NMRA STANDARDS	
INTERURBAN CLEARANCE and TRACK CENTERS	
Sheet No. S-6	Revised: July 1986

NMRA STANDARDS
S-6 Interurban Clearance and Track Centers

These Clearances and Track Centers provide for Interchange and satisfactory operation of interurban and street railway equipment only.

Heavy multiple-unit cars or electric locomotives operating under standard railroad conditions, and a few exceptionally large interurban types, are subject to the requirements of STANDARDS S-7 and S-8 (Class I).

1. "Clearance" as used herein is the minimum safe allowance from the track centerline to poles, structures or other trackside objects. It consists of the actual maximum deviation of the car body from the track centerline, plus an allowance of one scale foot to provide for rocking of the car body or track irregularities.
2. "Track Center" values provide such additional allowances as are necessary to insure safe passage of cars on adjacent tracks.
3. The data herein is based on an interurban car 62' in length over anticlimbers, 55' between corner posts, 40' between truck centers, and 10' extreme width. Thus it accommodates any city and almost all American interurban types.

CLEARANCES and TRACK CENTERS in CURVES

1/2" Scale:

Prototype Radius-Ft	35	45	60	75	100	125	150	175	200	Tangent
Radius Inches	17 1/2	22 1/2	30	37 1/2	50	62 1/2	75	87 1/2	100	
Clearance Inside	6 1/8	5 1/16	4 1/4	4 1/8	4 1/16	3 1/8	3 1/4	3 1/8	3 1/2	3
Clearance Outside	4 1/4	4 1/16	4 1/16	4 1/16	3 1/8	3 1/4	3 1/8	3 1/2	3 1/8	3
Track Centers	10	9 1/16	8 1/8	8 1/8	7 1/4	7 1/2	7 1/8	7 1/4	7 1/8	6 1/4

O Scale:

Prototype Radius-Ft	35	45	60	75	100	125	150	175	200	Tangent
Radius Inches	8 1/4	11 1/4	15	18 1/4	25	31 1/4	37 1/2	43 1/4	50	
Clearance Inside	3 1/16	2 1/32	2 1/8	2 1/16	2 1/32	1 1/16	1 1/8	1 1/16	1 1/4	1 1/2
Clearance Outside	2 1/8	2 1/32	2 1/32	2 1/32	1 1/16	1 1/8	1 1/16	1 1/4	1 1/16	1 1/2
Track Centers	5	4 1/32	4 1/16	4 1/16	3 1/8	3 1/4	3 1/16	3 1/8	3 1/16	3 1/8

Prototype Radius-Ft	35	45	60	75	100	125	150	175	200	Tangent
S Scale:										
Radius	9	7	1	1	3	7	1	13	1	
Inches	6 -- 16	8 -- 16	11 - 4	14 -- 16	18 - 4	23 -- 16	28 - 8	32 -- 16	37 - 2	
Clearance Inside	9	1	25	21	17	7	13	3	5	1
	2 -- 32	2 -- 32	1 -- 32	1 -- 32	1 -- 32	1 -- 16	1 -- 32	1 - 8	1 -- 16	1 - 8
Clearance Outside	25	11	5	17	7	13	3	5	9	1
	1 -- 32	1 -- 16	1 - 8	1 -- 32	1 -- 16	1 -- 32	1 - 8	1 -- 16	1 -- 32	1 - 8
Track Centers	3	1	1	1	29	13	3	23	11	3
	3 - 4	3 - 2	3 - 4	3 -- 16	2 -- 32	2 -- 16	2 - 4	2 -- 32	2 -- 16	2 - 8
HO SCALE:										
Radius	13	3	9	11	25	7	21	1	9	
Inches	4 -- 16	6 -- 16	8 -- 32	10 -- 32	13 -- 32	17 -- 32	20 -- 32	24 - 8	27 -- 16	
Clearance Inside	11	1	5	7	1	1	1		31	13
	1 -- 16	1 - 2	1 -- 16	1 -- 32	1 - 8	1 -- 16	1 -- 32	1	-- 32	-- 16
Clearance Outside	5	1	3	1	1	1		31	15	13
	1 -- 16	1 - 4	1 -- 16	1 - 8	1 -- 16	1 -- 32	1	-- 32	-- 16	-- 16
Track Centers	3	9	3	1	1	1	1		31	3
	2 - 4	2 -- 16	2 - 8	2 - 4	2 - 8	2 -- 16	2 -- 32	2	1 -- 32	1 - 4
N SCALE:										
Radius	5	3	1	5	1	3	1	1		
Inches	2 - 8	3 - 8	4 - 2	5 - 8	7 - 2	9 - 8	11 - 4	13 - 8	15	
Clearance Inside	29	13	23	21	39	37	9	35	17	7
	-- 32	-- 16	-- 32	-- 32	-- 64	-- 64	-- 16	-- 64	-- 32	-- 16
Clearance Outside	23	11	21	5	37	9	35	17	33	7
	-- 32	-- 16	-- 32	- 8	-- 64	-- 16	-- 64	-- 32	-- 64	-- 16
Track Centers	1	13	5	7	5	1	3	5	1	15
	1 - 2	1 -- 32	1 -- 16	1 -- 32	1 -- 32	1 - 8	1 -- 32	1 -- 64	1 -- 16	-- 16

NOTE:
Track Centers are based on the centerline radius of the inner track.