



**CAST STEEL WHEEL CHOCKS - INFO (MADE IN USA)**

**Why Use Wheel Chocks?**

A gust of wind is enough to cause a 118,000kg 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 approximately 50mm and dislodge a dock board or strain a hose line. This why OSHA mandates the use of wheel chocks in addition to car brakes wherever rail cars are being worked.



Photo by courtesy Baden Tidd

**Aldon Chocks have the Edge**

In 1955 Aldon Company 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 nominal cost instead of buying a new wheel chock.



**It's easy to turn and replace worn spurs in Aldon Chocks**

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. Ask for our free booklet on changing out spurs or go to [www.aldoninfo.com](http://www.aldoninfo.com) and watch our two-minute video on chock spur maintenance.



SCAN & PLAY



**MODEL NO. 6008**

**Replacement Spurs**

Made of 12.7mm sq. tool steel, heat treated for a hard and sharp edge.



LOCOMOTIVES & RAIL CAR STOPPING DEVICES

[www.specialisedforce.com.au](http://www.specialisedforce.com.au)



**CAST STEEL WHEEL CHOCKS - INFO (MADE IN USA)**

**What Kind of Rail Do You Have?**

One type of chock does not fit every rail situation. Aldon offers flush rail chocks and exposed rail chocks. Exposed rail is open to the sleepers. Flush rail is encased in pavement, with only a flangeway left open on the inside of both rails for wheels to pass through.

**EXPOSED**

Open to the sleepers & ballast



**FLUSH**

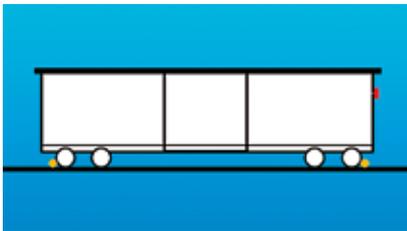
Encased in pavement with only a flangeway on inside of rail



**Single Chocks or Double Chocks?**

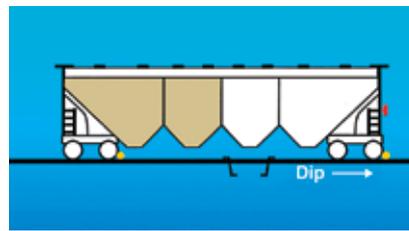
**Recommended chocking procedures for single cars on flat track**

**Idle Car on Storage Track**



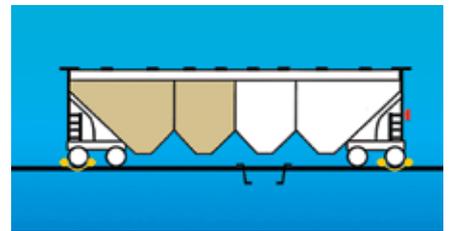
If the track is flat and there is no vibration, single chocks at each end can be used to block car movement. **Set brake before chocking**

**Car Being Worked – Slight Dip**



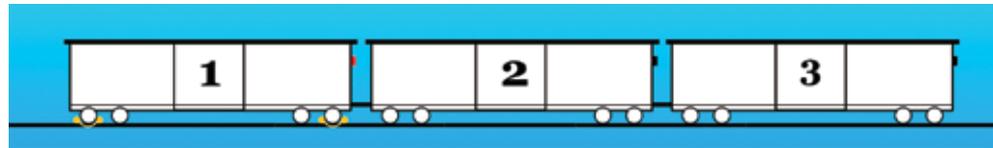
If the car tends to roll in one direction, single chocks at each end may be sufficient. **Set brake before chocking**

**Car Being Worked - Flat Track**



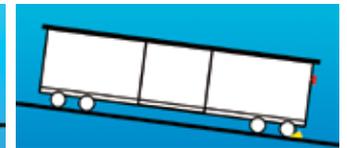
Double chocks on each end of the car provide two-chock blocking against movement in either direction. **Set brake before chocking**

**Recommended chocking procedures for multiple cars on flat track**



**Use double chocks** on flat track, where a line of rail cars remain coupled together, and are moved forward progressively to be loaded/unloaded: Brake and chock the car to be worked (chock both ends of the car). It may be necessary to brake and chock several cars behind the car to be worked, depending on your operating conditions. When the first car is ready to be moved, remove the chocks and release the brakes on the cars. Move cars forward and repeat the braking and chocking procedure. If cars are uncoupled to be worked separately, brake and chock each car

**Car on sloped track**



**WARNING!**  
Do not use wheel chocks on sloped track

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



LOCOMOTIVES & RAIL CAR STOPPING DEVICES

www.specialisedforce.com.au



**CAST STEEL WHEEL CHOCKS WITH SPURS (MADE IN USA)**

**MODEL NO. 4011 SERIES STANDARD CHOCK WITH FLAG**

Single Chock & Flag (710mm handle)



Double Chock & Flag (710mm handles)



