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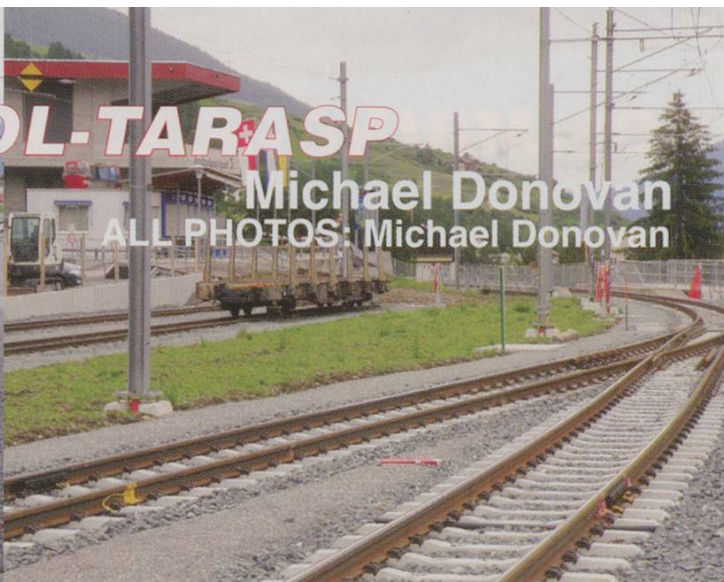
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UPDATE ON SCUOL-TARASP

Michael Donovan
ALL PHOTOS: Michael Donovan



The re-configured yard and turntable at Scuol-Tarasp.



The dead end at Scuol-Tarasp station.

In my “Engadin Engineering” article last year (*SE 100*), I reported on the work being undertaken to remodel Scuol-Tarasp station, under cover of the blockade to rebuild a tunnel between Scuol and Ardez. I returned this summer to view the completed work, although the final resurfacing of the new platform and its approach was being undertaken at the time.

As predicted the track next to the station building has been turned into a bay used by the push-pull service to and from Pontresina. The platform is on the side away from the station building, and its opposite face is used by the Regional Express from and to Disentis/Mustér. The track that serves this is double-ended, with two roads available adjacent to it for the locomotive to run round – utilising the reinstated head shunt onto the bridge that points towards Landeck. Access to the platform is behind the bay platform’s buffers, and new canopies have been provided, although only onto the pavement adjacent to the bus station. The lavatories are to be found in this area, too – I mention this because the signing isn’t very clear! A new shop has been provided at the town end of the station building.

There are several tracks in the yard, and the turntable has been retained. Most freight is apparently unloaded on the opposite side of the station, however, on the right hand side of a train

approaching from Ardez. A run-round facility is available there, and there is a forty-tonne container gantry, which was being used to transfer SwissPost containers between road and rail.

The turntable in the reconfigured yard at Scuol-Tarasp



The reconfigured yard at Scuol-Tarasp



Ge4/4 1601 waits at Scuol-Tarasp to propel the train.

