

Swiss Postal Railway

Autor(en): **[s.n.]**

Objektyp: **Article**

Zeitschrift: **The Swiss observer : the journal of the Federation of Swiss Societies in the UK**

Band (Jahr): - **(1940)**

Heft 969

PDF erstellt am: **25.09.2024**

Persistenter Link: <https://doi.org/10.5169/seals-692915>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

SWISS FEARS OF INVASION.

("Economist," 8.6.40.)

Switzerland experienced anxious days when important German concentrations along her border and other signs suggested that Germany intended breaking through. Though many inhabitants of the frontier districts hurriedly left their homes on their own initiative, the population remained calm and resolved. A few days before, the whole Army had been remobilised and, within twenty-four hours, the troops were all at their fighting stations. That mobilisation concerned about one-third of the Army which was on leave, as nearly 300,000 men were permanently guarding the frontiers.

The invasion of Holland and Belgium was a lesson for the Swiss, who at once took drastic measures with a view to coping with the fifth column and parachutists. Local guards were formed of men no longer liable to military service, of young men who already had some musketry training, and of members of the rifle clubs. Nearly 500,000 volunteers were thus recruited, who are patrolling the country day and night with the police and special anti-parachutist army units. Switzerland has thus over one million men at her disposal, a splendid effort when one remembers that the population barely exceeds four millions.

At the same time, all foreign residents were ordered to hand over to the police any firearms and ammunition they possessed, and almost all willingly complied with the Government order. Though travelling by train and motor car remains unrestricted, the police and soldiers are stopping all passers-by on the roads and even in the towns, and foreigners are not allowed to move their residence from one Canton to another without a special permit. These measures have already made possible the discovery and arrest of a number of people who had so far escaped the control of the police or had no passports. Special measures have also been taken with a view to preventing foreign seaplanes from landing on the lakes.

The invasion menace resulted in heavy withdrawals from the banks, but there was no limitation on withdrawals, and the run did not last long. The report of the National Bank of May 15th shows that banknote circulation increased by Frs.162 millions and reached Frs.2,169 millions. The amount is less than that recorded at the time of the Sudeten crisis or in August, 1939. On the other hand, the gold reserve decreased by Frs.70 millions and stood at Frs.2,054 millions, so that it represented 73.76 per cent. of the banknote circulation, and, together with foreign currencies, it represented 98.79 per cent. of the engagements of the Bank. Since then banknote circulation has risen by a further Frs.56 millions, while the gold reserve showed a new drop of Frs.72 millions.

The threat to Switzerland has now somewhat abated, but precautionary measures have not been relaxed, and the Swiss people are more than ever unanimously resolved to defend their country and their liberties to the last drop of their blood. That is further proved by a manifesto issued by the Swiss Socialist Party, which says that all Swiss workers are ready to sacrifice themselves for the defence of the country and of freedom.

SWISS RAILWAYS INCREASED RECEIPTS.

("Modern Transport," 8.6.40.)

Statistics of the Swiss Federal Railways for the year 1939 show a marked improvement in operating results for the first time in more than seven years. Our Swiss contemporary *Der Eisenbahner* deploras the coincidence of this improvement with the deepening shadows of war in surrounding countries, but comments on the fact that the most remarkable increases have taken place in purely internal traffic, due to a better economic outlook and to reduced road vehicle competition. The increase in receipts from entirely Swiss traffic amounted during 1939 to 75 per cent. of the whole increase of approximately 30 millions of francs. About 10 per cent. (four millions) came from transit charges.

Gross receipts during 1939 came to 361.2 million francs, as compared with 323.1 millions in 1938. Of the total receipts, 204.6 millions resulted from goods traffic, 133.6 from passenger traffic, 9.6 from mail contracts, and 6.4 from various sources. Increased goods traffic is almost solely responsible for the improvement, showing a rise approaching 40 millions as compared with the previous year's results. Passenger receipts rose by 1.7 millions.

Operating expenses showed a simultaneous reduction during the year, dropping from 229.5 millions in 1938 to 223.9 millions in 1939. Retrenchment resulted in a 1.1 per cent. staff cut, staff reduction having taken place since 1920 to the extent of 31.1 per cent. The continual expansion of electric traction has, of course, been chiefly responsible for such reductions. In 1920 the staff of the Swiss Federal Railways amounted to 39,676 employees; the present figure is 27,328.

During the same period, train miles have risen by no less than 98 per cent. During 1939 the operating ratio has been reduced from 71.02 per cent. to the extremely favourable figure of 61.99 per cent., the best since the formation of the Federal Railways in 1902-3. Expenditure on wages and salaries during 1939 amounted to 42.2 per cent. of the total expenses.

Traffic returns for the first four months of the present year reveal a truly colossal increase in goods traffic carried. In January, 1,414,412 metric tons of freight were carried, as compared with 1,008,827. For February the increase was from 1,052,967 to 1,582,767 tons; in March it was from 1,246,035 to 1,875,188 tons; while April shows an increase of no less than 920,666 tons, the figures for 1939 and 1940 being 1,190,598 and 2,111,264 metric tons respectively.

SWISS POSTAL RAILWAY.

("Electrical Review," 7.6.40.)

An underground railway has recently been built in Zurich for the conveyance of letters and express packets between the branch post office at the main railway station and the Sihl post office, a distance of about three-quarters of a mile. A driverless electric truck is set in motion by pressing a push-button on the control panel. At the railway station terminus the truck runs on to a lift, which operates automatically, rising to the level of the post office above.

