The Switch: How a train gets where it’s going

The railroad switch is a marvel of engineering. The ability to smoothly divert a fast-moving train from one track to another is really what makes railroading possible.

How a track switch works

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 5-inch 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. The section of the switch is called a “frog” because it resembles frog legs.
Looking at a switch from both ends ...

This is a left-hand switch which has been “lined” or positioned for travel through the switch on the main track in both directions. The green target indicates “through travel”. Note the gap between the right-hand point and its rail. Normally a switch is kept positioned for main track travel.

Now this left-hand switch has been “lined” or positioned for movement into the side track. There are two ways to know this. The gap between the left-hand point and its rail will guide the rail car wheel along the curve of the turnout. The red target confirms that the switch has been lined for a turnout.

The other end of the left-hand switch shown above. (Note that everything is reversed: the main track is now on the left and the side track is on the right). From this distance it is often difficult to see how the points at the other end of the switch are positioned. Thus, the worker must depend on the color of the switch targets to know whether the switch is lined for main track through travel or for movement in and out of the turnout. In this case, the green target indicates that traffic can only proceed on the main track in either direction.

The red target indicates that the switch has been repositioned for in and out movement on the side track. No main track movement is possible through the switch.

If you go through a switch that is lined against movement on your track, you risk derailment and damage to the switch.

Mind the Gap! 

How to “Read” Switch Points ...

Always check to see if the positioning of the switch points agrees with the switch target — Here’s how: Stand facing the switch points and look for the gap between the one point and its running rail.

Run your eye along that rail and follow it through the switch; this is the way the wheels will go. Then ask yourself, “Is this the direction I want the train to go?”

www.ALDONCO.com
No doubt where the train will go

Switch Cube Indicator®
A new kind of switch target

Switch Cube® Indicator takes the mystery out of lining a switch

Even experienced rail yard workers can get confused when positioning a switch for train movement.

The simple clear symbols and traditional colors (green, yellow, red) of the Switch Cube® Indicator tell anyone how the switch is positioned for train movement.

Switch Cube® Indicator can be installed on any brand or model of low-rise track switches.
Switch Cube® Indicator makes it clear
Points End of the Switch

Frog End of the Switch
Switch Cube® Indicator is even more valuable when viewed from the frog end of the switch.

The convergence of two tracks calls for a more explicit indicator of which track is open for travel and which is not. Switch Cube® Indicator provides this.

NOTE As with any switch target, always “read” the switch points to be sure they are positioned as the Switch Cube® Indicator sign plates denote.

See Switch Cube® Indicator in action at aldoninfo.com/switchcube

Your choice of “red stop” or “double yellow” for frog end of switch.

Each Switch Cube® Indicator includes a mounting platform custom made for your switch stand mast and 4 replaceable aluminum plates.

Switch Cube® Indicator: Red Stop
4015-160 Left
4015-163 Right

Switch Cube® Indicator: Double Yellow
4015-164 Left
4015-165 Right

www.ALDONCO.com
SWITCH COP Track Switch Warning Sign

When you close off one leg of a switch for a period of time, rail traffic approaching on the closed leg may not see or react in time to the switch target color. This can lead to a derailment and damage to the switch stand from forced entry. SWITCH COP provides advance warning on how the switch is lined.

In order to meet standard railroad clearance rules, mount the sign holder beyond the frog at a point where the gauge faces of the inside rails of both converging tracks are a minimum of 30” apart. When upright, SWITCH COP stands 15” above the top of the rail, within railroad clearance limits.

4015-223 Mousetrap Sign Holder with special short staff
6SSLOT-B 18”x12” sign plate, blue on both sides, lettering on one side
4124-164 Padlock (optional)

Note: Sign plate can also be used with other types of Aldon sign holders

The Mousetrap Sign Holder is lifted or lowered with a touch of the toe.
The SWITCH COP sign plate is blue on both sides, but lettered in white on the facing side only. It is 18” wide x 12” tall.

Sign plate lies flat between the rails when not needed. The sign holder can be padlocked in the up or down position.
Replacement Targets

The red and green targets indicate how the switch has been positioned for train movement. It is important that the targets be replaced when damaged or missing. A rusty or bent target can cause confusion.

- Racor Target 4115-168
- National Trackwork Target 4115-164
- New Century Target 4115-166

“Read” the Switch Points

sign plate 20” x 7”.080 Aluminum

A convenient way to remind workers how to line a switch correctly. Uses a switch tie as a permanent sign holder.

Switch ties provide enough space next to the switch stand for informative signs to be placed within easy sight of the worker operating the switch. Aluminum sign plates are printed with UV resistant outdoor inks and can be screwed down to the switch tie for permanent display.

Easy-Throw Replacement Switch Handle

Only 20 lb. effort needed to throw a switch. Replaces heavy cast iron throw handle found on most switch stands.

- 4124-217-B Models 12 RT, 12 RTH, 22
- 4124-217 Models 50A, 51A
- 4124-217-A Model 36
- 4124-318 Switch Stand Padlock
Switch Point Protection

For Industrial Spur Switches

ECONOMICAL POINT PROTECTION

Switch Point Protector

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 (circled in the photo, above). 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.

A Protector pad will extend the service life of your switch points. Pad can be turned end-for-end to prolong service life. 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: 90 LB

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

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

Switch Point Lock for longer term lock-out

Fits rails 85 lbs. to 141 lbs./yd. Grips base of switch point and base of running rail. Fine screw threads and 3-point handle bring switch point tight against main rail to within 1/32". Can be padlocked without any loss of tightness. Weight 10 lbs.

High-security, wiggle-proof design.

#4023-07
(padlock is sold separately)

WHY PROTECT A SWITCH POINT?

To reduce derailments, that’s why!
The sharp ends of switch points are vulnerable to wheel battering as trains round into the turnoff track. The Switch Point leading into the spur track gets the brunt of the wheel hammering. 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.

Switch Point Lock is one of our featured video products. Use the graphic link or go to:
aldoninfo.com/videos
Track Clearance Marker (exposed rail)

Aldon’s permanent, highly visible and all-weather Track Clearance Marker tells switching crews how far they can shove a car without “fouling” converging tracks.

4015-144

FEATURES

- Molded in a special, stable form of urethane
- Bends if struck and springs back up again. No damage to passing trains
- Bright yellow glossy finish — easy to see at night
- Low-profile — only 10” above tie.
- Withstands any temperature extreme -50° to +140°
- Can be bolted to tie in exposed rail or into concrete in flush rail.

Track Clearance Marker (flush rail)

A low-profile bright yellow urethane marker indicates parking limits on tracks encased in concrete or asphalt. Marker is 36” long by 16” wide, and protrudes only 1” above pavement, and so offers no interference with locomotive plows or rail car brake rigging. Marker is installed perpendicular to rails at the same distance as required for exposed track clearance markers (see chart below). In concrete paving, marker is anchored with lag bolts and expanding shields. For asphalt paving we provide 12” long drive spikes. Keep the marker visible in winter by sweeping it clear of snow when you clean the switch points.

4015-146 Asphalt Pavement
4015-156 Concrete Pavement

Don’t Foul the Track!

Workers 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.

Use to comply with Federal Railroad Administration 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.”
Derails are emergency stopping devices for rail cars and locomotives. OSHA, FRA, and DOT regulations require derail protection for all active rail sidings.

**How Derrails 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, a derailed car or locomotive may travel some distance before stopping.

**Effective derailing depends on**

- Derail properly sized, installed, and maintained
- Cars and locomotives moving at slow switching speeds (less than 5 mph)
- Flat track — no grades
- 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

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**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

Protect your spur track from unauthorized locomotive entry

**Hinged Derails**
Spiked to two ties. Derails can be flipped on or off rail by hand or by using lifting lever.
For rails 80-141 lbs.

**Retractable Hinged Derails**
Derails slide on and off rail with 29 lb. handle pull.
for rails 90-141 lbs.

**SaberTooth™ Portable Derails**
Tool-free installation.
Tie-biting anchor hook.
1-way: rails 90-141 lbs.
2-way: rails 100-136 lbs.

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**IMPORTANT INFORMATION ON DERAiLS**

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

**Type of Ties?**
Wood or Steel?
Hinged derails can be installed directly on wooden ties. Steel ties require an adapter plate (see page 13). Retractable and portable derails must be installed on wooden ties only.

**1-way or 2-way Derail?**
Consider the type of rail movement you have on your spur tracks. One purpose of the derail is to prevent unauthorized locomotive entry into your siding. Another purpose is to prevent a freight car on your siding from rolling out onto the main line. A further purpose is to prevent one rail car from rolling into another car.

**One-way Derails**
can be used with 4-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. Check with your local railroad to determine what size of locomotive is likely to be switching cars on your tracks.

**Two-way Locomotive Derails**
can be used with 4-axle:  or 6-axle locomotives:  as well as all freight cars:  

**We have successfully tested our hinged and portable derails at 6 mph. Higher speeds may cause a failure to derail.**

**Derail Throw Direction?**
Note that direction of throw is from the viewpoint of the oncoming locomotive or rail car.

**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.

**Rail Size**
Portable derails fit rail sizes, 90-141 lbs. and up. Hinged and retractable derails are made in four standard sizes, each of which fits a specific range of rail sizes. Request our derail sizing form to determine which size derail you need. You will need to measure the height of the rail. See page 17 for guidance.

www.ALDONCO.com
Hinged Derails  For rail sizes 80-141 lbs. and wooden ties.

Permanently installed on two ties. Derail block with wheel-deflecting bar is swung on or off the rail as needed. Can be padlocked in either position. Derail must be sized to fit a specific rail height. For more details, request a copy of our installation guide. All derails are designed for travel speeds under 5 mph. Any higher speed may cause a failure to derail.

One-Way Derails suitable for 6-axle and 4-axle locomotives and all freight cars

4014-01 Left Throw with manual lift sign
4014-10 Left Throw with Pop-Up sign
Weight 156 lbs.

4014-02 Right Throw with manual lift sign
4014-12 Right Throw with Pop-Up sign
Weight 156 lbs.

Two-Way Freight Car Derail suitable for freight cars, and 4-axle locomotives

Derail block is lifted on or off the rail either manually or with a Lifting Lever (4014-28, page 13). Sign Holder is available in two styles: manual lift or Pop-Up.

4014-03 Two-way Freight Car with manual lift sign
4014-14 Two-way Freight Car with Pop-Up sign
Weight 170 lbs.

DO NOT USE THIS DERAIL if 6-axle locomotives operate on your tracks. Use our 2-way locomotive derail (below) or our retractable derail (page14) instead.

Two-Way Locomotive Derail suitable for 6-axle and 4-axle locomotives and all freight cars

Low-angle deflection bar accommodates longer wheel base of 6-axle locomotives. Allow ample space alongside the track for derailed vehicle to slide to a stop.

