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What of the future? The intention is to reopen to Gletsch in 1996. This is technically feasible, as the summit tunnel is clear and the only major work would where the Furka Pass road has to be crossed. However, taking tourists through an 1858m long tunnel behind steam in the 1990's comes into the 'never again' category. The line's current stock is not suitable for such a service. It would seem better to use diesel or preferably electric traction through the tunnel (the overhead is still

Tiefenbach, 11:30. No 1 can be seen leaving in the background. The fireman is about to pull the bag out of No.2's tank.

in place), but there is no power supply to either end of the tunnel at present.

The DFB was open in 1994 on Fridays, Saturdays and Sundays from 25 June until 9 October (all week from 15 July to 14 August). It offers an experience of main line steam operation over the rack which is probably unique in Europe, and is well worth a visit.

Interloper at Lausanne

During our stay in Lausanne in June we frequently used the steps between Avenue de la Gare and Avenue St.Luce, to reach our hotel. Inevitably, we passed the "Station Pub", which has its windows embellished by locomotive drawings, one of which appears alongside. The question is, what connection has a Great Eastern *Claud* with Lausanne? We'd like to know

