

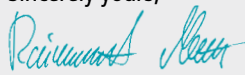


Editorial

Dear readers,

In this June 2014 issue of the Newsletter I am reporting on the installation of ductile iron pipes for a water supply pipeline in a service tunnel and the construction of a ductile cast iron water and sewage pipeline in a development area. Other contributions report on the use of ductile iron pipes in the construction of a culvert and as a dry extinguishing pipeline in a railway tunnel. Ductile iron pipes with restrained push-in joints were used for all these successful pipeline projects.

Have an enjoyable and stimulating read,
Sincerely yours,



Raimund Moisa



Ductile iron pipes in the service tunnel under the A3 motorway near Würzburg

The A3 is due to be upgraded to a six-lane motorway between Würzburg-Heidingsfeld and the bridge over the River Main at Randersacker. But first of all, uninterrupted supplies to the district of Würzburg-Heuchelhof need to be secured.

◆ Therefore, at the exposed location at Katzenberg under the A3 Federal motorway an accessible reinforced concrete service tunnel with a diameter of 2 m has been constructed. The structure, which is about 130 m long, will ensure the supply of gas, water and power to the Heuchelhof district. DN 300 ductile iron pipes with BLS® restrained push-in joints and cement mortar coating were selected for the water supply pipeline. For assembling the individual pipes a roller system was first set up with holding clamps on steel supports. The pipes were introduced into these steel clamps and fed into the service tunnel stage by stage.

Ductile iron pipes for the Baumsatz IV development area in Pliezhausen

◆ Back in the year 2008 the local council of Pliezhausen took the decision to designate the Eichwasen district as a development area, called "Baumsatz IV" and put together a building plan. In Summer 2013 the time had finally come and development measures could be commenced on site. When it came to the infrastructure, the municipality of Pliezhausen and the planning engineers

RAIDT & GEIGER from Rotenburg-am-Neckar put the emphasis on high quality materials which would promise durable and cost-effective operation. Around 900 m of ductile iron pipes were installed for the new water supply pipeline. For external protection they opted for the long-lasting and robust cement mortar coating. For the sewage system it was necessary to lay about 700 m of DN 200 pipes in diffi-

cult terrain on a steep slope. Ductile iron pipes with positive locking BLS® push-in joints were best suited for this purpose. When constructing a pipeline with iron pipes secured by restrained joints, there is no need for blocks of concrete or anchoring in the steep gradient. This meant that the construction work progressed rapidly and without problem.

New culvert across the River Murr



◆ For a crossing over the River Murr the utilities department at Backnang packaged one water supply pipeline in DN 200 ductile iron pipes, two DN 200 gas pipelines in steel, three DN 110 cable conduits and two DN 63 cable conduits together in a culvert. The culvert construction was assembled and tightness tested on the riverbank.

The entire pipe bundle was then lifted into the pre-prepared pipe trench. The engineering office of Riker + Rebmann from Murhardt was commissioned for planning this challenging work. The ductile iron pipes for the water pipeline are equipped with the proven positive locking BLS®/VRS®-T push-in joint system and cement mortar coating. After being successfully lifted into place, the culvert was connected up to the supply network as planned and will now reliably transport drinking water to the other side of the river for many decades to come.

Rescue plan to implement safety requirements in the Scheidwald Tunnel with ductile iron pipes

◆ The single-track branch line of the Mainz/Bingen – Saarbrücken mainline which runs for approximately 9 km between a point close to Heimbach and Baumholder was opened in 1912.

According to § 1 (3) of the railway construction and operation regulations (EBO), this is a single-track, non-electrified branch line. On 31 July 1981 it was closed to passenger traffic and is currently used for goods transport only. In December 2006 the municipality of Baumholder took the section of railway over from DB Netz AG. Since then it has been operated by RP Eisenbahn GmbH (RPE), Wachenheim – a railway infrastructure management company.



In order for this section of railway to be able to be used once again for daily rail passenger transport as from December 2014, an extinguishing water supply has to be installed in the Scheidwald Tunnel in the form of a dry fire extinguishing pipeline with hose connection points every 125 m in the tunnel (at every 5th recess) in accordance with DIN 14461.

The planned delivery capacity was set at 800 l/min and the static pressure in the pipeline is 8 bar. The flow pressure when taking off extinguishing water needs to be 5 bar. 624 m of DN 125, BLS®, K 10 ductile iron pipes with cement mortar coating and FCM combisleeves were installed. FM approval has been obtained.

Dates for your diary

24 June 2014

11th Sewage Construction Conference, Braunschweig

18–20 September 2014

BWK Federal Congress 2014, Freiburg

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