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technical items

ELECTRONIC CLOCKS

After intense research, a firm at Bienne (Berne, Switzerland), specializing in the production of counters, chronographs and electronic appliances for the measurement of short intervals of time, has introduced a new model into its range of electronic products, a digital solid state quartz clock. This new quartz clock uses as its time base a high frequency quartz oscillator with a precision of $\pm 1/10$ th of a second per day at 20°C. Luminous Sperry figures 13 mm high by 7 mm wide ensure perfect and rapid legibility, both day and night, of the time in hours, minutes and seconds, in either the 12- or 24-hour system. Sperry display systems have been developed specially for cockpit instruments on board Jumbo Jets, where optimum legibility is an essential safety factor. The transition from a mechanical to an electronic system already carried out in time counters has now been achieved in clocks, thus following the trend towards digital timing. The advantages of digital display are manifold. This method avoids having to note visually the position of the hands and to convert this position mentally into a figure. The quartz clock runs on 110 or 220 V with a very low consumption of power. To allow for breakdowns in current, two 9 V batteries give about 15 hours reserve of running power. This clock comes in two models (rectangular and oval) and three finishes (gilt, silver-plate, sapphire). Its modern looks are just right for the advanced technology of this highly technical industrial product.

SKI-BINDINGS

After many years of research and trials a Swiss firm at Solothurn has produced a new ski-binding for cross-country skiing and racing. A great many cross-country skiers, including a number of leading Swiss champions, have tried out these bindings and chosen them for big races. The original feature of this new model is that the hinge is situated near the front of the foot, allowing complete freedom for the thrust movement as well as the lengthening of the stride. In this way the skier no longer gets blisters, and his boots wear out less quickly. This system also offers the advantage of being faster than conventional bindings. The Solothurn manufacturer has been able to produce a binding made mainly of aluminium, making for better control, a firmer connection with the ski and snow as well as a more concentrated sliding movement. These improvements are the result of two main factors: first, the use of rubber buffers, ensuring a better transmission of the skier's exertions to the snow (the tip of the ski remains in the track) as well as

absorbing shocks and vibrations; second, the pivoting of the foot being limited to 30°, the hinge accomplishing the necessary pendular movement. The success met with by these bindings shows that they can give fresh impetus to cross-country skiing.

SURFACE COATING BY ELECTROSTATIC POWDERING

After long experimentation in the laboratory and a large programme of tests, a firm at Zug (Switzerland), specializing in the manufacture of household appliances, has just launched a surface coating process based on electrostatic powdering. This new technique, which replaces the traditional single-layer lacquering, makes it possible to achieve considerable improvement in the quality of the coating; it is now used for all appliances placed on the market by the big Zug firm. The new process consists of the electrostatic application of a powder of plastic on the surface parts, followed by heating in a furnace. It makes it possible in a single operation to obtain thicker layers than by the traditional lacquering. After careful degreasing, cleaning and phosphating, the surface offers perfect adhesion. Each part is covered with a homogenous layer of coloured powder which, after being heated in a furnace at over 200°C, turns into an even film with absolutely no pores. The surfaces treated according to the Zug process become practically insensitive to blows and scratches and offer great resistance to detergents; in this way they keep their initial colour for many years.

Waste disposal optimized in Geneva

Geneva has computerised the collection of dustbins in the city. The whole organisation of this essential process, the itineraries and lorries used by the dustmen and other elements of the job have been fed into a computer for an optimization which will allow the same men to evacuate a growing volume of garbage. Before the computer was introduced, the service had already been streamlined with a ban on non domestic or household wastes, the compulsory use of a single model of dustbin or container (which can hold about eleven times the content of a dustbin). Lately, dustmen have refused to empty dustbins which couldn't be closed because of their overflowing content. This stern measure was decided because time was wasted in taking special care that rubbish wouldn't spill on the road while it was being emptied. The public authorities calculated that spending an extra five seconds on each dustbin would require purchasing an extra five waste-disposal lorries and finding the corresponding staff.

