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## INTRODUCTION OF TWO - CLASS ACCOMMODATION ON CONTINENTAL RAILWAYS.

After June 3rd, 1956, there will be first (upper) and second (lower) class accommodation only (except in Spain). 1st class compartments will have seating capacity for six, and 2nd class compartments for eight passengers.

Switzerland, Austria, Belgium, Germany, Luxembourg, the Netherlands and some other countries will apply their former 2nd and 3rd class rates for the new 1st and 2nd class respectively.

France, Italy, Saar and Yugoslavia will apply their old 3rd class fares for the new lower class, while the new 1st class fares will be based on the previous 2nd class fares increased by a small percentage.

Britain will apply the old 1st and 3rd class fares to the new first (upper) and 2nd (lower) class respectively. Only first class will be marked.

Tickets issued during the month of May, 1956, dated for travel after June 3rd, 1956, will be issued at the new fares. Tickets are not issued more than one month before date of departure.

Single and double-berth compartments in Wagons-Lits and D.S.G. (German) sleepers will be available only to holders of 1st class tickets, whilst sleeping-cars with three berths per compartment will be available for 2nd class ticket holders.

Courette accommodation (generally six places per compartment) will be available to 2nd class ticket holders.

The old 3rd class Swiss rolling-stock with wooden seats, which will have to be used for future 2nd class, will, in due course, disappear (at least from the main lines), since all new carriages being built are provided with upholstery or padding.

\* \* \*

Swiss telephone subscribers have been told to dial 162 this winter to find out where the next avalanche is coming.

Avalanche warnings have been added for the first time to weather forecasts obtainable by phone.

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