





ITALIAN  
TRIP  
1960

FROM 17 CALIFORNIA. JUNE 7th - 17th. 1960

| <u>Surname.</u> | <u>Christian Name.</u> | <u>Place of Birth.</u> | <u>Date of Birth.</u> | <u>Place of Residence.</u> |
|-----------------|------------------------|------------------------|-----------------------|----------------------------|
| Baker.          | Malvyn.                | Whitchurch.            | 28.4.44.              | Didcot.                    |
| Dates.          | Paul.                  | S. Loreton.            | 1.5.45.               | S. Loreton.                |
| Beck.           | John.                  | Oxford.                | 13.9.44.              | Didcot.                    |
| Richard.        | Michael.               | E. Hagbourne.          | 14.1.45.              | E. Hagbourne.              |
| Brasher.        | Philip.                | York.                  | 30.11.45.             | Didcot.                    |
| Garter.         | Keith.                 | Corsham.               | 29.6.45.              | Didcot.                    |
| Cooper.         | Stephen.               | Didcot.                | 19.1.46.              | Didcot.                    |
| Cummings.       | Richard.               | Didcot.                | 15.5.45.              | Didcot.                    |
| Davies.         | Peter.                 | Melton Mowbray.        | 26.10.45.             | W. Hagbourne.              |
| Evans.          | Malvyn.                | Woking.                | 30.1.46.              | Didcot.                    |
| Greenaway.      | Derek.                 | Didcot.                | 30.3.46.              | Didcot.                    |
| Hronski.        | Boleslaw.              | Imaska.                | 30.6.46.              | Didcot.                    |
| Harris.         | Michael.               | Taunton.               | 12.1.45.              | Didcot.                    |
| Hoey.           | John.                  | Dunfermline.           | 13.12.46.             | Didcot.                    |
| Jones.          | Edward.                | Ke. toring.            | 20.10.44.             | Flewbury.                  |
| King.           | Christopher.           | Oxford.                | 25.5.45.              | Didcot.                    |

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Our educational visit to Italy began at 9.30 a.m. on June 7th., when a party of thirty seven boys and three masters left Didcot and travelled by coach to Victoria station. There we were greeted by Mr Robinson, come to see us safely on our way -and look at the engine- and by the Swiss Travel Service courier.

As we filed on to the, "Cote D'Azur," one young member of the party who had just got his first glimpse of the sea remarked, "They've got a swimming pool!" The crossing was good and even the bad sailors felt no discomfort. Everything was going according to plan, except for the bag left on the train but retrieved just in time by Mr Showell, and the loss of Pratley's landing ticket. The 24 hour strike on the French railways had passed and all was normal, e.g. the invasion by fighting figures in bright blue calling, "Porteur!"

The journey through France was interesting because of its familiarity as much as its novelty, fields and crops looking like those we had left behind in England. There were other similarities as one of the more philosophic of the pupils pointed out: "There's one thing about these French trains.....They're like the English trains." Another boy was impressed with a sudden French mountain, until someone told him that it was a slag heap. The trip was already proving truly educational.

The boys were quick to make friends on the train; the presence of a mixed school in the next compartment may have had something to do with it. Sleeping, with eight in a carriage, was fitful, and we arrived at 4.30 a.m. in Basle somewhat jaded. After an hour's wait we were able to have some





THE JOURNEY FROM  
BASLE TO CALAISE  
TOOK PLACE OVER-  
NIGHT. THE BOYS  
ARRANGED THEIR  
COMPARTMENTS  
FOR SLEEPING.  
LUGGAGE ON THE  
FLOOR AND TWO  
LADS ON THE  
RACKS. THE  
REMAINDER OF  
THE BOYS FOUND  
THAT IT WAS NO  
IMPOSSIBLE TO  
SLEEP ON THE  
HARD UPHOLSTER  
OF A FRENCH TRAIN.  
HOWEVER MOST  
MEMBERS OF THE  
PARTY MANAGED  
TO OBTAIN 4 HOW  
SLEEP ON THE  
HOMeward JOUR





THE JOURNEY THROUGH SWITZERLAND  
WAS MOST EXCITING. THE SWISS TRAINS  
ARE EQUIPPED WITH LARGE OBSERVATION  
WINDOWS





coffee, change money and buy presents. O'Brien said a sorrowful farewell to his girl friend, and then a bumptious official herded us into the train bound for Milan.

From now on we had wonderful scenery to gaze at, culminating in the snow clad peaks of the Swiss Alps. The courier, who said he couldn't sleep on trains and never tired of the splendid views, now slept easily as we passed the most magnificent peaks, his head bobbing and rolling like a marionette's and his mouth agape, grotesque as a cod on the fishmonger's slab.

