

Civil Engineering

Railway, Airport, Dock, Harbour & Tunnelling Engineering

Comprehensive Theory

with Solved Examples and Practice Questions



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Railway, Airport, Dock, Harbour & Tunnelling Engineering

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Contents

Railway, Airport, Dock, Harbour & Tunnelling Engineering

Section-A: Railway Engineering

Chapter 1

Railway Track 1

- 1.1 Introduction 1
- 1.2 Requirements of an Ideal Permanent Way 1
- 1.3 Gauge of Railway Track..... 2
- 1.4 Load Transfer on a Railway Track..... 2
- 1.5 Railway Track Cross-section 3
- 1.6 Coning of Wheels and Canting of Rails..... 5
- Objective Brain Teasers*..... 7

Chapter 2

Rails 9

- 2.1 Introduction 9
- 2.2 Rail Sections..... 10
- 2.3 Wear in Rails..... 12
- 2.4 Hogged Rails 14
- 2.5 Buckling of Rails 14
- 2.6 Welding of Rails 14
- Objective Brain Teasers*..... 16

Chapter 3

Sleepers..... 19

- 3.1 Function of Sleepers..... 19
- 3.2 Requirements of Sleepers..... 19
- 3.3 Sleeper Density and Spacing of Sleepers 19
- 3.4 Types of Sleepers 20
- Objective Brain Teasers*..... 26

Chapter 4

Ballast and Formation 28

- 4.1 Ballast and it's Functions..... 28
- 4.2 Characteristics of Good Ballast 28
- 4.3 Specification of Ballast..... 29
- 4.4 Keywords Related to Ballast..... 31
- 4.5 Formation and its Function..... 31
- 4.6 Subgrade Improvement..... 32
- Objective Brain Teasers*..... 33

Chapter 5

Tracks Fastenings 35

- 5.1 Rail to Rail Fastening 35
- 5.2 Ways of Fastenings..... 37
- 5.3 Rail to Wooden Sleeper Fastenings..... 39
- 5.4 Rail to Steel Sleeper Fastenings..... 40
- 5.5 Rail to CI Sleeper Fastening..... 42
- 5.6 Elastic Fastenings..... 42
- Objective Brain Teasers*..... 44

Chapter 6

Points and Crossings 46

- 6.1 Turnout..... 46
- 6.2 Points (or Switch Assembly)..... 47
- 6.3 Crossings..... 49
- 6.4 Track Junctions (or Crossovers) 53
- Objective Brain Teasers*..... 60

Chapter 7

Station Yard Layout and Equipment64

7.1	Railway Station	64
7.2	Layout of Simple Wayside Station on Single Line, Double Line and Simple Junction	64
7.3	Yards	65
7.4	Equipments.....	67
	<i>Objective Brain Teasers</i>	69

Chapter 8

Train Resistance and Power of a Locomotive 70

8.1	Traction	70
8.2	Resistance to Traction	70
8.3	Hauling Capacity of a Locomotive	73
8.4	Tractive Effort	74
	<i>Objective Brain Teasers</i>	76

Chapter 9

Geometric Design77

9.1	Speed of the Train.....	77
9.2	Curves	81
9.3	Superelevation	82
9.4	Transition Curve and Widening of Track.....	85
9.5	Vertical Curves and Gradients.....	88
	<i>Objective Brain Teasers</i>	91

Chapter 10

Signals and Interlocking93

10.1	Signals	93
10.2	Engineering Principles of Signalling	93
10.3	Classification of Signals.....	94
10.4	Interlocking	99
	<i>Objective Brain Teasers</i>	101

Section-B: Airport, Dock, Harbour & Tunnelling Engineering

Chapter 1

Airport103

1.1	Airport	103
1.2	Aircraft Components	103
1.3	Aircraft-Characteristics	104
	<i>Objective Brain Teasers</i>	106

Chapter 2

Airport Planning108

2.1	Airport Site Selection	108
2.2	Surveys for Site Selection	108
2.3	Airport Obstruction and Runway Orientation	109

2.3.1	Zoning Laws	109
2.3.2	Classification of Obstruction	109
	<i>Objective Brain Teasers</i>	111

Chapter 3

Runway Design113

3.1	Runway Orientation.....	113
3.2	Cross Wind Component and Wind Coverage	113
3.2.1	Wind Coverage	113
3.3	Wind Rose.....	114
3.4	Basic Runway Length (BRL)	115
3.5	Correction for Elevation, Temperature and Gradient.....	115
	<i>Objective Brain Teasers</i>	120

