5 3/8	2 3/4	17/32	1 1/2	3 3/8	7/8	2 9/16	9023	—	901
	DUDLEY	5 1/2	5	2 21/32	9/16	1 1/2	3 1/32	31/32	2 3/8	—	90 DY	—
100 lb.	ASCE	5 3/4	5 3/4	2 3/4	9/16	1 45/64	3 5/64	31/32	2 65/128	10040	100 AS	—
	PS	5 11/16	5	2 43/64	9/16	1 13/16	2 25/32	1 3/32	2 31/64	10031	100 PS	—
	PRR	5 1/2	5 1/2	2 13/16	5/8	1 7/8	2 11/16	15/16	2 9/32	10033	100 PR	—
	ARA-A	6	5 1/2	2 3/4	9/16	1 9/16	3 3/8	1 1/16	2 3/4	10020	100 RA	1003
	ARA-B	5 41/64	5 9/64	2 21/32	9/16	1 45/64	2 55/64	1 5/64	2 65/128	10030	100 RB	1002
	AREA	6	5 3/8	2 11/16	9/16	1 21/32	3 9/32	1 1/16	2 45/64	10025	100 RE	10025
	C&NW	5 45/64	5 9/64	2 9/16	9/16	1 39/64	2 61/64	1 9/64	2 79/128	10035	100-DM	—
	GRT. NO.	5 3/4	5	2 3/4	9/16	1 5/8	3	1 1/8	2 5/8	10036	100 GN	—
	INTRBGH	5 3/4	5 3/4	2 7/8	9/16	1 45/64	3 5/64	31/32	2 65/128	10005	100 RT	—
	NY.NH&H	6	5 1/2	2 3/4	19/32	1 23/32	3 11/32	15/16	2 39/64	10034	100 NH	—
	READING	5 5/8	5 3/8	2 21/32	9/16	1 45/64	2 55/64	1 1/16	2 63/128	10032	100 RG	—
101 lb.	DL&W	5 7/16	5 3/8	2 3/4	5/8	1 23/32	2 11/16	1 1/32	2 3/8	10133	101 DL	—
105 lb.	DL&W	6	5 3/8	2 3/4	5/8	1 23/32	3 1/4	1 1/32	2 21/32	10533	105 DL	—
	DUDLEY	6	5 1/2	3	5/8	1 5/8	3 13/32	31/32	2 43/64	10524	105 DY	—
110 lb.	AREA	6 1/4	5 1/2	2 25/32	19/32	1 23/32	3 13/32	1 1/8	2 53/64	11025	110 RE	1100
	GR. NO.	6 1/2	5 1/2	2 3/4	19/32	1 5/8	3 3/4	1 1/8	3	11036	110 GN	—
	LE. VAL.	6	5 1/2	2 7/8	19/32	1 7/8	3 1/16	1 1/16	2 19/32	11033	110 LV	—
112 lb.	AREA	6 5/8	5 1/2	2 23/32	19/32	1 11/16	3 13/16	1 1/8	2 7/8	11228	112 RE	1121
	TR.	6 3/4	5 1/2	2 1/2	5/8	1 3/4	3 3/8	1 1/8	3 1/8	11229	—	1122
113 lb.	SO. PAC.	6 13/16	5 1/2	2 11/16	19/32	1 7/8	3 13/16	1 1/8	3 3/4	—	—	1130
115 lb.	AREA	6 5/8	5 1/2	2 23/32	5/8	1 11/16	3 13/16	1 1/8	2 7/8	11525	115 RE	1150
	DUDLEY	6 1/2	5 1/2	3	5/8	1 11/16	3 3/4	1 1/16	3 3/8	11522	115 DY	—
119 lb.	AREA	6 13/16	5 1/2	2 21/32	5/8	1 7/8	3 13/16	1 1/8	2 7/8	11937	119 RE	1190
127 lb.	DUDLEY	7	6 1/4	3	21/32	1 11/16	4 5/32	1 5/32	3 1/8	12723	127 DYM	—
130 lb.	PS	6 5/8	5 1/2	3	11/16	2	3 13/32	1 7/32	2 3/4	13031	130 PS	—
	AREA	6 3/4	6	2 15/16	21/32	1 27/32	3 11/16	1 7/32	3 1/16	13025	130 RE	1300
131 lb.	AREA	7 1/8	6	3	21/32	1 3/4	4 3/16	1 3/16	3 1/4	13128	131 RE	1311
132 lb.	AREA	7 1/8	6	3	21/32	1 3/4	4 3/16	1 3/16	3 3/32	13228	132 RE	1321
133 lb.	AREA	7 1/16	6	3	11/16	1 15/16	3 15/16	1 3/16	3	13331	—	1330
136 lb.	LE. VAL.	7	6 1/2	2 15/16	21/32	1 7/8	3 7/8	1 1/4	3 3/16	13633	136 LV	—
	AREA	7 5/16	6	2 15/16	11/16	1 15/16	4 3/16	1 3/16	3 3/32	13622	136 RE	13637
140 lb.	AREA	7 5/16	6	3	3/4	2 1/16	4 1/16	1 3/16	3	—	140 RE	—
	PS	7 5/16	6	3	3/4	2 1/16	4 1/16	1 3/16	3	14031	140 PS	—
141 lb.	PS	7 1/16	6	3 1/16	11/16	2 5/32	4 3/32	1 3/16	3 7/8		141 PS	—
152 lb.	PS	8	6 3/4	3	11/16	1 27/32	4 7/8	1 9/32	3 3/4	15222	152 PS	—
155 lb.	PS	8	6 3/4	3	3/4	2 1/16	4 21/32	1 9/32	3 3/8	15531	155 PS	—

