



A tunnel for Neuhof

Drainage and fire-extinguishing pipes of ductile cast iron

“It would be best if they were never used,” says Karl-Wilhelm Römer of BGW’s sales office in Kassel, “but if there’s an emergency they have to operate reliably.” What he’s talking about is fire extinguishing pipes in tunnels. If a fire occurs, the firefighters rely on having adequate amounts of water available to them to put it out. For some years now, those responsible for tunnel building have put their trust in ductile cast iron pipes to give them the safety capability they need, which comes from the pipes’ high resistance to internal and external stresses, from the fire resistance and robustness of the material and of course from the reliable technique used to connect them. The latter is of crucial importance in the case of pressure pipelines, which the pipes used in the field of fire safety almost



always are. The position was the same in Neuhof, the little German mining community in the state of Hesse where potash salt has been mined for more than 100 years. Since early in 2008 virtually all that can be seen in the village is a heavy construction plant. And the reason for the heavy site traffic? A new seven kilometre section of the A66 autobahn is being built to close the gap between the Neuhof South junction and the Fulda South intersection and Neuhof is where it begins. The key part of the section to close the gap is a 1.6 kilometre long twin tunnel through the area of Neuhof. The tunnel is being built by the open-cut technique in a cutting that has been made through the high ground. On completion of the work the tunnels will be completely covered with earth. This procedure has to be followed because of the need to observe the anti-noise and anti-emission regulations. As far as the supply of extinguishing water was concerned, the people at Neuhof wanted to be on the “safe and ductile side” because most important for technical perfection is the right material for the pipes. For the 3,300 metre long fire extinguishing pipes, Buderus DN 150 pipes with the tried and tested flexible BLS® joints and a blue epoxy cover coating are being used. As well as the fire-extinguishing pipes, BGW is also supplying the pipes for draining the tunnel – 3,000 metres of Buderus DN 300 and DN 400 ductile cast iron pipes with a zinc coat and a red-brown epoxy cover coating.

The complete section of autobahn is due to be opened to traffic in 2013.