1964 | 1974 | 1984 | 1994 | 2004 | 2016

1965 100 TON CAR ENTERS SERVICE

1970 CONGRESS CREATES AMTRAK

1980 STAGGERS ACT DEREGULATES RAILROADS

1992 DOUBLE STACK CONTAINER SERVICE

2008 WORLD FINANCIAL CRISIS

2009 WARREN BUFFET BUYS BNSF

RAIL SAFETY AND TRACK REPAIR PRODUCTS
ALDON COMPANY INCORPORATED
Waukegan, Illinois
1904 • 112 YEARS • 2016

ALDON CO

Jamieson Equipment Company | 800.875.0280 toll free | sales@jamiesonequipment.com
www.jamiesonequipment.com

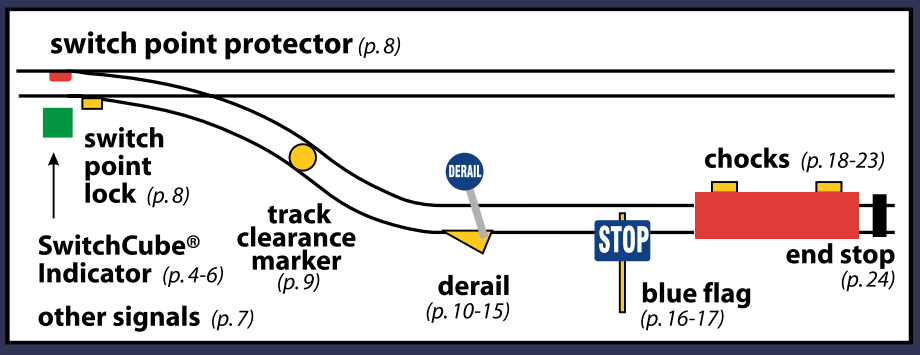
1904 112th ANNIVERSARY 2016

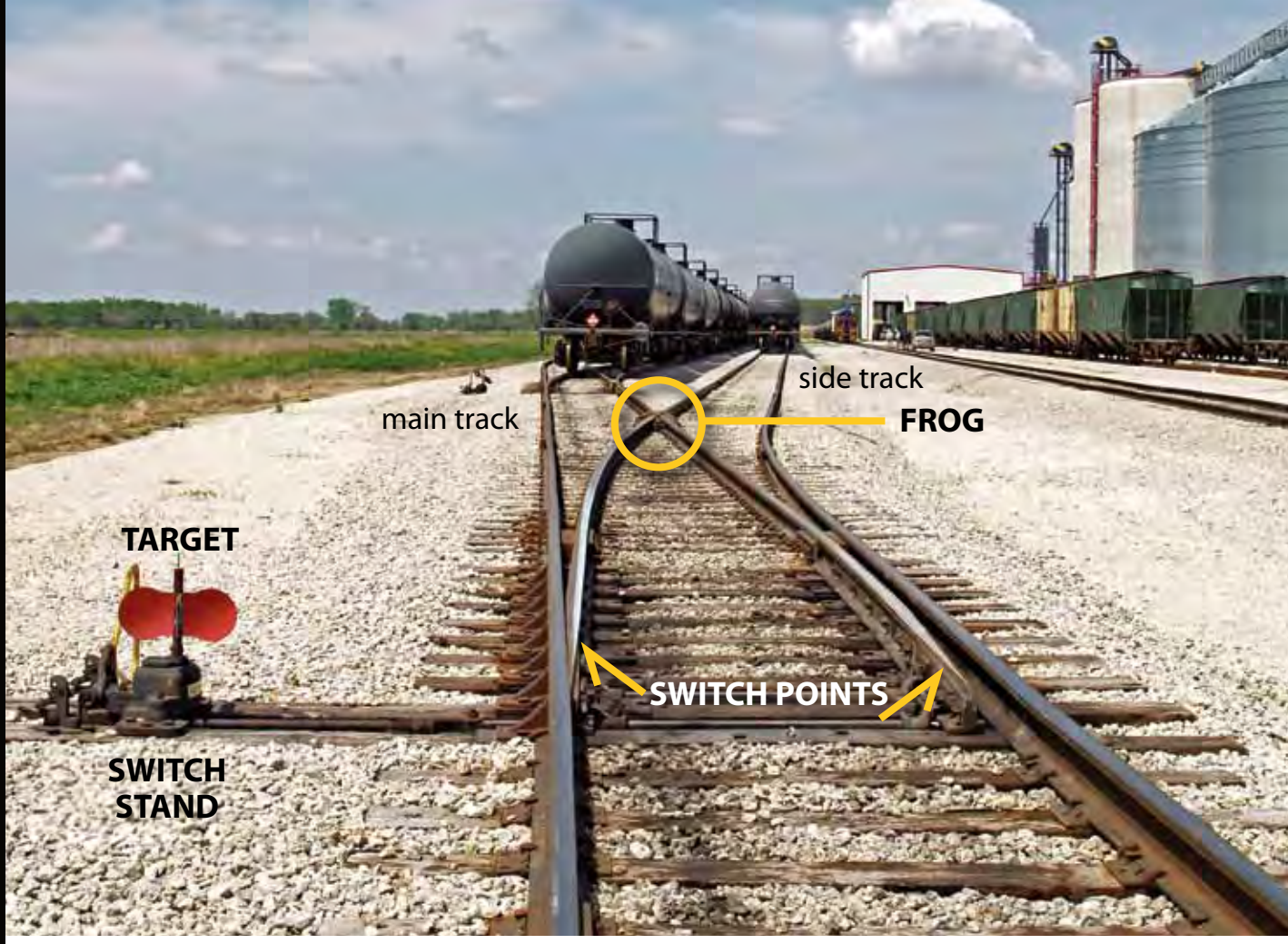
As any motorist or truck driver knows, there are more trains running today than at any time in recent decades. It is not uncommon to see four great diesel locomotives hauling 120 tank cars or hopper cars, with a fifth locomotive bringing up the rear. These trains, over a mile long, can carry as much as 24 million pounds of raw materials at speeds exceeding 60 mph. And there are also many more mixed freight trains, delivering the myriad materials and products that the manufacturing and processing industries of America need and produce.

No one knows the actual amount of rail usage by industry category. There are no official statistics on this, but our own sales records tell an interesting story. In one three month period, we found that we had sold our rail safety and track maintenance products to nearly 200 different kinds of industries. These range from petrochemicals, food processing and explosives, to resin coatings, wine products, and even amusement park miniature railroads. We are sure that a longer survey would expand the list even more. The economics of railroading are making themselves felt in every industry.

It is just this diversity of rail-using customers, and their repeat business over the years, which have helped Aldon remain in business for 112 years. In issuing this 2016 catalog, we take the opportunity to thank all of our customers — industrial firms, railroads, contractors, and our large family of Aldon distributors — for helping us achieve this milestone.

Essential spur track safety products





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

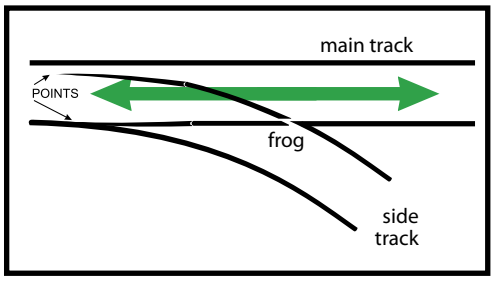
The railroad switch is a marvel of engineering. The ability to smoothly divert a fast-moving train from one track to another is really what makes railroading possible.

How a track switch works

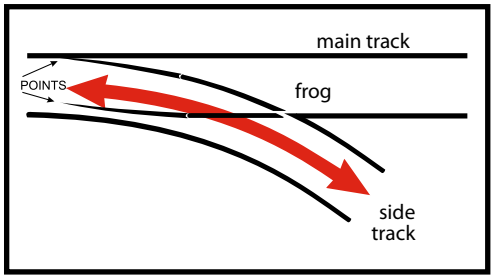
A switch creates two tracks — the main track and a side track turning either left or right (the photo shown above is a right-hand turnout). The heart of a switch is a pair of tapered rails called points which lie between the running rails and are slightly narrower in gauge. The points are hinged at one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



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



Switch is lined for travel on right-hand turnout.
Traffic approaching points end of switch can enter switch but can only go into side track.
No traffic on main track can enter switch from frog end.

Looking at a switch from both ends ...

POINTS END

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.

FROG END

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.

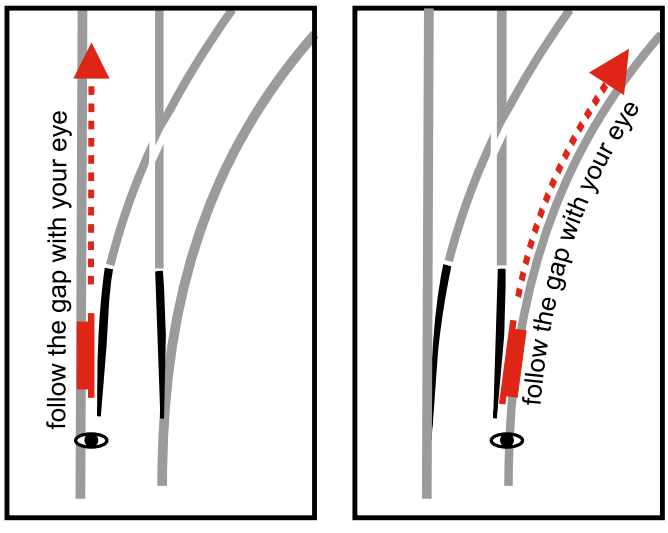
The red target indicates that the switch has been repositioned for in and out movement on the side track. No main track movement is possible through the switch.

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?"



No doubt where the train will go

Switch Cube Indicator®
A new kind of switch target

Why use a Switch Cube® Indicator?

1. An inexperienced worker may not know how to "read the points" or understand the meaning of conventional switch targets when aligning the switch.

