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**BRITISH STANDARD SPECIFICATION**

# **TYRES**

**RAILWAY ROLLING STOCK MATERIAL**

**B.S. 24 : Part 2 : 1956**

Price 8s. (40p) net

**BRITISH STANDARDS INSTITUTION**

Incorporated by Royal Charter

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**B.S. 24 : Part 2 : 1956**

THIS BRITISH STANDARD, having been approved by the Iron and Steel Industry Standards Committee and endorsed by the Chairman of the Engineering Divisional Council, was published under the authority of the General Council on 18th December, 1956.

First published, August, 1906

First revision, June, 1907

Second revision, December, 1911

Third revision, March, 1921

Fourth revision, December, 1928

Fifth revision, January, 1942

Sixth revision, December, 1956

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 5000, indexed and cross-indexed for reference, together with an abstract of each standard, will be found in the Institution's Yearbook, price 20s.

This standard makes reference to the following British Standards :—

B.S. 18. Tensile testing of metals.

B.S. 350. Conversion factors and tables.

B.S. 1121. Methods for the analysis of iron and steel.

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

The following B.S.I. references relate to the work on this standard :—  
Committee reference ISE/31      Draft for comment CV(ISE)3365

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#### CO-OPERATING ORGANIZATIONS

The Iron and Steel Industry Standards Committee, under whose supervision this British Standard was prepared, consists of representatives from the following Government departments and scientific and industrial organizations :—

- \*Admiralty
- \*Alloy Steels Association
- British Cast Iron Research Association
- British Constructional Steelwork Association
- \*British Electrical and Allied Manufacturers' Association
- British Engineers' Association
- \*British Iron and Steel Federation
- British Ironfounders Association
- \*British Railways, The British Transport Commission
- British Steel Castings Research Association
- British Steel Founders' Association
- British Steel Wire Industries Association
- Council of Iron Foundry Associations
- Council of Iron Producers
- Crown Agents for Oversea Governments and Administrations
- Engineering Equipment Users Association
- Federation of Civil Engineering Contractors
- Institute of British Foundrymen
- \*Institute of Marine Engineers
- Institution of Civil Engineers
- Institution of Mechanical Engineers (Automobile Division)
- Institution of Structural Engineers
- \*Iron and Steel Institute
- Joint Iron Council
- Lloyd's Register of Shipping
- Ministry of Labour and National Service (Factory Department)
- \*Ministry of Supply
- \*National Association of Drop Forgers and Stampers
- National Ironfounding Employers' Federation
- National Physical Laboratory
- Oil Companies Materials Committee
- Royal Institute of British Architects
- Shipbuilding Employers' Federation
- Society of British Aircraft Constructors

The Government departments and scientific and industrial organizations marked with an asterisk in the above list, together with the following, were directly represented on the committee entrusted with the preparation of this British Standard :—

- British Bolt, Nut, Screw and Rivet Federation
- Coil Spring Federation Research Association
- Institution of Engineering Inspection
- Locomotive and Allied Manufacturer Association of Great Britain
- Ministry of Transport and Civil Aviation
- National Coal Board
- Railway Carriage and Wagon Building Association
- Society of Motor Manufacturers and Traders Ltd.
- Stainless Steel Fabricators' Association

B.S. 24 : Part 2 : 1956

BRITISH STANDARD SPECIFICATION FOR  
**TYRES**  
RAILWAY ROLLING STOCK MATERIAL

**FOREWORD**

This revision of B.S. 24, Part 2, authorized by the Iron and Steel Industry Standards Committee, is part of a general revision of British Standards for railway materials. In this revision, the previous practice of allotting 'specification numbers' to the sections applying to individual materials has been abandoned, it being considered that such materials can be adequately identified by the description of the product, the number and part of this British Standard and, where appropriate, the class number. In this revision, the requirements for carriage and wagon tyres, previously covered by specifications Nos. 5 and 5A have, with minor amendments, been incorporated into one specification. In addition, the drop test has been abandoned throughout.

Other parts of this British Standard are as follows :—

- Part 1. Locomotive, carriage and wagon axles.
- Part 3A. Laminated springs and spring steels.
- Part 3B. Helical and volute springs and spring steels.
- Part 4. Steel billets, blooms, bars and forgings.
- Part 5. Copper.
- Part 6. Steel plates, angles, etc., and rivets for locomotive, carriage and wagon.

NOTE. Where metric equivalents have been given, the figures in British units are to be regarded as Standard. The metric conversions are approximate. More accurate conversions should be based on the tables in B.S. 350, 'Conversion factors and tables'.

**SPECIFICATION**

**SCOPE**

1. This British Standard covers the requirements for locomotive, carriage and wagon tyres, and the steel from which they are made.

**SECTION ONE : LOCOMOTIVE TYRES**

(Previously known as B.S. 24 : Part 2 : Specification No. 4)

**STEELMAKING PROCESS**

2. The tyres shall be manufactured from steel made by the acid or basic open hearth or an electric process.