

WESTERN ALPS NORTH

For these guides, the Alps have been divided into six regions:

Western (South)	From the Mediterranean to the Grenoble-Briançon-Susa road
Western (North)	From the Grenoble-Briançon-Susa road to (excluding) the Franco-Swiss frontier and the Aosta valley
Central (West)	From (including) the Franco-Swiss frontier and the Aosta valley to the Luzern-Gottard-Lugano road
Central (East)	From the Luzern-Gottard-Lugano road to (including) the Austro-Swiss frontier and the Adige valley
Eastern (North)	Austria, including the Italo-Austrian frontier
Eastern (South)	Dolomites

Road passes have been given a number identical to that in the guides of the Ordre des Cois Durs, marked on the key maps, and listed without description.

Roughstuff routes are abbreviated to one, two or three letters on the key maps; the abbreviations are unique throughout the Alps. These routes are also listed, but in addition are described in more or less detail. Section A contains well documented routes; Section B contains those less well documented, or those where a few words are sufficient (e.g. Hahnenmoos), together with a few obvious links about which nothing is known apart from their appearance on the large-scale maps (1:50,000 or 1:100,000).

The roughstuff routes are also given the following two ratings:

(i) VAD = very approximate difficulty -

- E Easy, anything from a short rideable rough section between metalled roads to fairly long paths needing some wheeling
- M Moderate, sometimes hard work, possibly occasional lifting
- D Difficult, often hard work, sometimes involving short carries
- S Severe, much carrying, sometimes double carrying (bike, then luggage)
- VS Very severe, like severe but more so; scrambling may be involved

(ii) Stars - these give a rather subjective idea of how rewarding a pass is, depending mainly on scenery (as seen in fine weather), but also on its advantages as a link between valleys, and on value for effort.

Times given in these guides do not allow for stops. They are often based on very little experience, and the editor will be glad to hear of readers' experiences.

'Rideable' - please bear in mind that, probably, no two people will always agree on the dividing-line between rideable and unrideable; this has become even more true with the advent of mountain bikes.

Updating of guides - comments, amendments, etc. (if possible with exact dates), will be welcomed by the editor, E. D. Clements, 79 Pewley Way, Guildford, Surrey GU1 3QB.

ABBREVIATIONS, ETC.

For points of the compass, initial letters are used, e.g. SW, N.

An asterisk before a route in Section B means that no report has been received on that route.

E, M, D, S, VS Grades of difficulty (see above)

m, metres

M216 (etc.) Michelin map no. 216 (1:200,000 series)

r/s roughstuff

GENERAL The average high route in the Alps is much shorter and much steeper, and often of better surface than the longer Scottish routes; compare Lairig Ghru 13 miles r/s, Glen Affric 15 miles r/s, with the mileages quoted in these guides. (These mileages do not include rough but rideable approach tracks.)

FEASIBILITY OF ROUTES Snow can be a problem on many Alpine routes. As a very rough guide, routes over 2000m should be possible in fine weather by early June, those over 2400m by early July and those over 2700m by August. This applies to average summers. North- and east-facing slopes hold snow much later than those exposed to the sun. Choose a fine day if possible, and do not attempt any of the higher routes soon after a fresh snowfall. Beware of rivers rising after heavy rain. Any route over about 2000m may prove dangerous if attempted in bad weather. Beginners are advised to start with one or two easy or moderate routes.

EQUIPMENT A small rucksack, which can take heavy items on one's back when wheeling or carrying, is a great help. This can be slung over the saddle-bag when riding; or you can buy a rucksack which rolls up small enough to be carried in a pocket. Footwear - strong well-soled shoes or light boots are recommended. Training shoes have also been found adequate on many routes; you may get your feet wet, but they soon dry out. Instep cranks have recently been reported to be useful for crossing snow with a bike; cost c. £6. For extensive snow on a bright day, goggles may be useful. For whistles, etc., see DISTRESS SIGNALS.

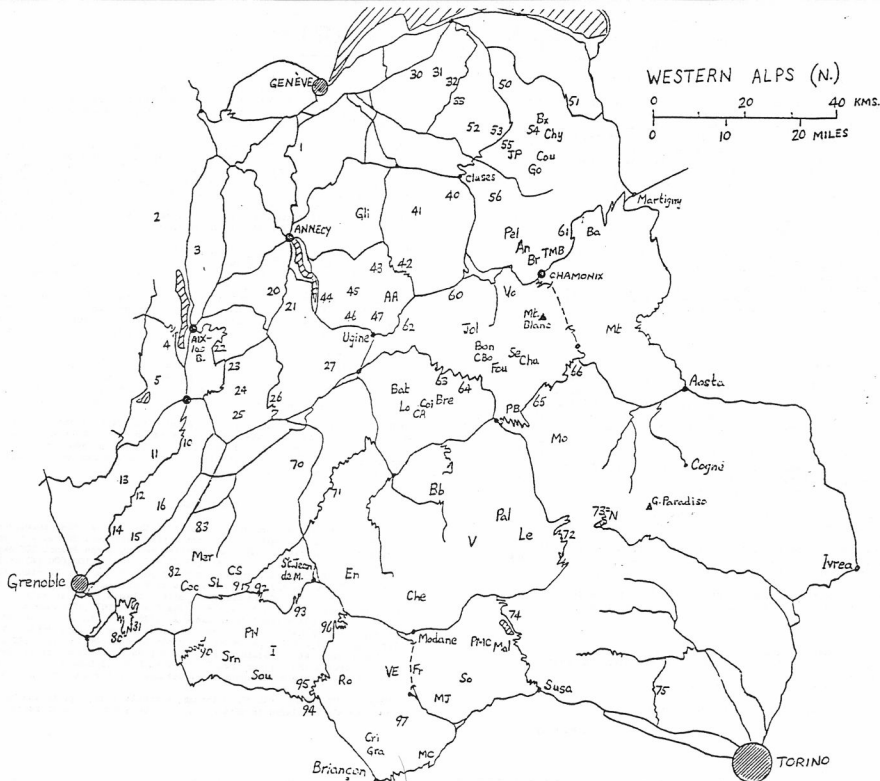
DISTRESS SIGNALS Use a whistle, torch or flashes of sun on a mirror. Alternatively, shout or wave bright clothing: six regular flashes/notes in a minute, repeated at intervals of a minute. The reply is three signals: a minute. To attract a helicopter, stand still, both arms raised above your head; to show you don't need help, stand with one arm up and one down, both at 45° to the horizon.

OTHER INFORMATION Local weather forecasts can often be obtained at tourist information offices; in Switzerland, you can also call 165 telephone. If you wish to try high routes not covered by this guide, you may find useful information in the Alpine Club guides edited by R. G. Collomb and published by West Col Publications (available through public libraries).

