Part 16

Central American countries steam locomotive list

(other than Panama)

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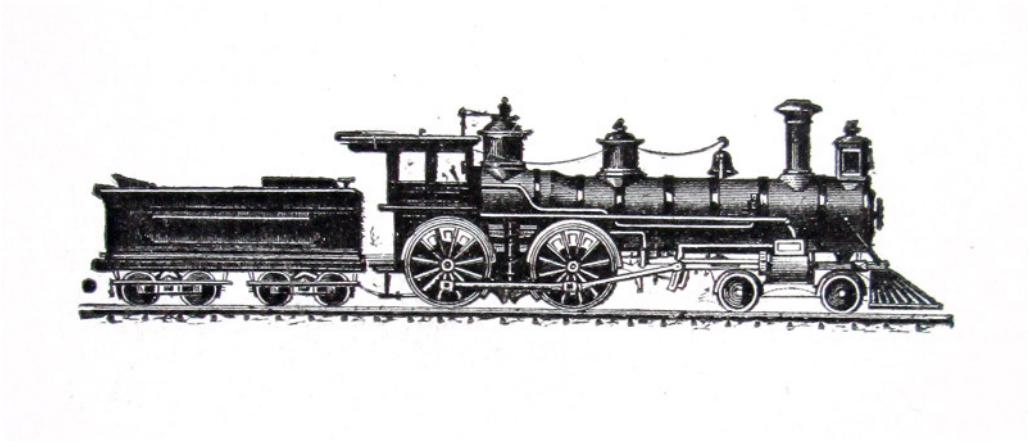
This file can be found, along with the five Chilean parts in the series and files for a number of other South American countries, at http://www.railwaysofthefarsouth.co.uk/05x03chileansteamlocos.html



These lists, though benefitting from modern technology in both research and presentation, build upon those produced by many other investigators, from Wilfred Beckerlegge and Paul Dewhurst in the 1920s to John Kirchner and Allen Copeland eighty or ninety years later. As such, their content will, I hope, be helpful for researchers and authors in the future. Feel free to use this material, though an acknowledgement would be appreciated.

General introduction

These lists grew from the publication of the book *Railways at the End of the World* (The Araucaria Press, Casterton, Cumbria, UK ISBN 978-0-9928622-0-6), back in 2014. During the research undertaken when gathering information for that volume, it had sometimes been frustrating when locomotives in southern Chile could not be easily identified. Once the book had been published there was more time available, and it gradually became obvious that a list of the engines of the Chilean state railways (*EFE*) would have to cover the whole country to be of any use, and thus it expanded all the way up to Arica. Then, during the Covid pandemic, the first moves were made to extend these lists to some of the other smaller South American countries.

The foundations were built upon earlier lists created by others such as Allen Copeland, John Kirchner, and Reimar Holzinger. Additional information has been added bit by bit to their work. Photographs too have been inserted, though these have been kept small, partly to reduce the file sizes and partly to minimise the risk that copyright owners will object. The main purpose of the images is in any case to enable locos spotted in other photographs elsewhere to be identified. When high-resolution versions are likely to be available from museums and archives, this has been flagged up, to encourage interested readers to purchase what they need from those who care for historic drawings or photographs.

As news of this work has spread, assistance has come from other researchers, including in particular Chris West, Claus Gaertner and Martin Murray. Grateful thanks is due to their selfless willingness to share information and images.

Whilst many of the written sources consulted have been in Spanish, these lists are currently solely available in English. This partly results from my own lack of linguistic confidence, but is also a reflection of the fact that keeping a fast-changing document synchronised in two different tongues is very time-consuming. Nevertheless, quotes from historic documents have usually been left in Spanish and it is to be hoped that in the future a Spanish version of the whole work can be created.

Close examination of these pages is likely to remain strictly a minority interest, whilst even fewer are likely to print out all 5200+ pages! Thus the files have been designed to be read on screen, with hyper-links from the contents page to aid in finding each section. The density of information is likely to discourage browsing on a mobile phone, but hopefullyy the layout is suitablefor display on tablets as well as larger computers.

It will be obvious that this is a work still in progress, with updates being uploaded to the web roughly on a quarterly basis at present. Comments, additional items of information or images, and suggestions to improve the layout, would all be very much appreciated, and the author can be contacted at martincoombs11@gmail.com

This Central American countries list

Like other files in this series, this one is founded on the loco lists created by Allen Copeland and Reimar Holzinger between the 1980s and about 2010. They each put in a huge amount of effort, but from the viewpoint of the 2020s they had been restricted by a lack of some of the historical documents that have since been made available on the internet, and in Holzinger's case by the sheer time required to type everything manually before the easy availability of 'copy and paste'. The short-cuts and abbreviations resulting from that tended to mean that his lists were fairly incomprehensible to the general reader.

Introducción general

Estas listas tienen su origen en la publicación del libro *Railways at the End of the World* (The Araucaria Press, 1 Fellview, Casterton, Cumbria, LA6 2SA, Reino Unido. ISBN 978-0-9928622-0-6), en 2014. Durante la investigación realizada para recopilar información para dicho volumen, a veces resultaba frustrante que las locomotoras del sur de Chile no se pudieran identificar fácilmente.

Tras la publicación del libro, se dispuso de más tiempo, y poco a poco se hizo evidente que una lista de las locomotoras de los Ferrocarriles Estatales de Chile (EFE) tendría que abarcar todo el país para ser útil, por lo que se amplió hasta Arica. Posteriormente, durante la pandemia de COVID-19, se dieron los primeros pasos para extender estas listas a algunos de los otros países sudamericanos más pequeños.

Las bases se construyeron sobre listas anteriores creadas por otros autores, como Allen Copeland, John Kirchner y Reimar Holzinger. Poco a poco, se ha ido añadiendo información adicional a su trabajo. También se han insertado fotografías, aunque de tamaño reducido, en parte para reducir el tamaño de los archivos y en parte para minimizar el riesgo de objeción de los titulares de los derechos de autor. El objetivo principal de las imágenes es, en cualquier caso, permitir la identificación de las locomotoras que aparecen en otras fotografías en otros lugares. Se ha informado sobre la disponibilidad de versiones en alta resolución en museos y archivos para animar a los lectores interesados a adquirir lo que necesiten de quienes se interesan por los dibujos o fotografías históricas.

A medida que se ha difundido la noticia de este trabajo, otros investigadores, como Chris West, Claus Gaertner y Martin Murray, han colaborado. Les agradezco enormemente su desinteresada disposición para compartir información e imágenes.

Si bien muchas de las fuentes consultadas están en español, estas listas actualmente solo están disponibles en inglés. Esto se debe en parte a mi falta de confianza en el idioma, pero también a que mantener sincronizado un documento en constante evolución en dos idiomas diferentes requiere mucho tiempo. No obstante, las citas de documentos históricos se han mantenido generalmente en español y es de esperar que en el futuro se pueda crear una versión en español de toda la obra.

Es probable que el análisis minucioso de estas páginas siga siendo un interés minoritario, y es probable que aún menos impriman las más de 5200 páginas. Por lo tanto, los archivos se han diseñado para su lectura en pantalla, con hipervínculos desde la página de contenido para facilitar la búsqueda de cada sección. La densidad de información probablemente desaconseje la navegación en un teléfono móvil, pero esperamos que el diseño sea adecuado para su visualización tanto en tabletas como en ordenadores de mayor tamaño.

Es evidente que este es un trabajo en curso, con actualizaciones que se suben a la web aproximadamente trimestralmente. Se agradecerán comentarios, información o imágenes adicionales, y sugerencias para mejorar el diseño. Se puede contactar con el autor en martincoombs11@gmail.com

List of contents

Red text = hyper-links to appropriate pages.

Other parts of this work

This is one of a number of PDF files covering the steam locomotives of Chile and other smaller South and Central American countries across a wide variety of gauges. The other files can be accessed by clicking on the red hyperlinks listed below. It is hoped that further files will be added in due course.

Notes and sources

[1] *Railways of Central America and the West Indies*, William Rodney Long, Dept. of Commerce Trade Promotion Series no. 5, Washington DC, 1925. https://babel.hathitrust.org/cgi/pt?id=uiug.30112054795007&view=1up&seq=1&size=150

[2] John West's website: https://chasingtrains.smugmug.com/International/South-of-the-border

[3] John West's short history of the IRCA, within the website mentioned above: https://chasingtrains.smugmug.com/International/South-of-the-border/Guatemala/International-Railways-of-Cent/A-short-history-of-the-IRCA

[4] *Annual Reports of the International Railways of Central America 1912-1923*. https://babel.hathitrust.org/cgi/pt?id=uiug.30112109663747&view=1up&seq=9

[5] *The Railroads of Guatemala and Salvador*, Gerald M. Best, The Railway and Locomotive Historical Society, no. 104, April 1961.

[6] *Los ferrocarriles en Costa Rica*, San José, Imprenta del Comercio, 1911. https://babel.hathitrust.org/cgi/pt?id=uc1.aa0005780341&view=1up&seq=3

[7] *Memoria presentada a la Asamblea Nacional Legistative por el Ministro del Ramo*, 1900/1, Managua 1901. https://babel.hathitrust.org/cgi/pt?id=nyp.33433090800461&view=1up&seq=7

[8] *Memoria de Fomento correspondiente a los años de 1883 y 1884, presentada al Congreso Nacional (de Nicaragua) de 1885*. Managua, 1885.

[9] *The Key of the Pacific The Nicaragua Canal*, Archibald Ross Colquhoun, 1895, Constable & Co., London, and Lon gmans Green, NY.

[10] Nicaragua Canal Company, report to the US Senate in 1890. https://babel.hathitrust.org/cgi/pt?id=nyp.33433020504282&view=1up&seq=9

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[12] *Informes del Secretario de Estado en el despacho de obras publicas, 1874, 1880 y 1883*. https://babel.hathitrust.org/cgi/pt?id=uc1.ax0000613349&view=1up&seq=1

[13] *The Railways of Costa Rica*, Richard Yudin, 2000, P. E. Waters and Associates.

[14] *Memoria de fomento presentada al Congreso Constitucional de 1897*, Dr. don Juan J. Ulloa. https://babel.hathitrust.org/cgi/pt?id=njp.32101068769932&view=1up&seq=1

[15] *Los ferrocarriles en Costa Rica*, Manuel Sáenz Cordero, San José 1911. https://babel.hathitrust.org/cgi/pt?id=uc1.aa0005780341&view=1up&seq=25

[16] *Memoria de Fomento*, Government of Costa Rica, San José, 1924-6. https://babel.hathitrust.org/cgi/pt?id=coo.31924065132155&view=1up&seq=1

[17] *Informe del Secretario de Estado en el Despacho de Obras Publicas al Congreso Constitucional de 1875,* Costa Rica. http://www.asamblea.go.cr/sd/Memoriasgobierno/Memoria%20de%20MOPT%201875.pdf

[18] *Memoria de Fomento de 1900,* Costa Rica, http://www.asamblea.go.cr/sd/Memoriasgobierno/Memoria%20de%20MOPT%201900.pdf

[19] *Memoria de Fomento de 1914*, Costa Rica, three parts, of which the third part is the useful one: http://www.asamblea.go.cr/sd/Memoriasgobierno/Memoria%20de%20MOPT%201914-3.pdf

[20] *Memoria de Fomento de 1915*, Costa Rica, three parts, of which the third part is the useful one: http://www.asamblea.go.cr/sd/Memoriasgobierno/Memoria%20de%20MOPT%201914-3.pdf

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[22] *Railways of the Caribbean*, David Rollinson, 2001, Macmillan Education.

[23] Costa Rica Railway Co. original proposal/prospectus, 1855. https://babel.hathitrust.org/cgi/pt?id=ien.35556042478040&view=1up&seq=1

[24] *Intercontinental Railway Commission. Volume 1 part 2, Report of Surveys and Explorations made by Corps No. 1 in Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica, 1891-1893*. Washington, 1898. https://babel.

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[25] *A Costa Rica Locomotive List*, Geoffrey Moore and Bill Boot, 1993, in *British Overseas Railways Journal* issue no. 10, 1993.
[26] *The Blue Book of Guatemala*, 1915, J. Bascombe Jones. Searcy & Pfaff, New Orleans. https://books.google.co.uk/books?id=rPlRAQAAIAAJ&printsec=frontcover&source=gbs_ViewAPI&redir_esc=y#v=onepage&q&f=false
[27] *The Costa Rica Railway Company Limited, Memorandum and articles of Association, Construction Contract, Translation of Concession*, including report by F. Gillham Esq. for Messrs Livesey. Available at The National Archives, Kew, London. File FO 533/13.
[28] *The Railways of Nicaragua*, Richard Yudin, an article in *The Narrow Gauge* issue 188, March 2005.
[29] *Keith and Costa Rica; a biographical study of Minor Cooper Keith*, Watt Stewart, 1964, University of New Mexico Press, Albuquerque. https://archive.org/details/keithcostaricab00stew/page/1/mode/2up
[30] *Los ferrocarriles de la República de Honduras*, Marcela Alejandra García, Instituto Universitario Ortega y Gasset, Madrid. https://www.academia.edu/24971875/Los_ferrocarriles_de_la_Rep%C3%BAblica_de_Honduras?auto=download&email_work_card=download-paper
[31] *In search of a logging railway*, 2nd Lieut. R. S. Combe, in *The Narrow Gauge* issue 115, Summer 1987, pp24-26.
[32] *Sugar and power in the Caribbean : the South Porto Rico Sugar Company in Puerto Rico and the Dominican Republic, 1900-1921*, Garcı́a Muñiz, Humberto, 2010. https://archive.org/details/sugarpowerincari0000garc/page/258/mode/2up
[33] *Informe y Documentacion Legal Presentados por Don Alfredo Saenz P. Inspector General de Ferrocarriles, correspondiente al año 1925*, San José, Costa Rica. found in Archivo Nacional, San José.
[34] Patrick Tassignon's Belgian railways and locomotives website at https://www.tassignon.be/trains/documentation/documentation.php#gsc.tab=0

Dimensions

Imperial unit driving wheel and cylinder dimensions, ie. in inches, have been added if it seems likely that they were originally created in that system.

Photographs

Photos have been added here solely to aid in the identification of locos seen in other images elsewhere. They have been found from many different sources, and may still be in copyright. For those reasons, and to keep the file sizes down, they are of low resolution, the majority being only 600 pixels across. The names of photographers will be added as time permits. As these documents are likely to have a very limited readership and are not being produced commercially, it is hoped that copyright holders will understand and permit their presence here. If not, please contact the author and they can be removed.

The list is arranged in date order for entry to service (which may have been some time after construction) of the first engine of each class, subsequent batches of the same class follow-on, keeping all engines of the same class together; thus the list of engine numbers is not consecutive, nor are the classes in alphabetical order. There are cross-references for replacement engines.

16.1 British Honduras (now Belize) railways

16.1.1 The Stann Creek Railway

1913 - 1937

Background

Gauge 3’ 0" = 914 mm. Dangariga or Commerce Bight pier (3 miles from Stann Creek town) to the Middlesex Estate. 40 km, Based on a mule-worked line from 1892,. Begun 1907 by government, completed 1914. Four locos in 1925. Laster operated by Tidewater Lumber Co. Operational 1913-1937? This was British Honduras’ sole public railway. The British Honduras Syndicate opened a mule-drawn railway in 1892 from its main office in Melinda to Sacred Heart Church at the pier in Stann Creek Town, which proved to be useful.[1]

Construction

The route was built by the colonial government of British Honduras, with the help of Jamaican immigrant workers, for a well above budget total of BH$ 846,140 or about £ 123,000, or about € 15 million, adjusted for inflation. It had a gauge of 3 feet (914 mm) and was opened in sections from 17 October 1908 to 31 March 1911. It took a detour through the banana plantations on Melinda Road and Old Mullins River Road. The bridges were designed as steel spans with concrete foundations.[1]

Operation

Four coal-fired steam locomotives were used for the operation. They were stationed at Hope Creek, at Mile 15, at Mile 21 and in Middlesex.

Diesel locomotives in a banana plantation[2]

After banana production was reduced to 5,000 stems a week in 1924 and the United Fruit Company ceased operations, the government procured two diesel shunting locomotives capable of handling the entire line at 8 mph (13 km/h).

A summmary by Glen Fuller posted on the Facebook page *Belize in the old days*

The Stann Creek Railway was a narrow gauge railway in Belize that operated from 1908 to 1938. Here are some key details about it:

Background: The British Honduras Syndicate initially opened a mule-drawn railway in 1892 connecting its main office in Melinda to the Sacred Heart Church pier in Stann Creek Town (now Dangriga). This railway proved useful1. However, it was later superseded by the Stann Creek Railroad, a 3 ft (914 mm) gauge public railway.

Construction and Route: The Stann Creek Railway was built by the colonial government of British Honduras. Jamaican immigrant workers assisted in its construction.

The total cost exceeded the budget, amounting to BH $846,140 (equivalent to about £123,000 or €15 million adjusted for inflation).

The railway opened in sections:Commerce Bight to Hope Creek (15 km) opened on October 17, 1908.

Macccaroni Hill, Pomona (24.5 km) opened on March 17, 1909.

Valley Community (30.0 km) opened on March 4, 1910.

Middlesex (40.2 km) opened on March 31, 1911.

The route took a detour through banana plantations on Melinda Road and Old Mullins River Road.

The bridges were designed with steel structures and concrete foundations.

Operation: Four coal-fired steam locomotives operated on the railway, stationed at Hope Creek, Mile 15, Mile 21, and Middlesex.

In 1925, the United States-based Tidewater Lumber Company used the railway to transport mahogany wood from Middlesex to the Commerce Bight pier for shipment to the United States.

Even after the decline of the timber industry in Stann Creek Valley in 1929, the railway continued to be used for passenger transport.

The United Fruit Company utilized the Stann Creek Railway until 1937.

Eventually, the track was dismantled in 1938 and reused elsewhere in Belize and Jamaica.

Legacy: The Stann Creek Railway played a significant role in Belize's transportation history, connecting the Middlesex Estate with the port of Dangriga.

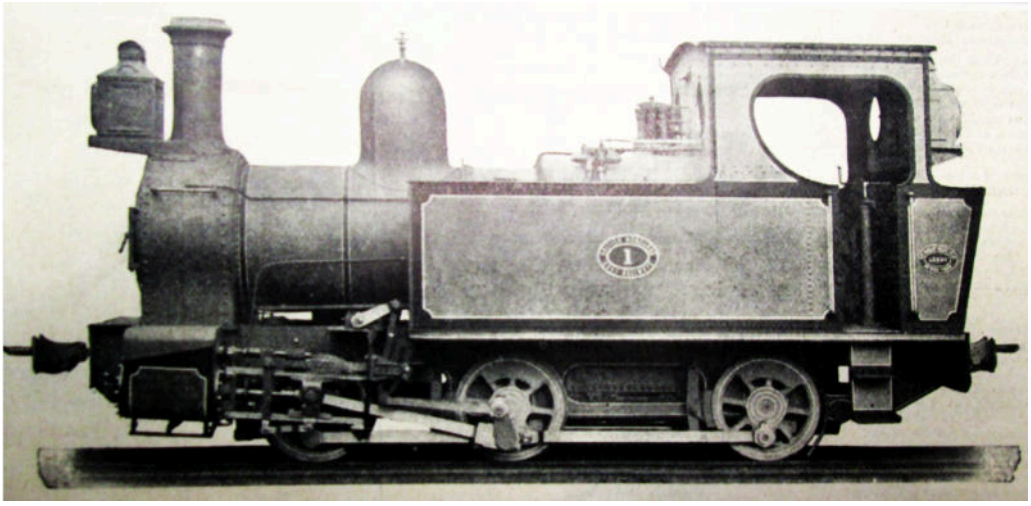
Although it ceased operations, its impact remains part of Belize's railway heritage.

— with G Garrison Fuller in Belize.

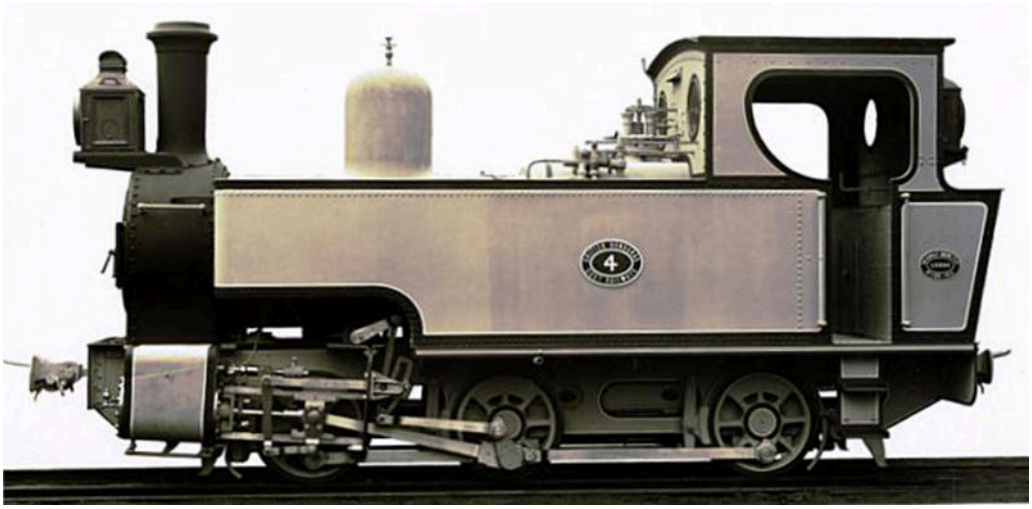
0-6-0T d/w 30", cyls. 11½x16", built by Hunslet in 1908 and

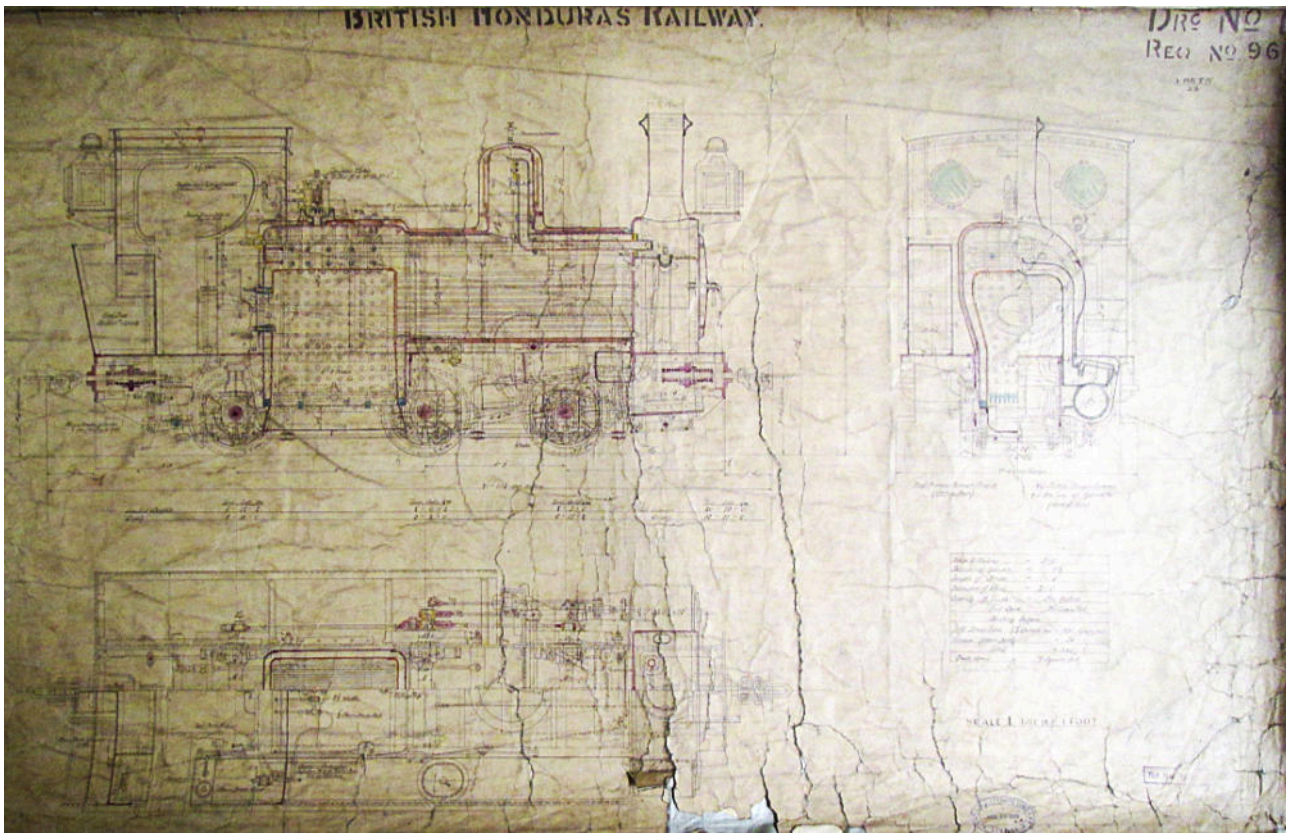
Ordered by ?

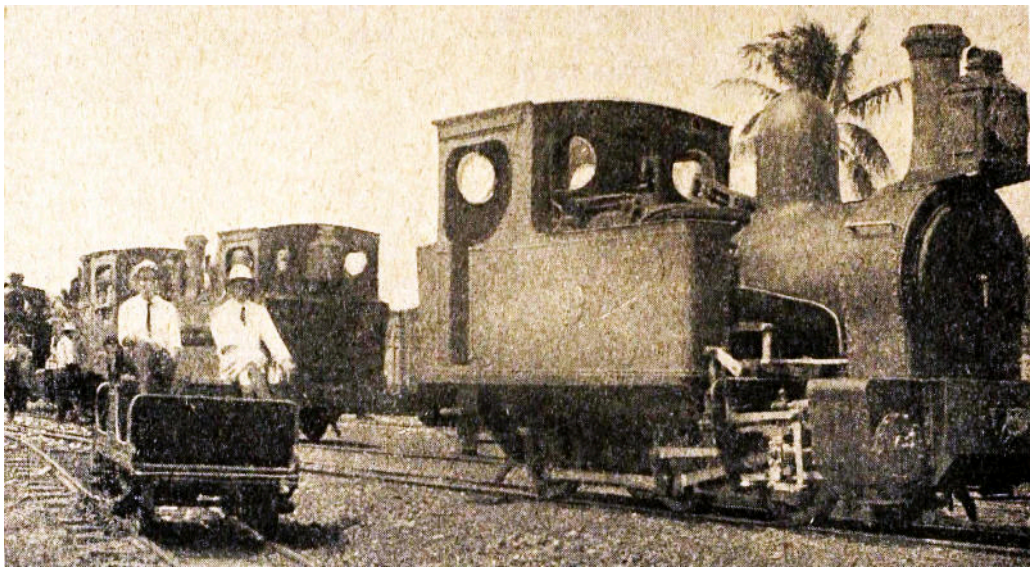
1	w/n 968
2	w/n 969
3	w/n 970
4	w/n 1129



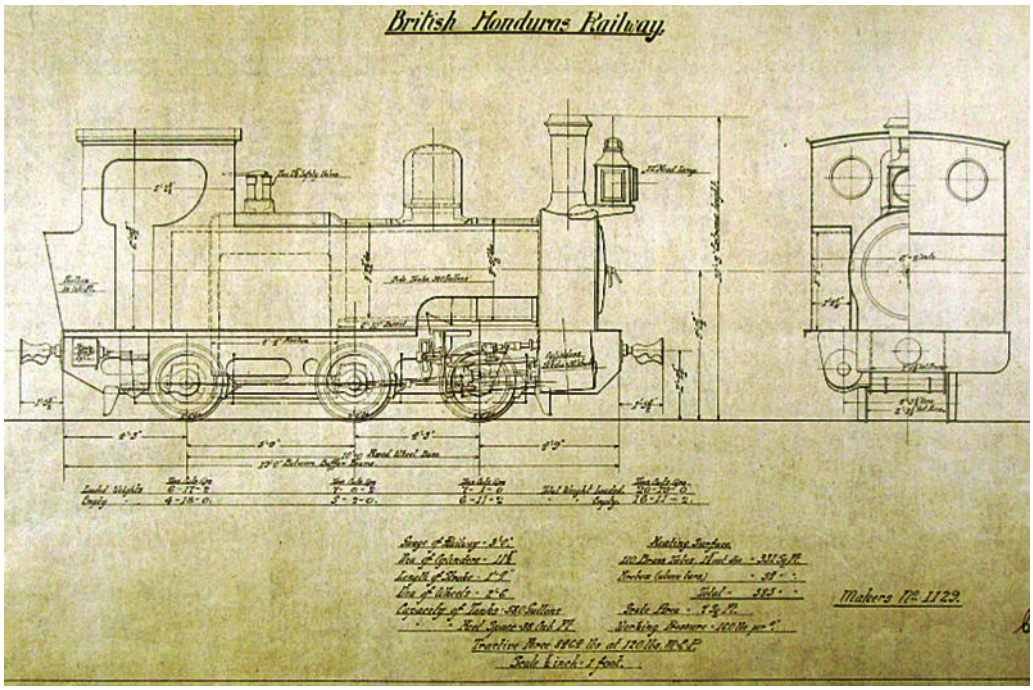
Stann Creek Railway Hunslet 0-6-0Ts numbers **1**, above, and **4**, below.



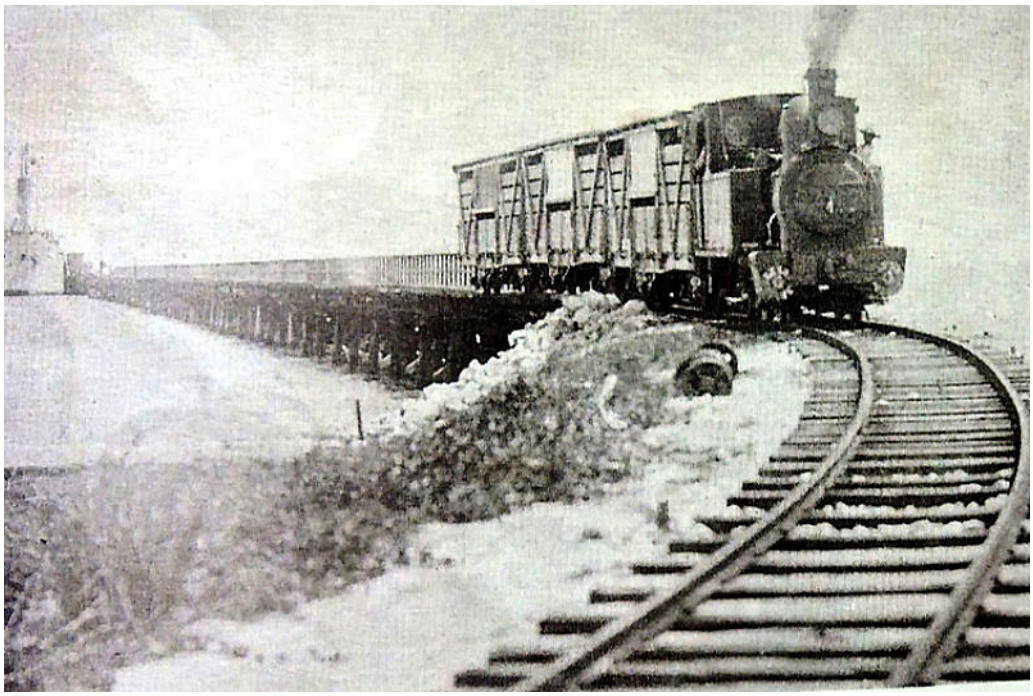


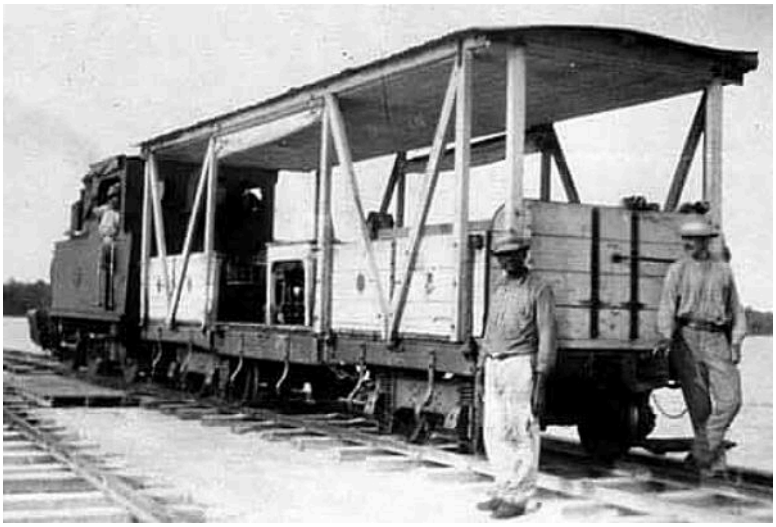


This would appear to show all four of the Hunslat 0-6-0Ts, with no. **1** in the foreground. Location and date unknown, though must have been after the arrival of no. **4.**



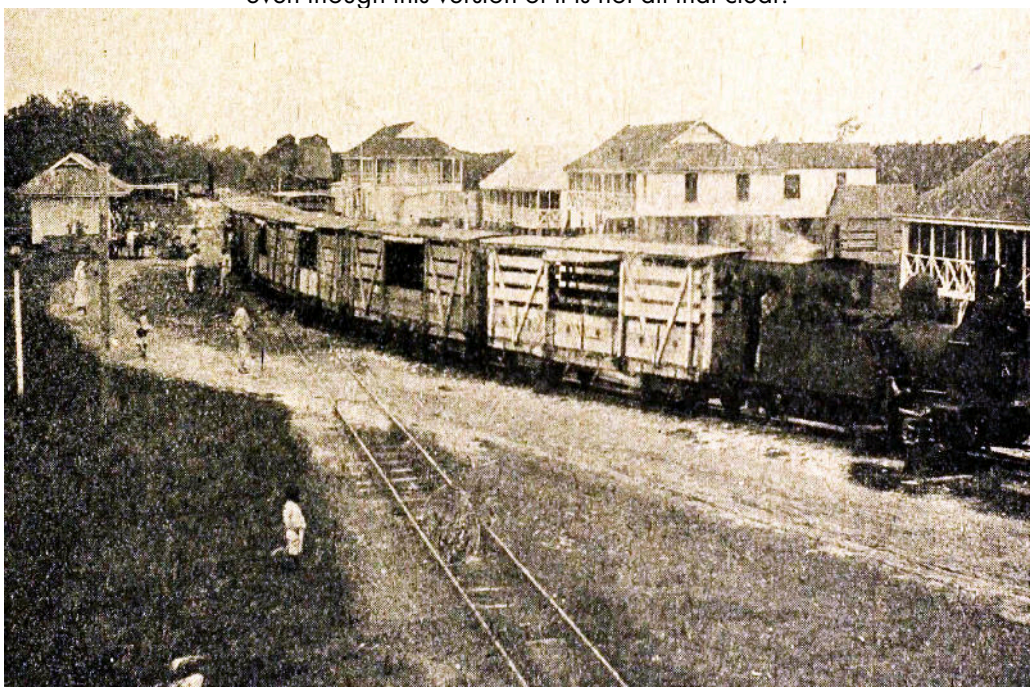
A diagram showing loco no. **4**, with its longer tanks than the earlier engines. Found in the Hunslet archive at Statfold Barn Farm, Staffordshire, England.





This rather distorted image – a photo of a photo – shows a tank loco that has similarities to those illustrated above but which has tanks extending rather further forward. This was the 1913 loco, no. **4.**
This picture was reproduced in David Rollinson's Railways of the Caribbean [22], with a caption implying that this was taken during the Tidewater Lumber Co. era.

When the painting above of a Stann Creek train was first seen, it seemed likely that it had been created from a photo and would thus have probably been fairly accurate. This impression was confirmed when the photo below was found, even though this version of it is not all that clear.



Three of the above Belize postage stamps show scenes along the Stann Creek Railway, whilst the fourth was of LMSR Jubilee class 4-6-0 **'BRITISH HONDURAS'**.

16.1.2 C. C. Mengel & Brothers

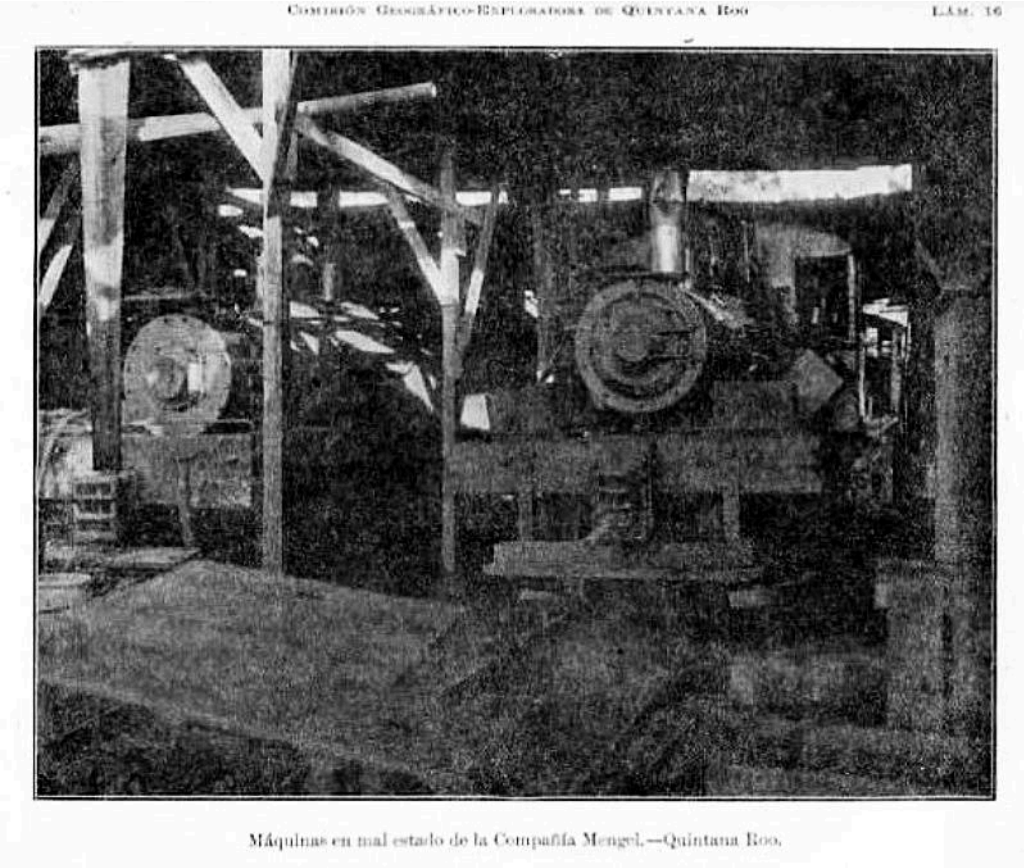
Background

Gauge 3' 0". Belize Estate & Produce Co.

Joaquin C Srt has written on Facebook of the origin of these locomotives at C. C. Mengel's estate at Quintana Roo in Mexico, and of their migration to British Honduras when that Mexican concession lapsed after 1914. "*En Quintana Roo hubieron cerca de 7 ferrocarriles, de los cuales, tres de ellos usaron locomotoras de vapor como tracción para la explotación de la vía.*

Sin embargo, el único que utilizó el ancho de vía de 914mm fue el ferrocarril de la C.C. Mengel & Brothers, cuyo campamento se ubicaba en la actual localidad de Álvaro Obregón Viejo, de ahí se internaba 30kms al Bosque de Kohunlich, ahí se situaba el aserradero al que los colonizadores llamaron Clarksville, donde hoy día se ubica el hotel "The Explorean Kohunlich", a 3.0kms de las ruinas mayas.

En esta foto vemos (ya inútiles) tres de las cuatro Locomotoras con las que contó este ferrocarril, una tipo Shay construida en 1905, y una tipo Heisler construida en 1908, detrás de la última se ve otra tipo Shay; para el año 1914 se da caduca la concesión para explotar el bosque, y en 1917 el gobierno de Venustiano Carranza ordenó su desmantelamiento. Las locomotoras y material de la compañía terminaron usándose en las Honduras Británicas (Belice) en una linea que la compañía Mengel & Brothers levantó en un sitio llamado Vaca Falls en el año 1926."



Locos in the Mengel & Brothers loco shed at Quintana Roo in Mexico, before the move to British Honduras. On the left is a Shay, whilst the loco on the right is a Heisler.

2-truck Shay d/w and cyls. see each loco, built by Lima in 1905, 1907 and 1910

1	w/n 1640	Class A 15-2, d/w 26", cyls. (2) 7x12" . Later transferred to company's site at Sonora in Mexico.
2	w/n 1872	Class B 20-2, d/w 26.5", cyls. (3) 8x8" . Later transferred to company's site at Sonora in Mexico.
4	w/n 2372	Class B 32-2, cyls. (3) 8x12" . Later transferred to company's site at

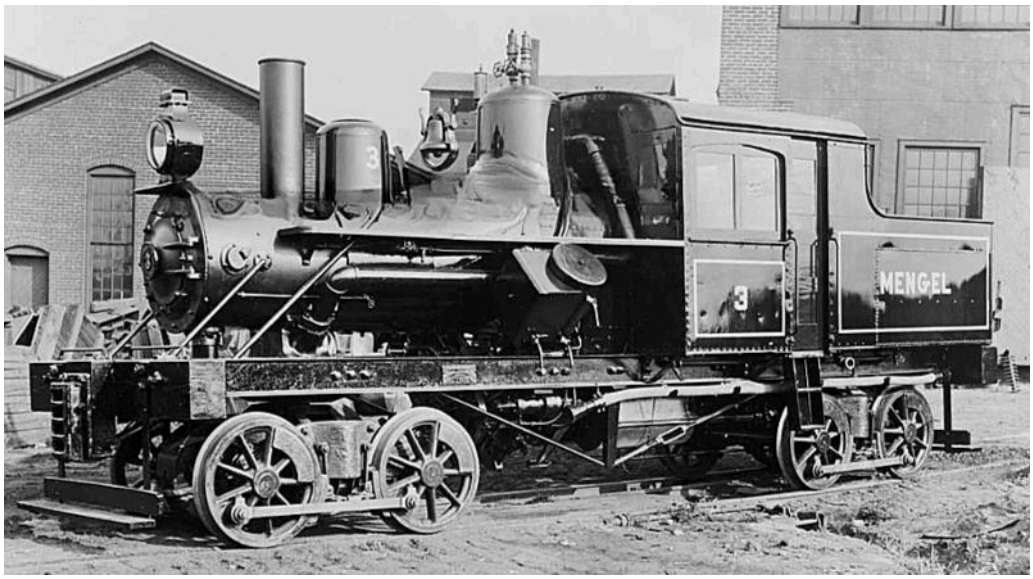
Sonora in Mexico.

This photo has been cropped from one also showing another loco on the left.
It is not clear whether it was taken in British Honduras or Honduras.

Heisler geared loco d/w 33", cyls. 12½x12", built by Heisler in 1908

Ordered for C. C. Mengel & Brother.

3 w/n 1142



C. C. Mengel's Heisler no. **3**, as seen in a builder's photo found at the Pennsylvania Railroad Museum by Joaquin ChazSart. NB There is something funny about the top line of the boiler, possibly a result of photo manipulation software being confused by reflections from the shiny paintwork.

Whilst the loco illustrated is clearly a Heisler and the photo came from Belize, it is not clear whether this was the Mengel engine or that owned by Tidewater Lumber.

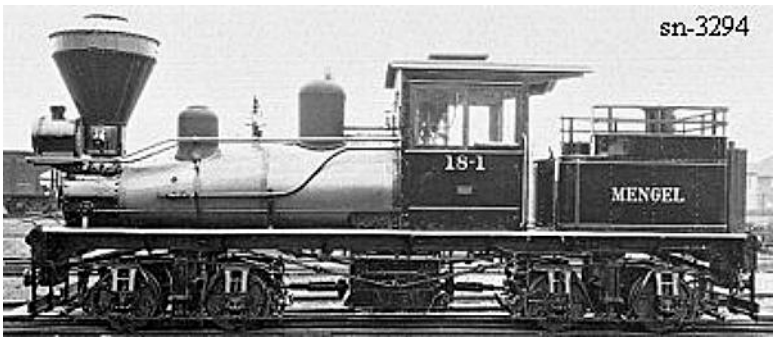
The Vaca Falls site

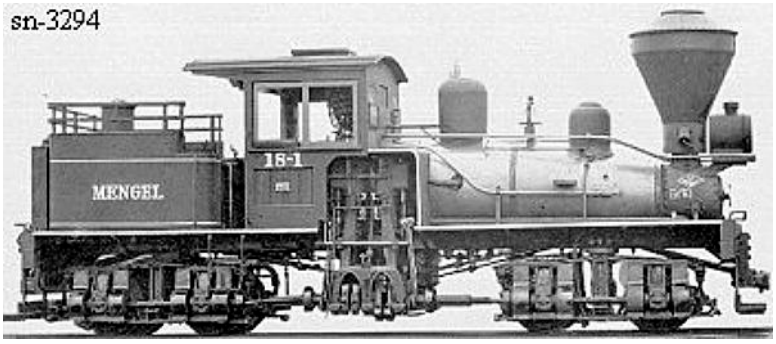
Gauge 3' 0" = 914 mm The Mengel logging group was based in Kentucky. Their Vaca Falls line on the Mountain Pine ridge was about 15 miles long. It ran from the mid 1920s until 1952. It possibly ran south from the falls towards Chiquibul forest.

A short article by 2nd Lieut. R. S. Combe in *The Narrow Gauge* in 1987 [31], added the following details: built 1926; 15 miles long to bypass the Vaca Falls on the Belize River; included a steep double track incline at Vaca Ridge.

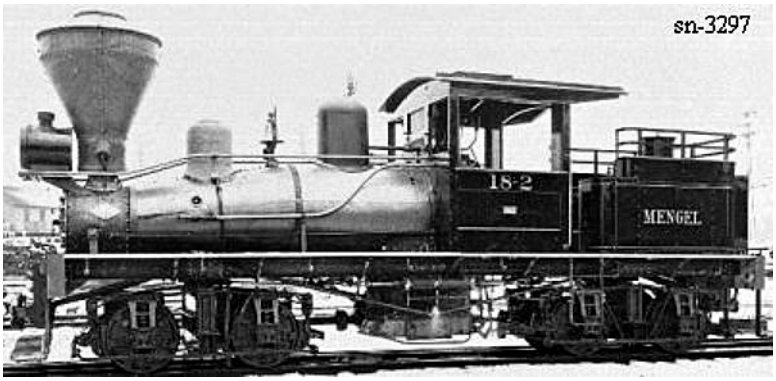
2-truck Shay d/w and cyls. see each loco, built by Lima in 1925

18-1	w/n 3294	Class A 18-2, d/w 27.5", cyls. (2) 7x12" .
18-2	w/n 3297	Class A 18-2, d/w 27.5", cyls. 2) 7x12" .





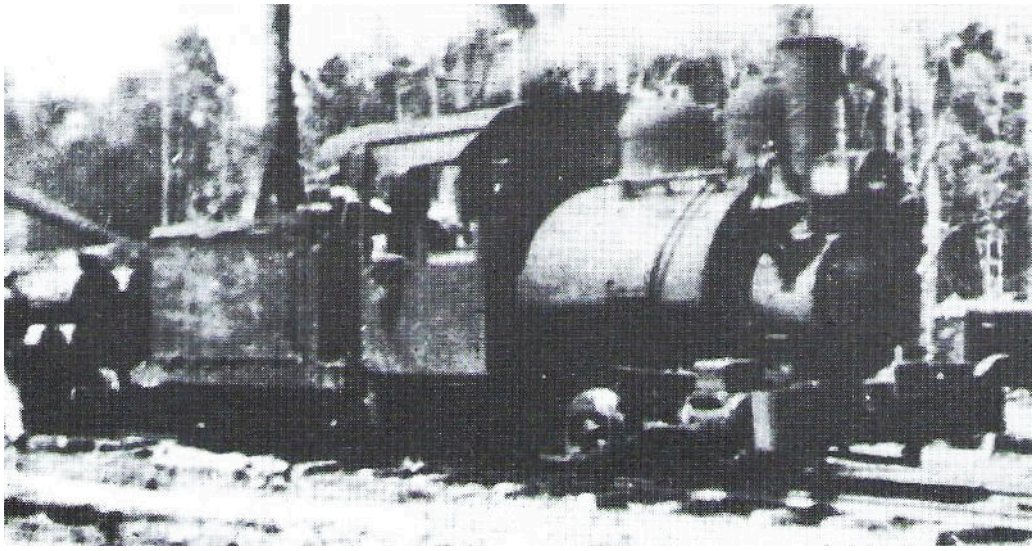
The two photos above show the first of this pair, and that below shows the second. The photos are from the Shay website at https://www.shaylocomotives.com/ High resolution versions may well be available from the Allen County Historical Society, Lima, Ohio.



0-4-0?STT d/w ?", and cyls. ?", built by Porter? in 19??

Ordered by ? Only evidence is the following photo from source [31].

? w/n ?



This photo in source [31] was captioned: "An 0-4-0 saddle tank and tender loco, possibly built by H. K. Porter in the US, stands with a train of logs at Mountain Pine Ridge. Behind the loco is the stack of as boiler, and to the left a crane jib for loading logs. (Forestry Department, Ministry of Natural Resources, Belize)"

Notes by Joaquin Chaz Sart

from the Narrow Gauge Enthusiasts Group on Facebook, September 2025

C.C. Mengel & Brothers Company's narrow gauge railway shops at Camp 6, British Honduras (Belize) - 1926.

"In the early XXth Century, the wood forniture factory owned by the Mengel family of Louisville, Kentucky; became land owners of forests in Quintana Roo, Mexico; and British Honduras, now Belize.

The Mengel Company built a 3ft. narrow gauge railway in Mexico around 1905, linking 15 miles between the banks of the Hondo River (which divides Mexico and Belize as stated in Mariscal Spencer from 1892) with the Kohunlinch Forest, were they built a woodmill that they named "Clarksville". They even had a failed plan to link the railway with Campeche, City, (from were a train to Mexico City departed) then crossing southward to Belize City, finishing in Peten, Guatemala. The mahogany was sent floating on the Río Hondo to the Chetumal Bay (by then named Payo Obispo), and afterwards loaded in a ship to the United States. The old woodmill land is now occupied by a Hotel named "The Explorean Kohunlinch", and the Mengel Camp Town was renamed "Álvaro Obregón Viejo".

Mengel brought along four steam locomotives to run the Quintana Roo railway: Three 2-Truck Lima Shays (#1640/1905; #1872/1907 and #2372/1910) and the Heisler seen on the photo (#1142/1908).

In 1912, archeologists from the Harvard University, Raymond Merwin and Clarence Hay, traveled on the forestry railway looking for mayan ruins, being lucky enough to discover them almost 1 mile distant from the woodmill. The old mayan ruins were named "Cahoon Ridge", later mayanized to "Kohunlinch", which date back around the year 600 a.C.

On the 7th of February, 1913, American aviar(ist) James L. Peters, traveled also on the railway looking for unusual bird species. As stated (in) the 30th volume of the magazine "The Auk", he found a specie(s) named "butorides virescens virescens". Who would have thought that an industrial railway helped to find mayan ruins and one of a kind birds?

When the Mexican Revolution started in the early 1910's, most of North American industries were forced to leave the country, and Mengel was not an exception (from the) deportation. In the 25th of April, 1914; Mexican "Rebeldes" armed troops arrived to Camp Mengel, forcing the North Americans to leave at once, no sadistic event is reported from that day, just the Mengel site and railway getting totally abandoned.

As a fact, only the USA and UK Flags were set by the sunset at the Mengel Camp, and the workers were paid with American Dollars in favour of Mexican Pesos. This weird mix of ideas is the result of the workers of Mengel in Mexico, were mostly from the USA, Italy, England. Whereas the sawmill workers were Kriolian-speakers from Northern Belize. Very few Mexican Mayans or spanish speaking mexican workers have been reported ; so spanish was not something you would hear there.

In 1915, the President Venustiano Carranza joined the State of Quintana Roo with the State of Yucatán, declairing unuseful all foreing companies' contracts for forest exploitation on the Territory. In 1918, the Government photographed the abandoned town of Mengel, as well as it's railway equipment. Heisler no. **3** and Shay no. **4** were photographed inside the shops.

The Mengel Company's material stayed unused in Mexico until 1925, when Mengel took their old four steam engines to Orange Walk DIstrict, in Belize. The engines migrated crossing the Río Nuevo on board of wooden rafts, and it has even been said that one of them almost sank.

Two of the ex-mexican Mengel's Shay locomotives were declaired as "old and useless"; so they brought along two new 2-Truck Lima Shays (#3294 & #3297/1925).

The new 40lbs. steel track railway was set in favour of the old wood animal-drawn Tramway that linked 12 miles between Mengel's Camp 6 and the Macal River.

This photo was taken at Camp 6's Railway Shops, which is now occupied by the "Las Cuevas Research Center", and the logging embarcation point remains abandoned.

Mengel gave up on British Honduras by mid 1952, selling most of it's track and rolling stock to the Gallon Jug - Hill Bank Railway, owned (by the) Belize Estate Produce & Company. The locomotives were said to have been sold as scrap to Guatemala and back again to Mexico.

In the area around Arenal, south of Benque Viejo del Carmen, on the way to the Mollejon Power Station, one of the 1925 Shay Locomotives is still sitting rusting away. The locomotive is said to be preserved at the Morales Family Farm, near the Che Chem Ha Caves. This is one of three locomotives preserved in Belize."

16.1.3 Gallon Jug to Hillbank

Background

Gauge 3' 0". This was a small logging railway built by the Glikston group (perhaps only as a contractor to the BEPC), possibly in the 1890s. It was later operated by the Belize Estate & Produce Co. Ltd. until about 1956. Gallon Jug is roughly on the same latitude as Belize City but way over west perhaps six miles from the border with Guatemala, and within the Wamil area cleared of forest. Hillbank is around 25 to 30 miles further east on the bank of the New River, from whence the timber was presumably floated out or shipped by barge.

"In the area around Arenal, south of Benque Viejo del Carmen, on the way to the Mollejon Power Station are still remains and skeleton from the Locomotive." "It is said that tracks, train engine and parts marked 1926 from Alabama are still rusting under bush on Vaca Plateau at the Che Chem Ha, at the Morales family farm."

A post by Glen Fuller to the Facebook page 'Belize in the old days' states: "The railway system in Gallon Jug, Orange Walk District, Belize, operated around the early 1900s. It was primarily used for transporting mahogany and hauling logs in the area. The Belize Estate & Produce Co. Ltd. railway ran from Hill Bank, near the south end of a lagoon on the New River, west through Sierra de Agua to Gallon Jug, which is an abandoned community about 10 km from the Guatemala border. ".

4-4-0 d/w ?, cyls. ?, built by Baldwin in 1875?

Ordered for ? Randy Hees suggests that this was a Baldwin class 8-18C, and might be BLW no. 3774 of the Santa Cruz RR in California which was later sold probably to Central America, perhaps Guatemala. If so it may originally have been named **'NEPTUNE'** and later **'PACIFIC'**.

? w/n ?

2-6-2 d/w 36", cyls. 12x16", built by Porter in 1919

Ordered for the Belize Estate and Produce Co.

1 w/n 6434

This is almost certainly the Porter 2-6-2.

16.1.4 The Tidewater Lumber Co.

Background

Used the Stann Creek railway. Tidewater Lumber operate a one mile aaerial ropeway as well as using the Stann Creek Railway, but gave up in 1929. The stationary engines that powered the ropeway are still in situ along with other relics. 'Tidewater' is the name of this locality.

Heisler geared loco d/w 30", cyls. 9½x10", built by Heisler in 1911

Ordered for Roanoke Railroad & Lumber as their no. **23**, later sold (1925) to Tidewater Lumber Co. in British Honduras. Regauged from standard gauge to 3' 0".

? w/n 1208

16.1.5 Serpon Sugar Mill

Background

At Sittee River in the Stann Creek district. "Serpon Estate was bought by a Scottish man named William Bowman. In 1863, Bowman and the owners of another estate, Regalia, began construction on two steam-powered mills, marking the arrival of the Industrial Revolution in Belize. Parts of the sugar mill at Serpon were manufactured by Stewart and Company in Glasgow, and it's crusher, boiler, beam engine and furnace were all powered by steam. During its peak, it is estimated that the Serpon sugar mill was producing and shipping over 770 kilograms of sugar a month (?). This and the output from the Regalia mill is said to have fuelled Belize's economy for about 30 years.
By the start of the 20th century, however, sugar production was found to be more profitable in the Corozal and Orange Walk districts, which led to the abandonment of the Serpon and Regalia mills in 1910." [Wikipedia]

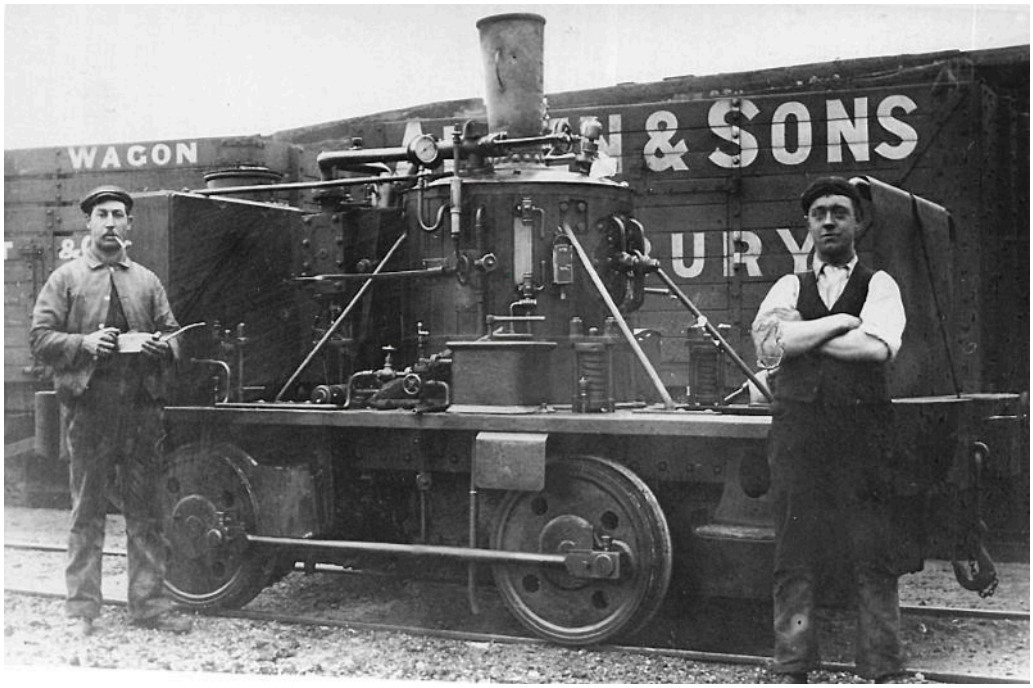
0-4-0VBT d/w ?", cyls. 5¼x11"?, built by Alexander Chaplin? in 1875?

Ordered for ? Chaplin no. 1797, a 3' 6" gauge VBT from 1875, was supplied via J. J. van Bruam of Holland supposedly to his son J. A. van Bruam in British Honduras. It might be this loco, though mention of 3' 6" gauge and Holland in the same sentence inevitably makes the mind wonder about the Dutch East Indies.

? w/n ?

This would appear to be a Chaplin product, judging by a number of the details and the supporting evidence of the Serpon mill's construction by a Glasgow firm. However, John Kirchner has suggested that it might be by Virginia Iron Works, which certainly did supply stationary engines to this mill.

End views by Yvonne Jeffries recently published in the Facebook group 'Belize in the old days'.



A standard gauge Chaplin VBT at work in the UK. This photo is reproduced here as it enables comparison of a number of details. The disk wheels, and the bracing struts from frame to boiler, are obvious points of similarity, but the coil springs visible above are not apparent on the Serpon Mill loco.

16.1.6 Other industrial railways in British Honduras

The Vaca Falls Lumber Co. RR.

Background

Small logging railway somewhere in the north. On the left bank of the Belize River. Might have been operated by C. C. Mengel & Bros.

The British Honduras Company or Syndicate

Background

Also in the Stann Creek area, running about 9 miles west to just beyond Melinda. This began as a mule-worked tramway that may have been the inspiration for the nearby Stann Creek Railway. This organisation is said by some sources to have been reformed later as the Belize Estate & Produce Co. Ltd.

Tramway from Swasey branch of Monkey River to Sennas River

Background

3.3 miles long? Rather further south than the other railways, from the Swasey branch of the Monkey River south east of the town of Bella Vista, eastward to the coast.

Punta Gorda

Background

Rail tracks are supposed to have been seen in old photos of a jetty at Punta Gorda in the south, but whether these extended any further is unknown.

The competition – logs being extracted by double-headed vertical-boilered traction engines, possibly chosen for their ability to cope with sudden changes of gradient. The nearer engine appears to be a Daniel Best (fore-runner of Caterpillar). NB This photo was first seen captioned as being in

British Honduras, but has since been found elsewhere as if within the USA.

16.2 Guatemala railways

16.2.1 The Guatemala Central Railroad Co.

1880-1904

and the Central American & Pacific Railway & Transportation Co.

1882-1885

Background

1880-1890: Gauge 1000 mm. The Guatemala Central RR was begun in 1879 to run between San José port and the town of Escuintla. The extension from Escuintla to Guatemala city was constructed under the auspices of the CA&PR&TCo, but merged into the GCRR in 1885.

The Blue Book of Guatemala [26] included the following comments in 1915: "Central Railroad.

The first project for the construction of the Central Railroad was presented to the Conservative government, but in accordance with its spirit of retrogression, the Government failed to take advantage of the proposals, contending that the facilities offered by the carts and stage coaches were more than sufficient to handle the traffic of the country.

The port of San José, originally called "El Zapote", was opened to commerce on January 1st 1853, in compliance with a Government decree of March 12th of the previous year. It took the place of the old port of Iztapa, and not withstanding its many defects, early demonstrated, thanks to the construction of the wharf in 1865-67, the importance and necessity of quick and easy communication between the Capital, Guatemala City, and its principal port on the Pacific.

In 1873, under the regime of the Liberal Government, the first contract for the construction of the railroad from San José to the Capital was signed. This was represented by Mr. Marck J. Kelley, but failed on account of financial difficulties.

In accordance with its progressive programme, the Government signed a contract with Mr. William Nanne, on April 7th 1877, for the construction of a railway between San José and Escuintla. Mr. Nanne was associated with Mr. Luis Schlesinger, and these gentlemen commenced the actual work on June 20th 1880. The inauguration of the work was

fittingly celebrated, and the President of the Republic of Guatemala, General Justo Rufino Barrios, the Presidents of the Republics of Nicaragua and Costa Rica, as well as a large number of the distinguished and prominent people of Central America, assisted at the ceremony.

On July 13th of the same year, another contract was signed with the same gentlemen, covering the construction of a line from Escuintla to Guatemala City, and in 1882 the rails had reached the city of Amatitlán. At this point the difficult and enormous task of building a railway across the Amatitlán Lake was commenced. From the viewpoint of picturesqueness and beauty, the herculean labor is well repaid with the beautiful view that tourists are treated to. It gives them an appreciation of the beauties of Guatemala, and, above all, of the "Lago de Amatitlán."

On account of the increased production and passenger traffic the necessity of constructing branch lines to the principal agricultural regions not touched by the main line was soon apparent. With this end in view the Guatemala government signed a contract in 1893 for a line between Santa Maria and Patulul, a fertile coffee section. This road was put into operation September 15th 1897. Under the progressive administration of the President of the republic, with great pomp and ceremony that official drove the last spike, concluding the work and automatically putting Mazatenango in connection with the port of Champerico, by means of the Occidental railroad, which had already been completed. The branch lines are projected and some are already in the process of construction.

The Railroad Company also operates a short line between Guatemala City and Guarda Viejo, where it maintains a beautiful park and pleasure resort, which is much frequented by the people of the Capital city.

The road between Guatemala Ciity and San José covers a distance of 74 miles and a fraction, and from that city to Mazatenango 114 miles. For some time past all trains over these lines have been operated with crude petroleum as fuel. Oil burning engines assure the passengers of a clean and agreeable journey."

As 3' 0" gauge looked like becoming the standard in the region, this railway was regauged in 1890. In 1912 it then became part of the Guatemala Railway Pacific Division under the name of the IRCA.

An early view of a part roundhouse, possibly at Escuintla, and supposedly taken around 1886.

GCRRCo metre gauge engines

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1879

Ordered by Guatemala Central. Built to metre gauge. Spec. is in vol. 9 p192. BLW class 8 18D no. 34. Marks on tender: on one side 'FERRO-CARRIL CENTRAL DE GUATEMALA' and on other side 'GUATEMALA CENTRAL RAILROAD'. Radley & Hunter stack.

1 'J. RUFINO BARRIOS'.w/n 4803 Regauged to 3' 0" for 1890. See 3' 0" gauge no. **2** below for later history.

4-4-0 d/w 42" cyls. 12x16", built by Baldwin in 1879

Ordered for Guatemala Central RR. Specs. in vol. 9 p211. BLW class 08-18C no. 49. Delivered first with Radley & Hunter stack (to be of copper). marks on tender: on one side 'FERRO-CARRIL CENTRAL DE GUATEMALA' and on other side 'GUATEMALA CENTRAL RAILROAD'.

2 'SAN JOSÉ de GUATEMALA' w/n 4735 Regauged for 1890. XO 2140 of 1903 applies.

There was quite possibly an extra unidentified loco to fit in here or in the CAPR fleet, as no. **3**, possibly a Baldwin 4-4-0 that later became no. **1** in the 3' 0" gauge fleet post 1890.

CAPR metre gauge engines

4-4-0 d/w 42" cyls. 12x18", built by Baldwin in 1876

Had been Santa Cruz RR, California, no. **3 'JUPITER'**. Spec. is in vol. 8 p19. BLW class 08-18C no. 31. Delivered first with Radley & Hunter stack. NB Query the BLW number 3792; which Lehmuth and also the BLW register book say belonged to a standard gauge 4-4-0 for the Gilman, Clinton & Springfield RR.

? w/n 3972 Later no. **3** in the 3' 0" gauge fleet. Then became GR no. **61**, and later IRCA no. **61**, then renumbered **84**.

2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1883 and 1885

Ordered by Central de Guatemala / Guatemala Central. The Cooke lists differ. Some say running numbers of the first two were **5** and **6**; others say **6** and **7**. Only the unattributed lists give the gauge as 1 metre, for either one or both; the rest just give gauge as 3' 0". The second unattributed list in fact gives the original gauge of all four as 1 metre. See 3' 0" gauge nos. **5-8** below for later history.

5 w/n 1517

6 w/n 1518

7 w/n 1634

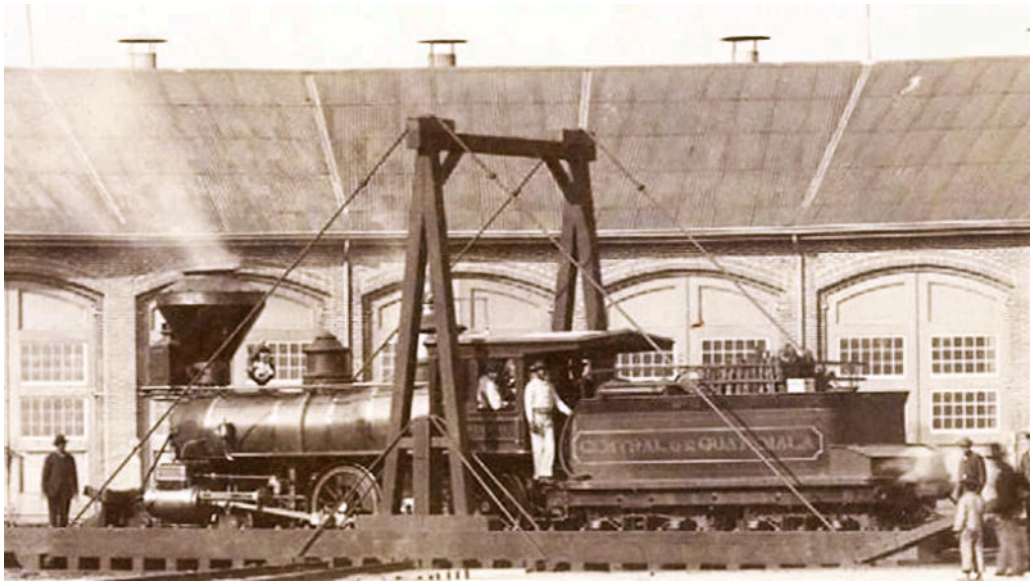
8 w/n 1635

As regauged to 3' 0" in 1890

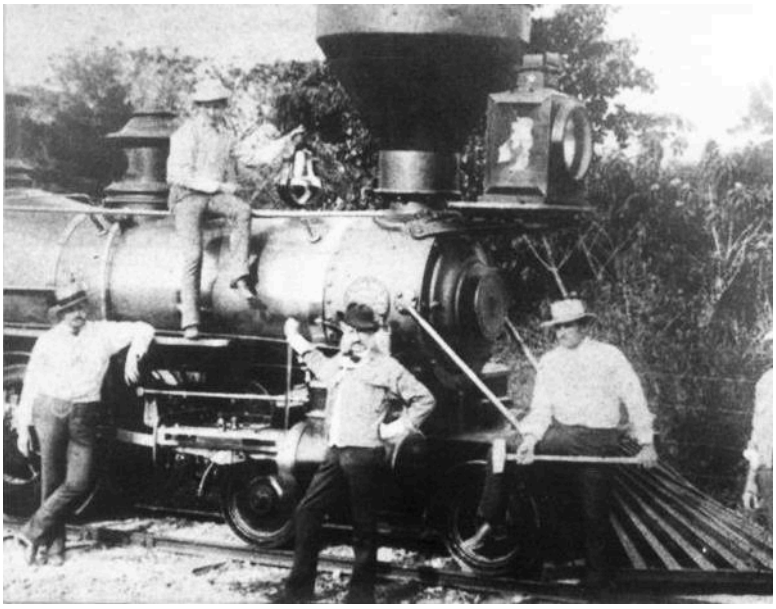
4-4-0 d/w 42"?, cyls. 12x16"?, built by Baldwin in ?

Ordered by ? See sentence above referring to an unidentified 4-4-0.

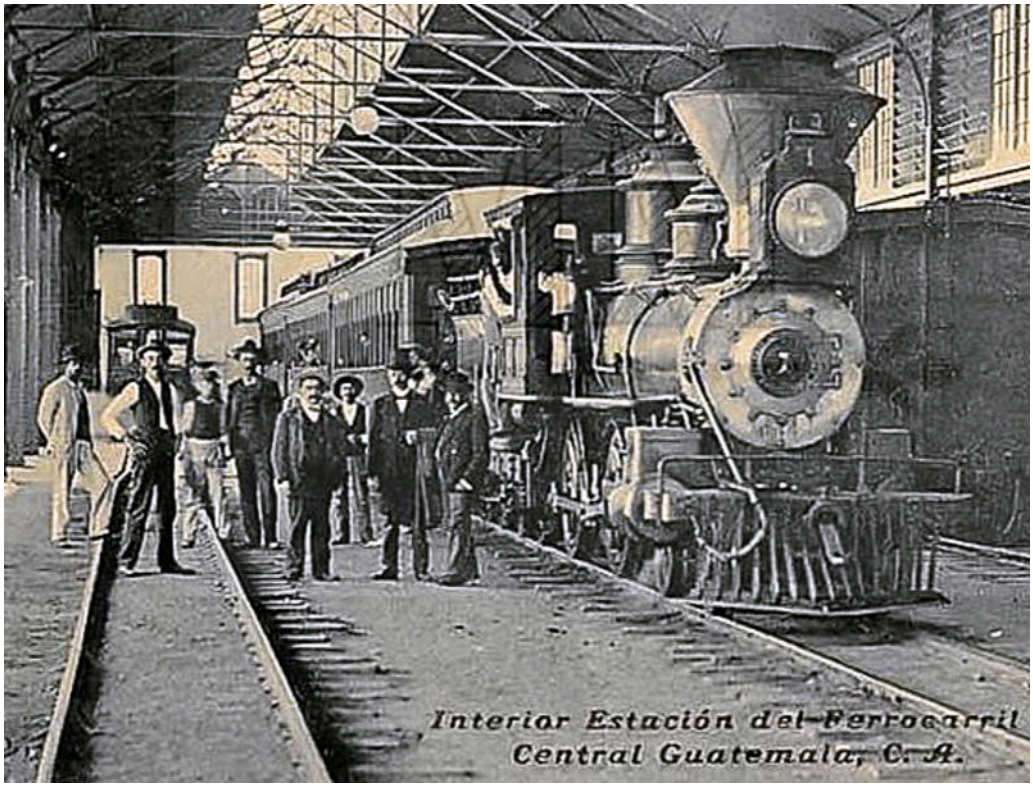
1 w/n ?



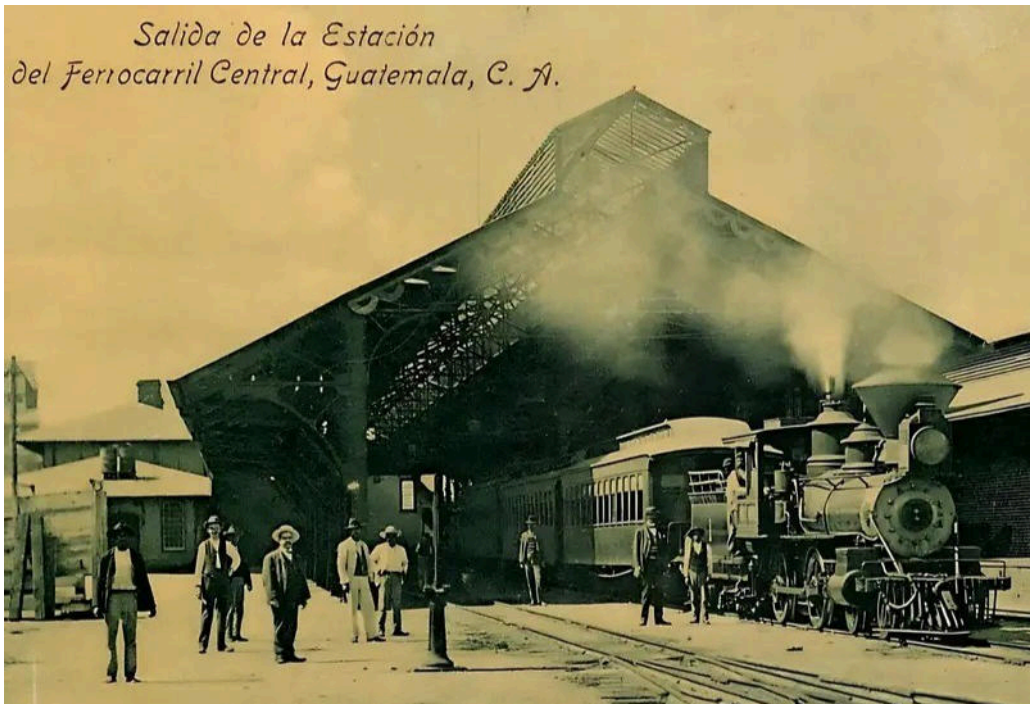
The GCRR had three 4-4-0s, one of which has not yet been identified. The one seen above, on the shed turntable probably at Guatemala City, is not the same as that seen in the two pictures below taken at the station in Guatemala City. As well as having a more conventional Radley & Hunter stack with a short cylindrical section between the upper and lower cones, it has a steam-dome which ascends slightly higher above the cab roof.



This photo shows the front half of a Guatemalan 4-4-0 numbered **1**, but again the precise identity of the engine is unknown. All that can be said is that the Radley & Hunter stack has a deeper cylindrical section than that seen in the previous photo, and contrasts greatly with that seen below that has no cylindrical part at all.



These two cropped postcard shots show GCRR no. **1** departing from the main station in Guatemala City (now the railway museum). That shown below was supposedly taken on 29th April 1911, but the upper photo may well have been taken on the same occasion.



Whilst this view of a Guatemalan loco no. **1** displays a pitched cab roof similar to that seen in the first of the images above, the tender does not have the rear tool box seen there.

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1879

Ordered by Guatemala Central. Built to metre gauge. Spec. is in vol. 9 p192. BLW class 8 18D no. 34. Marks on tender: on one side 'FERRO-CARRIL CENTRAL DE GUATEMALA' and on other side 'GUATEMALA CENTRAL RAILROAD'. Radley & Hunter stack. Originally no. **1 'J. RUFINO BARRIOS'**.

2 w/n 4803 Then became GR no. **60**, and later IRCA no. **60**. Scrapped or sold 1914.

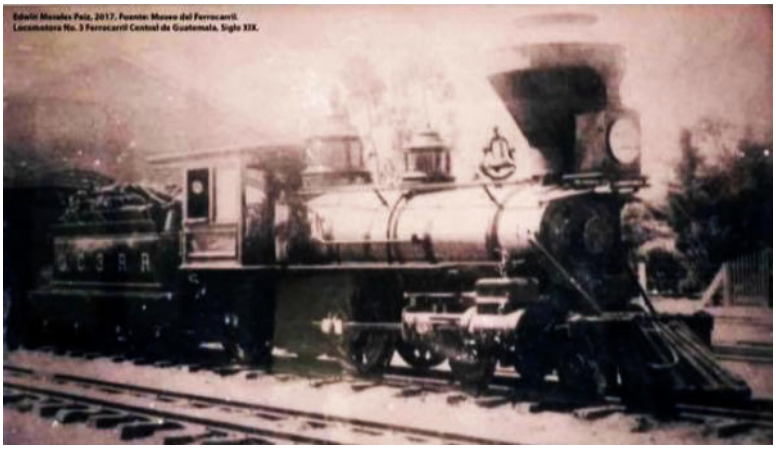
4-4-0 d/w 42" cyls. 12x18" / 12x16", built by Baldwin in 1876 and 1879

First one had been Santa Cruz RR, California, no. **3 'JUPITER'**, and second one Guatemala Central RR. no. **2 'SAN JOSÉ de GUATEMALA'**. Specs. are in vol. 8 p19 and vol. 9 p211. BLW class 08-18C nos. 31 and 49. Delivered first with Radley & Hunter stacks (the second one to be of copper). For second loco, marks on tender: on one side 'FERRO-CARRIL CENTRAL DE GUATEMALA' and on other side 'GUATEMALA CENTRAL RAILROAD'. Note difference in piston stroke between the two engines. Second one built to metre gauge.

3 w/n 3972 Then became GR no. **61**, and later IRCA no. **61**, then renumbered **84**, Now in the Smithsonian Museum in Washington DC.

4 w/n 4735 XO 2140 of 1903 applies. Then became GR no. **62**, and later IRCA no. **62**,

No. 3 was originally no. **3 'JUPITER`** of the Santa Cruz RR in California, and is seen above during that period. Hi-res versions of this image are available from the Railroad Museum of Pennsylvania.



2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1883 and 1885

Ordered by Central de Guatemala / Guatemala Central. The Cooke lists differ. Some say running numbers of the first two were **5** and **6**; others say **6** and **7**. Only the unattributed lists give the gauge as 1 metre, for either one or both; the rest just give gauge as 3' 0". The second unattributed list in fact gives the original gauge of all four as 1 metre.

5 w/n 1517 Became GR no. **63**, and later renumbered **76** by the IRCA. Scrapped 1951.

6 w/n 1518 Became GR no. **64**. Scrapped 1926.

7 w/n 1634 Became GR no. **65**. Scrapped 1926.

8 w/n 1635 Became GR no. **66**, and later renumbered **77** by the IRCA.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1890

Ordered by Guatemala Central Railroad Co. Spec. is in vol. 16 p122. BLW class 10-28D nos. 9 and 10. Strangely

the spec. page seems to show loco running nos. as **3** and **10**. Radley & Hunter stack and tenders with 'good iron gallery for wood'. Bell on front sandbox. Cab to be wide and commodious. Two boilers for these locos ordered from BLW in 1894, as XO 41 of 19th July, also four crossheads by XO 108 of 7th August 1894, and other parts later that year.

9	w/n 11216	Then became GR no. **67**, and later IRCA no. **67**, then renumbered **86**, Scrapped 1951.
10	w/n 11231	Then became GR no. **68**, and later IRCA no. **68**, then renumbered **87**, Scrapped 1952.

4-6-0 d/w 42", cyls. 17x20", built by Schenectady in 1892

Ordered by Guatemala Central RR.

11	w/n 4180	Then became GR no. **69**, and later IRCA no. **69**, then renumbered **88**, Scrapped 1936.
12	w/n 4181	Then became GR no. **70**, and later IRCA no. **70**, then renumbered **89**, Scrapped 1935.

An unidentified loco comes to grief

The magazine photo below, originally captioned as having been taken on the GCRR, shows a mystery engine after a derailment. Whillst the wheel arrangement cannot be ascertained, the cab and chimney are of older design, and the two domes are much further forward than on the GCRR classes for which we have photos. The guess must be that this was either a Cooke 2-8-0, a Baldwin 2-6-0 or a Baldwin or Schenectady 4-6-0, for none of which do we have clear pictures.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1894

First batch (13-14) ordered by Guatemala Central RR Co. Spec. is in vol. 19 p140. Locos were class 10 28D nos. 13-14. Wood rack, but straight stack as seen in photo below. Second batch (15-17) ordered by Guatemala Central RR Co. Spec. is in vol. 20 p19. Locos were class 10 28D nos. 15-17. Radley & Hunter stacks, and wood racks on tenders.

13 later **18**	w/n 14084	Then became GR no. **75**?, and later IRCA no. **75**?, then renumbered **84**,
14	w/n 14085	Then became GR no. **71**, and later IRCA no. **71**, then renumbered **90**,
15	w/n 14412	Then became GR no. **72**, and later IRCA no. **72**, then renumbered **91**,
16	w/n 14413	Then became GR no. **73**, and later IRCA no. **73**, then renumbered **92**, Scrapped 1940.
17	w/n 14414	Then became GR no. **74**, and later IRCA no. **74**, then renumbered **93**, Scrapped 1952.
18 later **13²**	w/n 14094	Then became GR no. **70**?, and later IRCA no. **70**?, then renumbered **??**,

BLW neg no. 00793. High res image available from the RR Museum of Pennsylvania.

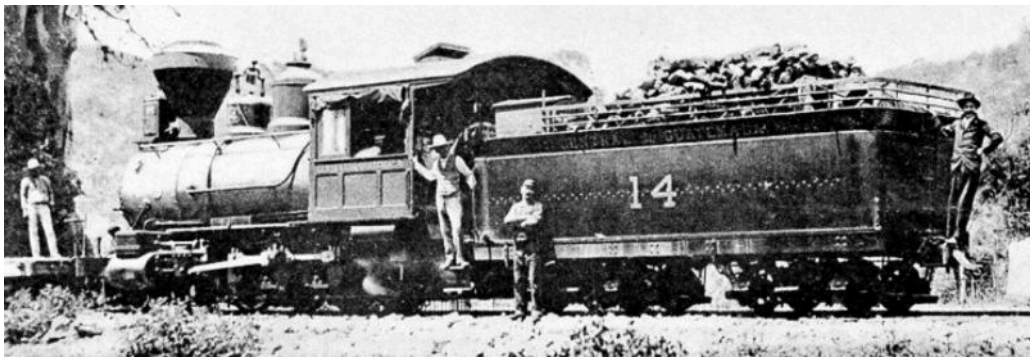
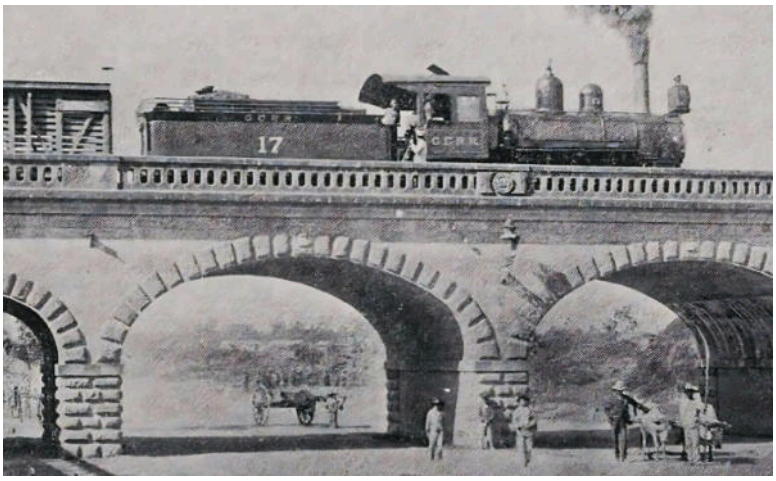


Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/

A puzzle photo

The well-known photo below clearly shows a GCRR loco numbered **17** crossing the Puente de la Penitenciaria in Guatemala City. However, details of the machine, such as the cab and domes, do not match the photos above. The subsequent photo at the same spot shows a similar loco numbered **20**, suggests that it might have been the next batch of engines which had those characteristics, but in which case why is one of them seen here with the number **17**?



4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1901

Ordered by Guatemala Central RR Co. Spec. is in vol. 23 p218. Locos were class 10 28D nos. 47-50. Mark on tank collar and cab 'CENTRAL DE GUATEMALA'. Radley & Hunter stacks, and wood racks on tenders. A Baldwin XO in 1905 included new pistons with a diameter of 17½".

19 w/n 18798 Then became GR no. **76**, and later IRCA no. **76**, then renumbered **95**,

20 w/n 18799 Then became GR no. **77**, and later IRCA no. **77**, then renumbered **96**, Scrapped 1950.

21 w/n 18800 Then became GR no. **78**, and later IRCA no. **78**, then renumbered **97**,

22 w/n 18801 Then became GR no. **79**, and later IRCA no. **79**, then renumbered **98**,

See paragraph about previous photo immediately above, for speculation about these images.

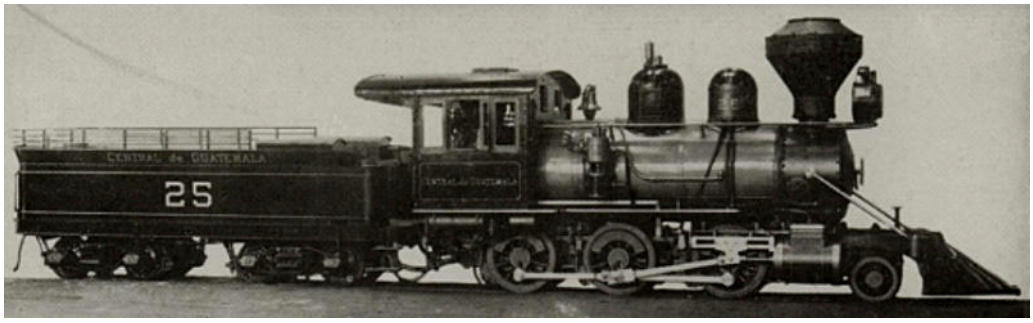
2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1904

Ordered by Guatemala Central RR Co. Spec. is in vol. 27 p83 and the three locos were BLW class 8 24D nos.128-130. Mark on tank collar and cab to be 'CENTRAL DE GUATEMALA'.

23 w/n 24471 Then became GR no. **80**, and later IRCA no. **80**, then renumbered **79**, eventually to *FeGua* as no. **79.**

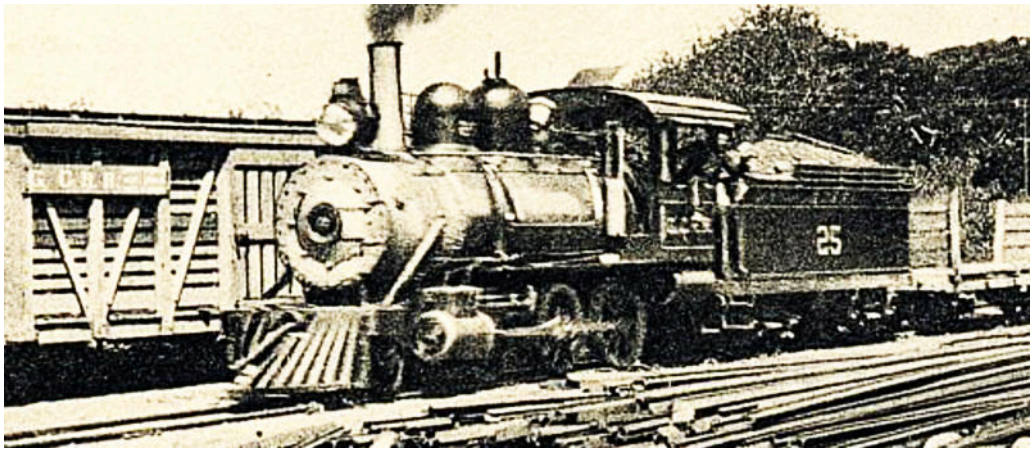
24 w/n 24472 Then became GR no. **81**, and later IRCA no. **81**, then renumbered **80**, eventually to *FeGua* as no. **80.**

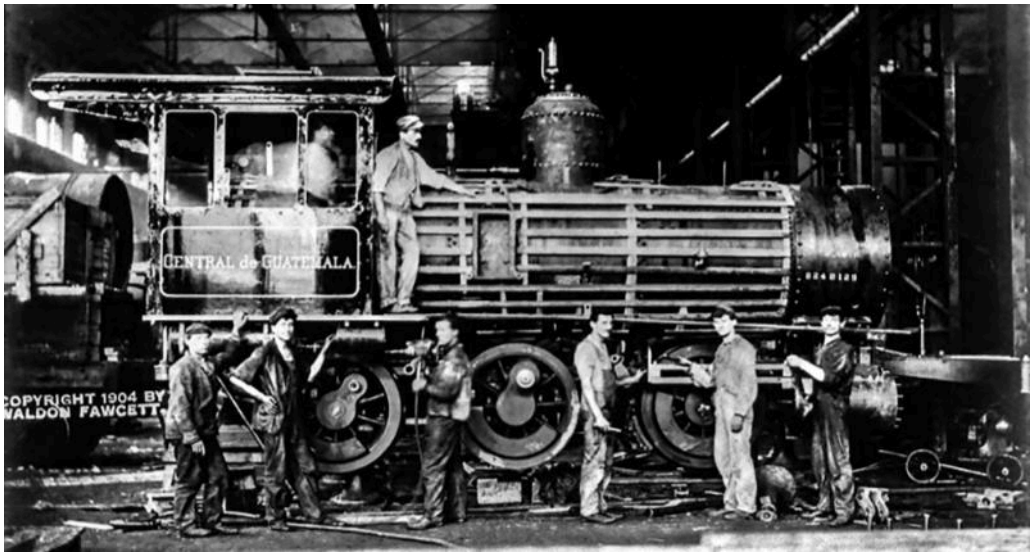
25 w/n 24473 Then became GR no. **82**, and later IRCA no. **82**, then renumbered **81**,



By the time that the view below was taken, GCRR no. **25** had lost its R&H stack in favour of a straight chimney. The fuel on the tender looks more like coal than wood, which probably explains the change, though the wood rails on the tender are still in place, albeit with the

gaps between them narrowed. Photo taken at estacion Santa Maria.





Seemingly this shows an *FC Central* 2-6-0 under repair, but the date 1904 on the left suggests that this is actually one of the 1904 batch of such engines being erected after arrival.

This photo shows no. **24** carrying the GCRR's later style 'CENTRAL' logo with an enlarged initial C surrounding the adjacent E. This seems to have been in use

immediately prior to the re-branding as the IRCA.

This image showing GCRR no. **25** on a train amongst big palm trees shows that the loco lost its Radley & Hunter stack at an early stage and certainly before the engine, tender or carriage had been repainted into GR or IRCA lettering.

This image taken at the Hacienda Buena-Vista may well have been taken on the same occasion as the previous photo.

3-truck Shay d/w 36", cyls. (3) 12x15", built by Lima in 1906

Ordered by Guatemala Central. Class 65-3.

26 w/n 1739 Then became GR no. **83**, and later IRCA no. **83**, then renumbered **75**, Scrapped 1931?

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1910

Ordered by Guatemala Central RR Co. Spec. is in vol. 36 p256. BLW class 10 28D nos. 112-113. Mark on tank (ie. tender) 'CENTRAL' (with C larger and enclosing the E). Oil-burning.

27 w/n 35273 Then became GR no. **84**, and later IRCA no. **84**, then renumbered **99**, eventually to *FeGua* as no. **99.**

28 w/n 35274 Then became GR no. **85**, and later IRCA no. **85**, then renumbered **100**,

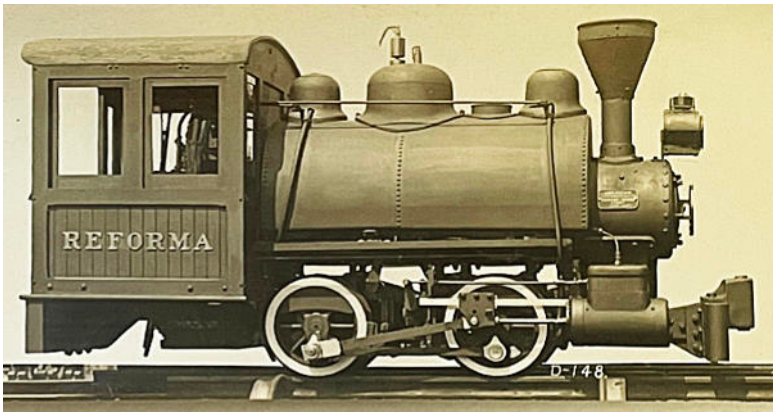
BLW neg no. 00889. High res image available from the RR Museum of Pennsylvania.
The identity of this loco is not certain, as the lettering is not what was specified on the spec. sheet.
Alternatively, it might be that the spec. was altered on the creation of the IRCA (FCIdeCA).

0-4-0ST d/w 24", cyls. 6x12", built by ALCo Dickson in 1907

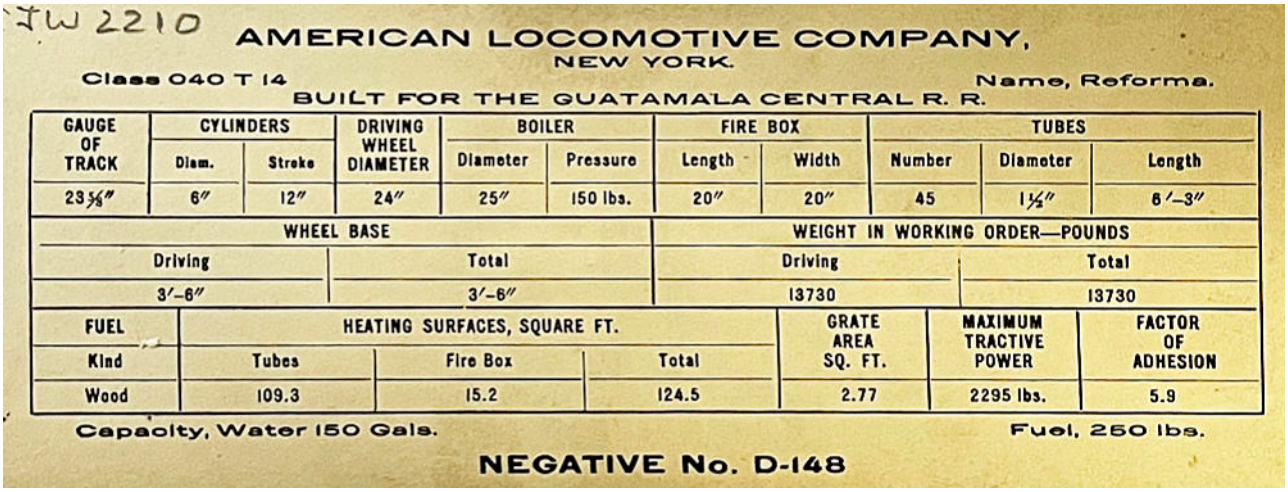
Ordered by Guatemala Central. Connelly suggests that these may have been built to standard gauge and then rebuilt to 3' 0" gauge. Judging by the tables below it appears that this pair did not arrive on the ex *FC Central* trackage.

'REFORMA' w/n 42986

'PROGRESSO' w/n 42987 Spelling of name is as in source file, but not as would be expected.



GCRR ALCo Dickson 0-4-0T **'REFORMA'** ALCo publicity card photo.



AW 2210

AMERICAN LOCOMOTIVE COMPANY,
NEW YORK.

Class 040 T 14 Name, Reforma.

BUILT FOR THE GUATAMALA CENTRAL R. R.

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Diameter	Pressure	Length	Width	Number	Diameter	Length
23⅝"	6"	12"	24"	25"	150 lbs.	20"	20"	45	1½"	6'–3"

WHEEL BASE		WEIGHT IN WORKING ORDER—POUNDS	
Driving	Total	Driving	Total
3'–6"	3'–6"	13730	13730

FUEL	HEATING SURFACES, SQUARE FT.			GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION
Kind	Tubes	Fire Box	Total			
Wood	109.3	15.2	124.5	2.77	2295 lbs.	5.9

Capacity, Water 150 Gals. Fuel, 250 lbs.

NEGATIVE No. D-148

GCRR ALCo Dickson 0-4-0T **'REFORMA'** ALCo publicity card details

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IRCA Central division annual loco returns 1912-1923

From source [4].

Yr end	No.	Maker	Kind	Cylinders	Condition			
					Good	Fair	Repair	Awaiting repairs

1912 (1)3		Baldwin	4-4-0	12x16	1	0	0	2
	1	Baldwin	2-6-0	12x18	1	0	0	0
(2)	4	Cook	2-8-0	16x20	4	0	0	0
	13	Baldwin	4-6-0	17x20	13	0	0	0
	2	Schenectady	4-6-0	17x20	1	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0	0
	1	Shay	0-12-0	12x12	1	0	0	0
				12x15				

(1) Engine No. **1** really does not exist, but has hitherto been carried as "requiring repairs." Hereafter it will be eliminated from this report. Engine No. **4** has been out of commission several years, on account of being too small for the present traffic. Engine **3** is the same size, and is in good condition, but too small for any use.
(2) Three are in use as switching engines at Guatemala and Escuintla.

