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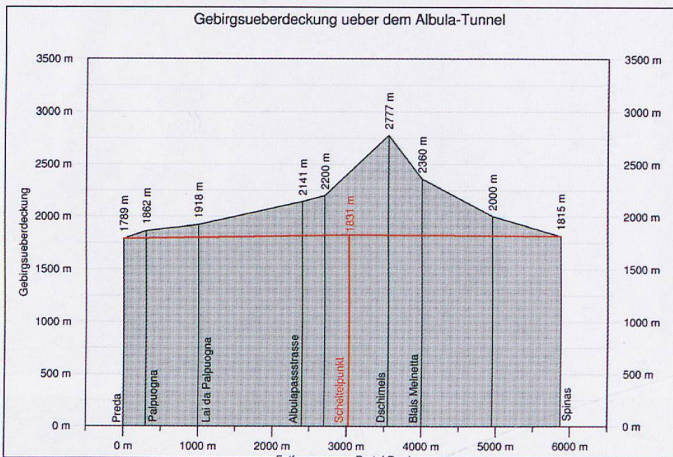
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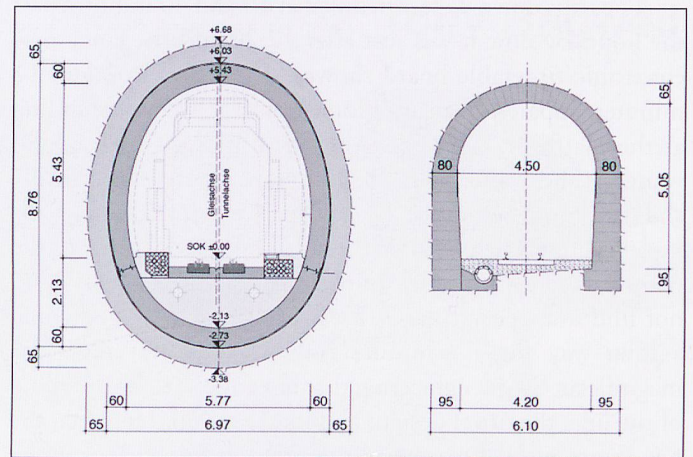
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# Progress at Preda

# The Minuteman



Albula tunnel mountains cross section – Wikimedia.



Albula tunnel cross sections. New, left. Old, right. – Wikimedia.  
All photos Boyd Misstear except where stated

This is a brief illustrated look at the changes seen in the summer of 2018 during a visit to the construction site of the RhB's second Albula Tunnel between Preda and Spinas. The new tunnel is being built parallel to the original one but the routes of the tunnels go through different geological strata. A documented inrush of mud when building the original tunnel bore some 117+ years ago caused work to come to a standstill for around 15 months. In order to avoid a similar situation this time, a freezing mass was created in excavating the "Raibler-Rauwacke" sector. There is a more detailed report to be found in 'Tunnel-Online' - Edition 4/2017 ([www.tunnel-online.info](http://www.tunnel-online.info)). The cross section is credited to Rothpletz, Lienhard + Cie AG and referenced in 'Tunnel-Online'.



The "Construction Clock" goes slightly slower than the normal station version.

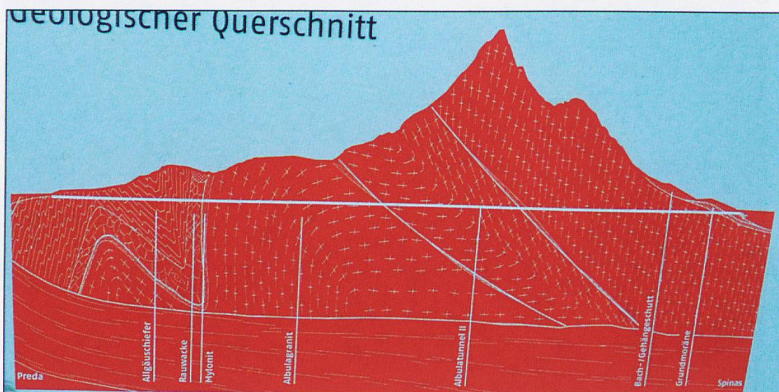
Although project planning started back in 2010, excavating the tunnel started in the summer of 2015 and is due to be completed late in 2018. Following the removal of the spoil, the locating of the inner shell and subsequent finishing work takes place. As we know from the



Inside the existing Albula Tunnel – Wikimedia.

experiences at the Lötschberg and Gotthard, this is no small part of the overall construction effort before exhaustive testing and commercial operation can commence. Once the new 5,860m CHF345m parallel tunnel to the eastern side of the existing bore (5,864m) is completed and in operation in 2021/22, the current tunnel will be converted into a service and emergency rescue aperture with twelve cross passages arranged at intervals of between 425-460 metres.

While travelling up to Preda, and in conversation with a Swiss National, there was an interesting observation that in his view if it hadn't been for Albula Line receiving the designation as a World Heritage Site by the United Nations, he thought the new tunnel would not have been chosen to be a parallel path to the existing Geological cross section map.



bore, but rather a new. 'base' tunnel. What and where was not mentioned! Perhaps members might like expand on the possibilities?



Preda in 2018 with the construction site backdrop to the east side.



Preda facing south and east of the station.

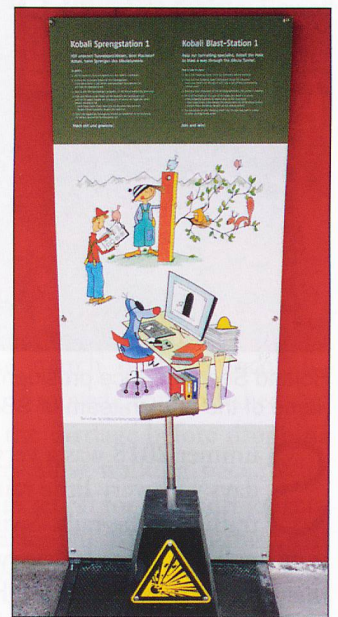


The north portal at Preda in July 2013.  
New and Old tunnel cross sections.



RhB Ge 4/4 No.610 on tunnel construction duty in June 2018.

For those interested in finding out a great deal more information, public tours of the construction site are available each year during summer construction months - in German every Wednesday and Sunday from July through to the end of September. For groups of up to twenty, commentaries in a variety of additional languages can be arranged, including English. Both sturdy footwear and good physical condition are mandatory requirements, while waterproof clothing is recommended. A small charge of CHF5.00 per head is payable. To arrange a visit, contact the Albula Railway Museum by calling +41 81 420 00 06 or emailing [albulatunnel@bahnmuseum-albula.ch](mailto:albulatunnel@bahnmuseum-albula.ch). For those who do not have travel passes, special rates are available from any railway station in Switzerland by quoting "Albula Railway Experience". School parties appear to be encouraged, as can be seen! There is a webcam that offers an up-to-date look at the Preda construction site - <https://albulatunnel.roundshot.com/>



Blasting assistance welcomed!

Children are encouraged – trying out the climbing wall.

