# Standards of European Model Railroads <br> Location of Boundary Signs <br> Calculation Examples 

## Supplement

 to NEM
## 1. Purpose

For a better understanding of NEM 119, the application with regard to the various influences from sheet extensions to be taken into account is shown in this supplement with selected typical case examples, here for the scale H 0 .

## 2. Calculation examples

### 2.1 General simple case with a $15^{\circ}$ standard turnout

Track 1 / Vehicle Group C


Traveled track 1: no extension, because no curve
Stand track 2: no extension, because no outer curve to track 1
Stand track 1: no extension because no curve
Traveled track 2: $E_{660} \mathrm{~A}=3.4=$ decisive, because $>\mathrm{E}_{866} \mathrm{~A}=2.4$
Decisive track spacing at boundary sign $\mathbf{a}=B L_{3}+\boldsymbol{z}+E=40^{1)}+0.5+3.4=43.9 \approx 44 \mathrm{~mm}$

### 2.2 Simple case with reversed turnout branch direction with a $15^{\circ}$ turnout



Traveled track 1: $E_{866} C=5.4$
Stand track 2: no extension, because no outer curve to track 1
Stand track 1: no extension because no curve
Traveled track 2: $E_{660 \mathrm{~A}}=3.4$
Decisive track spacing at boundary sign $\boldsymbol{a}=\boldsymbol{B L} \mathbf{L}_{3}+\boldsymbol{z}+\boldsymbol{E}=40^{1)}+0.5+5.4=45.9 \approx \mathbf{4 6} \mathbf{~ m m}$

### 2.3 Situation at an inside curved turnout $12^{\circ}$



Traveled track 1: E934C = 4.7 = decisive because $>\mathrm{E}_{1500 \mathrm{C}}=2$
Stand track 2: no extension because no outer curve to track 1
Stand track 1: no extension because no outer curve to track 2
Traveled track 2: $E_{500} \mathrm{~B}=\mathbf{8}=$ decisive because $>\mathrm{E}_{534 \mathrm{~B}}=7.4$

Decisive track spacing at boundary sign $\mathbf{a}=B L_{3}+\mathbf{z}+E=40^{1)}+0.5+8=\mathbf{4 8 . 5} \mathbf{m m}$

### 2.4 Situation at an outside curved turnout $15^{\circ}$



Traveled track 1: $\quad E_{1739} \mathrm{C}=1.3$ = decisive because $>\mathrm{E}_{\mathbf{2 0 0 0}} \mathrm{C}=1$
Stand track 2: $\quad E_{1800} B=1$, because outer curve to track 1
Total $\boldsymbol{E}$ for traveled track + stand track $=2.3$
Stand track 1: no extension because no outer curve to track 2
Traveled track 2: $E_{1739 B}=E_{1800} B=1$
Decisive track spacing at boundary sign $\mathbf{a}=\mathrm{BL}_{3}+\mathbf{z}+\boldsymbol{E}=40^{1)}+0.5+2.3=42.8 \approx 43 \mathrm{~mm}$

[^0]
[^0]:    ${ }^{1)} B L_{3}$ is to be used for the vehicles according to the definition in NEM 102.