2. Workers operating locomotives can misunderstand the meaning of conventional targets and wind up forcing their way through a switch that was lined for the converging track

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

Points End: lined for through traffic

Points End: lined for turnout

Frog End of the Switch

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

Frog End: lined for through traffic

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

Frog End: lined for turnout

Frog End: lined for turnout

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

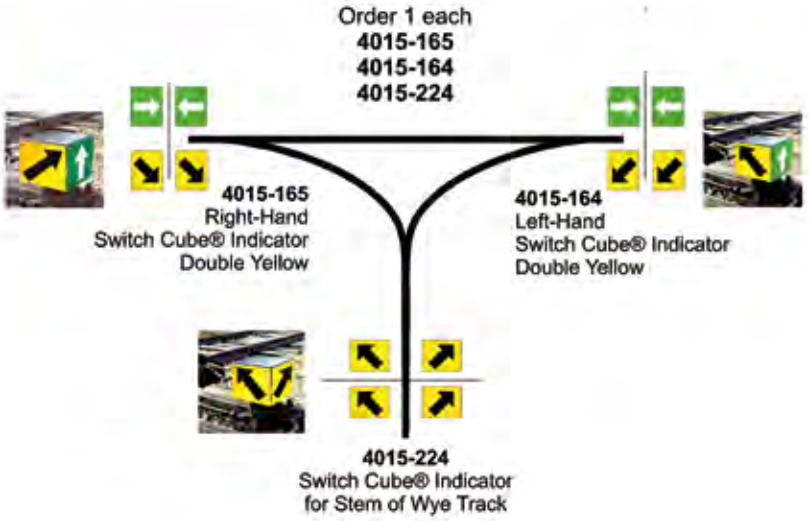
Custom sign plates which identify specific tracks can replace the green arrow plates — contact us for details.

Switch Cube® Indicator for special track configurations

Simple Wye: Left/Right

Order 4015-224
Switch Cube® Indicator
for Stem of Wye Track

3-Point Turning Wye Track



"DERAIL INSURANCE" for Switch Points

Track Gauge Control Rods
(Non-Insulated)

4127-02

Track gauge at the points end of a switch must be held tight to 56-1/2" or the switch points will not lie close against their running rails. Any gap between the point and the rail can allow a wheel flange to open up the gap and cause a derailment. If your track switches are not equipped with a gauge plate, install an Aldon double-end Gauge Control Rod just in front of the switch points. The double jaws at each end of the Control Rod grip the base of the rail and prevent widening of the gauge. Lock nuts hold the jaws tightly in place.

SEE MORE INFORMATION ON PAGE 50.

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

Safety Hook for Switches

The Safety Hook temporarily takes the place of a padlock, which ordinarily is used to prevent unauthorized movement of a switch.

Meets FRA Regulation 218.103 (Switch Stand Securement) and 218.107 (Derail Securement).

Formed steel hook and stainless chain can be bolted to tie, always ready for use.

Safety Hook is especially useful for restraining the throw handle of a spring-action switch. Hook can also be used to temporarily secure hinged derails.

4024-303

Replacement Switch Targets

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

New Century Target

Manual switch stands: 50A, 51A, 51B

4115-166

4115-174

Fits round mast. Sold in sets of two red/green plates (or two red/white plates). Plates attach directly to the mast.

National Trackwork Target

Manual switch stands 1004 & 1004 ARS

Plates are 6" x 5-1/4". Fits round adapter sleeve. Set includes one red plate and one green plate (or one red and one white). Adapter sleeve is sold separately.

4115-164

4115-173

Racor Target

Manual switch stands: 20P, 22E, and 36E

4115-168

4115-172

Plates are 6" x 5-1/4". Fits 1-1/4" adapter sleeve.

Sold as a set: one red and one green plate (or one red and one white). Adapter sleeve is sold separately.

Tie-Mounted Signs

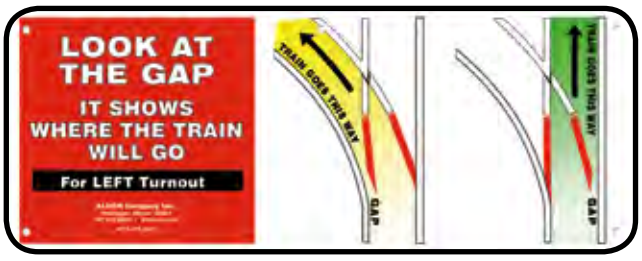
"LOOK AT THE GAP" sign plates

18" x 7" .080 Aluminum

A teaching aid for new workers and an ever-present reminder on how to "Read the Points."

Mount sign plate on switch tie outside the rail and next to the switch points. With a glance, worker can reference the sign when either lining or approaching the switch.

4015-275
Left-Hand Switch



4015-276
Right-Hand Switch

4015-166 Switch Number

4015-159 Track Number

Track and Switch sign plates

13" x 7" .080 Aluminum

These tie-mounted sign plates are useful reminders of where you are in a rail yard. Specify track and/or switch number(s) when ordering.

Switch Point Protection

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.

battered point

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: 100 LB
AREMA: 110 LB

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

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

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

4123-77-D
ASCE: 100 LB

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

4123-77-G
AREMA: 133 LB

4123-77-H
AREMA: 141 LB

4123-77-I
ARA-A 90 LB

Switch Point Lock for longer term lock-out

High-security, wiggle-proof design.

#4023-07
(padlock sold separately)

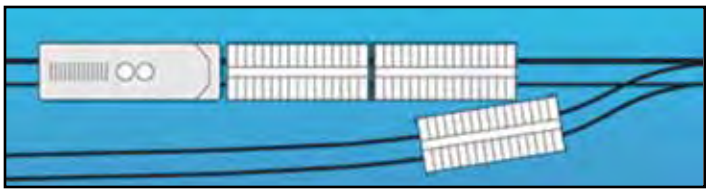
Fits rails 85 lbs. to 141 lbs./yd. Grips base of switch point and base of running rail. Fine screw threads and 3-point handle bring switch point tight against main rail to within 1/32". Can be padlocked without any loss of tightness. Weight 10 lbs.

Railroad Padlocks

For derails, switch stands, and other rail equipment.

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

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."

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; in winter, easy to spot in snow-packed track.
- 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

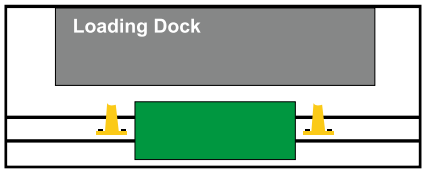
Track Clearance Marker (flush rail)

A low-profile bright yellow urethane marker indicates parking limits on tracks encased in concrete or asphalt. Marker is 36" long by 6" wide x 1" thick, 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
Do not install markers on asphalt in cold weather to avoid weakening the pavement.

4015-156 Concrete Pavement

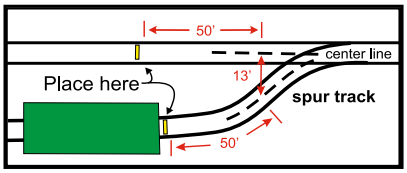
Track Clearance Markers can be used to indicate parking limits at loading docks.



RECOMMENDED INSTALLATION for Track Clearance Marker

Track Clearance Markers should be installed on both tracks converging on a switch.

Markers should be placed at least 50 feet from points measuring 13 feet on-center to the adjacent track.



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

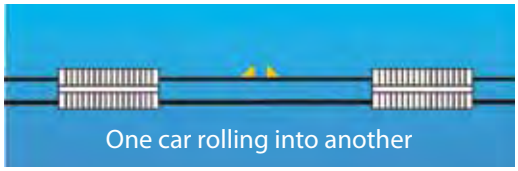
The derail lifts the flange of the wheel and drops it clear of the rail. At the same time the wheel on the other rail falls down between the rails. The derailed wheels bite into the soft surface of ties and ballast and slide to a stop.

Depending on speed, a derailed car or locomotive may travel some distance before stopping.

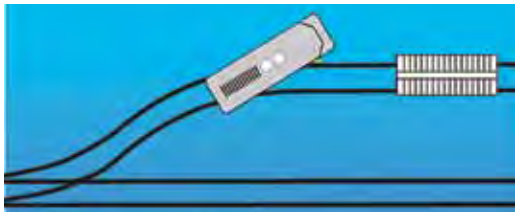
Effective derailing depends on

- 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

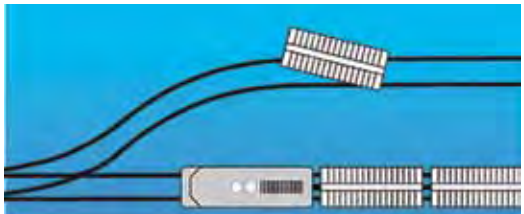
Derails help prevent:



One car rolling into another



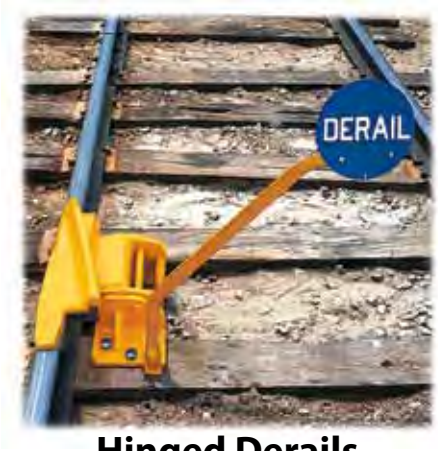
Unauthorized locomotive coupling to stationary car



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.

IMPORTANT INFORMATION ON DERAILS

Type of Rail?

All three types of derails are designed to be used on exposed rail (open to the ties). ***DO NOT USE DERAILS on flush rail*** (rail that is encased in pavement).

Do not install hinged derails on concrete or resin 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.

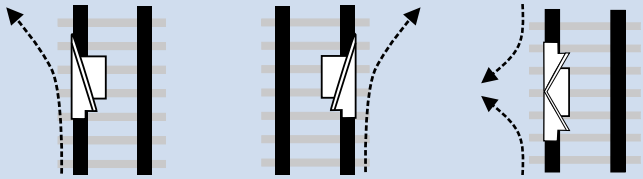
One-way Derails can be used with 4-axle locomotives: 6-axle locomotives: and all freight cars:

Two-way Freight Car Derails can be used with 4-axle locomotives: and all freight cars: Do not use if 6-axle locomotives operate on your siding. The deflection angle is too sharp to handle the longer wheel base . Note that railroads are replacing older 4-axle locomotives with bigger 6-axle units for switching industrial spur tracks. 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?

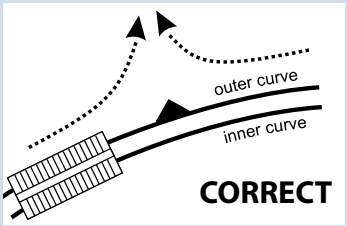


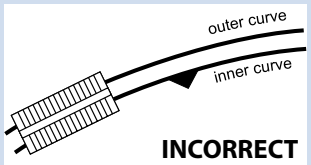
1-way left **1-way right** **2-way**

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.

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.***

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.

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
Weight 170 lbs.

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
Weight 170 lbs.

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

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.

Hinged Derail Accessories

Adapter Plate for Installing Hinged Derails on Steel Tie Track.

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.

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.

4015-185

Replacement Derail Sign Plates
(reflective lettering)

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

4015-32
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.

