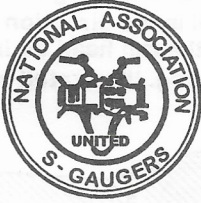


N.A.S.G.

'S' SCALE

Standards Gauge



S-3 & S-4
Wheel and Track Standards
accepted by NASG 1981

Manufactured for

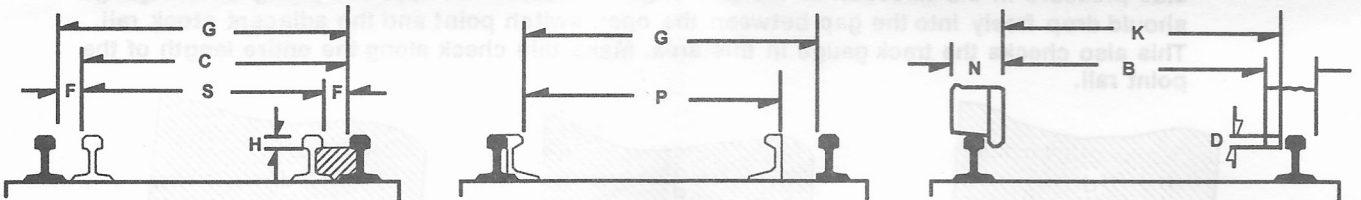
NASG CLEARING HOUSE

S3	S
G min	.883
G max	.905
C min	.839
S max	.799
F max	.053
H min	.030
P max	.819

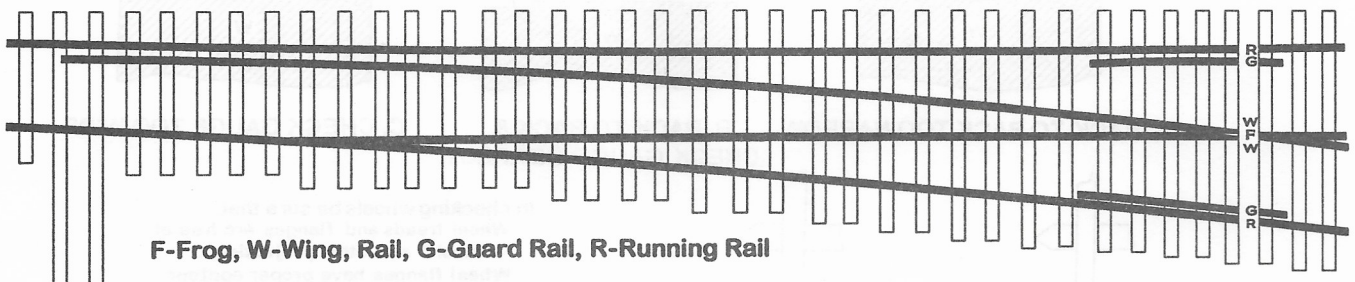
S4	S
K max	.839
B min	.800
N min	.108
D max	.030

NOTES:

- 1) For further explanation of track & Wheel standards and uses, refer to NMRA STANDARDS S2, S3, S4, and RP6.
- 2) Recommended wheel contour code 110, see NMRA RP25.

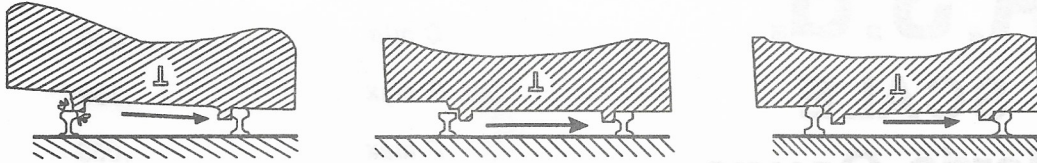


WARNING: While this gauge is very durable, it is a measuring device and not a metal cutting tool. The use of this gauge to remove metal (even soft solder) will cause wear on the measuring surfaces and destroy the device as a measuring instrument.



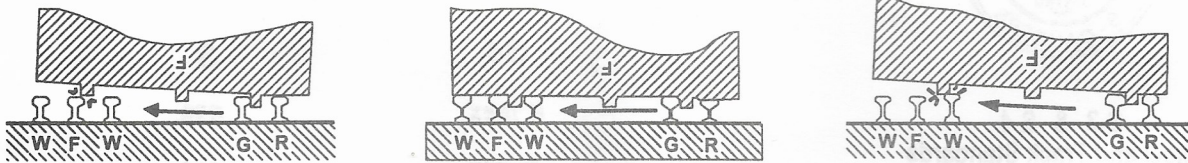
F-Frog, W-Wing, Rail, G-Guard Rail, R-Running Rail

1. T—indicates the side of the gauge used for checking track gage for all track work including turnouts. Apply light pressure in the direction of the arrow as illustrated. (Note that the prongs of the gauge must clear spikes, throwbars or any other obstruction).