4014-18 Two-way Locomotive with manual lift sign
4014-20 Two-way Locomotive with Pop-Up sign
Weight 170 lbs.

Lift derail block on or off rail by hand or with lifting lever (#4014-28, page 13).

All hinged derails come with blue derail sign and a manual lift derail sign.

For more convenience and greater safety, we now offer a Pop-Up sign holder for our hinged derails.

The weight of the derail block when swung on the rail causes the sign holder to rise. When the derail block is swung off the rail the sign holder falls down to the ties.

Two-Way Freight Car Derail is shown in use with Pop-Up sign holder and optional lifting lever.

Short videos of both Pop-Up Derail Sign Holder and Two-Way Locomotive Derail are featured in our video library. Use the graphic link or go to: aldoninfo.com/videos
Hinged Derail Accessories

Adapter Plate for Installing Hinged Derails on Steel Tie Track.

Don’t run over your derail because you didn’t see it!

MoonSign is 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. MoonSign sign plate fits any Aldon derail sign holder, hinged or portable.

4014-13
Steel adapter plate, 1 in. 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.

Order derail separately. Request derail sizing form for use with adapter plate. The adapter plate is custom made and is not returnable. Weight 250 lbs.

Replacement Derail Sign Plates

10” diameter, round, printed on both sides of .080” aluminum

4015-71 Blue
4015-72 Red

4124-97 Padlock

Lifting Levers
(handle effort 20 lbs. to flip derail)

4014-25 for 1” thick derail block.
4014-28 for 3/4” thick derail block.

4115-01 Flashing Blue Light
4115-17 Flashing Red Light

Small but brilliant flashing mini-light with magnet base/steel clip.
RETRACTABLE DERAIL with Operating Stand

Designed for freight cars and all sizes of locomotives. One-way or two-way derailing. Install on wooden ties only. Handle effort 29 lbs. to slide derail. Minimum height of rail 5½ in. 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 — less than 5 mph.

Wheel Shover works with Retractable Derail (above), to give a sideways shove to wheels to increase the chance of derailing. The addition of a Shover is recommended for difficult track conditions such as curved track or track where switching speeds are above normal.

WHEEL SHOVER is connected to the Retractable Derail so that when the derail slides onto its rail, the Shover slides against the other rail like a switch point. Derail and Shover retract together to permit clear passage of rolling stock.

Standard WHEEL SHOVER is non-insulated. If you need insulation protection, contact us for special pricing. WHEEL SHOVER can be connected to existing Retractable Derail installations.
Sabertooth™ PORTABLE DERAIRS

Temporary Derailing Protection for exposed rails on wooden ties.
One-way and two-way derailing for industrial sidings and approaches to buildings. Aldon portable derails stand 2¼ in. above top of rail to meet current railroad locomotive clearance requirements.

Designed for slow switching speeds — less than 5 mph

Patented design: U.S. Pat. #7,753,317

- **Formed Steel Plate Housing.** No welds in shear plane to fail. Full contact with rail head.
- **Safety Hook.** If brace bar notch should slip off tie plate, hook bites into tie. Prevents derail from slipping.
- **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

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

4014-06-S left throw (pictured)
4014-07-S right throw

4014-09-S Two-way rails 100-136 lbs., wooden ties, tie spacing: 19-24 in. Weight 50 lbs.

4014-09-S Two-way rails 90-141 lbs., wooden ties, tie spacing: 18-24 in. Weight 35 lbs.

Blue derail sign and holder are included with all derails.
OSHA-Mandated Rail Safety Signs and Holders

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).”

Signs 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. (holder only)
sign not included

Spur Track Guardian

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 Includes

1. Hinged sign holder (hand-lifted or foot-operated “Mouse Trap”).
2. Blue sign, your choice of wording

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

4015-122 foot-operated Mousetrap sign holder, sign plate, solar light
Weight 30 lbs.

Mousetrap (4015-95) and Spur Track Guardian (4015-93 or 4015-122) can both be padlocked in the up or down position. (Customer supplies padlock)

Magnet Base Sign Holder

for flush or exposed rail track

Just plunk 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.

Sign plate not included.

4015-54 Weight 7 lbs.
Short videos of both Mouse Trap Sign Holder (top) and Magnet Base Sign Holder (bottom) are featured in our video library. Use the graphic link or go to:
aldoninfo.com/videos

ALDON Company, Inc. 847.623.8800
## Sign Plates

Aluminum .080” x 12” x 15”. Reflectorized. Weight 1.5 lbs.

OSHA and FRA require blue signs on any track where locomotives of the railroad serving your plant will operate. Red signs may be called for in special situations. Red signs satisfy OSHA Blue Flag Rule.

Equivalent French and Spanish wordings available.
See the “Signs” section of “Rail Dock Safety” on the aldonco.com website.

### 4015-18-B
- **STOP**
- **6STOP-B**
- **SAFETY FIRST**
- **6SAFE-B**
- **STOP CAR CONNECTED**
- **6STCC-B**
- **STOP TANK CAR CONNECTED**
- **6STCC-R**
- **STOP CREW AT WORK**
- **6SCAW-B**
- **STOP CREW AT WORK**
- **6SCAW-R**
- **STOP MEN AT WORK**
- **6SMAW-B**
- **STOP MEN AT WORK**
- **6SMAW-R**
- **DERAIL**
- **6DERAIL-B**
- **DERAIL**
- **6DERAIL-R**

### 4015-18-R
- **STOP**
- **6STOP-R**
- **SAFETY FIRST**
- **6SAFE-R**
- **STOP CAR CONNECTED**
- **6STCC-R**
- **STOP TANK CAR CONNECTED**
- **6STCC-B**
- **STOP CREW AT WORK**
- **6SCAW-R**
- **STOP CREW AT WORK**
- **6SCAW-B**
- **STOP MEN AT WORK**
- **6SMAW-R**
- **STOP MEN AT WORK**
- **6SMAW-B**
- **DERAIL**
- **6DERAIL-R**

### Sign Holders (sign plates sold separately)

#### Clamp-On
Steel holder. Clamps to rail head. Easy on, easy off.
- **NON-LOCKING** (shown)
- **4015-01** Weight 7 lbs.
- **LOCKING**
- **4015-07** Weight 10 lbs.

#### Clamp-On Aluminum
Easy-open holder never rusts. Double roll bar for stability.
- **4015-52** Weight 4 lbs.

#### Spike-Down Hinged
Base is spiked to tie. Hinged sign holder folds down in either direction. Lockable (customer provides padlock).
- **4015-06** Weight 16 lbs.

#### Sign Helper
4”x18” aluminum sign plate with angled lines makes your OSHA signs much more visible. Blue with scotch-lite white.
- **4015-181** Weight 1 lb.

#### Hurricane-Proof
Steel holder with padlock. Withstands 75 mph wind.
- **4015-10** Weight 10 lbs.

#### Coupler Holder
Gooseneck handle fits into hole in coupler.
- **4015-03** Weight 4 lbs.

#### Permanent Hinged
Bolts to base of rail. Holder folds down flat.
- **4015-05** Weight 15 lbs.

#### Clamp-On Insulated
For use near electrified third rail. Fiberglass arm and urethane end fittings.
- **4015-02** Weight 4 lbs.

#### Tripod Holder
Twin sockets can hold flags.
- **4015-04** Weight 9 lbs.

#### 4115-01
- Blue bolt-on barricade light for all sign holders, except 4015-03 and 4015-04.

#### 4015-32
- Small but brilliant flashing mini-light with magnet base/steel clip for all sign holders above, except 4015-02, 4015-03, 4015-04.
Why Use Wheel Chocks?

A gust of wind is 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 why OSHA mandates the use of wheel chocks in addition to car brakes wherever rail cars are being worked.

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.

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 watch our two-minute video on chock spur maintenance.

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

Replacement Spurs

Made of 1/2” sq. alloy steel. Heat treated for a hard, sharp edge 6008
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 ties. Flush rail is encased in pavement, with only a flangeway left open on the inside of both rails for wheels to pass through.

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 set the brakes on several cars 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
Do not use wheel chocks on sloped track.

Brake then chock. Chock both wheel sets. Do not use chocks on sloped track.
Cast Steel Wheel Chocks with Spurs

**Standard Chocks**

- **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" handles)
  - 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

- **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

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**Stay-Clear Hi-Visibility Chocks with Flag**

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

Handle length of 44 in. 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 with Flag** (44" handle)
  - 4011-14 Exposed Rail Weight 14 lbs.
  - 4011-15 Flush Rail Weight 14 lbs.

- **Double Chock with Flag** (44" handles)
  - 4011-16 Exposed Rail Weight 26 lbs.
  - 4011-17 Flush Rail Weight 26 lbs.
**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.

<table>
<thead>
<tr>
<th>Whack ‘Em Double Chocks (15” handles)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4011-30 Exposed Rail</td>
<td>Weight 14 lbs.</td>
</tr>
<tr>
<td>4011-31 Flush Rail</td>
<td>Weight 14 lbs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Whack ‘Em Single Chock with Flag (28” handles)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4011-32 Exposed Rail</td>
<td>Weight 16 lbs.</td>
</tr>
<tr>
<td>4011-33 Flush Rail</td>
<td>Weight 16 lbs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Whack ‘Em Double Chocks with Flag (28” handles)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4011-34 Exposed Rail</td>
<td>Weight 18 lbs.</td>
</tr>
<tr>
<td>4011-35 Flush Rail</td>
<td>Weight 18 lbs.</td>
</tr>
</tbody>
</table>

**Light Up Your Night Moves with 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 flashing light and mounting bracket. Light can be seen for over a mile.

**Choice of lens color:** Blue, Red, Amber

<table>
<thead>
<tr>
<th>Single Chock with Flag and Light</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4011-36 Exposed Rail</td>
<td>Weight 14 lbs.</td>
</tr>
<tr>
<td>4011-37 Flush Rail</td>
<td>Weight 14 lbs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Double Chock with Flag and Light</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4011-38 Exposed Rail</td>
<td>Weight 17 lbs.</td>
</tr>
<tr>
<td>4011-39 Flush Rail</td>
<td>Weight 17 lbs.</td>
</tr>
</tbody>
</table>

**Specify lens color when ordering:**
- blue, red, or amber

**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.

4011-22

**Replacement Chock Spurs**

Fits Aldon chocks:
- 4011-03, 4011-04, 4011-10, 4011-09

6008 sold individually

www.ALDONCO.com
Specialty Wheel Chocks

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. The wedge will hold the wheel temporarily until a steel wheel chock can be installed. A useful means of car control when moving freight cars with a car puller.

