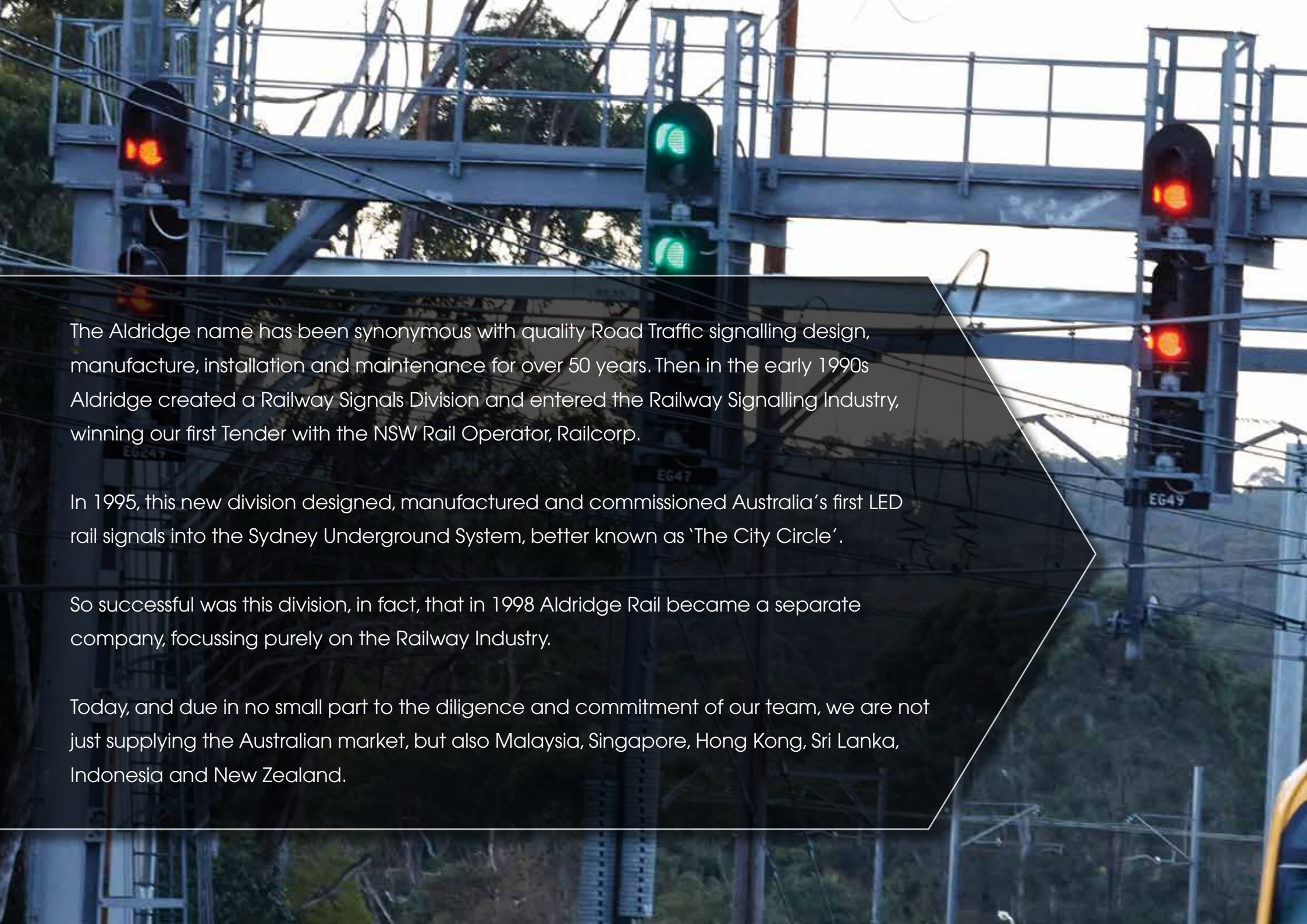




# Aldridge

Knowledgeable. Flexible. Reliable.

The background image shows a railway signal structure with multiple signal heads. The central signal head displays two green lights, while the flanking signal heads display two red lights. The structure is made of metal and is set against a backdrop of trees and a clear sky at dusk or dawn. A dark, semi-transparent rectangular box with a white arrow-shaped cutout on the right side is overlaid on the image, containing the text.

The Aldridge name has been synonymous with quality Road Traffic signalling design, manufacture, installation and maintenance for over 50 years. Then in the early 1990s Aldridge created a Railway Signals Division and entered the Railway Signalling Industry, winning our first Tender with the NSW Rail Operator, Railcorp.

