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# Official Communications

## The Swiss Postbus Service

The Postbus service has a proud tradition to look back on. When the Federal State was established in 1848, passenger conveyance was the foremost duty of the Post. The receipts from this branch of the postal service accounted for almost half of the Post Office's total revenue. Although after the advent of the railways the diligence was able to hold its own only in remote, thinly populated areas of Switzerland, it stimulated new needs and enabled journeys over large distances to be made at lower cost. Travel was no longer available only to the privileged few. The diligence was at its height in 1913, with 2,500 horses, over 2,200 carriages and half as many sleighs travelling 9.7 million kilometres and carrying 1.8 million passengers.

The history of the Postbus service goes back to 1906, when motorized mail transport had already been in operation in Zurich for two years. After a rather slow start, the service gathered momentum at the end of World War I, benefiting from the experience of other carriers. In 1919 the Postbus made its appearance on Alpine roads, and

by 1927 the major routes had been turned over to motorized operation. Progress was somewhat slower in the mountains, where diligences and sleighs continued to be a familiar sight during the winter.

The length of today's Postbus network is 7,500 km, which compares favourably with that of the Railways (5,000 km). Some 600 Postbus routes are available to about 1,600 places. The average route length is only 15 km.

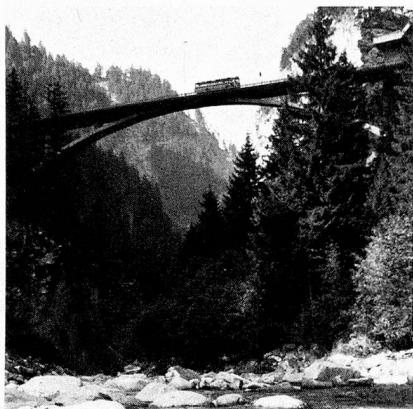
A staff of 1,280 carefully selected and trained drivers and about the same number of vehicles have an important task to fulfil: they supply essential public transport to areas not served by the railways.

While the diligences had been run exclusively by private contractors, the first motorized services were operated by the Post Office on its own account. In numerous cases, however, Postbus operation was later entrusted to local private contractors using their own personnel and vehicles against payment of a fixed sum (based on the number of kilometres travelled). The users hardly notice any difference between Post Office-operated and contractor-run services, as uniform timetables and rates apply to both and drivers wear identical uniforms.

In some areas, more particularly in the larger towns, private companies operate regular transport services under licence, on their own account, mostly with the financial backing of cantons and municipalities.

The PTT-owned vehicles are serviced and repaired in 60 workshops all over the country. These

Via Mala



(continuation on page 13)

## Notice

### German Democratic Republic

May we remind you of the public notice which appeared in the December 1975 issue asking all interested parties to notify the Swiss diplomatic or consular representation competent for their place of residence, by 31st March 1976 at the latest (date of postmark), of their property, interests and claims relating to the GDR.

Federal Political Department

## Notice

### concerning compensation agreement of 26th March 1973 with Hungary

The Commission for Compensation arising from Nationalization has been charged with the distribution of the total sum of 1.4 million francs paid by Hungary.

In a notice in the Federal Bulletin of 29th September 1975 and in other publications Swiss nationals who have suffered as a result of expropriation measures in Hungary between 19th July 1950 and 26th March 1973 were asked to lodge their claims for compensation.

Persons who have not so far responded to the notice of 29th September 1975 giving them an opportunity to send in their claims are hereby granted a final time-limit to 30th June 1976, within which they can still notify the

Kommission für  
Nationalisierungsentschädigungen  
c/o Eidgenössisches  
Politisches Departement  
Eigerstrasse 80  
CH-3003 Bern.

That is the final date for the lodging of claims. The Commission will not be able to consider any claims not sent in by then.

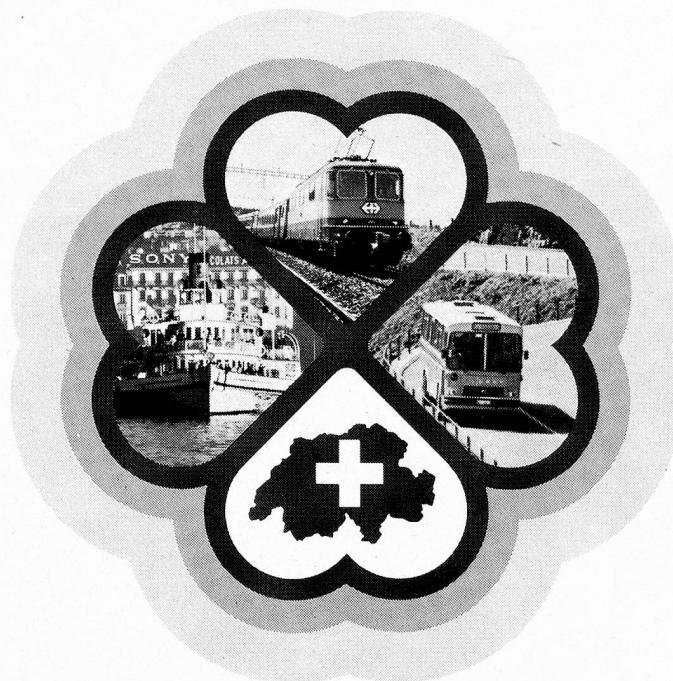
Commission for Compensation arising from  
Nationalization

