

NMRA STANDARD	
Track, Standard Scale	
Apr 3, 2026	S-3.2 Draft

1 General

This Standard is to provide target dimensions for scale track, and an upper and lower limit whereby track manufactured within these limits will accommodate the operation of wheels built within the limits of S-4.2, without fault.

1.2 Introduction and Intended Use (Informative)

It is not the specific purpose of the NMRA STANDARDS to set production dimensions or tolerances but rather to set limits which manufacturers can use when setting their tolerances. When used to determine manufacturing tolerances, care must be taken to ensure that the production dimensions are not at the extreme edge of the range specified. Specific NMRA Tech Notes supplement the standards to provide additional guidance.

1.3 References

This standard should be interpreted in the context of the following NMRA Standards, Technical Notes, and Technical Information.

1.3.2 Normative

- S-1 General Overview
- S-1.2 General Standard Scales
- S-3 Trackwork
- S-3.1 Proto and Fine Scales
- S-3.3 Deep Flanges for Guarded Track
- S-4.2 Scale Wheels
- RP-7 Track Centers and Obstacle Clearances
- RP-7.1 Tangent Track Centers and Clearance Diagrams
- RP-7.2 Curved Track Centers
- RP-7.3 Tangent Track Centers and Clearance Diagrams
- RP-7.4 Interurban Track Centers and Obstacle Clearances
- RP-11 Curvature and Rolling Stock
- RP-25 Wheel Contour

1.3.3 Informative

- TN-3.2 Track Standard Scale (yet to be written)

1.4 Terminology

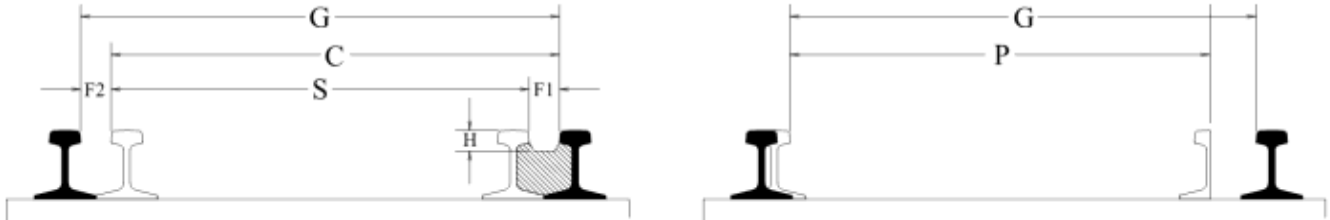
Term	Definition
Inside Railhead	When standing between the rails, this is the edge of the railhead closest to the observer.
Outside Railhead	When standing between the rails, this is the edge of the railhead farthest away from the observer.
Frog	The area where the rails cross at the diverging and straight routes of the turnout. It is located at the heel of the closure rails and is the point where the

Term	Definition
	diverging route and the straight route become fully defined as separate tracks. Also, in crossings where one route crosses another. There are four frogs in a single gauge crossing.
Closure rails	The rails between the heel of the point rails and the frog, which guide the railcars and locomotives towards the different routes.
Point Rails	The movable rails, pointed at the leading edge as one is facing the length of the turnout looking along the rails from the entrance of the turnout towards the two diverging routes at the far end. These rails may be separate from the closure rails and hinged where they meet them, or they may be integral with the closure rails and moved by flexing the rail for a distance from the points.
Stock Rails	The continuous rails that make up the outside rails of the turnout. While facing down the length of the turnout towards the diverging routes, the stock rails begin to diverge from each other at the points and extend beyond the frog and become the two outside rails of the diverging routes.
Wing Rails	Those rails which make up the guard rails of the frog.
Guard Rails	Those rails positioned along the stock rails and which extend from a point before the frog to a point past the frog. Their purpose is to guide the wheels through the frog area, keeping the inside wheel flanges from “picking” the frog as they roll through the frog.
Column Headings	
Track Gauge	The distance between the insides of the railheads.
Check Gauge	The distance between the frog railhead and the outside of the guardrail railhead.
Span	The distance between the outside of the wing rail railhead the outside of the guardrail railhead.
Flangeway at Frog	The distance between the inside of the frog railhead and the outside of the wing rail railhead
Switchpoint Spread	The distance between the inside railhead of one point rail and the outside surface of the other point rail.
Flg Dpt	Flange Depth. This is the depth of the flange from the wheel tread at the root of the flange.
Tgt	The target, or engineering nominal, value. This is the “perfect” dimension.
Min	The minimum or smallest acceptable dimension.
Max	The maximum or largest acceptable dimension.
Wheel Code	<p>The width of the wheel (N) measured from the back of a wheel to the face of the same wheel.</p> <p>Value is expressed in fractions of an inch for very large scales, and in thousandths of an inch for all other scales. For example, Code 110 refers to a wheel width of 0.110 inches wide. Code 72 refers to a wheel width of 0.072 inches wide.</p>

