...making excellence a habit.™

Licensed copy: Techstreet Content, ISO Exchange - Michigan, Version correct as of 05/09/2023.

Please be aware that this PDF has been created from the original hardcopy document, which might not be in good condition and so the PDF might reflect this.

BSI Group
389 Chiswick High Road
London, W4 4AL
United Kingdom

T: +44 20 845 086 9001
F: +44 20 8996 7400
cservices@bsigroup.com
bsigroup.com

British Standards Limited
Registered in England no: 07864997
Registered address: 389 Chiswick High Road
London, W4 4AL, United Kingdom

INVESTORS IN PEOPLE

BRITISH STANDARD SPECIFICATION

CONTOURS FOR LOCOMOTIVE TYRES

(FOR BRITISH RAILWAYS
4ft. 8½in. GAUGE)

B.S. 276 : 1927

incorporating amendment
issued February, 1960 (PD 3666)

Price 4/- net

BRITISH STANDARDS INSTITUTION
INCORPORATED BY ROYAL CHARTER
BRITISH STANDARDS HOUSE, 2 PARK ST., LONDON, W.1
TELEGRAMS: STANDARDS LONDON W1 TELEPHONE: MAYFAIR 9000

ti F2

0183

Licensed copy: Techstreet Content, ISO Exchange - Michigan, Version correct as of 05/09/2023.

THIS BRITISH STANDARD was adopted by the Sectional Committee on Locomotives in December, 1926, and approved on behalf of the Main Committee on 23rd February, 1927.

This British Standard was reset in new type in May, 1949. The text is identical with that of previous copies of the 1927 edition but the page numbering may not always be identical.

The Institution desires to call attention to the fact that this British Standard does not purport to include all the necessary provisions of a contract.

In order to keep abreast of progress in the industries concerned, British Standards are subject to periodical review. Suggestions for improvements will be recorded and in due course brought to the notice of the committees charged with the revision of the standards to which they refer.

A complete list of British Standards, numbering over four thousand, indexed and cross-indexed for reference, together with an abstract of each standard, will be found in the Institution's Yearbook.

British Standards are revised, when necessary, either by the issue of amendment slips or revised editions. It is important that users of British Standards should ascertain that they are in possession of the latest amendments or edition.

F3

0184

Licensed copy: Tarbstreet Content, ISO Exchange - Michigan, Version correct as of 05/09/2023.

CONTENTS

	Page
Foreword	4
NOTES	
Contours of tyres	4
Recommendations	4
PLATES	
B.S. Contour A	7
B.S. Contour E	8
B.S. Contour G	9
APPENDIX	
Metric equivalents	10

CO-OPERATING ORGANIZATIONS

The following Government departments and scientific and industrial organizations were officially represented upon the committees entrusted with the preparation of this British Standard :—

Brass and Copper Tube Association
Crown Agents for the Colonies
Government of New Zealand
India Office
Iron and Steel Trades Employers' Association
Locomotive Manufacturers' Association
National Physical Laboratory
Railway Companies of Great Britain
Steel Founders' Association of Great Britain
War Office

ti F4

0185

Uncorrected copy: Technical Content, ISO Exchange - Michigan, Version correct as of 05/09/2023.

Licensed copy: Techstreet Content, ISO Exchange - Michigan, Version correct as of 05/09/2023

BRITISH STANDARD

CONTOURS FOR LOCOMOTIVE TYRES

FOR BRITISH RAILWAYS (4 FEET 8½ INCH GAUGE)

FOREWORD

The British Standard contours for locomotive tyres for British railways (4 feet 8½ inch gauge), together with the recommendations regarding their use, are based upon a memorandum and diagrams submitted jointly by the Association of Railway Locomotive Engineers and the Railway Engineers' Association and have been approved by these two Associations. The contours have been designed for use with the B.S. bull head rails and a 1¾ inch flangeway between the check and running rails.

The distance between the backs of the flanges is varied to suit the different thicknesses of the flanges, but the distance between the backs of the inner portions of the tyres may be made to suit the rims of wheel centres.

This has the following advantages :—

(1) Provision is made for maintaining constant the distance between backs of flanges as they become worn by coming in contact with check rails.

(2) The new form of tyre having any of the three contours can be so fixed on wheel centres that the flange is in the correct running position without altering the distance between rims of wheel centres.

NOTES

CONTOURS OF TYRES

1. The British Standard contours for locomotive tyres for British railways, designated contours A, E and G, are shown, respectively, in Plates 1, 2 and 3 on pages 7, 8 and 9.

RECOMMENDATIONS

2. The Institution makes the following recommendations with regard to the use of the British Standard contours, though in all cases a thicker flange may be used if desired, i.e., contours A or G may be used in place of contour E, or contour A in place of contour G.

a. That the leading and trailing wheels of bogies, the wheels of pony trucks and radial axles or any pair of wheels which constitute the leading or trailing wheels of a locomotive, whether tender or tank engine, shall have tyres of contour A.

ti F5

0186