1. Scale is simply the proportion of the model to the full-size item, while gauge is no more than the distance between the rails measured from the inside edge. The terms are sometimes incorrectly used interchangeably.

2. 1 1/2” scale is commonly used for larger, ride-on trains. However, there are some modelers who are using this scale on gauge-1 track to represent 15”-gauge railways, such as those designed by Sir Arthur Heywood in Britain. We’ve not listed the larger, ride-on gauges in this scale because they fall outside the scope of Garden Railways magazine.

3. There is a slight discrepancy between the metric measurements and the imperial. Today, gauge 1 is considered to be 45mm.

4. Gauge 1 is commonly—and incorrectly—called “G gauge” by some manufacturers and dealers. This is an unfortunate misnomer that merely adds to the confusion. 6-scale trains run on gauge-1 track.

5. 1:19, or 16mm, scale evolved from gauge-0 (32mm) track. The idea was to choose an existing gauge and design models of 2’-gauge trains around it, which is why this scale works out quite well. However, modeling for other gauges in this scale is almost nonexistent, so only gauge 0 has been included here.

6. Standard gauge on full-size railroads is 4’8 1/2”. Anything less is considered narrow gauge. Anything more is considered wide or broad gauge.

7. There was a gauge 2 (2”), which was quite popular in the early part of the century, but has long since died.

8. There is a slight discrepancy between the metric measurements and the imperial.

9. The correct gauge for accurate modeling of 3’-gauge trains is ⁵⁄₈” scale. Little is commercially available in this gauge.

10. The correct scale for accurate modeling of 3’-gauge trains on gauge-1 track.

Footnotes:
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