The railway is operated by a three-phase, 220-V, 50-cycle supply, which obviates the need for convertor sets or special gear on the motor truck for reversing,

this being accomplished by changing over two phases of the supply.

The motor truck has two axles, one of which is coupled through gears to a 3.5-HP three-phase induction motor, giving the truck a speed of 14.4 ft. per sec. The other axle is driven by a 1-HP motor for running at low speed (0.98 ft. per sec.). The latter motor is brought into operation at the stations by means of an electro-magnetic coupling controlled by a change-over switch which is actuated by a roller which contacts with a third rail in the station sections. The truck is fitted with a mechanical break operated by spring force. The order for the whole installation was placed with the Oerlikon Co.

REPATRIATION OF SWISS DESIRING TO RETURN TO SWITZERLAND.

We understand that providing a sufficient number of applications are received our Legation is endeavouring to arrange a "special convoy" giving those of our compatriots wishing to return home an opportunity to travel together.

All formalities such as exit permit and visas will be taken care of by our Legation but everyone must be in possession of a valid passport.

The day of departure — if this special transport can be arranged — will be made known to applicants at least ten days beforehand; the necessary instructions as regards money, baggage, examination, etc., will then be communicated.

Those wishing to avail themselves of this exceptional opportunity should apply at once for the necessary form to be filled in (not later than June 22nd). Demands should be made not to the Swiss Legation but to:

Swiss Federal Railways,

11b, Regent Street, London, S.W.1.

who are organising this journey on behalf of the Legation.

It is hoped that only those will make application who have definitely made up their mind to return so as to avoid lengthy correspondence. It should also be noted that it will not be possible to re-enter Great Britain before the end of the war.

SWISS RELIEF CENTRE.

Will readers please watch next week's 'Swiss Observer,' and any subsequent issues for important announcements which will be made in connection with the welfare of the Swiss Colony.

Particulars will be published next week regarding the *Swiss Relief Centre Committee* which has just been formed under the auspices of the Swiss Benevolent Society. Full details in connection with this committee serving under the presidency of the Swiss Minister, Monsieur Walter Thurnheer, and the object of the Swiss Relief Centre will be published in next week's issue.

Presidents of all Swiss Societies are asked to attend a meeting of this committee, or send a delegate of their Society, on Wednesday next, the 19th inst., at Swiss House, Fitzroy Square, at 6 p.m.

Bee.

1ST AUGUST CELEBRATION.

It is regretted that, owing to present circumstances the arrangements which the Committee had made to celebrate our National Day have had to be cancelled.

Every Swiss in England will regret this as much as the Committee but it is hoped that our compatriots will take the opportunity of showing their attachment to Switzerland in some other *tangible form*.

Bee.

LE "SERMON DE CHARITE"

à l'Eglise Suisse de Londres.

Malgré les événements douloureux de l'heure présente, nous ne voulons pas oublier l'œuvre de secours qui se poursuit au sein de notre Colonie.

Dimanche, à 11 heures, à Endell Street et à Gresham Street, l'Eglise Suisse célébrera, selon une ancienne tradition, le "Sermon de Charité," destiné à mettre nos compatriotes au courant des besoins de nos pauvres et à leur rappeler ce que fait le Fonds de Secours pour ceux qui sont dans la détresse.

La collecte est destinée au Fonds de Secours pour les Suisses pauvres. Les pasteurs recevront avec reconnaissance les dons de ceux qui ne peuvent assister au Sermon de charité.

M.P.

FORTHCOMING EVENTS.

Friday, June 21st, at 7.30 p.m. — Nouvelle Société Helvétique — Monthly Meeting — to be followed by a talk on "Current Events," by G. J. Keller, Esq., at "Swiss House," 34/35, Fitzroy Square, W.1.

Tuesday, July 2nd, at 6.30 p.m. — City Swiss Club — Monthly Meeting, at Pagani's Restaurant. (See advert.)

Divine Services.

Dimanche 16 juin 1940 : à l'**Eglise Suisse**, 79, Endell Street, W.C.2.

11h. SERMON DE CHARITÉ. M. M. Pradervand. Collecte en faveur du Fonds de Secours Suisse.

11h. Ecole du dimanche.

6h. Culte au Foyer Suisse, 15 Bedford Way, W.C.1.

MARIAGE.

Le 8 juin, Cyril-James STILING et Justine-Emma DURUSSEL.

Pour tout ce qui concerne le ministère pastoral, prière de s'adresser à Monsieur le pasteur Marcel Pradervand, 65, Mount View Road, N.4. (Téléphone Mountview 5003). Heure de réception à l'église le mercredi de 11-12h.30.

Sonntag, den 16. Juni 1940: in der **Schweizerkirche**, 9, Gresham Street, E.C.2.

11 Uhr. Liebestätigkeit Gottesdienst. Kollekte für die Schweiz. Hilfsgesellschaft.

6 Uhr, Gottesdienst in Französisch im Foyer Suisse.

Für Amtshandlungen und alle Anfragen wende man sich an Pfr. Stutz, 42 Haringey Park, N.8. (MOU. 8585).

Printed and Published by THE FREDERICK PRINTING CO., LTD., at 23, Leonard Street, London, E.C.2.