

## Modernisation of railway lines

### Siorac - Sarlat (628000) – Section N°1 Bergerac - Le Buisson (629000) – Section N°2



**Client:**

RFF - Systra

**Project manager:**

Setec Ferroviaire - DIADES

**Contractors:**

GTM - BTPS - COFEX -  
ADS - LASSARAT -  
WATTEZ

**Years:**

Planning: 2009 - 2010  
Works: 2011-2012

**Principal features:**

Impermeability of viaducts: 18  
Engineering Structures (ES)  
including 4 large multi-span  
viaducts  
Drainage of tunnels: 5 structures  
Replacement: 4 ES  
Total restoration of anti-corrosion  
protection: 21 ES  
Masonry and small civil  
engineering works: approximately  
200 ES

**Contract price:**

Lot ES and Hydraulic Structures:  
€4.6 M exclusive of tax

**diadès**

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**Background**

The French rail network RFF wished to modernise 2 railway lines located in the department of the Dordogne:

- from Siorac to Sarlat: 25.23 km of track,
- from Bergerac to Le Buisson: 34.28 km of track.

These lines are non-electrified single track, within UIC group 9 AV (with passengers) and used commercially by the SNCF (TER).

The 2 lines feature many structures of the following types:

- Large, multi-span stone viaducts,
- Stone walls and riprap,
- Stone tunnels,
- Metal structures of twin-beam bridge type,
- Various single-span stone or concrete structures with modest apertures (of approximately 1 m to 20 m).

**This was the first maintenance and modernisation project of an operational railway network to be carried out by a private engineering firm.**

**DIADES' task**

DIADES managed the project studies and the specialist maintenance works to engineering structures, which included replacing and modernising the engineering structures and hydraulic structures of the 2 railway lines.

The main works were of the following types:

- Restoring the impermeability of the stone bridges and viaducts and draining the water from the tunnels having first used radar location,
- Restoring the anti-corrosion protection with presence of lead, repairing metal structures, replacing or repainting safety railings,
- Replacing 4 metal decks with 1 through-track structure (NTPJ-b) and 3 side-track structures (1 RaPUM and 2 RaDBA),
- Masonry works (ground anchors, claspings ties, and so on) and small civil engineering works.

Modernisation of a railway's engineering and hydraulic structures

Pre-project, project, assistance in awarding contracts, project conformity assessment and approval of working plans, and supervision of works carried out in respect of the replacement of structures, restoration of impermeability, anti-corrosion protection and repair to metalwork, stonework and small civil engineering works on the engineering and hydraulic structures of 2 railways lines.