THE WESTERN ALPS

MAPS Sketch maps are included for many of the routes (they sometimes show routes not described in the guide). In fine settled weather, these, with the Michelin map, may be sufficient. For less settled weather, the French IGN maps are good; these come in two scales, 1:50,000 (42.85 1987) and 1:100,000 (43.25 1988). The former cover 29 x 20 km., the latter about 96 x 87 km., or 14 times the area of the former. There are currently two series of Michelin maps, the '200' series covering about twice the area of the original series; also a Michelin atlas, covering the whole of France at 1:200,000 scale. The Italian TCI 1:200,000 map 'Piemonte, Valle d'Aosta' costs about £6 in the U.K. (1988); it is less detailed than the corresponding Michelin maps, in particular it shows no footpaths. There are also Italian 1:50,000 maps, which are probably cheaper in Italy (£2.20 1988). All these maps can be obtained from The Map Shop, 15 High Street, Upton-on-Severn, Worcs., WR8 0BU; or from E. Stanford Ltd, 12 Long Acres, London WC2E 9LH. (Some of them can also, of course, be obtained from other bookshops.)

CHESNERY, COUX, BALME, MALATRA - though, strictly speaking, in the Central Alps, these are also included in this guide, for the convenience of readers.



WESTERN ALPS (H)

LIST OF PASSES

For the area covered, see page 1. In the VAD column, 'NS/SD' (e.g.) means 'north side severe, south side difficult' (see page 1), and 'se' means 'metalled'. The columns headed * show the number of stars (see page 1).

ROAD PASSES

1 Mont Salève	40 Romme
2 Grand Colombier	41 Colombière
3 Sapenay/Mt Clergeon	42 Aravis
4 Mont du Chat	43 Croix Fry
5 Epine (Chat)	44 Porclat
10 Granier	45 Marais
11 Cluse/Égaur	46 Epine (Ugine)
12 Oucheron	47 Arpettas
13 Charnette	50 Corbier
14 Porte	51 Pas de Morgins
15 Coq/Faita	52 Ranz/Savalière
16 Marcieu	53 Gets
20 Crêt de Châtillon	54 Joux Verte
21 Leschaux	55 Ranfolly
22 Mont Revard	56 Pierre Carrée
23 Plainpalais	60 Mégève
24 Prés	61 Montets
25 Lindas/Marocaz	62 Saigues
26 Trane	63 Pré/Maraillet
27 Tamié	64 Roselend
30 Saxe/Perret	65 Petit St Bernard
31 Cou/Moises/Peu	66 San Carlo
32 Arca/Terramont	
33 Jambas	

SECTION A

N OF ISÈRE AND LOCANA VALLEYS

	VAD * Page
An Anterne	NS/SD 4 1
Jol Joly	NE/SE 3 1
Se Seigne	M 4 2
Cha Chavannes	ND/SD 4 2
CS Croix du Bonhomme	M 2 3
Bat Bathie	E 2 3
Mo Mont	NE/SE 4 4
N Nivolet	NE/SE 3 4

SECTION B

N OF ISÈRE AND LOCANA VALLEYS

	VAD * Page
Gli Glières	NE/SE 2 10
Ar Arpettas-Aravis	E 3 10
Ex Bagnachaux	NE/SE 1 10
Chy Châtery	E 2 10
Cou Cour	E 2 10
Co Colère	NE/SE 1 10

S OF ISÈRE AND LOCANA VALLEYS

	VAD * Page
Che Chavière	S 3 5
Le Leisse	D 2 5
Pal Palet	M 3 6
V Vanoise	NE/EM 4 6
FN Prés Nouveaux	NE/EM 2 7
Ro Rochilles	NE/SE 3 8
VE Vallée étroite	NE/SD 3 8
Pr Prâjus	M 2 9
Coc Coche	D 2 9
SL Sept Laux	D 2 9

S OF ISÈRE AND LOCANA VALLEYS

	VAD * Page
Bb Brebis	M 2 12
Pal Palet (Nancroix) M, short	D 2 12
En Encombres	M 2 12
CS Croix de Savoie	S 2 13
Mer Merdaret	M 2 13
Srn Sarenne	E 2 13

WESTERN ALPS (H)

LIST OF PASSES (CONT.)

SECTION B (CONT.)

N OF ISÈRE AND LOCANA VALLEYS

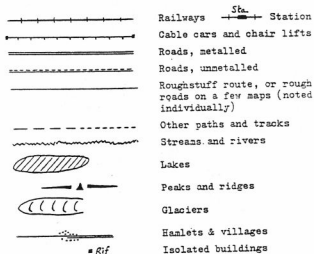
	VAD * Page
JP Jour Plane	E 2 10
Pe Pelouse	M 2 10
Br Brévent	S 5 11
TMB Brévent-Trélechaap	M-D 5 11
Ba Balme	M 3 11
Mt Malettra	S 4 11
Vo Voz	E 2 11
Bon Bonhomme	M-D 7 11
Pou Pour	D 3 11
Lo Louise	M 2 12
CA Cornet d'Arèches	E 1 12
Col Cochin	NS/SM 2 12
Bre Bresson	ND/SM 2 12
PE Pt St Bernard, Roman road	E 2 12

S OF ISÈRE AND LOCANA VALLEYS

	VAD * Page
Sou Souchet	NE/EM 4 13
I Infernet	VS 3 13
Cri Cristol	SE/ND 2 13
Gra Granon	NE/SE 2 13
MC Mont Chaberton	E 4 14
MJ Monte Jafferau	M 2 14
So Sonnellier	SE/VS 3 14
Mal Mont Malanot	M 4 14
PMC Petit Mont Genis	ND/SE 2 14

KEY TO SKETCH MAPS

Cardinal points of the compass are always parallel to sides of sketch, with North uppermost, unless a North point is included. Heights of peaks and points on the roughstuff routes are given in metres.



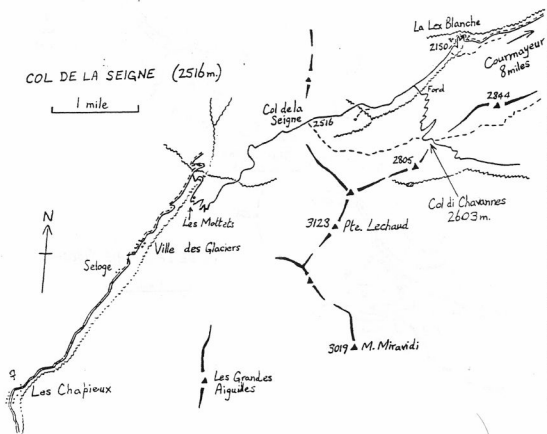
Metalled 1912

COL DE LA SEIGNE 2516m Les Chapieux to Courmayeur, 6 miles r/s

N244 fold 21 M74 fold 18 top

Good tarmac road from Les Chapieux to Refuge de Selege (2½ miles up), where bunk beds are available. Then rough track for ½ mile to Ville des Glaciers. Here you can carry on up the track to Les Mottets; a path on SE side of stream saves a bit of up and down, but it's rather rough. The zig-sage up the hillside above Les Mottets are the hardest part of this easy climb; this section is rutted and rocky. Easier higher up, with fine views of the Mont Blanc range as one approaches the col, which is marked by a large cairn. The descent on the E side is easier, with a tricky stretch above and below a derelict building (useful in emergency). Stony zig-sagging track from Alpe Inférieure de la Lex Blanche (small barracks) to the highest point reached by cars, 2½ miles from the col. Another 2 miles of stony, just rideable track to Alpe Inférieure de l'Arp Vieille, then tarmac to Courmayeur. A very easy 2500m r/s pass. Allow 6½ hours altogether.

