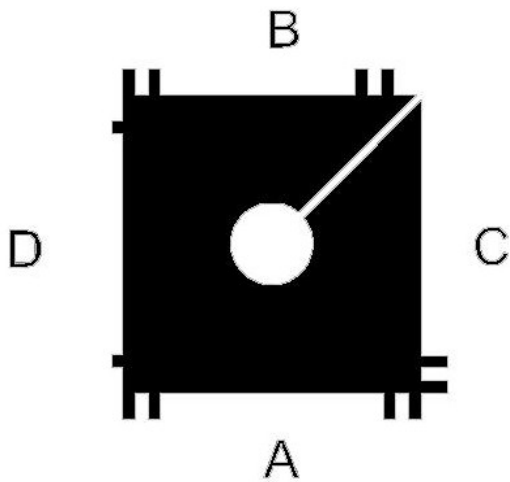


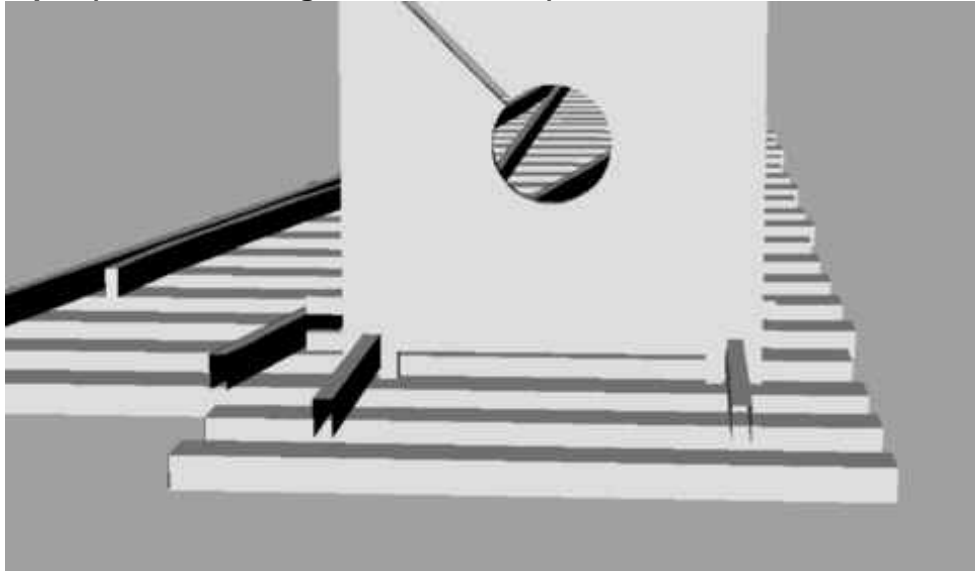
Using the NMRA style track gauge.

The gauges are designed for use with 3mm Society code 60-bullhead rail but can be used with Peco code 80 flat bottom rail as well (except the 12mm gauges with wider slots which are designed for use with code 75 bullhead only).

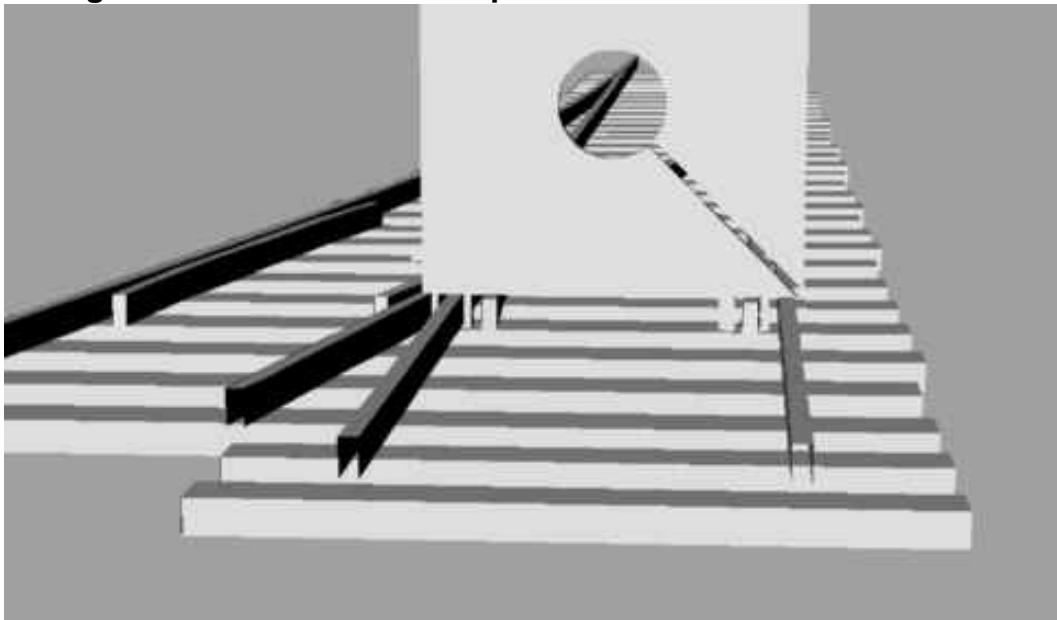


The four sides of the gauge have different functions. In addition the thickness of the gauge is the minimum checkrail gap and the gauge can be used a feeler gauge for the setting and checking this gap.