Use on flat track only.
4011-11 Weight 6 lbs.

Nine-Lives Wheel Wedge
A practical alternative to using oak wedges as wheel chocks. Wheel Wedge is designed to chock idle rail cars on storage tracks where cars are not subjected to vibration. Molded in a special grade of urethane, the wedge is 10” long × 2½” high × 3¼” wide. Rail car must be stationary before using wedge. After setting car brake, worker slips wedge under wheel. When the wedge needs to be removed, the worker does not have to stoop down and try to free it from the wheel. Instead, the rail car can run over the wedge repeatedly, with no damage to the wedge and no risk of derailings the car. Do not use wheel wedge for cars being loaded or unloaded — use steel wheel chocks instead. Use on exposed or flush rail on flat track only.

4011-18 Weight 2 lbs.

Double Tension Chock
Urethane double chock with wooden handles for use with transit, passenger and idle freight cars. Apply brakes before installing chocks. Do not use on freight cars being worked or locomotives.

Use on flat track only.
4011-12 Exposed Rail Weight 4 lbs.
4011-13 Flush Rail Weight 4 lbs.

Tank Car Wheel Block (or any freight car)
A “SUPER” chock, cast in ductile iron. Use one 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. Wedge can be padlocked in place.

Use on flat track only.

DO NOT USE FOR IMPACT STOPPING
4016-01 For Rails 60-104 lbs. Weight 45 lbs.
4016-02 For Rails 105-175 lbs. Weight 50 lbs.

Oak wedges can only be run over once and then litter the track with splinters.

With Wheel Wedge the wheel is blocked with no more debris left on the track when the car is pushed over the wedge.

22 ALDON Company, Inc. 847.623.8800
Rail Skids

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.

**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 skids 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, just in case.

**Railroad Service** Model S-87

_for use on 100 lb. or heavier rail_

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.

**Industrial Service** (rails 90-141 lbs.) _for use exposed rail_

- **Model S-86**
  For stopping cars and as a wheel chock. Features a "pocket" center to capture wheel.
  
  _4016-11_ Weight 30 lbs.

- **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**

Tamper-proof chock for freight cars, or idling locomotives _on flat track_. Low clearance (4 in. 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.

“Right Rail” Skid is pictured.

4” high x 18” long. Weight 13 lbs.
Car Stops and Bumping Posts for Freight Cars

We have three levels of car stopping products based on frequency of use and the length of the train that will make contact with the stop.

- Car Stops and Bumping Posts are for use on flat track only at a slow speed (1-3 mph).
- Car Stops are not equal in stopping capacity to a Bumping Post. Limit use of car stops to lightly travelled side tracks, where one to two cars maximum are being moved.
- 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

End-of-Track Stop

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.

End-of-Track “Stop” Sign

To increase awareness of car stops and bumping posts, install a 24” x 24” x .008” blank red aluminum sign approximately 10 feet behind the stops or post (to clear car coupler).

CS-3X Hinged, Locking Type

Stops are bolted through web of rail. Stops fold outward when not needed. Lock casting grips head of rail and can be padlocked to prevent unauthorized use of stops. If load is too great, bolts can shear.

4016-05-R Right Hand Wt. 94 lbs.
4016-05-L Left Hand Wt. 94 lbs.
1-2 cars.

Light-duty side track.

CS-2 Self-Tightening Type

Wedge holds bolted-together car stop to rail. Stop stands 15 inches 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.

1-2 cars.

Light-duty side track.

CS-4 Severe Duty Type

Uses the cushioning capacity of the tie 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.

1-3 cars.

More frequently used side track.

Bumping Posts

4116-08
Light Traffic.
Weight 800 lbs.

4116-09
Heavy Traffic
Weight 1,250 lbs.

Customer can install middle rails for track strength. Leave 3 to 4 ties worth of rail length behind post.
Don’t Let This Happen to YOU!

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

SOLUTION:

For proper support, install four stabilizing jacks 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 jacks. Check jack contact with car body at intervals during unloading as car may rise as it lightens.

Install only at designated lifting/jacking pads on rail car. Install at all four corners of rail car. Stabilizing Jacks should never be used to lift a rail car.

Rail Car Stabilizing Jacks

Minimum retracted height 26 in.
Maximum screw elevation 14 in.
Load Capacity: 75,000 lbs.
Top Cap: 3⅜ in. dia.
Base: 19 in. dia.

4013-01-R
Ratchet Screw weight 170 lbs.

Custom-made to fit your rail cars
Please request a sizing form (or download from our website). We will send you a drawing for approval.

Quality Features

• Class 2G Acme screw threads for a smooth fit and good support.
• Removable bushing to allow replacement of screw assembly.
• Swivel head tilts 9° to reduce side load bending force (except 4013-06).
• Zerk fitting provides uniform and constant lubrication of screw threads.
• Bolt and washer prevent over-extension of screw.
• Steel sleeve protects axle.
• Powder coated yellow finish.

www.ALDONCO.com
**Warning Signs, Signals and Lights**

**World of Railroad Signs**

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**Engineering Grade Scotch-Lite Faced Signs**

-.080” Aluminum, drilled for mounting

- **FOUL POINT**
  - 4015-37
  - 12"x15" 2 lbs.

- **CLEAR POINT**
  - 4015-36
  - 12"x15" 2 lbs.

- **PRIVATE PROPERTY NO TRESPASSING**
  - 4115-40
  - 24"x24" 3 lbs.

- **DANGER NOT SUFFICIENT CLEARANCE**
  - 4115-38
  - 23"x26" 3 lbs.

- **NO CLEARANCE**
  - 4115-37
  - 6"x48" 5 lbs.

- **STOP**
  - 4015-196
  - 24" 3 lbs.

- **DERAIL**
  - 4124-323

- **ALUMINUM BRACKET FOR CROSS BUCK**
  - For 2-3/8 in. dia. pipe. Sold in pairs. Use in pairs. (One pair per Cross Buck set)
  - 4015-199

- **CROSS BUCK SET**
  - 4015-198
  - 10 lbs.
  - 2 pieces, each 48" x 9"

---

**Marker Flag**

For fire hydrants, railroad transmission boxes, and other vital equipment.

- Flexible 6 ft. fiberglass pole with red/white molded flag.
- Specify hydrant-mounting bracket or box-mounting bracket.

- **6STOP-O**
  - 12"x15" 2 lbs.

---

**Intermodal**

- **6SERVC-B**
  - 12"x15" 2 lbs.

- **6SCL-B**
  - 12"x15" 2 lbs.

- **6STCL**
  - 12"x15" 2 lbs.

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**Contact Us**

ALDON Company, Inc. 847.623.8800
**Locomotive Blue Flag**
Pipe holder (7 ft.) hooks to handrail. 2-sided sign plates 12 in. x 15 in.

- 4115-139
  - 20 lbs.

**Magnetic Locomotive Cab Signs**
Aluminum sign with wind-resistant rare earth magnet tab. Reflective lettering on both side

- 4015-96
  - 8½”×15” 3 lbs.
- 4015-98
  - 8½”×15” 3 lbs.
- 4015-80
  - track to left of road (MUTCD-W10-2L)
- 4015-78
  - track to left of road (MUTCD-W10-2R)
- 4015-82
  - track to left of road (MUTCD-W10-4L)
- 4015-83
  - track to right of road (MUTCD-W10-4R)
- 4015-77
  - specify number of tracks
  - 18” × 27” 8 lbs.
  - (MUTCD #W15-2)
- 4015-76
  - 30” dia.
  - 30” × 30”
  - (MUTCD #W10-1)
- 4015-74
  - 34” × 34” 20 lbs.
  - (MUTCD #R15-1)

**High intensity retro-reflective facing.**

**Highway-Rail Crossing Signs**
Aluminum (.080”) conforms to Federal Highway Administration (MUTCD) specifications.

- 4015-78
  - track to right of road
  - (MUTCD-W10-2R)
  - order 4015-78 and rotate 180°
- 4015-80
  - track to right of road
  - (MUTCD-W10-3R)
  - order 4015-80 and rotate 180°
- 4015-76
  - 30” dia.
  - 30” × 30”
  - (MUTCD #W10-1)
- 4015-86
  - 24” × 30”
- 4015-87
  - 24” × 18”

**Danger Signs**
18 ga. Baked Enamel

- 4115-08
  - 20” × 28” 7 lbs.
- 4115-09
  - 14” × 20” 4 lbs.

**Railroad Signs**
Prepare to Stop
24” × 24” 4 lbs

- 4015-87
- 4015-97

**Attention**
Remote Control Locomotives Operate In This Area. Locomotive Cab May Be Occupied.

- 4015-103
  - 36” × 24” 6 lbs.
Warning Signs, Flags, and Marking Tapes

DANGER! ENTERING BUILDING!
Workers riding cars need warning to get off before car enters building. Customer provides sign post.

4015-61 STOP-DISMOUNT sign plate
30" dia x .080" aluminum weight 10 lbs.

4015-62 CLOSE CLEARANCE
6" x 57" x .080" aluminum weight 4 lbs.

No-Crossing Signs with Magnet-Base Holder
It is dangerous to walk between two uncoupled freight cars or a freight car and a bumping post.
Mark these "no-go" areas with the No Crossing two-sided danger signs (16"x18") with magnet base aluminum sign holder. Bold graphics can be seen easily from both sides of the track. Magnet base instantly grips surface of flush or exposed rail so worker stays clear of track when installing or removing holder.

4015-186 Do Not Cross Here (car-car) Weight of sign and holder 10 lbs.
4015-187 Do Not Cross Here (car-bumper)
Magnetic Flag Holder
Wind-proof magnet base for exposed or flush rail. Twin sockets for ⅜ in. dowel staff.
4015-55 Weight 4 lbs

Rail Clamping Flag Holder
Steel holder clamps to rail head. Twin sockets for ⅜ in. dowel staff.
4015-23 Weight 7.5 lbs

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

Reflective Marking Tape
Engineering Grade
3M brand acrylic tape with UV top layer.
Roll size, 4 in. wide x 150 ft.
4124-322 blue
4124-321 red

Nylon Flags with Wooden Dowel Handle
12” x 15”, 18” wooden dowel staff. Weight 1 lb.

Flags for all holders are sold separately.
BATTERY-POWERED INSPECTION LIGHTS

Car Inspector Light
Incandescent bulb. Toggle-switch shutoff. Swivel-base. 4115-05 Weight 5 lbs.

Trainman’s Lantern
Signal beam or spot beam at flip of switch. 4115-03 Weight 3 lbs.

Flashing Blue Light with Handle
7 in. dia. Lexan lens. 4115-04 Weight 3 lbs.

