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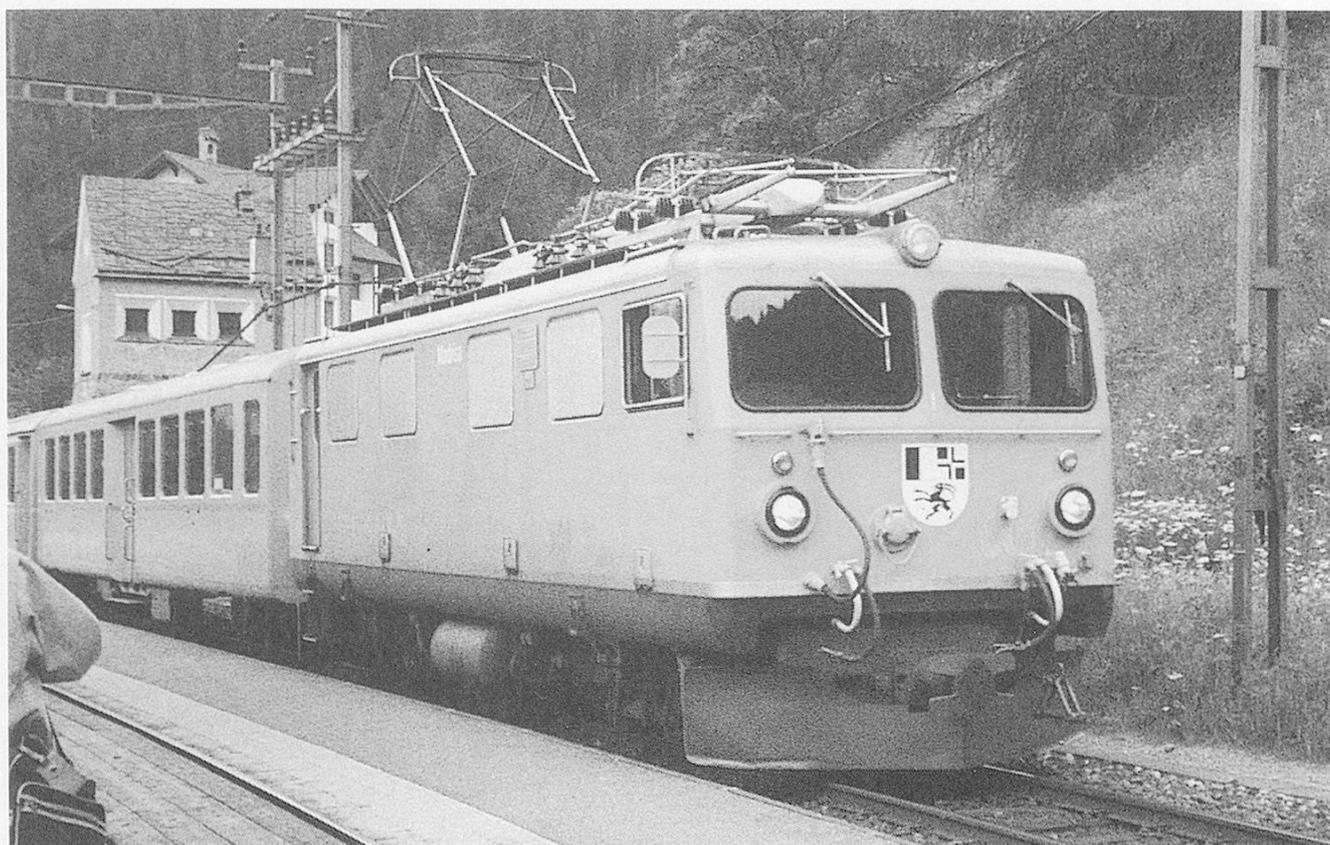
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Stations surveyed

Ge4/4^I 608 *Madrisa* arriving at Susch on its way to Scuol. The trafa tower is visible in the background.