Chapter 4

Runway Geometric Design..... 125

- 4.1 Airport Classification 125
- 4.2 Castor Angle 127
 - Objective Brain Teasers*..... 127

Chapter 5

Airport Capacity 128

- 5.1 Airport Capacity 128
- 5.2 Runway Configurations and the Connected Taxiways 128
- 5.3 Airport Operating Capacity Depends Upon 129
 - 5.3.1 Runway Capacity..... 129
 - 5.3.2 Saturation Capacity..... 129
 - 5.3.3 Gate Capacity (GC) 129
 - 5.3.4 Taxiway Capacity..... 130
 - Objective Brain Teasers*..... 131

Chapter 6

Taxiway Design 132

- 6.1 Factors for Taxiway Layout 132
- 6.2 Geometric Design of Taxiway..... 132
- 6.3 Exit Taxiway..... 134
- 6.4 Apron 134
 - 6.4.1 Holding Apron (Run-up and warm-up pads)... 134
 - 6.4.2 Apron Turn Table..... 135
- 6.5 Hanger..... 135
 - Objective Brain Teasers*..... 138

Chapter 7

Visual Aids 140

- 7.1 Visual Aids 140
 - 7.1.1 Airport Marking..... 140
 - 7.1.2 Airport Lighting..... 140
- 7.2 Air Traffic Control (ATC)..... 140
 - Objective Brain Teasers*..... 142

Chapter 8

Heliport 143

- 8.1 Heliport 143
 - 8.1.1 Planning of Heliports..... 143
 - 8.1.2 Visual Aids and Marking 144
 - Objective Brain Teasers*..... 144

Chapter 9

Port and Harbour 146

- 9.1 Basic Definitions..... 146
- 9.2 Port 146
- 9.3 Dredging..... 146
- 9.4 Harbour 146
 - 9.4.1 Harbour Classification..... 146
 - 9.4.2 Site Selection..... 147
 - 9.4.3 Harbour Layout Elements..... 147
- 9.5 Breakwaters 150
 - 9.5.1 Types of Breakwaters..... 150
 - 9.5.2 Forces Acting on a Breakwater..... 150
- 9.6 Soundings 150
 - 9.6.1 Sounding Instruments..... 150
 - Objective Brain Teasers*..... 151

Chapter 10

Tides 154

- 10.1 Tides 154
- 10.2 Shore Protection Work..... 155
- 10.3 Littoral Drift..... 155
 - Objective Brain Teasers*..... 156

Chapter 11

Dock 158

- 11.1 Dock 158
 - 11.1.1 Wet Docks..... 158
 - 11.1.2 Classification of Wet Docks..... 158

11.1.3 Operations of Wet-dock Using Locks and Gates ...	159
11.1.4 Shapes of Docks and Basin.....	159
11.1.5 Dry Dock (Repair Dock).....	159
<i>Objective Brain Teasers</i>	161

Chapter 12

Tunnelling 163

12.1 Introduction	163
12.1.1 Why Necessity of Tunnelling Arises?.....	163

12.2 Operations Involved in Bored Tunnelling	164
12.3 Tunnel Construction Methods.....	164
12.3.1 Shield Tunnelling Method	164
12.3.2 Cut and Cover Tunnelling Method	166
12.3.3 Drill and Blast	166
12.3.4 Immersed Tunnels	167
12.3.5 Tunnel Jacking.....	167
12.4 Tunnelling in Hard Rock.....	167
<i>Objective Brain Teasers</i>	169



Railway Track

1.1 Introduction

- Railway track is a combination of rails, fitted on sleepers and resting on ballast and subgrade.
- Essential function of railway track is to support and guide the vehicles that run over it.
- The conventional railway track consists of two rails located at fixed distance apart. The pressure exerted over by the rails is in turn transmitted to the formation with the help of sleepers and ballast.
- Railway track is also known as permanent way.
- The name permanent way is given to distinguish the final layout of the track from temporary tracks. Temporary tracks are laid for conveyance of earth and materials during construction works.
- In a permanent way, rails are joined in series by fish plates and bolts and then they are fixed to sleepers by different types of fastenings.

