

# 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 to [www.ALDONINFO.com](http://www.ALDONINFO.com) and watch our two-minute video on chock spur maintenance.

## Replacement Spurs



Made of 1/2" sq. tool 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

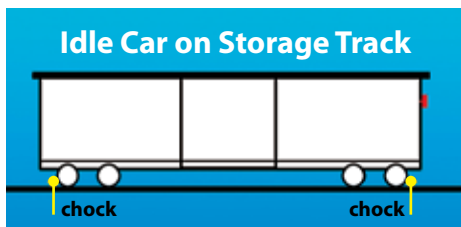
### FLUSH RAIL



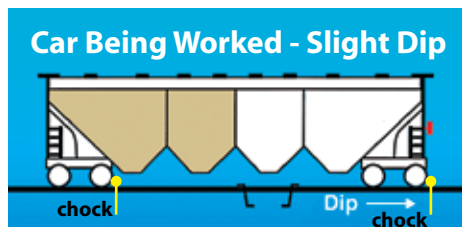
encased in pavement with only a flangeway on inside of rail

## Single Chocks or Double Chocks?

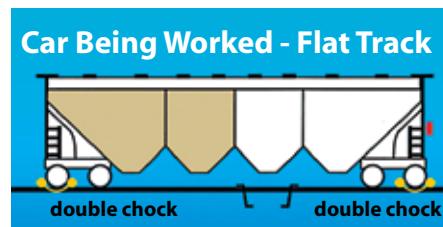
*Recommended chocking procedures for single cars on flat track*



*If the track is flat and there is no vibration, single 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.***



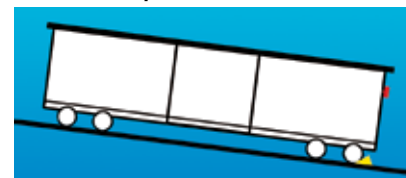
*Double chocks on each end of the car provide two-chock blocking against movement in either direction. **Set brake before chocking.***

*Recommended chocking procedures for multiple cars on flat track*



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

*Car on sloped track*



**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

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

**Look for the red handles.**



## Whack 'Em Double Chocks (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.



# Light Up Your Night Moves with Standard Wheel Chocks with Safety Lights

Why risk derailment or ruptured hoses if the night switching crew doesn't notice that a car wheel is still chocked? Aldon flag wheel chocks are now available with quick flashing light and mounting bracket. Light can be seen for over a mile. Choice of lens color: Blue, Red, Amber



## Single Chock with Flag and Light

- 4011-36 Exposed Rail Weight 14 lbs.
- 4011-37 Flush Rail Weight 14 lbs.

## Double Chock with Flag and Light

- 4011-38 Exposed Rail Weight 17 lbs.
- 4011-39 Flush Rail Weight 17 lbs.

**specify lens color when ordering:**  
blue, red, or amber

# Chock Carrier Bracket



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

**4011-22**



Fits Aldon chocks:

- 4011-03, 4011-04, 4011-10, 4011-09

# Replacement Chock Spurs



sold individually  
**6008**





# 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 or Trackmobile.**

**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 x 2½" high x 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 be run over the wedge repeatedly, with no damage to the wedge and no risk of derailling the car. Do not use wheel wedge for cars being loaded or unloaded — use steel wheel chocks instead. Use on exposed or flush rail **on flat track only.**

**4011-18** Weight 2 lbs.

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

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



## Double Tension Chock

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

**Use on flat track only.**

**4011-12** Exposed Rail Weight 4 lbs.  
**4011-13** Flush Rail Weight 4 lbs.



## Tank Car Wheel Block (or any freight car)

A "SUPER" chock, cast in ductile iron. Use one at each end of car for secure blocking. Can be used on flush rail provided flangeway is created on field side of rail. Clamps grip rail when wedge is pounded tight. Wedge can be padlocked in place.

**Use on flat track only.**

DO NOT USE FOR  
 IMPACT STOPPING

**4016-01** For Rails 60-104 lbs.  
 Weight 45 lbs.  
**4016-02** For Rails 105-175 lbs.  
 Weight 50 lbs.

