

**A PEDALLER ABROAD; BEING AN
ILLUSTRATED NARRATIVE OF THE
ADVENTURES AND
EXPERIENCES OF A CYCLING TWAIN
DURING A 1,000 KILOMÈTRE RIDE IN
AND AROUND SWITZERLAND**

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A pedaller abroad; being an illustrated narrative of the adventures and experiences of a cycling twain during a 1,000 kilometre ride in and around Switzerland by Chas. F. Simond

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CHAS. F. SIMOND

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X AND
THE
AUTHOR.

From a Photo by J. Tairraz.

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By
Chas. F. Simond

Author of "CYCLING IN THE
HIGH ALPS." 2-211

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PREFACE.

IN writing the following narrative I have attempted to give my impressions of a three weeks' holiday spent last summer on bicycles in and around Switzerland. It is at once a most enjoyable and inexpensive way of seeing that lovely country, which is not as yet overcrowded with cyclists.

During the tour I have described we were not favoured by the weather; but in spite of a superfluity of thunderstorms and generally unsettled conditions, we came back greatly benefited by the change, and delighted with our trip of 1896.

The illustrations which appear in this book are reproduced from photographs taken by my companion and self, and by Messrs. Ernesto Büchi, G. Sommer & Figlio, J. Tairraz, and the Photoglob Co., all well-known photographers of Switzerland and its environs. The map we used on this and many other rides was R. Leuzinger's "Nouvelle Carte de la Suisse," price Fcs. 6, mounted on linen and obtainable almost anywhere in Switzerland.

As regards a mount my advice is:—

BUY CYCLE HIGH GRADE TO
BICYCLE HIGH GRADIENTS.

THE AUTHOR.

M309299



Switzerland

Revisited

on a Bicycle.



Chapter I.

"DELÉMONT—Délémont. Les voyageurs pour Tavannes, Bienne, Berne et Neuchatel changent de train." These words, in the monotonous voice of a very sleepy porter at Délémont station, reminded us that, so far as the train was concerned, our journey was at an end. And we weren't sorry, my friend and I, after that hot night's journey across France. We had ridden a tandem bicycle from London to Dover, *viâ* Maidstone and Ashford, a few days before, but thinking a gear of 76 in. (which was the gear of our mount) too high, and the machine too light for the trip we were about to commence, we decided to send it back to town and trust to two singles which had been promised ready for us on

our arrival in Switzerland. Result—we had to undergo that stuffy and generally uninteresting journey from Calais to Délémont, which is not so very many miles over the Franco-Swiss frontier, and from where we had determined to commence our annual tour on the Continent. I really think it worth while—and I speak from past experience of Continental cycling, for the most part in Switzerland, where I was one of the first riders (if not the actual pioneer) of safety bicycling—to take one's own mount over, and more especially if one is a member of the C.T.C. The French Railway Companies very rightly consider a cycle as luggage of the passenger, and a nominal fee of a penny is charged for registration, so that, always excepting the extortionate demand of 7s. 6d. for the carriage of a bicycle accompanied by the owner, and at his risk, from London to Calais or *vice versa*, one has not much trouble with one's mount, and at the same time one knows its peculiarities and good or bad points. In our case, however, as before stated, we trusted to the machines secured beforehand on hire in Switzerland, and at the end of our ride we were so delighted with our mounts (full roadsters, and weighing 33 or 34 lbs.), that having the option to purchase them outright,