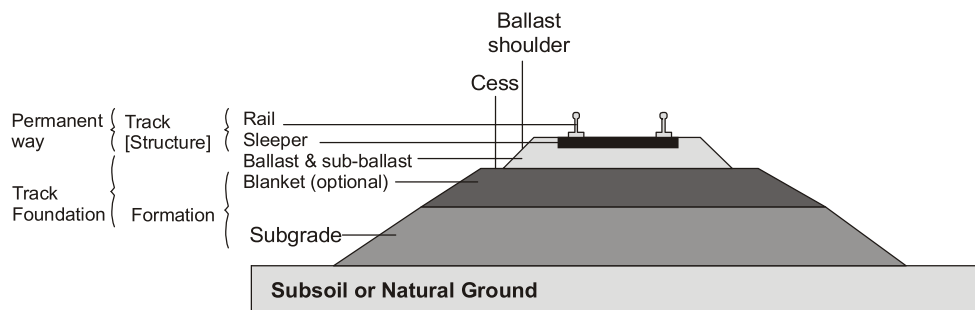


Fig. 1.1 Typical cross-section of a permanent way on embankment

- The sleepers properly spaced, resting on ballast, are suitably packed and fixed with ballast.
- This layer of ballast rests on the prepared subgrade called the formation.

1.2 Requirements of an Ideal Permanent Way

Following are the basic requirements of an ideal permanent way

- The gauge should be uniform and correct.
- Both the rails should be at the same level in a straight track.
- On curves, proper superelevation should be provided to the outer rail.
- Track should have enough lateral strength.

- (v) Track must have certain amount of elasticity.
- (vi) Radii and superelevation, provided on curves, should be properly designed.
- (vii) All joints, points and crossings should be properly designed.
- (viii) Drainage system should be perfect.
- (ix) It should have adequate provision of easy renewals and repairs.
- (x) The components of track i.e., rail, fittings, sleepers, ballast must fully satisfy requirement for which they are provided.

1.3 Gauge of Railway Track

The gauge of a railway track is the clear distance between the running or gauge faces of the two rails.

NOTE: These running faces are the inner faces of the rails in India.

We have three types of gauges:

- (i) Broad Gauge (BG) → 1676 mm (5 ft. 6 inches)
- (ii) Metre Gauge (MG) → 1000 mm (3 ft. 3.375 inches)
- (iii) Narrow Gauge (NG) → 762 mm (2 ft. 6 inch) 610 mm (2 ft.)

A larger gauge has the advantage of greater traffic capacity, speed and safety.

However, it requires flatter gradients and curves.

NOTE



- (i) 610 mm is for feeder track gauge.
- (ii) Small lengths of standard gauge (1435 mm) are used in India for individual projects and short line lengths.
For example: Delhi Metro Rail Corporation.

Factors responsible for selection of gauge:

- (i) Cost of construction
- (ii) Volume and nature of traffic
- (iii) Development of under developed area
- (iv) Physical features of the country
- (v) Speed of vehicle movement

NOTE



- (i) On important section in India, Broad Gauge is preferred.
- (ii) Gauge should be uniform throughout as far as possible in a country.
- (iii) Because transshipping passengers and goods from vehicles of one gauge to another is a cumbersome task.

1.4 Load Transfer on a Railway Track

- All the components of a P-way are required to transfer the rolling load to the subgrade while maintaining the proper position.
- Rail acts as girders to transmit wheel load to sleeper.
- Sleeper holds the rail in correct alignment and transmit the load to ballast.
- Ballast distributes load over formation known as subgrade and finally to natural soil on ground.

