

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 59 (1993)
Heft: [1]

Artikel: Swiss postal cars in danger
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-944615>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

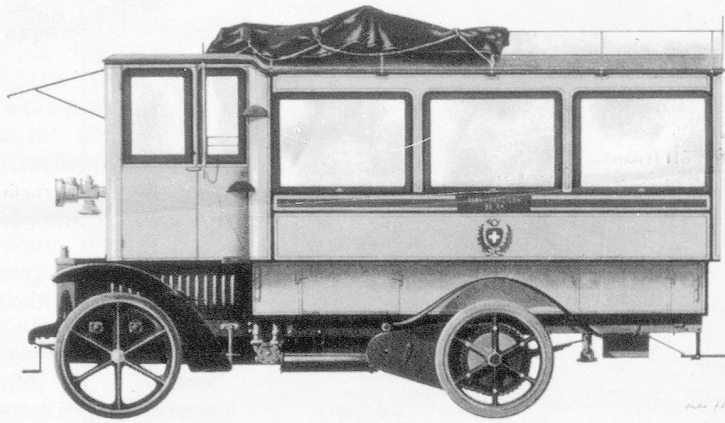
Download PDF: 02.04.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

SWISS POSTAL CARS IN DANGER

The Swiss Postal Department (PTT) does not exclude the possibility of a drastic reduction in its nationwide "Postauto" service. For the moment though, it has only decided not to extend the service any further in order to contain the annual deficit of 167 million SFR this service is costing the tax payers. Any new services or added frequencies would only be considered provided the local authorities (Kanton/Gemeinde) are prepared to foot the bill.

In 1991, 90 million passengers used the 674 "Postauto" services whose network extends over 8500 km, a network which is 2½ times larger than the one of the national railways (SBB/CFF). But because more and more passengers travel on reduced fares or specially dis-



One of the very first "Postautos" fully equipped with horn and crank handle.

counted passes, the PTT loses 2 SFR on every Km travelled by its buses.

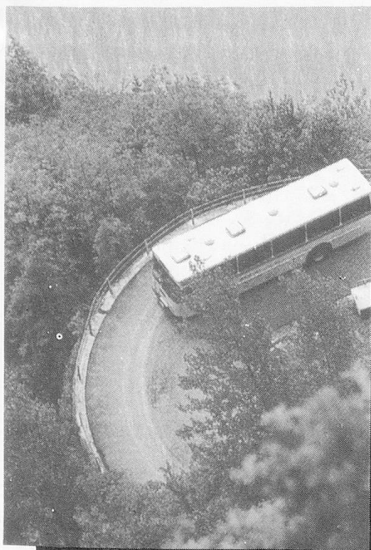
If the PTT are unable to stabilise the deficit and then slowly reduce it, they may consider a drastic reduction in services in the future.

Throughout the years, the yellow Swiss Postal Cars have become a traditional sight on the Swiss roads. Who could ever forget the sound of the melodious Postauto horns echoing through the valleys and the mountains as the Postal cars made their way up and down our twisting mountain and pass roads.

In the more remote parts of Switzerland, the Postauto conductor is far more than just a bus driver. He is the local "postie", a friend, a helper, a rescuer, a messenger, an advisor, a samaritan, even a midwife in extreme cases. No doubt everyone of the 2000 postal car drivers could tell some unforgettable stories of happy and tragic adventures. Should the services to these remote areas be cut, these mountain valleys would certainly suffer a severe loss.



Open-roof "Postauto" of the 1950's on a road in Tessin.

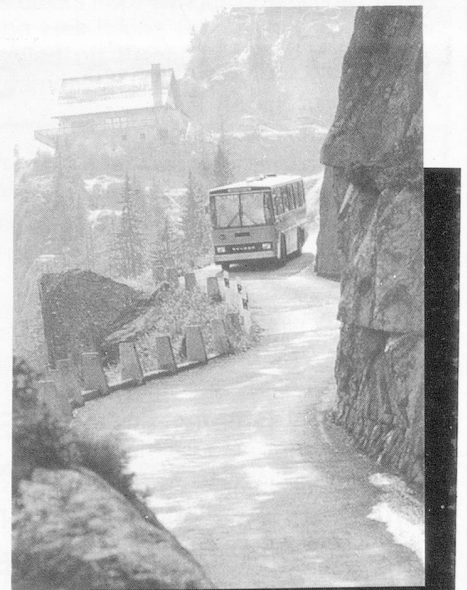


Navigating steep mountain passes or winding through idyllic valleys, the postbus is an essential link in Switzerland's transportation network.

AVAILABLE NOW!
**New Zealand's finest
 Delicatessen
 Meats**

Continental Frying/Boiling
 Sausages · Specialty Meats
 Meat Loaves · Smoked Meats
 Cold Cuts · Salamis

2 7 4 4 4 5 5
 FAX: 2 7 4 1 2 0 3



Modern "Postauto" navigating a narrow and twisting road in Wallis.