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PERSONAL

We extend heartiest congratulations to Mr. Hans Konrad Boller, son of Mr. A. C. Boller, of "Aberdare", Cross Road, Tadworth, Surrey, on his engagement to Miss Wallean Clarissa Whitehead, daughter of Dr. Whitehead and Mrs. Whitehead of Westmount, Montreal. The wedding will be on the 7th of May at Moreton, Ches.

We deeply regret to announce the passing away, on February 9th in Prestatyn, of Mr. E. Montag, from 1927 to 1946 Hon. Swiss Consul in Liverpool, at the age of 84. An Obituary will appear in our next issue.

OUR NEXT ISSUE.

Our next issue will be published on Friday, March 11th 1960. We take this opportunity of thanking the following subscribers for their kind and helpful donations over and above their subscription: L. Jobin, Bruno Frick, A. Knapp, Charles Fer, Mrs. M. Balmer, J. D. Bernoulli, W. Flory, K. E. Ammann (Reinach), H. Berger, O. Grob, F. Winkelmann, Dr. V. Umbrecht (Berne).

SWISSAIR IN 1959

Swissair's results for 1959 show a continued expansion of traffic, although there was no increase in the company's fleet. Capacity produced rose by seven per cent over 1958 and totalled 196,784,000 ton-kilometres. Capacity sold totalled 120,002,000 ton-kilometres, or eight per cent more than in 1958; the average load factor on the scheduled services was 61.1 per cent (1958: 60.1 per cent).

Aircraft utilisation also improved; the DC-7Cs averaged over 11 flying hours per day and the DC-6Bs over nine hours.

During 1959 the network was extended from 110,000 kilometres to about 127,000. Ankara, Kuwait and Teheran were added, making the number of destinations served by Swissair 55 in 37 countries.

Financially, 1959 was the company's best year ever. Total revenue exceeded 270 million Swiss francs (about £22.5 million). Despite the costs incurred in preparing for the introduction of jets, expenditure was kept within strict limits. The operating profit allows 10 million Swiss francs (about £833,000) to be set aside for additional depreciation, apart from 20 million francs (about £1,666,000) allocated to normal depreciation, thereby making the transition to jet operations considerably easier.


In Europe, where Swissair offered 35.4 per cent of its total capacity, traffic showed general improvement over 1958; the services to and from the United Kingdom produced particularly satisfactory results. Despite increased competition, traffic to the Middle East fulfilled expectations. Although other carriers were already operating jets on the North Atlantic during 1959, Swissair's capacity on this route was well utilised. The South America services, although unfavourably influenced by the political and economic situation in the three countries served, nevertheless produced relatively satisfactory results. Increasing competition was met on the Far East route, but here again Swissair made further progress.

New representations were opened in Caracas, Mexico City, Detroit, Newark, Teheran and Dakar. Outside Switzerland, Swissair now has 83 offices in all parts of the world.

STATISTICS (in 1,000)	1959	1958	Percentage Increase
Kilometres flown	29,934	29,794	
Ton-kilometres offered	196,784	184,416	+ 7
Ton-kilometres utilised	120,002	111,142	+ 8
of which:			
Passenger and baggage ton-kilometres	90,267	86,301	+ 5
Freight ton-kilometres	23,712	19,077	+24
Mail ton-kilometres	6,023	5,764	+ 4
Load factor on the scheduled services	61.1%	60.1%	



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