

# 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 H-7 and E-6

### 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.

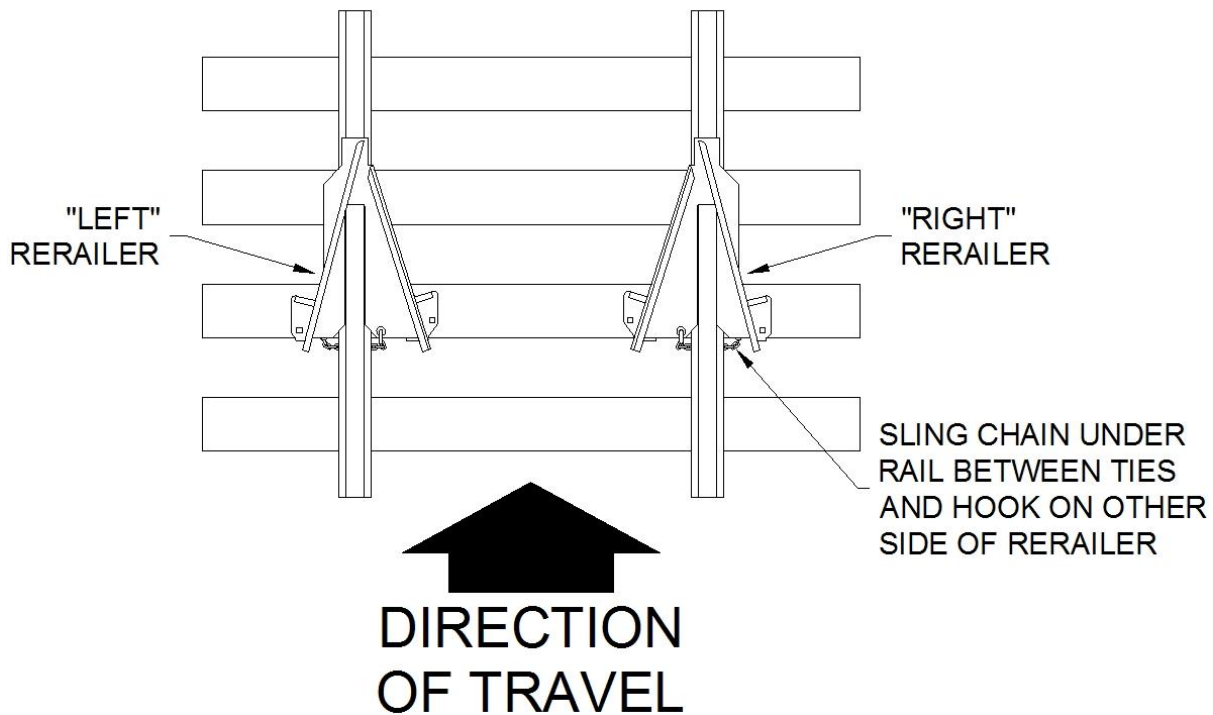


Figure 1: Rerailer nomenclature

### 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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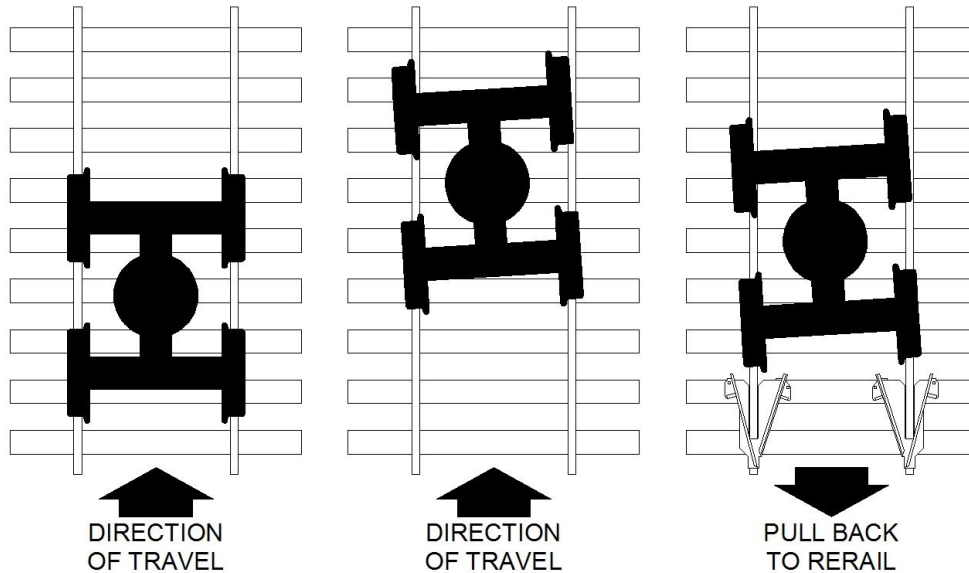


Figure 2: Leading axle derailment

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.

