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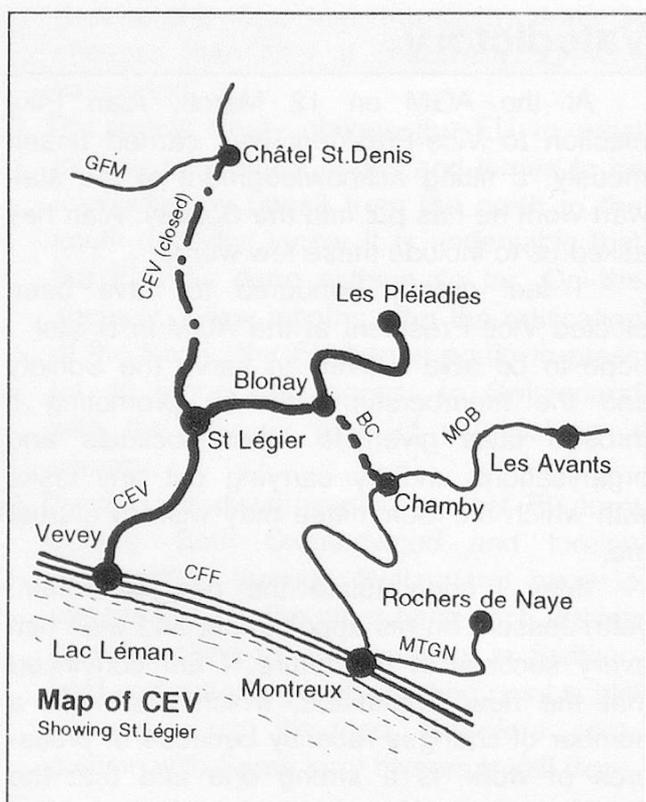
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Stations surveyed

St L gier (CEV)

by Cyril Freezer



The surviving station building at St.L gier' little more than a wooden shelter with an Integra panel box attached.

Photographs by the author

Older members will remember that in the heyday of OO9 narrow gauge modelling, a popular station layout consisted of a loop on a curve with a single siding running into the corner of the baseboard. There is a prototype for everything and most examples of this are to be found in Switzerland, so I was not unduly surprised when I discovered this exact formation on the Chemin de fer Electricques Veveysans (CEV) at St.L gier.

There is a good reason for this, for as the sketch map shows there was once a metre gauge link between the CEV at St.L gier and the Chemins de fer Fribourgoise (GFM) at Ch tel St.Denis. The line has been closed and the connection is now made by bus direct to Vevey.

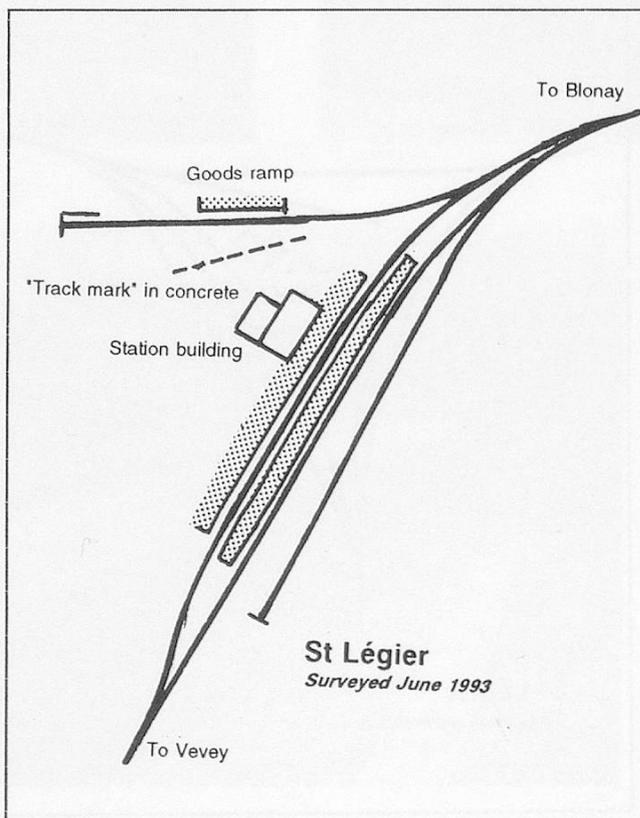
This was apposite to our visit to St.L gier last June, as we were on a gentle amble from Bern that had taken us to Fribourg, where we enjoyed a little over an hour's sightseeing

