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double-deck carriers. Routing contortions in Switzerland concerned reaching Lyss with the train the right way round for the loading dock and also for returning to the SNCF. It came in through Basel SBB and left through Delle and Belfort, graced, from Belfort to Mulhouse according to the French diagrams, by a giant 241A 2-8-2 of the former Est railway. The northbound journey had no restaurant, obviously sorely missed. There were many changes as the initial success tailed off, and it was later combined with a Calais-Biasca operation. However, it ran in a short summer season from 1962 to 1977, and is now forgotten history.

Why Lyss? Well, it appears to have been seen as good for the Berner Oberland, and for Lausanne and Geneva, the classic destinations. General Motors at that time assembled cars in a factory there (times have indeed changed!); it had a 'military ramp' at the station, and staff and customs facilities were available. The breakfast at the station buffet seems to have been unforgettable too. Interestingly, no one seems to know if Swiss tourists used it the other way round. We found it, however, in some public timetables, including Cook's Continental. Thanks to all who helped with memories, especially Michael, and thanks to Christian Zellweger who produced a fascinating story when there at first seemed little to go on. Having ridden a car sleeper from Boulogne to Lyon and back in 1959 I rose to this theme!

For information about *'Semaphor'* in German try **chr.zellweger@bluewin.ch**, or in English contact your Swiss News Editor **stone@eye.ch.**

As I came up the steps the departure indicator at Interlaken Ost said, with disarming frankness, "11 minutes delay - Vehicle defect". The train was due in from Luzern and Meiringen. After running-in and unloading, the locomotive would run-round, couple up and test brakes and circuits (a ritual which will cease after this year, as new trains come in), and would leave again. We left promptly, as forecast, 11 minutes down. The cheerful lady checking my pass was not too explicit. What was wrong? A defect. Well, yes, let's try another tack: Was it in Meiringen? Yes, when the fresh engine backed on after reversing in Meiringen. Did you take the reserve engine? No, the driver fixed the electrical fault himself. By now we were nearing my alighting point. My parting shot was to suggest she looked at the east end of the engine, she would see more than a minor electrical fault. She said she would and, suddenly realizing I was a friend, she opened up: *"It was a wonder how they kept going. These old engines should have gone long ago, they were still making these old-fashioned brake tests, and no-one seemed to do the repairs…"* The background is that the De110s pressed into service for Interlaken–Meiringen are 71 years old; they are being phased-out this autumn, but as long as they still go, it's OK. Additionally, just as summer started, Abe 130 001 hit a rock fall near Niederried, so another De110 (the usual Meiringen reserve) was mobilized in haste to operate a local train diagram until ABe130 001 came back at the end of July. One less for the fast trains meant the gamble might fail. And this day we had De110 003, which had a totally rusted-through bodywork to the east-end cab, where it needed little imagination to see the driver's feet. You don't see that in Switzerland very often. De130 003 is unlikely to be preserved, but this time the driver had fixed it.