



ALDON®
Safety on Track Since 1904



Tools & Equipment for Rail & Track Maintenance



specialisedforce.com.au

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HYDRAULIC RAIL BENDER

MODEL NO. 4021-01

Bend 30-60kg/m rail for switch point pockets and rail repairs. For full kit with bending head, hand pump and hose refer to the below specifications for "bender head" as well as "pump & hose" as components to make the full kit are sold separately.



FEATURES

- 30 tonnes of Bending Force
- Heavy Duty Cast Bending Frame
- Hydraulic cylinder has Hard Chromed Piston and Internal Bore to Resist Rusting and pitting

SPECIFICATIONS

BENDER HEAD

Model No.	Description	Rail Capacity (kg/m)	Power Source	Force (Tonne)	Wt (kg)
4021-01	Remote bender head package includes; - Bending Head Frame - Riken 30T Jacking Cylinder (#SJ3-125)	30-60	700bar Hydraulic Pump Required (Refer below)	30	83.6

PUMP & HOSE

Model No.	Item	Description	Rated Pressure (Bar)	Wt (kg)
P4	Pump	Riken Hand Pump, 2 Speed, Integrated Safety Valve, 1,800cc Useable Oil	700	11.5
HPS-0602ER	Hose	Durapac 2 metre high pressure hose with CEJN safety speed coupling one end	700	1.5

DERAILERS (MADE IN USA)



Derails are emergency stopping devices for rail cars and locomotives. OSHA, FRA, and DOT regulations require derail protection for all active rail sidings



How Derails Work Derails help prevent:

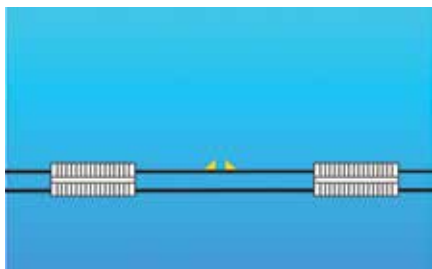
The derail lifts the flange of the car wheel and drops it clear of the rail. At the same time the wheel on the other rail falls down between the rails. The derailed wheels bite into the soft surface of sleepers and ballast and slide to a stop. Depending on speed, a derailed car or locomotive may travel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

Effective derailing depends on

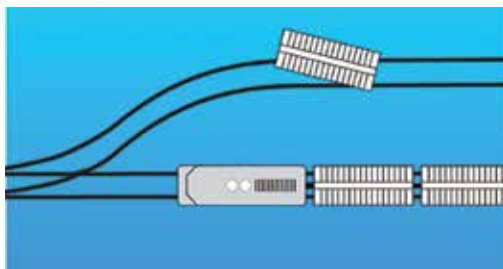
- Derail properly sized, installed, and maintained
- Cars and locomotives moving at slow switching speeds (less than 5 mph).
- Flat track -- no grades
- Track open to the sleepers and ballast
- In curved track, derail installed on outer rail, not inner rail
- Ample open space along track for derailed car or locomotive to come to a stop



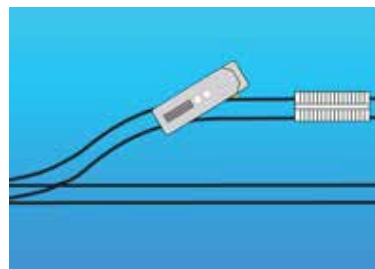
DERAILS HELP PREVENT



One car rolling into another



Unauthorized locomotive coupling to stationary car



A loose car rolling out onto the mainline

DERAILERS (MADE IN USA)

Derails Control Movement - Protect your spur track from unauthorised locomotive entry



Hinged Derails

Spiked to two sleepers. Derails can be flipped on or off rail by hand or by using lifting lever

SUITS RAIL
36-64kg



Retractable Hinged Derails

Derails slide on and off rail with 13kg handle pull

SUITS RAIL
40-64kg



SaberTooth™ Portable Derails

Tool-free installation. Timber sleeper-biting anchor hook

SUITS RAIL
1-way: 40-64kg 2-way: 45-61kg

IMPORTANT INFORMATION ON DERAILES

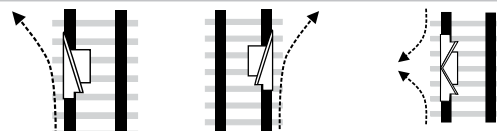
Type of Rail?



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

DO NOT USE DERAILES ON FLUSH RAIL
(rail that is encased in pavement)
DO NOT INSTALL DERAILE ON CONCRETE OR RESIN SLEEPERS

Derail Throw Direction?



1-way left

1-way right

2-way

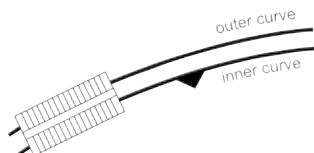
Note that direction of throw is from the viewpoint of the oncoming locomotive or rail car

Type of Sleepers - Wood or Steel? Hinged derails can be installed directly on wooden sleepers. Steel sleepers require adapter plate (see page 125). Retractable and portable derails must be installed on wooden sleepers only.

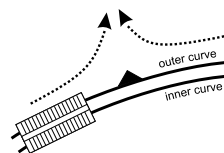
1-way or 2-way Derail? Consider the type of rail movement you have on your spur tracks. The primary purpose of the derail is to prevent unauthorised locomotive entry into your siding. A secondary purpose is to prevent a freight car on your siding from rolling out onto the main line.