1913 (1)2		Baldwin	4-4-0	12x16	1	0	0	1
	1	Baldwin	2-6-0	12x18	1	0	0	0
(2)	4	Cook	2-8-0	16x20	4	0	0	0
	13	Baldwin	4-6-0	17x20	12	0	1	0
	2	Schenectady	4-6-0	17x20	2	0	0	0
	3	Baldwin	2-6-0	15x20	3	0	0	0
	1	Shay	0-12-0	12x12	1	0	0	0
				12x15				

(1) Engine No. **1** has been eliminated. See annual report for 1912. Engine No. **4** has been out of commission several years on account of being too small for the present traffic. Engine No. **3** is of the same size and is in good condition, but too small for any use.
(2) Three are in use as switching engines at Guatemala and Escuintla.
Total reduced from 27 to 26

1914 (1)2		Baldwin	4-4-0	12x16	2	0	0	0
	1	Baldwin	2-6-0	12x18	1	0	0	0
(2)	4	Cook	2-8-0	16x20	4	0	0	0
	13	Baldwin	4-6-0	17x20	13	0	0	0
	2	Schenectady	4-6-0	17x20	1	0	1	0
	3	Baldwin	2-6-0	15x20	3	0	0	0
	1	Shay	0-12-0	12x12	1	0	0	0
				12x15				

(1) Engine No. **4** has been out of commission several years on account of being too small for the present traffic. Engine No. **3** is of the same size and is in good condition, but too small for any use.
(2) Three are in use as switching engines at Guatemala and Escuintla.
No change in total number.

1915	1	Baldwin	2-6-0	12x18	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0
	2	Baldwin	4-4-0	12x16	1	1	0
	13	Baldwin	4-6-0	17x20	12	0	1
	4	Cook	2-8-0	16x20	4	0	0
	2	Schenectady	4-6-0	17x20	1	1	0
	1	Shay	0-12-0	12x12	0	1	0
				12x15			

No change in total of 26.

					In service	Repairing	Tied up
1916	1	Baldwin	2-6-0	12x18	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0
	2	Baldwin	4-4-0	12x16	1	0	1
	13	Baldwin	4-6-0	17x20	11	2	0
	4	Cook	2-8-0	16x20	3	1	0
	2	Schenectady	4-6-0	17x20	1	1	0
	1	Shay	0-12-0	12x12	0	0	1
				12x15			

No change in total of 26.

1917	1	Baldwin	2-6-0	12x18	0	1	0
	3	Baldwin	2-6-0	15x20	2	1	0
	2	Baldwin	4-4-0	12x16	1	0	1
	13	Baldwin	4-6-0	17x20	9	4	0
	4	Cook	2-8-0	16x20	4	0	0
	2	Schenectady	4-6-0	17x20	2	0	0
	1	Shay	0-12-0	12x12	0	0	1
				12x15			

No change in total of 26.

1918	1	Baldwin	2-6-0	12x18	0	1	0
	3	Baldwin	2-6-0	15x20	3	0	0
	2	Baldwin	4-4-0	12x16	1	0	1
	13	Baldwin	4-6-0	17x20	11	2	0
	4	Cook	2-8-0	16x20	4	0	0
	2	Schenectady	4-6-0	17x20	1	1	0
	1	Shay	0-12-0	12x12	0	0	1
				12x15			

No change in total of 26.

1919	1	Baldwin	2-6-0	12x18	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0
	2	Baldwin	4-4-0	12x16	0	1	1
	13	Baldwin	4-6-0	17x20	12	1	0
	4	Cook	2-8-0	16x20	3	1	0
	2	Schenectady	4-6-0	17x20	2	0	0
	1	Shay	0-12-0	12x12	0	0	1
				12x15			

No change in total of 26.

1920	1	Baldwin	2-6-0	12x18	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0
	2	Baldwin	4-4-0	12x16	1	0	1
	13	Baldwin	4-6-0	17x20	10	3	0
	4	Cook	2-8-0	16x20	4	0	0

	2	Schenectady	4-6-0	17x20	2	0	0
	1	Shay	0-12-0	12x12	0	0	1
				12x15			

No change in total of 26.

1921	1	Baldwin	2-6-0	12x18	0	1	0
	3	Baldwin	2-6-0	15x20	2	1	0
	1	Baldwin	4-4-0	12x16	0	0	1
	1	Baldwin	4-4-0	12x18	0	1	0
	11	Baldwin	4-6-0	17x20	9	2	0
	2	Baldwin	4-6-0	16 1/2x20	1	1	0
	4	Cook	2-8-0	16x20	3	1	0
	2	Schenectady	4-6-0	17x20	2	0	0
	1	Shay	0-12-0	12x12	0	1	0
				12x15			

No change in total of 26.

1922	1	Baldwin	2-6-0	12x18	0	1	0
	3	Baldwin	2-6-0	15x20	2	1	0
	1	Baldwin	4-4-0	12x16	0	0	1
	1	Baldwin	4-4-0	12x18	1	0	0
	11	Baldwin	4-6-0	17x20	11	0	0
	2	Baldwin	4-6-0	16 1/2x20	1	1	0
	4	Cook	2-8-0	16x20	3	1	0
	2	Schenectady	4-6-0	17x20	2	0	0
	1	Shay	0-12-0	12x12	1	0	0
				12x15			

No change in total of 26.

1923	1	Baldwin	2-6-0	12x18	1	0	0
	3	Baldwin	2-6-0	15x20	3	0	0
	1	Baldwin	4-4-0	12x16	0	0	1
	1	Baldwin	4-4-0	12x18	1	0	0
	11	Baldwin	4-6-0	17x20	9	2	0
	2	Baldwin	4-6-0	16 1/2x20	2	0	0
	4	Cook	2-8-0	16x20	3	1	0
	2	Schenectady	4-6-0	17x20	1	1	0
	1	Shay	0-12-0	12x12	1	0	0
				12x15			

No change in total of 26.

Analysis

As with other divisions listed later, the loco fleets from 1912 until at least the early 1920s tended to remain on their original home rails. Thus the engines listed in these tables can all be identified as having originally belonged to the *FC Central*. The only apparent puzzle spotted so far is why only thirteen Baldwin 4-6-0s should appear in these tables when fourteen had been built and with most surviving at least until 1928, unless something had happened to the original no. **18**. Notice also how the sole Shay, after having lain out of use from 1916 to 1920, then returned to the workshops and into service.

The jetty at San José

Background

The undated photos below show a small saddle tank loco, possibly by Porter, on the jetty at the port of San José. So far the engine has not yet been identified. The only locos in the above list that might be small enough are the ALCo Dickson pair, neither of which get mentioned in the annual returns.

If these two photos show the same locomotive then minor changes have taken place between the taking of the two images: the cab spectacle plate has disappeared in the lower pic, a diamond stack has been fitted, and the engine has been turned.

Whilst it is difficult to make out any detail in this cropped detail from a photo looking toward the landward end of the jetty, the loco's chimney does emerge from behind the sacks on the flat wagon being hauled.

16.2.2 The Guatemala Northern Railroad
or *FC Norte de Guatemala*

1883-1904

Background

Gauge 3' 0" = 915 mm

"The Northern Railroad of Guatemala ran from Guatemala City to Puerto Barrios, the main port of Guatemala, between 1896 and 1968. The American United Fruit Company had the monopoly of the railway system through its affiliate, International Railways of Central America, along with the docks at Puerto Barrios, the banana plantations in Izabal and the cargo and passenger transport with its Great White Fleet. The system was highly efficient, but once a parallel highway was built, it could not compete and eventually was handed back to the State of Guatemala in 1968. After that, the system slowly lost its relevance, as the trucks were more profitable than railway transportation along this route. It ceased regular operations in 1996, and has remained partially abandoned since."

In 1904 it became part of the Guatemala Railway.

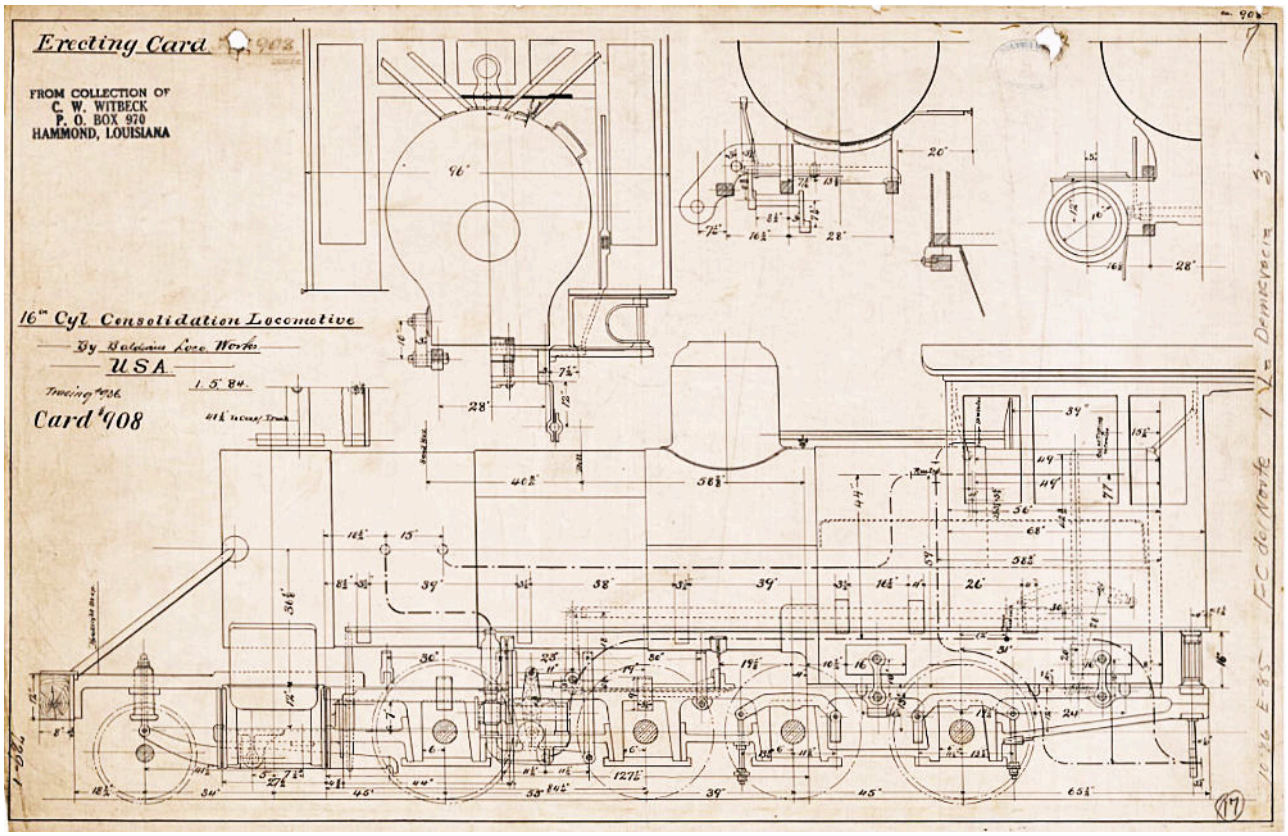
The main operating fleet

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1884

Ordered by *FC al Norte*, Guatemala. Spec. is in vol. 12 p30. BLW class 10-26E no. 85, with XO 961 of 1st May 1894. Mark on tank originally to have been: 'FERRO CARRIL AL NORTE' but crossed out and replaced by 'FERRO

CARRIL DEL NORTE PUERTO BARRIOS – GUATEMALA'. Radley & Hunter stack.

1 'La DEMOCRACIA' w/n 7181 Became GR no. **1**, later IRCA no. **1** then renumbered **59**.



This Baldwin erecting card drawing from the DeGolyer Library collection shows *FC al Norte* no. **1** of 1884..

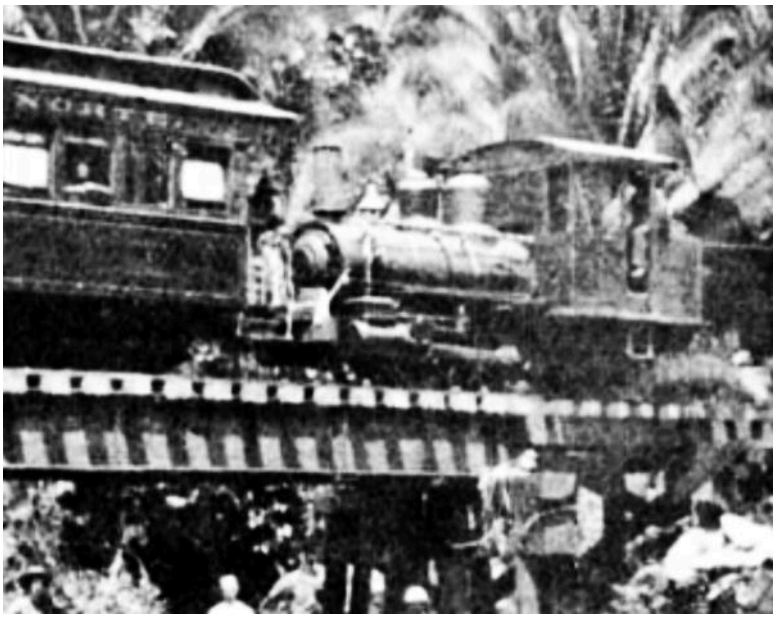
0-4-2T d/w 41", cyls. 11x16", built by Baldwin in 1885

Ordered by *FC del Norte de Guatemala*. Spec. is in vol. 12 p142. BLW class 6-16 1/3C no. 21, with XO 961 of 1st May 1894. Spec. sheet says was **20 'BAJA VERAPAZ'** at first. Radley & Hunter stack. Tank to be on extension of frame, ie. back tank not saddle tank. Mark on cab below name: 'FERRO CARRIL DEL NORTE'. Loco rebuilt later to 0-4-0T.

2 'RUFINO BARRIOS' w/n 7554 Became GR no. **2**, later IRCA no. **2** then renumbered **45**.

Judging by the absence of both saddle tank and tender, the loco standing in the very new station at Puerto Barrios was probably the 0-4-2 back tank engine no. **2 'RUFINO BARRIOS'**.

This Baldwin works' photo is indexed under 'Guatemala' in the collections at the Railroad Museum of Pennsylvania, but actually shows an 0-4-2T built for the *FC Central del Norte* of Argentina. However, it is worth displaying here as the 0-4-2T built for the *FC Norte de Guatemala* in 1885 was very similar though slightly larger.



FC Norte no. **2** on a bridge somewhere.

4-6-0 d/w 44", cyls. 15x18", built by Baldwin in 1894

Ordered by G. Amsinck & Co. for *FC del Norte*, Guatemala. Spec. is in vol. 19 p75. BLW class 10-24D no. 17. Mark on tank: 'F.C. DEL NORTE'. Radley & Hunter stack, but straight stack sent out in 1893. Note the duplication of the loco's name on no. 2. Sr. Justo Rufino Barrios was President of Guatemala from 1873 until his death in 1885. It is quite possible that a distinguished name would have been moved to a new and larger locomotive such as this one, particularly if no. **2** had been withdrawn even temporarily.

3 'RUFINO BARRIOS' w/n 13966 Became GR no. **3**, later IRCA no. **3** then renumbered **54**.

4-6-0 d/w 44½", cyls. 15x18", built by Baldwin in 1894

Ordered by *FC del Norte*, Guatemala. Spec. is in vol. 19 p150. BLW class 10-24D no. 18. Straight stack. Mark on tank: 'F. C. DEL NORTE'.

4 'GUATEMALA' w/n 14161 Became GR no. **4**[1], later IRCA no. **4**[1] . Scrapped 1908? Connelly says lost in Motagua River 1908.

Construction locos

2-4-2T d/w 39", cyls. 11x16", built by Baldwin in 1894

Ordered by *FC al Norte* of Guatemala. Spec. is in vol. 19 p119. BLW class 8-16¼C no 29. Mark on tank: 'S. MILLER, CONTRATISTA'. Straight stack. Given that the next construction below was 'numbered' **B**, I wonder if this one went by **A**.

'PROSPERO MORALES' w/n 14048 See no. **8** below for later history.

2-6-2T d/w 39", cyls. 14x18", built by Baldwin in 1895

Ordered for Northern Railroad of Guatemala. Spec. is in vol. 20 p87. BLW class 10 22 ¼ D no. 7. Mark on tank S. MILLER, CONTRATISTA'. Straight stack.

B 'MORALES TOBAR' w/n 14668 See no. **11** below for later history.

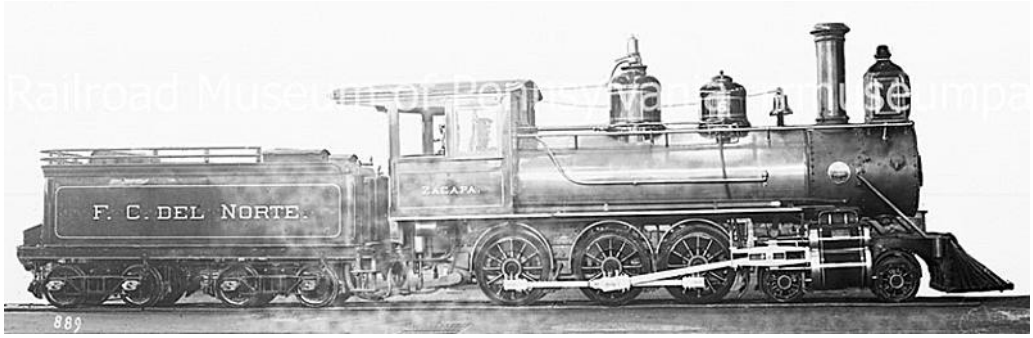
The main operating fleet continued

4-6-0 d/w 44", cyls. 10&17x18" Vauclain compound, built by Baldwin in 1894 and 1896

Ordered by *FC del Norte*, Guatemala. Spec. is in vol. 19 p151. BLW class 10-14/28D no. 10 and 16.

5 'AMATITLAN' w/n 14166 Became GR no. **5,** later IRCA no. **5**.

6 'ZACAPA' w/n 14669 Became GR no. **6**, later IRCA no. **6**. Converted to burn oil in 1921.



BLW neg no. 00889. High res image available from the RR Museum of Pennsylvania.

2-8-0 d/w 40", cyls. 16x20", built by Baldwin in 1896

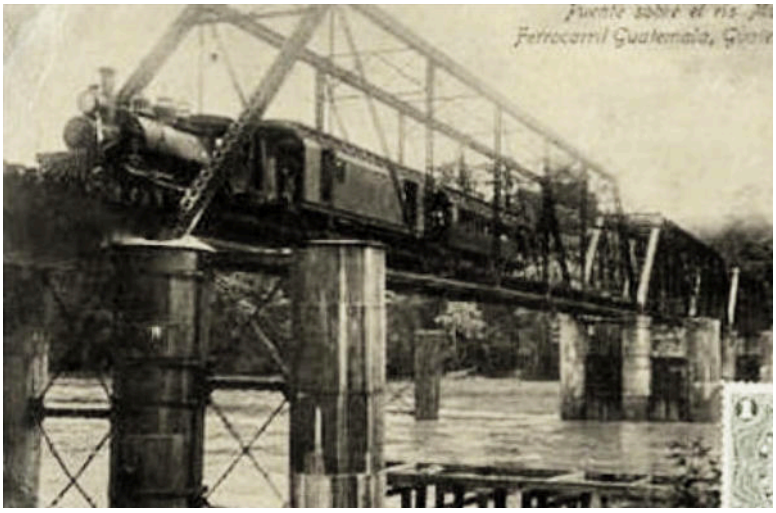
Ordered by ?

7 w/n 14911 Then became GR no. **7**, and later IRCA no. **7**, then renumbered **60**.

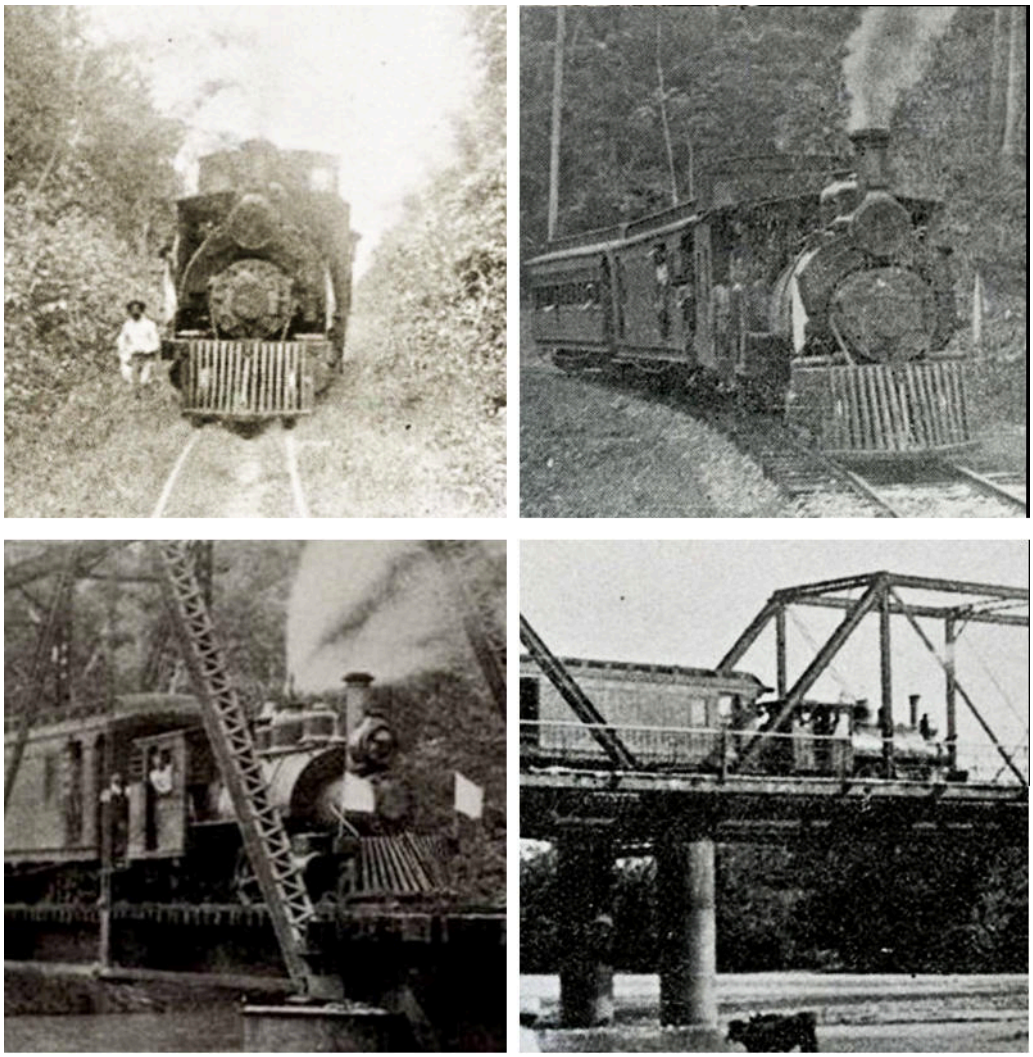
2-4-2T d/w 39", cyls. 11x16", built by Baldwin in 1894

Ordered by *FC al Norte* of Guatemala. Spec. is in vol. 19 p119. BLW class 8-16¼C no 29. Mark on tank: 'S. MILLER, CONTRATISTA' so probably used first on construction trains. Straight stack.

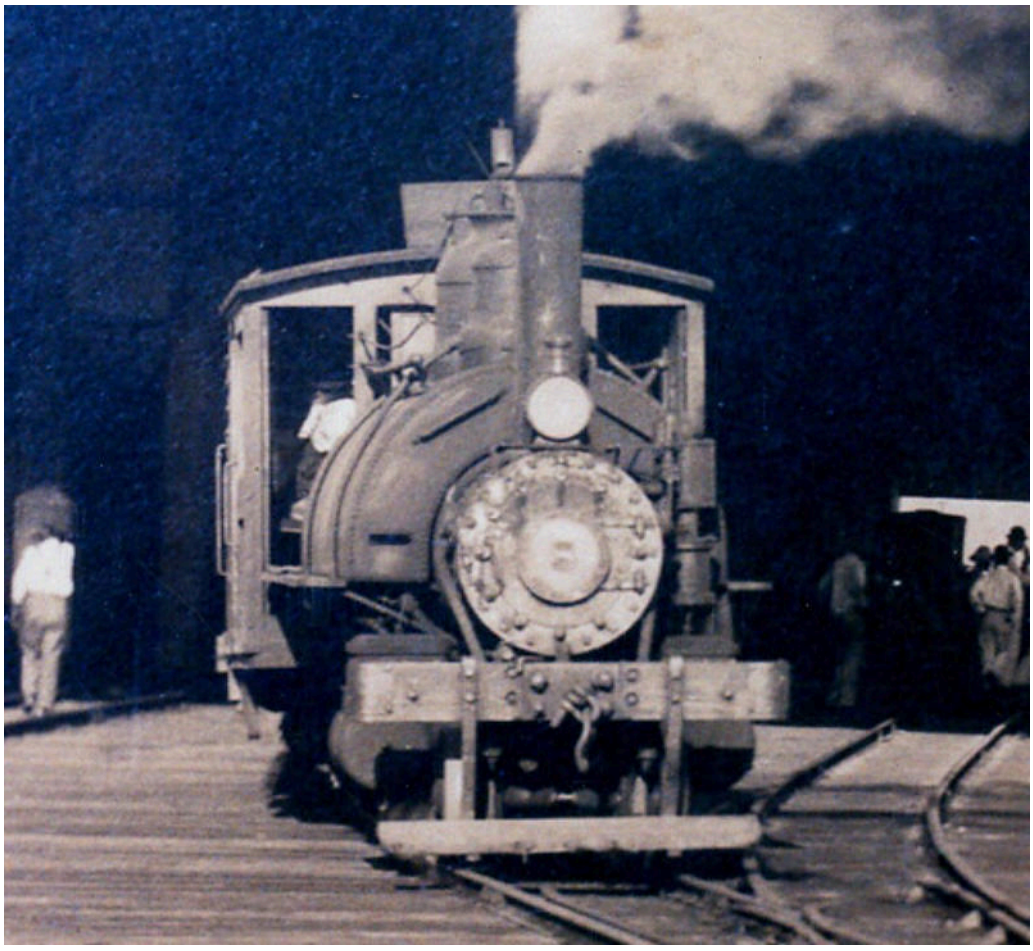
8 'PROSPERO MORALES' w/n 14048 Then became GR no. **8**, and later IRCA no. **8**, then renumbered **32**. Scrapped 1933.



This saddle tank loco crossing the Motagua bridge was probably no. **8 'PROSPERO MORALES'**, but this needs confirming.



Four more photos of the *FC del Norte* 2-4-2ST, none of them very good but nevertheless worth showing.



No. **8**, rather later in its life and with stove-pipe chimney and shunter's/switcher's steps instead of a pilot, waits beneath the canopy on the jetty at Puerto Varrios. Photo from the *Comisión Portuaria Nacional de Guatemala*.

2-6-2T d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered by United Fruit Co. Spec. is in vol. 27 p93. BLW class 8-22D no. 285. Straight stack. Mark on tank: 'GUATEMALA RAILWAY'.

9 w/n 24502 Then became GR no. **9**, and later IRCA no. **9**, then renumbered **47**.

2-6-2 d/w 33", cyls. 10x16", built by Baldwin in 1904

Ordered by United Fruit Co. Spec. is in vol. 27 p152. BLW class 10-14 1/4D no. 156. Mark on tank: 'FERROCARRIL DE GUATEMALA'. Straight stack.

10 w/n 24811 Then became GR no. **10**, and later IRCA no. **10**.

2-6-2T d/w 39", cyls. 14x18", built by Baldwin in 1895

Ordered for Northern Railroad of Guatemala. Spec. is in vol. 20 p87. BLW class 10 22 ¼ D no. 7. Mark on tank S. MILLER, CONTRATISTA' so probably used first on construction trains. Straight stack.

11? **'MORALES TOBAR'** w/n 14668 Then became GR no. **11**, and later IRCA no. **11**, then renumbered **46**.

2-6-0 d/w 48", cyls. 16x20", built by Baldwin in 1905

Ordered by United Fruit Co. Spec. is in vol. 28 p83. BLW class 8-26D nos. 151-156. Mark on tank 'GUATEMALA'. Road numbers **12-17**.

12 w/n 25985 Then became GR no. **12**, and later IRCA no. **12**, then renumbered to **48**.

13 w/n 26076 Then became GR no. **13**, and later IRCA no. **13**, then renumbered to **49**.

14 w/n 26283 Then became GR no. **14**, and later IRCA no. **14**, then renumbered to **50**.

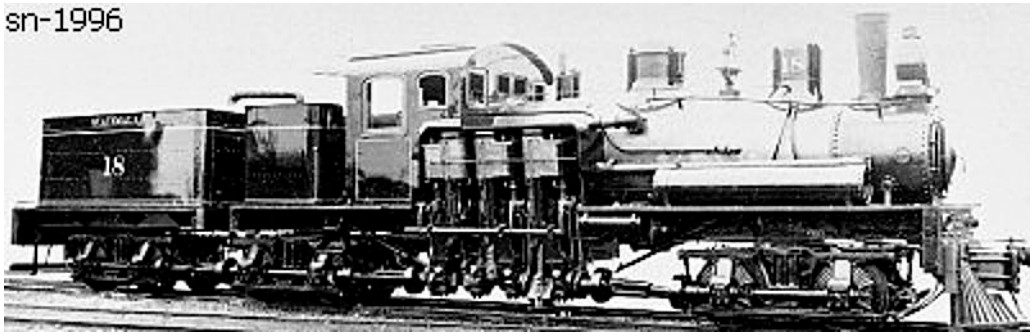
15 w/n 26495 Then became GR no. **15**, and later IRCA no. **15**, then renumbered to **51**.

16 w/n 26927 Then became GR no. **16**, and later IRCA no. **16**, then renumbered to **52**.
17 w/n 27020 Then became GR no. **17**, and later IRCA no. **17**, then renumbered to **53**.

3-truck Shay d/w 36", cyls. (3) 12x15", built by Lima in 1907

Ordered by United Fruit Co. for *FC del Norte*. Class C 70-3.

18 w/n 1996 Became GR no. **18,** and later IRCA no. **18**. Rebuilt 1931 as weed burner.
19 w/n 1997 Became GR no. **19**, and later IRCA no. **19**, then no. **74**?



The photo is from the Shay website at https://www.shaylocomotives.com/
High resolution versions may well be available from the Allen County Historical Society, Lima, Ohio.

As the nearer of these two Shays carries the number **18** they are presumably the pair ordered for the *FC del Norte*, but possibly during their later IRCA lives.

IRCA Atlantic district annual loco returns 1912-1923

Yr end	No.	Maker	Kind	Cylinders	Condition			
					Good	Fair	Repair	Awaiting repairs
1912	7	Baldwin	2-8-0	16x20	6	0	1	0
	1*	Baldwin	0-4-2	11x16	1	0	0	0
	1	Baldwin	4-6-0	15x18	0	0	0	1
	1*	Belgian	0-6-0	14x20	0	1	0	0
	2	Baldwin	4-6-0	15x18	2	0	0	0
	1	Baldwin	2-4-2	11x16	0	0	0	1
	1*	Baldwin	2-6-0	14x18	1	0	0	0
	1*	Baldwin	2-6-2	10x16	1	0	0	0
	1	Baldwin	2-6-2	14x18	1	0	0	0

	6	Baldwin	2-6-0	16x20	6	0	0	0
	2	Shay	0-12-0	12x12				
				12x15	2	0	0	0
	3	Baldwin	2-6-0	17x20	3**	0	0	0

* = switching at Zacapa and Barrios, ** = recently received, under erection

1913	10	Baldwin	2-8-0	16x20	9	1	0	0
	1	Baldwin	0-4-2	11x16	0	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0	0
	1	Belgian	0-6-0	14x20	1	0	0	0
	2	Baldwin	4-6-0	15x18	1	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-2	10x16	0	1	0	0
	1	Baldwin	2-6-2	14x18	1	0	0	0
	6	Baldwin	2-6-0	16x20	5	0	1	0
	2	Shay	0-12-0	12x12				
				12x15	2	0	0	0
	3	Baldwin	2-6-0	17x20	3	0	0	0

Total increased from 27 to 30

1914	15	Baldwin	2-8-0	16x20	15	0	0	0
	1	Baldwin	0-4-2	11x16	1	0	0	0
	1	Baldwin	4-6-0	15x18	1	0	0	0
	1	Belgian	0-6-0	14x20	0	0	1	0
	2	Baldwin	4-6-0	15x18	2	0	0	0
	1	Baldwin	2-4-2	11x16	1	0	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-2	10x16	1	0	0	0
	1	Baldwin	2-6-2	14x18	1	0	0	0
	6	Baldwin	2-6-0	16x20	6	0	0	0
	2	Shay	0-12-0	12x12				
				12x15	2	0	0	0
	3	Baldwin	2-6-0	17x20	3	0	0	0

Total increased from 30 to 35

1915	15	Baldwin	2-8-0	16x20	15	0	0	0
	1	Baldwin	0-4-2	11x16	1	0	0	0
	3	Baldwin	4-6-0	15x18	2	0	1	0
	3	Baldwin	4-6-0	17x20	3	0	0	0
	1	Baldwin	2-4-2	11x16	1	0	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-2	10x16	1	0	0	0
	1	Baldwin	2-6-2	14x18	0	0	1	0
	6	Baldwin	2-6-0	16x20	0	6	0	0
	1	Belgian	0-6-0	14x20	0	0	0	1
	1	Shay	0-12-0	12x12	0	1	0	0
	1	Shay	0-12-0	12x15	0	1	0	0

Total remained at 35.

					In service	Repairing	Tied up
1916	15	Baldwin	2-8-0	16x20	13	2	0
	1	Baldwin	0-4-2	11x16	1	0	0
	3	Baldwin	4-6-0	15x18	2	1	0
	3	Baldwin	4-6-0	17x20	2	1	0
	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	10x16	0	0	1
	1	Baldwin	2-6-2	14x18	0	1	0
	6	Baldwin	2-6-0	16x20	4	1	1
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	0	2
			0-12-0	12x15			
	2	Vulcan			1	0	1

Total increased by 1 to 36, despite disappearance of the 2-4-2.
All Atlantic district locos converted from coal to oil, with an approximate halving in fuel costs.

1917	15	Baldwin	2-8-0	16x20	15	0	0
	1	Baldwin	0-4-2	11x16	1	0	0
	2	Baldwin	4-6-0	15x18	1	0	1
	3	Baldwin	4-6-0	17x20	2	1	0
	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	6	0	0
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	0	2
			0-12-0	12x15			
	2	Vulcan			1	0	1

Total reduced by 2 to 34, owing to loss of 1 Baldwin 4-6-0 and one 2-6-2T.

1918	15	Baldwin	2-8-0	16x20	13	2	0
	1	Baldwin	0-4-2	11x16	1	0	0
	2	Baldwin	4-6-0	15x18	1	0	1
	3	Baldwin	4-6-0	17x20	3	0	0
	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	5	0	1
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	0	2
			0-12-0	12x15			
	1	Vulcan			1	0	0

Total reduced by 1 to 33, owing to loss of 1 Vulcan loco.

1919	15	Baldwin	2-8-0	16x20	12	3	0
	1	Baldwin	0-4-2	11x16	1	0	0
	2	Baldwin	4-6-0	15x18	0	1	1
	3	Baldwin	4-6-0	17x20	3	0	0

	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	4	1	1
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	0	2
			0-12-0	12x15			
	1	Vulcan			1	0	0

Total remains at 33.

1920	15	Baldwin	2-8-0	16x20	11	4	0
	1	Baldwin	0-4-0	11x16	1	0	0
	2	Baldwin	4-6-0	14x18	0	1	1
	3	Baldwin	4-6-0	17x20	3	0	0
	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	4	1	1
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	0	2
			0-12-0	12x15			

Total reduced by 1 to 32, owing to loss of Vulcan loco.

1921	15	Baldwin	2-8-0	16x20	12	3	0
	1	Baldwin	0-4-2	11x16	1	0	0
	2	Baldwin	4-6-0	14x18	0	1	1
	3	Baldwin	4-6-0	17x20	2	1	0
	1	Baldwin	2-6-0	14x18	1	0	0
	1	Baldwin	2-6-2	14x20	0	1	0
	6	Baldwin	2-6-0	16x20	5	1	0
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	1	0	1
			0-12-0	12x15			

Total remained at 32.

1922	15	Baldwin	2-8-0	16x20	12	3	0
	1	Baldwin	0-4-2	11x16	0	1	0
	2	Baldwin	4-6-0	15x18	2	0	0
	3	Baldwin	4-6-0	17x20	3	0	0
	1	Baldwin	2-6-0	14x18	0	0	1
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	4	1	1
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	0	1	1
			0-12-0	12x15			

Total remained at 32.

Two Baldwin 8-wheel Locomotives Nos. **12** and **15**, which had been in service for seventeen years, were rebuilt in Guatemala Shops at a cost of less than one-half of what would have been required to import new ones and have an estimated added life of twenty years. Not sure which division, but may have been here.

1923	14	Baldwin	2-8-0	16x20	13	1	0
	2	Baldwin	0-4-2	11x16	2	0	0
	2	Baldwin	4-6-0	15x18	2	0	0
	3	Baldwin	4-6-0	17x20	2	1	0
	1	Baldwin	2-6-0	14x18	0	0	1
	1	Baldwin	2-6-2	14x20	1	0	0
	6	Baldwin	2-6-0	16x20	5	1	0
	1	Belgian	0-6-0	14x20	0	0	1
	2	Shay	0-12-0	12x12	1	0	1
			0-12-0	12x15			

Total remained at 32, though 1 less Baldwin 2-8-0 and an increase in 1 0-4-2 (where from?).

Analysis

Mysteries include:

1 Where did most of the seven Baldwin 2-8-0s come from ? Probably from the 1909-12 batches.

2 Where did the Baldwin 2-6-0 with 14x18" cylinders appear from? Possibly the *FC Iztapa* engine.

3 Ditto the Belgian-built 0-6-0? This was probably the St. Leonard 0-6-0T from the *FC San Salvador y Sta. Tecla.*

16.2.3 The Champerico & Northern Transportation Co.
el FC Occidental de Guatemala
1881-1904

Background

Gauge 3' 0" = 915 mm.

On March 12, 1881 the first contract was signed for the construction of the Western Railway. This empowered the concession company to build the railway between the port of Chaperico, on the Pacific, and Retalhuleu. This agreement was followed by those of February 12, 1890 and December 11, 1895 to extend the line to Mazatenango and San Felipe de Retalhuleu.

The F*C Occidental* was purchased by the *FC Central* in May 1909. In 1912 they became part of the Guatemala Railway Pacific Division under the name of the IRCA. Gerald Best [5] pointed out that these *FCOdG* locos were all renumbered **51-56** on the merger with the *FCCdG* to avoid mix-ups with the latter's engines using the same round-house.

4-4-0 d/w 42", cyls. 12x16", built by Baldwin in 1876

Ordered by North Pacific Coast RR. Had been no. **10 'BLOOMFIELD'** of the North Pacific Coast Railway (California), with XO 2459 of 11/11/1891. BLW class 8-18C no. 23. Spec. is in vol. 7 p 228. Built wwith R&H stack.

1 w/n 3840 Became GR no. **51** , then **85**, later IRCA no. **86** then **85**. Withdrawn/ scrapped 1931?

2-6-0 d/w 39", cyls. 14x18", built by Baldwin in 1882 and 1884

Ordered by Champerico & Northern Transportation Co. Second loco spec. is in vol. 11 p92. BLW class 8 22D no. 108. Mark on tank: 'CHAMPERICO & NORTHERN TRANSPORTATION CO.' Radley & Hunter stack.

2 'FRANCISCA de BARRIOS' w/n 6409 Became GR no. **52**[1], then **87**, later IRCA no. **87**. Scrapped 1937.

3 'J. RUFINO BARRIOS' w/n 7204 Became GR no. **53**[1], then **88**, later IRCA no. **88**. Withdrawn by 1928.

4-6-0 d/w 40", cyls. 17x20", built by Baldwin in 1891

Ordered by *FC Occidental de Guatemala*. Spec. is in vol. 17 p87. BLW class 8-28D no. 122.

4 'SAN FELIPE' w/n 12146 Became GR no. **54** , then **89**, later IRCA no. **89** then **83**. Scrapped 1937.

BLW neg no. 00531. High res image available from the RR Museum of Pennsylvania.

This would appear to show no. **4 'SAN FELIPE'** early in its working life. Certainly the name on the cabside and the number on the dome, though not easy to read, would seem to confirm that identification.

4-6-0 d/w 46", cyls. 16x20", built by Baldwin in 1897

Ordered by ? Spec. is in vol. 21 p70, but page is missing from scan of microfilm. BLW class 10-26D no. 127.

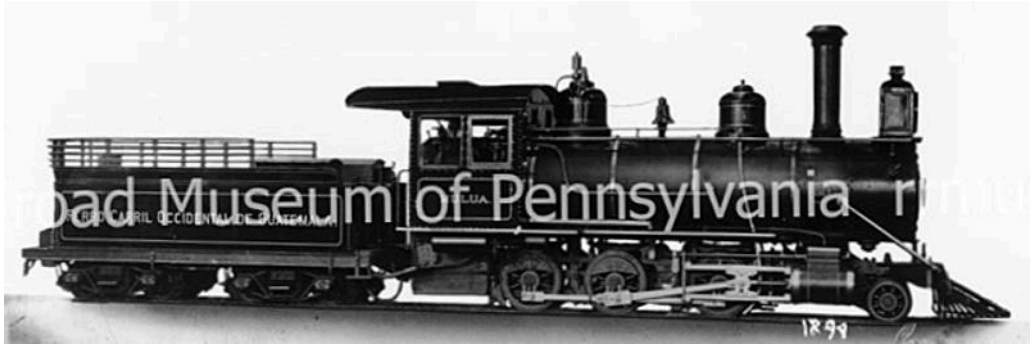
5 'MAZATENANGO' w/n 15537 Became GR no. **55**[1], then **90**, later IRCA no. **98** then **78**?. Scrapped 1927.

BLW neg no. 00990. High res image available from the RR Museum of Pennsylvania.

2-6-0 d/w 38", cyls. 15x18", built by Baldwin in 1904

Ordered by Amsinck & Co. for *FC Occidental de Guatemala*. Spec. is in vol. 27 p59 Loco was class 8 24D no. 125.

6 'MULUA' w/n 24356 Became GR no. **56**[1], then **91**, later IRCA no. **91**.

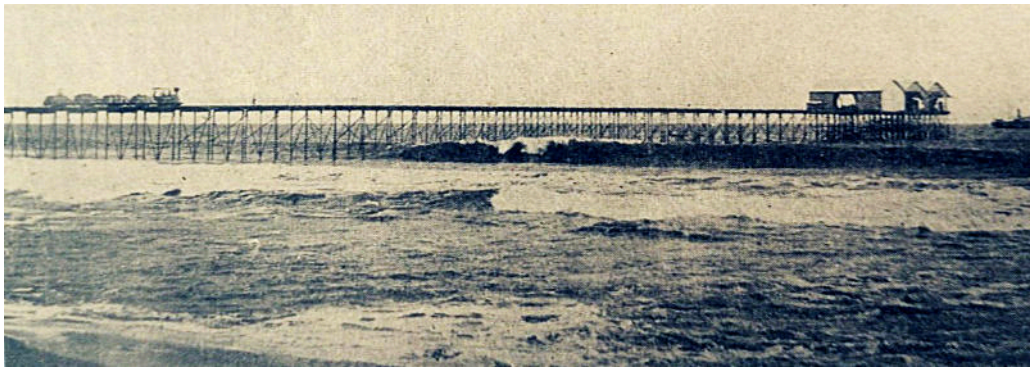


BLW neg no. 01899. High res image available from the RR Museum of Pennsylvania.

0-4-0ST d/w 28", cyls. 9x14", built by Baldwin in 1896

Ordered via J. Aparicio & Co. for Cía. de Agencias, Guatemala. Spec. is in vol. 20 p102. BLW class 4-11C no. 144. Weight important, not less than 10 tons. Radley & Hunter stack. Name to be on brass plates on saddle tank. Original name **'EVANGELINA'** was crossed out and replaced by **'CHAMPERICO'.** This engine spent a large part of its life working out along the Champerico muelle.

'CHAMPERICO' w/n 14751



The Champerico muelle, with the typical covered banana transfer station at the outer end. Whether the loco listed above is that seen hauling a rake of loaded wagons cannot be proven.

The loco clearly survives to this day, but precisely where is not clear. It looks as though the original R&H stack was later replaced by a Rushton 'cabbage stack' albeit with a cylindrical upward extension.

IRCA Occidental division annual loco returns 1912-1923

At the end of 1911 there had been six locos in the fleet.

Yr end	No.	Maker	Kind	Cylinders	Condition			
					Good	Fair	Repair	Awaiting repairs
1912	1	Baldwin	4-4-0	12x16	0	1	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-0	13 3/4x18	1	0	0	0
	1	Baldwin	2-6-0	17 5/16x20	1	0	0	0

	1	Baldwin	4-6-0	14 ½ x20	1	0	0	0
	1	Baldwin	2-6-0	15x18	1	0	0	0
1913	1	Baldwin	4-4-0	12x16	0	1	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-0	13 3/4x18	1	0	0	0
	1	Baldwin	2-6-0	17 5/16x20	1	0	0	0
	1	Baldwin	4-6-0	14 ½ x20	1	0	0	0
	1	Baldwin	2-6-0	15x18	1	0	0	0

No change in total number

1914	1	Baldwin	4-4-0	12x16	0	1	0	0
	1	Baldwin	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-6-0	13 3/4x18	0	0	0	1
	1	Baldwin	2-6-0	17 5/16x20	0	0	1	0
	1	Baldwin	4-6-0	14 ½ x20	1	0	0	0
	1	Baldwin	2-6-0	15x18	1	0	0	0

No change in total number, 6.

1915	1	Baldwin	4-4-0	12x16	0	1	0	0
	2	Baldwin	2-6-0	14x18	1	0	0	1
	1	Baldwin	2-6-0	17x20	1	0	0	0
	1	Baldwin	4-6-0	15 x20	1	0	0	0
	1	Baldwin	2-6-0	15x20	1	0	0	0

No change in total number, 6.

					In service	**Repairing**	**Tied up**
1916	1	Baldwin	4-4-0	12x16	1	0	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15 x20	1	0	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1917	1	Baldwin	4-4-0	12x16	1	0	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15 x20	1	0	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1918	1	Baldwin	4-4-0	12x16	1	0	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15 x20	1	0	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1919	1	Baldwin	4-4-0	12x16	0	1	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15x20	0	1	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1920	1	Baldwin	4-4-0	12x16	0	1	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15x20	0	1	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1921	1	Baldwin	4-4-0	12x16	1	0	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15x20	1	0	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1922	1	Baldwin	4-4-0	12x16	0	1	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15x20	0	1	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

1923	1	Baldwin	4-4-0	12x16	0	1	0
	2	Baldwin	2-6-0	14x18	1	0	1
	1	Baldwin	2-6-0	17x20	1	0	0
	1	Baldwin	4-6-0	15x20	0	1	0
	1	Baldwin	2-6-0	15x20	1	0	0

No change in total number, 6.

Analysis

It looks very much as if the six original *Occidental* engines remained in service on this stretch of line until 1923 at least.

16.2.4 *El Ferrocarril de Ocós*

1896-1904

Background

Gauge 3’ 0" = 915 mm

“Ocós, a town in the department of San Marcos, is like Champerico on the seashore and occupies the third place among Guatemala’s Pacific ports. The railway line leaves from that port and, until now, ends at the place called Vado Ancho, running for 30 miles. These works began in January 1896; the railway was put into public service in 1897. This line is important due to the large number of products from the rich department in which it is located, and to which it exits through the aforementioned port, being the main export product the coffee, coming mostly from the rich area of El Tumbador. A large amount of rubber is also exported and a good portion of beef hides.”

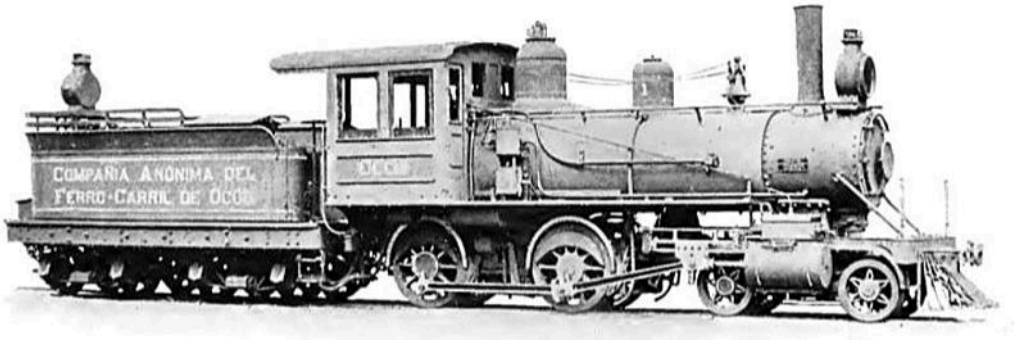
In 1912 it theoretically became part of the Guatemala Railway Pacific Division or District under the overall name of the IRCA, but in practice each of the original railways retained a certain amount of independent operating and financial accountabilty until the early 1940s.

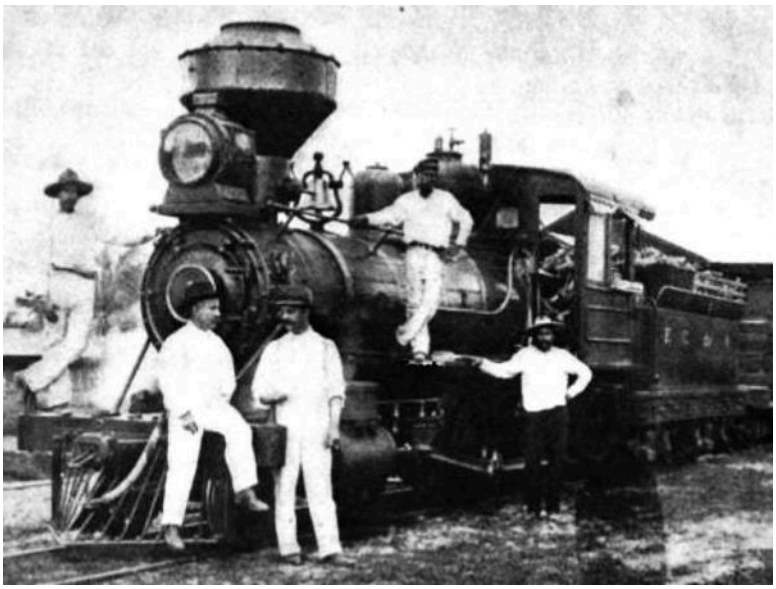
4-4-0 d/w 39", cyls. 12x18", built by Rogers in 1896-7

Ordered by G. Amsinck & Co. for *FC Ocós*.

1 ‘OCOS’ w/n 5134 Became GR no. **92**, then IRCA no. **92**[1]. Withdrawn 1928?

2 ‘COATEPEQUE’ w/n 5185 Became GR no. **93**, then IRCA no. **93**[1]. Withdrawn 1928?





One of the two 4-4-0s now in service and with a Radley & Hunter stack.

0-4-0ST d/w 26", cyls. 7x12", built by Baldwin in 1887

Ordered via Pacific Bridge Co., San Francisco, for service at Ocós, Guatemala. Spec. is in vol. 14 p130. BLW class 4-8C no. 19. Mark on tank: 'COMPAÑÍA DE AGENCIAS', Running name in spec. sheet was **'OCOS'**, crossed out and replaced by **'QUEZALTENANCO'**, crossed out again and replaced by **'TUMBADOR'.** No running number specified. Note that this engine was built some years before the opening of the railway, possibly for initial use solely on the muelle at the port of Ocós.

3? w/n 9172 Became GR no. **94**[1], then IRCA no. **94**[1]. Withdrawn 1925?

The small saddle tank seen above on the jetty at Ocós has not yet been positively identified but might be the Baldwin no. **3** listed above.

IRCA Ocós division annual loco returns 1912-1923

Yr end	No.	Maker	Kind	Cylinders	Condition			
					Good	Fair	Repair	Awaiting repairs
1912	1	Rogers	4-4-0	12¼x180	1	0	0	
	1	Rogers	4-4-0	16x18	0	1	0	0
	1	Baldwin	0-4-0	7¼x13	0	1	0	0

1913	1	Rogers 4-2-0	12 5/16x18	1	0	0	0
	1	Rogers 4-2-0	12 3/16x18	1	0	0	0
	1	Baldwin 0-2-0	7 5/32x13	1	0	0	0
1914	1	Rogers 4-2-0	12 5/16x18	0	1	0	0
	1	Rogers 4-2-0	12 3/16x18	1	0	0	0
	1	Baldwin 0-2-0	7 5/32x12	1	0	0	0
1915	2	Rogers 4-4-0	12x18	0	1	0	1
	1	Baldwin 0-2-0	7x12	0	1	0	0

				In service	**Repairing**	**Tied up**
1916	2	Rogers 4-4-0	12x18	1	0	1
	1	Baldwin 0-2-0	7x12	1	0	0
1917	1	Rogers 4-4-0	12x18	0	0	1
	1	Baldwin 0-2-0	7x12	1	0	0
1918	1	Rogers 4-4-0	12x18	0	0	1
	1	Baldwin 0-2-0	7x12	1	0	0
1919	2	Rogers 4-4-0	12x18	1	0	1
1920	2	Rogers 4-4-0	12x18	1	0	1
1921	2	Rogers 4-4-0	12x18	0	0	2
1922	2	Rogers 4-4-0	12x18	0	0	2
1923	2	Rogers 4-4-0	12x18	0	0	2

Analysis

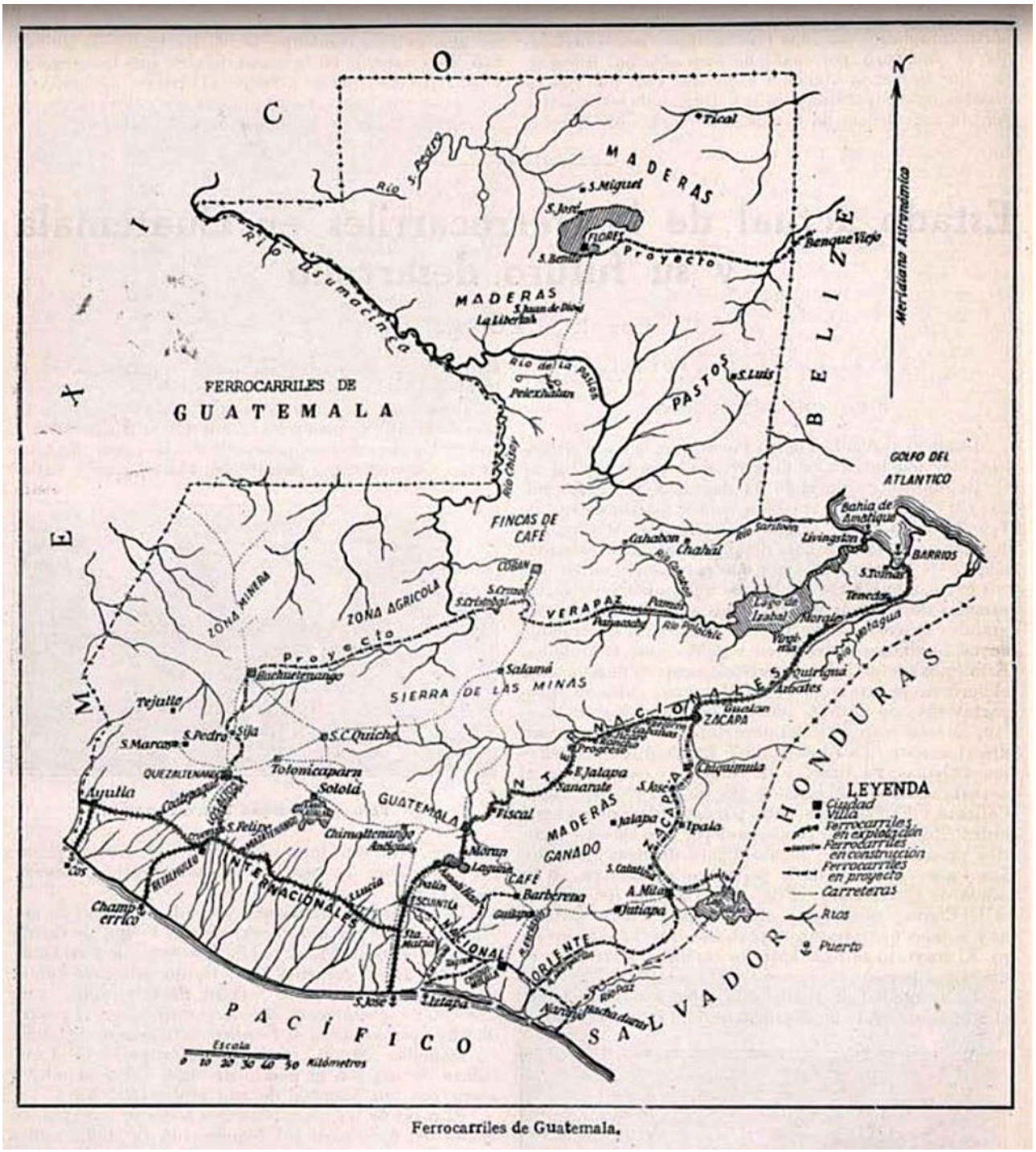
As on the previous sections it looks very much as if the three original Ocós engines remained in service on this stretch of line until the early 1920s.

16.2.5 *El Ferrocarril Verapaz*

1897 - 1968

Background

Gauge 3' 0" = 915 mm. "Another isolated railroad, *Ferrocarril Verapaz* (also known as Ferropazco), used to connect Panzós and Tucurú in Alta Verapaz Department. Its construction was authorized in 1884 and completed in 1895. Its main purpose was to transport coffee from farms (fincas) controlled mainly by Germans to the port of Panzós on Polochic River, which merged to Lago de Izabal and the Caribbean Sea. The company was nationalized in 1943. In 1956, the government created a national company Ferrocarril Verapaz y Servicios Anexos. Operations along Ferrocarril Verapaz y Servicios Anexos stopped in 1963." [Wikipedia]



Ferrocarriles de Guatemala.

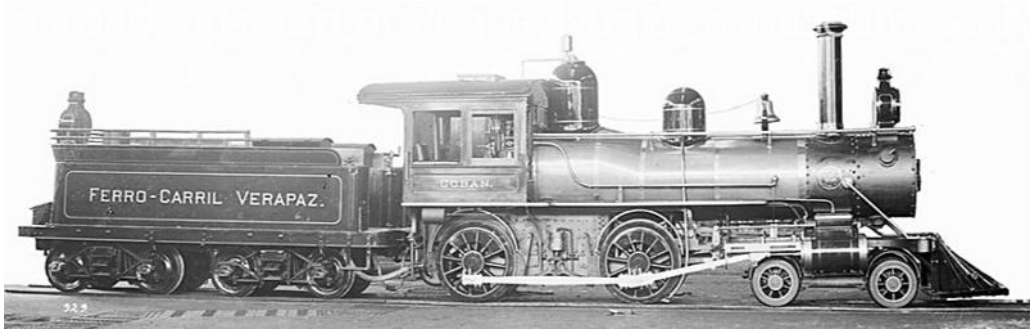
The map published in the journal Ingenieria y Construcción in March 1926, shows how the FC de Verapaz might have been extended west and south to Quezaltenango on the electrified FC de Los Altos.

4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1895-96

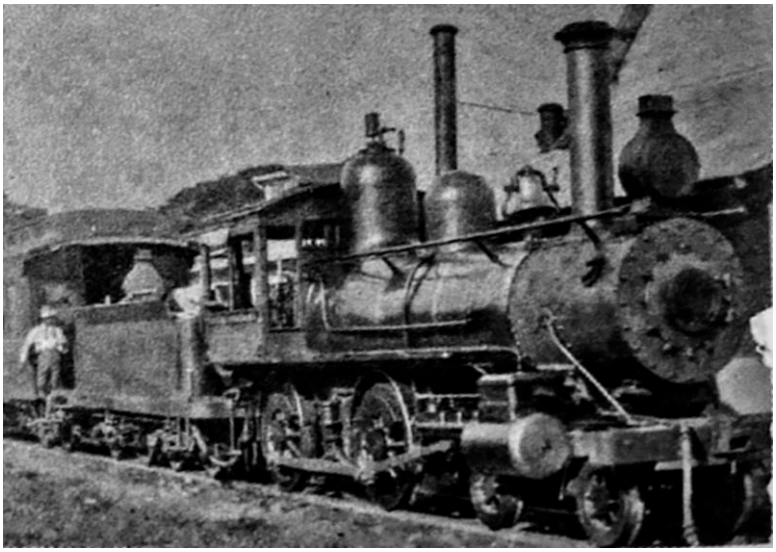
Ordered by G. Amsinck & Co. for Verapaz RR. Spec. is in vol. 20 p78. BLW class 8 18½C nos. 101 and 104. Straight stacks.

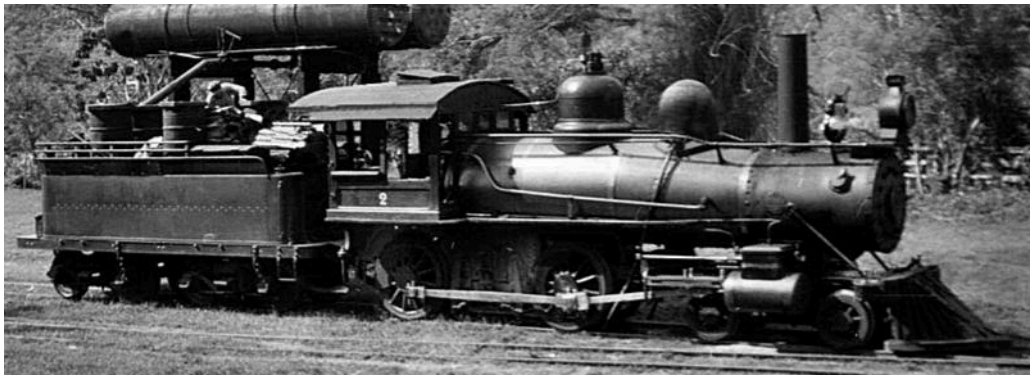
1 'VERAPAZ' w/n 14592 Scrapped 1929? Connelly says fell into Polochic River 1929 and not recovered.

2 'COBAN' w/n 15109

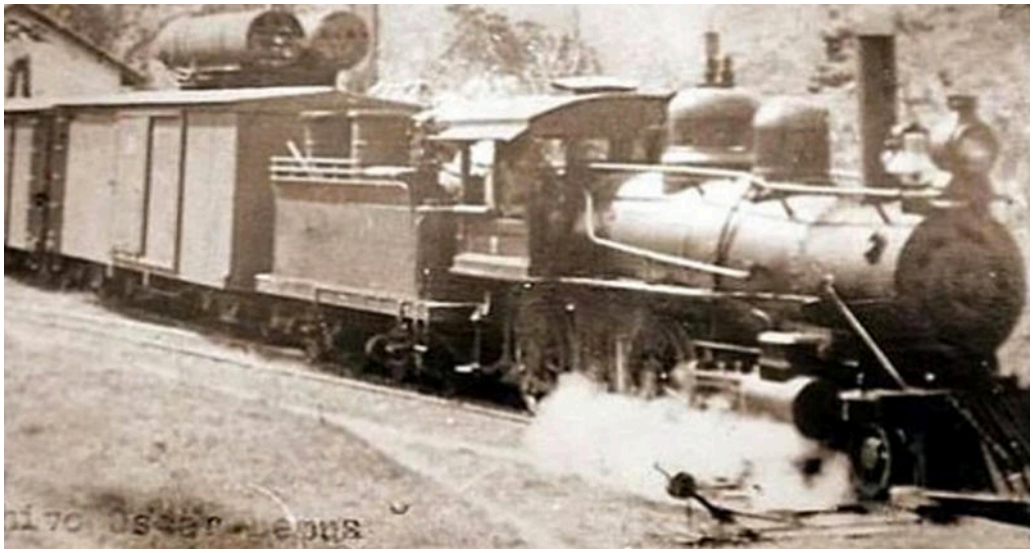


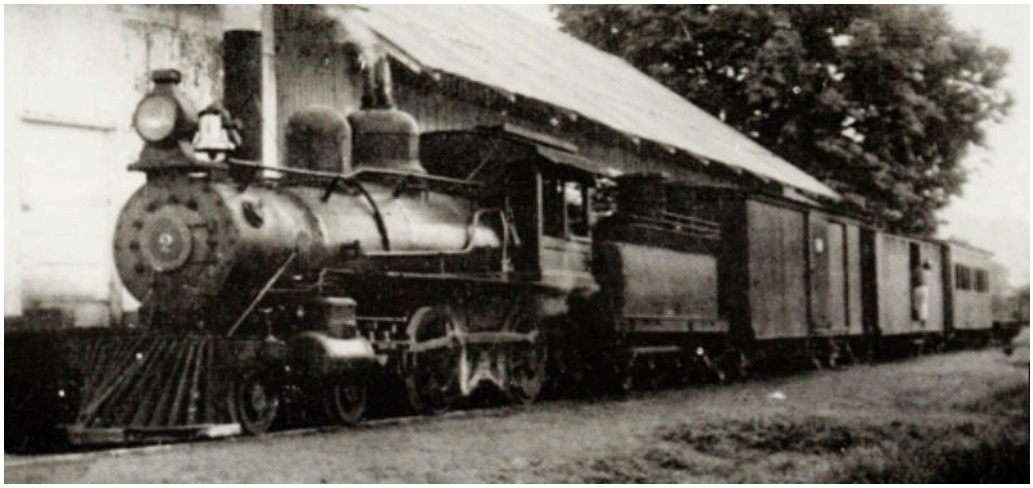
The first two photos show *FC Verapaz* no. **2 'COBAN'** more-or-less as built.





These next three photos again show no. **2 'COBAN',** but the engine has now been reboilered and now has a wider steam-dome with a conventional Baldwin wider mounting ring and mounted further forward than the original.

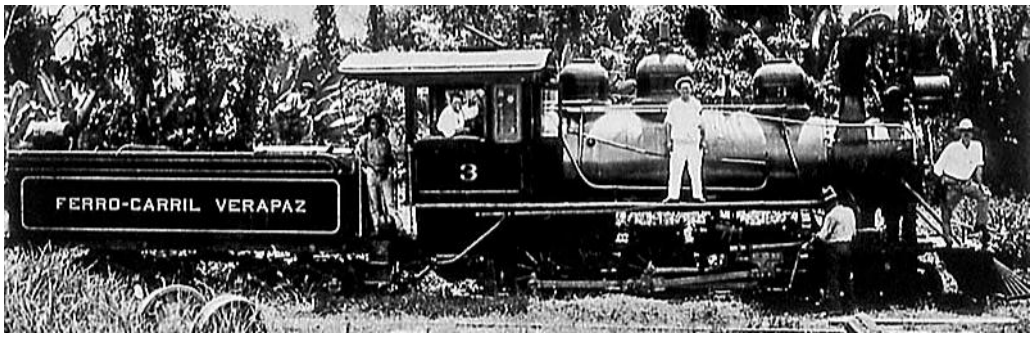




2-6-0 d/w 43", cyls. 14x18", built by Baldwin in 1929

Ordered via Ultramares Corp. for *FC Verapaz*. Spec. is in vol. 79 p94. BLW class 8-22D no. 379.

3 w/n 61105



2-6-2 d/w 43", cyls. 14x18", built by Baldwin in 1928

Ordered Had been Polochic Banana Co. no. **2**.

4 'PANZOS' w/n 60487

See a builder's photo of this loco in section 16.2.11.

16.2.6 The never-completed *Ferrocarril Obero* to the port of Iztapa

Background

Gauge 3' 0" = 915 mm. "In 1896-7, president José María Reina Barrios attempted to build an interoceanic railroad between Pto. Barrios and Iztapa, to offer it to international investors during the Central America Expo of that year. His ambitious plan included a terminal at Iztapa Port, which was being built to improve conditions at Puerto San José.[2] However, the international price collapse of both coffee and silver brought all work to standstill and the railroad could not be completed; instead of the economic boom that the president had hoped for, the Expo signified the end of his regime. He was eventually murdered on 8 February 1898 after he tried to extend his presidential term until 1902." [Wikipedia].

It appears that the project would have utilised the Northern Railway from Pto. Barrios to Guatemala City, and then this *FC Obero* to Iztapa.

"This project was going to be part of the large national project of the Inter-Ocean Railroad that was going to connect Puerto Barrios with Iztapa and serve as a dry channel at a time when the Panama Canal did not yet exist. The investment was quite large and, if completed, would have been an excellent source of investment for Guatemala, but unfortunately the international price of coffee and silver fell sharply and the government could not complete the last stretch of the (northern - MCC) railway: from El Rancho de San Agustín to the city of Guatemala, because the ground was extremely steep and there was no longer enough funds. Everything was left unfinished, including the port of Iztapa;"

Nothing else is yet known about the railway or, indeed, the fate of the engine listed below.

2-6-0 d/w 38", cyls. 14x18", built by Baldwin in 1895

Ordered via P. N. Chamberlain (for *FC Iztapa?)*, Guatemala. Spec. is in vol. 20 p46. BLW class 8-22D no. 173. No road number or name. Radley & Hunter stack.

? w/n 14472 The loco would seem to have entered the Guatemala Northern Railway fleet by 1912, though its number there is unknown.

This photo is reputed to show a loco at Iztapa port, but it might not be the engine listed above.

16.2.7 The Guatemala Railway

1904-1912

The International Railways of Central America (IRCA)

1912-1974

Background

Gauge 3' 0" = 915 mm. Formed in 1904 by the combining of the *FC Norte de Guatemala*, the *FC Central de Guatemala*, the *FC Occidente de Guatemala*, and the *FC Ocos*. In 1912 it was renamed the *FFCC Internacionales de Centro America* or International Railways of Central America (IRCA).

Short history by John West at https://chasingtrains.smugmug.com/International/South-of-the-border/Guatemala/International-Railways-of-Cent/A-short-history-of-the-IRCA

Locos listed in the first number order used, 1904-1928

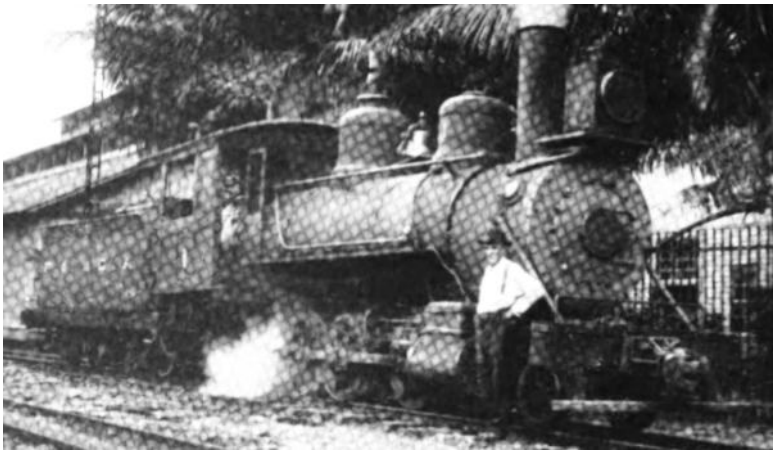
GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

Locos ex FC Norte de Guatemala or San Salvador & Santa Tecla RR

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1884

Ordered by *FC al Norte*, Guatemala. Had been *FC Norte de Guatemala* no. **1.**

1	w/n 7181	**1**	**59**



IRCA no. **1,** ex *FC Norte de Guatemala* no. **1**, a Baldwin 2-8-0 from 1884, working as a switcher at Puerto Barrios in the 1920s. Unfortunately I have not found a way to remove the interference pattern from the course screening used in the printing of the Baldwin Locomotives magazine at that time.

0-4-2T d/w 41", cyls. 11x16", built by Baldwin in 1885

Ordered by *FC del Norte de Guatemala*. Had been *FC Norte de Guatemala* no. **2**.

2	w/n 7554	**2**	**45**

4-6-0 d/w 44/44½", cyls. 15x18", built by Baldwin in 1894

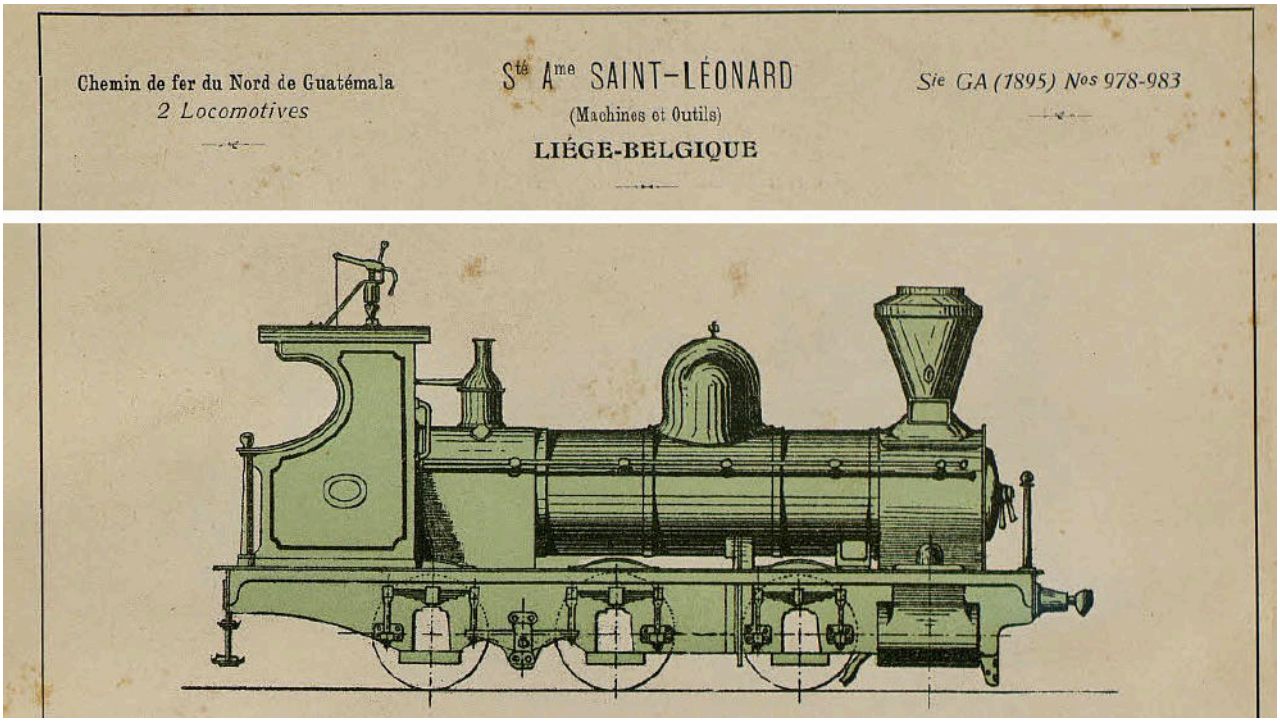
Ordered by *FC del Norte*, Guatemala. Had been *FC Norte de Guatemala* nos. **3-4**.

3	w/n 13966	**3**	**54**
4[1]	w/n 14161	Scrapped 1908?	

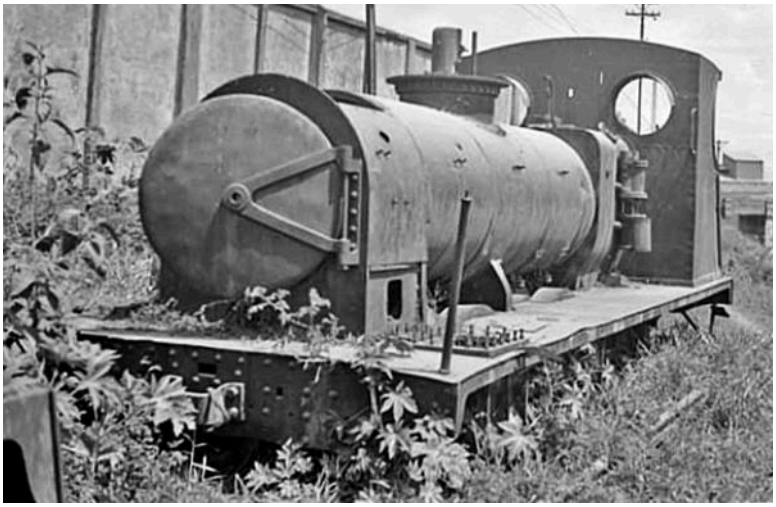
0-6-0 d/w 1m, cyls. 350x500mm, built by St. Leonard in 1894

Ordered by ? Came from San Salvador & Santa Tecla RR in 1909, where had been their no. **?**. The running number **4** may have been allocated later, as the IRCA annual reports until 1912 explicitly say that no. **4** was the same as other ex *FC Central* engines, ie. it was a 4-4-0.

4[2]	w/n 983	**4**



This cropped extract from a page of a St. Leonard catalogue shows the side elevation of these engines, but rather strangely allocates them both to the FC *Norte de Guatemala*. Possibly the transfer of no. 983 across the border had taken place before the catalogue was published and had confused the compilers.



This would appear to be the derelict hulk of no. **4** . Date unknown.

4-6-0 d/w 44", cyls. 10&17x18" Vauclain compound, built by Baldwin in 1894 and 1896

Ordered by *FC del Norte*, Guatemala. Came from *FC Norte de Guatemala*, where had been their nos. **5** and **6**.

5	w/n 14166	**5**	
6	w/n 14669	**6**	

2-8-0 d/w 40", cyls. 16x20", built by Baldwin in 1896

Ordered by ? Came from *FC Norte de Guatemala*, where had been their no. **7**.

7	w/n 14911	**7**	**60**

2-4-2T d/w 39", cyls. 11x16", built by Baldwin in 1894

Ordered by *FC al Norte* of Guatemala. Came from *FC Norte de Guatemala*, where had been their no. **8**.

8	w/n 14084	**8**	**32** Scrapped 1933.

2-6-2T d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered by United Fruit Co. Came from *FC Norte de Guatemala*, where had been their no. **9**.

9	w/n 24502	**9**,	**47**

2-6-2 d/w 33", cyls. 10x16", built by Baldwin in 1904

Ordered by United Fruit Co. Came from *FC Norte de Guatemala*, where had been their no. **10**.

10	w/n 24811	**10**	

2-6-2T d/w 39", cyls. 14x18", built by Baldwin in 1896

Ordered byNorthern Railroad of Guatemala. Came from *FC Norte de Guatemala*, where had been no. **11**.

11	w/n 14668	**11**	**46**

2-6-0 d/w 48", cyls. 16x20", built by Baldwin in 1905

Ordered by United Fruit Co. Came from *FC Norte de Guatemala*, where had been their nos. **12-17**.

12	w/n 25985	**12**	**48**
13	w/n 26076	**13**	**49**
14	w/n 26283	**14**	**50**
15	w/n 26495	**15**	**51**
16	w/n 26927	**16**	**52**
17	w/n 27020	**17**	**53**

3-truck Shay d/w 36", cyls. (3) 12x15", built by Lima in 1907

Ordered by United Fruit Co. for *FC del Norte*. Came from *FC Norte de Guatemala*, where had been their nos. **18-19**.

18	w/n 1996	**18**	**??** Poss. not renumbered.
	In 1931 converted to a weed burner.		
19	w/n 1997	**19**	**74**

New locos for the Guatemala Railway

GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

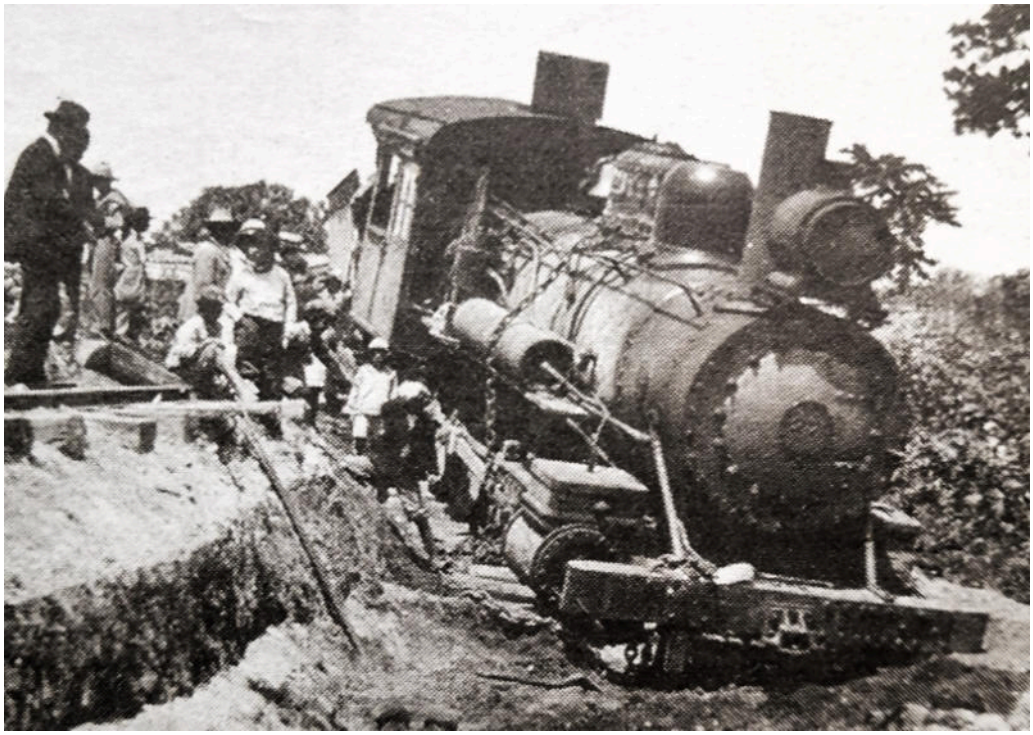
2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1909, 1910 and 1912

Ordered by Guatemala Railway Co. Spec. for first batch of three is in vol. 36 p258, with the engines being class 10 26E nos. 344-346. Plates to be fitted bearing "Property of Minor C. Keith, William C. van Horne, Thomas H. Hubbard.' Second batch locos **23** and **24**, spec. followed in vol. 36 p260, and the locos were class 10 26E nos. 348-9. Plates to be fitted as on previous batch.

20	w/n 34041	**20**	**63**	
21	w/n 34062? or 34042?	**21**	**62**	
22	w/n 34078	**22**	**61**	
23	w/n 35252	**23**	**64**	**64**
24	w/n 35253	**24**	**65**	
25	w/n 37528	**25**	**36**	
26	w/n 37529	**26**	**35**	
27	w/n 38792	**27**	**56**	**56**
28	w/n 38793	**28**	**57**	
29	w/n 38794	**29**	**58**	**58**

BLW neg no. 03818-1. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 03819-1. High res image available from the RR Museum of Pennsylvania.



"En el año de 1922 se registró a inmediaciones de Morán, Villa Canales, un descarrilamiento de grandes proporciones, debido a lo flojo del terreno por las constantes lluvias. Aquella nota, que hoy pasaría inadvertida, fue comentada por muchos años entre la población guatemalteca." The loco number on the smokebox door plate looks as though it might be **22**. However, minor differences from the photos above include the dome slightly further forward and the bell mounted behind it, as well as the air reservoir presumably added later.

Locomotives from the *FC Central de El Salvador*

GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

2-6-0 d/w 39", cyls. 14x18", built by Rogers in 1895

Ordered for *FC Central de El Salvador* as their no. **1 'La UNION'**.

30 w/n 5130	**30**	**33** Scrapped 1932.	

2-8-0 d/w 38", cyls. 15x20", built by Baldwin in 1897

Ordered for *FC Central de El Salvador* as their no. **2 'SAN MIGUEL'**. Spec. is in vol. 21 p 19. BLW class 10-

24½E no. 95.

31	w/n 15337	**31**	**34**	**34**

Whilst this pic shows an IRCA loco numbered **34**, it is not clear whether it was taken before or after the major renumbering. Particularly unusual for the IRCA is the slope-back tender. The guess must be that this was one of the two ex-*FC Central de El Salvador* locos listed immediately above.

New locos for the Guatemala Railway

GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1913 (32-36), 1914 (37, 45-48), 1919 (49), 1920 (50-51) and 1921 (52-54)

Ordered by IRCA. The 1913 locos (**32-36**): spec. is in vol. 49 p105. BLW class 10-26E nos. 382-3 and 387-9. The 1914 locos (**37** and **45-48**): spec. is in vol. 54 p298. BLW class 10-26E nos. 383-397, and noted as converted to oil-burners in 1921. The 1919 loco: spec. in vol. 66 p75, BLW class 10-26E no. 415, oil burner. The 1920 locos: spec. in vol. 66 p78, BLW class 10-26E no. 416-7, oil burners. The 1921 locos: spec. in vol. 66 p81, BLW class 10-26E no. 433-5, oil burners.

32	w/n 39977	**32**	**37**	**37**
33	w/n 39978	**33**	**38**	
34	w/n 40116	**34**	**66**	**66**
35	w/n 40117	**35**	**67**	
36	w/n 40118	**36**	**68**	**68**
37	w/n 41590	**37**	**39**	
45	w/n 41591	**45**	**70**	
46	w/n 41592	**46**	**71**	**71**
47	w/n 41593	**47**	**72**	**72**
48	w/n 41594	**48**	**77**	
49	w/n 52664	**49**	**39**	
50	w/n 53777	**50**	**40** #'.. 40 CCNGR	

51	w/n 53778	**51**	**41**
52	w/n 55084	**52**	**42**
53	w/n 55085	**53**	**43**
54	w/n 55086	**54**	**44** #17, 44 CCNGR

Locomotives from the Guatemala Central Railroad

GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1879

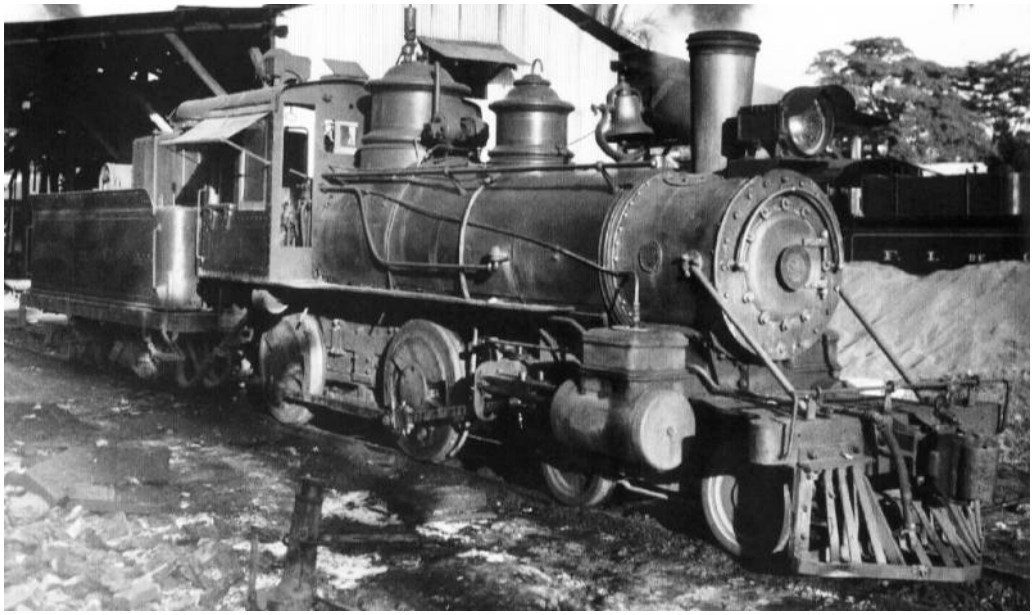
Ordered by ? Previously had been Guatemala Central RR no. **2**.

60	w/n 4802	**60**	Scrapped 1914.

4-4-0 d/w 42" cyls. 12x18", built by Baldwin in 1876

Ordered by ? Previously had been Santa Cruz RR no. **3**, and then Guatemala Central RR no. **3**.

61	w/n 3972	**61**	**84** #'61, '75 MUS



This photo from John Cummins' collection was captioned as showing IRCA no. **4**, but in fact is of no. **84**. It was taken in November 1957.

4-4-0 d/w 42" cyls. 12x16", built by Baldwin in 1879

Ordered by . Previously had been GCRC no. **2**, and then Guatemala Central RR no. **4**.

62	w/n 4745	**62**	**82** Scrapped 1939.

2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1883 and 1885

Ordered by *Central de Guatemala.* Previously had been Central America & Pacific Railway & Transportation Co. nos. **5-8**, and then Guatemala Central RR **5-8**? Or possibly only the first was from the CPR.

63	w/n 1517	**63**	**76**
64	w/n 1518	**64**	Scrapped 1926.

65	w/n 1634	**65**	Scrapped 1926.	
66	w/n 1635	**66**	**77**	

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1890

Ordered by Guatemala Central Railroad Co. Previously Guatemala Central RR nos. **9-10**.

67	w/n 11216	**67**	**86**	Scrapped 1951.
68	w/n 11231	**68**	**87**	Scrapped 1952.

4-6-0 d/w 42", cyls. 17x20", built by Schenectady in 1892

Ordered by Guatemala Central Railroad Co. Previously Guatemala Central RR nos. **11-12**.

69	w/n 4180	**69**	**88**	Scrapped 1936.
70	w/n 4181	**70**	**89**	Scrapped 1935.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1894 and 1901.

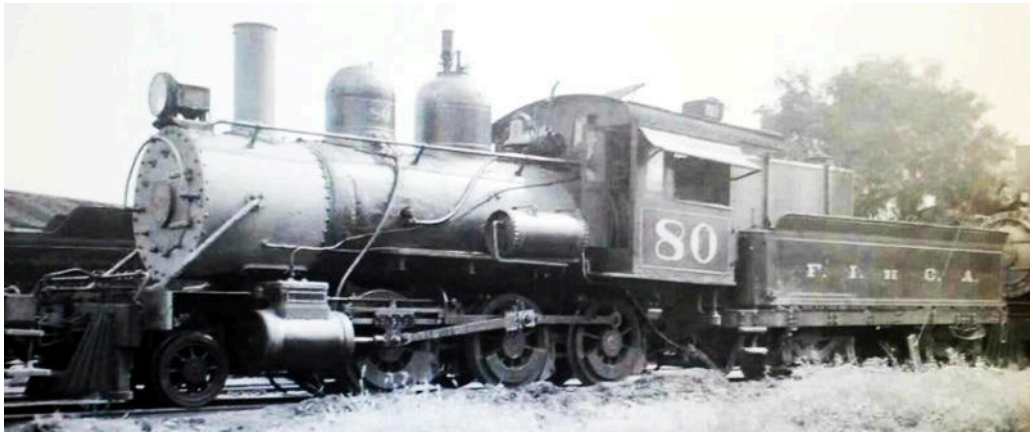
Ordered by Guatemala Central RR Co. Previously Guatemala Central RR nos. **14-22**.

71	w/n 14085	**71**	**90**	
72	w/n 14412	**72**	**91**	
73	w/n 14413	**73**	**92**	Scrapped 1940.
74	w/n 14414	**74**	**93**	Scrapped 1952.
75	w/n 14084	Had been renumbered by GCRR from **18** to **13**[2].		
		75	**84**	
76	w/n 18798	**76**	**95**	
77	w/n 18799	**77**	**96**	Scrapped 1950.
78	w/n 18800	**78**	**97**	
79	w/n 18801	**79**	**98**	

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1904

Ordered by Guatemala Central RR Co. Previously Guatemala Central RR nos. **23-25**.

80	w/n 24471	**80**	**79**	**79**
81	w/n 24472	**81**	**80**	**80**
82	w/n 24473	**82**	**81**	



3-truck Shay d/w 36", cyls. (3) 12x15", built by Lima in 1906

Ordered by Guatemala Central RR Co. Previously Guatemala Central RR no. **26**.

83	w/n 1739	**83**	**75**	

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1910

Ordered by Guatemala Central RR Co. Previously Guatemala Central RR no. **27-28**.

84	w/n 35273	**84**	**99**	**99**
85	w/n 35274	**85**	**100**	

Locomotives from the *FC Occidental de Guatemala*

GR numbers		IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

4-4-0 d/w 42", cyls. 12x16", built by Baldwin in 1876

Ordered by North Pacific Coast RR. Previously North Pacific Coast RR (California) no. **10**, then *FCOdG* no. **1**,

51[1] later **86**	w/n 3840	**86**	**85** Scrapped 1931.	

2-6-0 d/w 39", cyls. 14x18", built by Baldwin in 1882 and 1884

Ordered by Champerico & Northern Transportation Co. Previously *FCOdG* nos. **2-3**,

52[1] later **87**	w/n 6409	**87** Scrapped before 1928.		
53[1] later **88**	w/n 7204	**88** Scrapped before 1928.		

2-6-0 d/w 40", cyls. 17x20", built by Baldwin in 1891

Ordered by *FC Occidental de Guatemala*. Previously *FCOdG* no. **4**.

54[1] later **89**	w/n 12146	**89**	**83** Scrapped1937.	

4-6-0 d/w 46", cyls. 16x20", built by Baldwin in 1897

Ordered by ? Previously *FCOdG* nos. **5**,

55[1] later **90**	w/n 15537	**90**	(**78**) but scrapped 1927.	

2-6-0 d/w 38", cyls. 15x18", built by Baldwin in 1904

Ordered by Amsinck & Co. for *FC Occidental de Guatemala*. Previously *FCOdG* nos. **6**,

56[1] later **91**	w/n 24356	**91**		

Locomotives from the *Ferrocarril Ocos*

GR numbers		IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

4-4-0 39", cyls. 12x18", built by Rogers in 1896 and 1897

Ordered by ? Previously *FCO* nos. **1** and **2**.

92?	w/n 5134	**92** Scrapped before 1928.		
93?	w/n 5185	**93** Scrapped before 1928.		

0-4-0ST d/w 26", cyls. 7x12", built by Baldwin in 1888

Ordered via Pacific Bridge Co. (in USA) for *FCO* no. **3**.

94[1]	w/n 9172	**94**[1]	Scrapped before 1925.

Locomotives built new for the IRCA post-1912

GR numbers	IRCA orig. post 1912 numbers	IRCA post 1928 numbers	*FeGua* post 1974 numbers

2-8-0 d/w 40", cyls. 16½x20", built by Baldwin in 1925-6

Ordered by IRCA. Nos. **95-7**: spec. is in vol. 78 p7139. BLW class 10-26E nos. 448, 449, and 456. Nos. **98-100**: spec. is in vol. 78 p143. BLW class 10-26E nos. 457-459. Nos. **100-2**: spec. is in vol. 72 p74. BLW class 10-26E nos. 445-447. Nos. **103-108**: spec. is in vol. 78 p106. BLW class 10-26E nos. 450-455. Nos. **109-11**: spec. is in vol. 78 p109. BLW class 10-26E nos. 462-464. Nos. **112-8**: spec. is in vol. 78 p145. BLW class 10-26E nos. 465-471. NB Two locos numbered **100** seem to have been ordered, the last of one batch and the first of the next. These were BLW class 10-26E nos. 459 and 445. How was this discrepancy sorted out?

w/n 58499	**94**[2]	**101**	**101** FNES
w/n 58224	**95**	**102**	
w/n 58225	**96**	**103**	**103** *FeGua*
w/n 58235	**97**	**104**	
w/n 58439	**98**	**105**	
w/n 58440	**99**	**106**	
w/n 58162	**100**	**114**	
w/n 58163	**101**	**115**	
w/n 58164	**102**	**116**	**116** *FeGua*
w/n 58226	**103**	**117**	**117** FNES
w/n 58227	**104**	**118**	
w/n 58231	**105**	**119**	**119** *FeGua*
w/n 58232	**106**	**120**	
w/n 58233	**107**	**121**	**121** *FeGua*
w/n 58234	**108**	**122**	
w/n 59130	**109**	**123**	
w/n 58129	**110**	**124**	**124** *FeGua*
w/n 58131	**111**	**125**	
w/n 59160	**112**	**107**	
w/n 59161	**113**	**108**	
w/n 59162	**114**	**109**	**109** FNES
w/n 59163	**115**	**110**	**110**
w/n 59164	**116**	**111**	
w/n 59165	**117**	**112**	**112** FNES
w/n 59166	**118**	**113**	

BLW neg no. 09430. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 9379. High res image available from the RR Museum of Pennsylvania.

Locos listed in the second number order used, 1928-1974

Given that the *Cía Agricola* renumbered all their locos in 1928 just as the IRCA did the same, and noting that all *Cía. Agricola* engines seem to have been given low numbers whilst all IRCA machines were renumbered above 32, it seems likely that this was a cunning plan to have all locomotives in a single series.

1928-1974 numbers		**Pre-grouping numbers pre-1904**	**1904-1928 GR/IRCA numbers**	***FeGua* post-1974 numbers**
2-4-2T d/w 39", cyls. 11x16", built by Baldwin in 1894				
Ordered by ?				
32	w/n 14048	*NdG* no. **8**	**8** Scrapped 1933.	
2-6-0 d/w ?, cyls. ?, built by Rogers in 1895				
Ordered by ?				
33	w/n 5130	*FC Central de El Salvador* no. **1**	**30** Scrapped 1932.	
2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1897 (34), 1912 (35-6), 1913 (37-8), 1919 (39), 1920 (40-1) and 1921 (42-4)				
Ordered by ?				
34	w/n 15337	*FC Central de El Salvador* no. **2**	**31**	**34** *FeGua* (MON)
35	w/n 37529		**26**	
36	w/n 37530	On El Salvador Division in 1952.	**25**	
37	w/n 39977		**32**	
38	w/n 39978		**33**	

39	w/n 52664	**49**	
40	w/n 53777	**50**	#'.. 40 CCNGR
41	w/n 53778	**51**	
42	w/n 55084	**52**	
43	w/n 55085	**53**	
44	w/n 55086	**54**	#'.. 44 CCNGR

No. **34**, originally *FC Central de El Salvador* no. **2**, before it was placed in the Guatemala City railway museum.

0-4-4T d/w ?, cyls. ?, built by Baldwin in 1885

Ordered by ?