Model No	Type	Suits Rail Type	Weight (kg)	Model No	Type	Suits Rail Type	Weight (kg)
<b>4011-01</b>	A	Exposed	5.9	<b>4011-06</b>	C	Exposed	7.3
<b>4011-02</b>	A-1	Flush	5.9	<b>4011-07</b>	C-1	Flush	7.3
				<b>4011-08*</b>	C-2	Exposed	9.1

Single Chock (380mm handle)



Double Chock (380mm handles)



Model No	Type	Suits Rail Type	Weight (kg)	Model No	Type	Suits Rail Type	Weight (kg)
<b>4011-09</b>	D	Exposed	2.7	<b>4011-03</b>	B	Exposed	5.5
<b>4011-10</b>	D-1	Flush	3.6	<b>4011-04</b>	B-1	Flush	5.5
				<b>4011-05*</b>	B-2	Exposed	9.1

\*with tension clamp and padlock

**MODEL NO. 4011 SERIES STAY-CLEAR CHOCKS WITH FLAG**

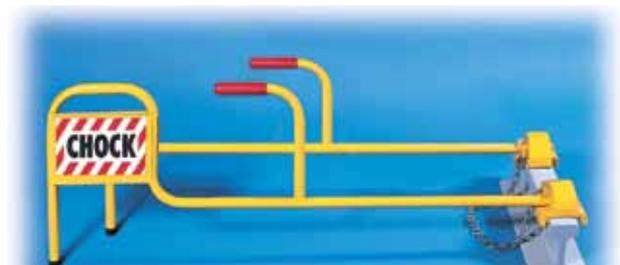
**Keep your head and hands away from the rail car when placing wheel chocks.**

Handle length of 1117mm makes it easy to place the chock under the wheel while staying clear of the car body. Added handle length makes it easy to see the chock even down a long line of cars. Cast steel chock with replaceable spurs insures effective car blocking.

Single Chock (1117mm handle)



Double Chock (1117mm handles)



Model No	Suits Rail Type	Weight (kg)	Model No	Suits Rail Type	Weight (kg)
<b>4011-14</b>	Exposed	6.4	<b>4011-16</b>	Exposed	11.8
<b>4011-15</b>	Flush	6.4	<b>4011-17</b>	Flush	11.8

**HEAVY DUTY CHOCKS, SAFETY LIGHTS & ACCESSORIES (MADE IN USA)**



**MODEL NO. 4011 SERIES**

**Whack 'Em Severe Duty Wheel Chocks**

If your wheel chocks get stuck under locomotive or rail car wheels, try our Whack 'Em chocks. Reinforced steel handles can stand up to hammer blows or yanking the handle sideways to free the chock. **Look for the red handles.**



**Whack 'Em Double Chocks (380mm handle) "pictured right"**

Model No.	Suits Rail Type	Weight (kg)
<b>4011-30</b>	Exposed	6.4
<b>4011-31</b>	Flush	6.4

**Whack 'Em Single Chock with Flag (710mm handles)**



**Whack 'Em Double Chocks with Flag (710mm handles)**



Model No.	Suits Rail Type	Weight (kg)
<b>4011-32</b>	Exposed	7.3
<b>4011-33</b>	Flush	7.3

Model No.	Suits Rail Type	Weight (kg)
<b>4011-34</b>	Exposed	8.2
<b>4011-35</b>	Flush	8.2

**MODEL NO. 4011 SERIES**

**Standard Wheel Chocks with Safety Lights**

Why risk derailment or ruptured hoses if the night switching crew doesn't notice that a car wheel is still chocked? Aldon flag wheel chocks are now available with quick flashing light and mounting bracket. The light can be seen for over 1.6km away with your choice of colour; Blue, Red or Amber.



**Single Chock with Flag and Light**



**Double Chock with Flag and Light**



Model No.	Suits Rail Type	Weight (kg)
<b>4011-36</b>	Exposed	6.4
<b>4011-37</b>	Flush	6.4

Model No.	Suits Rail Type	Weight (kg)
<b>4011-38</b>	Exposed	7.7
<b>4011-39</b>	Flush	7.7

LOCOMOTIVES & RAIL CAR STOPPING DEVICES

www.specialisedforce.com.au



**CHOCK ACCESSORIES (MADE IN USA)**

**MODEL NO. 4011-22**

**Chock Carrier Bracket**

Weld bracket to industry-owned freight cars so wheel chocks are always available. Bracket can also be welded to a steel column on rail dock.



Model No.	Fits Aldon chock Model No's	Weight (kg)
<b>4011-22</b>	4011-03, 4011-04, 4011-10, 4011-09	2.27

**MODEL NO. 6008**



**It's easy to turn and replace worn spurs in Aldon Chocks**

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. Ask for our free booklet on changing out spurs or go to [www.aldoninfo.com](http://www.aldoninfo.com) and watch our two-minute video on chock spur maintenance.

Model No.	Description
<b>6008</b>	Replacement Spur (Single) made of 12.7mm square tool steel, heat treated for a hard and sharp edge



LOCOMOTIVES & RAIL CAR STOPPING DEVICES

[www.specialisedforce.com.au](http://www.specialisedforce.com.au)