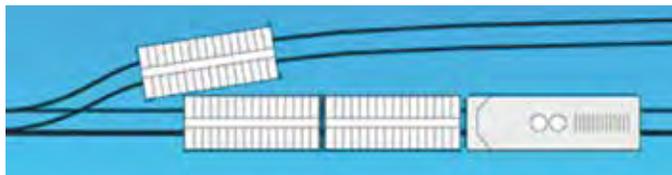


CLEARANCE POINT MARKERS

Don't Foul The Switch!

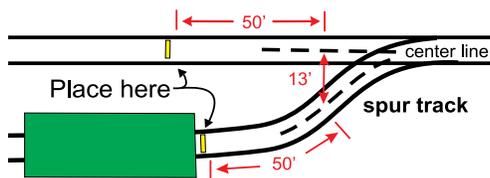


Parking a railcar too near a switch causes clearance problems for trains passing on the adjoining track.



A worker 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. Help prevent collisions with passing traffic by installing Track Clearance Markers on both converging tracks.

Recommended Installation for Track Clearance Markers



Please consult with your local railroad when installing track clearance markers.

Use to comply with FRA 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.



The Aldon® Track Clearance Marker tells switching crews how far they can shove a car without "fouling" converging tracks.

- Molded in a special, stable form of urethane
- Bends if struck and springs back up again
No damage to passing trains
- Bright yellow or flame orange glossy finish
Easy to see at night and in snow
- Low-profile — only 10" above tie
- Withstands any temperature extreme, -50° to +140°
- Lag bolts and washers included

Urethane Track Clearance Markers (Exposed Rail)



4015-144 Yellow Exposed Rail Weight 3 lbs.

4015-242 Orange Exposed Rail Weight 3 lbs.

Tie Adapter for Steel and Concrete

To install Track Clearance Marker in Concrete or Steel Tie Tracks. Powder-coated welded steel.



Attach Track Clearance Marker cone to steel base after pounding into ballast between ties.

4015-208 Weight 5 lbs.

Not Sure Where To Put Your Clearance Marker?

"ASK ALDON"

AskAldon@aldonco.com See page 62 for more details.

Urethane Track Clearance Markers (Flush Rail)



Low-profile bright yellow urethane marker to indicate parking limits on tracks encased in concrete or asphalt.
Marker is 36" long by 6" wide and 1" thick.

- 4015-146** Weight 10 lbs. Asphalt (12" drive spikes)
- 4015-156** Weight 10 lbs. Concrete (lag bolts and anchors)

Magnetic Rail Web Markers (Exposed Rail)



For temporary or permanent marking on both sides of rail web to show limit of car shoving on a siding. Can also be used to mark loading/unloading sites. Fits rails 90-142 lbs./yd.
2.375" x 12" flexible plate with magnetized back and engineer-grade reflective yellow facing. Web rail should be free of oil, dust, and dirt before installing.

- 4015-248** Blank
- 4015-255** Secure Cars
- 4015-256** Check Clearance

Other Ways to Use Track Clearance Markers

Protect Bumping Posts



Protect bumping posts and car stops by marking one car length ahead to signal: "Slow down! Get ready to stop!"
4015-144 Exposed Rail
4015-146 Flush Rail (Asphalt)
4015-156 Flush Rail (Concrete)

Draw Attention to Derails



Draw attention to location of derails on your track in both travel directions. (Customer decides best distance between clearance markers and derails.)
4015-144 Exposed Rail

Rip Tracks



Indicate where bad-order cars should be spotted for repair.
4015-144 Exposed Rail (Rip Tracks)
4015-146 Flush Rail (Concrete / Car Shop)

Mark Loading and Unloading Zones



Designate where railcars are to be spotted on spur track. Mark locations of dumping conveyors.
4015-144 Exposed Rail
4015-146 Flush Rail (Asphalt)
4015-156 Flush Rail (Concrete)