45	w/n 7554	*NdG* no. **2**	**2** Scrapped 1931. #'.. ?

2-6-2T d/w 39", cyls. 14x18", built by Baldwin in 1896

Ordered by ?

46	w/n 14668	*NdG* no. **11**	**11** Scrapped (or sold?) 1931.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1904 (47) and 1905 (48-53)

47	w/n 24502	*NdG* no. **9**	**9**
48	w/n 25985	*NdG* no. **12**	**12**
49	w/n 26076	*NdG* no. **13**	**13**
50	w/n 26283	*NdG* no. **14**	**14**
51	w/n 26495	*NdG* no. **15**	**15**
52	w/n 26927	*NdG* no. **16**	**16**
53	w/n 27020	*NdG* no. **17**	**17**

4-6-0 d/w 44", cyls. 10/17x18", built by Baldwin in 1894 and 1896

Ordered by ?

54	w/n 13966	NdG no. **3**	**3** Scrapped 1939.
55	w/n 14669	NdG no. **6**	**6**

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1912

Ordered by ?

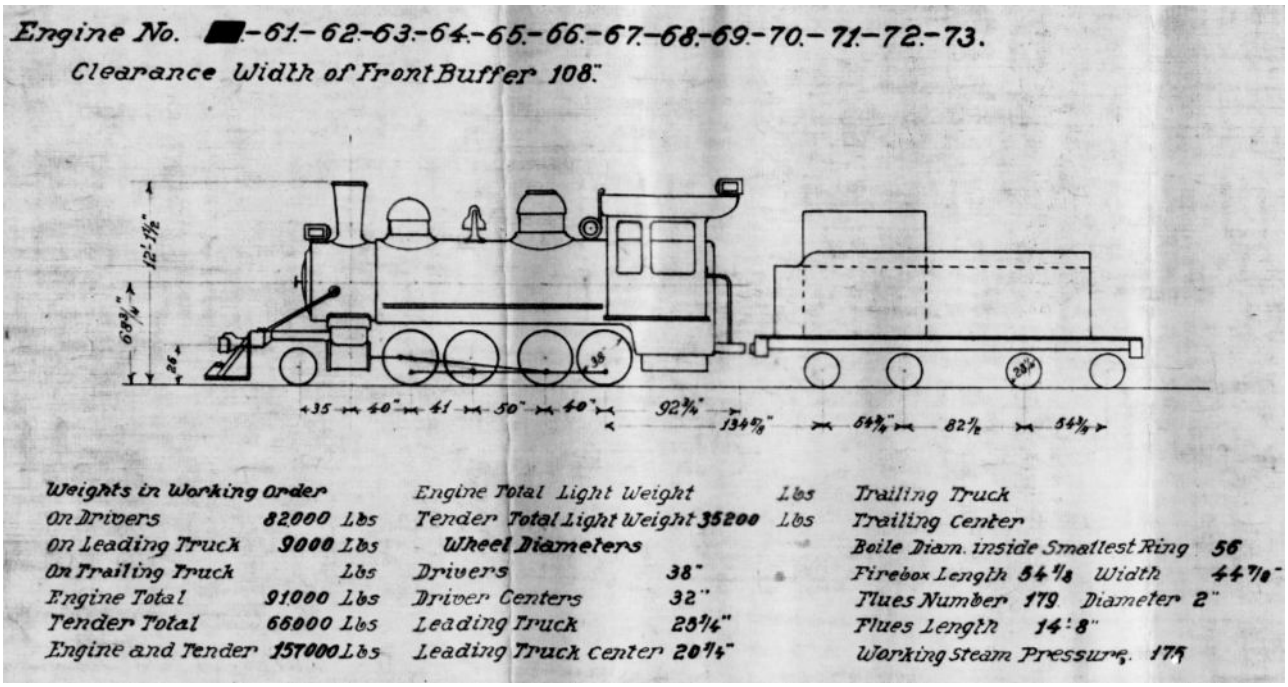
56	w/n 38792	**27**	**56** *FeGua*
57	w/n 38793	**28**	
58	w/n 38794	**29**	**58** *FeGua*

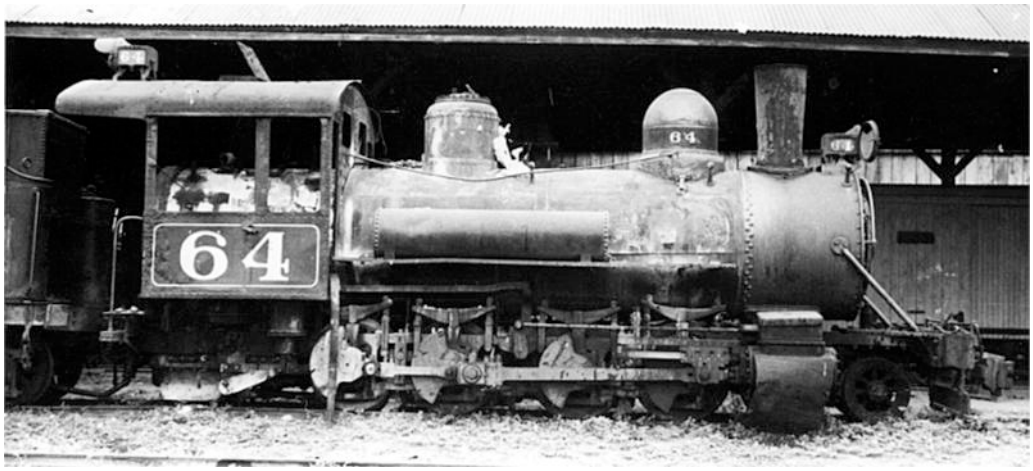
2-8-0 d/w ?, cyls. ?, built by Baldwin in various years (see below)

Ordered by ?

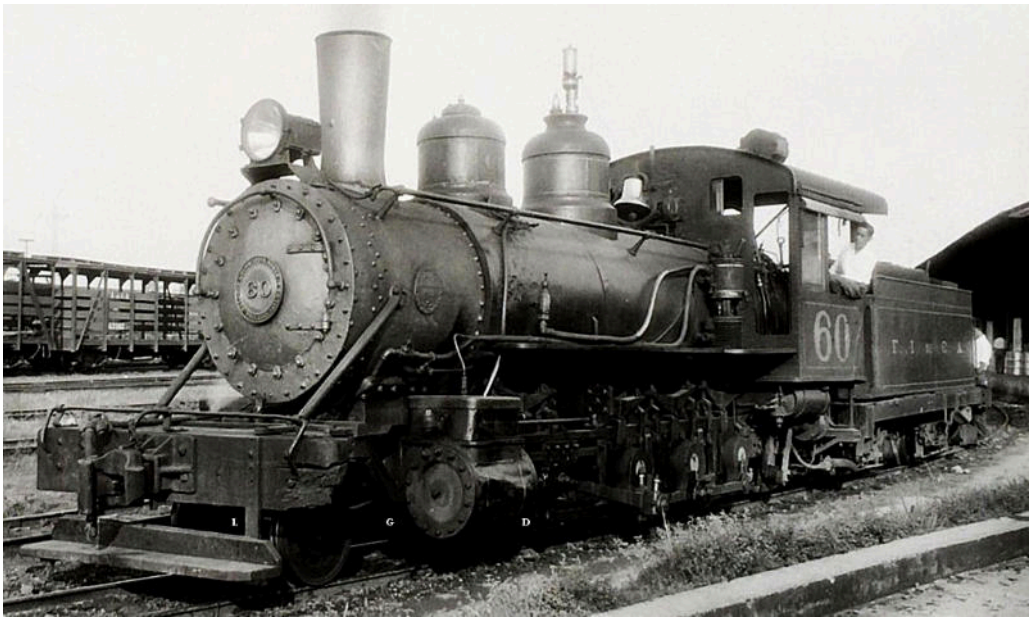
59	w/n 7181 of 1884	*NdG* no. **1**	**1** Scrapped 1931.
60	w/n 14991 of 1896	*NdG* no. **7**	**7**
61	w/n 34078 of 1909		**22**
62	w/n 34062 of 1909		**21**
63	w/n 34041 of 1909		**20**
64	w/n 35252 of 1910		**23**
65	w/n 35253 of 1910		**24**
66	w/n 40116 of 1913		**34** **66** *FeGua*
67	w/n 40117 of 1913		**35**
68	w/n 40118 of 1913		**36** **68** *FeGua*
69	w/n 41590 of 1914		**37**

70	w/n 41591 of 1914	**45**	
71	w/n 41592 of 1914	**46**	**71** *FeGua*
72	w/n 41593 of 1914	**47**	**72**
73	w/n 41594 of 1914	**48**	





Two images of examples of these 2-8-0s, no. **64** above seen out of use, and no. **60** below seen switching. Note the difference in the boiler layouts, with the loco above having its steam dome rather further back. However, as boilers will have been swopped during the engines' lives, these late pictures should not be used to identify which batches were originally built with either layout.



3-truck Shay d/w 36", cyls. (3) 12x15", built by Lima in 1907 and 1906

First one ordered by UFCo for *FC Norte de Guatemala*.

74	w/n 1997	NdG no. **19**	**19**
75	w/n 1793	GCR no. **26**	**83**

2-8-0 d/w ?, cyls. ?, built by Cooke in 1883 and 1885

Ordered by ?

76	w/n 1517	CAPR no. **5**, then GCR no. **1**	**63**
77	w/n 1635	GCR no. **8**	**66**

4-4-0 d/w ?, cyls. ?, built by Baldwin in 1897

Ordered by ?

(**78**)	w/n 15537	*OdG* no. **5**	**55**[1] then **90** then **98**
			Scrapped 1927.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1904

Ordered by ?

79	w/n 24471	GCR no. **23**	**80**	**79** *FeGua*
80	w/n 24472	GCR no. **24**	**81**	**80** *FeGua*
81	w/n 24473	GCR no. **25**	**82**	

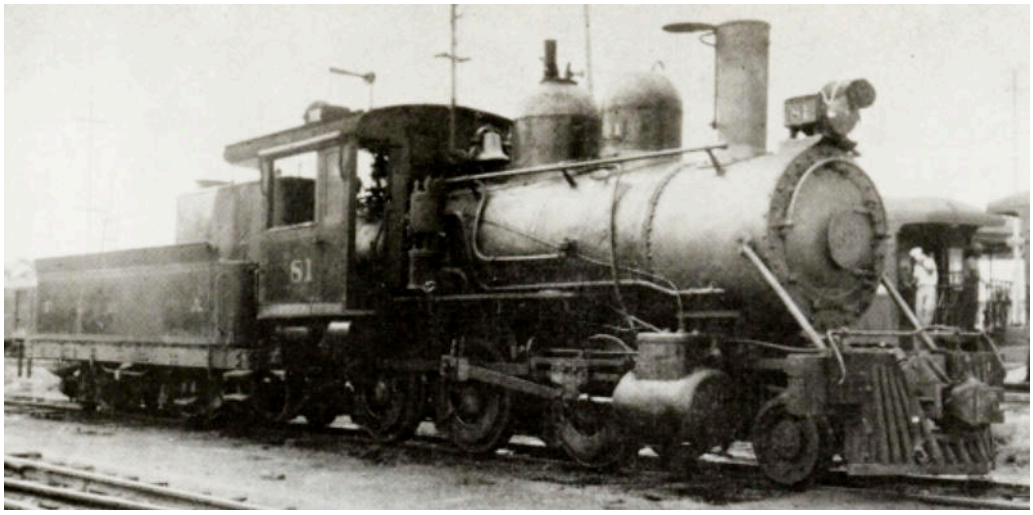
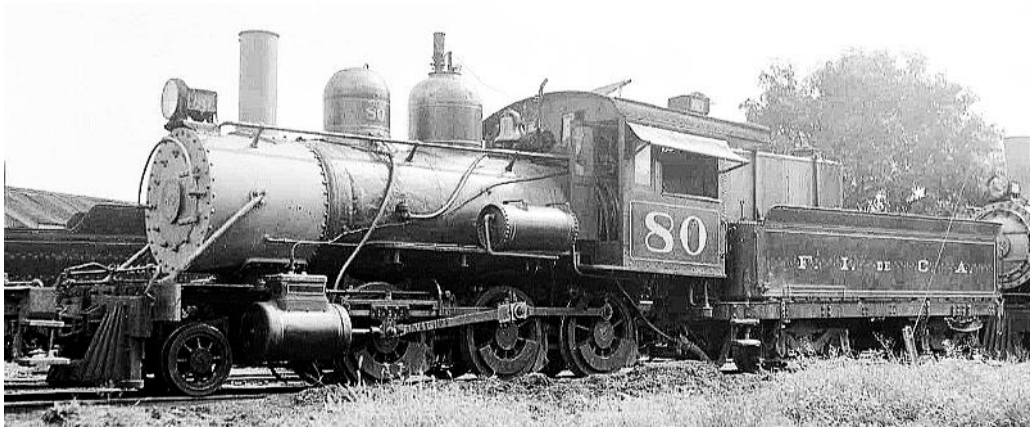
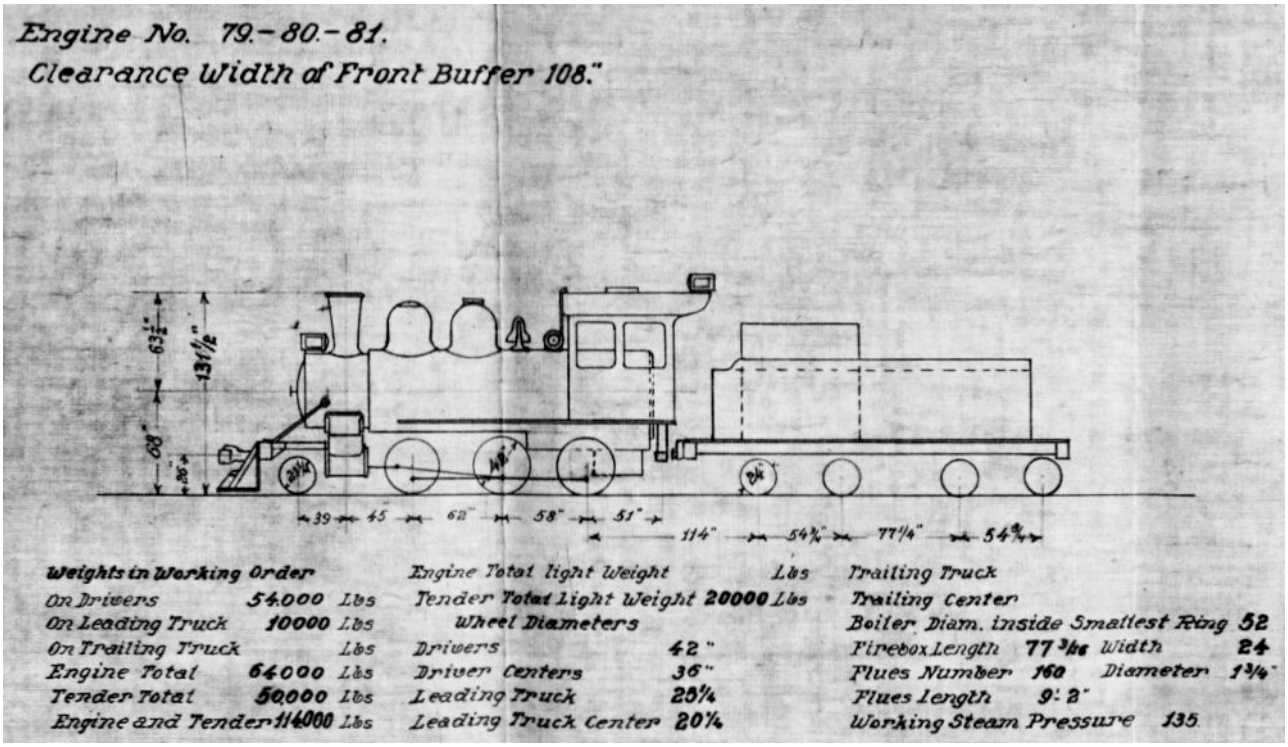


Photo of no. **81** at Mazatenango, from source [5], Gerald Best's article from 1961. Taken in 1952.





4-4-0 d/w ?, cyls. ?, built by Baldwin in 1879

Ordered by ?

82 w/n 4745 GCRC no. **2**, then GCR no. **4** **62** Scrapped 1939.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1891

Ordered by ?

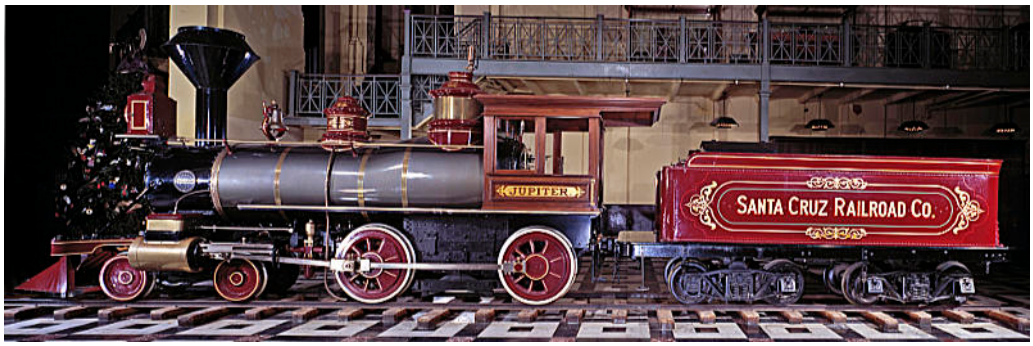
83 w/n12146 *OdG* no. **4** **54**[2] then **89** Scrapped 1937.

4-4-0 d/w ?, cyls. ?, built by Baldwin in 1876

Ordered by ?

84 w/n 3972 CAPR no. **3**, then GCR no. **3** **61** #**'61**, '75 MUS

Photo from source [5], Gerald Best's article from 1961. Taken in 1946.



This engine was later purchased for display in a childrens' park in Washington DC, but was then acquired by the Smithsonian Museum. They restored it to its orginal Santa Cruz RR identity, and it is seen here as such in a photo from the Smithsonian's website.

4-4-0 d/w ?, cyls. ?, built by Baldwin in 1876?

Ordered by ?

85	w/n 3840	NRC no. **10**, then *OdG* no. **1**	**51** then **86** Scrapped 1931.

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1890

Ordered by ?

86	w/n 11216	GCR no. **9**	**67** Scrapped 1951.
87	w/n 11231	GCR no. **10**	**68** Scrapped 1952.

4-6-0 d/w ?, cyls. ?, built by Schenectady in 1892

Ordered by ?

88	w/n 4180	GCR no. **11**	**69** Scrapped 1936.
89	w/n 4181	GCR no. **12**	**70** Scrapped 1935.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1894 and 1901

Ordered by ?

90	w/n 14085	GCR no. **14**	**71**
91	w/n 14412	GCR no. **15**	**72**
92	w/n 14413	GCR no. **16**	**73**
93	w/n 14414	GCR no. **17**	**74** Scrapped 1940.
94	w/n 14084	GCR no. **18** later **13**[2]	**75** Scrapped 1952.
95	w/n 18798	GCR no. **19**	**76**

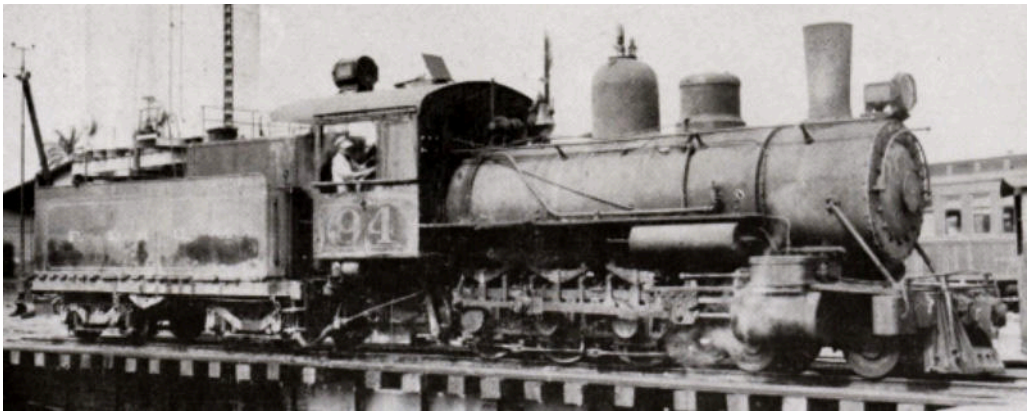
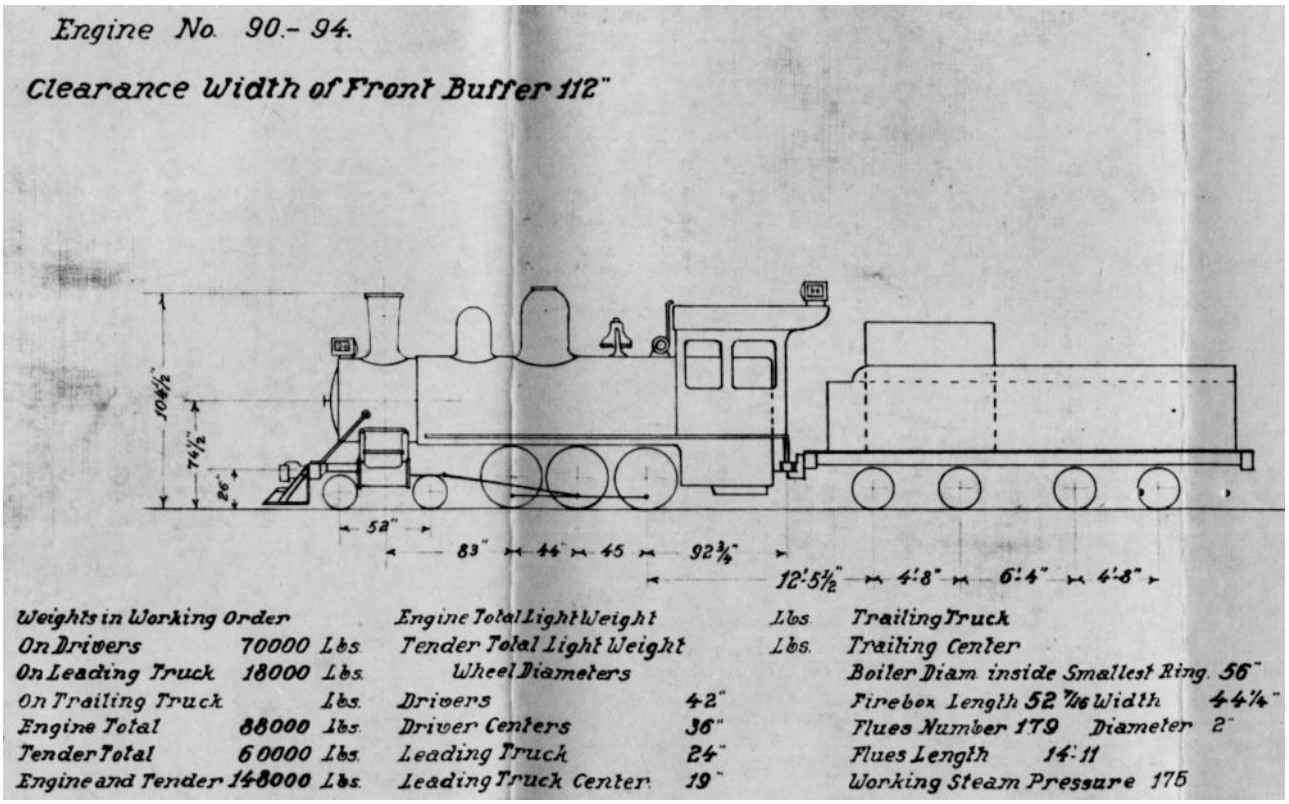


Photo of no. **94** at Guatemala City, from source [5], Gerald Best's article from 1961. Taken in 1955.



4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1901 and 1910

Ordered by ?

96	w/n 18799	GCR no. **20**	**77** Scrapped 1950.	
97	w/n 18800	GCR no. **21**	**78**	
98	w/n 18801	GCR no. **22**	**79**	
99	w/n 35273	GCR no. **27**	**84**	**99** *FeGua*
100	w/n 35274	GCR no. **28**	**85**	

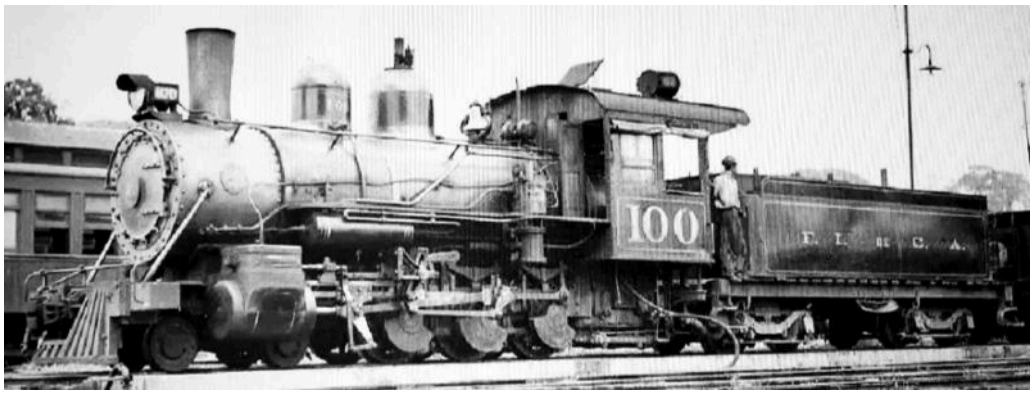
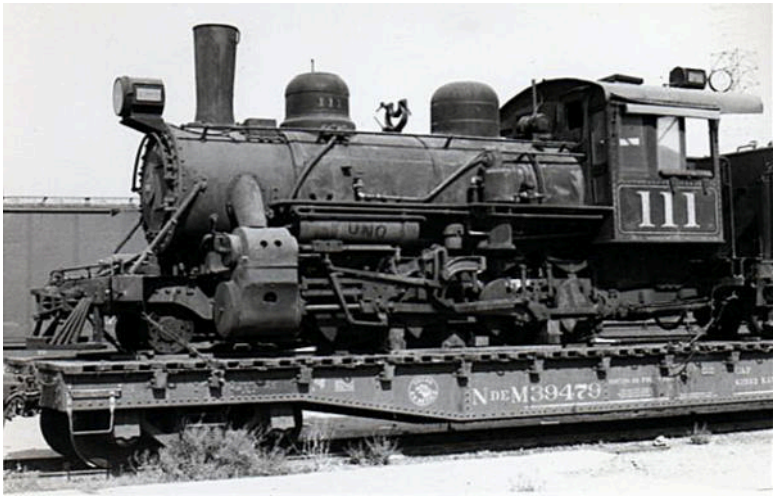


Photo from the Greg Maxwell collection found on Facebook.

2-8-0 d/w 40", cyls. 16½x20", built by Baldwin in 1925-6

Ordered by ?

101	w/n 58499	**94**[2]	**101** *FNES*
102	w/n 58224	**95**	
103	w/n 58225	**96**	**103** *FeGua*
104	w/n 58235	**97**	
105	w/n 58439	**98**	
106	w/n 58440	**99**	
107	w/n 59160	**112**	
108	w/n 59161	**113**	
109	w/n 59162	**114**	**101** *FNES*
110	w/n 59163	**115**	**110**
111	w/n 59164	**116**	
112	w/n 59165	**117**	**112** *FNES*
113	w/n 59166	**118**	
114	w/n 58162	**119**	
115	w/n 58163	**101**	
116	w/n 58164	**102**	**116** *FeGua*
117	w/n 58226	**103**	
118	w/n 58227	**104**	
119	w/n 58231	**105**	**119** *FeGua*
120	w/n 58232	**106**	
121	w/n 58233	**107**	**121** *FeGua*
122	w/n 58234	**108**	
123	w/n 59130	**109**	
124	w/n 58129	**110**	**124** *FeGua*
125	w/n 58131	**111**	



No. **111** aboard a Nacionales de Mexico flatcar whilst on its way to preservation in the USA.
Note the bolt-on piston valve chests later fitted to these engines.

A cancelled order?

Bob Lehmuth's Baldwin lists contain a reference to the following engine having been ordered for United Fruit in Guatemala, to be numbered **D4** which does not fit any known scheme, but with the order having been cancelled and the loco then rebuilt and sold to Brooks-Scanlon as their no. **6** along with no. 56291 as no. **7**. Note that UFCo in Guatemala did not receive any 2-8-2s until 1928.

2-8-2 d/w 44", cyls. 18x24", buuilt by Baldwin in 1923

Ordered by United Fruit. BLW class 12-30E. Spec. is in vol. p .

D4 (?) w/n 56290 Order apparently cancelled.

2-8-2 d/w ?, cyls. ?, built by Baldwin in 1928

Ordered by IRCA. Locos **140-143**: spec. is in vol. 79 p70. BLW class 12-26¼E nos. 93-96.

126	w/n 60586	(**140**)	**126** *FNES*
127	w/n 60587	(**141**)	
128	w/n 60588	(**142**)	
129	w/n 60589	(**143**)	

BLW neg no. 10223. High res image available from the RR Museum of Pennsylvania.

2-8-2 d/w ?, cyls. ?, built by BMAG in 1928

Ordered by United Fruit Co., Guatemala, according to BMAG list.

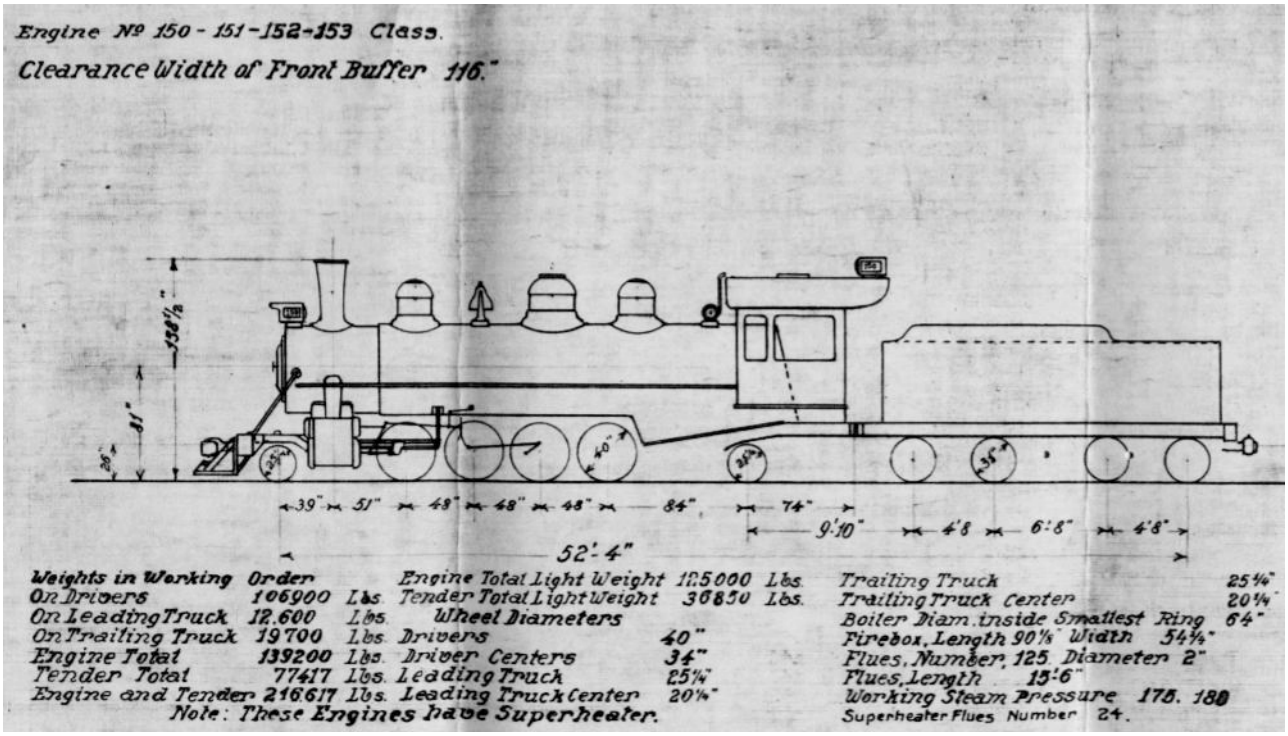
130	w/n 9248
131	w/n 9249
132	w/n 9250
133	w/n 9251
134	w/n 9252
135	w/n 9253
136	w/n 9254
137	w/n 9255
138	w/n 9256
139	w/n 9257
140	w/n 9258
141	w/n 9259
142	w/n 9260
143	w/n 9261
144	w/n 9262
145	w/n 9263
146	w/n 9264
147	w/n 9265
148	w/n 9266
149	w/n 9267

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1928

Ordered by IRCA. Locos **150-151**: spec. is in vol. 79 p76. BLW class 12-30¼E nos. 108-9. Locos **152-153**: spec. is in vol. 79 p82. BLW class 12-30¼E nos. 110-111.

150	w/n 60556	
151	w/n 60557	**151** *FeGua*
152	w/n 60722	
153	w/n 60723	**153** *FeGua*

BLW neg no. 10298. High res image available from the RR Museum of Pennsylvania.



2-8-2 d/w 40", cyls. 18x22", built by Porter in 1930

Ordered by ?

154 w/n 7168

155 w/n 7169

156 w/n 7170

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1936

Ordered by Cía. Agricola, Guatemala. Locos **157-161**: spec. is in vol. 79 p88. BLW class 12-30¼E nos. 115-119.

157 w/n 61991

158 w/n 61992

159 w/n 61993 **159** *FeGua*

160 w/n 61994

161 w/n 61995 **161** *FeGua*

2-8-2 d/w 40? cyls. 18x22"?, built by Krupp in 1937 (162-6), 1938 (167-9) and 1939 (170-4)

Ordered by United Fruit Co., Guatemala. NB Merte's Krupp list gives six locos in the first batch, Krupp 1682-1687, and as running nos. **160-165**; the three in the second batch (Krupp 1872-4 and running nos. **167-169**); finally five in the final batch (Krupp 1984-8 with running nos. **170-174**).

162	w/n1682	
163	w/n 1683	
164	w/n 1684	
165	w/n 1685	**165** *FeGua*
166	w/n1686	**166**
167	w/n 1872	**167**
168	w/n 1873	**168**
169	w/n 1874	
170	w/n 1984	**170** *FeGua*
171	w/n 1985	**171**
172	w/n 1986	
173	w/n 1987	
174	w/n 1988	**174** *FeGua*

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1946 (175-180), 1947 (181-6) and 1948 (187-206)

Ordered by ?

175	w/n 72654	
176	w/n 72655	**176** *FeGua*
177	w/n 72656	**177**
178	w/n 72657	
179	w/n 72658	
180	w/n 72659	**180** *FeGua*
181	w/n 73096	**181** *FeGua*
182	w/n 73097	
183	w/n 73098	**183** *FeGua*
184	w/n 73099	**184**
185	w/n 73100	
186	w/n 73101	
187	w/n 73668	**184** *FeGua*
188	w/n 73669	
189	w/n 73670	
190	w/n 73671	
191	w/n 73672	
192	w/n 73673	
193	w/n 73674	
194	w/n 73675	
195	w/n 74125	**195** *FeGua*

196	w/n 74126	
197	w/n 74127	
198	w/n 74128	**198** *FeGua*
199	w/n 74129	**195**
200	w/n 74130	**195**
201	w/n 74131	
202	w/n 74132	
203	w/n 74133	**203** *FeGua*
204	w/n 74134	**204**
205	w/n 74135	**205**
206	w/n 74136	**206**

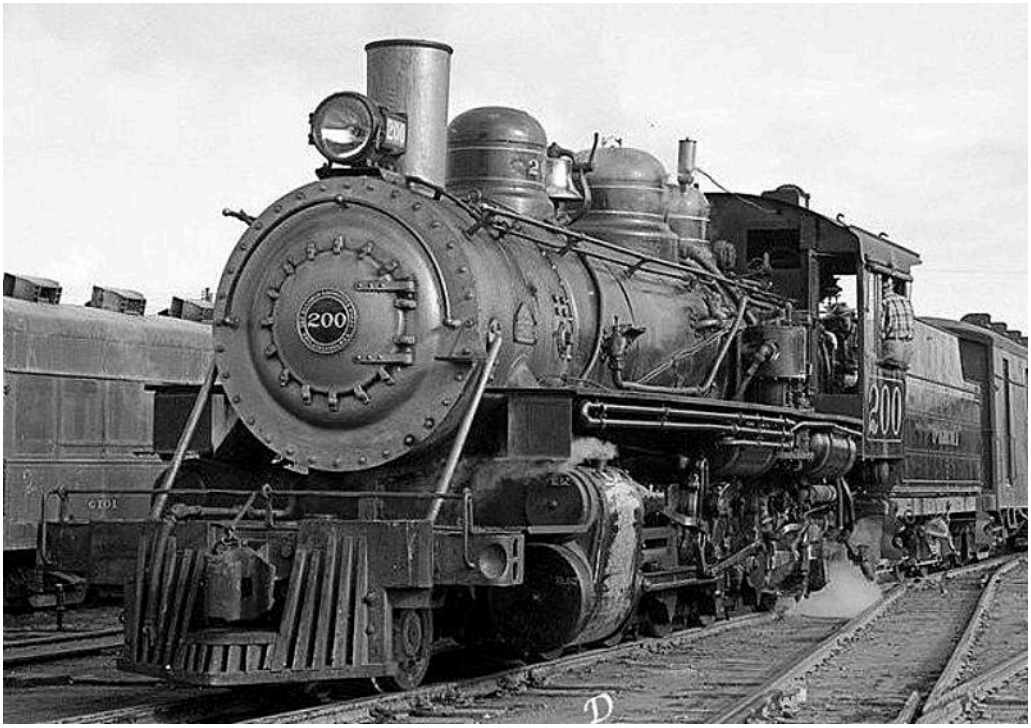
BLW neg no. 16376-1. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 16266-1. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 16265. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 16308-1. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 16307. High res image available from the RR Museum of Pennsylvania.

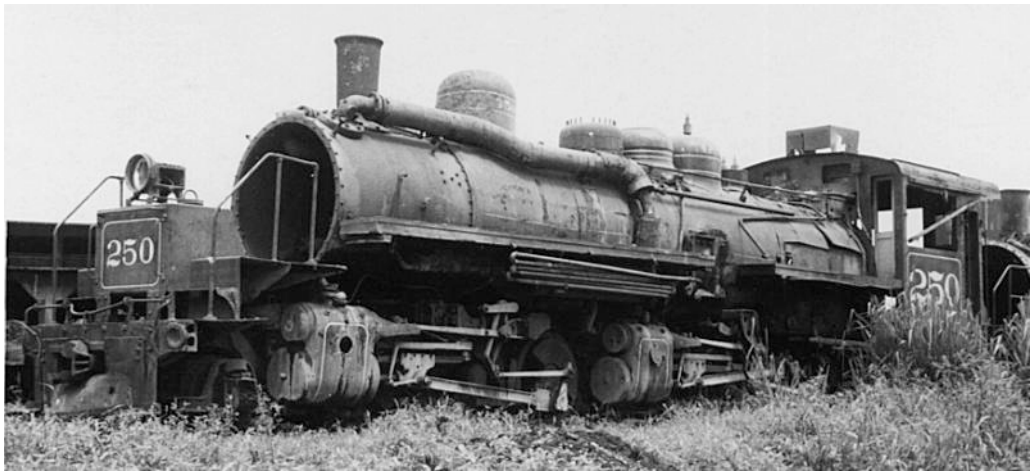


2-6-6-2 d/w ?, cyls. ?, built by Baldwin in 1926 and 1928

Ordered by ? Had been Uintah Railway, Utah, nos. **51-52**., then Sumpter Valley RR nos. **250-251**. Pablo Cazali on the *Ferrocarriles en Centroamerica* FB page commented: *" Así me han contado. Yo vi un video de su época en el Uintha Railroad y se veía espectacular! Sin embargo, en Guatemala no funcionaron muy bien. No tenían suficiente adherencia para subir las pendientes que existen aquí con el tonelaje que se suponía podìan arrastrar. Se les instaló una cierta cantidad de peso adicional para aumentar la adherencia pero evidentemente sus años de gloria ya habia pasado luego de su paso por el Sumpter Valey R."*

250 w/n 59261

251 w/n 60470



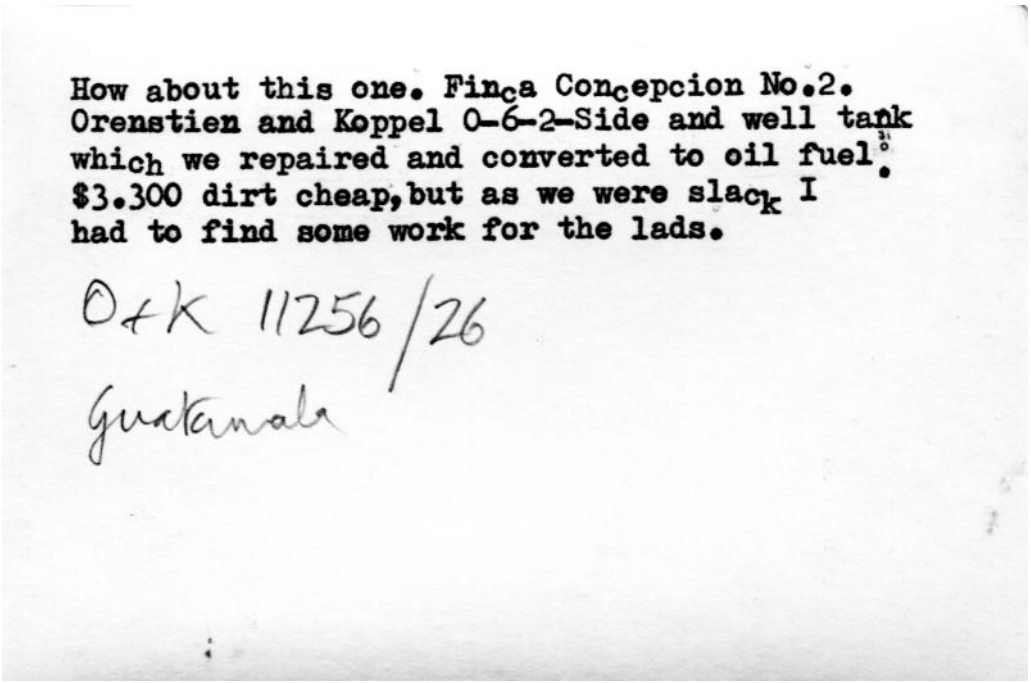
A Dudley Westler photo taken in October 1960 when no. **251** was still in service.
Posted by Martin Hansen on Facebook.

Another image posted by Martin Hansen on the Ferrocarriles en CentroAmerica FB page, and possibly by the same photographer.

A Baldwin works-plate from the second of the ex-Uintah Mallets.
From Martin Hansen's collection.

A very late purchase?

The caption on the reverse of a photo included in a set loaned to me by Richard Pelham suggests that one of the O&K tank locos owned by the Finca Concepcion (see section 16.2.11) was sold to the IRCA very late in the steam era, probly in the 1950s or '60s),


How about this one. Finca Concepcion No.2.
Orenstien and Koppel 0-6-2-Side and well tank
which we repaired and converted to oil fuel.
$3.300 dirt cheap, but as we were slack I
had to find some work for the lads.

O+K 11256/26

Guatemala

0-6-2T d/w ?, cyls. ?, built by O&K in 1926

Ordered via Nottebohm & Co., Guatemala, for the Ingenio Concepcion, as **2 'DONA CHON'**. Sold to the IRCA in the 1960s, and seems to have retained its number..

2 w/n 11256

Note that this O&K 0-6-2T is not the one preserved at the Ingenio El Baul though they are of similar design. That one has longer tanks and other detail differences.

16.2.8 *El Ferrocarril de Guatemala (FeGua)*

1968-1997

Background

Gauge 3' 0" = 914 mm. In 1968 the erstwhile and now seriously struggling International Railways of Central America (IRCA), was taken over by the Guatemalan government, under the name *'Ferrocarriles del Estado de Guatemala'* or *FEGua*.

1997 Ferrovias Guatemala (Railroad Development Corp. RDC)

Summary of the steam locos which had survived long enough to be taken over by *FeGua*

All of these engines have been met earlier in this document, under the IRCA heading and in some cases also under their previous owners.

2-8-0 d/w 38", cyls. 15x20", built by Baldwin in 1897

Ordered for *FC Central de El Salvador* as their no. **2 'SAN MIGUEL'**.

31 w/n 15337 **31** **34** **34** (MON).

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1912

56 w/n 38792

58 w/n 38794

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1910, 1913 and 1914

64 w/n 35252

66 w/n 40116

68 w/n 40118

71 w/n 41592

72 w/n 41593

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1904

79 w/n 24471

80 w/n 24472

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1910

99 w/n 35273

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1925

103 w/n 58225

116 w/n 58164

119 w/n 58231

121 w/n 58233

124 w/n 58129

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1928

151 w/n 60557

153 w/n 60723

2-8-2 d/w 40", cyls. 18x22", built by Porter in 1930

154	w/n 7168	
155	w/n 7169	
156	w/n 7170	

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1936

159	w/n 61993	
161	w/n 61995	

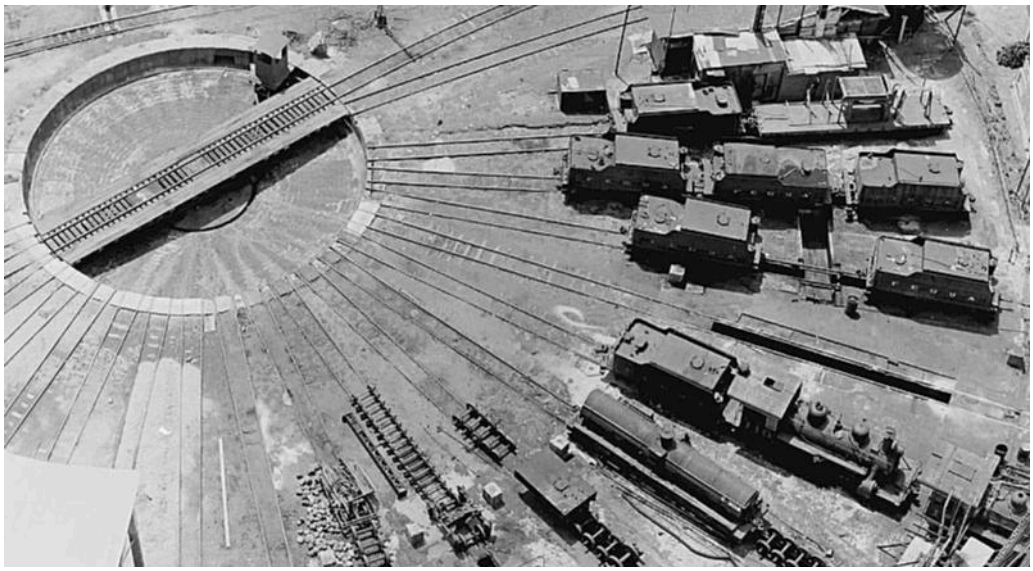
2-8-2 d/w 40? cyls. 18x22"?, built by Krupp in 1937 (162-6), 1938 (167-9) and 1939 (170-4)

162	w/n 1682	
165	w/n 1685	
166	w/n 1686	
167	w/n 1872	
168	w/n 1873	
170	w/n 1984	
171	w/n 1985	
174	w/n 1988	

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1946 (175-180), 1947 (181-6) and 1948 (187-206)

176	w/n 72655	
177	w/n 72656	
180	w/n 72659	
181	w/n 73096	
183	w/n 73098	
184	w/n 73099	
187	w/n 73668	*FEGua*
195	w/n 74125	*FEGua*
198	w/n 74128	*FEGua*
199	w/n 74129	
200	w/n 74130	
202	w/n 74132	
203	w/n 74133	*FEGua*
204	w/n 74134	
205	w/n 74135	
206	w/n 74136	


106
86
171
164



16.2.9 *Cía. Agrícola de Guatemala SA*
United Fruit Co.

Background

Gauge 3' 0" = 915 mm. A few steam locos survived to be renumbered into the 3xx series.
In 1972 became (or was taken over by) the *Cia. Desarollo Bananera de Guatemala* (BandeGua).

First numbering scheme

2-6-0 d/w 33", cyls. 10x14", built by Porter in 1909

Ordered by United Fruit Co., Guatemala. Did not enter service until 1911/13. Renumbered **1-4**, 1928.

55 later **1**	w/n 4513	4513 sold to Elliot Donnelly, La Porte, Ind.
56 later **2**	w/n 4514	Later to #'60: 3 CC&N #93: 4514 sold 1959 to Hal Wilmunder, Camino, Calif.; sold 1973 to International Amusement Co. (Mariott); Sold Genesee County Parks & Recreation Commission (Huckleberry RR) no. **3**, near Flint, Michigan; sold 1983 to a private party in Wisconsin.
57 later **3**	w/n 4515	Later to #'64: 2 FDRR
58 later **4**	w/n 4516	

This Time / Life magazines image by Cornell ? in 1953, has a Cía. Agricola loco no. **1** in the background. It seems likely this this was a Porter machine.

2-6-0 d/w 33", cyls. 10x14", built by Porter in 1911

Ordered for Agricola de Guatemala, United Fruit Co., Tiquisate, Guatemala. Renumbered **2-3**, 1928.

56	w/n 4840	Sold 1960 Hal Wilmunder, Roseville, Calif. for Antelope & Western RR no. **3**.
57	w/n 4841	
?	w/n 4994	

2-6-0 d/w 40½", cyls. 10x16", built by Porter in 1913

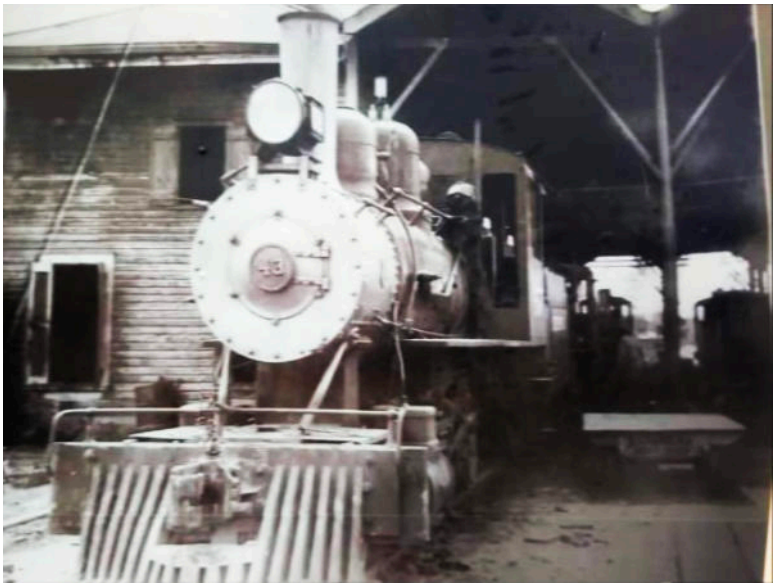
Ordered by United Fruit Co., Guatemala.

38 later **5**	w/n 5517	
39 later **6**	w/n 5518	Later to #'66: SPHF " 22 DSP&P"
40 later **7**	w/n 5519	

2-6-0 d/w 40½", cyls. 10x18", built by Porter in 1914

Ordered by United Fruit Co., Guatemala.

41 later **10**	w/n 5520	
42 later **11**	w/n 5521	Later renumbered **310**. Scrapped 1973?
43 later **12**	w/n 5522	Later renumbered **309**[1]. Scrapped before 1972.
44 later **13**	w/n 5523	
64 later **8**	w/n 5681	Came from United Fruit Panama. Later renumbered **312**[1]. Scrapped before 1972.
65 later **9**	w/n 5682	Came from United Fruit Panama. Later renumbered **311**[1]. Scrapped before 1972.



This photo was captioned as being a bananera loco operating in 1928. In fact it would seem to be Porter mogul no. **43** before its renumbering.

Whilst the photo was supposed taken in Guatemala, identification of the loco as a Cía. Agricola Porter 2-6-0 is merely a guess at this stage. Note that the tender seems to have been cobbled together

on a bogie tank wagon. Photo supposedly taken at Tiquisate near Escuintla, some time after 1937.

2-6-0 d/w 36", cyls. 12x16", built by Porter in 1920

Ordered for United Fruit Co. at Boca del Toro in Panama, as their nos. **63-65**. Later, in 1928, all three transferred to *Cía. Agricola de Guatemala*.

17	w/n 6580	This one was at Bocar del Tjora in Guatemala. Later sold for preservation at Gilmore Car Museum, Hickory Corners, Michigan.
8	w/n 6581	
9	w/n 6582	

Whilst this might well be the 2-6-0 no. **8** listed immediately above, that is not yet certain.

2-6-0 d/w 36", cyls. 12x18", built by ? in 1923

99 later **14**	w/n 6790	Later renumbered **308** then **311**[2]. Scrapped 1973?
98 later **15**	w/n 6977	

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1916 and 1919

Ordered by ? Came from the Banes Railroad in Cuba.

19	w/n 44273	Had been Banes RR no. **19**. Later renumbered **317**.
20	w/n 51447	Had been Banes RR no. **20**. Later renumbered **313**. Survived to be taken over by BandeGua, see below.
21	w/n 51448	Had been Banes RR no. **21**.

Whilst this might well be the 2-8-0 no. **20** listed immediately above, that

is not yet certain. Alternatively, it might be the same locomotive but during its earlier career in Cuba.

Second numbering scheme

Given that the *Cía Agricola* renumbered all their locos in 1928 just as the IRCA did the same, and noting that all *Cía. Agricola* engines seem to have been given low numbers whilst all IRCA machines were renumbered above 32, it seems likely that this was a cunning plan to have all locomotives in a single series no matter whether owned by the IRCA or by United Fruit and its subsidiaries.

2-8-2 d/w 40", cyls. 18x22" built by Baldwin, Porter and Krupp between 1928 and 1948

For the later batches of mainline locos ordered by United Fruit on behalf of the *Cía Agricola de Guatemala* for use on the IRCA, please see section 16.2.7.

Cia. Desarollo Bananera de Guatemala (BandeGua)

Background

Gauge 3' 0" = 915 mm. In 1972 this took over the assets of the United Fruit Company

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1919

Ordered by ? Came from the Banes Railroad in Cuba.

313	w/n 51447	Had been Banes RR no. **20**. Then to *Cía. Agricola de Guatemala SA* as their no. **20**, renumbered **313** in ?? Survived to be taken over by *BandeGua*.

16.2.10 The 'Decauville' tramway in Guatemala City

1895-1918

A token from the '*FC Urbano de Guatemala*' which seems likely to have been the tramway detailed below.

Background

Gauge unknown but very possibly 60 cm or 2' 0". A post on the FB page of *Cultura Histórica Guatemalteca C.A.* said:

"*FERROCARRIL DECAUVILLE*

El ferrocarril urbano llamado Decauville, empresa de la familia Aguirre, establecida en 1895, contaba con subvencion del Estado.

Salía del Callejón Concordia y la calle Oriente hacia la Villa de Guadalupe, la estación quedaba en el hoy Bulevar de los Próceres, hubo un ramal que llegaba al Guarda Viejo.

Fue desmantelado en 1918 y se convierte en La Empresa Nacional de Descombramiento de la Ciudad.

Los rieles se tendieron a lo largo de la 12 avenida desde el Cerrito del Carmen hasta la Barranquilla, haciendo el relleno, de lo que actualmente queda de un lado la Limonada y del otro el Estadio.

Antes conducía a San Pedro las Huertas.Desapareció totalmente. Aún hoy en día algunos rieles están en el Cerrito del Carmen."

0-4-0ST d/w ?, cyls. ?, built by a US builder in ?

Ordered via ?

? w/n ?

The loco above is seemingly an American built 0-4-0T though with French-style side tanks with curved bottoms, and equally clearly it is indeed shown hauling an open tramway style car.

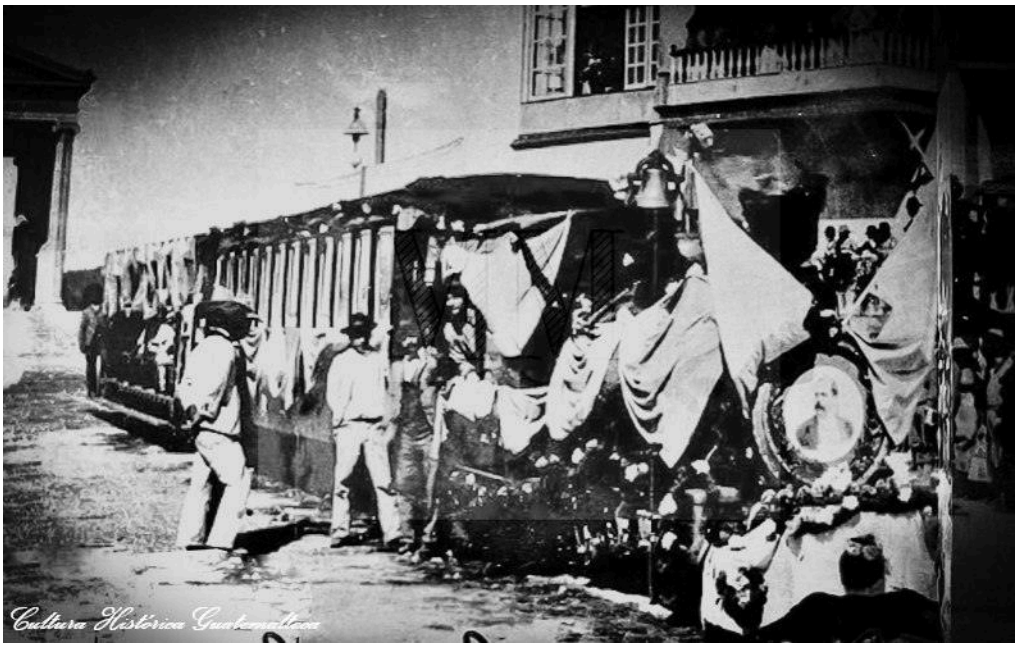
0-4-?ST d/w ?, cyls. ?, built by O&K in ?

Ordered via ?

? w/n ?

On the other hand this very poor image seems to show a small O&K tank loco.

An unidentified German-built loco, possibly numbered **5**, on the Guatemala City tramway. The over-bridge on the left might well be the mainline raiilway bridge named for its proximity to the *penitenciaria*.



'*El tren Decauville*' at the *hipódromo del Norte* during the 'fiestas a Minerva' in 1907. Whilst the loco is largely obscured by its festive decorations, what little can be seen suggests that it might have been the US-built engine pictured in the first photo above.

16.2.11 Other Guatemalan industrial operators

Ferrocarril (Nacional) de Los Altos

1928 -1933

Background

Quetzaltenango – San Felipe Gauge 1435 mm = Standard gauge.

May not have used any steam.

Ingenio Palo Gordo

-1983

Background

Gauge 3' 6" = 1067 mm. San Antonio Suchitepuez

2-6-0 d/w ?, cyls. ?, built by Porter in ?

Ordered by ? Previously was with United Fruit Co. identity unknown.

1 w/n ?

0-6-0T d/w ?, cyls. ?, built by Henschel in 1913

Ordered by ?

2 w/n ?

0-4-0WT d/w ?, cyls. ?, built by Henschel in 1927

Ordered via Lenz & Co., Berlin. Merte's Henschel list gives the gauge as 914mm/3' 0" which is certainly more likely.

Running numbers might have been **2** and **3**, rather than **3** and **4**.

3 w/n 20513

4? w/n 20514

Polochic Banana Co.

Background

Gauge 3' 0" = 915 mm. At Escuintla.

2-6-2 d/w ?, cyls. ?, built by Baldwin in 1928

Ordered by Polochic Banana Co. Spec. is in vol. 79 p 97. BLW class 8-18¼D no. 50.

2 w/n 60487 Later became *FC Verapaz* no. **4**.

BLW neg no. 10166-1. High res image available from the RR Museum of Pennsylvania.

Guatemala Marble & Mining Co.

Background

Gauge 3' 0" = 915 mm

2-truck Shay d/w 26", cyls. (2) 7x12", built by Lima in 1904

Ordered byMonroe Lumber Co. Previously with E. R. Monroe Lumber Co. (Va.) as their no. **1**, then with Nottoway River Logging Co. (Va.)

? w/n 927

Empresa Puerto Nacional a Champerico

Background

Gauge 3' 0" = 915 mm.

May only have had diesels.

Ingenio Concepción

Background

Gauge 3' 0" = 915 mm. At Escuintla.

0-4-2T d/w ?, cyls. ?, built by O&K in ?

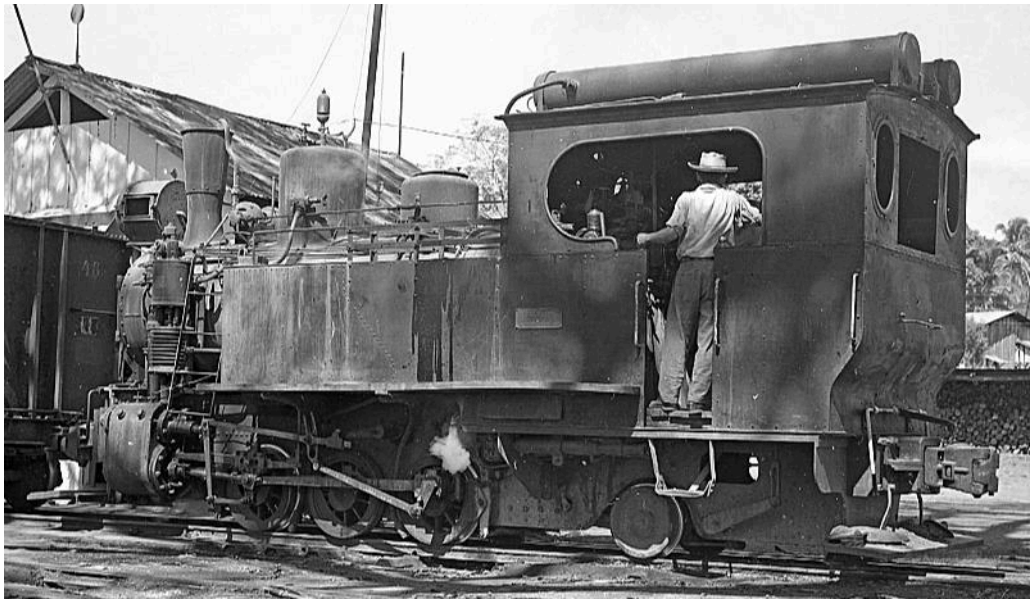
Ordered by ? Previously with Soc.Agricola, Punta Pietra, Guatemala. 70HP.

1 w/n 10430?

0-6-2T d/w ?, cyls. ?, built by O&K in 1926

Ordered via Nottebohm & Co., Guatemala

2 'DONA CHON' w/n 11256 Sold to the IRCA, in the 1960s?



This image has also been said to show a loco at the Ingenio La Concepción at Vera Cruz in Mexico, credited to the photographer Mallory Hope Ferrell.

This would seem to show both O&K locos at the Finca Concepción, supposedly in 1964.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1904

Ordered by ? Previously with United Fruit as their no. **81**.

81 w/n ?

Finca San Francisco Miramar

Background

Gauge 2' 6" = 762 mm. May only have had diesels.

Ingenio Pantaleon

Background

Gauge 2' 6" = 762 mm. At Santa Lucia. Closed 1979.

?-?-?T? d/w ?, cyls. ?, built by ? in ?

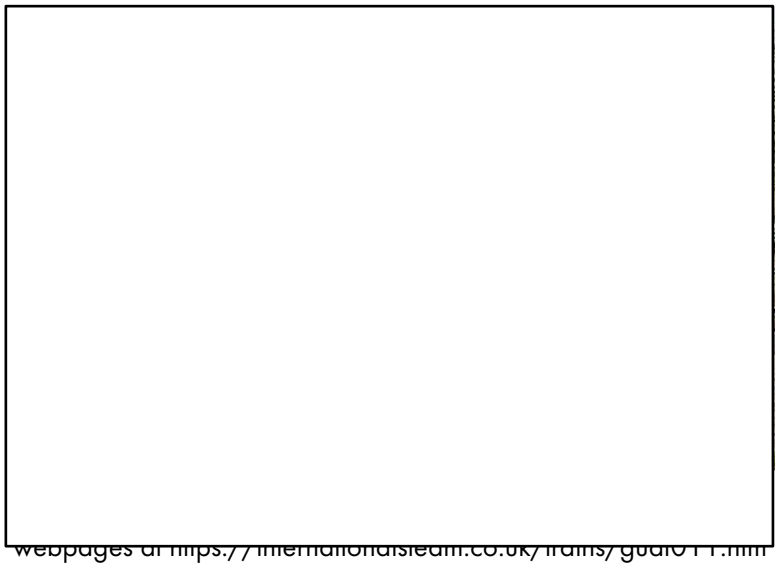
Ordered by ?

1 w/n ?

0-4-2T d/w ?, cyls. 6¾x10", built by Porter in 1895

Ordered via S. H. Payne & Son, NY. for *Ingenio Pantaleon*. But other source says had been *Cía. Bananera de Costa Rica* no. **21**. Another source links the name 'DELPHOS' to this engine, but was that a name or a location?

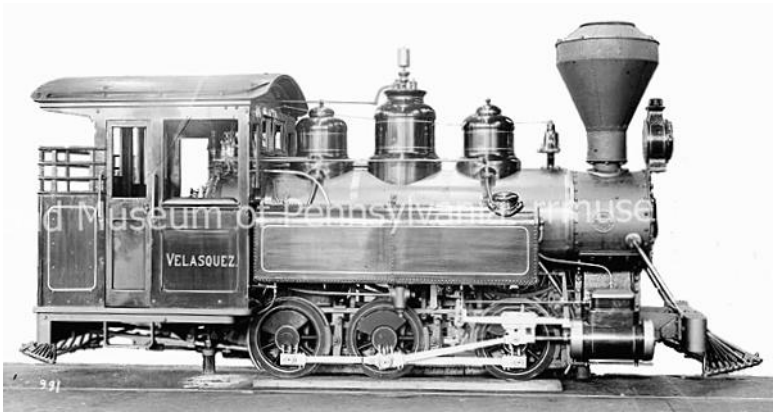
2 'SANTA LUCIA' w/n 1630 On display at mill.



0-6-0T d/w 28", cyls. 9x14", built by Baldwin in 1924

Ordered by G. Amsinck & Co. Guatemala. Spec. is in vol. 21 p74. BLW class 6-12D no. 15. Note says see XO 3490 of 1901; built as 0-6-0T and then modified to 0-6-2T. No road no. Radley & Hunter stack.

3 'VELASQUEZ' w/n ?



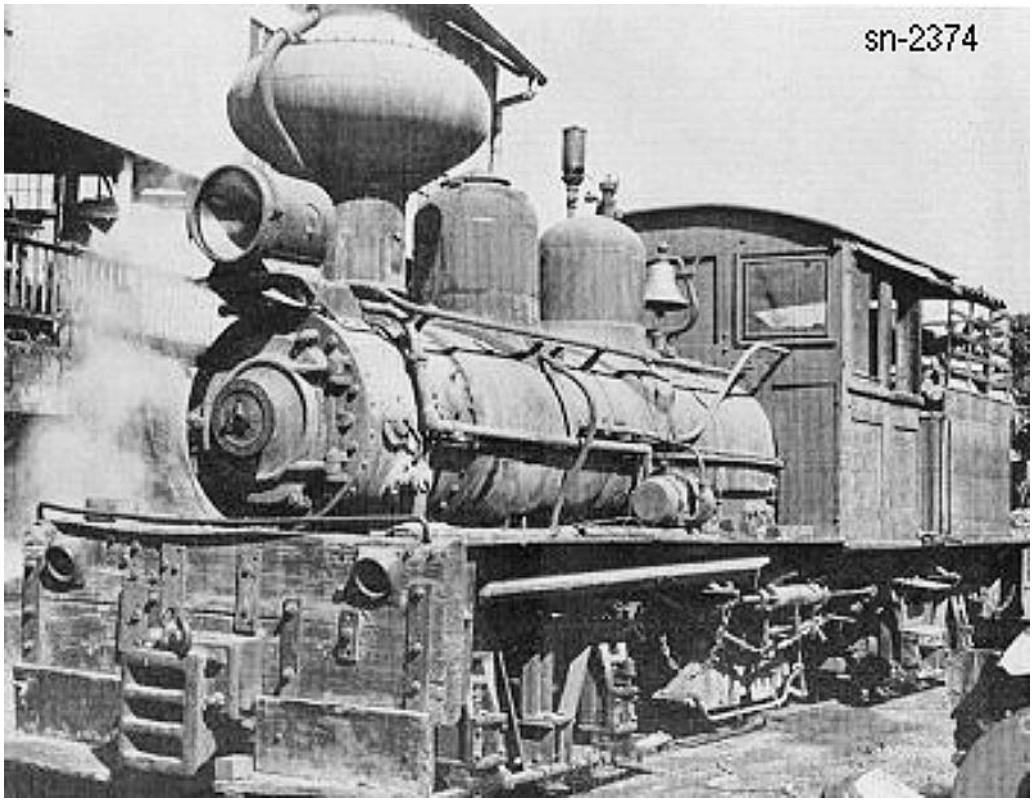
BLW neg no. 10991. High res image available from the RR Museum of Pennsylvania.

Photos by James Marcus, in Greg Maxwell's collection. Taken in March 1970. Note that the tanks are much deeper than when first built.

2-truck Shay d/w ?, cyls. ?, built by Lima in 1910

Ordered by ? New England Lime Co. no. **2**?

4 'SAN VICENTE' w/n 2374



Ingenio El Baul

Background

Gauge 2' 6" = 762 mm. At Santa Lucia. In use from 1870s onward.

0-4-2T d/w ?, cyls. ?, built by Jung in 1893

Ordered by ?

'La MARUCA' w/n 193 or 164?

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1919

Ordered by Amsinck & Co. for Central El Baul. BLW class 6-11 1/3C, no. . Spec. is in vol. p . Gauge 75cm.

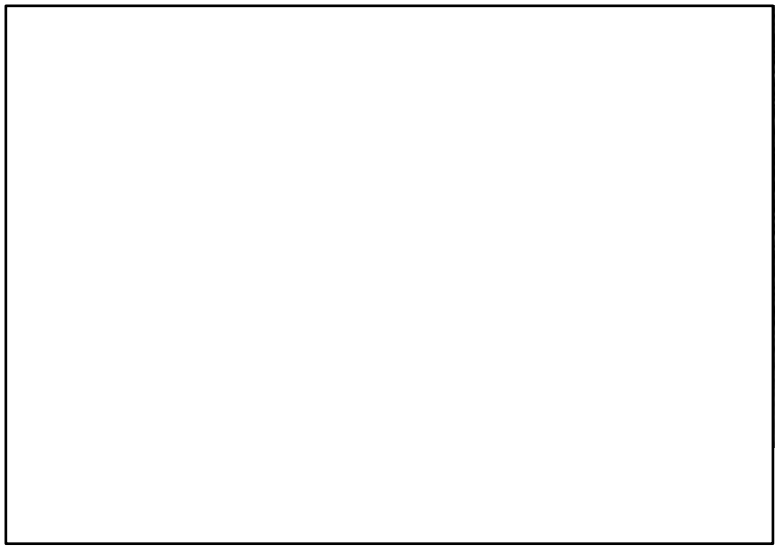
'El BAUL' w/n 52508 NB Lehmuth gives name as **'JADMOR'**.

Photo by Youngrobv on Flickr. The engine has since been placed under cover and has received a coat of paint.

0-6-2T d/w ?, cyls. ?, built by O&K in 1927

Ordered via Nottebohm & Co. Gauge 3' 0" as loco was used on branch to the IRCA.

'SUJUYES' w/n 11396



Soc Agricola Puente Pietra

Background

Gauge 3' 0" = 915 mm.

0-4-2T d/w ?, cyls. ?, built by O&K in ?

Ordered for Soc Agricola Puente Pietra, Guatemala 70HP.

? w/n 10430? Later went to Ingenio Concepcion at Escuintla.

0-4-0T d/w ?, cyls. ?, built by O&K in 1923

Ordered for Soc Agricola Puente Pietra, Guatemala. 10HP.

? w/n 10431

C. F. Novella y Cía.

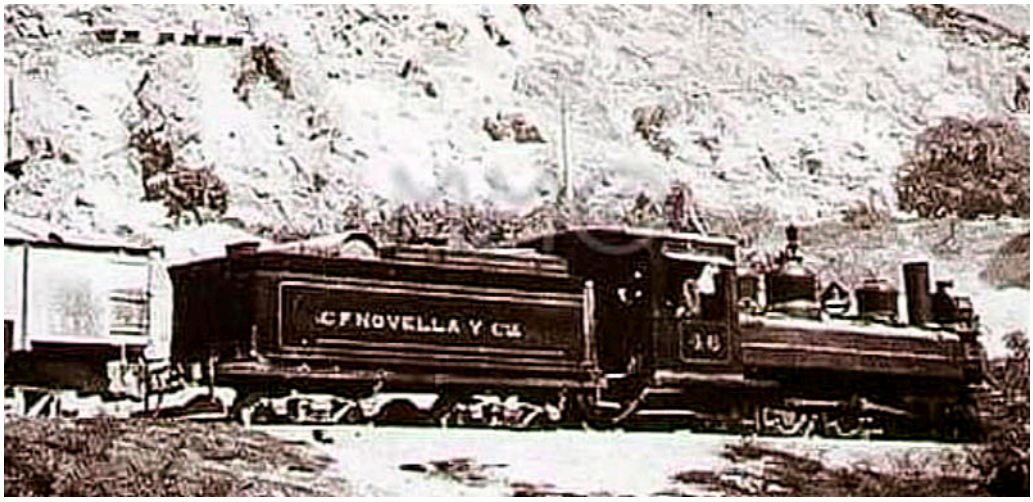
Background

Gauge 3' 0" = 915 mm.? Cement manufacturers, close to Guatemala City at La Pedrera. The Novella family is one of Guatemala's most affluent dynasties; don Carlos Federico Novella founded the business in Zona 6 of the city in 1897. A branch railway of 2 km or more to the IRCA mainline was completed in 1917. The company is still active, as Cementos Progreso, and the Carlos F. Novella museum might well have further rail-related photos in their archives.

2-6-2T later 2-6-2TT d/w 39", cyls. 14x18", built by Baldwin in 1895

Ordered for Northern Railroad of Guatemala. Spec. is in vol. 20 p87. BLW class 10 22 ¼ D no. 7. Mark on tank S. MILLER, CONTRATISTA'. Straight stack. 'Numbered' and named as **B 'MORALES TOBAR'**. Later renumbered **11**, and then became GR/IRCA no. **46**. It is surmised that this was eventually sold to Novella, and that this is the loco pictured below. The tender might well have been acquired from another IRCA engine.

46 w/n 14668 *NdG* no. **11** **11** Scrapped 1931.



The photo must have been taken before 1918 when the owner was retitled the Novella Cement Company.

The Chocolá coffee plantation

Background

Gauge 3' 0". "Founded in 1891 under the leadership of Joh. Berenberg, Gossler & Co. to take over the coffee and sugar plantation Chocolá and pastureland in Guatemala. In 1921 the plantation was sold. In 1923, due to inflation, the Hamburg-listed *Gesellschaft zur Wertsicherung* offered to exchange the shares for certificates from the New York-based "Central American Plantation Corporation".
Chocolá lies 90 km. west of Guatemala City and close to Mazatenango on the mainline west from Escuintla.
There was a large German economic presence in Guatemala, so the involvement of a Hamburg company is no surprise.
However, in 1943, during the second World War, the Finca Chocolá was nationalised.

0-6-0T d/w ?, cyls. ?, built by Borsig in 1911 and 1912

Ordered for/via *Chocola Plantagen Gesellschaft, Hamburg, für Guatemala*.
'CHOCOLA 1' w/n 8049
'CHOCOLA 2' w/n 8389

Agencia Maritima Nacional

Background

Gauge 3' 0". Given that the loco below was numbered **5**, presumably there will have been earlier locos.

0-4-0T d/w 20", cyls. 6x10", built by Baldwin in 1924

Ordered for Agencia Maritima Nacional. BLW class 4-6C no. 30. Spec. is in vol. 72 p 73. Mark on tank: 'AGENCIA MARITIMA NACIONAL LTDA.'
5 w/n 57970

16.2.12 Unidentified Guatemalan locomotives

Decauville

0-4-0T? d/w ?, cyls. ?, built by Decauville in 1894

Ordered for *Gouvernement de Guatemala*. Gauge 600mm.

'CELIA' w/n 186

'ALGERIA' w/n 187

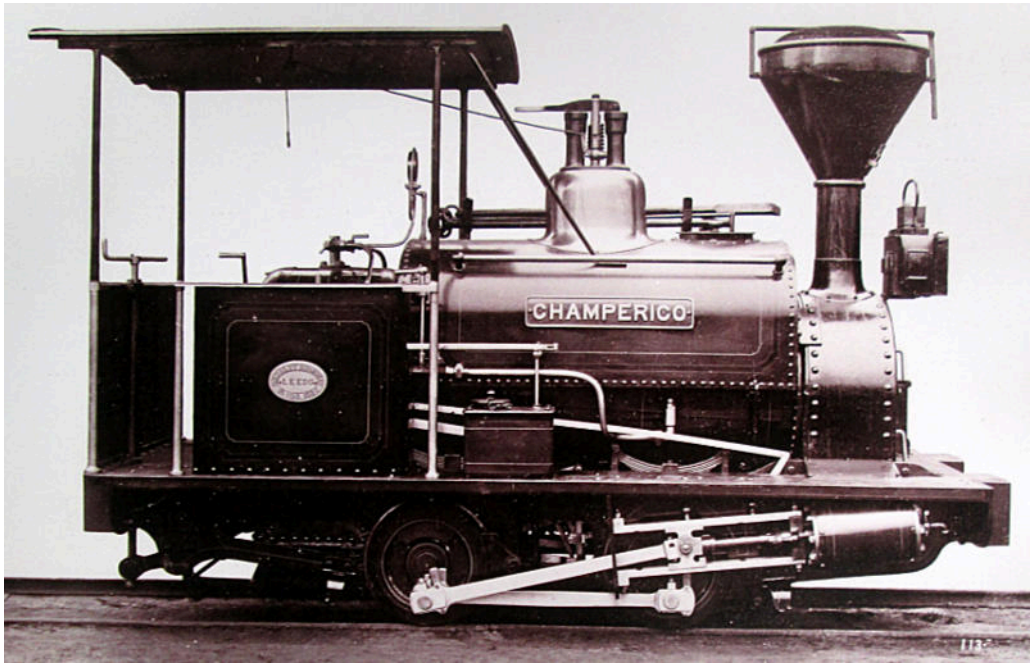
Hunslet

0-4-0ST d/w 20", cyls. 6x10", built by Hunslet in 1883 and 1888

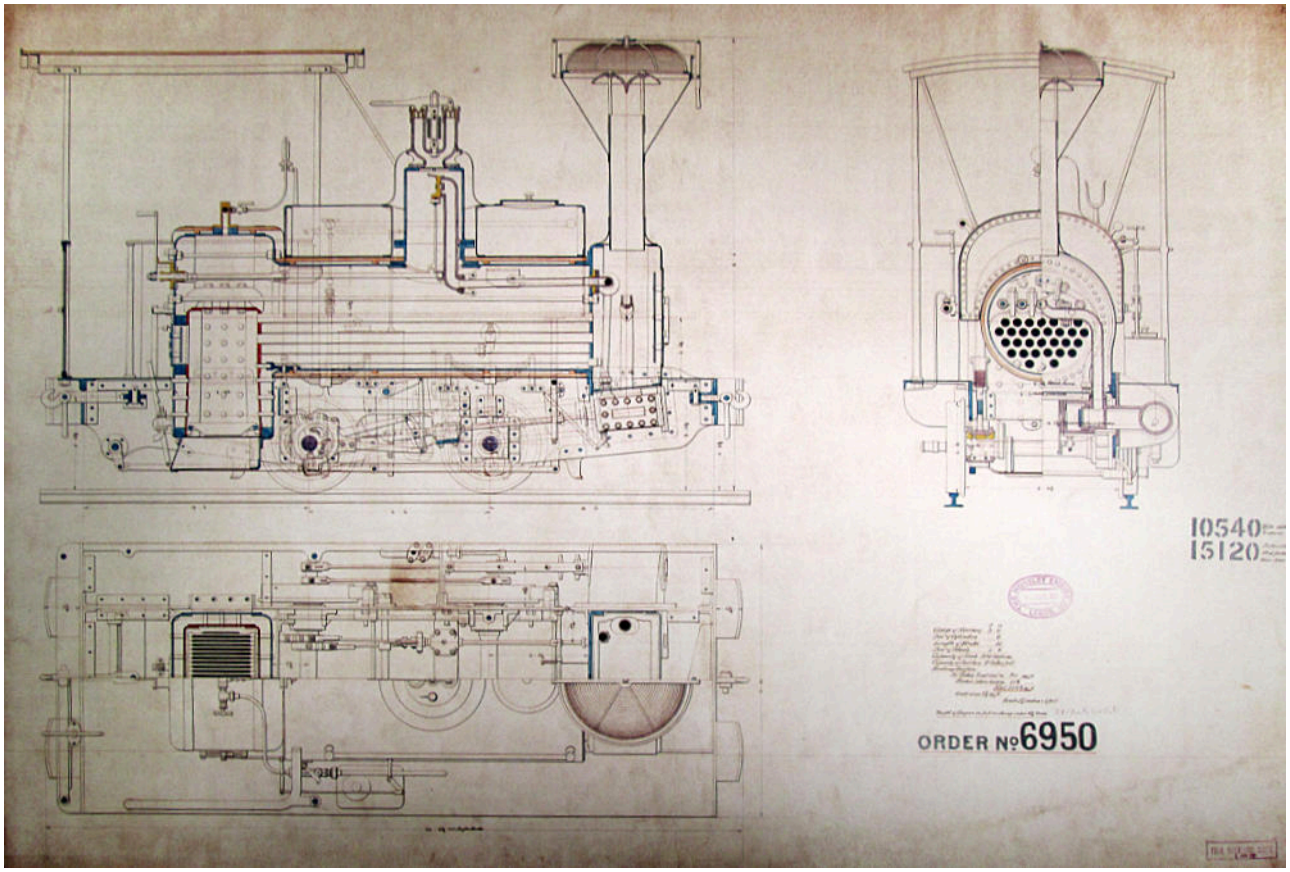
Ordered for Cotesworth & Powell, Guatemala. Gauge 3' 0".

'CHAMPERICO' w/n 328

'SAN JOSÉ' w/n 461



A photo, above, and a GA drawing, below, of 'quarry' Hunslet 0-4-0ST **'CHAMPERICO'**. Both found in the Hunslet archive at Statfold Barn Farm, Staffordshire, England.



O&K

2-6-0T d/w ?, cyls. ?, built by O&K in 1927

Ordered via Nottebohm & Co., für Guatemala. 2' 6" gauge. Possibly for Ingenio Pantaleon though narrower gauge than most of the trackage and locos.

? w/n 11405

Porter

0-4-0T d/w 33?", cyls. 9x14", built by Porter in 1910?

3' 0" gauge. Ordered for Drake & Stratton no. **111**?, sold via Birmingham Rail & Locomotive to Tropical Trading Co.,. New Orleans, for Guatemala in 1916.

? 2/n 4478?

0-4-0 d/w 18", cyls. 6x10", built by Porter in 1918

Ordered for Mercantile Bank of America for Guatemala. 2' 0" gauge.

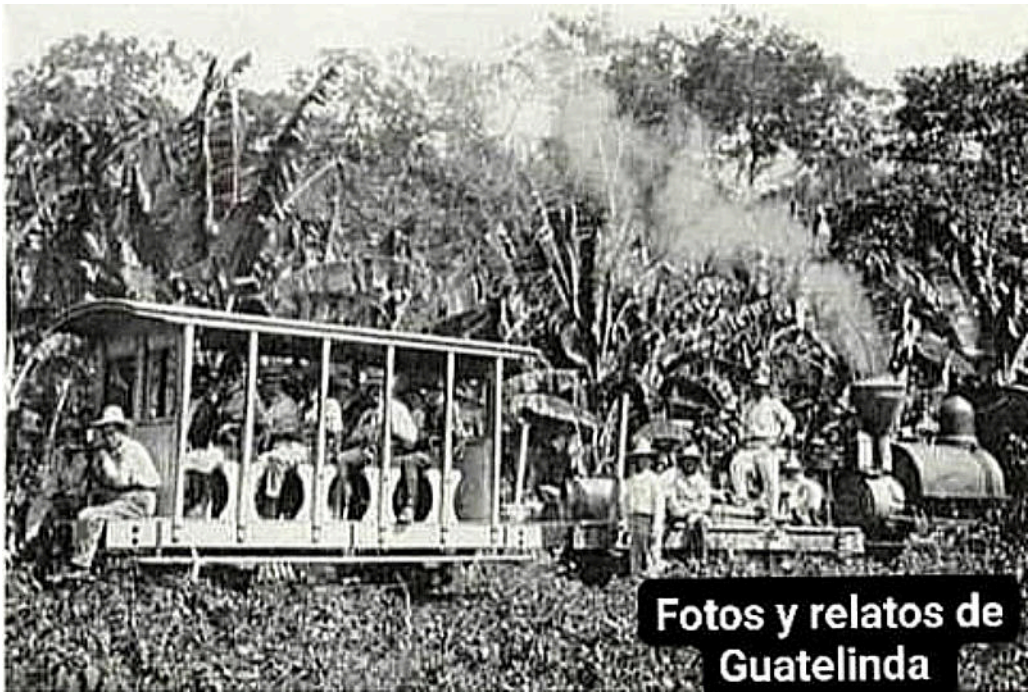
? w/n 6232
? w/n 6233
? w/n 6234
? w/n 6235

0-4-0 d/w 24", cyls. 7x12", built by Porter in 1927

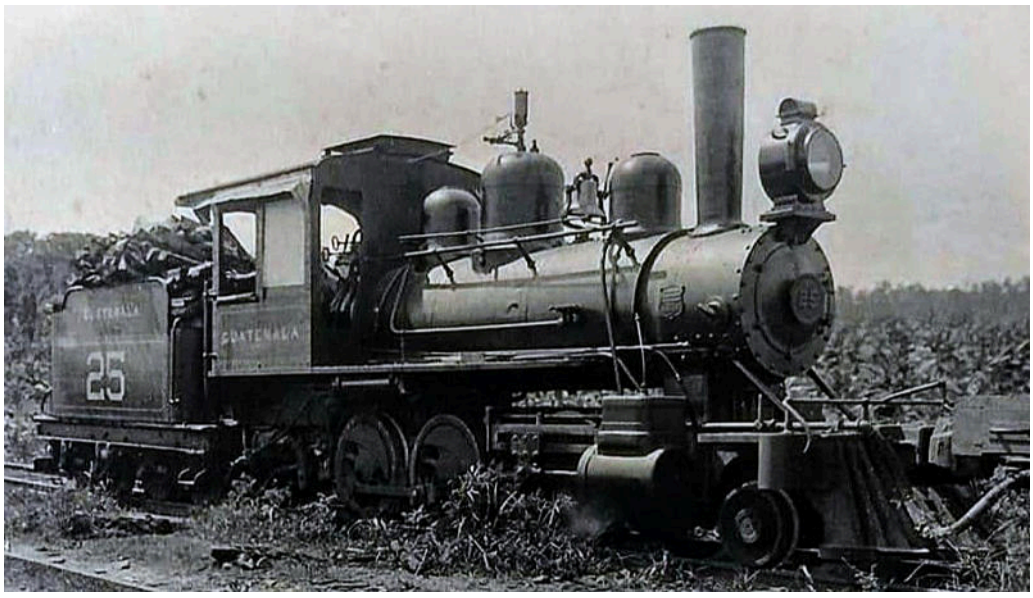
Ordered for John W. Hall, Guatemala. 3' 0" gauge.

? w/n 7031

A small side tank on a banana plantation somewhere in Guatemala, possibly a VIW product though none are known to have reached the country.

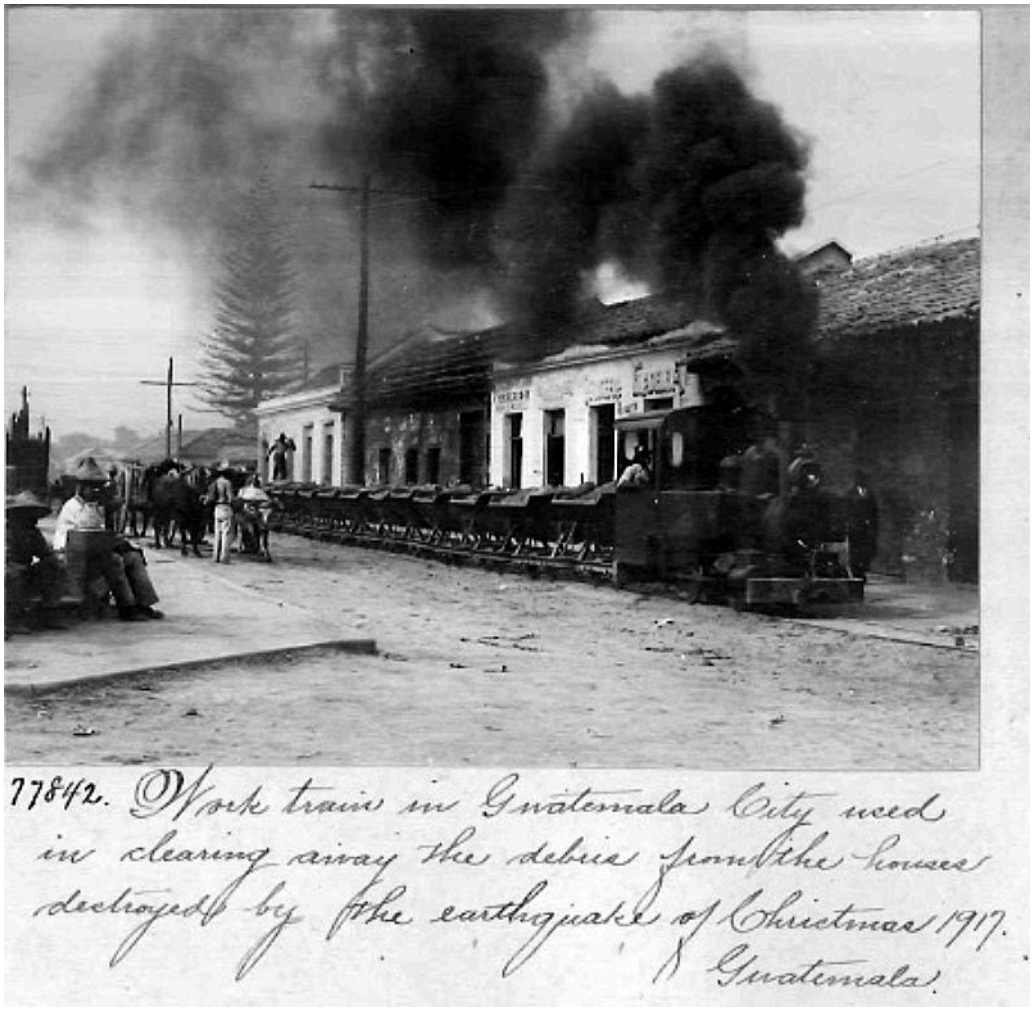


An unknown loco supposedly seen at a coffee plantation on the south coast in 1926.



An unknown Porter 2-6-0 numbered **25** and with Guatemala emblazoned across both tender and cab.

A small 2-8-0 hauling a pair of banana vans, supposedly at Ayutla.



A 'trümmerbahn' loco clearing rubble in Guatemala City after the 1917 earthquakes.

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11. 3 El Salvador railways

16.3.1 *El FC Acajutla y Sonsonate*

1882-1895

then purchased by the Salvador Central Rly. Co. and became part of the Salvador Rly.

Background

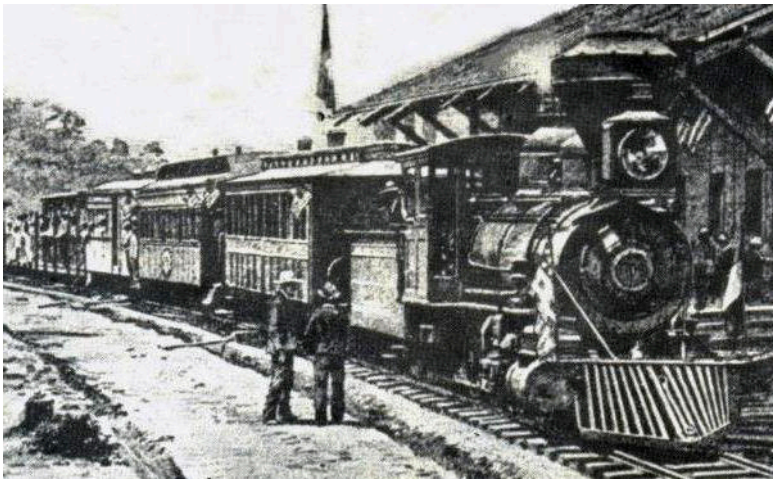
Gauge 3' 0" = 915 mm

“This 3 ft. gauge line, the most interesting of all Central American railroads, was the first in El Salvador. It extends from the seaport of Acajutla, on the Pacific, to San Salvador, 103 kilometers, with a branch from Sitio del Niño to Santa Ana of 40 km. The westernmost 20 km. of the main line was built as the Acajutla & Sonsonate RR, in 1881 and 1882. Its equipment all came from San Francisco, the two 4-4-0 locomotives having been built by Prescott, Scott & Co., predecessors of the Union Iron Works, and the rolling stock came from Bay area builders. In 1883, the Santa Ana Ry. was projected, from Santa Ana to San Salvador, and was completed between the two cities in 1889. These two railroads operated independently of each other, the Acajutla & Sonsonate being used for hauling sugar, coffee and the other produota of the fertile basin around the city of Sonsonate, to the docks at Acajutla. In 1895, a British company was formed under the name of the Salvador Central Ry. Ltd., and by taking over both railroads by outright purchase, and building a connecting link of 47 km. between them, it gave San Salvador its first rail connection with a seaport. This new line was built under the name of the Acajutla-San Salvador Ry., but in 1897 the entire system, upon completion of the connecting link, was consolidated under the name of Salvador Ry. Co. Ltd. The Santa Ana Ry. locomotives and rolling stock were U. S. built except for a few passenger coaches imported from England, and the new company purchased additional Baldwins in 1896 and 1897, but imported all its new rolling stock from England. ” Gerald Best 1961 [5].

4-4-0 d/w 36", cyls. 12x16", built by Prescott Scott & Co. (Union IW) in 1882

Ordered by *FC Acajutla y Sonsonate*. Cyls. possibly 12x15".

1 ‘F. COMACHO’	w/n 28	Became *FES* no. **1**.
2 ‘?’	w/n 29	Became *FES* no. **2**. Scrapped 1897.



This early no. **1** does not appear to be a 2-8-0, so it was probably on the *FCAyS* or perhaps a few years later on the Salvador Central Railway, either way no. **1** was the same loco, Prescott Scott & Co. no. **28**, a 4-4-0 from 1882. Supposedly taken in 1890 at Sonsonate station.

16.3.2 *El FC Santa Ana*

1889-1895

then purchased by the Salvador Central Rly. Co. and became part of the Salvador Rly.

Background

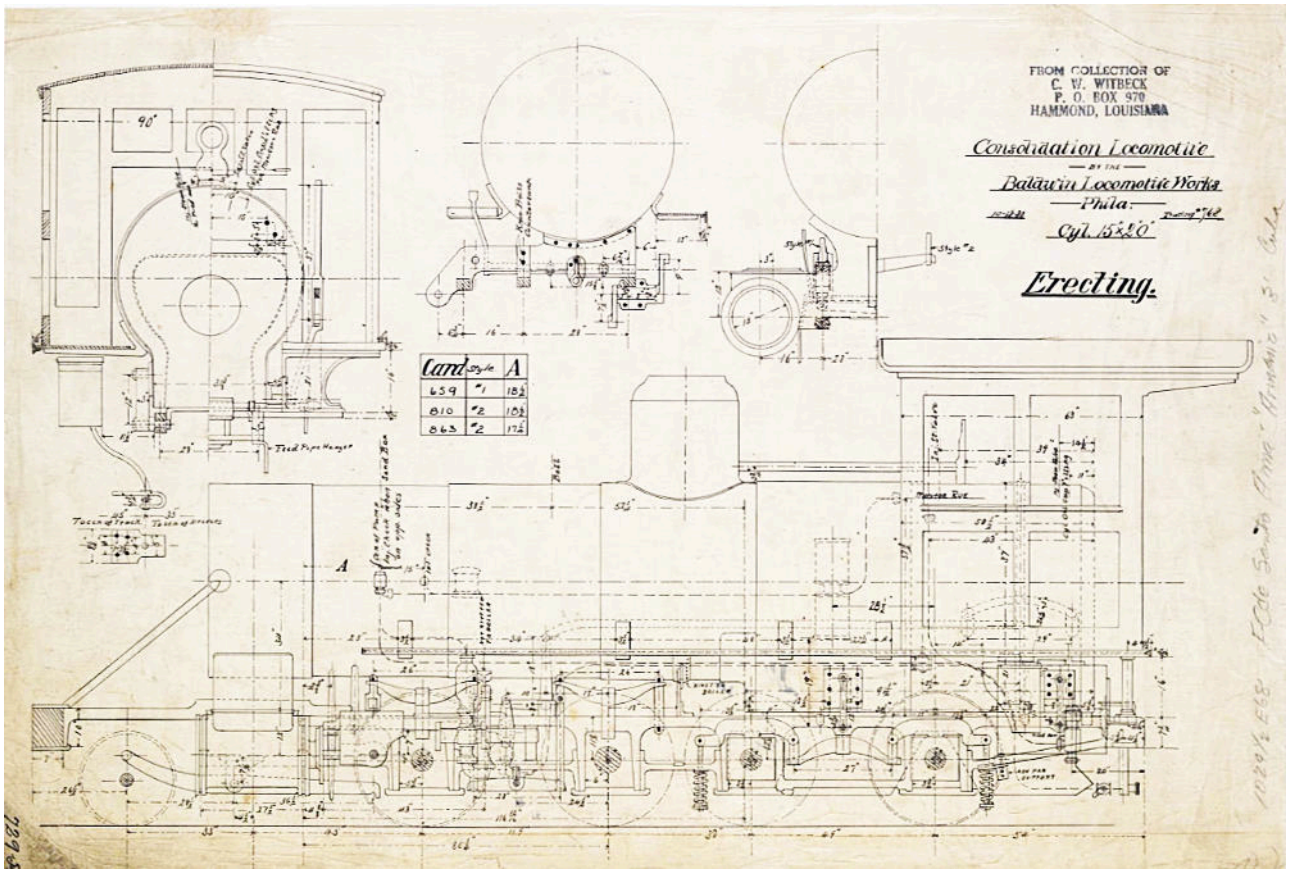
Gauge 3' 0" = 915 mm

Taken over by Salvador Central Ry. Ltd in 1895, along with the *FC Acajutla y Sonsonate*, and linked together. On completion the whole system was consolidated under the name of the Salvador Railway Co. Ltd.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1883, 1889 and 1891

Ordered for Specs.are in vol. 11 p 246, and vol. 15 p 94. BLW class 10-24½E nos. 68, 71 and 78. Mark on tank: 'FERRO-CARRIL DE SANTA ANA'. Radley & Hunter stacks.

