

populated urban and industrial centers in west and east Germany. The most important of these railroads—like the one from Berlin west to Hanover and then through the industrial Ruhr region to Cologne, or the southbound Berlin-Leipzig-Nuremberg railroad—will be built as high-speed railways allowing average speeds of 150 miles per hour.

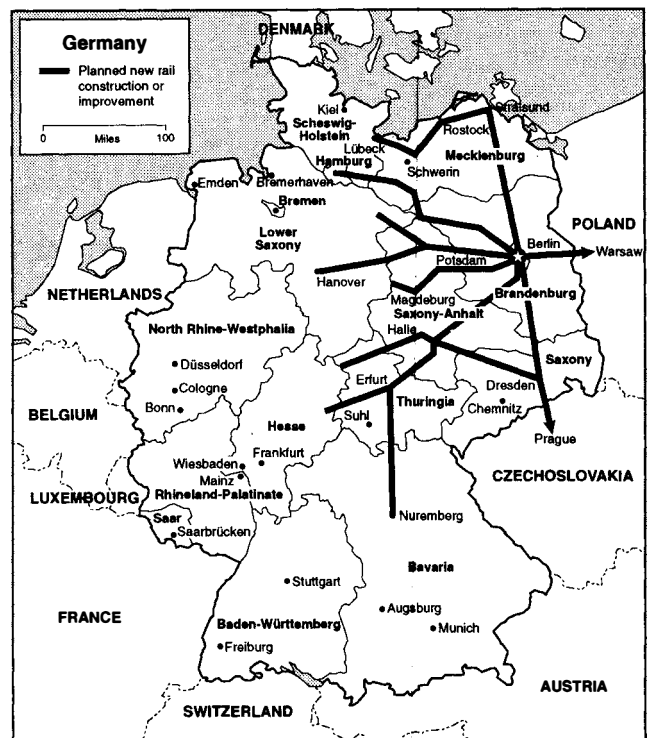
Priority is given to railways, but there is great need for new highways in eastern Germany, as the state of anyone's back attests, who has driven on the old highways there in recent months. Besides the "Baltic highway," six more will be built.

Equally important is the upgrading of the eastern part of the famous Mittellandkanal, an artificial waterway through northern Germany. It stretches from the German-Dutch border in the west, to the German-Polish border in the east, thereby connecting Berlin (and other cities) to Hamburg and the other harbors on the coast, and the industrial areas in Germany, Czechoslovakia, and Poland.

But most fascinating is the fact that the magnetic levitated train (or "maglev"), whose principles were invented in Germany back in 1932, but which has been developed recently only in Japan, has now been brought to the surface. For years, a super-modern maglev, running at speeds of up to 300 miles an hour, has undergone successful testing on a special track. The maglev is the technological leading edge of LaRouche's Productive Triangle infrastructure plan, now known all over Europe. And, since Josef Duchac, prime minister of the German state of Thuringia, some months ago proposed a maglev from Berlin to Frankfurt via Leipzig and the Thuringian capital of Erfurt, momentum has been increasing for it to be built.

The Transportation Ministry in Bonn has announced that right now feasibility studies are being done to decide by this fall whether the maglev can go into operation. Once this train system is included in the "German transportation map" to be released by the end of the year, there exists an excellent perspective of building up an efficient integrated transportation grid, featuring maglevs, high-speed rails, waterways, and highways for all of Europe, East and West together. And that would mean that LaRouche's Productive Triangle was right on track.

Whoever believes that this is impossible, should simply stop and think. On Nov. 9, 1989, when informed that the Berlin Wall had come down, LaRouche, speaking from his federal prison cell in Rochester, Minnesota, proposed the construction of a "high-speed rail connecting Paris, Berlin, and Warsaw," as the basis for solving the upcoming economic and political problems. A year and a half later, the German Transportation minister announces in an official statement: "The high-speed line Berlin-Hanover is part of the main European transportation axis Paris-Berlin-Warsaw and is international in character. By 1997, this line, which also will be an important part of the European high-speed net, will be realized."



Source: German Transportation Ministry
EIRNS/John Sigerson

European tours U.S. for 'Productive Triangle'

Hartmut Cramer, the author of the accompanying article, began a 14-city tour of the United States on April 21 to present Lyndon LaRouche's "Productive Triangle" program for Europe, "the way out" of the U.S. depression.

Cramer said he will present the method proposed by LaRouche for achieving the output required in agriculture, manufacturing, and infrastructure to save the economies of Eastern Europe, the Soviet Union, the Third World, and the United States.

Cramer said that he wants to "bring people the vision that the world could become prosperous" and end the crimes of hunger and disease from lack of economic development. The U.S. is now being inundated with discussions of "free trade" agreements, which will restrict economic development and further turn the world over to looting by the banks and cartels. He said a similar phenomenon—the Soviet "command" system—has caused the breakdown crisis there. Only a "third way," based on the achievements of the "American system" of political-economy, can work today.