

## The Track

The train traverses landscapes of Germany, Austria, Italy, France, Belgium and The Netherlands although acts as a symbolic holder for the whole continent.

### Cities

The track crosses right through Valence, Orleans and Eindhoven – among other cities. These are issues to deal with.

### Heritage places

UNESCO Heritage sites will be affected by the project, as well as old vineyards and beautiful landscapes.

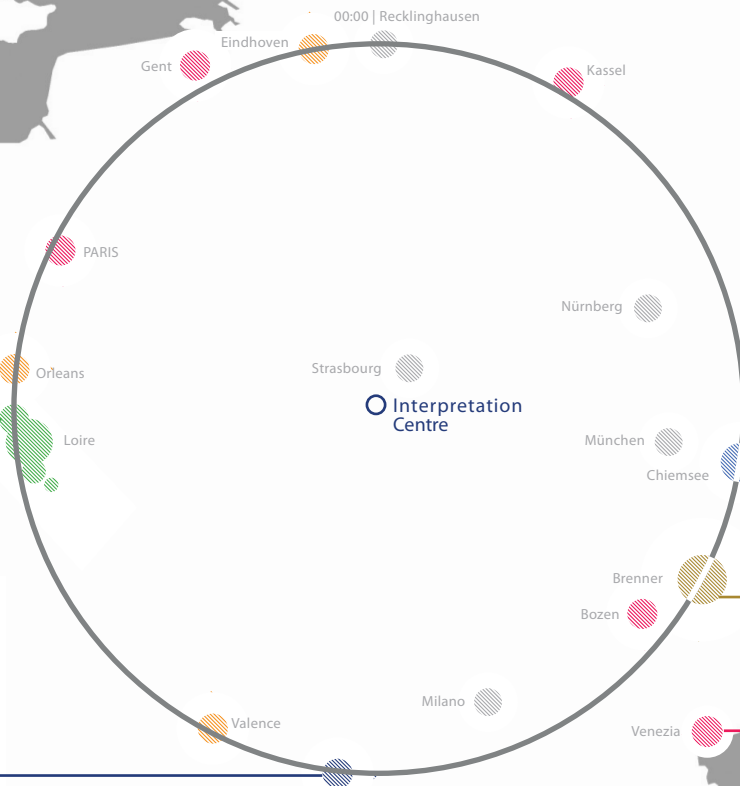
### Historical places

Napoleon crossed this point on the morning of March 7th in 1815 on his way from Elba to his great entrance in Grenoble.

Above that the train crosses the line Maginot, Fossa Eugenia and battlefields of all times.

### Interpretation Centre

The operation control facilities and a permanent exhibition about the project will be located next to Colmar in the centre of the circle. It will feature two additional train tracks: one surrounding the complex (1min.) and one inside (1sec.).



## Schedule

The train will run without a stop near or through the following cities:

00:00 Recklinghausen	06:15 Enbrum
00:07 Dortmund	06:50 Valence
00:47 Kassel	07:07 Lyon
01:25 Erfurt	07:10 Saint-Etienne
01:57 Bayreuth	07:35 Clermont-Ferrand
02:14 Nürnberg	07:58 Montluçon
02:34 Regensburg	08:22 Bourges
03:00 München	08:50 Orleans
03:23 Kitzbuehl	09:20 Paris
03:38 Innsbruck	09:38 Beauvais
04:00 Bolzano	09:54 Amiens
04:38 Verona	10:22 Lille
04:58 Cremona	10:55 Mechelen
05:03 Piacenza	10:58 Antwerpen
05:05 Milano	11:16 Bladel
05:25 Alessandria	11:20 Eindhoven
05:48 Fossano	11:33 Venray

### Bridges

The track will cut through the Bavarian lake "Chiemsee". It is aimed to be covered with a tunnel/bridge-solution

### Tunnels

The Alps have to be crossed twice, which demands record breaking tunnels – the largest economical incentives of the project.

### Art

The track will link many important venues of contemporary art in Europe, such as Friedericianum in Kassel, Museion in Bolzano, Jeu de Paume in Paris, SMAK in Gent, Van Abbe in Eindhoven and the Biennale in Venice.