One-way Derails can be used with 4-axle locomotives, 6-axle locomotives and all freight cars.

Two-way Freight Car Derails can be used with Trackmobiles, 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: **ALDON have successfully tested their hinged and portable derails at 9.6km/hr. Higher speeds may cause a failure to derail.**



CORRECT



AVOID IF POSSIBLE

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. In certain situations, due to lack of open ground off-track, it may be necessary to install the derail on the inner curved rail. If so, a Side Kick Derail Booster (see page 125) should be installed on the opposite rail.

Rail Size Portable derails fit rail sizes, 44.6-69.9kg. 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 127 for guidance.

HINGED DERAILERS (FOR RAIL 36-64KG) (MADE IN USA)



MODEL NO. 4014 SERIES

Permanently installed on two sleepers. 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, see page 127. For more information, request a copy of our installation guide. **All derails are designed for travel speeds under 8km/hr. Any higher speed may cause a failure to derail.**

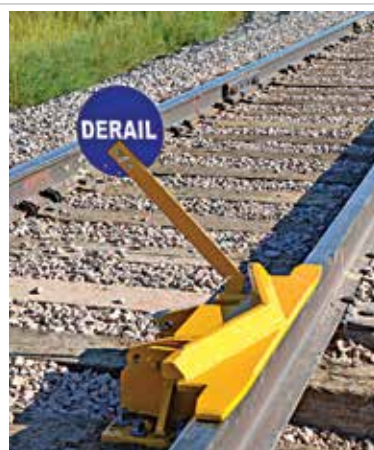
One Way Derails – Suitable for 6-axle and 4-axle locomotives and all freight cars



LEFT THROW TYPE		
Model No.	Description	Wt (kg)
4014-01	Manual Lift Sign (Pictured above)	71.0
4014-10	Pop-Up Sign	

RIGHT THROW TYPE		
Model No.	Description	Wt (kg)
4014-02	Manual Lift Sign (Pictured above)	71.0
4012-12	Pop-Up Sign	

Two Way Derails



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 (Model No. 4014-28, page 129). Sign Holder is available in two styles: manual lift or pop-up.		
Model No.	Description	Wt (kg)
4014-03	Manual Lift Sign (Pictured above)	77.3
4014-14	Pop-Up Sign	

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.		
Model No.	Description	Wt (kg)
4014-18	Manual Lift Sign (Pictured above)	77.3
4012-20	Pop-Up Sign	

HINGED DERAILERS (FOR RAIL 36-64KG) (MADE IN USA)



For more convenience and greater safety, Aldon 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 sleepers.

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



MODEL NO. 4014-13



4014-13

for Installing Hinged Derails on Steel sleepers
adapter plate, 25.4mm thick is welded to three
. Custom-sized derail is bolted to plate. Plate
es all types of rail clips. The adapter plate is
stom made and is not returnable.

114.0

MODEL NO. 4014 SERIES

SideKick Derail Booster is designed for hinged derails. Use SideKick Derail Booster wherever additional derailing capability is needed. SideKick is useful in curved track where the derail has to be located on the inner curved rail. In such a situation, by placing the sidekick on the outer curved rail, the derailing capability is enhanced.

For more information on the problem of derailing in curved track, see page 123.

Sidekick is installed opposite a hinged derail on the same two sleepers. Like a hinged derail, SideKick folds down between the rails when not needed.



NEVER use a SideKick alone. It should always be used in conjunction with the Aldon hinged derail model specified at the right. Workers must ensure that the derail and the SideKick are both in the same position (on or off the rail) at all times.

SideKick works with a derail to give an extra boost to assure derailing by guiding the wheels of a car or locomotive off both rails.