The last stage of the journey, from Bologna to Rimini, was the least enjoyable as it rained and two of our carriages leaked. But things brightened up as we transferred ourselves and luggage to a, "Smashing" sixty-seater coach which took us to our hotel in Cattolica. We received a great welcome, the female staff running out and seizing our luggage, then conveying it and us to our rooms at speed; spotless rooms with modern furnishings, balconies and, for the lucky ones, showers. After a good meal and a stroll round the town, we retired for a much needed sleep.

Our first full day in Cattolica was taken up with exploring the town, shopping, swimming and trying to obey the advice to avoid sunbathing between 11 a.m. and 3 p.m. Besides the sun there was the atmosphere of an Italian Riviera resort to absorb: new buildings, some white, some in colour, with shutters and balconies and attractive tiles; tree lined streets shared by scooters, horse cabs and pedestrians; cafes, with their outside tables occupied until the early hours of the morning; and the shops spilling on to





TYPICAL SWISS ENGINE.

SNTD London

Contremarque pour  
billet collectif  
(SUISSE)

Cette contremarque n'est  
valable que pour le train  
ou le bateau dans lequel  
se trouve le porteur du  
billet collectif

2. Classe

10619

BRITISH—FRENCH TRAFFIC  
(Via Calais/Boulogne/Oostende)



R... 38354

Bureau et date d'émission  
Office and date of issue



Supplément exigible dans certaines voitures et certains trains.

Supplément payable in certain carriages and trains.

BILLET D'ALLER ET RETOUR DE GROUPE POUR LES JEUNES  
GENS, ELEVES ET ETUDIANTS DE 10 JUSQU'A 14 ANS.

RETURN PARTY TICKET FOR JUVENILES, SCHOLARS AND  
STUDENTS 10 BUT UNDER 14 YEARS.

Valable seulement pour un voyage en groupe d'au moins 10 personnes.

Only available with a party of at least 10 passengers.

BALE—LONDON

Laon } Calais  
Hirson }

Laon-Boulogne  
Luxembourg-Bruxelles-Oostende

Valable 2 mois à partir du  
Available months from

7 JUN 1960

RETOUR — RETURN

2e classe 1 2nd class

When the control coupon has been detached, the ticket is only  
available for a child of 4 but under 10 years of age.

(For Conditions of Issue  
see back)

R 38354

CHILD CONTROL COUPON

BRITISH—FRENCH TRAFFIC 3  
(Via Calais/Boulogne/Oostende)

R 38354

Date of issue

Date d'émission

RETURN PARTY TICKET  
FOR JUVENILES/SCHOLARS/  
STUDENTS 10 BUT UNDER  
14 YEARS

London—Bale

HOMEWARD BOAT  
CONTROL COUPON  
COUPON DE CONTRÔLE  
BATEAU—RETOUR



CALAIS } DOVER  
Oostende }

Calais } Folkestone  
Boulogne }

2nd class 1 2e classe

This coupon must be exchanged  
on board the steamer for a  
landing card.

Ce coupon est retiré à bord  
du paquebot, et le porteur  
reçoit en échange une carte  
de débarquement.

Return party ticket for  
Juveniles/Scholars/Students  
10 but under 14 years

LONDON—BALE

Via Calais/Boulogne/Oostende

When this ticket is issued at  
reduced fare for a child, the  
Child Control Coupon must be  
detached by the issuing Office  
and held as a credit voucher.  
The ticket must also be  
stamped: "CHILD—ENFANT"

MINIMUM 10.

RAILWAY TICKET FROM BALE  
TO LONDON INCLUDING  
BOAT JOURNEY.





ITALIAN LOCOMOTIVE  
AT 'MILANO'



SWISS COUNTRYSIDE.



ON THE BOAT.





HOTEL RÊVE - EXTERIOR



#### CATTOLICA:

A very pretty resort on the sun-drenched Adriatic Coast of Italy. Smaller than its more fashionable neighbours, Riccione and Rimini, it has nevertheless, equally as nice a beach composed of fine golden sand. The beach slopes gently to the sea so that bathing is very safe. All the requirements of the younger generation are to be found here. Outdoor sports such as tennis, horse-riding, yachting, motor-boats and pedalos can all be enjoyed. For the less energetic there are concert halls, cinemas and theatres.

Cattolica is ideally situated for excursions to the world-famous cities of Florence and Venice. Florence of course, is the art centre of the world and the excursion will include a visit to Palazzo Pitti to see not only the fabulous collection of priceless paintings by renowned artists, Van Gogh, Rembrandt, Raphael, Canaletto and many others, but also the interesting treasures of the Palazzo itself. A sight-seeing tour on the Grand Canal is a feature of the excursion to Venice—the city built on the sea. And you will see the beautiful St. Mark's Cathedral and the thousands of tame pigeons flocking in its square. This is a never-to-be-forgotten excursion to an amazing city. Other excursions are available to Perugia and Assisi, the tiny independent state of San Marino, Ravenna and so on

#### ACCOMMODATION:

The groups will stay in a modern hotel-pension quietly situated not far from the sea. All rooms have hot and cold running water and balcony.



