

**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:** - (1959)  
**Heft:** 1347  
  
**Artikel:** Swissair's Operation in first half of 1959  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-691587>

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Railways. As the system of these shipments has been improved lately, passengers will no longer have to get out of their cars during the tunnel trips. Fees now also include the fares for the passengers. Furthermore, cars are now charged according to two categories, the "small" ones with less and the "large" ones more than 13.5 feet in length. The new reductions will amount to 40 per cent in some cases.

\* \* \*

From his winter home in Santurce, Puerto Rico, world famous cellist Pablo Casals has confirmed his acceptance of the Presidency of the Seventh Zermatt Summer Academy of Music, and is personally to give a master class for the interpretation of cello concerti by, Boccherini, Haydn, Schumann, Dvorak and Saint-Saëns, from 20th August to 9th September 1959.

Other distinguished musicians to give master classes in the Matterhorn Village are violinist and string quartet leader Sandor Vègh and Emil Hauser, pianist Karl Engel, vocal coach and accompanist Hans Willi Haeusslein and cellist Rudolf von Tobel.

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## SWISSAIR'S OPERATION IN FIRST HALF OF 1959

Swissair's traffic results for the first half of 1959 show an increase of eight per cent in both capacity offered and utilised, compared with the same period a year ago. Ton-kilometres produced totalled nearly 95 million and revenue ton-kilometres performed 54.5 million.

Passenger and mail traffic each increased by three per cent. Cargo traffic showed relatively the largest expansion, with an increase of 34 per cent to 11.2 million ton-kilometres. This was mainly due to the operation of the DC-6A Cargoliner, which also contributed to an increase of 64 per cent in Swissair's freight traffic on the North Atlantic. Another notable increase in freight carriage — by 39 per cent — was recorded on the Far East route. Overall, the share of freight in Swissair's traffic rose in the period under review from 17 to 21 per cent.

Average load factor on the schedule services remained unchanged at 57.6 per cent.

Despite jet competition Swissair carried 15.6 per cent more passengers across the North Atlantic than in the first half of 1958. Apart from the general expansion of travel between the United States and Europe, a popular innovation contributed to Swissair's success in this field: Passengers flying first-class by Swissair from New York to Europe can at time of booking choose their meals in advance from a menu card containing some 30 different dishes.

The company considers the above results satisfactory, as it is this year completing its preparations to put jets into service and in this transitional period faces competition from carriers already operating jet aircraft.

Three new destinations — Ankara, Kuwait and Teheran — were added to Swissair's network in the first half of this year. The present network has an unduplicated length of nearly 125,000 kilometres (77,400 miles) and covers 54 cities in North America, South America, Europe, Africa and Asia. In terms of the length of routes flown regularly, Swissair is now in sixth place among the 88 member companies of IATA.



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