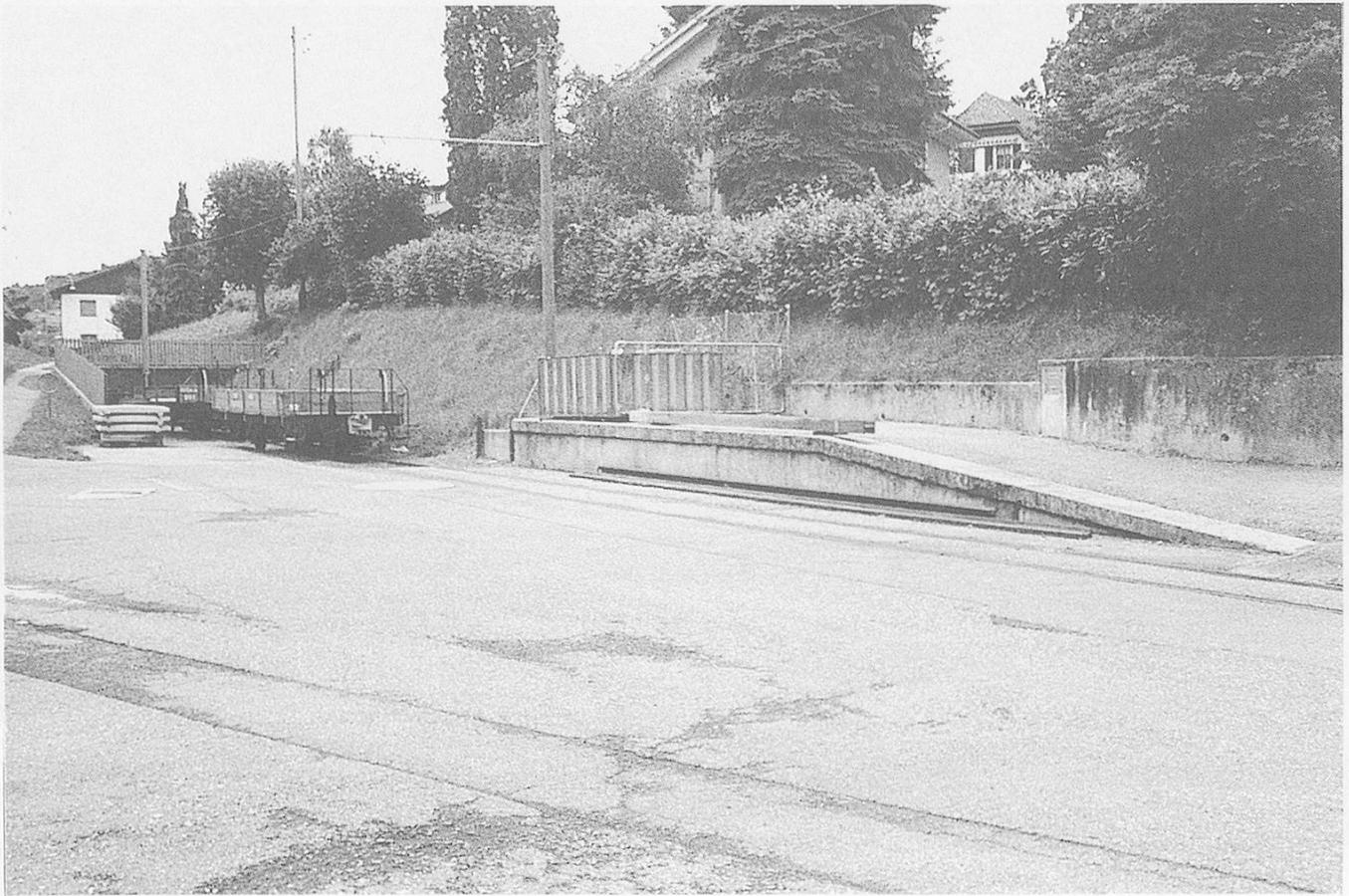


before catching the GFM bus to Bulle. Here we had an excellent open sandwich lunch in the new station buffet before catching the metre gauge train to Châtel St.Denis. We then had a fairly long wait for the bus to Vevey, which gave us a couple of hours to spare before the arrival of the paddle steamer for Ouchy. At Nick's suggestion we travelled on the CEV to St.Légier to await the next train down.

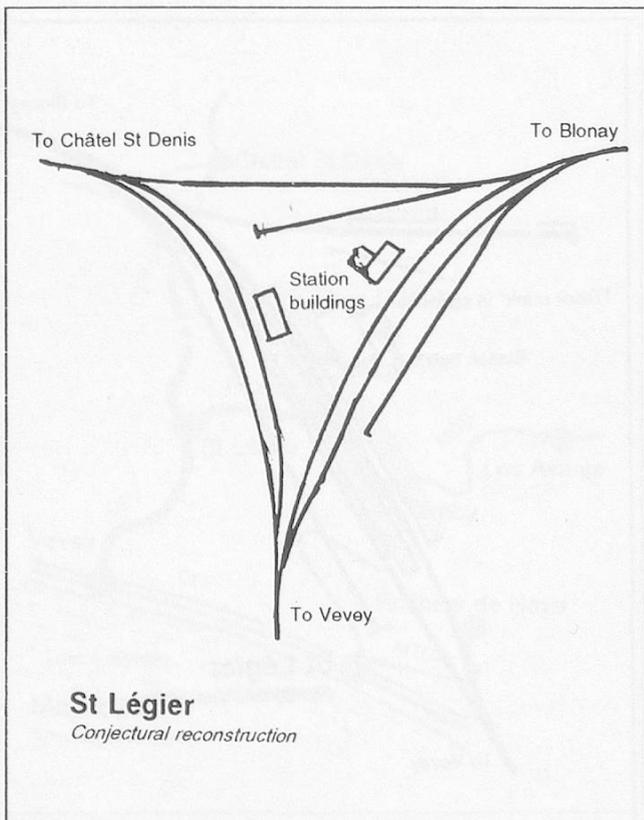
Closer inspection of the station revealed that it most definitely was the prototype for all those OO9 layouts, the small station building is of timber construction and has a nice patina of age. On the other hand the platform is clearly modern, a neat, clean brick paved ramp between the loop tracks. A few trees add to the scenic effect, and some houses provide an opportunity for a little low relief work along the backscene. However, most OO9 layouts got the setting wrong, setting the station in the foreground against a rock face. On the inside of the curve at St.Légier the ground falls away, giving an excellent view of Lac Lemman and the French shore.