Details: P. Wright 2.3.35.



COL DI CHAVANNES c. 2600m La Thuile to the Col de la Seigne path, 4 miles r/s + rough road

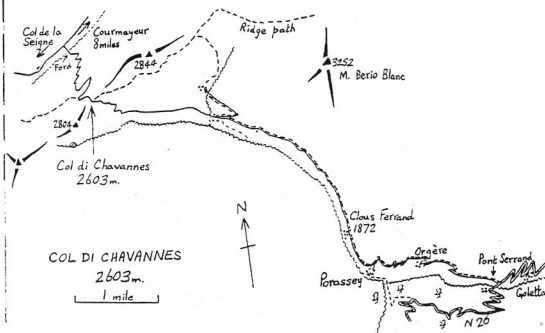
N244 fold 21 M74 folds 18, 19 top

From Pont Serrand, above La Thuile, a jeep road, probably military, goes up first in steep zig-sags, then contours the NE side of the valley. (If approaching from the top of the Little St Bernard, it is not necessary to descend as far as Pont Serrand; a small path winds round a grassy hillock near one of the zig-sags on the main road, down to a bridge over the river. A steep pull up the grass slope opposite lands one on the jeep road above the zig-sags.) Further up, this jeep road is cut by two landslides, easily passed with a bicycle, at the 2000m mark. After a further zig-sag at 2200m, the road continues as a path, boulder-strewn in a few places, but generally easy, to the col, which has been prominent in front for some time. There is an old fort, often containing snow, but shelter in emergency, at the top of the pass.

There are two paths from the col. One strikes left down the scree slope, soon to pass by a steep hidden névé (inadvisable with bike). The other strikes down to the right, a fair path across the scree slope, but requiring care. The path is quite steep, and it is necessary to double-carry bike and baggage down the first part of this path for about 500 ft vertical interval. The path gets onto a grassy moraine descending slightly, towards the Col de la Seigne, before zig-sagging down a second steep slope, grassy this time, and much easier than the scree. The river from the Col de la Seigne is easily forded in good weather at about the 2200m contour, to join the track to that pass on the N bank. Magnificent views of the Mont Blanc range during the descent, and of the Gran Paradiso during the ascent. Altogether a very rewarding crossing.

Times: La Thuile to top, 4½-5 hours; descent to Col de la Seigne path, 1½-2 hours.

Details: E. D. Clements & R. Sauvaget 1958.



COL DE LA CROIX DU BONHOMME 2443m Notre-Dame-de-la-Gorge to Les Chapieux, 9 miles r/s

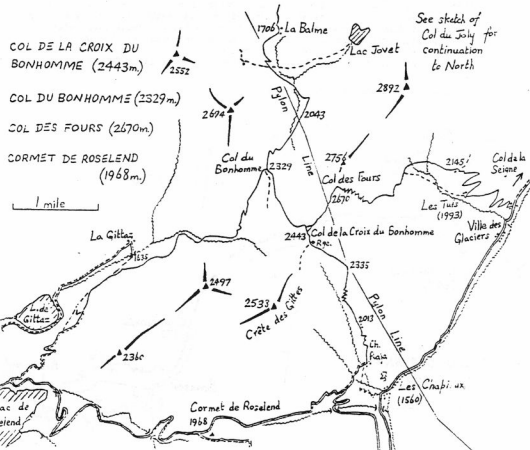
M244 folds 20 & 21 M74 fold 18 top.

A fine crossing, part of the Tour du Mont Blanc. Leave D902 at N.-D.-de-la-Gorge, by a wide but very rocky track (Les Rochassettes) up a gradient of 1 in 5 to Sant Borrant. Much easier and sometimes rideable to Chalets de la Balme (hotel restaurant here in 1950s). Then a jeep road up the first steep slope to a hydro-electric scheme, then very steep and rough path, with easier sections in between. A short 50 yards carry near the top, with possibly snowdrifts and a stream to cross. From the Col du Bonhomme here, the way divides, either southwards down to Beaufort, with a fine gorge between La Sauasse and La Gittaz (difficulties have been experienced sometimes with landslides on this path), or SE-wards up to the Croix du Bonhomme. The first part of this path may be a bit dodgy if there is much snow about, as there is a steep drop on the right (W) side. (Note to take the uppermost path of three from the Col du Bonhomme; this may be the reason why this section was described as 'dodgy' in 1980 - L. D. C. does not remember the 'dodgy' bit.) This upper path continues fairly level and slightly uphill across boulder-strewn slopes and snowdrifts (early August) to the top. The refuge on the top was reopened in 1969.

From the refuge a fairly easy but steep, wheelable path descends to Chalets de la Raja, from where there is a jeep road down to Les Chapieux.

Times: N.-D.-de-la-Gorge to top, 4-5 hours; down to Les Chapieux 2 hours.

Details: E. D. Clements 1957, with later amendments.



COL DE LA BATHIE 1889m Arèches to La Bathie, 4 miles r/s & rough road

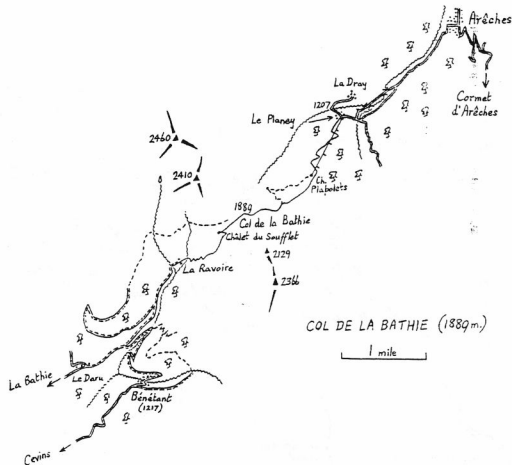
M244 fold 20 M74 fold 17.

Easy and fairly rewarding; the Rubbs considered the Arèches side to be rather stiff for ascent with camping gear. Metalled road (D65) from Arèches to Le Planey, where take a steeply climbing path on the left, 100 yards before bridge over torrent. This path follows the line of a chair lift; one hour to the Chalets de Plapolets, where there is a wayside cross, and the top of the chair lift. From here, one should not take the path which seems to lead straight to the col, but a large track through woods, going S at first.

