

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 37 (1973)
Heft: [7]

Artikel: Swiss plant for train of the future
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-942167>

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: 14.12.2025

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

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.