SIDEKICK DERAIL BOOSTER

Model No.	Throw	Wt (kg)
4014-15	Left	59
4014-16	Right	59



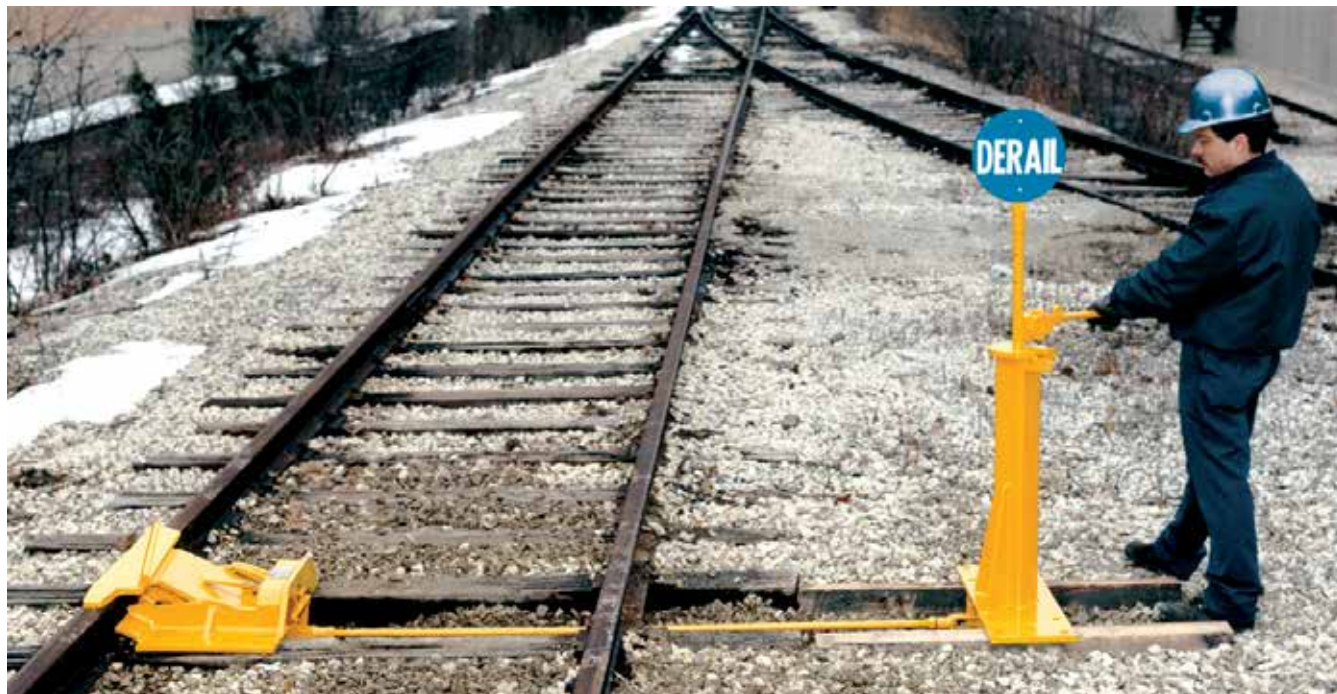
TWO-WAY FREIGHT CAR SIDEKICK DERAIL BOOSTER

Model No.	Throw	Wt (kg)
4014-17	Left	59
4014-19	Right	59



RETRACTABLE DERAILERS (MADE IN USA)

MODEL NO. 4114 SERIES



LOCOMOTIVE STOPPING POWER - Retractable Derails for exposed rail supported on wooden sleepers

Designed for freight cars and all sizes of locomotives. One-way or two-way derailing. Install on wooden sleepers only. Handle effort 13.2kg to slide derail. Minimum height of rail 140mm. Assembly includes derail, connecting rod, stand, and sign. Customer furnishes two 4.27m switch sleepers to support operating stand.

SPECIFICATIONS

Model No.	Throw	Wt (kg)
4114-10-L	Left	210.0
4114-10-R	Right	210.0
4114-11	Two-Way	250.0

To order, request derail sizing form



MODEL NO. 4114 SERIES

Wheel Shover works with Retractable Derail (top of page), to give a sideways shove to wheels to break the forward momentum of the car or locomotive to ensure that swift derailing takes place. The addition of a Shover is recommended for difficult track conditions such as: curved track, sloped 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.

SPECIFICATIONS

Model No.	Type
4114-13	Two Direction
4114-12	One Direction – Left
4114-14	One Direction – Right



DERAILERS FITTING (MADE IN USA)

HOW TO GET A GOOD DERAIL FIT

Measuring Height of Rail

To be effective, a derail must be correctly sized for the rail it is installed on, and adjusted in height so that the derail block (the part that swings onto the rail) lies flat on the surface of the rail. There are many sizes of rail to be found in industrial spur tracks. The first step to insuring a good derail fit is to carefully measure the height of the rail above the sleepers. The simplest way to make this measurement is to place a 1524mm steel bar or pipe across the rails and measure up from the tie with a ruler, keeping close to the rail against which the derail will be installed. Read to the nearest 3.2mm (1/8").



Crop the Tie Plates



The derail sits on two ties and must be pushed up against the rail head. The tie plates inside the rail will get in the way, so it is necessary to crop the plates close to the base of the rail. The derail base must sit flat on the sleepers.

Mark each sleeper plate about 25mm away from the rail base. Use a metal-cutting power saw or a torch. If using a saw, remove the spike on the gauge side and cut the plates. If using a torch, you will need to remove the two sleeper plates from under the rail, crop them, and then reinstall them under the rail, re-spiking the outer portions of the plates. **Do not, as a short cut, permanently remove the sleeper plates. They are needed to support the rail and hold to gauge.**

Adjusting Derail to Rail Height

The underside of the derail block must be level with the top of the rail.

It may be necessary to either notch the two sleepers to lower the derail, or use metal shims to lift the derail. To lower the derail, make a series of kerf cuts in the two ties. Maximum notching depth: 9.5mm. To raise the derail, use 6.4mm (1/4") and 3.2mm (1/8") Aldon steel shims. Maximum shimming height: 12.7mm (1/2").



Too High

There should be no space between derail block and top of rail



Too Low

A derail block that does not lie flat will cause a failure to derail



Just Right

Derail block lies flat on rail; derail base sits flat on ties



SABERTOOTH PORTABLE DERAILERS (MADE IN USA)

MODEL NO. 4014 SERIES

SaberTooth™ PORTABLE DERAILS

Temporary Derailing Protection for exposed rails on wooden sleepers. One-way and two-way derailing for industrial sidings and approaches to buildings. Aldon portable derails stand 70mm (2.75") above top of rail to meet current railroad locomotive clearance requirements. Designed for slow switching speeds: less than 8km/hr. Blue derail sign and holder are included with all derails



FEATURES

- **Patented design**
- **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 sleeper. Prevents derail from slipping
- **Tool-free installation** - No wrenches needed. Four thumbscrews anchor derail to rail head. No damage to rail surfaces

SPECIFICATIONS



TWO-WAY			LEFT/RIGHT THROW			
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			
Wooden Sleepers, Tie Spacing 482-610mm			Wooden Sleepers, Tie Spacing 457-610mm			
Model No.	Suits Rail (kg)	Wt (kg)	Model No.	Suits Rail (kg)	Throw	Wt (kg)
4014-09-S	45-62	22.7	4014-06-S	41-64	Left	15.9
			4014-07-S	41-64	Right	15.9



DERAILER ACCESSORIES (MADE IN USA)

MODEL NO. VARIOUS

Basic Spur Track Safety — DERAILS - Don't run over your derail because you didn't see it!