INTERIOR - THE LOUNGE.





Hotel 44-10  
Catholics  
10-6-60  
Chome



HARONSKI  
WHITTAKER  
HARRIS.



MR RALPH DEBART WITH  
MISS VANOLI (STS AGENT)  
TO THE BANK.

DRIVING BY LAKE 4A.



the pavement and seeming just as reluctant to close. There are so many shops selling sandals, baskets, straw hats, trinkets and wine that you wonder how they all manage to make a living.

Saturday is the best day for the market, and loaded with pocket money the boys set about the business of haggling for jewel caskets and cunningly wrought gondolas. At lunch time experiences were exchanged according to the formula: "How much did you knock him down?" Late at night and early in the morning the strains of Santa Lucia from musical boxes surmounted by pirouetting ladies were audible on the top floors of the hotel.

In a corner of the market a little man squatted by his box of Venetian vases, breaking down sales resistance by banging them on a board. The glass ware did not break, of course, but it was a good spectacle, a delighted grin spreading over his wizened face at every whack. He readily gave us a command performance for the sake of Mr Freeborn's cine camera.





TRIP ON A YACHT

WITH POLLEY,



RAY PARADE...



THE VIEW FROM  
THE ROOF OF THE HOTEL!





SERIE B № 97407



I.G.E. corrisposta in modo virtuale  
Aut. Minist. N. 54800 del 15-2-1953.



'BUS' TICKET - GRAND CANAL



ARCHITECTURE AND GONDOLAS.



## VENICE

We rose at 5 a.m., and after the usual continental-type breakfast left for Venice by coach. The route lay along the National coastal road, one of the main Italian highways, but not up to our MI standard. We passed the old home of Mussolini and his military school, both derelict, and soon were crossing the ditch-like Rubicon in the august company of Julius Caesar: the coach behind us was named after that famous Roman general.

At Cesenatico there is a basilica which was built in 500 A.D. and then stood above the town. The latter sank beneath the sand and was replaced by the present town, which is on the same level as the old basilica.

We were now in the orchard country that surrounds the vital river Po. In Cattolica we had already sampled some of the cherries and strawberries, and peaches and apricots were also on sale. Although the sun was strong, the morning was still young and the boys somnolent. Our charming hostess remarked how quiet they were.

While Ferrara can boast a fine Renaissance castle, Rovigo caps this with two Roman watch towers, leaning but intact. Padua has its basilica; some of us noticed the candles several feet long which were on sale outside; the attention of others was taken by a streamer trailing from an aeroplane overhead, and one or two got excited over a fair.

Through Mestre, a lonely industrial town, over Mussolini's three-mile bridge, and we were in Venice: "The Queen of the Adriatic," a fairyland city built on 119 small islands so little above sea level that the, "Serene





TOWARDS  
SQ



Republic" is doomed to inevitable, if serene, submergence.

We travelled along the Grand Canal in a motor boat, landed by the Rialto bridge and walked to St Mark's Square. We ate our packed lunch of chicken, hard boiled eggs, rolls and fruit. Refreshed, we followed our guide round the Doge's Palace, admiring the unique architecture compounded of Byzantine, Gothic, Classical and Moorish elements, and passed on to huge rooms (you could have run a cricket school in some of them) lavishly decorated from floor to ceiling by Titian, Veronese and Tintoretto. The latter's "Paradise" on the east wall of the Grand Council Room is the largest oil painting in the world: about twenty times as big as Freebornetti's painting of the staff!

Like mediaeval prisoners we crossed the Bridge of Sighs which, as every schoolboy knows, owes its origin to Hertford College, Oxford, and its name to the groans emitted by inebriated undergraduates on their way to visit the Dean. We inspected the tiny cells. A gleam came into Mr Showell's eye.

Back in St Mark's Square we listened to the guide expatiating upon the apotheosis of Venetian culture. With an eloquent sweep of the arm he encompassed a thousand years of history stretching back beyond the three Renaissance palaces, the Bell Tower, the "Moors" who strike the hours on a bell..... BANG! The pigeons rose. A young native of rural Berkshire was playing cowboys.

We quietly followed the patient guide into St Mark's church. Again there was the Byzantine influence, a reminder of the monopoly of trade



# Venezia





VENICE.

RIALTO BRIDGE.



BRIDGE OF SIGNS.



