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Splügen Pass

– a journey made by Peter Keating in September 2015



Staying in Filisur and looking for a slightly different day using your Swiss Pass? Leave Filisur on the 09.02 service to St Moritz arriving at 09.55. At St Moritz transfer to the 10.21 PostAuto for Chiavenna and travel over the Maloja Pass alighting at Promontogno Posta at 11.20. Here transfer to the 11.22 local PostAuto to travel up through the sweet chestnut forests to Soglio (1,090m) a very old, small, but interesting mountainside village arriving at 11.34. The village sits on a sunny south facing mountain terrace overlooking the Val Bregaglia. After a look around return down to Promontogno on the 12.22 service arriving at 12.34, before continuing on the 13.22 PostAuto to Chiavenna which is just over the Italian Border, arriving here at 13.51. Chiavenna would make a suitable lunch stop, but you will need some Euros to eat or drink here. It would also

MAIN PHOTO: The PostAuto at Soglio.

INSET PHOTOS: The bus to the pass and an Italian train at Chiavenna.

All photos: Peter Keating

be wise to carry your passport as you are passing through Italy, although it probably will not be required. From here take the Italian SPTS operated 14.40 PostAuto over the 2115m high Splügen Pass back into Switzerland and Splügen village where you arrive at 16.30. A Swiss PostAuto at 16.51 takes you on to Thusis arriving at 17.25 in time to connect with the 17.30 train back to Filisur, where you arrive at 18.00. A long, but potentially very enjoyable, day. A word of warning though, these schedules only work between mid-June and mid-October. The service over the Splügen Pass only operates three times daily in the summer and the pass is normally shut to all traffic during the winter. 🇨🇭

MODELLING NEWS

Sta. Maria – Part 2

Martin Fisher continues his article on the construction of his RhB layout.

Track

I put track on trimmed cork sheet underlay to raise it slightly from the surrounding 'land'. I use Peco track and have never found any difficulty in doing so other than one point (pun intended), which I will describe in a moment. Obviously, one needs to ensure rails abut nicely at joints and that there are no nasty kinks, but that is no big deal

especially if you are working to a sensible design that does not seek to 'bend the geometry'. All but the simplest Swiss stations seem to use double-slips and although I try to design-out complicated point-work I found I had to use a double-slip at Sta. Maria. Wiring it in proved difficult; by trial-and-error I achieved a workable solution but I'm not sure how I got there.