

Locomotora eléctrica RENFE 7507 (Compañía Auxiliar de Ferrocarriles -CAF-, España, Brown Boveri y Oerlikon, Suiza, 1945)

Las locomotoras de esta serie fueron adquiridas en 1944 por RENFE para remolcar trenes de viajeros en la línea Madrid-Ávila-Segovia, recién electrificada a 1.500 voltios en corriente continua, que presentaba pendientes pronunciadas y prolongadas, acortando sustancialmente el tiempo de viaje.

Alcanzaban holgadamente una velocidad de 110 km/h y su elevada potencia con 4.200 CV, supuso que fueran las más potentes de España y de las más potentes de Europa. De aspecto impresionante, por su estética y dimensiones, apoyan sobre dos inmensos carretones, cada uno de los cuales aloja tres ejes motores y un bogie de guiado que facilita su inscripción en las curvas y mejora la estabilidad a velocidades elevadas.

Las “cocodrilo”, como fueron conocidas popularmente, prestaron servicio en esta línea hasta su conversión a 3.000 voltios. A partir de 1967 fueron sustituidas por locomotoras bitensión de fabricación japonesa, pasando a prestar servicio entre Miranda de Ebro y las líneas del País Vasco. La locomotora 7507 llegó al Museo en 1982 para formar parte de la exposición permanente.

Pieza IG nº 131

The locomotives of this series were purchased by RENFE in 1944 in order to haul passenger trains on the Madrid-Ávila-Segovia line, which had been recently electrified (1,500 V DC) and featured long, steep slopes, thereby substantially reducing the journey time.

Thanks to their 4,200 hp, they could easily reach a speed of 110 km/h, making them the most powerful trains in Spain and among the most powerful in Europe. They had a striking appearance, due to their aesthetics and size, and were supported by two immense undercarriages, each of which housed three driving axles and a guiding bogie to facilitate their performance in bends and improve their stability at high speeds.

Known popularly as “cocodrilos” (crocodiles), they were operated on this line until it was converted to 3,000 V. Starting in 1967; they were replaced by dual-voltage locomotives made in Japan, thereafter being used between Miranda de Ebro and Basque Country lines. Engine 7507 was brought to the Museum in 1982 to form part of its permanent collection.

Exhibit IG 131