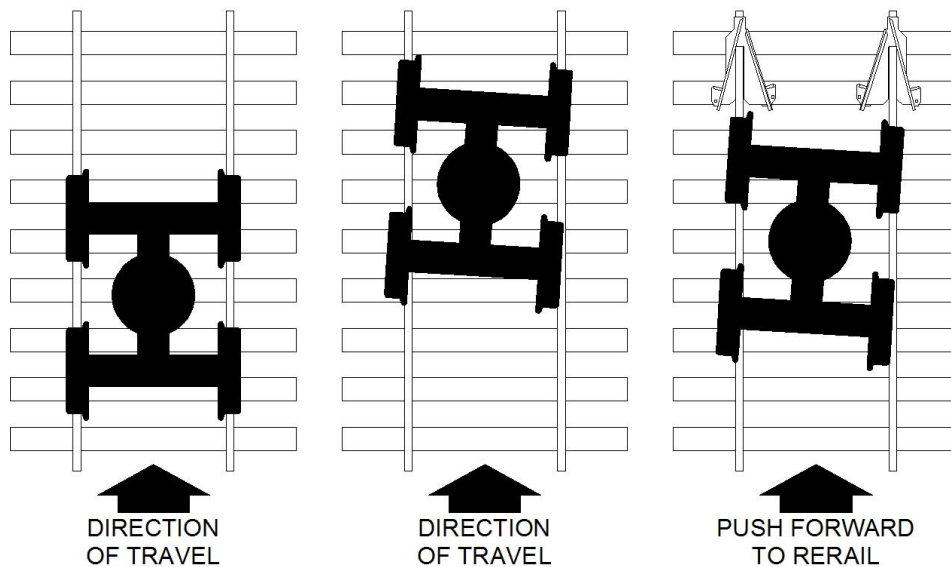


Figure 3: Trailing axle derailment

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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.

## 2. Install rerailers

Place rerailers as close to the derailed wheels as possible. Removal of some ballast may be necessary for the lead end (end that wheel strikes) to sit firmly on the track ties. Debris under rerailer may cause rerailer to crack during operation. Sling the safety chain under the rail and hook back to the rerailer into clearance hole provided. Do not use rerailers without safety chains properly installed. Equipment and/or personal injury may occur.

## 3. Creep car into rerailer

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.

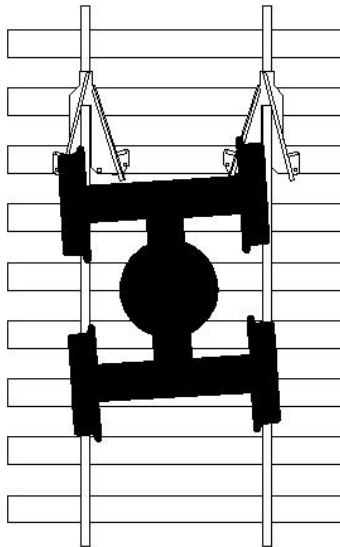


Figure 4: Creep car into rerailer

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.

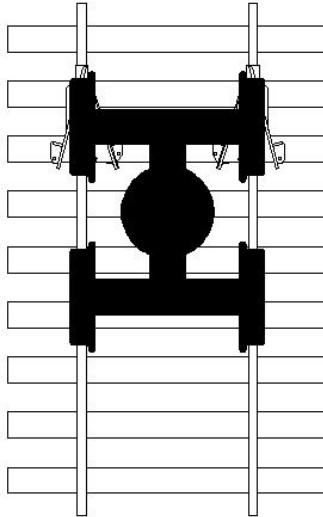


Figure 5: Push wheels up onto rerailer

### 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.

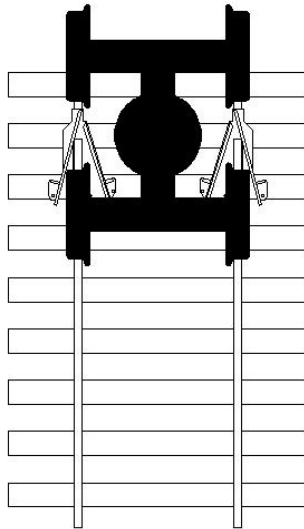


Figure 6: Push wheels past rerailer

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## **5. Remove rerailer from track**

The 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 chains are attached.

10/4/07

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