

## Why Use Wheel Chocks



A gust of wind can be 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 is why OSHA mandates the use of wheel chocks in addition to car brakes wherever railcars are being worked.

## Aldon® Chocks Have the Edge

In 1955 Aldon Company, Inc. 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 minimal cost instead of buying a new wheel chock.

## Choose the right wheel chock for your track

**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.



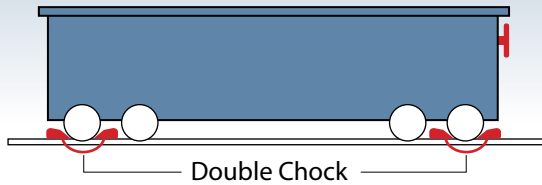
Chock spurs have four edges. When the first edge becomes dulled from use, you can tap the spur out of its slot and re-insert it with a fresh edge exposed.

By turning the spurs at intervals, you extend the service life and effectiveness of your wheel chock.

## Recommended Chocking Procedures

**Brake then chock. Chock both wheel sets. Do not use chocks on sloped track.**

### Single Idle Car on Storage Track

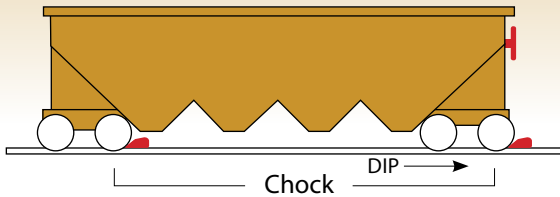


Car Brake Chock

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.**

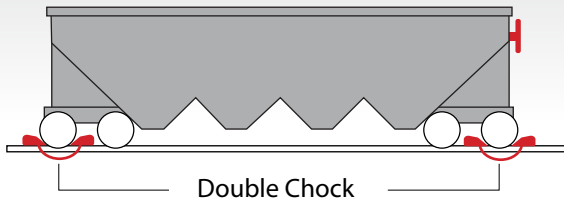
### Single Car Being Worked – Slight Dip



If the car tends to roll in one direction, single chocks at each end may be sufficient.

**Set brake before chocking.**

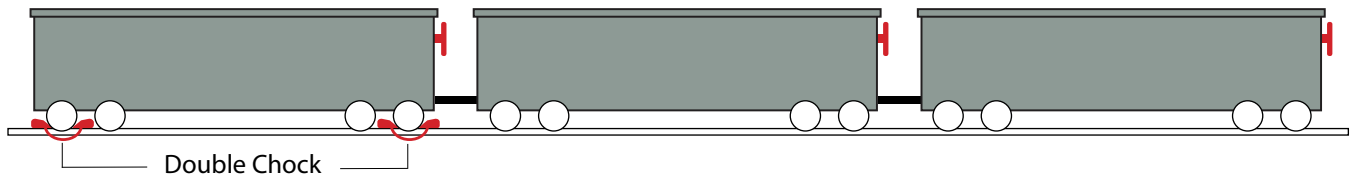
### Single Car Being Worked – Flat Track



Double chocks on each end of the car provide two-chock blocking against movement in either direction.

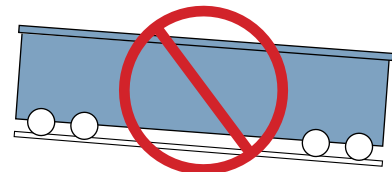
**Set brake before chocking.**

### Multiple Cars on Flat Track



In a line of coupled freight cars, on flat track, brake and chock the car to be worked. It may be necessary to apply the brake to several coupled cars depending on operating conditions or track conditions.

Repeat the braking and chocking of each subsequent car to be worked. Chock both ends of the car being worked. Always use double chocks at both ends of the car.



**Do not use wheel chocks on sloped track.**

Use car stops or rail skids.  
(NO IMPACT)

## Standard Chocks

### 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

### 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" handle)



**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

## Stay-Clear Hi-Visibility Chocks

### Single Chock with Flag (44" handle)



**4011-14** Exposed Rail Weight 16 lbs.

**4011-15** Flush Rail Weight 16 lbs.

Keep your head and hands away from the railcar when placing wheel chocks. Handle length of 44" makes it easy to place the chock under the wheel while staying clear of the car body.

### Double Chock with Flag (44" handles)



**4011-16** Exposed Rail Weight 26 lbs.

**4011-17** Flush Rail Weight 26 lbs.



## Whack 'Em Chocks

Severe Duty wheel chocks have reinforced steel handles that will not bend from extreme handle pressure.

