

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 11

Artikel: RhB developments
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-855256>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 15.01.2026

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



The new postbus station at Chur, taken from the RhB platform (Gleis 7, 8 & 9), 16 May 1993.

Photo G.J.S.Carr.

RhB developments

The new postbus station above the tracks at Chur is in service, the former postal buildings are now a very large hole and access from Gleis 1 at present involves leaving the station, walking along in front of the station buildings and climbing a temporary wooden staircase. There is escalator access from Gleis 3 & 4 and Gleis 5 & 6, but only a plain staircase exists from Gleis 7, 8 & 9.

Far from ruining the high level view of the station, the new structure has improved it, as the front edge of the bus station is set out as an observation gallery, with glass screens; this may make for difficulties when photographing the trains. With a quick access from most platforms, this gallery is quite an asset. Views towards Domat-Ems from the road bridge are unchanged, the bridge can be easily reached from the bus station.

The lighting is unusual, low level floodlights impinge on clusters of parabolic mirrors high under the arched roof, which illuminate the key

by reflection. Dot matrix indicators are placed over the bus bays and a large departure board is provided for general information, together with waiting rooms and the inevitable kiosk.

There is ample capacity for the current bus service, even in winter, when there is pressure on the routes to Lenzerheide, Laax and Flims there should be no problems coping with the winter sports enthusiasts.

Whilst this will be a great improvement over the old chaos in front of the station, the design of the structure makes it an excellent wind tunnel and the waiting rooms will doubtless be very popular in winter. Even in mid June on a blustery day it can be quite fresh.

A large hole exists where the PTT offices once stood, this is to be the site of the new station buildings. When complete there will be improved access to the bus station from Gleis 1, doubtless with a lift for luggage and an additional subway linking all platforms at this

end of the station. In June the excavation appeared to be virtually complete. The size and depth of the hole suggests that there may be a shopping arcade at the lower level.

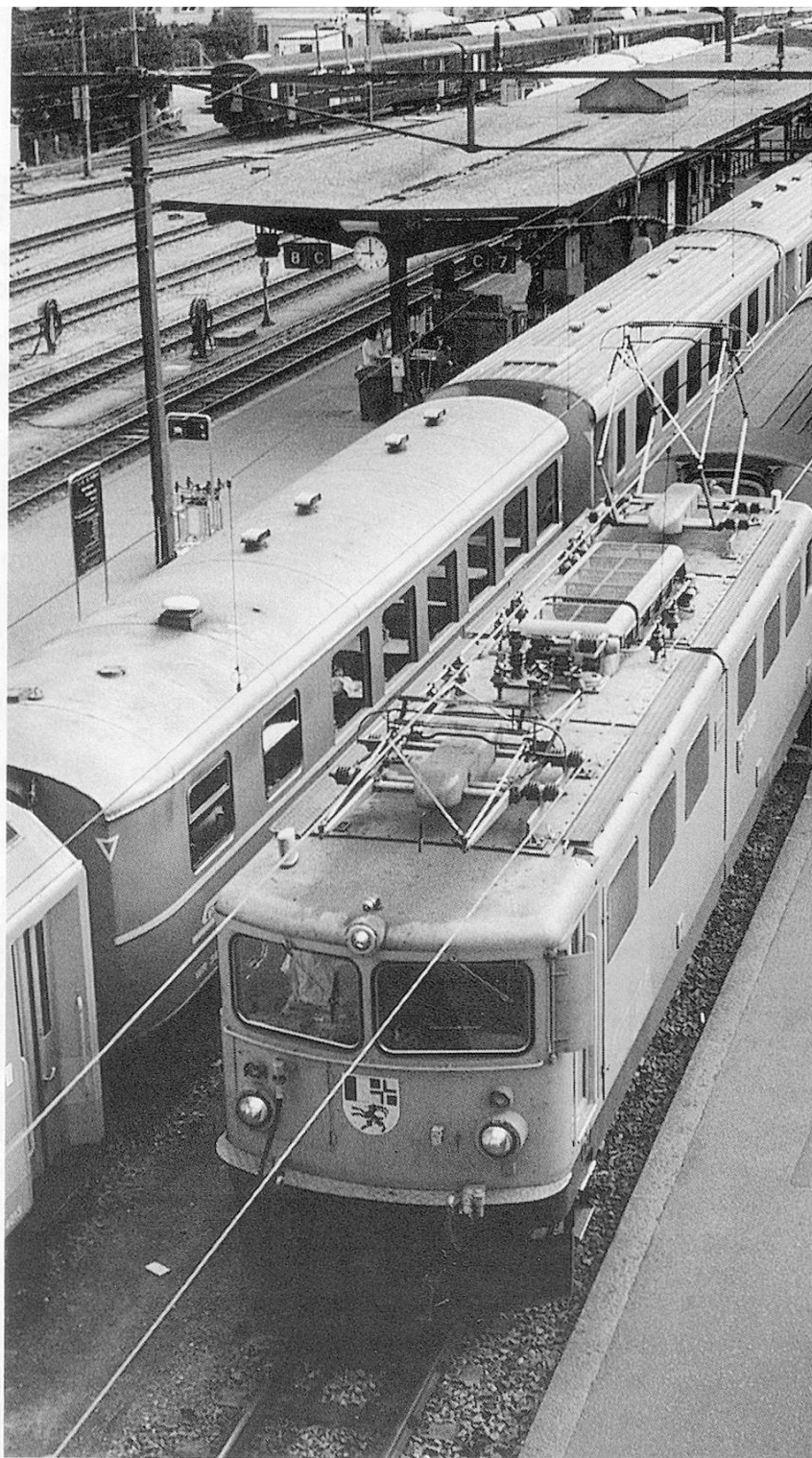
The new station at Thusis is now operational. A modern building including all facilities has replaced the old structure. Main line services use Gleis 2 and 3, served by an island platform which is accessed by a subway. The Chur Regionalzug normally reverses in Gleis 1, adjacent to the main buildings. The subway includes an ornamental pond with fountains underneath the stairs leading up to the station.

A covered way now links the railway station to the covered post-bus station. Locals have been provided with a lift that takes passengers up 6 levels through a car park to street level. The RhB station is a *long* way below the main street of Thusis!

The Thusis track layout has not yet been finalised, this awaits completion of the new double track Hinterrhein bridge, which has been aligned to miss the new exit of the San Bernardino road from the Via Mala. As a result, the new entry signal from the Sils direction has been located some 10 metres to the left of the present running track!

The reconstruction at Tiefencastel is now complete, the loop has been lengthened and the tracks rearranged to allow a wider island platform to be located between the running roads. No subway has been provided, it is still necessary to cross the goods loop and the northbound running road on the level. The far goods loop and siding has been relocated to allow for the wider spacing of the running roads, with the hillside being cut back.

The lengthening of the loop at



Ge6/6II No.703 *St.Moritz* on the 09:00 Chur - *St.Moritz* Schnellzug on Gleis 6 at Chur, 20 June 1993. The *Glacier Express* is waiting in Gleis 7. The photograph was taken by Nick Freezer from the down escalator.

Bernina Suot is well under way, realignment to ease the curvature is taking place and the road has already been diverted. A new station building is under construction. Contrary to a report in the last *Swiss Express*, no changes are in hand at Bernina Diavolezza. A photograph of this appears on page 35.

The recently installed mixed gauge sidings near Felsberg serve a large Calanda Beer depot.