Clip-On / Stick-On Lights
Clip to vest or belt or use magnet base. Uses single “D” cell battery. Height 4½ in. tall.
Xenon bulb
4015-191 Blue 4015-192 Red 4015-193 Clear 4015-195 Amber
LED bulb for greater brilliance and reduced battery draw
4015-194 Blue

Pocket Lights
Small enough to slip into your pocket (3½ in. wide). Brilliant 4 LED light visible up to 2 miles. Magnet base and belt clip. Uses two AA batteries.
4115-115 Red 4115-114 Blue 4115-117 Amber

Flashing solar lights where you need them
Who wants to replace and dispose of batteries? 360° solar light flashes 60 times per minute. Brilliant 6 LED light visible for a mile. Solar battery operates 8 consecutive nights without recharging.

Rutland Manufacturing Company, Inc. 866.732.8800

BATTERY-POWERED INSPECTION LIGHTS

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Incandescent bulb. Toggle-switch shutoff. Swivel-base. 4115-05 Weight 5 lbs.

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LED bulb for greater brilliance and reduced battery draw
4015-194 Blue

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4115-115 Red 4115-114 Blue 4115-117 Amber

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Who wants to replace and dispose of batteries? 360° solar light flashes 60 times per minute. Brilliant 6 LED light visible for a mile. Solar battery operates 8 consecutive nights without recharging.

Rutland Manufacturing Company, Inc. 866.732.8800
Are You Working Rail Cars at Night?

**IT’S THE LAW:** Blue signs by day ... blue lights at night.

---

**Safety Lights for Derails, Wheel Chocks, and Sign Holders**

7 in. dia. Lexan lens uses two 6-volt batteries. 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.

- **4115-01** Blue
- **4115-04** Red
- **4115-94** Amber
- **4115-95** Clear

---

**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. Enclosure is rain- and dust-proof.

---

**Clip-On Flashing Light for Sign Plates**

Installs where and when you need it.

If you need greater visibility of your flashing light, this model grips the top edge of the sign plate. Shatterproof 7 in. Lexan lens. Battery case (uses two 6-volt batteries) bolts to 1 in. square or larger sign holder. Light is connected to battery case by 12 ft. cord. Photo-electric cell conserves battery. Sign plate and holder sold separately. Weight, 2½ lbs.

- **4115-21** Blue
- **4115-22** Red

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www.ALDONCO.com
**GateMaster Hopper Car Gate Opener**

**GateMaster I**

The GateMaster is a compact, simple-to-use manual tool for hard-to-open car gates. Through planetary gear reduction in the GateMaster head, the worker's handle effort is multiplied 18½ times - a considerable mechanical advantage. A maximum torque output of 3,200 ft.-l.b.s. can be achieved by only 173 lbs. of handle effort. By comparison, the same effort on a 6 ft. pry bar would only produce about 1,000 ft.-l.b.s. of torque. There is no loss of effort when using the GateMaster. The output torque is sustained until the gate opens or the operator releases the torque. Weight 30 lbs.

#4020-05 GateMaster I Assembly

**GateMaster II**

Adding an “assistant” torquing unit to the GateMaster greatly reduces input handle effort needed to achieve full 3,200 ft.-l.b.s. output. Less worker fatigue results. Weight 35 lbs.

The “assistant” unit’s ½ in. square drive mates with the main GateMaster unit. Only 35 lbs. of input effort is needed on handle.

#4020-06 GateMaster II Assembly

---

**Open hopper car gates with your own power equipment**

**Square Drive Fittings for Air Wrenches**

1½ in. to 1¾ in. stepped end.
Length 5 in. Weight 5 lbs.
2,000 ft./l.b.s. maximum torque.

- 4024-06 AL-94 1 in. sq. drive
- 4024-07 AL-116 1½ in. sq. drive
Hopper Car Gate Openers

Covered Hopper Cars

Turning Bar for Sliding Gates
Six feet long and made of 1\(\frac{1}{8}\)” dia. stress-proof 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.

Open Hopper Car Pry Bar is one of our featured video products. Use the graphic link or go to: aldoninfo.com/videos

Open Top Hopper Cars

Pry Bar for Swing or Drop Doors

Lightweight
High-Strength
Less fatiguing to use

Weighing only 13 lbs., the five foot pry bar gives 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.

Use 5 foot bar

Wine Gate Lock
Since these car doors span the width of the car body two workers with pry bars are needed — one on each side of the car — working in tandem to open and close the doors.

Use 3 foot bar

Miner Type D Lock

Cam-Action Dual Toggle Lock
(also recommended for Enterprise-type locks.)
Air-Powered Gate Openers for Covered Hopper Cars

High Impact for Corrosive and Sticky Materials

Workmaster

Workmaster produces up to 13,000 ft.-lbs. of energy at 85 psi, 114 cfm with 1 in. air hose. Rubber tires can be flipped sideways to move the Workmaster from gate to gate. Self-closing lever throttle, wheel pivot and forward-reverse controls are all grouped together. Needs 6 ft. of space between side of car and wall. All fittings and controls provided.

4120-04 Weight 318 lbs.
GATE-JACK Air Powered Opener
For opening cars carrying dry, granular, free-flowing materials. The GATE-JACK needs 80-90 psi air pressure and 50 cfm volume of air to produce 2,000 ft.-lbs. of output torque. The GATE-JACK housing mounts directly on the gate’s spindle head. The operator twists the air control valve in the desired direction for the force of the GATE-JACK to be transmitted to the car gate. Control valves and hoses are provided. A 3/8 in. dia. lubricated airline is needed for best performance. The operator furnishes a 3 ft. steel rod (1 in. dia.) to serve as a braking bar.

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. Instead of using one-directional, high torque hammer action, the 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. The gear motor’s double shaft allows two-track gate opening. Powerdrive assembly includes gear motor, drive shaft, controls and fittings. By adding the optional Sliding Carriage, the Powerdrive can work its way down a line of gates. (NEMA 4x 230/460 V.)

4020-08 Gear Motor, Shaft, Controls, Fittings Weight 300 lbs.
4020-11 Sliding Carriage Weight 50 lbs. (customer supplies 6W20 beam)
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 used. Dead man trigger protects worker. Handle accepts 3/4 in. male NPT pipe thread connections.

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

Poly Wall Scraper
Fiberglass pole handle extends to 24 ft. Polyethylene paddle has a 10 in. wide blade. Useful for scraping down bin walls inside covered hopper cars.

Paddle 4124-109  Wt. 2 lbs.
Pole 4124-108  Wt. 6 lbs.

Aluminum Car Wall Scraper
The heat-treated aluminum scraper paddle is 5 in. wide with a chisel edge. Six foot long pole extensions snap together to give the worker a long reach into a tank or bin.

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

Railroad Spill Containment Pan
Polyethylene pan locks to rail beneath tank cars and hopper cars. The solid pan holds up to 50 lbs. of drips as hoses are connected.

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

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

Blue Boat Spill Pan
For plastic pellets and other non-soluble materials

Molded polyethylene pan is 29” long x 14” wide x 10” high. Screened drain in bottom lets rain water pass through.

4124-310  Weight 9 lbs.
**Pneumatic Piston-Type Car Shakers**

The piston shaker has a wedge-end which fits all standard covered hopper car side brackets. The wedge cannot be clamped down or secured in any other fashion except being lodged in the bracket. Lugs on the wedge keep it from becoming jammed in the bracket.

<table>
<thead>
<tr>
<th>Cyl. Size</th>
<th>Use On</th>
<th>Part No.</th>
<th>Air Inlet</th>
<th>CFM</th>
<th>DB</th>
<th>Wt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3&quot;</td>
<td>Dry, granular, free-flowing material</td>
<td>4126-01</td>
<td>3/8&quot;</td>
<td>11</td>
<td>96</td>
<td>73 lbs.</td>
</tr>
<tr>
<td>4&quot;</td>
<td>Sticky, damp materials which cake</td>
<td>4126-02</td>
<td>1/2&quot;</td>
<td>18</td>
<td>110</td>
<td>115 lbs.</td>
</tr>
</tbody>
</table>

Filter / lube / throttle kit available — Contact us.

**Caution:** always use stabilizing jacks on both sides of the car when using car shakers. See page 25.

**Absorbent Track Mat**  
For oil-based products

Provides absorbency and drip protection under rail cars for a wide variety of petroleum-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 need in windy locations.
Safe Ways to Use Your Forklift to Open Box Cars

**Easy-Slide** Car Door Opener

for dockless rail siding where access to the car door is through a doorway.

No damage to forklift.  No damage to car doors.

**EASY-SLIDE** satisfies OSHA’s “de minimus” exception to the ban against using forklift blades directly to open box car doors.

Welded-steel frame fits over paired fork blades up to 7 in. wide. Steel pivot arm stretches 60 in. 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.

To order, request an **EASY-SLIDE** sizing form.

4020-13  Weight 65 lbs.

*U. S. Patent #8,568,078

**Easy-Slide** uses leverage and the power of your forklift to fully open or close car doors without damage to forklift or door.

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

2. Continue rotating left while backing up.

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

4. Drive forward and rotate left to push door fully open.

EASY-SLIDE satisfies OSHA’s “de minimus” exception to the ban against using forklift blades directly to open box car doors.

Welded-steel frame fits over paired fork blades up to 7 in. wide. Steel pivot arm stretches 60 in. 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.

To order, request an **EASY-SLIDE** sizing form.

4020-13  Weight 65 lbs.

*U. S. Patent #8,568,078

Easy-Slide and Aldor are two of our featured video products. Use the graphic link or go to: aldoninfo.com/videos
Open Box Cars

**Aldor Car Door Opener** for traditional open docks where there is a clear run alongside the box car. Dock must be at least 15 feet wide.

**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.

**Fixed-Length Aldor — Aluminum**
Overall length, 90 in. Beam reaches out over 48 in. gap between dock edge and side of car.

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

**Adjustable-Length Aldor — Steel**
Arm advances in 6 in. increments with hitch-pin lock. Fully extended, beam reaches out over 48 in. gap between dock edge and side of car.

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

**Railroad Dock Board**
Portable steel bridge from box car to dock. Lifting loops 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.

4128-01  Request sizing form for pricing.

www.ALDONCO.com
**Tank Car Pry Bar**

*Much better than a crowbar!*

Designed to engage the grab-handle of tank car manway covers. Five-foot steel pipe 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 rail car.

4020-18

Weight 25 lbs.

---

**Hopper and Tank Car Hose Cradle**

Broad base polyethylene supports hose. Velcro belt keeps hose steady during unloading.

Dimensions: 13” high x 19” square base

4124-312 Weight 3.5 lbs.
Tank Car Safety Gate
Fits over gap in railing on top of tank car. Formed aluminum panel, 48 in. wide x 11 in. tall, drops over railing. Handle provided on top of panel.
4124-173  Weight 13 lbs.

