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David concludes his journeys based around Martigny with visits to the Bière-Apples-Morges and the Aigle-Leysin. Ideally the pictures should start with the BAM but I wanted the BAM to be in colour!



UPPER: AL No 203 & 363 at Aigle 5th September 2002.

MIDDLE: AL No 312 at Aigle 5th September 2002.

LOWER: AL No 313 at Leysin Grand Hotel 9th September 2002.

On our last full day in Switzerland we travelled to Morges to visit the Bière-Apples-Morges metre gauge light railway. We joined our train at Morges along with five other German-speaking railway enthusiasts and were soon on our way through the outskirts of the town. After the station at Prélionne we passed into a more rural area. The first major landmark was the castle of Vufflens, which can be seen quite a distance from the station of Vufflens-Le-Château. The line passed through Apples, the junction for L'Isle, and on through the countryside towards Bière. At various sites along the way we noticed sidings and loading facilities with standard gauge wagons on narrow gauge bogies. Just before entering the village a branch line curved off to the left, which I understand, terminates at the nearby army camp. We passed the depot on the left of the line before running into the terminus station.

We were amazed to see our German travelling companions armed with cameras and notepads quickly disappearing from the train in all directions. I noticed some of them were on their way to the depot while the others were photographing the Ge 4/4 locomotive



UPPER: Standard gauge wagon on rollböcken at Morges.
MIDDLE: BAM No 12 at Bière 9th September 2002.
LOWER: BAM Ge 4/4 No 22 at Bière 9th September 2002.

in the yard. We boarded the train for our return journey only to be joined by hundreds of screaming kids obviously on their way home from school. We left the train at Apples to get the next connection to L'Isle-Mont-la-Ville and were surprised to see a railcar already in the station as ours wasn't due for another fifty minutes. The children on our train and others who arrived on a connecting train from the Morges direction soon filled this unit to capacity and it disappeared down the branch. About ten minutes later it returned empty and the driver left the train for a well-deserved lunchtime break. After an extensive photographic session the German enthusiasts and ourselves boarded the train which was a beautifully kept unit built in 1943. The journey down the branch was like a glimpse into the past as we meandered our way to L'Isle where everyone jumped out and began photographing the train and station from every possible angle. The driver seemed quite pleased with this and disappeared into the station office returning with lots of leaflets and information about the railway. Our journey

back to Apples was quite peaceful until we reached the tiny station of Pampigny-Sévery where we were joined again by the screaming rabble on their way back to school. From Apples we returned to Morges and on to Aigle for our journey to Leysin. This line is very similar to the other light railways terminating in Aigle, starting its journey running through the streets of the town and then joining the rack for a fierce climb through vineyards and forests to its terminus at The Grand Hotel.

On Tuesday morning it was time to pack our bags and return to Zürich for our flight home, this time taking the route from Lausanne through Fribourg and Bern. This was a very pleasant way to end an extremely interesting holiday.

This is the last in the series about David's holiday. He has sent in some more pictures from 2003 and these will no doubt appear over the next few months. The article was the first to make extensive, and indeed exclusive use of digital images direct from camera. I consider it to have been very succesful and look forward to more submissions like this in the future from other Members. Thanks David



UPPER: BAM No 3 at Apples 9th September 2002.

MIDDLE: BAM No 3 at L'Isle 9th September 2002.

LOWER: BAM No 3 Control Desk 9th September 2002.

ALL PICTURES BY DAVID EDWARDS