CHOCKING RAILCARS

Pulp, paper, and paperboard mills: 1910.261(c)(4)(v)
Flatcars and all other cars shall be chocked during unloading. Where equipment is not provided with hand brakes, rail clamping chocks shall be used.
4016-01 and 4016-02 CB-6 wheel blocks

Tank cars [ammonia]: 1910.111(b)(13)(v)
Brakes shall be set and wheels blocked on all cars being unloaded.
Steel and Urethane Wheel Chocks

Tank cars [LPG]: 1910.110(b)(15)(iii)
While cars are on sidetrack for loading or unloading, the wheels at both ends shall be blocked on the rails.
Steel and Urethane Wheel Chocks, CB-6 Blocks

Loading/unloading freightcars with forklifts: 1910.178(k)(2)
Wheel stops or other recognized positive protection shall be provided to prevent railroad cars from moving during loading or unloading operations.
Car Stops and Derails

Loading/unloading freightcars with forklifts: 1910.178(k)(4)
Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.
Steel and Urethane Wheel Chocks, CB-6 Blocks

Loading/unloading freightcars with forklifts: 1910.178(m)(7)
Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading.
Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

Marine terminals: 1917.17(d)
Railcars shall be chocked or otherwise prevented from moving while dockboards or carplates are in position; or while employees are working within, on or under the railcars or near the tracks at the ends of the cars.
Steel and Urethane Wheel Chocks, CB-6 Blocks

Construction: 1926.250(d)(4)
Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.
Steel and Urethane Wheel Chocks, CB-6 Blocks

Tank cars, Hazmat: 173.31(g)(3)
At least one wheel on the tank car must be blocked against movement in both directions, and the hand brakes must be set. If multiple tank cars are coupled together, sufficient hand brakes must be set and wheels blocked to prevent movement in both directions.
Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

Tank cars, Transloading: 174.67(a)(2)
Each hazmat employee who is responsible for unloading must apply the handbrake and block at least one wheel to prevent movement in any direction. If multiple tank cars are coupled together, sufficient hand brakes must be set and wheels blocked to prevent movement in both directions.
Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

CHOCKING TRUCKS

Loading/unloading freightcars with forklifts: 1910.178(k)(1)
The brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.
Truck Wheel Chocks

Loading/unloading freightcars with forklifts: 1910.178(m)(7)
Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading.
Truck wheel chocks, steel and urethane wheel chocks, CB-6 blocks, brake stick

Tank trucks [ammonia]: 1910.111(f)(9)
Chock blocks. At least two chock blocks shall be provided. These blocks shall be placed to prevent rolling of the vehicle whenever it is parked during loading and unloading operations.
Truck Wheel Chocks

