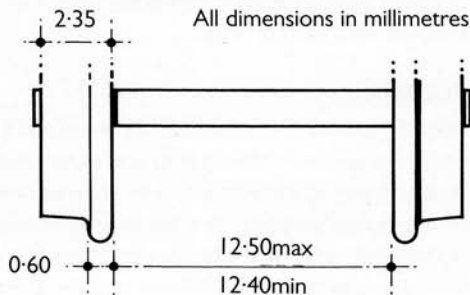
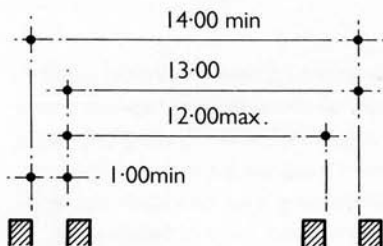


Standards...

To ensure that all components in the track, rolling stock and locomotive ranges provide reliable performance a set of standards are adhered to based on the old British Railway Modelling Standards Bureau (BRMSB) dimensions which were published in the early 1950s. As the profile of the wheels fitted to all our products is a close replica of the BRMSB EM standard, our 14mm gauge track dimensions are based on the BRMSB 18mm measurements less 4mm.

TRACK & WHEELS



TURNOUTS

There is a fundamental relationship between track and wheels, no more so than when a turnout is encountered. The BRMSB dimensions were well reasoned and the following passage from the handbook will be of interest to prospective layers of 14mm gauge track. 'A pair of wheels travelling on a track as shown is normally held on its course by its flanges. Where there is a crossing there is a potentially dangerous gap in one rail, as shown at **x** in the diagram, which may be liable to deflect the flange of the wheel downwards. It is thus necessary to restrain the wheels by installing a check rail as shown at **Y**, acting on the inside of the other wheel. For this check rail to be effective it must be located so that the dimension marked **CN** is at least equal to that shown as **C** on the wheelset, it may be more, but not less.'... 'In addition to the above, the presence of the wing rail of the crossing has to be considered. This merely requires that the distance between the backs of the flanges **B**, is greater than the distance over the check and wing rails **OC** by a working clearance, sufficient to allow free running.'... 'It is the usual practice... to make all flangeways equal, as shown at **F**.'... 'The total width of the wheel **A**, must be greater than twice the flangeway **F**.'