Tank Car Wheel Block
High-security wheel blocking. Clamps grip rail head through wedge action. Do not use for impact stopping. Use one chock at each end of the car after brake has been applied. For added security, a padlock can be field-installed to the wedge.
Use on flat track only.
4016-01  for rails 60-104 lbs.  Weight 45 lbs.
4016-02  for rails 105-175 lbs.  Weight 60 lbs.

Tank Car Manway Cover
Temporary shield keeps rain and dust out while letting gases escape. Fits standard 20 in. dia. manway. Filter screens are suitable for all resin and food products. Carrying strap.
4124-311  Weight 20 lbs.

Tank Car Safety Gate
Fits over gap in railing on top of tank car. Formed aluminum panel, 48 in. wide x 11 in. tall, drops over railing. Handle provided on top of panel.
4124-173  Weight 13 lbs.

Tank Car Wheel Block
High-security wheel blocking. Clamps grip rail head through wedge action. Do not use for impact stopping. Use one chock at each end of the car after brake has been applied. For added security, a padlock can be field-installed to the wedge.
Use on flat track only.
4016-01  for rails 60-104 lbs.  Weight 45 lbs.
4016-02  for rails 105-175 lbs.  Weight 60 lbs.

Tank Car Manway Cover
Temporary shield keeps rain and dust out while letting gases escape. Fits standard 20 in. dia. manway. Filter screens are suitable for all resin and food products. Carrying strap.
4124-311  Weight 20 lbs.

www.ALDONCO.com
Steel Tank Car Sockets
Max torque rating 1500 ft./lbs.

<table>
<thead>
<tr>
<th>HEX</th>
<th>Metric Equivalent</th>
<th>8 PT</th>
<th>Metric Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>4024-191</td>
<td>1½”</td>
<td>33.3mm</td>
<td>4024-169</td>
</tr>
<tr>
<td>4024-274</td>
<td>1¾”</td>
<td>34.9mm</td>
<td>4024-192</td>
</tr>
<tr>
<td>4024-158</td>
<td>1¾”</td>
<td>36.5mm</td>
<td>4024-163</td>
</tr>
<tr>
<td>4024-159</td>
<td>1½”</td>
<td>38.1mm</td>
<td>4024-164</td>
</tr>
<tr>
<td>4024-160</td>
<td>1½”</td>
<td>39.7mm</td>
<td>4024-165</td>
</tr>
<tr>
<td>4024-161</td>
<td>1¾”</td>
<td>41.3mm</td>
<td>4024-166</td>
</tr>
<tr>
<td>4024-162</td>
<td>1½”</td>
<td>42.9mm</td>
<td>4024-167</td>
</tr>
<tr>
<td>4024-186</td>
<td>1¾”</td>
<td>44.5mm</td>
<td>4024-188</td>
</tr>
<tr>
<td>4024-187</td>
<td>1½”</td>
<td>46.0mm</td>
<td>4024-189</td>
</tr>
<tr>
<td>4024-190</td>
<td>1½”</td>
<td>47.6mm</td>
<td>4024-168</td>
</tr>
</tbody>
</table>

Spark-Resistant Bronze Tank Car Sockets
Max torque rating 500 ft./lbs.
Not for impact wrenches. Use hand wrench only.

<table>
<thead>
<tr>
<th>HEX</th>
<th>Metric Equivalent</th>
<th>8 PT</th>
<th>Metric Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>4024-193</td>
<td>1½”</td>
<td>33.3mm</td>
<td>4024-194</td>
</tr>
<tr>
<td>4024-170</td>
<td>1¾”</td>
<td>36.5mm</td>
<td>4024-175</td>
</tr>
<tr>
<td>4024-171</td>
<td>1½”</td>
<td>38.1mm</td>
<td>4024-176</td>
</tr>
<tr>
<td>4024-172</td>
<td>1¾”</td>
<td>39.7mm</td>
<td>4024-177</td>
</tr>
<tr>
<td>4024-173</td>
<td>1½”</td>
<td>41.3mm</td>
<td>4024-178</td>
</tr>
<tr>
<td>4024-174</td>
<td>1½”</td>
<td>42.9mm</td>
<td>4024-179</td>
</tr>
<tr>
<td>4024-180</td>
<td>1¾”</td>
<td>44.5mm</td>
<td>4024-183</td>
</tr>
<tr>
<td>4024-181</td>
<td>1½”</td>
<td>46.0mm</td>
<td>4024-184</td>
</tr>
<tr>
<td>4024-182</td>
<td>1½”</td>
<td>47.6mm</td>
<td>4024-185</td>
</tr>
</tbody>
</table>

½ in. and ¾ in. square drives available for bronze sockets on special order.

T-Wrenches for Sockets
Useful where 200 ft.-lbs. or less torque is needed to loosen or tighten manway cover bolts. Handle is 24 in. with a 36 in. 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 (spark resistant) T-Wrench
1 ¼” OD handle
4024-195
Weight 8 lbs.
Manual Car Mover
The tried and true way to move one rail car short distances. Car mover multiplies worker’s downward handle pressure to lift and nudge the wheel slightly forward.
Movement speed 5 fpm.
Rail-biting spurs provide good traction. Hardwood handle, 54 in. long provided.
Use on flat track only. Another worker should be ready to stop the car with hand brake or urethane car stopping chock (see page 22). Do not use car mover foot as a wheel chock.
4017-01 Mover with handle Weight 20 lbs.
4017-02 Replacement handle Weight 6 lbs.

Capstan Car Puller Accessories

4119-09 Rope Accessory Package: Hook, Shackle, Thimble, Splicing of rope to the thimble. (Rope is sold separately.)
Maximum working load do not exceed:
Running Pull: 7,500 lbs
Starting Pull: 15,000 lbs.

4119-51 Car Pulling Rope
1” Double-braided polyester-clad. Rope alone is not sold with any hardware. Order rope fittings and splicing service separately
Rope Breaking Strength: 48,000 lbs.
Maximum working load do not exceed:
Running Pull: 7,500 lbs
Starting Pull: 15,000 lbs.

Coupler Alignment Tool
Provides the back-saving leverage needed to bring coupler drawheads into straight-ahead alignment so car can be coupled.
4124-59 Weight 9 lbs.

4119-09-D Replacement Hook
1” thick alloy steel.
Maximum working load do not exceed:
Running Pull: 7,500 lbs
Starting Pull: 15,000 lbs.

4119-09 D Weight 20 lbs.
4119-02 Replacement handle Weight 6 lbs.
Rerailers for Freight Cars

“BIG RED” Rerailers for Oversized Cars

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.

<table>
<thead>
<tr>
<th>Rail Size</th>
<th>100-131 lbs.</th>
<th>132-152 lbs.</th>
<th>70-90 lbs.</th>
<th>100-140 lbs.</th>
<th>70-110 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside Wt.</td>
<td>125 lbs.</td>
<td>135 lbs.</td>
<td>100 lbs.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
<tr>
<td>Outside Wt.</td>
<td>125 lbs.</td>
<td>135 lbs.</td>
<td>100 lbs.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
<tr>
<td>Safety Chain w/hook</td>
<td>7 lbs.</td>
<td>7 lbs.</td>
<td>7 lbs.</td>
<td>7 lbs.</td>
<td>7 lbs.</td>
</tr>
</tbody>
</table>

“Burlington” Style Freight 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.

<table>
<thead>
<tr>
<th>Rail Size</th>
<th>70-90 lbs.</th>
<th>100-140 lbs.</th>
<th>70-110 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside Wt.</td>
<td>100 lbs.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
<tr>
<td>Outside Wt.</td>
<td>100 lbs.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
</tbody>
</table>

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. For use with standard size cars.

<table>
<thead>
<tr>
<th>Rail Size</th>
<th>90-140 lbs.</th>
<th>70-110 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Wt.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
<tr>
<td>Right Wt.</td>
<td>169 lbs.</td>
<td>135 lbs.</td>
</tr>
</tbody>
</table>

ALDON Company, Inc. 847.623.8800
McCarty Freight Car 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. Ready for action.

Use in pairs: one inside rerailer and one outside rerailer

**Rails 90-120 lbs./yd.**

<table>
<thead>
<tr>
<th>Inside</th>
<th>Outside</th>
</tr>
</thead>
<tbody>
<tr>
<td>#4118-14-I</td>
<td>Weight 207 lbs.</td>
</tr>
<tr>
<td>#4118-14-O</td>
<td>Weight 165 lbs.</td>
</tr>
</tbody>
</table>

**Rails 131-152 lbs./yd.**

<table>
<thead>
<tr>
<th>Inside</th>
<th>Outside</th>
</tr>
</thead>
<tbody>
<tr>
<td>#4118-15-I</td>
<td>Weight 211 lbs.</td>
</tr>
<tr>
<td>#4118-15-O</td>
<td>Weight 190 lbs.</td>
</tr>
</tbody>
</table>

2-Man Carrying Pole

Workers can easily carry heavy, bulky items with our 2-Man Carrying Pole. Perfect for rerailers and derails.

Carry Pole is 8 feet long, made of steel tubing, with a pincer hook at the center.

Maximum load: 250 lbs.

**4024-54**

Weight 10 lbs.

Permanent Rerailer-Full Diamond


**4018-10**

Weight 10,000 lbs.

A flat version rerailer is available for flush rail tracks. Contact us.

Permanent Rerailer-Split Diamond

Keeps wheels on rails when approaching and leaving weigh scales, unloading pits, etc. Half-diamonds can be installed for single or dual direction car travel. Customer supplies seven 13 ft. cross ties to support each half diamond. Wheel load 20 tons.

**4018-11**

Weight 10,000 lbs.

Split diamond rerailer can be made for roll-on/roll-off car ferries.

www.ALDONCO.com
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, but 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.

**Economy Track Gauge Reader** *(does not roll through switches)*

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 overflow rail.

**Gauge Restrained Reader  4022-15**
Weight  103 lbs.
(each section less than 35 lbs.)

**Set of Carrying Cases for item 4022-15**
4022-23 Weight  35 lbs.

**Accessories for Track Gauge Reader**

**Digital Track Level  4022-12**
Weight  1 lb.

**Distance Counter  4022-13**
Weight  1 lb.

**Carrying Case  4022-11**
Weight  19 lbs.

**Gauge Restrained 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.

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.

Built like a steel bridge, but breaks into three pieces for easy transport to and from track.
ROADMASTER
Rolls right through switches without losing a beat!

