IMPORTANT INFORMATION ABOUT ALDON[®] DERAILS FOR STEEL TIES

Derails are emergency car stopping devices to prevent unauthorized movement of a locomotive or railcar. the derail lifts the flange of the car wheel and drops it clear of the rail. Simultaneously, the wheel opposite the derail is guided off the rail. Once the car wheel leaves the rail, forward movement is greatly impeded.

ALDON[®] Derails help prevent these types of spur track accidents.



A loose car rolling out to the mainline

Effective derailing depends on:

- 1. Proper derail size and installation
- 2. Normal switching speed travel.
- 3. Flat track -- no grades.
- 4. Fully exposed track -- derailed wheels need to sink into the ties and ballast.
- 5. Ample room for derailment. A derailed car may travel a car length or more before stopping, depending on speed.
- 6. Rail condition must be #1 relay or better.
- 7. In curved track, install on outside rail. Tighten derail base bolts at intervals.

Mandatory Use Regulations

OSHA 1910.261(c) Pulp a 1910.176(f) All fre DOT Pamphlet #34 Safe

Pulp and paper cars All freight cars Safe loading/unloading of

tank cars

FRA Chapter 11, #218.25 Workmen on track

Direction of Derail Throw (one-way derails only) Left and right derail throw refers to which direction the derailed car will go. Right and left are from the viewpoint of the approaching car or locomotive.

Please note direction of throw when ordering Hinged Derails 4014-01, 4014-02 and Portable Derails 4014-06 and 4014-07