2 Data Tables

2.1 1" Scale (Ratio 1:12)

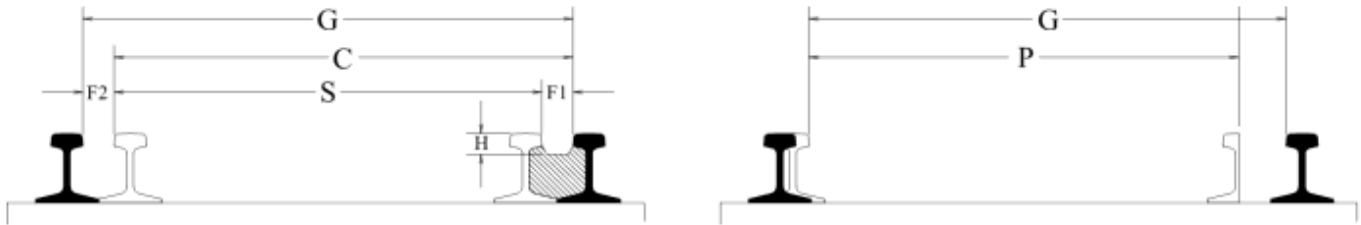
2.1.1 Standard Scale: Imperial Data Governs



G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
Imperial (Inch)																
4.750	4.752	4.812	4.582	4.586	4.597	4.364	4.366	4.370	0.153	0.218	0.220	4.557	4.561	4.565	0.160	500
Metric																
120.70	120.70	120.76	116.48	116.48	116.50	110.89	110.90	110.90	5.47	5.54	5.54	115.85	115.85	115.85	4.06	500
Notes:																
1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.																
* 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.																
3 See S-4.2, Scale Wheels for wheel contour information.																

2.2 3/4" Scale (Ratio 1:16)

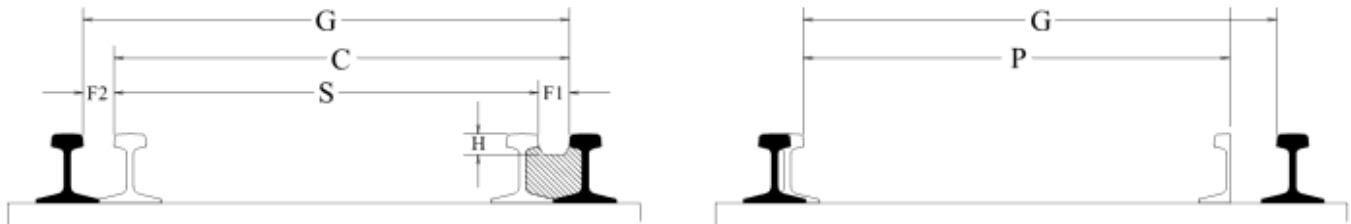
2.2.1 Standard Scale: Imperial Data Governs



G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
Imperial (Inch)																
3.500	3.502	3.540	3.349	3.353	3.367	3.170	3.172	3.176	0.133	0.179	0.181	3.321	3.325	3.329	0.125	406
Metric																
88.90	88.95	90.47	85.06	85.17	85.45	80.52	80.57	80.67	2.90	4.55	4.60	84.35	84.46	84.56	3.18	406
Notes:																
1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.																
* 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.																
3 See S-4.2, Scale Wheels for wheel contour information.																