Roadmaster Rolling Gauge Reader
Continuous gauging with 2” clearance above rail. Rolls through switches and rail crossings without stopping. Easy rolling thanks to 24 steel roller bearings which ride on top and on the gauge side of the rail. Reversible push handle allows change of direction without needing to re-install Roadmaster in track. Gauge scale (55.5 - 58.5”) can be read through a Lexan lens from either side of Roadmaster.

Optional Distance Counter rides 2” above rail. Measures 10,000 feet of travel.
4022-12  Weight 1 lb.

Optional Digital Track Level
4022-12  Weight 1 lb.

Two-piece assembly features spring-loaded piston for precise gauging.
4022-14  Weight 34 lbs.

Carrying Case with reinforced corners.
4022-24  Weight 10 lbs.

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 top and the side. Travel through the switch is therefore continuous with no loss of distance counting.

Roadmaster is one of our featured video products. Use the graphic link or go to: aldoninfo.com/videos

www.ALDONCO.com
Adjustable Aluminum Level & Gauge
An economical way to measure two inches of gauge variation to 1/16” accuracy. 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.

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

**Three piece**
- 56 in. - 58 in.  
  Gauge Range 4022-07-A  
  Weight 11 lbs.

Fixed Gauges & Track Levels
Standard gauge or any custom gauge desired. — english or metric.

Tie Gauger
Steel tube center with welded end brackets is strong enough to act as a bridge when bringing one tie into proper spacing with another. End brackets are arranged to read four standard tie spacings by rotating the tube center 90°.

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.

Rail Head Wear Gauge
Combination tool measures head wear vertically and horizontally to an accuracy of 1/32 in. Gauge measures rail sizes 112 lbs., 115 lbs., 119 lbs., 132 lbs., 133 lbs., 136 lbs., and 141 lbs.

- 4124-210  
  Weight 5 lbs.
**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)

**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.

**Rolling Distance Counter**

Four foot circumference wheel with hard rubber tire measures up to 10,000 feet. Side of wheel has 1in. marks on one side and 10ths of an inch marks on other for very accurate distance measuring. 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.
Track Maintenance Carts


Wheels are 6 in. dia. aluminum insulated.

4025-03
Weight 98 lbs.

Two-Piece Miracle Cart

- Welded Aluminum
- Only 49 lbs. to pick up
- 5,000 lbs. proven load capacity

Two-Piece Steel Push Cart

5,000 lbs. capacity. Each cart half weighs 93 lbs. Assembled deck area 53 in. x 48 in. Deck is non-skid expanded steel. Cart comes with U-shaped push handle. Wheels are 6 in. dia. aluminum with insulated bearings. Parking brake holds cart steady.

4025-02 Weight 185 lbs.

Carts should be used on flat track only
Gauge Rods (Non-Insulated)
Hold track to gauge by preventing rails from spreading or tilting. Made for standard gauge 56½ in. track and rail sizes 60-140 lbs./yd. Can be furnished in insulated form and for narrow gauge at extra cost.

Sprayable Graphite Grease
Keeps switch points and switch stands 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.

Railroad Padlocks
For derrails, switch stands, and other rail equipment.

Sliding Rail Anchor
Fall Protection
Weight 6 lbs.

Track Bolt Ratchet
Wrench
Powerful leverage and ratchet convenience in one wrench. Handle is 38 in. long, with 1 in. square drive. Wrench only:
- 4123-112  Weight 11 lbs.

1” Square Drive
Sockets
- 1½ in. 8 pt. 4124-140
- 1¾ in. 8 pt. 4124-143
- 1¾ in. 8 pt. 4124-144
- 1½ in. 8 pt. 4124-147
- 1½ in. 8 pt. 4124-149

Lubricant Brush
4123-80
Weight 2 lbs.

4127-01 (Single End)  Weight 28 lbs.
4127-02 (Double End) Weight 38 lbs.

www.ALDONCO.com
Rail Benders for Heavy & Light Rail

HEAVY RAIL - 90#-141#

25 & 30 Ton Benders
Bend conventional strength rail for switch point pockets and rail repairs. Available with Screw Jack (25 ton) or Hydraulic Ram (30 tons).

Power Source
Screw Jack (AL-200-S)
Part No.   For Rails   Weight
4021-02   60-140 lbs.   184 lbs.

Power Source
Hydraulic Ram (AL-200-H)
Part No.   For Rails   Weight
4021-01   60-140 lbs.   184 lbs.

MINE RAIL - 25#-85#

Hydraulic Benders
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#   95 lbs.
4021-09   50 tons   60-85#   170 lbs.

RAIL BENDER ACCESSORIES

Rail Thermometer
(Fahrenheit)
Features 4-magnet base.
4124-18   Weight 1 lb.

Rope Pull Aparts
1 in. dia. fiberglass rope. Soak in kerosene and use to heat rail head prior to welding. Sold in 125 ft. lengths.
4124-17   Weight 23 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.

Universal Rail Threader
Accepts all sizes of continuous-welded rail. Rollers grab the rail in any position, rolling it upright, and then guiding the rail directly into the tie plates. Used for installing or removing rail.
4124-105   Weight 318 lbs.
**TIE SNUGGER**

A more efficient way to secure a tie for re-spiking. Takes the place of old-fashioned nipping bars.

**Rail & Timber Tongs**

LIFT ONLY — DO NOT DRAG.
Lifts 39 ft. rail sections
Maximum load, 6000 lbs.

**4123-71** STANDARD “T” RAIL
80-155#/yd
Weight 60 lbs.

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

**4023-08**

After inserting the replacement tie under the rails, **Tie Snugger** is placed across the ties on either side of the new tie. A set of grab tongs is placed on the tie and connected to the lifting crank with a cable. The tie is then pulled up against the rail base with enough holding power to permit re-spiking. Once re-spiked, the new tie is ready for ballasting. Hand-holds on the top of **Tie Snugger** make for easy transport.

[Tie Snugger](aldoninfo.com/videos) is one of our featured video products.

Weight 75 lbs.

Size: 36” long x 8” wide x 24” tall.

*www.ALDONCO.com*
An emergency bridge for broken or badly-chipped rail. Train can temporarily pass over Rail-Splint at 5 mph until rail can be repaired. Anchored to rail with set screws and safety chains.

4023-75
Weight 50 lbs.
Fits ALL rail sizes

Wrench and Socket Kit for Rail Pull

1/2" sq. dr. ratchet wrench and 1/2" sq. dr by 1" 8-point impact socket

4023-78 Weight 8 lbs.

RailPull
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.

4023-74 Weight 76 lbs.
Ratchet Lever Jacks
Works on same principle as an automobile tire jack: load is raised or lowered “tooth-by-tooth.” Jack cannot be tripped under load.

<table>
<thead>
<tr>
<th>Key</th>
<th>Part No.</th>
<th>Tons</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4123-65</td>
<td>5</td>
<td>30 lbs.</td>
</tr>
<tr>
<td>2</td>
<td>4123-66</td>
<td>10</td>
<td>42 lbs.</td>
</tr>
</tbody>
</table>

“Quick Trip” Jacks
Jacks have “quick trip” feature when under load. Cast aluminum housing. Requires skilled operator.

<table>
<thead>
<tr>
<th>Key</th>
<th>Part No.</th>
<th>Tons</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>hyd.</td>
<td>4123-81</td>
<td>10</td>
<td>58 lbs.</td>
</tr>
<tr>
<td>man.</td>
<td>4123-63</td>
<td>15</td>
<td>30 lbs.</td>
</tr>
<tr>
<td>man.</td>
<td>4123-64</td>
<td>15</td>
<td>50 lbs.</td>
</tr>
</tbody>
</table>

Rail Alignment Cradle
Bring two rails into alignment for welding or attaching joint bars using a ratchet-action or hydraulic track jack.

The rail cradle slips under the rail several ties below misaligned rail joint. Horizontally placed track jack can align and hold rails in place. Designed for maximum 10 ton jacking force. Rail cradle fits rails from 60-141 lbs. Safety cable provided to secure jack to cradle.

#4023-80 Rail Alignment Cradle weight 38 lbs.

Track Jack and Lining Bar not included. We recommend Aldon track jacks, numbers 4123-66 (ratchet), or -81 (hydraulic) (see above).
## Tie & Timber Tools

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>Part No.</th>
<th>Weight Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tie Plug Punch</td>
<td>4123-84</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Wooden Tie Plugs 500/bdl.</td>
<td>4124-14</td>
<td>14/BDL</td>
</tr>
<tr>
<td>3</td>
<td>Adze w/handle</td>
<td>4123-01</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>Timber Bar</td>
<td>4123-22</td>
<td>17</td>
</tr>
<tr>
<td>5</td>
<td>Nipping Bar</td>
<td>4123-90</td>
<td>22</td>
</tr>
<tr>
<td>6</td>
<td>Nipping Fork</td>
<td>4123-89</td>
<td>17</td>
</tr>
<tr>
<td>7</td>
<td>Tamping Bar</td>
<td>4123-20</td>
<td>15</td>
</tr>
<tr>
<td>8</td>
<td>Hexagonal Telegraph Digging Bar</td>
<td>4123-92</td>
<td>28</td>
</tr>
<tr>
<td>9</td>
<td>Tie Turning Tool</td>
<td>4123-146</td>
<td>17</td>
</tr>
<tr>
<td>10</td>
<td>Cant Hook with 5 ft. handle</td>
<td>4123-147</td>
<td>15</td>
</tr>
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</table>

## Ballast Tools

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>Part No.</th>
<th>Weight Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ballast Shovel (wood handle)</td>
<td>4123-03</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Switch Broom (Polypropylene Bristles)</td>
<td>4023-19</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>Clay Pick</td>
<td>4123-05</td>
<td>10</td>
</tr>
<tr>
<td>4</td>
<td>Ballast Fork (8 Tines)</td>
<td>4123-86</td>
<td>6</td>
</tr>
<tr>
<td>5</td>
<td>Ballast Fork (10 Tines)</td>
<td>4123-02</td>
<td>7</td>
</tr>
<tr>
<td>6</td>
<td>Aluminum Shovel (5¾ in. blade)</td>
<td>4023-01</td>
<td>2.6</td>
</tr>
<tr>
<td>7</td>
<td>Aluminum Shovel (9¼ in. blade)</td>
<td>4023-02</td>
<td>3.5</td>
</tr>
<tr>
<td>8</td>
<td>All Aluminum Shovel (9¾ in. blade)</td>
<td>4023-42</td>
<td>3</td>
</tr>
</tbody>
</table>
## Spike Handling Tools

