

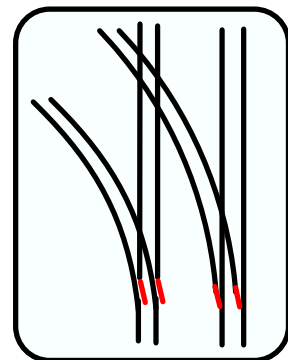


INTRICATE TRACKWORK

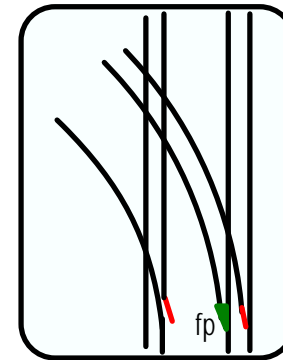


TRIPLE GAUGE TURNOUTS & TRANSITIONS

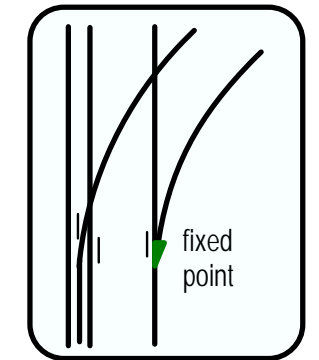
For illustration purposes some photographs are from other administrations.



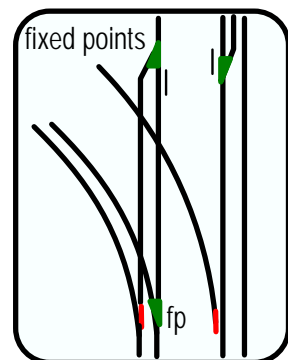
Turnout: (3 gauge) - Main and Branch. 4 moving blades



Turnout: (3 gauge) to (b.g+n.g) Branch. 2 moving blades

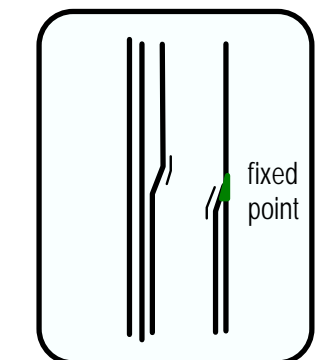


Divergence: (3 gauge) to (b.g+n.g) Main & s.g. Branch. No blades

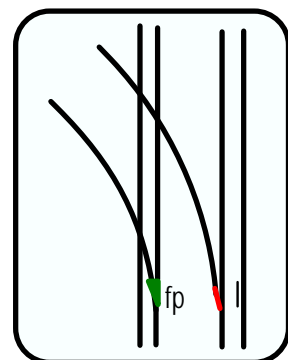


Turnout: (3 gauge) Main to (s.g+n.g) Branch. 2 moving blades and transition

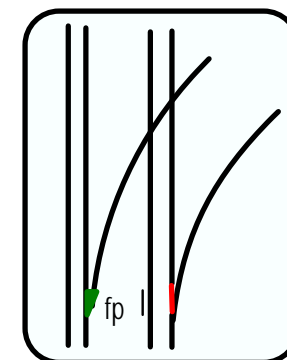
WOULD YOU BELIEVE?
In the three gauge Gladstone Yard (1970>1985) there were no less than 11 different gauge/gauge combinations?



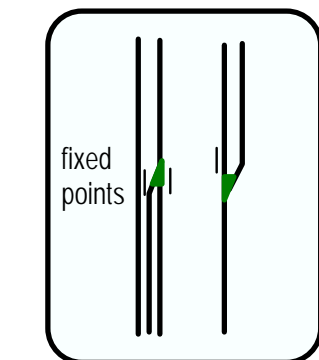
Transition: (3 gauge - centreline) for end wagon sheep transfer to (3 gauge common rail) for platform alignment (not visible)



Turnout: (3 gauge) Main to n.g Branch. 1 moving blade



Turnout: (3 gauge) to b.g Branch. 1 moving blade



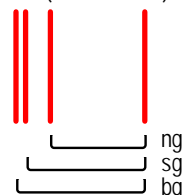
Transition: (3 gauge - common rail) to (3 gauge 'gauntlet')

Drawn: G F Vincent
for
National Railway Museum
Port Adelaide

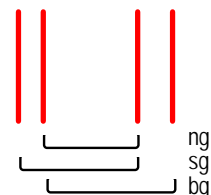
TRIPLE GAUGE TRACK CONFIGURATIONS

Narrow gauge: 1067mm
Standard gauge: 1435mm
Broad gauge: 1600mm

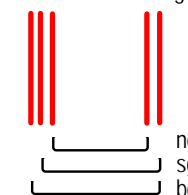
Basic (Common rail)



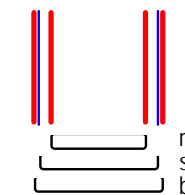
Permits turnouts



Centreline loading



Turntable access



Note: In this configuration the standard gauge rails need to be narrowed to permit broad gauge flanges to fit.