1 'ARMENIA' w/n 6963 Later became *FNES* no. **2**.
2 'ATEOS' w/n 10035 Later became *FNES* no. **3**.
3 'COLON' w/n 11902 Later became *FNES* no. **4**.



This Baldwin erecting card drawing from the DeGolyer Library collection shows *FC de Santa Ana* no. **1 'ARMENIA'**.

CLASS 10-24½ E ON A GRADE OF 4 PER CENT.

SANTA ANA RAILWAY.
SONSONATE, SALVADOR, January 18, 1884.

MESSRS. BURNHAM, PARRY, WILLIAMS & CO.:

Gentlemen,—The "Armenia" is doing good service. She starts and readily handles seven loaded cars (75 tons) on straight grade of 4 per cent. We are well pleased with her.

(*Signed*) A. J. SCHERZER,
Chief Engineer.

A letter expressing satisfaction with the first of these three engines,

2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1893

Ordered for Santa Ana Railway.

4	w/n 2251	Later became *FNES* no. **5**.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1895-6

Ordered for *FC Santa Ana.* Spec. is in vol. 20 p 36. BLW class 10-28D nos. 18-20. Boilers to be set lower than of Guatemala Central locos **9** and **10** to avoid top-heaviness. Bells to be mounted on front sand-domes. NB was Baldwin 14824 really no. **8** here, or possibly actually no. **7**? If it was originally no. **8**, then there must have been a no. **7** which lasted less than five years. The BLW spec. page shows no. **7** crossed out and replaced by **8**, which may well mean that the loco was delivered straight into *FNES* service.

5	w/n 14453	Later became *FNES* no. **6**.
6	w/n 14454	Later became *FNES* no. **7**.
8	w/n 14824	Later became *FNES* no. **8**.

16.3.3 The Salvador Central Railway Co. Ltd.

El FC de Acajutla á San Salvador

1895-1897

The Salvador Railway Co.

1897-1974

Background

Gauge 3' 0" = 915 mm. Not to be confused with the *FC Central de El Salvador* in section 16.3.5

“The Santa Ana Ry. locomotives and rolling stock were U. S. built except for a few passenger coaches imported from England, and the new company purchased additional Baldwins in 1896 and 1897, but imported all its new rolling stock from England. Except for additional locomotives from Baldwin in 1910 and 1925, this road operated until 1951 with all its original motive power and rolling stock except for one 4-4-0. Nine railmotors built in the Sonsonate shops augmented the passenger service provided by 27 coaches, but these did not appear on the road until the 1920s. In some years after 1895 the road made a profit, but in 1932 after years of dwindling revenues, the bonds were defaulted, and trustees in bankruptcy were appointed. No dividends had been paid on the common stock since 1913, and although the coffee boom of the early 1950s increased the freight revenue, the trustees have been lucky to make operating expenses. All of this explains why the Salvador Ry, is the way it is. They cannot afford to modernize, and have thereby retained intact what might be called the "Virginia & Truckee" of the 3 footers. Until 1951, IRCA would not accept freight cars from the Salvador Ry. for transport to Barrios on the Caribbean, because all the latter's cars had link and pin couplers, and a 6 inch difference in height of coupler centers from the rails further complicated the problem of car interchange. To overcome this difficulty, a number of box cars were purchased second band from the Oahu Ry. in Hawaii in 1951, together with four consolidation type locomotives. This equipment complied with IRCA standards, and is used for loading freight going off the Salvador Ry. line. A unique adapter in the form of a heavy, bent steel bar with a hole in each end makes it possible for the Oahu cars to be operated in the same train with the old link and pin ears, on the Salvador Ry., but IRCA will not permit this on their lines. The road’s lease expires in 1974, at which time the government can take over the railroad. The bondholders would like to see the government take the road over now, for a price, but as of 1960 there has been no action on the matter. There is no money in the treasury for dieselization, and it is cheaper to repair the steam power, so the Salvador Ry. puffs on, in its own unique way” Gerald Best 1961

[5].

Locomotives absorbed with the *FC Acajutla y Sonsonate*

4-4-0 d/w 36", cyls. 12x16", built by Prescott Scott & Co. (Union IW) in 1882

Ordered by *FC Acajutla y Sonsonate*.

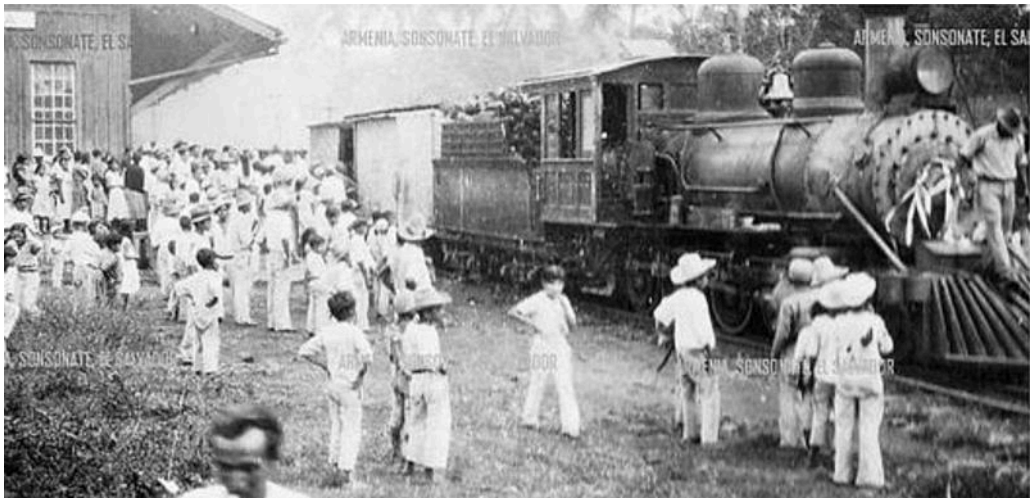
1	w/n 28	Previously had been *FCAyS* no. **1 'F. COMACHO'**.
	w/n 29	*FCAyS* no. **2** was scrapped in 1897, reason unknown.

Locomotives absorbed with the *FC Santa Ana*

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1883, 1889 and 1891

Ordered for Specs.are in vol. 11 p 246, and vol. 15 p 94. BLW class 10-24½E nos. 68, 71 and 78. Mark on tank: 'FERRO-CARRIL DE SANTA ANA'. Radley & Hunter stacks.

2	w/n 6963	Previously had been *FCSA* no. **1 'ARMENIA'**.
3	w/n 10035	Previously had been *FCSA* no. **2 'ATEOS'**.
4	w/n 11902	Previously had been *FCSA* no. **3 'COLON'**.



This photo shows a 2-8-0 supposedly on the Acajutla route, so it might well be one of these three engines. However, note the straight stack despite the loco clearly burning wood.

2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1893

Ordered for Santa Ana Railway.

5	w/n 2251	Previously had been *FCSA* no. **4**.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1895-6

Ordered for *FC Santa Ana.* Spec. is in vol. 20 p 36. BLW class 10-28D nos. 18-20.

6	w/n 14453	Previously had been *FCSA* no. **5**.
7	w/n 14454	Previously had been *FCSA* no. **6**.

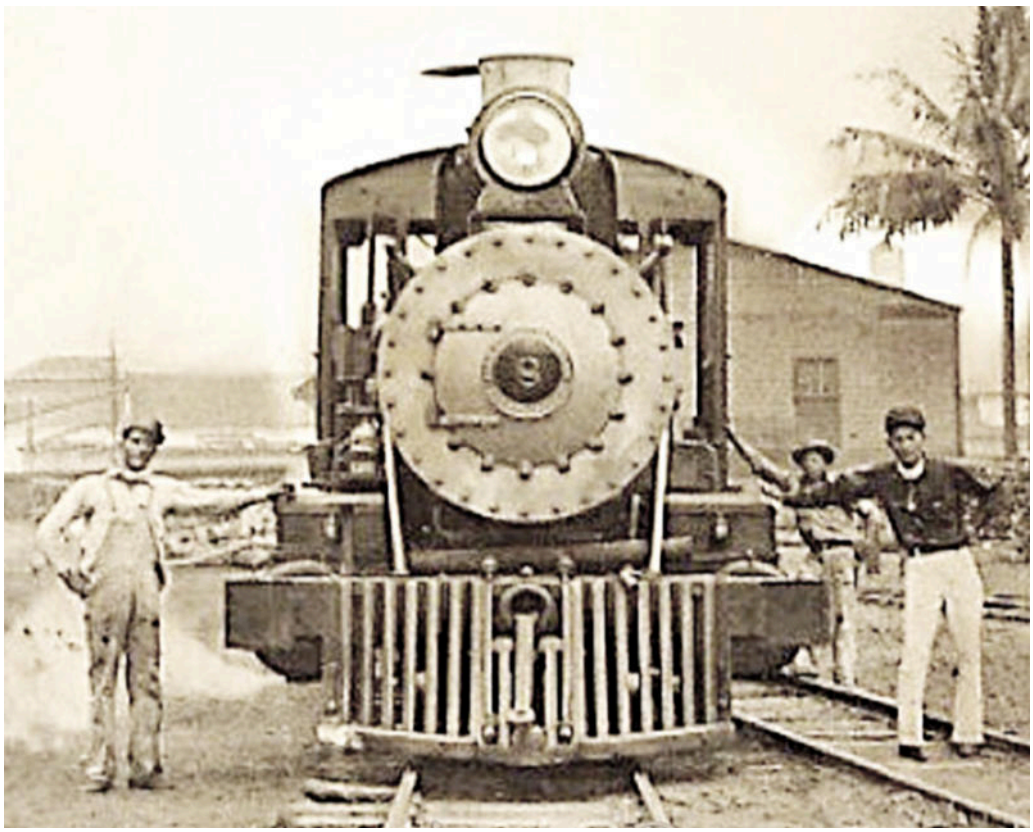
Locomotives arriving new into the Salvador Railway fleet

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1895-6

Ordered for *FC Santa Ana.* Spec. is in vol. 20 p 36. BLW class 10-28D nos. 18-20. This was the third of these, which never received an *FCSA* number.

8 w/n 14824

\\



This loco numbered **8** and seen in El Salvador must be the above-listed *FC Salvador* 4-6-0 as no other engine in the country bore the number **8**. However, the photo is puzzling, as either the numeral '8' on the front number-plate is the reverse of what is usually seen (ie. normally with the thick stroke crossing the middle from top left to bottom right) or the smokebox door is unusually hinged on the left rather than the right.

4-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1896

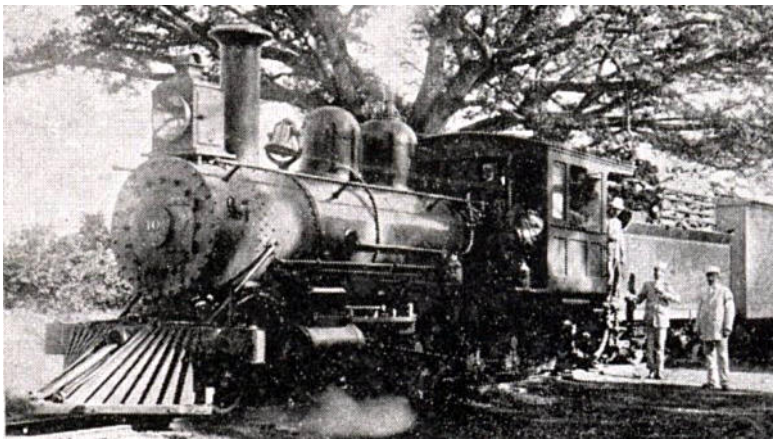
Ordered for *FC Acajutla y Sonsonate*. Spec. is in vol. 20 p 215. BLW class 10-26D nos. 120, 121, 126. Mark on tank: 'FERRO-CARRIL DE ACAJUTLA Á SAN SALVADOR'.

9 w/n 15071

10 w/n 15072

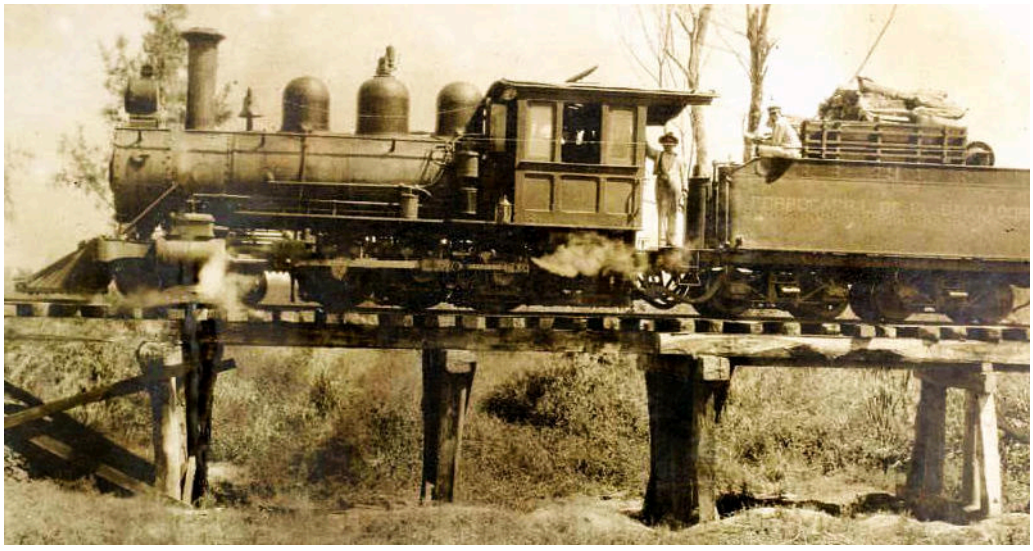
11 w/n 15323

BLW neg no. 00921. High res image available from the RR Museum of Pennsylvania.

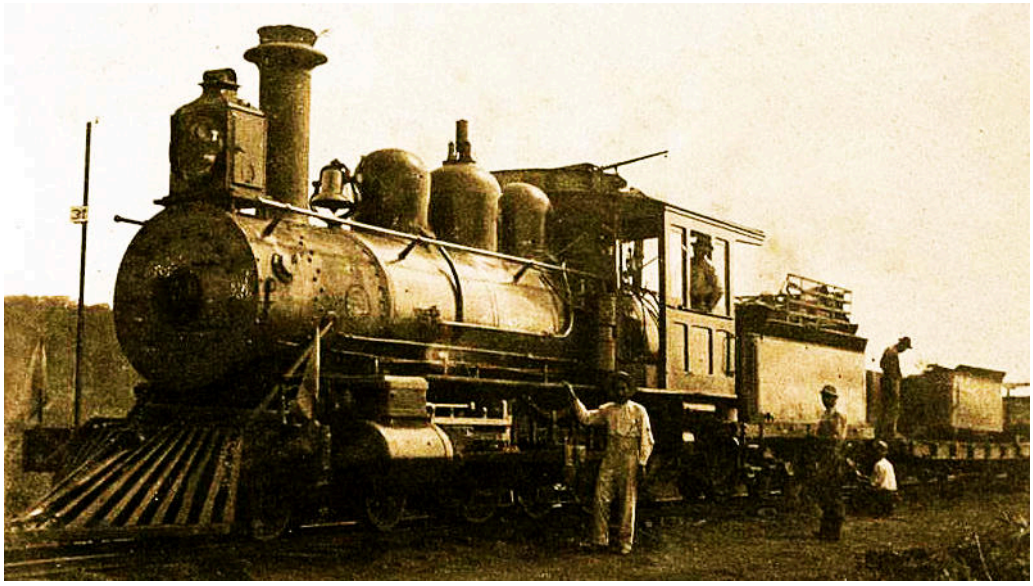


The smokebox number plate carries the number '**10**'. However, when compared with the works' photo above, this engine seems to have lost its rear sand-dome, and to have gained panelled wooden cabsides.

This too looks like one of the SR 4-6-0s, and it has the same modifications noted on no. **10**, above. The jetty in the background is that at Acajutla.



The tender carries lettering showing 'FERROCARRIL DE EL SALVADOR' and above on the collar is the number **9**.



Another view of an ex-*FCSA* 4-6-0, seemingly with the body of a tender being carried on a flat wagon in the train.

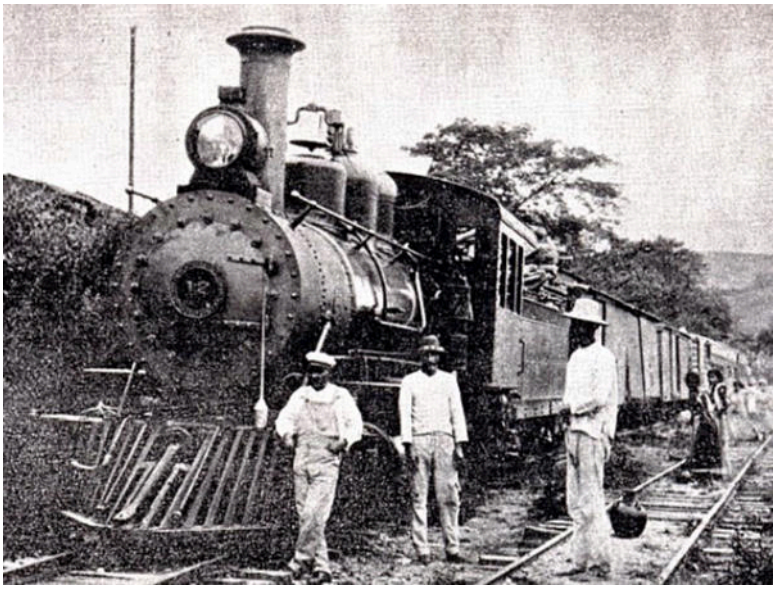
One of the same batch sixty-five years later, in 1961. The changes seem few – a shorter chimney without a cap, the bell moved back close behind the dome, and the oil tank on the tender.

4-6-0 d/w 42" cyls. 17x20", built by Baldwin in 1910

Ordered via Fox Brothers for Salvador Railway Co. Ltd. Spec. is in vol. 36 p254. BLW class 10-28D no. 120-121. Mark on tank: 'SALVADOR RAILWAY CO. LTD.' Straight stack with copper top. "Sandbox body, helmet shape, bell on front one".

12 w/n 35472

13 w/n 35473



This was probably Salvador Railway no. **12**. Note the distinctive flat-topped front sand-dome, with bell mounted above it.

2-8-0 d/w 42", cyls. 17x20", built by Baldwin in 1925

Ordered for Salvador Railway Co., Salvador. Spec. is in vol. 78 p148. BLW class 10-28E no. 149. Straight stack, acetylene headlamps. Mark on tanksides: 'SALVADOR RAILWAY CO. LTD.'

14 w/n 58469

BLW neg no. 09549. High res image available from the RR Museum of Pennsylvania.

Sentinel bogie railcar, built by Sentinel in 1926

Ordered for the Salvador Railway. Possibly mainly used on the Santa Ana branch.

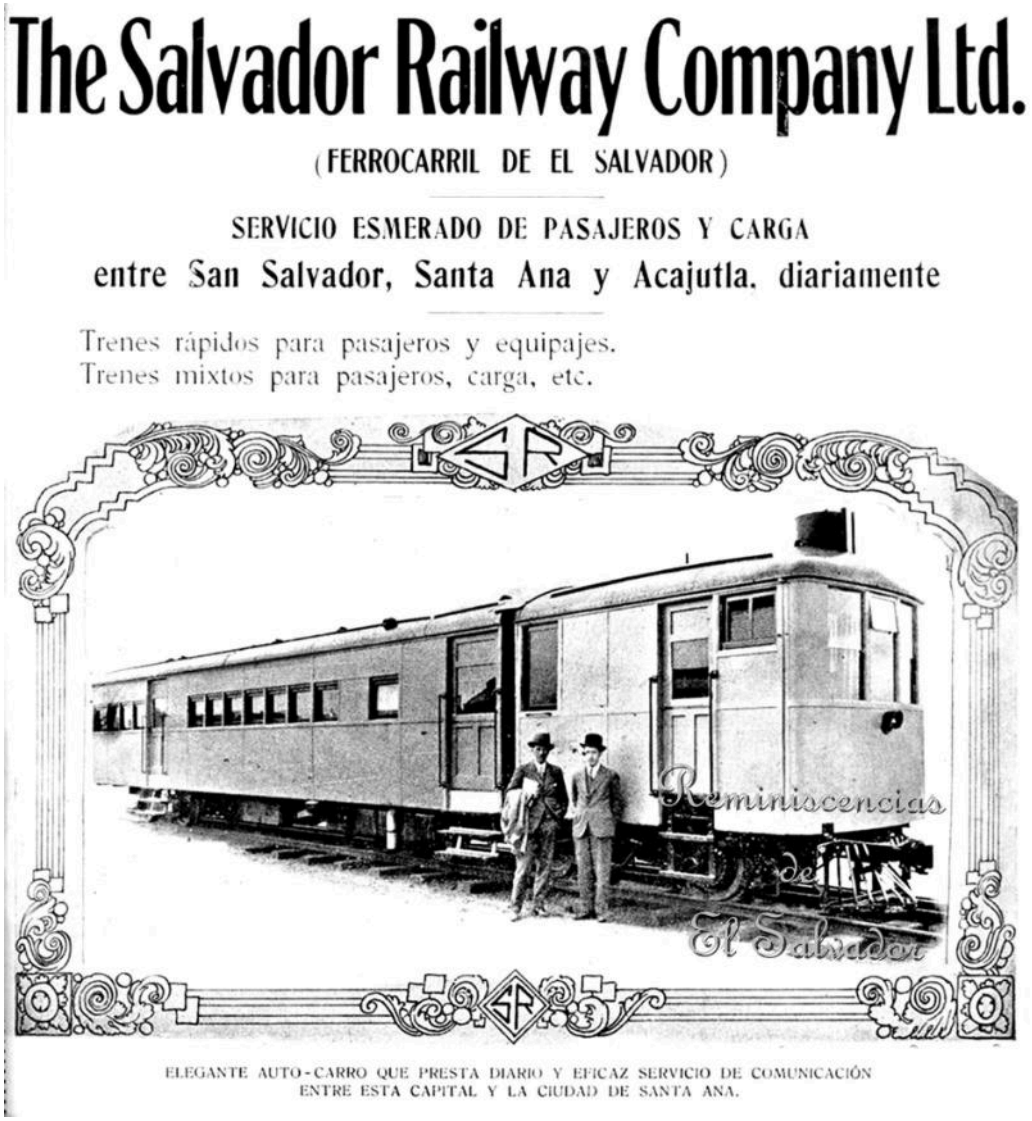
? w/n ?

n America :—" The
niversally approved
ence *of which high-*
: italics are ours).
fact that nearly all
ne famed for were
s, so that it is not
/e fear that Mr. Bell

ıttractive represen-
s put on the various
note a similar fault
fect of the pictures
." Engines depicted
The " Stourbridge

Opening with a section on the genesis of railways, the remainder of the book is practically a condensed history of the Great Western Railway, with chapters on the battle of the gauges, and the development of the line and its rolling stock. There are many illustrations and a map of the G.W.R. system.

The Sentinel Wagon Works Ltd. have recently received orders for one double articulated type Sentinel-Cammell rail coach for the Buenos Aires & Pacific Ry., one rail coach for the Irak Rys. of Mesopotamia, one for the Salvador Ry. and two for the London & North Eastern Ry. The Great Western Ry. have ordered a 20-ton Sentinel locomotive.

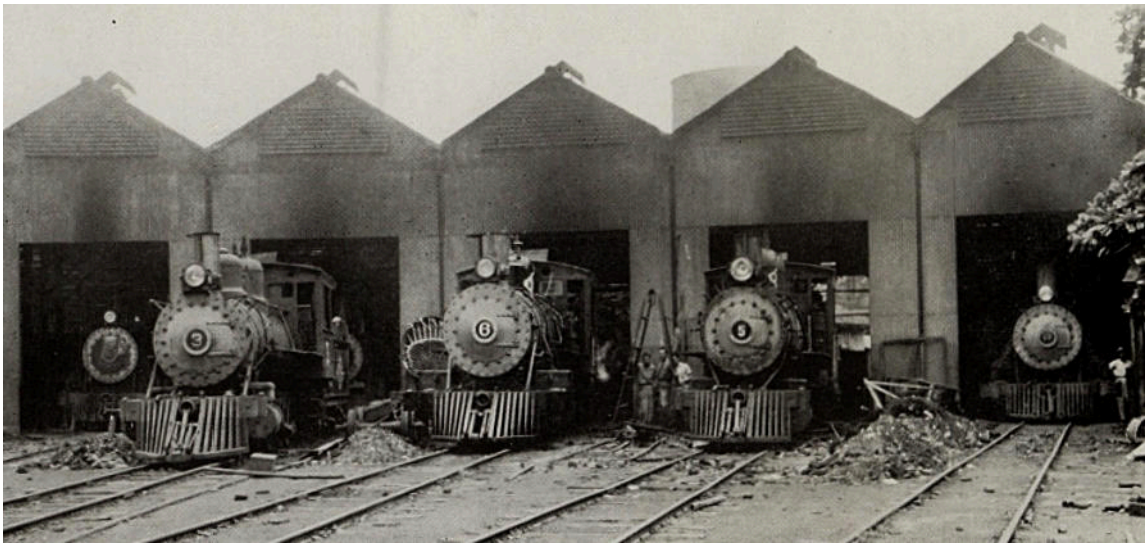


Locomotives purchased second-hand

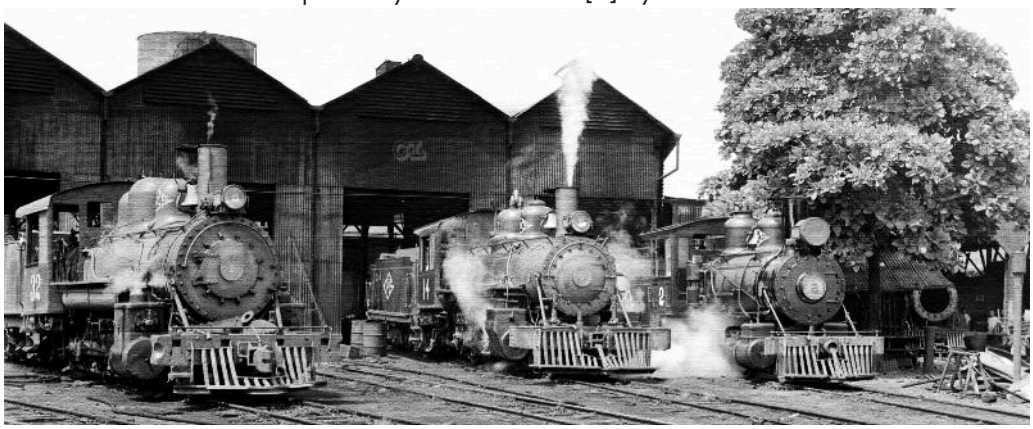
2-8-0 d/w 38", cyls. 16½x20, built by ALCo Manchester in 1912, ALCo Rogers in 1913 and ALCo Cooke in 1916

Ordered for Oahu Railway, Hawaii. Sold to Salvador Railway in 1950.

34	w/n 51164	Ex Oahu Railway no. **34**. Scrapped by 1977.
32	w/n 53446	Ex Oahu Railway no. **32**. Scrapped by 1977.
36	w/n 53447	Ex Oahu Railway no. **36**. Scrapped by 1977.
35	w/n 55827	Ex Oahu Railway no. **35**. Scrapped by 1977.



A view of the shed at Sonsonate, with locos nos. **3, 6** and **5** in the centre.
Photo probably taken in 1959 [5] by Gerald Best.



Probably again at Sonsonate, but this time with one of the ex-Hawaiian 2-8-0s on the left. Note the knuckle coupler fitted to those engines in contrast to the link-and-pin fittings which which the older engines were equipped to the last.

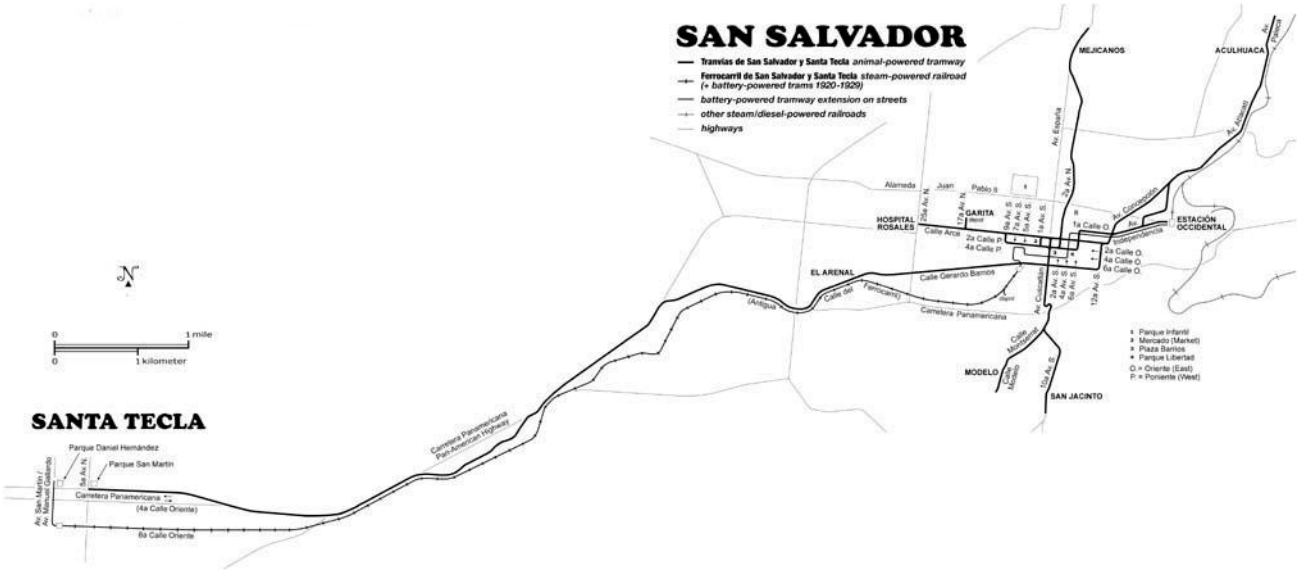
16.3.4 *El FC San Salvador y Santa Tecla*

1894-192?

Background

Gauge 3' 0" = 915 mm

"Organized in 1891 to provide a rail connection to the city of Santa Tecla, 9 miles west of San Salvador, this 3 ft. gauge road was constructed between 1892 and 1894. Originally powered by three 0-6-0 tender engines built in Belgium, this line was never a profitable one. In 1897 they bought a 2-6-0 from the Pittsburgh Locomotive Works, which operated until 1923 when the road was electrified, and the steam engines were retired. One of the 0-6-0s had been sold to the Guatemala Ry. in 1909, and it has been preserved as a relic in a park in Guatemala City where it is slowly rusting away." Gerald Best 1961 [5].

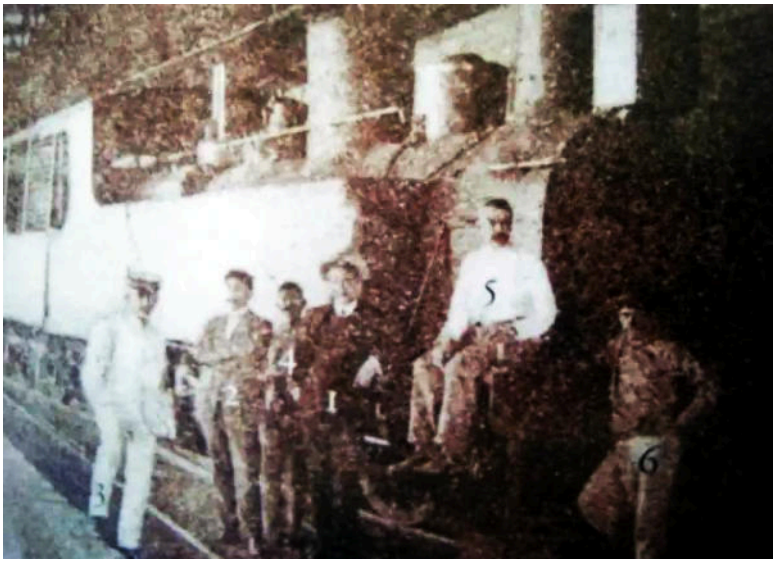


Map by the late Allen Morrison.

0-6-2TT d/w ?, cyls. ?, built by Franco-Belge in 1892

Ordered by *San Salvador y Santa Tecla*. Possibly the railway's nos. **1** and **2**?

?	w/n 880
?	w/n 881



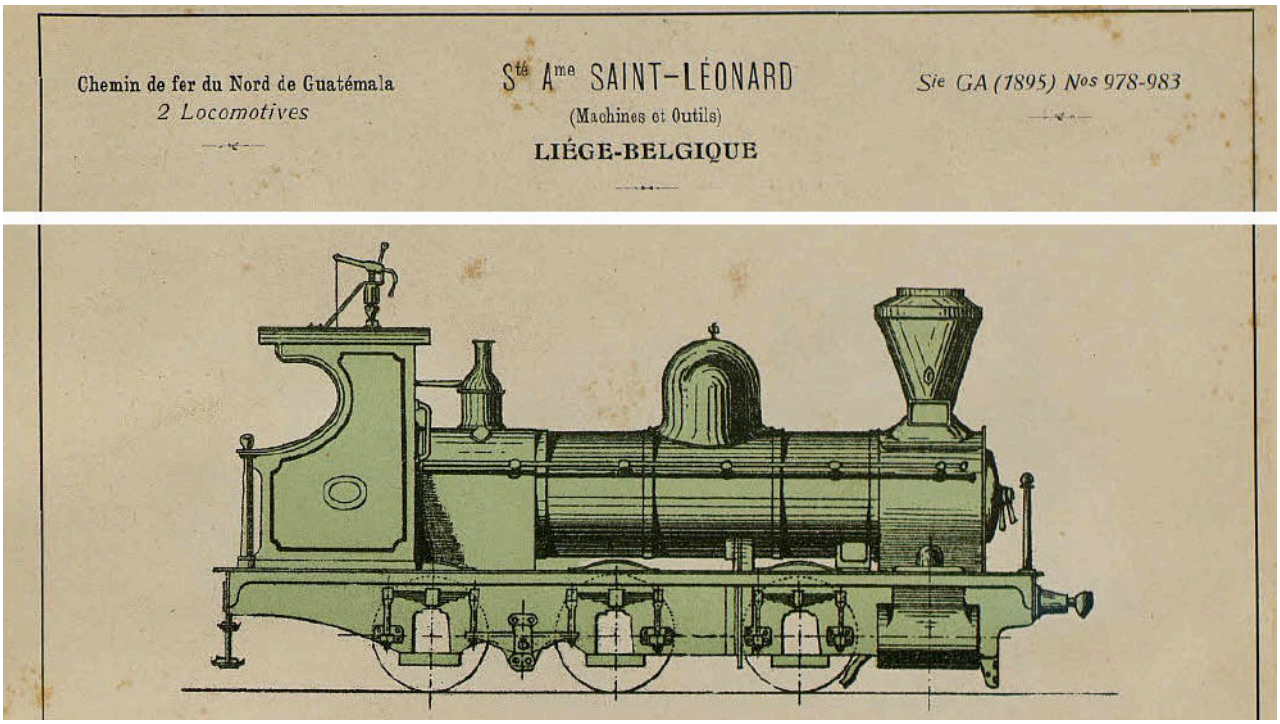
Presumably one of the Franco-Belge 0-6-2Ts, in 1908.

And another, albeit very much touched up, on a bridge and displaying the 4-wheeled tender.

0-6-0 d/w 1m, cyls. 350x500mm, built by St. Leonard in 1894

Ordered by ? Possibly the railway's nos. **4** and **5**?

?	w/n 978	Possibly 977 and 979 as well?
?	w/n 983	Became Guatemala Railway no. **9**? then **4²**.

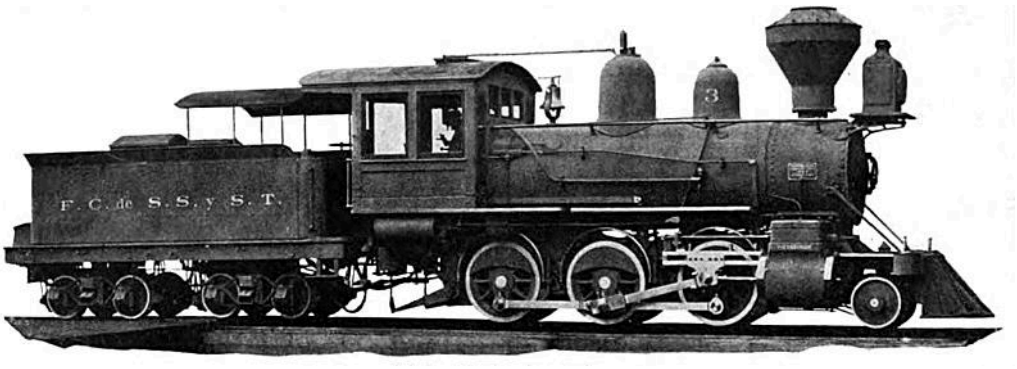


This cropped extract from a page of a St. Leonard catalogue shows the side elevation of these engines, but rather strangely allocates them to the *FC Norte de Guatemala*. Possibly the transfer of no. 983 to that country had taken place before the catalogue was published and had confused the compilers.

2-6-0 d/w 41", cyls. 14/22x22", built by Pittsburgh in 1897

Ordered by *FC San Salvador y Santa Tecla*. Sources differ as to whether this was Pittsburgh 1693 or 1694.

3	w/n 1693/4	Scrapped 1923.



For this single locomotive to be *FCSSayST* no. **3** suggests that it arrived on the line after one of the other pairs of engines but before the other pair.

16.3.5 *El FC Central de El Salvador*

1897-1912, then purchased by the IRCA

Background

Gauge 3' 0" = 915 mm. Not to be confused with the Salvador Central Railway in section 16.3.3

"In 1888, a group of New Yorkers under the leadership of Daniel Butterfield Crocker, organized a company of the above name, to build a railroad from the seaport of La Union, on the Bay of Fonseca in El Salvador, to San Salvador, thus opening up the country between the two cities, a distance of 156 miles. They obtained a concession from the El Salvador government of 810,000 a mile, and completed a survey to the capital in 1890. Disagreement among the organizers resulting in the sale of the company to C. P. Huntington, who advanced sufficient cash to start construction in 1893 from La Union, of a 3 ft. gauge line which reached the city of San Miguel, 42 miles inland, in 1897, and there construction of the Salvador Central ceased. This was El Salvador's second railroad, the first being the *Ferrocarril de El Salvador*, which will be described in another section. The contactors, Thornton N. Montley & Co., acquired a new Rogers 2-6-0 in 1895 to become the road's first locomotive, and in May 1897, Baldwin built a 2-8-0, which with the Rogers engine comprised the road's roster of locomotives until after consolidation with IRCA, which took place on April 19, 1912." Gerald Best 1961 [5].

2-6-0 d/w 39", cyls. 14x18", built by Rogers in 1895

Ordered for *FC Central de El Salvador*.

1 'La UNION' w/n 5130 Later went to the Guatemala Railway as their no. **30**, renumbered **33** in 1928. Scrapped 1932.

2-8-0 d/w 38", cyls. 15x20", built by Baldwin in 1897

Ordered for *FC Central de El Salvador.* Spec. is in vol. 21 p 19. BLW class 10-24½E no. 95. Mark on tank: 'FERRO-CARRIL CENTRAL DEL SALVADOR'. Radley & Hunter stack of copper.

2 'SAN MIGUEL' w/n 15337 Later went to the Guatemala Railway as their no. **31**, renumbered **34** in 1928. Survives as **34** in the railway museum in Guatemala City.

16.3.6 The San Alejo tramway

Background

Gauge 2' 0" = 610 mm. San Alejo is a few kilometres west of La Union, at the extreme eastern end of the *FC Central de El Salvador* / IRCA.

0-4-0ST d/w 18"?, cyls. 5x8", built by Porter in 1921

Ordered via Wonham Bates & Goode for a tramway connected to the Tela RR in Honduras. Whilst Holzinger shows these engines here, Connelly and Copelands' Porter lists solely mention them as for Honduras. Copeland says that one of them was numbered **6**. Weber says they were nos. **6** and **7**. Porter class BSSK.

? w/n 6674

? w/n 6675

16.3.7 International Railways of Central America
Salvador Division

1912-1974

Background

Gauge 3' 0" = 915 mm

Again, a historical summary has been extracted from Gerald Best's 1961 article for the *Railway and Locomotive Historical Society Bulletin* [5].

"INTERNATIONAL RAILWAYS OF CENTRAL AMERICA: Organized on April 19, 1912 as a New Jersey corporation, the new company, with Minor C. Keith, also President of United Fruit, as the President, took over the properties of the Guatemala Ry., and purchased the *Central de El Salvador*. One of the principal reasons for the formation of the new company was to permit construction of lines in El Salvador which would link that country with the Guatemalan port of Barrios. Aided by a subsidy of $7,000 per kilometer, from the government of El Salvador, and $7,320 per km. from the Guatemalan govt. for that portion of the new line from Zacapa to the border, surveys were begun immediately. …

One of the first acts of the now company was to completely rebuild the poorly constructed and maintained *Central de El Salvador*, from Cutoco on the Bay of Fonseca, through La Union to San Miguel. This work was completed in 1912, and construction was immediately begun towards San Salvador. In the first year, an additional 42 miles was built, for in December 1913, the line had reached the Lempa River crossing at the town of San Marcos. But World War 1 brought the work almost to a standstill in 1914, and only 14 miles of new track was laid during the 1914-16 period, the crews reaching Zacatecoluca in December 1916. In 1917 and 1918, while the U. S. was geared for the war overseas, only 12 additional miles to Molineros was completed, but in 1919 the track was laid through Santo Domingo to San Rafael Cedros, it passed through the city of Cojutepeque in]920, and reached San Salvador in December 1921. The first through train from La Union was run March 12, 1922. …

Returning to the operations in El Salvador, as soon as the war in Europe was over in 1918, IRCA laid plans to connect the lines in El Salvador with those in Guatemala by constructing a 161 mile link between the town of Zacapa, on the Barrios-Guatemala City line, and Soyapango, four miles east of San Salvador on the La Union line, which was still four years from completion. To reach San Salvador from Soyapango it was necessary to cross a narrow river canyon, involving two miles down the east bank of the river, then a 180 degree turn with a bridge in the center, and two miles up the west bank to the plateau on which the city was located. Hence San Salvador is in effect at the end of a 4 mile branch extending west from Soyapango.

Early in 1920, actual construction was begun towards Zacapa, and in the following six years, the line was completed to Texistepeque, with a branch from that point southwest through the city of Santa Ana to the town of Ahnachpan. Santa Ana was already served by one rail-road, the Salvador Ry. Co. Ltd., thus providing the city with the benefits of competition, and at a later date, an outlet to the Atlantic seaboard. In 1928, the line was extended from Texistepeque to the town of San Jeronimo, on the Guatemalan border, and since the line from La Union to Soyapango had been finished four years earlier, El Salvador at last bad a railroad from one end of the country to the other.

In the meantime, work had begun on the very difficult section from Zacapa south to the El Salvador border in 1928, only to be halted soon after by disagreement between the engineers and management over the choice of routes. In 1926, these difficulties were ironed out, and con-struction began in earnest, and except for completion of certain tunnels, was finished in 1928, although final Junction of the rails and the running of the first through train did not occur until Dec. 1929.

The cost of the line from Zacapa to Anguiatn, across the bother from San Jeronimo was $12,000,000, and while the first 18 miles out of Yampa to Chignimula, with a grade of less than 40 ft. per mile involved little expensive construction, the next 26 miles was a different matter. From Chiquimula to Ipala, the line ascended from 1250 to 2950 ft, and bears a striking similarity to the north half of the Southern Pacific's line through the Tehachapi Mountains in Southern California, with its loops, tunnels and sharp curves. The ruling grade is 2.8% between Tree Ceibas and

Chaguite, with long sections of 2.5% on both sides. Completion of this line enabled shippers in El Salvador to send bananas, coffee and other products to Puerto Barrios via Zacapa, and a daily mixed train has been in operation from San Salvador to Zacapa since 1929."

IRCA Salvador Division annual loco returns 1912-1923

End of 1911 there had been two locos in the fleet, presumably the two ex *FC Central de El Salvador* machines..

Yr end	No.	Maker	Kind	Cylinders	Condition			
					Good	Fair	Repair	Awaiting repairs
1912	1	Rogers	2-6-0	14x18	1	0	0	0
	1	Baldwin	2-8-0	15x20	1	0	0	0
	2	Baldwin	2-8-0	16x20	2	0	0	0
1913	1	Rogers	2-6-0	14x18	0	1	0	0
	1	Baldwin	2-8-0	15x20	0	1	0	0
	4	Baldwin	2-8-0	16x20	4	0	0	0
Number increased by 2 during year.								
1914	1	Rogers	2-6-0	14x18	0	1	0	0
	1	Baldwin	2-8-0	15x20	1	0	0	0
	4	Baldwin	2-8-0	16x20	4	0	0	0
Number remained the same during year.								
1915	1	Rogers	2-6-0	14x18	0	1	0	0
	1	Baldwin	2-8-0	15x20	1	0	0	0
	4	Baldwin	2-8-0	16x20	4	0	0	0
Number remained the same during year, ie 6.								

(In summary, up to 1915 the new IRCA Salvador Division retained the original two engines from the *FCCdES* but had also gained four of the new IRCA 2-8-0s built from 1910 onward.)

					In service	Repairing	Tied up
1916	1	Rogers	2-6-0	14x18	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	2-8-0	15x20	1	0	0
	4	Baldwin	2-8-0	16x20	4	0	0
Number increased by 1 during year, ie now 7, owing to arrival of 2-4-2.							
1916 three locos changed from wood to oil fuel.							
1917	1	Rogers	2-6-0	14x18	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	0	1	0
	1	Baldwin	2-8-0	15x20	1	0	0
	4	Baldwin	2-8-0	16x20	4	0	0
Number increased by 1 during year, ie now 8, owing to arrival of 4-6-0 from Guatemala.							
1917 one more loco converted to oil.							

1918	1	Rogers	2-6-0	14x18	0	1	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	0	1	0
	1	Baldwin	2-8-0	15x20	1	0	0
	4	Baldwin	2-8-0	16x20	4	0	0

Number remained at 8 during year.

1919	4	Baldwin	2-8-0	16x20	4	0	0
	1	Baldwin	2-8-0	15x20	0	1	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0
	1	Rogers	2-6-0	14x18	1	0	0

Number remained at 8 during year.

(Between 1915 and 1919 the Division gained the Baldwin 2-4-2T (BLW 14084) which had been built in 1894 as the *FC Norte de Guatemala*'s no. **8**, and one of the two 1894-built 4-6-0s from the *FC Norte de Guatemala*.)

1920	5	Baldwin	2-8-0	16x20	5	0	0
	1	Baldwin	2-8-0	15x20	0	1	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0
	1	Rogers	2-6-0	14x18	1	0	0

Number increased to 9 during year, owing to arrival of new loco no. **50**.

1921	8	Baldwin	2-8-0	16x20	4	4	0
	1	Baldwin	2-8-0	15x20	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0
	1	Rogers	2-6-0	14x18	1	0	0

Number increased to 12 during year, owing to arrival of new locos no. **50, 51** and **54**, but note no. **50** had been reported as arriving new in previous year too.

1922	10	Baldwin	2-8-0	16x20	8	2	0
	1	Baldwin	2-8-0	15x20	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0
	1	Rogers	2-6-0	14x18	1	0	0

Number increased to 14 during year, added 2 Baldwin Locomotives 2-8-0.

1923	10	Baldwin	2-8-0	16x20	9	1	0
	1	Baldwin	2-8-0	15x20	1	0	0
	1	Baldwin	2-4-2	11x16	1	0	0
	1	Baldwin	4-6-0	15x18	1	0	0
	1	Rogers	2-6-0	14x18	1	0	0

Number remained at 14 during year.

(The increase in loco numbers between 1920 and 1923 seems to be totally accounted for by the arrival of six more 2-8-0s probably all from relatively new IRCA orders.)

Locomotives used in 1952 on the El Salvador Division of the IRCA

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1912 (35-6), 1913 (37-8), 1919 (39), 1920 (40-1) and 1921 (42-4)

Ordered by ? Wayne Sanderson has commented that these were purchased at the time that the link between La Union and Guatemala was being built. The rail used between La Union and San Miguel was apparently fairly light, and the **101-125** class locos were too heavy for it.

Pre-1928 numbers

36	w/n 37530	Built 1912.	**25**	
37	w/n 39977	Built 1913.	**32**	
38	w/n 39978	Built 1913.	**33**	
39	w/n 52664	Built 1919.	**49**	
40	w/n 53777	Built 1920.	**50**	#'.. 40 CCNGR
41	w/n 53778	Built 1920.	**51**	
42	w/n 55084	Built 1921.	**52**	
43	w/n 55085	Built 1921.	**53**	
44	w/n 55086	Built 1921.	**54**	#'.. 44 CCNGR

"Accidente ferroviario ocurrido el 28 de febrero de 1945, a las 9:30 am, en la curva del km 227, en Santa Cruz Michapa, Cuscatián. La máquina ***44*** *se descarriló ocasionando la muerte del maquinista. Fuente: FENADESAL, Archivo Periférico, subfondo: Bóveda Histórica, Cala 57, Exp. 5."*

2-8-0 d/w 40", cyls. 16½x20", built by Baldwin in 1925-6

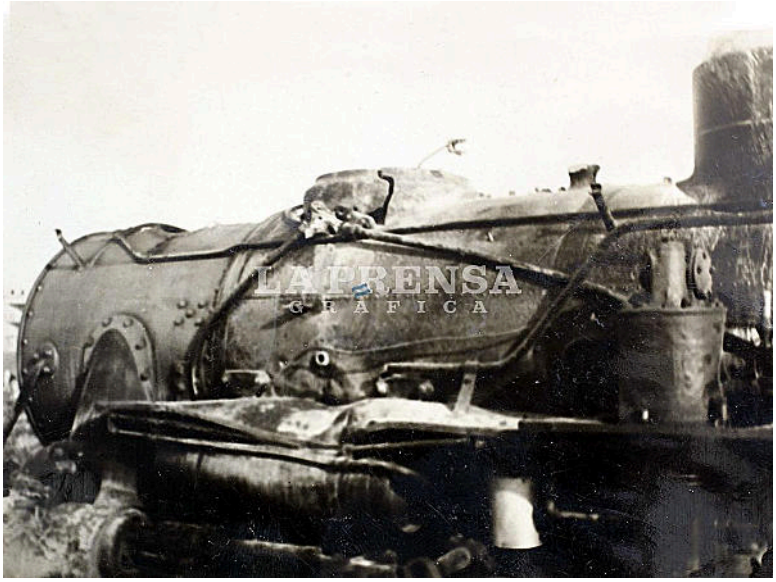
Ordered by ?

101	w/n 58499	**94**[2]	**101** *FNES*
102	w/n 58224	**95**	
108	w/n 59161	**113**	
109	w/n 59162	**114**	**101** *FNES*
110	w/n 59163	**115**	**110**

111	w/n 59164	**116**	
112	w/n 59165	**117**	**112** *FNES*

Air crash in 1947

Supposedly on April 30th 1947 an airliner of Latin American Airlines, registration YS30, struck IRCA locomotive **117**, location unknown but in El Salvador.



The photo above suggests that the crash tore the chimney and front sand dome off the loco, whilst the shape of the tail fin in the picture below implies that the plane might have been a DC3.

2-8-2 d/w ?, cyls. ?, built by Baldwin in 1928

Ordered by IRCA. Locos **140-143**: spec. is in vol. 79 p70. BLW class 12-26¼E nos. 93-96.

126	w/n 60586	(**140**)	**126** *FNES*
127	w/n 60587	(**141**)	
128	w/n 60588	(**142**)	
129	w/n 60589	(**143**)	

16.3.8 *Los FFCC Nacionales de El Salvador 'FeNadESal'*

Background

Gauge 3' 0" = 915 mm

This was the combined Salvador Railway and the El Salvador portion of the IRCA, after nationalisation in 1974. Of the steam locomotives listed below, all except the last six came from the Salvador Railway.

4-4-0 d/w 36", cyls. 12x16", built by Prescott Scott & Co. (Union IW) in 1882

Ordered by *FC Acajutla y Sonsonate*.

1 w/n 28 Previously had been *FCAyS* no. **1 'F. COMACHO'**.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1883, 1889 and 1891

Ordered for Specs.are in vol. 11 p 246, and vol. 15 p 94. BLW class 10-24½E nos. 68, 71 and 78. Mark on tank: 'FERRO-CARRIL DE SANTA ANA'. Radley & Hunter stacks.

2 w/n 6963 Previously had been *FCSA* no. **1 'ARMENIA'**. Scrapped in ?

3 w/n 10035 Previously had been *FCSA* no. **2 'ATEOS'**. Scrapped prior to 1977.

4 w/n 11902 Previously had been *FCSA* no. **3 'COLON'.** Scrapped prior to 1977.

Note the minor differences between no. **2**, above, and no. **4**, below: the different locations and styles of the numbers, different pilot and head-light styles, and the raised running board on no. **4**.

2-8-0 d/w 37", cyls. 16x20", built by Cooke in 1893

Ordered for Santa Ana Railway.

5 w/n 2251 Previously had been *FCSA* no. **4**.

FeNadESal no. **5**, by Cooke, at Sonsonate shed.

4-6-0 d/w 42", cyls. 17x20", built by Baldwin in 1895-6

Ordered for *FC Santa Ana.* Spec. is in vol. 20 p 36. BLW class 10-28D nos. 18-20.

6	w/n 14453	Previously had been *FCSA* no.**5**. Derelict 1976.
7	w/n 14454	Previously had been *FCSA* no. **6**. Scrapped prior to 1977.
8	w/n 14824	Scrapped prior to 1977.

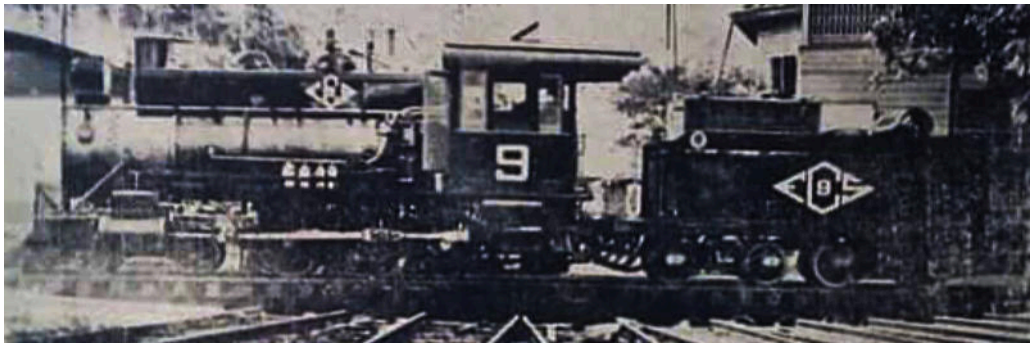
A Baldwin works-plate from no. **8**.

4-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1896

Ordered for *FC Acajutla y Sonsonate*. Spec. is in vol. 20 p 215. BLW class 10-26D nos. 120, 121, 126. Mark on tank: 'FERRO-CARRIL DE ACAJUTLA Á SAN SALVADOR'.

9	w/n 15071	Scrapped prior to 1977.
10	w/n 15072	Scrapped prior to 1977.
11	w/n 15323	Scrapped in ?

This is a very poor image but it does show 4-6-0 no. **9** with a strange long housing along the top of the boiler on the driver's side. The purpose of this is currently unknown.



No. 9 with its semi-'skyline' casing, as seen from the other side.

4-6-0 d/w 42" cyls. 17x20", built by Baldwin in 1910

Ordered via Fox Brothers for Salvador Railway Co. Ltd. Spec. is in vol. 36 p254. BLW class 10-28D no. 120-121. Mark on tank: 'SALVADOR RAILWAY CO. LTD.' Straight stack with copper top. "Sandbox body, helmet shape, bell on front one".

12	w/n 35472	Derelict in 1976.
13	w/n 35473	Derelict in 1976.

2-8-0 d/w 42", cyls. 17x20", built by Baldwin in 1925

Ordered for Salvador Railway Co., Salvador. Spec. is in vol. 78 p148. BLW class 10-28E no. 149. Straight stack, acetylene headlamps. Mark on tanksides: 'SALVADOR RAILWAY CO. LTD.'

14	w/n 58469	Scrapped in ?

0-6-2T d/w ?, cyls. ?, built by Franco-Belge in 1912

Ordered for *C. F. San Salvador*, according to Jens Merte's FB list, but not clear what that was as the loco does not appear in any list earlier in this file.

?	w/n 20-82	Scrapped before 1977.

2-8-0 d/w 38", cyls. 16½x20, built by ALCo Manchester in 1912, ALCo Rogers in 1913 and ALCo Cooke in 1916

Ordered for Oahu Railway, Hawaii. Sold to Salvador Railway in 1950.

34	w/n 51164	Ex Oahu Railway no. **34**. Scrapped by 1977.
32	w/n 53446	Ex Oahu Railway no. **32**. Scrapped by 1977.

36 w/n 53447 Ex Oahu Railway no. **36**. Scrapped by 1977.
35 w/n 55827 Ex Oahu Railway no. **35**. Scrapped by 1977.

Fenadesal no. **32**, ex Oahu Railway no. **32**, at San Salvador depot.

2-8-0 d/w 40", cyls. 16½x20", built by Baldwin in 1925-6

Ordered by IRCA? James Waite has speculated about the sequence of ownership of these engines, and wonders whether they passed from the IRCA through the Hands of the Salvador Railway before its nationalisation and merger into *FeNadeSa*l. Earlier nos.

101 w/n 5849 or 58441? **94**[2] **101** *FNES*

Intact 2012. Unserviceable in San Salvador roundhouse [Acc. to James Waite]. Now an exhibit in museum in that building.

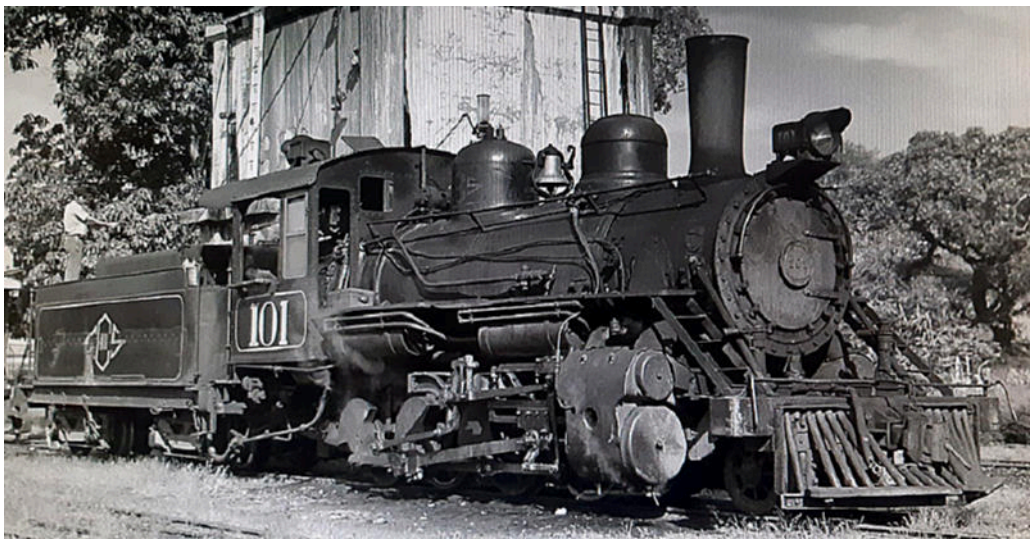
102 w/n 58224 **95** Intact 2012. Renumbered **12** and steamed in 2012 for James Waite's visit.

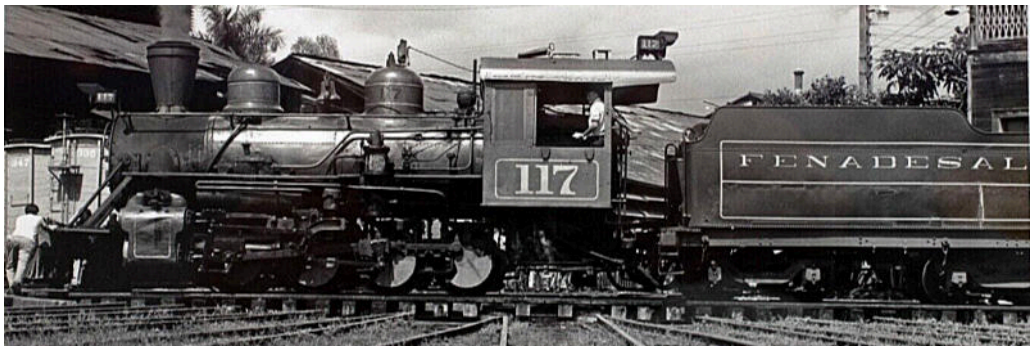
109 w/n 59162 **114** **101** *FNES*

110 w/n 59163 **115** **110** Intact 2012, stored/dumped in yard at Sonsonate [Acc. to James Waite].

112 w/n 59165 **117** **112** *FNES* Intact 2012. Reputely now an exhibit at Tin Marin Children's Museum in San Salvador.

117 w/n 58226 **103** Intact 2012. Stored/dumped in yard at Sonsonate [Acc. to James Waite].





No. **117** with an ex-ALCo tender, identifieable by its higher but shorter collars alongside the bunker.

Nos **112** and **110** at Sitio del Niño in 1972 as seen by Guy Span.
Note that these two still have the 'bolt-on' piston valve chest
modification, and also that no. **110** on the right has an ALCo
tender probably from one of the ex-Hawaiian locos.

I think your entry relating to Salvador Railway 4-6-0 no 8 on page 125 may need expanding, if only to mention that no 8 is another engine which survived in April 2012, as part of a memorial to the Sonsonate works railwaymen in the town. It's still visible on Google Maps, at a place now marked (in English) as Railway Museum Plaza, on the corner of Route 12 and 7 Calle Ote.

My notes about it and a photo are also at https://www.internationalsteam.co.uk/trains/elsalvador01.htm. I'm not convinced that the engine in your photo on page 125 actually shows the same loco, The cab front and the pilot are different, though the boiler looks similar. Of course your photo is old and the cab and pilot may have changed over the years.

You'll also notice that the smokebox door is now mounted conventionally with the hinges on the right hand side, and also that the smokebox numberplate is distictly different, though so far as I could tell it's made of brass and I guess the loco must have run with it.

James Waite. June 2025

16.3.9 El Salvador industrial railways

Puerto de Acajutla

Background

Gauge 3' 0" = 915 mm

0-4-0T d/w ?, cyls. 6x10", built by Porter in 1903

Ordered for *Cia. del Muelle de Acajutla*.

? w/n 2993

It seems likely that this small 0-4-0ST plinthed at the roadsite in Acajutla was that which had belonged to the port, though interestingly, one commentator on Facebook seemed to imply that there might have been two of these engines there.

Central Monserrate Sugar Co.

Background

Gauge 3' 0" = 915 mm This company seem to have been based in Puerto Rico, with the El Salvador base seemingly being a subsidiary operation of some kind. Several 60cm gauge locos were purchased from Baldwin, including:

1 'MARIA'	w/n 31446	An 0-4-4T of 1907.
2 'RITA'	w/n 32738	A 2-4-0 of 1908.
3 'CONCEPCION'	w/n 33097	An 0-4-4 of 1908.
4 'MOROVIS'	w/n 35250	A 2-6-0 of 1910.

Whether any of these operated in El Salvador is unknown.

Port of Cutuco at La Unión

Background

Gauge 3' 0" = 915 mm

This postcard shows the port of Cutuco with its jetty and covered transhipment shed. However, of more interest is the extremely small saddle tank engine with a single clerestory carriage on the jetty.

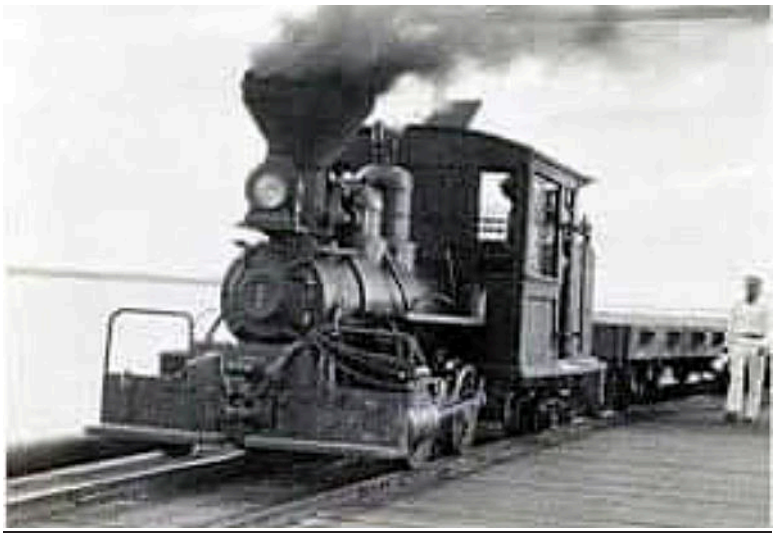
Port of La Libertad

Background

Gauge ??

Several photos show that the jetty at the port of La Libertad had wider gauge tracks than the usual 3' 0". They may have been standard gauge. A 1940s US Army map seems to show the rail track turning sharply west after reaching land, and running for only a few hundred yards further.

VISTA DEL PUERTO DE LA LIBERTAD. — EL SALVADOR



Marilyn Manuel Marshall posted this image to the *Ferrocarriles en Cantroamérica* page on Facebook. It seems to be an 0-4-4RT, possibly by Porter, and again the track would seem to be of standard gauge.

One other photo, possibly taken rather later than those above, appears to show a narrower gauge track.

Unidentified El Salvador industrial engines

Porter

2-4-2T d/w ?", cyls. 8x14", built by Porter in 1897

Ordered via T.W.Motley & Co – for Union San Salvador, El Salvador. Standard gauge.

2 'SANSONATE' w/n 1748

0-4-0T d/w ?", cyls. 6x10", built by Porter in 1911

Ordered for Neuss Hesslein & Co., El Salvador. 3' 0" gauge.

? w/n 4983 or 4984

16.4 Honduras railways

16.4.1 The Honduras Railway
El FC Nacional de Honduras

Background

Gauge 3' 6" = 1067 mm. San Pedro Sula system

Construction 1868-1870; Operated by Cuyamel Fruit Co. from 1920 until ?

"The Honduras Railway was chartered in Great Britain, and construction started in October, 1868 and continued to 1870. 50-miles were opened by 1869, but a civil war prevented completion. The railway was later turned over to the Honduran Government. After 1920, was operated by the Cuyamel Fruit Co. but was later again retuned to the Honduran Government. Had some joint operation with the Tela RR owned by United Fruit Co. to the port of Puerto Cortes. It is believed the system is abandoned." Copeland

"*Las obras del proyectado ferrocarril comenzaron en 1866 al amparo de sucesivas concesiones a empresarios particulares (cuadro 1). Se construiría en tres secciones; la primera, desde Puerto Cortés a Santiago (unos 85 kms.); la segunda, desde Santiago a Comayagua (de 136 kms.) y la última, desde Comayagua hasta el Golfo de Fonseca (de otros 148 kms.). El primer contrato para su construcción data de 1853, otorgado al representante de los Estados Unidos en Centroamérica, Ephrain Squire. Las dificultades financieras fueron rápidamente percibidas, lo que obligó al gobierno hondureño a buscar capital europeo —sobre todo inglés— para continuar con su construcción. Hacia 1869 el ferrocarril estaba operando desde Puerto Cortés a San Pedro Sula y habían sido construidos 91 kms. de vía. Sin embargo, la falta de capitales obligó a la empresa concesionaria a parar la obra en 1873, y el Estado tuvo que hacerse cargo de su continuación. La prolongación del ferrocarril hasta La Pimienta fue lo máximo que el estado hondureño pudo asumir.*

Luego de varias concesiones a empresas de capital norteamericano sin demasiado éxito, el ferrocarril interoceánico volvía a ser asumido por el gobierno en 1903, y se denominó Ferrocarril Nacional de Honduras. Otras decepcionantes concesiones acabaron en un nuevo control del ferrocarril por el gobierno entre 1912 y 1920, período en el cual se prolongó hasta Potrerillos, totalizando unos 96 kms.

Los negativos rendimientos del ferrocarril obligaron al estado hondureño a transferir la explotación a los intereses privados que preponderaban en el país, aunque sin perder su propiedad. Hacia 1920, el ferrocarril fue arrendado a la Compañía Agrícola de Sula, una subsidiaria de la Cuyamel Fruit Co. Por entonces se construyeron los ramales a Choloma y Villa Estera, conformando una totalidad de 106 kms. de extensión.

Como las obligaciones estipuladas en el contrato de arrendamiento a la Compañía Agrícola de Sula poco se cumplieron, el gobierno hondureño, en 1935 concedió la administración del Ferrocarril a la Tela Railway Co., empresa vinculada con la United Fruit Co. y propietaria de otro ferrocarril que recorre la costa norte de Honduras. Bajo su administración se construyeron los últimos 30 kms. de un ramal desde Potrerillos a Guanacaste en 1953, además de otros "tramos clandestinos" hacia plantaciones de la compañía bananera no autorizados por el gobierno de Honduras.

Según consta en los archivos de INECO S.A., el gobierno hondureño retomó la administración del ferrocarril en 1958 cuando constituyó el Ferrocarril Nacional de Honduras en el actual Valle de Sula.

La empresa pública amplió sus funciones con la incorporación del Standard Railway Co. en 1984. En efecto, a la recesión del negocio bananero desde la década de 1970, se le sumó las desastrosas consecuencias que causó el huracán Fifí en 1974 en la región nor-oriental de Honduras. El Standard Railway Co., que recorría la zona perjudicada, fue prácticamente abandonado. La empresa decidió rehusar la contrata de explotación del ferrocarril que duraba hasta el año 2009 y pasó a ser administrado por la empresa pública ferroviaria de Honduras." [30]

2-4-0ST d/w 36", cyls. 10x18", built by Robert Stephenson in 1870

Ordered by Honduras Railway, according to SLS file WL5599 (Davies).

1[1]	w/n 1957	Probably withdrawn by 1910 when number was re-used.
2[1]	w/n 1958	Probably withdrawn by 1909 when number was re-used.
3[1]	w/n 1989	Probably withdrawn by 1910 when number was re-used.
4[1]	w/n 1990	Probably withdrawn by 1909 when number was re-used.

2-6-0 d/w 40", cyls. 11x16", built by Baldwin in 1878

Ordered 1/26/1878 for Shelby Iron Co. no. ?, Shelby, Alabama. **'NEWTON CASE'**. Date of trial 3/9/1878. Sold Eggers & Heinlein; to Honduras Ry. no. **5**?; to National Ry. of Honduras no. **5**? (BLW letter 12/6/1921) Spec. is in vol. 8 p 193. BLW class 8-16D no. 7. Bonnet stack fitted when built.

5[1]	w/n 4290	Probably withdrawn by 19?? when number was re-used.

4-6-0 42", cyls. 12x18", built by Dickson in 1898

Ordered for Honduras Railway.

6 'El PRESIDENTE' w/n 973

7 'MARAZAN' w/n 974

This would appear to be a photo over-drawn to create an attractive image for a Dickson catalog.

4-6-0 d/w 42", cyls. 12x18", built by Lima in 1906

Ordered by Motley Green & Co. for Honduras Ry.

8 w/n 1005

Second-hand engines

Probably arrived in 1909-10.

4-4-0 d/w 42½", cyls. 10x16", built by Baldwin in 1876

Ordered 12/20/1875 for Natchez Jackson & Columbus RR no. **2** (crossed out in BLW register book entry and **1** substituted) Natchez, Miss.; Date of trial 3/24/1876; to Louisville New Orleans & Texas RR on 3/28/1890 in corporate reorganization. To Valentine Brothers (D); Sold Honduras Ry. 2nd no. **1**; Spec. is in vol. 7 p 220. BLW class 8-14C no. 4. Radley & Hunter stack fitted when built. When did this arrive in Honduras? Probably with nos. **2**[2] and **3**[2] and in 1910.

1[2]	w/n 3836

Natchez Jackson & Columbus RR no. **2**, as seen in a photo in the archives of the Railroad Museum of Pennsylvania, from whence hi-res copies may be purchased..

4-4-0 d/w 42", cyls. 11x16", built by Baldwin in 1878 and 1881

Ordered 11/16/1878 for Natchez Jackson & Columbus RR no. **3**, Natchez, Miss. Date of trial 12/24/1878. To Louisville New Orleans & Texas RR on 3/28/1890 in corporate reorganization. To Valentine Brothers (D); sold Honduras Ry. no. **5**; to National Ry. of Honduras no. **5**. Numbers as given in Copeland's Honduras list, but these do not make sense. Spec. is in vol. 9 p 50. BLW class 8-16C no. 26.

2[2] w/n 4507

4-4-0 d/w 42", cyls. 11x16", built by Baldwin in 1881

Ordered 3/22/1881 for Natchez Jackson & Columbus RR no. **4**, Natchez, Miss. Date of trial 12/12/1881. To Louisville New Orleans & Texas RR on 3/28/1890 in corporate reorganization. To Valentine Brothers (D); sold Honduras RR no. **3**. (BLW note 6/29/1910); to *F.C. Nacional de Honduras* no. **3**. Spec. is in vol. 10 p 209. BLW class 8-16C no. 34.

3[2] w/n 5944

0-4-0STT d/w 32", cyls. 10x16", built by Davenport in 1909

Ordered for *FC Nacionales de Honduras*.

4[2] w/n 875

2-4-0 d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered for Vaccaro Bros. & Co. as their no. **5 'YORO'**. Not in Copeland's Honduras list. Spec. is in vol. 36 p 262. BLW class 6-16C no. 24. Presumably sold to Honduras Railway at some point, or maybe transferred when that company was operating the railway. Puzzle as gauges were different.

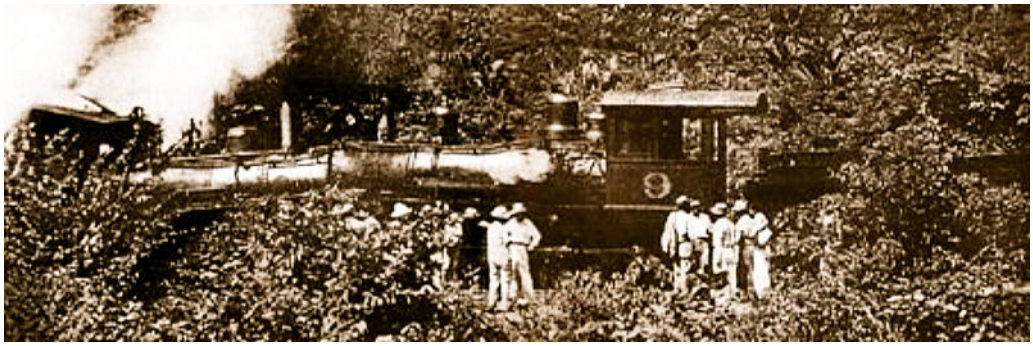
5[2] w/m 35002

4-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1912 and 1913

Ordered by G. Amsinck & Co. for National Ry. of Honduras. Specs. are in vol. 44 p 246, and vol. 49 p 107. BLW class 10-18D nos. 16 and 24. Mark on tank: 'FERROCARRIL NACIONAL DE HONDURAS'.

9 w/n 38811 Plinthed in park in Tegucigalpa.

10 w/n 40786

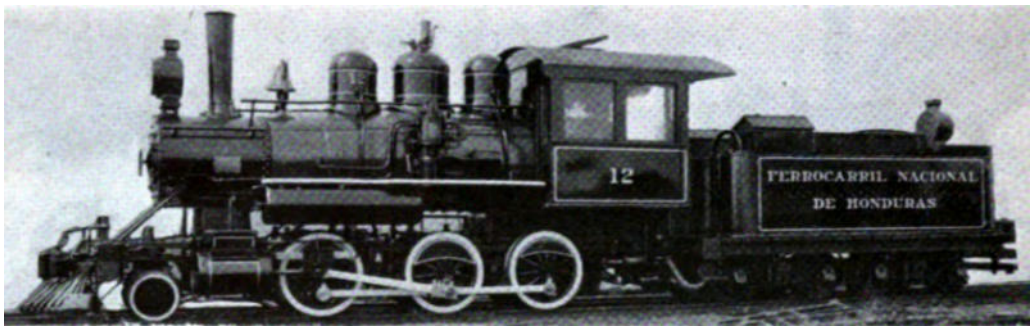


There is no confirmation that this head-on collision was definitely on the Honduras Railway / *FCNdH*, but it is certainly possible. If so, then the loco no. **9** on the right was probably one of the above Baldwin 4-6-0s.

2-6-0 d/w 40", cyls. 13x18", built by Davenport in 1921 and 1922

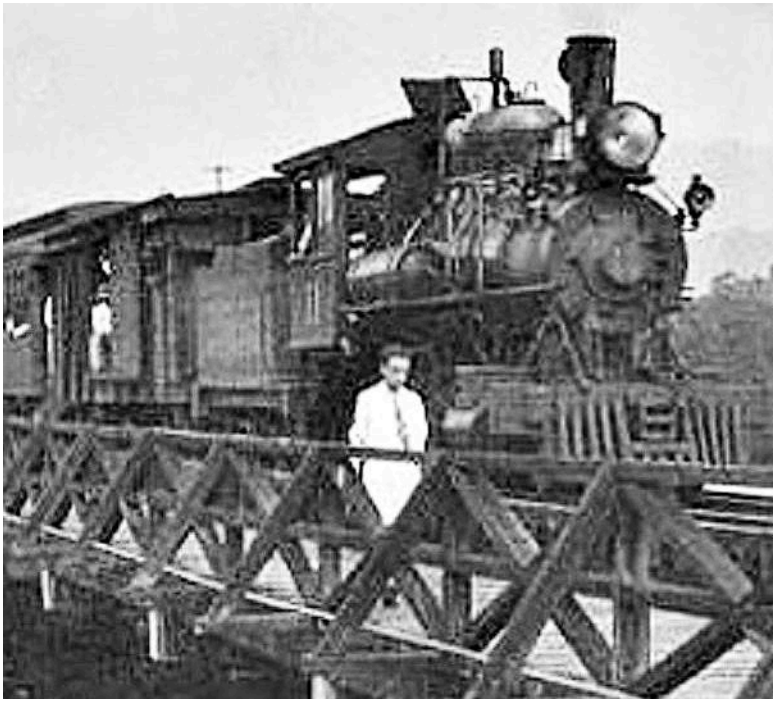
Ordered by Cuyamel Fruit Co. for Honduras Rly.

11	w/n 1852
12	w/n 1853
13	w/n 1886
14	w/n 1887
15	w/n 1888
16	w/n 1889

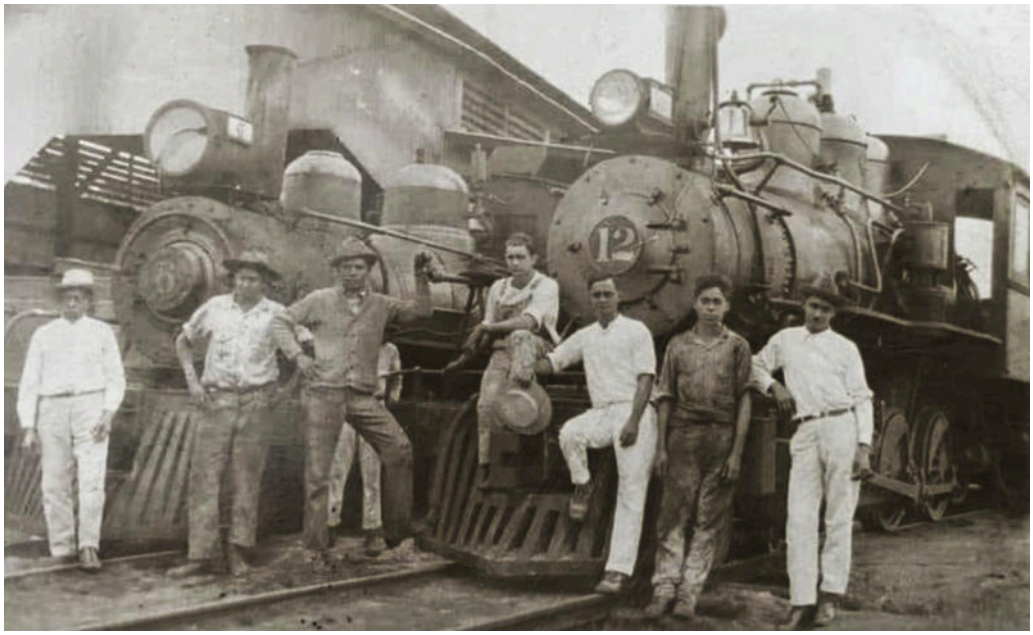


No. **12** seen from the left, above, and the right, below.

Davenport no. **11** brings a passenger train into San Pedro Sula.



A locomotive no. **11** crosses the lagoon bridge at Puerto Cortes at the head of a passenger train. As with the image of the right side of no.**12**, above, the loco seems to have acquired a strange rectangle of pipes above the dome, possibly a steam take-off line for some purpose.
Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/



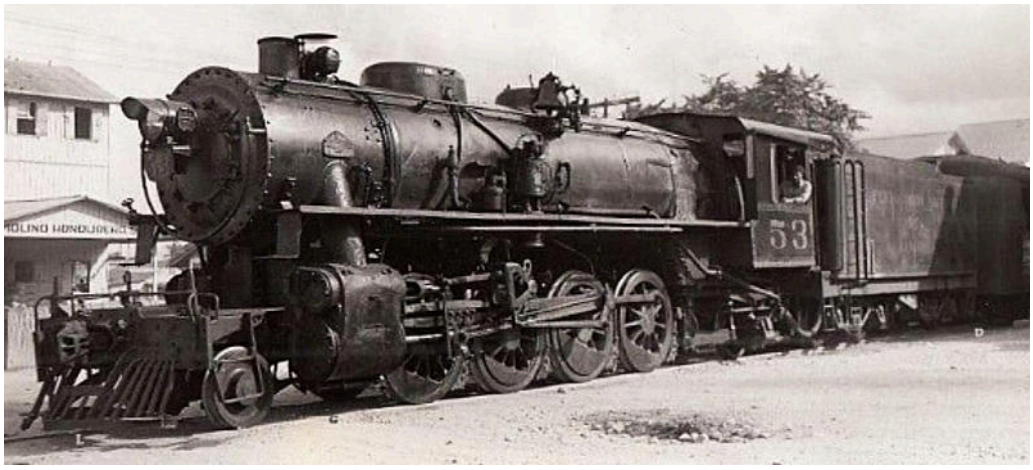
Two locos, nos. **6** and **12**, at Puerto Cortes. No. **12** on the right would

seem to be one of the above Davenport 2-6-0s, but no. **6** on the left has not yet been firmly identified. However, it might be one of the Dickson 4-6-0 pair after replacement of its spark-arresting stack by a plain one.

2-8-0 or 2-8-2 d/w 48", cyls. 16x24", built by Baldwin in 1945

Ordered for USATC for use in India, metre gauge. Regauged and sold by UFCo. for Tela RR. Spec. is in vol. p . BLW class ? NB The swopping of locos from *FCNdH* to TRR and vice-versa is difficult to untangle.

40 later **50**	w/n 71416	Ex USATC **779-4296**, then Tela RR no. **165**[1] renumbered **150**[2].
450 later **51**	w/n 71417	Ex USATC **780-4297**, then Tela RR no. **166**[1] renumbered **162**[2].
52	w/n 71403	Ex USATC **766-4283**, then Tela RR no. **152**[1] renumbered **158**[2]. Arrived here 1951.
53	w/n 71404	Ex USATC **767-4284**, then Tela RR no. **153**. Arrived here 1951.



2-8-2 d/w 48 or 42?", cyls. 16x24", built by Davenport in 1952

Ordered via Brown & Sites Inc. for *FCN Honduras*. Holzinger has these as Baldwin locos.

54	w/n 3361	Ex USATC **633**, then Tela RR no. **?**.
55	w/n 3362	Ex USATC **634**, then Tela RR no. **?**.

2-8-2 d/w 48", cyls. 16x24", built by Baldwin in 1945

Ordered for USATC for use in India, metre gauge. Regauged and sold by UFCo. for Tela RR. Spec. is in vol. p . BLW class . NB The swopping of locos from *FCNdH* to TRR and vice-versa is difficult to untangle.

56	w/n 71412	Ex USATC **775-4292**, then Tela RR no. **161**[1]. Arrived here 1954.
57	w/n 71406	Ex USATC **769-4286**, then Tela RR no. **155**[1]. Arrived here 1954.
58	w/n 71418	Ex USATC **781-4298**, then *FCdS* Costa Rica no. **90**, then Tela RR no. **152**[1]. Arrived here 1958. See photos below in *FCNdH* livery.
59	w/n 71420	Ex USATC **783-4300**, then *FCdS* Costa Rica no. **92**, then Tela RR no. **153**[1]. Arrived here 1958.
160	w/n 71408	Ex USATC **771-4288**, then Tela RR no. **157**[1] renumbered **160**[2]. Saved for display, stored at LaGuna. Current status unknown.
163	w/n 71419	Ex USATC **792-4299**, then *FCdS* no. **91**, then Tela RR no. **163**[2]. Saved for display, stored at San Pedro Sula for years, now on display at San Pedro Sula.

Some discrepancies between Holzinger and Copeland re these USATC locos

"Regarding locomotives nos. **50-59, 160, 163**. These were built by Baldwin as metre gauge for use in India By the U.S. Army Transportation Corps. After completion, they were shipped from Eddystone, Pa. to Davenport,

Iowa for conversion to 3'6" (1.067m) gauge for use in the proposed invasion of Japan, and then shipped to the Yermo Transportation Corps Depot, West Yermo, Calif. for storage. They were never used as locomotives by the U. S. Army. Advertised for sale by the War Assets Administration 12/1945 to 2/1946, and perhaps later. Sold 1947 to United Fruit Co., Boston, Mass. for use in Honduras and Costa Rica." Copeland.

Two different styles of lettering on no. **58**'s tender: 'F.C.N.deH.' above, and the full 'FERROCARRIL NACIONAL DE HONDURAS', below.

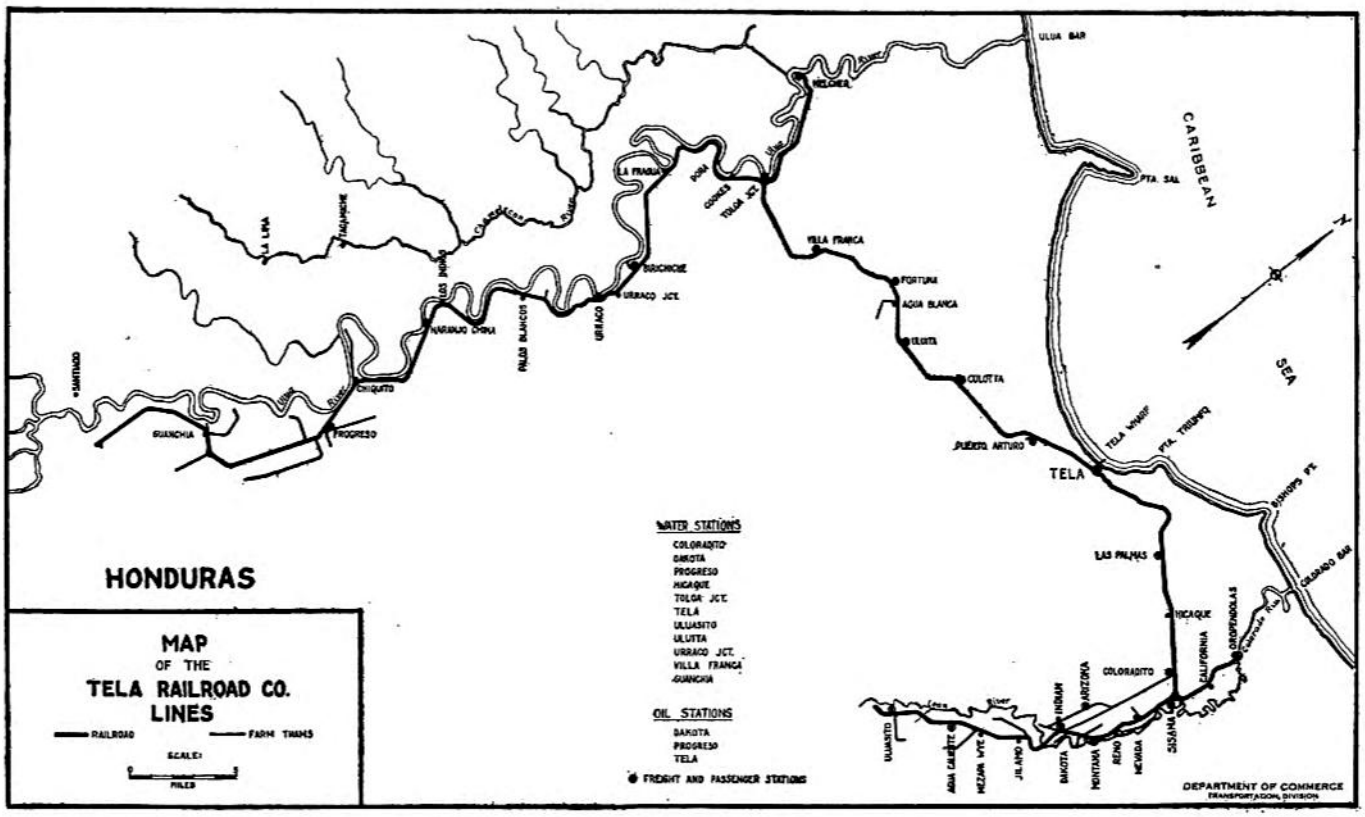
16.4.2 The Tela Railroad

Background

Gauge 3' 6" = 1067 mm. "Incorporated October 7, 1912 and owned by United Fruit Co. Connects with *Unidos de Honduras* at Baracoa Empalme and operates to Tela where there was a port. There were branches from La Junta north to Melcher and south to Santa Rita. The use of Tela as a port was later discontinued and trains ran over the *NdeH* to Puerto Cortes. Railway sold to *F. C. Nacional de Honduras*. It is believed that most or all of the former Tela track has been abandoned." Copeland.

"*El ferrocarril de la Tela Railway Co., compañía unida a los intereses financieros de la United Fruit Co., comenzó a operar en 1916. Hacia 1923 la línea se había prolongado unos 282 kms. Su construcción continuó hasta 1953 en que la compañía tenía una red de 626 kms., constituyendo la mayor extensión ferroviaria industrial en Centroamérica, aunque, al igual que el ferrocarril de la Standard Co., también se utilizaba para el transporte de pasajeros. Posee dos líneas principales: la primera, entre Tela —en la costa atlántica— y Progreso —en el interior— tiene 90 kms., con dos importantes ramales de 12 y 7 kms., respectivamente; la segunda es la de Baracoa-Búfalo, adquirida por la Cuyamel en 1935 y cuya longitud es de 64 kms. de línea principal y dos ramales de 21 y 9 kms., respectivamente. En total, hoy en día el ferrocarril opera en 203 kms.*

Cuando en 1935 la Tela Railway Co. se hizo cargo de la administración del Ferrocarril Nacional de Honduras, las dos empresas, al tener ambas una trocha de 1,067 cms., arreglaron para el uso común de equipos y servicios, responsabilizándose del pago recíproco por el uso de dichos servicios, reparaciones y materiales. La Tela Railway Co. hace uso, asimismo, del tramo del Ferrocarril Nacional entre Baracoa y Puerto Cortés para tener el acceso al puerto comercial más importante de la región. En 1976 finalizó la concesión a la Tela Railway Co., alquilándola posteriormente el gobierno a la misma compañía hasta 1993." [30]



The fleet in 1914

Source [1] says there were seven locos in 1914, all moguls, and of two different sizes: 1 with d/w 33" and cyls. 10x14", and the other six with d/w 36" and cyls. 12x18".

2-6-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ?

1 w/n ?

2 w/n ?

2-6-2 d/w 36", cyls. 12x16", built by Porter in 1915

Ordered by United Fruit Co. for Tela RR. Copeland's Porter list says d/w 42".

3 w/n 5659

4 w/n 5660

2-4-2T d/w 36", cyls. 12x18", built by Porter in 1914

Ordered by United Fruit, batch of five or six (Porter nos. 5504-5508 or 5509) Connelly's Porter list gives all of the first five as for Tela RR, as nos. **3-7**. or maybe all six, finishing with no. **8**. Lehmuth's Porter list has all six coming here but as 2-6-0s. Weber's relevant index card had been amended to show all six for this railway and all as 2-6-0s. However, Copeland has these down as for Honduras and Panama.

3 w/n 5504

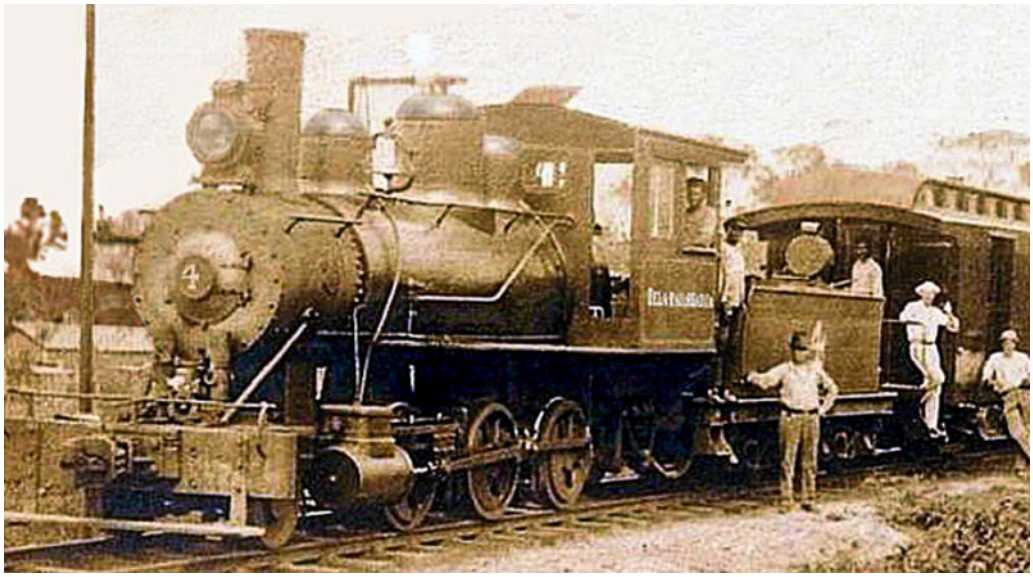
4 w/n 5505

5 w/n 5506

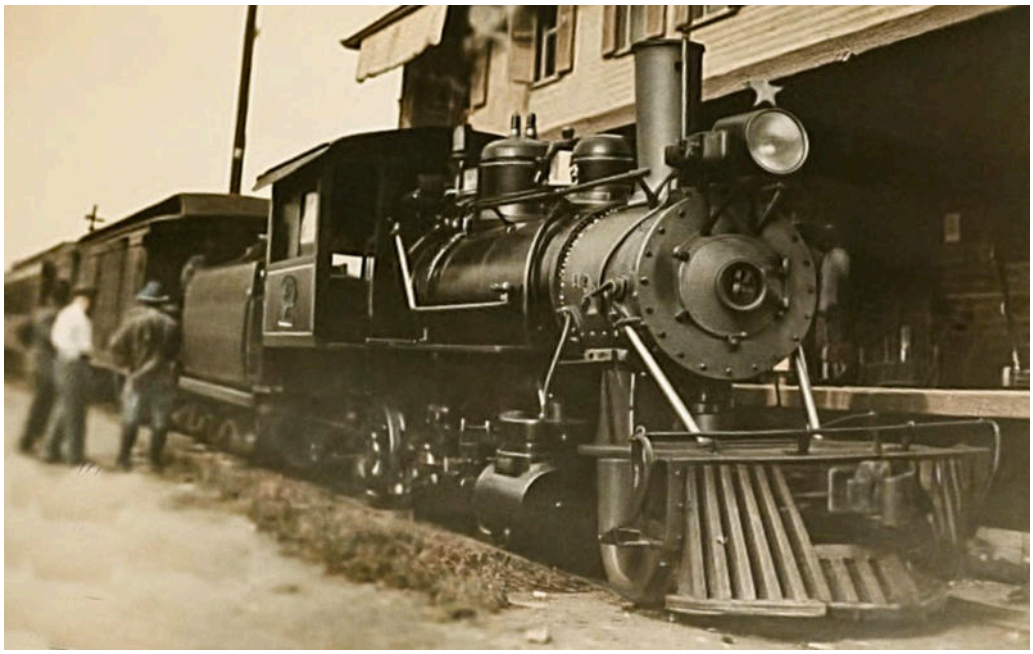
6 w/n 5507

7 w/n 5508

8 w/n 5509



This mogul with 'TELA...' on its cabside and carrying the number **4** is clearly a Porter loco. This suggests that Lehmuth and Weber were right in listing this batch as 2-6-0s.