From the col, a good track goes down to the Chalet du Soufflet. Two ways lead down from here to the Chalets de la Ravoir, from where rough roads lead to Le Daru and a metalled road to the valley.

Allow 3 hours to La Ravoir.

Details: R. Sauvaget 1958, updated.



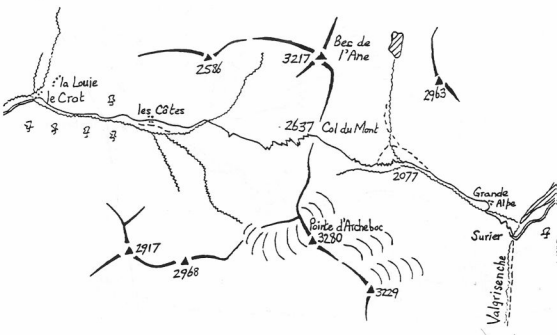
COL DU MONT 2639m Bourg St Maurice to Valgrisenche, 7 miles r/s

M219 fold 11 or M244 folds 21 & 22 M74 fold 19.

The direct road from Les Masures to Plan du Pré is not shown on the French IGN 1:100,000. No need to go via Le Mirroir, though this is a fascinating village. Small road to Le Crot (steep). Leave the road here and climb up to the right by a good track (rideable in descent) along the N bank of the stream. After the steep climb, it is possible to ride a short way across pastures, past some chalets, to La Motte (1½ hours from Le Crot). Climb up behind the chalets, on grass, straight ahead at first, then with many zig-zags to the col. Little used, not waymarked, but easy enough to follow; a pleasant steady climb, to the col, where one is suddenly confronted with one of those classic Alpine panoramas. Even the Matterhorn is visible. Three hours from Le Crot to col. No carrying necessary. On the Italian side the terrain is much more difficult: even in late September a bank of frozen snow to cross, then an ill defined path down a steep mountainside, with a lot of loose rock. Just before the first farm a bridge across a sizeable torrent was washed away. After that, easy going. At the junction with the first motor road (unsurfaced), turn right for Surier and the narrow road along the S side of the reservoir; the left turn is a high-level forestry road along the N side of the reservoir. Both ways lead to Valgrisenche.

Details: G. Nevey 1982.

COL DU MONT (2637m)



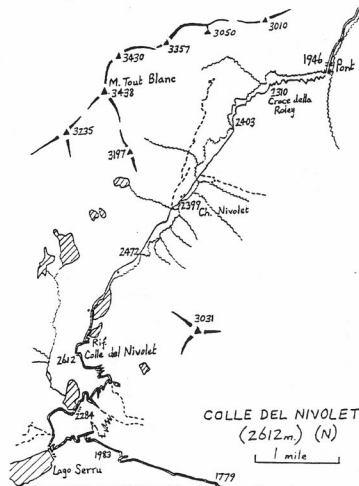
COLLE DEL NIVOLET 2612m Valsavaranche to Ceresole, 5 miles r/s

M244 fold 22 M74 fold 20.

A road link was proposed over this pass, but the northern section from Pont Savaranche to the top has not been completed, and according to a 1986 report the plan has been shelved in order to preserve the character of the Gran Paradiso national park. At Pont, cross the torrent coming down from the right (N), and then climb by a well marked path in the direction of the Croce della Rolet (a cross at the top of the steep bit). Turn SW-wards here, without crossing the river (an alternative path, not recommended, does cross the river and takes you up a steep slope onto the stretch of the road which has been completed), past some rocky knolls and up a big wide flat valley. Pass a group of chalets on the left, cross the main river soon afterwards, and continue past the Chalets de Nivolet, below the stretch of completed road, which one reaches either by following the track or by striking off to the right and climbing up the slope. From here the road is rideable, and soon becomes metalled to and over the col. Fine views of the hills around the Gran Paradiso on the way up; at the top the view is mostly to the S.

Allow 3 hours for the ascent.

Details: P. Wright 3.8.85, 6.7.86.



COLLE DEL NIVOLET (2612m) (N)

1 mile

Che COL DE CHAVIÈRE 2796m Pralognan to Modane, 10 miles r/s
M244 folds 31 & 32 or M77 fold 8 VAD S ***

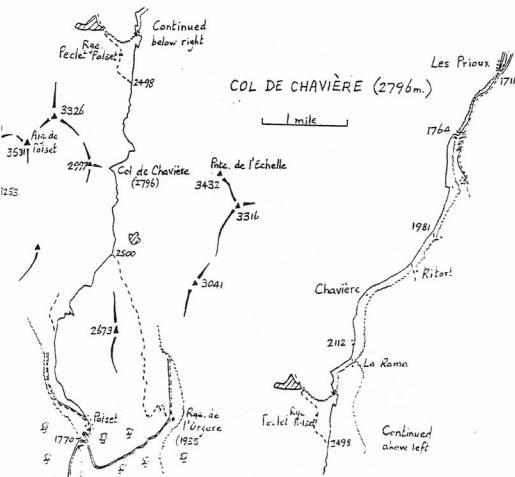
A very hard pass, easiest after a dry spring and hot summer, and not advised before August, because of large snowdrifts near the top. It is easier to find the way going N-S. Road from Pralognan (last eating place) to Les Prieux, then a good path continues up the W side of the stream to the Refuge Péclet-Polaset (food and beds if required). Easy enough thus far, but the 1300-ft climb from the refuge to the top is very hard going, mainly boulders, landslides, snowdrifts, and a scree slope near the top. Much carrying necessary; usually the path, which is retrenched each summer, curves S-wards near the top from the direct line to the col. There are a few cairns near the top.

The southern slopes are also very steep and rough at first, but the snowdrifts are smaller. Lower down, make for the right-hand (western) torrent; the path keeps a few hundred feet above it, on its E side, and takes one down to the Polaset chalets. Thence a road down to the valley.

Times: from Les Prieux to top, 5 hours; from top to road-head, 2 hours.

Details: R. Sauvaget, 1950s, with minor amendments.

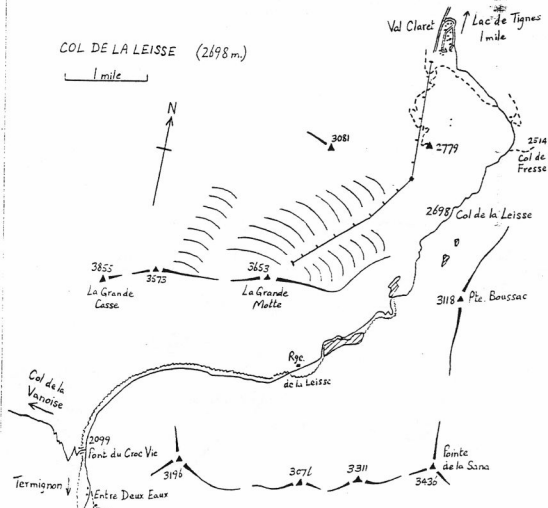
F. Wright, 1982



COL DE LA LEISSE 2758m Termignon to Tignes, 10 miles r/s
M244 fold 32 top M74 fold 19 bottom.