Magnetic Light

Small but brilliant flashing mini-light with magnet base/steel clip

Model No. **4015-32**



Flashing Blue Light

Model No. **4115-01**



Flashing Red Light

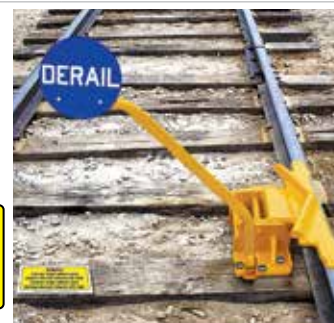
Model No. **4115-17**



MoonSign

3 x bigger than standard blue derail sign (455mm OD). White retro-reflective white facing and oversized DERAIL lettering on both sides. Can be seen further away night or day. Fits any Aldon derail sign holder, hinged or portable (Except "Pop-Up Signs" on page 124)

Model No. **4015-185**



Sleeper-Mounted Sign Plate

ALWAYS
Lift up sign when you place derail block on rail.
Lower sign when you throw derail block off rail.

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At a distance, you can't see a derail unless the derail sign is raised. Remind your workers of the importance of lifting or lowering the sign plate when using a derail

Model No. **4015-170**

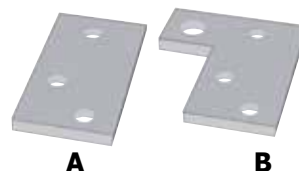
Lifting Levers

Handle effort 9.1kg to flip derail



Model No. **4014-25** Suits Thick 25.4mm

Model No. **4014-28** Suits Thick 19.1mm



Steel Shims

(A) for Manual Lift derails
(4014-01, -02, -03, -18)
4014-31 3.17mm thick
4014-32 6.35mm thick

(B) for Pop-Up derails
(4014-10, -12, -14, -20)
4014-26 3.17mm thick
4014-27 6.35mm thick



Padlock

Model No. **4124-97**

CAST STEEL WHEEL CHOCKS - INFO (MADE IN USA)

Why Use Wheel Chocks?

A gust of wind is enough to cause a 118,000kg freight car to start rolling. Thanks to roller bearings, freight car wheels offer very little resistance to movement. In fact, the contact area of each wheel on the rail is smaller than the size of a dime. This is why moving heavy loads by rail is so efficient! But at the same time, all this mass, so easily moved, needs to be securely blocked while the car is being worked.

Loading freight cars increases the strain on the car brakes. Liquid pouring into a tank car or a forklift moving back and forth in a boxcar create dynamic forces which can overcome the holding power of the brakes. Slack in mechanical car brakes can be enough to allow a wheel to move forward approximately 50mm and dislodge a dock board or strain a hose line. This why OSHA mandates the use of wheel chocks in addition to car brakes wherever rail cars are being worked.



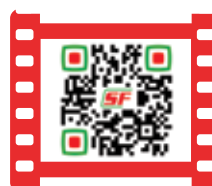
Photo by courtesy Baden Tidd

Aldon Chocks have the Edge

In 1955 Aldon Company introduced cast steel chocks with the unique feature of replaceable spurs (or teeth). The spur is the key to effective chocking. Under wheel pressure the spur bites into the hard, smooth surface of the rail to keep the chock from sliding. But eventually, like the blade of a knife, the spur edge will become dull from use. A dull spur can't bite into the rail to keep the chock from sliding. You can keep the sure grip of an Aldon wheel chock by turning the spur to three new sharp edges and then replacing the spurs at nominal cost instead of buying a new wheel chock.

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

Chock spurs have four edges. When the first edge becomes dulled from use, you can tap the spur out of its slot and re-insert it with a fresh edge exposed. By turning the spurs at intervals you extend the service life and effectiveness of your wheel chock. Ask for our free booklet on changing out spurs or go to www.aldoninfo.com and watch our two-minute video on chock spur maintenance.



SCAN & PLAY



MODEL NO. 6008

Replacement Spurs

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



CAST STEEL WHEEL CHOCKS - INFO (MADE IN USA)

What Kind of Rail Do You Have?

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

EXPOSED

Open to the sleepers & ballast



FLUSH

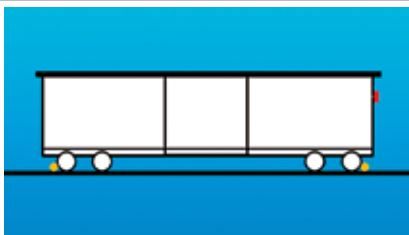
Encased in pavement with only a flangeway on inside of rail



Single Chocks or Double Chocks?