Another Porter, this one numbered **3**.

?-?-? d/w ?, cyls?, built by ? in ?

Ordered for ?

9 w/n ? .

10 . w/n ?

2-6-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ? Davenport? ex Cuyamel?

11 w/n ?

12 w/n ?

13 w/n ?

15 w/n ?

2-6-0 d/w ?, cyls. 15x20", built by Davenport in 1922

Ordered by ? Ex Cuyamel Fruit Co., numbers unknown.

16 w/n 1886

17 w/n 1887

18 w/n 1888

0-6-0T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1919

Ordered for Russian Cities & Towns Union (750mm gauge?) but not delivered. Regauged and then purchased by Tela Rly. Co., Honduras. Shipped June 1924.

14 w/n 58939

A typical ALCo 0-6-0T produced for Russia but not delivered. Seemingly without change when delivered to Honduras apart from regauging to 3' 6".

2-8-0 d/w 36", cyls. 15x20", built by Baldwin in 1928 and 1929

Ordered by Tela RR. Specs. are in vol. 79 pp 100 and 104. BLW class 10-24E nos. 229-230. Mark on tank: 'TELA RAILROAD CO.'. Note boiler diameter increased from 48" to 50" for no. **41**.

40 w/n 60488

41 w/n 60835

BLW neg no. 10360-1. High res image available from the RR Museum of Pennsylvania.

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1919, 1920 and 1922

Ordered by United Fruit for Banes Railway. Specs. are in vol. 66 pp 4, 8 and 12. BLW class 10-26E nos. 409, 422, 423 and 436. Ex Banes railway nos. **22-25**, regauged from 3' 0".

42 w/n 52025

43 w/n 54245

44 w/n 54246

45 w/n 55258

No. **44**, supposedly photographed around 1925.

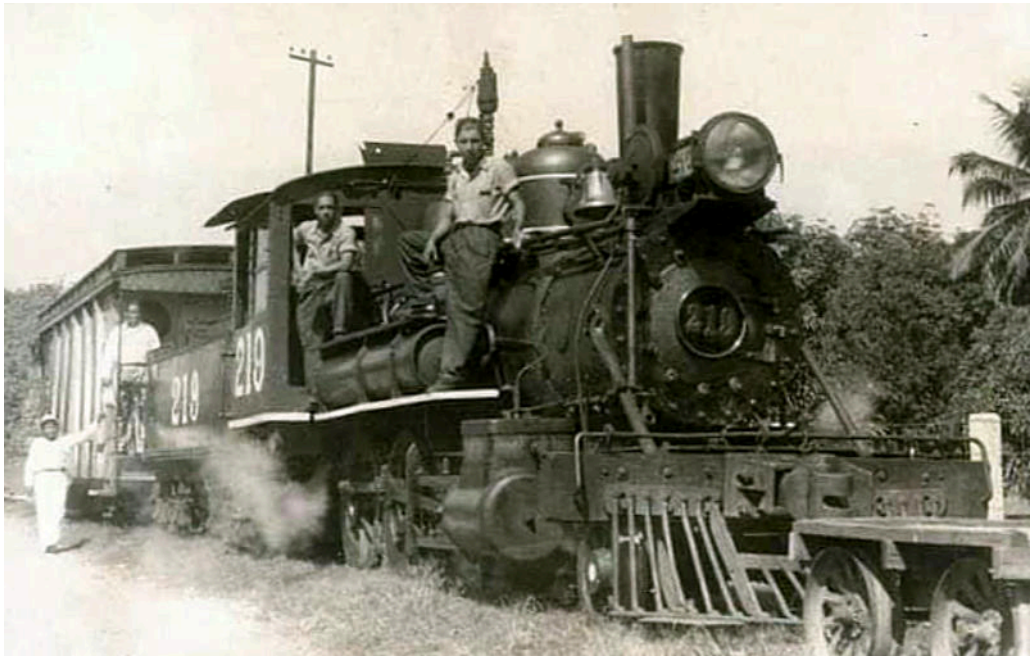
2-6-0 d/w 36", cyls. 12x18", built by Porter in 1921

Ordered by ?

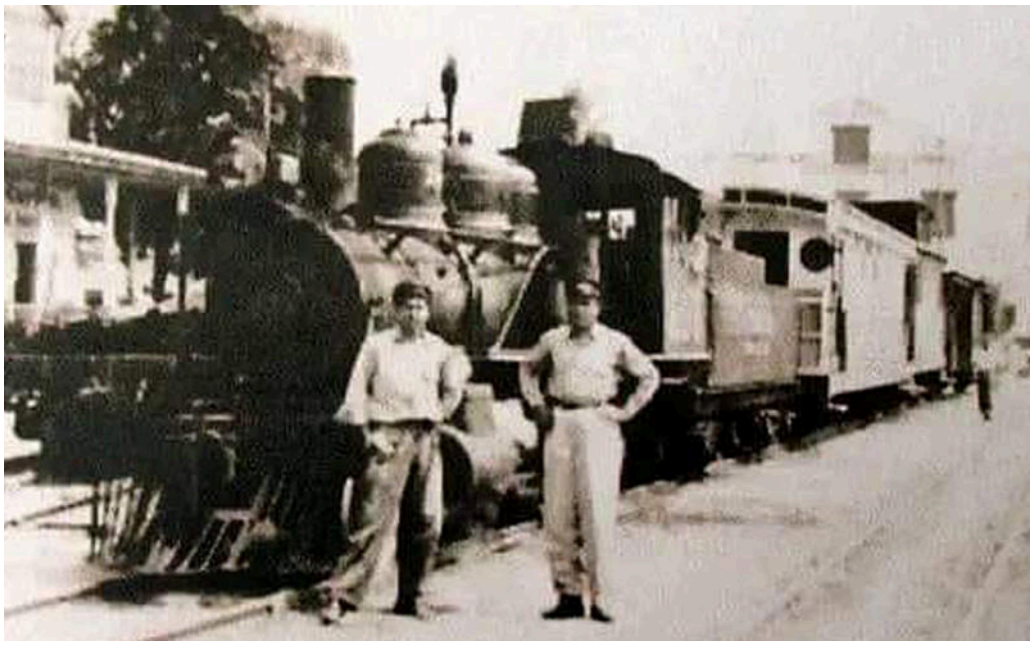
200	w/n ?	
201	w/n ?	
202	w/n ?	
203	w/n ?	
204	w/n ?	
205	w/n ?	
206	w/n ?	
207	w/n ?	
208	w/n ?	
209	w/n ?	
210	w/n 6616?	Later sold to United Fruit Co. in Costa Rica? as **12**[1],
211	w/n 6617?	Later sold to *FC de Costa Rica* as **15**.
212	w/n 6656?	

Unidentified locos

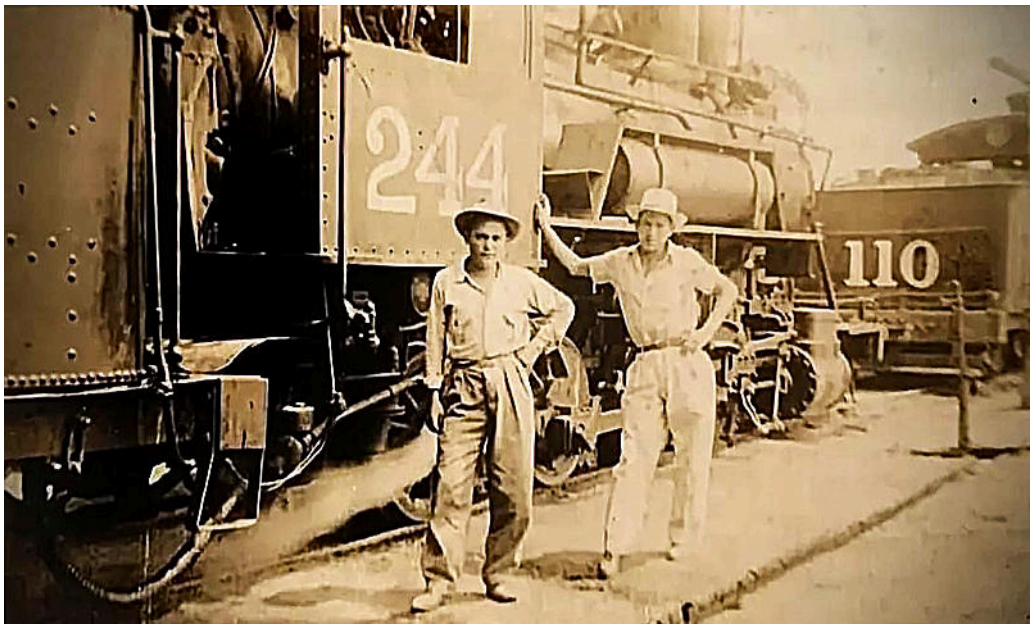
It has been obvious for some time that the Tela RR operated a number of locos that have not yet been identified. The photo below illustrates this by showing, supposedly in 1930, a 2-8-0 numbered **244** and another engine numbered **110**.



An unidentified Tela loco, probably a 2-6-0, numbered **219**.



This photo supposedly shows the Ulua branch payroll train about to set off from San Pedro Sula behind a locomotive no. **218**. Similarities between this and loco **219** in the previous image suggest that they may have been of the same class, and even that some '*ramal de Ulua*' Davenport moguls may have been renumbered into this sequence despite others receiving two-figure Tela RR numbers.



An engine numbered **246**, probably a 2-8-0, has come to grief.

Two more views of Tela RR no. **246**, clearly a 2-8-0, as derailed in April 1938.

The acquisition of the Cuyamel company's *Ramal de Ulua*

The Cuyamel Fruit Co. (see sub-section 16.4.5) had a standard gauge rail system and also a 3' 6" gauge line known as *el ramal a Ulua*. The latter was merged into the Tela network during 1935, presumably with the majority of its sixteen Davenport moguls as listed below:

2-6-0 d/w 40", cyls. 13x18", built by Davenport in 1919, 1920, 1921

Ordered by Cuyamel Fruit Co.

?	w/n 1734 in 1919	Lehmuth has this loco later as *FCN* no. **11**.
?	w/n 1735 in 1919	Lehmuth has this loco later as *FCN* no. **12**.
?	w/n 1746 in 1920	Lehmuth has this loco later as *FCN* no. **13**.
11	w/n 1852 in 1921	
12	w/n 1853 in 1921	
5	w/n 1854 in 1921	
6	w/n 1855 in 1921	

2-6-0 d/w 44", cyls. 15x20", built by Davenport in 1920, 1922 and 1926

Ordered by Cuyamel Fruit Co.

?	w/n 1747 in 1920	Lehmuth has this loco later as *FCN* no. **13** (sic).
?	w/n 1748 in 1920	Lehmuth has this loco later as *FCN* no. **13** (sic).
?	w/n 1883 in 1922	
?	w/n 1884 in 1922	
?	w/n 1885 in 1922	
14	w/n 1886 in 1922	Later Tela RR **16**, became *FCNdH* no. **14**.
15	w/n 1887 in 1922	Later Tela RR **17**, became *FCNdH* no. **15**.
16	w/n 1888 in 1922	Later Tela RR **18**, became *FCNdH* no. **16**.
17	w/n 1889 in 1922	
18	w/n 1890 in 1922	
?	w/n 2074 in 1926	

Copeland has five 2-6-0s passed on to *FC Nacional de Honduras*, Davenport nos. 1886-1890, becoming *FC NdH* nos. **13-17**. Connelly on the other hand shows Davenport nos. 1886-1890 as becoming *FCN de*

Honduras nos. **11, 12, 14, 15** and **16**.

0-4-0? d/w ?, cyls. 11x16", built by Davenport in 1920

Ordered by ?

? w/n 1813

2-8-2 d/w 40", cyls. 18x22", built by Krupp in 1939

Ordered for *FC del Sur* in Costa Rica but not delivered owing to outbreak of war. Landed in Colombia and stored. Delivered to Tela RR in 1941.

250	w/n 2193	Had been *FCdS* no. **83**[2].
251	w/n 2194	Had been *FCdS* no. **84**.
252	w/n 2195	Had been *FCdS* no. **85**[1].
253	w/n 2196	Had been *FCdS* no. **86**.
254	w/n 2197	Had been *FCdS* no. **87**.
255	w/n 2190	Had been *FCdS* no. **80**[2].
256	w/n 2191	Had been *FCdS* no. **81**.

The first of the Krupp 2-8-2s which arrived at the Tela RR, no. **250**.

Tela RR Krupp 2-8-2 no. 254 at La Lima yard on 4th Jan. 1965. Photo by F. H. Worsfold.

Tela RR Krupp 2-8-2 no. **255** on freight to Tela at Baracoa Empalme on 1st Jan. 1965. Photo by F. H. Worsfold.

Tela RR Krupp 2-8-2 no. **253** on empty banana train to La Lima at Baracoa Empalme on 31st Dec. 1964. Photo by F. H. Worsfold.

Three 2-8-2s on shed at La Lima Nueva in 1965. That on the left is ex-USATC Baldwin no. **162**, see below, whilst the other two are Krupps nos. **250** and **251**, the latter class quickly identifiable even from the front as here by their wide chimneys.

2-8-2 d/w 48", cyls. ?, built by Baldwin in 1945

Ordered by USATC. "After World War Two, a group of war surplus 2-8-2 locomotives built for the U. S. Army Transportation Corps were purchased by United Fruit Co. for use in Honduras and Costa Rica. These locomotives were all built by Baldwin in 1945 as metre gauge for use in India. After completion, all were shipped from Eddystone, Pa. to the Davenport Works in Davenport, Iowa for conversion to 3'6" gauge for use in the projected invasion of Japan. After the gauge change, they were shipped to the Yermo Transportation Corps Depot, West. Yermo, Calif. for storage. These were never used by the Army. Listed for sale by the War Assets Administration Dec. 1945 through 2/1946, when sold to the United Fruit Co. It may be that this first numbering scheme was projected based on the original USA numbers and might not have occurred. However records exist showing this renumbering. It seems more likely that as the locomotives were received, they were assigned Tela numbers. At any rate, both number schemes are listed." Copeland.

150[1] later **156**[2]	w/n 71401	Originally USATC no. **764-4281**.
151[1] later **157**[2]	w/n 71402	Originally USATC no. **765-4282**.
152[1] later **158**[2]	w/n 71403	Originally USATC no. **766-4283**. Sold 1951 to *FCNdH* as their no. **52**.
153[1]	w/n 71404	Originally USATC no. **767-4284**. Sold 1951 to *FCNdH* as their no. **54**.
154[1]	w/n 71405	Originally USATC no. **768-4285**.
155[1]	w/n 71406	Originally USATC no. **769-4286**. Sold 1954 to *FCNdH* as their no. **57**.
156[1]	w/n 71407	Originally USATC no. **770-4287**.
157[1] later **160**[2]	w/n 71408	Originally USATC no. **771-4288**. # **160** *NdH*
158[1] later **161**[2]	w/n 71409	Originally USATC no. **772-4289**.
159[1]	w/n 71410	Originally USATC no. **773-4290**.
160[1] later **154**[2]	w/n 71411	Originally USATC no. **774-4291**. Ke/Bo -> **55** *NdH*
161[1]	w/n 71412	Originally USATC no. **775-4292**. Sold 1954 to *FCNdH* as their no. **56**.
162[1] later **155**[2]	w/n 71413	Originally USATC no. **776-4293**.
163[1] later **159**[2]	w/n 71414	Originally USATC no. **777-4294**. # **56** *NdH*
164[1] later **151**[2]	w/n 71415	Originally USATC no. **778-4295**. Sold 1951 to *FCNdH* as their no. **51**. Survives in La Lima south of the San Pedro Sula airport.
165[1] later **150**[2]	w/n 71416	Originally USATC no. **779-4296**. Sold 1951 to *FCNdH* as their no. **50**.
166[1] later **162**[2]	w/n 71417	Originally USATC no. **780-4297**. Sold 1951 to *FCNdH* as their no. **51**.
(**167**[1]) later **152**[2]	w/n 71418	Originally USATC no. **781-4298**. Sold 1958 to *FCNdH* as their no. **58**. At the old San Pedro Sula station.
(**168**[1]) later **163**[2]	w/n 71419	Originally USATC no. **782-4299**.
(**169**[1]) later **153**[2]	w/n 71420	Originally USATC no. **783-4300**. Sold 1958 to *FCNdH* as their no. **59**.

152[2] w/n 71418 Originally USATC no. **781-4298**. Then had been *FCdS* no. **90**.

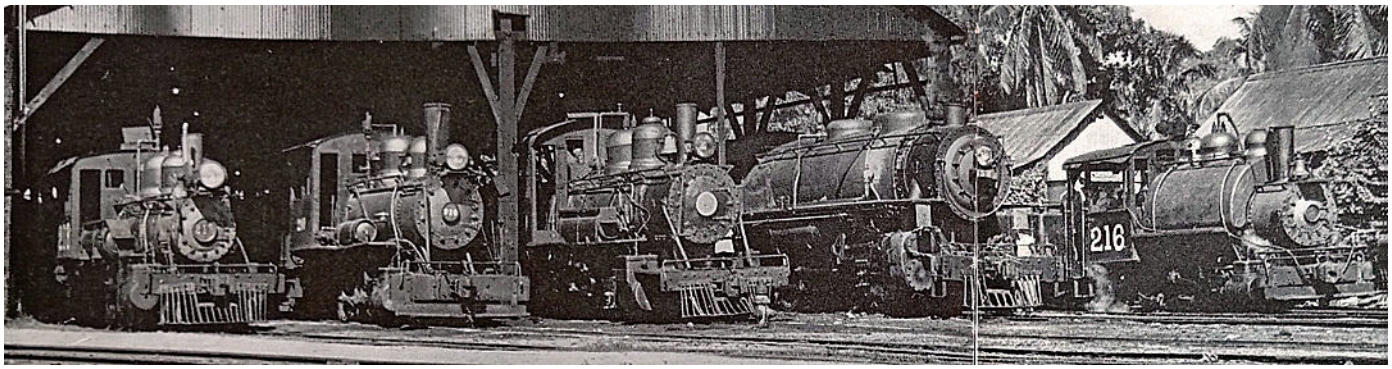
153[2] w/n 71420 Originally USATC no. **783-4300**. Then had been *FCdS* no. **92**.

2-8-2 d/w ?, cyls. ?, built by Baldwin in 1946 and 1940

Ordered by ? Transferred from *FC del Sur* of Costa Rica.

350	w/n 72570	Had been *FCdS* no. **85**[2].
351	w/n 62443	Had been *FCdS* no. **80**[1].
352	w/n 62446	Had been *FCdS* no. **83**[1].

2-8-2 no. **350** on a jetty at Tela or possibly at Puerto Cortes.



Five locos lined up at the Tela RR loco shed in Puerto Cortes. From left:

No. **218**

No.**3**(?)**10**

3

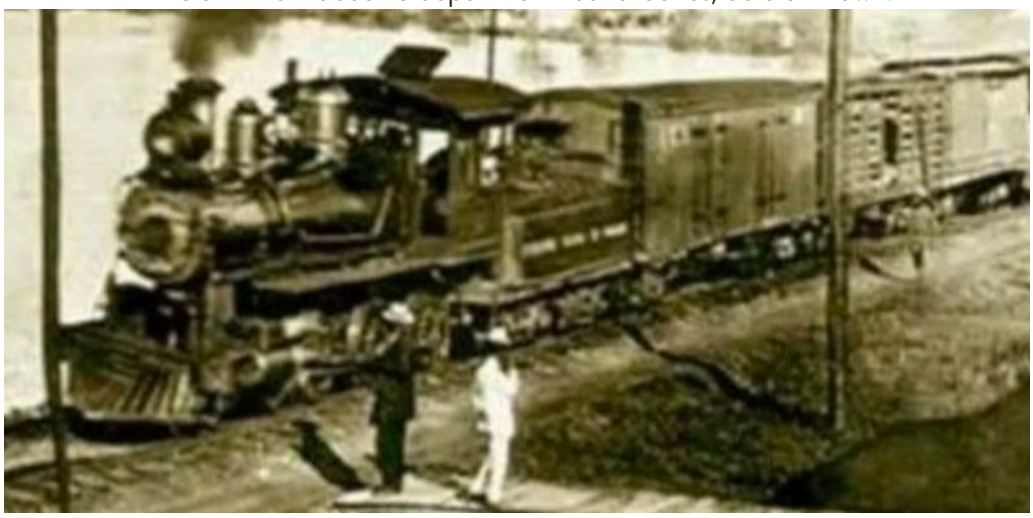
One of the ex USATC 2-8-2s.

0-4-0ST no. **216**

The photos above and below show small locos, probably both 2-6-0s, supposedly at Tela station. The second image has been heavily filtered but the underlying original is still worth examining.

A Porter mogul.

A Tela RR train about to depart from Puerto Cortes, date unknown.



An unidentified Tela Rly. loco, possibly a 4-6-0 or 2-8-0, heads a mixed train along the water's edge at Puerto Cortes.

2' 0" gauge locos

0-4-0T d/w 18", cyls. 5x8", built by Porter in 1921

Ordered via Wonham Bates & Goode for Tela RR.

6	w/n 6674
7	w/n 6675

16.4.3 *FC de Truxillo*

Background

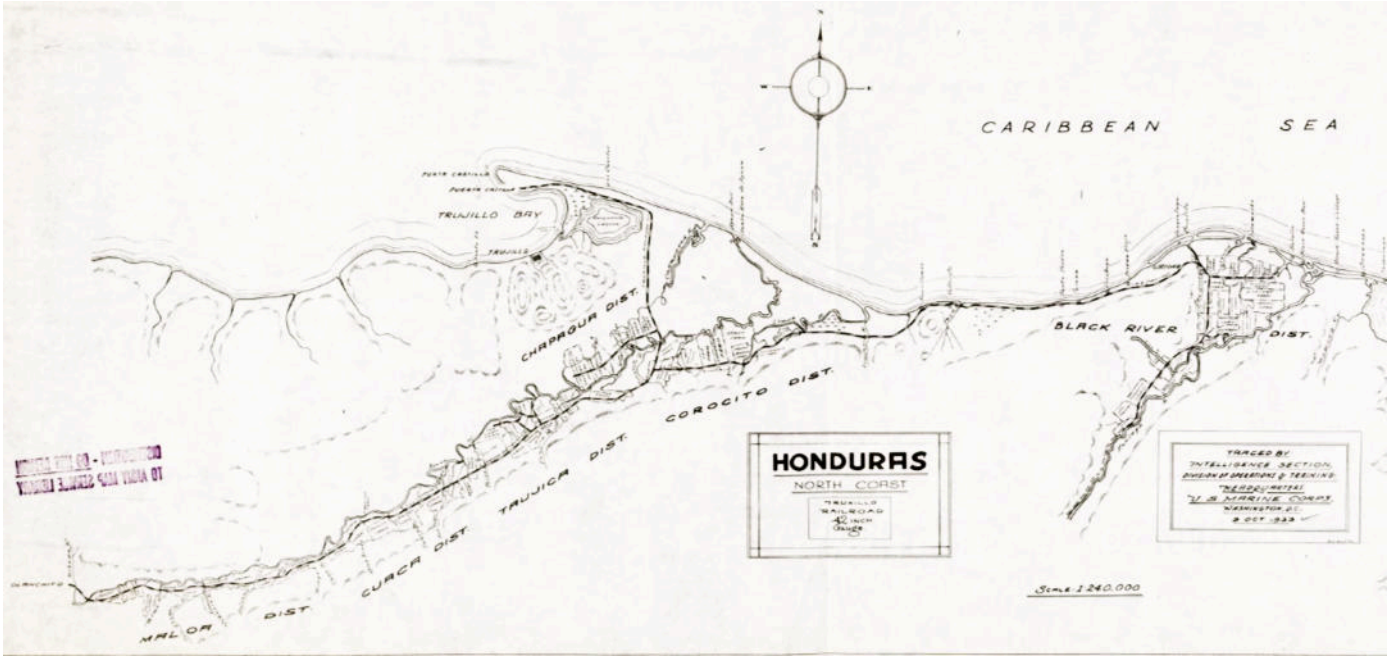
Gauge 3' 6" = 1067 mm. At Puerto Castilla, another United Fruit subsidiary.
Built from 1913 onward, absorbing earlier short lines of Honduras Rubber Co. and Camora Railway. Total by 1923 was 172 miles.

"*Otro ferrocarril industrial bananero, el Trujillo Railway Co., también empresa subsidiaria de la United Fruit, comenzó a construirse a partir de 1913 en la costa nor-oriental hondureña. Hacia 1936 el ferrocarril llegaba hasta Puerto Castilla y tenía una longitud de 443 kms. con numerosos ramales a plantaciones bananeras; sin embargo, desde entonces dejó de operar y sus vías fueron definitivamente levantadas en 1949.*" [30]

"The *F. C. Trujillo* or Truxillo Railway was organized and chartered under the laws of Delaware. The company constructed and operated various lines in Honduras starting in 1913. During the years of World War One, on account of a shortage of men and machinery, the actual construction was approximately 20 km. per year. The company absorbed the former Honduras Rubber Co. of about 6 miles of railway, and the Camora Railway, of lesser mileage. As of June 30, 1923, the railway operated the following mileage:

Main Line (Puerto Castilla to Cusuna)	79.53
Aguan Branch to Olanchita	60.00
Aguan Branch later extended to San Lorenza ca. ?	25.00
Trujillo Branch	8.00
Spurs, sidings, yards, etc.	38.52
Total	172.53

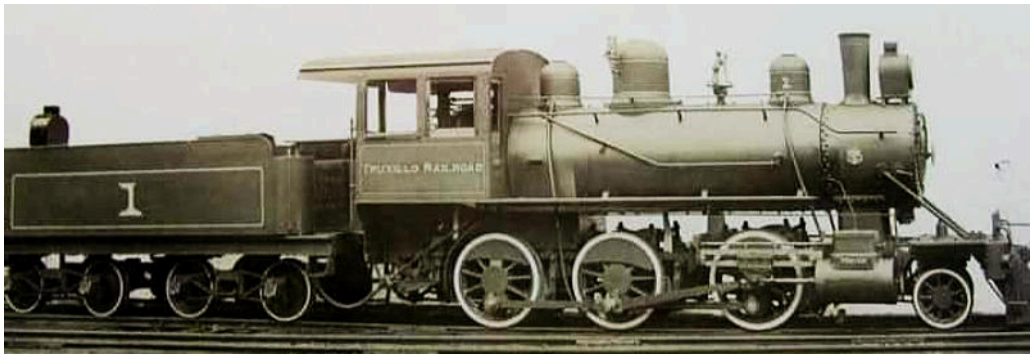
Plans were announced to extend the main line to Juticalpa, a distance of 100 miles, but this line was never built." [Copeland].
Sr. Usman Salinas-Agurcia recently set out the routes of the Truxillo RR as follows, on the Honduras Antañano page on Facebook: It is not yet clear how these lists of stations correspond with the mileages listed above.
"*El ferrocarril de la Truxillo Railroad Company tenia 3 lineas ferreas que partían desde Puerto Castilla :*
1.- Puerto Castilla - Trujillo : las estaciones erar Puerto Castilla, Empalme, Jerico, y Trujillo. con una longitud de 19.8 Km.
2.- Puerto Castilla - Corocito- Olanchito : las estaciones eran : Puerto Castilla, Empalme, Los. Cuartos, El Canal, Bernardez, Chapagua, Pires, Durango, Corocito, Tiaca, Quebrada de Arena, Salama, Sonora, Taujica, Yucatan, Tocoa, Cayo, Guapinol, Colima, Cuaca, Lerida, Prieta, Tiburones, Copete, Achiote, Saba, Monga, Tepusteca, Balsamo, Jaguaca, Maloa, Mame, Mendez, San Carlos, Uchapa , Aguan y Olanchito con una longitud de 139.62 kilometros.
3.- Corocito- Sico : las estaciones eran : Corocito, Tepic, El Paso, Bonito, Florencia, Piedra Blanca, Concordia, Tabasco, Francia, Limoncito, Farallones,Vallecito, Km 101.7, Cusuna, Iriona, Sangrelaya, Sambito, Tinoco y Sico con una longitud de 120 kilometros."



2-6-0 d/w 48", cyls. 15x24", built by Porter in 1915

Ordered for Truxillo RR. All his info needs checking.

1	w/n 5751	Later moved to Central Preston in Cuba where regauged to std.
2	w/n 5752	Later moved to Central Preston in Cuba where regauged to std.

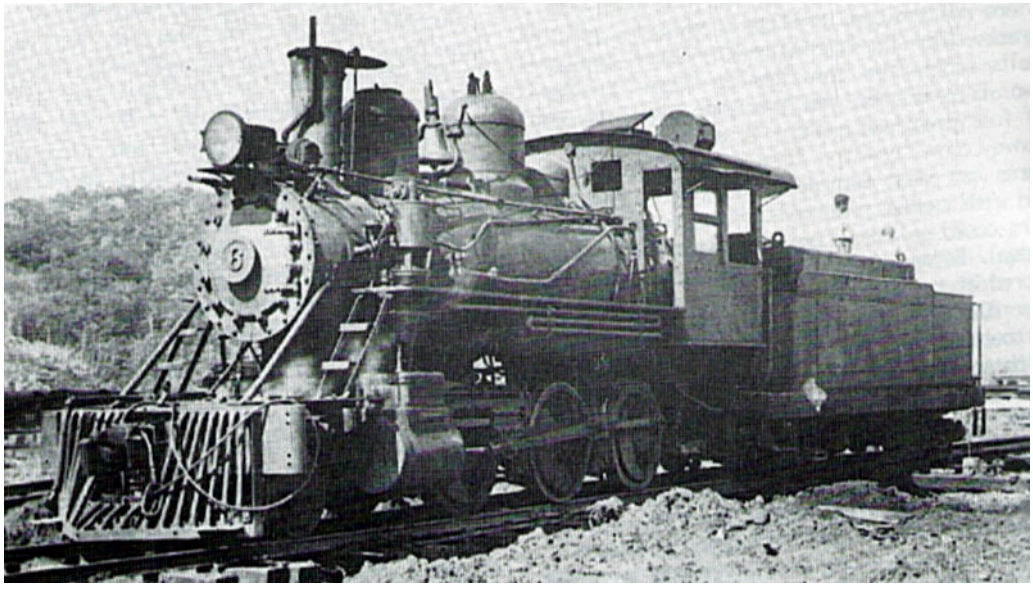


Truxillo Railway no. **1** is seen in this Porter builders' photo.

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

3	w/n ?	
4	w/n ?	
5	w/n ?	Copeland suggests that this one was a 2-6-0.
6	w/n ?	Copeland suggests that this one was a 2-6-0 by Porter, and says was transferred to?/from? *FC Golfito* in Costa Rica during 1938, where it was no. **14**.



Ex-Truxillo RR no. **6** after transfer to to Golfito in Costa Rica.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered by United Fruit Co. for Northern Railway of Costa Rica as no. **7 (**along with no. **9**), later transferred to *FC Truxillo*. Spec. is in vol. 26 p 182. BLW class 8-22D no. 273.

7 w/n 23531

2-8-0 d/w 47", cyls. 17x20", built by Baldwin in 1920

Ordered by *FC Truxillo*. Spec. is in vol. 66 p 70. BLW class 10-28E nos. 117-8.

8 w/n 53281 Later went to *FC del Sur* de Costa Rica.

9 w/n 53317 Later went to *FC del Sur* de Costa Rica.

BLW neg no. 07573-1. High res image available from the RR Museum of Pennsylvania.

0-?-0T d/w ?, cyls. ?, built by ? in ?

Ordered by ?

10 w/n ?

4-4-0 d/w 52", cyls. 14x20", built by Baldwin in 1923

Ordered for *FC Truxillo*. Spec. is in vol. 66 p 64. BLW class 8-22C no. 124.

11 w/n 56329

BLW neg no. 08720. High res image available from the RR Museum of Pennsylvania.

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1923

Ordered by *FC Truxillo*. Spec. is in vol. 66 p 67. BLW class 8-24D nos. 258-261 and ??.

20	w/n 56332
21	w/n 56333
22	w/n 56334
23	w/n 56335
24	w/n ?
25	w/n ?

BLW neg no. 08724-1. High res image available from the RR Museum of Pennsylvania.

0-4-4RT d/w 23", cyls. 7x12", built by Porter in 1921

Ordered by *FC Truxillo*.

30	w/n 6666
31	w/n 6667

2-6-0 d/w 36", cyls. 12x18", built by Porter in 1921 and 1922

Ordered by *FC Truxillo*.

40	w/n 6676
41	w/n 6677
42	w/n 6701
43	w/n 6702
44	w/n 6703
45	w/n 6704

Second-hand locos

Arrival dates not yet known.

2-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1901

Ordered by United Fruit Co. for Northern Railway of Costa Rica at Limon as nos. **3** and **4** (along with **5** and **6**). Spec. is in vol. 23 p 284. BLW class 8-18D nos. 97-98.

? w/n 18926

? w/n 18927

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered by United Fruit Co. for Northern Railway of Costa Rica as nos. **7** and **9.** Spec. is in vol. 26 p 182. BLW class 8-22D nos. 273-4.

? w/n 23531

? w/n 23881 Ex *FCdS de Costa Rica* no. **9**.

The fleet in 1922

In the US report for 1922 [1], the following locos were owned by this company.

2 four wheel switchers	12-ton	7x12 cyls.	TE 3,500	Nos. **30-31**?
2 Mogul	23-ton	12x18 cyls.	TE 8,000	The 1901 Baldwins listed above?
2 Mogul	30-ton	14x18 cyls.	TE 12,900	The 1904 Baldwins listed above?
1 Mogul	38-ton	15x18 cyls.	TE 18,000	
6 Mogul	33-ton	15x20 cyls.	TE 15,700	Nos. **20-25**?
2 Consolidations	47-ton	17x20 cyls.	TE 21,600	Nos. **8** and **9**?
1 American	30-ton	14x20 cyls	TE 12,200	No. **11**?
6 Mogul	26½-ton	12x18 cyls.	TE 8,500	Nos. **40-45**?

Matching this summary to the locos listed above, depends on whether the summary was actually created after the arrival of supposed 1923-built locos. If so, then

Arrivals from Costa Rica around 1932

Two or three Baldwin 2-6-0s were transferred from the Northern Rly. Co. of Costa Rica ((also owned by United Fruit) around 1932.

2-6-0 d/w 44½", cyls. 17x22", built by Baldwin in 1901-7 as listed below

Ordered by Northern RR (United Fruit Co.). Spec. is in vol. 23 p286. BLW class 8-28D, nos.195, 196, 219, 220, 227 and 228, as below. Locos had been NRR nos. **1, 2, 12, 13, 41** and **42**, and later **37-45**, latterly NRC no. **52**. All superheated.

10 w/n 18986 of 1901 BLW class 8-28D no. 196. Began as railway's no. **2**, before renumbering as **39**. Owned by NRR. To United Fruit Co. around 1932 for Truxillo RR, Puerto Castilla, Honduras as their no. **10**. However other source (?) says went to *FC del Sur* as no. **2**. Returned to NRC 1941?

2-6-0 d/w 47 3/8", cyls. 17x22", built by Baldwin in 1907

Ordered by United Fruit Co. for Northern Rly.

Full batch were 8-28D nos 272 and 278, originally NRC nos. **43** and **49**, latterly NRC nos. **56** and **62**. Spec. is in vol. 30 p 281.

? w/n 31807 of 1907 BLW class 8-28D no. 272. Owned by NRR. To United Fruit Co. For Truxillo RR, Puerto Castilla, Honduras, in January 1932.

? w/n 31897 Owned by NRR. To United Fruit Co. in July 1932 for Truxillo RR,

Puerto Castilla, Honduras.

16.4.4 Vacarro Brothers & Co. RR

Pre 1924

Standard Fruit Co. RR

1924-1984

FC Nacional de Honduras

1984-

Background

Gauge 3' 0".

La Ceiba system. Took over Tropical Timber Co. with four miles of existing railway.

"*En 1905 se inició la construcción de otro ferrocarril bananero en un lugar denominado Salado Bar bajo la dirección de los Vaccaro Brothers. En 1908 la línea llegaba hasta La Ceiba conn una extensión de 13 kms. Durante las dos décadas siguientes se construyeron otros ramales hacia puntos de interés de la Standard Railway and Steamship Co., empresa que asumió los compromisos financieros de la Vaccaro Brothers hacia 1924. Fue el único ferrocarril hondureño construido con una trocha de 0,91 ms. y su máxima extensión, 540 kms. —incluyendo los ramales a las plantaciones— la alcanzó en 1952. Sin embargo, para entonces, apenas 255 kms. eran utilizados para el transporte de mercancías privadas y de pasajeros; el ransporte de la producción bananera que controlaba la Standard en la región que atravesaba el ferrocarril constituía las dos terceras partes del tráfico ferroviario. Hasta hace apenas unos años el puerto de La Ceiba —de sustancial importancia para el comercio de exportación e importación del país— y sus alrededores eran una de las más prósperas áreas industriales de Honduras; bajo el control de la Standard Railway Co. una amplia gama de productos fabricados en la región se destinaban al mercado hondureño. Las últimas dos décadas fueron desastrosas para la zona por los daños irreparables que provocó el huracán en 1974. El puerto de La Ceiba cedió su importancia al Puerto de Castilla y el foco de recuperación económica se trasladó hacia las costas nor-orientales. Las vías ferroviarias fueron en gran parte desvastadas, hasta tal punto que la Standard decidió diez años después abandonar su concesión para la explotación del ferrocarril.*" [30]

2-4-0 d/w 30", cyls. 8x12", built by ALCo Pittsburgh in 1904

Ordered for Vacarro Brothers RR.

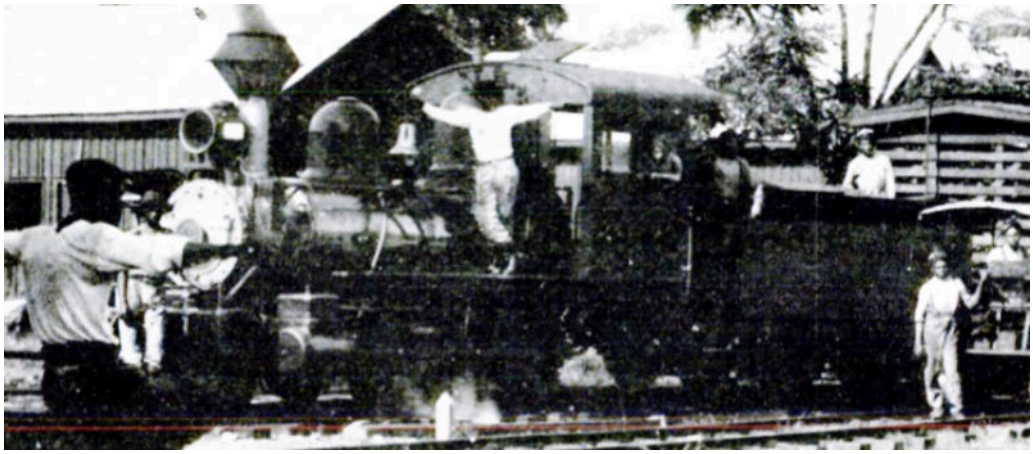
1[1] **'FLORENCE'** w/n 29965

2-4-0 d/w 36", cyls. 10x16", built by Porter in 1906 and 1908

Ordered by Gibbons & Stream, New Orleans, for Vacarro Brothers RR.

2 'ATLANTIDA' w/n 3536

3 'La CEIBA' w/n 4099 Scrapped 1941.



Certainly a 2-4-0 loco numbered **2**, and very probably the loco listed above named **'ATLANTIDA'** after the local province.

2-8-0 d/w 36", cyls. 15x18", built by Baldwin in 1882

Ordered for Cottonon Valley RR as no. **23 'MAPLETON'**, then long history of sales, see Copeland's list. Arrived here 1910. BLW class 10-24E no. 102.

4 w/n 5992

2-4-0 d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered by Gibbons & Stream, New Orleans, for Vacarro Brothers RR. Spec. is in vol. 36 p262. BLW class 6-16C no. 24. Diamond stack. NB Spec. page gives name as **'TORO'** not **'YORO'**, but BLW works photos show **'YORO'** painted on cab. The Yoro departamento is an administrative division of Honduras in the northern central part of the country.

5 'YORO' w/n 35002

BLW neg no. 03346. High res image available from the RR Museum of Pennsylvania.

2-6-0 d/w 38", cyls. 14x18", built by Baldwin in 1912

Ordered by Gibbons & Stream, New Orleans, for Vacarro Brothers RR. Spec. page is in vol. 49 p116. BLW class 8-22D no. 324. Mark on tank: 'VACARRO BROS. & COMPANY'S RAIL ROAD'. Radley & Hunter stack. "Company's freight cars are 8' 0" wide. As engine is to be used in the Tropics, company desires cab made as wide as possible without spoiling the appearance of the engine too much. Company desires the cab specially wide so they can see

the rear end of the train conveniently, and also in order that there may not be too much heat therein."

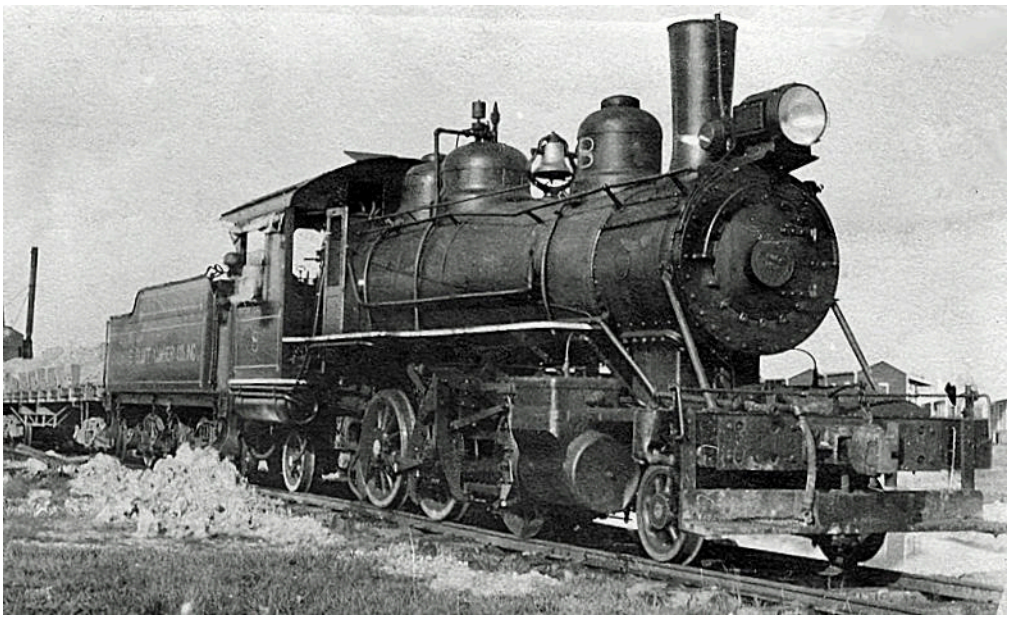
6 'SAN JUAN' w/n 38964

2-6-0 d/w 42", cyls. 14x18", built by Porter in 1914

Ordered for Vacarro Bros. & Co. RR. Copeland's Porter list gives dimensions as d/w 36", cyls. 14x18", and says locos eventually numbered as Standard Fruit nos. **8** and **9**. Weber concurs with number changes but gives d/w as 42".

7 'MASICA' w/n 5497

8 'LEAN' w/n 5498 Possibly converted to 2-6-2 [Copeland]

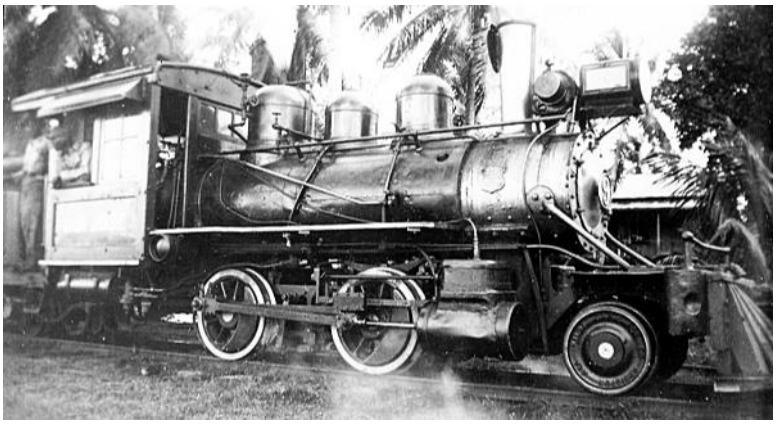


This photo of a Standard Fruit Co. no. **8**, was found at the Hawkins Rails website http://hawkinsrails.net/index.html It may well have been the source for Allen Copeland's suggestion that 2-6-0 no. **8** was later rebuilt as a 2-6-2, but I am not convinced for this engine looks as though it was built with a trailing truck rather than converted.

2-4-0 d/w 36", cyls. 10x16", built by Porter in 1915

Ordered by Carrol Bros., New Orleans, for Vacarro Bros. & Co. RR.

9 'SAN JOSÉ' w/n 5629 On display in the Parque Swinford in La Ceiba.



No. **9** in service. Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/

Standard Fruit Co. no. **9**, Porter 5629, as currently plinthed in the Parque Swinford in La Ceiba.

Unidentified locos:

10
11
12
13
14
15
16
17
18
19
20

0-4-0ST d/w ?, cyls. 10x16", built by Davenport in 1906

Ordered for Russell & Oliver of Motley, Virginia, no. **3**, and then to Southern Iron & Equipment with the number **1444**. Rebuilt from 2' 6" gauge to standard at some point. 1920 to Vacarro Bros. & Co. RR. Probably carried one of the numbers listed above as unidentified locos.

? w/n 551

2-6-0 d/w ?, cyls. 10x12", built by Brooks in ?

Ordered for A. C. House of Weldon, North Carolina as no. **1**, then to Florence Lumber Co. as no. **1**, Thelma, NC; sold to Southern Iron & Equipment as no. **1567**, sold 1920 to Vacarro Bros. & Co. RR.

21 w/n ?

2-6-0 d/w 36", cyls. 12x16", built by Porter in 1920

Ordered for Vacarro Bros. & Co. RR.

22 'SAMBO CREEK' w/n 6598

23 'PIEDRA PINTADA' w/n 6599

0-6-0TT d/w 28", cyls. 11(or 10?)x16", built by Davenport in 1912

Ordered by Manning, Maxwell & Moore Co., NY, for Vacarro Bros. & Co. RR. Arrived in 1920 from Southern Iron & Equipment.

24 'ARMENIA' w/n 1157

2-6-0 d/w 36", cyls. 12x18", built by Porter in 1918, originally 0-6-0s

Ordered by US Army, and sent to France for logging duties. First three sold to Southern Iron & Equipment and rebuilt as 2-6-0s. Others rebuilt by unknown dealer. Some or all bought 1921 for Vacarro Bros. & Co. RR.

25 'BALFATE'	w/n 6163	Previously USATC no. **9103**, then State Highway Dept. of Georgia, then Southern Iron & Equipment no. **1663**. Arrived 1921.
26 'JUTIAPA'	w/n 6185	Previously USATC no. **9124**, then Gregory6 & Wilson, then to Southern Iron & Equipment no. **166?**.
27 'TOMALA'	w/n 6174	Previously USATC no. **9124**?.
28 'SONAGUEFA'	w/n 6165	Previously USATC no. **9105**.
29 'CONTESSA'[1]	w/n 6173	Previously USATC no. **9113**.
30 'COROZAL'	w/n 6186	Previously USATC no. **9126**.
31 'ENTELINA'	w/n 6197	Previously USATC no. **9137**.
32 'CONTOY'	w/n 6175	Previously USATC no. **9115**.
33 'AGUAN'	w/n 6191	Previously USATC no. **9131**.
34 'YLAMPA'	w/n 6167	Previously USATC no. **9107**.
35 'JALAN'	w/n 6178	Previously USATC no. **9118**.
36 'CORRALITOS'	w/n 6181	Previously USATC no. **9121**.
37 'LIMERA'	w/n 6182	Previously USATC no. **9122**. Possibly name was spelled **'LIMARA'**.

0-4-4-0T d/w 40", cyls. 16¾x14", built by Heisler in 1929

Ordered by Standard Fruit Co. Used in helper service.

38 w/n 1579

0-4-0ST d/w ?, cyls. 10x12", built by Davenport in 1904

Ordered for W. J. Oliver no. unknown, and then to Southern Iron & Equipment with the number **1506**. 1920 to Vacarro Bros. & Co. RR., but it is difficult to understand why it would have been numbered **39** prior to the arrival of no. **38** in 1929.

39[1]?	w/n 314	Scrap 1931, according to Connelly's Davenport list.

2-truck Shay d/w 32", cyls. (3) 11x12", built by Lima in 1922

Ordered by ? Originally McKelvey Bros. Inc., Orbisonia, no. **3**, then to Shaw, West Virginia, no. **?**, 1929, then to Birmingham Rail & Locomotive Co., Alabama. Sold 1931 to Standard Fruit & Steamship.

39[2] **'PALO VERDE'** w/n 3193

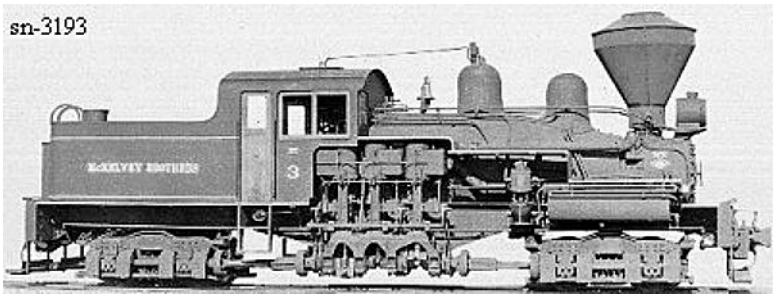


Photo from the Shay database at https://www.shaylocomotives.com/openingpage.htm

0-4-0ST d/w 36", cyls. 10x16", built by VIW in 1911

Ordered for Hicks, Johnson & Co.,NY, then 1915 to Harris Rose Construction Corp., then A. P. Dienst Co., Vulcanite Portland Cement Co., and Northumberland Mining Co., then Shipman Coal Co. and converted to 44" gauge. Finally to Standard Fruit and Steamship in 1931 and presumably regauged back to 36".

? w/n 1717

0-4-0ST d/w 30", cyls. 10x16", built by VIW in 1912

Ordered for N.J.Coyle & Son, Hazelton Pa. as their no. **9**; then to; then to Kilpatrick Bros & Collins;

1[2] **'LIST & GIFFORD'** w/n 1914

2-8-0 d/w 42", cyls. 17x22", built by ALCo Schenectady in 1930-1947

Ordered for Standard Fruit & Steamship.

39[1] later **41 'LOUIS JOANNI'** w/n 68489 built 1930

40 'MIKE CAREY' w/n 68601 built 1931

42 'ROBERT SMITH' w/n 69611 built 1941

43 'MSR. PERKINS' w/n 74891 built 1947

44 'CONTESSA'[2] w/n 75348 built 1947

Standard Fruit & Steamship Co. no. **42** ALCo publicity card photo.
As also displayed in the 1947 Locomotive Cyclopedia.

CIW 2217

AMERICAN LOCOMOTIVE COMPANY
NEW YORK

Honduras

Class, 280 - 102 — Road Number, 42

BUILT FOR THE STANDARD FRUIT & STEAMSHIP COMPANY.

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
3′-0″	17″	22″	42″	59″	180 lbs	91⅛″	23¼″	203	2″	11′-6″

WHEEL BASE			WEIGHT IN WORKING ORDER—POUNDS			
Driving	Engine	Engine & Tender	Leading	Driving	Engine	Tender
12′-6″	19′-8″	45′-9″	9000	93000	102000	65700

FUEL	EVAPORATING SURFACES, SQUARE FT.			GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION
Kind	Tubes	Fire Box	Total			
Oil	1214	107	1321	14.7	23200 lbs.	4.00

Tender Type, 8 Wheeled — Capacity, Water, 3000 U. S. Gals — Fuel, 1200 U. S. Gals

ORDER No. S-1845
June, 1941

Standard Fruit & Steamship Co. no. **42** ALCo publicity card details.

2-8-0 d/w 42", cyls. 17x22", built by Montreal Loco Works in 1949

Ordered for Standard Fruit & Steamship

45 w/n 76332

0-4-4RT d/w 28", cyls. 7x12", built by VIW in 1901

Ordered for Plantation Dutuville, Honduras, as no. **2**. Sold to Vacarro Bros. & Co. RR, date unknown.

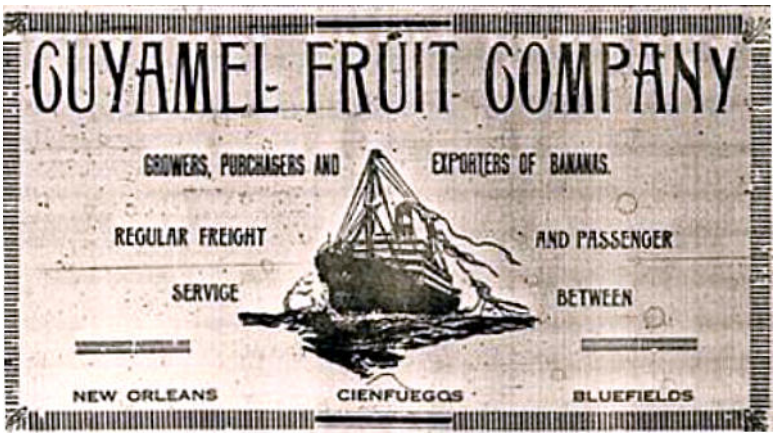
? w/n 621

Steam weedkiller

This weedkiller was supplied by Baldwin to Standard Fruit and Steamship in 1925. There is no confirmation that it was for use on the Vaccaro Brothers system in Honduras, but this is very possible. Certainly the wagon is on a narrow gauge, rather than the standard gauge used by the same company's Bragman's Bluff Lumber railway in Nicaragua.

BLW neg no. 09444-1. High res image available from the RR Museum of Pennsylvania.

16.4.5 The Cuyamel Fruit Company



Background

Founded by Samuel Zemurray but sold to United Fruit Co. in 1929. However, UFCo sold its shares in Cuyamel during 1933.

"*La construcción de la primera línea de ferrocarril bananero, con una trocha standard de 1.06 ms., fue emprendida en 1902 por W. F. Streicht entre Cuyamel y Veracruz. En 1914, la línea ya tenía 31 kms. y llegaba hasta Omoa. Separada de la línea principal del ferrocarril, en 1918 el Estado hondureño le permitió a la empresa iniciar la construcción de un ferrocarril entre Baracoa y Búfalo — más conocido como Ramal de Ulúa.*

Los 64 kms. de este tramo comenzaron a operar en 1921, mientras que en 1923 la línea principal del ferrocarril de la Cuyamel Company se prolongaba hasta sus propias plantaciones de cacao, teniendo una extensión de 76 kms. Este ferrocarril exclusivamente industrial, ya que su funcionalidad no era otra que transportar de la forma más rápida y segura la producción bananera desde sus plantaciones a la costa norte hondureña, dejó de ser útil a comienzos de la década de 1930. En efecto, cuando la industria bananera ya no era rentable en la región, las vías ferroviarias fueron reemplazadas por carreteras; el Ramal de Ulúa se fusionó en 1935 con la Tela Railway Co." [30]

Vera Cruz-Cuyamel system, standard gauge

34 miles long. Built 1902-1903

0-6-4RT d/w ?, cyls. 8x14", built by Glover in 1907

Ordered by J. W. Grace for Cuyamel Fruit Co.

? w/n 81414

0-4-4T d/w 28", cyls. 7x12", built by VIW in 1905

Ordered for Cuyamel Fruit Co.

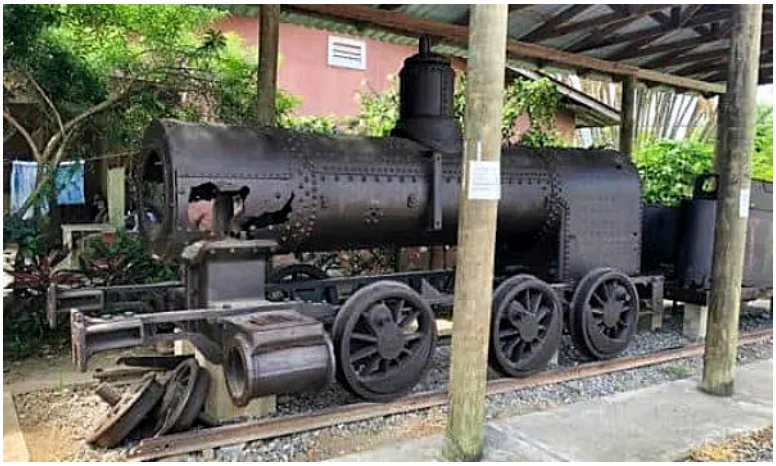
1 'DOROTHY' w/n 685

2-6-0 d/w ?, cyls. see below, built by Davenport in 1913 and 1921

Ordered by Cuyamel Fruit Co.

2	w/n 1329	Cyls. 15x20"
3	w/n 1443	Cyls. 13x18"
4	w/n 1464	Cyls. 15x20"
5	w/n 1854	Cyls. 13x18"
6	w/n 1855	Cyls. 13x18"

A mogul numbered **3** and carrying Cuyamel lettering on the tender. The domes could definitely be by Davenport so this is probably one of this batch.



If these remains are from a 3' 6" gauge machine, which is not yet certain, then they probably come from one of the Davenport moguls. The location is at the museum in Omoa. Like the loco pictured above, this one has eleven-spoked wheels, though interestingly without the extra large balance weights on the middle driving wheels that were shown in the previous photo.

2-6-0 d/w 56½", cyls. 18x24", built by the Illinois Central RR at Weldon in 1883 (7-8) and 1884 (9)

Ordered by ICRR. All purchased by Cuyamel Fruit Co. in 1916. Probably ran with old numbers until some time after the Davenport moguls had all arrived.

7	w/n –	Illinois Central RR no. **44**, then **743**, then **1743**, then **2743**.
8	w/n –	Illinois Central RR no. **46**, then **745**, then **1745**, then **2745**.
9	w/n –	Illinois Central RR no. **236**, then **760**, then **1760**. In 1906-8 sold to Illinois Southern RR as no. **76**, then as **2760**.

***Ramal del Ulua* system, gauge 3' 6" = 1067 mm**

2-6-0 d/w 40", cyls. 13x18", built by Davenport in 1919, 1920, 1921

Ordered by Cuyamel Fruit Co.

?	w/n 1734 in 1919	Lehmuth has this loco later as *FCN* no. **11**.
?	w/n 1735 in 1919	Lehmuth has this loco later as *FCN* no. **12**.
?	w/n 1746 in 1920	Lehmuth has this loco later as *FCN* no. **13**.
11	w/n 1852 in 1921	
12	w/n 1853 in 1921	
5	w/n 1854 in 1921	
6	w/n 1855 in 1921	

2-6-0 d/w 44", cyls. 15x20", built by Davenport in 1920, 1922 and 1926

Ordered by Cuyamel Fruit Co.

?	w/n 1747 in 1920	Lehmuth has this loco later as *FCN* no. **13** (sic).
?	w/n 1748 in 1920	Lehmuth has this loco later as *FCN* no. **13** (sic).
?	w/n 1883 in 1922	
?	w/n 1884 in 1922	
?	w/n 1885 in 1922	
14	w/n 1886 in 1922	Later Tela RR **16**, became *FCNdH* no. **14**.
15	w/n 1887 in 1922	Later Tela RR **17**, became *FCNdH* no. **15**.
16	w/n 1888 in 1922	Later Tela RR **18**, became *FCNdH* no. **16**.
17	w/n 1889 in 1922	
18	w/n 1890 in 1922	
?	w/n 2074 in 1926	

Copeland has five 2-6-0s passed on to *FC Nacional de Honduras*, Davenport nos. 1886-1890, becoming *FCNdH* nos. **13-17**. Connelly on the other hand shows Davenport nos. 1886-1890 as becoming *FCN de Honduras* nos. **11, 12, 14, 15** and **16**.

0-4-0? d/w ?, cyls. 11x16", built by Davenport in 1920

Ordered by ?

?	w/n 1813

Gauge 2' 6" = 762 mm

Had Whitcomb diesels but may not have had steam locos. Though [1] says there were 75 miles of tram-car track in

1922, which might well have taken some years to develop and thus might have been begun before internal-combustion power was practicable.

16.4.6 Other Honduras industrial systems

Banana Growers' Company

Background

Standard gauge.

0-4-4RT d/w 38", cyls. 8x12", built by VIW in 1905

Ordered for ?

1 'VULCAN' w/n 739

Plantation Dutuville

Background

Gauge 3' 0".

0-?-0? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

1 w/n ?

0-4-4T d/w 28", cyls. 7x12", built by VIW in 1901

Ordered for Plantation Dutuville, Honduras, as no. **2**. Sold to Vacarro Bros. & Co. RR.

2 w/n 621

C. C. Mengel & Brother

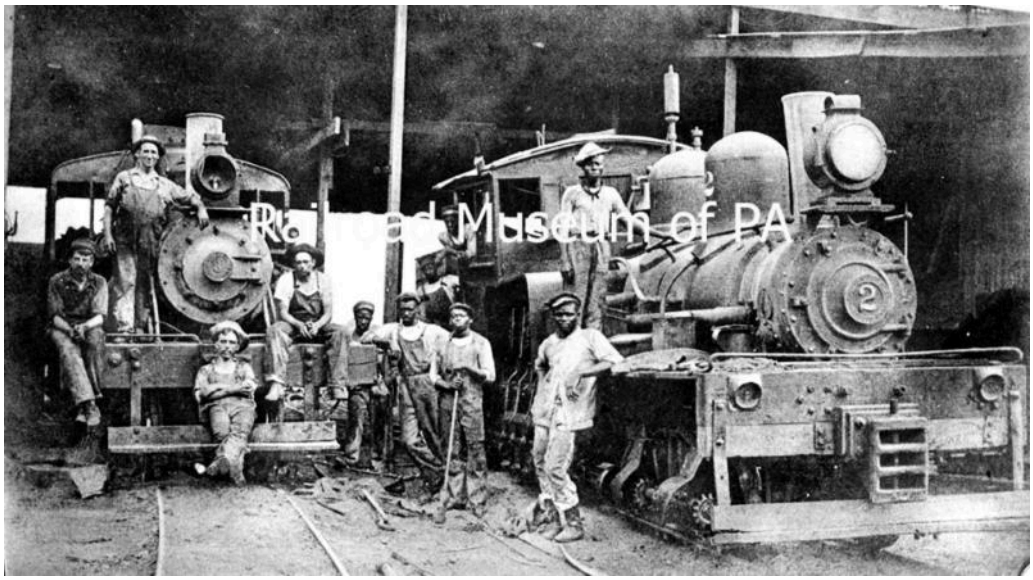
Background

Mengel's Honduras Mahogany Logging Works.

0-?-0T d/w ?, cyls. ?, built by ? in ?

Ordered by ?

? w/n ?



The Shay Database links this photo to Shay 1872 but seems to imply that the pic was taken in British Honduras (Belize) rather than in Honduras itself. Note that the loco no. **8** on the left is not a Shay. The Shay itself bears the no. **2**, but that might, of course, be from a previous location. The photo itself, cropped to just the right-hand half, was also found in British Honduras collections and thus is also displayed in that part of this file.

Las Palmas Plantation Co.

Background

Gauge ? "This road has been abandoned, and at the present time no plans are being made to reopen it." [1] in 1922.

Tropical Timber Co.

Background

Gauge ? Company had four miles of route when taken over by Vacarro Bros. & Co. in 1905 or thereabouts.

Omoa RR

Background

Gauge

0-?-0T d/w ?, cyls. ?, built by ? in ?

Ordered by ?

? w/n ?

Honduras Rubber Co.

Background

Gauge ? 6 miles according to [1].

Camors Railway

Background

Gauge

Conservator of Forests

Background

Gauge 3' 0".

Whitcomb diesels but may not have had steam.

16.5 Nicaragua railways

16.5.1 *El Ferrocarril de Nicaragua*

1878-1912

El FC del Pacifico de Nicaragua

1912-

Background

Gauge 3' 6".
Occidental (western) section from Corinto begun 1876, totalling 93 km / 58 miles.
Oriental (eastern) section, from Managua to Granada, begun 1883, totalling 50 km / 31 miles.
Southern section, aka the Pueblos RR, from Masaya to Diriamba, constructed 1885-7, totalling ?? km / 27 miles.
Central section, between Momotombo Junction and Managua, length ?? km /38 miles, completed 1903.
Isolated line from San Jorge to San Juan del Sur, totalling 31 km 22 miles.

4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1878

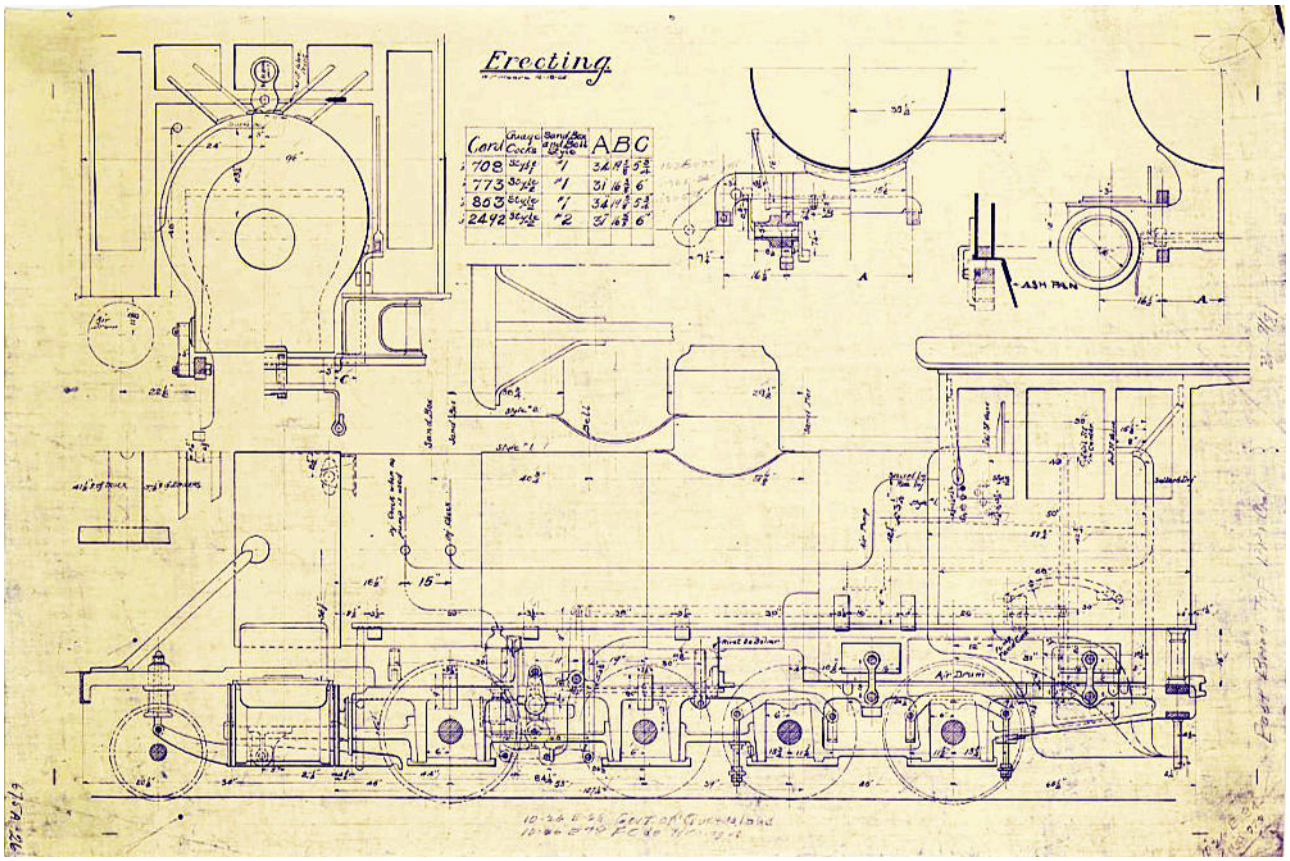
Ordered by *Ferrocarril de Nicaragua*. Spec. is in vol. 9 p 53. BLW class 8-18½C nos. 18 and 19. See also XO 2400 of May 1902. Spec. sheet suggests that names were originally to have been **'LEON'** and **'GRANADA'**, then changed to **'CORINTO'** and **'MOÁBITA'** during construction, but finally altered in service by 1881 to those given below. Radley & Hunter stacks. BLW register book entry has d/w as 42".

1[1] **'CHINANDEGA'**	w/n 4511	In 1900 [7]:
2[1] **'EMILIO BERNARD'**	w/n 4512	Hauled the opening train to Corinto in March 1882. Possibly withdrawn by 1887, given that the Baldwin 2-2-2T dummy/motor **'NINDIRI'** took its number in that year.

2-8-0 d/w 43", cyls. 16x20", built by Baldwin in 1883

Ordered by *Ferrocarril de Nicaragua.* Spec. is in vol. 11 p 225. BLW class 10-26E no. 78. Tank to be in two pieces to facilitate shipment. Radley & Hunter stack.

1[2] **'MANAGUA'**	w/n 6879	Arrived in Nicaragua in Sept. 1882 or 1883 [8] and given the no. **1** in that report, designated as for *Seccion Oriental*. In 1900 [7]: *Esta máquina está en mal estado. El cielo de la caja de fuego está rajado. Hay que reponerla con una nueva con sus correspondientes tubos de cobre. También hay necesidad de cambiar las ruedas: éstas ya están aquí.* Derelict between 1938 and 1958, but rebuilt 1958.

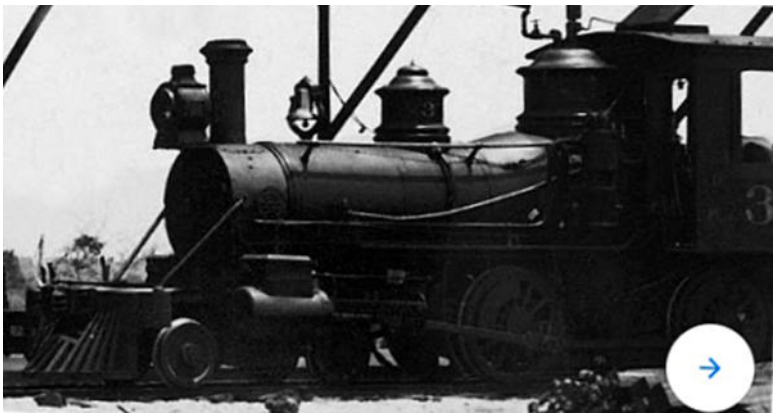


A Baldwin erecting card drawing for *FC de Nicaragua* no. **1**[2] of 1883.
Found in the De Golyer Library online archive.

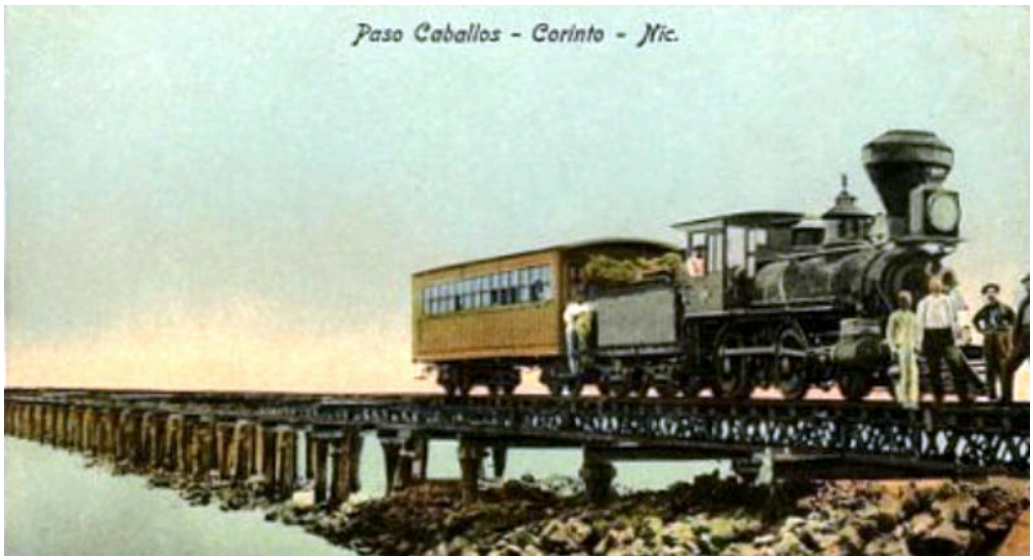
4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1880 and 1883

Ordered by *Ferrocarril de Nicaragua.* Spec. is in vol. 10 p 135. BLW class 8-18½C nos. 34 and 39. Spec. sheet implies that second loco was not delivered, ie. crossed out on sheet. Radley & Hunter stacks. Tender tank to be made in two pieces on account of shipment requirements. Mark on tank: 'FERRO-CARRIL DE NICARAGUA'. No. **4** then re-ordered using spec. in vol. 11 p 158, BLW 8-18½C no. 48, with XO 2399 of May 1902. Details more-or-less the same as no. **3**. Locos nos. **5** and **6** ordered by spec. in vol. 11 p 251, BLW class 8-18½C nos. 52 and 53.

3 'GRANADA'	w/n 5426	Scrapped by 1940.
4[1] **'LEÓN'**	w/n 6604	Arrived in Nicaragua in March 1882 or 1883 [8]. Scrapped by 1940.
5[1] **'MASAYA'**	w/n 7033	Arrived in Nicaragua in Jan 1882 or 1883 [8], though given no. **6** in that report.
6[1] **'MOMBACHO'**	w/n 7034	Arrived in Nicaragua in Jan 1882 or 1883 [8], and also given no. **6** in that report, designated as for *Seccion Oriental*. Scrapped by 1953.



A Time & Life magazines image on the internet had this loco, no. **3**, in one corner.



This tinted postcard of a 4-4-0 on the Paso Caballos bridge at Corinto is probably showing one of the later engines, nos. **4, 5** or **6**. The loco in the photo has a centrally-mounted dome with sand-dome behind it, a relatively unusual arrangement. Whilst the spec. page for no. **3** requested the dome over the firebox as seen in the previous photo, those for the later three clearly state that the steam domes were to be centrally located.

2-2-2T d/w 40", cyls. 7x12", built by Baldwin in 1887

Ordered by Government of Nicaragua. Spec. is in vol. 14 p 75. BLW class 6-8B no. 2.

2^2 'NINDIRI' later **11^1** w/n 8981

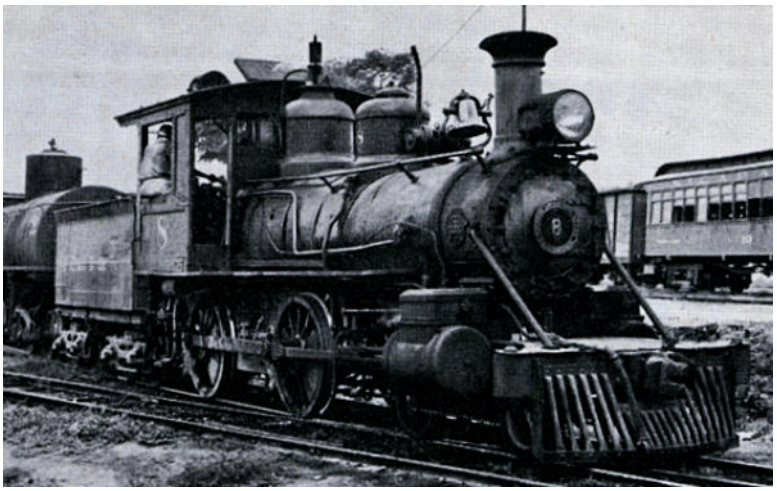
Renumbering to **11^1** will have taken place after 1890 when nos. **9** and **10** had arrived. In 1900 [7]*: Esta máquina que fué máquina-coche cambiada está sufriendo una transformación, para convertirla en máquina sola, á cuyo fin se le ha aumentado la caja de humo y se ha construido nueva chiminea y tanque capaz para portar agua y leña para su viaje de ésta é Granada. Se espera que se pondrá én servicio en el mes entrante y que será muy adaptable para trenes especiales de un carro.* Scrapped before 1926.

The *FCPdN*'s steam dummy/motor **2 'NINDIRI'**. BLW neg no. 00337. High resolution versions of this image are available from the RR Museum of Pennsylvania.

4-4-0 d/w 43", cyls. 15x20", built by Baldwin in 1887

Ordered by Government of Nicaragua. Spec. is in vol. 14 p 74 but page seems to be missing. BLW class 8-24C nos. 133 and 134.

7[1] **'MOMOTOMBO'**	w/n 8979	In 1900 [7]: *Fuera de que tiene rajada la caja de fuego que hace poco se remendó y que habrá que reponer con una nueva, esta máquina se halla en regalar estado. Cuando se haga venir la caja de fuego sería conveniente que se pidieran los correspondientes tubos de cobre que son ciento cincuenta.* Scrapped by 1953.
8 'OMETEPE'	w/n 8980	In 1900 [7]: *Su estado es regular. También necesita reposición de tubos de cobre (150).* OoS by 1956.

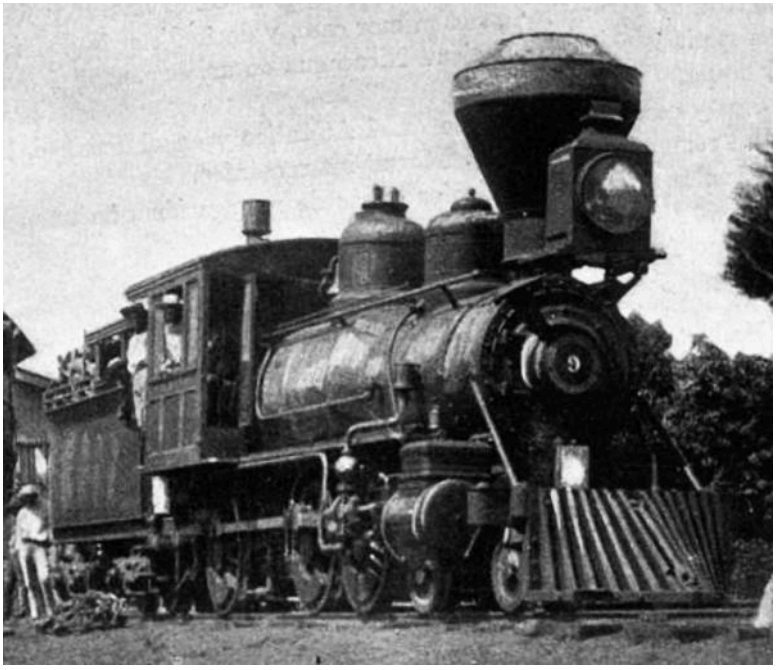


No. **8** switching, and with more modern style boiler mountings, presumably the result of a reboilering at some point.

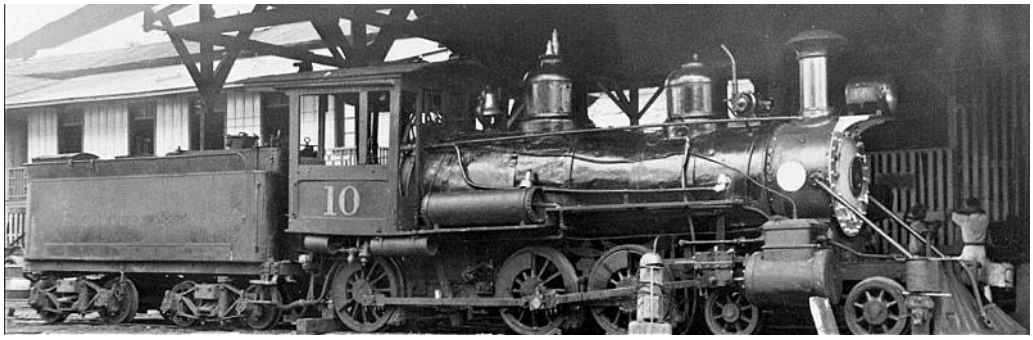
4-6-0 d/w 44", cyls. 15x18", built by Baldwin in 1890

Ordered by Nicaragua Railroad. Spec. is in vol. 16 p 54. BLW class 10-24D nos. 6 and 7. Roof over tender, railing around tank for wood. Radley & Hunter stack. See also XO 3306 of April 1901.

9 'CHINANDEGA'	w/n 10890	In 1900 [7]: *Esta máquina está en el Taller desde hace tiempos, por encontrarse en mal estado. En la reparación radical que hay que hacer, hay que reponer la caja de fuego, la cual está pedida á los EE, UU., tornear las ruedas, renovar los resortes, chumaceras, chimenea y caja de humo. Mientras no venga de los EE.UU. la caja de fuego y se hayan provisto los materiales necesarios para todas las reparaciones esta máquina quedará fuera de servicio.* OoS 1956.
10 'RIVAS'	w/n 10891	In 1900 [7]: *Se encuentra en servicio, pues hace poco que se le hizo una reparación seria.*



No. **9** seemingly as built with Radley & Hunter spark-arresting stack.



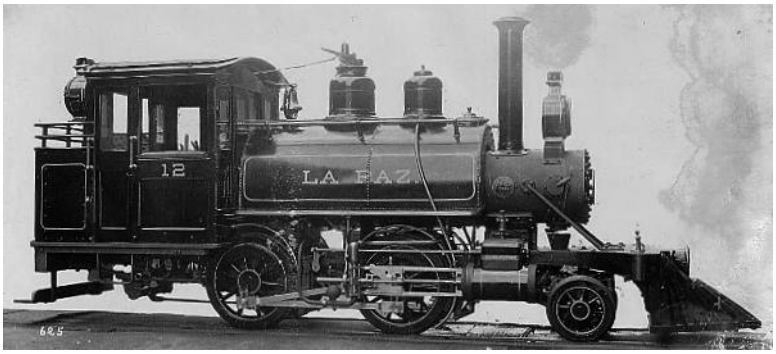
No. **10** with a later straight capped stack. Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/ There are a number of other differences from the previous image, including the cab, the bogie wheels, and updates such as air reservoirs, the loss of the crosshead-driven feed pump, a turbo-generator and electric headlamp, etc.,

2-4-0ST d/w 37", cyls. 8x16", built by Baldwin in 1892

Ordered by Government of Nicaragua. Spec. is in vol. 18 p 7. BLW class 06-10C nos. 5 and 6. Straight stacks.

12[1] 'La PAZ' w/n 12765

13 'TIPITAPA' w/n 12766 In 1900 [7]*: Se encuentra en regular estado. Requiere reposición de tubos y otras pequeñas reparaciones.* One or both of these eventually went to Nicaragua Sugar Estates.



The fleets in 1893

As published in source [24] in 1898. Pages 182-3.

“ROLLING-STOCK, WESTERN DIVISION. The rolling stock of the Western Division consists of five large locomotives, two with three driving-wheels and three with two. In addition there are two small engines, one for handling the trains on the wharf and station at Momotombo, or light trains of two or three cars, and the other for inspecting the line or for light special trains. ”

“ROLLING-STOCK, EASTERN DIVISION. The material of the Eastern Division consists of six large locomotives, one with four drivers, two with three and three with two. In addition there is a small switch-engine at the Managua wharf. ”

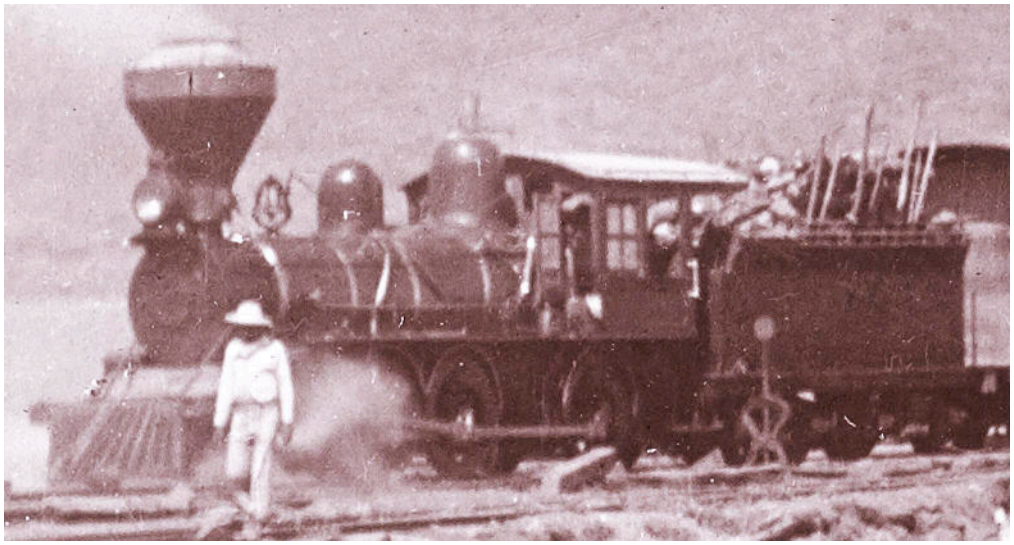
These totals add up to eleven large locos and three small, which is precisely as listed above.

2-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1897

Ordered by Pueblos RR., Nicaragua, which was effectively a branch of the *FCPdN*. Spec. is in vol. 20 p 259. BLW class 10-18D nos. 3 and 4. Ex Pueblos RR. Wood rack on tender, headlight back of tender. Radley & Hunter stack. Names specified on, spec. sheet.

14[1] **‘DIRIAMBA’** later **16** w/n 15226 — Renumbering to 16 was probably at some point before 1903 when nos. **17** and **18** arrived, but why?

15 ‘La 96’ later **‘APOPO’** w/n 15227 — In 1900 [7]: *Tiene rota la caja de fuego por los dos lados. Se le podrá hacer mi remiendo mientras viene el repuesto. Por lo demás,*



A photo from a stereoscopic pair in the collection of the US Library of Congress, and dated some time post 1902. The loco appears to be a 2-6-0, and thus might well be one of this pair, though that is currently just a guess. However, the domes do not look particularly Baldwin-like.

The fleet in 1900

Before examining the locomotives and their whereabouts at this time, it is worth remembering that until 1903 the *FCPdN* was in two separate parts.

Occidental: Existen en esta División ocho locomotoras, cuyos nombres son:– Diriamba, Emilio Benard, León, Masaya, Granada, Corinto, Mombacho y La Paz.

Oriente y Sur: Chinandega, Rivas, Momotombo, Omotepe, Managua, La 96, Tipitapa, Nindiri.

This gives a total of sixteen engines, which is precisely the number listed above, but with the caveat that the name **‘CORINTO’** appears rather than two instances of **‘CHINANDEGA’** as listed. It might be that the original no. **1** had reverted to its original name once the new **‘CHINANDEGA’** arrived in 1890.

4-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1909

Purchase financed by Ethelburga Syndicate Ltd. which was named after Ethelburga House on Bishopsgate in the City of London, the home of a number of businesses with links to Latin America. In its turn the building had been named after St. Ethelburga's Church, opposite. The Ethelburga Syndicate was a major money-lender to Nicaragua and other nearby countries in the period 1909-13, and negotiated a big loan to President Zelaya's government in 1909, of which this engine's purchase was possibly a consequence. Spec. is in vol. 49 p 110. BLW class 10-18D no. 6. Originally Ethelburga Syndicate no. **100**, but did that mean that it had worked elsewhere before arriving on the *FCdN*? Radley & Hunter stack. "Master mechanic at Managua in 1953 said this was the first no. **16**, but could show no proof." (Copeland.)

16[1]? w/n 34008

4-6-0 d/w 44", cyls. 15x18", built by Baldwin in 1903

Ordered via Smithers, Nordenholt & Co. for Nicaragua Government. Spec. is in vol. 26 p 164. BLW class 10-24D nos. 38 and 39. No road nos. specified. Roof over tender, railing around tank for wood. Radley & Hunter stack. Ex Standard Fruit Co. according to Holzinger, but that doesn't make sense.

17 'ZELAYA' w/n 29269

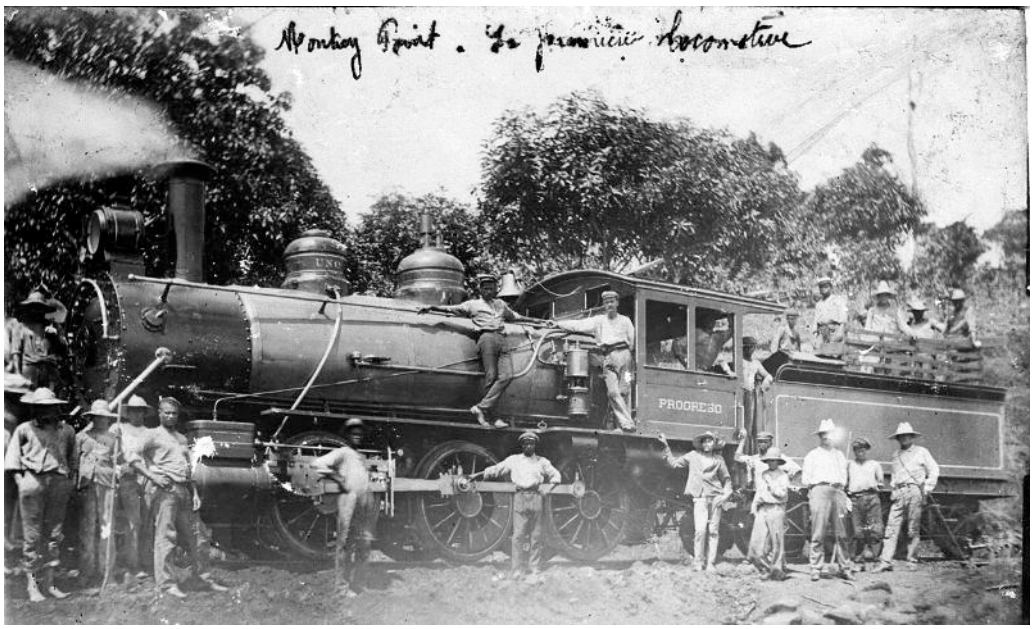
18[1] 'JEREZ' w/n 29270

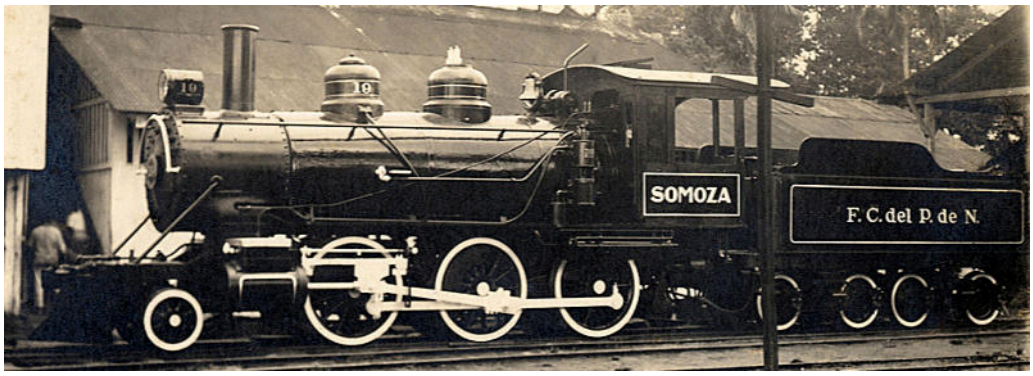
2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1905

Ordered by G. Amsinck & Co. Spec. is in vol. 28 p 183. BLW class 08-28D no. 223. This loco had seemingly been ordered for the ill-fated *Ferrocarril del Atlántico* as their no. **UNO 'PROGRESO'**.

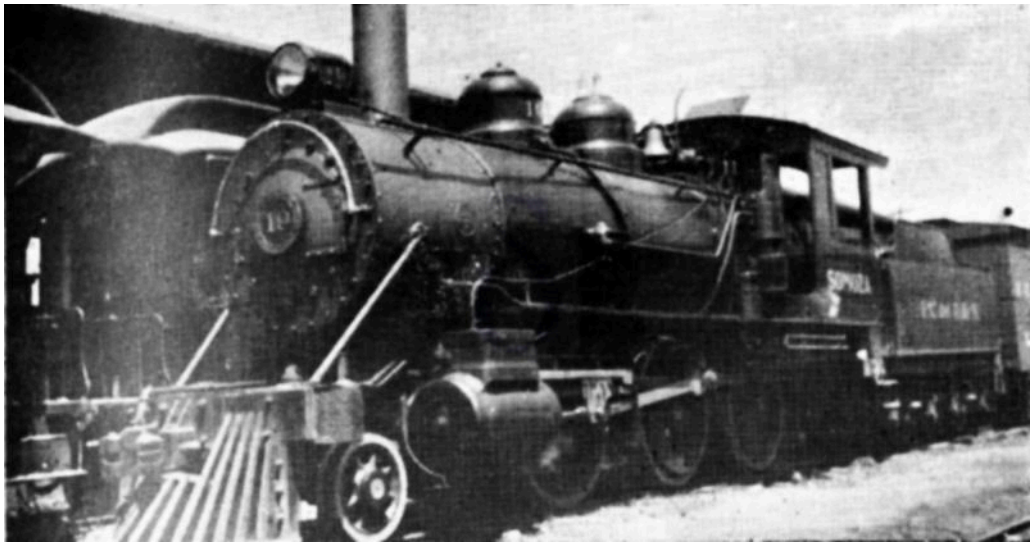
19 'PROGRESO' w/n 27147

Was the name later changed? See a photo below which shows it bearing the name **'SOMOZA'**. Sr. Anastazio Somoza Garcia became President of Nicaragua in 1936. In service 1953.





This 2-6-0 was by Baldwin, but its tender has much more of an ALCo look to it, which is strange since the railway purchased no tender locos from anyone other than Baldwin until the much larger 2-8-0s from ALCo in the late 1920s.. The engine seems likely to have been that shown above, despite minor changes such as the cabside windows, the air reservoir beneath, the sand-dome down-pipes and the chimney.



2-8-0 d/w 43", cyls. 16x20", built by Baldwin in 1907

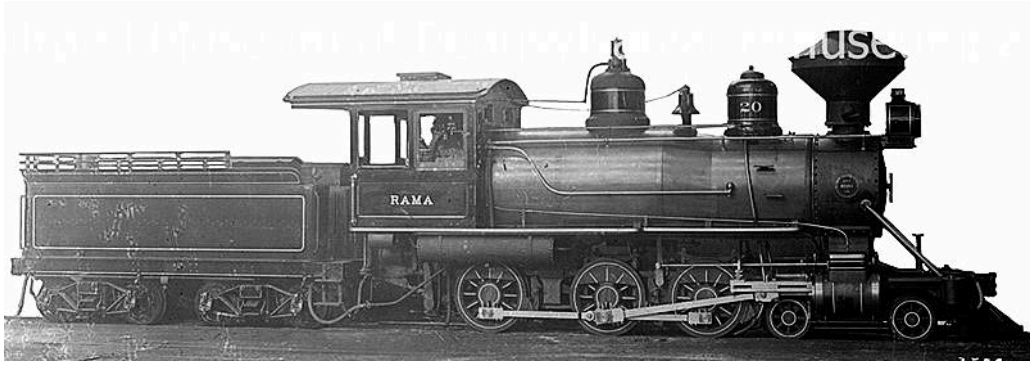
Ordered by National Railway of Nicaragua, but spec. sheet says Sold to ?? Co., Japan. 1918. Spec. is in vol. 30 p 217. BLW class 10-26E no. 328. Radley & Hunter stack. Mark on tender: none.

2^3 'SAN MIGUELITO'	w/n 30453	Sold via BLW in 1918 to Japan. Ran on Bibai Railway and then to Mitsubishi Mining Co.

4-6-0 d/w 43", cyls. 15x20", built by Baldwin in 1911

Ordered by *FC Nacional de Nicaragua*. Spec. is in vol. 39 p 293. BLW class 10-24D nos. 80 and 81.

20 'RAMA'	w/n 36394	In service 1953.
21 'BLUEFIELDS'	w/n 36295	In service 1953. Now displayed at Granada station, albeit in poor condition.



BLW neg no. 03556. High res image available from the RR Museum of Pennsylvania.

This photo also shows a loco, no. **21**, with an un-Baldwin-like tender.

No. **21** as it is now at the old station in Managua, and still with its ALCo tender.
Photo reproduced by kind permission of Andrew Simmonds.

0-4-4T d/w ?, cyls. 13x18", built by Porter in 1911

Ordered by Nicaragua National Railroad. Worked on the isolated Rivas line. Brought to Managua 1956.

22 'NANDAIME' w/n 4876

4-6-0 d/w 43", cyls. 12x18", built by Baldwin in 1913

Ordered by the J. G. White Engineering Corporation for *Ferrocarril del Pacifico de Nicaragua*. Spec. is in vol. 49 p

111. BLW class 10-18D nos. 17 and 18. Mark on tanksides: 'F.C. DEL P. DE N.'. Straight stacks. Built for isolated Rivas line. Brought to Managua 1956. Rebuilt.