PHOTOGRAPHS BY SLADE 4A.



with the East enjoyed by Venice for five hundred years. There was interesting information about the origin of the red, green and white marble of the columns; there was the miraculous crucifix, the golden reredos, the mosaics, the precious icon - there was a limit to one's mental and physical resources. Aching feet, the heat, the rain outside, suddenly impinging upon bloated senses, brought us back to reality.

The conducted tour was concluded by a visit to a glass factory, where we saw animals and beads fashioned from glass rods under high temperatures. Then we wandered at will, looking, buying, snapping. Thompson sampled several guitars, but was too discriminating to purchase any, even though a "whip round" had supplied him with sufficient lire.

Before returning to the coach, some of us (romantic fools) took to the water in a gondola and enjoyed the stimulating, if not salubrious, ride. We admired the skill of the gondolier as he manoeuvred his beautiful craft through the narrowest canals, and tried to ignore the "obnoxious effluvia." Once we had entered the Grand Canal, navigation was complicated by wash from motor boats. However, Mr Freeborn was busy with the cine camera.

And so we left this fabulous city and settled down for the long coach ride back to Cattolica. Before we began nodding, we sang. Helena, our hostess, sang in her deep, soothing voice some German songs, including Brahms's Cradle Song. We replied with such Anglican felicities as, "Ten Green Bottles."



# REPUBBLICA DI S. MARINO

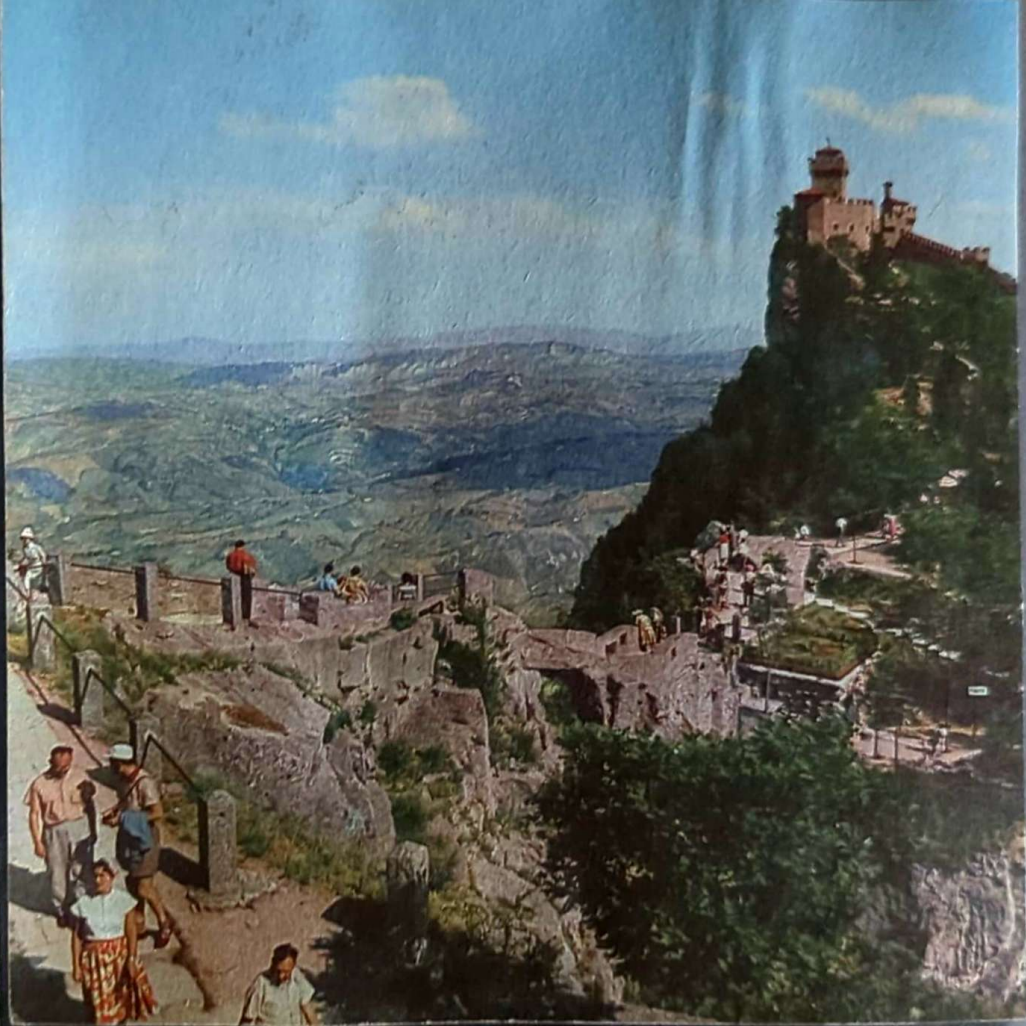


ONE OF THE COUNTRY  
CRAFTS.

