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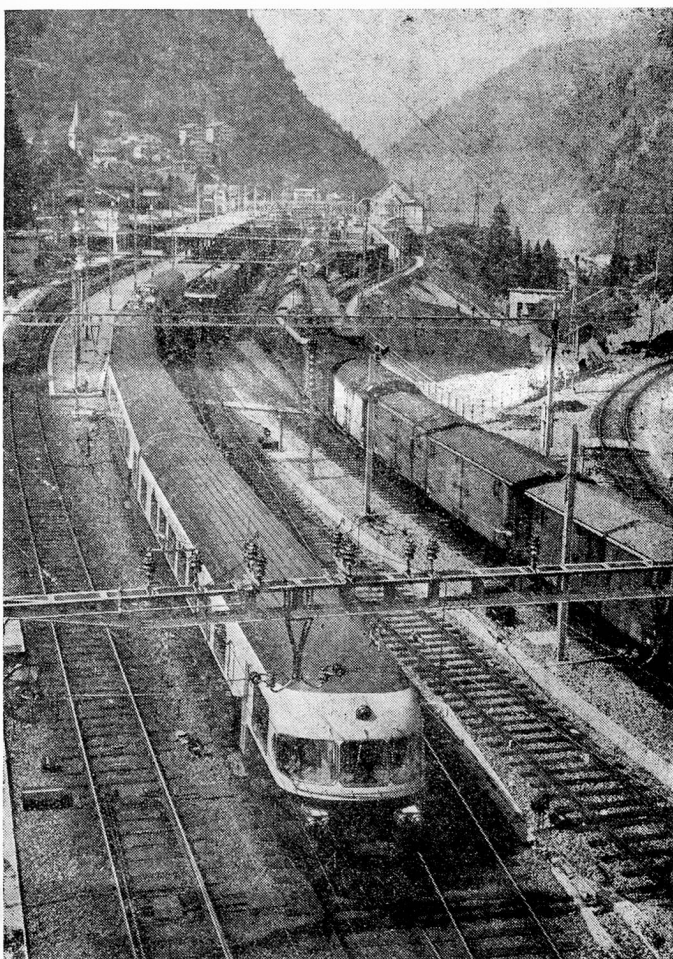
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The four new trains were produced in the works of SIG at Neuhausen and the Oerlikon factories. Technically, I suppose, their chief feature is the method by which the traction units are designed to adapt themselves to use 3,000 volts D.C. in Italy, 15,000 volts 16 $\frac{2}{3}$ cycles in Switzerland, 25,000 volts 50 cycles from Vallorbe to Dole in France, and 1,500 volts D.C. from Dole to Paris Lyon. This adaption is made simply by the driver pressing a button in his cabin.

No wonder Milan's city band played us out of the station when we left by TEE "Cisalpin", to skirt Lake Maggiore's beautiful shore, through the Simplon tunnel (again at unprecedented speeds), and down through the Valais, beloved by poets such as Rilke and Gerard Manley Hopkins, to Lake Geneva.

I gazed up to the Alpine heights, marvelling that those melting snows were the source of the power that



(Photo: Swiss National Tourist Office)

moved our train. At Lausanne, we left to cross the Jura for Dijon. The 511 miles, Milan to Paris including frontier stops, took precisely eight hours — faster than it had ever been done by any train before.

A final word in praise of the exceptional smoothness of the new TEE trains. Through all this wealth of European scenery it seemed as if one were not on rails at all, but in the gondola of an airship. This, and the excellent fare provided in the dining-cars, makes TEE travel fit for kings and millionaires!

THE SWISS FEDERAL RAILWAYS BUILD ELECTRIC TEE TRAINS

Electric TEE trains will soon be running over the famous Gotthard Line, and will thus fill-in a long-outstanding gap in the network covered by these modern means of travel. The Gotthard Line has been left out of the picture up to now because all the present Trans-Europ-Expresses, to give them their full name, are driven by Diesel-motors. Diesel-railcars, or similar locomotives, are not, however, considered as being suitable for hauling, or propelling, heavy trains over the steep gradients (up to 1 in 40) of the Gotthard, at speeds which would not interfere with the smooth working of other fast trains on this heavily loaded line; not to mention the inconvenience of traversing the (about) 9 $\frac{1}{2}$ miles of the Gotthard tunnel with fume-emitting Diesel-engines.

The Swiss Federal Railways have, however, arranged for four electric train sets to be built — at a cost of 4,000,000 Swiss francs each — with which TEE services Zürich-Gotthard-Milan as well as Milan-Lausanne-Paris can be provided, from summer 1961 onwards.

These new trains, each consisting of five car-units, have a length of about 404 feet, a weight of approximately 244 metric tons, attain, on suitable sections, maximum speeds of near enough 100 miles per hour, and provide the most up-to-date accommodation with all corresponding amenities for 126 passengers. The tractive performance is assured by electric motors, located in a special car-unit, having an output of 3,400 h.p.

The design of the new coaching stock is based, to a large extent, on the several years' experience with the Diesel railcar trains which the Swiss Federal Railways built, in co-operation with the Netherlands' Railways, for the TEE services Zürich-Amsterdam and Brussels-Paris. The trains just mentioned consist of a "machine car" (i.e., a traction unit), a car with kitchen and dining-room, a centre-corridor coach, and a side-corridor coach. It has been proved, however, that most travellers have a preference for centre-corridor coaches similar to the standard ones used in Swiss domestic traffic.

The passenger cars of the new TEE trains will, therefore, all be of a centre-corridor type. The special facing of the vestibules, which has proved to be popular in the SFR/NS TEE trains, is maintained. A new arrangement has, however, been adopted for cloak-rooms and luggage-rooms, which are now of larger dimensions and situated at one end of the coach, near the entrance doors, with W.C. and toilets being placed together at the other end of the carriage.

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