

And finally... a long way from home

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and finally ... A LONG WAY FROM HOME Bryan Stone



Lingen in Emsland - a district of Germany's Niedersachsen - is on the former Royal Hanoverian Westbahn to the North Sea port of Emden. The town is peaceful and prosperous (they even have a daily traffic jam) and there is a BP-refinery nearby which generates trainloads of rail freight. Here SBB Cargo has obviously got in on the act. Lingen is also the location of the restored locomotive workshops at which up to 1975 the last DB steam locomotives (many on the Emden - Rheine line through Lingen, with Pacifics on the expresses, and 2 huge 2-10-0s on double-headed iron ore trains) were overhauled. Unlike my unhappy British experience in the early 1960s, the DB kept their engines in safe working order until they were withdrawn. The Lingen locomotive workshops, where a local friend's father had worked, were then used to house the new University and are architecturally distinguished. The iron ore trains died with the steel industry. So on a wet Tuesday (such as Lingen knows well!), as one does at such times, the friend and I visited the station and an apparition of SBB Cargo's 482 003 turned up. Along way from home it appeared to have retreated here for the afternoon, before leaving in the evening with an oil train for industrial parts somewhere distant. My pictures show 482 003, unmistakably Swiss, in a station environment which can only be DB with the former Loco facilities in the background.

The beautiful old semaphores betray perhaps the DB's lack of excitement about renewals in these parts. If things work, why change them? This was probably the philosophy that kept main line German steam running into the 1970s. 



production filmed with multiple cameras featuring the Swiss Classic rolling stock and former SNCF loco 141 R568. The DVD begins with the start of the journey at Zürich HB. All locations are either clearly visible or captioned and the weather is good with autumn sunshine beyond Brunnen. There are plenty of in-cab shots and any budding steam engine driver would find the DVD useful for this alone. The train splits at Erstfeld where re-coaling takes place in an ingenious way and part of the consist becomes a "photo train" pulled by Ae 6/6 11421. There are shots on the Wassen spirals of both trains taken from good vantage points. At Göschenen the train becomes one again and continues its journey to Lugano. There are again good shots on the southern Gotthard spirals with the Ae 6/6 acting as banker. The Sunday sees the

journey to Luino to take part in the 20th anniversary "Associazione Verbano Express" where we are joined by Dampflok 50 3673. The DVD continues with sequences featuring both locos which culminates in a parallel run from Bellinzona to Biasca with both on train and track side cameras. Again on the northbound journey a photo train precedes R568 with the passing at Faido. Refuelling is shown at Airolo as dusk is setting before the return journey commences, again with the Ae 6/6 acting as banker. The rest of the return to Zürich HB is in darkness but we do get a glimpse of the train's owner at the very end, sort of "a la Hitchcock". I thoroughly enjoyed watching this DVD more than once to write this review. You will enjoy watching it as well.

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