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CROCODILE LOCOMOTIVE

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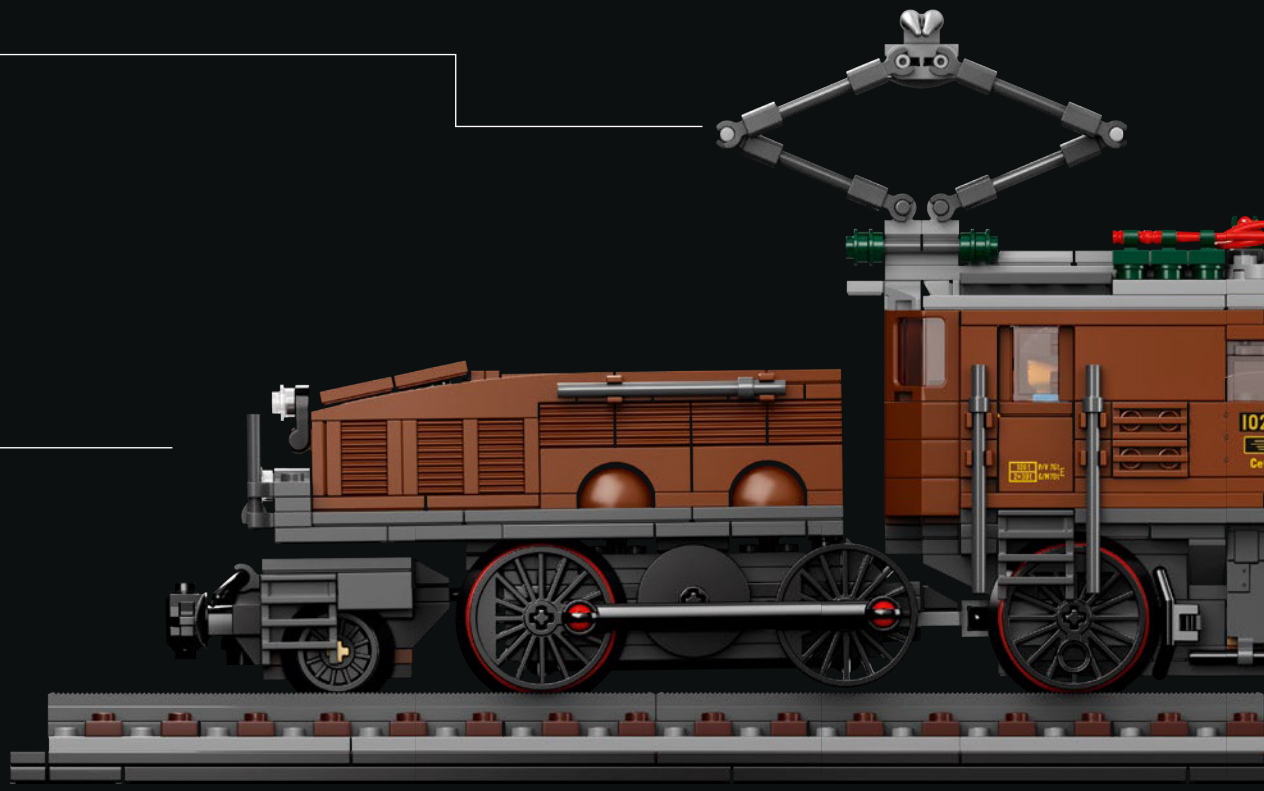
The pantograph sits on top of the roof of the locomotive's central section and is in constant contact with the overhead power line.

With numerous long tunnels to negotiate in countries like Switzerland and Austria, electric locomotives were much preferable to the more traditional steam engines that produced smoke.

