

ALDON® Company, Inc.



SEVERE DUTY CUSHIONED RAILROAD CAR STOPS

#4016-06

For use on rail size 85-141 lbs./yd.

A temporary or permanent car stop for use on outdoor industrial spur tracks which do not require a bumping post but which need more stopping power than a conventional car stop can provide.

Cushion-Type Car Stops use the railroad tie as the principal means of anchoring to the rail.

ALDON Company, Inc.

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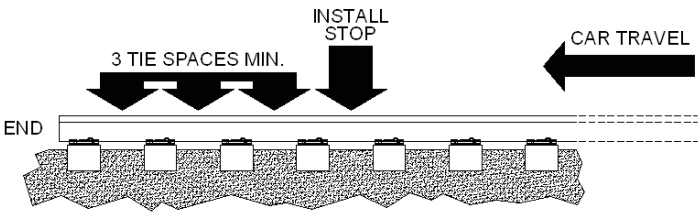
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INSTALLATION

1. Determine Installation Position

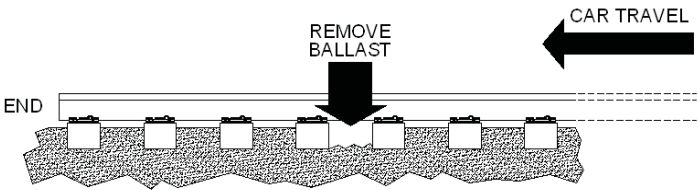
Aldon's 4016-06 car stops should be installed a minimum of three tie spaces from the end of the track. Install the stops as far from the end of the track as practical for your application. The ties must be sound, properly spiked, tamped, and perpendicular to the rails.

The rails must be free of cracks, fissures, or other obvious defects. Do not install the stops where joint bars may interfere.



2. Remove Ballast

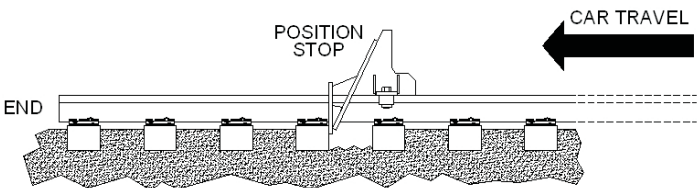
Dig away several inches of ballast on each side of each rail so car stop yoke ends can settle down into ballast. Depending on rail size, yoke ends will be 2-1/2 inches to 4 inches below top of tie.



3. Remove and Inspect Clamping Bolts

Remove and save the two clamping bolts that came with the stop. These bolts are to be installed after the stop is properly aligned on the rail.

Inspect the bolts for any thread damage by running the nuts all the way down the threaded studs and back off again. The nuts should be free-riding and turn easily.



4. Position Stops

Lift the stop up onto the rail and push stop backwards until yoke butts against face of tie, as shown in the image below. Both stops must be installed against the same tie.

The stop should be set reasonably upright on the rail in the direction shown above. Do not install the stop backwards. The rail head should be intimately seated against the bottom of the stop and inside of the U-shaped clamping bolt shields.



5. Install Clamping Bolts

Insert the clamping bolts from underneath on each side of the rail, with the beveled face towards the rail. Note the offset head of the bolts. The offset will grab the underside of the rail head and keep the stop from lifting up or tilting sideways under impact.



Note: On smaller rail it may be necessary to lift up the front end of the stop an inch or two in order to get the bolt clamps into position.

6. Tighten Nuts

Snug both nuts by hand while lightly shaking the stop side-to-side. Wrench-tighten nuts to track wrench torque (230 ft./lbs.), alternating and in small steps to ensure even clamping force. Continue to lightly shake the stop as you apply torque.



7. Replace Ballast

Replace ballast and firmly tamp.

Install the other stop in the same manner.
Be sure both stops are aligned to each other.
Check bolt tightness periodically and after any impact.
Bolts can be replaced.

Cautions and Warnings

Read all warnings and cautions on product and in this guide before installation. If you have questions regarding this product, contact ALDON Company, Inc.

1. **Rail** For use with typical North American freight t-rail sections. For use on rail size 85-141 lbs./yd. Consult ALDON Company, Inc. before using this stop on any other type of rail. Rails must be #1 relay grade or better.
2. **Ties** Rails must be fully-spiked to sound wooden ties. Ties must be well-tamped and perpendicular to the rails, so that stops will be exactly aligned with each other. Do not install on tracks supported by concrete, steel, or resin ties.
3. **For flat track only.** Do not use on descending grades.
4. **Location** Leave 3 to 4 ties' length of rail behind the car stops for added strength. Do not install these stops at the very end of any siding.
5. **Stops are to be used in pairs.** Never attempt to use this product with only one stop in place or in conjunction with a different type or manufacturer of stop.
6. For use with **standard size freight cars only.** For 1-3 cars. For longer consists use a bumping post.
7. **Coast into stops.** Do not strike stops under power.
8. **Maintain a painted finished** for good visibility and rust resistance.
9. **Inspect** stop and mounting clamp nuts for adequate tightness at intervals.
10. **Replace** if damaged or excessive wear is evident.