One-Way Left Throw

4114-10-L One-way left throw.
Weight 460 lbs.

4114-10-R One-way right throw.
Weight 460 lbs.

4114-11 Two-way
Weight 550 lbs.

4114-13
Two-Direction
Wheel Shover

4114-12
Wheel Shover
One-Direction: Left
(pictured to right)

4114-14
Wheel Shover
One-Direction: Right

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 DERAILS

Temporary Derailing Protection for exposed rails on wooden and pre-stressed concrete ties.

One-way and two-way derailing for industrial sidings and approaches to buildings. Aldon portable derails stand 2¾ 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

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

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

4014-06-S left throw *(pictured)*
4014-07-S right throw
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)."

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

The Mouse Trap

Foot-operated hinged sign holder.
No bending or stooping to raise or lower the sign.

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

4015-95 Weight 12 lbs. (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
3. Flashing blue solar light. Brilliant 6-LED light is visible for over a mile. Shock-proof and NEMA-4X rain and dust proof. Gravity switch (light turns off at 45° angle). Bracket for attaching to sign post is included.

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

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

Flashing Blue Solar Light with Bracket is also available separately:

4015-135

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.

Magnet Back Sign Holder

Powerful rare earth magnets hold sign in place, even on the curved side of a tank car.

Sign plate not included.

4015-70
Weight 7 lbs

OSHA BLUE FLAGS

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.

4015-18-B

6STOP-B

6SAFE-B

6SCC-B

6STCC-B

6SCAW-B

6SMAW-B

6DERAIL-B

Equivalent French and Spanish wordings available.

4015-18-R

6STOP-R

6SAFE-R

6SCC-R

6STCC-R

6SCAW-R

6SMAW-R

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.

Clamp-On Insulated

For use near electrified third rail. Fiberglass arm and urethane end fittings.

4015-02 Weight 4 lbs.

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.

Tripod Holder

Twin sockets can hold flags.

4015-04

Weight 9 lbs.

NEW! CUSTOMIZED SIGN PLATES

15" x 15" sign plates with standard OSHA wording and space for your custom text

MIN. ORDER for custom sign plates: 2

4015-260 through 4015-269 in red or blue

"THIS CAR CONTAINS"

12" x 15" red or blue sign plate with vinyl label to identify contents of a rail car. Use with magnet backed sign holder (4015-70) to adhere to side of rail car. Labels can be easily changed.

4015-271 blue
4015-272 red

Cast Steel Wheel Chocks

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.

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 watch our two-minute video on chock spur maintenance.

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.

EXPOSED RAIL

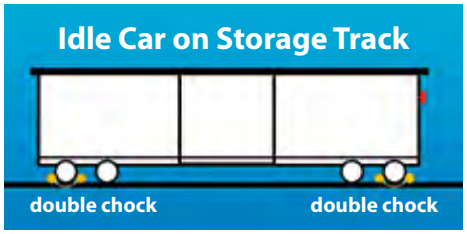
open to the ties and ballast

FLUSH RAIL

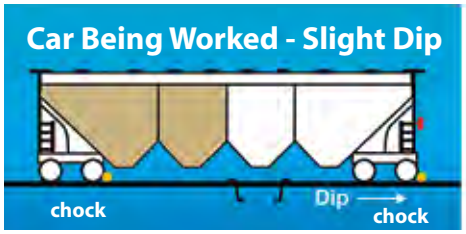
encased in pavement with only a flangeway on inside of rail

Single Chocks or Double Chocks?

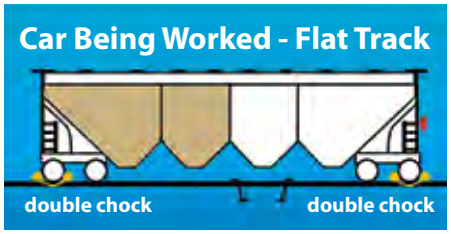
Recommended chocking procedures for single cars on flat track



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



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



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

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

Under certain loading/ unloading conditions, such as with tank cars, wheel chocks with steel spurs can sometimes get stuck under the wheel. No problem! Aldon "Whack'em" chocks have reinforced steel handles that stand up to hammer blows or yanking the handles sideways.

Whack 'Em Double Chocks (15" handles)

4011-30	Exposed Rail	Weight 14 lbs.
4011-31	Flush Rail	Weight 14 lbs.

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

4011-32	Exposed Rail	Weight 16 lbs.
4011-33	Flush Rail	Weight 16 lbs.

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

4011-34	Exposed Rail	Weight 18 lbs.
4011-35	Flush Rail	Weight 18 lbs.

NO NEED TO CLIMB THE LADDER TO WORK THE BRAKE

Brake Stick

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

Two sizes available:

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

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

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 derailing 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.**
- **Do not use if car is raised at one end. All wheels must remain on the rails.**

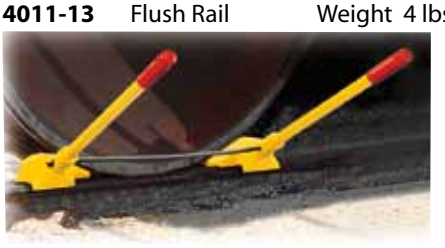
4011-18 Weight 2 lbs.

Transit Car Urethane Wheel Chock

Urethane double chock with indestructible fiberglass handles for use with transit cars and passenger 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.



Ductile Iron 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.

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

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.

4016-12
yellow

4016-12-O
orange

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

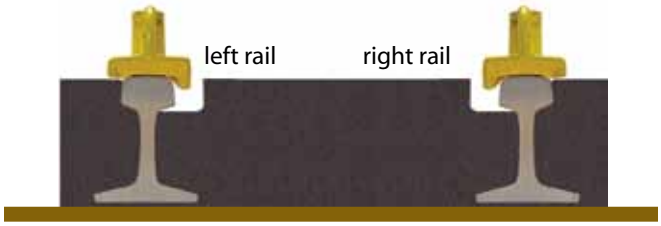
A light-weight skid, useful as a wheel chock on industrial sidings, and to alert engineer when pushing a string of cars into a dead-end siding.
4016-09 Weight 13 lbs.

Chocking Skid for Flush Rail

"Right Rail" Skid is pictured.
4" high x 18" long. Weight 13 lbs.

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.



4016-22-L **4016-22-R**

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.**

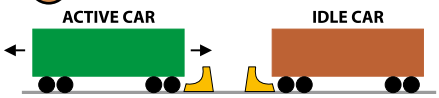
Ways To Use Car Stops

End-of-Track Stop

1

For car storage tracks and lightly used loading tracks.

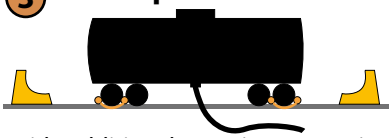
2 Car Separation



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.

Chocking on Grades 1% max. slope

4

Procedure:

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.

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

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.

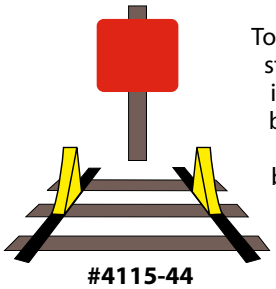
CS-4 Severe Duty Type

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.

End-of-Track "Stop" Sign



#4115-44
Weight: 4 lbs.

To increase awareness of car stops and bumping posts, install a 24" x 24" x 0.080" blank red aluminum sign approximately 10 feet behind the stops or post (to clear car coupler). *Customer provides 4"x4" wooden post.*

Longer trains and frequently used side tracks.

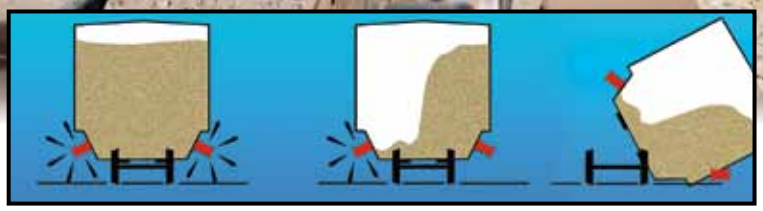
Bumping Posts

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.

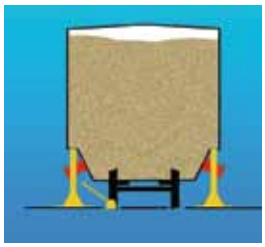
Don't Let This Happen to YOU!



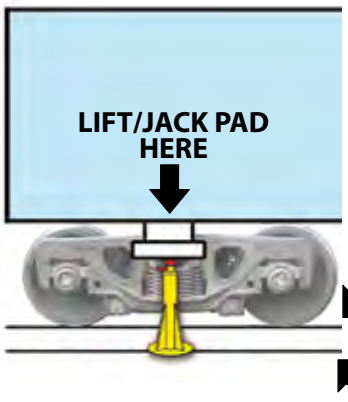
Anatomy of an Accident

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: 3⅛ 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.
- Zerk fitting provides uniform and constant lubrication of screw threads.
- Bolt and washer prevent over-extension of screw.
- Steel sleeve protects axle.

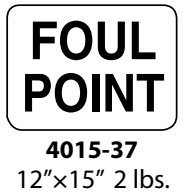
World of Railroad Signs

Engineering Grade Scotch-Lite Faced Signs

.080" Aluminum, drilled for mounting

Aluminum bracket for Cross Buck *(see 4015-198)*
For 2-3/8" diameter 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"



4015-37
12"×15" 2 lbs.

4015-36
12"×15" 2 lbs.

4115-40
24"×24" 3 lbs.

4115-42
18"×24" 3 lbs.

4115-38
23"×26" 3 lbs.

4015-221
12"×12" 2 lbs.

4015-197
30" 4 lbs.

4015-196
24" 3 lbs.

4115-41
6"×36"
4 lbs.

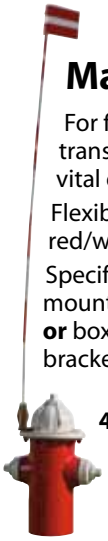
4115-37
6"×48"
5 lbs.

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.



4124-323

Intermodal

6STOP-O
12"×15" 2 lbs.

4015-102
12"×20" 4 lbs.

6SERVC-B
12"×15" 2 lbs.

6SCL-B
12"×15" 2 lbs.

6-PCH
12"×15" 2 lbs.

6-STCL
12"×15" 2 lbs.

6DERAIL-O
12"×15" 2 lbs.

4015-101
12"×15" 2 lbs.

6SIIP-B
12"×15" 2 lbs.

6SCU-B
12"×15" 2 lbs.

6-SCOC-B
12"×15" 2 lbs.

Contact Us

4015-18-O
12"×15" 2 lbs.

