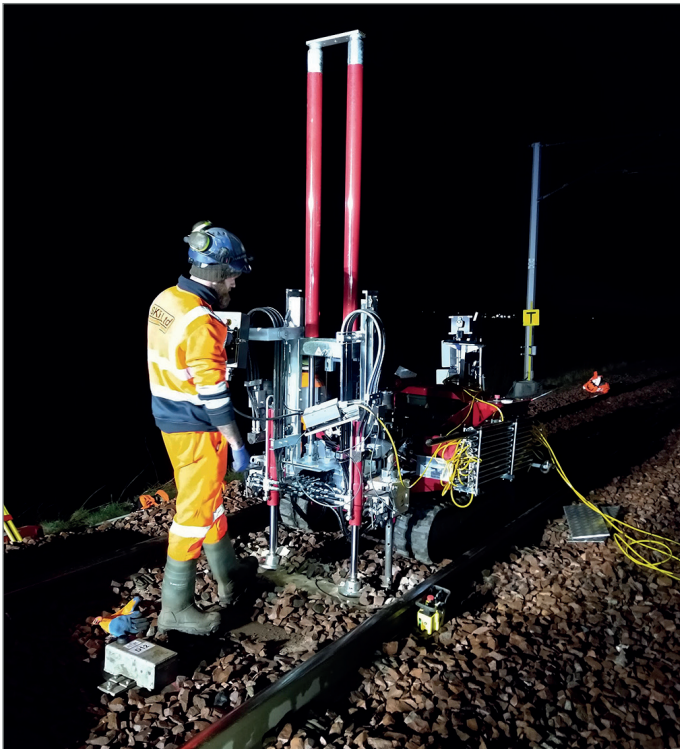


CARSTAIRS RAIL PROJECT, GLASGOW



This large-scale infrastructure SI project near Glasgow was to investigate a railway embankment up to 10m in height which had instability issues. CPTu profiles were required to 15m depth in the 4ft space between the tracks, complemented by dynamic sampling on the shoulders and side of the embankment using window sampling rigs.

Project Summary

The Pagani TG63-150 machine was used due to its compact size which meant it could move between the tracks and quickly be towed and lifted into position using a 360 road-railer. It boasts a 16 tonne pushing capacity to carry out CPTs to the full depth.

The Pagani rig was able to anchor itself down, driving through the 2m depth of ballast to get the full reaction required to use its 16 tonne pushing capacity. 15m of CPTs took around one hour including set-up time with real-time results.

The Pagani CPTu testing provided full uninterrupted data/results profiles of the embankments with end-cone and skin friction values every 1 cm depth, even for the weak material, which gave SPT values of 0 and 1 including measurements of porewater pressure.

It was one of the first projects that SKF were able to use their new acquisition with the help of technical site support provided by Chris White from MGS.

Project Overview

- NAME: Carstairs Rail Project, Glasgow
- CLIENT: AMCO
- CONTRACTOR: SKF LTD
- CONSULTANT: NETWORK RAIL

Products used

- Pagani TG63-150 Static CPTU Rig & Equipment

