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Cement silos at Tiefencastel in September 1978

and spot some lorries in strategic places alongside the sidings on one of our stations.

I would recommend the inclusion of a warehouse served by a siding on one of your stations. It is common practice of the RhB management to lease store room to retailers or firms working temporarily nearby. The warehouse is then used as a decentralised stock-room which can be readily replenished by rail from the user's base.

To be concluded

Rhätian Station Plans

See facing page

On the facing page you will find some station layout diagrams which I believe are specially suitable for freight traffic modelling. These stations all have one serious drawback; it is almost impossible for the average modeller to reproduce them to exact scale due to the length of the main sidings and loops (220 - 320

metres). One possible solution is to set the season of the model in spring or late autumn when the passenger trains are very short, or even suspended, but the freight traffic remains lively.

Of course you should remember to reduce the number of overhead masts and to do everything you can to maintain the illusion of a long station. You may be able to do something with mirrors. I would also recommend you purchase a copy of *Gleispläne der Rhäsischen Bahn*, published by Bemo, though several of the stations have been modified since it first appeared.

Let me comment briefly on the plans:

A: Rabius-Surrhein

This station ships considerable quantities of timber, gravel and ballast and is a receiver of many multilift-container shipments for the surrounding mountain villages. As a model, the layout would have to be compressed in length by about a quarter to a third.

B: Zerne

Zerne is a typical middle sized regional centre with some industry and a warehouse of a construction materials provider. It serves the Münster valley beyond the Ofenpas, with mixed freight, multilift and container shipments, and ships timber and chipwood, ballast and products of the local industries: larchwood furniture and agricultural products.

