

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1969)
Heft: 1562

Artikel: Swissair to open new Manchester-Zurich Service
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-687918>

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: 01.04.2025

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

THE "SWISS OBSERVER" 30 YEARS AGO

In the first issue of the "Swiss Observer" in 1939, we read of the Cresta Run at St. Moritz being made faster, of the "St. Galler Tagblatt" centenary, an article on the new President of the Confederation (Monsieur Philip Etter), a report on Switzerland's part at the coming world fair in New York and "Sparkling Winter Season in Switzerland", as well as a long list of prominent guests spending a holiday at St. Moritz (including many royalties, statesmen and film stars, from Prince Andrew of Greece to Mr. and Mrs. Joseph P. Kennedy, from the Yugoslav Prime Minister to Miss Mimi Mitford). All this news without the slightest hesitation, and most of the "newscasters" and readers expecting a happy and prosperous new year of peace . . .

The next issue brought the sad news of a Swissair liner crashing near Paris, causing loss of life (5) and injury. Cambridge University Team lost 15:0 in ice hockey at Davos, and the Loetschberg line had opened the new year with new engines. Several columns were filled with a lengthy report (with photos) of "London Swiss Children's Holiday Journey to Kandersteg", organised by the Sunday School of the "Schweizerkirche" London. Their leader and teacher for many years, Mr. W. Fischer, is still one of our regular subscribers. Another prominent member of the Swiss Church in particular and of the London Colony in general, Mr. G. Jenne, was in the news on the same day, for he was getting married to Miss H. Simmen the following week. An article was reprinted from the "Manchester Guardian" on the subject of "Switzerland and an Aggressor", in answer to some correspondence. The writer (from Berne) defended the Swiss workers who, he maintained, would never surrender to Herr Hitler.

On 21st January, 1939, we were given some interesting figures of Swiss living abroad as compared with foreign nationals living in Switzerland: 48,000 Swiss in Germany and 134,500 Germans in Switzerland; 100,000 Swiss in France, 37,300 French in Switzerland; 16,300 Swiss in Italy and 127,100 Italians in Switzerland; and finally, 15,400 Swiss in Great Britain and 5,800 Englishmen (*did they mean Britishers?* Ed.) in Switzerland. We were also told that 73 Swiss had been killed in Spain whilst fighting with the Government troops, 55 were missing and 12 were Franco prisoners. German maidservants had been recalled from Switzerland. The new Swiss Legation building in Paris had been inaugurated, and an unemployed farm labourer from Uster had won the first prize of 50,000 francs in one of the Swiss National Exhibition lotteries. Sir Ernest Simon had written an article on "Primitive Democracy in Switzerland", and it was reprinted from the "Political Quarterly". An enlightening account of the complicated political duties of a simple Swiss citizen!

The last issue in January had a report of anti-Swiss articles in the German Press. Maria Waser, eminent Swiss writer, had died, and Dr. A. Daeniker, Teheran, had been promoted from Secretary to Counsellor of Embassy. Who thought on reading this that Monsieur Daeniker would one day be Swiss Ambassador in London and still belong to the loyal subscribers of the "Swiss Observer" 30 years later! A long article by Prof. Dr. A. Laett described the work of the Organisation of the Swiss Abroad. He called it "*Ein Jahr der Hoffnung — ein Jahr der Erfüllung*" and ended with a warm prayer for peace for all and protection for Switzerland by God's Grace.

SWISSAIR TO OPEN NEW MANCHESTER-ZURICH SERVICE

A new air link between the North of England and the Continent will be opened from 1st April, when Swissair starts a daily Manchester-Zurich morning service via Rotterdam. It will be the first ever direct daily link between the North of England and Switzerland. The new service will be flown by first and economy class DC-9 twin jets and provide connections in Zurich to many European destinations and with the airline's longer haul routes, notably to the Middle and Far East and Africa. In the opposite direction the flight will operate Zurich-Rotterdam-Manchester in the evening. The Manchester-Rotterdam v.v. sector is still subject to government approval.

In addition, night tourist flights will be run between Manchester and Zurich twice weekly from 1st June to 15th September. The current three times weekly all-cargo service between the two cities will be stepped up to four times weekly from 1st April.

On the London-Switzerland day services, Swissair's summer schedules from 1st April provide for the introduction of a third daily London-Zurich return flight, operated in the afternoon by DC-9. The morning and evening services will be flown by four-engined Coronado jets. The daily London-Basle-Zurich v.v. service has been re-scheduled with morning departures from London and evening departures from Zurich and Basle, thus giving British businessmen more convenient travelling times. Geneva will continue to be served twice daily, by DC-9s in the morning and Coronados in the afternoon.

Next summer, all Swissair flights from and to London, including the night tourist services, will operate from Heathrow Airport. In the interest of noise abatement and in response to the demand for earlier departure times all night flights will arrive and leave by 11.15 p.m. The night flight frequency will be twice weekly to Basle, up to six times weekly to Geneva and up to nine times weekly to Zurich. All services will be flown by DC-9s.

The joint Swissair/BEA London-Zurich-Basle v.v. all-cargo service will continue daily as hitherto.

Following delivery at the end of December of another DC-9-32, Swissair's short-haul fleet at the beginning of 1969 consists of fifteen twin jets of this type and of five Caravelles.

Compared with the beginning of 1968, this means a considerable capacity expansion: at that time seven Caravelles, five Convair 440 Metropolitans, five DC-9-15s and two DC-9-32s provided a total of 1,340 seats, including 108 first-class, and a cargo and mail capacity of 28,860 kg. The present short-haul fleet offers 1,740 seats, including 240 first class, and a cargo and mail capacity of 40,000 kg.

BAD VALS AS A SPA

The charming village of Vals, situated at an altitude of 4,100 feet, above Ilanz in the Canton of Grisons, boasts among other things ferrous mineral springs. With more than 1,000 guest beds available in its "Badhotel" and three holiday apartment buildings, and an additional 400 beds scattered through the community, this small spa will soon offer a new attraction in the form of an open-air, spring-fed swimming pool with artificial waves. A new corporation has been formed to provide all necessary spa facilities, hotel and restaurant accommodations for future guests.

[S.N.T.O.]