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...and finally. A line to nowhere



Prior to the start of WW1 in 1914 the intention was for the RhB to be extended southwestwards from St Moritz to Chiavenna (in Italy) via Maloja. The work had commenced and the line left the station crossed the Via Serlas (then a narrow road) and continued for some meters to finish at a grass bank. The start of the war brought all the work to a halt. Had the line been built it would then have gone on to enter a 1.6km tunnel before emerging to serve a station at St Moritz Bad, then heading off to Italy. The idea of the extension scheme was finally abandoned in the 1930s and the short length of line was used as a head shunt for the station, and until recently this was still its role. Moving on to recent times the old narrow road became inadequate for the traffic that the bustling resort had generated in the interim, so a few years ago the road authority


set out to build the wide highway that is now there. At the same time a new parking garage was also built adjacent to the station and the new road. Under Swiss Law the road authority was required to maintain the railway line if it was still in operation, and as it was then an integral part of the station operation they finished up building a splendid bridge to accommodate the head shunt. Now for the sting-in-the-tail. The RhB has recently decided to totally reconstruct St Moritz station and, guess what, the new layout does not require the short length of track on the bridge, so to avoid long-term maintenance costs it is now planned to demolish the structure.

This item was prompted by a question from US Member Arthur Gaudet from Dallas, Texas, who was intrigued as to why this line on a modern bridge was just heading into the wall of the parking garage.  *Heading Photo: Authur Gaudet*



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