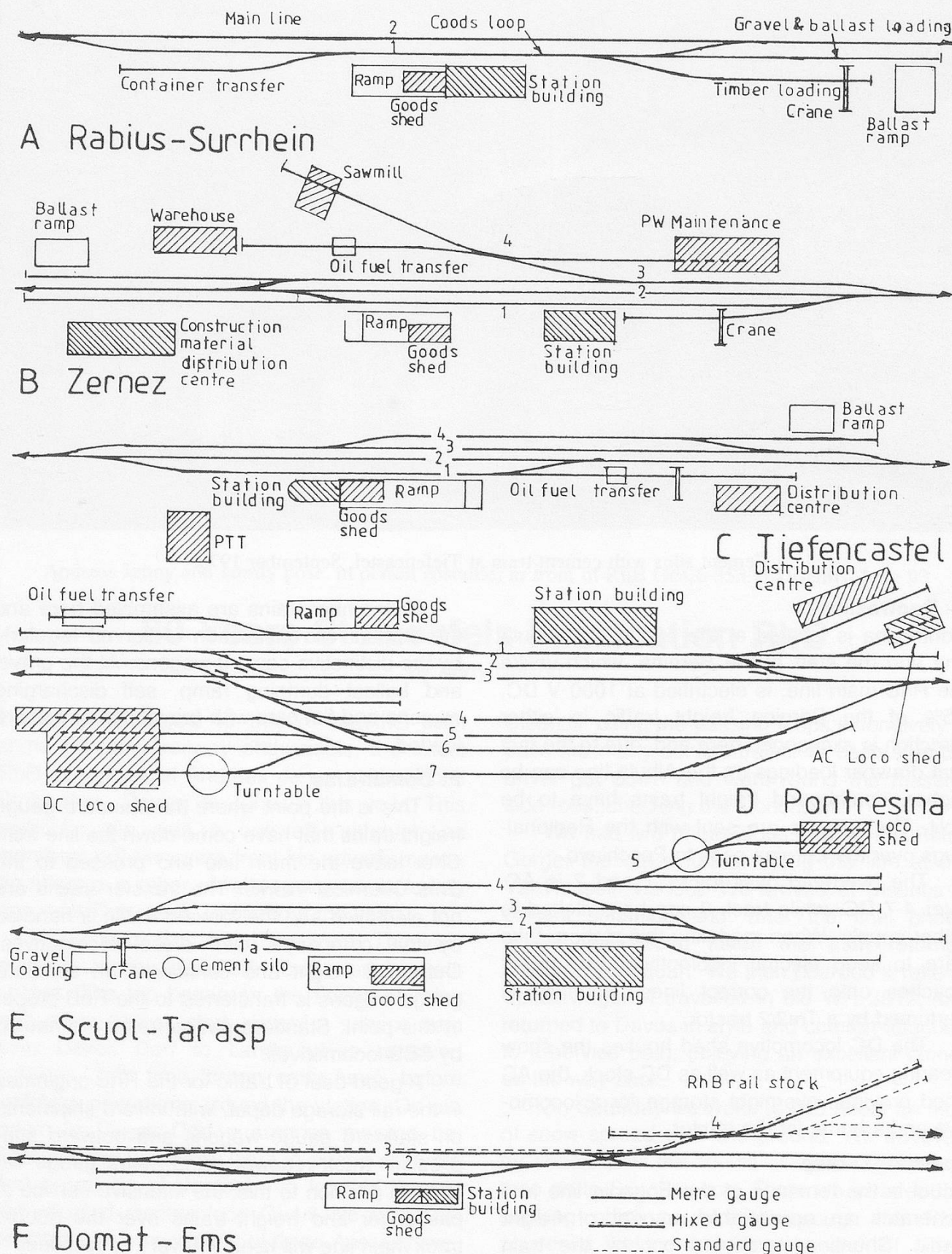
C: Tiefencastel

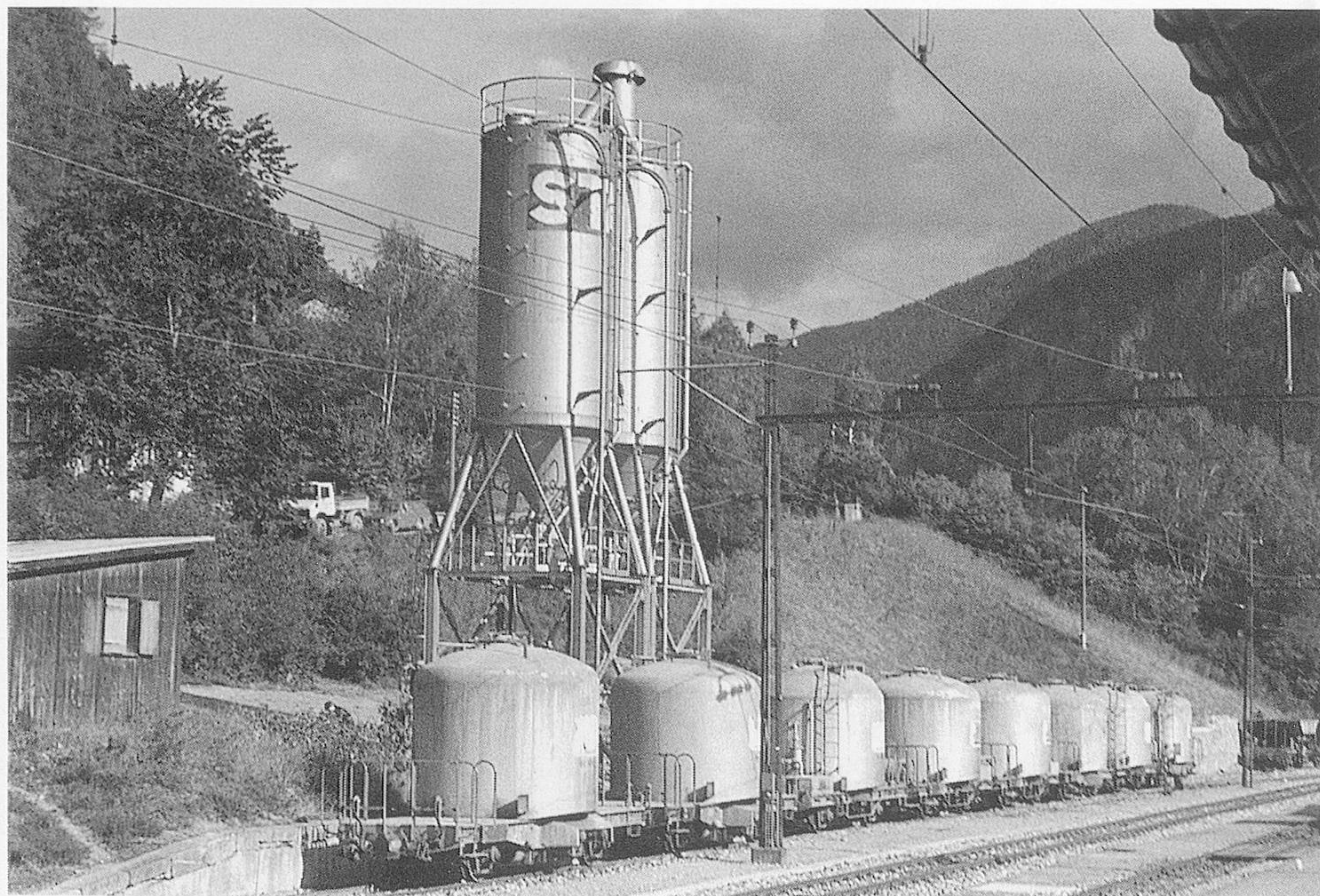
Tiefencastel is another regional centre serving the Oberhalbstein and its mountain villages with mixed freight on contract lorries. During the building of a nearby hydro-electric power station, it was provided with a cement silo installation which has since been demolished. There is also an appreciable amount of fuel oil transfer from tank wagons to the road tankers of a local fuel oil concern. The wagons are delivered from the Bernina or Landquart according to the ruling fob prices.

