

ATR 7036

ENGINES WITH ACCENTS

Steam locomotives of many different nationalities at work on railways in France, Germany, Italy, Romania, Spain and Yugoslavia between 1959 and 1973

SIDE ONE

On the 5ft 6in gauge lines of RENFE in Spain and the standard gauge lines of the FS in Italy and the DB in Germany

Band One

On the RENFE in Spain. At La Parilla, a small station on the steeply graded section of the Valencia–Madrid line between Jativa and La Encina on a cold, windy evening in December 1968.

In the distance a freight train from La Encina is approaching, with the wind, down the gradient from Fuente Higuera. 4-8-0 locomotive No. 240F2312, whistling wildly, heads the train over the main road level crossing and brings it past. A pointsman changes the points nearby when the train has gone away, towards Jativa, through the station where the evening 'Tren Correo' passenger train stands, patiently waiting to leave, considerably behind time.

The stationmaster rings the station bell and blows his whistle. 2-8-2 locomotive No. 141F2383 starts out from the station, heads the train past and climbs away, against the wind, over the level crossing and on into the distance up the steep gradient towards Fuente Higuera and La Encina.

A freight train, formidably double-headed by a huge 181 ton 4-6-2 + 4-6-2 Garratt locomotive No. 462E0402 piloting a 2-8-2 No. 141F2407, has been waiting in one of the loops in the station yard for some hours in the gathering darkness and is now, at last, given the 'right away'.

The Garratt whistles, the 141F whistles in reply and the Garratt whistles again. Both engines then struggle to gain adhesion as they start the heavy train out from the yard on the steeply rising gradient. With the engine's driving wheels slipping, sometimes separately, sometimes together, the deep thud of the Garratt's exhaust beats a bass tattoo against the lighter exhaust beats of the 141F.

The Garratt, finally getting a grip on the rails with both sets of driving wheels, lumbers past followed by the 141F, whistling triumphantly. The long train clatters past, over the points and on, rumbling and squeaking, towards the level crossing.

As the train climbs away into the distance towards Fuente Higuera, the wild night wind, which swishes through the pine trees above the line, carries back the contrasting sounds of the labouring exhaust beats and of the whistles of the two engines for some time after the swaying tail lamp has disappeared into the night.

Band Two

On the FS in Italy in October 1973. A warning bell tinkles as level crossing barriers are lowered on the Primolano–Trento line for an afternoon freight train, which approaches from Levico Terme against the wind. A 2-8-2 Tank engine, No. 940-015, heads the train past and climbs away, through the vineyards, whistling effeminately in the distance at the approach to Caldonazzo Station.

On the Alessandria–Alba line a local passenger train approaches from Nizza Monferato and slows to a stop in S. Stefano Belbo Station. The train is headed by 2-6-0 No. 640-060 at the rear of the train. Steam hisses from the safety valves of the leading engine and the brake pump pants impatiently

while the mails are loaded into the van. The stationmaster waves the train away, the leading engine whistles and the two engines take the train out of the station and away towards Castagnole Della Lanze, while traffic moves over the nearby level crossing.

Band Three

On the DB in West Germany. Level crossing barriers are lowered at Aschendorf Station on the Norddeich–Emden–Rheine line on a March afternoon in 1971. Pacific locomotive No. 012-063 approaches with a passenger train from Norddeich and stops in the station. The oil-fired, three-cylinder Pacific starts smartly out from the station, whistles past over the crossing and takes the train away towards Rheine, running smoothly on the continuously welded rails which are so widely laid on the DB.

On the Tübingen–Sigmaringen line at Bad Sebastiansweiler. On a April evening in 1970 a venerable 38 class 4-6-0, No. 038-650, brings a local passenger train from Tübingen to a stop in the station, waits briefly, starts out from the station, whistles past and climbs away, on welded rails, towards Sigmaringen, whistling in the distance as a car moves past nearby.

On the Lichtenfels–Hof line in open country some distance from Neuenmarkt–Wirsberg Station on a cold afternoon in March 1972. The sound of a machine being used by men working on the line mingles with the sounds of a passenger train from Lichtenfels which has just started out from the station.

A klaxon sounds a warning to the workmen as the train approaches, headed by Pacific locomotive No. 001-126 which, now fiercely accelerating, bursts out from under a road bridge, brings the train past on welded rails and, raising echoes from the surrounding pine woods, whistles away up the 'Schiefe Ebene', the 8km, 1 in 40 climb through the woods to Marktschorgast.

This was the last train worked by the re-boilered Pacific No. 001-126. The locomotive was withdrawn from service when the train arrived at Hof.