23 'El VIEJO' w/n 39902

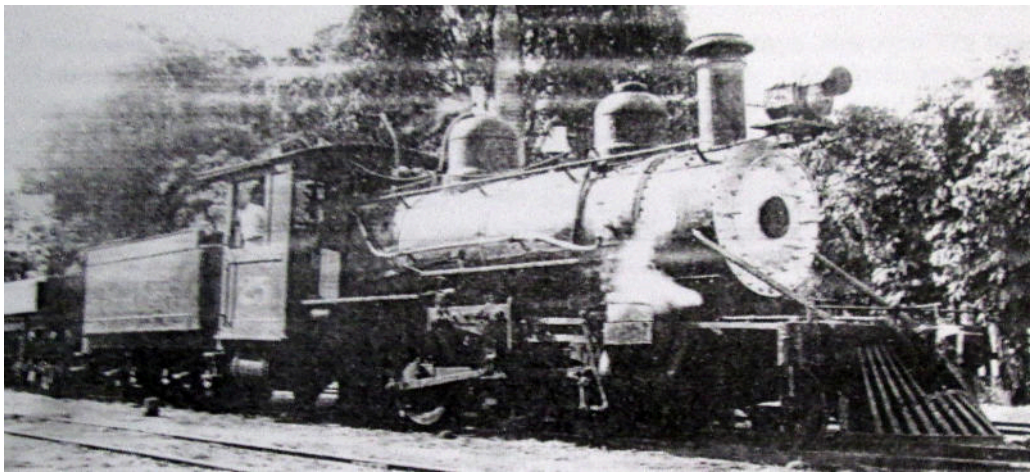
24 w/n 39903

2-8-0 d/w 43", cyls. 16x20", built by Baldwin in 1913

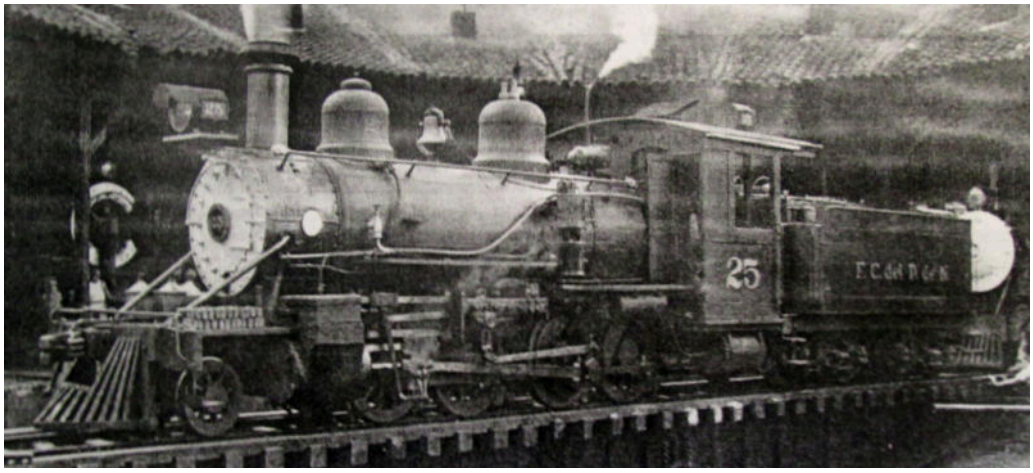
Ordered by the J. G. White Engineering Corporation for *Ferrocarril del Pacifico de Nicaragua*. Spec. is in vol. 49 p 114. BLW class 10-26E nos. 380-1. Mark on tanksides: 'F.C. DEL P. DE N.'. Straight stacks.

25 w/n 39900 In service 1956.

26 w/n 39901 Copeland has this one with cyls. 16x20". In service 1956.



A similar view of no. **25** but taken rather later, when it had gained an electric headlight and a different tender. This image by Gerald Best, taken on 9th June 1953 at Masaya Junction, was reproduced as part of an article by Richard Yudin in *The Narrow Gauge* issue 188, March 2005 [28].



Another Gerald Best view of no. **25**, this time taken on the Managua turntable in October 1955, and found in the same article in *The Narrow Gauge [28]*.

4-4-0 d/w 42", cyls. 10x16", built by Baldwin in 1879

Ordered by ? Spec. is in vol. 9 p 135. BLW class 8-14C no. 12. Originally 3' 0" gauge. Acquired 1920 from Southern Iron & Equipment, their no. **1380**; ex-W. F. & W. G. Williams, Red Springs & Bowmore RR **'RICHBURG',** originally ex-Cheraw & Chester Rly. no. **2**;

11[2]	w/n 4715	Gone by 1940.

The fleet in 1922

Source [1] gives the fleet of locos as being 17 locomotives of American manufacture, including –

10 x 4-6-0s used in general road service hauling passenger and mixed trains.	–	Only eight are listed above, but there were also three 2-6-0s otherwise ignored by this source.
3 consolidations, used in freight service.	–	Probably **1 'MANAGUA', 25** and **26**.
4 4-4-0s assigned to work and other light service.	–	There are nine 4-4-0s listed above, so even if the first two from 1878 had been withdrawn by then we are still missing three more.
No locomotives have been purchased since 1913.		Another three locos are also ignored, the pair of
It is also stated that there had been 22 engines in use in 1914.		2-4-0STs, nos. **12**[1] and **13**, and the 0-4-4T no. **22**.

2-6-0 d/w ?, cyls. ?, built by Baldwin in ?

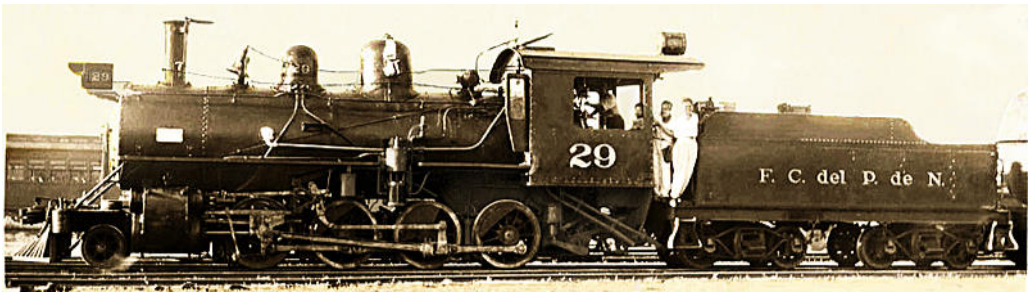
Ordered by ? Spec. is in vol. p . BLW class

4[2]	w/n 47811	These BLW numbers are incorrect. They were both gas mechanicals.
5[2]	w/n 47812	

2-8-0 d/w 42", cyls. 17x22", built by ALCo in 1928 and 1929

Ordered by *FC del Pacifico de Nicaragua*. Connelly's ALCo list says d/w were 43". Yudin [28] gives cyls. as 16x20".

27	w/n 67663	In service 1958.
28	w/n 67664	In service 1958.
29	w/n 68228	In service 1958.
30	w/n 68229	In service 1958.



No. **29**, seen at Managua in 1953.

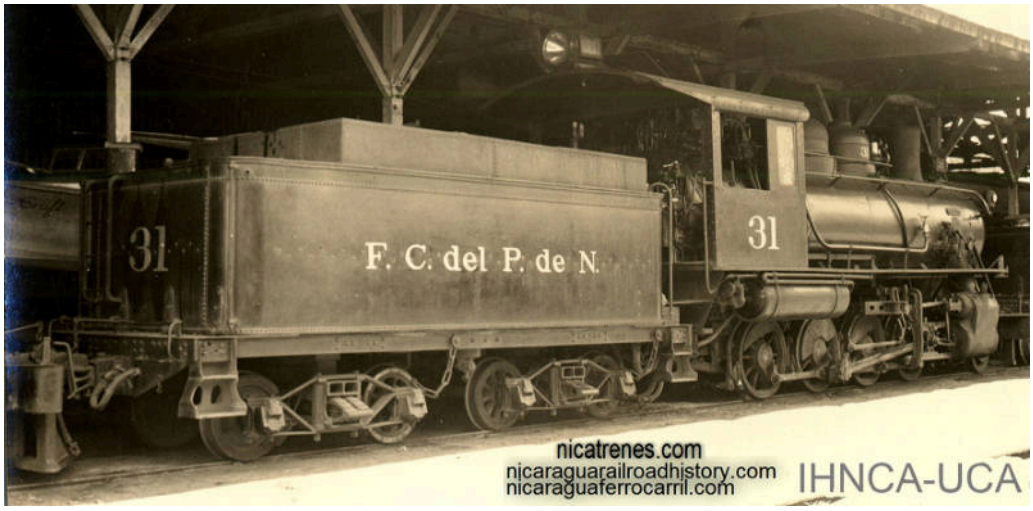
No. **30** at Managua in 1953. Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/ The photographer was Gerald Best and the photo was taken in Managua yards on June 8th 19953.

Second hand locos from the *FC Pacifico de Costa Rica*

2-8-0 d/w 42", cyls. 17x22", built by Baldwin in 1926

Ordered by *FC al Pacifico de Costa Rica.* Spec. is in vol. 78 p 102. BLW class 10-28E nos. 151-2. Originally *FC Pacifico de Costa Rica* nos. **21** and **22**. This pair and the following two reached Nicaragua in 1938.

31	w/n 59402	In service 1958.
32	w/n 59404	In service 1958.



2-6-0 d/w 48", cyls. 17x22", built by Baldwin in 1926

Ordered by *FC Pacifico de Costa Rica.* Spec. is in vol. 72 p 77. BLW class 8-28D nos. 333-4. Originally *FC Pacifico de Costa Rica* nos. **20** and **19**. This pair and the preceding two reached Nicaragua in 1938.

33	w/n 58007	In service 1958.
34	w/n 58006	In service 1958.

No. **33** as seen by Robert Morris. Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/

2-6-0 d/w 48", cyls. 17x22", built by Baldwin in 1921

Ordered by *FC Pacifico de Costa Rica.* Spec. is in vol. 66 p 84. BLW class 08-28D os. 328-9. Had originally been *FC al Pacifico de Costa Rica* nos. **17** and **18**. These arrived in Nicaragua in 1937.

6[2]	w/n 54402	In service 1958.
7[2]	w/n 54403	In service 1958.

Names given on arrival

At least two pairs of these engines were given names on their arrival from Costa Rica. A newpaper photo caption at the time said: "*Muestra el grabado las locomotoras que Costa Rica regaló a Nicaragua y que fueron bautizadas con los nombres de* ***La Maruca*** *y* ***La María****, como un homenaje a doña María de Sacas??, distinguid señora esposa del presidente de Nicaragua y a su sola? hija Maruca, quienes partieron ayer de regreso a su pais, despues de haber pasado entre nosotros una corta temporada.*" Unfortunately the accompanying photo was not clear enough to identify the numbers of the locos that the names had been applied to.

Another pair of locos similarly received the names **'RICARDO JIMÉNEZ'** and '**COSTA RICA'** on their arrival in Nicaragua. The relevant press cutting seen, unfortunately did not carry the date or year.

Second hand locos from Bragman's Bluff Lumber Co.

These necessarily had to be regauged from 4' 8½" to 3' 6" before entering service.

2-6-2 d/w 44", cyls. 15x24", built by Baldwin in 1911

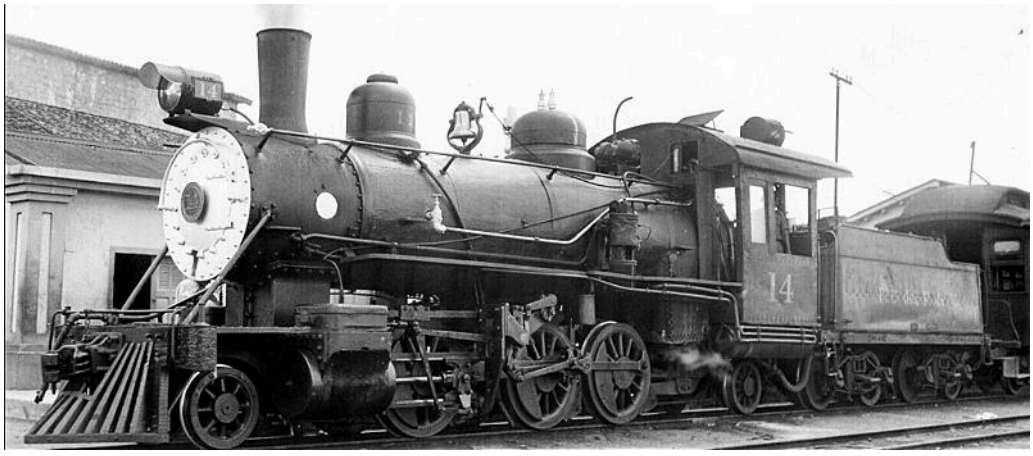
Ordered by Sumter Lumber Co. for standard gauge. Spec. is in vol. 39 p 64. BLW class 10-24¼D no. 90. Originally Sumter Lumber Co. no. **5**, then Bragman's Bluff Lumber Co. no. **5**. "to Standard Fruit Co. To *Pacifico de Nicaragua* during 1941-45 period.

?	w/n 37160	Engine was derelict by 1956 back of Managua Shops." (Copeland)

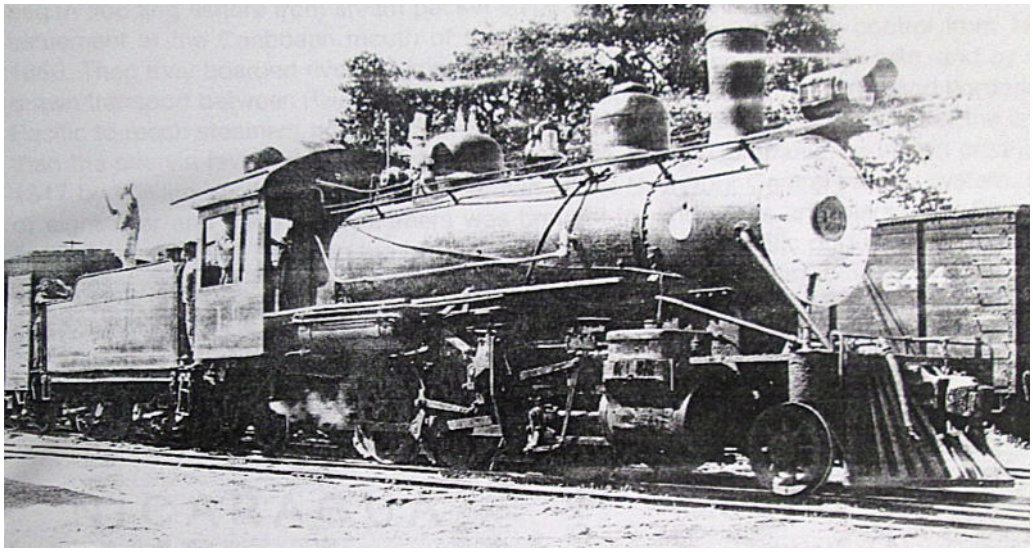
2-6-2 d/w 46", cyls. 16x20", built by Baldwin in 1926

Ordered by Standard Fruit & Steamship. Spec. is in vol. 78 p 136. BLW class 10-26¼D nos. 193-5. Hand-written annotation on spec. sheet says "Raise ? with customer before ordering spare parts on eng. 194 as the gauge was changed from 4' 8½" to 3' 6"." Mark on tenders 'BRAGMAN'S BLUFF LUMBER CO. INC.' Ex-Bragman's Bluff Lumber Co. nos. **9, 8** and **10**. Rebuilt from standard gauge.

11[3]	w/n 59394	Holzinger has this with number **18**[2]. In service 1958.
12[2]	w/n 59377	In service 1958.
14[2]	w/n 59395	In service 1958.



2-6-2 no. **14** ex standard gauge. Photo found in Trainiac's Flickr pages at https://www.flickr.com/people/29903115@N06/



The other side of no. **14**, and almost certainly taken on the same occasion. This image by Gerald Best, taken on 9th June 1953 at Managua, was reproduced as part of an article by Richard Yudin in *The Narrow Gauge* issue 188, March 2005 [28].

0-6-0T d/w 36", cyls. 14x18", built by VIW in 1946

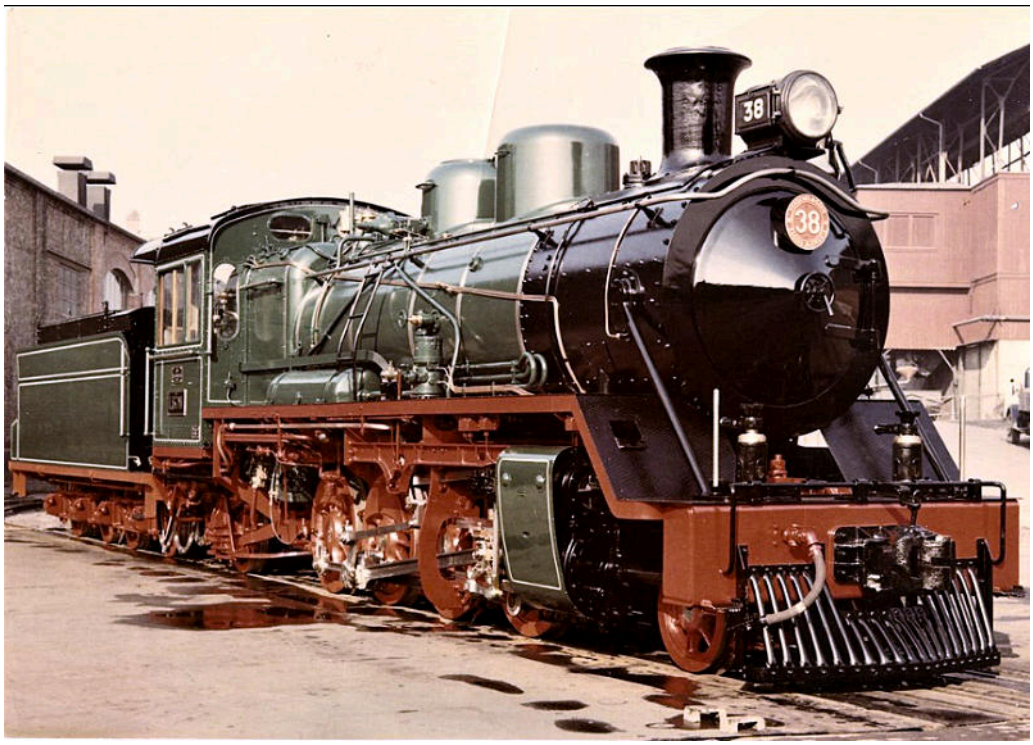
Ordered by United States Army. Originally **V-1926** (or **V-1923**?) of USATC but never used by them. Experimental loco for proposed invasion of Japan during WWII. Not completed until war was over. Probably never used by U.S. Army and on display at Fort Eustis until sold to Nicaragua in 1950.

35 'CORINTO'	w/n 4770	In service 1958. Plinthed in Managua when seen by Richard Yudin in 1990.

2-8-2 d/w ?, cyls. ?, built by Henschel in 1953

Ordered by *Nacional Pacifico*, Nicaragua.

36 'MANAGUA'	w/n 25667	In service 1958.
37 'GRANADA'	w/n 25668	In service 1958.
38 'LEON'	w/n 25669	In service 1958.
39 'CHINANDEGA'	w/n 25670	In service 1958.



No. **38 'LEÓN'**, one of the four 'Chocoyas' as built, and below as in service.

2-6-0 d/w 47½", cyls. 17x22", built by Baldwin in 1907

Ordered by United Fruit for *FC Norte de Costa Rica*. Spec. is in vol. 30 p 281. BLW class 8-28D nos. 272-278. Originally *FC Pacifico de Costa Rica* nos. **57** renumbered **44**, and **61** renumbered **48**. These presumably arrived in Nicaragua after the Henschels had extended the number series to 39 in 1953. Yudin [28] says arrived in Nicaragua in 1957.

40 w/n 31825

41 w/n 31896


40
40
F. C. del P. de N.

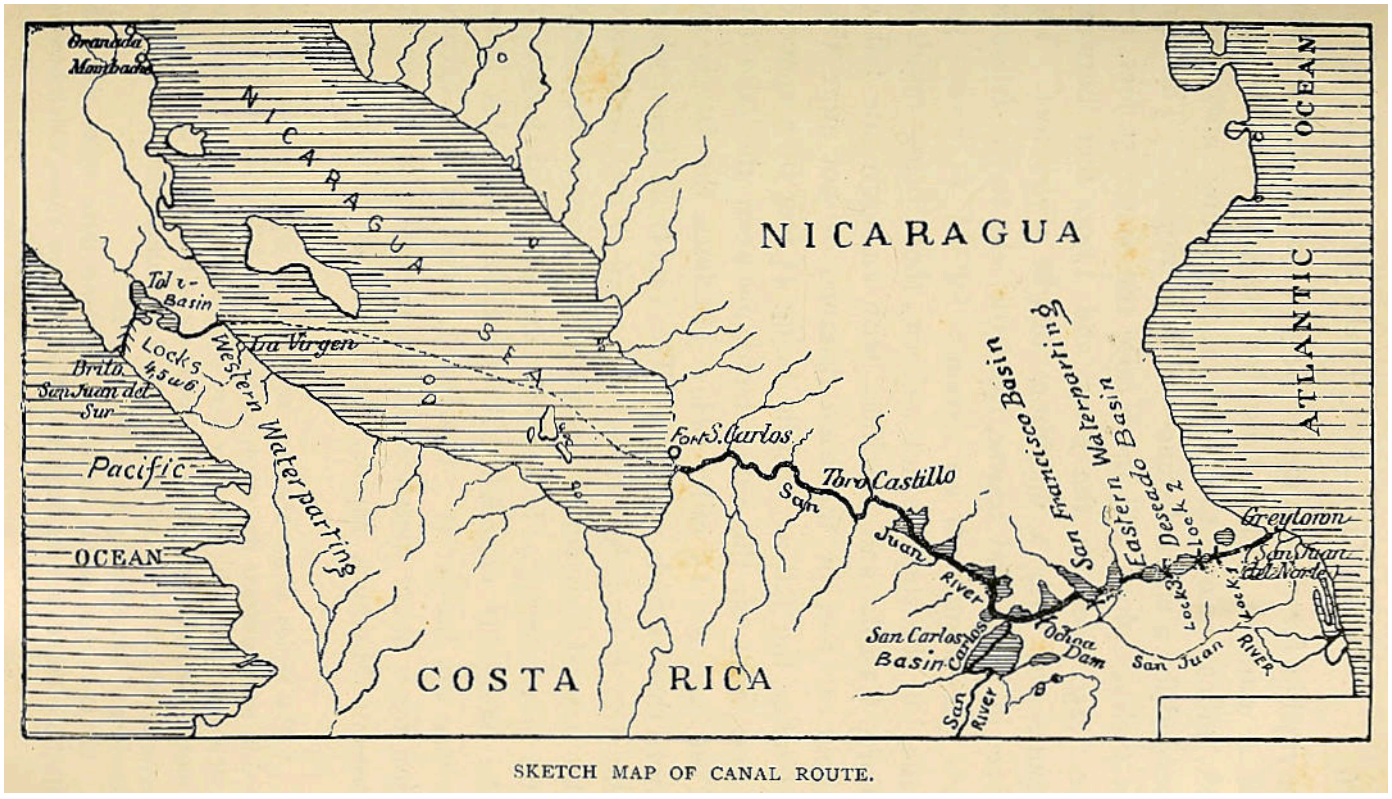
16.5.2 The *Canal Maritimo de Nicaragua* proposals and their associated railway schemes

1878-

Background

Gauge: 'broad' but in this context no definition of that term has yet been found. Might be approx. 5' 0" as in Panama.

Nowadays we take the existence of the Panama Canal for granted when visualising sea routes around the globe. However, before the canal opened in 1914, and even more recently, other canal proposals flourished. In particular the excavation of canals via Tehuantepec in Mexico and through Nicaragua attracted serious engineering proposals and consideration by the US government.



The two part plan for a canal that would have used Lago Nicaragua between

a short western section and a long eastern length running down the valley of the San Juan river. Only the works at the extreme easternmost end, at Greytown or San Juan del Norte, were begun.

The 1880s-1890s Nicaraguan works

The contract between the Government of Nicaragua and don Aniceto G. Menocal for the excavation of the canal has no obvious references to railways, except in so far as any materials needed were to be free of import duties. However, supporting documents give a more detailed picture.

Work began in 1880, from Greytown in the bahía de San Juan del Norte on the Atlantic coast. The canal route was to run up the San Juan river all the way to the huge Lago Nicaragua, which would not only comprise one third of the length of the canal but would also provide the water for the locks. From the west side of the lake a 17 mile second section of canal would drop to the Pacific coast at Brito.

The Nicaragua Canal Construction Company, "It has built over a mile of broad gauge railroad." 1890.

"Between 10 and 12 miles of railroad has been built through this great swamp, and is ballasted with sand. It may be classed as a good and permanent road that supports heavy trains drawn by locomotives of 30 and 40 tons burden, and is sufficient for all the purposes of the construction of the canal, so far as it has been built. This road is surveyed and located to its terminus at Ochoa,…"

eg. Source [10] p35: "The company has built about 10 miles of broad gauge railroad…" A. G. Menocal, Chief Engineer. Page 60 gives the weight of the locomotives more precisely as 36 and 44 tons., "and a heavier and still more powerful one is now on the way here."

Several more sources independently make references to a broad gauge railroad.

An 1894 report mentions four locos.

Eleven or twelve miles of railway was built.

Work was suspended in 1893, owing to a US-centred financial panic.

Part of an engineer's report from 1897 mentioning the railway and locomotives is reproduced as an Appendix.

This photo in the archives of the US Library of Congress does suggest that the track laid at this location was certainly at least of standard gauge width, but a more precise estimate is not possible.

Refurbishment work around 1900

In July and September 1900 the engineer J. W. Chamberlain was contracted to dismantle the twelve miles of track at San Juan del Norte, removing everything and using it to upgrade the track of the Pueblos branch of the *FC del Pacifico* [7]. However, that November those contracts were rescinded, to be replaced by one requiring Chamberlain to rebuild and recondition the railway and all of its equipment, leaving it mothballed for future use. Furthermore he was to prepare plans for the extension of the line as far as the mouth of the San Francisco stream in the upper part of the San Juan river.

Chamberlain's report refers to the rebuilding of locomotives **2, 3** and **4**, but makes no mention of no. **1**.

?-?-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ?

1	w/n ?	

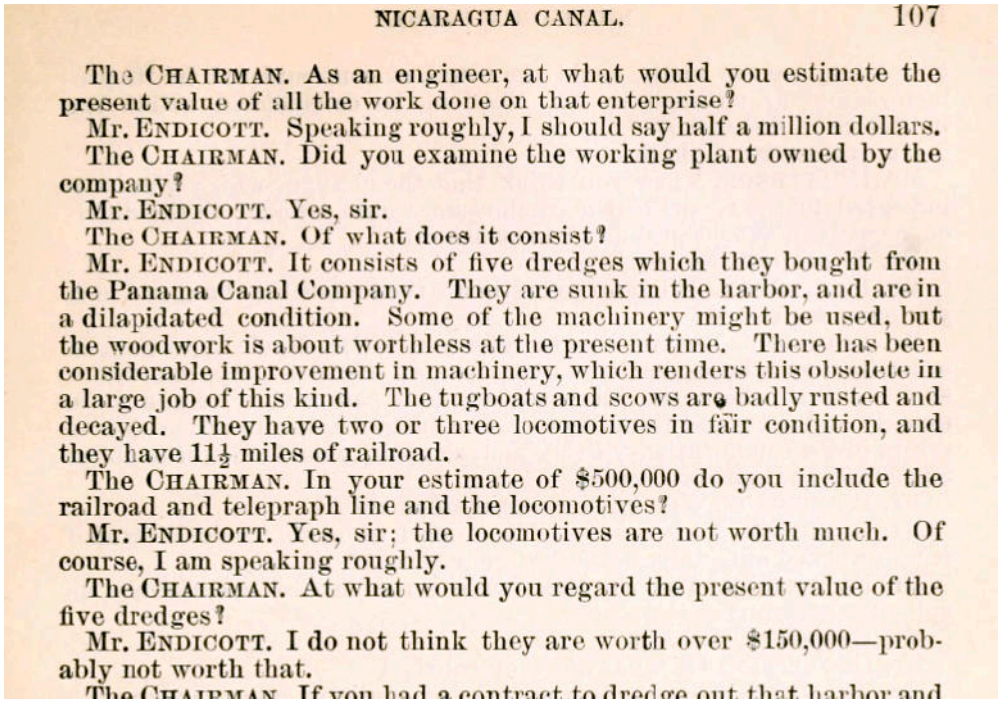
?-?-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ? Probably 4-4-0 or 2-6-0, and by US builders, but may not have been brand new. Definitely all tender engines, as the rebuilding of the tenders is specifically mentioned.

2	w/n ?	In 1900 [7]*: No. **2** está ya en servicio, habiéndosele hecho el carro de leña enteramente nuevo, así mismo la casilla de la máquina que estaba inutilizada de un todo.*
3	w/n ?	In 1900 [7]*: La locomotora No. **3** se está refaccionando de un todo, haciéndosele también nuevo el carro de leña y la casilla de la máquina, pues todo lo que era de madera estaba completamente podrido, tanto en esta máquina como las otras dos, No. **2** y **4**.*
4	w/n ?	

An 1896 review of assets

During 1896 a committee of the US House of Representatives interviewed a Mr. Endicott to discover the current state of play with the canal works. The page extract below includes a mention of locomotives.



NICARAGUA CANAL. 107

The CHAIRMAN. As an engineer, at what would you estimate the present value of all the work done on that enterprise?

Mr. ENDICOTT. Speaking roughly, I should say half a million dollars.

The CHAIRMAN. Did you examine the working plant owned by the company?

Mr. ENDICOTT. Yes, sir.

The CHAIRMAN. Of what does it consist?

Mr. ENDICOTT. It consists of five dredges which they bought from the Panama Canal Company. They are sunk in the harbor, and are in a dilapidated condition. Some of the machinery might be used, but the woodwork is about worthless at the present time. There has been considerable improvement in machinery, which renders this obsolete in a large job of this kind. The tugboats and scows are badly rusted and decayed. They have two or three locomotives in fair condition, and they have 11½ miles of railroad.

The CHAIRMAN. In your estimate of $500,000 do you include the railroad and telepraph line and the locomotives?

Mr. ENDICOTT. Yes, sir; the locomotives are not worth much. Of course, I am speaking roughly.

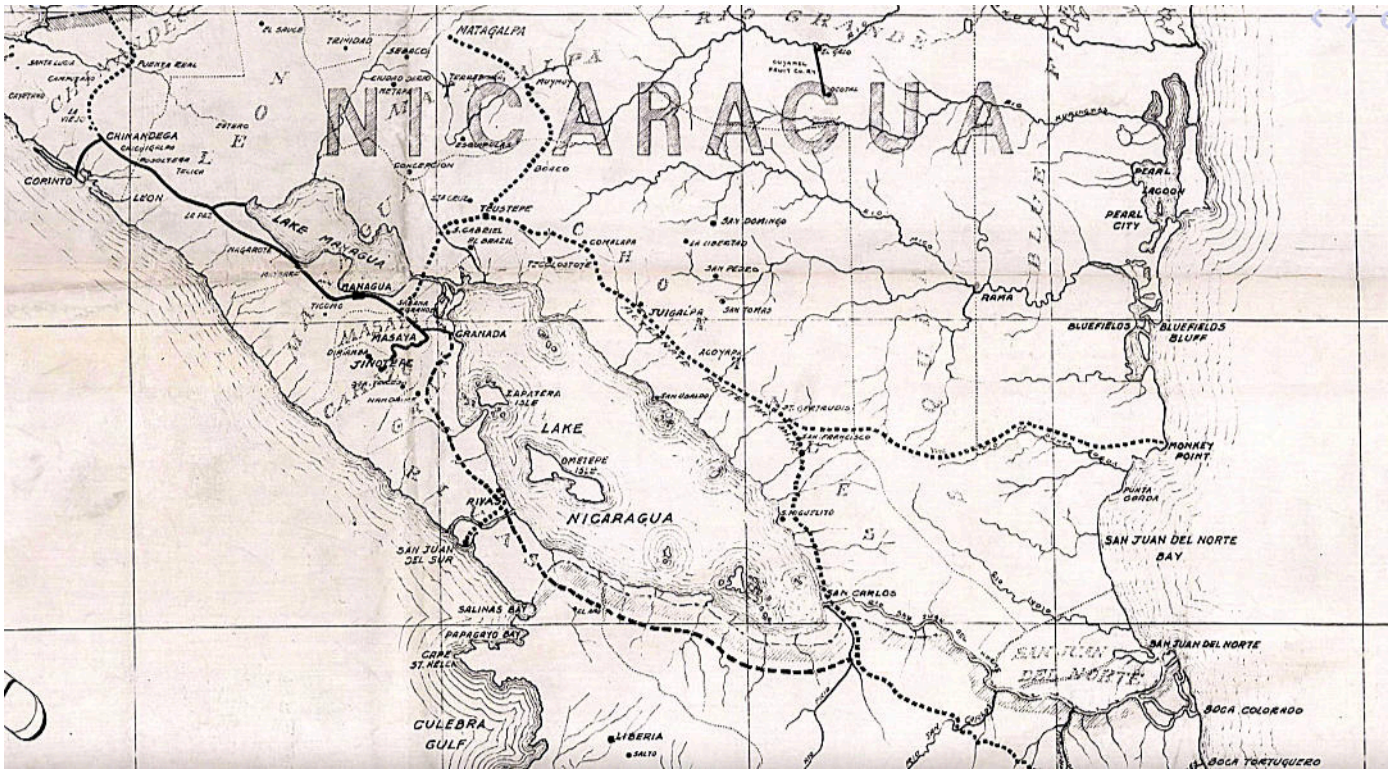
The CHAIRMAN. At what would you regard the present value of the five dredges?

Mr. ENDICOTT. I do not think they are worth over $150,000—probably not worth that.

The CHAIRMAN. If you had a contract to dredge out that harbor and

---

16.5.3 The abandoned *Ferrocarril del Atlantico*



A map showing a number of proposed railways for Nicaragua. Monkey Point is at the eastern end of the dotted route reaching the Caribbean coast about half-way down the map. Date unknown.

Background

Monkey Point to San Miguelito. 1909 or possibly earlier, see loco date below. 188 km,/ 116 miles, but abandoned without completion, possibly after only 10 miles or so had been finished. The 1925 US Government report [1] stated as follows:

PROJECT FOR RAILWAY TO THE ATLANTIC

While nothing definite is known as to the exact status of the railway to the Atlantic, it is known that in 1887 a contract was granted for the construction of a road to be known as the Atlantic Road, running from the port of San Ubaldo (on the eastern side of Lake Nicaragua) to some point on the Atlantic or on one of its navigable rivers. The contract was amended on July 29, 1891, and Rama was selected as the Atlantic terminus.

Apparently the original project has been dropped, for according to a survey made in 1920–21, the proposed route will extend from San Miguelito, on Lake Nicaragua, to Monkey Point, on the Atlantic, a distance of 117 miles. It is planned to construct a line of a 3-foot 6-inch gauge with a maximum grade of 2 per cent. The cost of equipment necessary for its operation was estimated at $6,215,798. This includes $978,414 for a breakwater and other port-development work at Monkey Point. It does not, however, include the purchase of lands for right of way or other railway and port-development uses. The line will not connect directly with the Ferrocarril del Pacifico de Nicaragua, as San Miguelito is at the eastern end of Lake Nicaragua while Granada, the inland terminus of the Pacific Railway, is at the western end. Connection will be made by water over the lake, a distance of 90 miles.

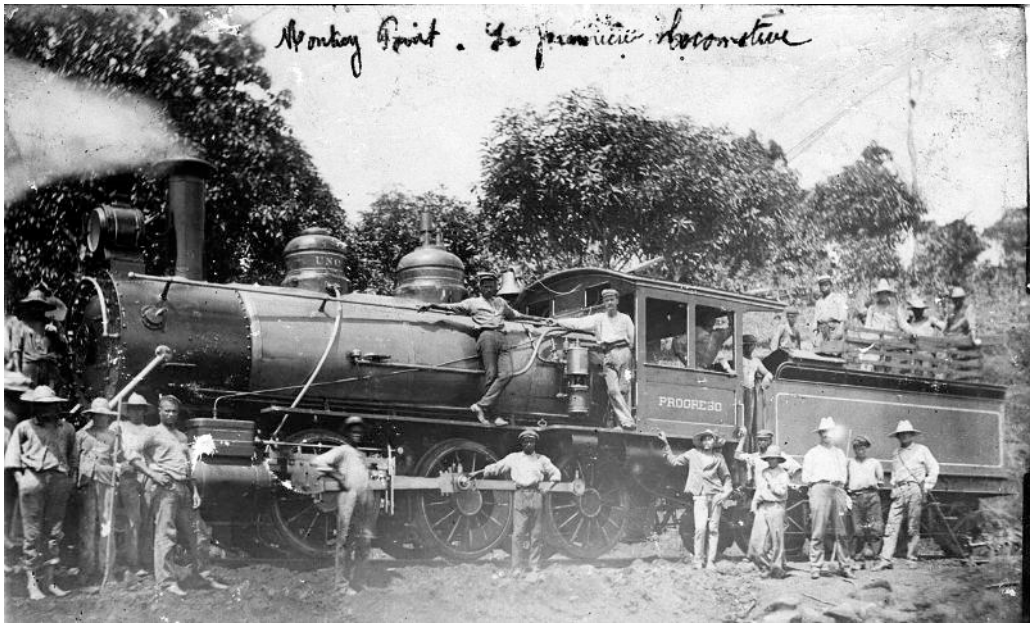
It has been suggested that the engine mentioned below was purchased for this railway, as the name **'PROGRESO'** well-fitted the government's philosophy at the time and the unusual numbering in words clearly does not fit with the

FCPdN system. Obviously, a larger number of machines would have been required but perhaps the project was ended before they could be ordered.

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1905

Ordered by G. Amsinck & Co. Spec. is in vol. 28 p 183. BLW class 08-28D no. 223.

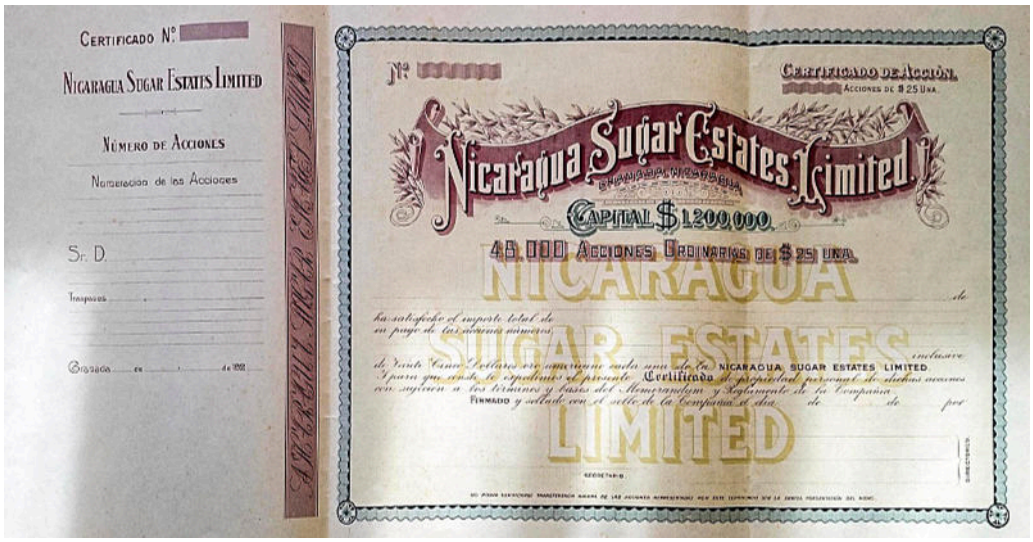
UNO 'PROGRESO' w/n 27147 This loco joined the main *FCPdN* fleet and was numbered **19** some time before 1911 when engines **20** and **21** were received.



Note the number **'UNO'** on the dome, and the name **'PROGRESO'** in the usual place on the cabside.

-

16.5.4 Nicaragua Sugar Estates



A share certificate of the Nicaragua Sugar Estates Limited.

Background

Gauge 3' 6".

Ingenio Santa Antonia, Chichigapalpa

Originally locomotives had been identified by numbers in the usual way. However, a change later saw them designated by letters, eg. **OLA, OLB, OLC** etc. It may be surmised that the initial letters OL had something to do with *'locomotora'*, and that other machinery was also labelled by different sets of letters. Whilst only a few steam locos are listed here, there were also large numbers of small diesels, with the OL series running down the alphabet at least as far as **OLN**.

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

1 w/n ?

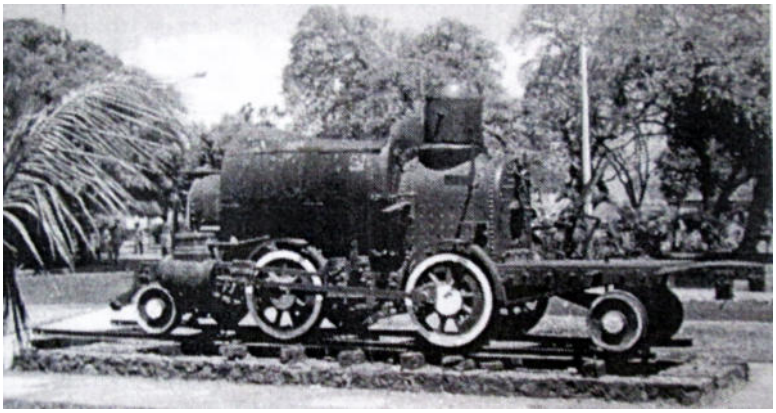
2 w/n ?

2-4-2ST d/w 37", cyls. 8x16", built by Baldwin in 1892

Ordered by ? Spec. is in vol. 18 p 7. BLW class 6-10C nos. 5 and 6. Originally had been one of *FCPdN* no. **12** and **13**, which had begun life as 2-4-0STs.

4 later redesignated **OLA** w/n 12765 or 12766

? w/n 12765 or 12766

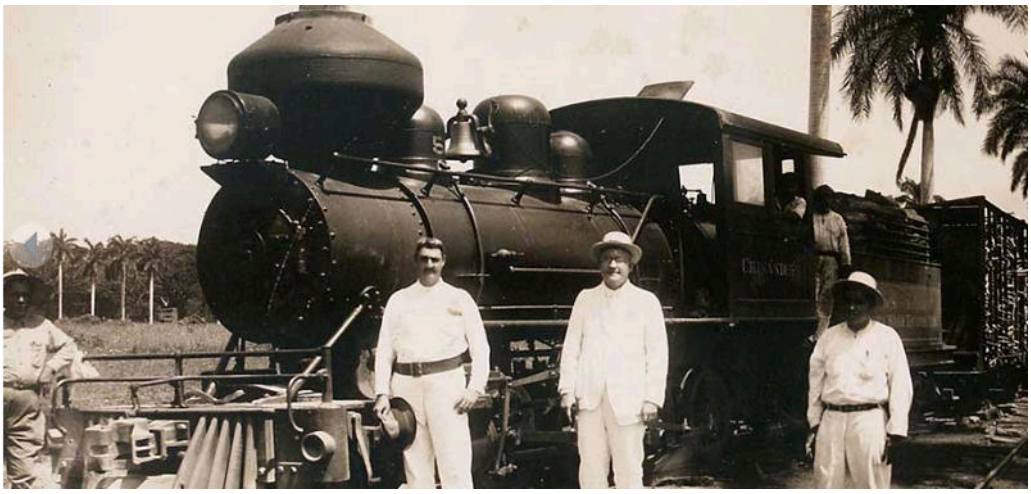


One of this pair survives, just, in a park.

2-8-0 d/w 33", cyls. 12x16", built by Porter in 1920

Ordered by ?

5 later redesignated **OLB 'CHINADEGA'** w/n 6595



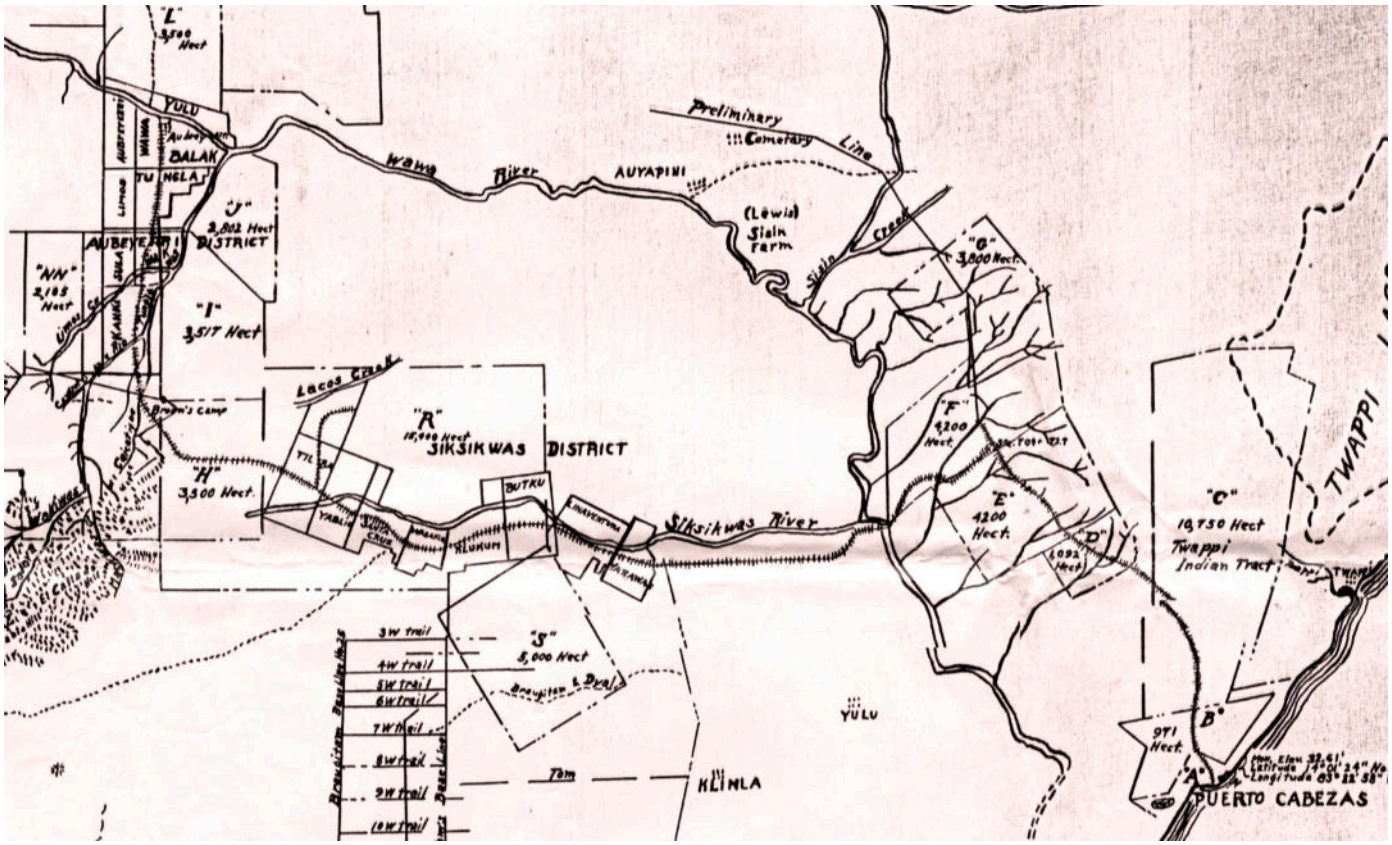
As the name on the cabside certainly begins with 'CHI' and could well be **'CHINADEGA'**, this loco might well be the 2-8-0 listed above.

Whilst this image found on the web was accompanied by no useful information, it does rather look as though the Porter 2-8-0 designated **OLB 'CHINADEGA'** still exists.

16.5.5 Bragman's Bluff Lumber Co. Inc.

Background

Puerto Cabezas. Copeland says this company was a subsidiary of Standard Fruit & Steamship Co. Ran 1925-1955? Approx. 60 miles / 100 km. long.



This is from a hand-drawn copy of a US Marine Corps map of north-eastern Nicaragua. The railway begins at Puerto Cabezas on the coast, bottom right, and runs as a single but cross-hatched line, first north-west and then due west across the Wawa River and parallel to the Siksikwas River before finally running north back to the Wawa.

Gauge, standard

Given that the first identified loco below was numbered **5**, presumably there had been four earlier acquisitions. One can't help wondering whether the four engines at Greytown from the canal project had been re-used here, though they would have required re-gauging.

2-6-2 d/w 44", cyls. 15x24", built by Baldwin in 1911

Ordered by Sumter Lumber Co. for standard gauge. Spec. is in vol. 39 p 64. BLW class 10-24¼D no. 90. Originally Sumter Lumber Co. no. **5**[2], then Bragman's Bluff Lumber Co. no. **5**. Sold to *FCPdN* during WW2 and regauged.

5 w/n 37160

2-6-0 d/w 36", cyls. 13x18", built by Porter in 1925

Ordered by Standard Fruit & Steamship Co. for Bragaman's Bluff Lumber Co. Cyls. possibly 12x18".

6 w/n 6993

7 w/n 6994

2-6-2 d/w 46", cyls. 16x20", built by Baldwin in 1926

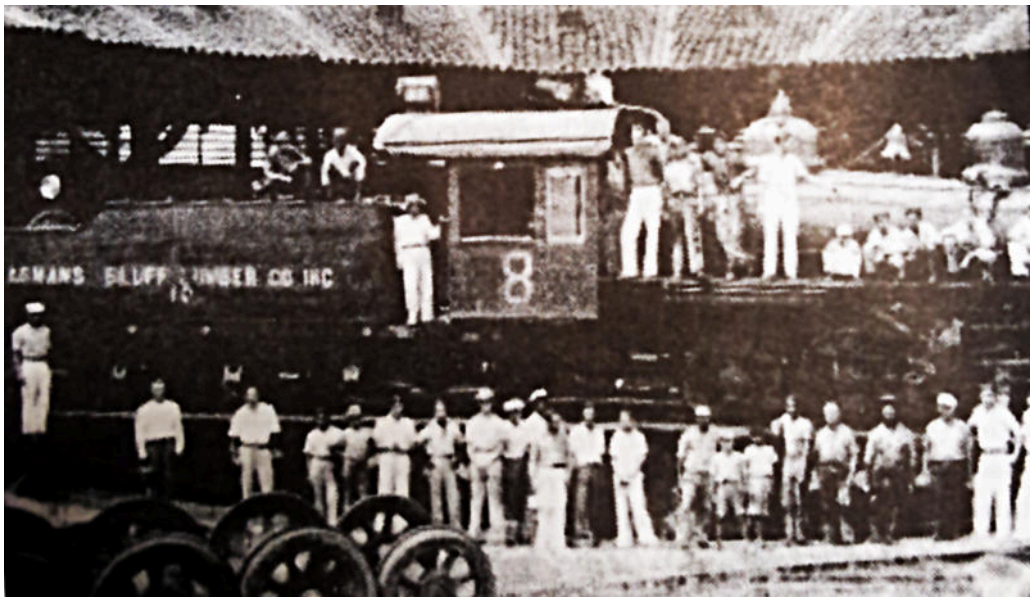
Ordered by Standard Fruit & Steamship. Spec. is in vol. 78 p 136. BLW class 10-26¼D nos. 193-5. Hand-written annotation on spec. sheet says "Raise ? with customer before ordering spare parts on eng. 194 as the gauge was changed from 4' 8½" to 3' 6"." Mark on tenders 'BRAGMAN'S BLUFF LUMBER CO. INC.'

8 w/n 59377 Later regauged to 3' 6" to become *FCPdN* no. **12**[2].

9 w/n 59394 Later regauged to 3' 6" to become *FCPdN* no. **11**[3].

10 w/n 59395 Later regauged to 3' 6" to become *FCPdN* no. **14**.

BLW neg no. 09834. High res image available from the RR Museum of Pennsylvania.



This photo of 2-6-2 no. **8** on the turntable, though of poor quality, confirms the spelling of the company name by the lettering on the tender, which also seems to be displaying the number **10**.

2-6-2 d/w 48", cyls. 16x24" built by Lima in 1916

Originally Fairchild & Northeastern Rly. no. **11**, Wisconsin, then via Birmingham Rail & Locomotive in 1927, their no. **1626**, to Bragman's Bluff Lumber in Nicaragua. Recorded in Connelly's and Hoffman's BR&L lists. NB Others have this loco going to Connor Land & Lumber for Laona & Northern of Wisconsin.

? w/n 5118

Gauge 2' 0"= 610 mm.

2-6-0 d/w ?, cyls. ?, built by Porter in 1915

Ordered by ?

1 w/n 5751

2 w/n 5752

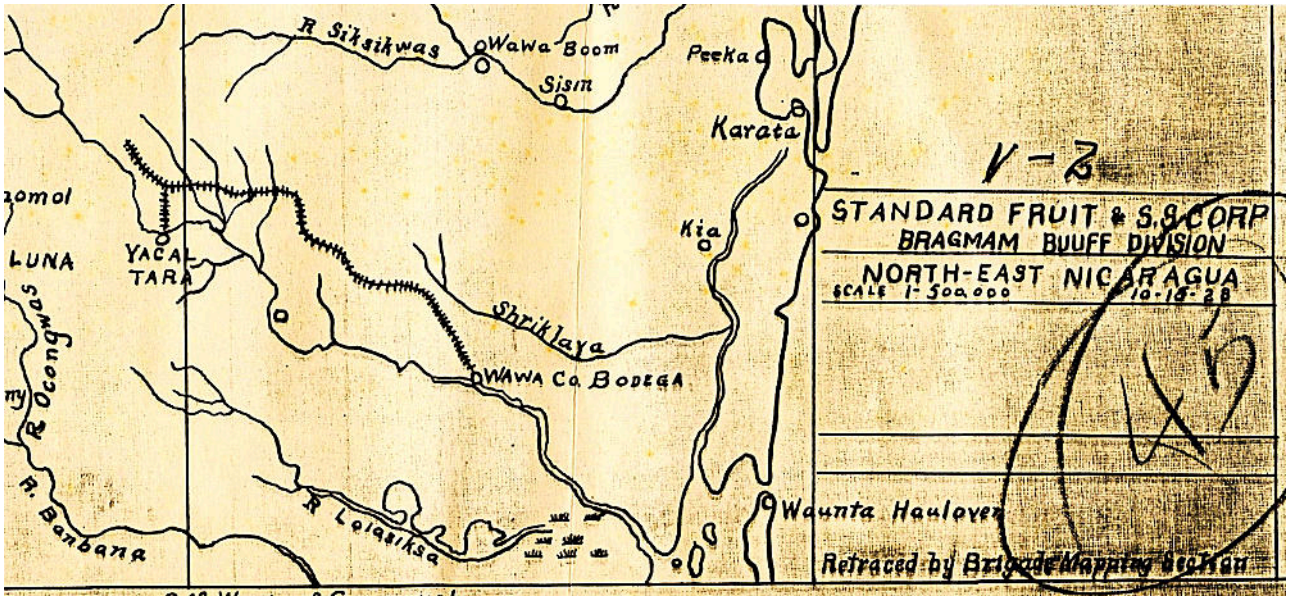
16.5.6 The Wawa Railroad Co.

Background

Gauge, standard. From Israwas on Rio Cucalaya up-river to Yacaltara area [Wikipedia]. Possibly 15 miles / 25 km. long at a very rough guess.

Waunta 1905 - 1927

"This was a logging railroad, owned by a succession of companies: Wawa Commercial Co., Astoria Mahogany Co.; Otis Manufacturing Co. and Frieberg Mahogany Co. The railroad is reported to have failed by 1927." Copeland.



The Wawa RR is shown on this US Marine Corps tracing of a 1928 Standard Fruit map as a cross-hatched running north-west from the Wawa Co. bodega. However, note that this map doesn't bear much similarity to modern satellite images.

2-truck Shays d/w 26" / 26½", cyls. (2) 7x12", built by Lima in 1905, 1914

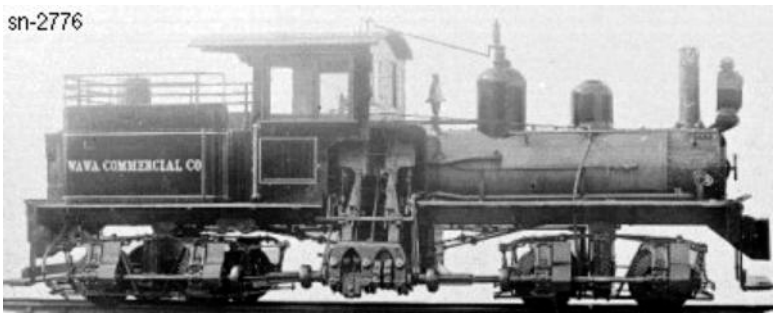
Both second-hand, see below. First one class A 15-2, second one class A 18-2.

100	w/n 975	Built for J. H. Wynn Lumber Co. Florida.
?	w/n 2706	Built for J. D. Walling Co., as no. **1**, then to Tucker Log Co. no. **1**, then Everglades Cypress Co, no. **4**, all in Florida.

2-truck Shays d/w 26", cyls. (2) 7x12", built by Lima in 1915 and 1917

Ordered new via A. N. Rotholz, or H. S. Renshaw & Co. of New Orleans, for Wawa Commercial Co., Waunta, Nicaragua. Class A 18-2.

?	w/n 2776
?	w/n 2894



3-truck Shay d/w ?, cyls. ?, built by Lima in ?

Ordered by ?

3 w/n ?

16.5.7 Other Nicaragua railways

Atlantic Fruit Co.

Background

Gauge 3' 6".

Locos **1-5** unknown.

4-6-0 d/w 46", cyls. 15x20", built by Baldwin in 1920

Ordered by Atlantic Fruit Co., Cuba? Spec. is in vol. p . BLW class

6 w/n 53886

Cuyamel Fruit Co.

Background

Gauge 3' 0". Construction began 1921.

Links El Galo - Ocotol farms, 1921 - 1993.

The 1925 US report [1] recorded three engines on the line and said that two locomotives had been purchased locally. Who from?

0-4-0ST d/w ?, cyls. 6x10", built by Davenport in 1921

Ordered by Cuyamel Fruit Co., New Orleans.

5 w/n 1843

0-4-0ST d/w 24", cyls. 8x14", built by Porter in 1923, 1924 and 1925

All three ordered by Cuyamel Fruit Co. Nicaragua, and first two via New Orleans.

6? w/n 6826

7? w/n 6931

8? w/n 7011 This one had d/w 27".

The Eureka Company

Background

Gauge 3' 0".

0-4-0ST d/w 36", cyls. 8x14", built by Porter in 1905

Ordered by ?

? w/n 3136 Connelly's Porter list says second owner was Cumra Ltd., Nicaragua, and it was their no. **2**.

Muelle de Corinto

Background

Gauge 3' 6".

0-4-4RT d/w 27", cyls. 7x12", built by Davenport in 1912

Ordered by ?

'CORINTO WHARF 1' w/n 1274 'Scrapped' 1953 but remains survived and are now on display.

Yudin [28] states that the 1937 port authority report recorded ownership of two Davenport locos (and one Plymouth diesel).

Santa Francisca Goldmines Ltd.

Background

Gauge 2' 0".
Corinto, Nicaragua

0-4-2T d/w ?, cyls. 6x10", built by Kerr Stuart in 1895

Ordered by Santa Francisca Gold Mines Ltd. Midge type.

'SKYLARK' w/n 85

Tunkey Transportation and Power Co.

Background

Gauge 3' 6".
Muroz Sugar Eatate

0-6-0ST d/w 22", cyls. 7x12", built by VIW in 1915

Ordered by ?

1 w/n 2416

Cia. Productora de Cemento

Background

Gauge 2' 0". At Managua.
Possibly diesel only.

A banana plantation at Kukra

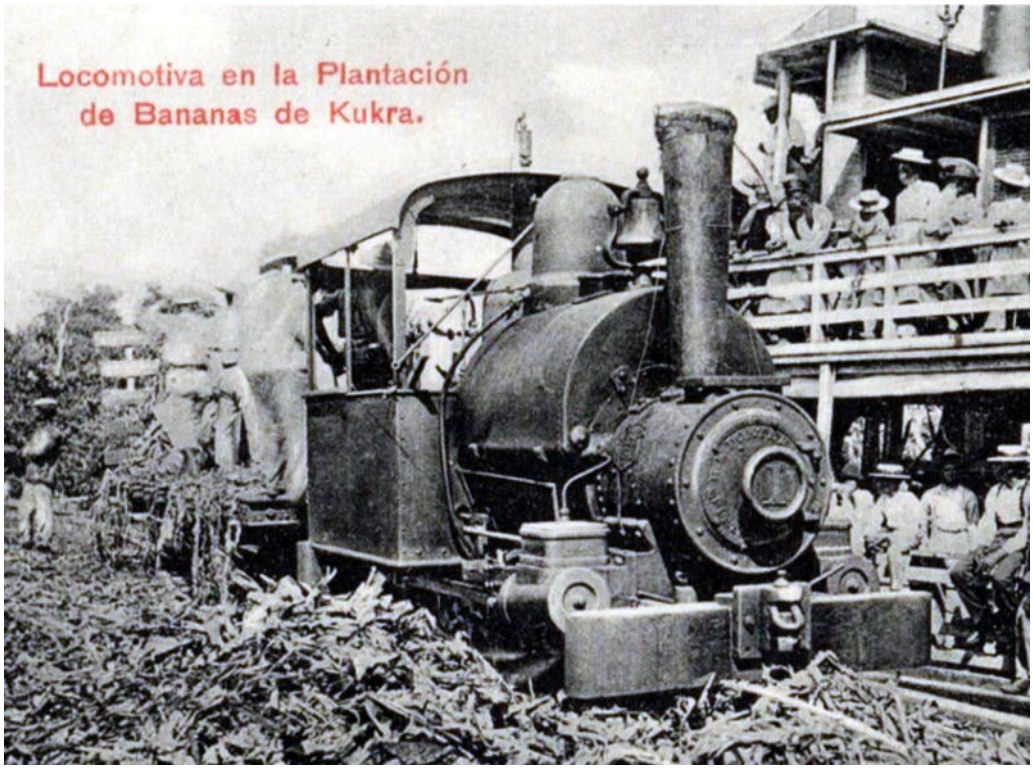
Background

Gauge 3' 0"?. The Kukra River is on the Atlantic coast north of Bluefields. It is not known which specific plantation used this locomotive.

0-4-0ST d/w ?, cyls. 7x12", built by Porter in 1903

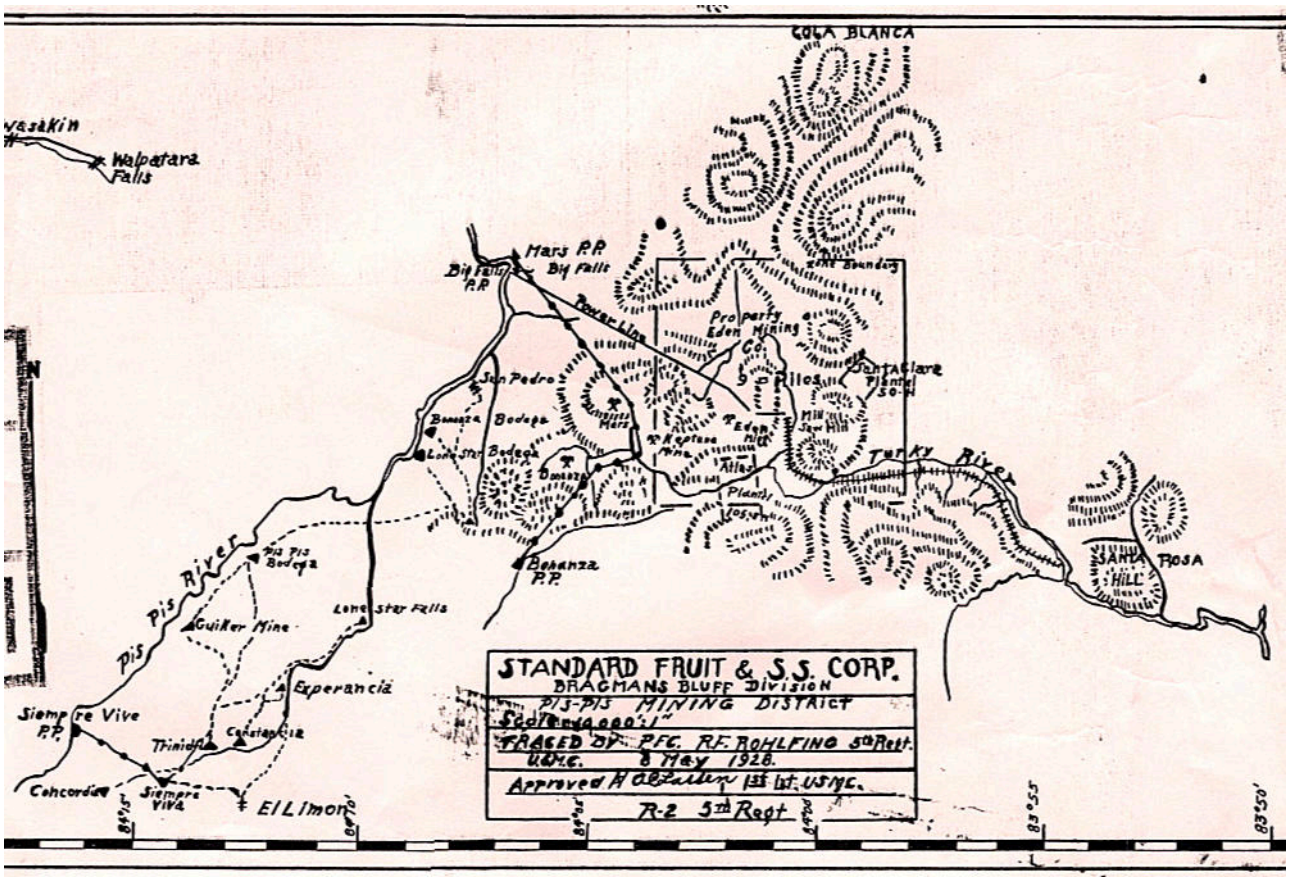
Ordered via Wonham-Magor for Cukra Ltd.

1 w/n 2813



A small Porter Saddle tank, no. **1**, presumably that listed above,
on a quayside on the Kukra River.

Eden Mine at Pis-Pis on Turky river



No details known. The railway is shown as a cross-hatched line
on this Standard Fruit Co. map.

George Emery's lumber concession

Background

One of the complaints that resulted in this lumber concession being expropriated by Zelaya's government was that the company had "failed to build fifty miles of railway." However, it seems likely that rail transport of some kind would have been used in the extraction of mahogany from the forests.

Unknown railways

Source [11] 1915 volume p28: "There are 3 miles (5 kilometers) of private steam tramways on the west side of Lake Nicaragua."

Source [11] 1917 volume p25: The Pearl Lagoon railway on the Atlantic coast is being rapidly constructed. Fifteen miles are in operation and 40 miles of roadbed have been completed and ready for laying of ties and rails." Laguna de Perlas is north of Bluefields, about one third of the way up Nicaragua's Atlantic coast.

16.5.8 Unidentified Nicaraguan locos

Porter locos

1523	10/1893	0-4-0	60cm	7x12		S. H. Payne & Son - for- "Chasitiago Morales" Nicaragua
4216	10/1908	0-4-0	30"	7x12		Clausel & Verges no. **1 'PROVIDENCE'**, Nicaragua
4696	10/1910	0-4-0T	30"	28"	5x8	The Gregg Co. Ltd. – for Bluefields Steamship Co. "Cama RR" no. **2**, Nicaragua

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16.6 Costa Rica railways

The map of Costa Rican railroads from the mid-1920s US government report [].
Note that the Guanacaste Concession route out to the north-west was never built.

16.6.1 The Atlantic Railway Co. Ltd.

1871-1886

The Costa Rica Railway Co.

The second with this name, see section 16.6.2 for the first (mule-powered) railway with this title

1886-1905 as a railway operator, but onward to 19?? as merely an owner

Background

Gauge 3' 6".

The Atlantic Railway Co. (Ltd.) was organized in 1871 to take over a contract for the construction of a railroad from Port Limon to San Jose and from San Jose to Alajuela. This concession was secured by Henry Meiggs from Manuel Alvarado, Minister of Public Works, acting for the Government of Costa Rica, on July 20, 1871. It was approved on August 18, 1871, by decree No. 34, and construction work was started at Alajuela in October of the same year. Mr. Meiggs, being actively engaged in railroad construction elsewhere, this time turned his interests over to Minor C. Keith, who undertook the construction. … It may be pointed out here that the construction of the road was started inland and worked toward the coast. This was a political necessity and as such it may have been expedient, but it resulted in great waste of money, since the cost of transportation of a locomotive from Puntarenas to Alajuela overland by mule amounted to 400,000 colones.

Reports of the period often refer to construction having been divided into four Divisions. These were –

1a division: Limón a Pacuare.

2a Division: Pacuare a Angostura.

3a Division: Angostura a Cartago.

4a Division: Cartago a Alahuela.

In April, 1874, according to the resolution of November 7, 1873, this contract was terminated and the Government un-

dertook to complete the work. At that time the railroad was complete and open to public service from Limon to Matina, 21% miles, and from Alajuela to Cartago, 27 miles. The roadbed was graded from Matina to the Pacuare River, 10½ miles, and from Cartago to a point 10 miles east of Cartago. The cost of this work amounted to 8,000,000 colones. On October 4, 1875, a new contract was signed by the Government with Meyers and Douglas to complete the line from Matina to the Pacuare River. On February 14, 1879, the Government entered into a contract with Minor C. Keith to construct a railroad from the Pacuare River to Reventazon River, 7 miles. On September 14, 1879, the Government entered into a contract with Minor C. Keith to construct a railroad from the Reventazon River to Rio Sucio, 30 1/3 miles. This portion of the railroad was completed in March, 1882. Great difficulty was experienced in maintaining bridges on the last 8 miles of this line, and in 1893 the Government authorized the company to abandon the 8-mile stretch between the Rio Sucio and the Toro Amarillo River.

In 1883 a proposal was submitted to the Costa Rica Government by Minor C. Keith for the construction of a railroad from Cartago to join with the Limon-Rio Sucio line at the Reventazon River crossing, a distance of 51 miles. This proposal was accepted by the Government by decree No. 2 of April 21, 1884, which stipulated that Minor C. Keith furnish the capital for the work. Accordingly, a company was organized in London April 21, 1886, under the name of the Costa Rica Railway Co. (Ltd.), and approved by decree of December 31, 1886. The (railway) had previously been called the Atlantic Railway. Construction was commenced at Cartago on August 20, 1886, and the railroad was connected up with the Limon-San Jose and Alajuela line and was opened to through traffic on December 7, 1890. Under this concession the Costa Rica Railway Co. (Ltd.) retains full ownership of the railroad for a period of 99 years from January 1, 1891. The road was operated under this name until 1905, when on July 1 of that year the Northern Railway Co. leased the above road from the Costa Rica Railway Co. (Ltd.) for the remaining period covered by their concession. Since that date the road has been operated jointly with the Northern Railway Co.'s properties. The following additional branches have been authorized:

Agreement No. 52, of September 13, 1900: The Cairo branch, 2½ miles, costing 75,250 colones.

Agreement No. 83, of December 3, 1902: The extension of the branch as far as Rio Peje, 2 1/3 miles, costing 78,421 colones.

Agreement No. 27, of July 25, 1903: The extension to the estate La America, 2 1/3 miles, costing 54,825 colones.

Agreement No. 101, of March 5, 1904: The extension of the Cairo branch as far as Los Negritos, 3 2/3 miles, costing 200,000 colones.

Agreement No. 74, of July 30, 1904: "La Herediana" branch, 2 miles, costing 52,500 colones.

Agreement No. 163, of September 24, 1906: Branch from the town of Matina to the river of the same name, 5½ miles, costing 56,860 colones.

A carriage-side coat of arms from an example transfer in the collection

of Gerald Hartley. As this was produced by a Birmingham company, it seems probably that it was for the British-owned Costa Rica Railway Co..

Financial history

The Costa Rica Railway Co. (Ltd.) was registered April 22, 1886, to take over the then existing lines in Costa Rica and to construct additional lines, and, as part of an arrangement of the debt of the Republic of Costa Rica which was made in 1885, shares of the Costa Rica Railway. were given for interest in arrears on loans that had been issued in 1871 and 1872. The Government transferred its railways for a period of 99 years from the completion of the new lines, which was January 1, 1891, free of any charge, and in addition conveyed to the company 800,000 acres of land in consideration of the allotment to the Government of one-third and to the Government bondholders of about one-third of the company's share capital.

The company raised capital by certain debenture issues, but the early years of its existence were filled with difficulties. A committee of investigation was appointed in 1895, and a long report was issued concerning the company's position and prospects. From the very first a number of disputes arose and a good deal of competition had to be faced from the Northern Railway Co. of Costa Rica, which was an offshoot of the United Fruit Co. and in 1904 lengthy negotiations took place with a view to eliminating this competition. Eventually it was arranged that the Northern Railway Co. should be granted a lease of the Costa Rica Railway for a period of the remainder of its concession, less the last two months.

This agreement was approved in the early part of 1905, and since July 1 of that year the operating of the company's venture, until the termination of the concessions less two months, was transferred to the Northern Railway Co. of Costa Rica… [1]

It should be noted that the railway company remained active, continuing to own locos and rolling stock and to maintain the right of way. It was solely the day-to-day operation of trains which was leased to the Northern Railway Company.

Construction

“The first construction was started inland, building from Alajuela through San Jose. As this was isolated from any other rail line, the locomotives and other supplies had to be hauled in from the Pacific Side at (Puntarenas). Work began at Alajuela in October, 1871 and the first locomotive reached there in February, 1872, performing the first public run on March 31, 1872. The railway was extended to San Jose on Dec. 30, 1871 and to Cartago on November 30, 1873. Earthworks continued for another ten miles east from Cartago, but funds ran out and this section was not put into service for twenty years.” Copeland

“Construction started at Limon, with five Grant locomotives. A trial run was made on July 4, 1872. The line was extended west to Matina on November, 1873. The construction contract expired , and in 1875 a new one was negotiated to complete the line to the Pacuare. In 1879 the line was extended from the Pacuare to the Reventazon river and Carrillo.” Copeland

The first locomotives

Moore and Boot, Copeland, Yudin, and no doubt others, have each attempted to list the first ten or so locomotives to be used upon the railway. There seems to be general agreement that there were two Danforth 2-6-0s or 2-6-0Ts, but then much more debate about the number of Grant locomotives, also mostly 2-6-0s. The Grant lists are very incomplete, and the several compilers have suggested that between five and fourteen machines reached Costa Rica around 1873-4. My own opinion, based on source [12], is that there were only five for the main fleet, followed by the arrival of a single Baldwin mogul in 1875. There might have been two or three more for use by the contractors building the line, or at Puntarenas.

The Best and Dubits list of Grant locos allocated nos. 1043, 1046-1051, 1053-1054 and 1061-1065 to engines for Costa Rica, with the first one and also 1053-4 being for ‘Punta Arena RR’. However, Rob Dubits now deprecates the use of that early list and his more recent one is much less definite about the precise identities of these engines. Weber

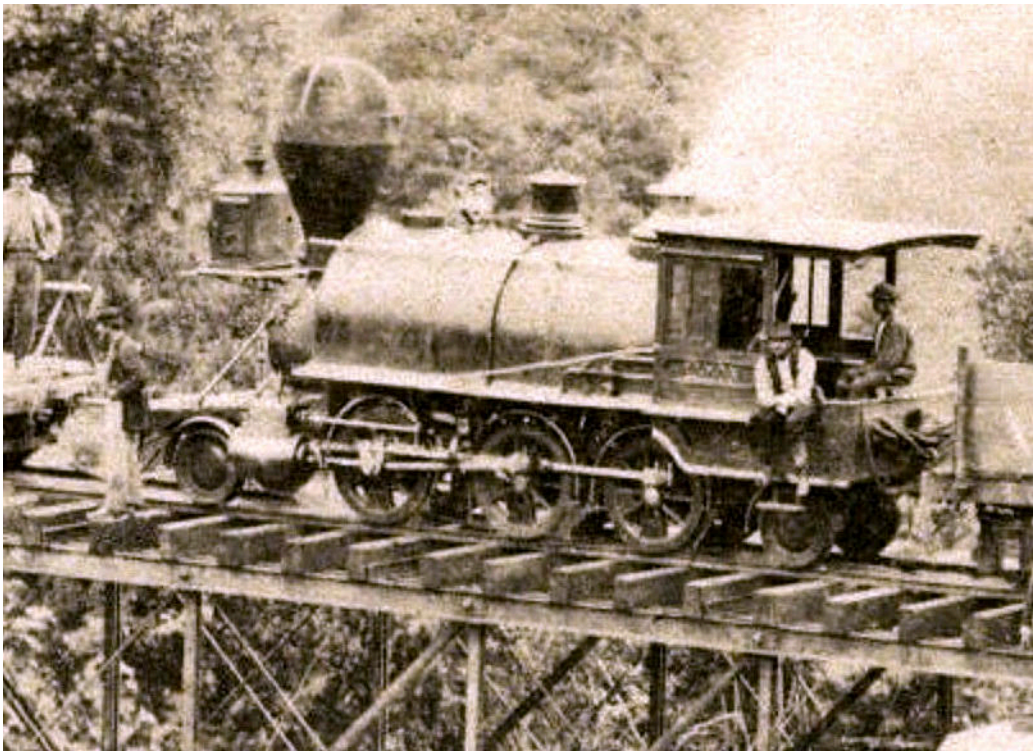
has all bar the first as 2-6-0s. The O'Connor Grant list suggests that 1053-1054 might have been 4-coupled. Interestingly, one Grant 3' 6" gauge loco went to the short-lived *FC Mejillones á Caracoles* in Bolivia during 1873-4. I wonder if that was an engine that had been ordered for Costa Rica but not delivered there.

2-6-0T? later rebuilt to 2-6-2T? d/w 36", cyls. 11x16", built by Danforth in 1871-2

Ordered by Costa Rica Railway. The first of these was the original engine hauled laboriously – and at great cost – from Puntarenas to Alahuela before the railway itself had been constructed. The Fisher & Dubits list has these as 2-6-0T, and the photo below is very probably showing no. **1 'LIMÓN'** as a 2-6-2T though the name is not clear enough to be certain.

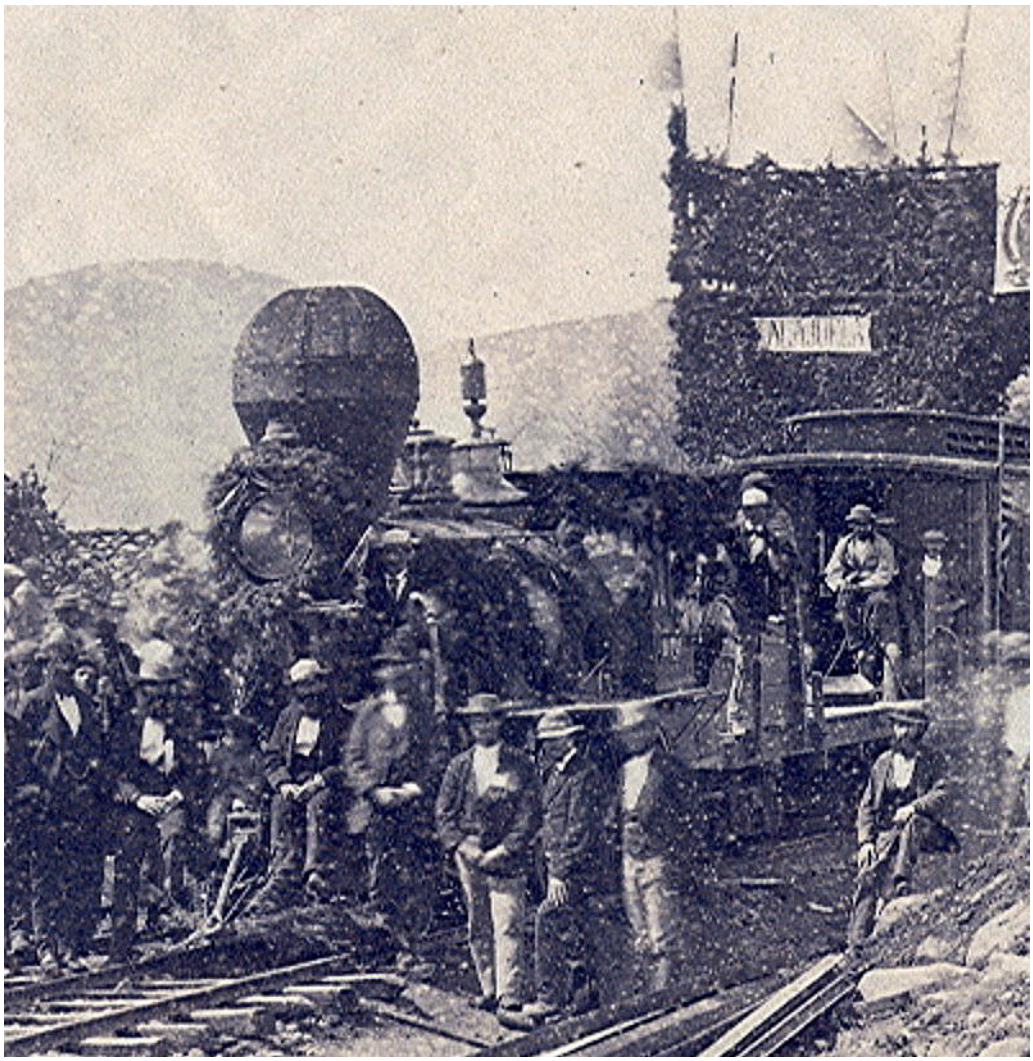
1 'LIMÓN'	w/n 788	In 1874 was working out of Alajuela (Division IV), and in 1878 and 1883 was on the Central section. Later renumbered **32**.
2 'ALAJUELA'	w/n 789	In 1874 was working out of Limón (Division I), and in 1883 was on the Atlantic section. Later renumbered **33**.

Connelly says both gone by 1905.



Another view of the extraordinary 2-6-2ST, showing the long wheelbase and the very strange rear end. The photo was taken on the Virilla bridge, later the site of Costa Rica's worst railway accident in 1926. The photo comes from the Archivo Nacional website, and almost permits the name to be made out, but not quite. There would seem to be five letters, with the fourth one possibly being an O. That would fit the known and obvious name **'LIMÓN'** by Danforth. You will note the single slidebars above the piston rods as usually fitted by Danforth Cooke, in contrast to the double 'alligator' slidebars on the Grant loco photos below.

This photo would seem to show it during construction works, apparently at Goicoechea in 1892.



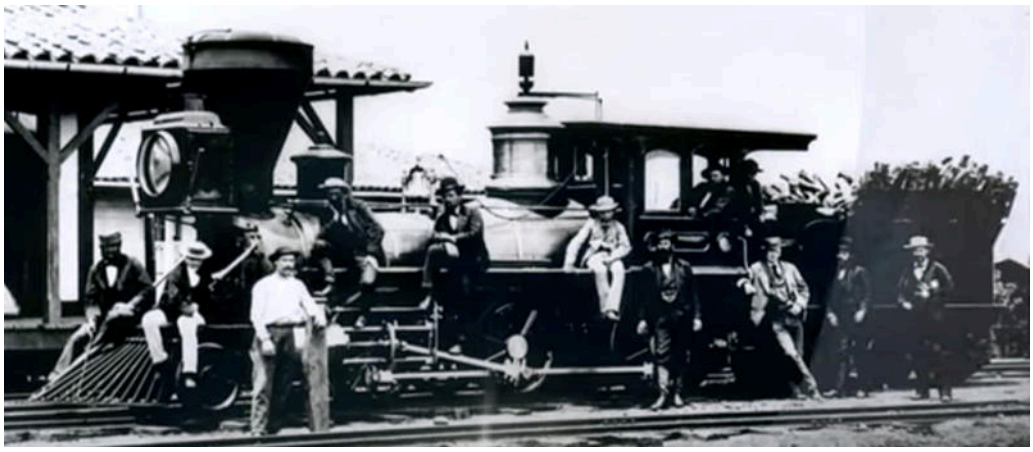
This photo supposedly shows the first train to reach Cartago in November 1873. Whilst very poor in quality it does seem to show this 2-6-2ST loco, with a flat car between the engine and the subsequent coaches. One or two interesting details on the loco can also be seen, such as the cantlever brackets supporting the running plate alongside the cab.

2-6-0 d/w 42", cyls. 12x20", built by Grant in 1873

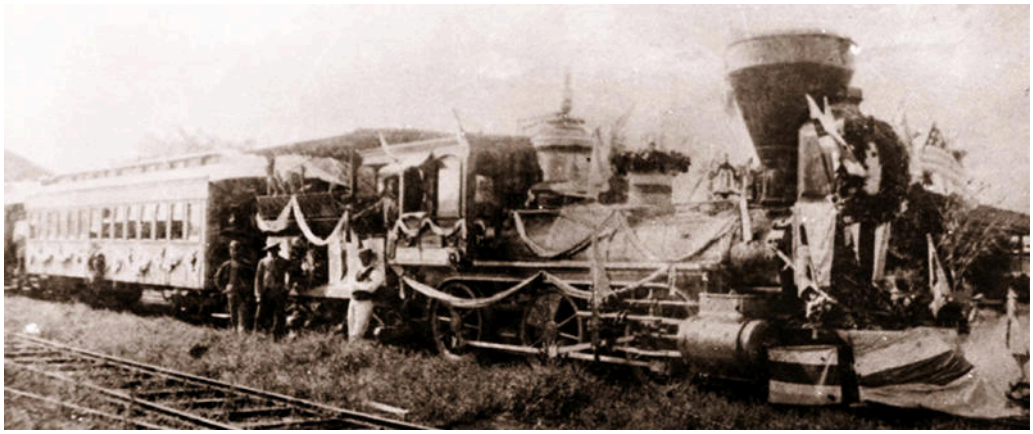
Ordered supposedly by 'Northern RR of Costa Rica', but actually this line as the later NRR was not set up until the

1890s. Re the 106x builders's numbers shown below: they are as shown in the Best and Dubits list of Grant locos. Rob Dubits later list is more cautious and does not give numbers. an 1881 report in the Archivo Nacional in San José [Fomento 008344], hover, includes an order for parts for three locos with Grant nos. 1013, 1041 and 1043. These were very probably the three machines working out of Puerto Limon, ie. nos. **3, 5** and **6** below.

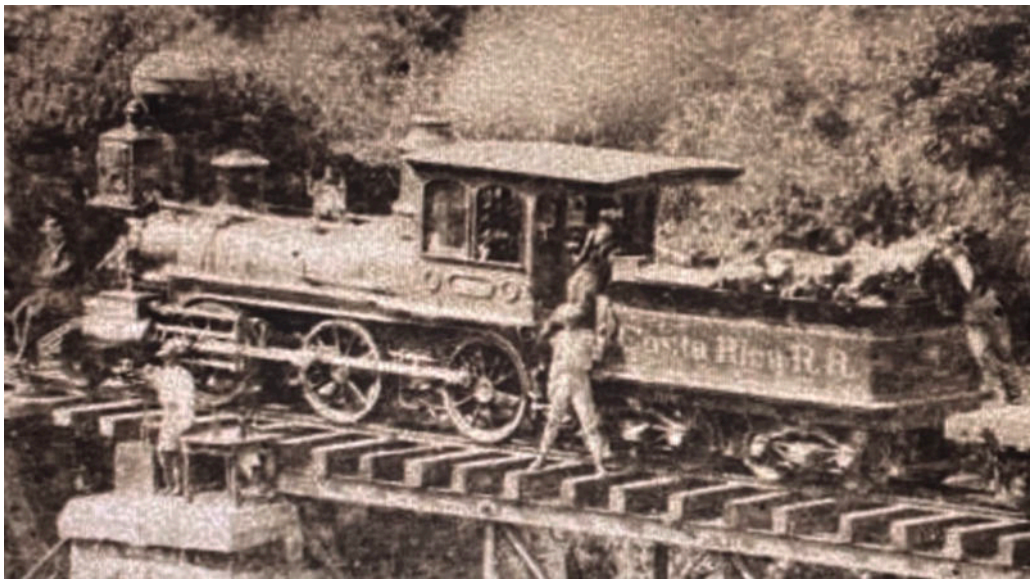
3 'HEREDIA'	w/n 1061? or 1013?	In 1874 was working out of Limón (Division I), and in 1883 was on the Atlantic section.
4 'PACUARE'	w/n 1062?	In 1874 was working out of Alajuela (Division IV), and in 1878 and 1883 was on the Central section.
5 'SAN JOSÉ'	w/n 1063? or 1041?	In 1874 was working out of Limón (Division I), and in 1883 was on the Atlantic section.
6 'CARTAGO'	w/n 1064? or 1043?	In 1874 was working out of Limón (Division I), and in 1883 was on the Central section. At the beginning of the 1880s *"rotura de la cigüeña motriz de la locomotora* ***"Cartago:"*** *desrielamiento del carro no. 1? (sin desgracia en los pasajeros)"* ie. broke a driving axle, leading to a one-off freight charge of $3536, which probably implies that the engine, or parts of it, was shipped back to the USA for repair.
7 'ANGOSTURA'	w/n 1065?	Arrived at Puntarenas in late August 1873. In 1874 was working out of Alajuela (Division IV), and in 1878 and 1883 was on the Central section.



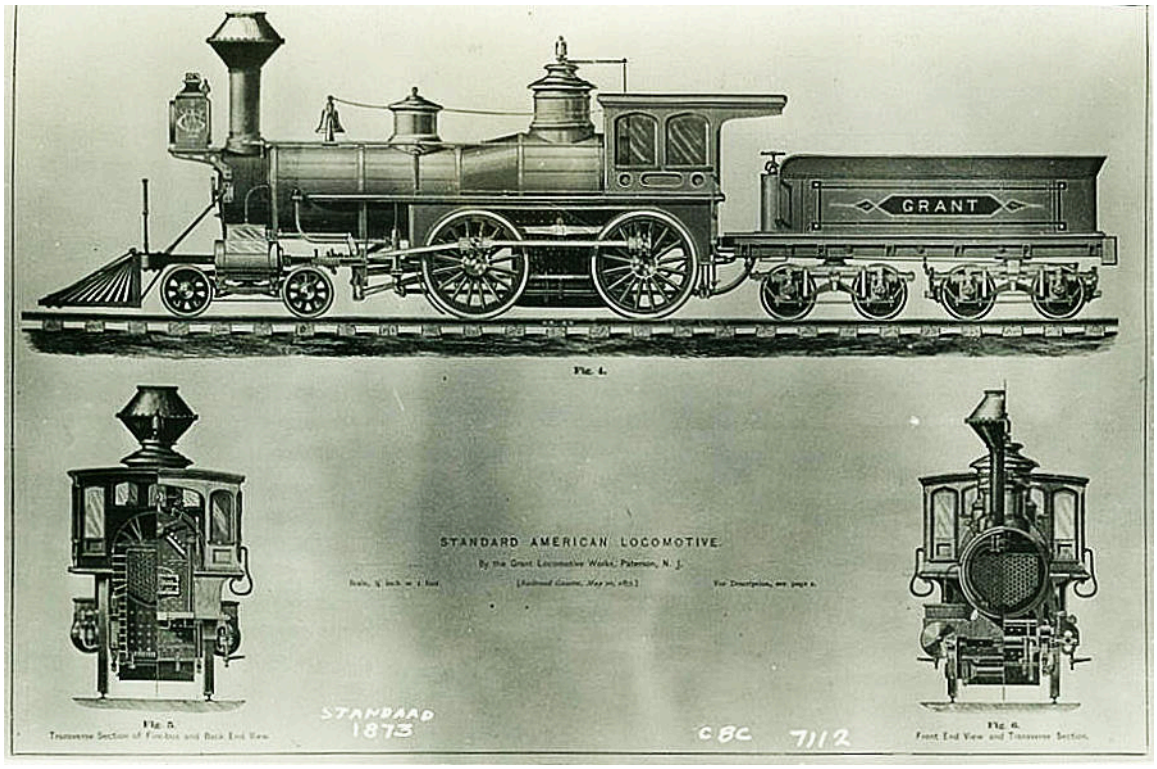
This image shows a loco with the sand-dome immediately behind the chimney, whilst those further down the pages have the bell behind the chimney and the sand-dome further back. There may not be much significance in this, or it might indicate a minor modification between batches of engines. The ten spoke wheels are noticeable in all of these pictures. Certainly the sand-dome could be by Grant, though the various manufacturers' styles are not easy to distinguish, especially from poor quality photos. Another reason for suspecting this to have been by Grant, however, is the pattern of a long oval and two circles on the cabside, which was a speciality of theirs.



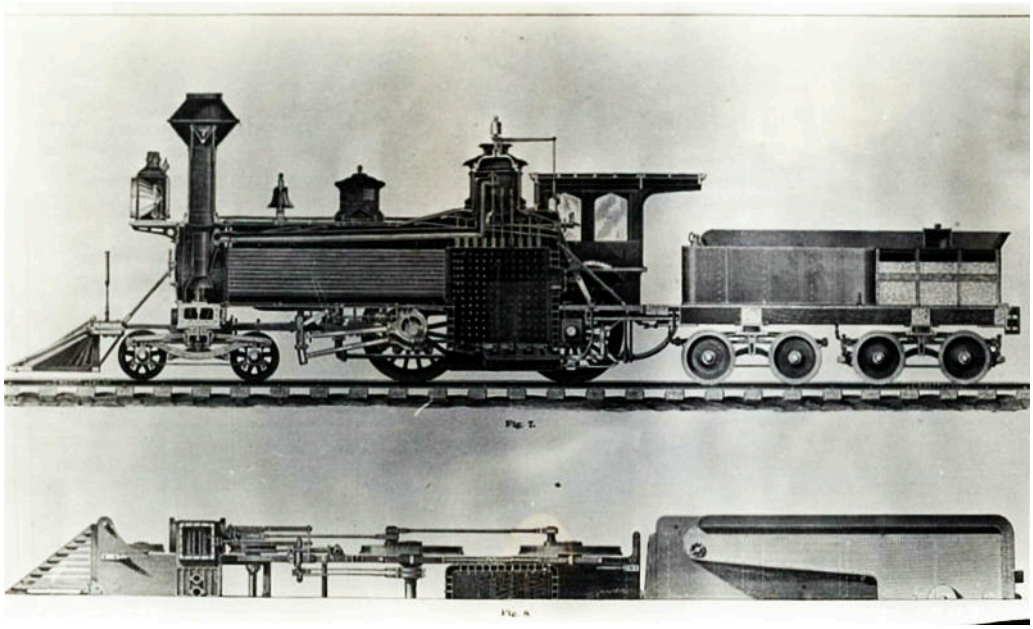
The photos above and below appear to show an early 2-6-0 dressed up for some special occasion, perhaps the opening of a section of route or a national holiday of some kind. The loco is notable for having a cover over the tender, to protect the wood fuel from tropical rain, and also for having a Porter style long splasher over the driving wheels. This engine also has the bell immediately behind the chimney, and the sand-dome consequently pushed further back. This engine also has the Grant distinguishing feature of a long oval and two circles on the cabside, a speciality of theirs.

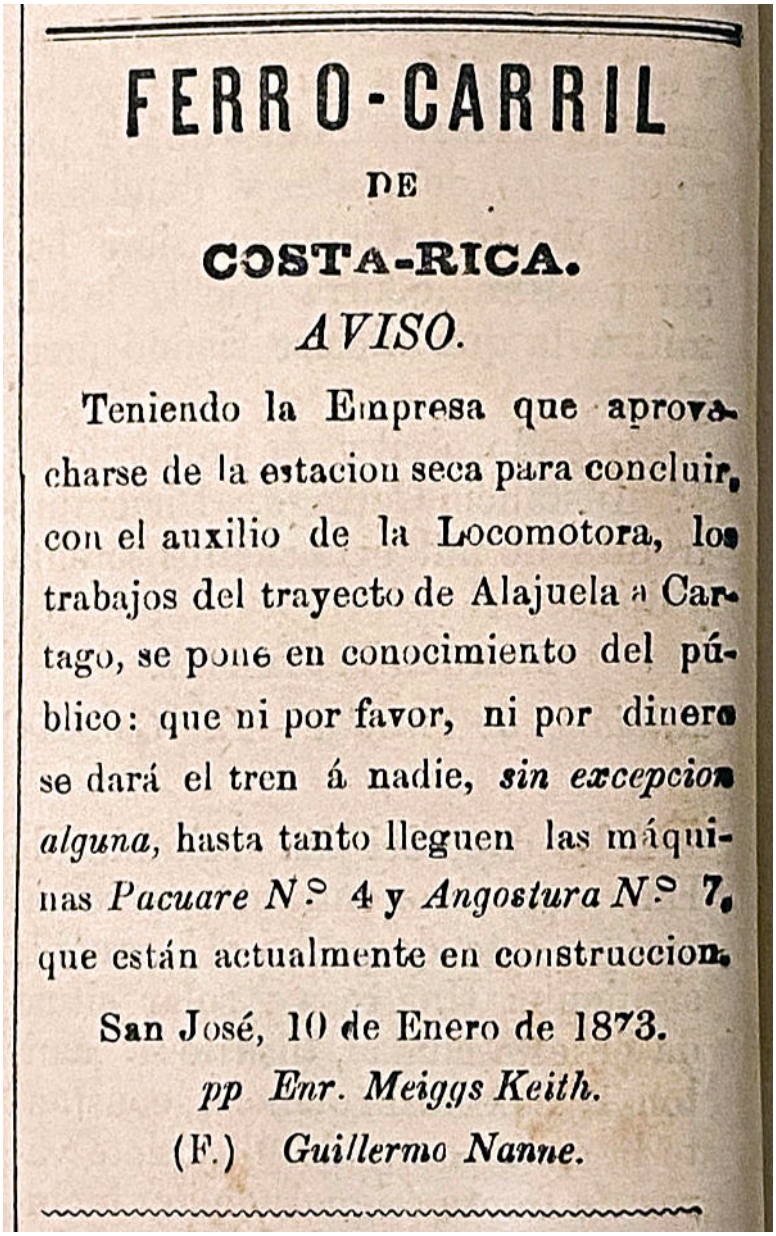


A 2-6-0 on the Virilla bridge. This is definitely one of the Grant locos, as it has their signature circles on the cabsides.



These engravings show standard Grant passenger locos built in 1873. It is likely that those for Costa Rica conformed to this style, though as they were for 3' 6" gauge rather than standard gauge there may have been some alterations. The images, from the Thomas Norell Collection at the Smithsonian Institution, were very kindly supplied by Robert Dubits.





FERRO-CARRIL
DE
COSTA-RICA.
AVISO.