GUARDING GOVERNMENT HOUSE







THE MAGNIFICENT VIEW FROM THE  
CAPITAL. —





## SAN MARINO

This was a short visit on Saturday afternoon, and one thoroughly enjoyed by everyone who went. The claim that it is, "The oldest and smallest republic in the world," leads you to expect something really interesting, and you are not disappointed.

Perched on the top of Mt. Titano, 2,500 ft up, with its three towers clear against the sky, San Marino looks like something from a child's picture book, and the impression remains as you enter the narrow switch back streets. The 14,000 inhabitants have no army to protect them, little income tax to pay, and an empty prison. The revenue comes largely from their famous stamps, printed every two months, and from the tourist trade; two million visitors are expected this season.

We were taken to the cathedral, which was built during the last century in a neo classical style. Outside was a notice: "No admittance to the people who is not dressed decently," a surprising lapse for a country so intent upon tourism. Incorporated into the cathedral is the rock to which Marino and Leo came in 301 A.D. to escape persecution. In the rock are cut two recesses, their beds, and over Leo's is a water channel which prevented the rain from dripping upon him as he lay. The guide, who seemed to be enjoying himself immensely, leaped dramatically up into Marino's bed to show us that it really was big enough for a grown man.

The Government Palace is also a new building, although nearby are two mediaeval towers with neither foundations nor cement. We entered the



Deputies' Chamber where sixty representatives debate national affairs once a month, without pay, and choose the two presidents who hold office jointly for six months. The election is followed by a religious ceremony in the new cathedral, and use is made of a throne 700 years old. This is the pattern everywhere: old and new cheek by jowl. Even time is made to conform: on the one hand the 1960 Olympic stamps, and on the other the official date, 1659, counted from the traditional date for the founding of San Marino, September 3rd, 301 A.D.

Our guide explained that having been born in Italy he was a "foreigner," but next year he will become a full citizen, having by then completed the necessary forty years of residence. When you recall some of the highlights of their history, such as Marino's claim that he left Mt Titanus free from the power of Church and State, or the battles for independence fought against the Papal states, the respect shown by Napoleon, the asylum offered to Garibaldi, the praise won from Abraham Lincoln and the shelter given to refugees in the second world war, then you can understand the civic pride which is so strong in San Marino.

Finally, there is from San Marino a wonderful view on all sides. We could see 34 miles of coast, a white blob to the right being Cattolica. It is sometimes possible to see the coast of Yugoslavia. One other important feature - "a cup of tea at Charlie's, like mother makes" - it was too.



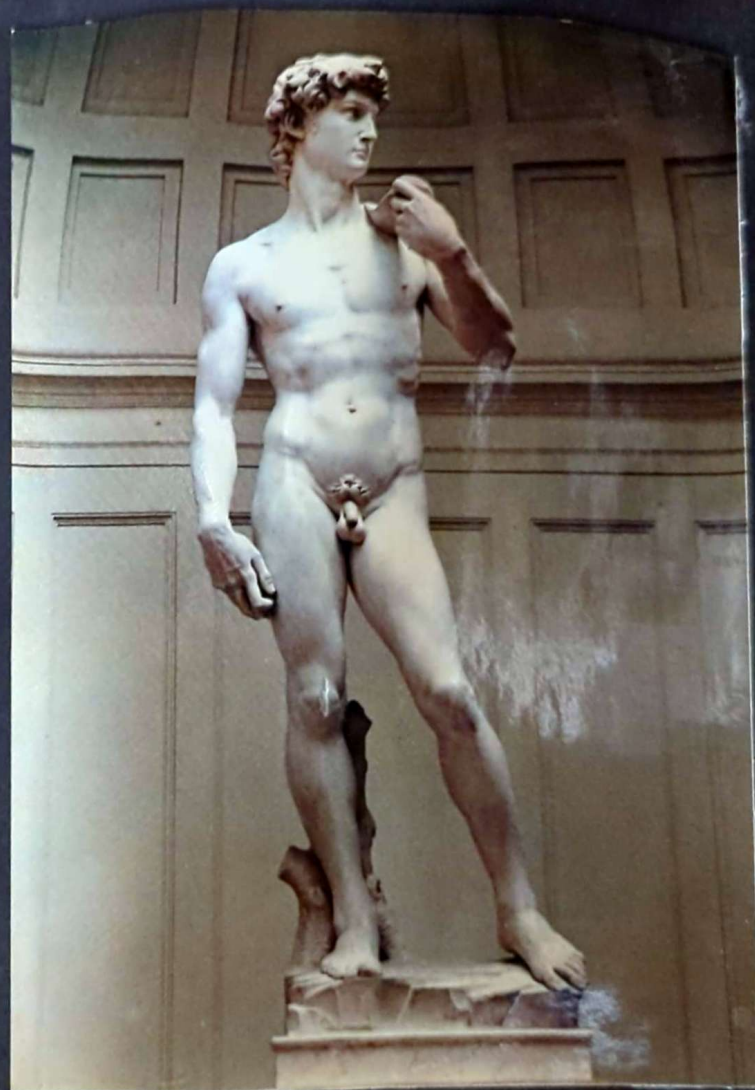
SAN MARRINO  
CHURCH.