Beside the line from East Germany to Bebra. A short distance from the East German border, on the outskirts of the little village of Höhnebach, light snow is falling on a freezing evening in January 1973.

The church bell rings in the village and a Berlin–Frankfurt(M) express approaches in the distance on the rising gradient from Gerstungen. An East German (DR) Pacific locomotive No. 01-0526 heads the train across the no man's land of the border, climbs past at eye level and takes the train away, on welded rails, whistling past Höhnebach Station and on into the distant tunnel.

SIDE TWO

On the standard gauge lines of the SNCF in France, the CFR in Romania and the JZ in Yugoslavia.

Band One

On the SNCF in France. On the line from Belgium to Paris on an April afternoon in 1959 at Aulnoye. Pacific locomotive No. 231E34 heads a Brussels–Paris 'Rapide' into Aulnoye Station and stops nearby. The engine's brake pump thumps rhythmically as the train waits. Then, when given the 'right away', the Pacific starts out from the station, whistles and, with steam hissing from briefly opened cylinder cocks, heads the train away, rattling over points, towards St Quentin.

On the Le Havre–Paris line, which featured in the famous Renoir film *La Bête Humaine*, at Bréauté-Beuzeville on an October morning in 1965.

One of the numerous 'Les Americaines' 2-8-2 locomotives, No. 141R1053 moves away up the yard, running light.

Another 2-8-2, No. 141R1068, approaches down the gradient from Le Havre with a freight train, whistles through the station and rushes past and away towards Rouen and Paris.

A board signal swings to the off position and 141R1025 starts out from the yard with a freight train, passes by and, as the signal changes position, climbs away through the station towards Le Havre.

On the steeply graded Laqueuille–Ussel line between La Cellette and Eygurande-Merlines on a hot afternoon in June 1966. A freight train approaches in the distance on the rising gradient from La Cellette, headed by a 2-8-2 Tank locomotive, which briefly loses adhesion on the steep climb. Then, slowly but steadily, No. 141TA474 heads the train past through the woods, whistles and climbs out from a shallow cutting and away into the distance, whistling again at the approach to Eygurande-Merlines Station.

Band Two

On the CFR in Romania. At Oradea, not far from the Hungarian border, on a cold afternoon in October 1971. Engines in the yard of the large and busy loco sheds whistle nearby. One of the Austrian designed 2-8-4 locomotives, No. 142-062, magnificently maintained, approaches from Oradea Station, heads past on welded rails and away down the gradient with an express for Arad. The engine's steam-operated smoke box cleaning device roars intermittently after the train passes by.

At Cluj, an important station on the Oradea–Brasov line, the large yard to the east of the station is busy with loudspeaker-controlled shunting operations on a windy afternoon in October 1971.

A 4-6-0 locomotive, No. 230-058, climbs out from the station, passes by in the yard and whistles away with a passenger train for Dej.

0-10-0 locomotive No. 50-361 is busy marshalling wagons nearby. Meanwhile a 2-10-0 locomotive, No. 150-064, whistles and starts out from the station end of the yard with a heavy train of hopper wagons and approaches, whistling again and occasionally losing adhesion on the rising gradient. The deep, full-throated exhaust beat of the double-chimneyed 2-10-0 contrasts with the lighter, coughing beat of the 0-10-0 which moves to and fro nearby while No. 150-064 heads the hopper wagon train slowly past and whistles away towards Apahida.

Band Three

On the JZ in Yugoslavia. On the Pula–Divača line on a November night in 1970 when, at the tail end of a prolonged storm, thunder rumbles around the Istrian mountains which, vaguely silhouetted against the night sky, tower all around Lupoglav Station.

The pouring rain drips from the overflowing gutters of the station buildings when, shortly after midnight, an engine whistles in the distance and climbs towards Lupoglav Station with a freight train from Pula. No. 28-057, an Austrian-built 0-10-0 locomotive, brings the train to a stop in the station and waits, with steam-driven generator humming and brake pump panting, while some wagons are uncoupled by the shunters who travel on the train.

The engine moves smartly out from the station with the remaining wagons and, raising echoes from the mountains, whistles away towards distant sidings where shunting operations are directed by the shrill whistles and the shouts of the shunters. Meanwhile a pointsman folds his black umbrella and squelches back to the shelter of the station.

No. 28-057, now running light, moves vigorously back through the station and away to the far end of the yard.

Thunder rumbles in the distance and the now slackening rain drips from the gutters while the sounds of the busy engine and the crashing of buffers echo back from the distant yard where shunting continues.

At the station the completion of operations in the yard is reported to the stationmaster and then No. 28-057 moves back through the station and whistles away, towards Divaça, to collect more wagons from the distant sidings.