

# Itinerary / Route

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5 days / 4 nights

Day 1 Arrival at airport or at Swiss border station and transfer to Bad Ragaz

Hotel in Bad Ragaz

Day 2 Bad Ragaz – Chur - Glacier Express to Brig with lunch in

Panoramatrain (included) - Lötschberg base tunnel – Spiez – Interlaken

Hotel in Interlaken

Day 3 Tour Jungfraujoch - Top of Europe

UNESCO World Heritage

Hotel in Interlaken

Day 4 GoldenPass Line Interlaken – Lucerne in

Panoramatrain

Hotel in Lucerne

Day 5 Transfer to the airport of departure or Swiss border station

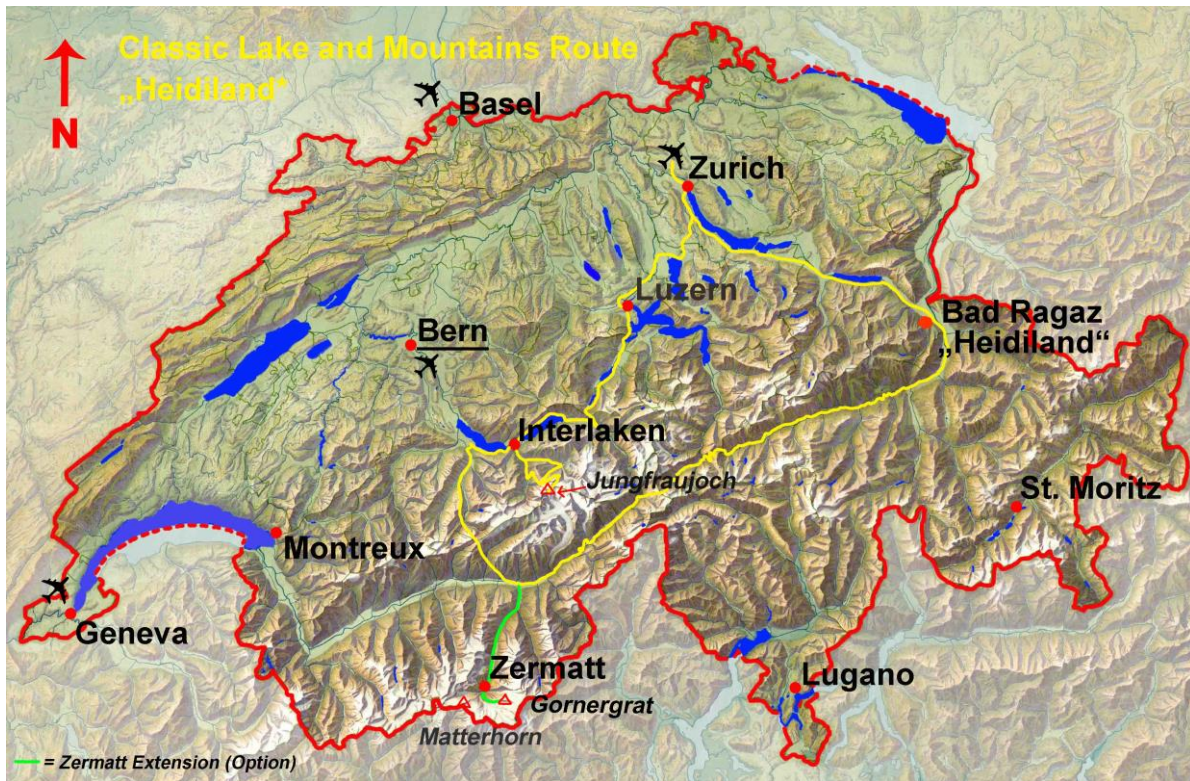
The trip can be made in both directions

This trip can be completed in Switzerland with additional nights

All tours are by 1st class rail

For further excursions by train, boat, mountain railways and bus 50% discount

Season: Whole Year



## Prices

Price 5 days / 4 nights Classic lakes and mountains

Hotel Category

Double room

Single room

Swiss Francs EURO Swiss Francs EURO

Standard hotels 1.270,00 1.270,00 1.346,00 1.346,00

Firstclass hotels 1.497,00 1.497,00 1.712,00 1.712,00

De Luxe hotels 2.315,00 2.315,00 3.349,00 3.349,00

Children on request

\* Euro prices for reference only - Valid until 31.12.2015

The prices are per Person and are based on double occupancy. They include the following:

