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CELEBRITY CIPHER Celebrity Clipher cryptograms are created from quotations by famous people, past and present. Each letter in the cipher stands for another. Today's clus: G equals N.

TZZJ XPKHB

FZHLU EZHB

LUKG · E-K G TZZJ KJIQPB.

man than good stylce." - Ed Howe. SOLUTION: "A good scare is worth more to a

In Europe

Railways go high-speed



While Canadian and U.S. governments seem barely able to tolerate railway passenger services, countries overseas are moving ahead into unprecedented levels of speed, comfort and convenience on their trains.

Travel

Next Wednesday, a new 250-km line between Rennes and Brest in the extreme northwest of France be activated with a sleek, silver-and-blue TGV (Train a Grande Vitesse, or high-speed train).

When they say "high speed," the French aren't kidding. The TGV is designed to travel in revenue service at 300 km an hour, and it has exceeded 400 km an hour in speed tests.

The journey between Paris (Montparnasse) and Brest will now take four hours and 16 minutes, a saving of about 80 minutes. (Sections of the route between Paris and Rennes have yet to be electrified.)

What's more, the new train-sets offer much higher standards of comfort, through air conditioning, noise reduction, innovative seating arrangements and the like.

Passengers are required to reserve in advance, at which time they can select a non-smoking or smoking section and (in first class) choose the meals that will be served at their seats.

BIG GROWTH

The first TGV went into service eight years ago, connecting Paris with Lyon (in only two hours) and on to the cities of southeastern France.

Passenger traffic on the route has grown by more than 70 per cent since Sept. 26, 1981, which seems to prove that today's travellers will eagerly utilize a rail service that offers high speed, reliability and

pleasant surroundings.

Because of the newsprint shortage, let's dispense with the several pages that would be required to explain the technical innovations on the trains themselves and the roadbed, that have made possible the major improvements.

But one aspect is plain to see: The aerodynamic design of the TGV. The streamlined shape of the motor unit (recalling the nose of a jet-powered airplane) has resulted in a 10 per cent reduction in wind resistance.

Another immediately visible the new Paris-Brest aspect trains will be the liquid crystal display on the train's cars, providing such information as the destination and the en-route stops. These trains, unlike the earlier TGV, are equipped with microcomputers enabling the conductor to provide passengers with pertinent facts as the journey progresses.

DEDICATED TRACK

No matter how sophisticated the technology of the TGV may be, however, it wouldn't have succeeded if the passenger train had had to share its track with freight trains, as is usually the case in Canada and the U.S.

Instead, the French passenger trains have their own "dedicated" tracks. Not only do the two classes of trains avoid competing with each other for space on the line, but the elimination of freight trains permits steeper up-grades (as much as five per cent, vs one per cent maximum for freight trains), a reduction in track-maintenance costs, and a greater degree of safe-

Plans are well under way in France for other new TGV services from the Paris hub - north to Lille. east to Strasbourg - and a bypass line around Paris to connect the various lines.

LOOKING AHEAD

Looking farther ahead, planners are working on a "Europolitain" project that would provide highspeed train service among such major cities as Brussels, Cologne, Amsterdam and (after completion of the Channel Tunnel) London.

Forecast travelling time between the British and French capital cities would then be a flat three hours, compared with the present journey of five hours and 12 minutes.

Work is under way in Spain that will bring a TAV (Tren de Alta Velocidad) into service in 1992, in time for the Madrid Universal Exhibition marking the 500th anniversary of Christopher Columbus' discovery of the New World,

Canadians using the Eurailpass or France Railpass should note that their passes are valid on TGV service, even though these trains ordinarily require a fare supplement.



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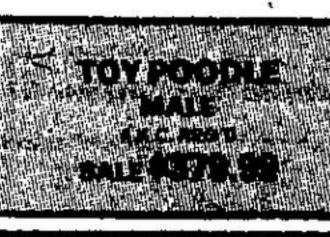
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