

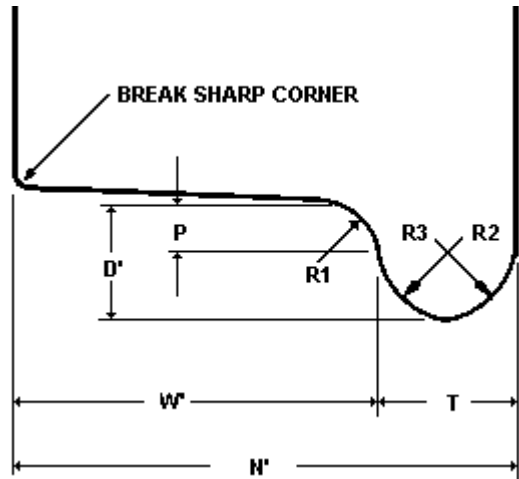
NMRA RECOMMENDED PRACTICES	
WHEEL CONTOUR	
RP-25	Approved: Mar. 1997

**NMRA RECOMMENDED PRACTICES
RP 25 Wheel Contour**

Designed by Olesen, Mortimer and Bradley

This wheel contour is specified for optimum track holding ability and most prototypical appearance within the Interchange limits of **NMRA STANDARD S-4**.

Wheels of this contour will perform at their best on track conforming to the limits of **NMRA STANDARD S-3** and consistent with **RP-10**, **RP-11** and **RP-12**.



CODE	TIRE WIDTH N'	FLANGE WIDTH T	TREAD WIDTH W	FLANGE DEPTH D'	GAGING POINT P	FILLET RADIUS R1	INNER RADIUS R2	OUTER RADIUS R3
175	.175	.048	.127	.045	.015	.025	.028	.028
126	.126	.036	.090	.028	.012	.018	.021	.021
116	.116	.031	.085	.026	.011	.014	.018	.018
110	.110	.030	.080	.025	.010	.014	.018	.018
88	.088	.025	.063	.023	.008	.012	.015	.015
79	.079	.023	.056	.020	.008	.011	.014	.014
72	.072	.020	.052	.020	.008	.010	.012	.012
54	.054	.014	.040	.016	.007	.008	.009	.009

NOTES:

1. Wheels listed above provide a selection meeting the interchange requirements of **STANDARD S-4** and **RP-4** in all scales 'O' and smaller.
2. **N'** and **D'** are Nominal 'design dimensions' providing reasonable tolerance within the limits specified by N and D of **STANDARD S-4**.
3. Dimensions **T** and **W** are measured at the Gaging Point **P** which approximates the point of tangency between **R1** and **R2**.
4. Radii at the edge of the flange should be as large as possible within prescribed limits to reduce side friction against the railhead, to protect Frog Points by decreasing effective Wheel Check Gage, and to guide the flange thru flangeways and past other obstructions.
5. Tread Taper is not required, but 1 degree to 3 degree mold release draft is allowed. Note that **NEW** prototype wheels include a taper in anticipation of wear. **WORN** wheels show a reverse taper. Model wheels are often subject to a buildup of track 'dirt' that adds an effective taper.