Locomotive Blue Flag

Pipe holder (7 ft.) hooks to handrail. 2-sided sign plates 12 in. x 15 in.

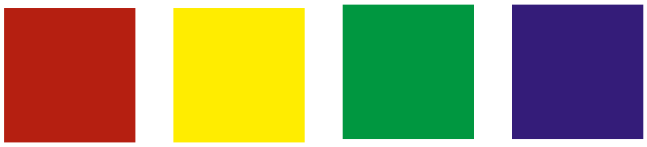
4115-139
20 lbs.

4015-96
8½″×15″ 3 lbs.

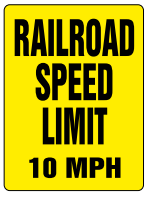
4015-98
8½″×15″ 3 lbs.

Magnetic Locomotive Cab Signs

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



4115-44 **4115-46** **4115-45** **4115-47**
signs are 24″ x 24″ and each weighs 3 lbs.



4015-94
specify speed
15″×20″ 3 lbs.

4115-34
16″×24″ 3 lbs.

4015-145
specify text
12″×15″ 3 lbs.

Danger Signs 18 ga. Baked Enamel

4115-08
20″×28″ 7 lbs.

4115-09
14″×20″ 4 lbs.

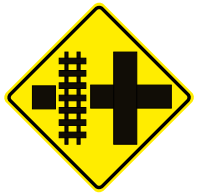
note:
many more danger signs available on our website **aldonco.com**

High intensity retro-reflective facing.

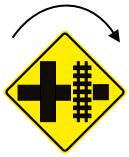
Highway-Rail Crossing Signs

Aluminum (.080″) conforms to Federal Highway Administration (MUTCD) specifications.

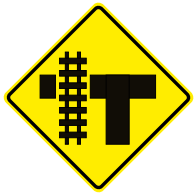
36″×36″, Weight 10 lbs. (except where noted)



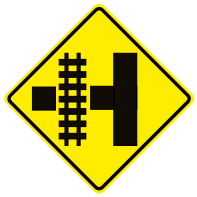
4015-78
track to left of road
(MUTCD-W10-2L)



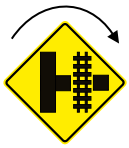
track to right of road
(MUTCD-W10-2R)
order 4015-78 and rotate 180°



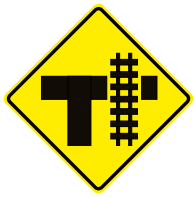
4015-82
track to left of road
(MUTCD-W10-4L)



4015-80
track to left of road
(MUTCD-W10-3L)



track to right of road
(MUTCD-W10-3R)
order 4015-80 and rotate 180°



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.
(MUTCD #W10-1)

4015-74
34″×34″ 20 lbs.
(MUTCD #R15-1)

4015-148
(MUTCD #R1-1)

4015-75
30″ x 30″
(MUTCD #R1-1)

Aluminum Bracket for Cross Buck *(see 4015-74)*
For 4″ diameter pipe.
Need two per Cross Buck.
Sold in pairs. Need one pair per Cross Buck set.
4115-96

4015-86
24″ x 30″

4015-147
24″ x 18″

Railroad Signs Prepare to Stop

24″×24″ 4 lbs

4015-87

4015-97

4015-103
36″×24″ 6 lbs.

Warning Signs, Flags, and Marking Tapes

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
4015-187 Do Not Cross Here (car-bumper)	10 lbs.

CAUTION
POWERFUL MAGNET
KEEP FINGERS AWAY FROM BASE

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 × .080" aluminum Weight 10 lbs.
4015-62	**CLOSE CLEARANCE** 6" × 57" × .080" aluminum Weight 4 lbs.

Tripod Flag Holder

Portable aluminum tripod stand can hold two flags and/or a sign.

4015-04
Weight 9 lbs

Nylon Flags withWooden Dowel Handle

12″ × 15″, 18″ wooden dowel staff. Weight 1 lb.

4015-91 orange
4015-92 white
4015-21 yellow
4015-22 green
4015-20 red
4015-12 blue
4015-120 yellow/red

Flags for all holders are sold separately.

Magnetic Flag Holder

Wind-proof magnet base for exposed or flush rail. Twin sockets for ⅞ in. dowel staff.

4015-55 Weight 4 lbs

CAUTION
POWERFUL MAGNET
KEEP FINGERS AWAY FROM BASE

Rail Clamping Flag Holder

Steel holder clamps to rail head. Twin sockets for ⅞ 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 × 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 × 150 ft.

4124-322 blue
4124-321 red

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

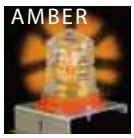
Flashing solar lights where you need them

4015-25 magnetic
4015-31 bolting

4015-33 magnetic
4015-34 bolting

4015-58 magnetic
4015-59 bolting

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.



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.

Are You Working Rail Cars at Night?

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

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, except 4015-02, 4015-03, 4015-04 .

Flashing Solar Combo Lights with Bracket

Flashing blue light with flashing white light below to illuminate signplate. Brilliant LED lights are visible for over a mile.

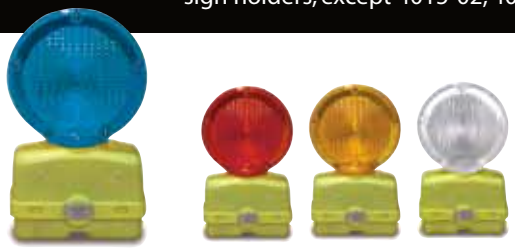
Shock-proof and NEMA-4X rain and dust proof. Gravity switch (light turns off at 45° angle). Bracket for attaching to sign posts is included. Shown with magnet base sign holder (4015-54).

4015-205

also available, Blue Light only:

Flashing Solar Blue Light with Bracket

4015-135



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
4115-94 Amber
4115-17 Red
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.

4024-08 Weight 10 lbs.

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

GateMaster II in use

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.-lbs. 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.-lbs. 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.-lbs. 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

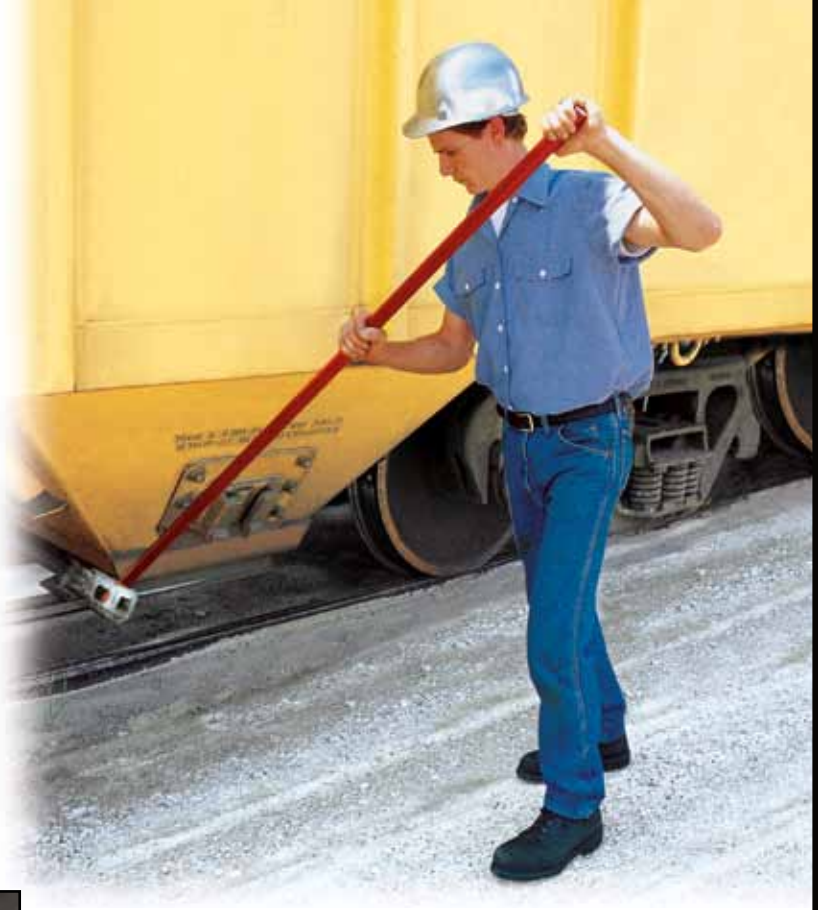
Open hopper car gates with your own power equipment

Square Drive Fittings for Air Wrenches

1½ in. to 1¼ in. stepped end.
Length 5 in. Weight 5 lbs.
2,000 ft./lbs. 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 1⅜" 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 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

Miner Type D 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

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 80-125 psi air pressure and 70 cfm volume of air to produce 1,750 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.

4120-01 Weight 80 lbs.

PowerDrive Electric Gate Opener

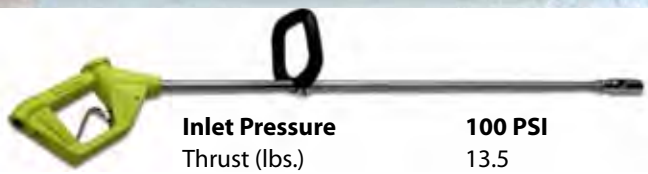
The combination of 1½ hp, 10 rpm gear motor and telescopic drive shaft will open any car gate that is not damaged or ice-bound. Instead of using one-directional, high torque hammer action, the **Powerdrive** relies on the instantaneous reversibility of an electric motor to "rock" the stuck gate open. 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.

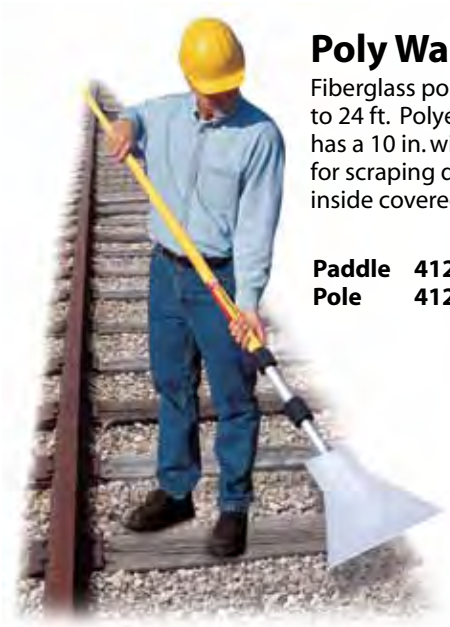
4124-212
Barrel Length: 48″ Weight: 4 lbs.
4124-213
Barrel Length: 36″ Weight: 4 lbs.
4124-214
Barrel Length: 60″ Weight: 5 lbs.