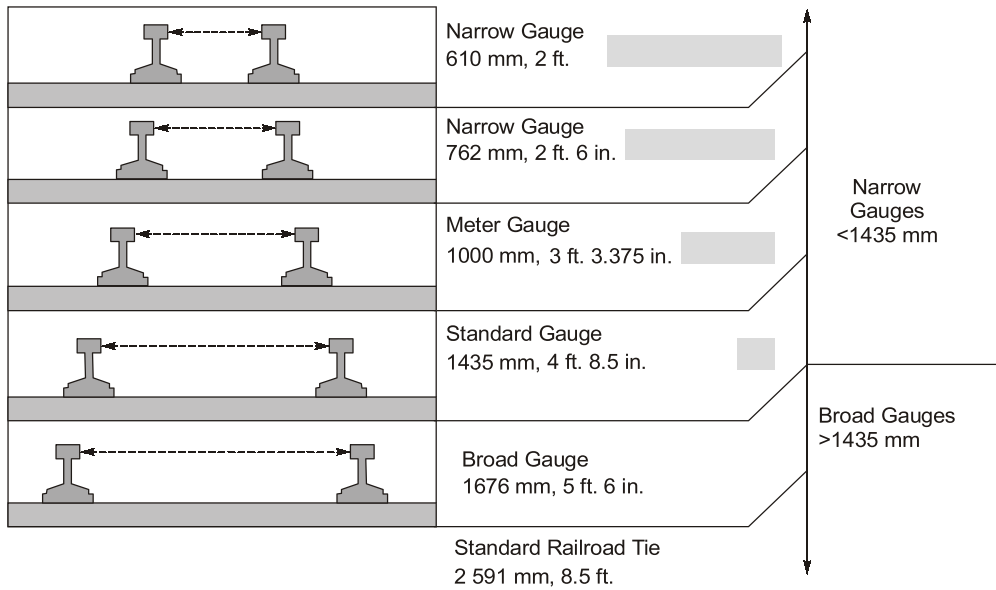
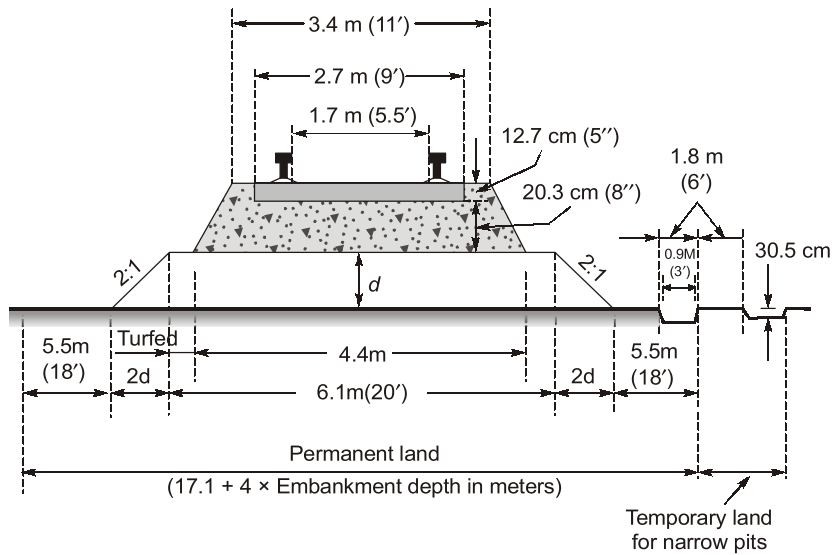