### Tickets please!

Passengers and crew will be immersed in the train precisely 24/7/365. All will live, work and sleep on board. The train stops once a year, then all change. Vetting for suitability and compatibility will be rigorous.

# Welcome on time!



Train Time Zeit Zug



## Time Train Zeit Zug

An artist has a vision: a 2400km high speed train track that encircles central Europe.

Running at 200km/h, the train crosses Germany, Austria, Italy, France, Belgium then The Netherlands once every 12 hours. It is an art installation, a symbol of European identity, a tourist attraction and a clock of continental dimension.

to convert optimism into danger and to make that danger speak  
Rem Koolhaas

Train Time Zeit Zug by Manuel Saiz is a documentary and an exhibition about the hypothetical construction of this proposal, its interests and its drawbacks, its absurdity and its cleverness. Whether from the perspective of politicians, the public, privileged passengers or crew, we can ask where are we going, why, and at what cost.

The project will be shown at the gallery of the Diputación de Huesca, Spain, September 2010



The ongoing research and debate of "Train Time Zeit Zug" touches upon:

### · Engineering and logistics

Why do we like megaprojects? They are expensive, always have cost overrun and have a massive impact on nature, economy and society. Their outcome is uncertain. What are megaprojects telling us about human history?

### · European identity

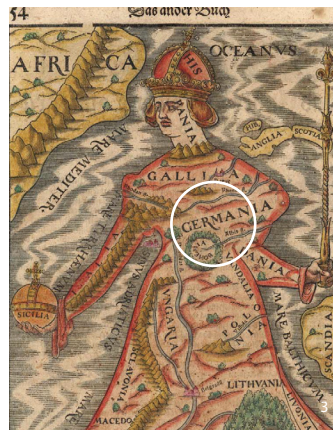
If Europe has an identity, it is the identity of the mix of cultures and races: a fragile balance to be maintained, many national, historical and universal references living together. Can Europe embody diversity without falling into nationalism?

### · Philosophy

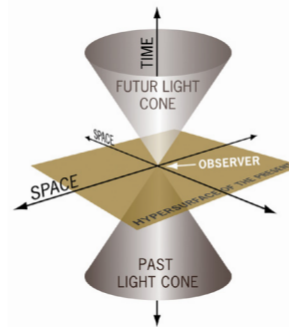
Everything in the world becomes Time. The essential aspect of techno-scientific thinking is to transform "being" into "Time". Time is the ultimate alienation.

### · Art and reality

Art is meaningful within its own social and political boundaries. It is always keen though, of breaking all safety barriers. Where is the clash point of art and reality?



One could say that Europe is all history but not geography, all spirit but not nature, all time but not space.  
José Luis Pardo



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- 1 The Millau Viaduct in France, total length 2460m, opened in 2004, picture: Andres Rojas
- 2 Stonehenge, UNESCO World Heritage Site, Wiltshire, UK
- 3 'Train Time Zeit Zug' in 'Europa Regina' by Sebastian Münster, 1570
- 4 Light-Cone based on Hermann Minkowski's theory about special relativity, picture: G. Kuschmirz
- 5 The Spiral Jetty by Robert Smithson, 1970, Great Salt Lake (Utah) USA, picture: Soren Harward
- 6 Topographical view of the track, Decreated Engineering Spa., 2010



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## facts and figures

### The Train

Speed .....	200 km/h	Length .....	393.72 m
Passengers .....	12	Width .....	2.81 m
Staff .....	3	Empty weight .....	752,400 kg
Estimated costs .....	€ 16 billion	Operating weight .....	816,000 kg
Power supply .....	25,000 V	Adhesive weight .....	204,000 kg

### The Track

Civil engineering structures ....	1700	Main track .....	2,400 km
Tunnels .....	327	Servicing tracks .....	500 km
Viaducts .....	214		
Bridges .....	60	Direct employment .....	1200
Earth moved .....	298'5 millions m <sup>3</sup>	Indirect employment .....	20.000

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