

KEY TO LETTERING

Assuming we have left the loops on the open mountain-side above Bergün station on our 1,368 feet climb to Preda, the key to the lettering is as follows: (A) The Albula River. (B) First viaduct over the river. (C) Entrance to first spiral tunnel. Motor road above. (D) Runguis Tunnel—724 yards long. (E) Tunnel exit. Line has climbed 80 feet in the spiral. (F) The "Glacier Express", electrically operated. (G) Second viaduct crossing the Albula. (H) Entrance to second spiral tunnel. (I) Tosa Tunnel—740 yards long. (J) Tunnel exit, 75 feet higher up. (K) Concrete retaining wall. (L) Third viaduct crossing the Albula. (M) Spiral sweep on other side of valley. (N) Fourth viaduct crossing the Albula. (O) Entrance to third spiral tunnel. (P) Zuondra Tunnel—586 yards long—immediately over the Tosa Tunnel. (Q) Tunnel exit. (R) Line continues to climb to Preda.



GAINING HEIGHT BY MEANS OF SPIRAL TUNNELS
 ALTHOUGH PREDÀ IS ONLY 3 1/4 MILES AS THE CROW FLIES FROM BERGÜN AND 1,548 FEET HIGHER UP THE VALLEY, THE TRAIN TRAVELS 7 1/2 MILES IN MAKING THE ASCENT, AT AN AVERAGE INCLINE OF 1 IN 23. THE NATURAL INCLINE IS 1 IN 14.