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Rhätische Bahn Ramblings

Glyn Jones

Photos: Glyn Jones except where detailed

The first section of what was to become the RhB, opened in 1889. This was the Lanquart-Davos Railway, although it only reached as far as Klosters in that year. It was another year before it reached Davos. This year has therefore the RhB's 125th anniversary, and they have been celebrating all year. Ge 4/4^{II} No.623, Bonaduz is the loco painted in 125-year livery.



Ge 4/4^{II} No. 623 in 125 years RhB livery parked at Disentis 3rd September 2014.

There are three major construction projects taking place on the network, the replacement Albula Tunnel and the complete rebuilding of both Arosa and St. Moritz stations. Tunnelling is scheduled to start early next year but there was plenty of preliminary work taking place at both Preda and Spinis in early September. The walking path between Spinis and Bever was closed and being upgraded to a road, walkers having to use the forest path on the left hand side of the railway, accessed via a new tunnel under the track. The rebuilt Arosa station is scheduled to re-open on the weekend of December 13th/14th when the RhB will be celebrating another anniversary – the centenary of the Chur-Arosa line. St. Moritz station is very much a building site with track 1 lifted, its platform

Rebuilding work at St. Moritz station. Platform 1 and track 1 have been completely removed at this stage and the underpass to the lake has been closed. 2nd September 2014.

completely demolished and the access to the lakeside from the station underpass closed. This work is not scheduled for completion until 2016.

The RhB has made much use of their two remaining historic Ge 6/6 'Kroks' this year. In fact No.414 was out of action for most of August with what was described as a "motor defect". Its duties were covered by Ge 4/6 No.353. It was back in service by the beginning of September and was used on the 'Anniversary Nostalgic Round Trip' which ran on Thursdays, double-headed, with the Alpine Classic Pullman (ACPE) coaches.

On both days these specials started and finished at Lanquart travelling the Albula, Engadine and Davos lines. On Fridays they ran with the RhB vintage stock. On both days these trips were available for the cost of a standard ticket plus a CHF12.50 supplement.

On summer Sundays the "Albula Experience" train ran between Lanquart and Samedan in the morning and returned in the afternoon. It is advertised as a way of travelling to the Albula Railway

Museum at Bergün. There is a CHF12.50 supplement for the journey, which was valid all day and gave a discount on the entrance fee to the museum. This again was pulled by a historic 'Krok' with both vintage coaches and open air "ausitwagens". Although not shown in the timetable this





train made long stops at several locations for photo opportunities, and to await passing trains. It rested in Bergün for an hour in the afternoon as well as its lunch stop in Samedan.

There is talk that the Ge 6/6¹ loco's will have to return to regular goods duties next year with the increase in goods traffic over the Albula due to the new tunnel construction work.

There were several other special services during the summer, two return trips on Saturdays between Davos and Filisur, again 'Krokodile' hauled and the "125-hours of the RhB" in June which took 5-days to travel over the entire network. The RhB has certainly given the enthusiasts plenty to see and travel on during this important anniversary year. 

TOP: 125 years Anniversary Nostalgic Round Trip double headed by Kroc Ge 6/6¹ 414 and 415 with ACPE coaches heading towards Landwasser Viaduct. 4th September 2014. *Photo: Pam Jones*

MIDDLE: 125 years Anniversary Nostalgic Round Trip. Ge 6/6¹ No. 414 with preserved coaches near Bever. 5th September 2014.

BOTTOM: Ge 6/6¹ No. 414 "Albula Experience" with a train parked for lunch at Samedan Station. 31st August 2014.

