Subpart C - Track Geometry

§53.0(M) Gage

§53.1(M) Standard for Gage

- (a) The standard gage for track, measured between the running rails at right angles to the alignment of the track 5/8" below the top of rail, is 56-1/2". Gage on curves over 13° and for turnouts less than No. 8 will be specified by the Deputy Chief Engineer-Track.
- (b) Where existing gage conforms to standards previously in effect, and is in compliance with §§213.53 and 213.053, change need not be made until rail is renewed or out-offace gaging is performed.
- (c) When gaging is required, care should be taken to not adversely affect the alignment of the track. Changes in prescribed gage should be made in uniform increments as given in §53.2(M).
- (d) Gage shall be changed by adjustment of the rail opposite the line rail. (Preferred Method)
- (e) Gage may be adjusted on the line rail only if the adjustment will improve line and ride quality (e.g., joint elbowed out on the line rail).

Maintenance of Gage §53.2(M)

(a) Gage shall be measured with a standard track gauge or other authorized devices. These devices must be checked prior to daily use for accuracy.

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Gage Maintenance Limits			
Class of Track	Minimum (inches)	Maximum (inches)	Maximum Rate of Change within 31' (inches)
1	56-1/4	57-1/2	1
2	56-1/4	57-1/2	1
3	56-1/4	57-1/2	3/4
4 - 5	56-1/4	57-1/4	1/2
6 - 8	56-1/4	57	3/8
9	56-3/8	57	3/8

(b) Maintenance shall be performed when gage reaches the following limits:

§55.0(M) Alignment

56-3/8

- (a) Alignment (general) is the physical appearance of the railroad as viewed from above, which consists of a series of straight lengths of track, referred to as tangents, connected by simple, compound or reverse curves.
- (b) Alignment (line) is the condition of track in regard to uniformity of direction over short distances on tangents and in curves.

Maintenance of Alignment §55.1(M)

(a) Outer rails of curves and field side rails on tangents should be selected as the line rails. On single tangent track, either rail may be used as the line rail, however,