2.3 F Scale (Ratio 1:20.3)

2.3.1 Standard Scale: Imperial Data Governs



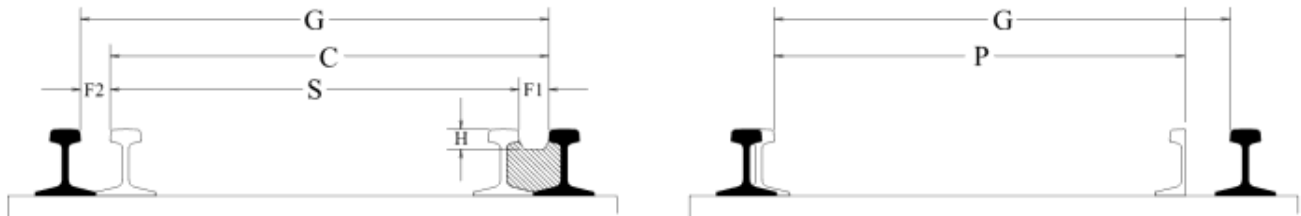
G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
F Standard Gauge																
Imperial (Inch)																
2.781	2.783	2.797	2.679	2.683	2.696	2.579	2.583	2.596	0.090	0.096	0.098	2.652	2.656	2.660	0.090	284
Metric																
70.64	70.69	71.04	68.05	68.15	68.48	65.51	65.61	65.94	2.29	2.44	2.49	67.36	67.46	67.56	2.29	284
Fn3 (36") Narrow Gauge																
Imperial (Inch)																
1.766	1.772	1.782	1.648	1.652	1.662	1.535	1.550	1.555	0.092	0.115	0.117	1.624	1.628	1.632	0.066	250
Metric																
44.96	45.01	46.53	41.86	41.96	42.24	39.32	39.37	39.47	1.27	2.92	2.97	41.25	41.35	41.45	1.68	250

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances**.
- 4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.
- 5 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 6 See **S-4.2, Scale Wheels** for wheel contour information.

2.4 Large Scale (Ratio Varies)

2.4.1 Standard Scale: Imperial Data Governs



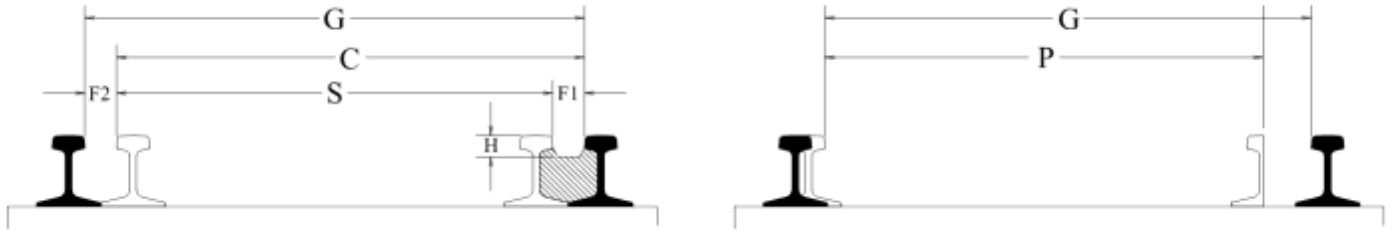
G			C*			S			F*			P			H	Wheel Width Code
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	
Imperial (Inch)																
3.496	3.502	3.512	3.349	3.353	3.363	3.157	3.172	3.177	0.156	0.179	0.181	3.320	3.325	3.328	0.118	--
Metric																
88.80	88.95	89.20	85.06	85.17	85.42	80.19	80.57	80.70	3.96	4.55	4.60	84.33	84.46	84.53	3.00	--

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7**.
- 4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.
- 5 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 6 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.
- 7 The term "LS" for "Large Scales" standards covers all common commercial scales running on LS 45mm gauge track (1:32, 1:29, 1:24, 1:22.5, and 1:20.3) without regard as to whether the trains are standard or narrow gauge.
- 8 Due to the inherent nature of large scale trains, the wheel and track standards for "Standard" (S x.2) and "Deep Flange" (S-x.3) are identical except in terms of flange width and depth, thus the
- 9 With regard to 1:20.3 (also designated "F" scale), trains built to that scale running on LS 45mm gauge track are also classified Fn3. Standards for Fn3 track and wheels are identical to those for LS, with exception given to more specific targets given for tread width and flange depth. Track standards for Fn3 are to be identical to those used for LS 45mm gauge.

