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~~Gauging. RSSB has supported the GB rail industry in addressing challenges around gauging issues through research and development as well as provision of high level technical expertise about infrastructure, rolling stock and the relevant interfaces in the rail system.environmental issues and will help the industry to develop sustainably in the long term.~~

~~Gauging - Network Rail Consulting~~

~~Structure Gauge and Kinematic Envelope. To ensure that the path required for the passage of trains is kept clear along the route of a railway, a \u0000 structure gauge \u0000 is imposed. This has the effect of forming a limit of building inside which no structures may intrude. The limit includes not only things like walls, bridge sand columns but also pipes, cables, brackets and signal posts.~~

~~Structure Gauge and Kinematic Envelope~~

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~~Requirements for Driving Cabs of Railway Vehicles. This document sets out national technical rules for driving cabs of railway vehicles on visibility from within, emergency exit dimensions and \u0000 Briefing Notes: 1; Impact Assessments: 1; 2 document(s) superseded~~

~~Standards Catalogue - RSSB~~

~~Vehicle track dynamics (38) Wheel-rail interface (64) Whole system design and modelling (28) ... Railways Interoperability (23) Social dynamics of transport (19) Sustainable development (49) ... Gauging (1) Vehicle track dynamics (32) Wheel-rail interface (51) ...~~

~~Research Catalogue - RSSB~~

~~2.1.1 The gauging principles set out in GC/RT5212, GE/RT8270 and GM/RT2149, are based upon a requirement for maintaining adequate clearance between the vehicle and adjacent structures, and maintaining adequate passing clearance between the vehicle and other vehicles operating on adjacent tracks. 2.1.2 A prime requirement is that there are always to be positive clearances between train and train, or train and infrastructure (excluding items designed to be in contact).~~

~~GEGN8573 Iss 3 Programme Officers~~

RSSB has supported the GB rail industry in addressing challenges around gauging issues through research and development as well as provision of high level technical expertise about infrastructure, rolling stock and the relevant interfaces in the rail system. environmental issues and will help the industry to develop sustainably in the long term.

~~Gauging Network Rail Consulting~~

The South African national network employs 1,067 mm (3 ft 6 in) gauge, and has maximum width of 3,048 mm (10 ft 0 in) and maximum height of 3,962 mm (13 ft 0 in), which is greater than the normal British loading gauge for standard gauge vehicles. New Zealand. New Zealand Railways uses 1,067 mm (3 ft 6 in) gauge. The maximum width is 2,830 mm (9 ft 3 in) and maximum height is 3,815 mm (12 ft 6 in).

~~Loading gauge Wikipedia~~

This project will seek improvements in the accuracy and reliability of the vehicle gauging process in order to make better use of the loading gauge and thereby permit the largest possible vehicles to operate safely. Determination of the available gauge for rolling stock is vital to prevent collision with railway infrastructure or other trains.

~~Reducing uncertainty in structure gauging (T373)~~

The availability of complete network structure data provided by a "National Gauging Project" allowed a first-principles review of the limiting infrastructure. ... British Railways Board, M&EE Bogie and Suspension Section . Kinematic envelope and curve overthrow ... Requirements for defining and maintaining the size of railway vehicles, RSSB ...

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