

ALDON Company, Inc.

MANUFACTURING EXCELLENCE SINCE 1904 IN RAILWAY AND INDUSTRIAL PRODUCTS

3410 Sunset Avenue, Waukegan, Illinois 60087 • TEL: 847-623-8800 • FAX: 847-623-6139
www.aldonco.com

Straddle-Type Rerailers

Nomenclature

ALDON straddle-type rerailers are sold in “right” and “left” versions. Straddle-type rerailers should only be used in pairs. Do not use a single rerailer without its mate. A “left” rerailer is designed to sit on the rail to the left of the direction of motion. The “right” rerailer is designed to sit on the rail to the right of the direction of motion. See Figure 1 below.

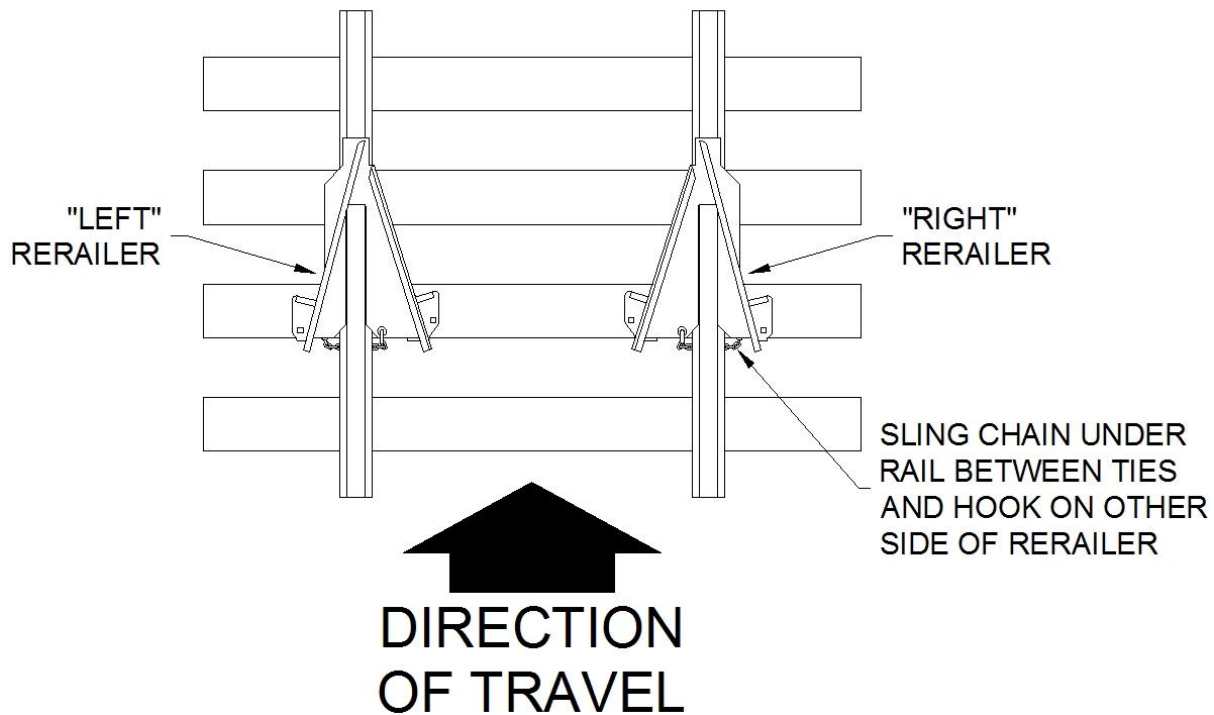


Figure 1: Rerailer nomenclature

Determine location of placement

Straddle-type rerailers are designed to be used in a trailing action. Consider the two scenarios below. In the first scenario, a derailment occurs where the leading axle of a truck is derailed.

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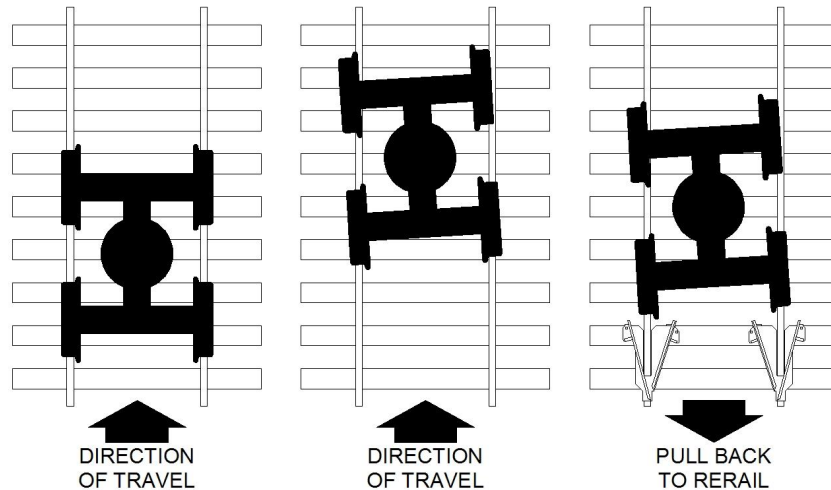


Figure 2: Leading axle derailment

For this situation the rerailers should be placed behind the wheels derailed as close to the wheels as possible. If it is impossible to install the rerailer between the leading and trailing axle of the truck, place them there. The car will then be pulled backwards over the rerailer. The second scenario is one where the trailing axle of the truck is derailed, as shown in Figure 3.

