### Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

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14th July 2022

Re: Acknowledgement of FOI request IE\_FOI\_596

Dear ,

I refer to your request dated 23<sup>rd</sup> June 2022 made under the Freedom of Information Act 2014, which was received on that date for records held by larnród Éireann your request sought:

### Request:

• A high-resolution version of the structure and loading gauge diagrams that appear in appendix 3 of larnrod Eireann's statement. The diagrams as they appear in all versions of the statement are illegible.

I, Cathal Mangan, have now made a final decision to grant your request on 14<sup>th</sup> July 2022.

You have sought access to the records as listed above and I consider this an appropriate form of access in this case. Accordingly, a copy of the records is now attached including a copy of the schedule to these records.

### Rights of appeal

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to foi@irishrail.ie. You should make your appeal within 4 weeks (20 working days) from the date of this notification, where a day is defined as a working day excluding, the weekend and public holidays, however, the making of a late appeal may be permitted in appropriate circumstances.

The appeal will involve a complete reconsideration of the matter by a more senior member of the staff of this body.

Should you have any questions or concerns regarding the above, please contact the FOI Officer on 01, 7034293.

Yours sincerely,

Coin Verney

Mr. Cathal Mangan

**Decision Maker** 

## Freedom of Information Request:

# Schedule of Records for IE\_FOI\_596: Summary for Decision Making

				Decision:		Record
			No. of	Grant/Part	Section of Act	Edited/Identify
Record No.	Date of Record	Brief Description	Pages	Grant/Refuse	if applicable	Deletions
1	14.07.2022	LINE LOADING AND CONSTRUCTION GAUGE - IE_FOI_596	1	Grant		

Signed: Eoin Kennedy

Freedom of Information / Data Protection office

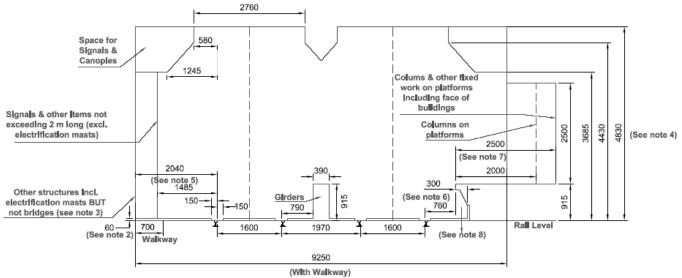
### 6 LINE LOADING AND CONSTRUCTION GAUGE

### 6.1 IRL1 – The IÉ and NIR Standard Structure Gauge

6.1.1 IRL1, the IÉ and NIR Standard Structure Gauge (see Figure 6.1), gives the minimum clearances that must be applied to all new lines and all new structures and reconstruction work on existing lines.

Figure 6.1: IRL1 - The IÉ and NIR Standard Structure Gauge

IRL1 - IE & NIR Interoperability Standard Structure Gauge



### Notes

- 1. Curves
  - a) On horizontal curves, due allowance must be made for curvature and cant effects.
  - On vertical curves, due allowance must be made for the effects of such curvature.
- The underclearances protrusion limit of 60 mm for structures is subject to all restrictions set down in this standard.
- 3. Bridge abutments must be 4500 mm from the nearest running edge, except that a minimum of 2500 mm applies when the abutments are designed for collision loading.
- 4. Bridges
  - a) The vertical height of 4830 mm is a finished height. A greater height must be provided if the track has to be lifted for relaying or if improved vertical alignment is required.
  - b) Where reduced dimensions for OHLE are agreed, it may be possible to reduce this dimension to 4690 mm.
  - If electrification is envisaged and there is a level crossing nearby, vertical clearance must be increased sufficiently to provide OHLE clearance up to 6140 mm at the crossing.
- 5. This dimension includes an allowance for a 700 mm wide walkway. If no walkway is provided, the dimension may be reduced to 1790 mm.
- 6. The absolute minimum lateral dimension is 730 mm.
- 7. Single face platforms must be a minimum 3000 mm wide if sub-surface, otherwise a minimum 2500 mm but preferably at least 3000 mm wide; these dimensions apply for speeds up to 165 km/h. The minimum distance from the platform edge to the face of any column must be 2000 mm.
- As far as is practicable, this space is to be kept clear of permanent obstructions but may be used for signalling apparatus and bridge girders.

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