





Rhaetian Railway network —

Length of the entire network 384 km

Sections of railway lines	Building started	Operation started
Landquart – Klosters	1888	1889
Klosters – Davos	1888	1890
Landquart – Thusis	1894	1896
Thusis – St. Moritz	1898	1904
Reichenau-Tamins – Ilanz	1898	1903
Davos – Filisur	1906	1909
Samedan – Pontresina	1906	1908
St. Moritz – Tirano	1906	1908 – 1910
Bever – Scuol-Tarasp	1909	1913
Ilanz – Disentis/Mustér	1910	1912
Chur – Arosa	1912	1914
Klosters – Susch – Lavin	1991	1999

Number of rail vehicles 1,449

Position 31.12.2005

Sources:
 Relief: Swisstopo, Wabern
 Design: Süsskind, SGD, Chur
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2.a.2 Facts & figures of the Rhaetian Railway and the nominated railway lines

Legal form and shareholders

Limited share company and breakdown of shareholders:

Canton Graubünden	51.3 %
Swiss government	43.1 %
Communities in Graubünden	1.0 %
Private / companies	4.6 %

Profit and loss account

<i>Total expenditure</i>	<i>CHF</i>	<i>255.4 million</i>
Personnel expenditure	CHF	131.3 million
Other operating expenditure	CHF	66.3 million
Amortisation	CHF	48.4 million
Financing expenditure, miscellaneous	CHF	8.5 million
Annual profit	CHF	0.9 million
<i>Total income</i>	<i>CHF</i>	<i>255.4 million</i>
Passenger traffic	CHF	83.2 million
Goods traffic	CHF	15.8 million
Compensation	CHF	116.2 million
Financial yield	CHF	2.2 million
Other operating income, miscellaneous	CHF	37.8 million

Rail account

<i>Acquisition value</i>	<i>CHF</i>	<i>2,456.3 million</i>
Installations, equipment	CHF	1,784.1 million
Vehicles	CHF	626.7 million
Movables	CHF	45.5 million

Personnel – average over the year

Permanent staff and auxiliaries	1,337
Personnel in apprenticeship	122

Passenger traffic

Passenger trips	9,226,000
Passenger kilometres	316.6 million
Distance per person	34.3 km

Goods traffic

<i>Total tonnes</i>	<i>699,000</i>
Beverages, food	133,000
Building materials	225,000
Timber, oil products	183,000
Post	34,000
Other traffic	124,000

Position 31.12.2005

Albula line Thusis – St. Moritz (incl. Samedan – Pontresina)

Building started	October 1898
Operation started	
Thusis – Celerina	1st July 1903
Celerina – St. Moritz	1st July 1904
Samedan – Pontresina	1st July 1908
Initial building costs	CHF 25,112,000
Building costs per kilometre	CHF 388,450 Thusis – St. Moritz CHF 218,210 Samedan – Pontresina
Electrification	
St. Moritz – Bever, Samedan – Pontresina	1st July 1913
Bever – Filisur	20th April 1919
Filisur – Thusis	15th October 1919
Voltage system	Single-phase alternating current 16.7 Hz, 11 kV
Line distance	66,967 m (61,674 m + 5,293 m)
Altitude min/max	697.2 m (Thusis) 1,823 m (Albulatunnel)
Maximum gradient	35 ‰
Minimal curve radius	120 m, Landwasser Viaduct 100 m
Tunnels and galleries	42
Total length	16,545 m
Longest tunnel	5,865 m
Proportion of stretch	26.7 %
Bridges	144 (span ≥ 2 m)
Total length	2,901 m
Longest bridge	215.50 m
Original rail type	25 kg/m (Filisur – St. Moritz); 27 kg/m (Samedan – Pontresina)
Original rail length	12 m

Bernina line St. Moritz – Tirano

Building started	July 1906
Operation started	
Pontresina – Morteratsch, Poschiavo – Tirano	1st July 1908
Celerina Staz – Pontresina, Morteratsch – Bernina Suot	18th August 1908
St. Moritz – Celerina Staz, Bernina Suot – Ospizio Bernina	1st July 1909
Ospizio Bernina – Poschiavo (total stretch Bernina line)	5th July 1910
Initial building costs	CHF 11,698,000
Building costs per kilometre	CHF 192,760
Voltage system	Direct current 1,000 V
Line distance	60,688 m
Altitude min/max	429.3 m (Tirano) 2,253 m (Ospizio Bernina)
Maximum gradient	70 ‰
Minimal curve radius	45 m
Tunnels and galleries	13
Total length	4,072 m
Longest tunnel	839 m
Proportion of stretch	6.7 %
Bridges	52 (span \geq 2 m)
Total span width	722 m
Longest bridge	116 m
Original rail type	24.3 kg/m
Original rail length	12 m