2.5 O Scale (Ratio 1:48)

2.5.1 Standard Scale: Imperial Data Governs



G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
O Standard Gauge																
Imperial (Inch)																
1.250	1.252	1.264	1.179	1.181	1.194	1.100	1.102	1.104	0.056	0.077	0.079	1.152	1.156	1.158	0.036	145
Metric																
31.75	31.80	32.11	29.95	30.00	30.33	27.94	27.99	28.04	1.42	1.96	2.01	29.26	29.36	29.41	0.91	145
On3 (36") Narrow Gauge																
Imperial (Inch)																
0.750	0.752	0.764	0.705	0.707	0.717	0.652	0.654	0.656	0.033	0.051	0.053	0.681	0.685	0.687	0.030	116
Metric																
19.05	19.10	19.41	17.91	17.96	18.21	16.56	16.61	16.66	0.84	1.30	1.35	17.30	17.40	17.45	0.76	116
On30 (30") Narrow Gauge																
Imperial (Inch)																
0.649	0.651	0.661	0.605	0.607	0.614	0.555	0.557	0.559	0.035	0.048	0.050	0.584	0.588	0.590	0.028	110
Metric																
16.48	16.54	16.79	15.37	15.42	15.60	14.10	14.15	14.20	0.89	1.22	1.27	14.83	14.94	14.99	0.71	110
On2 (24") Narrow Gauge																
Imperial (Inch)																
0.500	0.502	0.511	0.455	0.457	0.464	0.405	0.407	0.409	0.036	0.048	0.050	0.434	0.438	0.440	0.028	110
Metric																
12.70	12.75	12.98	11.56	11.61	11.79	10.29	10.34	10.39	0.91	1.22	1.27	11.02	11.13	11.18	0.71	110

Notes:

1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.

* 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.

3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances** and **RP-11, Curvature and Rolling Stock**.

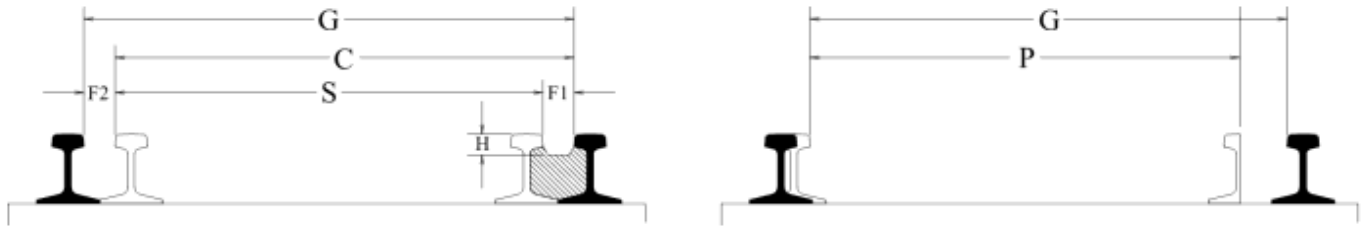
4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.

5 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.

