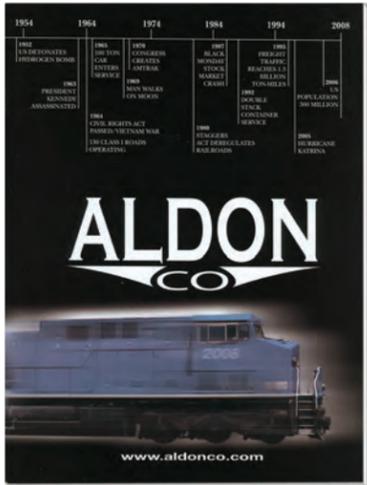


The ALDON Express

FALL 2008

Here's One U.S. Industry that Can't Be Out-Sourced



Hundreds of rail and truck dock safety products all in one beautiful and informative catalog.

Full line also available online www.aldonco.com



Rail Dock Safety



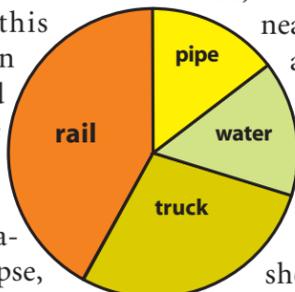
Track Repair and Maintenance Tools



Truck Dock Safety



The next time you sit drumming your fingers on your steering wheel as a freight train rolls by, consider this: railroads carry 42% of the manufactured goods and raw materials consumed in this country. Trucks come in at 28%, with barges and pipelines somewhere down in the teens. Without the freight railroads, the American transportation system would collapse, and the economy with it. It is estimated that a rail car can carry one ton of freight nine times farther than a truck on one gallon of diesel fuel. As our highways become more congested, and imported petroleum prices rise, the railroads will become even more important in our economy.



In addition, over 500 smaller railroads — regionals, shortlines, and switching roads — complete the continental rail network.

The Class I railroads operate some 22,000 locomotives, and employ nearly 177,000 people. There are approximately 1.5 million freight cars in active service today, 60% of which are owned by private industries or leasing firms.

It is hard to grasp the sheer volume of freight that moves by rail in the U.S. every day. A typical rail car holds 100 tons of cargo. The railroads use carloads as one of their measuring sticks for performance. In 2008, carloads averaged nearly 317,000 per week, or 31.7 million tons of freight.

Railroad Car-Loadings by Commodity

Coal	45.2%
Grains/Food	13.4%
Chemicals	10.0%
Aggregates	6.2%
Autos	5.6%
Metals	4.3%
Minerals, Ores	3.8%
Waste/Scrap	3.4%

Progressive Railroading, September, 2008

Stone/Clay/Glass	2.6%
Paper	2.3%
Petroleum	2.0%
Lumber	1.2%
	100.0%

The railroad/coal connection is vital to our national power grid. Fully 65% of the coal mined in the U.S. is moved by rail and nearly all of that coal is used to generate electricity. Coal is our most abundant natural resource and the railroads are the most efficient way to transport it.

Railroads are the original 24/7 industry: they never sleep. Every hour, day and night, trains are rolling on steel rails moving tens of thousands of tons of freight to their destinations.

The U.S. railroad system is a finely choreographed operation that is admired throughout the world for its efficiency and safety. Advanced software is used to control thousands of trains, keep track of more than a million freight cars, and get them all to their destinations on schedule.

The hallmark of railroad efficiency is that we rarely see a train, or are aware of this continual transportation activity—except when the crossing gates come down.

It's Easy To Reach Us

Call: **847.623.8800**
a REAL PERSON will answer the phone, take your order, or direct you to our technical assistance department.

click: e-rail@aldonco.com

or fax: **847.623.6139**

same day quotes and prompt answers to your questions

How To Stay in Business for 104 Years.

"It's simple," says Aldon Company president, Joe Ormig. "Listen to your customers. They are the best source for new product ideas. Many of our products owe their inspiration to customers who found a better way to do something and passed the ideas on to us." Aldon began as a one-man office in Chicago in 1904. The original product line was rail benders, rerailers, and wooden handled freight car movers, delivered by horse and wagon to nearby railroad yards. For much of the 20th century, Aldon followed the fortunes of the railroads during good times and bad. After 1970, with the creation of OSHA, Aldon experienced substantial growth by supplying rail safety products to a wide variety of industries. Since the 1960s, Aldon has developed a separate line of truck dock safety products. Today, industrial customers represent 70% of Aldon's business, with railroads coming in at 15% and exports to South and Central America another 15%. The company continues an active program of product development and customer education.

Listening to our customers... some product development case histories

High-Visibility Rail Wheel Chock



The production manager of one of our customers reported that his workers could not easily see if a rail car wheel was chocked when looking down a line of cars. The handles didn't stick out far enough. The workers also didn't like to crawl under the car in order to install short-handled chocks. The manager modified some of Aldon's standard wheel chocks to answer both of these complaints. Aldon took this idea and created a separate line of longer-handled wheel chocks equipped with a positioning arm. Workers can now install a wheel chock while staying clear of the car body and wheel.