Note: The station layout has undergone change, the main loop having been lengthened and realigned to provide a wide central platform. Track 3 now occupies the former site of track 4, the site has been widened to provide a new ballast loading ramp on a revamped track 4.

Rhätian Station Plans

Not to scale





Cement silos with cement train at Tiefencastel, September 1978.

D: Pontresina

Pontresina is located at the end of the Albula line and the start of the Bernina, which unlike the RhB main line, is electrified at 1000 V DC. 95% of the Bernina freight traffic in either direction is exchanged here and, due to the fact that drawbar loadings on the Albula line can be higher, southbound freight trains have to be split. The wagons are sent with the Regionalzugs over the Bernina pass to Poschiavo.

The overhead over tracks 1 and 2 is AC, over 4-7 DC, while track 3 can be switched to either supply. When modeling this station, take care to keep electric locomotives and motor coaches onto the correct lines. Shunting is performed by a Tm2/2 tractor.

The DC locomotive shed houses the snow clearing equipment as well as DC stock, the AC shed provides overnight storage for a locomotive and a home for the tractor.

E: Scuol-Tarasp

Scuol is the terminus of the Engadin line and generates an appreciable amount of freight traffic. Shunting is carried out by the train locomotive.

Bulk timber trains are assembled here and the cement silo installation is served regularly by the distinctive cement wagons. At the gravel and ballast dumping ramp, self discharging wagons and flat cars with gravel containers are loaded.

F: Domat-Ems

This is the point where the standard gauge freight trains that have come down the line from Chur leave the main line and proceed to the Ems Chemical Works. The transfer tracks are not electrified and the forward traffic is handled by the company's own diesel locomotives. Outbound freight and containers on standard gauge wagons is transferred to the RhB proper at this point. Standard gauge trains are hauled by SBB locomotives.

A good deal of traffic for the RhB originates in the rail storage depot, with inward shipments on standard gauge wagons and outward supplies for track renewal using metre gauge flat cars. In addition to this, the intensive service of passenger and freight trains over the double track main line will keep you very busy indeed.