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>Part No.</th>
<th>Wt. Lbs.</th>
<th>Jaw Opening</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Track Spike 1½&quot; x 5½&quot;</td>
<td>4123-38</td>
<td>.80</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Track Spike ¾&quot; x 6&quot;</td>
<td>4123-39</td>
<td>.80</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>4-Knob Spike Puller</td>
<td>4123-18</td>
<td>6</td>
<td>¾&quot;</td>
</tr>
<tr>
<td>4</td>
<td>Dome Head Spike Socket</td>
<td>4124-171</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>Spike Maul</td>
<td>4123-17</td>
<td>11</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Track Spike Lifter</td>
<td>4123-16</td>
<td>7.5</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>Sledge Hammer</td>
<td>4123-94</td>
<td>8</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>Sledge Hammer</td>
<td>4123-95</td>
<td>10</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>Claw Bar</td>
<td>4123-04</td>
<td>27</td>
<td>¾&quot; x ¾&quot;</td>
</tr>
<tr>
<td>10</td>
<td>Magnetic Spike Setter</td>
<td>4123-132</td>
<td>1</td>
<td>-</td>
</tr>
</tbody>
</table>

## Rail Handling Tools

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>Part No.</th>
<th>Wt. Lbs.</th>
<th>Jaw Opening</th>
<th>Nut Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Steel Drift Pin, Sm. 3/8&quot; pt.</td>
<td>4123-96</td>
<td>4</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Steel Drift Pin, Md. 9/16&quot; pt.</td>
<td>4123-97</td>
<td>5</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>Steel Drift Pin, Lg. 3/8&quot; pt.</td>
<td>4123-98</td>
<td>5</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>Two-Man Rail Tong</td>
<td>4123-14</td>
<td>18</td>
<td>3 3/4&quot;</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>Track Bolt w/Nut 1&quot; x 5&quot;</td>
<td>4123-40</td>
<td>2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Track Bolt w/Nut 1&quot; x 5-1/2&quot;</td>
<td>4123-41</td>
<td>2.5</td>
<td>-</td>
<td>-</td>
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<tr>
<td>7</td>
<td>Track Punch, Round pt.</td>
<td>4123-91</td>
<td>8</td>
<td>-</td>
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</tr>
<tr>
<td>8</td>
<td>Alloy Track Chisel</td>
<td>4123-24</td>
<td>7</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>Bond Removal Punch</td>
<td>4123-113</td>
<td>4</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>Cross-Cut Chisel</td>
<td>4123-114</td>
<td>3</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>11</td>
<td>Rail Fork</td>
<td>4123-13</td>
<td>17</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>Ratchet Action Track Wrench</td>
<td>4123-29</td>
<td>8</td>
<td>1½&quot;</td>
<td>-</td>
</tr>
<tr>
<td>13</td>
<td>Ratchet Action Track Wrench</td>
<td>4123-30</td>
<td>10</td>
<td>1¾&quot;</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td>Ratchet Action Track Wrench</td>
<td>4123-31</td>
<td>10</td>
<td>1¾&quot;</td>
<td>-</td>
</tr>
<tr>
<td>15</td>
<td>Double End Track Wrench</td>
<td>4123-25</td>
<td>12</td>
<td>1¾&quot;-1½&quot;</td>
<td>1¾&quot;-1½&quot;</td>
</tr>
<tr>
<td>16</td>
<td>Double End Track Wrench</td>
<td>4123-26</td>
<td>14</td>
<td>1¾&quot;-1½&quot;</td>
<td>1¾&quot;-1½&quot;</td>
</tr>
<tr>
<td>17</td>
<td>Double End Track Wrench</td>
<td>4123-27</td>
<td>15</td>
<td>1¾&quot;-2½&quot;</td>
<td>1¾&quot;-2½&quot;</td>
</tr>
<tr>
<td>18</td>
<td>Double End Track Wrench</td>
<td>4123-28</td>
<td>16</td>
<td>2½&quot;-2½&quot;</td>
<td>2½&quot;-2½&quot;</td>
</tr>
<tr>
<td>19</td>
<td>Single End Track Wrench</td>
<td>4123-32</td>
<td>8</td>
<td>1½&quot;</td>
<td>1¾&quot;</td>
</tr>
<tr>
<td>20</td>
<td>Single End Track Wrench</td>
<td>4123-33</td>
<td>10</td>
<td>1½&quot;</td>
<td>1¾&quot;</td>
</tr>
<tr>
<td>21</td>
<td>Single End Track Wrench</td>
<td>4123-34</td>
<td>12</td>
<td>1½&quot;</td>
<td>1¾&quot;</td>
</tr>
<tr>
<td>22</td>
<td>Single End Track Wrench</td>
<td>4123-35</td>
<td>14</td>
<td>1½&quot;</td>
<td>1¾&quot;</td>
</tr>
<tr>
<td>23</td>
<td>Single End Track Wrench</td>
<td>4123-36</td>
<td>16</td>
<td>2½&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>24</td>
<td>Single End Track Wrench</td>
<td>4123-37</td>
<td>18</td>
<td>2½&quot;</td>
<td>2½&quot;</td>
</tr>
<tr>
<td>25</td>
<td>Rail Anchor Applicator</td>
<td>4123-103</td>
<td>28</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>26</td>
<td>Diamond Pt. Lining Bar</td>
<td>4123-11</td>
<td>18</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>27</td>
<td>Diamond Pt. Lining Bar</td>
<td>4123-12</td>
<td>26</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>28</td>
<td>Wedge Pt. Lining Bar</td>
<td>4123-08</td>
<td>18</td>
<td>-</td>
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</tr>
<tr>
<td>29</td>
<td>Wedge Pt. Lining Bar</td>
<td>4123-09</td>
<td>22</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>30</td>
<td>Wedge Pt. Lining Bar</td>
<td>4123-10</td>
<td>26</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>31</td>
<td>Pinch Pt. Lining Bar</td>
<td>4123-06</td>
<td>18</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>32</td>
<td>Pinch Pt. Lining Bar</td>
<td>4123-07</td>
<td>26</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>33</td>
<td>Tie Plate Remover</td>
<td>4123-144</td>
<td>5</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
**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.

**Magnetic Cab Signs**

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

- 4015-96 8½"x15" 3 lbs.
- 4015-98 8½"x15" 3 lbs.

**Track & Switch Broom**

*Useful all year round.*

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 5 lbs.

**Wheel Sling**

For standard-size freight car wheel assemblies. Sling length: 2 ft. 10 in. each. Capacity: 6,200 lbs.

4124-39
Weight 65 lbs.

**Lifting Tong**

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

4123-124 Weight 11 lbs.
Traction Motor Lifting Dolly

When a drop table is not available for removing traction motors from locomotives.

After the locomotive chassis has been raised with powered screw jacks, 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 in. 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.

4025-11
Weight 550 lbs.

SPECIFICATIONS:
Dolly frame welded steel with chrome-alloy joint pins.
Min. saddle height above rails: 9in.
Max. saddle height above rails: 24 in.
Lifting range: 15 in.
Wheel tread dia: 10 in.
Rolling clearance of Dolly frame above rail: 1”

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

Fixed Height Freight Car Stand

Use as back-up support for power lifting jacks. Do not use as sole support of car.
Base: 19 in. dia.
Top: 12” x 13½” square.
Load capacity: 125,000 lbs.
Custom-built to your car height requirement.
Request sizing form.

4024-01
Car Stand
Weight 155 lbs.

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

Oak Pad for Car Stand
4024-01A
1¾” thick x 9¾” x 11¼”
Weight 5 lbs.

Clip-On Stick-On Blue Light

4015-191
Blue Xenon Bulb
4015-194
Blue LED Bulb for greater brillance and reduced battery draw

www.ALDONCO.com
Trailer Stabilizing Jacks

Install a pair of jacks at front of trailer against the smooth underfloor and always in front of the kingpin.

QUALITY FEATURES

• Class 2G Acme screw threads for a smooth fit and good support.
• Removable bushing to allow replacement of screw assembly.
• Swivel head tilts 9° to reduce side load bending force (except 4013-06).
• Zerk fitting provides uniform and constant lubrication of screw threads.
• Bolt and washer prevent over-extension of screw.
• Steel sleeve protects axle.
• Spare parts always available.
• Powder coated yellow finish.

Size Key Description Part No. Height Range Load Capacity* Top Base Wt.
A 1 Standard Jack 4013-06 43½"-50½" 25,000 lbs. 5" 12" 54 lbs.
B 2 Heavy Duty Spin Top 4013-07 41"-50½" 60,000 lbs. 7" 14" 110 lbs.
B 3 Heavy Duty Ratchet 4013-03 41"-50½" 60,000 lbs. 7" 14" 110 lbs.
C 4 Super Duty Ratchet 4013-04 40½"-54" 75,000 lbs. 7" 19" 169 lbs.

* Load Capacity based on actual vertical loading. Load test reports available upon request. Be careful when comparing capacity claims between different brands of trailer jacks. The true measure of strength in a jack is its tested load bearing capacity.
**Why Stabilizing Jacks Are Necessary**

**Loss of Leg Support**
Side-tipping can occur with any length or weight of trailer. These are the common causes of side-tipping.

<table>
<thead>
<tr>
<th>Cause</th>
<th>Illustration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing leg failure due to uneven loading.</td>
<td><img src="image1" alt="Left-leg-failure" /></td>
</tr>
<tr>
<td>Roadbed failure due to damage or poor maintenance.</td>
<td><img src="image2" alt="Roadbed-failure" /></td>
</tr>
<tr>
<td>Landing leg failure due to uneven loading.</td>
<td><img src="image3" alt="Right-leg-failure" /></td>
</tr>
</tbody>
</table>

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

**Dolly Pad 4024-04**
17” sq. x 3” high, Weight 18 lbs.

**Unbalanced Loads**
Uneven weight distribution can cause front end tipping on shorter trailers.

1. **Trailer loaded front first.**
   Center of gravity moves toward front of trailer from weight of forklift and cargo.

2. **Loading continues**
   Center of gravity continues to move forward with increasing cargo weight until it rests in front of landing legs.

3. **Trailer tips forward**
   Once center of gravity is in front of landing legs, nose-dive is imminent.