### 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)

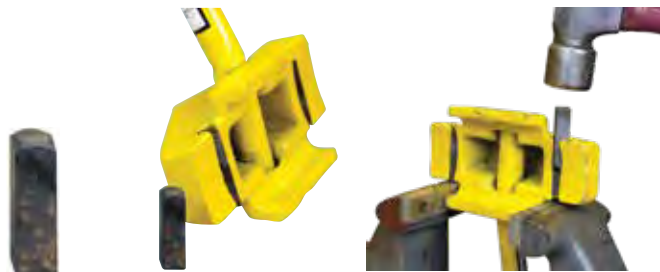


**4011-34** Exposed Rail Weight 20 lbs.

**4011-35** Flush Rail Weight 20 lbs.

## Aldon® Replaceable Spurs

Aldon® steel wheel chocks feature rail biting steel spurs which provide superior holding power and give your chocks four times the life of other chocks.



**6008** Made of 1/2" sq. alloy steel. Heat treated for a hard, sharp edge.

Ask for our free booklet on changing out spurs or watch our two-minute video on chock spur maintenance.

## Magnetic Chock Holder



**4011-46** Rare earth magnet will not slip.

## Clamping Wheel Block

A "super" chock, cast in ductile iron. Use 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.

**Use on flat track only.**

**DO NOT USE FOR IMPACT STOPPING.**



**4016-01** (CB6-A) For rails 85-104 lbs./yd. Weight 45 lbs.

**4016-02** (CB6-B) For rails 105-175 lbs./yd. Weight 50 lbs.

## Car and Locomotive Chocks



**Freight Car**



**Locomotive**

SPARK-PROOF Urethane Wheel Chocks are tough enough to block a tank car, but resilient enough that the car can be pulled over the chock by a locomotive without derailling. No more trying to remove a steel chock that is stuck under a wheel. When it's time to move, just pull the car over the chock and retrieve the chock later.

Urethane is an ideal material for wheel chocks because under wheel pressure the resilient chock molds to the wheel and rail head and is not easily dislodged.

**For use on flat track only. Do not use chocks on grades. Do not use on oily or greasy rail - chock will slide.**



Transverse ribs under pressure squeegee surface water on rail for greater traction.

### Heavy-Duty Double Chock



- Fits wheels 26"-48" diameter
- 24" long handles
- Tension cord keeps chocks tight against the wheel

**4011-40** Exposed Rail

**4011-41** Flush Rail

### Heavy-Duty Single Wheel Chock



Fits wheels  
26"-48" diameter

**4011-42** Exposed Rail

**4011-43** Flush Rail

## Are You Skeptical About Urethane Wheel Chocks?

**Our three field test will convince you.**

- 1. Transportation Tech Center in Pueblo, Colorado.**  
133-ton hopper, no brakes, flat track. Urethane chocks stood up to 13,000 lb. line pull of electric winch.
- 2. A shortline railroad in Texas.**  
6-axle locomotive and 100-ton hopper, 1.5% slope, no brakes, engine idling. Chocks held consistently in place. Engineer had to rev-up to 40% of power to get over chocks.
- 3. Customer facility in Arkansas.**  
150-ton bucket dumps and drags 16,000 lb. loads of steel parts into a gondola, no brakes. Steel chocks did not hold firm against bucket banging against car bulkheads. Urethane chocks held car firm.



Watch our test videos of Steel and Urethane Chocks - [aldonco.com/chocktests](http://aldonco.com/chocktests)

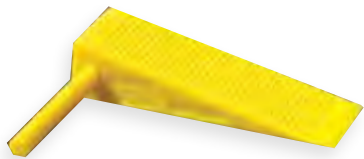


**Nine-Lives Wheel Wedge**



Better than an oak wedge. Nine-Lives Wheel Wedge is designed to chock idle railcars on storage tracks where cars are not subject to vibration.

Wedge is 10" long x 2-1/2" high x 3-1/4" wide.  
**Do not use to chock cars being loaded or unloaded.**



**4011-18**

**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.

**4011-11** Wedge with 5' Fiberglass Handle

**6003** Replacement Wedge

**Passenger Car Double Chock**



Urethane double chock with fiberglass handles for use with transit cars and passenger cars. Apply brakes before installing chocks. Rubber tension cord keeps chocks tight against wheel. Do not use on freight cars being worked or locomotives.

- 18" fiberglass handles with rubber tension cord
- Fits wheels 28" diameter up to 36"
- Do not use for locomotives or freight cars

**4011-12** Exposed Rail

**4011-13** Flush Rail

**Powered Car Mover Chocks**



Don't just rely on the vehicle's brakes. Urethane molds to the wheel and the rail for superior holding power against vibration.

**For flanged steel wheels 12" - 24" diameter.**  
**For larger wheel sizes, use heavy duty urethane chocks for railcars, 4011-40.**



**4011-44** Exposed Rail 12" - 24" Wheel Diameter

**4011-45** Flush Rail 12" - 24" Wheel Diameter