392 - Firenze - Galleria Accademia  
*La mano del David (Michelangelo)*



THE FAMOUS STATUE OF DAVID BY MICHELANGELO.



## FLORENCE

The journey by coach was quite different from that to Venice as we had to encounter the Apennines, and this gave us a chance to admire not only the driver's skill as he swung the long coach round dozens of hair-pin bends, but also the fine scenery, especially when we stopped at a mountain cafe. Unfortunately there wasn't time to stop at the Chianti factory.

Florence, once the capital of Italy, remains the centre of art. We were reminded of this when we stopped for our first view. From the square named after Michelangelo we looked down upon the city, but did not miss the opportunity to study the great sculptor's, "David," which stands in the centre of the square. The cameras clicked.

The first building we visited was the 13th century church of Santa Croce which contains frescoes by Giotto and a monument to Machiavelli with an inscription which says that he left a famous name but nothing of worth. We looked at the Ponte Vecchio, the bridge lined by shops and houses, and then settled down to another packed lunch.

Our pilgrimage to the Uffizi gallery enabled us to see a few of the hundreds of paintings and sculptures there. The heat again began to tell, ("It's worse than Venice...") as we trooped round gleaning information about Flemish tapestries, Sienese and Tuscan painters, Renaissance sculpture or Roman sarcophagi. Here was Leonardo's, "Annunciation," Bronzino's "Medici Princess," Michelangelo's, "Holy Family".....

Outside again in the square we saw, "David," once more. Again the cameras clicked. Then we learned that this was the second copy that some





TICKET FOR UFFIZI GALLERY



VIEW OF FLORENCE FROM MICHELANGELO'S  
SQUARE



THE BASILICA OF THE HOLY CROSS



ST DAVID'S SQUARE



# FIRENZE





of our keener culture chasers had photographed, and that the original was in the Academy Gallery, which was not included in our itinerary.

We made our way to the Cathedral. As we turned the corner we were confronted by a huge building, in colour; quite unlike anything we had seen before. The exterior, with its inlaid coloured marble, was begun in the thirteenth and finished in the nineteenth century. The bell tower is by Giotto and the great dome by Brunelleschi. Inside it is difficult at first to see anything after the glaring sunshine, but soon you are aware of the spaciousness, the more marked in the absence of seats or pews. The first two "windows" are opaque, giving the illusion of transparency by reflecting the light from the other windows.

Before we left the cathedral we saw Michelangelo's, "Pieta," sculptured when he was seventy five and left unfinished. The expression of pity on the face of Nicodemus remains clearly in the memory; the transigent emotion petrified for ever.

Opposite the cathedral is the Baptistry with the famous bronze doors of Paradise, as Michelangelo described them. In ten panels Ghiberti and his collaborators depicted well known scenes from the Old Testament.

We were then free to wander round the city and take the opportunity to buy raffia or leather articles for which Florence is noted. Raffia beads shining like silk, and vases, ash trays or cuff links made of leather surmounted by pottery, these were certainly unusual.

From priceless art treasures we returned to our coach, and an old woman begging.



THE OLD BRIDGE FROM.  
THE UFFIZI GALLERY.





THE CATHEDRAL - FAÇADE

## PUSHING OUT THE BOAT

There were two excursions which we enjoyed as a complete group. On Sunday afternoon we went sailing. Unfortunately we couldn't all get into one yacht, but the two trips were enjoyed none the less. Perhaps there were a few souls aboard unduly perplexed by the incredible magnanimity of the teachers in providing this entertainment, and Strange has little cause to thank them. It's an ill wind..... As the hapless boy crouched over his bucket, Lovelock, with commendable opportunism, asked him to smile for a snap. Mr Showell was voted admiral of the Kon Tiki and presented with a bottle of Chianti.

In the evening we descended upon a cafe for a, 'convivial.' At tables under the trees we drank and sang, accompanied by Thompson on his new guitar. The boys of St Birinus were extending their experience and furthering their education. In coming to Italy were they not following in the footsteps of the young nobles and gentlemen of the eighteenth century, for whom the Grand Tour was a, 'must,' that is, an indispensable part of their education. And in sampling the local bier were they not emulating the example set by the most famous school in the world: except, of course, that the Italian liquid was too innocuous to be acceptable to any self respecting English tavern.