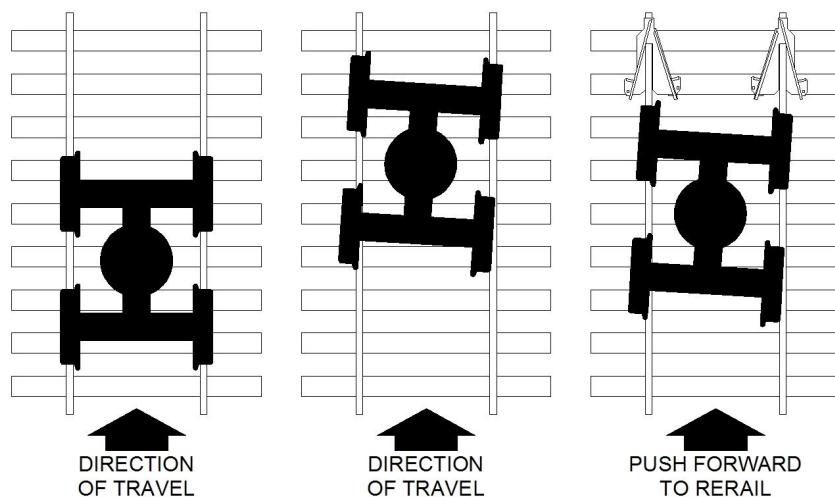


Figure 3: Trailing axle derailment

For this situation it is best to place the rerailer in front of the derailed wheels, as close to the wheels as possible. If it is impossible to install the rerailer between the axles of the truck, place them there. The wheels are then pushed forward over the rerailer to bring them back onto the track.

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1. Install rerailers

Remove the ballast around the track ties so the rerailer can sit firmly on the track tie and rail. Place each rerailer as close to the derailed wheels as possible. The claws on the rerailers should contact the side of the track tie. The center of the rerailers should straddle the rail and sit flush on top of the rail head. Feed the safety chain with hook under the rail and attach the hook into clearance hole on the rerailer. Make sure the safety hook is properly attached to the rerailer. Do not use rerailers without safety hooks. Equipment and/or personal injury may occur. Repack the ballast underneath and around the rerailers and ties for stability.

2. Creep car into rerailer

Before starting the rerailing process, all personnel should keep a safe distance between the car(s) being rerailed for safety purposes. Slowly and smoothly push or pull the car into the rerailer. The wheel assembly should not be stopped on rerailer at any point. Once you begin contact with rerailer, maintain speed through the rerailing process.

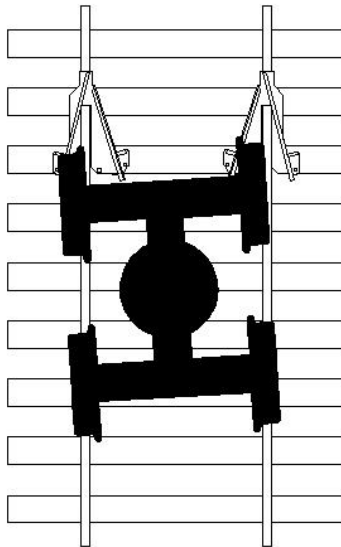


Figure 4: Creep car into rerailer

Do not strike the rerailer face with any substantial speed as this may damage the rerailer or wheel assembly.

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3. Push or pull wheels up onto rerailer

Without stopping, roll wheel assembly onto rerailer to begin rerailing action. You will begin to see the wheels come into alignment as they continue up the rerailer.

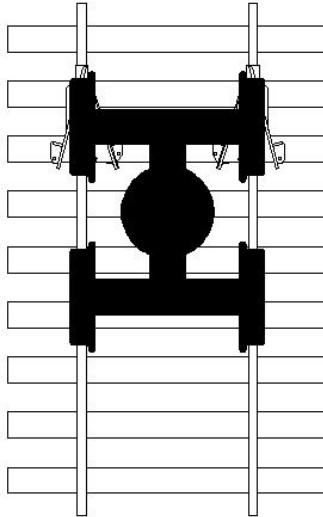


Figure 5: Push wheels up onto rerailer

4. Push wheels past

While still maintaining constant speed bring wheels past the rerailer. The wheels will fall from rerailer onto the track surface. The derailed wheels should now be placed firmly back on track.

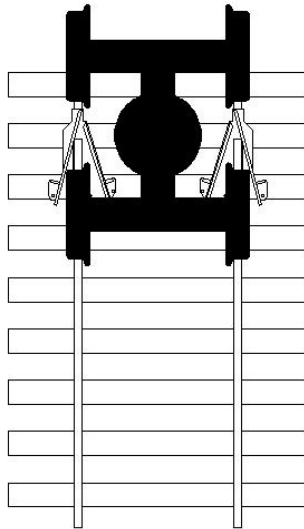


Figure 6: Push wheels past rerailer

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5. Remove rerailer from track

Once the car(s) are completely stopped and it is safe to approach the cars each rerailer should be removed immediately from track once derailed wheels pass. If this is impossible, as few wheels as possible should be passed over the rerailer. Be sure to follow the same procedures for each axle if they are derailed or not. Between wheels contacts, be sure the rerailer is sitting firmly on the ties and the safety hooks are attached. Replace ballast once reraillers are removed.

11/25/24