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The Model Railway at the Albula Railway Museum Bergün

by Glyn Jones

Glyn Jones took the opportunity to take these photographs of this amazing layout during a recent holiday.

Most of the ground floor of the museum is taken up with an Om (1:45) model of the Rhätische Bahn with its buildings, viaducts and tunnels as they were in Era II, the late 1950s and 1960s, although the stock covers a longer time period with locos in both red and green. The model is owned by its creator, Bernard Tarnutzer. Bernard has been interested in railways and modelling ever since he and his brothers were given a WESA model railway as a Christmas present by their father. Although he has travelled and worked all over the world, the Albula line has always been his favorite. He has spent over twenty years building the layout; initially in his cellar, then in his loft, then right through his house before finding its present home in the museum. Most of the stock

and trackwork is by FerroSuisse, and control is by DCC, with most of the locos now having been fitted with sound chips.

Most of the major structures of the Albula line are depicted on the layout and there is a separate model of the Furka Oberalp line which shows the famous Tiefenbach Bridge which, being in an avalanche path was, and still is, dismantled every winter. The railway is usually in operation from 15:00 each day, when Bernard is in attendance. At other times, you can experience a cab ride over the layout on several display screens hung from the ceiling. He is very happy to talk to visitors about the railway and its operation and his English is very good. 



Not on the Albula line in real life, this is the bridge joining the Wiesen I tunnel and the Bärentritt tunnel on the Filisur to Davos line. The gap is only about 10 metres. It is easier to photograph on the model than in real life.



The whole layout is very impressive, and the workmanship is outstanding.



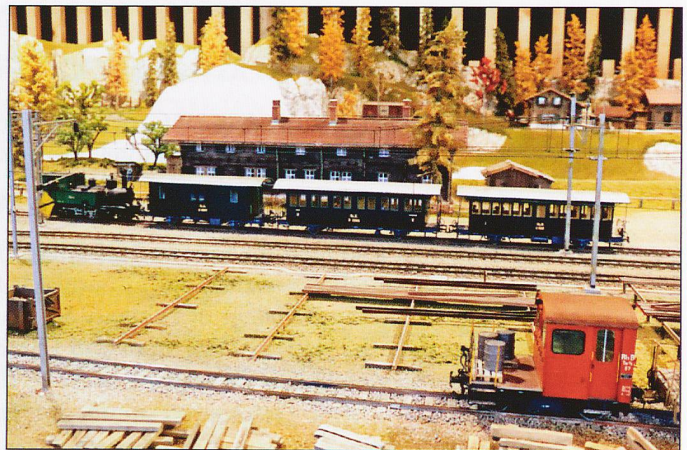
Bernard Tarnutzer with his layout; as can be seen from the background the layout is still very much a work in progress.



RhB G4/5, now renamed Engiadina has just backed out of its engine shed.



Ge 6/6' 411 and a rake of Alpine Classic Pullman coaches in Stugi-Stuls station.



G 3/4 Raetia with historic coaches. In the foreground is a Tm 2/2 No. 57.



Driving Trailer BDt 1721 is pushed by an ABe 4/4 Triebwagen.



A Ge 6/6 I crosses one of the layout's viaducts



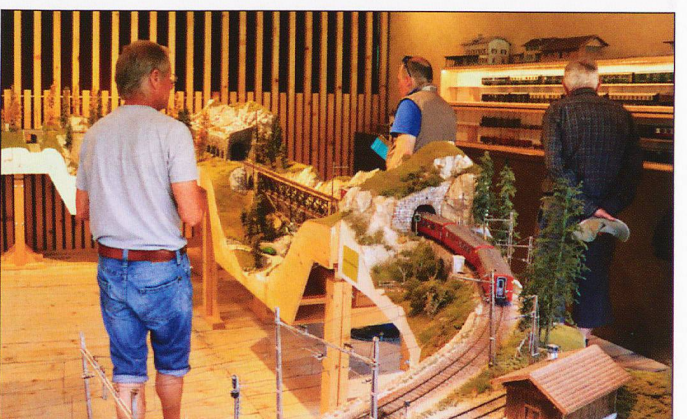
Baby Croc 411 with Alpine Classic Pullman stock.



Ge 6/6' 703, St. Moritz, with a freight working.



Abe 4/4 No 503 crosses a passenger train pulled by Ge 4/4' 608 Madrisa. 608 is in its modernised state which didn't happen until the period 1986 to 1991.



Bernard walking around his layout; this gives an impression of its size. The display is showing the drivers view of the layout and is in operation when the layout is not working.