# Official Communications

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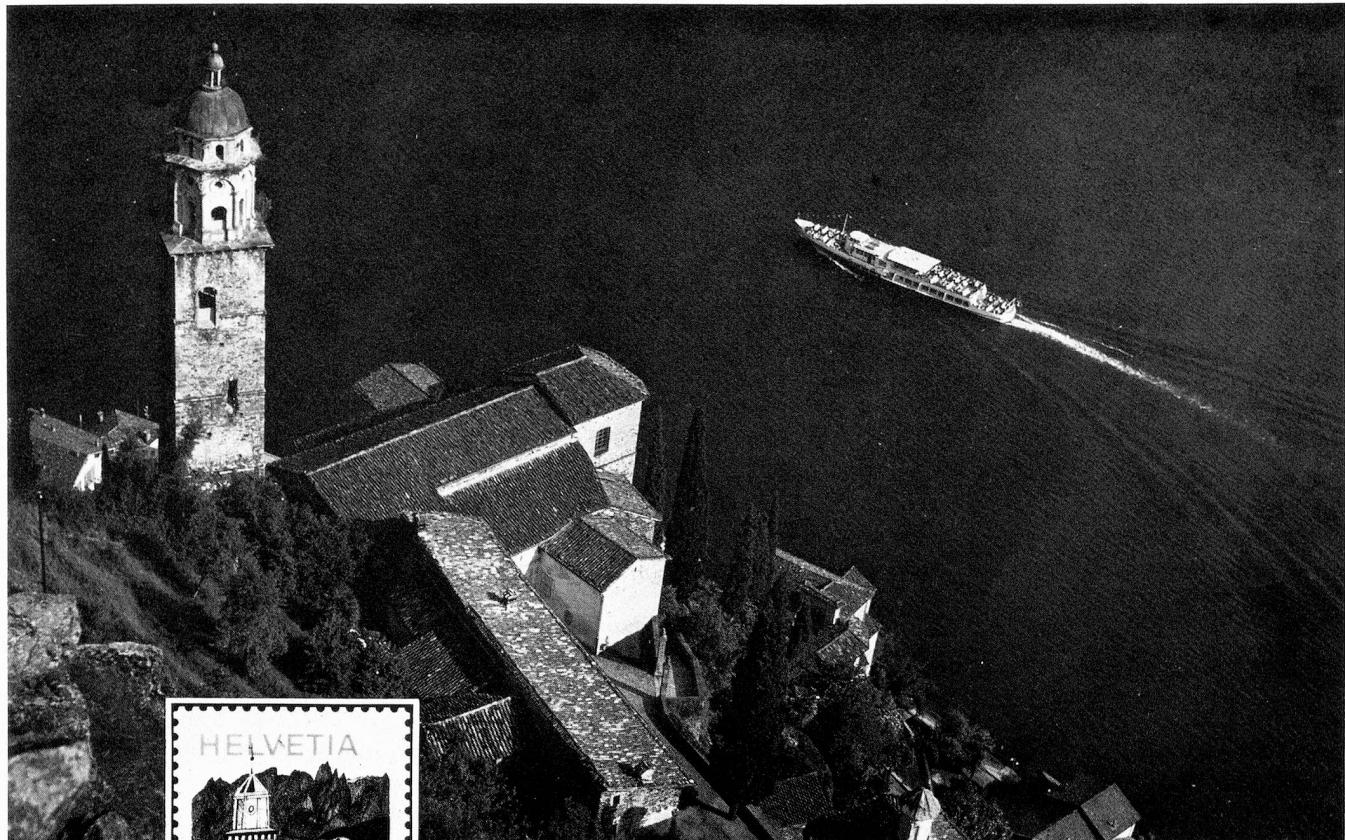
	1st class	2nd class
8 days	140.-	100.-
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1 month	275.-	195.-

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Available to anyone residing outside Switzerland. On sale at Swiss National Tourist Offices and Travel Agencies outside Switzerland, at Swissair

offices outside Europe and North America and at the rail information offices in Zürich and Geneva Airport.

# Official Communications



## Scenes of home on Swiss postage stamps

stir the feelings of – not least – the Swiss abroad: they evoke memories of experiences associated with holidays or business trips and they feed the desire to make a long planned journey to the fatherland. Swiss stamps bring to the outside world not only the beauty of our scenery; they also depict events from Swiss history, recall memorable occasions and illustrate in a colourful series the art, technology and science of our country.

You, as a Swiss abroad, will certainly be interested to know that the Swiss PTT has produced a

brochure which – with the help of a number of most beautiful multi-coloured stamps – gives a vivid impression of our country. Among other subjects, the brief text deals with the history of Switzerland, the country and its people, its four languages and its customs.

The brochure is free of charge. It is available in German, French and English and is entitled: «Switzerland portrayed in stamps». If you will complete the coupon below and send it to us, we shall be pleased to let you have a copy.

Please send me your **free brochure** in the following language:

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