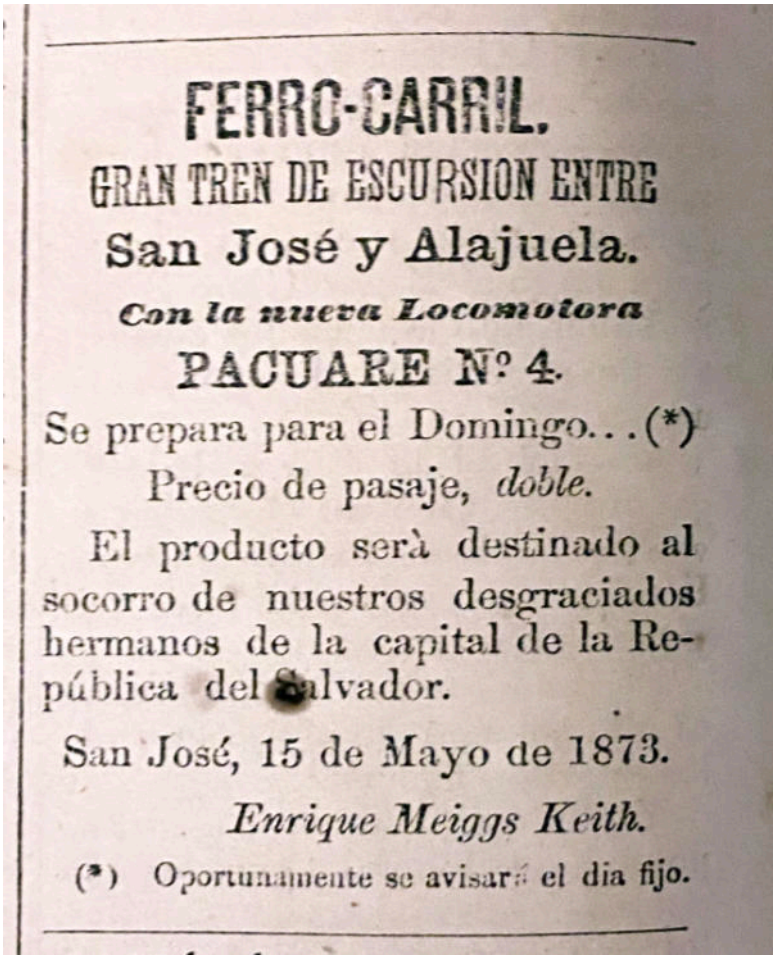
Teniendo la Empresa que aprovacharse de la estacion seca para concluir, con el auxilio de la Locomotora, los trabajos del trayecto de Alajuela a Cartago, se pone en conocimiento del público: que ni por favor, ni por dinero se dará el tren á nadie, ***sin excepcion alguna***, hasta tanto lleguen las máquinas *Pacuare N.° 4* y *Angostura N.° 7*, que están actualmente en construccion.

San José, 10 de Enero de 1873.

pp Enr. Meiggs Keith.

(F.) *Guillermo Nanne.*

"The Company having to take advantage of the dry season to complete, with the help of the Locomotive, the works on the route from Alajuela to Cartago, it is hereby brought to the public's attention that neither by favour nor for money will the train be given to anyone, without exception, until the engines **Pacuare No. 4** and **Angostura No. 7**, which are currently under construction, arrive."



FERRO-CARRIL.

GRAN TREN DE ESCURSION ENTRE

San José y Alajuela.

Con la nueva Locomotora

PACUARE Nº 4.

Se prepara para el Domingo...(*)

Precio de pasaje, *doble.*

El producto será destinado al socorro de nuestros desgraciados hermanos de la capital de la República del Salvador.

San José, 15 de Mayo de 1873.

Enrique Meiggs Keith.

(*) Oportunamente se avisará el dia fijo.

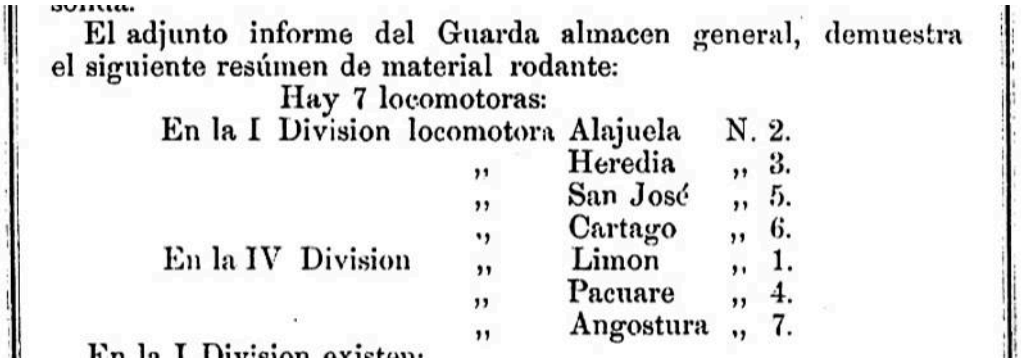
An advert from *El Costariicense* in May 1873, advertising a special train to be hauled by the new locomotive no. **4 'PACUARE'**.

Locos unassembled in November 1873

The *Gaceta Oficial* of San José stated in its edition of November 8th 1873 that "*Las dos maquinas sin armar, no estan en uso por no ser necesarias aun.*" meaning "The two unassembled machines are not in use because they are not yet needed." These were probably two of the four machines at Puerto Limón, rather than two of the three at San José. It is likely that two would be seen as adequate for either of the two Divisions in operation, whereas just one engine in service would leave a Division vulnerable in case of accident or breakdown.

The fleet in 1874

The 1874 report in source [12] lists the above-mentioned seven locos, with nos. **2, 3, 5** and **6** in Division 1 (Limón to Matina) and nos. **1, 4**, and **7** in Division 4 (Alajuela to Cartago). Divisions 2 and 3 were still under construction at that time. No engines were mentioned as being at Puntarenas.



El adjunto informe del Guarda almacen general, demuestra el siguiente resúmen de material rodante:

Hay 7 locomotoras:

En la I Division	locomotora	Alajuela	N. 2.
	,,	Heredia	,, 3.
	,,	San José	,, 5.
	,,	Cartago	,, 6.
En la IV Division	,,	Limon	,, 1.
	,,	Pacuare	,, 4.
	,,	Angostura	,, 7.

En la I Division existen:

The workshop fire at Limón

Source [17] reveals that a serious fire destroyed the railway workshops in Limón early in 1875.

"La pérdida de los Talleres en el Limon, segun el Informe detallado que obra en manos de USI ha sido de bastante considerado; atendidas las actuales circunstancias; sin embargo, en el dia se encuentran ya en servicio las Locomotoras ***"Heredia"*** *y* ***"Cartago"****, y mediante el gasto de 825,000, podemos obtener la rehabilitacion de los Talleres y máquinas que se necesiten para la conservacion y prosecucion eventual de los trabajos.*

...

Vuelto de mi viaje de inspeccion á Linon, tengo la honra de dar a US. H. el siguiente informe.

La causa del incendio de los Talleres en Limon no se ha podido averiguar hasta a hora, — haciendo todos los esfuerzos, y echando abajo parte de casas de habitacion, se cortó el incendio, y se redujo á los talleres de la empresa y una bodega pequeña de los Señores M. C. Keith Cia.

Las pérdidas de la empresa son $ 43,474-67 segun lista ya pasada á US. H. Las pérdidas de la casa M. C. Keith & C1 7,000, y del Señor A. Rafael, quien tenia harina en la misma bodega 2,500.

La locomotora ***"Heredia"*** *y dos carros de agua y leña, se salvaron por completo, lo mismo mucho material: la mayor parte ha sufrido mas ó menos y se puede reparar.*

Las casas de oficinas, de habitacion y todas las grandes bodegas de la empresa con todo su contenido de mucho valor, lo mismo que todos los caleros de trabajar están intactos.

Ya se puso un taller pequeño provisional, y están trabajando herreros, mecánicos y carpinteros para hacer lo mas urgente.

La locomotora ***"Cartago"*** *debe estar hoy en buen estado de trabajar; las otras dos,* ***"San José"*** *y* ***"Alajuela,"*** *tan pronto que se puedan reponer partes que han sufrido mucho."*

However, it is not yet clear whether any other locomotives were actually destroyed in the fire.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1875

Ordered by Costa Rica Railroad. Spec. is in vol. 7 p 196. BLW class 8-24D no. 5. Spec. page says cyl. stroke was 18". Radley & Hunter stack 14' 6" high. Mark: 'Costa Rica Railroad'. See also XO no. 78 of Jan. 1903. No number or name given on spec. page. 'El Ferrocarril' of March 31st 1876 said, *"Hemos visto ya armada y ensayada la nueva locomotora. – – Se hacia ya necesaria una maquina de mayor fuerza que las que teniamos...."*

8 'TURRIALBA' w/n 3786 In 1878 and 1883 was on the Central section. Was later renumbered **34**.

A report in December 1875

Report in French by the contractor E. Morandieu: *"Les locomotives en service aujour'd'hui entre Cartago y Alajuela, sont les machines mauvaises, insufficientes fortes, et simplement dest??? en service d'??? lig??? accident???.*

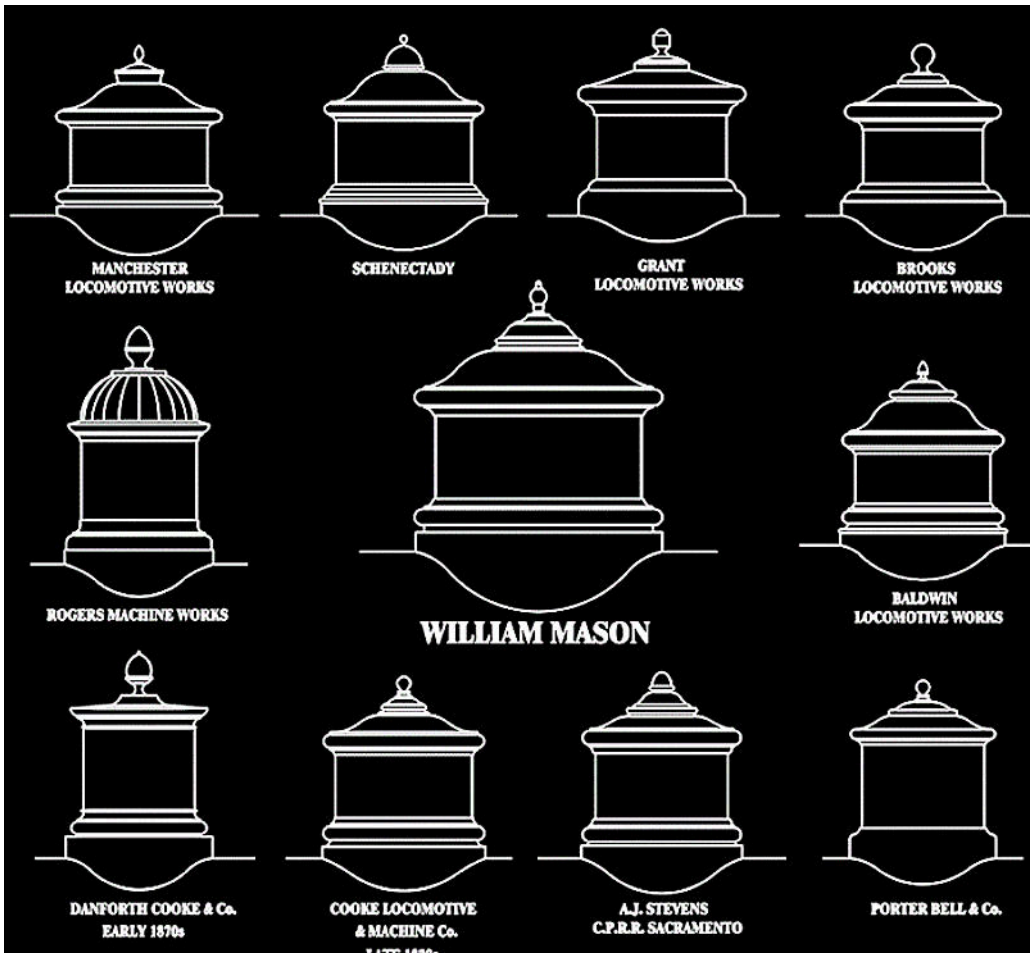
En employant un type de machines

The fleet in 1876?

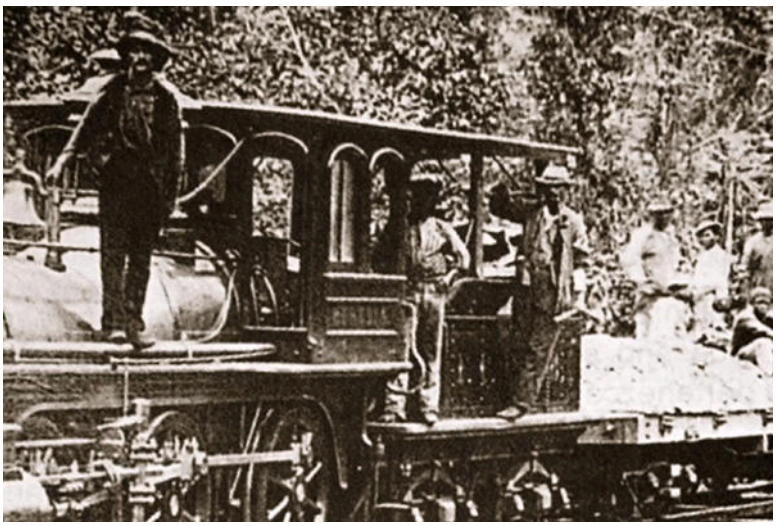
Report from Superintendente General, San jose, Octubre 1876?: "*Se saber:* ***'Pacuare'*** *en buen estado de trabajaro.* ***'Angostura'*** *el movimiento de valvulas en? ??? cual dotado y necesita ajustamiento.* ***'Limon'*** *se ??? movibles necesitan ??? reforma radicale.*"

A report in November 1877 from Puerto Limón

"Locomotoras: Hay 2 en buen estado trabjando, he mandado por dos mecanicos a los EE.UU. para componer las otras 2 que fueron quemar puco en caso de accidente a una de las buenas, los trabajos se paralizar."



This most useful sand-dome style guide was found on the internet, but the draughtsman's name is unknown. If anyone knows who created it, please let me know and I will be happy to acknowledge them.

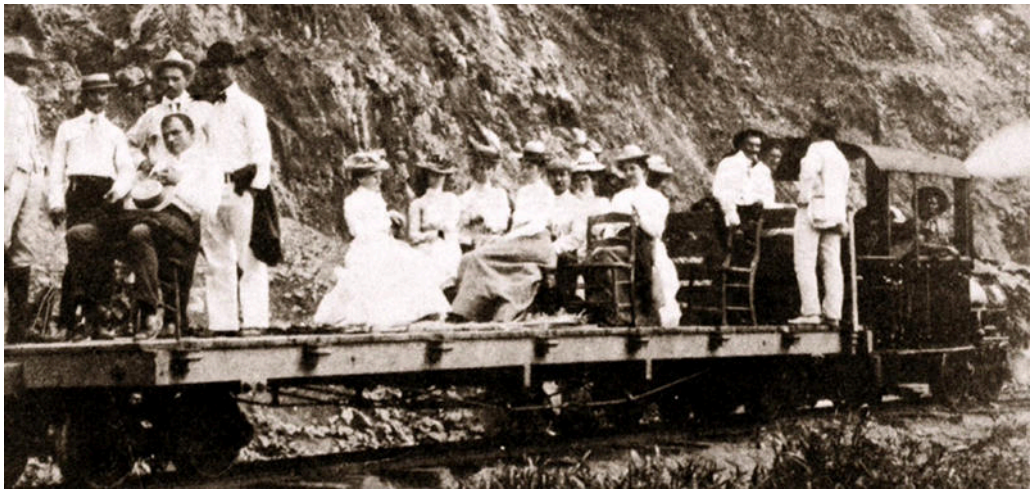


The part image of a loco above might well be of the same design as in the previous two photos, although the circular features on the cabsides have gone. Unfortunately the name is not quite legible, though it appears to be comprised of seven letters. **'CARTAGO'** is a possibility.

This second version of the previous image shows up additional details. The date mentioned in the original caption was 1885. Engravings drawn from this photo are also well-known in Costa Rica.

An unidentified small tank loco

The very small engine in the photo below is as yet unidentified. It was presumably hauling visitors to the construction works at the time that the picture was taken.



I have wondered whether this was in fact one of the 500mm gauge *'systeme Bourdon'* indirect drive locos built by Franco-Belge for the Panama Canal works, but the bogie flat appears to be of much heavier construction than the vehicles for those narrow gauge tracks.

The fleet in 1878

Report from the Superintendente General del Division Central:

*"De estas se encuentran en buen estado la **'Turrialba'** y la **'Pacuare'** pero la primera de esta se pone en servicio, solo en casos muuy estremos en esta Seccion porque su gran paso hunde los durmientes en el terreno muy blancho(?)*

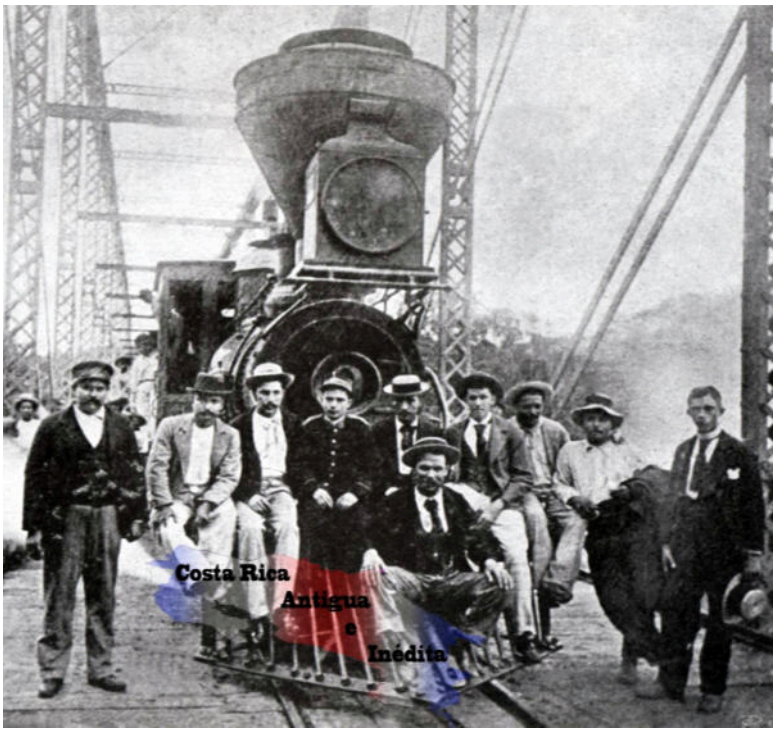
por las lluvias.
La 'Angostura' hace mes y medio se encuentra en el taller mecánico y aun no se pucale saber el dia que su reparacion este concluida. 'La ***Limon'*** *con muy poca fuerza porque se le escapa el vapor y sufre con frecuencias averias y hoy mismo no se encuentra en buen estado."*
Los trabajos ejecutados en todo el mes de Setiembre: "Dos accidentes muy lijeros han ocurrido en estas: accidentes anerentes (?) a la naturaleza de la via, pero me (?) es satisfactorio anunnciar que hoy se encuentran todas en buen estado y que la ***'Angostura'****"*
Los trabajos ejecutados en todo el mes de Octubre: "Todas se hayan en buen estado, debido a la actividad y constancia que se emplea en repararlas pues el trafico que ellas hacen es excesivo. Hea corrido del modo que sigue ***'Pacuare'*** *1690 millas,* ***'Angostura'*** *1794 millas, "****'Limon'*** *1002 millas.*
*Los trabajos ejecutados en todo el mes de Noviembre: Todas han sufrido averias de poca insignificacion y todas estan en servicio menos la '****Pacuare'*** *que se le esta haciendo algunas reparaciones y estara dentro de algunos dias en servicio del publico, todas estas averias han sido por causa del mal tiempo en esta estacion del año. Estas han recorrido* ***'Angostura'*** *que cari se han hjecho avera y esta trabajando bien."*
Los trabajos ejecutados en todo el mes de Diciembre: 'Estas han recorrido ***'Pacuare'*** *1196 millas,* ***'Angostura'*** *2438 millas, '****Limon'*** *920 millas,* ***'Turrialba'*** *390 millas." "Taller Mecanico En este se han compuesto todas las locomotoras que han sufrido averias y solo la 'Pacuare' existe como dejo ??? en el Taller: no se ha dejado de hacer todos los pedidos para los edificios Nacionales en construccion como los del Cuartel Principal de esta, los del Cuartel de Alajuuela y Colegio de Niñas de la misma ciudad."*

Further new engines 1879-1883

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1879

Ordered by *FC de Costa Rica*.

9 'PUNTARENAS' w/n 2536 Sold 1905-6 to *FC al Pacifico* as their no. **6**. Retired 1926, used 1929, OoS in 1930.



Seeming to be an early no. **9**, and thus probably this Rogers 2-6-0.

0-4-0ST d/w 36¾", cyls. 8x14", built by Rogers in 1879

Ordered by *FC de Costa Rica*. Connelly's and Weber's Rogers lists imply that this loco may have been often com-

bined with a 6-wheeled car for the President of the railway company.

10 'YSABEL' or **'ISABEL'** w/n 2534 Possibly later renumbered **2**. Still in service 1927.

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1879

Ordered via Hoadley & Co. for *FC de Costa Rica.*

11 'LIBERIA' w/n 2543 Strangely, was not listed in 1883. An engine bearing this number was sold 1906 to *FC al Pacifico* as their no. **7**, but it may not have been this machine OoS by 1924.

12 'NICOYA' w/n 2545 In 1883 was on the Atlantic section.

2-8-0 d/w 42", cyls. 13x20", built by Grant in 1880

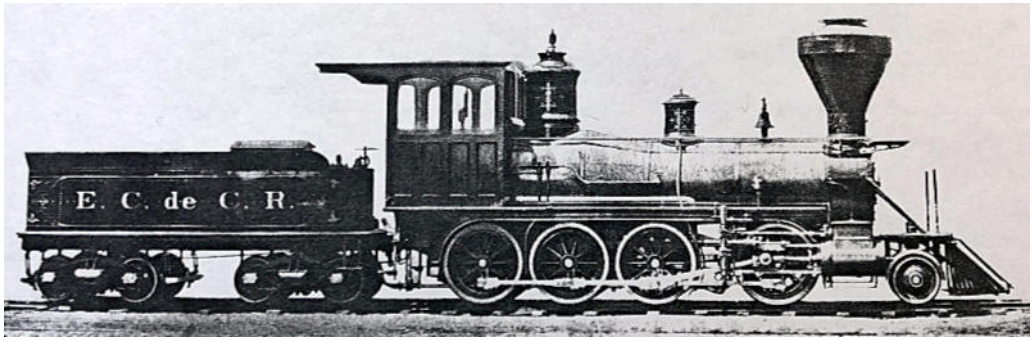
Ordered by ?

13 'TRIUNFO' w/n ?

2-8-0 d/w 36", cyls. 15x20", built by Grant in 1882

Ordered by ?

14 'PACHICA' w/n ?



The 1882-built Grant 2-8-0 no. **14 'PACHICA'**. The letters '*E. C. de C. R.*' on the tender might well stand for '*Empresa de los Caminos* (*de Hierro*, implied) *de Costa Rica*' or some such. The photo, from the Thomas Norell Collection at the Smithsonian Institution, was very kindly supplied by Robert Dubits.

One or other of this pair of Grant 2-8-0s, seen on the río Matina bridge probably during the 1880s.

The fleet in 1883

The 1883 annual report in source [12] lists the locomotives working in the three main sections of the railway at that time. The relevant tables are displayed below.

The Central section, eastward from San José to the junction at La Junta.

LOCOMOTORAS,		CARROS,	
Nº 1 "Limón"	1	Presidencial	1
„ 4 "Pacuare"	1	Para pasajeros 1ª clase	5
„ 6 "Cartago"	1	„ „ 2ª „	2
„ 7 "Angostura"	1	„ equipajes	3
" 8 "Turrialba"	1	„ carga	10
Suma	5	De plataforma	13
		Suma	34

*"La locomotora '***Pacuare'** *ha recorrido 17.580 millas: la* **'Angostura'** *18,231; la* **'Cartago'** *9,256: la* **Limón** *2,704; y la* **'Turrialba'** *1,950 millas."* ie. during the previous twelve months.

The following comments were made at that time:.

"MATERIAL RODANTE.

Todo el que hoy existe es el primitivo. Esto bastaría para que se comprenda el es-tado en que se encuentra, y no debo omitir explicar todas las razones quo tí mi juicio han contribuido para tan mal resultado. El mencionado material

pues, ó sean las locomotoras y carros, no hay duda que fueron construidos de conformidad con las reglas conocidas en los caminos férreos de construcción buena ó regular; pero no para ser usados en una vía tan imperfecta como la nuestra. Por otra parte, durante algunos años la mayor parte de dicho material estuvo á la intemperie, y también ha sido manejado con poco interés, hecho que está demostrado plenamente; y si bien es cierto que hoy hay materiales y utensilios para reparar, al menos, lo mas importante, también es una triste verdad, que ya es tarde, por una parte, y por otra, que no hay lugar para reparaciones verdaderamente radicales, en razon á la deficiencia en número del mismo material. La poca potencia de las locomotoras y la mucha longitud y peso de los carros, con relación á las fuertes pendientes ondulatorias y el continuado zig-zag de curvas en la vía, son, no solo un inconveniente para el buen servicio, sino una razón poderosa de deterioro y destrucción, como también de gastos. Atendidas estas últimas razones, no puedo menos que sorprenderme y admirarme, Señor Ministro, cómo es que aquí no hayan acaecido accidentes desastrosos. Omitiendo muchas otras razones, veo como perentoria necesidad el traer el mate-rial rodante que al efecto he incluido en el reciente presupuesto; pero es indispensable que se pida con las condiciones peculiares á las vías como la nuestra."

The Atlantic section

Note that no. **2** has been renamed from **'ALAJUELA'** to **'GENERAL GUARDIA'**. Gral. Tómas Guardia was President of Costa Rica between 1870 and 1876 and from 1877 to 1882. A puzzle further down the list is the reference to locomotives **12 'TRIUNFO'** and **14 'PACHICA'**. There is already a loco **12 'NICOYA'** mentioned, so maybe **'TRIUNFO'** was actually no. **13**. However, whatever the solution, it doesn't solve another problem, that a new no. **14 'ALAJUELA'** was built by Rogers in early 1884, see below, along with no. **15**. Also, where was no. **11 'LIBERIA'** when these 1883 tables were being compiled?

Material rodante del Ferro-carril del Atlántico.

LOCOMOTORAS.		CARROS.	
Nº 2 "General Guardia"	1	Para pasajeros 1ª clase	2
„ 3 "Heredia"	1	„ „ 2ª „	1
„ 5 "San José"	1	„ equipajes	1
„ 12 "Nicoya"	1	„ carga	39
„ 12 "Triunfo"	1	„ ganado	3
„ 14 "Pachica"	1	De plataforma	33
		Listos para ser armados	8
SUMA	6	SUMA	87

The Pacific section, Puntarenas to Esparta.

The two locos listed, **9 'PUNTARENAS'** and **10 'ISABEL'**, had also been the sole engines on this section back in 1879-80 [12]. This leaves us with a puzzle as to what had happened to any Grant locos supposedly delivered here back in 1873.

LOCOMOTORAS.			CARROS.				TOTAL.
Nombres.	Números.		De pasajeros.		De plataforma.	De bomba.	Reparador.	
"Puntarenas."	9	1	Presidencial	1				
"Isabel"	10	1	1ª clase	1	10	2	1	
			2ª id.	1				
Suma		2		3	10	2	1	18

The general state of the rolling stock was summarised in the following paragraphs from the same document: "*MATERIAL RODANTE.*

Todo el que hoy existe es el primitivo. Esto bastaría para que se comprenda el estado en que se encuentra, y no debo omitir explicar todas las razones que á mi juicio han contribuido para tan mal resultado. El mencionado material pues, ó sean las locomotoras y carros, no hay duda que fueron construidos de conformidad con las reglas conocida en los caminos férreos de construcción buena ó regular; poro no para ser usados en una vía tan imperfecta como la nuestra. Por otra parte, durante algunos años la mayor parte de dicho material estuvo á la intemperie, y también ha sido manejado con poco interés, hecho que está demostrado plenamente; y si bien es cierto que hoy hay materiales y utensilios para reparar, al menos, lo mas importante, también es una triste verdad, que ya es tarde, por una parte, y por otra, que no hay lugar para reparaciones verdaderamente radicales, en razon á la deficiencia en número del mismo material.

La poca potencia de las locomotoras y la mucha longitud y peso de los carros, con relación á las fuertes pendientes ondulatorias y el continuado zig-zag de curvas en la vía, son, no solo un inconveniente para el buen servicio, sino una razón poderosa de deterioro y destrucción, como también de gastos. Atendidas estas últimas razones, no puedo menos que sorprenderme y admirarme, Señor Ministro, cómo es que aquí no hayan acaecido accidentes desastrosos.

Omitiendo muchas otras razones, veo como perentoria necesidad el traer el material rodante que al efecto he incluido en el reciente presupuesto; pero es indispensable que se pida con las condiciones peculiares á las vías como la nuestra."

New locos in 1884-5

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1884 and 1885

Ordered via Hoadley & Co. for *FC de Costa Rica.*

14 'ALAJUELA'	w/n 3455	Renumbered as **2**[2]. Renumbered in 1905 as Northern Ry. no. **6**. The 1885 Gillham report below lists an **'ALAJUELA'** as no. **11**.
15 'PORVENIR'	w/n 3456	but into service as **'GENERAL FERNANDEZ'.** Hauled the first train from Limón to reach San José, in December 1890. NB Two separate locos numbered **15** are listed below.
16[1] **'BERNARDO SOTO'**	w/n 3522	Purchased by Hoadley & Co. for Costa Rica Rly. Not delivered and order cancelled. Rebuilt at Rogers to 3' 0" gauge and resold to Denver Utah & Pacific RR as no. **7**, Denver, Colo. Don Bernardo Soto was President of Costa Rica from 1885 to 1886 and from 1886 to 1889. The name was carried by a loco no. **11**, which was renamed **'JUAN SANTAMARIA'** in 1885, but was then re-applied to a new Rogers 2-6-0 on the Pacific section (see paragraph below entitled 'A re-naming in 1885'.
17[1] **'SANTA ROSA'**	w/n 3575	Purchased by Hoadley & Co. for Costa Rica Ry. Certainly delivered as was working from Esparta in 1894 and on *FC al Pacifico* construction in 1897, so must have been renumbered from **17** in order to make room for the first BP 4-6-0 in 1886.
16[2] **'CARILLO'**	w/n 3579	OoS by 1900. Yudin suggests may never have been delivered, and might have been resold to a US NG line.

However, see 1885 notes below under the heading of the Gillham report, which suggests different names and numbers for these engines.

The formation of The Costa Rica Railway Co. Ltd. in 1885

The Costa Rica Railway Co. Ltd. was originated in a contract dated April 21, 1884 between the Costa Rican Government and "Minor Cooper Keith y Meiggs" to acquire the two principal existing lines and the pier at Limon and

to build the Reventazón River connecting line. This was ratified April 1,1884. The company was incorporated on April 27, 1886 and orders were placed in England for locomotives and materials. Construction resumed, and after much difficulty the route to the Atlantic coast was opened and work started on a route west from the Capital to the Pacific. This was completed in 1910. By then the Atlantic line was controlled by the United Fruit Co., which formed the Northern Ry. of Costa Rica to build branch lines serving its banana plantations, and (its) own main line to Limon to connect his and other farms north and south of the port. The Northern line began with a concession granted in 1892 from Limon to the Estrella River, however it was not formerly incorporated until 1900 when United Fruit consolidated its existing lines into the new firm. Keith merged his banana interests with those of the Boston Fruit Company in 1899 to form the United Fruit Co., after which some government concessions for new branches were granted directly to the new concern. Conflicts between various companies led to United Fruit, through its Northern subsidiary, leasing the whole Atlantic system outright from 1905.

The 1885 Gillham report

The new Costa Rica Railway Company, formed in London in 1885 to take over the existing Atlantic and Central divisions and to fund the construction of an alternative linking section between them, commisioned Engineer F. Gillham to visit Costa Rica, where he was to make "a thorough investigation of the existing line ; (to) examine the route of the proposed new line, and to test, as fully as possible, the accuracy of the surveys so far as they had already gone." [27] also [28]

His comments on the locomotives are set out below. They are very helpful in ascertaining builders' names and other details, though one or two questions remain, as will be made clear at the end:

The Atlantic Section:

No. **2. "General Guardia."** – Built by Danforth Locomotive Works, 1871. Weight in working order, 18 tons: working pressure, 130 lbs. ; wheels, 36 in. diameter : total wheelbase, 13ft. ; driving ditto, 8ft. ; disposition of wheels, six coupled, and pony truck ;-.firebox, steel, patched in two places , tubes., now being re-tubed with copper ; tanks, hold about 1,600 gallons ; cylinders, 11" diameter ; stroke, 16". Used as yard engine.

No. **3. "Heredia."** – Built by Grant, April, 1873. Weight in working order, 22 tons ; working pressure. 130lbs. ; wheels 42 in. diameter ; total wheelbase, 17ft. ; driving wheel-base. 11 ft. 6in. ; disposition of same, six wheels coupled and pony-truck ; firebox, steel, patched in one place ; tubes, copper, put in one year ; tanks, hold 1,600 gallons ; cylinders, 12" diameter, ; stroke 20".

No . **5. "San José"**. – Built by Grant ; sister engine to No. **3**.

Boiler in bad order: firebox, steel, also in bad order, 4 patches. ; pressure reduced to 125 lbs.; tubes, iron, in bad condition. This engine wants new boiler, firebox and tubes. Framing and motions in fairly good order.

No. **11. "Alajuela."** – Built by Rogers, March, 1884. Weight in working order, 28 tons ; working pressure. 130 lbs.; wheels, 36 in. diameter ; total wheel-base. 18 ft. 6 in.: driving wheel-base 12 ft. 6 in.; disposition of same, six wheels coupled, and pony truck ; fire-box, steel, in good order ; tubes, iron, in good order ; tanks, 1,800 gallons ; cylinders, 14" diameter ; stroke, 18".

No. **12. "Nicoya."** – Built by Rogers. Weight in working order, 28 tons ; working pressure, 130 lbs. ; wheels 36 in. diameter; total wheel-base, 18 ft. 6 in. ; driving wheel-base, 12 ft. 6 in.; disposition, six wheels coupled, and pony truck ; firebox, steel, not patched, but not very good ; tubes, iron, none plugged, but many want piecing out and refitting ; tanks, 1,800 gallons ; cylinders, 14" diameter ; stroke, 18".

No. **13. "Triunfo."** – Built by Grant, April, 1880. Weight in working order, 26 tons; working pressure, 130 lbs. ; wheels, 42 in. diameter ; total wheelbase, 18 ft. 6 in. ; driving wheel-base, 12 ft. 6 in. ; disposition, eight wheels coupled, and pony truck ; fire-box, steel, not patched, fair order ; tubes, none plugged, fair order; tanks, 2,000 gallons ; cylinders, 13" diameter ; stroke, 20".

No. **14. 'Pachica."** – Built by Grant, December, 1882. Weight in working order, 32 tons; working pressure, 130 lbs.; wheels, 36 in. diameter; total wheel-base, 18 ft.; driving wheel-base, 11 ft. 6 in.; disposition, 8 wheels coupled, pony truck ; fire-box, steel, not patched ; tubes, iron, none plugged; tanks, 2,500 gallons; cylinders, 15" diameter; stroke, 20". This engine has done very little work, and is generally in first rate order.

No. **15. "Cristina."** Built by Rogers, December, 1883. Weight, in working order, 30 tons; working pressure, 130 lbs.; wheels, 42 in. diameter ; total wheel-base, 19 ft. 9 in.; driving wheel-base, 13 ft. 6 in.; fire-box, steel, good ; tubes, iron, good; tanks, 2,500 gallons ; cylinders, 14" diameter ; stroke, 20". Engine and tender fitted with Eames' vacuum brake. This engine is in first rate order.

The Central or Upper Section:

No. **1. "Limon."** – Built by Danforth Company about 1871. Weight, 18 tons ; working pressure, 130 lbs.; diameter of cylinders, 11 in. ; stroke, 18 in. ; distribution of wheels, six wheels coupled, and pony truck ; diameter of wheels, 36 in. ; driving wheel-base, 8 ft. 6 in. ; total wheel-base, 14 ft. ; boiler, fair ; no patches in fire-box or plugs ; has a few duplicate parts, small.

No. **4. "Pacuare."** – Built by Grant, July, 1872. Weight, 22 tons ; working pressure, 150 lbs.; diameter of cylinders, 12 in.; stroke, 20in; distribution of wheels, six wheels coupled, and pony truck; diameter of wheels, 42 in. ; driving wheel-base, 11 ft. 6 in. ; total wheel-base, 17 ft. Now being rebuilt with new tubes, cylinders, valves, and new fire-box stays.

No. **6. "Cartago."** Sister engines to **"Pacuare."**

No. **7. "Angostura."** Sister engines to **"Pacuare."**

Not in first-rate order. These have two complete sets of pistons, springs, connecting-rods, and one set of wheels.

No. **15. "Gral Fernandez."** – Same engine as No. **11**. on Atlantic division ; working pressure, 155 lbs.; has complete set of duplicate parts. These engines have a safety valve and a blow-off valve under the control of the driver.

No. **8. "Turrialba."** – Built by Baldwin, 1875. Weight 32 tons; working pressure, 132 lbs.; distribution of wheels, 6 wheels coupled, and pony truck; diameter of wheel, 36 in.; driving wheel-base, 7 ft. 9 in.; total wheel-base, 14 ft. 6 in.; diameter of cylinders, 15 in. ; stroke, 18 in. ; fire-box sound ; one tube plugged ; has duplicate pistons, links, connecting rods, wheels, springs. This is an awkward engine, and very hard on the track. The fire-box overhangs, and the weight on the drivers is badly distributed. I should think that there should be on the pony truck four tons, on leading drivers eight tons, on middle wheels nine tons, and on trailing eleven tons. When pulling up a grade the weight is thrown still more on the trailing wheels.

The engines generally are kept in better order than might be expected. I examined the motions, and some of the crank-pins and piston rods, and found they did not show any signs of cutting. The valves are not in the best of order. The engines with long wheel base do not take the curves well.

The Pacific Section:

There is one new locomotive of twenty-eight tons, the same as No. **11** on the Atlantic Division, the other engine went down a bank some months ago and stood on its smoke-stack, so it is now being rebuilt.

Later pages setting out the expectations/requirements of the new company:

Rolling Stock. – The following rolling stock together with duplicate parts are to be handed over to the Company on completion of the railway in good repair and proper working order to the satisfaction of the Engineer. – 14 Locomotives : **"General Guardia" "Heredia" "San José" "Alajuela" "Nicoya" "Triunfo" "Pachica" "Cristina" "Limon" "Pacuare" "Cartago" "Angostura"** and **"Gral Fernandez"** and one new one recently sent from America.

Comments on the above:

1 It looks as though the original engine numbered **11 "LIBERIA'** had left the fleet for some reason, possibly as the result of an accident, and that by 1885 it had been replaced by a new no. **11** re-using the name **'ALAJUELA'**., although note the paragraph below reporting that a loco numbered **11** had been re-named from **'BERNARDO SOTO'** to **'JUAN SANTAMARIA'** in 1885.

2 Although the paragraph two pages back on the 1884 Rogers 2-6-0s suggests that one of the five was not delivered and was then re-sold elsewhere, these Gillham paragraphs do suggest that there were five Rogers 2-6-0s in service, viz: on the Atlantic section – **11 'ALAJUELA'**, **12 'NICOYA'** and **15 'CRISTINA'**; on the Central section – **15 'GRAL. FERNANDEZ'**; and on the Pacific section – an unknown number (possibly **16**) but named **'BERNARDO SOTO'**.

3 What was the "one new one recently sent from America"? There are no known early-1880s-built Costa Rica locos unaccounted for.

4 Seven Grant locos are listed here, the five 2-6-0s built in 1873, and then two 2-8-0s built in 1880 and 1882.
5 Note that the Pacific section was not included in the assets to be transferred to the new company, and was presumably to continue being run by the government.
6 Re the locos on the Pacific section – a guess must be that the " other engine went down a bank some months ago" was 2-6-0 no. **9 'PUNTARENAS'**, Rogers 2536, and that the other engine that had recently been working, Rogers 0-4-0ST no. **10 'YSABEL**', was not mentioned because it was too small to be of practical use out on the road.
7 Note loco no. **8 'TURRIALBA'** was not included in the proposed transfer to the new company, presumably because of the shortcomings that Mr. Gillham mentions.

A re-naming in 1885

An informe de la Direccion e inspeccion de Obras Publicas, date April 1885, contains the following: "*El material fijo, el rodante y las casas de Estacion de la linea se conservan en buen estado, asi como tambien la maquinaria toda de los talleres en Limon.*
El inventario del material fijo y rodante es el mismo que se publico en año pasado, con la unica diferencia de que la locomotora no. ***11*** *que llevaba el nombre de '****Bernardo Soto'*** *tiene ahora el de* ***'Juan Santamaria'*** *susticion acordada por el Supremo Gobierno a instancias del patriota, actual Jefe de la Nacion, Ministro de Hacienda y Fomento en aquella epoca El Benemerito General Fernandez, haciendo justicia a los meritos personales de su joven Ministro en el desempeño delicado de las carteras que eran a su cargo, deo orden para que se restituyera el nombre de este alto funcionario en la nueva locomotora pedidas a los Estados Unidos de Norte-America para la division del Pacifico. La orden fue cumplida y la nueva maquina lleva el nombre de '****Bernardo Soto'****.*"

New locomotives ordered by the Costa Rica Railway Co.

2-6-0 d/w 41½", cyls. 15x20", built by Beyer Peacock in 1886

Ordered by ?

17[2]	w/n 2802	Renumbered as NRR 1927 scheme **19**.
18	w/n 2803	Renumbered as NRR 1927 scheme **20**.
19	w/n 2804	Renumbered as NRR 1927 scheme **21**.
20	w/n 2805	Renumbered as NRR 1927 scheme **22**.
21	w/n 2806	Renumbered as NRR 1927 scheme **23**.
22	w/n 2807	Renumbered as NRR 1927 scheme **24**.
23	w/n 2808	Renumbered as NRR 1927 scheme **25**.
24	w/n 2800	Renumbered as NRR 1927 scheme **26**.
25	w/n 2801	Renumbered as NRR 1927 scheme **27**.

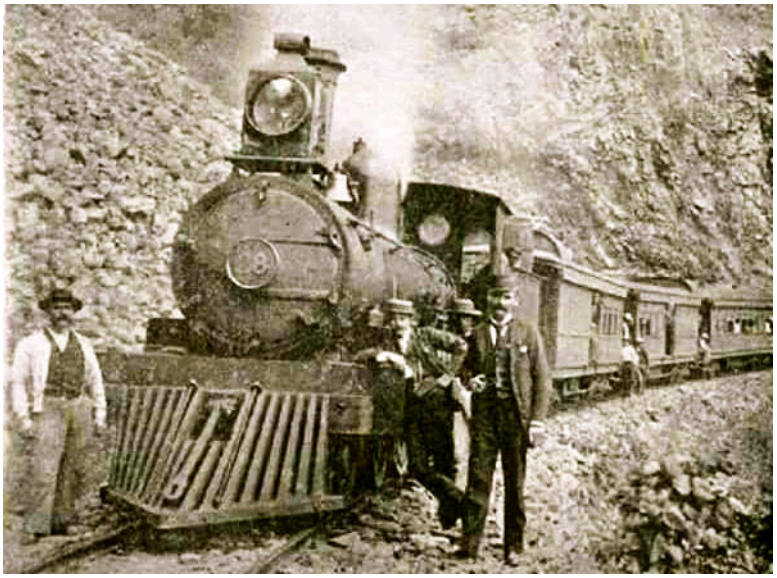
4-6-0 d/w 37", cyls. 15x20", built by Neilson in 1890-1

Ordered by Costa Rica Railway, order no. E676.

26	w/n 4291	Renumbered as **13**[2], then **14** then NRR 1927 scheme **8**.
27	w/n 4292	Renumbered as **12**[2], then **13** then NRR 1927 scheme **7**.
28	w/n 4293	Renumbered as **14**[2], then **15** then NRR 1927 scheme **9**.

Neilson 4-6-0 no. **26**, as seen in a builders' photo. The 2-4 wheel arrangement

of the tender is particularly distinctive, though by no means unique.



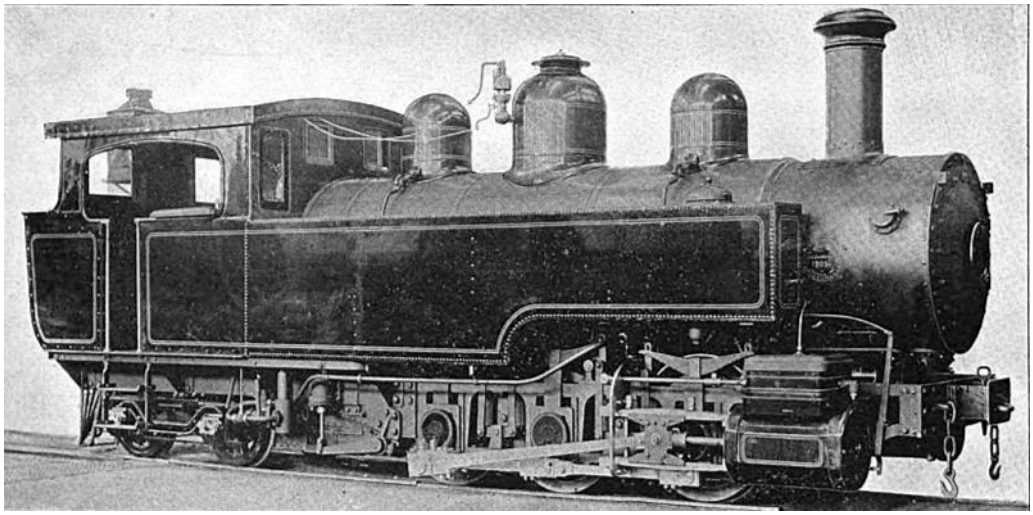
One loco abandoned

Yudin [13] reports the flash flood of 1891 which trapped one engine on a riverside shelf west of Guapiles and led to the abandonment of eight miles of route. The identity of the lost machine has not yet been discovered. Supposedly the hulk still lies there.

0-6-4T d/w 37½", cyls. 16½x20", built by Baldwin in 1892 and 1896

Ordered by Costa Rica Railway Co. Ltd. Specs. are in vol. 18 p 98, and vol. 20 p 201. BLW class 10-26 1/3D nos. 1-4. Straight stack. No bell. Mark on tank: none. Hand-written note says built as coal-burners but have been converted to oil and had superheaters fitted. The 0-6-4Ts from both Baldwin and Nasmyth Wilson seem to have been used as bankers/helpers west of Turrialba. They were known colloquially as 'Las Ñatas'.

29	w/n 13051	Renumbered as **10**, then NRR 1927 scheme **41**.
30	w/n 13052	Renumbered as **11**, then NRR 1927 scheme **42**.
31	w/n 13054	Renumbered as **9**, then NRR 1927 scheme **40**.
32	w/n 15060	Renumbered as **12**, then NRR 1927 scheme **43**.



If this is indeed one of the locos originally built as in the preceding photo, then it seems to have been substantially rebuilt. At a detail level the cab is taller, a central water filler has replaced the front sand-dome, and the front buffer beam seems to have been exxtended a little, whilst at a more fundamental level the cylinders have been replaced.

2-6-0 d/w ?, cyls. 11x16", built by Danforth Cooke in 1871

Ordered for Costa Rica Railway. In Moore and Boot's list [25].

32	w/n 788	Originally Atlantic Rly./CRR no. **1 'LIMÓN'**
33	w/n 789	Originally Atlantic Rly./CRR no. **2 'ALAJUELA'**

Connelly says both gone by 1905.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1875

Ordered by Costa Rica Railroad. In Moore and Boot's list [25]. Spec. is in vol. 7 p 196. BLW class 8-24D no. 5.

34	w/n 3786	Originally Atlantic Rly./CRR no. **8 'TURRIALBA'**

0-6-4T d/w 38", cyls. 16½x20", built by Nasmyth Wilson in 1900

Ordered by Costa Rica Rlys. as no. **33**. NW list has d/w as 37½".

33	w/n 578	Renumbered as **16²**, then NRR 1927 scheme **10**.

Nasmyth Wilson 0-6-4T as renumbered to **16** , supposedly at Alajuela in the 1920s.

2-6-0 d/w 41 3/8", cyls. 16x20", built by Nasmyth Wilson in 1899

Ordered by Costa Rica Rlys, as nos. **50** and **51**. D/w shown as 40½" in NW list.

50	w/n 579	Renumbered as **5**, then NRR 1927 scheme **15**.
51	w/n 580	Renumbered as **6**, then NRR 1927 scheme **16**.

2-6-0 d/w 40½", cyls. 16x20", built by Baldwin in 1900

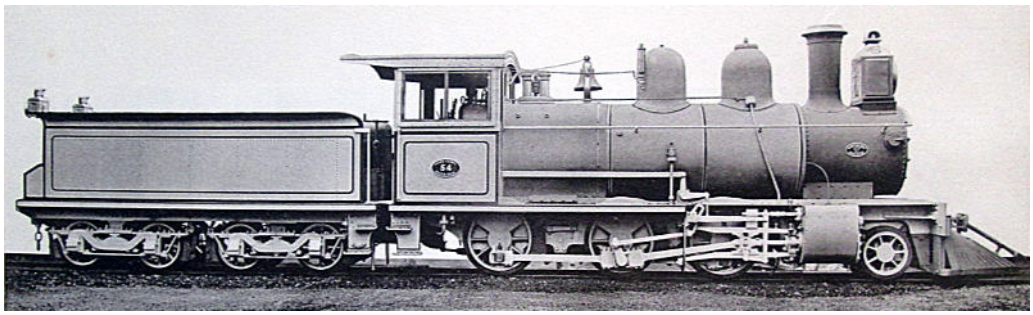
Ordered by Costa Rica Railway. Spec. is in vol. 23 p 165. BLW class 8-26D nos. 130-131. Straight stack. Mark on tank: none.

52	w/n 18487	Renumbered as **24** then **26,** then NRR 1927 scheme **28**.
53	w/n 18488	Ordered 6/26/1900, sales order #4843 for Costa Rica Ry. no. **53**. Converted by railroad to burn oil, letter 5/27/1924. Renumbered as **27** then NRR 1927 scheme **29**.

2-6-0 d/w 41½", cyls. 16x20", built by Nasmyth Wilson in 1900

Ordered by Costa Rica Rlys. NW list has d/w as 40½".

54	w/n 616	Renumbered as **7**, then NRR 1927 scheme **17**.
55	w/n 617	Renumbered as **8**, then NRR 1927 scheme **18**.



Total numbers of engines 1891 to 1904

MATERIAL RODANTE DE LA *COSTA RICA RAILWAY COMPANY*
PARA LOS AÑOS 1891-1904

AÑOS	Locomotoras	Carros de Ia. clase (a) Ingl.	N. AM.	Total	Carros de IIa. Clase (a) Ingl.	N. AM.	Total	Combinaciones (b)	Total
1891	17			16			13	8	37
1892	20			15			13	8	36
1893	23			14			14	8	36
1894	22			13			15	8	36
1895	22			14			15	7	36
1896	23			17			17	6	40
1897	23			17			17	6	40
1898	22	13	4	17	10	3	13	6	36
1899	22	13	4	17	10	3	13	8	38
1900	25	13	4	17	15	0	15	8	40
1901	27	13	4	17	15	0	15	8	40
1902	29	13	3	16	15	0	15	5	36
1903	29	13	3	16	15	0	15	5	36
1904	29	13	3	16	1	0	15	10	41

NOTA: Entre 1892 y 1895 las cuentas fueron arregladas por Año Fiscal. A fin de convertir el Año Fiscal en Año Civil, nosotros hemos seguido el procedimiento arbitrario de asignar el 40% del Año Fiscal a la primera parte del Año Civil y el 60% a la segunda parte. Por esta razón las cantidades dadas para los años 1892-1895 en todas las tablas que siguen deben ser manejadas con un cuidado particular. El mismo procedimiento fue usado por Coastworth en su libro sobre Méjico publicado en 1975. (COASTWORTH, John. *Crecimiento contra Desarrollo. El impacto económico de los ferrocarriles en el Porfiriato.* (México: Sep-Setentas. Nos. 271-272. 1976). Vol. I. p. 109.

(a) Entre 1891 y 1897 no hay información que indique la nacionalidad de la fabricación, pero el patrón dado a partir de 1898 debe haber sido el mismo para los años anteriores.
(b) *Combinaciones* significa aquellos carros usados para transportar no sólo pasajeros sino también el correo, bultos, equipaje y carros convertidos en puestos móviles de pago a los trabajadores.
(c) Sin incluir locomotoras.

FUENTES: The Costa Rica Railway Company Ltd. *Report and Accounts.* (London: de 1892 a 1904).

The fleet in 1909

Source [15] gives a total of 27 locos in the fleet during 1909.

Locomotive painting styles

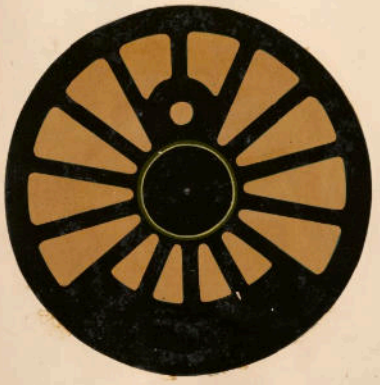
The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560

Style Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank	
269	45	32	138	52	55	1

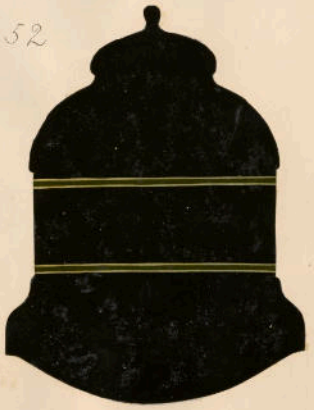
Driv: 10-26½ D 1 to 3
Costa Rica Ry

138

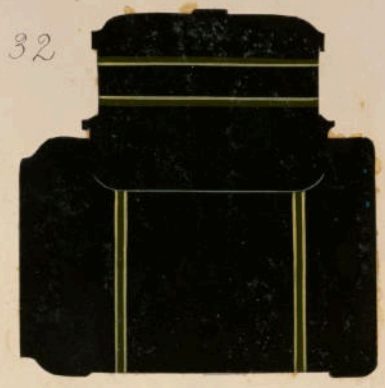
55



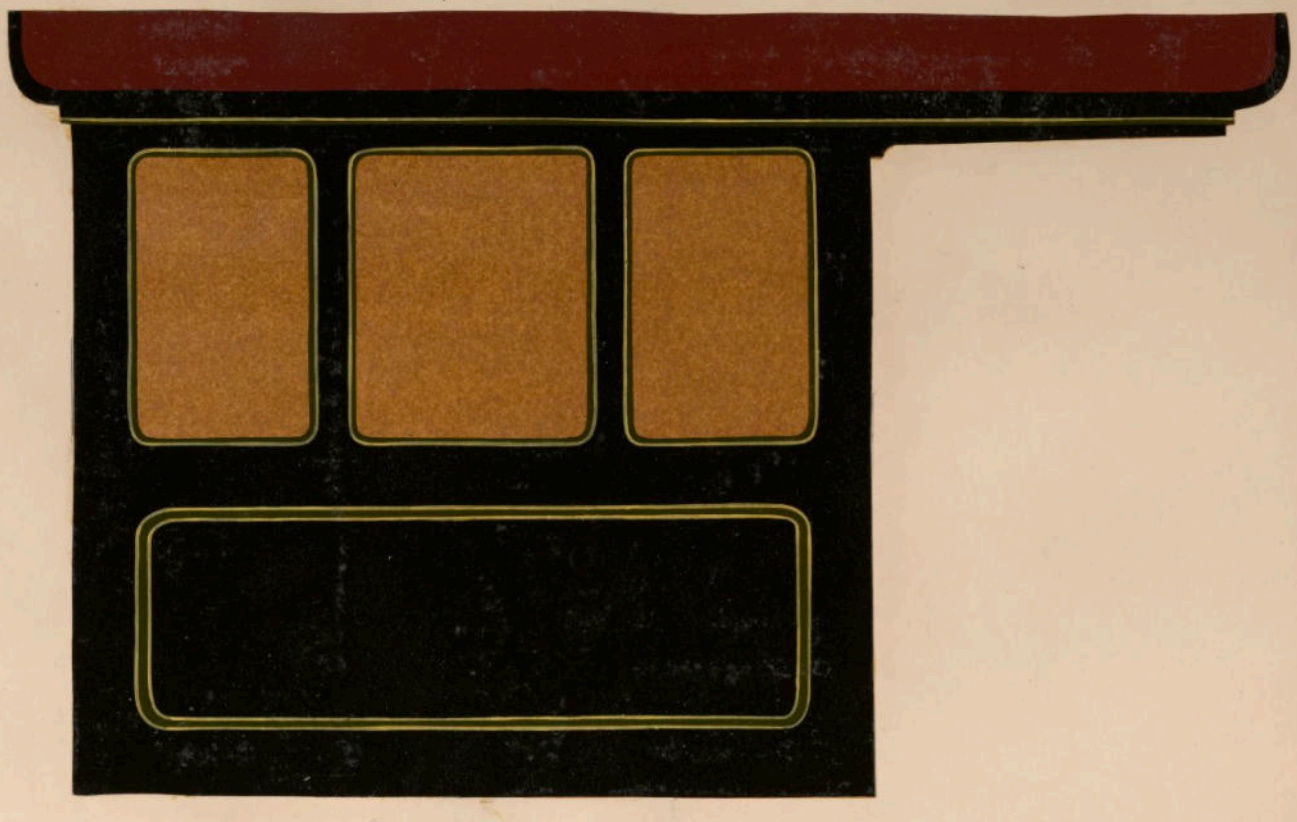
52



32



45



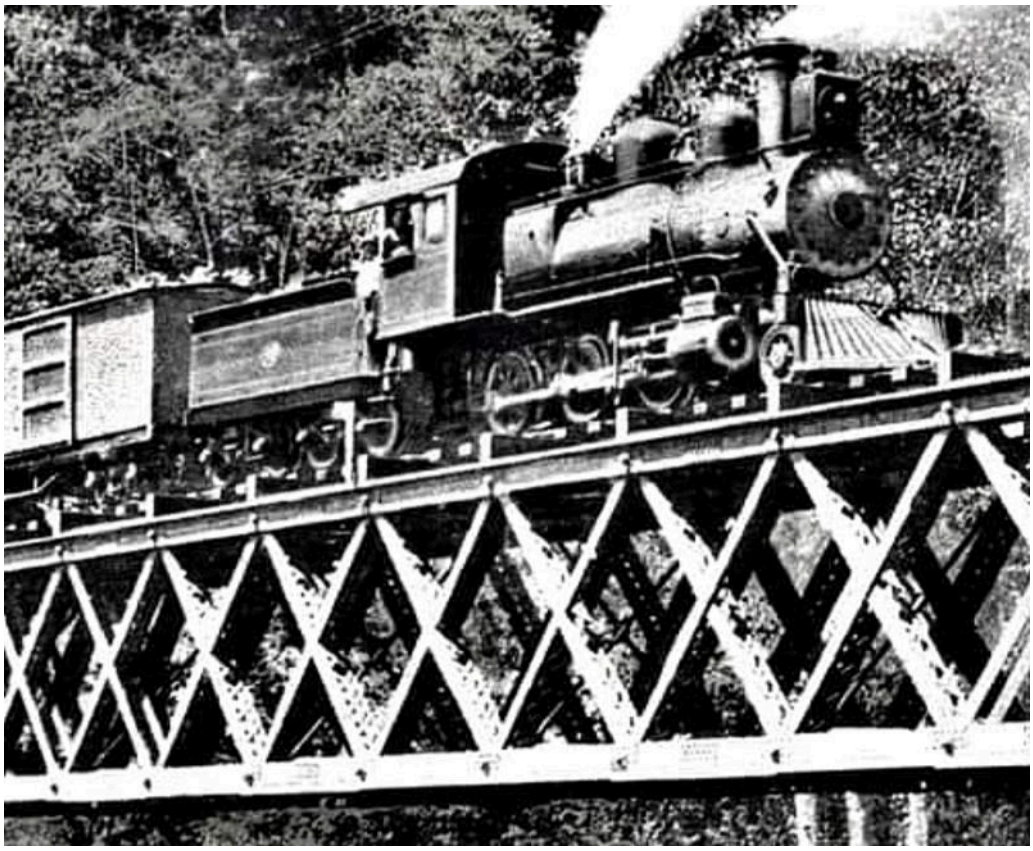
The fleet in 1926

Source [16]: *MATERIAL RODANTE*

Durante el año se revisó todo el equipo así como las locomotoras. Se hicieron trabajos de consideración : reparando 105 carros de car-ga, 3 de pasajeros, además reparaciones ligeras en 133 carros de carga y 2 (le pasajeros y reparaciones generales en 41 carros de carga, 21 de pasajeros y 1 grúa. En las locomotoras se hicieron 4 reparaciones ligeras, 7 de consideración y 1 reparación general. El coche N9 26 fue destruido en el accidente del Virilla el 14 de marzo. Se desarmó el carro de ganado N9 378 y se abandonaron la locomotora N9 3 y los carros 133 y 137.

ROCA DE CARBALLO. (VÍA AL PACÍFICO)

Supposedly an early *FCalP* loco at the Roca de Carballo near Puntarenas, but the front number might be 8 and the stack looks more like those on the earliest FCCR engines.



This photo supposedly shows a train crossing a big bridge on the *FC al Atlántic*o in 1910. The 2-6-0 has not been precisely identified, but is clearly from a US builder though not Baldwin as the domes are not of their style. There is a belpaire firebox, and the tender-mounted plaque and lack of the 'Northern' logo on the cabsides suggest that this was a Costa Rica Railway engine rather than one from the Northern.

16.6.2 The Costa Rica Railway Co. building and operating the Puntarenas RR, originally by mule traction

the first of this name, not to be confused with the later Costa Rica Railway in section 16.6.1

1855-

(The San José & Pacific Railway Syndicate)

1890?-

The Pacific Railway Co. or *FC al Pacifico*

1897-1930

later the *FC Electrico al Pacifico*

1930-1977

Background

Gauge 3' 6", though in 1882 during construction work on the railway, the gauge was noted as 3' 6½" or 1.079m. There was an early line between Puntarenas and Barranca from 1857. This had been promoted by Richard Farrer and the original Costa Rica Railway Company from 1854 onward with the intention of eventually extending to San José, but starting off with an animal-powered line on the coastal flat ground as far as Esparta. Some rebuilding of this took place in 1872 and several of the Grant locos ordered in 1873 were supposedly for this section of route. However Yudin [13] states that cash ran out.

He then states that rebuilding and extension to Esparta (22 km.) took place from 1879 to 1885 and a second (?) loco was purchased in 1885.

New initiatives in the late 1880s got no-where, though the Puntarenas to Esparta line continued to operate under government ownership.

From 1897 work on the main Pacific Railway route begun, under General John Casement of Ohio.

Early locos supposedly for the 'Puntarenas RR'

Whilst the Best and Dubits list of Grant locos allocated nos. 1043, 1046-1051, 1053-1054 and 1061-1065 to engines for Costa Rica (Weber having all bar the first as 2-6-0s), only five have been positively identified as working for the (later) Costa Rica Railway. These were probably nos. 1061-5.

However, no. 1043 and also 1053-4 are in the Best & Dubits list as ordered for 'Punta Arena RR'. Incidentally, the O'Connor Grant list suggests that 1053-1054 might have been 4-coupled.

There might have been two or three more for use by the contractors building the lines.

Locomotives used during construction work

During the year 1879-1880 source [12] records that locos **9 'PUNTARENAS'** and **10 'ISABEL'** were in use on the construction of the Pacific railway. The same two engines were still in use in 1883,

Source [14] from 1897 then records the use of three engines during construction, namely **'PUNTARENAS', 'SANTA ROSA'** and, **'MARCIAL ROJAS'**, see below. The first two are easy to identify, being from the Costa Rica Railway fleet. However, I have no idea what the third engine, **'MARCIAL ROJAS'**, might have been.

Señor Secretario de Estado
en el despacho de Fomento

San José, 1º de abril de 1897.

Cumplo con lo ordenado por V., informando respetuosamente sobre las empresas del Ferrocarril del Pacífico y los vapores-correos del Golfo de Nicoya, durante el año económico de 1896-1897.

FERROCARRIL DEL PACÍFICO

I

CONSERVACIÓN

Material fijo.—La vía férrea nó se encuentra en el estado que debiera de desearse. Han trascurrido ya más de doce años sin que se haga otra cosa que repo[illegible] de la parada del tren sobre el puente.

Material rodante.—Dos locomotoras, *La Puntarenas* y *Santa Rosa*, han hecho el servicio durante el año. La *Marcial Rojas* necesita una reparación total y ya he informado á ese Ministerio que el costo de los útiles para esa máquina asciende, según factura original, en poder de ese Ministerio, á la suma de $ 4,700 oro americano.

Es de urgente necesidad proceder á la reparación de esta locomotora, si se quiere que el servicio no sea interrumpido dentro de poco tiempo, y llamo especialmente la atención del Gobierno sobre este punto.

"Two locomotives, **La Puntarenas** and **Santa Rosa**, have performed service during the year. The **Marcial Rojas** needs a total repair and I have already informed that Ministry that the cost of the tools for that machine amounts, according to the original invoice, in the possession of that Ministry, to the sum of $4700 in American gold. It is urgently necessary to proceed with the repair of this locomotive, if the service is not to be interrupted within a short time, and I especially call the attention of the Government on this point." [14]

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1879

Ordered by *FC de Costa Rica*.

9 'PUNTARENAS' w/n 2536 Sold 1906 to *FC al Pacifico* as their no. **6**. Retired 1926, used 1929, OoS in 1930.

0-4-0ST d/w 36¾", cyls. 8x14", built by Rogers in 1879

Ordered by *FC de Costa Rica*.

10 'YSABEL' or **'ISABEL'** w/n 2534 Possibly later renumbered **2**. Still in service 1927.

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1884-1885

Ordered via Hoadley & Co. for *FC de Costa Rica.*

17[1] 'SANTA ROSA' w/n 3575 Purchased By Hoadley & Co. for Costa Rica Ry. Re-numbered by 1886?

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered for ?

'MARCIAL ROJAS' w/n ?

The continued operation of the isolated Puntarenas to Esparta section

Source [18] from 1900 includes the following in a section dealing with this isolated line. It is clear that the original

three locos mentioned above still remained on that section.

"Material rodante

a) Locomotoras

Es obligación del contratista refeccionar por completo, dentro del primer año del contrato, las dos locomotoras hoy en servicio, bien entendido que las chimeneas actuales serán cambiadas por otras nuevas de cobre, para quemar leña; que las parrillas serán repuestas y que también lo serán las ruedas de los tenders ó carros de alijo de ambas máquinas; que se repararán los forros de madera que cubren las calderas, del mismo modo que los filmes, cajas de fuego, casillas, llaves y demás elementos de las máquinas, y que se ajustarán todos los órganos de movimiento de ellas, y sus válvulas , debiendo reponerse todo el material que se encuentre dañado."

... and in March 1900:

"Locomotoras

Todas las reparaciones que indica el contrato se han hecho y aun se están haciendo todavía en la locomotora ***Puntarenas****, sobre todo en lo que se refiere al arreglo de la caja de fuego. La demora que ha habido no ha sido de mi parte: desde principios de noviembre del año próximo pasado esta locomotora estaba lista para recibir un nuevo juego de tubos para la caldera. Como mi compromiso no establece que yo debiera reponer por mi propia cuenta esa caldera las gestiones que hice ocasionaron alguna demora y por fin, sin resolución del caso por parte de ese Ministerio, viendo la urgencia que se tenía hice el pedido correspondiente á la fábrica de Rojers Lecom. & Cía. Sucedió que en ese tiempo habían destruido los hornos de fundición de tubos para repararlos, y eso demoró más el pedido. Hace próximamente hoy quince días que llegaron los juegos de tubos y ya la* ***Puntarenas*** *está casi con su caldera lista. Durante el tiempo que ha tardado el pedido se han ocupado los talleres en la construcción y ajuste de todos los órganos de movimiento, inclusive hasta el torneo de sus nudos motrices; trabajo que por primera vez se verifica en los talleres de Esparta con éxito feliz por el inteligente mecánico y Jefe del taller, don Héctor Chartier.*

La locomotora ***Puntarenas****, con su caldera arreglada, tubería nueva, órganos ajustados, nueva chimenea, casilla, recortes, etc., quedará dentro de pocos días perfectamente nueva y lista para el servicio.*

Idéntico trabajo se está preparando para La ***Santa Rosa****, que es la que ha hecho ella sola, todo el servicio de la estación seca.*

Las obras de reparación de la ***Santa Rosa****, no serán tan dilatadas, á consecuencia de que su material está ya listo, como son tubos de caldera, resortes etc. y haberle ya colocado su nueva chimenea, parrillas, anillos de pistón, válvulas etc. etc.*

Una tercera locomotora ***Marcial Rojas****, fuera de servicio hace más de seis años, necesita una reparación completa y total. Esa máquina nueva, no vale menos de $ 10,000-00 oro americano ó sean $ 25,000-00 de nuestra moneda.*

Con un costo de $ 5,000-00 el Gobierno podría tener esa máquina nueva y lista aunque fuera para usarla cuando el Ferrocarril del Pacífico llegue cerca de aquel lugar. Descuidada por completo, cada día se deteriora más y llegará un momento en que sea del todo inútil cualquiera reparación que se emprenda.

En mis informes de los años anteriores he indicado la necesidad, por vía de economía, de refeccionar esta locomotora y el deseo único de hacer el bien, me llevó un momento hasta hacer la proposición al señor Ministro de Fomento, de que si se me facilitaban los únicos é indispensables implementos, que fuera materialmente imposible de construir en los talleres de Esparta, hacía por mi cuenta la reparación total de esa máquina con la única ventaja para mí de usarla en el servicio durante el tiempo que falta de mi contrato. Esta proposición fué desechada. La que ahora hago, no eo, mo propuesta, sino como deber que tengo, de informar sobre las mejoras económicas del Gobierno en aquella Empresa es que un gasto de $ 5,000-00 no es exagerado para dejar esa máquina lista, realizando con ella la economía de no comprar otra máquina nueva dentro de muy poco tiempo en que se gastarían no 5 sino 25,000-00 pesos.

Para probar el verdadero desinterés que me guió en mi proposición dicha, debo hacer presente que esa tercer locomotora no hace la menor falta para el pequeño tráfico que hoy existe en este ferrocarril y más aún que en el presente verano que está ya al terminar con una sola locomotora se ha hecho sin falta alguna todo el servicio."

...

The railway's own fleet

In 1882 the following locomotive fleet was proposed for the new railway [14]. It looks as though the two 28 tonne engines were eventually purchased as planned, but that only one 40 tonne 4-6-0 was acquired, rather than the four proposed. However, note that none were purchased until 1898, suggesting

en cada una de las estaciones de tránsito. Los switches serán de sistema inglés.

Material rodante.—Se compondrá de dos locomotoras de 28 toneladas cada una, 4 ruedas acopladas, carretillo de 4 ruedas, destinadas á la construcción y al servicio de la Estación.

4 locomotoras mixtas, destinadas á pasajeros y carga, de 40 toneladas cada una.

6 ruedas acopladas, carretillo con 4 ruedas.
6 carros para pasajeros de 1ª clase.
6 carros para pasajeros de 2ª clase.
20 carros cajón para fletes y bagaje.
40 carros plataforma abiertos.

Las locomotoras y carros serán de sistema americano. De ambas cosas se presentarán los planos y proyectos respectivos, para su aprobación.

Los planos para las estaciones de término y edificios anexos al de la Estación

2-4-0 d/w 40", cyls. 14x24", built by Dickson in 1898 and by ALCo Dickson in 1902

Ordered by *FC al Pacifico*.

1 'MARÍA CECILIA' w/n 1020

Four wheel tender.

1926 summary from source [16]: *Esta entró a reparación general el 18 de noviembre de 1925 y salió del taller el 18 de enero de 1926.*

Withdrawn 1933 and preserved with eight-wheel tender from no. **2**.

2 'MARÍA JOAQUINA'? w/n 1287

Ordered by General John S. Casement for Rio Grande RR as no. **2, 'RIO GRANDE',** Brownsville, Tex. Cancelled and not delivered.

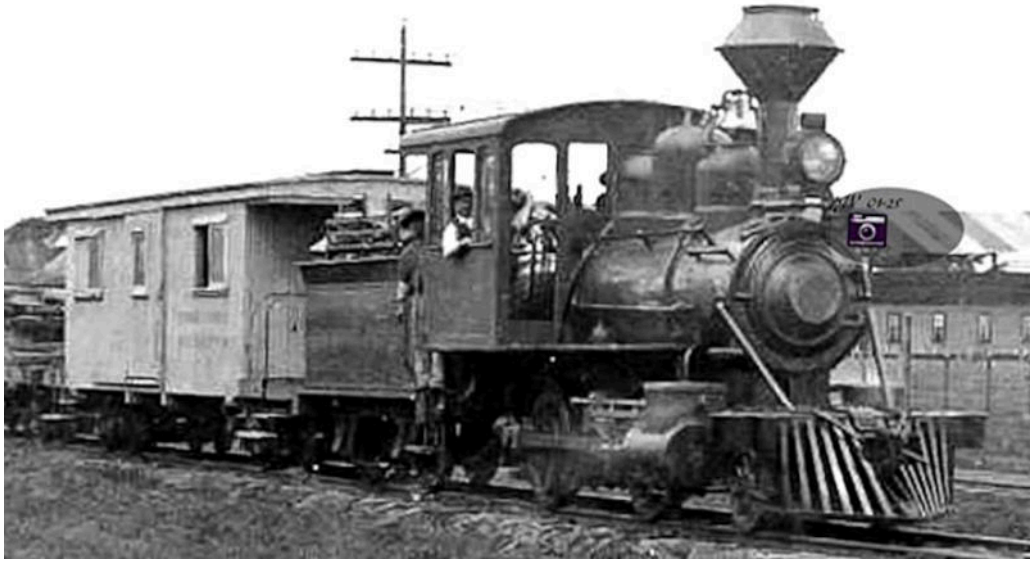
Sold to *FC al Pacifico* as no. **2**. Had eight-wheel tender.

1926 summary from source [16]: *Esta máquina entró a reparación general el 24 de mayo de 1926 y salió al servicio el 14 de agosto de ese mismo año. Esta locomotora cayó y se destruyó en el puente «El Mero» y puedo decirle que fueron pedazos de ella lo que del río se sacó. La mayor parte de las piezas fueron construidas en este taller.*

Withdrawn 1932 but still listed in 1933.

The name combination María Joaquina was one with a distinguished history in 19th century Costa Rica, having been given to daughters in the affluent Benavides González, Navarro Fernández, Alarcón and Rojas Arias families amongst others. It is not known which of them in particular had prompted the naming of this engine.

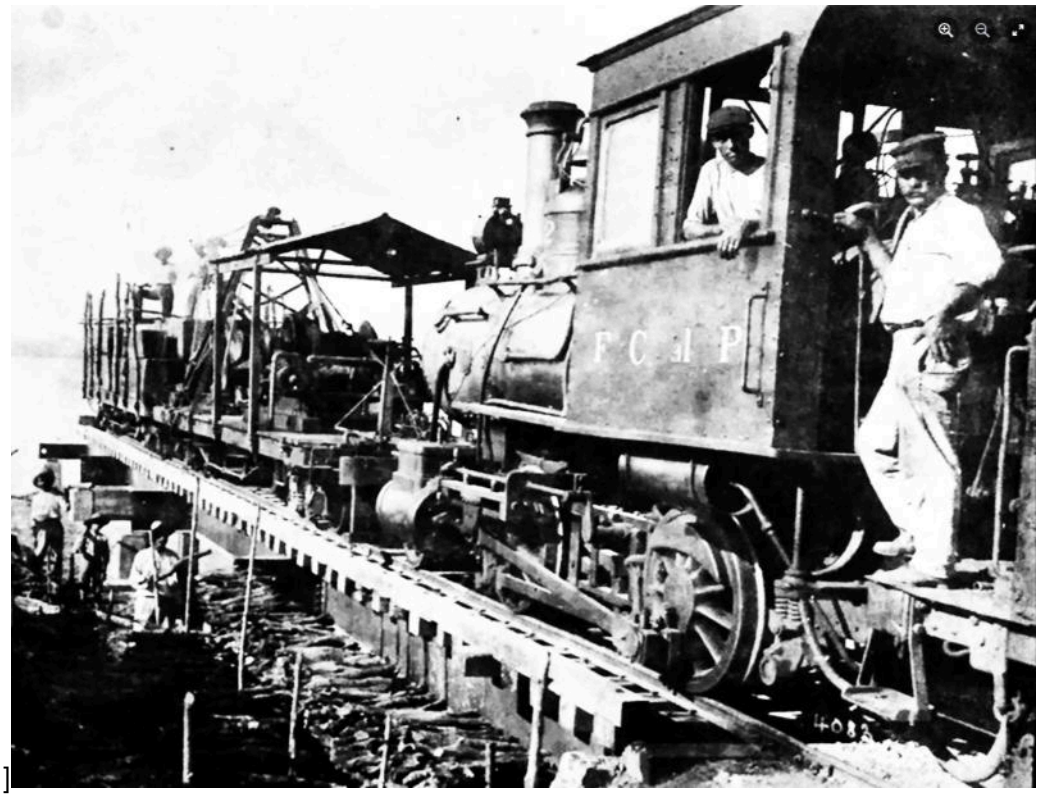
A builders' photo showing *FCalP* no. **1 'MARIA CECILIA'** with its original four-wheeled tender.
High res image available from the RR Museum of Pennsylvania: Gen neg no. 34085.



This view of **'MARÍA CECILIA'** in service is rather clearer than the previous image. For example the bell-stand mounted on the front sandbox can be more easily seen.

]

Whilst no. **1** as currently on display has many differences from the previous image, this may merely have resulted from normal re-boilerings and other updatings during a long career.

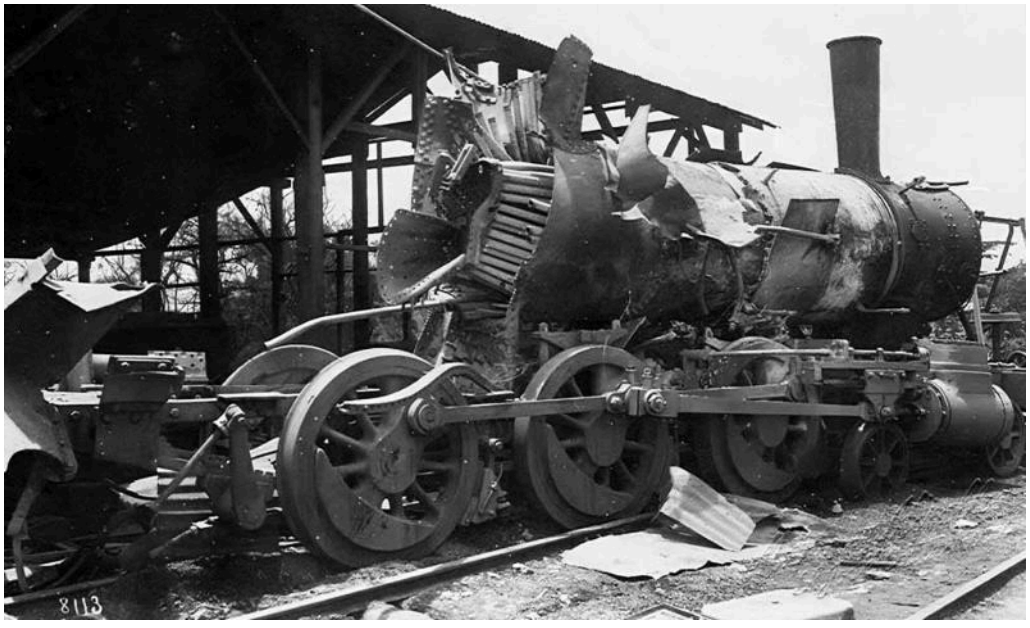


No. **2** on the pier at Puntarenas in the 1910s.

4-6-0 d/w 48", cyls. 15x24", built by Porter in 1903

Ordered by Lionel Hagenaers, New York City, NY. for *FC al Pacifico* as no. **3 'TARCOLES'**. Porter class C4T. Lehmuth's Porter list has d/w as 42".

3 'TARCOLES' w/n 2796 Wrecked in boiler explosion 1920. Still under repair 1925. Not listed in 1926 [16].



This photo, no. 8113 in the Manuel Gomez Miralles archive, shows a bar-framed 4-6-0 after a boiler explosion in 1920. As no. **3 'TARCOLES'** is known to have suffered such an accident that year, and as the *FCalP* had no other American-built 4-6-0s, it is safe to assume that this is the loco shown.

Extra images showing the aftermath of the 1920 explosion are displayed in Appendix 3, section 16.7.3

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1906

Ordered by G. Amsinck & Co. for *FC al Pacifico*. Spec. is in vol. 29 p 87. BLW class 8-22D nos. 292-293. Wood rack around tank. Radley & Hunter stack.

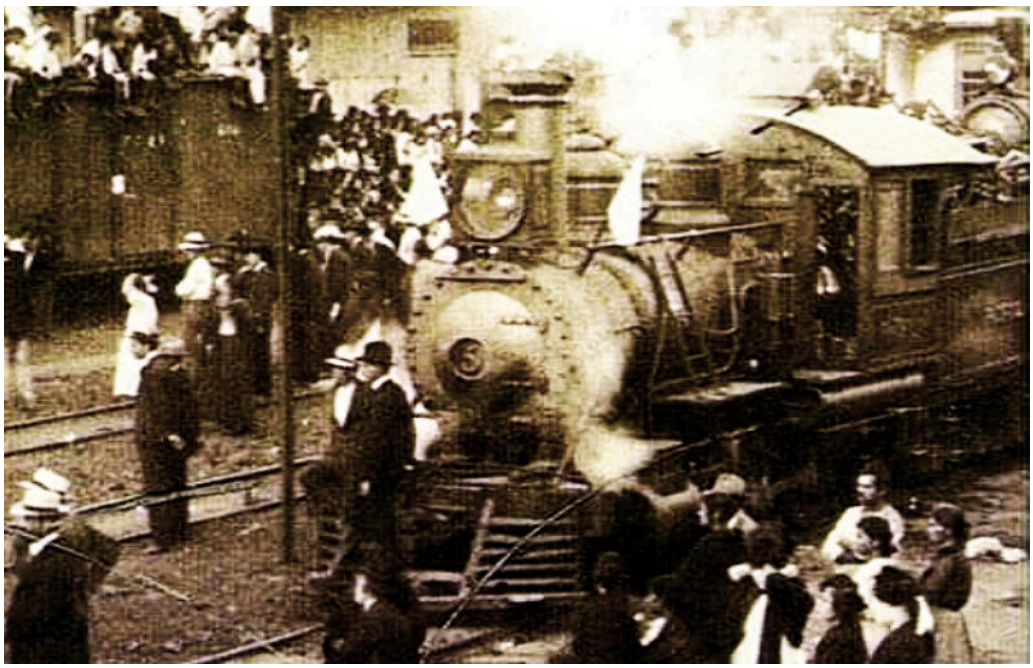
4	w/n 27811	1926 summary from source [16]: *Cambio ruedas atrás con aros nuevos, laines laterales y de cruceta nuevos, reparación pistones y pines de movimiento.* Renumbered **26** in 1932 and to **12** in 1939.
5	w/n 27812	Collided with loco **18** in Pozón during 1924, details unknown. 1926 summary from source [16]: *Cambio de llantas.* Renumbered **24** in 1932.

The caption to this image found on the web included: *"Año 1906. Paso ferroviaro de Concepción, Hacienda Vieja de Orotina. Imagen compartida por Ligia R. Dotti."*

Almost certainly a similar engine during construction at Concepción de Orotina in 1912.

The old Salitral station (later known as Dantas) in Hacienda Vieja de Orotina, taken in the 1920s. In the photo, the locomotive Baldwin no. **5** and the driver Domingo Bolaños Villaltacan be seen. The original photo was apparently provided by his grandson Mario Alberto Bolaños Solano." However, note that the running plate seen here is well above the base of the cab, unlike in the previous image. This series of photos exhibit several inconsistencies of this nature, and it might well be that further investigation will show that they show two different engines numbered **5**.

If this is the same loco *FCaP* no. **5**, Baldwin 27812, then it would appear to have lost the wood rack around the tender top and also its original Radley & Hunter stack, despite still clearly being a wood-burner. It has also gained a cab roof with overhanging eaves rather than the semi-elliptical type pictured above.



Another picture of loco no. **5**, with the same wide cab roof as in the previous image. The photo was taken during 1921 when soldiers were departing from San José for Puntarenas on their way to the front in the war with Panama.

2-6-0 d/w 37", cyls. 14x18", built by Rogers in 1879

Ordered by Costa Rica Railway as nos. **9 'PUNTARENAS'** and **11 'LIBERIA'**. Sold to *FC al Pacifico* in 1926.

6	w/n 2536	Collided with a trolley in Desvio Caldera during 1924, details unknown. Retired 1926, not listed that year in [16], then restored to service 1929. Retired 1930.
7	w/n 2543	Withdrawn by 1924. Not listed in [16] in 1926.

2-6-0 d/w 36", cyls. 14x18", built by Lima in 1907

Ordered by Motley Green for *FC al Pacifico*.

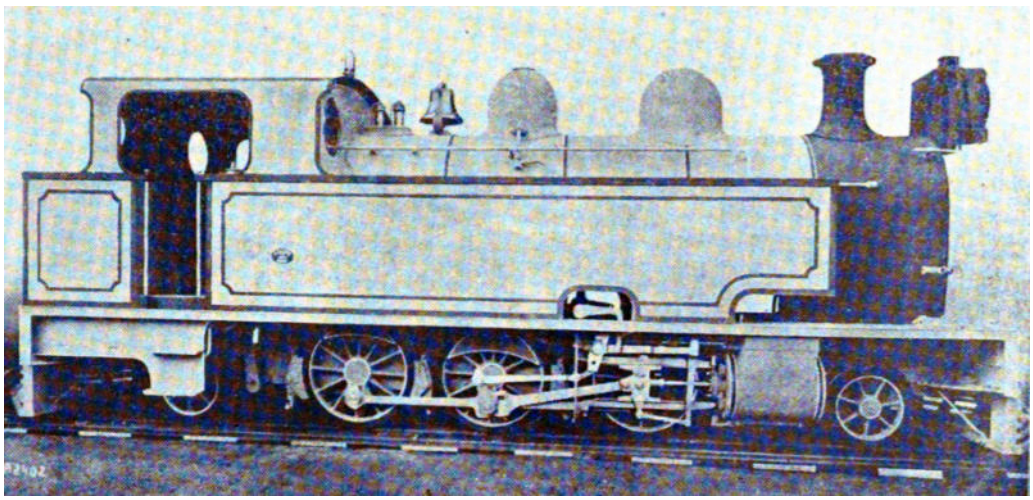
8 w/n 1056 1926 summary from source [16]: *Se tornearon las ruedas de esta máquina, cambio de eje en un par ruedas motoras de atrás, reparación pistones, válvulas, pines del movimiento, nuevos laines laterales en las cajas. Estuvo al servicio del tráfico el 13 de diciembre de 1926.*
Renumbered **23** in 1932.

2-6-2T d/w 1100mm, cyls. 17x19¾" 430x500mm, built by Borsig in 1908 and 1909

Ordered by *FC al Pacifico*. It is clear from the 1915 workshop report below, and from the photo reproduced with loco no. **14** below, that these two engines were eventually rebuilt as tender locos. Further modifications were made in 1926 as revealed by the notes relating to each individual engine.

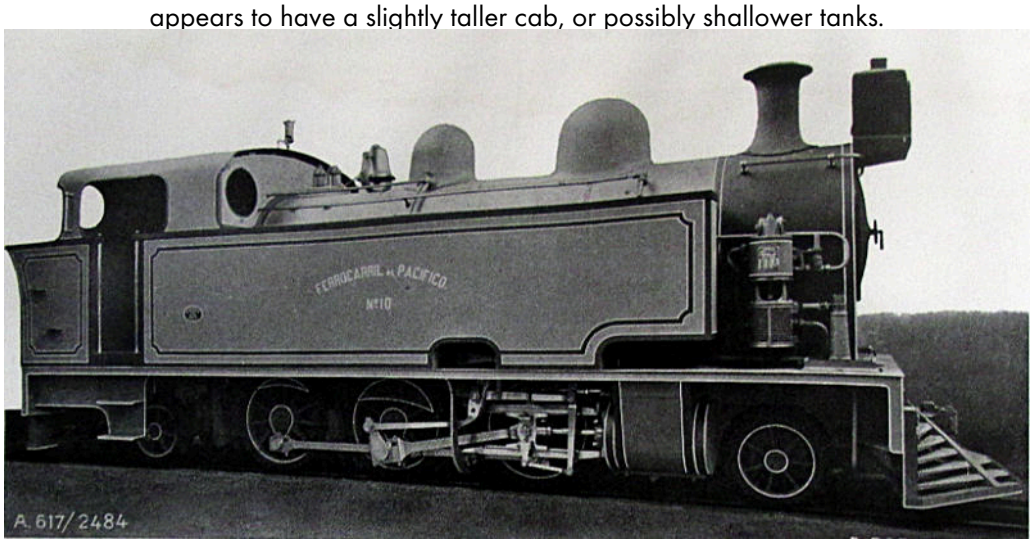
9 w/n 6178 1926 summary from source [16]: *Entró al taller para su reparación general el 24 de marzo de 1926 y salió el 23 de julio. Fuera de la reparación general del caso, se le hicieron algunas mejoras que creo en deber informar: Suspensión de las plataformas ambos lados, construcción de la casilla a nuevo sistema, se recortó el marco de la máquina para acortar la distancia entre la máquina y el alijo por exigirlo así la más comodidad para el fogonero para abastecer de combustible a la máquina. Se le dió diferente forma al frente de la máquina y hoy presenta mejor aspecto que antes. Se construyó nuevo depósito para la arena y se le cambió la chimenea, también fue modificado el sistema de frenos de aire.*
Withdrawn by 1932. Still listed in 1933.

10 w/n 7168 1926 summary from source [16]: *Entró a reparación general el 10 de enero de 1926 y salió de reparación el 18 de abril. A esta máquina, igual que a la anterior, se le hicieron algunas reformas: Los brazos principales de esta máquina se le colocaron nuevos, el alijo se construyó de diferente forma del que tenía, se suspendieron las plataformas de ambos lados, se construyó la casilla al estilo americano y se modificó el sistema de frenos de aire.*
Withdrawn by 1932. Still listed in 1933.



Although both photos – above and below – are supposed to show the 2-6-2Ts for the *FC al Pacifico*, there are differences apparent. The image below, from a Borsig catalogue, certainly displays the 'FERRO-CARRIL AL PACIFICO' name on the tank side, and the loco running number **10**. However, there is also an airpump alongside the smoke-

box. In contrast, the photo above is missing those features but also appears to have a slightly taller cab, or possibly shallower tanks.



Radical rebuilding of these tank engines

It is clear that this pair of Borsig 2-6-2Ts did not give total satisfaction. The report below, from source [20] in 1915, sets out the modifications to be made.

"The Master Mechanic was authorized to make radical alterations to the German locomotive No. **9**. This machine spent a lot of time in repairs and after being refurbished it gives a good service. That machine carried the water tanks and the coal bunker on itself and it never worked regularly, because the axles and the bronze journals got too hot as a result of the great friction that existed between them. Taking advantage of the sheets of the side tanks, a tank was made that was mounted on an iron platform with ordinary bogies, thus forming the tender, and the frames of the machine were cut short by 1,024 meters.at the back to locate the tender. The "pony truck" that was in that part was eliminated and the springs on which the machine is mounted, which were independent, were put in combination by means of rockers. The cabin was also reformed as well as the installation of the air brakes and the injector piping.

-

This transformation that honors Mr. Carazo and whose results were good, resolved the repair of the Borsig **10** locomotive, which in identical conditions to the **9** was broken down in the workshops and today also provides a satisfactory service."

Las locomotoras han sido casi casi todas reparadas. Sufrieron arreglos de importancia las locomotoras 1, 4, 6, 8 y 15.

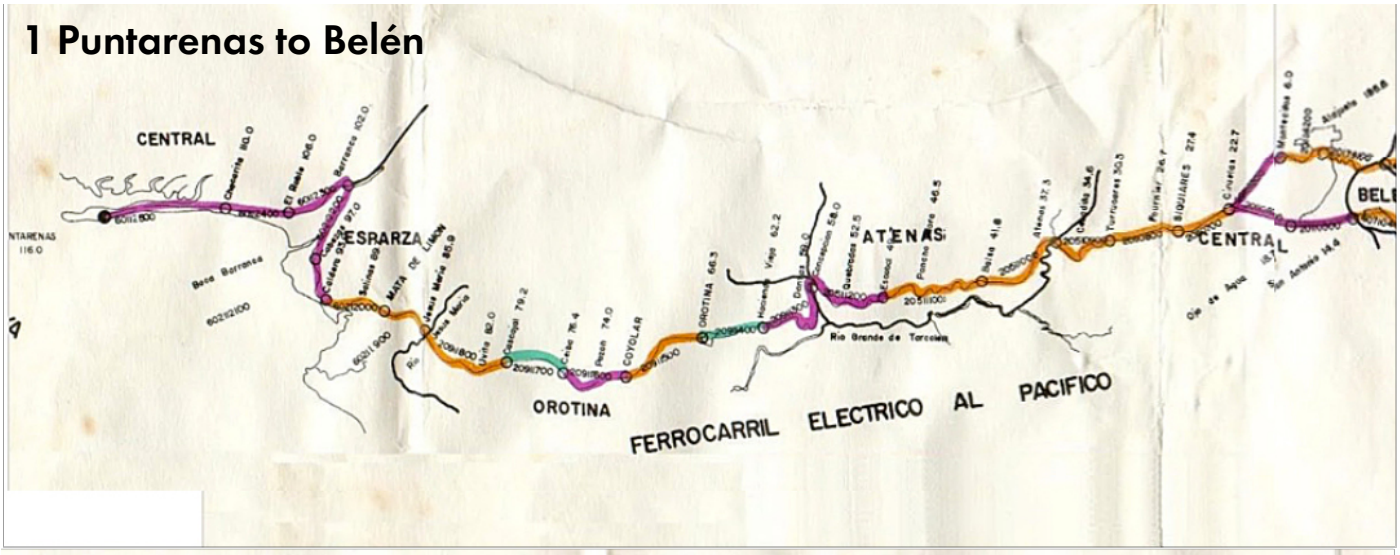
El Maestro Mecánico fue autorizado para hacer en la locomotora alemana Nº 9 reformas radicales. Esta máquina pasaba gran parte del tiempo en reparaciones y después de reformada presta un buen servicio.

Llevaba esa máquina los tanques del agua y la carbonera sobre ella misma y nunca funcionó con regularidad, pues los ejes y las muñoneras de bronce se calentaban demasiado a consecuencia de la mucha fricción que había entre ellos. Aprovechando las láminas de los tanques laterales se hizo un tanque que fue montado sobre una plataforma de hierro con carrerillos corrientes, quedando así formado el ténder y a los marcos de la máquina se les cortó 1,024 mts. en la parte de atrás para aproximarla al ténder.

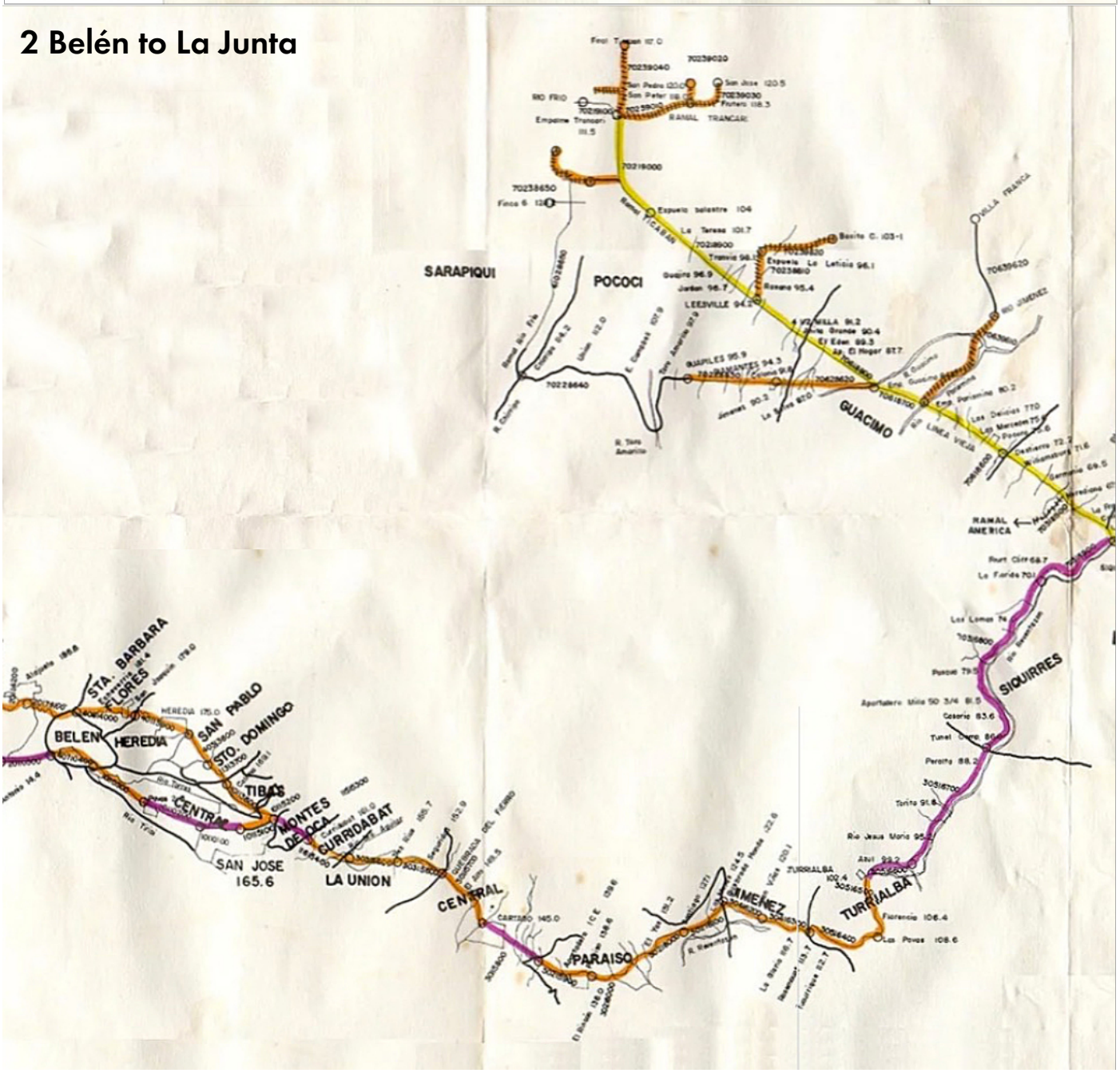
El "Poney truck" que llevaba en esa parte fue eliminado y los resortes sobre los cuales va montada la máquina que eran independientes, fueron puestos en combinación por medio de balancines. La casilla fue igualmente reformada así como la instalación del breque de aire y la tubería de los inyectores.