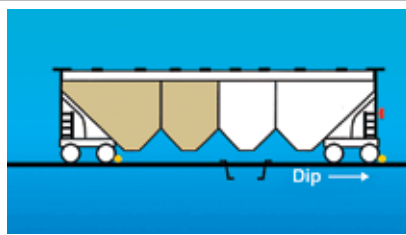
Recommended chocking procedures for single cars on flat track

Idle Car on Storage Track



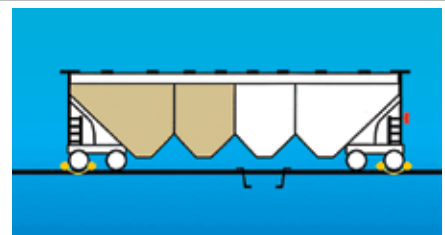
If the track is flat and there is no vibration, single chocks at each end can be used to block car movement. **Set brake before chocking**

Car Being Worked – Slight Dip



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

Car Being Worked - Flat Track

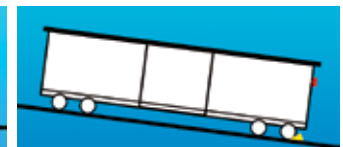


Double chocks on each end of the car provide two-chock blocking against movement in either direction. **Set brake before chocking**

Recommended chocking procedures for multiple cars on flat track



Car on sloped track



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

WARNING!

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 (MADE IN USA)



MODEL NO. 4011 SERIES STANDARD CHOCK WITH FLAG

Single Chock & Flag (710mm handle)



Double Chock & Flag (710mm handles)



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

Single Chock (380mm handle)



Double Chock (380mm handles)



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

*with tension clamp and padlock

MODEL NO. 4011 SERIES STAY-CLEAR CHOCKS WITH FLAG

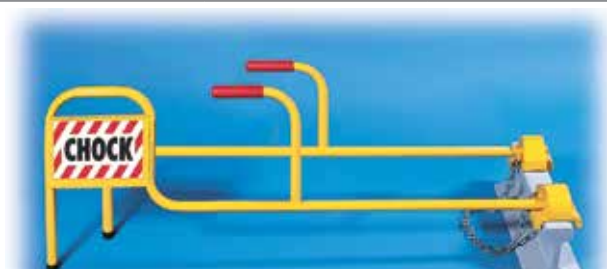
Keep your head and hands away from the rail car when placing wheel chocks.

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

Single Chock (1117mm handle)



Double Chock (1117mm handles)



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

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



MODEL NO. 4011 SERIES

Whack 'Em Severe Duty Wheel Chocks

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



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

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

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



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



Model No.	Suits Rail Type	Weight (kg)	Model No.	Suits Rail Type	Weight (kg)
4011-32	Exposed	7.3	4011-34	Exposed	8.2
4011-33	Flush	7.3	4011-35	Flush	8.2

MODEL NO. 4011 SERIES

Standard Wheel Chocks with Safety Lights

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



Single Chock with Flag and Light



Double Chock with Flag and Light



Model No.	Suits Rail Type	Weight (kg)	Model No.	Suits Rail Type	Weight (kg)
4011-36	Exposed	6.4	4011-38	Exposed	7.7
4011-37	Flush	6.4	4011-39	Flush	7.7

CHOCK ACCESSORIES (MADE IN USA)

MODEL NO. 4011-22

Chock Carrier Bracket

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



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

MODEL NO. 6008



SCAN
& PLAY

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

Chock spurs have four edges. When the first edge becomes dulled from use, you can tap the spur out of its slot and re-insert it with a fresh edge exposed. By turning the spurs at intervals you extend the service life and effectiveness of your wheel chock. Ask for our free booklet on changing out spurs or go to www.aldoninfo.com and watch our two-minute video on chock spur maintenance.

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



SWITCH POINT LOCK

HIGH SECURITY SWITCH POINT LOCK (MADE IN USA)

MODEL NO. 4023-07



FEATURES

Suitable for rail 41-68kg/metre, the unit grips the base of the switch point and base of running rail. With a fine threading of screw and 3-point flipper type handle it can bring the switch point tight to the main rail, +/- 0.8mm for a no-wiggle fit. A security padlock can be applied without any loss of tightness. Keep the screw lubricated with grease.

SPECIFICATIONS

Model No.	Suits Rail (kg/m)	Weight (kg)
4023-07	41-68	3.2



RAIL SKIDS (MADE IN USA)

MODEL NO. 4016 SERIES




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 metres away from the other. Let car roll forward at 5-8km/hr 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.



Replace skids when tongues become deformed. Skid tongue must lie dead flat on the rail to be effective.

Model No.	Image	Description	Rail Size (kg)	Service Type*	Weight (kg)
4016-10		For light to average weight cars, as car stopper and wheel chock	47-60	Industrial Exposed	8.6
4016-09		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	47-60	Industrial Exposed	5.9
4016-12		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	47+	Railroad or Heavy	19.1

* RAILROAD SERVICE (for use on 47kg or heavier rail) / INDUSTRIAL SERVICE (for use exposed rail 47-60kg)

RAIL SKIDS (MADE IN USA)

MODEL NO. 4016 SERIES CHOCKING SKID FOR FLUSH RAIL

Tamper-proof chock for freight cars, or idling locomotives on flat track. Low clearance (102mm 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.



Model No.	Height (mm)	Length (mm)	Weight (kg)
4016-22-L	102	458	5.9
4016-22-R	102	458	5.9



CAR STOPS & BUMPING POSTS FOR FREIGHT CARS (MADE IN USA)



MODEL NO. 4016 SERIES

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 (1.6-4.8km/hr).
- 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.