6 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

2.6 S Scale (Ratio 1:64)

2.6.1 Standard Scale: Imperial Data Governs



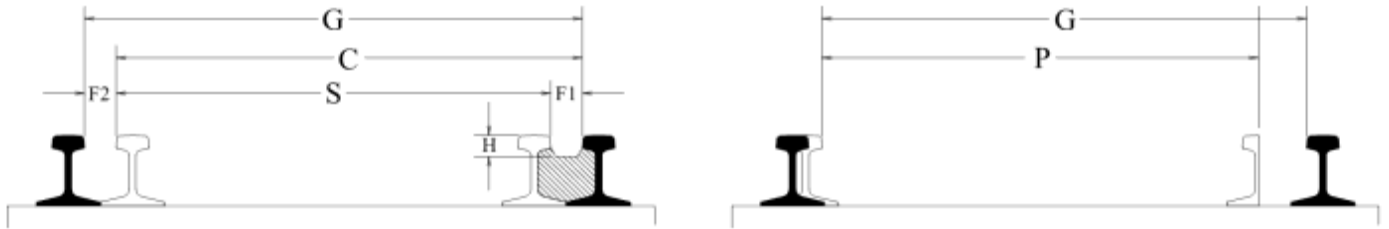
G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
S Standard Gauge																
Imperial (Inch)																
0.883	0.885	0.895	0.839	0.841	0.848	0.789	0.791	0.793	0.035	0.048	0.050	0.818	0.822	0.824	0.030	110
Metric																
22.43	22.48	22.73	21.31	21.36	21.54	20.04	20.09	20.14	0.89	1.22	1.27	20.78	20.88	20.93	0.76	110
Sn3 (36") Narrow Gauge																
Imperial (Inch)																
0.563	0.565	0.575	0.519	0.521	0.528	0.469	0.471	0.473	0.035	0.048	0.050	0.498	0.502	0.504	0.030	110
Metric																
14.30	14.35	14.61	13.18	13.23	13.41	11.91	11.96	12.01	0.89	1.22	1.27	12.65	12.75	12.80	0.76	110
Sn2 (24") Narrow Gauge																
Imperial (Inch)																
0.413	0.415	0.423	0.377	0.379	0.383	0.337	0.339	0.341	0.030	0.038	0.040	0.359	0.363	0.365	0.023	88
Metric																
10.49	10.54	10.74	9.58	9.63	9.73	8.56	8.61	8.66	0.76	0.97	1.02	9.12	9.22	9.27	0.58	88

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances** and **RP-11, Curvature and Rolling Stock**.
- 4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.
- 5 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 6 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

2.7 OO Scale (Ratio 1:76.2)

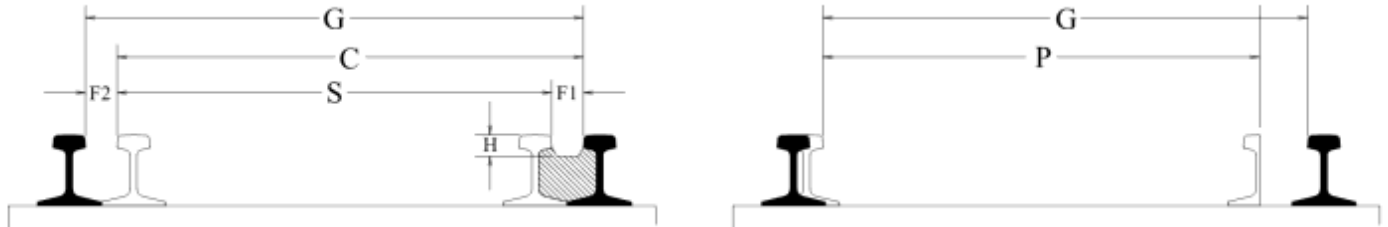
2.7.1 Standard Scale: Imperial Data Governs



G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
OO Standard Gauge																
Imperial (Inch)																
0.750	0.752	0.761	0.705	0.707	0.714	0.655	0.657	0.659	0.036	0.048	0.050	0.684	0.688	0.690	0.028	110
Metric																
19.05	19.10	19.33	17.91	17.96	18.14	16.64	16.69	16.74	0.91	1.22	1.27	17.37	17.48	17.53	0.71	110
Notes:																
1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.																
** 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.																
3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see RP-11, Curvature and Rolling Stock .																
4 See S-4.2, Scale Wheels and RP-25, Wheel Contour for appropriate wheel contours.																

