

PRÉCIS

Central Superior Services Examination (CSS) 1991

Passage.

Generally, European trains still stop at borders to change locomotives and staff. This is often necessary. The German and French voltage systems are incompatible. Spain — though not Portugal — has a broad gauge track. English bridges are lower than elsewhere, and passengers on German trains would need a ladder to reach French platforms, twice as high as their own. But those physical constraints pale in comparison to an even more formidable barrier — national chauvinism. While officials in Brussels strive for an integrated and efficiently run rail network to relieve the Continent's gorged roads and airways, and cut down on pollution, three member countries — France, Germany and Italy — are working feverishly to develop their own expensive and mutually incompatible high-speed trains.

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Final Draft

European Railway Network

(Title with marker)

Railway network of Europe is still not integrated. It is due to the differences between the land features, ^{technical} capabilities, and the most importantly national prejudice. European Commission wants to integrate it to curb pollution but few countries want their better railway network.

Original word count = 120

One-third of 120 = 40

Precis' word count = 43