

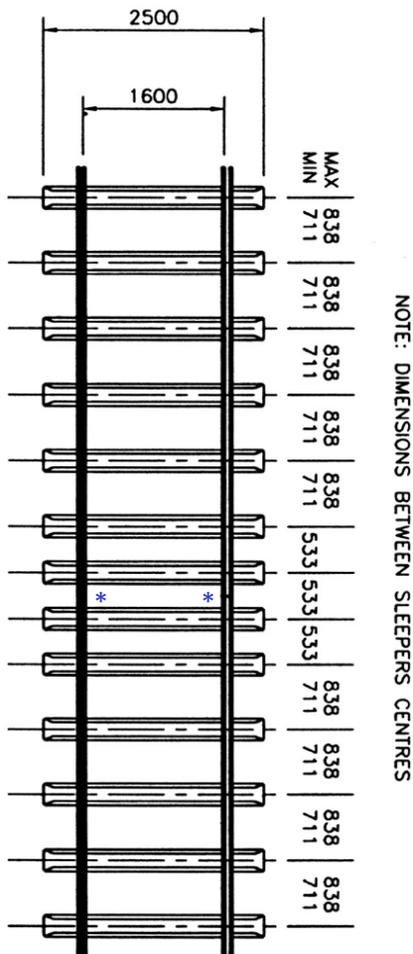
SAR 1600 mm broad gauge track – secondary mainline measured near Geranium, 1980

These data sheets are downloadable free from http://www.sap4group.org.au/downloads_and_links.html

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Dimensions shown are millimetres, full size. (Measurements were taken in inches, with a tolerance of about ± half an inch; the mm figures shown are simply the result of metric conversion without rounding.)



* = location of rail joint

Features of this drawing

The track was secondary mainline. Rail was in 12.2 metre lengths. Joints were square (perpendicular). Sleepers were pressed steel, similar to Peco steel-sleepered flex track.

The drawing shows sleeper centrelines rather than gaps because the sleeper edges were buried (see the two smaller drawings).

No sleepers were skewed. Centrelines of sleepers adjacent to the joint were 533 mm; others were 711–833 mm. Rail was bolted on to sleepers. Sleepers protruded 254 mm from the base of the rail.

Rail weight: 60 pounds/yard (= 30 kg/m = code 55 in HO).

The track was newly ballasted, so there were no rust stains on the ballast. Ballast was very well topped and lined, clean, with no weeds. It comprised all cream-coloured limestone chips about 40–50 mm.

Ensure this drawing is the right size

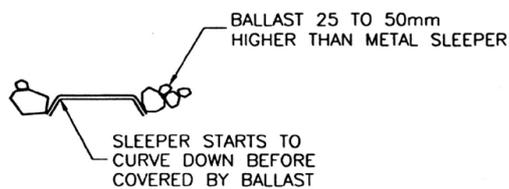
Having an exact-scale drawing is especially useful when making a jig to ensure accuracy of sleeper spacing. The original was drawn to HO scale (1:87.1). However, your computer and printer may not reproduce it at this scale exactly. You can easily correct this.

After printing this page, measure the actual length of the line labelled “2591”. It should be 29.75 mm long at 1:87.1 scale. Calculate the percentage setting needed to correct it and reprint or photocopy the page at this new setting.

Simulating broad gauge at 16.5 mm

This drawing is for 1600 mm broad gauge track. In HO scale that equates to a gauge of 18.37 mm. If you want to retain a gauge of 16.5 mm but give the impression of broad gauge, simply set your printer or photocopier to 90% (i.e., $16.5 \div 18.37$). Modelling your track at 90% of HO scale in all components will ensure it has broad gauge proportions, which the eye picks up far more readily than actual sizes. If you do that, however, remember to write new values ($\times 0.9$) for all HO dimensions.

Broad gauge can also be simulated by reproducing this sheet in N scale at 49% and O scale at 174%.



Excluding sleepers adjacent to rail joints, all sleeper centrelines were 711–838 mm apart, averaging 775 mm. Sleeper centrelines at joints were 533 mm.

