

MODEL NO. 4127 SERIES RAIL TRACK GAUGE CONTROL RODS

The main cause of derailments in industrial rail yards is over-wide track gauge. Locomotive and freight car wheels can exert as much as 1814kg of side pressure against the rails. If the ties are spongy, they can lose their spike-holding strength and allow the rails to be pushed over from wheel side pressure. A between-the-rails derailment requires cranelifting to put the car or engine back on the rails and extensive track repair.

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.

For curved track, use the single-ended gauge rod. Jaws at one end attach to the base of the outer curved rail, which receives the greatest wheel side pressure. The hook at the other end grabs the base of the inner rail.

A simple preventive measure for gauge spread is to install Aldon double-ended gauge control rods every 2.4m 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.

Model No.	Type	Weight (kg)
4127-01	Single End	12.7
4127-02	Double End	17.3



4127-01



4127-02

MODEL NO. 4024-54 TWO MAN CARRYING POLE

Workers can easily carry heavy, bulky items with this 2-man carrying pole. Perfect for rerailers and derailleurs. The pole is manufactured from steel tubing, 2.44m long with snap hook in the centre.

Model No.	Length (m)	Weight (kg)
4024-54	2.44	4.6



**CHECK
WITH YOUR
SAFETY OFFICER
WHAT IS "SAFE"
TO LIFT**