

A Martigny cocktail [continued]

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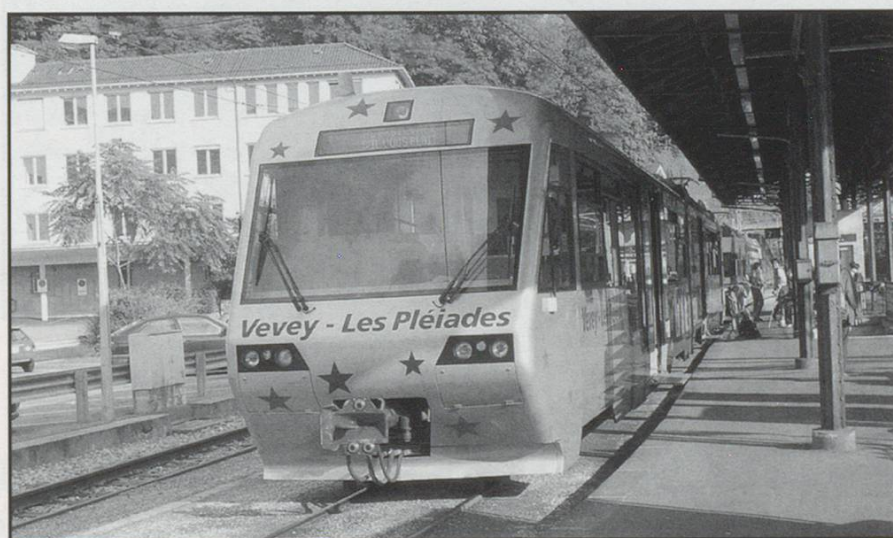
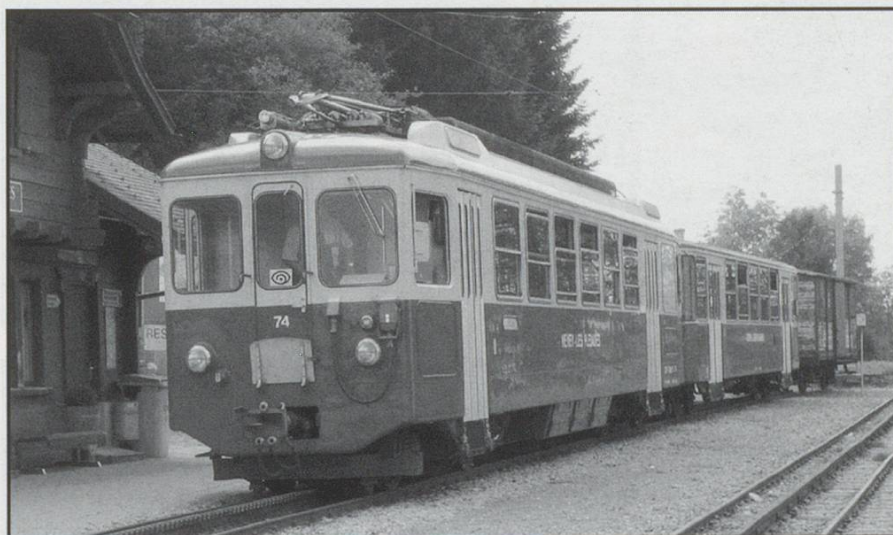
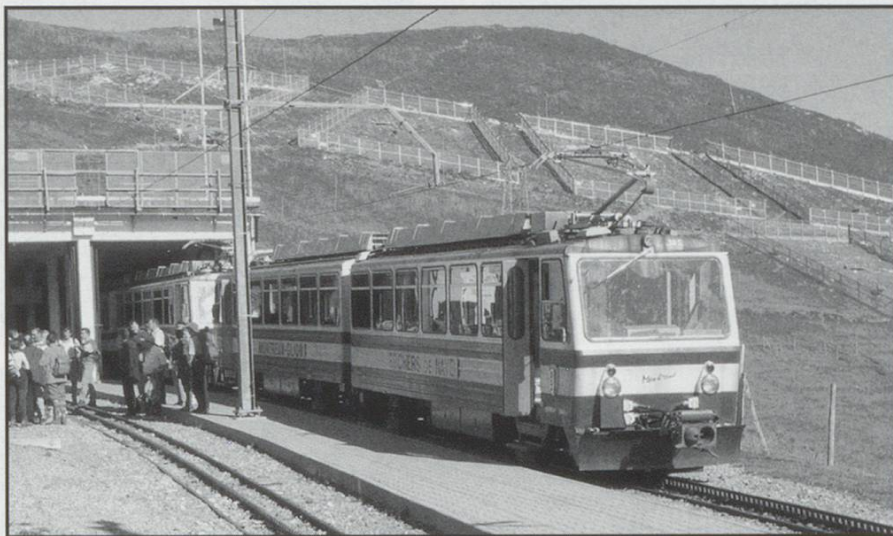
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David continues his journeys based around Martigny. He has sent in some new pictures from this year which will no doubt appear over the coming months.

On Saturday we made our way to Montreux for the journey to Rochers de Naye. This journey takes just under an hour and should not be missed by anyone in the area. As soon as we left Montreux station the line climbed steeply on the rack under the town and then out on to the hillside and up to Glion station where a number of units were stabled in the sidings on the right hand side. Just outside the station on the left hand side we could see the depot where the steam engine was being prepared for its day's duties. Further up the line the trees became fewer and the terrain much more rugged as we entered the clouds totally obscuring our view. Thankfully this was only for a short time and we were soon bathed in the morning sun again. When we reached the summit the views were tremendous, looking over the tops of the clouds to the mountain summits in the distance.

