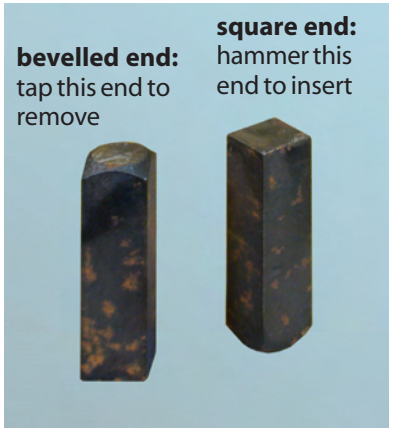

Here's how to change-out spurs:

1. Secure the chock in a vise, keeping the spur slot away from the jaws of the vise. Use a wooden block if necessary to brace the chock.
2. **Tools required:** a steel punch and medium-sized ball-peen hammer. Wear safety glasses and a long-sleeved shirt as a spur may chip if struck at an angle.
3. Spurs have a bevelled end and a square end. To remove a spur, always tap against the bevelled end of the spur. To insert a spur, always hammer against the square end. In double-spur chocks, the spurs may be installed in opposing directions. Be sure you check to see if the spur end you intend striking is the correct end.
4. To remove a spur, hold the punch vertical and strike the bevelled end of the spur. Use a firm, steady hammer stroke; the spur will resist at first and then may squirt out with some force.
5. To re-insert the spur, release the vise and turn the chock over. You will be pushing the spur back in from the end it exited. Re-clamp the chock in the vise.

6. Turn the spur to a fresh edge and insert the bevelled end into the slot. Keep the spur straight and strike the square end with the flat face of the hammer. Strike firmly and slowly until the spur is flush with the end of the slot.

7. If the spur is loose in the slot, peen the ends of the slot so a little burr of metal will keep the spur from slipping out.

1. Do not use the chock as a shock absorber to bring a moving car to a halt.

2. Always apply car brake before installing wheel chocks (chock alone will not hold the car in place).

3. Install chocks at both ends of a freight car being worked. In a line of cars on flat track, you need only chock the car being worked, provided the brake has been set.

4. Do not use wheel chocks on sloped track. Contact Aldon for alternatives.