

CENTENARY OF SWISS TRAVEL

EXACTLY one hundred years ago this month, a party of daring English travellers crossed the Alps on the first-ever conducted tour of Switzerland.

Their trip was organised by a certain Mr. Thomas Cook, whose name was to become famous among travellers all over the world. But Mr. Cook only led his party personally on the first leg of their journey; once they were among the mountains he handed over the maps and tickets and left them to continue.

Travelling among the Alps a century ago was nothing like as highly organised as it is today. Yet the intrepid English tourists—seven women and six men—had the time of their lives. By carriage and lake steamer, train and mule (and a lot of the way on foot, too) they enjoyed every minute of it.

Now the whole trip is being re-enacted as a party of modern tourists, wearing the voluminous clothes of their great-grandparents, find out what holidaymaking was like in the mid-nineteenth century.

For the occasion, some long-forgotten forms of transport are being brought out of the museums and put to use again. Most of them will, naturally, be horse-driven—including stage-coaches, a charabanc and a bus.

One novelty will be a sailing barge of unique design, the last of a long line which will be coming out of retirement to take the party for a sail on Lake Geneva, Europe's largest stretch of water. Another

Europe's first mountain railway which climbs to the top of the Rigi. Opened in 1871 it is another historic line which will have a part in this month's celebrations. Both the photographs on this page are by courtesy of the Swiss National Tourist Office and Swiss Federal Railways.



Travel a hundred years ago—this Swiss Federal Railways train of the 1860's is still operational and will be used for the re-enactment this summer of the first conducted tour of Switzerland.

boat the travellers will board is one which, since it was ordered out of service a few years ago, has been sailing in a very solid sea—of concrete. Yet it is the most historic craft in Switzerland—the oldest of all Swiss lake steamers. Built in London 116 years ago, she was taken on

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a very involved journey across half of Europe, by ferry-boat, river-steamer, train and horse-driven truck, to make her maiden voyage over Lake Lucerne in 1848. Carrying 200 passengers at a time and cruising at twelve knots, she was destined to travel a distance equal to 30 voyages round the world. The ship is

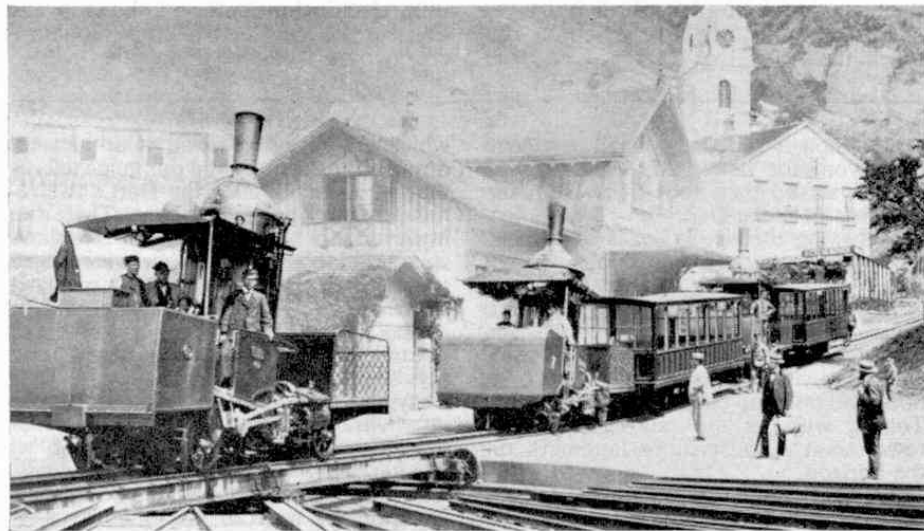
now spending her last days, sunk in concrete, as a restaurant for visitors to the Swiss Institute of Transport.

Although electricity has superseded steam on all the Swiss railways, two coal-burning locomotives are being put into working order again for this month's centenary celebrations. One is a Swiss Federal Railways loco. of 100 years ago; another a 50-years-old locomotive—hauling two Pullman cars of the same period—of the trans-Alpine Berne-Loetschberg-Simplon Railway, which is itself celebrating its half-century this year.

