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*It was a job to get the whole thing in, even from a first floor window. By the way, even though it looks like it, the loco is not minus its bogies, the case is just very low on the 465/460 class.*

*Photo: George M. Hoekstra.*

sides for the "Mystery Park" theme park, which is being built in Interlaken and scheduled to open in 2002. The promoter is Erich von Däniken, famous for his theories on visits to our planet by aliens from outer space in ancient times. . . Sponsors include the BLS and the department store chain of Loeb. The main Loeb store in Bern is right opposite the station, a famous meeting point for years. Mr Loeb thought it would be a good idea to display the engine at this store. There is, after all, a precedent: during the official 150 years of Swiss Railways celebrations an SBB class

When the blue class 465 locos were first delivered to the BLS Mr M.Tromp, then the No.2 man and now Managing Director stated the BLS would not have large advertising on their locos as the SBB had. "We will advertise ourselves" was the slogan and indeed one can hardly miss the huge BLS logo. On the cab sides, however, they carry the names and logos of enterprise partners in the region: -Simplon, Niesen, Sass Fee etc, but also Eurotunnel and Basel- a lot of people from Britain and Basel like to spend their holidays in the region, bless them. There have now been some departures from this rule: No. 465-003 "Jungfrauoch - Top of Europe" additionally carried the "DB-Cargo" logo for a while advertising the partnership in the freight sector. After its removal, it now carries a much larger advertisement on its

460 loco in bright silver livery (the planned gold one was thought inappropriate at the time) was displayed in front of the parliament buildings. So no sooner thought than done: during the night of 6/7th October 1999 the engine was transported on a low loader from the Weyermannshaus marshalling yard west of Bern, to the side of the department store in Gurtengasse. It was on display the whole day and almost filled up the street on its own. Several people walked into something as they gazed upwards in awe at the spectacle of an 84 ton, 18.5 metre long vehicle on a low loader dwarfing them! At night, it was transported back to its more natural environment. All the tram and trolleybus catenary had to be lifted again for the passage of this behemoth, but it was becoming almost routine. Quite an event!