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A very special celebration took place on the 3rd of July on the Furka lines. It was to celebrate the 75th anniversary of the FO, together with 10 years of operating on the DFB, weather permitting. Well, luckily, the weather was absolutely perfect and a great day was enjoyed by all.

Above: The jubilee train arriving at Andermatt, having been pulled over the Oberalp pass from Disentis by FO's HGe 4/4¹ No. 33. The nostalgia restaurant car at the front of the train, was detached here and the four DFB coaches then went all the way to Gletsch, steam-hauled by DFB's famous No. 1.

Below: Yes, steam on the FO main line in 2001. This scene would not have been possible a few years ago, when the old FO management would not even allow DFB coaches, restored in Chur, to be transported to Realp. They thus had to be transported by road!





***Above:** The jubilee train is just about to cut through the ribbon across the new permanent connecting track between the FO and DFB at Realp. Again, something unthinkable under the old management. A big thank you is due to present Director Escher.*

***Below:** As the turntable in Gletsch is not yet installed, the engine has to be turned at Furka station, just before the summit tunnel. A little local knowledge helps: I managed to get this nice picture of No. 1, with its flags of Graubünden, Uri and Wallis, before any of the 200 other guests (seen in the background running towards me) could block my view . . .*