Susch RnB

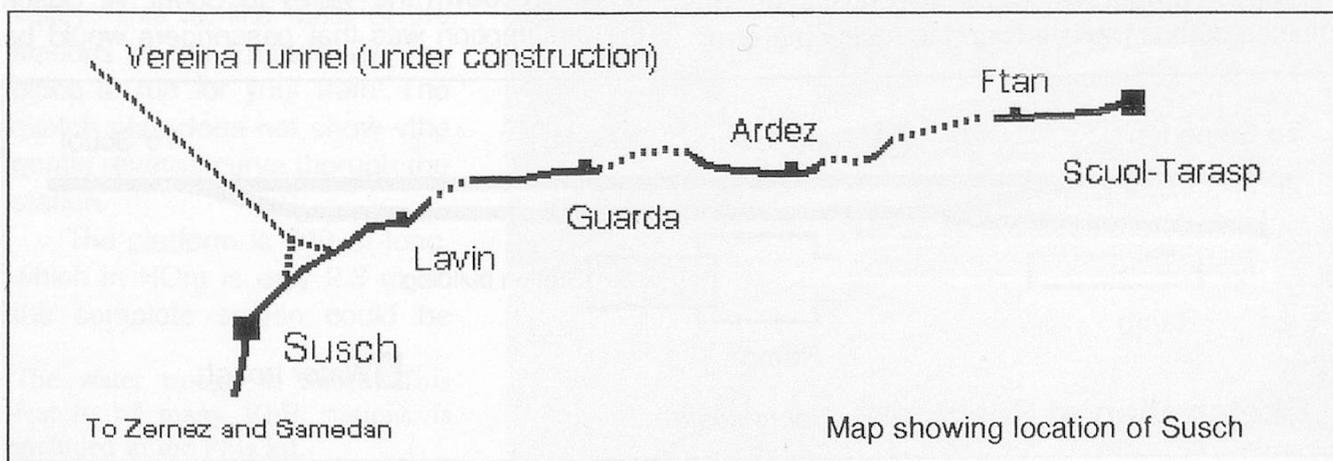
by C.J.Freezer

When I assembled the Pola kit for Susch station building I thought it highly unlikely I would do more than look at the prototype from a carriage window. After all, it was just a straightforward passing place on the Engadin line no more and no less attractive than any other settlement along the valley. Agreed, the works for the new Verena tunnel are located roughly halfway between Susch and Lavin, but as casual visitors are discouraged from getting near major engineering works - with good reason - it has never seemed worth the effort of

walking to the site. When you've seen one chain link fence, you've seen the lot.

That was before I took a good look last year at the postbus routes in the Engadin and realised that there was a service over the Flüela Pass between Davos and Susch. Like most of these routes, seating is limited and one has, in theory to book. It was early June, there seemed a reasonable chance that there would be at least four seats available. If not, there were other things one can do at Davos.

In the event, there were only about a dozen of us who were paying their SFr5 on the spot and more than enough seats left over for





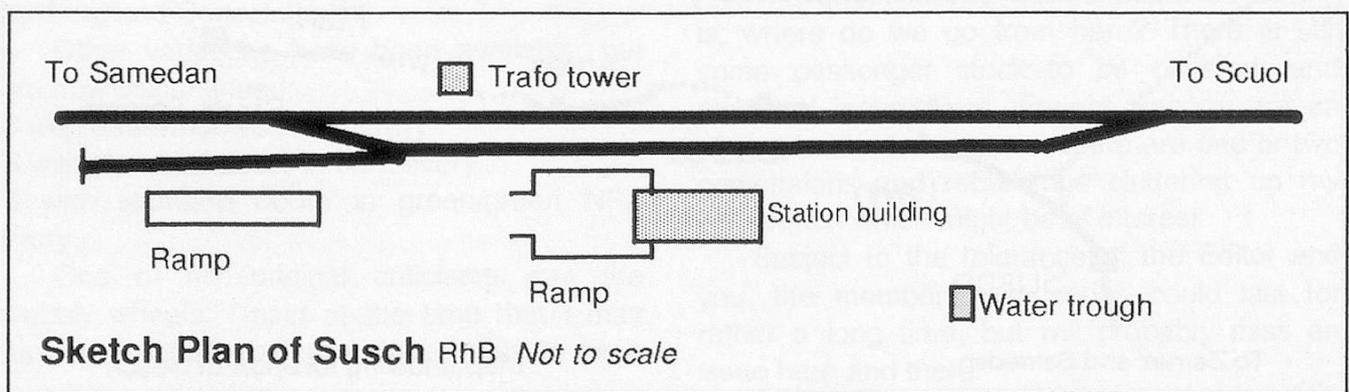
The "postbus" end of Susch station building. Nick Freezer is partially obscuring the doorway.

anyone else who might turn up at the last moment. Surprisingly, there were two drivers, but as we progressed it was clear that the younger of the pair was under instruction. He drove up to the summit, where we had the usual pause for stretching legs, wandering about, photography and the like. The experienced driver took the downhill stretch, leaving his colleague to go through the bus distributing leaflets and pins.

Any member who has not yet taken an Alpine postbus trip is advised to rectify the error

forthwith. The scenery alone makes the journey worthwhile, but for car drivers there are two additional pleasures, first, that you aren't anxiously gripping the steering wheel hoping that you've not misjudged the speed round the next hairpin, second, that you can watch an expert swing a long postbus round the said hairpins with consummate skill.

While the majority of postbus journeys start some five minutes after the arrival of the connecting train, they tend to arrive at the station with ample time in hand to make the connection. After calling at Susch, the bus continued down the valley to Scuol. At Susch the assumption was that passengers would be





The other end of Susch station building, showing the woodpile which is included in the Pola kit.

heading down the Inn valley towards Scuol rather than, as we were, making a circular journey via Samedan and back to base in Chur. So we had ample time to study station and surroundings.

The track layout is basic, a passing loop plus a siding which, on the day of our visit, was unoccupied. Apart from the main station building there is a trafo tower and a store shed. The bulk of the village lies to the south of the line, down in the valley. This is, like most of the stations on the Engadin line, no place to run for your train! The sketch plan does not show the gentle reverse curve through the station.

The platform is 200 m long, which in HOm is only 2.3 m so the complete station could be

The water trough at Susch. This feature of many RhB stations is included in the Pola kit.

modelled closely to scale along a normal garage wall. With only three turnouts and a kit for the main structure it would seem an ideal prototype for modelling. Indeed, as a short term project, either to test the suitability of HOm modelling or as an exhibition oriented display, Susch has much to recommend it. The lack of operational interest is a serious handicap for a longer term project.