Edith Irving remains in prison

Mrs. Edith Irving has lost an appeal against 24-month prison sentence for her participation in the Howard Hughes biography hoax conducted by her husband, the American writer Clifford Irving. Mrs. Irving was sentenced on 8th March, 1973 to 24 months jail, less 4 months previously served in the US, for fraud and use of forged identity documents. With the help of a forged passport to the name of Helga R. Hughes, she had managed to cash 650,000 dollars paid by the publishing firm McGraw Hill as author's rights to Howard Hughes for his supposed auto-biography. With this document, Mrs. Irving managed to fool a number of Zurich banks. This was not taken lightly at all by Zurich's Supreme Court judges. Although the prosecutor had called for a maximum of 18 months jail, which would have entitled her to a suspended sentence, a majority of the three judges called for a full 24 months. Mrs. Irving was sent to the model women's prison of Hindelbank, near Berne, but appealed to the Federal Court claiming that no due account had been taken of the fact that she had voluntarily submitted to Swiss justice after leaving the United States. She also said that her "repentance" had been ignored. The Federal Court annulled the decision of Zurich's Appeal Court, which had originally upheld the judgement of the Supreme Court. This Court re-examined Mrs. Irving's case in mid January but reached the same verdict. Mrs. Irving, who has two children, will continue to serve the 12 months of imprisonment still left to her, unless she is discharged for good conduct. Her husband, who was sentenced to a two and a half year sentence in the US, has already been freed for good conduct but has asked to remain in jail while enjoying special treatment.

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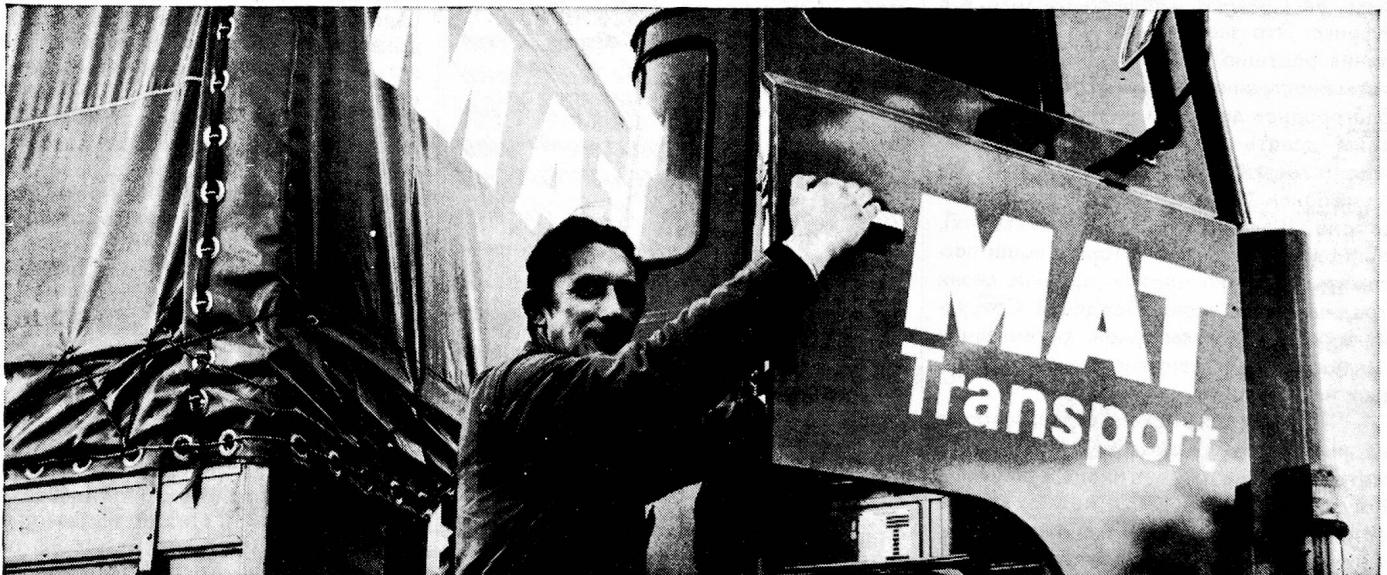
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я знаю людей.
Я изменил
свое
мнение.**

*"I've been
there myself.
Now that I know
some of the
people, I've begun
to feel
differently."*

**«J'y suis allé.
Maintenant, je
les connais
mieux.
J'ai modifié mon
opinion.»**

Каждый раз, когда кто-нибудь произносит эти три фразы, мир несколько меняется. Старый предрассудок уступает место личному мнению, и вместо безжизненного образа появляется живой человек. Это шаг вперед к подлинному братству.

Мы сближаем людей. Главным образом, мы это делаем не для того, чтобы способствовать миру и взаимопониманию между людьми, а потому, что транспорт наше главное дело. Тем не менее мы подчас задумываемся над тем, не является ли воздушный транспорт столь популярным еще и потому, что он дает возможность встретиться людям, народам и расам, живущим далеко друг от друга.

