

1. This recommended practice prescribes the ideal cross section for roadbed construction (including subgrade) so that the completed model is representative of standard railroad practice for standard gauge lines.
2. This figure shows the ideal cross section of single straight track installation. In special geological conditions, e.g. rock slopes, retaining walls, etc., deviation in the cross section of the subroadbed profile is allowed.

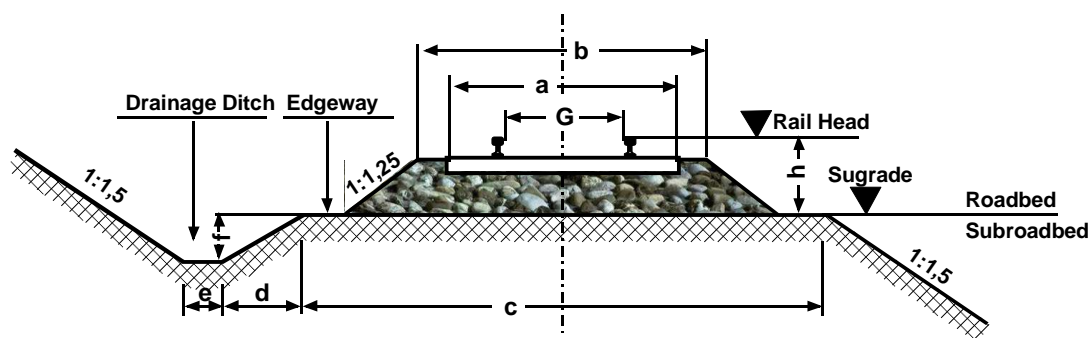


Table of Measurements

Scale	Gauge G	a ¹⁾	b	c	d	e	f	h
Z	6,5	12	16	28	3	2	2	4
N	9	16	22	38	5	3	3	6
TT	12	22	28	50	7	4	5	8
H0	16,5	30	38	70	9	5	6	10
S	22,5	40	52	94	13	7	9	12
0	32	58	76	134	18	9	12	16
I	45	82	106	188	26	12	17	22
II	64	115	147	230	36	18	22	37

Note 1): Applies only to track with wooden sleepers.

3. In multiple track situations (see NEM 112), a continuous roadbed may be installed. When adjacent tracks are within a station's boundaries pathways may be placed between tracks to provide safe footing for railroad personnel.
4. Concerning superelevation in curves, see NEM 114.
5. Signals, catenary masts, and the like may occupy the edgeway, however clearances as detailed in NEM 102 and NEM 103 must be maintained.