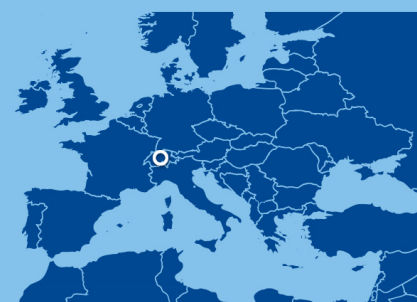


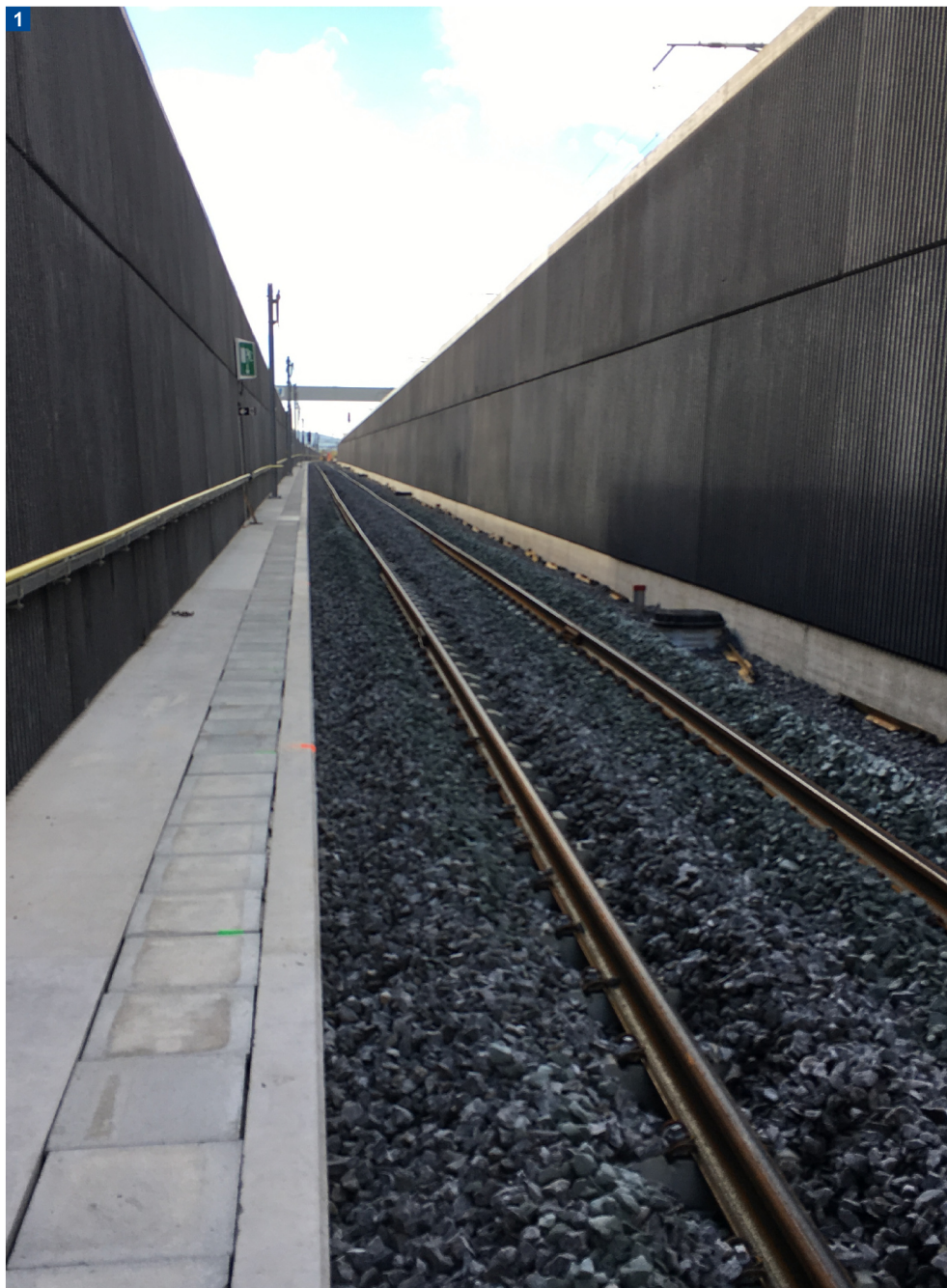
Railway equipment for the Eppenberg Tunnel / Wöschnau Single-Track Tunnel



The SBB [Swiss Federal Railways] is expecting almost two million rail passengers per day from 2040. It is therefore expanding the rail network step by step. The Bern-Zürich railway line, the entire length of which will consist of four tracks in the future, is a major step along the way. However, the tracks are not always all next to each other. In the case of the Bern-Olten trunk line and the new Mattstetten-Rothrist line, as well as the Heitersberg line and the old line via Brugg and Baden, there are two parallel double-track lines.

The Olten-Aarau four-track extension, of which the Eppenberg Tunnel project is a key part, is the last phase of the expansion. The project consists of the 3.11 km-long Eppenberg Tunnel itself, short access routes on both sides and the 490 m-long Wöschnau Single-Track Tunnel on the Aarau side. The Eppenberg Tunnel itself has equipment rooms and three emergency exits through which passengers and staff can be evacuated from a broken-down train. Two of these emergency exits consist of shafts measuring 25 m and 63 m in depth; the third leads to daylight through a tunnel.





Client
SBB [Swiss Federal Railways]

Created
2017 - 2020

Contract
Railway equipment for
- Eppenberg Tunnel
- Wösch nau Single-Track Tunnel



Our contract also includes some of the equipment for the Wösch nau Single-Track Tunnel, which serves as the intersection-free link between the trunk route and the Eppenberg Tunnel.

1. Ramp to the single-track tunnel Wösch nau
2. Track works in the Eppenberg Tunnel