Мы — воздушная линия маленькой страны, насчитывающей всего лишь несколько миллионов населения. Но эта авиалиния обслуживает 78 пунктов назначения в Европе, Северной и Южной Америке, на Среднем, Дальнем Востоке и в Африке. Это значит, что эта воздушная линия радушно принимает на свои самолеты иностранных гостей. И это не просто благородное дело; мы лично заинтересованы сделать все возможное, чтобы всем нашим гостям был оказан одинаково теплый прием. Мы владем многими языками (в самой Швейцарии говорят на 4 языках), мы подаем те блюда, которые наши пассажиры предпочитают по причине своих традиций, либо своих убеждений. Сотрудниками нашей всемирной организации являются представители самых различных наций.

На свете есть немало стран, которые не имели счастья, подобно Швейцарии, жить последние 100 лет в мирных условиях. Когда самолеты СВИССЭР летают в такие страны, мы испытываем желание, чтобы и другие могли разделить счастье мирной жизни. И несмотря на то, что подобное желание не всегда осуществимо, нет причин для прекращения дальнейших попыток.

Every time anyone says those two sentences, the world changes a bit. Personal observation takes the place of the old prejudices, and a living human being emerges from behind the graven image. It's a step toward true brotherhood.

We bring people closer together. We don't do this mainly for the sake of peace and understanding, we do it because our business is transportation. But sometimes we wonder if air travel isn't fascinating particularly because it gives distant people, races, and nations a chance to meet.

We're the airline of a small country with only a few million inhabitants. But also an airline that flies to 78 destinations in Europe, North and South America, the Middle and Far East, and Africa. Which is to say an airline that enjoys welcoming guests from other nations. This is not merely a noble work, it's in our own selfish interest to do everything to make all guests feel equally welcome aboard. We take pains to master many tongues (Switzerland has four languages of its own); we serve the special cuisines our passengers prefer by tradition or conviction; our world-wide organization includes people from dozens of nations.

There are many quarters of the world that have not been so fortunate as to live the past hundred years in peace, like Switzerland. When Swissair planes fly to those regions, we feel an urge to let others share in this gift of peace. And if we don't always succeed, that's no reason not to keep trying.

Когда вы услышите эти три фразы, придержите свое дыхание: мир немного меняется. Личное наблюдение заменяет старые предрассудки. За стереотипной картинкой появляется живой человек. Это шаг вперед к подлинному братству.

Мы сближаем людей. Не только ради мира и взаимопонимания, но и потому, что транспорт — наше дело. Тем не менее мы иногда задумываемся, не является ли авиация столь популярной еще и потому, что она дает возможность встретиться людям, народам и расам, живущим далеко друг от друга.

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私自身
そこへ行った
ことがあります。
そこの国民を
知ってから私は違う
感情をもつように
なりました。

誰かがこれらの言葉を口にする度に世界は少しずつ変わっていきます。古い偏見に代わって個人的な見解が生まれ、偶像の背後から生きた人間が姿を現わします。これは真の友愛へ一歩近づくことです。

我々は人々の交流を図ります。これは平和と理解のためというよりは輸送が我々の仕事だからです。しかし、また、我々は時々お互い同志遠く離れた国民、民族、国家が出会う機会をつくる空の旅は特に素晴らしいと思うことがあります。

我社は、人口わずか数百万の小さな国の航空会社です。とはいえ、ヨーロッパ、南北アメリカ、中近東、極東、アフリカ地域の78ヵ所に乗り入れており、外国からのお客様を心から歓迎する航空会社でもありません。これらは立派な仕事に違いないのですが、すべてのお客様が平等にご搭乗を楽しんでいただくために全力をつくすことは我々自身のためにもなることなのです。我社は多国語をマスターするため苦心しておりますし(スイス自体で4ヵ国語が使われています)、お客様の国の伝統や信仰に従いご希望の特別料理を提供しています。また、我社の世界的な組織は多種多様な国籍の人間で構成されています。

スイスは過去100年間平和な暮らしを楽しむことができたが、世界にはそのような平和を享受できなかった数多くの地域があります。スイス航空機がこのような地域に飛んでいった場合、我々は他の人々にもこの平和という贈物を分ち与えたいという気持ちに駆られます。かりに、この試みが必ずしも成功しないとしても、この気持ちを捨てることなく努力を続けていくことに意義があると信じています。

«Ich war selber dort.
Jetzt kenne ich die Leute.
Ich habe meine Meinung geändert.»