Metalled road from Termignon (on N6) to Entre deux Eaux. From there, a narrow, gradually rising path keeps SE of the river, crossing it just before the Refuge de la Leisse, and becoming poor after passing a dam and going round the NW side of the reservoir. After Lac des Nettes, the path ceases to exist (1958); however, as it is GR 55, there is probably a well marked path now. There were occasional point marks and cairns as the way crossed some boulder fields, needing a lot of carrying. The pass consists of two tops half a mile apart, and the path is somewhat better hereabouts. There is a fine view of La Grande Motte while descending from the col, otherwise the scenery is rather second-rate. The path becomes rather rough again, with snow patches and stony areas (this part may be difficult to follow if ascending), but improves about half a mile before the path to the Col de Presse (2574m) turns off to the right. The path is rideable downhill hereabouts for some distance, then steepens down a shallow gully, afterwards contouring the hillside above the Chalet de Prariond, before descending to Le Lac de Tignes. A long hard pass.

Details: R. Sauvaget and E. D. Clements 1958 (without cycles), and later amendments.



COL DU PALET 2652m Tignes to Champagny, 9 miles r/s

M244 folds 21 & 32 M74 folds 18,19 bottom.

This is a very fine route, more rewarding even than the alternative descent of this col to Jancroix. There is a metalled road to the Lac de Tignes (lake, not town), and around its NW side. Just beyond the lake, a rather faint and narrow path strikes up the steep hillside to the SW in a long sweep. An occasional carry may be necessary; snowdrifts may be encountered high up even in August. At the top, the path forks, left for Champagny. This left fork contours the slope for a short distance to a slight dip, then descends a long but fairly easy slope to Chalets de la Plagne, 2000 ft below the top. This slope is often steep. Care is required in ascending; at Chalets de la Plagne take the path to the left, towards a wayside cross higher up, and to the left of which the path goes. Above the cross the path again forks, left for Col de la Grasse, but the Palet path is the lower or right-hand one. The descent from Chalets de la Plagne is now a rideable jeep road with ten hairpins before Laisonnay. Thence, a metalled road continues down the valley to Champagny.

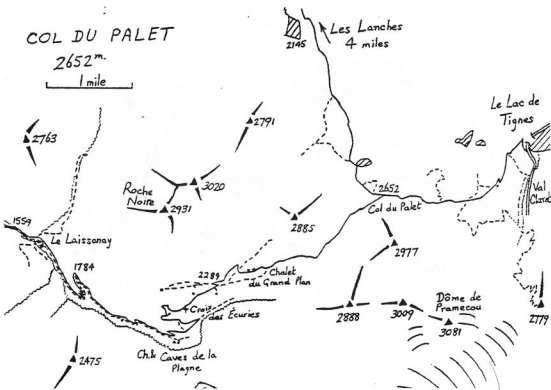
Time: 5 or 6 hours from Tignes to Laisonnay, an hour longer in reverse. Wheeling nearly all the way.

Details: B. D. Clements and R. Sauvaget 1958. Crossed by tandems 1961, R. Harrison and G. Swift, with camping gear, which necessitated a double carry from Lac de Tignes to the top.

COL DU PALET

2652m

1 mile



COL DE LA VANOISE 2515m Pralognan to Ternignon, 8 miles r/s

M244 fold 32, top M74 fold 18 bottom.

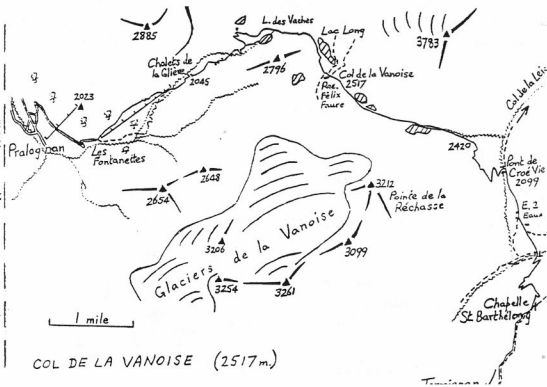
A much easier crossing than it used to be 25 years ago. Pralognan shops closed afternoons. A rough narrow jeep track has been made all the way to the Refuge Félix Faure on the summit. The refuge has been much extended, open to all, with a varien in summer, and meals available.

A metalled road goes from Pralognan to Pontanette. Above there an extended chair lift is being constructed, and a broad strip of trees has been cut. The route follows below now, very steep in places, but eases off just before the path crosses the river into the National Park. Good campsites just outside Park boundary (camping forbidden in it). The next stretch past Chalets de la Glière is unspoilt, but becomes steeper again to the Lac des Vaches, which is crossed on a causeway before the path zig-zags up a scree slope to reach the grassy meadows which lead to the Refuge.

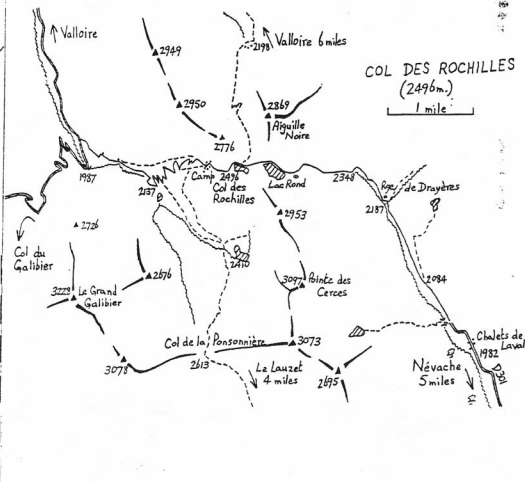
Parts of the next two miles are rideable before reaching the steep rocky drop down to Pont de Croix-Vie, then an easier path to Entre Deux Eaux. Metalled road thence to Ternignon.

Allow 4 hours from Pralognan to the col, 2 from the col to Ternignon.

Details: G. Newey 1982.



