

**Rail Exchange**  
inc.



## **ALL ABOARD WITH ONE SUPPLIER**

For locomotive

**GRAB IRONS ■**

**UNCOUPLING LEVERS ■**

**HAND RAILS ■**

**HAND RAIL SUPPORTS ■**

**CYLINDER HEAD BOLTS ■**



**T**here were high hopes  
for success in March 1979  
when Rail Exchange, Inc. was  
founded in Chicago Heights,  
Illinois, to manufacture grab  
irons for railroad freight cars and  
locomotives.



More than 25 years  
later, Rail Exchange  
is a mainstay in  
the railroad

industry, manufacturing more  
than 125,000 grab irons on a  
monthly basis and much,  
much more.



## **LOCOMOTIVE EXPERTISE**

In fact, for more than 25 years, we've been  
supplying locomotive manufacturers with  
key parts, including:

**Grab Irons**

**Uncoupling Levers**

**Hand Rails**

**Hand Rail Supports**

**Cylinder Head Bolts**

Rail Exchange can fulfill your needs for  
quality parts while providing competitive  
pricing and timely delivery.





**GRAB IRON**



**HAND RAIL SUPPORT**



**CYLINDER HEAD BOLT**

**Grab Irons** – We produce two sizes of grab irons, 3/4-inch and 1-inch, in any design configuration with your specifications using C-1018 – A-576 special bar quality steel.

**Hand Rails** – Any configuration is possible with your blueprint. We use C-1018 – A576 special bar quality 1-inch and 1-1/4-inch bar or tube steel.

**Hand Rail Supports** – Again, any configuration is possible with your blueprint. We use C-1010 1/4-inch x 4-inch flat stock.

**Cylinder Head Bolt** – Our cylinder head bolts are made of 4140 H 1.600-inch round stock.

## QUALITY ASSURANCE

At Rail Exchange, delivering quality is a condition of employment and is everyone's responsibility. Rail Exchange's quality department oversees part production, but it is everyone's responsibility to spot non-conformances. Employees are instructed to follow procedures of inspection and measure parts using a tape and a square, which are calibrated on a regular basis to make sure they are accurate.

Rail Exchange has an ongoing training program for all operators. It blends a combination of classroom instruction in quality with one-hour manufacturing sessions that instruct operators in how to spot problems and how to fix what they spot.

Continuous improvement is a goal at Rail Exchange. Employees don't learn with just one class. They undergo continuous training with the goal to improve on a daily basis.



## IT'S EASY TO DO BUSINESS

Rail Exchange is dedicated to customer service. For years, the Rail Exchange's motto has been to "make it easy for you to do business with us."

Simply call, fax or email your inquiry. You may also reference a part number. We can cross-reference parts from most major manufacturers. A sales representative will contact you with questions or a prepared quote.

Need to reorder a part? Simply reference Rail Exchange's job number or the part number to ensure accuracy on any repeat order.

## STAFF

Early on, Rail Exchange developed a plant/employee Mission Statement to achieve a "100 percent commitment from all employees to supply high quality, competitively priced products to customers." That holds true today.

Our customer service representatives have an average of 15 years of experience in the industry. That kind of knowledge is hard to come by.

## SHIPPING

We seek the best shipping rates available via common carrier. F.O.B. Chicago Heights, Illinois.

## QUANTITY

We have no minimum order quantities at Rail Exchange. We're set up to produce one part or 100,000. It's your call.

## FINISH

All parts can be shotblasted and/or primed in your choice of colors.

## PRODUCTION

Rail Exchange's 36,000 square-foot plant in a south suburb of Chicago is well-equipped to handle your manufacturing requirements. Our equipment list for locomotive production includes:

- Amada metal cutting band saw
- Peddinghaus bender
- Williams White 200 ton hydraulic bulldozer
- Tocco refractory lined electric induction forge furnace
- Multiple forging centers equipped with punch presses, press brakes and fitting tables
- Teledyne Pines bender with digital Dial-a-Bend
- 235-ton Cincinnati 8-foot press brake
- 125-ton Kling multi-punch



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