2.8 HO Scale (Ratio 1:87.1)

2.8.1 Standard Scale: Imperial Data Governs



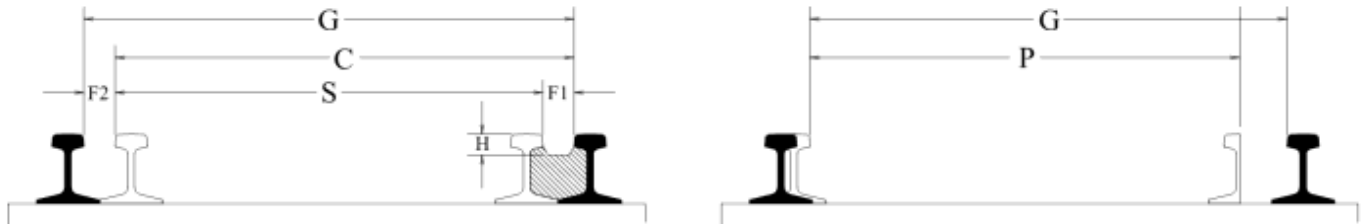
G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
HO Standard Gauge																
Imperial (Inch)																
0.649	0.651	0.661	0.605	0.607	0.614	0.555	0.557	0.559	0.035	0.048	0.050	0.584	0.588	0.590	0.028	110
Metric																
16.48	16.54	16.79	15.37	15.42	15.60	14.10	14.15	14.20	0.89	1.22	1.27	14.83	14.94	14.99	0.71	110
HOn3 (36") Narrow Gauge																
Imperial (Inch)																
0.413	0.415	0.423	0.377	0.379	0.383	0.337	0.339	0.341	0.030	0.038	0.040	0.359	0.363	0.365	0.023	88
Metric																
10.49	10.54	10.74	9.58	9.63	9.73	8.56	8.61	8.66	0.76	0.97	1.02	9.12	9.22	9.27	0.58	88
HOn2 (24") Narrow Gauge																
Imperial (Inch)																
0.276	0.278	0.285	0.246	0.248	0.252	0.213	0.215	0.217	0.024	0.031	0.033	0.232	0.234	0.236	0.022	72
Metric																
7.01	7.06	7.24	6.25	6.30	6.40	5.41	5.46	5.51	0.61	0.79	0.84	5.89	5.94	5.99	0.56	72

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances** and **RP-11, Curvature and Rolling Stock**.
- 4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.
- 5 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 6 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

2.9 TT Scale (Ratio 1:120)

2.9.1 Standard Scale: Imperial Data Governs



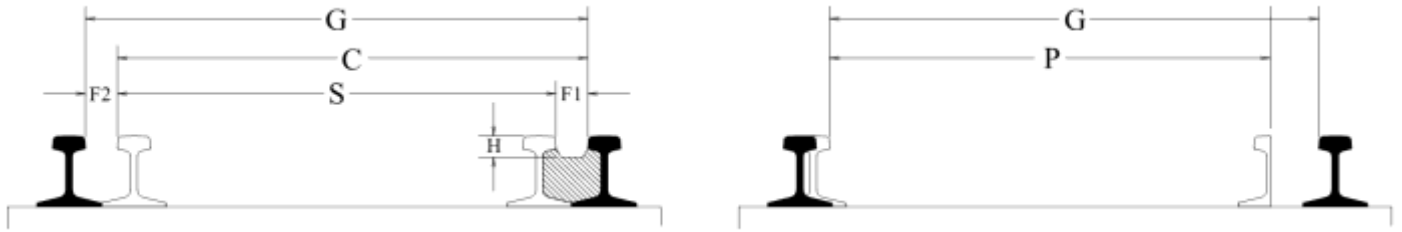
G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
TT Standard Gauge																
Imperial (Inch)																
0.471	0.473	0.479	0.437	0.439	0.442	0.401	0.403	0.405	0.029	0.034	0.036	0.424	0.426	0.428	0.022	79
Metric																
11.96	12.01	12.17	11.10	11.15	11.23	10.19	10.24	10.29	0.74	0.86	0.91	10.77	10.82	10.87	0.56	79
TTn42 (42") Narrow Gauge																
Imperial (Inch)																
0.353	0.355	0.359	0.323	0.325	0.326	0.293	0.295	0.296	0.027	0.028	0.030	0.312	0.314	0.316	0.026	72
Metric																
8.97	9.02	9.12	8.20	8.26	8.28	7.44	7.49	7.52	0.69	0.71	0.76	7.92	7.98	8.03	0.66	72
TTn3 (36") Narrow Gauge																
Imperial (Inch)																
0.300	0.302	0.306	0.270	0.272	0.274	0.240	0.242	0.244	0.026	0.028	0.030	0.258	0.260	0.262	0.022	72
Metric																
7.62	7.67	7.77	6.86	6.91	6.96	6.10	6.15	6.20	0.66	0.71	0.76	6.55	6.60	6.65	0.56	72

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances** and **RP-11, Curvature and Rolling Stock**.
- 4 For Proto / Fine Scales, see Standard **S-3.1, Proto and Fine Scales**.
- 5 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