Side A is used for setting/checking the track gauge as shown below. The gauges can be used singly or in multiple (connected together if desired).



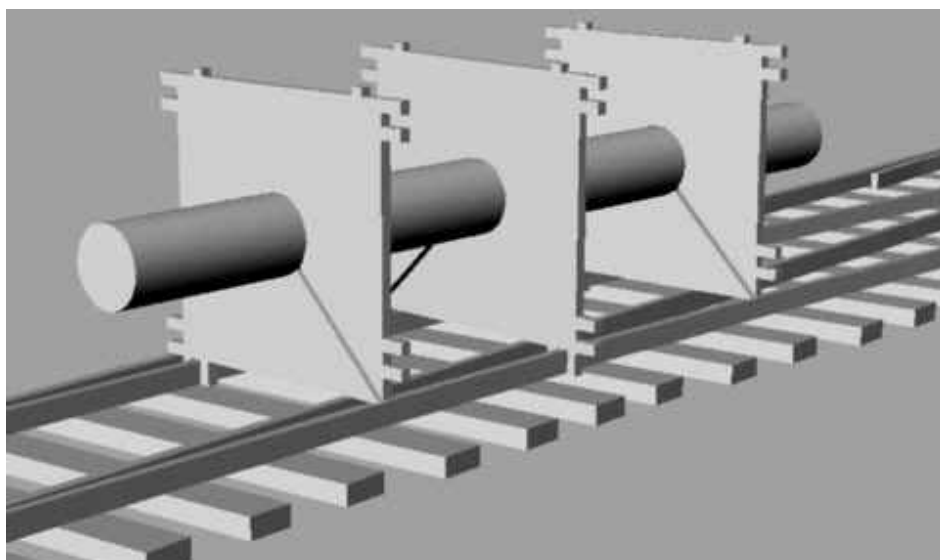
Side B is used for setting/checking the checkrail gauge as shown below. This is the preferred method for placing checkrails in the correct place.



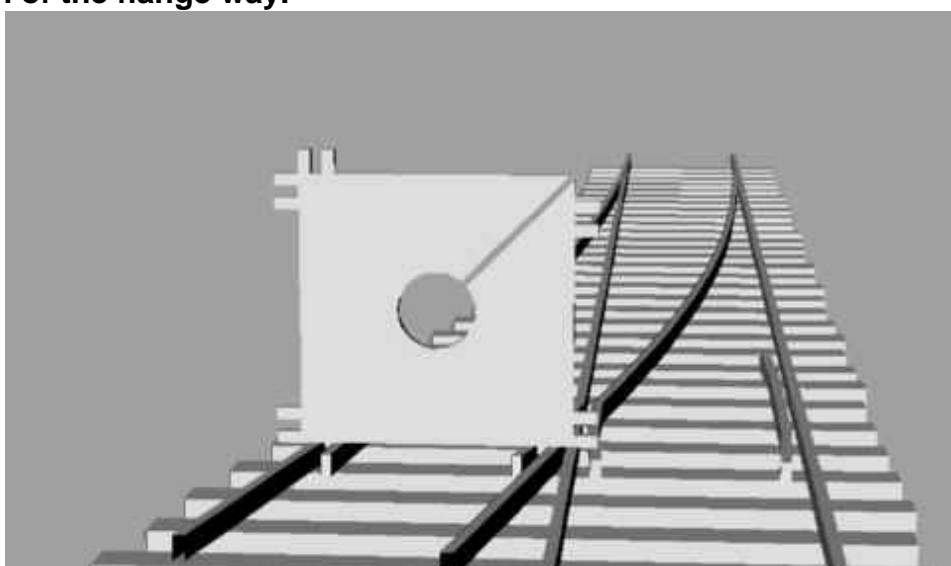
Side C is used for constructing a three-point gauge as shown below (no nuts shown on studding). This consists of three gauges connected together by a piece of 2BA studding and nuts. The gauges should be set with the prongs alternating, (i.e. two gauges with the prongs one side and the middle gauge with the prongs the other side). To set these accurately the recommended method is to take a piece of straight track and place the gauges with side D on the track. This results in side C facing upwards. You may find it necessary to lock tight the nuts in place. There is no definitive figure for the distance between the gauges in this configuration but the recommended figures are below.

Track Gauge	Distance between gauges
12mm	14.5mm
13.5mm	16.5mm
14.2mm	17.5mm
15.75mm	18.5mm
21.0625mm	26mm

This gauge is used when constructing curved track with the middle gauge having the prongs on the inner rail (i.e. in the picture below the inner rail is towards the camera). This ensures that gauge widening takes place so easing the movement of stock around the curve by reducing friction created by the flanges rubbing against the rail.



Side D is for checking flange way clearance as shown below. The gauge checks both the width and depth of the flange way.



It is not intended that these gauges should replace other types of gauge but rather supplement them. The main advantage of these gauges is that they are very accurate and should always be used for final checking of track after construction.