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

Do Not Exceed 120 PSI Inlet Pressure

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



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.
w/Drain Holes	**4124-29**	Wt. 5 lbs.

Blue Boat Spill Pan

For plastic pellets and other non-soluble materials

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

4124-310
Weight 9 lbs.

Hatch Key™ Pry Bars

Save your back and your fingers. Stubborn hatch covers yield to the leverage in our specially shaped bar. Worker should be secured to fall protection cable while using Hatch Key™ pry bar.

4020-17
Heavy Duty Weight 10 lbs.

4020-16
Standard Duty Weight 5 lbs.

Heavy Duty *(Patent Pending)*

Standard Duty *(Patent Pending)*

Short videos of both **Hatch Key™ Pry Bars** are featured in our video library.

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

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

Filter / lube / throttle kit available — Contact us.

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

*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.

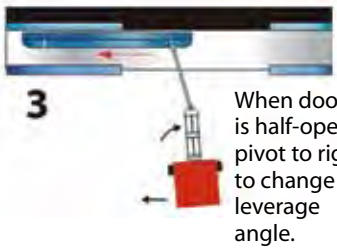
4020-13 Weight 65 lbs.

***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.

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

Continue rotating left while backing up.

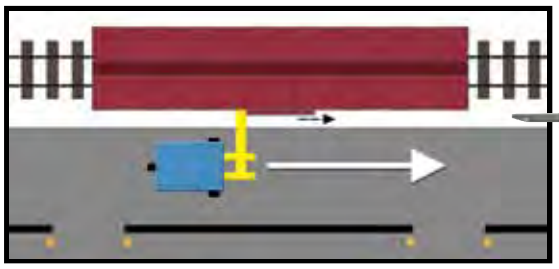


When door is half-open, pivot to right to change leverage angle.

Drive forward and rotate left to push door fully open.

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.

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 polythylene supports hose. Velcro belt keeps hose steady during unloading.
Dimensions: 13″ high × 19″ square base
4124-312 Weight 3.5 lbs.

Tank Car Safety

Tank Car Safety Gate

Fits over gap in railing on top of tank car. Formed aluminum panel, 48 in. wide × 11 in. tall, drops over railing. Handle provided on top of panel.

4124-173 Weight 13 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 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.

Tray: 24" x 8" x 2-3/4"
Legs: 22" high
Weight 6 lbs.

Hanging Tool Tray

A convenient place to keep small tools when working on the roofs of tank cars. Tray legs fit up to 2" diameter railings on landing platforms and gangways. Welded aluminum with durable yellow powder coat finish. Drain holes in each corner.

4024-280

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
1⅜″ OD handle
4024-195
Weight 8 lbs.

Steel Tank Car Sockets

Max torque rating 1500 ft./lbs.

4″ bolt clearance

HEX		Metric Equivalent	8 PT		Metric Equivalent
4024-191	1 5⁄16″	33.3mm	**4024-169**	1¼″	31.8mm
4024-274	1⅜″	34.9mm	**4024-192**	1 5⁄16″	33.3mm
4024-158	1 7⁄16″	36.5mm	**4024-163**	1 7⁄16″	36.5mm
4024-159	1½″	38.1mm	**4024-164**	1½″	38.1mm
4024-160	1 9⁄16″	39.7mm	**4024-165**	1 9⁄16″	39.7mm
4024-161	1 5⁄8″	41.3mm	**4024-166**	1 5⁄8″	41.3mm
4024-162	1 11⁄16″	42.9mm	**4024-167**	1 11⁄16″	42.9mm
4024-186	1¾″	44.5mm	**4024-188**	1¾″	44.5mm
4024-187	1 13⁄16″	46.0mm	**4024-189**	1 13⁄16″	46.0mm
4024-190	1⅞″	47.6mm	**4024-168**	1⅞″	47.6mm

Spark-Resistant Bronze Tank Car Sockets

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

HEX		Metric Equivalent	8 PT		Metric Equivalent
4024-193	1 5⁄16″	33.3mm	**4024-194**	1 5⁄16″	33.3mm
4024-170	1 7⁄16″	36.5mm	**4024-175**	1 7⁄16″	36.5mm
4024-171	1½″	38.1mm	**4024-176**	1½″	38.1mm
4024-172	1 9⁄16″	39.7mm	**4024-177**	1 9⁄16″	39.7mm
4024-173	1 5⁄8″	41.3mm	**4024-178**	1 5⁄8″	41.3mm
4024-174	1 11⁄16″	42.9mm	**4024-179**	1 11⁄16″	42.9mm
4024-180	1¾″	44.5mm	**4024-183**	1¾″	44.5mm
4024-181	1 13⁄16″	46.0mm	**4024-184**	1 13⁄16″	46.0mm
4024-182	1⅞″	47.6mm	**4024-185**	1⅞″	47.6mm

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

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

4119-51 **Car Pulling Rope**
1" diameter double-braided polyester-clad. No hardware or splicing included. Specify length desired.

Maximum safe working load: 20,000 lbs.
DO NOT EXCEED
Minimum breaking strength: 48,500 lbs.

4119-09B **Bronze Thimble and Splicing of Rope**
Rope is sold separately.

One-end or two-end splicing available

4119-09C

4119-09C **Screw Pin Shackle**
To connect hook to rope/thimble.
Alloy steel, 1" diameter pin.

DO NOT EXCEED SAFE WORKING LOAD: 9.5 metric tons

4019-09D **Replacement Hook**
Alloy steel.
Maximum safe working load: 20,000 lbs.
DO NOT EXCEED

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.

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.

Rail Size	100-131 lbs.	**4018-12-I**	Inside	Wt. 125 lbs.
		4018-12-O	Outside	Wt. 125 lbs.
Rail Size	132-152 lbs.	**4018-13-I**	Inside	Wt. 135 lbs.
		4018-13-O	Outside	Wt. 135 lbs.
Safety Chain w/hook (Need 2 chains per rerailer)		**4018-09**		Wt. 7 lbs.

"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.

Rail Size	70-90 lbs.	**4118-01-I**	Inside	Wt. 100 lbs.
Rail Size	70-90 lbs.	**4118-01-O**	Outside	Wt. 100 lbs.
Rail Size	100-140 lbs.	**4018-04-I**	Inside	Wt. 169 lbs.
Rail Size	100-140 lbs.	**4018-04-O**	Outside	Wt. 169 lbs.

Straddle-Type Freight Car Rerailers

The most practical design. All wheels are rerailed with one placement of rerailers. Chain and hook holds rerailers securely to rails. For use with standard size cars.

Rail Size	90-140 lbs.	**4018-01-L**	Left	Wt. 169 lbs.
Rail Size	90-140 lbs.	**4018-01-R**	Right	Wt. 169 lbs.
Rail Size	70-110 lbs.	**4018-02-L**	Left	Wt. 135 lbs.
Rail Size	70-110 lbs.	**4018-02-R**	Right	Wt. 135 lbs.

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.		Rails 131-152 lbs./yd.	
Inside		Inside	
#4118-14-I	Weight 207 lbs.	**#4118-15-I**	Weight 211 lbs.
Outside		Outside	
#4118-14-O	Weight 165 lbs.	**#4118-15-O**	Weight 190 lbs.

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.

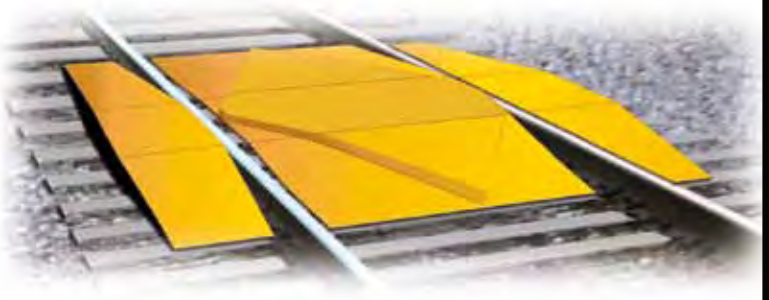
Maximum load: 250 lbs.

4024-54
Weight 10 lbs.

Permanent Rerailer-Full Diamond

Diamond shaped rerailers automatically rerails car wheel in both directions. Diamond panel stands 2" above top of rail to engage wheel flange. Customer supplies 13' ties to support rerailer. Overall length full diamond 11ft. Overall length half diamond ___ft. Custom-built, not subject to return once sold.

4018-10	20 ton/wheel capacity	Weight 10,000 lbs.
4018-22	40 ton/wheel capacity	Weight 11,000 lbs.



Permanent Rerailer-Split Diamond

Consists of Two Half-Diamond Sections

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.

4018-11	20 ton/wheel capacity	Weight 6,000 lbs.
4018-23	20 ton/wheel capacity	Weight 6,800 lbs.

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

Gauge Restraint Reader

Makes FRA-mandated inspection of yard tracks easier.

At a comfortable walking pace, one worker can verify no-load track gauge, then stop at intervals to apply 4000 lbs. side force to rails, simulating the effect of locomotive wheels on rail.

Reader conforms to FRA 213.110 and 213.53(b) requirements for accurately measuring gauge restraint.

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

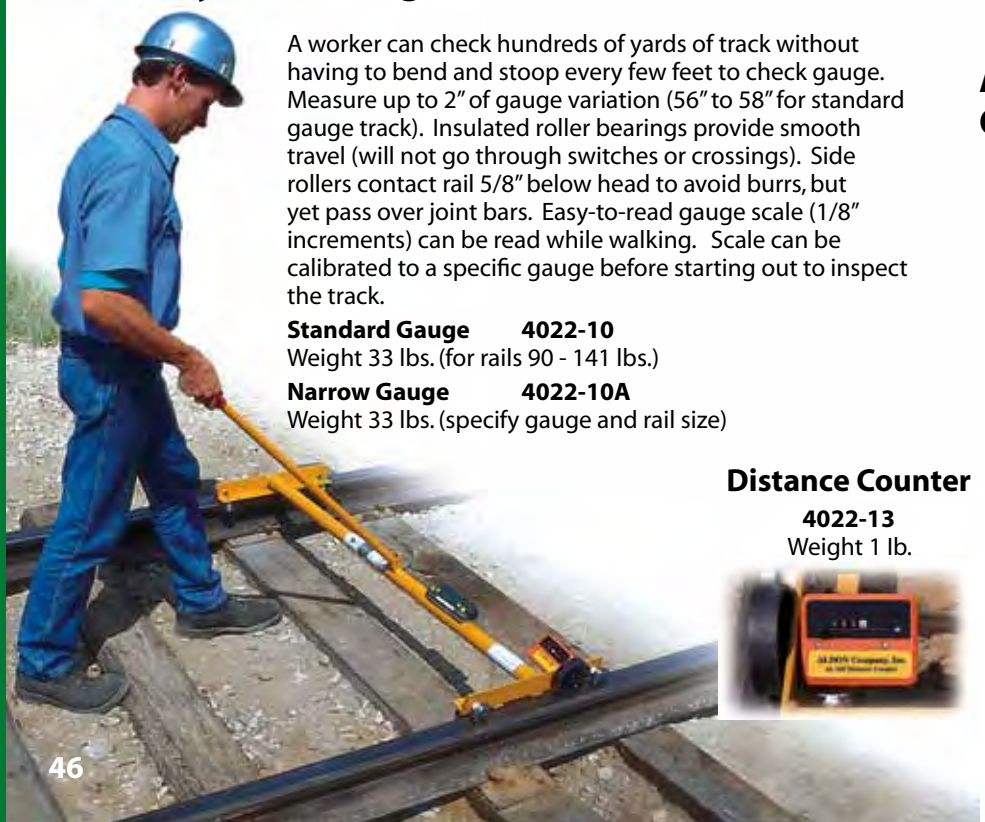
Telescopic assembly rolls freely through switches and over guard rails and rail crossings. Insulated roller bearings measure gauge 5/8″ below top of rail. Bearings can be adjusted lower to clear overflow rail.