Europe's first mountain railway, the line climbing from Lake Lucerne to the summit of the Rigi, was only a dream in 1863. That was the year in which a Swiss engineer called Niklaus Riggenbach took out a patent for his rack-and-pinion system, but it was some years before his dream railway became a reality.

All the same, the Rigi railway is included in the current tour. The party will spend the night at the mountain-top hotel, to be wakened by an alphorn at four o'clock next morning to watch the sunrise—just as their predecessors did 100 years ago, after valiantly climbing the mountain on foot!

Perhaps one of the most unusual means of transport the modern travellers will be using is one which, even today, is still operated in the same way as it was when first brought into use 80 years ago. The Montreux Funicular is a quaint anachronism in a country where every form of travel, from humble chairlift to gravity-defying aerial cableway, is run by electricity. Its motive power is ordinary tap water. The funicular consists of two coaches travelling in opposite directions. Water is pumped into the carriage waiting at the upper terminal; when the brakes are released, the (Continued on page 317)



The Modern Battle Tank—

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vehicle, possessing many new and interesting points, the Chieftain certainly attracted a good deal of publicity.

No individual armoured vehicle can rightly be described as Britain's best but, united as a team, with each individual vehicle performing a certain and specialised task, Britain's armour is surpassed by that of no other country. The Chieftain, however, is certainly a most impressive vehicle, employing a high velocity gun of 120 mm. calibre, which is described as superior to the Centurion's 105 mm. gun. The Chieftain is still to enter service. One of its major features is the adoption of the supine position for the driver. This permits a considerable reduction to be made in the vehicle's overall height, which correspondingly reduces the target area presented to the enemy's anti-tank units. Another very important feature is that, since it is lighter than the Centurion and the Conqueror, it can fill a dual-purpose role and will eventually replace both.

The power unit consists of an L60 multi-fuel two-stroke engine of entirely new design. This is a fuel injection engine of approximately 700 b.h.p. designed to operate satisfactorily on various types of fuels, or various combinations of fuels, petrol, diesel oil, aviation gasoline or aviation turbine fuel. Development of this new-type power unit was entrusted to one of Britain's biggest manufacturers of commercial vehicles, Leyland Motors Ltd. Although the Chieftain has now been in production for many months, the actual date on which it is to be introduced as a replacement is, at the time of writing, a secret.

Prizewinners' Parade—

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the winners being allowed to choose from these two attractive items. Five decided on Train Sets, the others the "Circuit 24" outfits. The winners were: John Adnett of Uxbridge, Malcolm Cleveland of Stroud Green, London, Michael Davies of Dover, Adrian Faulkner of Basingstoke, Michael Fitt of Haughurst, Hants., Charles Maude of Broadstairs, Graham Mitchell of Brighton, G. M. Ashcroft of West Ealing, London, Richard Hardaker of Harrogate, and John Fallowfield of Camberley.

Here is one of the winning entries describing the Hornby Train display: "I have seen model railway exhibitions staged by other companies, but none topped this Hornby-Dublo display. The intricate detail of working parts, the neat design of the couplings and Hornby-Dublo's 25 years' experience in "00" gauge railways are only three of the factors which contribute to Hornby-Dublo's superiority in the model world."

Filming a Floating School—

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the quayside, the ship sailed out under the approaching night sky heading for

Gibraltar. As darkness began to envelop the ship we climbed aboard from our launch, having filmed the departure against the rays of the setting sun, had a hasty meal, and then prepared to film one of the ship's many dances held on deck.