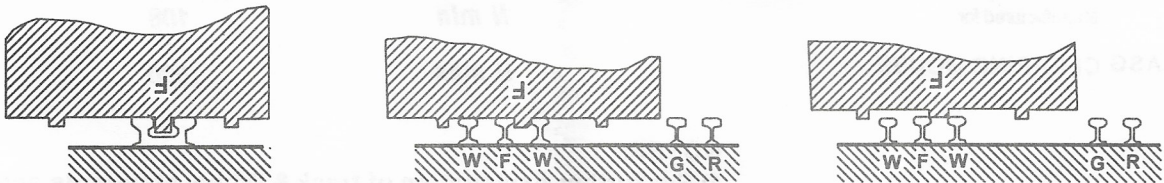


A. TRACK GAUGE TOO NARROW B. TRACK GAUGE CORRECT C. TRACK GAUGE TOO WIDE

2. F—indicates the side of the gauge for the correct spacing of flangeway, guard rails, wing-rails and frogs. Apply light side pressure toward the frog and against the guard rail in the direction of the arrow as illustrated. Gauge prongs must clear all obstructions below the rail head as in figure "D". Also use center prong of gauge to check flangeway width at the frog, illustrated in Figure "D" and "E".

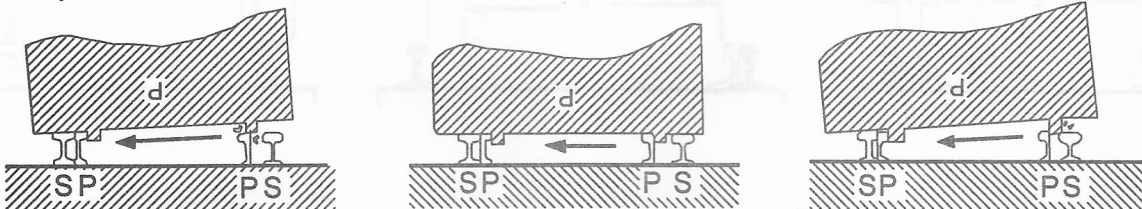


A. CHECK GAUGE TOO NARROW B. CHECK GAUGE & SPAN CORRECT C. SPAN TOO WIDE



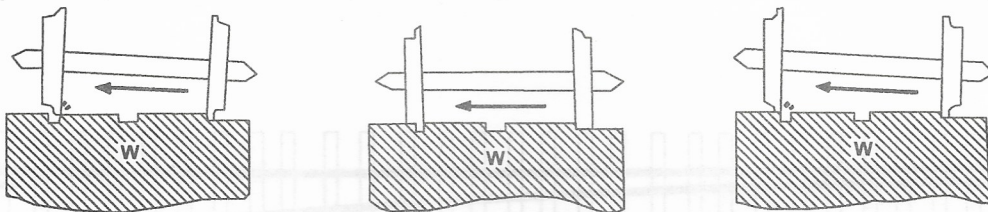
D. FLANGEWAY DEPTH CORRECT E. FLANGEWAY WIDTH TOO WIDE F. FLANGEWAY WIDTH CORRECT

3. P—indicates the side of the gauge to check the distance of the points on a switch. Apply light side pressure in the direction of the arrow as illustrated. The opposite prong on the gauge should drop freely into the gap between the open switch point and the adjacent stock rail. This also checks the track gauge in this area. Make this check along the entire length of the point rail.

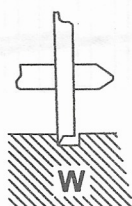


A. POINT SPREAD TOO WIDE B. SPREAD AND GAUGE CORRECT C. TRACK GAUGE TOO NARROW

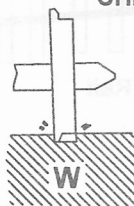
4. W—indicates the side of the gauge used for checking correct distance of wheels back-to-back. The middle slot checks the width of the tire. The illustration below details the use of this gauge.



A. BACK TO BACK TOO NARROW B. BACK TO BACK & CHECK GAUGE CORRECT C. CHECK GAUGE TOO WIDE



D. TIRE WIDTH TOO NARROW



E. TIRE WIDTH CORRECT

In checking wheels be sure that:
 Wheel treads and flanges are free of "flash" and other projections.
 Wheel flanges have proper contour
 Wheels spin freely and "true" in their tracks without excessive wobble.
 Where wobble is observed, check wheels at several points to insure that the entire wheel is within limits.