Gauge Restraint 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.

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

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



A worker can check hundreds of yards of track without having to bend and stoop every few feet to check gauge. Measure up to 2″ of gauge variation (56″ to 58″ for standard gauge track). Insulated roller bearings provide smooth travel (will not go through switches or crossings). Side rollers contact rail 5/8″ below head to avoid burrs, 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.

Standard Gauge 4022-10
Weight 33 lbs. (for rails 90 - 141 lbs.)

Narrow Gauge 4022-10A
Weight 33 lbs. (specify gauge and rail size)

Accessories for Track Gauge Reader

Digital Track Level

4022-12
Weight 1 lb.

Distance Counter

4022-13
Weight 1 lb.

Carrying Case

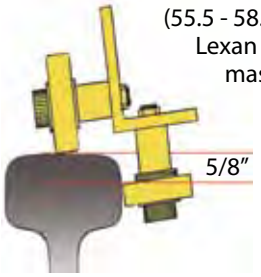
4022-11
Weight 19 lbs.

ROADMASTER
Rolls right through switches without losing a beat!

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 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.



Side rollers contact rail 5/8" below head.

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

Optional Digital Track Level
4022-12 Weight 1 lb.

Optional Distance Counter rides 2" above rail. Measures 10,000 feet of travel.
4022-20
Weight 1 lb.

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

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.

Aluminum Track Gauge
4022-02 Weight 6 lbs.

Aluminum Track Level
4022-01 Weight 5 lbs.

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

Steel Pipe Gauge
4022-05 Weight 30 lbs.

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°.

Two size ranges available

4023-76 tie spacings 21″, 22″, 23″, 24″.
4023-77 tie spacings 19″, 20″, 23″, 24″
Weight of each, 7 lbs.

Tally Clicker

Makes any kind of repetitive counting easy, such as counting cross ties in a section of track. Slips over index finger. Press tab to count. Turn knob to reset to zero.

4124-342

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.

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.

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

Brake prevents accidental backward movement of counter. Rotary knob allows dial to be cleared instantly. Rail guide keeps product on surface of all rail sizes while rolling.

4024-02 Weight 13 lbs.

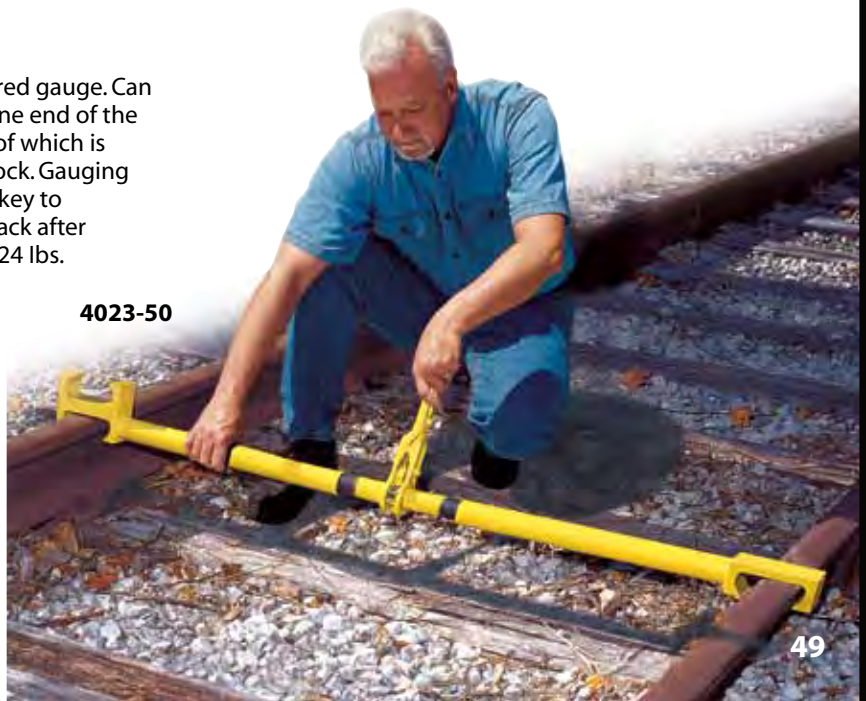
Track Gauge Spreader

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)

4023-51

4023-50



Spur Track Maintenance and Security

Track Gauge Control Rods
"DERAILMENT INSURANCE"

4127-01 (Single End) Weight 28 lbs.

(Non-Insulated)

4127-02 (Double End) Weight 38 lbs.

The main cause of derailments in industrial rail yards is over-wide track gauge. Locomotive and freight car wheels can exert as much as 4000 lbs. 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 crane-lifting to put the car or engine back on the rails and extensive track repair.

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

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

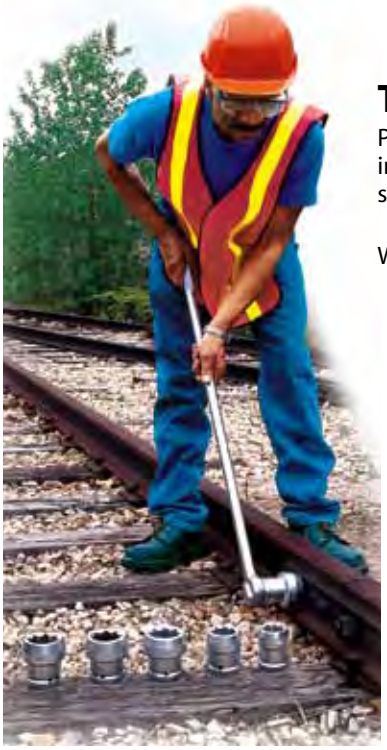
For curved track, use the single-ended gauge rod. Jaws at one end attach to the base of the outer curved rail, which receives the greatest wheel side pressure. The hook at the other end grabs the base of the inner rail.

Two-Piece Steel Push Cart

5,000 lbs. capacity. Each cart half weighs 93 lbs. Assembled deck area 53 in. × 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



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.

Two-Piece Miracle Cart

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

Why strain your back? Each cart half weighs only 49 lbs. Deck area 48 in. square expanded aluminum grid. Parking brake for safety. Jack-knife ease of installation on rail. Wheels are 6 in. dia. aluminum insulated.

4025-03 Weight 98 lbs.

1" Square Drive Sockets

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

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.

Magnetic Switch Broom Holder

A handy way to carry a switch broom on board a switching locomotive or Trackmobile.

4023-20
Weight3 lbs.

Powder coated stainless steel holder (60" long) has two pairs of powerful rare earth magnets to hold it in place on side wall of locomotive or shunter. Drain hole at bottom. (Broom sold separately)

4023-19

Switch Broom

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

Sliding Rail Anchor Fall Protection

Weight 6 lbs.

	R.R. RAIL	CRANE RAIL
4124-49	90-136#	--
4124-49A	--	171#
4124-49B	--	175#

Super Magnet Picker Upper

Handle length adjusts from 22" to 38"

4124-61

Magnet Capacity: 3 lbs.

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).

Screw Jack (AL-200-S)

Part No.	For Rails	Weight
4021-02	60-140 lbs.	184 lbs.

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

1in. 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

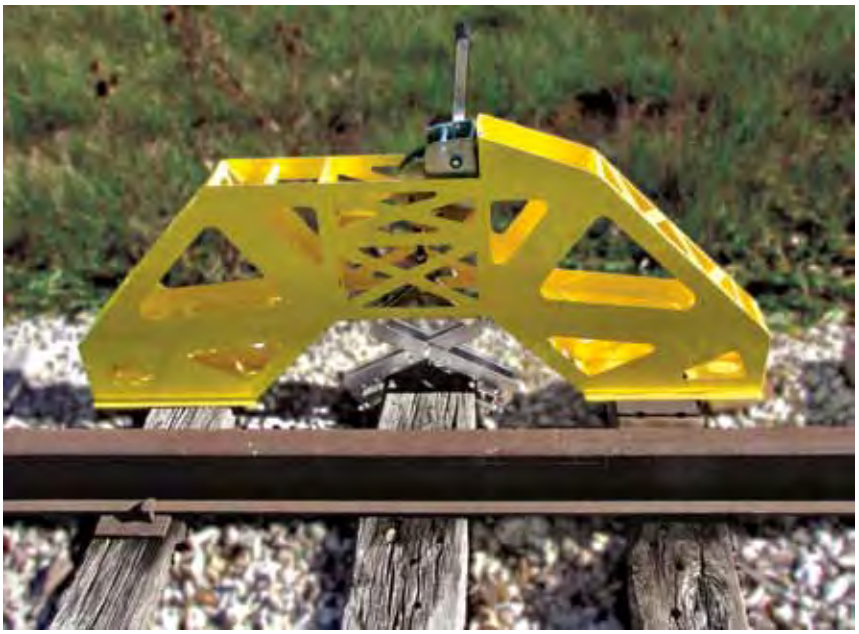
Accepts all sizes of continuous-welded rail. Rollers grab the rail in any position, rolling it upright, and then guiding the rail directly into the tie plates. Used for installing or removing rail.

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.



Size: 36″ long x 8″ wide x 24″ tall.
Weight: 75 lbs.

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 to permit re-spiking.

Rail and Timber Tongs

Clamping Rail Tong

For crane rail 135 lbs., 171 lbs., and 175 lbs.

Load capacity: 4,000 lbs.

Lift only — do not drag.

4124-172

Weight 60 lbs.

