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Last year I and other observers noted that loco No. 1068 had been removed from static display at Meiringen and transferred to the BOB workshops at Interlaken Ost. This year, I was pleased to discover that these premises are now open to the public on Friday afternoons with access from the lengthy main platforms 4/5, attractively sign-posted, I entered this small, but impressive, mecca of Swiss steam preservation.

In the newly constructed workshop area, 1068 was being dismantled and prepared for restoration to working order (2004 possibly). An appeal for funds is displayed, featuring a loco headlamp suitably modified to accept donations.

The workshop area and adjacent engineering shop are, of course, clinical. A photo collage shows building progress, completed in

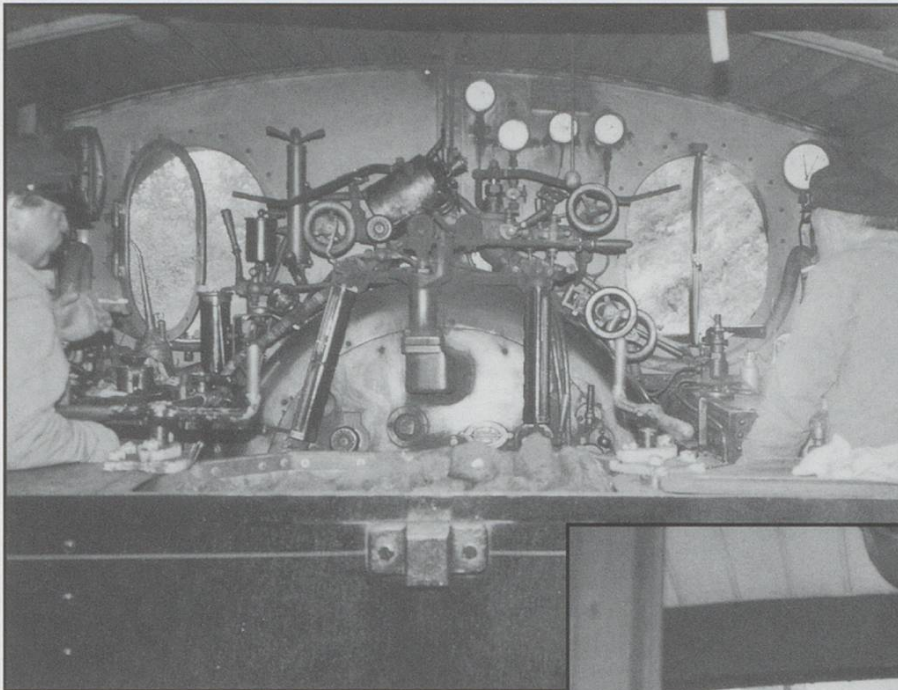
1999. Also depicted is the movement of 1068 by rail from Meiringen. In the older running shed loco No. 208 was awaiting her next duty. I joined the seasonal excursion to Giswil again (previously described in *Swiss Express* vol. 6/12 December 1999).

However, as it was now the third Sunday in September, the trip had a different conclusion. In readiness for the annual excursions to Grindelwald and Lauterbrunnen on the following Sunday 1067 remained at the rear of the train after reversal at Meiringen. Loco No. 208 hauled her train together with 1067 back to Interlaken Ost. Here, 208 was uncoupled to "run round" to pose briefly alongside 1067, before being coupled in front for the final departure into the BDB depot.

208 & 1067 at Interlaken Ost.