OUTSIDE THE HOTEL



POLLEY AND COOPER.



VIEW OF CATOLICA.



FROM THE HOTEL.



'KON TIKI'



CORSAIRO.



## Presto Ritorno

The journey home to England was distinguished by an incident on the train, amusing in retrospect but serious enough at the time to have us worried. A keen eyed Italian ticket collector found that one of the boys was over age for a reduced fare and that there was thus only one boy under 14. He demanded the money for a return fare for the Italian stage of the journey and a fine of £7. "One baby - you pay at Milano," he insisted in his black treacle voice.

With the thought of prison hanging like a cartoon caption over our heads, we were obliged to borrow the money from the affluent members of our party, who will remain nameless. It was not until we were well on our way to Basle that we realised that everyone from the travel agents onwards had erred. We actually had one 'Baby' to spare, as far as reduced fares were concerned. (At the time of going to press the matter is in the hands of our lawyer, Mr. Robinson.)

The weather through the Alps was clearer than on our outward journey. Splashes of sunshine on the green mountain side caught some felled pines looking like matchsticks. Higher up was the inevitable snow and cloud, signs too of an avalanche. And then the lakes; they seem to have thought of everything! There was talk of a school visit to Switzerland.

As we passed through France we seemed to be leaving the sun behind. England seemed that bit nearer. Gold gave way to shades of green and there were no workers to be seen with sickle in hand harvesting the corn, as we had seen in Italy. There was activity: at 6a.m. cows were being

YOUR ITINERARY.  
LONDON TO SWITZERLAND

OUTWARD JOURNEY LONDON-BASLE: (TRAIN C.B.Y.)

You should arrive at Victoria Station at least 60 minutes prior to departure time. Your train is for the Folkstone-Calais route (and express train to Basle) and usually leaves from Platform 7 or 8 : please check the platform number at the station and make quite sure that you wait at the correct place for the train. If necessary, a queue will be formed facing the appropriate barrier.

Our Representatives wearing "SWISS TRAVEL SERVICE" badges will be available close to the barrier if any information is required : our couriers will also be available throughout the journey to the Swiss frontier.

When the barrier is opened you should proceed immediately to the train and carriages reserved for "SWISS TRAVEL SERVICE".

You are responsible for your own baggage but porters are readily available at stations and ports en route. Registration of baggage can be arranged at the Registration Office opposite Platform No.1 not later than one hour before departure. Clients proceeding to Italy are advised NOT to register their baggage as considerable delay can be experienced at Chiasso which might mean that you do not arrive at your resort until a day later.

|                      |    |    |    |                |
|----------------------|----|----|----|----------------|
| LONDON, VICTORIA     | .. | .. | .. | Dep. 1.00 p.m. |
| FOLKESTONE HARBOUR.. | .. | .. | .. | Arr. 2.55 p.m. |
| FOLKESTONE HARBOUR.. | .. | .. | .. | Dep. 4.10 p.m. |
| CALAIS MARITIME      | .. | .. | .. | Arr. 5.40 p.m. |

You should prepare to leave the steamer in good time. After completion of Passport and Customs formalities please proceed immediately to your compartment. A restaurant car will NOT be available on the train, but our courier is holding a group dinner voucher for all passengers who have booked meals en route, who will be served with a dinner tray in their compartments. The train will leave punctually at 6.24 p.m. and passengers are therefore strongly advised to be in their seats well before that time.

|                         |    |    |    |                |
|-------------------------|----|----|----|----------------|
| CALAIS MARITIME         | .. | .. | .. | Dep. 6.24 p.m. |
| BASLE (SWISS STATION).. | .. | .. | .. | Arr. 5.00 a.m. |

ALL PASSENGERS CHANGE AT BASLE except those holding through sleeper reservations. After passing through customs proceed immediately to the station restaurant for breakfast (reserved tables will be indicated). Passengers in through sleepers or couchettes can take breakfast on the train after leaving Basle.

The time of your onward train from basle is shown on the attached sheet, and you should be particularly careful to follow the courier's instructions regarding the platform number. Please proceed to the appropriate platform at least 15 minutes prior to departure time - reserved compartments will be labelled "SWISS TRAVEL SERVICE".



BASLE

Dep: 06.42 (6.42 a.m.)  
through train to Bologna

NOTE: No change at Milan will be necessary unless otherwise notified by our courier or representatives at Basle.

Restaurant car available

|                      |                         |
|----------------------|-------------------------|
| MILAN                | Arr: 12.40 (12.40 p.m.) |
| MILAN                | Dep: 13.05 (1.05 p.m.)  |
| BOLOGNA              | Arr: 15.43 (3.43 p.m.)  |
| <u>CHANGE TRAINS</u> |                         |
| BOLOGNA              | Dep: 16.15 (4.15 p.m.)  |
| RIMINI               | Arr: 18.22 (6.22 p.m.)  |

ALL CLIENTS FOR RIMINI, RICCIONE, CATTOLICA, GABICCE MARE AND PESARO DIS-  
EMBARK AT RIMINI STATION.