Rail Tongs

For standard T-rail 80-155 lbs./yd.
Lifts 39 ft. rail sections
Load capacity: 6000 lbs.

Lift only — do not drag.

4123-71

Weight 60 lbs.

Switch Frog Crane Tong

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

4123-125

Weight 46 lbs.

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

solid formed plate 1/2" steel

No welded joints to crack

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.

Rail-Splint

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

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.

Key	Part No.	Tons	Weight
1	**4123-65**	5	30 lbs.
2	**4123-66**	10	42 lbs.

Steel

Aluminum

"Quick Trip" Jacks

Jacks have "quick trip" feature when under load. Cast aluminum housing.

Requires skilled operator.

Key	Part No.	Tons	Weight
hyd.	**4123-81**	10	58 lbs.
man.	**4123-63**	15	30 lbs.
man.	**4123-64**	15	50 lbs.

Hydraulic

Manual

Rail Alignment Cradle

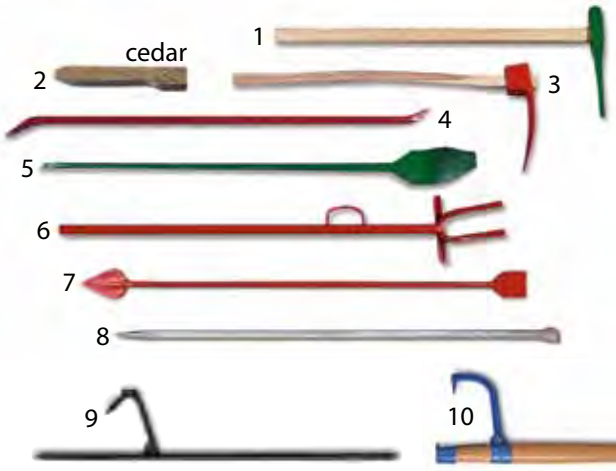
Bring two rails into alignment for welding or attaching joint bars using a ratchet-action or hydraulic track jack.

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



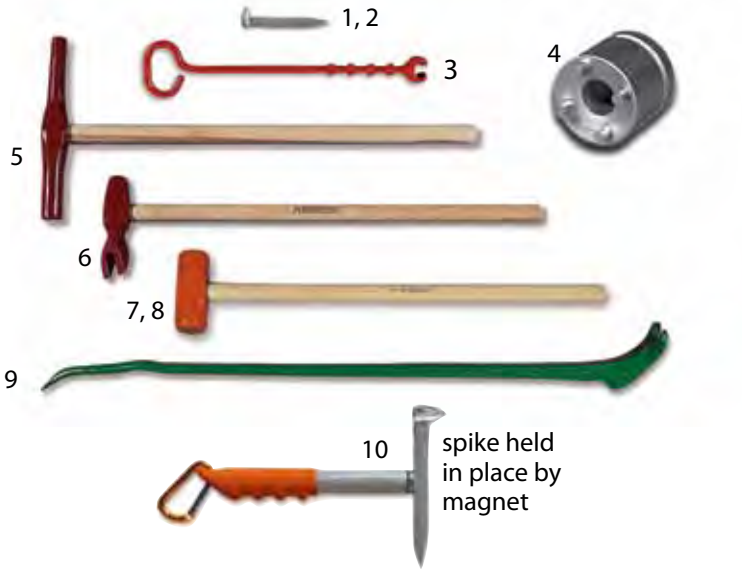
Key	Description	Part No.	Weight Lbs.
1	Tie Plug Punch	**4123-84**	7
2	Wooden Tie Plugs 500/bdl.	**4124-14**	14/BDL
3	Adze w/handle	**4123-01**	8
4	Timber Bar	**4123-22**	17
5	Nipping Bar	**4123-90**	22
6	Nipping Fork	**4123-89**	17
7	Tamping Bar	**4123-20**	15
8	Hexagonal Telegraph Digging Bar	**4123-92**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

Ballast Tools

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

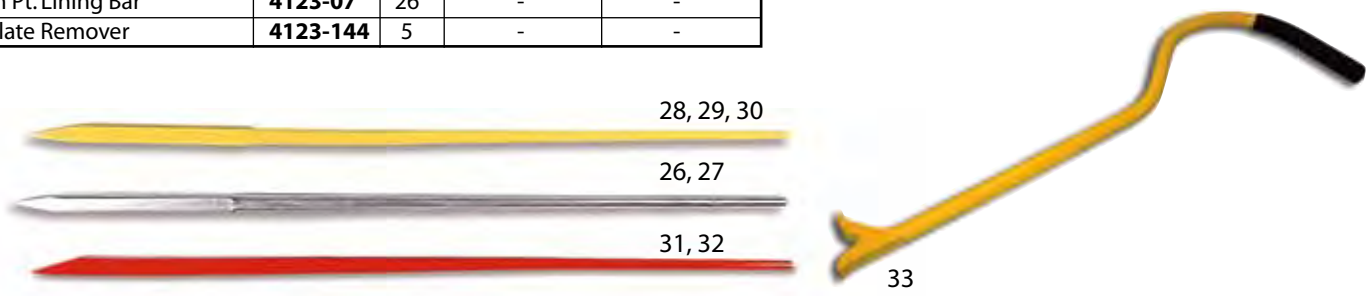
Spike Handling Tools

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



Rail Handling Tools

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



Magnet Sign Backer

Rare earth magnets hold firm. Rugged, wide-grip handles have room for work gloves.

4015-70

Car Repair Tag Out Sign Plates

12″x15″ .080″ aluminum sign plates with 4 tag-out holes at bottom.

4015-273 BLUE **4015-274** RED

Drawbar Sling

Lifting arc will not bind between coupler head and striker plate.

Sling length 4 ft. 6 in.

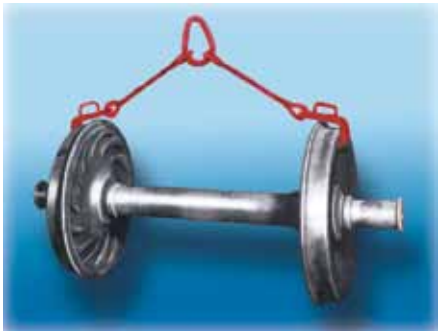
4124-40
9/16 in. dia. strands, 23-ton capacity

Weight 81 lbs.

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

Weight 110 lbs.

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.

Magnetic Cab Signs

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

4015-98
8½″×15″ 3 lbs.

4015-96
8½″×15″ 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.

Clip-On Stick-On Blue Light

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

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″

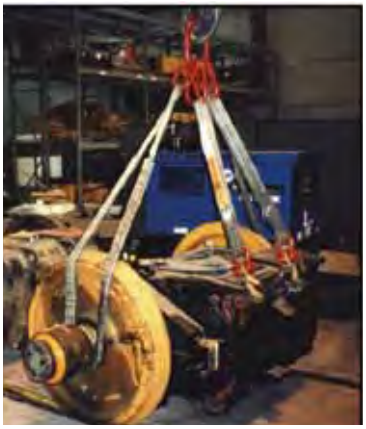
HYDRAULICS

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

Traction Motor Lifting Sling



Don't risk making your own sling. Lift your traction motors the correct and safe way with our 16,000 lb. capacity synthetic traction motor lifting sling. Allows easy crane lifting of all common locomotive traction motors.

4124-341

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.

Oak Pad for Car Stand

4024-01-A
1¾″ thick x 9¾″ x 11¼″
Weight 5 lbs.

Air Hose Wrench

Jaw opening 2-3/8″ fits hex nut on railcar air line.

Weight 9 lbs

4124-60

Air Hose Pipe Plug

All-in-one tool to plug air line port when testing for leaks. T-handle acts like a wrench.

Weight 2 lbs.

4024-81

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 × 150 ft.

4124-313 white
4124-314 yellow

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.
		Economy Jack	**4015-05**	43½″-50½″	25,000 lbs.	5″	12″	40 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.***

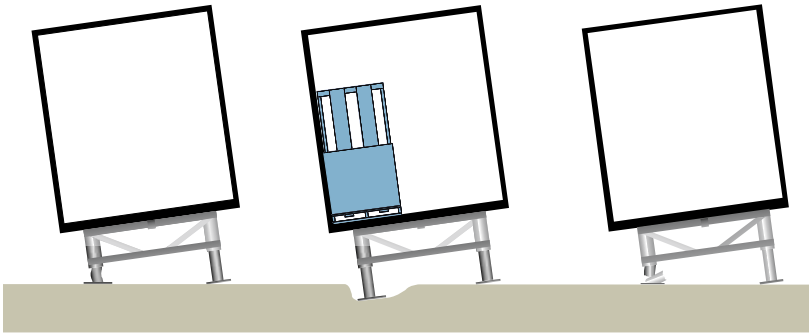
DON'T LET THIS HAPPEN AT YOUR DOCK!

A trailer body projects nearly 12 feet out from the landing legs. 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.

Why Stabilizing Jacks Are Necessary

Loss of Leg Support

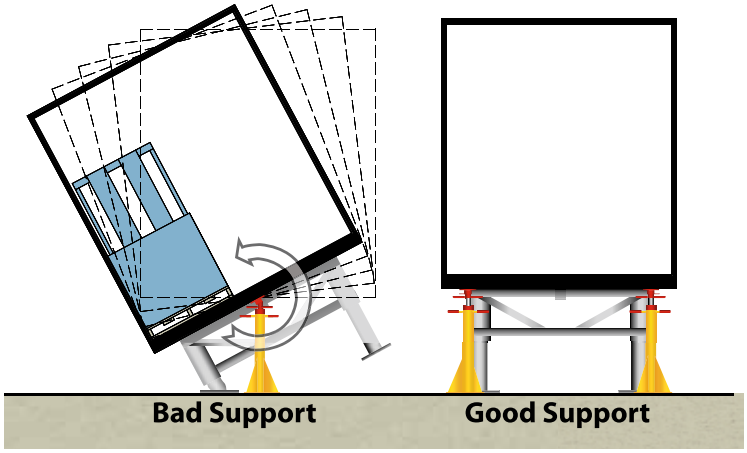
Side-tipping can occur with any length or weight of trailer. These are the common causes of side-tipping



Landing leg failure due to uneven loading.

Roadbed failure

Landing leg failure due to damage or poor maintenance.



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.