In 1995, this new division designed, manufactured and commissioned Australia's first LED rail signals into the Sydney Underground System, better known as 'The City Circle'.

So successful was this division, in fact, that in 1998 Aldridge Rail became a separate company, focussing purely on the Railway Industry.

Today, and due in no small part to the diligence and commitment of our team, we are not just supplying the Australian market, but also Malaysia, Singapore, Hong Kong, Sri Lanka, Indonesia and New Zealand.

# KNOWLEDGE IS POWER.

Over the years, our team has accumulated a wealth of knowledge across every aspect of the Railway Signalling business.

Shunting, Mainline, Branchline, Turnout and Railway Crossing Signals. Suburban, Rural and Freight Systems.

In addition to designing and manufacturing our own proprietary product on-site, we are also fully versed in the operation and maintenance of all existing control systems.

All backed up by full Engineering Support (Electrical, electronic, mechanical, optical and photometric) Production Support (Electrical, electronic, injection moulding – plastic and aluminium, non ferrous die-casting, sheet metal, fabrication and assembly) as well as complete Turnkey Solutions for even the most complex of projects.

Frankly, if it's signal related, it's this kind of overall knowledge that gives us the power to make the magic happen.





## **FLEXIBILITY ENSURES A BETTER OUTCOME.**

A large part of what we are about at Aldridge revolves around our ability to meet any challenge head on.

And as anyone who has worked with us will tell you, it's an area in which we have yet to fail.

Be it supplying major signalling project in Malaysia or a one off Shunting Signal for a remote Outback location.

Our extensive experience with both existing control systems and the fact that we manufacture on site, means there isn't a single component we can't quickly replicate and integrate into any system, right down to the oldest component.

And in an industry where time and precision are of the essence, we are proud to be the 'go to guys' for the quick, meticulous fixes our current clients have come to depend on.

It's just how we roll.

# RELY ON US TO KEEP YOU ON TRACK.

If there's one thing we've learned over the years, it's that no two projects are ever quite the same.

What works for one simply may not work for another and all for a variety of reasons.

Which is why we've made it our business to treat every project on a completely individual basis and ensure that no matter what the circumstance, we can have any unforeseen issues rectified in the shortest time frame possible. This is especially important in the case of Commissionings.

Circuit design problems, infrastructure damage, in fact any number of incidents could easily cause delays without a consistent back up plan in progress. Make no mistake, we understand the importance of your deadline.

Which is why our Spares Division is always ready for whatever the day might throw their way and every Aldridge component is supported by a full 5 year, no questions asked warranty.

Reassuringly, every Aldridge Signal is housed in marine grade casing, doors are sealed with Neoprene gaskets and drainage gutters to repel moisture, while stainless steel fittings are the only ones we use and recommend. **Count on it.**



# SATISFIED CLIENTS ARE OUR ULTIMATE REWARD

"I have never used Aldridge before but we had to use them this time and their work ethic pretty well blew me away. We had a final commissioning with a 12 day close down of the railway to get everything done and they were working weekends, modifying stuff for us, nothing was a problem. Unlike some others in the industry, the Aldridge CEO personally went out of his way on a weekend to arrange a signal lamp rewiring for us. It wasn't one of their lamps and it was 30 years old, but Aldridge made it work. The circuit book just said "Re use existing and modify" and that's actually practically impossible to do. I think it was an old GEC model or something. They went above and beyond and I tell you people like that....incredible. They just provide outstanding service."

"I prefer to deal with Aldridge because I get a higher level of service from them and their costs are highly competitive. The level of service is second to none. Because of the time lag between the tenders and issue of contracts, there were several changes in the signal profiles and this was no problem with Aldridge. They were very helpful in sorting out and resolving any problems. They also delivered a lot of signals at very short notice".

"Aldridge has always given us fantastic service. Commissioning usually happens on weekends on a tight, round the clock schedule. One recent instance I can remember on a passing loop project that we built, was a wiring circuit design error and it just kept blowing modules for turnout repeaters. As we kept trying to fault find we ran out of these modules so we got on the phone to Aldridge and they got someone out and plucked off 5 or 6 of these other ones that they had in stock and said "here you can borrow these". All this was arranged at the drop of a hat. And they've done that heaps of times. If we ever have a problem during commissioning, like when Track and Civil/Perway hit signal infrastructure a while back, we normally go straight to Aldridge to sort it out".



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