

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2016)
Heft: 125

Artikel: Autumn notes from the Rhätische Bahn
Autor: Donovan, Michael
DOI: <https://doi.org/10.5169/seals-854022>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 30.03.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>



Autumn notes from the Rhätische Bahn

Michael Donovan

The shuttle service to Klosters Platz awaits departure from Davos Platz, headed by DTC 1715, 30/9/2015 Photos: Michael Donovan

The Prättigau

There is now a double-track section from Klosters Platz towards, but not as far as, Klosters Dorf. Consequently, northbound trains may now leave the Klosters Platz before southbound trains have arrived (which caused me some consternation, as my connecting train was already in the southbound platform when I'd passed through the subway, which I didn't expect, as it wasn't there when my inwards train departed!). There are now also double track sections both north and south of the station at Küblis. All this has enabled all but the eastern-most track through Küblis to be closed and removed in order to facilitate the reconstruction of the station, with raised platforms and a wheelchair-accessible subway, which will enable the former cross-track movement of passengers to be eliminated. At the beginning of October, the subway was already complete, and the remaining works were well advanced.

The Engadin


On my arrival (26th September), I was surprised to note Triebwagen Be 515 and its associated push-pull set covering a Scuol-Tarasp – Pontresina shuttle in place of the usual Ge4/4ii and push-pull set. This was short lived, as it rapidly returned to its more usual working on the Davos Platz – Klosters Platz shuttle.

Scuol-Tarasp

I had the opportunity to "watch the workings" to a limited extent at this terminal station. As previously noted, following the reconstruction of the station, Platform 1 is now a dead end, and is used by the push-pull shuttle to Pontresina. Platform 2 has a run-round loop, and is used by the service to and from Disentis/Mustér. There is a significant amount of freight traffic, including Die Post and Coop containers on a variety of flat vehicles and building materials, justifying the

presence of a station pilot locomotive (at the time, Tm2/2 No. 111). Some traffic arrived in trainloads, and some as 'tail traffic' on passenger services. One regular movement appeared to work as follows: prior to the arrival of the train to form the 17.40 to Disentis/Mustér, the pilot would slip out of its siding with a four-wheeled flat wagon, loaded with a Die Post container, which it would leave at the east end of the run round. When the inwards train arrived, the locomotive would be detached, would shunt forward onto the neck, then back onto the run round, where it would attach the wagon, shunt back onto the neck, then forward onto what would become the rear of its return working. Then it completed the run round.

The shortest railway I've ever seen

I was walking just west of Tarasp Fontana, and noticed a sawmill. Being a Sunday it was closed, but I was intrigued to notice a pair of rails disappearing into the shed. Investigation revealed this to be for the purpose of moving logs into the building, with a pair of four-wheeled trolleys (and presumably, manpower!) provided for the purpose. I didn't measure the gauge, but assume about 600mm, and the full length was probably about twenty-five metres! 

At Scuol Tarasp station pilot Tmf 2/2 No. 111 with a Die Post container on flat wagon. 29/9/2015