"Nine Lives" Wheel Wedge

A steel mill asked us one day if we could design a wheel chock to take the place of oak wedges used to block gondola cars on their storage tracks. The oak wedges worked fine as chocks, but when it was time to move the cars, the yard men liked to roll the gondolas over the wooden wedges. This saved them a long walk. But the oak wedge splintered when a wheel passed over it. Aldon solved this problem by designing an identical wedge shape in a special grade of urethane. Tests were conducted using a 200-ton locomotive which repeatedly ran over the urethane wedge. The wedge held up fine, with no sign of tearing, so we named it "Nine Lives."



The use of "Nine Lives" Wheel Wedge should be limited to chocking idle freight cars where no significant vibration takes place. For rail cars being loaded or unloaded, always use steel chocks.



ALDON® DERAILS ... A safety product you hope you never have to use.



permanent, hinged derail

Derails are emergency devices to divert a roll-away freight car off the rails and to prevent a locomotive from moving freight cars while workers are still inside. A derail lifts and guides flange of a car wheel off the rail. Once the wheels leave the rails they dig into the ties and soft ballast and come to a stop. Derails are OSHA mandated to protect any track where rail cars are parked.



portable derail

Aldon derails meet the current low-profile height requirement set forth by the railroads.



Rail Car Switching Sign

A chemical plant asked us if we could supply a moveable sign which they could place in the middle of the road when a switch of tank cars was underway. The sign had to be reasonably portable and yet heavy enough not to tip over in a stiff breeze. Aldon designed a steel sign holder with a 12" diameter base and a staff with handle positioned for balanced carrying. The sign holder weighs 17 pounds and will resist a 25 mph wind force against the sign plate. The sign plate is sold separately. A flashing red light can be added for extra visibility.

EASY-SLIDE Box Car Door Opener

How can a fork truck slide open a one-ton box car door from inside a ten-foot wide doorway? That is the question that was posed to Aldon by a paper products manufacturer. OSHA prohibits the ramming of fork blades diagonally against the car door (such practice frequently damaged the door and brought the fork truck too close to the edge of the dock). OSHA does permit the use of a fork truck under certain controlled conditions. Our engineer came up with a product design based on the principle of compound leverage used to maneuver a boat trailer. The Easy-Slide Box Car Door Opener features a pivoting arm connected to a rigid frame which slides over the fork blades. The pivot arm extends the reach of the fork lift which keeps the operator safely inside the building. To open or close the car door, the op-



erator makes a series of arc-like movements which first tug, then push the door open or closed. The Easy-Slide design meets the the OSHA conditions for acceptable use of a fork truck to open and close box car doors.

Truck Dock Safety



Stabilizing Jacks: Quality by design and manufacture to prolong the life of your investment.

- Zerk fitting for screw lubrication
- Safety screw keeper
- Reinforced axle
- Powder coat finish
- Replaceable parts

ERGONOMICALLY DESIGNED WHEEL BLOCKS



Walk-in Wheel Block for Asphalt or Concrete surfaces

Extruded aluminum wheel blocks with convenient handles to make placing and removing of trailer wheel blocks easier. End the guessing game of: "Are the wheels chocked?" The driver in his cab and other workers can see at a glance that the wheels are properly blocked.



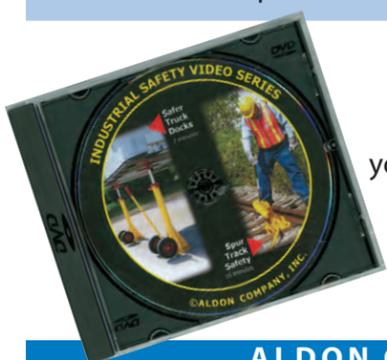
Light-weight block for heavy-duty work for Gravel or Dirt surfaces

Cast aluminum wheel block weighs 11 lbs. but does the job of a 40 lb. cast iron wheel block. Gripper teeth at back dig into the ground.

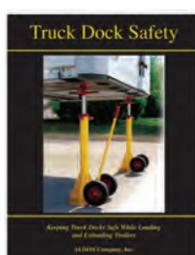
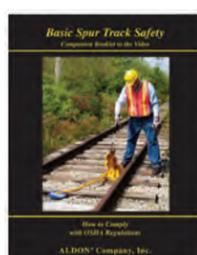
Sharing Information

Here in a compact DVD presentation is what every dock manager and shipping worker needs to know to comply with OSHA regulations governing rail and truck docks. We make OSHA regulations understandable so that you have a practical way of complying with them. We are glad to share with our customers the expertise we have gained over many years in the rail and truck dock safety business. We welcome *your* questions.

ALDON® INDUSTRIAL SAFETY VIDEO SERIES "Basic Spur Track Safety" and "Basic Truck Dock Safety"



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