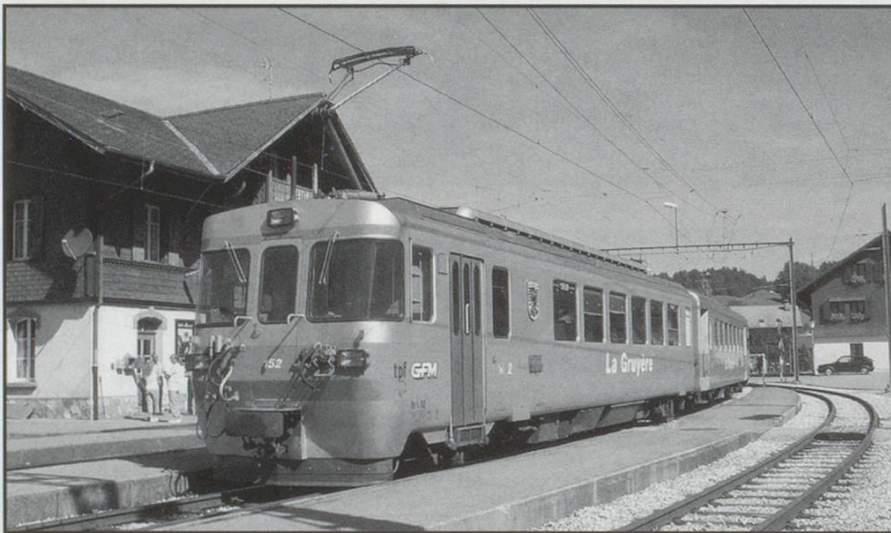
At lunchtime we moved on to Vevey where we caught the CEV unit to Les Pléiades. The journey as far as Blonay seemed quite ordinary compared with what we had seen earlier but this soon changed when we joined the rack for the remainder of our journey. This is a very popular area for



UPPER: MTGN Bhe4/8 No 301 at Rochers de Naye 7th September 2002.

MIDDLE: CEV No 74 at Les Pléiades 7th September 2002.

LOWER: CEV No 71 at Vevey 7th September 2002.



UPPER: Steam Engine *Bercher* at Blonay 7th September 2002.

MIDDLE: GFM Be4/4 No 152 Chatel-St-Denis at Palézieux 8th September 2002

LOWER: GFM Be4/4 No 152 at Montbovon 8th September 2002.

walkers and most of our fellow passengers alighted at the terminus station to do just that. We caught the next train down to Blonay where a preserved railcar number 11 from the MOB was waiting to take us up the line to the museum. The tracks climb upwards through the outskirts of a small village and then through woodlands past the museum to Chamby station on the MOB. After a short wait in the platform we were then propelled the short distance back down to the museum yard. This made a great bit of video from the veranda of our preserved coach. The museum is well worth visiting with its very relaxed atmosphere with people wandering across tracks and in and out of the two buildings containing all the locomotives and rolling stock that are being restored. After a stay of approximately 1^{1/2} hours it was time to return to Blonay pulled by a steam engine; what a great way to end the day.

The following day we made our way to Palézieux on the Lausanne to Fribourg main line where we caught the metre gauge GFM train to Montbovon. It was a beautiful sunny day and the gently rolling hills and green fields of

the Gruyère region somehow gave an air of peace and tranquillity to the journey. At Bulle our tracks were met by the standard gauge branch from Romont and our train soon filled up with passengers most of who got off at Gruyères, a very popular tourist resort. Our train continued its journey through the countryside to the outskirts of Montbovon where it joined the road to enter the town and the station. It was lunchtime so we took the opportunity to sit on a bench and eat

our sandwiches in the beautiful sunshine. We had about an hour to wait for our train, which gave us the opportunity to look around the depot yard at the various items of derelict rolling stock stored here. Soon the MOB unit arrived and we were on our way on the climb up to the summit at Les Cases and into the 2,424-metre tunnel before our descent into Montreux. From Montreux we caught the train to Lausanne where we left the station and crossed the main road to the metro station to catch the rack railway to Flon in the town centre. From here it was just a few minutes walk to the new terminus of the LEB, a metre gauge light railway to Bercher. The line itself is not spectacular, running through the streets of Lausanne then alongside the road for a while before entering the countryside of plain cultivated fields. At Echallens we passed the depot, which was full of units ready for the coming week's services, but our reason for visiting this railway was further up the line at the terminus Bercher. As we pulled into the station a plume of smoke greeted us from the preserved steam engine number 8. This engine and its three vintage coaches were to be the train for our return journey to Echallens. This was the last Sunday the steam specials operated for the year. We were surprised to see how few people had turned up for the experience. In true Swiss manner the train left on time for a memorable journey back to Echallens where the coaches were shunted into the depot and the engine positioned over the ash pit ready for cleaning.

UPPER: LEB Be4/8 No 36 Cheseaux at Bercher 8th September 2002.

MIDDLE: LEB G3/3 No 8 at Bercher 8th September 2002.

LOWER: LEB G3/3 No 8 at Echallens 8th September 2002.

ALL PHOTOGRAPHS: DAVID EDWARDS