The next afternoon we were lowered over the side again, this time in one of the ship's lifeboats. From the deck, the sea had looked calm, but down there, the Atlantic proved the reverse. For the next two hours our cameraman tried to get a worthwhile shot of *Dunera* steaming "full ahead" while we fought to hold him, and his camera tripod, steady. It proved impossible. In the end he had to shoot from a hand-held position. Before he was able to get a steady shot, however, *Dunera's* captain had to turn the ship round many times. However, results showed that it was worth the effort. The cameraman also managed to capture a head-on approach shot without camera shake, which he held until it looked as though *Dunera's* giant hull would crash right through us. The coxswain knew what he was doing, of course, and turned away before there was any real danger of collision, despite calls from the cameraman to go in still closer.

At Gibraltar there were taxis, instead of coaches, to meet the children. When *Dunera* is in, almost the entire taxi fleet has to be commissioned. Here, there was the famous Rock to explore, the attraction of the Barbary Apes, and the shopping. The number of transistor radios that came back on board that night looked like a day's output from an electronics factory, almost every other child had one; so did we. The youngsters proved better at bartering, for they managed to get identical models to ours a pound to 30 shillings cheaper.

Twenty-four hours later we were sailing up the Rio Tejo under a night sky and in to Lisbon. On the starboard bow was the magnificent floodlit statue of "Christ the King". The giant figure, which appeared to be suspended in the sky, was an inspiring sight. Next morning we saw that it stood on a hill, as well as on a tall column, but at night only the figure is lit, not the column, and thus one gets the illusion of the figure being suspended hundreds of feet in the air. Lisbon is one of the cleanest and most beautiful cities in the world, and is full of historical interest.

Some hours later, bound for Lorient in Brittany, we were overtaken by *Nevasa*, flagship of the B.I. Company. We got some close shots as she drew level and held station for a few moments. A trooper of over 20,000 tons, she was homeward bound from Cyprus with the First Battalion Devon and Dorset Regiment when we saw her.

Two days later we were filming the submarine pens as *Dunera* glided past them into Lorient, the U-Boat base used by the Germans during the war. Soon, we were at work again, capturing the peaceful scene provided by the countryside of Brittany, as the coaches took us still further on our tour. Another two

days, and we were back home. As we docked at Tilbury there were many tears for the youngsters had grown to love the ship and were sorry to be leaving her.

Since I made this voyage, educational cruises have proved so popular that another schoolship has been added to the fleet—the *Devonia*. As these ships continue to cruise through all points of the compass one thing has become quite clear to us—film units are not the only people with opportunities to travel the world. Today, even twelve-year-olds are doing it!

Centenary of Swiss Travel—

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additional weight of the descending coach is sufficient to haul the other coach to the top of the track. The tank of the first coach is then emptied, and the procedure repeated.

The funicular, with its maximum gradient of 57 per cent, was a sensation when it was opened, at a time when the peaceful village of Montreux was beginning to develop into the major holiday resort it is today. Since then its popularity has never waned, and it remains now as a fascinating memorial of one of man's early attempts to conquer the Alps.

Air News—(Continued from page 285)

December 1959, an average of one for each working day. The 707s and 720s alone had carried 36,700,000 passengers some 922,500,000 miles during 2,100,000 hours in the air with 29 airlines by April 11. Another 915,000 flying hours had been logged by the military KC-135s and C-135s.

The 1,000th Boeing Jet transport was a 707-320C cargo-plane for Pan American World Airways. One of the proudest of its 999 predecessors is the VC-137C illustrated on page 285. Operated by the Special Air Missions Squadron of the Military Air Transport Service, this specially-equipped aircraft is intended to provide 550 m.p.h. transport for U.S. Government officials, including the President, and important foreign guests.

Tape Recording—

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just as individual machines, but as integral and vital units in the whole vast and complex framework of Hi-fidelity."

Even so, sometimes a unit can be pretty big, which only shows how large the overall Hi-fidelity framework is. In spite of the fact that the tape recorder has only been popularly developed over the past quarter of a century, its origins run surprisingly parallel with that of the gramophone, or as we now call it, the record player. It is certainly making up for the late start in its development.

Next month, to conclude my series on tape recording, I will be telling you a few strange stories centred around these versatile machines.