Tank trucks [LPG]: 1910.110(e)(2)(i)
Fuel may be used from the cargo tank of a truck while in transit, but not from cargo tanks on trailers or semitrailers. The use of fuel from the cargo tanks to operate stationary engines is permitted providing wheels are securely blocked.
Truck Wheel Chocks

Pulp, paper, and paperboard mills: 1910.261(c)(7)
Handling pulp chips from trucks and trailers. All trucks and trailers shall be securely fastened in place and all employees in the clear before dumping is started.
Truck Wheel Chocks

CRANE STOPS

Overhead bridge cranes: 1910.179(l)(2)(i)(e)
Where other cranes are in operation on the same runway, rail stops or other suitable means shall be provided to prevent interference with the idle crane.
Crane Stops

DERAILS

General rule; all railcars: 1910.176(f)
Rolling railroad cars. Derail and/or bumper blocks shall be provided on spur railroad tracks where a rolling car could contact other cars being worked, enter a building, work or traffic area.
Derails and Car Stops

General rule; all railcars: 1926.600(a)(7)
Rolling railroad cars. Derail and/or bumper blocks shall be provided on spur railroad tracks where a rolling car could contact other cars being worked, enter a building, work or traffic area.
Derails and Car Stops

Pulp, paper, and paperboard mills: 1910.261(c)(4)(vi)
A derail shall be used to prevent movement of other rail equipment into cars where persons are working.
Derails

Pulp, paper, and paperboard mills: 1910.261(h)(3)(v)
Spur tracks upon which tank cars containing chlorine and caustic are spotted and connected to pipelines shall be protected by means of a derail in front of the cars.
Derails

Pulp, paper, and paperboard mills: 1910.261(m)(5)
Unloading cars. Flag signals, derails, or other protective devices shall be used to protect men during switching operations. The blue flag policy shall be invoked according to paragraph (c)(9)(i) of this section.
Derails, Car Stops, Blue Signs, Holder, Lights and Flags

Marine terminals: 1917.17(e)
When employees are working in, on, or under a railcar, positive means shall be taken to protect them from exposure to impact from moving railcars.
Derails and Car Stops

Tank cars, Hazmat: 173.31(g)(1)
Each hazmat employee who is responsible for loading or unloading a tank car must secure access to the track to prevent entry by other rail equipment, including motorized service vehicles. Derails, lined and locked switches, portable bumper blocks, or other equipment that provides an equivalent level of security may be used to satisfy this requirement.
Derails, Car Stops, and Switch Point Locks

Tank cars, Transloading: 174.67(a)(3)
Each hazmat employee who is responsible for unloading must secure access to the track to prevent entry by other rail equipment, including motorized service vehicles. This requirement may be satisfied by lining each switch providing access to the unloading area against movement and securing each switch with an effective locking device, or by using derails, portable bumper blocks, or other equipment that provides an equivalent level of safety.
Derails, Car Stops, and Switch Point Locks

FLAGS, LIGHTS, AND SIGNS

Pulp, paper, and paperboard mills: 1910.261(c)(9)(i)
The blue flag policy shall be used to mark stationary cars day and night. This policy shall include marking the track in advance of the spotted cars (flag for daytime, light for darkness).
Blue Signs, Holders, Lights and Flags

Pulp, paper, and paperboard mills: 1910.261(c)(9)(ii)
After cars are spotted for loading or unloading, warning flags or signs shall be placed in the center of the track at least 50 feet away from the cars and a derail set to protect workmen in the car.
Derails, Blue Signs, Holders, Lights and Flags

Pulp, paper, and paperboard mills: 1910.261(m)(5)
Unloading cars. Flag signals, derails, or other protective devices shall be used to protect men during switching operations. The blue flag policy shall be invoked according to paragraph (c)(9)(i) of this section.
Derails, Car stops, Blue Signs, Holders, Lights and Flags

Tank cars [ammonia]: 1910.111(b)(13)(iii)
Caution signs shall be so placed on the track or car as to give necessary warning to persons approaching the car from open end or ends of siding and shall be left up until after the car is unloaded and disconnected from discharge connections. Signs shall be of metal or other suitable material, at least 12 by 15 inches in size and bear the words "STOP - Tank Car Connected" or "STOP - Men at Work" the word, "STOP," being in letters at least 4 inches high and the other words in letters at least 2 inches high.
Blue Signs, Holders, Lights and Flags

