

Swissair's summer programme

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

Objektyp: **Article**

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

Band (Jahr): - **(1957)**

Heft 1293

PDF erstellt am: **22.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-687932>

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.

SWISSAIR'S SUMMER PROGRAMME.

Large network extensions and increased frequencies are the features of Swissair's summer schedules effective from 14th April, 1957.

Early in April the South America route will be extended to Buenos Aires with the introduction of a second weekly flight from Europe. Tourist class accommodation to South America is now available for the first time at about 30 per cent below first class fares. From July this "Supersuisso" service will be flown entirely with "Seven Seas" airliners, eliminating stops at Lisbon and Recife. Also in April a new route to the Far East will be opened terminating at Tokyo, with stops at Beirut, Karachi, Bombay, Bangkok and Manila. Frequency will be increased in July to two return services weekly, the second flight calling at Calcutta and Hongkong instead of Bombay and Manila.

From May nine return services weekly will be operated between Switzerland and New York, most of them with "Seven Seas" and stopping westbound at Shannon. Four services will go via Cologne and two via Lisbon.

The Middle East schedules feature a new weekly Zurich-Beirut non-stop service continuing to Baghdad and Dhahran, another two new destinations on the Swissair net. Athens will be served daily, with flights continuing to Istanbul or Cairo or Tel Aviv.

In Europe, Stockholm joins Swissair's network with a daily Metropolitan service from Zurich via Dusseldorf. From May night tourist services will be operated to Stockholm via Copenhagen. From mid-May new night flights will also operate to Barcelona and Palma de Mallorca via Geneva. Midweek night tourist return London-Barcelona will be £34.8.0. Night flights to Rome will be run daily. Metropolitans will operate daily to Nice. Innsbruck will be served six times weekly in the main season.

Seventy-two services weekly will operate between the U.K. and Switzerland, including the twice-daily first class and tourist DC-6B "Super Swiss" from London to Zurich. Afternoon as well as morning departures and night services from London to Switzerland will be available from the beginning of the summer schedules with improved timings. Midweek night return London-Basle or Geneva will be £19. The daily London-Berne service will start on 25th May. Up to five flights weekly, including night services, will link Manchester direct with Zurich, with flights to the holiday centres of the Continent and with all long-distance services.

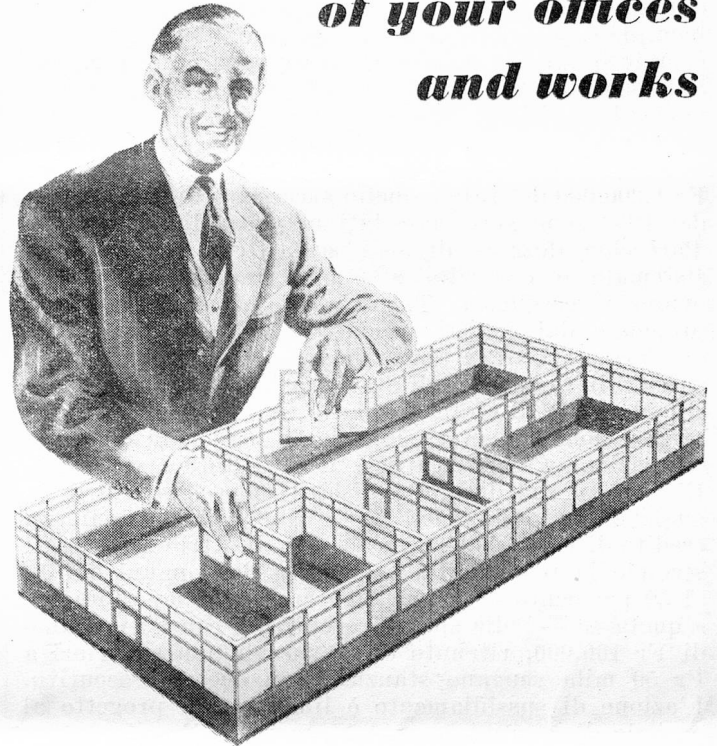
*Insist on
delicious*



Ovaltine

Often Imitated - Never Equalled

*It's as easy as this
to alter the layout
of your offices
and works*



... with **ACROW**
STEEL PARTITIONING

An interior that is planned for efficiency now will rarely remain the best possible arrangement for very long. Expansion and re-organisation demand a fluid layout that can be adapted and constantly re-arranged to give one hundred per cent efficiency at all times. Acrow Steel Partitioning offers you this. It can be dismantled and erected again and again at no more than labour cost: every unit is re-usable. It compares favourably with breeze-brick walls in initial material cost and shows a heavy saving in initial erection time and labour costs.

Full details are readily available on request. Please write for our illustrated brochure SSP.

ACROW (ENGINEERS) LTD.,
SOUTH WHARF, PADDINGTON, LONDON, W.2.
AMBassador 3456 (20 lines)