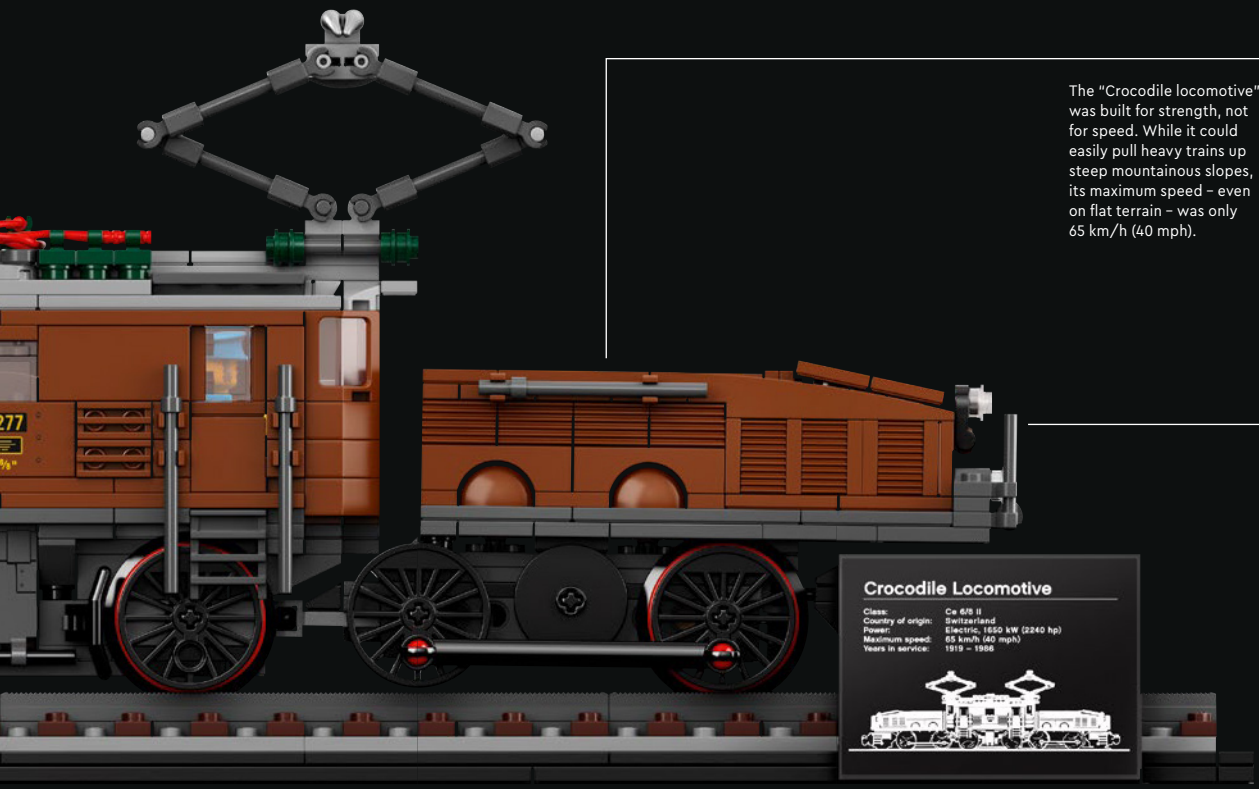


CROCODILE LOCOMOTIVE

The powerful "Crocodile locomotive" was originally constructed to move heavy freight through the steep mountains of Switzerland. The specially designed pivoting centre section allowed it to negotiate the tightest of Alpine curves.

Though originally only meant to pull freight trains, this type of locomotive was also used on passenger services and was still in service until the 1980s.

This much revered locomotive celebrated its 100th anniversary in 2019.



The "Crocodile locomotive" was built for strength, not for speed. While it could easily pull heavy trains up steep mountainous slopes, its maximum speed – even on flat terrain – was only 65 km/h (40 mph).

With long "snouts" at either end, it's easy to see why this distinctive-looking engine quickly became known as the "Crocodile locomotive". These elongated sections contained the motors and drive axles which were connected to a centre section that housed the transformer, pantograph and crew cab.

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