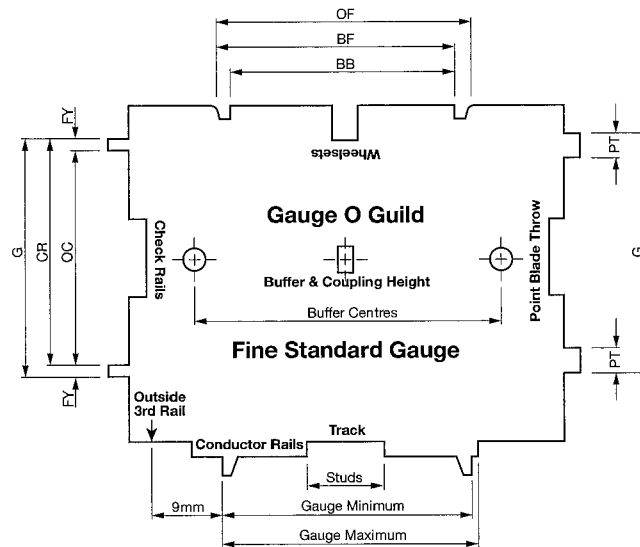


Appendix 2

Wheelset and Track Checking Gauge For Guild Fine Standards



Extract from Guild 0 Fine Standards Tables

Track Standards

Gauge	G	32.0mm nominal and minimum - 32.4mm maximum
Over check rails	OC	28.5mm maximum
Check to opposite face	CR	30.25mm minimum
Flangeway	FY	1.75mm minimum
Point blade throw	PT	3.0mm minimum
Studs	3 mm	Maximum offset from centreline. Reduces on curves - see Standards 1.8.3
Outside 3rd	9 mm	Centre of conductor rail from inside face of running rail. Standards 1.8.2

Conductor rail and stud contact stud heights are nominally 2mm above railhead. For four-rail electrified track note that the centre conductor rail should be limited to 1mm. This is to avoid outside pick-ups fouling the centre conductor rail.

The buffer and coupling heights are checked from the TRACK face of the Gauge.

Note: The TRACK face can also be used to check the gauge of 0 Coarse track but the other faces are not suitable for checking flangeways, point blade throw and wheelset dimensions.

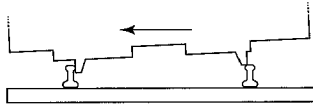
Wheelset Standards

Back to back	BB	29.0mm minimum
Back to flange face	BF	30.0mm maximum
Over flanges	OF	30.75mm minimum
Wheel width	WW	3.5mm minimum

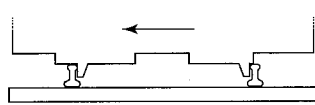
Using the Standards Gauge

Track.

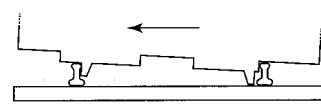
This face is used to check the track gauge for all trackwork. Apply light pressure in the direction of the arrow. Step in right probe should rest on the top of the rail.



Track under gauge



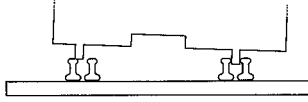
Gauge correct



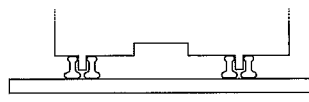
Gauge too wide

Check Rails.

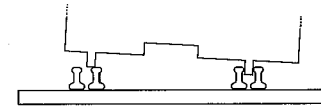
This face is used to measure the check and wing rail spacing. The prongs are also used to measure the flangeway.



Check to opposite face too small.



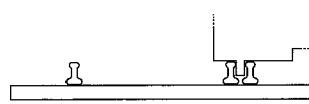
Over check rails correct.



Check to opposite face too wide.



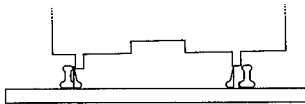
Flangeway too narrow.



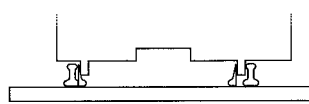
Flangeway correct.

Point Blade Throw

This measures the blade tip clearance to ensure that the wheelset flanges do not strike the tip when approached in the facing direction. Beyond the tip the clearance between the blade and stock rail should be checked with the flangeway gauge to ensure that, due to the blade curvature, a pinch point does not occur further along the blade.



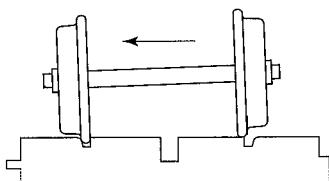
Insufficient clearance.



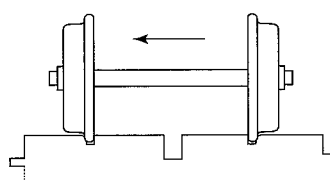
Flange clearance acceptable.

Wheelsets

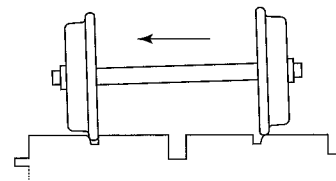
Before checking wheelsets against the gauge, spin them to ensure that they are true and do not wobble on the axle. Check flange depth to ensure that flanges clear the chairs of bullhead track.



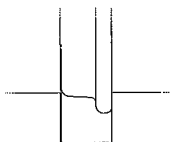
Back to back too small.



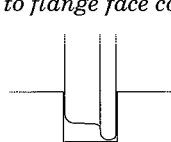
*Back to back and
back to flange face correct.*



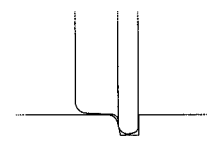
Back to flange face too wide.



*Wheel width correct.
Wheel resting on lip
or just entering.*



*Wheel too narrow.
Loose in slot.*



*Flange depth correct
Tread rests on shoulder.*