Train for Vevey entering the loop at St Légier.





The goods ramp and siding leading into the former cutting. The "track marks" are visible in the foreground

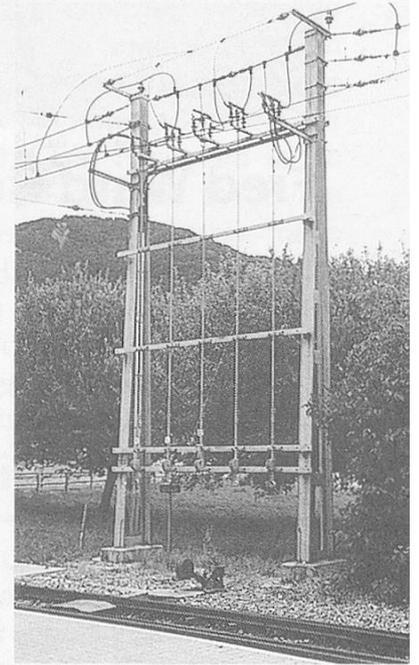
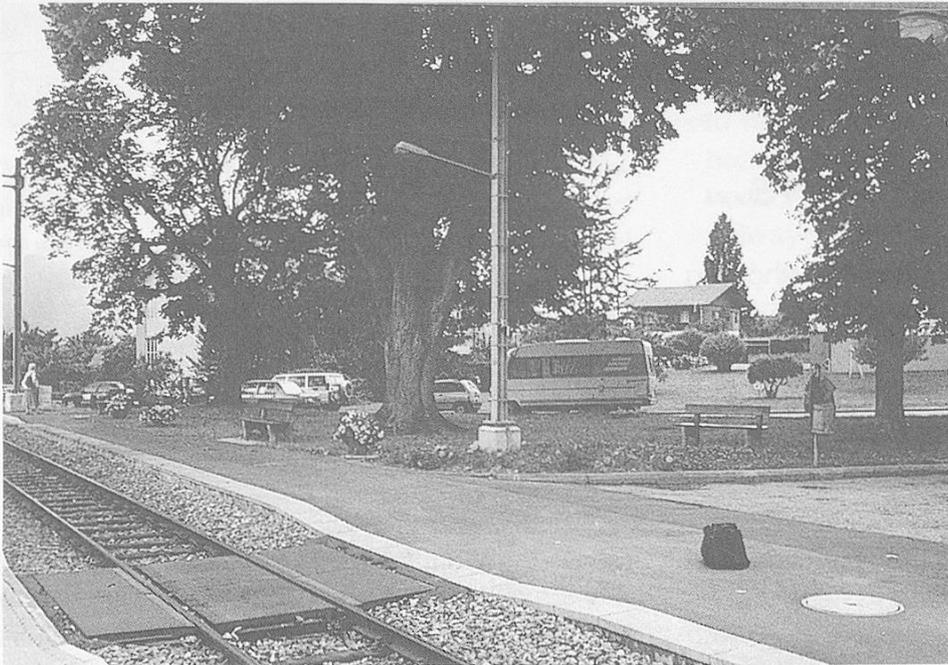


From photographic evidence it is clear that the connection to Châtel St.Denis was made from the Vevey direction, which makes the location of the present siding, which runs directly into the old cutting, rather odd unless, as I suggest in my conjectural reconstruction, it formed a triangular junction, allowing through running from Montreux via the Blonay-Chamby without reversal at St.Légier. Marks in the yard suggest the existence of additional tracks within the triangle.

Returning to Vevey, we had comfortable time to wander down to the landing stage to catch the PS *Rhône* for Ouchy where the Lausanne Ouchy (LO) took us up to the main station where we had an excellent dinner in the second class buffet before returning to our base in Bern. Why the second class buffet? It's slightly cheaper, just as comfortable, and unlike the first class buffet, provides a good view of the trains.

Right:
The end of St.Légier
station building. The
wooden shelter has
acquired a concrete
extension.

Below:
The sylvan setting of
St.Légier.



Far right:
Isolating switches and
frame for the overhead.

Right:
The view across Lac
Leman to France from
St.Légier. It will be seen
that the loop is on a
considerable grade. Note
the non-slip foot crossing
in the foreground.