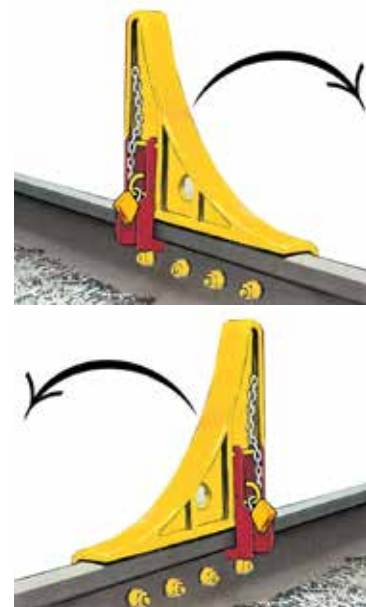
Car stops are sold in single units but should always be used in pairs.

WAYS TO USE CAR STOPS		
1	End-of-Track Stop For car storage tracks and lightly used loading tracks	
2	Car Separation Avoid contact between rail car being moved and nearby parked rail cars. Provide ample distance between stops and car.	
3	Backup for Chocks Provide additional stopping protection if wheel chocks/brake can't hold car steady.	
4	Chocking on Grades (1% max. slope) Procedure: <ol style="list-style-type: none"> 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. 	

CS-3X HINGED, LOCKING TYPE (1-2 CARS. LIGHT-DUTY SIDE TRACK)

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 unauthorised use of stops. If load is too great, bolts can shear.

Model No.	Type	Style	Weight (kg)
4016-05-R	Right Hand	Hinged, Locking	43
4016-05-L	Left Hand	Hinged, Locking	43



CAR STOPS & BUMPING POSTS FOR FREIGHT CARS (MADE IN USA)



**CS-2 SELF-TIGHTENING TYPE
(1-2 CARS. LIGHT-DUTY SIDE TRACK)**

Wedge holds bolted-together car stop to rail. Stop stands 380mm above rail. It can be used as chock as well as stopping device. Tighten bolts periodically and re-hammer wedge if loosened.

Model No.	Style	Weight (kg)
4016-03	Self-Tightening	49



**CS-4 SEVERE DUTY TYPE
(1-3 CARS. MORE FREQUENTLY USED SIDE TRACK)**

These units use the cushioning capacity of the sleeper 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.

Model No.	Style	Weight (kg)
4016-06	Self-Tightening	79



TEMPORARY RAIL SPLINT (MADE IN USA)

MODEL NO. 4023-75

An emergency bridge or splint is for broken or badly chipped rail. With this device there is no need to stop train movement when rail cracks. Fits most rail sizes and splint bolts directly to the web of the rail. It is easy to assemble with a hand wrench. Safety chains wrap around nearest sleeper at each end to minimise slippage.

CAUTION:

1. Limit train speed to 8 kph over Splint
2. Signals may be interrupted when rail breaks (restore signal integrity after using Rail Splint)
3. This product is for temporary use only

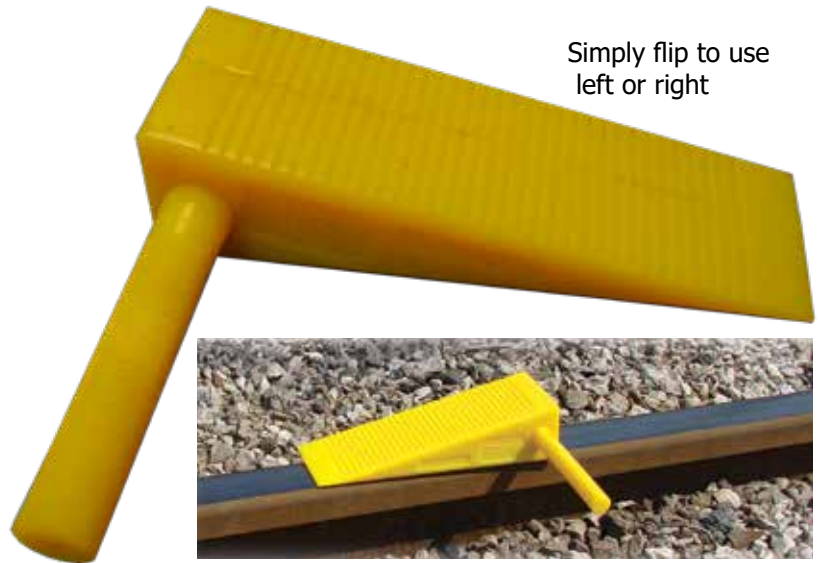


Model No.	Weight (kg)
4023-75	22.7



NINE LIVES WHEEL CHOCK WEDGE

A practical alternative to using oak or wooden wedges as wheel chocks. Wheel Wedge is designed to chock idle rail cars on storage tracks where cars are not subjected to vibration. Moulded in a special grade of urethane, the wedge is 254mm (10") long, 64mm (2-1/2") high and 95mm (3-3/4") 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 derailing the car.



Simply flip to use
left or right

IMPORTANT SAFETY & USE INFORMATION:

- Do not use wheel wedge for cars being loaded or unloaded — use steel wheel chocks instead.
- Do not use if car is raised at one end. All wheels must remain on the rails.
- Use on exposed or flush rail on flat track only.
- Rail surface must be clean. Do not install this product on oily or greasy rail - product may slip.



Model No.	Dimensions LxWxH (mm)	Weight (kg)
4011-18	254 x 95 x 64	0.9



Wooden wedges can only be run over once and they can litter the track with splinters. A car can be pushed over the NINE LIVES wheel wedge.