Always use two jacks at the front end of trailer.
Always secure trailer with dock lock and/or wheel blocks.
A wheel block for every dock situation

<table>
<thead>
<tr>
<th>key</th>
<th>description</th>
<th>part number</th>
<th>W</th>
<th>L</th>
<th>H</th>
<th>weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aluminum</td>
<td>4012-01</td>
<td>6”</td>
<td>8¾”</td>
<td>6”</td>
<td>4 lbs.</td>
</tr>
<tr>
<td>2a</td>
<td>Aluminum w/handle</td>
<td>4012-13</td>
<td>6”</td>
<td>8¾”</td>
<td>6”</td>
<td>12 lbs.</td>
</tr>
<tr>
<td>2b</td>
<td>Aluminum w/handle</td>
<td>4012-02</td>
<td>7”</td>
<td>10¾”</td>
<td>8”</td>
<td>12 lbs.</td>
</tr>
<tr>
<td>3</td>
<td>Aluminum</td>
<td>4012-03</td>
<td>7”</td>
<td>10¾”</td>
<td>8”</td>
<td>7 lbs.</td>
</tr>
<tr>
<td>4</td>
<td>Aluminum (cast)</td>
<td>4012-12</td>
<td>10”</td>
<td>10½”</td>
<td>8½”</td>
<td>16 lbs.</td>
</tr>
<tr>
<td>5</td>
<td>Ductile Iron</td>
<td>4012-06</td>
<td>9½”</td>
<td>8”</td>
<td>10¾”</td>
<td>11 lbs.</td>
</tr>
<tr>
<td>6</td>
<td>Ductile Iron</td>
<td>4012-04</td>
<td>10”</td>
<td>10½”</td>
<td>10¾”</td>
<td>27 lbs.</td>
</tr>
<tr>
<td>7</td>
<td>Rubber</td>
<td>4012-05</td>
<td>7”</td>
<td>10”</td>
<td>8”</td>
<td>12 lbs.</td>
</tr>
<tr>
<td>8</td>
<td>Urethane</td>
<td>4112-01</td>
<td>7¾”</td>
<td>11”</td>
<td>8”</td>
<td>4 lbs.</td>
</tr>
<tr>
<td>9</td>
<td>Aluminum (Walk-In)</td>
<td>4012-11</td>
<td>7”</td>
<td>10¾”</td>
<td>8”</td>
<td>14 lbs.</td>
</tr>
</tbody>
</table>

feather-light aluminum 1-4, 9

cast iron 5-6
Mini-Chock Light
Flashig light with strap for 1” handle. Amber lens.

Walk-In Aluminum Wheel Block
Easy to Install. Easy for the driver to see from the cab.
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 height 12” above top of rail) Specify bumper height and rail size.
4016-08  Weight 60 lbs.

Wheel Contact Type
Specify wheel diameter and rail size. Wedges 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.

Wheel Contact Type  
Specify wheel diameter and rail size  
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.

Bumper Contact Type  
For crane bumpers (maximum bumper height 12” above top of rail). Specify bumper height and rail size.  
4016-21  Weight 60 lbs.
Walkover Hose Bridge

Two-piece bridge snaps together to create a ramp 70” long x 24” wide x 6.75” high.

Holes in base of Bridge accept two 3”, two 4” and two 5” hoses/pipes.

Yellow base with non-slip grit walking surface. Carbide treated surface provides sure footing.

Shipped in two pieces, 70 pounds each.

4124-502

Fire Hydrant Marker Flag

Flexible 6 ft. fiberglass pole with red/white molded flag.

4124-323

Pocket Lights

Small enough to slip into your pocket (3½ in. wide). Brilliant 4 LED light visible up to 2 miles. Magnet base and belt clip. Uses two AA batteries.

4115-115 Red  4115-114 Blue  4115-117 Amber

Flashlighting where you need them

Who wants to replace and dispose of batteries? 360° solar light flashes 60 times per minute. Brilliant 6 LED light visible for a mile. Solar battery operates 8 consecutive nights without recharging.

RED
4015-33 magnetic 4015-34 bolting

CLEAR
4015-58 magnetic 4015-59 bolting

AMBER
4015-35 magnetic 4015-57 bolting

Bolt-on bracket
Magnetic bracket

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

- **4124-212**
  - Barrel Length: 48”
  - Weight: 4 lbs.
- **4124-213**
  - Barrel Length: 36”
  - Weight: 4 lbs.
- **4124-214**
  - Barrel Length: 60”
  - Weight: 5 lbs.

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

---

**Aluminum Shovels**
ALDON welded aluminum shovels are rust proof and durable, and are 40 percent lighter than steel blade shovels. Aluminum Shovels feature heat-treated aluminum blades, with a choice of 5-3/4” or 9-1/4” blade widths, and hickory handles comfort fitted with styrene grips.

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>Part No.</th>
<th>Wt. Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aluminum Shovel (5¾ in. blade)</td>
<td>4023-01</td>
<td>2.6</td>
</tr>
<tr>
<td>2</td>
<td>Aluminum Shovel (9¼ in. blade)</td>
<td>4023-02</td>
<td>3.5</td>
</tr>
<tr>
<td>3</td>
<td>All Aluminum Shovel (9¼ in. blade)</td>
<td>4023-42</td>
<td>3</td>
</tr>
</tbody>
</table>

---

**Aluminum Tank and Wall Scraper**
The heat-treated aluminum scraper paddle is 5 in. wide with a chisel edge. Six foot long pole extensions snap together to give the worker a long reach into a tank or bin.

- **Paddle**
  - 4023-03
  - Wt. 2 lbs.
- **Pole**
  - 4023-04
  - Wt. 2 lbs.

---

**Poly Wall and Tank Scraper**
Fiberglass pole handle extends to 24 ft. Polyethylene paddle has a 10 in. wide blade. Useful for scraping down bin walls inside covered hopper cars.

- **Paddle**
  - 4124-109
  - Wt. 2 lbs.
- **Pole**
  - 4124-108
  - Wt. 6 lbs.

---

Inlet Pressure

<table>
<thead>
<tr>
<th>Inlet Pressure</th>
<th>Thrust (lbs.)</th>
<th>Flow (SCFM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 PSI</td>
<td>13.5</td>
<td>140</td>
</tr>
</tbody>
</table>

Do Not Exceed 120 PSI Inlet Pressure
Simple Ways to ...

**Measure Track Gauge**
Most North American trackage is built to standard gauge — 56½ in. spacing between the inside faces of the rail heads, as measured from a point ¾ in. down from the top of the rail head. Narrow gauge track is less than 56½ in. (such as mining railroads). Broad gauge is more than 58 in., and is used by transit lines for wider passenger cars. For accurate measuring of track gauge, see our line of levels and gauges, pages 46-48.

**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 in. measurement is thus equal to 5 degrees, etc. For a more convenient way to measure track curvature, see our Stringline 4024-03, page 49.

**Measure Track Grade**
Grade is measured in percent of rise over a given length of track. A rise of 1 ft. in 100 ft. equals a 1% grade. If you don’t know your track grade precisely, use this simple method: take a 100 inch long pipe and raise it on the rail until it is level. Measure the distance under the pipe to the top of the rail. That distance in inches can be expressed as a percentage. A reading of 1½ in. is thus equal to a 1½% grade. Measure several places on the track for an average grade.

**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.

**Measure Track Clearance**
To avoid contact with passing trains, North American railroads 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. Devices installed between the rails (derails, hinged stops, weighing scales, etc.) should be no higher than the top of the rails. (An exception to this rule is any flexible urethane marking cone, such as our Track Clearance Marker.)
OSHA Regulations

Loading & Unloading Box Cars
1910.178(m)(6) as amended by OSHA Program Directive #100-63 (10/78) ...
When a powered industrial truck is used to open freight car doors, and the truck is using an attached device specifically designed to open car doors, the violation of that part of 29 CFR 1910.178(m)(6) shall be considered “de minimus,” when the following requirements have been met:

a. 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.
b. The operator is trained in the use of the door opening device and keeps the operation in full view.
c. Employees, other than the operator, stand clear while the door is being moved.

Single or Multiple Crane Operations
1910.179(e) ...
(ii) Stops shall be fastened to resist forces applied when contacted.
(iii) A stop engaging the tread of the wheel shall be of a height at least equal to the radius of the wheel.
(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.

Loading & Unloading Semi-Trailers
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.
(3) Fixed jacks may be necessary to support a semitrailer and prevent upending during the loading or unloading when the trailer is not coupled to a tractor.
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. Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor.
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.
1910.261(c) ...
(7) Handling pulp chips from trucks and trailers. i) All trucks and trailers shall be securely fastened in place and all employees in the clear before dumping is started.

Loading Pulp and Paper Cars
1910.261(c) ...
(4) Handling pulpwood from flatcars and all other railway cars.
(V) Flatcars and all other cars shall be chocked during unloading. Where equipment is not provided with hand brakes, rail damping chocks shall be used.
(vi) A derail shall be used to prevent movement of other rail equipment into cars where persons are working.

Loading Tank Cars
1910.111(b) ...
(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.
(iv) The track of a tank car siding shall be substantially level.
(v) Brakes shall be set and wheels blocked on all cars being unloaded.
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.

Freight Cars in General
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.
(4) Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.
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.
1910.30(a) ...
(5) Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.
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.

Signs & Lights
1910.261(c) ...
(9) Traffic warning signs or signals. 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).
(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.

Aldon® products to use: Wheel Chocks pages 12-15, Car Blocks page 22, Signs & Lights pages 17 and 29, Blue Flag Signs pages 17 and 29, Car Blocks page 22, Derails pages 12-15

www.ALDONCO.com
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.

**Rail Identification Chart**

data provided courtesy of L.B. Foster Company

### Nominal Weight Per Yard

<table>
<thead>
<tr>
<th>Nominal Weight Per Yard</th>
<th>Type of Rail</th>
<th>Dimensions in Inches</th>
<th>Section Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>8040</td>
</tr>
<tr>
<td>16 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>6040</td>
</tr>
<tr>
<td>20 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>25 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0540</td>
</tr>
<tr>
<td>30 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>35 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>40 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>45 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>50 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>55 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>60 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>65 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>70 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>75 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>80 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>85 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>90 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>100 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>112 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>125 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>140 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
<tr>
<td>160 lb.</td>
<td>ASCE</td>
<td>HT: 5/8, BW: 2 1/4, HW: 1 7/8, W: 1/3</td>
<td>0040</td>
</tr>
</tbody>
</table>

### 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

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.

---

**ALDON Company, Inc. 847.623.8800**
A video clip is worth a thousand words. Check out our mini-website for informative short videos on key rail safety products

www.aldoninfo.com/videos

SwitchCube® Indicator
1 minute

High Security Switch Point Lock
30 seconds

Hatch Key® Pry Bars for Covered Hopper Cars
40 seconds

Tiesnugger
1 minute

Tank Car Pry Bar
1 minute

Pop-Up Derail Sign Holder
1 minute

Mouse Trap Sign Holder
30 seconds

Roadmaster
1 minute

How to Turn, and Replace Aldon Steel Wheel Chock Spurs
2 minutes

Pry Bar for Swing Gate Hopper Cars
30 seconds

Sabertooth® Portable Derail
3 minutes

Magnetic Sign Holder for Flush or Exposed Rail
20 seconds
Our website www.aldonco.com contains more products than our catalog can carry. Items which appear only online, are marked below as “web”. If there is some railroad safety or maintenance product that you do not see here, contact us and we will try to find it for you.

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