

Frutiger
scrapedozers
moved a railway
embankment
200 m in just
16 hours

CONTRACTOR HENTSCHE BAU turned to Switzerland's Frutiger when the Deutsche Bahn bridge construction contract it won involved the moving of 16000 m³ of railway embankment in a 20-hour slot over Christmas.

In order to build the rail bridge over a new motorway feeder lane in Braunschweig, Germany, the ICE railway between Berlin and Frankfurt



had to be closed, and Hentschke Bau was given just 20 hours to move the existing railway embankment, mount the bridge and fix the pylons. Such were the timelines, the entire project, including the laying of rail lines, needed to be completed in less than four days.

"The earthworks for this project proved to be extraordinarily challenging," said Mr Hunger, technologist at Hentschke. "We looked at using an excavator and dumpers at first, but the necessary infrastructure at the crest of the embankment and the crowded conditions in the excavation area meant we had to eliminate this idea early on.

"The use of heavy dozers didn't make sense either as they simply didn't have the performance to strip the embankment and

move the earth in the timeframe. Ultimately, we turned to Frutiger because it calculated that with four scrapedozers, 16000 m³ of embankment could theoretically be moved in less than 14 hours."

Just shy of Mr Jahn's calculations, four scrapedozers, plus a standby machine, duly moved the 16000 m³ of embankment the required 200 m in 16 hours. "We didn't experience any mechanical issues with any of the machines and the eight drivers that worked across two shifts enabled us to carry out the project successfully," said Mr Jahn.

"The time saved through the use of Frutiger's scrapedozers allowed us more time for mounting the bridge and fixing the pylons and this, in turn, meant within four days the ICE line was back running as scheduled," said Mr Hunger. **ce**