

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: - (1966)
Heft: 1508

Artikel: Swiss aviation motors and bus engines
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-696386>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 10.08.2025

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

DIDACTA 8 **European Educational Materials Fair in Basle** **(24th-28th June)**

The participation of manufacturers of and dealers in educational materials in DIDACTA 8 constituted an absolute record, with 487 exhibitors from sixteen different countries displaying their goods on an exhibition area of something like 400,000 sq. feet in the halls of the Swiss Industries Fair at Basle.

The general picture of the fair which was colourfully marked by the display on the exhibition buildings of the flags of all the nations taking part, gave rise to an equally impressive atmosphere in the interior of the halls. This impression was strengthened by the wide range of exhibits.

A total of 960 manufacturing or trading firms could be counted under the various headings descriptive of the particular kinds of groups covered by the exhibition. In addition, there were some special displays, such as those dealing with different kinds of games for children, school furnishings, the work of the Council of Europe, as well as community displays like the combined exhibit by the Swiss publishers of school books. In the fair cinema the Swiss television company showed films dealing with programmes presented in schools for educational purposes.

The first day of the fair was marked by an impressive opening ceremony in the course of which the Pestalozzi Prize was awarded to the Pestalozzi Children's Village, and one of the principal speakers on that occasion was the Head of the Federal Department of the Interior, Federal Councillor Prof. H. P. Tschudi. The halls were filled by a large number of visitors, notably teachers and representatives of school authorities. Interest was shown throughout the fair, the result being more than 40,000 admissions, visitors coming from many parts of the world (4,000 foreigners from 61 countries).

NUCLEAR INDUSTRIES FAIR

"Nuclex 66", The International Nuclear Industries Fair, will be held in Basle in the buildings of the Swiss Industries Fair from 8th to 14th September 1966 and will be accompanied by a programme of conferences on nuclear engineering. The primary objective of the "Nuclex 66" Fair is to present a comprehensive picture of the economic potential of nuclear technology as it stands today and also to afford some indication of future developments.

The Fair proper, in which some 250 industrial undertakings from sixteen countries and a number of international organisations will take part, is to be combined with a series of conferences and discussions at which papers will be read on such topics as the present situation of nuclear engineering and nuclear energy, current development trends, and questions affecting safety; in addition various technical problems specific to nuclear engineering will be dealt with in detail. The 48-page programme of the "Nuclex 66" Fair, which is obtainable from the Fair Secretariat (CH-4000 Basle 21, Switzerland), includes a list of exhibitors together with details of the various conferences and the 163 speakers from thirteen countries who will present papers.

The "Nuclex 66" Fair is the first large-scale international exhibition on commercial and industrial lines to be held in this very important field, and will provide a realistic picture of the achievements of research and industry. Not only the larger concerns, including those that can offer their services as contractors for the erection of entire nuclear power plants, but also the manufacturers of components and of apparatus and instruments will be strongly represented.

Irradiation equipment, which is being used to an increasing extent in many sectors of industry, will also be on display.

The Fair and the conferences to be held in connection with it, for which considerable interest has been shown in a great number of countries, will thus present the visitor with valuable information and with new insights into the field of nuclear engineering and its industrial applications.

SWISS AVIATION MOTORS AND BUS ENGINES

Sixty years have passed since the Wright brothers performed the first continuous flight. They remained in the air during 38 minutes. Since then, aviation has made great progress and the construction of motors has been highly developed. In the building of improved motors, Switzerland has done its share to a great extent. At the end of the year 1910 the Machine Works of Oerlikon put the first practical aviation motor on the market. This 4-cylinder motor at 50 h.p. created a sensational attention at the Aviation Exhibition in Paris in 1910, particularly was noted the low weight/power of 1 kilo per h.p. The construction was based on a patent by Ing. Egg. The motor of which a specimen is preserved at the Swiss Museum of Transport in Lucerne was enthusiastically accepted in all countries. Mathieu who was Chief pilot of the Farman School for Aviation was able to establish on 29th June 1911 a Swiss flying record of 1 hour and 25 minutes.

* * *

The omnibus chassis, type Orion, which is shown in the Swiss Museum of Transport in Lucerne already reveals the good pioneer spirits which gave initiative to early days of the Swiss automobile industry. It is interesting to note that this pioneer auto already was equipped with an underfloor engine of respectable weight and a length of 1.5 metres. Even the aircooler stands amidst of the car centre under the chassis frame. Power is transmitted via a long chain from the engine to the gear box. The bus was in operation on the route Zug-Baar-Menzingen. It had been constructed by A. Zürcher and J. Huber who began to repair and rebuild foreign automobiles in a small workshop in Zürich-Hottingen in 1898. The workshop soon became too small and so it was moved to larger premises. The old bus was in operation till 1913 and could have been used for quite a number of more years. However, the new tram service replaced the autobus. Even this service did not last too long as since 1955 buses are again taking passengers to the "hills", but the new ones are greatly changed from their predecessors of 1903.

(Swiss Transport Museum, Lucerne.)

GENEVA FIRM AND ELECTRIC LOCOMOTIVES FOR YUGOSLAVIA

A contract was recently signed in Belgrade between the Management of the Yugoslav railways and a group of suppliers comprising, among other firms, the Sécheron Engineering Works of Geneva for the supply of 195 engines and separate equipment, approximately a hundred of which are to be manufactured partly in Yugoslavia. The total value of the supplies imported amounts to about Fr.140 million. The locomotives with rectifiers, developing 5,600 h.p. each, have a maximum speed of 75 m.p.h. in standard execution and 100 m.p.h. in special execution, for the traction of fast trains. They are destined for service on the newly electrified lines of the Yugoslav railway network.

[O.S.E.C.]