On arrival proceed to the platform exit and look for the SWISS TRAVEL SERVICE Representative, who will arrange transport to the hotel.

Accommodation has been reserved in accordance with the details set out on the hotel voucher in your possession to be presented on arrival. NOTE: Please ask the hotel proprietor on the previous day to provide you with a packed lunch on the day of departure.

Details of the many exciting excursions available will be gladly supplied by our Hostess who is Resident at the Hotel RITTER (Telephone 61649) Cattolica from the 20th April. In her absence please contact our local agents, Viaggi Schillaci at any of their offices at the following addresses:

|                    |   |
|--------------------|---|
| <u>HEAD OFFICE</u> | GABICCE MARE, Viale C. Battisti - Tel.61364 |
|                    | CATTOLICA, 30 Viale Bovio - Tel.61233       |
|                    | RICCIONE, 73 Viale Dante - Tel.41580        |

HOMeward JOURNEY

As it may be necessary to reserve seats on an alternative service for the home-ward journey, please confirm with our Resident Hostess or local agent during **your stay the exact time of departure.**

|                        |                                 |
|------------------------|---------------------------------|
| RIMINI                 | Dep: 09.34 (9.34 a.m.)          |
| through train to Milan | Note: Buffet car only available |
| MILAN                  | Arr: 14.21 (2.21 p.m.)          |

CHANGE TRAINS

|   |                        |
|---|------------------------|
| MILAN   | Dep: 15.20 (3.20 p.m.) |
| through train to Basle. Restaurant car available. |                        |
| BASLE   | Arr: 21.33 (9.33 p.m.) |

NOTE: We do not recommend the registration of baggage as considerable inconvenience can be caused by the failure of the Italian Customs Authorities to release and clear luggage on day of arrival.

# YOUR ITINERARY

## SWITZERLAND TO LONDON

|   |
|---|
| <p><b>DEPARTURE FROM BASLE STATION S.B.B.:</b><br/><b>21.55 (9.55 p.m.)</b></p> |
|---|

### HOMEWARD JOURNEY BASLE-LONDON

**DINNER:**—Passengers requiring this meal who have been unable to take it at the hotel before departure or on the train from their resort to Basle may do so at the station buffet-restaurant. However, dinner may also be taken on the train immediately on departure, and any passengers who prefer this—whether in possession of pre-paid meal vouchers or not—may book a seat by informing our couriers approximately an hour prior to departure time (i.e. by about 9 p.m.) The train leaves at 9.55 p.m.

Your train leaves promptly at the time shown below and you should, therefore, be ready to pass through French Customs by about 21.00 (9 p.m.) in order to take your seats on the train in good time. Our uniformed Representative will be available between 8.30 p.m.—9.30 p.m., close to the entrance to the 1st-class buffet-restaurant on Platform 1.

If any reservations have not been received please contact our courier or representative on the platform of departure.

Breakfast on train : passengers who have booked in advance will be contacted by our courier on the train and given a sitting ticket. Service of this meal will commence at 6 a.m. approx. Other clients requiring breakfast should approach our courier as early as possible after 6 a.m. **Please note that you will be refused admission to the restaurant car unless you hold the appropriate sitting ticket, obtainable from the courier.**

|                   |    |    |    |    |                         |
|-------------------|----|----|----|----|-------------------------|
| BASLE S.B.B.      | .. | .. | .. | .. | Dep. 21.55 (9.55 p.m.)  |
| BOULOGNE MARITIME | .. | .. | .. | .. | Arr. 07.58 (7.58 a.m.)  |
| BOULOGNE MARITIME | .. | .. | .. | .. | Dep. 08.30 (8.30 a.m.)* |

#### Passport and Customs examination at Ports.

|                      |    |    |    |                            |
|----------------------|----|----|----|----------------------------|
| FOLKESTONE HARBOUR.. | .. | .. | .. | Arr. 10.00 (10 a.m.)       |
| LONDON-VICTORIA      | .. | .. | .. | Arr. 12.40 (12.40 p.m.)* T |

\* On the 4th June only departure from Boulogne is at 10.00 arriving Victoria 15.05 (3.5 pm.)

Individual seats cannot be reserved from Folkestone to London but ample accommodation will be available on the train and our courier will indicate compartments to be used.

**NB.** We cannot be held responsible for any delays or alterations in the timings shown.

SWISS TRAVEL SERVICE LTD., 69 Ebury Street, London, S.W.1.