Jedesmal, wenn jemand diese drei Sätze sagt, hat sich die Welt ein wenig gewandelt. An Stelle eines alten Vorurteils ist die persönliche Anschauung getreten, und hinter einem starren Bild kommt ein lebendiger Mensch zum Vorschein. Es ist ein Schritt näher zur wahren Brüderlichkeit.

Wir bringen Leute einander näher. Wir tun das nicht in erster Linie, um der Verständigung oder dem Frieden zu dienen. Wir tun es, weil Transport unser Geschäft ist. Doch manchmal denken wir, dass Luftverkehr auch darum eine so faszinierende Sache ist, weil er die Voraussetzungen schafft, dass selbst weit voneinander entfernt lebende Menschen, Nationen und Rassen einander begegnen können.

Wir sind die Fluggesellschaft eines kleinen Landes, das nur wenige Millionen Einwohner zählt. Aber eine Fluggesellschaft, die 78 Destinationen in Europa, Nord- und Südamerika, im Mittleren und Fernen Osten und in Afrika anfliegt. Eine Fluggesellschaft also, die gerne auch Gäste anderer Länder an Bord willkommen heisst. Es ist nicht nur eine noble Aufgabe, sondern es liegt in unserem ureigensten Interesse, wenn wir alles dafür tun, dass jeder Gast bei der Swissair gleich willkommen ist. Wir geben uns Mühe, viele Sprachen zu sprechen (die Schweiz ist ein viersprachiges Land), wir servieren die Speisen, die unsere Passagiere aufgrund ihrer Traditionen oder Überzeugungen bevorzugen, in unserer weltweiten Organisation beschäftigen wir Mitarbeiter aus vielen Dutzend Nationen.

Es gibt auf der Welt zahlreiche Regionen, die nicht, wie die Schweiz, das Glück hatten, die letzten 100 Jahre in Frieden zu leben. Wenn Swissair-Flugzeuge in solchen Regionen fliegen, so spüren wir den Wunsch, andere an diesem Glück des Friedens teilnehmen zu lassen. Und wenn das manchmal nicht zu gelingen scheint, so ist das noch lang kein Grund aufzuhören, es nicht weiter zu versuchen.

«لقد كنت
هناك بنفسي.
واعرف
الآن الناس. لقد
غيرت رأيي.»

كلما قال احد هذه الجمل الثلاث ، يكون العالم قد تغير قليلا . وبدلا من التحامل القديم ، يبرز رأى شخصي . ومن وراء الصورة الجامدة يظهر انسان حي . وهذه خطوة إلى الامام نحو الاخوة الحقيقيه .

اننا نقرب الناس بعضهم إلى بعض . ولكننا لا نقوم بذلك اولاً وقبل كل شيء لمجرد خدمة الوثام والسلام . اننا نفعل ذلك لأن النقل هو مهنتنا . ومع ذلك فكثيراً ما نرى بان النقل الجوى طريف ومثير لانه يمكن الأفرار والشعوب والاجناس في اماكن نائية جدا من الالتقاء ببعضهم البعض .

اننا شركة طيران لدولة صغيرة لا تزيد نفوسها على بضعة ملايين . ولكن خطوطنا تخدم ٧٨ منطقة في اوربا وامريكا الشمالية والجنوبية والشرق الأوسط والشرق الأقصى وافريقيا . وهكذا ترحب شركتنا بسرور بضيوف من الدول الاخرى . ان الجهود القسوى التي تبذلها الخطوط السويسرية لآكرام جميع ضيوفها على السواء ليست مجرد واجب نبيل . انها أيضاً جزء من مصلحتها الجوهرية . اننا نحاول جهدنا ان نتكلم بعدة لغات (وهناك اربع لغات دارجة في سويسرا) . ونقدم الطعام الذي يفضله ركاب طائراتنا اما بسبب معتقداتهم او تقاليدهم . وتستخدم مؤسستنا العالمية الواسعة مستخدمين من عشرات البلدان .

ان هناك كثيراً من المناطق في العالم لم تنعم كما نعت سويسرا بحظها من سلم دام قرناً من الزمن . وإذا ما حلقت طائرات الخطوط السويسرية إلى مثل تلك المناطق فيننا نشعر بالرغبة بدعوة الآخرين لآخذ حظهم من نعمة السلم . وإذا بدا ذلك صعب التحقيق في اكثر الاحيان ، فانه لن يصبح سبباً يدعوننا إلى التخلي عن محاولات اخرى .