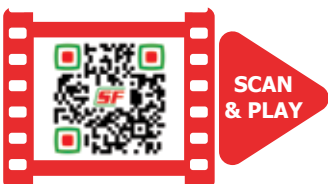
SPARK-PROOF HEAVY-DUTY URETHANE RAIL WHEEL CHOCK



SPARK-PROOF Urethane Wheel Chocks are tough enough to block a tank car, but resilient enough that the car can be pulled over the chock by a locomotive without derailing. For chocking tank cars and other freight cars, loading or unloading hazardous materials and used where a spark from a steel wheel chock could ignite dust or fumes.

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

squeezes out water and dirt from rail surface, to increase holding power. Urethane has great resistance to loads with the ability to compress to half of its thickness and then spring back to its original shape. Urethane will not degrade from corrosive materials and most chemicals.



When installed on flush rail the handles are 38mm above the pavement for easy gripping.

Watch the video of the successful test at the Association of American Railroad's testing facility at Pueblo, Colorado and then at a shortline railroad.

Refer to the scan and play for this and other related product information.

ALDON
CO



SINGLE - For one direction



Model No.	Rail Type	Wt (kg)
4011-42	Exposed	2.3

Model No.	Rail Type	Wt (kg)
4011-43	Flush	2.3

DOUBLE - Designed for two way direction, handles are 610mm long, with elastic linking lanyard.

Model No.	Rail Type	Wt (kg)
4011-40	Exposed	4.1

Model No.	Rail Type	Wt (kg)
4011-41	Flush	4.1



WARNINGS!

1. **For use on flat track only.** Do not use chocks on grades.
2. **Set brake before installing chocks.** Rail car or locomotive must be stopped and brakes applied before chocks can be placed.
3. Do not use chock if rail car or locomotive is lifted up at one end for inspection or repair.
4. **Chock both ends** of the rail car or locomotive.
5. Use on rails 44.6 to 76.9kg/m.
6. Minimum wheel diameter 838mm (33").
7. **Do not use on oily or greasy rail** as chock will slide.
8. When rail car is ready to be moved, you may pull car over chocks. They will return to their original shape.
9. Replace chocks if urethane is torn or cracked.

RERAILERS FOR FREIGHT CARS



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



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. **Used in pairs but sold separately: one inside rerailer and one outside rerailer.**

Model No.	Suits Rail Size (kg)	Style	Type	Weight (kg)
4118-01-I	30-41	Burlington	Inside	46
4118-01-O	30-41	Burlington	Outside	46
4018-04-I	47-60	Burlington	Inside	77
4018-04-O	47-60	Burlington	Outside	77

STRADDLE-TYPE FREIGHT CAR RERAILERS

The most practically designed. All wheels are rerailed with one placement of rerailers. Chain and hook holds rerailers securely to rails. For standard-size rail cars. **Used in pairs but sold separately: one inside rerailer and one outside rerailer.**



Model No.	Suits Rail Size (kg)	Style	Side	Weight (kg)
4018-01-L	41-60	Straddle-Type	Left	77
4018-01-R	41-60	Straddle-Type	Right	77
4018-02-L	30-50	Straddle-Type	Left	62
4018-02-R	30-50	Straddle-Type	Right	62

RERAILERS FOR FREIGHT CARS



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



MCCARTY TYPE FREIGHT CAR RERAILERS

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

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



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

BIG RED RERAILER FOR OVERSIZED CARS



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



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

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

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



MAGNETIC RAIL THERMOMETER (MADE IN USA)

MODEL NO. PTC SERIES



PTC312CRR

-20°C to +120°C



PTC314CRR

+10°C to +400°C

Quality magnetic thermometer with Celsius gauge type display. Certification of temperature available upon request at additional charge.

SPECIFICATIONS

Model No.	Features	Temperature Range (°C)	Unit Wt (kg)
PTC312CRR	Measurement of temperature in °C	-20°C to +120°C	0.043
PTC314CRR		+10°C to +400°C	0.057

RAIL TUGGER (MADE IN USA)

RAIL TUGGERS - MODEL NO. VARIOUS

Do not attempt to lift rail with tuggers, they are designed for pulling purposes only – **NOT FOR LIFTING.**



Model No.

4123-72

FEATURES

Has a self-locking wedge to tightly grab rail. Use Tugger to drag or position 12m lengths of rail. Handles rails 45-64kg/m Always pull horizontally. Do not use on Crane Rail.



Model No.

4106-24

FEATURES

Custom sized for a specific crane rail size and section. Steel wedge dogs clamp to rail head for positive anchoring. Pull horizontally to drag or position 12m lengths of rail. Pulling direction must always be in the direction shown above, so wedge drives itself into slot between wedge dogs. Unit can also be used as a rail anchor for pulling an inoperative overhead crane by means of a come-along puller.

SPECIFICATIONS

Model No.	Suits Rail Type	Maximum Length of Rail (m)	Handles Rails	Wt (kg)
4123-72	Standard "T"	12	45-64kg/m	18.2
4106-24	Crane	12	Crane Maximum Limit 1,814kg	7.7 (Approx. Depends on rail size)

RAIL PULLER "RAILPULL" (MADE IN USA)