- All rail travel in 1st class on the described itinerary beginning at the Swiss airport or Swiss border station of arrival and ending at the Swiss airport or Swiss border station of departure. i.e. all rail travel of the package
- All overnights in carefully selected hotels, Swiss breakfast buffet included
- Excursion Jungfrauoch/Top of Europe the highest railway in Europe
- Seat reservations in the panorama trains
- Full documentation with itinerary and detailed time table with your train connections clearly marked and exact directions to the hotels
- 50% reduction on further excursions by train, bus, boat and cable car in the entire country
- All taxes
- The travel documents with the detailed itinerary can be obtained at the counter of the Swiss Rail Center at the airport of your arrival, or at the reception of the first hotel of your trip. Upon request, the travel documents can be delivered to your home address by special registered mail or courier service (additional cost depending on shipping method)
- Prices in Euro are given as reference only
- In case of payment in Euro (not possible when using credit card) the actual published exchange rate will be used (prices in Swiss Francs are binding)

### Glacier Express

Also known as the 'Orient Express of the Alps', the Glacier Express is famed for being the slowest 'express' train in the world. Linking St. Moritz with Zermatt, the train makes its way across literally hundreds of bridges and viaducts (291 officially), as well as 91 tunnels, along its route.

One of the highlights of the journey comes when the train climbs the 2044 m high Oberalp Pass. It uses cogwheels in the steepest places. You can see green valleys, picturesque villages, the high Alpine lake on the Oberalp Pass. Also the source of the river Rhine is right here near the Oberalp Pass. The train made its first journey in 1930. Services were suspended from 1943-1946 due to the Second World War. The line only ran in summer, until the completion of the Furka Tunnel in 1982. Since then, it has run year-round excursions.

In the roaring 1920s, and because of adventurous reports from alpine enthusiasts, the travel-keen upper-class from all four corners of the world at long last discovered the rustic charms of the Swiss Alps; previously remote mountain villages such as Zermatt and St. Moritz were transformed into chic health resorts. The three railway companies of that period (VZ – later BVZ, RhB and FOB) respectively successfully took advantage of the tourism potential at hand with the opening of the route between the Valais and Graubünden in 1926: the introduction of the through coaches Brig – Chur and Brig – St. Moritz exclusively in summer was met with a lot of interest amongst the travelling public. By the way, it was to take more than 50 years before the trains were able to also cross the impassable Furka alpine route in winter.



### **First trip 1930**

June 25, 1930 – an historical date after the opening of the connection Visp – Brig, the Glacier Express ran for the very first time from Zermatt to St. Moritz. To cater for travelers – one travelled in elegant salon coaches – and converted passenger coaches from 1st to 3rd class – dining cars were introduced on the route between St. Moritz and Disentis. Whilst the VZ and RhB were already equipped with state-of-the-art electric locomotives – the "Crocodiles" – the FO Railway was still working with steam engines (HG 3/4), which were sent to Vietnam in 1947 and because of enterprising promoters of the Furka alpine route were recalled to Switzerland in the 1990s, creating an absolute trend: nostalgic steam-engine trips are today more popular than ever.



### **The world's slowest fast train**

At the beginning of the 1940s the time was ripe: the FO network was converted to electricity and on 01 September 1942 the through electric route Brig – Disentis was officially celebrated. With the turmoil of the Second World War, express traffic was withdrawn from 1943 onwards to be reintroduced with slight changes in 1948 – in particular, without an elegant salon coach but with a dining car to the Oberalp pass. The Glacier Express also benefited from technological advancement during the 1950s and 1960s: faster engines produced shorter travelling times even for the "world's slowest fast train", and comfortable coaches as well as the reintroduction of the dining cars to Andermatt inexorably increased the attraction of the Glacier Express.



### **The Glacier Express all year round**

On 01 January 1961, the FO dissolved its administrative cooperation with the BVZ (formally VZ) and from then on commenced railway operations autonomously in Brig. Oddly enough – would you believe it that in 1982 the Glacier Express only ran in summer because the extended Furka alpine route was not safe in winter. Construction work on the Furka basis tunnel between Oberwald and Realp began in 1973 and service could finally start through the tunnel on 26 June 1982: the Glacier Express now runs all year round.



### **High quality tourism product**

Thanks to modern technology and focused marketing efforts the Glacier Express blossomed into an unmistakable top-notch Swiss tourism product in the 1980s and 1990s: there has been continual growing worldwide demand on the unique Swiss Alpine train. Not just huge investments in infrastructure contributed to this – e.g. modern coaches such as air-conditioned panorama coaches – but also exquisite services such as perfect catering services, clever special trips and a wide range of packages offered at an international level in the travel market.

Throughout the years the Glacier Express has remained true to itself: traditionally on the ball – only the best is good enough for the passengers. A tradition that has been further nurtured and extended under the auspices of the Rhaetian Railway and the Matterhorn Gotthard Railway (MGB) – FO and BVZ merged on 01 January 2003 to the tune of this sonorous name. On 22 June 2005, the Glacier Express has celebrated its 75th birthday – and is even younger, more dynamic and popular than ever.