

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2016)  
**Heft:** 128

**Artikel:** A distinguished diligence  
**Autor:** Gavazzi, Mario  
**DOI:** <https://doi.org/10.5169/seals-854091>

### **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:** 17.04.2026

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

# A Distinguished Diligence Mario Gavazzi



In July 2016 the Gotthard stage coach is in the depot at Affoltern am Albis ready for being transported back to Zurich.  
*Photos: Mario Gavazzi*

**T**his December public transport on the Gotthard route that links the Ticino with the rest of the Confederation, takes a quantum leap forward with the railway through the newly opened 57km long Gotthard Base Tunnel coming into full timetabled service. The previous step-change in public transport on this route was the opening of the original Gotthard Tunnel in 1882, something that totally revolutionised trans-alpine travel. Prior to this travellers over the historic pass were faced with a difficult journey by horse-drawn diligence (stagecoach), that carried both passengers and mail on this important transit across the alpine barrier that divided the country. The diligences ran between Flüelen, where they connected with the ships from Luzern, and Camerlata near Como, where onward transport into Italy was available and were organised by local operators in Uri and the Ticino. With the coming of the railway these local business disappeared and most of the fleet of diligences moved to other areas or were simply scrapped.

However the last of the original "Gotthard-Postkutsche" is still in existence and has recently been through a major restoration process. This diligence, that was probably originally built around 1860, but there is no exact record of the date or who constructed it, survives for all to see in the entrance to the Zürich premises of the Schweizerisches Landesmuseum. This building is just a short walk from Zürich's Hauptbahnhof. It is known that this vehicle was operated by Post CH AG's predecessor organisation the Schweizerische Post-und Telegraphenbetriebe (PTT) up to the opening of the railway, when it was withdrawn but apparently not disposed-of. In 1897 the PTT management donated it to the National Museum at Zürich that was then being developed prior to opening in 1898. Today the museum considers the diligence

to be the most photographed object in its collection and in recognition of both its historic and current status they arranged for the comprehensive restoration to take place. For this, the diligence was moved to the museum's repair depot at Affoltern am Albis (ZH) in summer 2015, where experts from the Luzern-based conservation and restoration specialist company 'Objektgerecht' were able to use their skills. The vehicle was then returned to greet visitors to its Zürich home at the end of July 2016. There are many locomotives and trains, plus the buildings and tunnels of the original Gotthard line, to recall the story of this historic route since 1882 – but there is only this original diligence to recall the movement of people and post before the opening of the railway. +



LEFT: First class part of the "Gotthardpostkutsche".



TOP RIGHT: Flüelen-Camerlata was the first direct way between south and north Switzerland.

BELOW RIGHT: Kurt Michel from the enterprise "Objektgerecht" at work.

