

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2016)  
**Heft:** 125

**Artikel:** Bad day on the RhB  
**Autor:** Keating, Peter  
**DOI:** <https://doi.org/10.5169/seals-854017>

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

### **Conditions d'utilisation**

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

### **Terms of use**

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

**Download PDF:** 31.01.2025

**ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>**

# Bad Day on the RhB

Peter Keating



Although 17th September 2015 dawned sunny but windy at Filisur, the weather forecast predicted heavy rain with strong winds. Having made my way to Davos earlier in the day I boarded the 13.02 departure from Davos Platz to Landquart, but when the train was ready to depart the Conductor came round to advise passengers that the service had been cancelled. This was apparently due to trees being blown down on the line between Davos and Klosters, and there would be a bus replacement to Klosters to connect with trains there. Rather than doing this I decided to catch the 13.25 PostAuto service, via Lenzerheide, to Chur instead of going via Landquart as I had planned. Arriving at Chur, true to the forecast, it had become very windy and was raining heavily, so following some refreshments I decided to catch the 15.58 'Glacier Express' St Moritz service back to Filisur. However the destination indicator on the platform showed the train was only going to Filisur instead of all the way to its scheduled destination. Then announcements started to be made advising passengers requiring Samedan or St Moritz to catch the 16.21 service via Landquart and Klosters to Saglians and to change trains there. Before departure our Conductor came round asking everyone their destination and explained that trees had been blown onto the railway line between Bergün and Samedan, but was not more specific. At Filisur it continued to rain heavily and the locomotive, and subsequent ones that evening, detached from the coaches, went above the points beyond Hotel Grischuna to run around before heading the coaches back to Chur. Any passengers for Bergün and Preda were taken forward by road to their destinations. By the following morning Swiss efficiency had ensured that the trees, and any other obstructions, had been removed and all services were running normally following a Thursday best forgotten by the RhB's Control Office. ☒

ABOVE: RhB 6/6 II 702 has just arrived in the platform at Filisur in the heavy rain.

BELOW: A Mercedes Citaro Post Bus with its destination set as 'RhB Klosters'.



BOTTOM: Ge4/4 III 646 switching tracks at Filisur to head its train back to Chur.

