

Photographing the Landwasser Viaduct

Autor(en): **Pope, James**

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2016)**

Heft 125

PDF erstellt am: **11.09.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854025>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

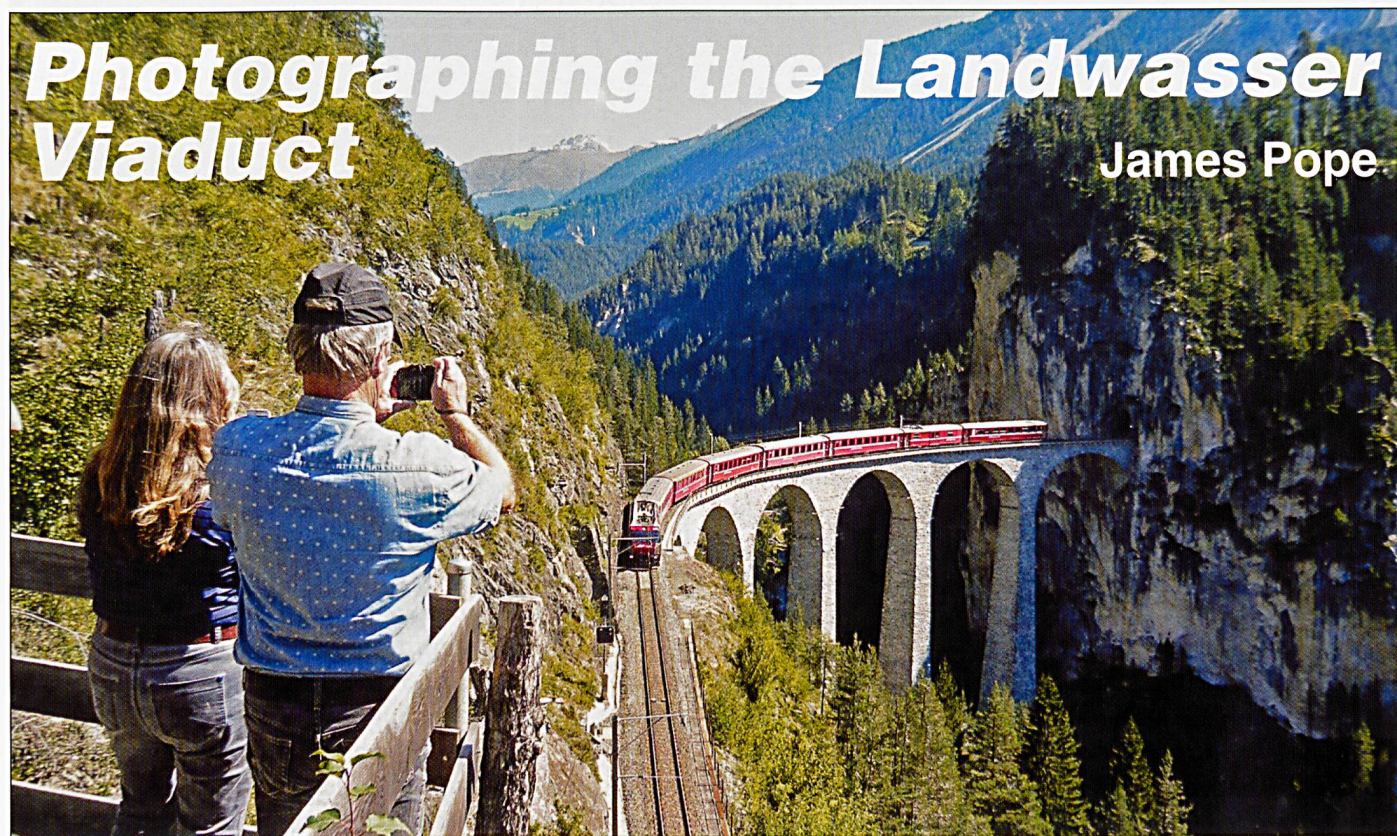
Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

burnished autumn colours of the forested hills. Nine beautifully preserved small organs were displayed and played by their owners, who were immaculately dressed in costumes of the period from when they would have been in use. It was a fascinating couple of hours as each instrument was described, and items from its repertoire reprised. These lovingly cared-for machines displayed both the craftsmanship of their creators and the care and patience lavished upon their restoration by their operators. One woman had spent some 1,900 hours on rebuilding her complex machine.

A visit to Seewen and the attractive Schwarzbubenland, an area probably unknown outside its own country, is recommended to anyone visiting Basel. The hills and valleys of these Jura foothills are laced with easy or moderate walking routes whilst the attractive villages generally have welcoming

Gasthofs offering local fare. This is the real Switzerland with few non-Swiss tourists in sight but, as always, easily visited by public transport. There is free entry to the Museum with a Swiss Pass. More details are available by visiting www.musikautomaten.ch or www.vvsl.ch for general visitor information. 

This woman put 1,900 hours of work into restoring the organ shown.



Photographing the Landwasser Viaduct

James Pope

Staying in Chur, and having crossed the Landwasser Viaduct on a day trip to Tirano, we decided to retrace our route to Filisur and have a closer look and get some photographs of this iconic structure. The usual yellow signpost at Filisur station showed the viaduct to be a 25min walk away. The road led first of all under the railway at the north end of the station and then we were directed onto a forest path above and to the right of the railway. This was an easy and well-marked path and in due course we came to a wooden platform fronted by a palisade fence overlooking the viaduct with a notice proclaiming 'Aussicht Plattform Sud' – or the South Viewing Platform. An information board in German gave details of the viaduct. After the passage of the 09.58 Chur to St Moritz at 11.04, that was running four minutes late, we retraced our steps for a short way until we reached a path to the right that was signposted Landwasser Viaduct and 'Aussicht Plattform Nord'. Following this took us via a field and a path to the main road in the valley bottom.

Here we turned onto a gravelled lane heading towards the viaduct. After 200 to 300m a sign simply stating 'Fotos' pointed to the left. This was a narrow steep path with quite a few steps of unequal height, the worst type. However we soon reached and passed under the railway, which crossed us on a short viaduct, and turning to the right continued on an upward path, this time on the left of the railway leading to the north viewing platform. This was situated over the southern end of the short Zalaint tunnel and provided a first class, and obviously popular, view of the line crossing the viaduct and entering the tunnel in the cliff face. We were in time to photograph a St Moritz service, again running slightly late. After a few more photographs of the viaduct we retraced our steps and just after leaving the main road took a grassy path signposted Filisur Bahnhof, which we reached in about 15 minutes. We then retired to the Society's favourite hotel/restaurant, the Grischuna, and enjoyed a most satisfying lunch before returning to Chur. 