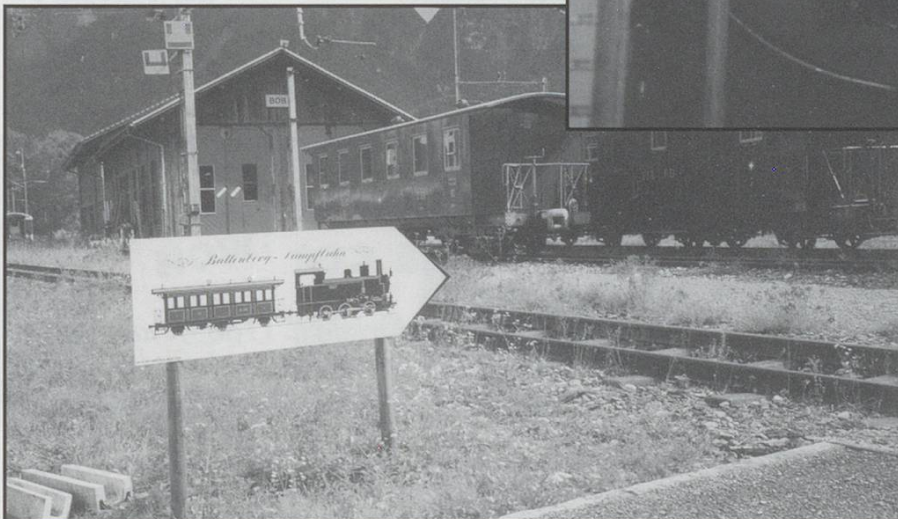
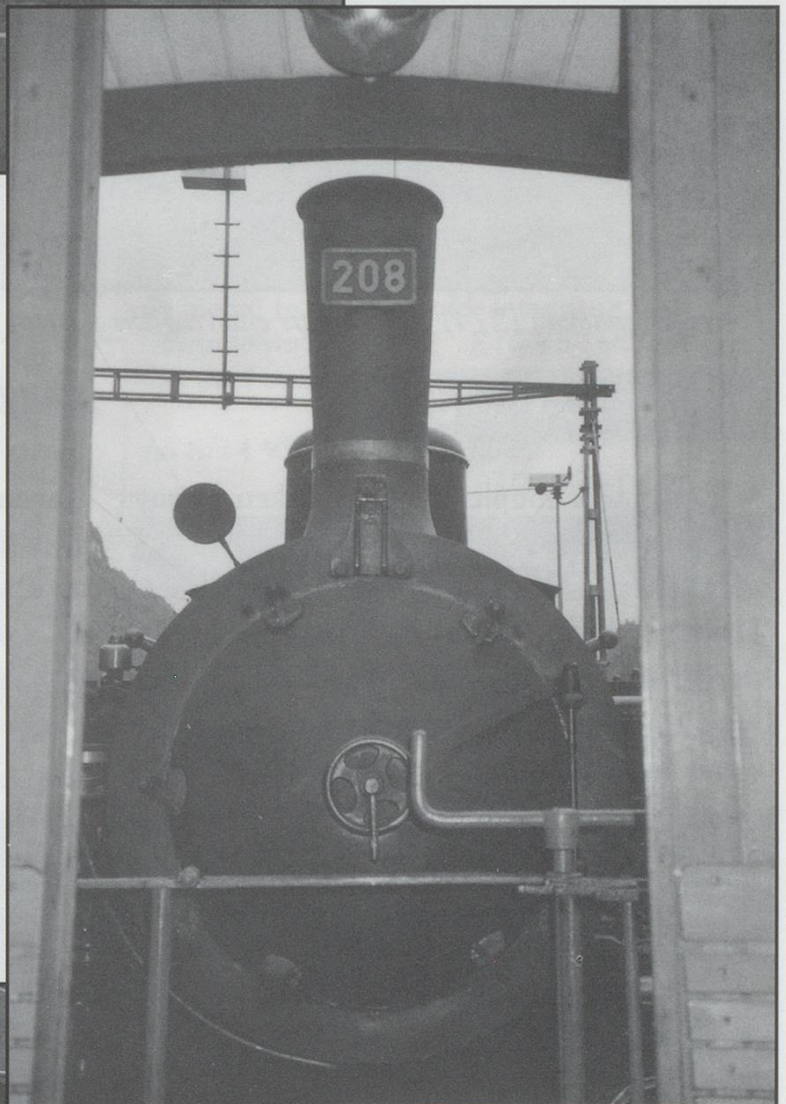
All photos: Michael Cross, September 2001





1067's footplate from balcony of open end coach.

Return to Interlaken Ost from open end coach.



Inviting sign to depot at Interlaken Ost