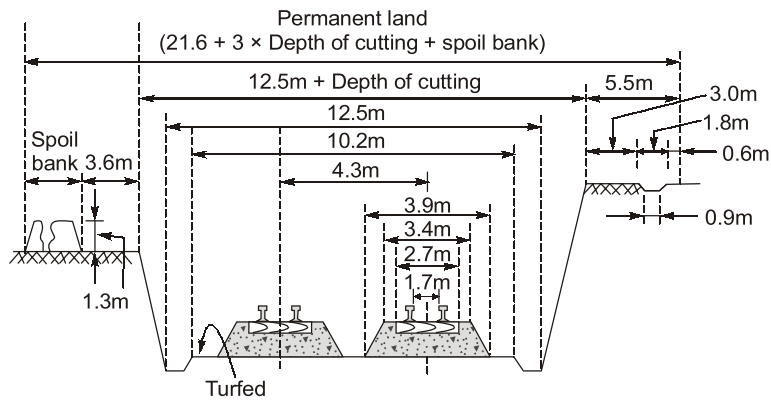
Fig. 1.2

1.5 Railway Track Cross-section

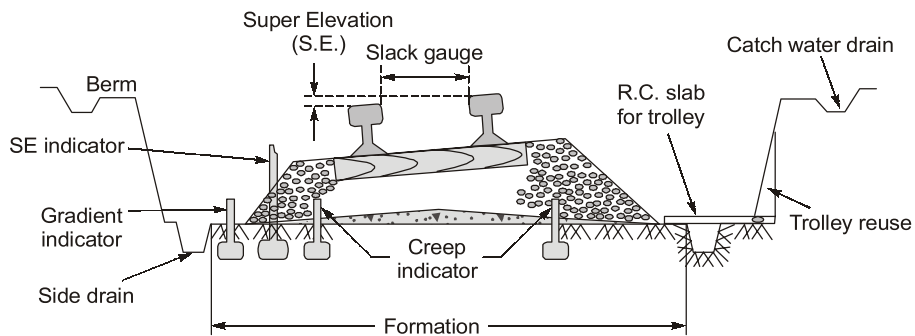
The typical cross-section of a railway track have been shown in the figure given below:



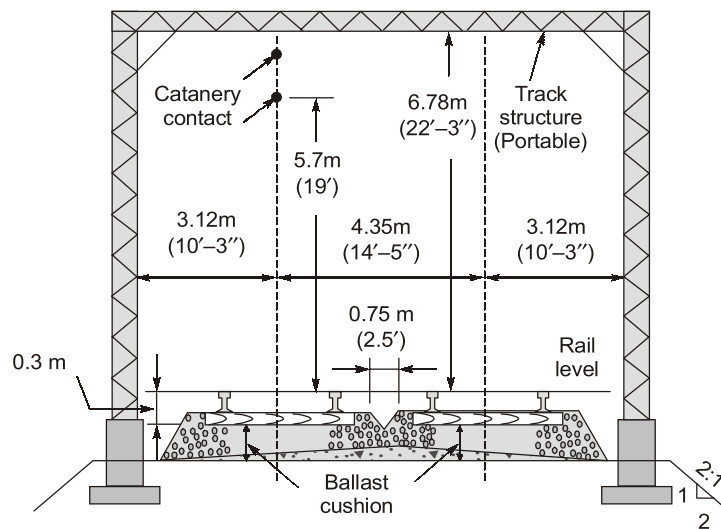
The cross-section of a B.G. Track in Embankment (On straight track)



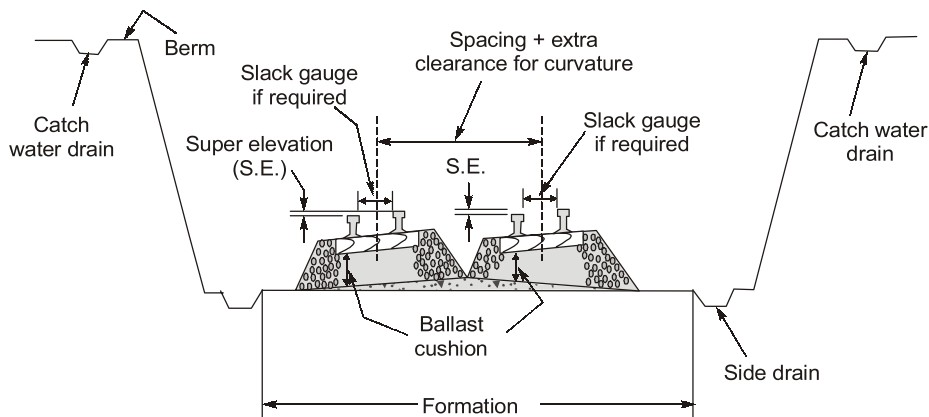
The cross-section of a B.G. Track in cutting for double line (On straight track)



The cross-section of a B.G. track for a single line (curved track)



The cross-section of a B.G. Track for double line with electric-traction



The cross-section of a B.G. Track for double line in Cutting (On Curved Track)

Fig. 1.3

1.6 Coning of Wheels and Canting of Rails

1.6.1 Coning of Wheels

- (i) The tread or rim of railway vehicles are not made flat but are sloped and this sloping surface along the circumference forms part of a cone (with a slope of about 1 in 20). This is known as coning of wheels.
- (ii) On straight and level track, the wheel remains central and circumference of treads of both wheels are equal.
- (iii) On the level track as the axle moves towards one rail, the diameter of wheel tread over the rail increase while it decreases over the other rail. This prevents the further movement of axle retreat back to original position with equal diameters and equal pressure on both rails.

