

Verbier vacation

Autor(en): **Follett, Ken**

Objektyp: **Article**

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

Band (Jahr): - **(2008)**

Heft 94

PDF erstellt am: **29.06.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854614>

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.

VERBIER VACATION

Ken Follett



TMR(MO) low floor 'NINA' EMU RABe No.527.513 service from Le Chable on viaduct approaching Sembrancher on 10 October 2006. PHOTOS: Ken Follett.

The high alpine resort of Verbier is clearly not the most obvious place for a Swiss Railway buff to spend a holiday, but the offer of a friend's apartment to celebrate my 55th birthday was too good an opportunity to miss even though we would be travelling during the low season in October 2006. Verbier lies over 1000m above the Rhône valley at Martigny. We purchased our 8-day Swiss Passes for use on the trip taking advantage of the 7% discount offered at the time to members of the Swiss Railway Society. Thanks; I recovered my subscription (and more!) in one fell swoop.

Arriving at Genève Aéroport, off an easyjet flight from Luton, we located our main line train that would take us direct to Martigny. Here we changed onto the Martigny-Orsières (MO). This line, electrified at 15,000V, took us to Le Châble, a small village some 830m

above sea level. The operations on the MO are unusual in that they do not always correspond to the "clockface" timetable operated across most of Switzerland. The journey from Martigny to Le Châble was operated by Class 527 'NINA' units. Passengers wishing to travel to Orsières (the original route of the railway) needed to change at Sembrancher. This section of the MO was normally being operated by Class 537 railcars that were occasionally strengthened with a driving trailer. These may well have been the arrangements put in place after the landslide near Bovernier the previous 25th July that damaged 'NINA' unit 527.511.

Waiting for us at Le Châble (the MO only reached here in 1956) was the scheduled Postbus to take us the last 8.5km to Verbier, a rise of approximately 700m negotiating 13 hair-pin bends on the way. All of this took us 8 hours from the time



TMR(MO) Saint Bernard Express railcar RABe No.527.51 at Martigny on 8 October 2006



PTT bus at Le Chable (MO) station.

we got up in Kent to the time we walked through the apartment door; including 2-hours of absolute purgatory checking-in and getting through security at Luton Airport! After that the flight and all the transport connections in Switzerland went like clockwork. Anyone who has been to locations like Verbier during the low season will appreciate that many facilities are closed. The first of many encounters that

we had with such closures was the Télécabine from Le Châble, which explained why we had to use the Postbus service instead. The other Télécabines in the resort were either closed or operating a very infrequent (3-hourly) service and even then the restaurant at the top station, Les Ruinettes, was closed. Such closures were not limited to Switzerland for we found that the French rack railway up to Le Montenvers from Chamonix was also out of service, possibly due to out-of-season building work at the lower station. Reconstruction of the narrow gauge terminus at Aigle station also saw the trains of the AOCM and ASD being replaced by buses at this period. Although disappointing, the closures have given us reasons to return in order to ride these lines.

Having a week of cloudless skies and autumn sun we were able to make many trips during our stay using the MO to travel down to Martigny on a regular basis. A planned ride over to Chamonix using the Mont Blanc Express (*as described in the parallel article – Ed.*) was also not without its problems. The route was working up to the border at Le Châtelard-Frontière but the French part of the journey required the

use of a replacement bus service – again the operators were taking advantage of the low season to undertake essential maintenance work. At Chamonix we had intended to travel down the rest of the SCNF metre gauge branch to St Gervais, but time was against us. Again, we will have to return. Travelling back to Martigny we found that the services on the two parts of the TMR did not interconnect - missing each other by 4 minutes. Very un-Swiss.

Other trips from Martigny included riding on one of the infrequent through trains, formed of a Class 560 EMU, down the line on the south bank of the Rhône to St Gingolph; travelling on the main line to Montreux, Vevey and Lausanne; using the Rhône valley line to Brig; and travelling up to Orsières on the other part of the MO. With excellent autumn weather Verbier in the low season was not such a bad place for a railway buff to stay.



TMR(MO) EMU ABDe 537 No.507 "Martigny" at Sembrancher on Orsieres branch.



AOMC bus at Monthey Ville station on rail replacement.



TMR(MO) non-powered railcar No.33 at Orsieres.



SNCF 'Stadler' Class 2800 EMU No.52 at Chamonix Mont Blanc on 8 October 2006.