2.10 N Scale (Ratio 1:160)

2.10.1 Standard Scale: Imperial Data Governs



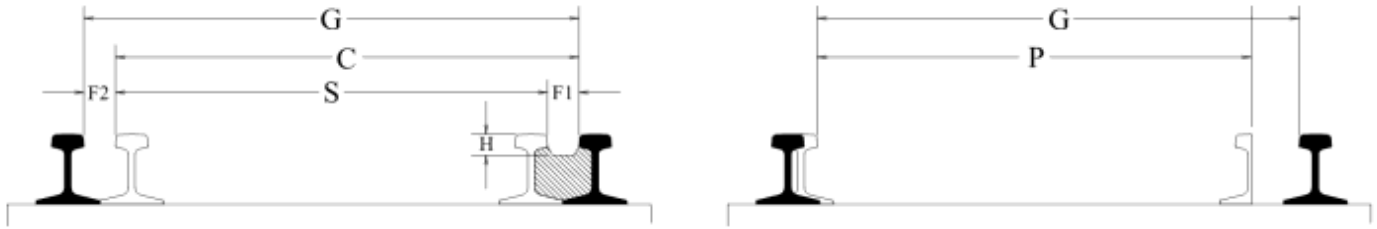
G			C*			S			F*			P			H	
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	Wheel Width
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
N Standard Gauge																
Imperial (Inch)																
0.353	0.355	0.359	0.323	0.325	0.326	0.293	0.295	0.296	0.027	0.028	0.030	0.312	0.314	0.316	0.022	72
Metric																
8.97	9.02	9.12	8.20	8.26	8.28	7.44	7.49	7.52	0.69	0.71	0.76	7.92	7.98	8.03	0.56	72
Nn3 (36") Narrow Gauge																
Imperial (Inch)																
0.256	0.258	0.261	0.230	0.232	0.235	0.205	0.207	0.209	0.021	0.023	0.025	0.217	0.219	0.221	0.022	54
Metric																
6.50	6.55	6.63	5.84	5.89	5.97	5.21	5.26	5.31	0.53	0.58	0.64	5.51	5.56	5.61	0.56	54
Nn2 (24") Narrow Gauge																
Imperial (Inch)																
0.276	0.278	0.280	0.246	0.248	0.254	0.213	0.215	0.217	0.027	0.031	0.033	0.232	0.234	0.236	0.020	54
Metric																
7.01	7.06	7.11	6.25	6.30	6.45	5.41	5.46	5.51	0.69	0.79	0.84	5.89	5.94	5.99	0.51	54

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances** and **RP-11, Curvature and Rolling Stock**.
- 4 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 5 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

2.11 Z Scale (Ratio 1:220)

2.11.1 Standard Scale: Imperial Data Governs



G			C*			S			F*			P			H	Wheel Width
Track Gauge			Check Gauge			Span			Flangeway at Frog			Switchpoint Spread			Flg Dpt	
Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Tgt	Max	Min	Code
Z Standard Gauge																
Imperial (Inch)																
0.257	0.259	0.267	0.236	0.238	0.242	0.211	0.213	0.215	0.015	0.023	0.025	0.222	0.224	0.226	0.020	54
Metric																
6.53	6.58	6.78	5.99	6.05	6.15	5.36	5.41	5.46	0.38	0.58	0.64	5.64	5.69	5.74	0.51	54

Notes:

- 1 The Span, S, is derived from the equation $S=C-F$. C is the primary controlling dimension.
- * 2 The F limit applies only to the wing rail, and the C limit applies only to the guard rail. Both apply to the same rail only in special work such as a crossing.
- 3 For a full discussion of minimum radius, minimum turnout and radius equivalents of degrees of curvature, etc., see **RP-7, Track Centers and Obstacle Clearances**.
- 4 For deep flange wheels, see Standard **S-3.3, Deep Flanges for Guarded Track**.
- 5 See **S-4.2, Scale Wheels** and **RP-25, Wheel Contour** for appropriate wheel contours.

3 Document History

Date	Description
Feb 2010	Previous release provided a target rather than limits. Several previous releases of unknown dates. The first Standard was adopted in 1936.
3-Apr-2026	Revision to migrate to new template. Each scale on an individual page. Provided maximum and minimum dimensions rather than previous plus and minus to avoid errors where they may be calculated mentally. There were no changes to any dimensions.

DRAFT

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