COL DE LA VANOISE (2517m)

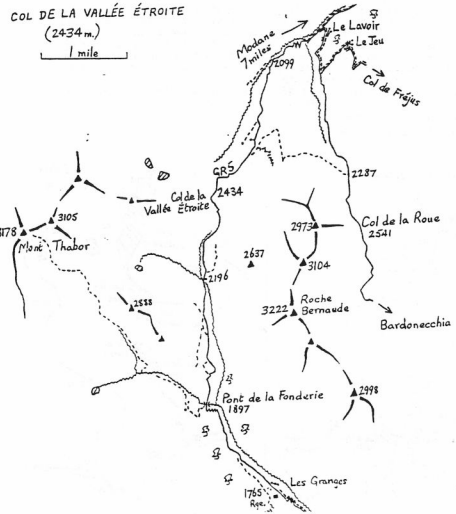


VE COL DE LA VALLÉE ÉTROITE 2434m Modane to Briançon. 7 miles r/s + rough roads

M244 fold 31 or M77 fold 3 VAD N (N side), S (S side) ***
Metalled road to Le Charnaix, then rough, through trees, to Le Lavoir. Bear right here (NW-wards) to avoid taking the road to the Col du Fréjus. The road soon degenerates into a zig-zagging goat track climbing steeply to an upper dam; avoid a path across the river and continue up the left (E) side of the valley. Fine view of Mont Thabor from the col. The first thousand feet of the descent is very steep and rough, loose and rocky, but thereafter it moderates, and at Pont de la Ponderie a rideable road commences. This is a beautiful valley, wooded, and with imposing cliff scenery lower down; there is a GAP chalet-hotel at Les Granges de la Vallée Étroite. Metalled road starts a bit lower down the valley.

Times: Modane to summit 5 hours; down to Briançon 4 hours or less.

Details: W. E. Spoor 1958, with later amendments.



Fr COL DU FRÉJUS 2540m Modane to Bardonecchia, 2 1/2 miles r/s + 9 miles of rough roads
M244 folds 31 & 32 or M77 fold 8 VAD (N side) E, (S side) D ***

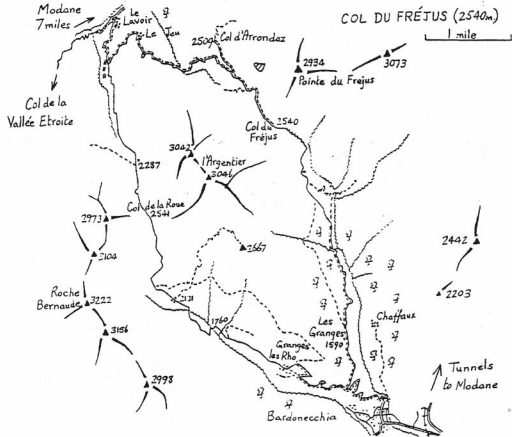
The N side is very easy, consisting of a good jeep track right to the top. The S side is a narrow, stony and often steep and zigzagging footpath. Magnificent views from the higher reaches.

Just above Le Charnaix, turn right off the targa road along a good unsurfaced road (signposted Col de Fréjus, Col de la Vallée Étroite) through woods. At Le Lavoir (dam, small electricity plant) continue along road; the Vallée Étroite path goes right here. Road goes left up hillside, now steeper and mostly above trees. Carry on for several miles to the top. At a small basin in the hills (good site for a tent), just after a stream, bear left, and higher up, just before a concrete avalanche barrier on the right, branch right (unsignposted) for the final, almost level, bit to the col.

The top is a small smooth saddle. Go to its right-hand end and you will find a steep path which bypasses a large mudriff on the left (mid-July). An hour from the top you come to a large abandoned barracks with a concrete cross in front of it, and 1/2 mile below that a smaller two-storey building. Just after this you pass through a gap in a rusty barbed-wire fence and turn left (ignore a grassy track leading to the right). Less steep for a while, but the last stretch down to the road is steep and has some awkward passages.

Times: from Le Charnaix to top, 4 hours; down to road, 2 hours.

Details: J. & B. Vaughan, Sept. 1965; P. Wright 13.7.38.



PAS DE LA COCHE 1989m Le Rivier d'Allemond to Prabert, 4 miles r/s

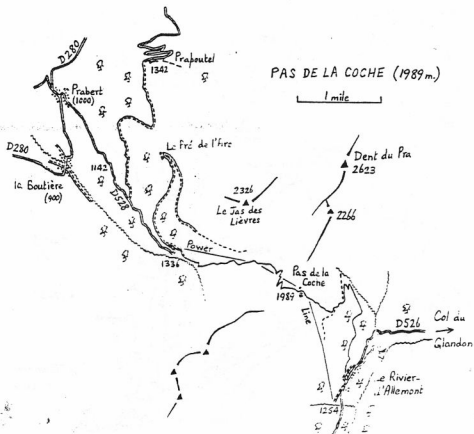
M244 fold 29 M77 fold 6.

A useful and fairly easy little crossing of the Chaine de Belledonne. An easy, well waymarked path heads W-wards from the upper (N) end of Le Rivier (on the D526 from Col de la Croix de Fer). This path becomes very steep through the forest; after a long mile and several sharp bends one leaves the forest to arrive at a rocky ravine. Leave this, and climb in zig-zags towards the SW (pretty views to S and E), turning W-wards after a few hundred yards (bear right at a fork of paths) in the direction of a rocky gap through which runs an electric power line. This gap is the Pas de la Coche; there is an easy, but narrow and winding path through the rocks. There is a small lake just below the col, and a refuge on the right, at the bottom of the slope.

Descend from the col down the bottom of a rather uninteresting comb, then by a poor track down a boulder-strewn slope. Thereafter a gradual easy descent through meadows dotted with pine trees. Rather closed in, with little view. After a while one meets the forest road (D528) from Pré de l'Arc, which is metalled down to Prabert and the Isère valley.

Times: 2½ hours from Le Rivier to the col, 1½ hours down to D528.

Details: R. Ferrodin c. 1970.



COL DES SEPT LAUX 2184m Allevard to Allemond, 7½ miles r/s

M244 fold 29 M77 fold 6.

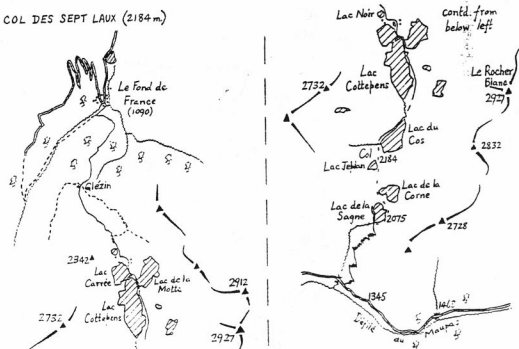
A hard pass, but fairly often crossed with a bicycle. At Le Fond de France, the end of the metalled road (10 miles S of Allevard), try diplomacy with the hydro-electric engineer, who may be persuaded to hoist bike and luggage to the first lake on the téléphérique. If not, take the stony path behind the chalet hotel, climbing slowly to Pont de la Sagne. Beyond the bridge, turn left (finger-post), and the steep climb begins in earnest through the forest. Well marked path; the gradient eases and steepens three times before Glézin, an open hut with bunkies, but no one resident. Fine situation. There are two téléphériques; the one on the left follows a power line and gives the direction. From Glézin, the path is grass-grown, following the W side of the valley in steep zig-zags to the Lac Noir (tricky if under snow). From near the upper station of the téléphérique the plateau and lakes can be seen, together with a lot of debris from the dam-building operations. The path passes between the Lac de la Mothe and the Lac Carré, then left of the Lac Cottepens (the largest), i.e. by its E side. Cross the dam at the end of the Lac du Cos, then keep W of the lake, to the col itself. Mostly wheeling by the lakes. Fine view from the col - better still from the S side of the last of the three lakes on the S side of the col (the Lac de la Sagne). Pass E, W, E, in that order, of these three lakes, the path being almost non-existent now. The path begins to the left of the overflow from the Lac de la Sagne, and is exceedingly steep, with about 160 zig-zags down to the road. Some carrying necessary.