SWISS ACTIVITIES IN JAPAN Snippets

PORTESCAP IN JAPAN

The firm of Portescap (La Chaux-de-Fonds, Switzerland), which specializes in high precision horological micro-engineering and the manufacture of electronic checking appliances as well as electric micromotors, has opened a branch in Tokyo, known as Portescap Japan Ltd. On this occasion, a technical symposium attended by over 200 engineers, technical journalists, and makers of electronic appliances and instruments, was organized to allow these specialists to get to know the theoretical principles involved in Escap direct current micromotors and Socrem step-by-step motors, the two components that Portescap Japan Ltd. is responsible for distributing. The Swiss Portescap group holds 60% of the capital of the new company, 40% being in the hands of Daiwa Trading Co. Ltd., the Japanese import-export company which for over twenty years has distributed this Swiss group's watchmaking products on the Japanese market. The La Chaux-de-Fonds firm has thus given itself the means of extending its diversification policy to one of the most highly industrialized countries in the world. Its products should become well established there, thanks to their specific performance, their quality and the technical services that the new firm is able to offer one of Japan's leading industries.

LANDIS & GYR'S ACTIVE PARTICIPATION IN JAPAN

The activity in Japan of the Landis & Gyr group (Zug, Switzerland), which up till now was limited to power distributing plant, is to be extended to the field of heating, ventilating and air-conditioning techniques. An agreement was recently signed to this effect with the firm of Tokyo Keiki Ltd., a well-known manufacturer of appliances on the Japanese market. Tokyo Keiki possesses an engineering office, Tokyo Keiki Engineering, whose main activity is in the field of air-conditioning and ventilating plants. According to the contract signed with Tokyo Keiki, Landis & Gyr acquires 50% of the shares of Tokyo Keiki Engineering. The name of the latter has been changed to "Tokyo Keiki - Landis & Gyr" and the new firm will be managed by a representative of Tokyo Keiki and one from Landis & Gyr. At present the firm has a turnover of about 10 million Swiss francs and has branch offices in the largest towns in Japan. Its main activity is concentrated on the planning and execution of control systems for air-conditioning and ventilating. The major part of the appliances required for these systems will be imported and the remainder will be purchased on the Japanese market. It is planned that the new firm will eventually manufacture certain Landis & Gyr products under licence.

SWISS PROCESS AND SWISS PRODUCTS FOR THE LARGEST PHOTOGRAPH IN THE WORLD

A colour photograph of the frescoes painted by Michelangelo in the Sistine Chapel in Rome has just arrived in Australia, in separate pieces weighing a total of 3,200 lb, for the National Gallery in Melbourne. To make it, use was made of processes and products of the Swiss photochemical industry; the famous "Last Judgement" alone consists of 18 enlargements measuring 5 metres by 6, while the frescoes on the ceiling of the Sistine Chapel are reproduced on 63 panels measuring 7 metres wide and 21 metres long. This photograph is the largest ever made in the world: the photographic print, glued on aluminium, was made at Osnabrück (Germany) from slides taken by photographers of the National Geographic Society in Washington. In addition to Swiss photochemical products, use was also made of reproduction apparatus specially produced for the purpose at Marly (Fribourg, Switzerland).

SWISSAIR CARRIES 5.2 MILLION PASSENGERS IN 1973

In 1973 Swissair carried 5,218,000 passengers, compared with 4,646,000 in the previous year. In terms of ton-kilometres utilised, passenger transport advanced by 17 per cent, cargo by 20 per cent and mail by 10 per cent.

Overall, the capacity offered by the airline on its 226,949 kilometre network rose by 11 per cent over 1972 to 1,651,569,000 ton-kilometres; revenue capacity sold went up by 17 per cent to 868,465,000 tkm, resulting in an improvement in the average scheduled service load factor to 52.7 per cent from 49.8 per cent in 1972. The seat load factor alone went up in 1973 to 56.5 per cent from 52.9 per cent.

The relatively largest traffic growth was recorded on the Far East sector. The next largest was Africa, where the steep increase in capacity brought about by the introduction of DC-10 wide-bodied jets was almost matched by the rise in demand.

Dealing with 645 Rohrer's

The postmen of Sachseln (Lucerne) need to be good at guessing right in order to carry out their duties properly. Of the 1881 of its 3,337 inhabitants who are actually citizens of the commune, 645 are called Rohrer, 357 others are called Omlin, 195 Von Moos, 170 Spichtig, 136 Von Flue, 115 Von Ah and 101 Anderhalden.

"As addresses are not always complete and second family names often missing, we've occasionally got to act like wizards. But we know our people and rarely makes mistakes" said one of these unfortunate postmen.



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