

Swiss plant for train of the future

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

Objektyp: **Article**

Zeitschrift: **Helvetia : magazine of the Swiss Society of New Zealand**

Band (Jahr): **37 (1973)**

Heft [7]

PDF erstellt am: **13.09.2024**

Persistenter Link: <https://doi.org/10.5169/seals-942167>

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.

land's foreign policy. Only by exercising "caution" is it possible to respect the non-involvement which neutrality requires.

Speaking of the mutual and balanced forces reduction in Europe, which western and Communist delegates are laboriously discussing in Vienna, Mr Graber said that Switzerland had not yet decided to join in the talks. She may decide to do so in order to know what is going on, and eventually to defend her interests. In any event, it will be impossible to table any proposal or support resolutions from either side as this would necessarily conflict with neutrality.

Thus Mr Graber implicitly admitted that Switzerland could not join in any political initiative abroad. Our foreign policy rests on the "principle of neutrality coupled with solidarity and universality," he said. The latter term appears to compensate for the passivity inherent in the former.

Although "solidarity and universality" are ideals claimed by every country, it is true that Switzerland is in a better position to defend them, thanks to her neutrality.

Mr Graber recalled that India and Pakistan, the United States and Cuba had all asked for Berne's good offices. This is a proof that neutrality has played and built a "capital of confidence in Switzerland" among the countries of the world.

But this capital should not be destroyed by inconsiderate statements, he warned. Hence the indispensable caution.

The policy of permanent neutrality is thus geared to defend the trust of others in Switzerland, or, in other words, our political image in the world. One could argue that striving to defend a country's image through considered caution does not represent an active principle of diplomacy. Yet it has helped to bring warring parties closer together (unfortunately after harm had been done).

Swiss foreign policy consists essentially in promoting and defending a national image in the eyes of the world. This can't do any harm to peace, in contrast with the kind of national **self-image** which has led to a decade of fighting for an elusive "peace with honour" in Indo-China.—P.M.B., "The Swiss Observer"

SWISS PLANT FOR TRAIN OF THE FUTURE

The magnetic air-cushion train, a new high speed means of transport, will help to solve traffic problems in the years to come. This train of the future will run at cruising speeds of 200 to 300 m.p.h. and be able to reach top speeds of 350 m.p.h.; consequently over short distances it will be faster even than travelling by air.

Japan is at present working on plans for a magnetic air-cushion train; the Swiss firm Sulzer Bros. (Winterthur, Zurich) is taking part in the development of this project with the supply of a low temperature refrigerating plant. The technical side of planning this new train should be completed by the end of 1975, and it is expected to be ready to go into operation during the year 1980.