No path shown on IGN 1:100,000 (1982) after reaching the Lac Noir. Up-to-date information required, please!

Total time about 7-8 hours.

Details: R. Sauvaget, pre-1958.

COL DES SEPT LAUX (2184m)



N of the Isère and Locana valleys

11

62

53

10

E (W side M) *

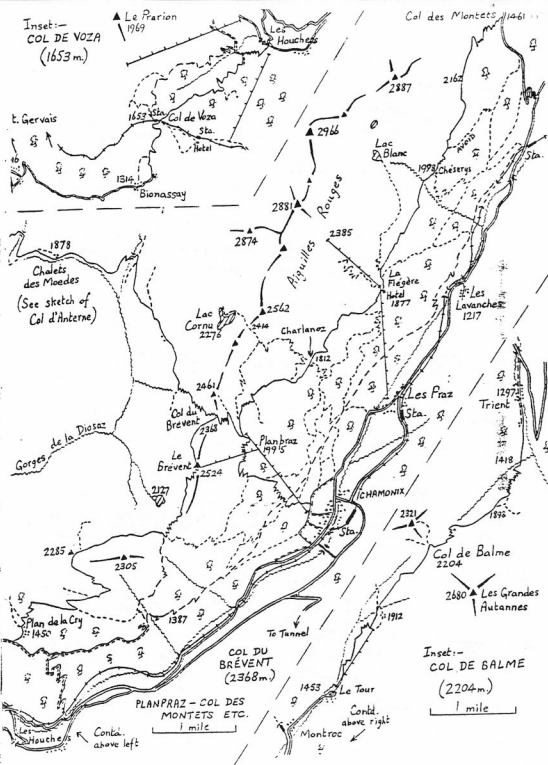
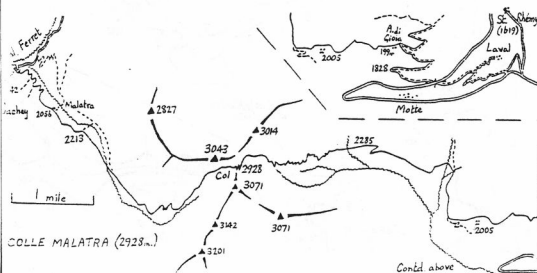
13

25



contd. above

Pou Col des Fours 2671m Croix du Bonhomme to Ville des Glaciers
M244 fold 21 or M74 fold 18 Part of the circuit of Mont Blanc (T.N.B.),
with fine views of the SW end of the range. Very steep descent for 1500
ft, then much easier. Accommodation only at Les Chapieux or down E side of
Col de la Seigne. Bothy at Les Mottets ? (good in 1958). D ***



Lo *Col de la Louze 2119m Arêches to Villoudry M244 fold 20 or M74 fold 17 No details, but no obvious difficulties from the map. M? **

CA Cornet d'Arêches 2109m Arêches to Aime M244 fold 20 or M74 fold 18 A rough road above about 1700m. E *

Coi Col du Coin 2398m Lac de Roselend to Aime M244 fold 20 or M74 fold 18 The final part of the N side is very steep indeed, with practically non-existent path. S *

Bre Col de Bresson 2469m Lac de Roselend to Aime M244 fold 20 or M74 fold 18 The N side is a very steep boulder-strewn grass slope; the S side easier, and views are better than from the Col du Coin. D **

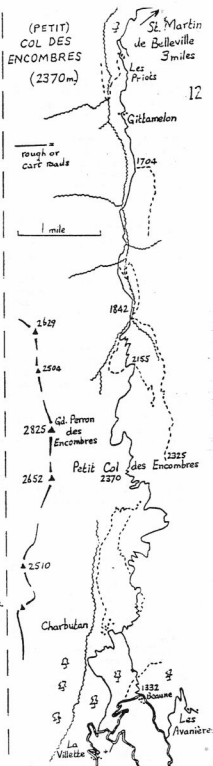
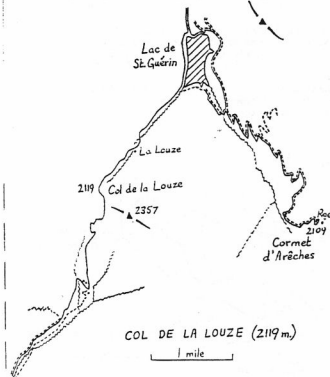
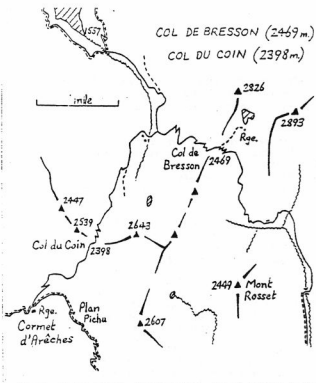
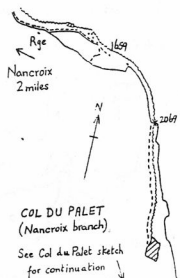
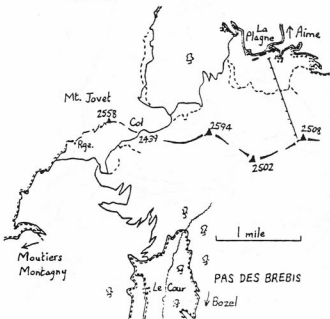
PB Petit St Bernard Roman road 2188m Sées to col M244 fold 21 or M74 folds 18 & 19 Road to St Germain, then a rough track, improving higher up, where it is less steep. E **

S of the Isère and Locana valleys

Bb *Pas des Brebis 2439m La Plagne to Bozel M244 fold 20 bottom or M74 fold 18 No details; cart track (single full line) on map, except for about a mile of path over the top. M **

Pal Col du Palet (Nancroix branch) 2652m Tignes to Nancroix, etc. M244 fold 21 bottom or M74 folds 19 & 18 From the col, scree slope down to the Lac de Grattaleu, then alternate steep or level sections down to the valley (G.R. 5). The ascent from Tignes is described in Section A. M (short D) **