MODEL NO. 4023-74

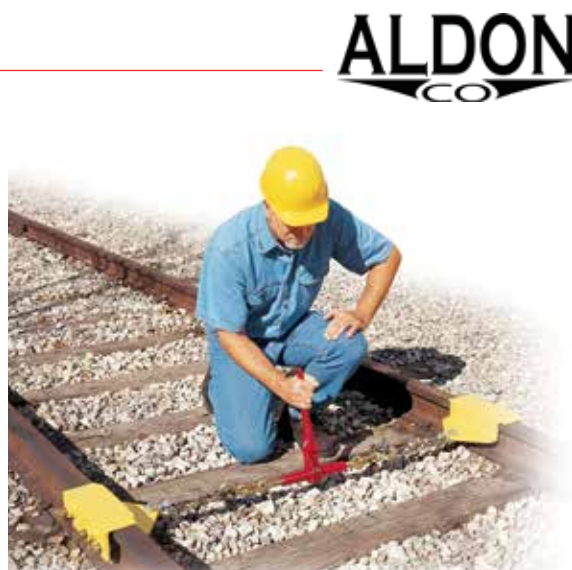
The RailPull rail puller from Aldon brings rail back into gauge after a derailment so rerailing can proceed. Cars can temporarily pass over Rail Pull saddles until rails can be re-gauged. You can use a 1/2" sq. dr. ratchet wrench and 1/2" sq. dr by 1" 8-point impact socket for the securing bolts.

FEATURES

- Solid formed plate 12.7mm steel
- No welded joints to crack

SPECIFICATIONS

Model No.	Wt (kg)
4023-74	35



TRACK GAUGE SPREADER (MADE IN USA) MODEL NO. 4023 SERIES

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 406mm. Reversible ratchet wrench with flip key to change movement direction. Useful for correcting track after derailment and when installing gauge rods. 4023-50 Head of Rail is shown in the image on the right.



Model No.	Description	Gauging Range (mm)	Wt (kg)
4023-50	Head of Rail (Non-Insulated)	406	10.9
4023-51	Base of Rail (Non-Insulated)	406	10.9
4023-52	Base of Rail (Insulated)	406	10.9

TRACK LEVEL & GAUGE – ADJUSTABLE ALUMINIUM (MADE IN USA)



MODEL NO. 4022-07DUAL

An economical way to measure up to 51mm (2") of gauge variation to 1.59mm (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 25.4mm (1") to 177.8mm (7") with 3.18mm (1/8") accuracy.

FEATURES

- Two piece, easy to assemble & adjustable
- Lightweight aluminium
- Easy to read measurements
- Supplied with carry bag



SPECIFICATIONS

Model No.	Suits Track Type	Gauge Width Markings	Elevation Markings	Wt (kg)
4022-07B	Broad	Metric	Imperial	5
4022-07DUAL	Standard/Broad	Metric	Imperial	5
4022-07N	Narrow	Metric	Imperial	5
4022-07S	Standard	Metric	Imperial	5

MODEL NO. 4127 SERIES RAIL TRACK GAUGE CONTROL RODS

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

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

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

A simple preventive measure for gauge spread is to install Aldon double-ended gauge control rods every 2.4m in high traffic track. If your switches do not have gauge plates at the points end, install a double-ended gauge rod at the approach to the switch as well.

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



4127-01



4127-02

MODEL NO. 4024-54 TWO MAN CARRYING POLE

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






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



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

ALDON 4123 SERIES TIMBER SLEEPER TONGS (MADE IN USA)

Lifting tongs used on timber sleepers for rail.

Model No.	Image	Description	Jaw Opening (mm)	Unit Weight (kg)
4123-15		Skidding Tongs	553	4.5
4123-88		Timber Carrier (Crane Type)	737	23.8
4123-85		Aluminium Tie Tong (replaceable tip)	394	4.1
4123-23		Two-Man Timber Tong	394	5.5
4123-125		Switch Frog Crane Tongs	N/A	20.8

ALDON 4123-04 CLAW BAR (MADE IN USA)

A claw bar, also known as a railway bar or wrecking bar, is a versatile tool used for a wide variety of rail track projects. By providing extra leverage and power, it can help remove track spikes and other materials from railways.

Model No.	Image	Length (mm)	Unit Weight (kg)
4123-04		1524	12.27

TRAILER STABILIZERS (MADE IN USA)

Designed solely for use in supporting the front end of semi-trailers.

FEATURES

- Lightweight
- Powder coat finish
- No ratchet head screw to bend, rust or jam (4013-14 & 4013-15)

ADJUSTABLE-HEIGHT SCREW JACK (MODEL NO. 4013-13)



Aldon® GUARDIAN™ Trailer Stabilizers
are designed solely for use in supporting front end of semi-trailers.

FIXED-HEIGHT SCREW JACKS (MODEL NO. 4013-14 & 4013-15)

Most trailers dropped off at a dock are 1168mm (46") above the pavement. Aldon's 1143mm (45") Fixed Height Stabilizers slip in easily under the nose.

To adjust the trailer nose up or down, use lower gear setting of landing legs handle. It takes less than 30 seconds to lower 25mm (1") and less than 10 seconds to raise 6mm (1/4") to remove jacks.



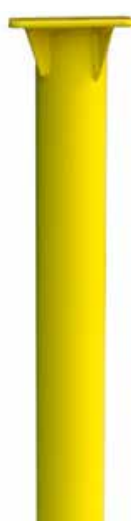
TRAILER STABILIZERS (MADE IN USA)



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



1



2



3

SPECIFICATIONS

Model No.	Pic Ref #	Description	Tested Load Capacity* (Tonne)	Height (mm)	Top (mm)	Base (mm)	Weight (kg)
4013-13	1	Adjustable-Height Screw Jack	34.0	1067 - 1168	127	356	24.5
4013-14	2	Fixed-Height Screw Jack	34.0	1143	127	356	20
4013-15	3	Fixed-Height Screw Jack	34.0	1143	127	356	9

* 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.**