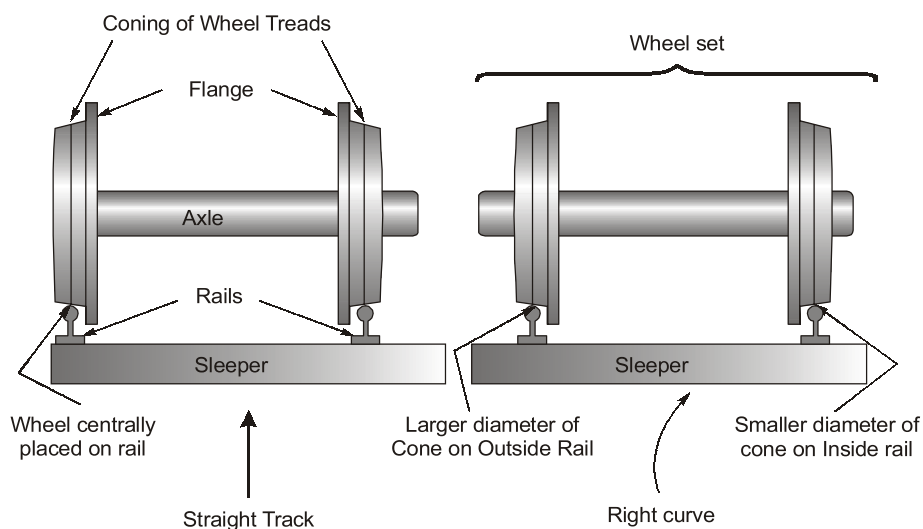


Fig. 1.4

- (iv) On curved track, outer wheel has to travel greater length than the inner wheel.
Vehicle on a curve has the tendency to move sideways towards the outer rail, so the circumference of the tread on the outer rail towards inner edge of the wheel becomes greater than that on the inner rail. This helps outer rail to cover a greater distance than the inner rail.
- (v) Conicity of wheel = angle between wheel tread and horizontal axis of axle.

1.6.2 Advantages of Coning of Wheel

- It helps vehicle to negotiate curves smoothly.
- To keep the train just in central position in a level track.
- To provide for possibility of lateral movement of axle with its wheels.
- To prevent wheels from slipping to some extent.
- It reduces wear and tear of the wheel flanges.

1.6.3 Disadvantages of Coning of Wheel

- The pressure of the horizontal component of the force near the inner edge of the rail has a tendency to wear the rail quickly.
- The horizontal component of the force tends to turn the rail outwards and hence the gauge is widened sometimes.
- If no base plates are provided, sleepers under the outer edge of the rail may get damaged.

1.6.4 Canting of Rails

- In order to minimize the disadvantages due to coning of wheels, canting of rails is done which means that rails are not laid flat but are tilted inwards.
- This reduces wear on the rail as well as on the tread of the wheel.
- The slope of the base plate is 1 in 20 which is also the slope of the wheel flange.
- Tilting of rails can be achieved by
 - (i) Adzing of sleepers
 - (ii) Use of canted base plate

1.6.5 Adzing of Sleepers

- A groove (having angle of 1 in 20) is being cut on the top of the sleepers. The rail is being seated into this groove in such a manner that it remains fixed in this location.
- This sort of angle making in sleepers so as to seat the rail is known as adzing of sleepers.