En *Col des Encombres 2340m Moutiers to St Michel de Maurienne M244 fold 31 or M77 fold 7 No details; cart track shown over pass on 1:50,000 map, between the older paths shown on Michelin. Easy gradients, but long. M **



CS Col de la Croix-de Savoie 2562m Col du Glandon to Le Pond de France
 M244 folds 29 & 30 or M77 fold 6 Very rough and difficult; the path is often
 non-existent, needing much carrying over boulder fields. Not advised
 unless travelling light. S **

Mer *Col de Merdaret 1798m Le Pond de France to Theys or Prapoutel
 M244 fold 29 or M77 fold 6 No details; from map, path leaves the road
 above Le Pond de France at about 1400m, and follows the pylon line.
 A rough road starts down the W side about $\frac{1}{2}$ mile S of the col, at 1900m
 approx., to Prapoutel, while the path picks up the pylon line again on the
 descent to Les Ayes, on M280. M7 **

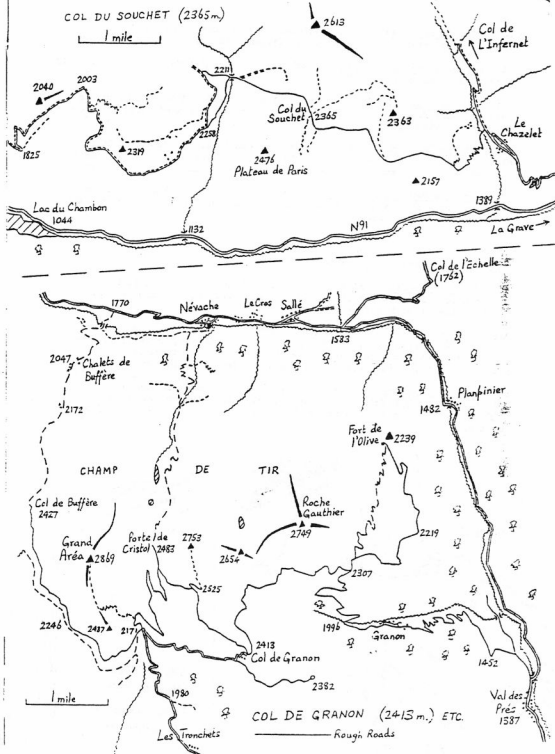
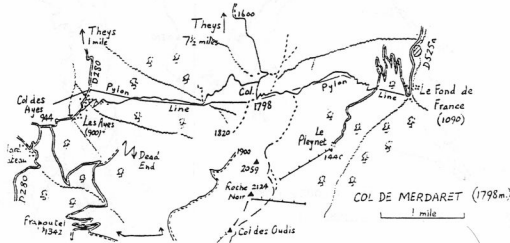
Srn *Col de Sarenne 1999m L'Alpe d'Hues to Clavans M244 fold 30
 bottom or M77 fold 6 No details, but shown as a rough road throughout on
 all maps. It could be combined with the next col (Souchet) without
 descending to N91. Reported Metalled throughout, 1993. E **

Sou Col du Souchet 2365m Besse to La Grave M244 fold 30 bottom or
 M77 folds 6 & 7 Rough road almost to the top of the W side. Just past
 the top, a path turns off S37 to a lake perched on the edge of the Romanche
 gorge, with a marvellous view of La Heije, etc. From the col, an easy
 path goes down to La Grave. W side E, E side M ****

I Col de l'Infernet 2656m Entraigues to La Grave M244 fold 30 or
 M77 fold 7 Like the Col du Souchet, not named on Michelin. Very hard
 indeed, with scree, landslides, etc. No path shown on recent large-scale
 maps, probably because of the 'Champ de Tir' (created since details of the
 pass were received). Pine views. VS ***

Cri *Col de Cristol 2483m Col de Granon to Névache M244 fold 42 top
 or M77 fold 8 bottom Rough road to top from Col de Granon; no details of
 path down the W side. Presumably little used, as it is in the 'Champ de
 Tir'. S side E, W side M or D? **

Gra Col de Granon 2413m Chantemerle to Granon M244 fold 42 top or
 M77 fold 8 bottom Metalled road from Chantemerle to top; rough road (top
 part officially barred to traffic) down E side. E *



MC Mont Chaberton 3131a M244 fold 43 top or M77 fold 8 bottom
A rough road goes up from Fenils (near S24), mostly unrideable up or down
to ordinary touring bikes. Fine views from summit. Allow 5 hours up,
4 down. E ****

NJ *Monte Jafferau 2801a M244 fold 32 bottom or M77 fold 8 No
details. The rough road from the E, leaving S24 NE of Salbertrand, is well
shown on the 1:100,000 map; it passes through a curving tunnel behind
a grotto on the SW slopes of Monte Seguret. A mile further on, the road
splits; the right-hand branch climbs to and along the ridge E of Monte
Jafferau, whilst the left-hand branch contours the southern slopes to
a point $\frac{1}{2}$ mile due E of I Baciini (not all shown on 1:100,000), where
a steep mule-path descends the 700 odd feet to that place. A rough road
goes down from I Baciini to Bardonecchia. According to Denzel, you have to
go on all four in places on the descent to Bardonecchia. N? ***

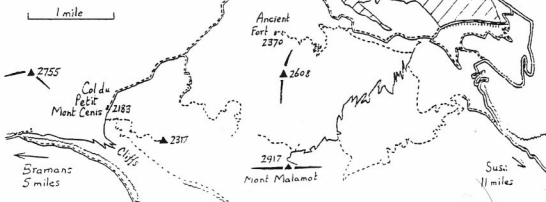
So Colle Sommeiller 2993a M244 fold 32 or M77 folds 8 & 9 A road,
mostly metalled, goes up to Rochemolles, very steep in places. Rough road
from there to the col, just rideable where not too steep. Alapet certainly
no r/s continuation from the top; no path is shown on 1:50,000 map down
2000 ft of very steep hillside until the valley is reached. E ***

Mal Mont Malamot 2917a M244 fold 32 or M77 fold 9 A very rough road
goes (across snow in places) to the ruined fort on the top, but it is un-
rideable up or down. Much easier to walk, in which case a return by a more
southerly route is possible, according to 1:50,000 map. H ****

PHY *Col du Petit Mont Cenis 2183m Col du Mont Cenis to Bramans
M244 fold 32 or M77 fold 9 A rough road, with one or two short steep sections,
goes up to the col from the main road col. No details of SW side, which starts
with a very steep 1000-ft descent by a mile-path winding through cliffs to be
Planay, then a metalled road to Bramans, according to 1:50,000 map.
E side E, W side D? ***

COL DU PETIT MONT CENIS (2183m.)

MONT MALAMOT (2917m.)



COL SOMMEILLER (2973m.)

MONT JAFFERAU (2805m.)