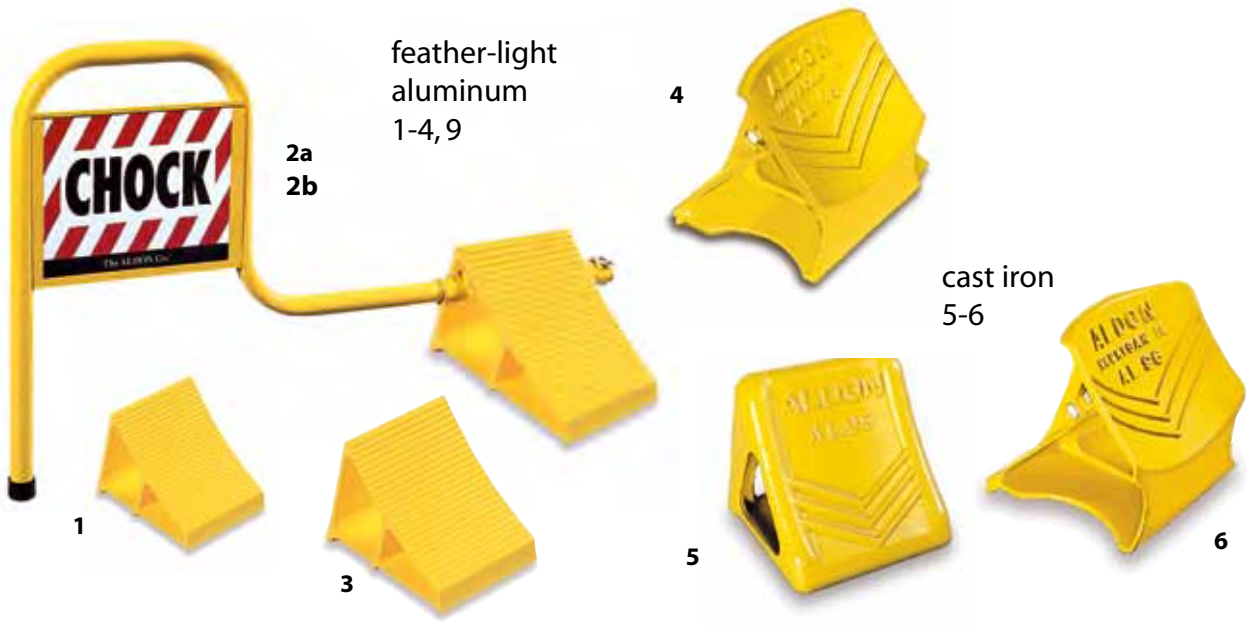
▼ *denotes center of gravity*

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

key	description	part number	W	L	H	weight
1	Aluminum	**4012-01**	6″	8¾″	6″	4 lbs.
2a	Aluminum w/handle	**4012-13**	6″	8¾″	6″	12 lbs.
2b	Aluminum w/handle	**4012-02**	7″	10¾″	8″	12 lbs.
3	Aluminum	**4012-03**	7″	10¾″	8″	7 lbs.
4	Aluminum (cast)	**4012-12**	10″	10½″	10¾″	11 lbs.
5	Ductile Iron	**4012-06**	9⅛″	8″	8½″	16 lbs.
6	Ductile Iron	**4012-04**	10″	10½″	10¾″	27 lbs.
7	Rubber	**4012-05**	7″	10″	8″	12 lbs.
8	Urethane	**4112-01**	7¾″	11″	8″	4 lbs.
9	Aluminum (Walk-In)	**4012-11**	7″	10¾″	8″	14 lbs.



Mini-Chock Light
Flashing light with strap for 1" handle. Amber lens.

4015-90

resilient 7-8

7

8

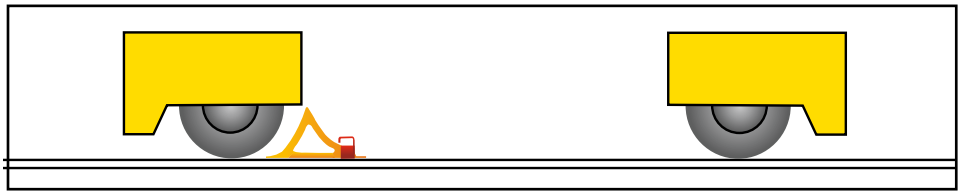
9

Walk-In Aluminum Wheel Block

Easy to Install.
Easy for the driver to see from the cab

4012-11

Isolate a Crane Undergoing Repairs



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.

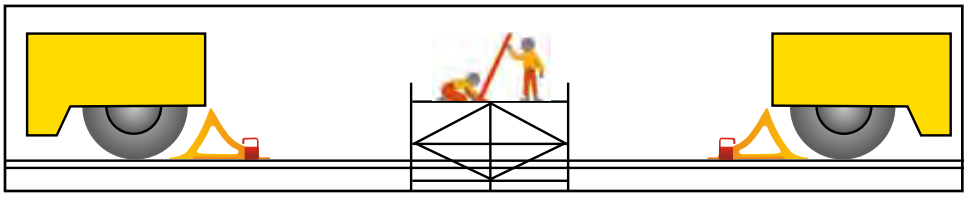
4016-08 Weight 60 lbs.

Wheel Contact Type

Specify wheel diameter and rail size. Wedges are cut to fit a specific wheel diameter.

4016-07 Weight 50 lbs.

Protect Workers from Crane Overrun



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.

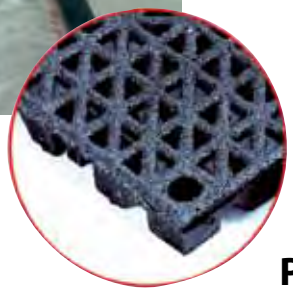
Bumper Contact Type

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

4016-21 Weight 60 lbs.

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.

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

General Purpose Impact Sockets

Wide range of sizes, 3/4" and 1" square drive, deep and standard depth, hex and 8-point.

See website for sizing and pricing.

www.aldonco.com/sockets

Flashing solar lights where you need them

4015-33 magnetic
4015-34 bolting

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.

CLEAR
4015-58
magnetic
4015-59
bolting

AMBER
4015-35
magnetic
4015-57
bolting

Bolt-on bracket

Magnetic bracket

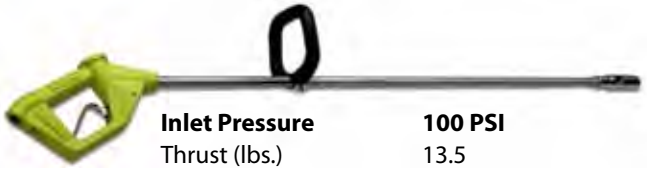
Fully recharges with 2 sunny hours or 8 cloudy hours. External on-off push button conserves battery. Gravity switch disconnects light when light is turned to 45° or greater. Aluminum bracket with or without rare earth magnet permits a variety of mounting possibilities on any steel surface.

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.



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

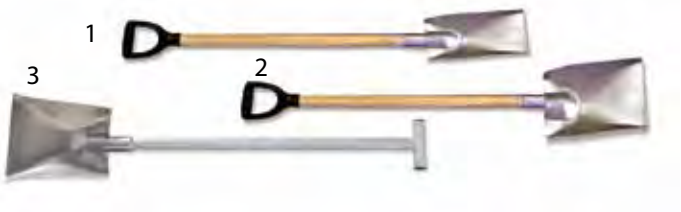
Do Not Exceed 120 PSI Inlet Pressure

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.

Key	Description	Part No.	Wt. Lbs.
1	Aluminum Shovel (5¾ in. blade)	**4023-01**	2.6
2	Aluminum Shovel (9¼ in. blade)	**4023-02**	3.5
3	All Aluminum Shovel (9¼ in. blade)	**4023-42**	3



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.

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.

Hanging Tool Tray

A convenient place to keep small tools when working on the roofs of tank cars and hopper cars. Tray legs fit up to 2″ diameter railings on landing platforms and gangways. Welded aluminum with durable yellow powder coat finish. drain holes in each corner.

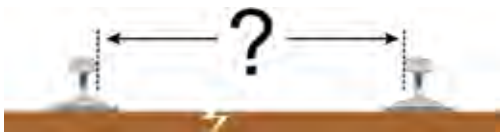
4024-280

Tray: 24″ x 8″ x 2-3/4″
Legs: 22″ high
Weight 6 lbs.

Simple Ways to ...

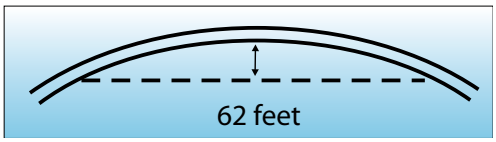
Measure Track Gauge

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 ⅝ 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.



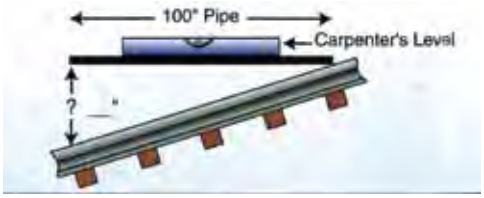
Measure Track Curvature

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.



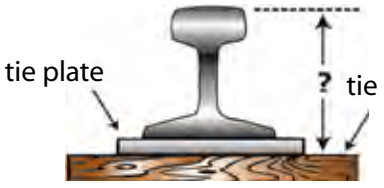
Measure Track Grade

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

Spanky says,
"You can never be too safe"

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 191 0.178(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.

Aldon® products to use: Easy-Slide or Aldor pages 38-39

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

Aldon® products to use: Crane Stops pages 64-65

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.

Aldon® products to use: Wheel Blocks pages 62-63 and Trailer Stabilizing Jacks page 60

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.

Aldon® products to use: Wheel Chocks pages 20, 21, Derails pages 12-15, Car Blocks page 22

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.

Aldon® products to use: Wheel Chocks pages 20-21. Blue Flag Signs pages 17 and 29, Car Blocks page 22, Derails pages 12-15

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 dock boards 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.

Aldon® products to use: Wheel Chocks pages 20-21. Blue Flag Signs pages 17 and 29, Car Blocks page 22, Derails pages 12-15

1910.30(a) ...

(5) Positive protection shall be provided to prevent railroad cars from being moved while dock boards 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

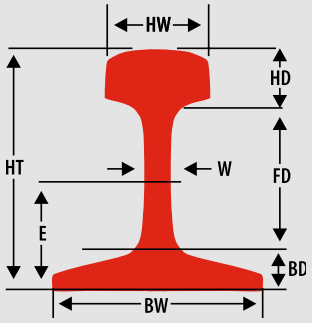
1910.261(c) ...

(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: Blue Flag Signs page 17 and 29, Lights pages 16-17 and 30-31

Rail Identification Chart



RAIL DIMENSIONS

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

Identifying Rail

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

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

data provided courtesy of L.B. Foster Company

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

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2 minutes

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1 minute

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30 seconds

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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

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3 minutes

Magnetic Sign Holder for Flush or Exposed Rail
20 seconds

Index

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