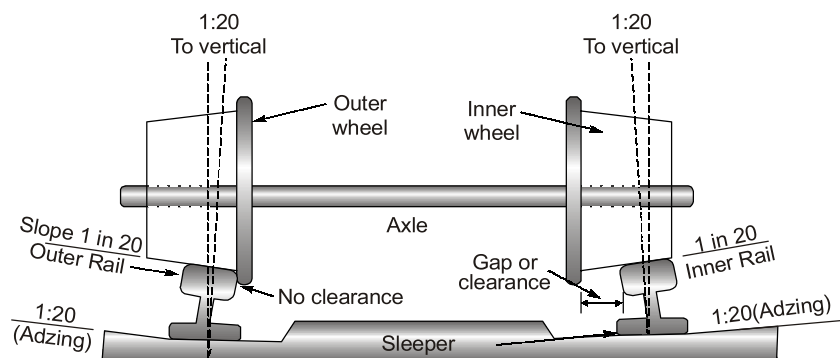


Fig. 1.5

Summary



- Railway track is a combination of rails fitted on sleepers and resting on ballast and subgrade.
- Gauge of a railway track is the distance between the inner faces of the two rails.
- Dimension of broad gauge, metre gauge and narrow gauge are 1676 mm, 1000 mm, 762 mm (also 610 mm) respectively.
- 610 mm narrow gauge is for feeder track gauge.
- Standard gauges are 1435 mm length.
- Coning of wheels is a method of levelling the wheels to avoid depreciation to the wheels and rim caused by friction between rims and inner faces of the rail top.
- Canting of rails is done in order to minimize the disadvantages due to coning of wheels.
- Tilting of rails can be achieved by either adzing of sleepers or the use of canted base plate.
- Adzing of sleepers is a sort of groove making in sleepers so as to seat the rail.



Objective Brain Teasers

- Q.1** Which of the following factors govern the choice of the gauge?
 (i) volume and nature of traffic
 (ii) speed of train
 (iii) physical features of the country
 (a) only (i) (b) both (i) and (ii)
 (c) both (ii) and (iii) (d) (i), (ii) and (iii)
- Q.2** For developing thinly populated areas, the correct choice of gauge is
 (a) Broad Gauge (b) Metre Gauge
 (c) Narrow Gauge (d) any of the above
- Q.3** The formation width for a single line metre gauge track in embankment as adopted on Indian Railways is
 (a) 4.27 m (b) 4.88 m
 (c) 5.49 m (d) 6.10 m
- Q.4** The side slope of embankments for a railway track is generally taken as
 (a) 1 : 1 (b) 1.5 : 1
 (c) 2 : 1 (d) 1 : 2
- Q.5** The formation width for a double line Broad Gauge track in cutting (excluding drains) as adopted on Indian Railways is
 (a) 6.10 m (b) 8.84 m
 (c) 10.21 m (d) 10.82 m
- Q.6** The tread of wheels is provided an outward slope of
 (a) 1 in 10 (b) 1 in 15
 (c) 1 in 20 (d) 1 in 25
- Q.7** Wheels of rolling stock are provided flanges on
 (a) outer side (b) inner side
 (c) both sides (d) neither side
- Q.8** Coning of wheels is provided
 (a) to check lateral movement of wheels
 (b) to avoid damage to inner faces of rails
 (c) to avoid discomfort to passengers
 (d) All the above
- Q.9** For providing the required tilt of rails, adzing of wooden sleepers, is done for
 (a) bull headed rails
 (b) double headed rails
 (c) flat footed rails
 (d) any type of rails
- Q.10** Check rails are provided on inner side of inner rails if sharpness of a B.G. curve, is more than
 (a) 3° (b) 5°
 (c) 6° (d) 8°
- Q.11** The rail section which is not used on Indian Broad Gauge tracks, is
 (a) 35 R (b) 40 R
 (c) 45 R (d) 55 R

Q.12 The rail section which is not used on Indian metre gauge tracks, is

- (a) 25 R (b) 30 R
(c) 35 R (d) 40 R

Q.13 In India the rails are manufactured by

- (a) open hearth process
(b) duplex process
(c) both (a) and (b)
(d) neither (a) nor (b)

Q.14 In Indian railways, the ratio of axle load and weight of rail, is

- (a) 312 (b) 412
(c) 512 (d) 600

Q.15 Match List-I (Railway zone) with List-II (Headquarters) and select the correct answer by using codes given below the lists:

List-I

- A. N.E.R.
B. E.R.
C. S.C.R.
D. N.E.F.R

List-II

1. Calcutta
2. Gorakhpur
3. Maligaon (Guwahati)
4. Secunderabad

Codes:

- | | A | B | C | D |
|-----|---|---|---|---|
| (a) | 1 | 2 | 3 | 4 |
| (b) | 2 | 1 | 4 | 3 |
| (c) | 3 | 2 | 1 | 4 |
| (d) | 4 | 3 | 2 | 1 |

Answers

- | | | | | |
|---------|---------|---------|---------|---------|
| 1. (d) | 2. (c) | 3. (b) | 4. (c) | 5. (c) |
| 6. (c) | 7. (b) | 8. (d) | 9. (c) | 10. (d) |
| 11. (b) | 12. (d) | 13. (c) | 14. (c) | 15. (b) |