Tank cars [LPG]: 1910.110(b)(15)(ii)
A "Tank Car Connected" sign, as covered by DOT rules, shall be installed at the active end or ends of the siding while the tank car is connected.
Blue Signs, Holders, Lights and Flags

Tank cars, Hazmat: 173.31(g)(2)
Caution signs must be displayed on the track or on the tank cars to warn persons approaching the cars from the open end of the track and must be left up until after all closures are secured and the cars are in proper condition for transportation. The caution signs must be of metal or other durable material, rectangular, at 30.48 cm (12 inches) high by 38.10 cm (15 inches) wide, and bear the word "STOP." The word "STOP" must appear in letters at least 10.16 cm (4 inches) high. The letters must be white on a blue background. Additional words, such as "Tank Car Connected" or "Crew at Work," may also appear in white letters under the word "STOP."
Blue Signs, Holders, Lights and Flags

Tank cars, Transloading: 174.67(a)(4)
Each hazmat employee who is responsible for unloading must display caution signs on the track or on the tankcars to warn persons approaching the cars from the open end of the track and must be left up until after all closures are secured and the cars are in proper condition for transportation. The caution signs must be of metal or other durable material, rectangular, at 30.48 cm (12 inches) high by 38.10 cm (15 inches) wide, and bear the word "STOP." The word "STOP" must appear in letters at least 10.16 cm (4 inches) high. The letters must be white on a blue background. Additional words, such as "Tank Car Connected" or "Crew at Work," may also appear in white letters under the word "STOP."
Blue Signs, Holders, Lights and Flags

Workers on main track: 218.25(a)
A blue signal must be displayed at each end of the rolling equipment.
Blue Signs, Holders, Lights and Flags

Blue flag display: 218.23(a)(4)
Rolling equipment may not pass a displayed blue signal.
Blue Signs, Holders, Lights and Flags

Blue flag display: 218.23(b)
Blue signals must be displayed in accordance with § 218.25, 218.27, or 218.29 by each craft or group of workers prior to their going on, under, or between rolling equipment and may only be removed by the same craft or group that displayed them.
Blue Signs, Holders, Lights and Flags

Foul and Clearance Point Marking: 218.101(c)
Each railroad shall implement procedures that enable employees to identify clearance points and a means to identify locations where clearance points will not permit a person to safely ride on the side of a car.
Clearance Point Markers, Foul Point Signs, Clear Point Signs

TRAILER STABILIZERS

Loading/unloading freightcars with forklifts: 1910.178(m)(7)
Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor.
Trailer Stabilizers

BOXCAR DOOR OPENERS

Loading/unloading freightcars with forklifts: 1910.178(m)(6)
Trucks shall not be used for opening or closing freight doors unless…
- The design of the door opening device shall require the force applied by the device to the door to be in a direction parallel with the door travel.
- The operator is trained in the use of the door opening device and keeps the operation in full view.
- Employees, other than the operator, stand clear while the door is being moved.

Boxcar Door Openers

Marine terminals: 1917.17(i)
If powered industrial trucks are used to open railcar doors, the trucks or the railcar doors shall be equipped with door opening attachments. Employees shall stand clear of the railcar doors while they are being opened and closed.
Boxcar Door Openers

Marine terminals: 1917.17(j)
Only railcar door openers or powered industrial trucks equipped with door opening attachments shall be used to open jammed doors.
Boxcar Door Openers

NUMERIC INDEX

ALPHABETICAL INDEX

Courtesy of David P. Jordan

In 1904, when Aldon Company was established, our market was limited to the railroads, many of which were headquartered in Chicago. Over the many decades since then, our market has expanded to include rail-using industrial firms in more than 300 different kinds of industries.

Aldon® can provide all the basic rail safety and track repair products that you need in your rail yard.

Give us a call.

ALDON®
Safety on Track Since 1904

Aldon Company, Inc. | 3410 Sunset Avenue | Waukegan, Illinois 60087

PH. 847.623.8800 | FX. 847.623.6139

www.aldonco.com | e-rail@aldonco.com

Printed in USA November 2019