Esta transformación que honra al señor Carazo y cuyos resultados fueron buenos, resolvieron el arreglo de la locomotora Borsig Nº 10, que en idéntidas condiciones a la 9 se pasaba descompuesta en los talleres y hoy presta también un servicio satisfactorio.

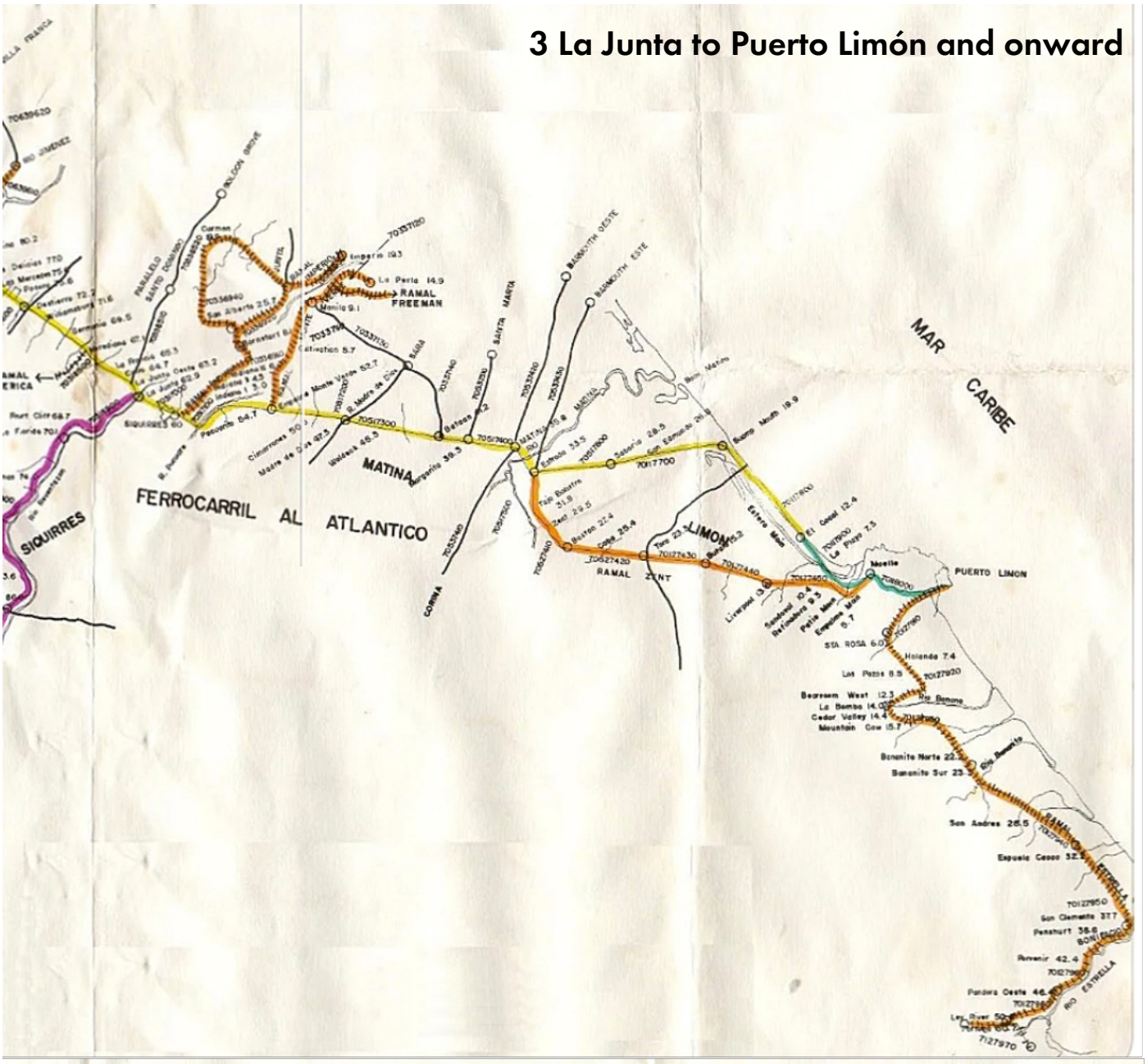
1 Puntarenas to Belén



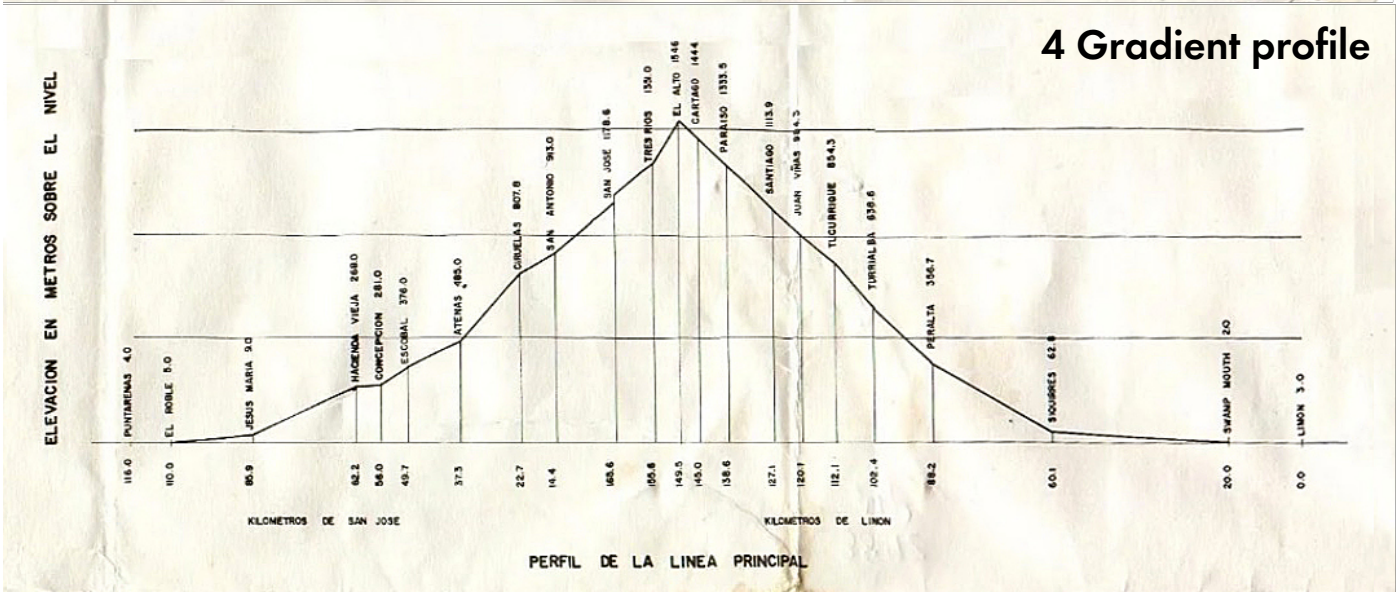
2 Belén to La Junta

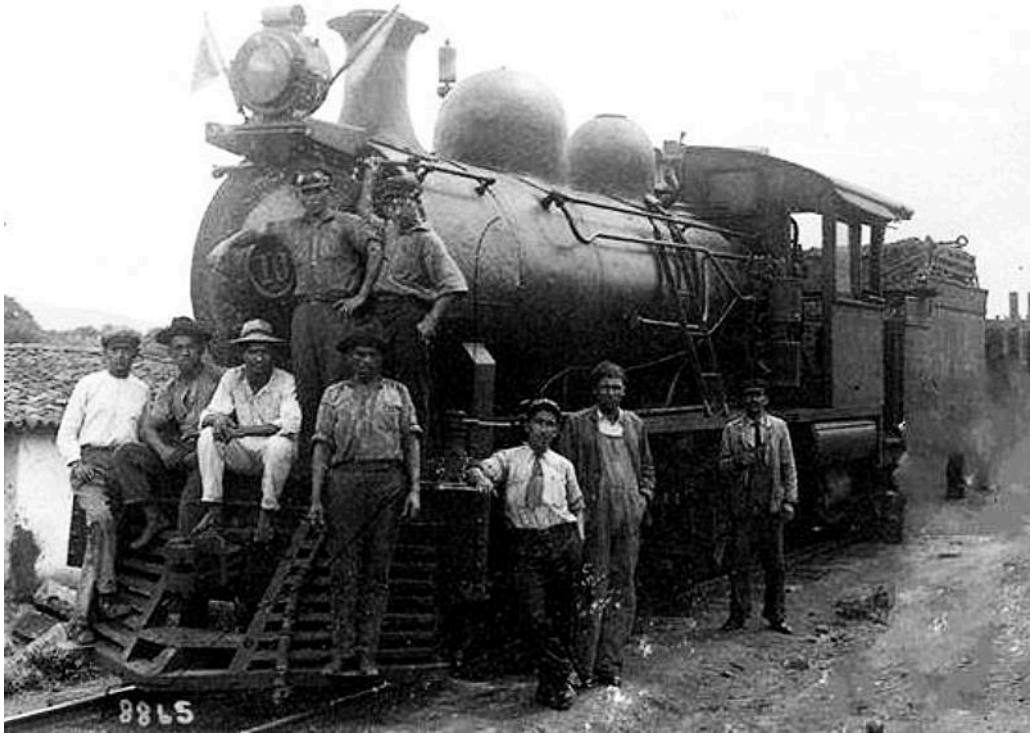


3 La Junta to Puerto Limón and onward



4 Gradient profile





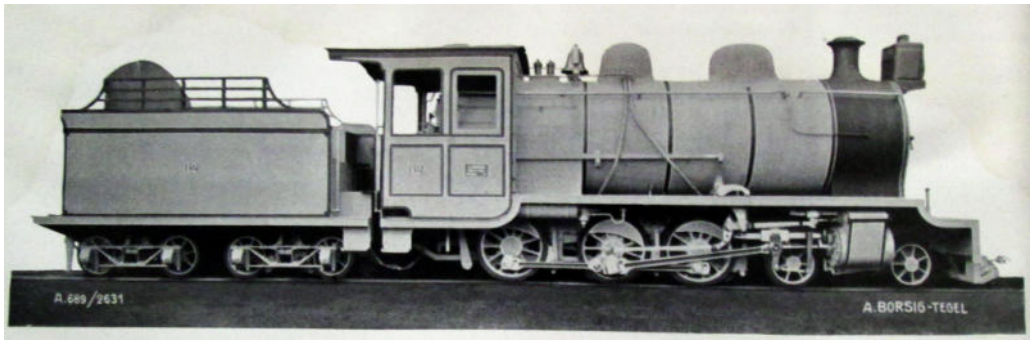
These three photos appear to show Borsig no. **10** after its rebuild. However, they may have been taken at different times, as the straight-sided smokebox of the second picture does not seem to match that seen in the other two. As yet, also, the wheel arrangement of the rebuilt locos is not clear; the second picture giving the impression that the rear pony truck of the original tank engine might still be in place, though the 1915 quote on the previous page suggests that the loco had been cut short to become a 2-6-0.

FCalP no. **10** rounds the Roca de Carballo near Puntarenas.

4-6-0 d/w 42", cyls. 17x19¾", built by Borsig in 1911

Ordered by *FC al Pacifico*.

11	w/n 8051	1926 summary from source [16]: *Entró a reparación general el 3 noviembre de 1926 y estuvo lista para el servicio el día 19 de febrero de este año. Diferentes reformas se le hicieron a esta máquina: También la casilla de esta máquina fue construida al estilo americano, y las plataformas suspendidas por estar muy bajas ambos lados. Nuevo sistema en soportes del movimiento, reformado el frente, caja de humo a estilo moderno, instalación breque aire sistema independiente, colocación de inyectores Hancok en la misma forma de las máquinas americanas. El alijo fue construido diferente forma al que tenía, colocándole plataforma y carretillos nuevos*. Renumbered **25** in 1932.
12	w/n 8052	1926 summary from source [16]: *Esta máquina en un descarrilamiento en el mes de noviembre se volcó en Caldera y hubo necesidad de sacarla en partes y seriamente dañada. El día 6 de ese mismo mes se dió principio a sacarla para su traslado a San José, entrando a reparación general el día 19 de diciembre, cuya reparación no se ha terminado porque como lo indico antes, esta máquina entró al taller en verdadero mal estado y su reparación requiere mucho tiempo y gastos.* Withdrawn by 1932. Still listed in 1933.



Borsig 4-6-0 no. **12** as seen in a Borsig catalogue.

No. **11** at the station of Cambalache de Esparza near Puntarenas.

Whilst at first glance this engine looks very different to the Borsig 4-6-0s illustrated above, there are clues, quite apart from the number, which suggest that it might be a rebuild. It a appears to be a 4-6-0 with similarly-shaped cylinders, and also a similarly-proportioned boiler and domes, though with safety valves in the dome rather than in front of the cab.

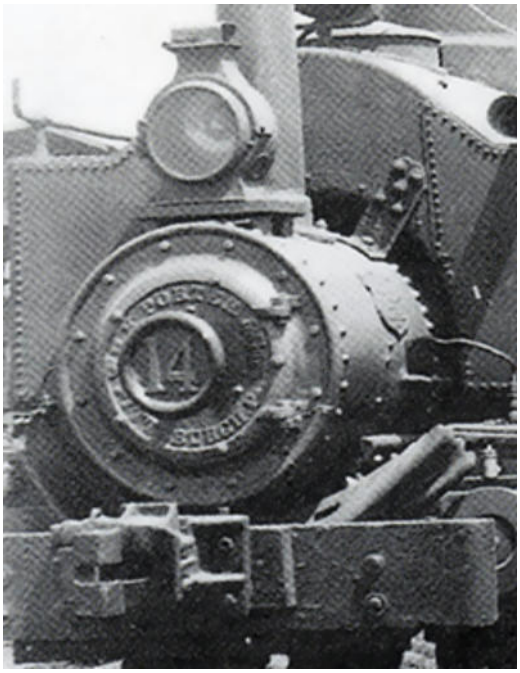
0-4-2T d/w ?, cyls. ?, built by Porter in ?

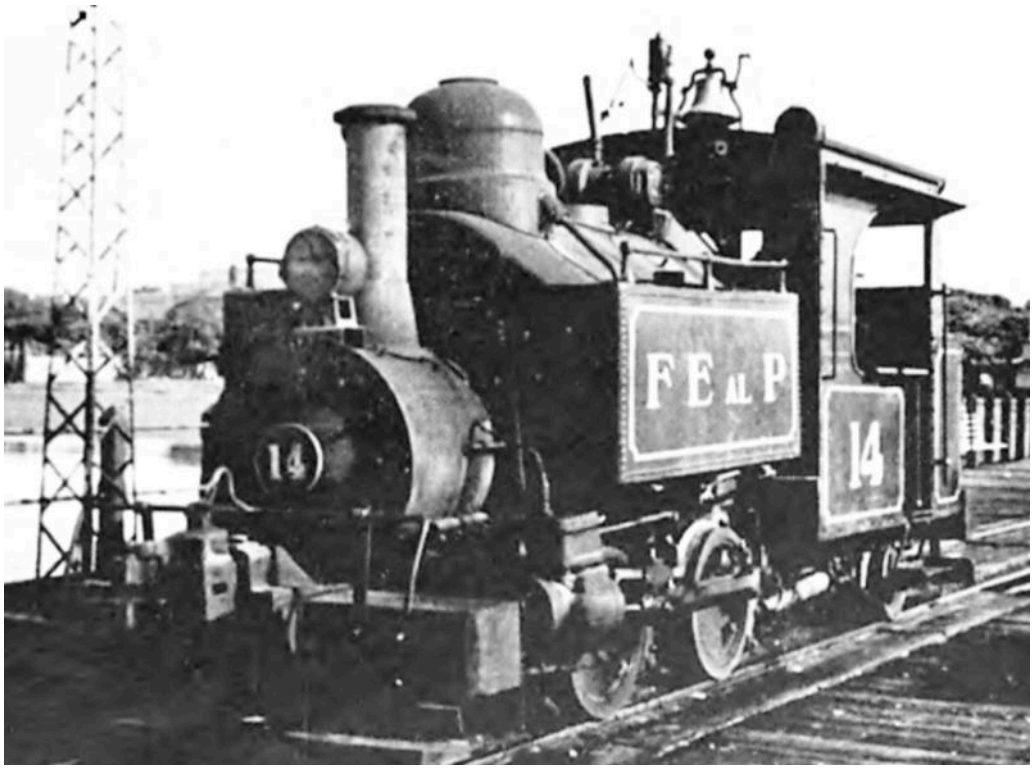
Ordered by ? Origin uncertain, probably from Panama. Porter 0-4-2Ts for Panama included nos.
540 etc. for Albert Millet for canal scheme, d/w 40", cyls. 12x18", 5' 0" gauge built 1883-5.
1894-5 for Snyder Banana Co. then to UFCo. at Bocas del Toro , d/w ?, cycls. 5x8", 3' 0" gauge, built 1898
2015-6 for Snyder Banana Co. then to UFCo. at Bocas del Toro , d/w ?, cycls. 5x8", 2' 6" gauge, built 1899

14 'GANDOCA' w/n ? 1926 summary from source [16]: *Entró al taller para su reparación general, el día 21 de agosto de 1926 y quedó terminada el 4 de enero de este asió. Puedo indicar como mejoras a esta máquina: La casilla que fue construida de diferente forma a la anterior presentando ahora mejor aspecto, se le acortaron los marcos del frente para acondicionar el Poney Truck y carbonera para el balance de la máquina. Se le construyó nueva caja de humo, discos, collares y chimenea nueva. En la caldera se hizo reparación general cambiando todos los fluses, forrando con asbesto la caja de fuego; hoy esta máquina está prestando muy buenos servicios.*
Withdrawn cerca 1970 and preserved.

This photo of no. **14** and loco no. **9** on shed is particularly helpful as the original clearly shows the Porter identification around the rim of no. **14**'s smokebox door. No. **9** is clearly the first of the Borsig tank locos after its rebuilding as a mogul and with a tender, but also

note also the US-built saddle tank in the centre background.





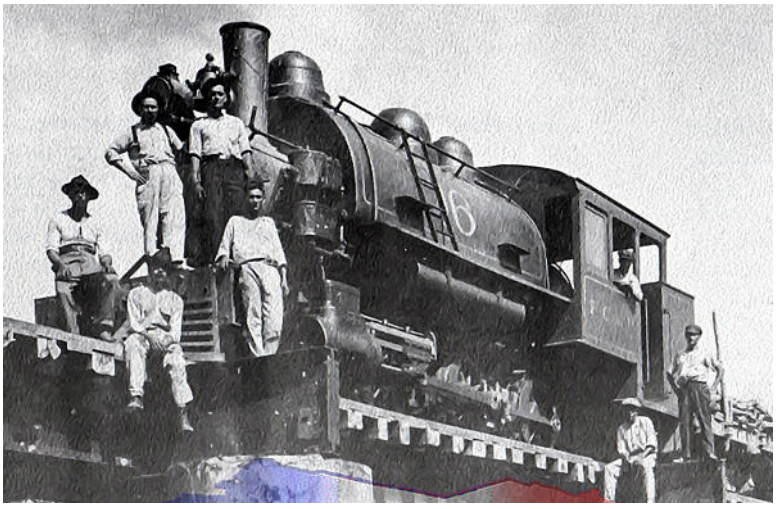
This image of no. **14** on a jettty was found on the FB page *Fotografías históricas de América Centra*l.The caption stated that the engine had latterly been used at Puntarenas, so that is probably where the photo was taken. It also mentioned that this engine had been in use on an illegal logging line near the Panama border and that it was from there that it had been transferred to the *FCalP*. Note that the knuckle coupler seen here is mounted a good deal higher than that in the previous photo.

Whilst the cab now carried by no. **14** is clearly different from that borne earlier, it is definitely taller, and the line of rivets just above the rear spectacles suggest that the original was modified rather than replaced outright. The large sand-dome has also moved forward.

0-6-0ST d/w 24", cyls. 8x14", built by Porter in 1909

Ordered by Isthmian Canal Commission as nos. 13-14, but renumbered **829-830**. Sold to *FC al Pacifico* in ?, probably between 1911 and 1921, and rebuilt to 3' 6" gauge. Second one originally sold to Alaska Engineering Commission, and only later to *FC al Pacifico*. Porter class CSI. NB The photos below show enginse looking much more like ICC nos. **871-880**, much larger locos, which Copeland suggests did indeed come to the NRR (2) and *FCalP* (8) in Costa Rica.

15	w/n 4309	Listed in 1926 in source [16] but no detailled notes at that time. Withdrawn end of 1933.
16	w/n 4310	1926 summary from source [16]: *Para esta máquina se tornearon las ruedas, se colocaron nuevos pines del movimiento, se pusieron bronces nuevos a cajas fuego lateral. Esta máquina quedó lista para el servicio el 18 de febrero de este año.* Converted to oil-burning 1934 [21]. Still in service 1940.



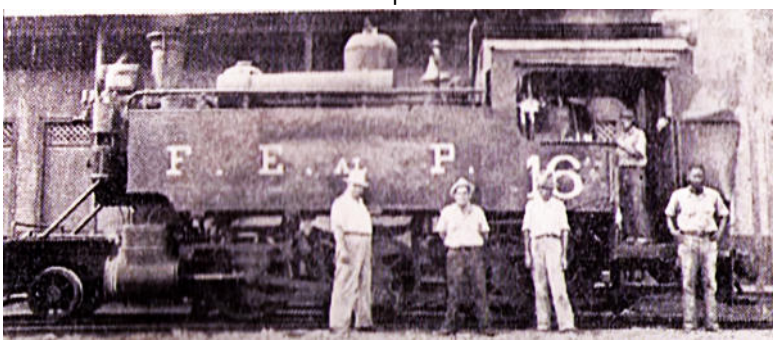
No. **16** seen on a viaduct in 1920.

A similar machine at the Roca de Carballo near Puntarenas.

No. **15** seems to have been rebuilt as a 2-6-2ST, using the original saddle tank with a forward extension. Here is the loco in charge of a tourist train from Puntarenas to San José.

This 2-6-0T numbered **16** might just possibly be a rebuild of the 0-6-0ST no. **16** listed above. Certainly the bunker looks similar, and the dome appears rather home-made, as indeed it would have been had the earlier saddle

tank been dispensed with.



This looks rather like no. **15**, as rebuilt, but not quite, and the front number looks more like **16**. I do wonder whether that engine too, had first been rebuilt with an extended saddle tank. The location is the Cambalache Tunnel.

The fleet in 1909

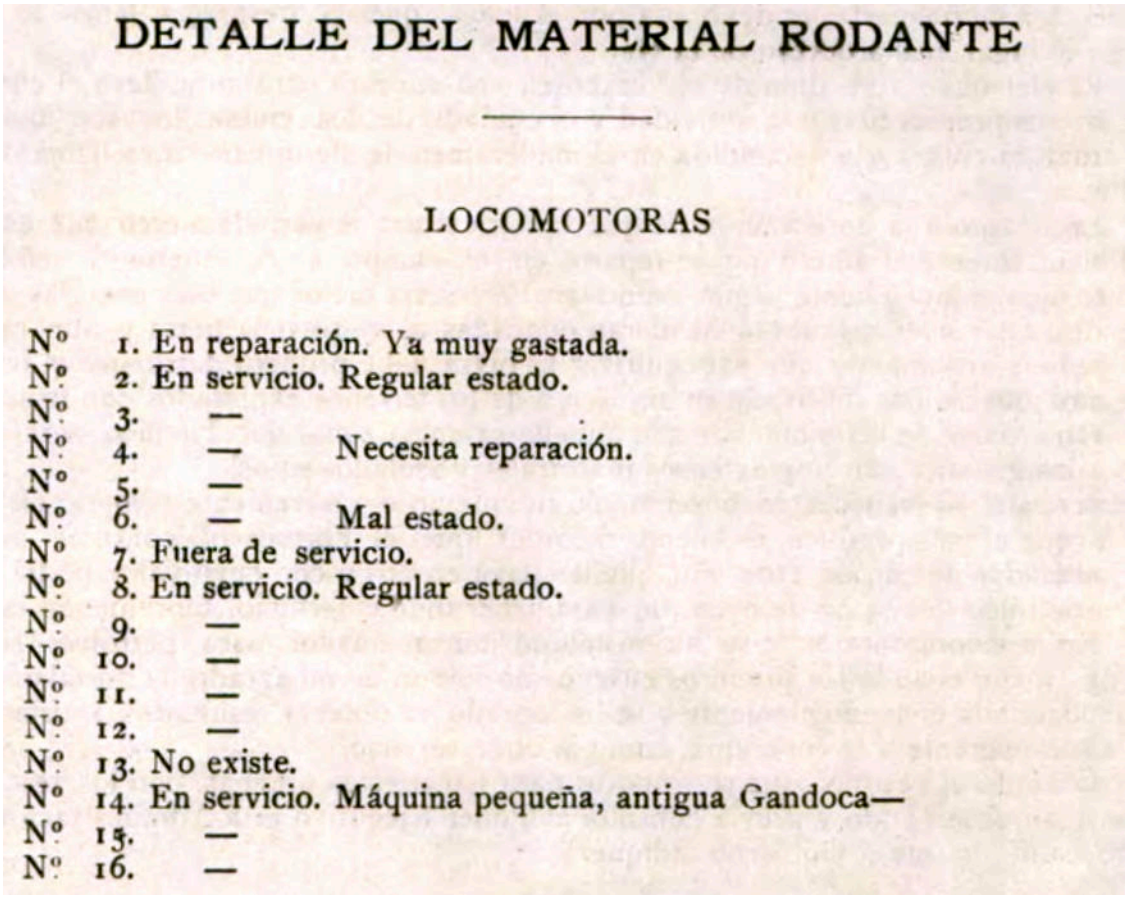
A summary of the railway's traffic and assets stated that the San José division had two 40 tonne locos, two 45 tonne locos and two 55 tonne machines, making a total of six. The Esparta division, on the other hand, had two 40 tonne engines, one 50 tonne loco and one 55 tonne machine, a total of four.

The fleet in 1914

Source [18] says: "15 locomotoras, 14 en servicio y una en mal estado"

The fleet in 1915

Source [20] contains the following list.



DETALLE DEL MATERIAL RODANTE

LOCOMOTORAS

Nº 1. En reparación. Ya muy gastada.
Nº 2. En servicio. Regular estado.
Nº 3. —
Nº 4. — Necesita reparación.
Nº 5. —
Nº 6. — Mal estado.
Nº 7. Fuera de servicio.
Nº 8. En servicio. Regular estado.
Nº 9. —
Nº 10. —
Nº 11. —
Nº 12. —
Nº 13. No existe.
Nº 14. En servicio. Máquina pequeña, antigua Gandoca—
Nº 15. —
Nº 16. —

2-6-0 d/w 48", cyls. 17x22", built by Baldwin in 1921

Ordered by *FC al Pacifico*. Spec. is in vol. 66 p 84. BLW class 8-28D nos. 328-329. Mark on cabsides, and on collar of tank: 'PACIFICO'.

17	w/n 54402	1926 summary from source [16]: *Entró a reparación general el 25 de abril de 1926 y salió del taller el 15 de julio de 1926.* Overhaul commenced 1934 [21]. Sold 1937 to *FC Pacifico de Nicaragua* as no. **6**[2].
18	w/n 54403	Collided with loco **5** in Pozón during 1924, details unknown. 1926 summary from source [16]: *Esta máquina entró a reparación general en el mes de noviembre de 1925 y estuvo lista al servicio el 2 de enero de 1926. A esta máquina también se le hicieron algunas reformas, pues se forró con asbestos la caja de humo, se agrandó la capacidad del tanque a una capacidad de 2500 galones de agua.* Overhaul commenced 1934 [21]. Sold 1937 to *FC Pacifico de Nicaragua* as no. **7**[2].

2-6-0 d/w 48", cyls. 17x22", built by Baldwin in 1924

Ordered by *FC al Pacifico*. Spec. is in vol. 72 p 77. BLW class 8-28D nos. 333-334. Mark on tanksides: 'PACIFICO'.

19	w/n 58006	1926 summary from source [16]: *Entró a reparación general el día 17 de setiembre de 1926 y estuvo al servicio del tráfico el 21 de octubre del mismo año. A esta máquina también se le agrandó la capacidad del tanque a 2500 galones de agua.* Sold 1938 to *FC Pacifico de Nicaragua* as no. **33**.
20	w/n 58007	1926 summary from source [16]: *Esta máquina entró al taller para su reparación el 18 de julio de 1926 y salió el 28 de agosto.*

Sold 1938 to *FC Pacifico de Nicaragua* as no. **34**.

The fleet in 1922

The annual report of the FC al Pacifico for 1922 includes the following paragraph: *"Tanto en los talleres mecánicos de San José y de Puntarenas, corno en el de Reparación de carros, la labor realizada ha sido de todo punto satisfactoria. En el taller mecánico se han atendido sin demora las reparaciones de máquinas debido a lo cual no ha sufrido el tráfico ningún atraso a pesar de no contarse con el número completo de las locomotoras, por haberse mantenido en reparación general las dos alemanas Nos. **9** y **10** cuyas cajas de fuego, fluses, llantas y demás accesorios se repusieron por los nuevos importados de Berlín. Entre los trabajos de mayor impor-tancia está también la casi reconstrucción de la máquina N°. **2**, cuyas partes fundamentales estaban esparcidas y abandonadas aparentemente."*
The report also listed the following engines in the fleet: **1, 2** (*en reconstruccion*), **4, 5, 6, 8, 9** (*en reparacion*), **10, 11, 12, 14** (*Gandoca) sin valor*, **15, 16, 17** and **18**.

The fleet in 1924

Source [16] from 1924 contains the following section:

F) Material Rodante

El stock de material rodante con que cuenta la Empresa es muy reducido, acaso si representa el 50 % de lo que demanda el volumen de su tráfico.

Locomotoras	17	
Coches	21	
Cabooses	8	
Carros	108	
Motores	5	(autos)

De sus locomotoras, solamente 8 resultan adecuadas al tráfico por su poder tractivo:

Alemanas (Borsig)	9, 10, 11 y 12
Americanas (Baldwin)	17, 18, 19 y 20

Las últimas máquinas recibidas, números 19 y 20, están prestando excelente servicio en los trenes 1 y 20. Sin su auxilio el Ferrocarril no podría cumplir siquiera en parte a la demanda del tráfico.

Inventario de material rodante al 31 de diciembre de 1924

17 locomotoras

Nº 1	¢	28207 17	
2		28207 17	
4		23231 72	
5		23436 72	
6		32361 40	
8		32227 25	
9		30100 88	
10		32339 79	
11		35330 52	
22		35330 52	
14	Gandoca sin valor		
15		14212 55	
16		14005 39	
17		129700 04	
18		125449 75	
19		105721 41	
20		105656 60	¢ 795518 88

The 1924 reports also contain the following: *TALLER MECÁNICA*

Locomotoras.---Durante el año han sido objeto de reparación constante todas las locomotoras existentes en el Ferrocarril, habiendo recibido especial atención, dada la índole del trabajo, las No. ***5, 8, 10, 12*** *y* ***16****. La No.* ***8*** *que a la fecha de este informe salió de los talleres y está trabajando, prácticamente se trata de una reconstrucción, en ella, a fin de ponerla en estado de servicio.*

El taller tiene siempre de 2 a 3 locomotoras en reparación, lo que hace pensar que debido a la falta de equipo y a las necesidades del tráfico nuestras máquinas no pasan a los talleres para ser reparadas cuando se debe y cuando lo exige la magnitud del daño que tengan, siendo ésta la razón capital para que el costo del mantenimiento resulte desproporcionado en relación con los kilómetros recorridos en el año y tonelaje bruto arrastrado.

Especial cuidado hemos tenido en llevar un record de las máquinas lavadas durante el mes, pues con harta frecuencia y por descuido, el lavado de la caldera no se atiende dos o tres veces cada mes y en cada locomotora. A este respecto, he tenido ocasión de observar que muchas de las aguas de los tanques de aprovisionamiento no son buenas y contienen sustancias nocivas para las calderas, de ahí la importancia de cuidar la puntualidad de su lavado para conseguir la mayor duración, ya que su costo representa un fuerte desembolso para el Ferrocarril .

Los accidentes y siniestros concurren a aumentar los daños en las máquinas y demás material rodante. Si la vía estuviese totalmente lastrada, con rieles de un solo tamaño y condición, y fuera posible llevar a cabo el arreglo de la curva de Lapas, el gasto por mantenimiento del equipo se reduciría en un 10 % de lo que actualmente resulta según las cuentas de la Auditoría.

The fleet in 1925

The railway inspectorate summarised the fleet as contaning 17 locomotives at the end of 1925. Source [16] contains a

month-by-month list of each item of work carried out on each engine, but this would take up too much space here.

F. C. al P.—C. R. Nº 26

Inventario de material rodante al 31 de diciembre de 1925

Locomotoras

1.—No. 1	Dixon	₡	28207 17	
1.—No. 2	American		28207 17	
1.—No. 4	Baldwin		23231 72	
1.—No. 5	Baldwin		23436 72	
1.—No. 6	Rogers		32361 40	
1.—No. 8	Lima		32227 25	
1.—No. 9	Borsig		30100 88	
1.—No. 10	—		32339 79	
1.—No. 11	—		35330 52	
1.—No. 12	—		35330 52	
1.—No. 14	Porter			
1.—No. 15	—		14212 55	
1.—No. 16	—		14005 39	
1.—No. 17	Baldwin		129700 04	
1.—No. 18	—		125449 75	
1.—No. 19	—		105721 41	
1.—No. 20	—		105656 60	₡ 795518 88

2-8-0 d/w 42", cyls. 17x22", built by Baldwin in 1926

Ordered by *FC al Pacifico*. Spec. is in vol. 78 p 102. BLW class 10-28E nos. 151-152. To have electric headlights, piston valve cylinders and tender for coal or wood fuel. Mark on tank sides, on brass plates with raised letters: 'PACIFICO'.

21	w/n 59402	Sold 1938 to *FC Pacifico de Nicaragua* as no. **31**.
22	w/n 59403	Converted to oil-burning 1934 [21].
		Sold 1938 to *FC Pacifico de Nicaragua* as no. **32**.

BLW neg no. 09853. High res image available from the RR Museum of Pennsylvania.

The fleet in 1926

Source [16] contains the annual data for the *FC al Pacifico* for 1926. The following table from that report lists each of the locos in service at that time.

F. C. AL P. Nº 12

Inventario de material rodante en diciembre 31 de 1926

Locomotoras

Nº 1.	Marca	Dixon Locomotive	₡	28207	17	
2.	—	American Locomotive		28207	17	
4.	—	Baldwin Locomotive		23231	72	
5.	—	Baldwin Locomotive		23436	72	
6.	—	Rodgers Locomotive		32361	40	
8.	—	Lima Locomotive		32227	25	
9.	—	Borsig-Berlín		30100	88	
10.	—	— —		32339	79	
11.	—	— —		35330	52	
12.	—	— —		35330	52	
14.	—	Porter Locomotive (Gandoca)		.....		
15.	—	— —		14212	55	
16.	—	— —		14005	39	
17.	—	Baldwin Locomotive		129700	04	
18.	—	— —		125449	75	
19.	—	— —		105721	41	
20.	—	— —		105656	60	
21.	—	— —		127500	65	
22.	—	— —		127231	27	₡ 1050250 80

Total 19 locomotoras.

The following summary published in the same document was accompanied by the notes relevant to each individual engine which have been reproduced above:

TALLER MECÁNICO

Gracias al celo desplegado por la Administración de esta Empresa, para la buena conservación del departamento de mecánica, éste ha tenido muchas e importantes mejoras y dotado de casi todos los elementos necesarios para construcciones varias y reparación de locomotoras, y solamente hay que acudir al extranjero para la provisión de algunos accesorios que no es posible fabricar aquí.

El movimiento de tráfico en este año, ha obligado mantener un constante servicio de máquinas, y para este trasporte ordinario la Empresa ha tenido a disposición 12 a 14 locomotoras diarias.

En este informe tengo el placer de dar a Ud. cuenta detallada, e inserto entre los anexos de los diferentes trabajos de reparación y conservación ejecutados en este departamento, como así también reparaciones generales y ligeras del material rodante actual.

Durante el curso del año a que me refiero se han terminado, puede decirse, la mayor parte de las reparaciones que habían quedado pendientes el año de 1925, y del año 1926 sólo queda pendiente la terminación de la reparación de la locomotora No. ***12****.*

...

En el mismo año a que se refiere este informe, fueron pedidas a la casa Baldwin Locomotive Work, las locomotoras Nos. ***21*** *y* ***22*** *que llegaron por Limón en el mes de octubre, dándose principio a su descarga y armada en el patio de esta estación el día 8 del mismo mes. La máquina N°.* ***22*** *quedó lista el 22 de octubre y puesta al servicio con magníficos resultados, lo mismo la máquina N°.* ***21*** *que salió lista el 5 de noviembre.*

De estas dos máquinas puedo decir que vinieron a llenar una necesidad y dichosamente están demostrados los magníficos servicios que estas dos máquinas están prestando.

The Administrador General expanded upon the latter comment as follows: *El movimiento de tráfico no hubiera podido atenderse con tanta eficiencia, si no hubiéramos tenido en nuestro servicio las dos nuevas locomotoras compradas a la Baldwin Loco. Works, y que llevan los números* ***21*** *y* ***22****. Estas máquinas con su potente arrastre nos han evitado la congestión de la carga, pues cada una hace lo que dos locomotoras del tipo anterior, o en otras palabras: jalan como dos de las anteriores; lo cual significa que hemos economizado el correr de dos locomotoras diariamente. Con todo, el equipo de material rodante es muy exiguo; y dadas las necesidades del servicio, convendría el aprovisionamiento de un par de locomotoras, de 10 a 15 carros planos, otros tantos carros cajón y unos seis coches para pasajeros.*

2-6-0 d/w 36", cyls. 14x20", built by Lima in 1907

See no. **8** above. Renumbered in 1932.

23	w/n 1056	Still listed in 1933.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1906

See nos. **4-5** above. Renumbered in 1932.

24	w/n 27812	The 1932 annual report has this loco as previously no. **5**. Still listed in 1933.
26	w/n 27811	Also reported as being renumbered **12**, 1939, but mentioned in 1940 annual report as no. **26**.

2-6-0 d/w ?, cyls. 17x19¾", built by Borsig in 1911

See no. **11** above. Renumbered in 1932.

25	w/n 8051	Still listed in 1933.

Electrification in the late 1920s

"A decision was made to electrify much of the railway in 1926, and after being put out for bid, a contract was won by the German firm of AEG. The electrification was completed on April 8, 1930, with approximately 80 miles of track electrified. The system was 15,000 volt, 20 Hz., single-phase AC. 14 steam locomotives were replaced, some of which were sold to Nicaragua. After the electrification, the railway was called the *FC Electrico al Pacifico.* " [Copeland modified].

The fleet in 1932

FCCR locomotives: 20, NRC locomotives: 14.

A steam weedburner

A steam weed-burner on the *FC al Pacifico*, built in the railway's own workshops. Such machines, with the oil fuel heated by steam coils in the tank, were not uncommon in the tropics.

16.6.3 The Northern Railway Co. of Costa Rica

1901-

Background

Gauge

NORTHERN RAILROAD CO.

SURVEY OF DEVELOPMENT

The origin of the Northern Railroad Co. dates back to decree No. 2, of November 8, 1892, which approved a contract between the Minister of Public Works and Richard Schutte, covering the construction of a railroad from Limon to the Rio Banano River. This concession was transferred to Minor C. Keith on February 27, 1893, and from Minor C. Keith to the "*Compania Industrial y Agricola de Costa Rica*" by decree No. 58, of October 14, 1893, and by them to the Tropical Trading & Transport Co. on February 28, 1895. It was transferred to Hoadley & Co. on March 8, 1895, and by them to the United Fruit Co. on July 21, 1900, which transferred it to the Northern Railway Co. on July 1, 1901.

Decree No. 21, of February 28, 1894, approved the contract between the Minister of Public Works and Hoadley & Co. for the construction of a railway line from the Matina River to the Banano River. This was transferred to the Tropical Trading & Transport Co. on March 9, 1895, to the United Fruit Co. on July 2, 1900, and to the Northern Railway Co. by decree No. 1, of July 2, 1901. On October 29, 1900, a contract was approved between the Minister of Public Works and the Tropical Trading & Transport Co. to construct a branch line railway on the right-hand side of the River Matina in the Estate La Luisa. This concession was transferred to the Northern Railway Co.

On July 1, 1905, the company leased the Costa Rica Railway Co. line for the remaining period covered by its concession.

1914 in Puerto Limón.

The early 20th century loco fleet

2-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1901 and 1903

Ordered by United Fruit Co. for Northern Rly of CR, as no. **3** to **6**. Spec. is in vol. 23 p 284. BLW class 8-18D no. 97, 98, 106 and 108. Mark on tank or cab: 'NORTHERN RAILWAY OF COSTA RICA. LIMON.' Straight stacks.

3	w/n 18926	Later to Truxillo railway?
4	w/n 18927	
5	w/n 19742	Ordered 8/21/1901, sales order #5186 by United Fruit Co. for Northern Ry. of Costa Rica no. **5**.
6	w/n 21577	Ordered 7/12/1902 & 7/19/1902, sales order #5504 by United Fruit Co. for Northern Ry. of Costa Rica as no. **6**. To *FC del Sur* no. **6**, returned 1941? to Northern RR of C.R. no. **6**.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered by United Fruit Co. Spec. is in vol. 26 p182. BLW class 8-22D nos. 273-274. Mark on tank: 'NORTHERN RAILWAY OF COSTA RICA'.

7	w/n ?	
9	w/n 23881	Later to Truxillo RR, Puerto Castilla, Honduras.

2-6-0 d/w 42", cyls. 16x18", built by Baldwin in 1904

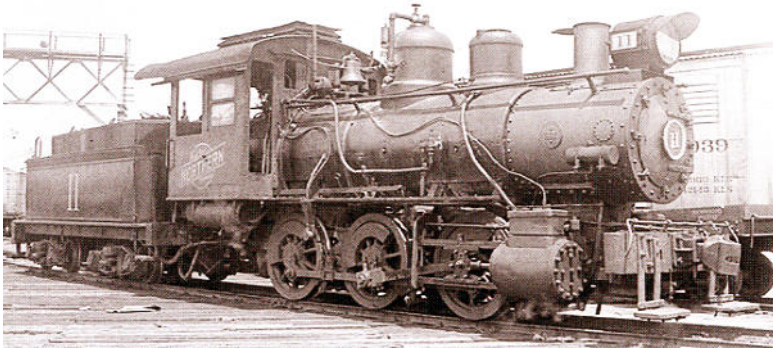
Ordered by United Fruit Co. for Northern Rly of CR, as no.**10**. Spec. is in vol. p . BLW class 8-26D no. 145. Ordered 6/25/1903 & 7/2/1903, sales order #5782 by United Fruit Co. for Northern Ry. of Costa Rica no. **10**.

10	w/n 24010	Later to Truxillo RR, Puerto Castilla, Honduras.

0-6-0 d/w 42½", cyls. 16x20", built by Baldwin in 1904

Ordered by United Fruit Co. Spec. is in vol. 26 p 183. BLW class 6-24D no. 82. Cyls. 15x18" according to Copeland list. Mark on tank: 'NORTHERN RAILWAY OF COSTA RICA'. Running no. **11**. Cyls. apparently 15x18". 6-wheeled tender. No pilot.

11	w/n 23564	Later renumbered **36**, and possibly then back to **11**.



Note the bogie tender that later repl;aced the original six-wheeled one.

Locos absorbed from the Costa Rica Railway

Whilst Copeland suggests that a single combined numbering system was not created until the 1920s, the NRR numbers grew steadily up from **1** to **11** by 1904 and then jumped to **40** in 1906 and continued growing logically up through the 40s thereafter. It seems likely that the gap between **11** and **40** was filled by 28 out of the 41 engines that the CRR had possessed. Guessing that the ten old Danforth and Grant machines from the 1870s had been withdrawn and a couple more sold to the *FC al Pacifico*, that leaves 29, which is very close to the number needed to fill the gap, and also precisely matched the number of engines given in the CRR Company's 1904 annual report.

However, as yet we cannot be certain of the numbers used for the CRR locomotives. Some, such as the Beyer Peacock 2-6-0s numbered **17** to **25**, may have retained their original numbers, but others would have duplicated NRR numbers and would have needed to be redesignated.

The fleet in 1909

A government report [15] gives the total of locomotives in the fleet this year as thirty.

0-6-0 d/w 33", cyls. 10x14", built by Porter in 1905

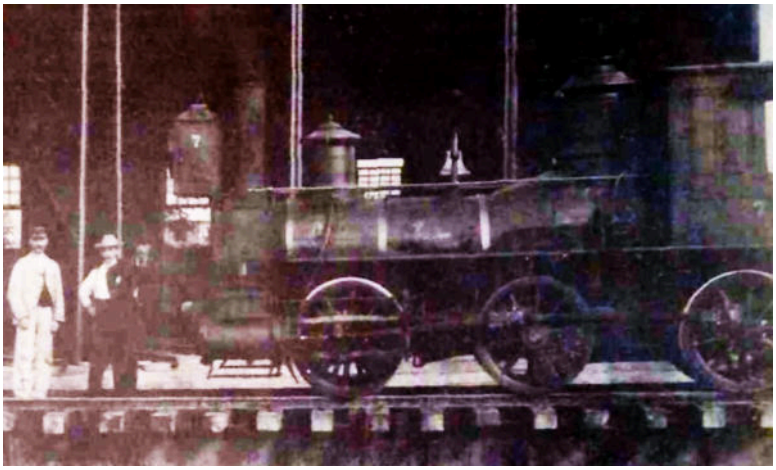
Ordered by United Fruit Co., Costa Rica for Baltimore Farm at Golfito as no. **1**, later redesignated **B** possibly when sold to NRR. Porter class CT1. Porter lists say d/w was 35½".

B	w/n 3382	Eventually returned in 1937 to *FC del Sur* at Golfito as no. **1**. Scrapped.

0-6-0 d/w 35½", cyls. 10x14", built by Porter in 1901 and 1905

First one ordered for Camos Weinberger Banana Co., Costa Rica, as no. **1A**., then to NRR as no. **C**. Second and third ordered for United Fruit Co., Golfito, Costa Rica, as nos. **G** and **H**, then transferred to NRR as nos. **D** and **E**. Porter class CT4. Came from United Fruit Co. where they had been designated **C-E**.

C	w/n 2306	Transferred 1937 United Fruit Co. no. **2**, Golfito, Costa Rica. Scrapped.
D	w/n 3357	Transferred 1937 United Fruit Co. no. **3**, Golfito, Costa Rica.
E	w/n 3358	Transferred 1937 United Fruit Co. no. **4**, Golfito, Costa Rica.



This is supposedly one of the Porter 0-6-0s, but seems to have the running number **7** on the side of its headlamp.

0-6-0 d/w 42" cyls. 10x14" built by Porter in 1906

Ordered for UFCo for Northern Rly. of CR.

F	w/n 3438
G	w/n 3439

0-6-0 or possibly 0-4-0T d/w 35½", cyls. 10x14", built by Porter in 1906

Ordered for United Fruit Co., Costa Rica for Northern Rly. as nos. **H-I**. Porter class CT18. Second one may have originally been for *FC del Sur* at Golfito and only transferred later to NRR.

H	w/n 3612	Later renumbered **5**
I	w/n 3613	Still recorded as **I** in 1926. Later renumbered **6**. Then in 1937 back to UFCo Golfito *FC del Sur* as no. **5**. Not used? Scrapped.

2-6-0 d/w 38", cyls. 14x18", built by Rogers in 1884

Ordered by Hoadley & Co. Loco had been CRR no. **11 'ALAJUELA'**, then renumbered **2**[2] before becoming no. **6**.

6	w/n 3455	Owned by CRR.

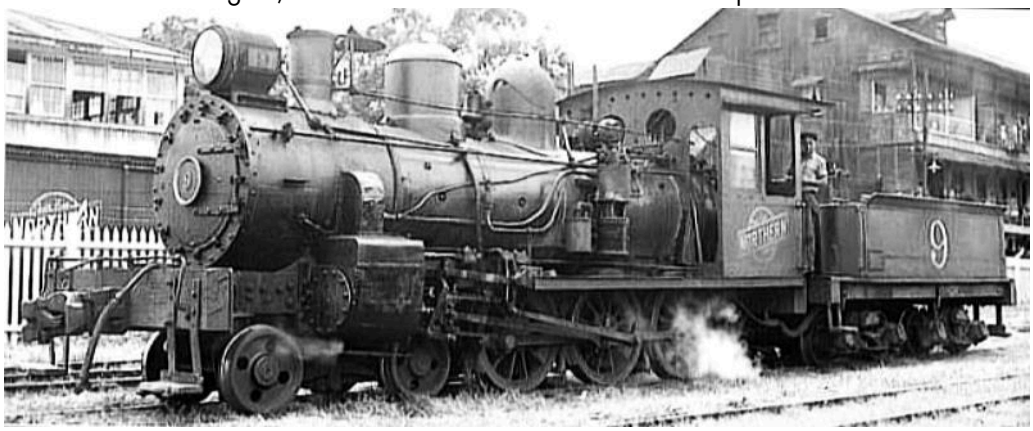
4-6-0 d/w 43", cyls. 15x20", built by Neilson in 1890

Ordered by ? Locos had been CRR nos. **27, 26**, and **28**, then renumbered **12-14**, then to **13-15**.

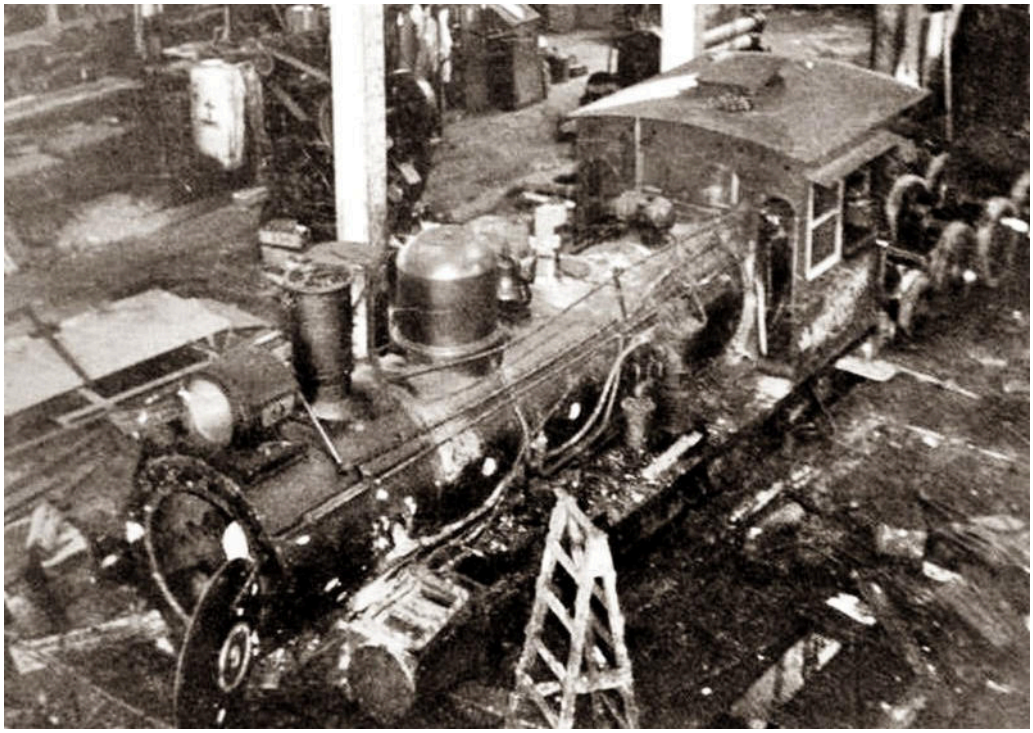
7	w/n 4292	Owned by CRR.
8	w/n 4291	Owned by CRR.
9	w/n 4293	Owned by CRR.

Whilst these two images both show 4-6-0 no. **7**, there are minor differences such the lack of a rear sand-dome in the photo above and the missing air reservoir in that below.

No. **7** again, but without the air reservoir seen in the previous view.



No. **9**.

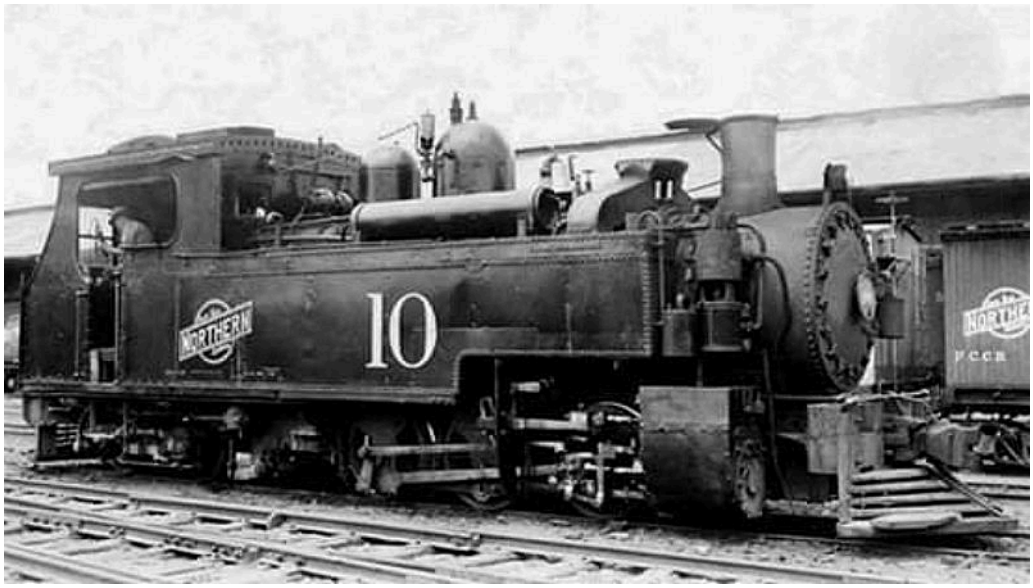


The pattern of boiler fittings suggests that this engine under repair in the Limon workshops is one of these Neilson 4-6-0s, even though the front number-plate seems to display the number **5**. There were, however, a couple of Nasmyth Wilson 2-6-0s, listed below, and this engine might have been one of them.

0-6-4T d/w 38", cyls. 16½x20", built by Nasmyth Wilson in 1900

Ordered by Costa Rica Rly. Loco had been CRR no. **33**, then renumbered **16**[2].

10 w/n 578 Owned by CRR. Still numbered **10** in 1952.



0-6-0 d/w 42½", cyls. 16x20", built by Baldwin in 1904

Ordered by United Fruit Co. Spec. is in vol. 26 p 183. BLW class 6-24D no. 82. Cyls. 15x18" according to Copeland list. Loco had been NRR no. **11**, then **36**.

11 w/n 23564

2-6-0 d/w ?, cyls. 11x16", built by Danforth in 1871

Ordered by Costa Rica Railway. Locos had been CRR nos. **1** and **2**, then renumbered **32-33**.

?	w/n 788	Owned by CRR. OoS by 1927.
?	w/n 789	Owned by CRR. OoS by 1927.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1875

Ordered by Costa Rica Railroad. Spec. is in vol. 7 p 196. BLW class 8-24D no. 5. Loco had been CRR no. **?**, then renumbered **34**.

?	w/n 3786	Owned by CRR. OoS by 1927.

<u>All of the locos listed below this point survived to be re-numbered in 1930</u>

Whether any earlier machine did is uncertain, with the exception of two or more from the Porter 0-6-0s in class **A, B, C** (probably **C, D, E, F** or **G** listed above) which were also recorded in use in 1932, but not in 1939 or 1942..

2-6-0 d/w 41 3/8", cyls. 16x20", built by Nasmyth Wilson in 1899

Ordered for Costa Rica Rly. as nos. **50-51**; renumbered **5-6**.

5	w/n 579	Owned by CRR. In 1930 renumbered as **15**. Still numbered **15** in 1956.
6	w/n 580	Owned by CRR. In 1930 renumbered as **16**.

2-6-0 d/w 41½", cyls. 16x20", built by Nasmyth Wilson in 1900

Ordered by Costa Rica Rly. Locos had been CRR nos. **54-55**, later **7-8**.

7	w/n 616	Owned by CRR. In 1930 renumbered as **17**. In use Dec. 1930 though with loose tyre. Still numbered **7** in 1952.
8	w/n 617	Owned by CRR. In 1930 renumbered as **18**.

No. **8** displaying a model of itself on its running board.

0-6-4T d/w 37½", cyls. 16½x20", built by Baldwin in 1892 and 1896

Ordered by Costa Rica Railway Co. Ltd. Specs. are in vol.18 p 98, and vol. 20 p 201. BLW class 10-26 1/3D nos. 1-4. Straight stack. No bell. Mark on tank: none. Hand-written note says built as coal-burners but have been converted to oil and had superheaters fitted. Locos had been CRR nos. **31, 29, 30** and **32**, later renumbered as nos. **9-12**. Converted to oil by railway and superheater installed (BLW letter 5/27/1924).

9	w/n 13054	Owned by CRR. In 1930 renumbered as **40**.
10	w/n 13051	Owned by CRR. In 1930 renumbered as **41**. 1934 letter says tyres so thin that operation is unsafe.
11	w/n 13052	Owned by CRR. In 1930 renumbered as **42**.
12	w/n 15060	Owned by CRR. In 1930 renumbered as **43**.

There were definitely also locos numbered **13-16** in the fleet in 1926. **13-15** were probably the Neilson 4-6-0s that had

previously been numbered **7-9**.

2-6-0 d/w 41½", cyls. 15x20", built by Beyer Peacock in 1886

Ordered by Costa Rica Rly. Locos had been CRR nos. **17²-25**.

17²	w/n 2802	Owned by CRR. Renumbered **19** in 1930. Still numbered **19** in 1952.
18	w/n 2803	Owned by CRR. Renumbered **20** in 1930.
19	w/n 2804	Owned by CRR. Renumbered **21** in 1930.
20	w/n 2805	Owned by CRR. Renumbered **22** in 1930. Derailed in Limon Yard, June 18th 1932, so must still have been on NRC/FCCR at that date. To *FC del Sur* no. **11**; returned 1941?
21	w/n 2806	Owned by CRR. Renumbered **23** in 1930.
22	w/n 2807.	Owned by CRR. Renumbered **24** in 1930.
23	w/n 2808	Owned by CRR. Renumbered **25** in 1930. Held in reserve in 1931 but not to be worked on. Thoughts of scrapping it but no decision recorded.
24	w/n 2800	Owned by CRR. Renumbered **26** in 1930.
25	w/n 2801	Owned by CRR. Renumbered **27** in 1930.

2-6-0 d/w 40", cyls. 16x20", built by Baldwin in 1900

Ordered by Costa Rica Rly. Spec. is in vol. 23 p 165. BLW class 8-26D nos. 130-131. Locos had been CRR nos. **52-53**, later renumbered **26-27**. One Copeland list has them with d/w 41 3/8".

26	w/n 18487	Owned by CRR. Renumbered **28** in 1930.
27	w/n 18488	Owned by CRR. Ordered 6/26/1900, sales order #4843 for Costa Rica Ry. no. **53**. Renumbered **27**. Converted by railroad to burn oil, letter 5/27/1924. Renumbered **29** in 1930.

This image of a no. **26**, supposedly taken at Limón in 1917, would seem to confirm that these engines had been numbered **26** and **27** for a while.

Unidentified engines

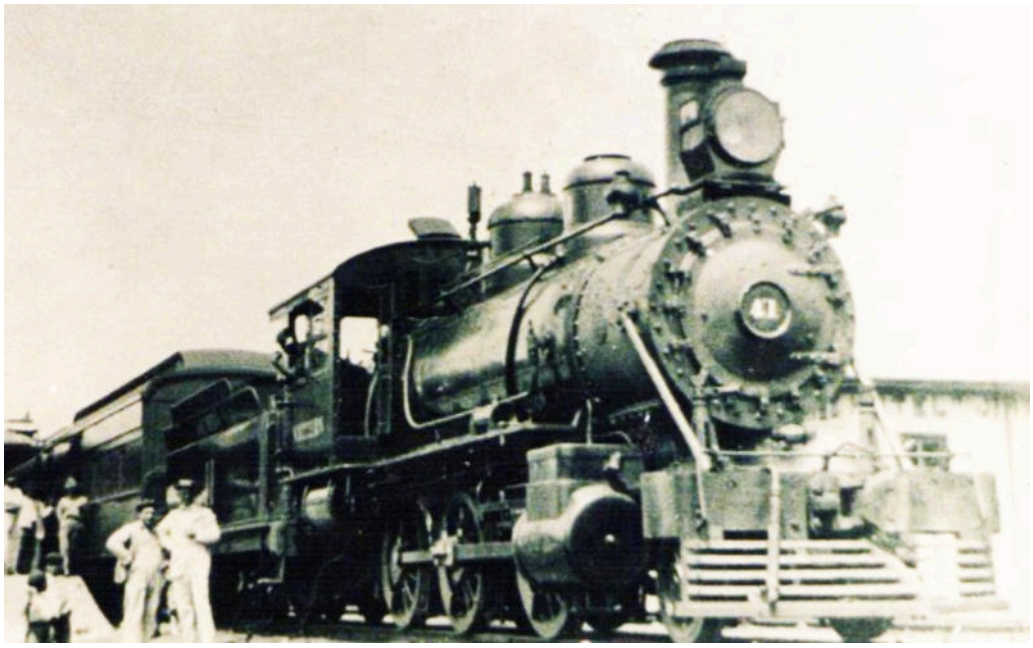
The following photo shows a loco numbered **34**. As this does not appear in this list it seems that there must be machines yet to be identified.

A loco numbered **34**, of unidentified wheel arrangement but probably of Baldwin manufacture judging by the domes and the design of the tender.

2-6-0 d/w 44½", cyls. 17x22", built by Baldwin in 1901-7 as listed below

Ordered by Northern RR (United Fruit Co.). Spec. is in vol. 23 p286. BLW class 8-28D, nos.195, 196, 219, 220, 227 and 228, as below. Locos had been NRR nos. **1, 2, 12, 13, 41** and **42**, and later in **37-45** sequence. All superheated.

1	w/n 18985 of 1901	BLW class 8-28D no. 195. Renumbered as **37** and in 1930 as **50**. Owned by NRR. To *FC del Sur* no. **1**. Returned to NRR 1941?
2	w/n 18986 of 1901	BLW class 8-28D no. 196. Began as railway's no. **2**, before renumbering as **39** and in 1930 as **52**. Owned by NRR. To *FC del Sur* no. **2**. Returned to NRR 1941?
12	w/n 25280 of 1905	BLW class 8-28D no. 219. Began as railway's no. **12**, before renumbering as **42** and in 1930 as **55**. Owned by NRR.
13	w/n 25281 of 1905	BLW class 8-28D no. 220. Began as railway's no. **13**, before renumbering as **40**? and in 1930 as **53**. Owned by NRR.
41	w/n 28166 of 1906	BLW class 8-28D no. 227. Began as railway's no. **41**, before renumbering as **38**? and in 1930 as **51**. Owned by NRR.
42	w/n 28165 of 1906	BLW class 8-28D no. 228. Began as railway's no. **42**, before renumbering as **41**? and in 1930 as **54**. Owned by NRR.



No. **41**, still with slide valves and a capped chimney.

2-6-0 d/w 47 3/8", cyls. 17x22", built by Baldwin in 1907

Ordered by United Fruit Co. Spec. is in vol. 30 p281. BLW class 8-28D, nos. 272-278.

43	w/n 31807	BLW class 8-28D no. 272. Owned by NRR. In 1930 renumbered as **56**. To United Fruit Co. for Truxillo RR, Puerto Castilla, Honduras.
44	w/n 31825	BLW class 8-28D no. 273. Owned by NRR. In 1930 renumbered as **57**. Sold 1957 *FC del Pacifico de Nicaragua* no. **40**.
45	w/n 31846	BLW class 8-28D no. 274. Owned by NRR. In 1930 renumbered as **58**.
46	w/n 31880	Owned by NRR. In 1930 renumbered as **59**. Placed on display, Atlantico Station Museum, San José, Costa Rica.
47	w/n 31894	Owned by NRR. In 1930 renumbered as **60**.
48	w/n 31896	Owned by NRR. In 1930 renumbered as **61**. Sold 1957 *FC del Pacifico de Nicaragua* no. **41**.
49	w/n 31897	Owned by NRR. In 1930 renumbered as **62**. To United Fruit Co. for Truxillo RR, Puerto Castilla, Honduras.

2-6-0 d/w 41 3/8", cyls. 15x20", built by Porter in 1908

Ordered by Isthmian Canal Commission, Panama, as 0-6-0STs with d/w 40", their nos. **1** to **10**, but into service with numbers nos. **871-880**. Rebuilt 1914 as 2-6-0s. Then sold 1925 to United Fruit Co. for the *FC del Sur* as nos. **71, 72** and **76**, then to NRR with same numbers but around 1930 renumbered as follows. All superheated.

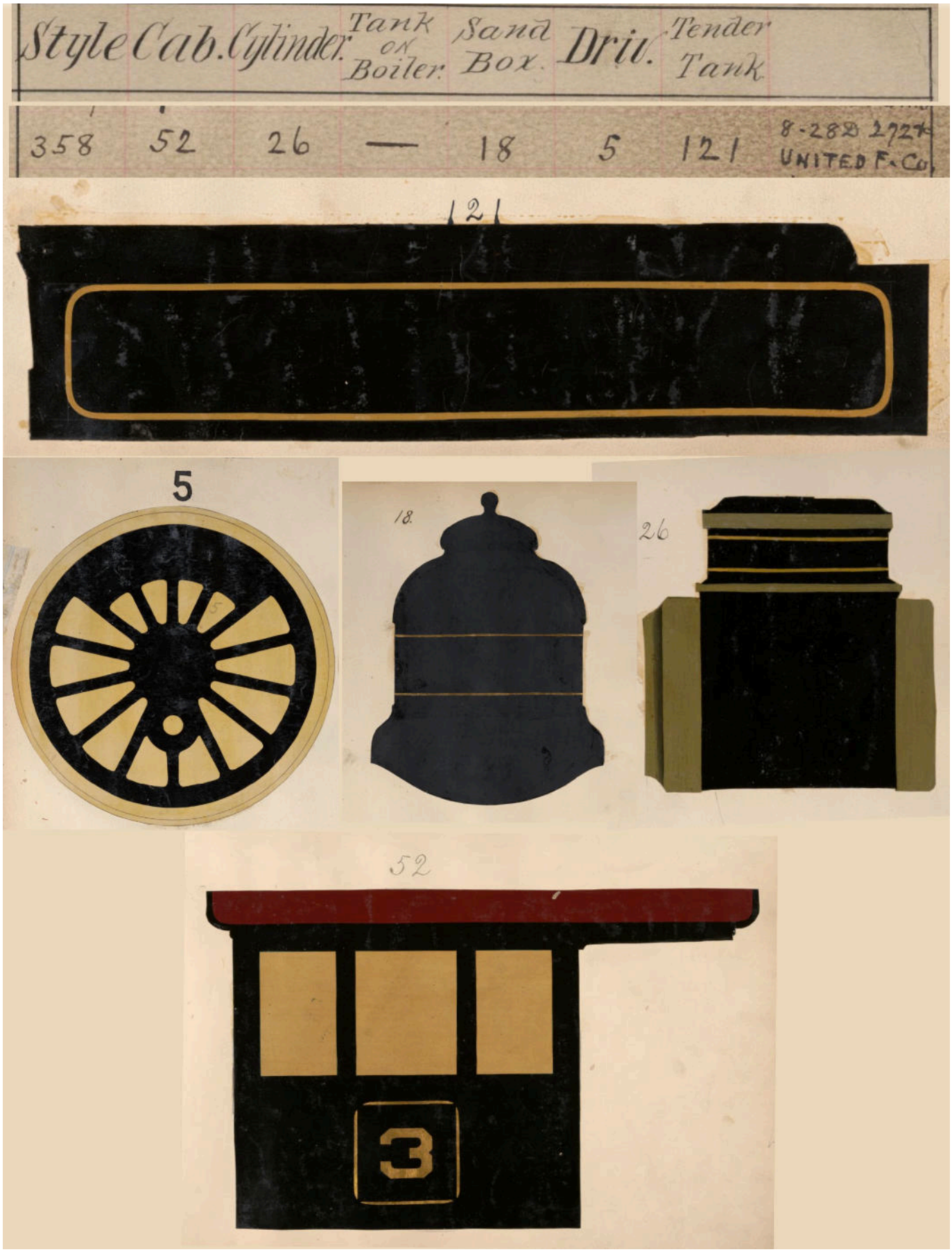
71	w/n 4217	Owned by United Fruit Co. Renumbered **30** in 1930. Later returned to Golfito as no. **71**[1]. Scrapped.
72	w/n 4218	Owned by United Fruit Co. Renumbered **31** in 1930. Later returned to Golfito as no. **72**[1]. Scrapped.
76	w/n 4222	Owned by United Fruit Co. Renumbered **32** in 1930. Later returned to Golfito as no. **76**.

A 2-6-0 numbered **30**, but not yet positively identified as one of these.
It has been retro-fitted with 'bolt-on' piston valve chests.

No. **39** at Juan Viñas near Cartago during the 1920s.

Locomotive painting styles

The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560



0-6-0 d/w 35½", cyls. 10x14", built by Porter in 1905

Ordered for United Fruit Co. at Golfito.

3	w/n 3357	Later to *FC de Costa Rica* as no. **G**, then to Northern Railway as no. **3**. Eventually returned to United Fruit Co. *FC del Sur* as no. **3.**
?	w/n 3358	Later to *FC de Costa Rica* as no. **H**, then to Northern Railway as no. **4**. Eventually

returned to United Fruit Co. *FC del Sur* Golfito as no. **4**.

1 w/n 3382 Later to *FC de Costa Rica* as no. **B**, then to Northern Railway as no. **B**. Eventually returned to United Fruit Co. *FC del Sur* Golfito as no. **1**.

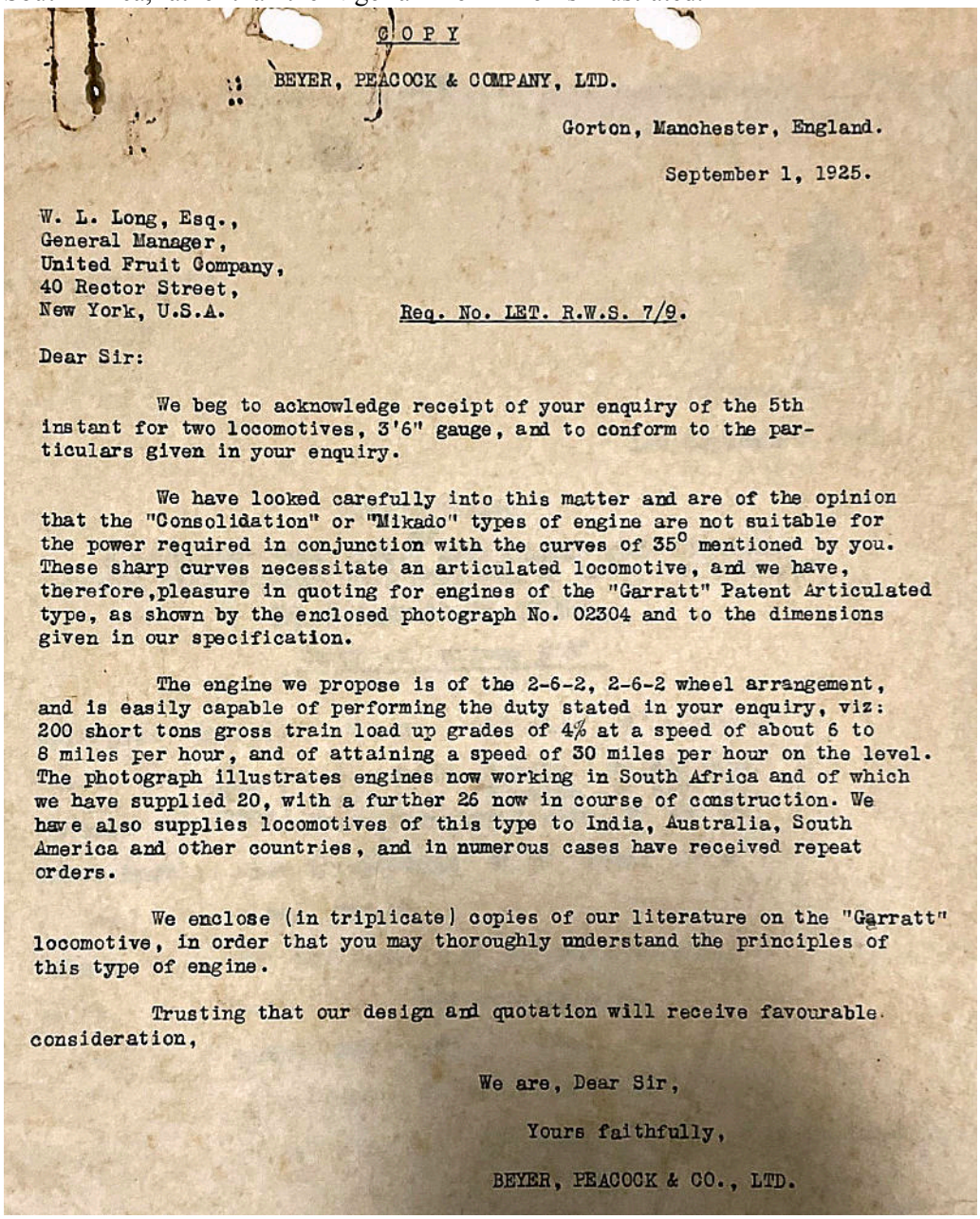
2-6-0 d/w 36", cyls. 12x18", built by Porter in 1921

Ordered for Tela RR in Honduras., no. **211**? Later sold to *FC de Costa Rica* as **15**.

15 w/n 6617 June 1933 was in very bad shape but was still being used at Siquirres.

An inquiry for Garratts in 1925

In 1925 the NRC asked Beyer Peacock about the possibility of them supplying a pair of Garratts. The following letter, and a photo and diagram showing the 4-6-2+2-6-4 engines supplied to Nigeria, were the response. However, nothing seems to have come of this idea. Note that the letter suggests the construction of 2-6-2+2-6-2 locos similar to machines built for South Africa, rather than the Nigerian 4-6-2+2-6-4s illustrated.



COPY

BEYER, PEACOCK & COMPANY, LTD.

Gorton, Manchester, England.

September 1, 1925.

W. L. Long, Esq.,
General Manager,
United Fruit Company,
40 Rector Street,
New York, U.S.A.

Req. No. LET. R.W.S. 7/9.

Dear Sir:

We beg to acknowledge receipt of your enquiry of the 5th instant for two locomotives, 3'6" gauge, and to conform to the particulars given in your enquiry.

We have looked carefully into this matter and are of the opinion that the "Consolidation" or "Mikado" types of engine are not suitable for the power required in conjunction with the curves of 35° mentioned by you. These sharp curves necessitate an articulated locomotive, and we have, therefore, pleasure in quoting for engines of the "Garratt" Patent Articulated type, as shown by the enclosed photograph No. 02304 and to the dimensions given in our specification.

The engine we propose is of the 2-6-2, 2-6-2 wheel arrangement, and is easily capable of performing the duty stated in your enquiry, viz: 200 short tons gross train load up grades of 4% at a speed of about 6 to 8 miles per hour, and of attaining a speed of 30 miles per hour on the level. The photograph illustrates engines now working in South Africa and of which we have supplied 20, with a further 26 now in course of construction. We have also supplies locomotives of this type to India, Australia, South America and other countries, and in numerous cases have received repeat orders.

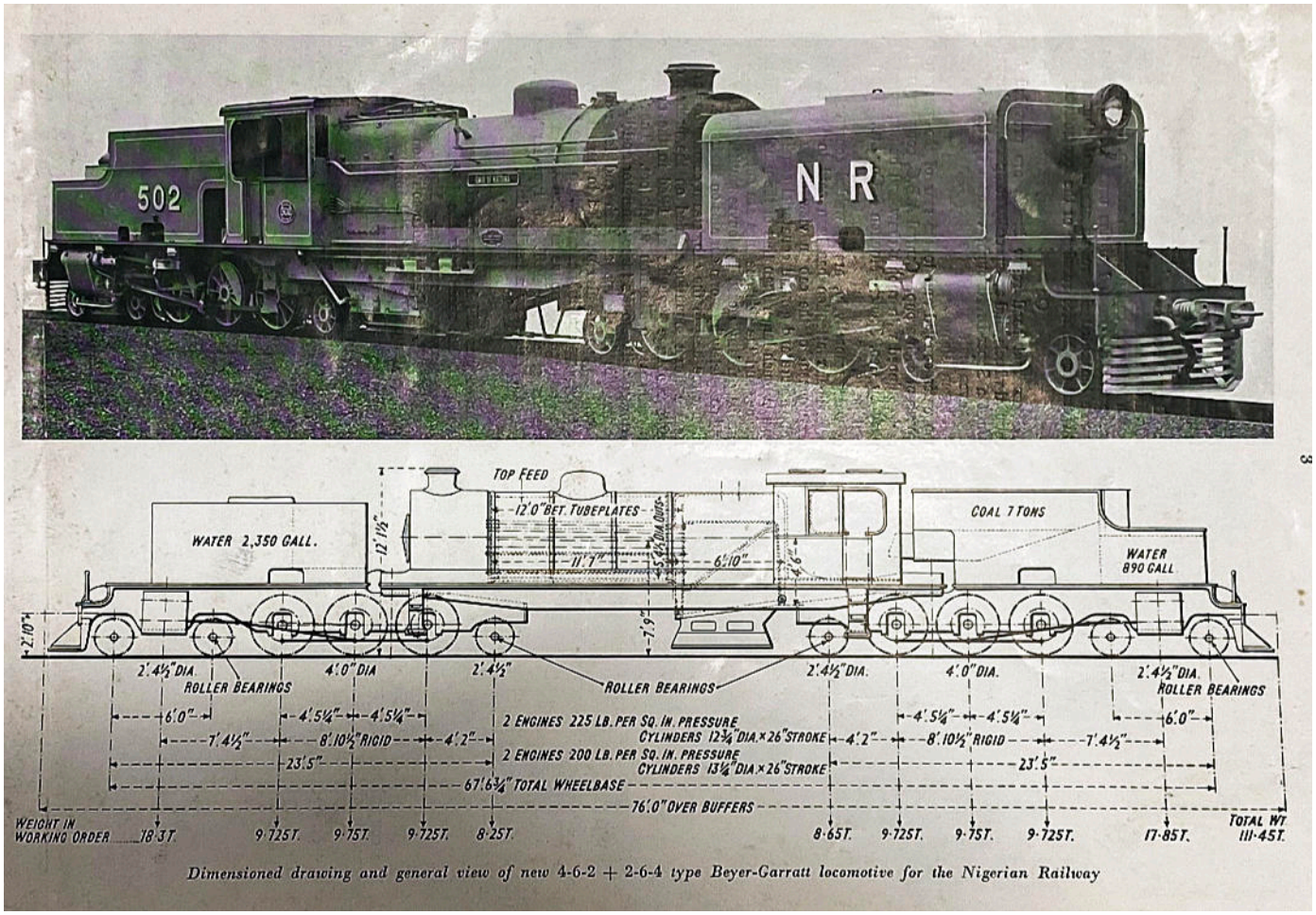
We enclose (in triplicate) copies of our literature on the "Garratt" locomotive, in order that you may thoroughly understand the principles of this type of engine.

Trusting that our design and quotation will receive favourable consideration,

We are, Dear Sir,

Yours faithfully,

BEYER, PEACOCK & CO., LTD.



Dimensioned drawing and general view of new 4-6-2 + 2-6-4 type Beyer-Garratt locomotive for the Nigerian Railway

The fleet in 1926

Page 352 of source [16] contains summary tables for the rolling stock of the Costa Rica Railway, the Northern Railway Co. and the United Fruit Co. It is interesting that the numbers of engines operated by each of those three companies during 1926 were twenty-five, six, and seventeen respectively.

Source [16] gives the following brief summary: *MATERIAL RODANTE*

Todos los equipos han sido revisados, así como las máquinas. Reparaciones de consideración, se hicieron en 2 locomotoras, 15 carros de carga y un caboose; ligeras reparaciones a 1 locomotora, 16 carros de carga y 1 caboose ; y reparaciones generales a 2 locomotoras, 9 carros de carga y 4 carros de pasajeros. Se pintaron, además, 40 carros de carga y se reconstruyeron 3.

A letter from the NRC master mechanic in 1926 re loco weights, also mentions Pacific Railway engine no. **22**. It rather looks as though that might have been on loan to the NRC at the time.

The fleet in 1927

The following roster is based on a 1927 Costa Rica Rly. and Northern Railway stock book. ????

Loco ownership

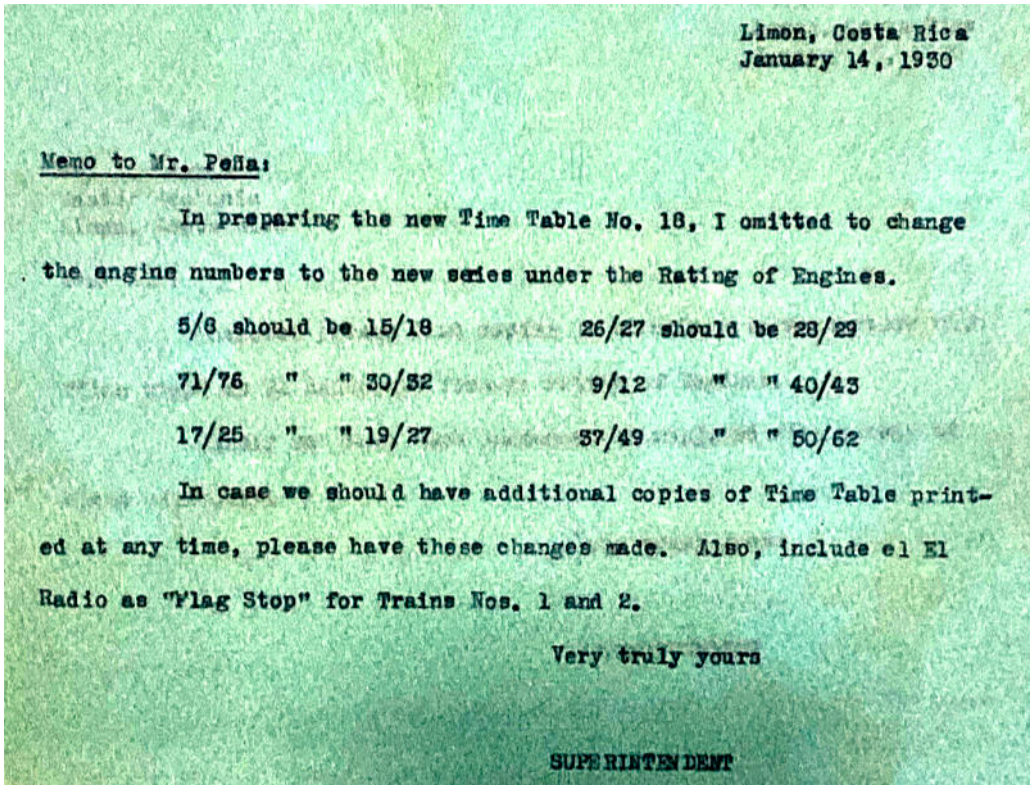
"Locomotives and rolling stock were segregated by ownership, depending on who had furnished the acquisition. A common locomotive and rolling stock numbering system was not put into effect until the 1920s, when United (Fruit)'s remaining locomotives were handed over to the Northern. Separate ownership of individual units was recorded right up to nationalization." For example, a report by the *Inspector General de Ferrocarriles* for 1925 [33] again stated that the *FC de Costa Rica* owned twenty-five locomotives, the Northern Railway Co. owned six, and the United Fruit Co. owned seventeen. The *FCalP* also owned seventeen engines.

Possible acquisition of locos from *FCalP*

In mid 1930 the NRC was considering trying to purchase a couple of 2-8-0s from the *FC al Pacifico*, but owing to a downturn in traffic this idea had been abandoned by October of that year.

The 1929-30 renumbering scheme

Our principal source of information about this is the letter below. However, from a 1932 message a couple of pages further on, it would appear that at least two locos of the **A, B, C** class continued in service, also there were nos. **7, 8, 9, 10** and **11**, though the locos with those pre-1930 NRC numbers were amongst those renumbered. There may have been other engines not re-numbered at all.



Limon, Costa Rica
January 14, 1930

Memo to Mr. Peña:

In preparing the new Time Table No. 18, I omitted to change the engine numbers to the new series under the Rating of Engines.

5/6 should be 15/18 — 26/27 should be 28/29

71/76 " " 30/32 — 9/12 " " 40/43

17/25 " " 19/27 — 37/49 " " 50/62

In case we should have additional copies of Time Table printed at any time, please have these changes made. Also, include el El Radio as "Flag Stop" for Trains Nos. 1 and 2.

Very truly yours

SUPERINTENDENT

0-6-0? d/w ?, cyls. ?, built by Porter? in ?

Ordered for ? These were the class of locos identified by letters **B-I** rather than numbers, but precisely which two had survived until 1930 is unknown.

? w/n ?

? w/n ?

Locos **7-11** active in 1939. Nos. **7, 8, 9, 10** and **11** active in 1953. A 1942 letter clearly divides them into two classes, **7** to **9**, and **10** and **11**, but gives few clues as to what they actually were. However, **7-9** had 36" d/w, whilst **10-11** had 35 1/8" d/w.

?-?-? d/w 36", cyls. ?, built by ? in ?

Ordered for ? All three active in 1939 and 1953.

7 w/n ? Heavy overhaul in 1942.

8 w/n ?

9 w/n ?

?-?-? d/w 35 1/8", cyls. ?, built by ? in ?

Ordered for ? Both active in 1939 and 1953.

10 w/n ?

11 w/n ? No. **11** had freak accident at Pto. Limon in April 1953: "*...al costado*

*del MV 'Cape Cod' en el Muelle Metalico… a las 5.45 Horas, maquina **11**, Maquinista Vargas al pasar por la escotilla No. 1 retrocediendo con 8 carros con café para colocarlos en las escotillas Nos. 2 y 3 – una linga de rieles estabas encima del carro plano y se levanto con el movimiento del barco y como estaba sostenida solo con una grampa se dio vuelta y alcanzo la caldera de la maquina 11 perforandola quedando la maquina sin vapor.*"

2-6-0 d/w 41 3/8", cyls. 16x20", built by Nasmyth Wilson in 1899

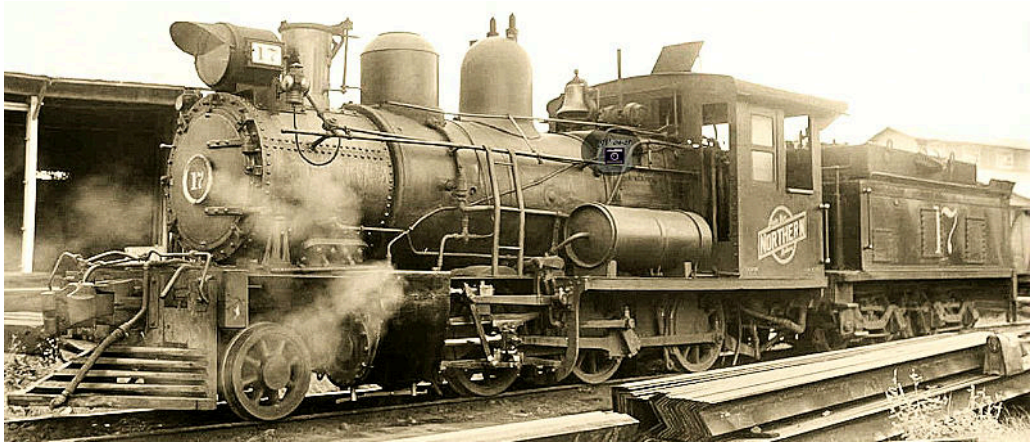
Ordered for Costa Rica Rly. as nos. **50-51**; renumbered **5-6**.

15	w/n 579	Owned by CRR. Had been FCCR no. **50** and then NRC no. **5**. In 1930 renumbered as **15**. Active in 1939, 1942 and 1953. Still numbered **15** in 1956.
16	w/n 580	Owned by CRR. Had been FCCR no. **51** and then NRC no. **6**. In 1930 renumbered as **16**. Active in 1939, 1942, 1950 and 1953.

2-6-0 d/w 41½", cyls. 16x20", built by Nasmyth Wilson in 1900

Ordered by Costa Rica Rly. Locos had been CRR nos. **54-55**, later **7-8**.

17	w/n 616	Owned by CRR. Had been FCCR no. **54** and then NRC no. **7**. In 1930 renumbered as **17**. In use Dec. 1930 though with loose tyre. Active in 1939 and 1942. Still carried the number **7** in 1952. Active in 1953.
18	w/n 617	Owned by CRR. Had been FCCR no. **55** and then NRC no. **8**. In 1930 renumbered as **18**. Active in 1939, 1942 and 1953.

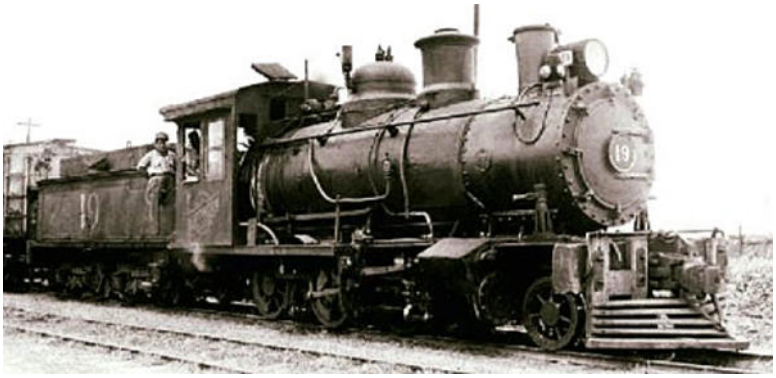


2-6-0 d/w 41½", cyls. 15x20", built by Beyer Peacock in 1886

Ordered by Costa Rica Rly. Locos had been CRR nos. **17²-25**.

19	w/n 2802	Owned by CRR. Had been no. **17²**. Renumbered **19** in 1930. Active

		in 1939. Still numbered **19** in 1952. Active in 1953.
20	w/n 2803	Owned by CRR. Had been no. **18**. Renumbered **20** in 1930. Not listed in 1939 or 1942.
21	w/n 2804	Owned by CRR. Had been no. **19**. Renumbered **21** in 1930. Active in 1939 and 1953.
22	w/n 2805	Owned by CRR. Had been no. **20**. Renumbered **22** in 1930. Active in 1939. Derailed in Limon Yard, June 18th 1932, so must still have been on NRC/FCCR at that date. To *FC del Sur* no. **11**; returned 1941? But not listed here in 1942.
23	w/n 2806	Owned by CRR. Had been no. **21**. Renumbered **23** in 1930. Active in 1939, 1942 and 1953.
24	w/n 2807.	Owned by CRR. Had been no. **22**. Renumbered **24** in 1930. Active in 1939, 1942 and 1953.
25	w/n 2808	Owned by CRR. Had been no. **23**. Renumbered **25** in 1930. Held in reserve in 1931 but not to be worked on. Thoughts of scrapping it but no decision recorded. Not listed in 1939 or 1942.
26	w/n 2800	Owned by CRR. Had been no. **24**. Renumbered **26** in 1930. Active in 1939, 1942 and 1953.
27	w/n 2801	Owned by CRR. Had been no. **25**. Renumbered **27** in 1930. Active in 1939, 1942 and 1953.



Both of these photos show no. **19** as an example of the Beyer Peacock 2-6-0s rebuilt in the 1920s with replacement Baldwin boilers.

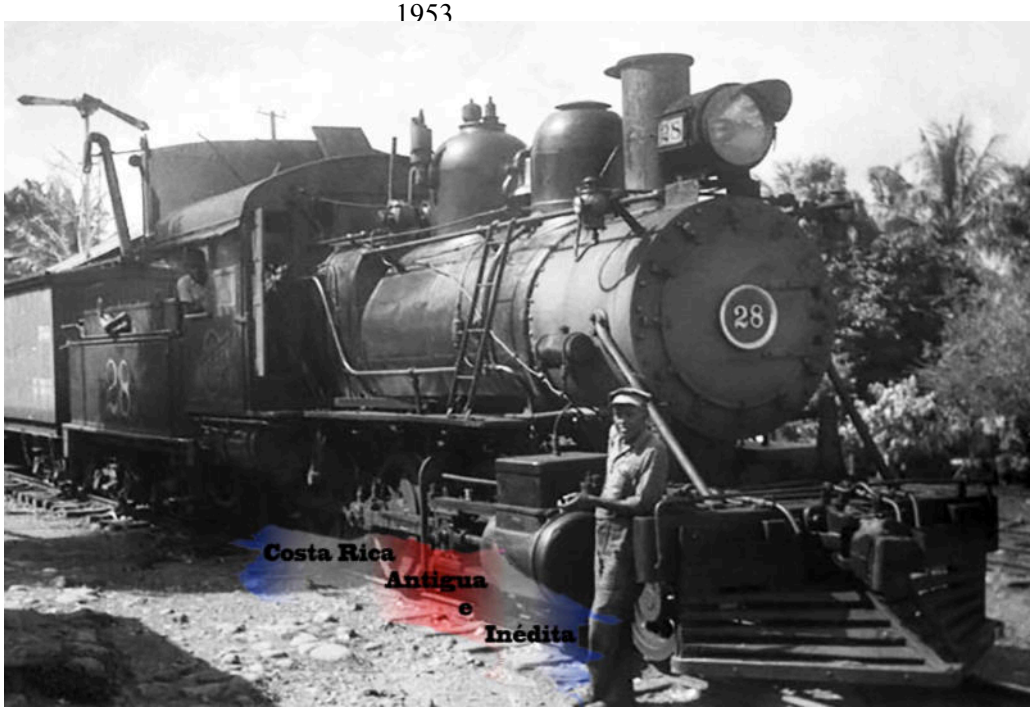
2-6-0 d/w 40", cyls. 16x20", built by Baldwin in 1900

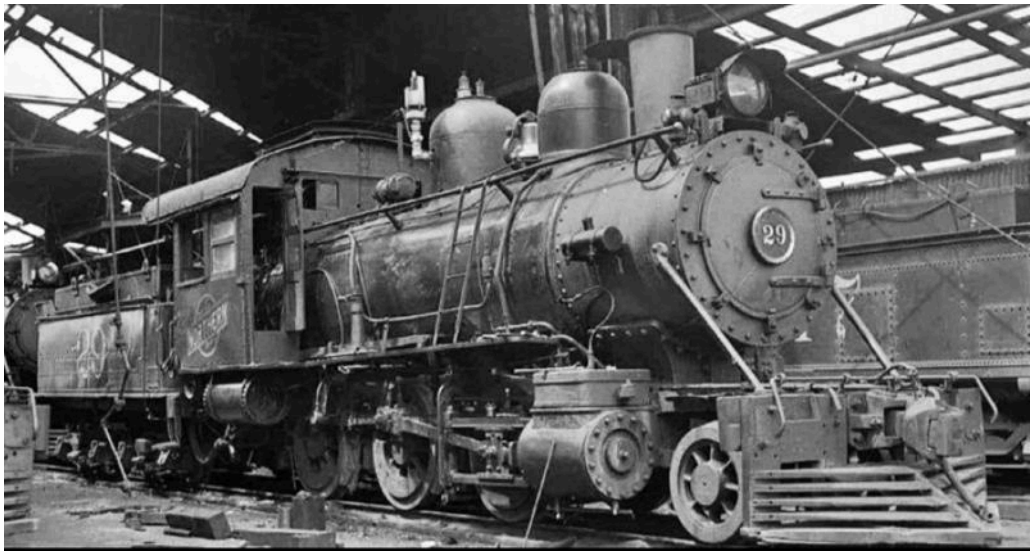
Ordered by Costa Rica Rly. Spec. is in vol. 23 p 165. BLW class 8-26D nos. 130-131. Locos had been CRR nos. **52-53**, later renumbered **26-27**. One Copeland list has them with d/w 41 3/8", but a 1942 letter gives d/w as 34 1/8".

28	w/n 18487	Owned by CRR. Had been no. **26**. Capacity of tank was to be

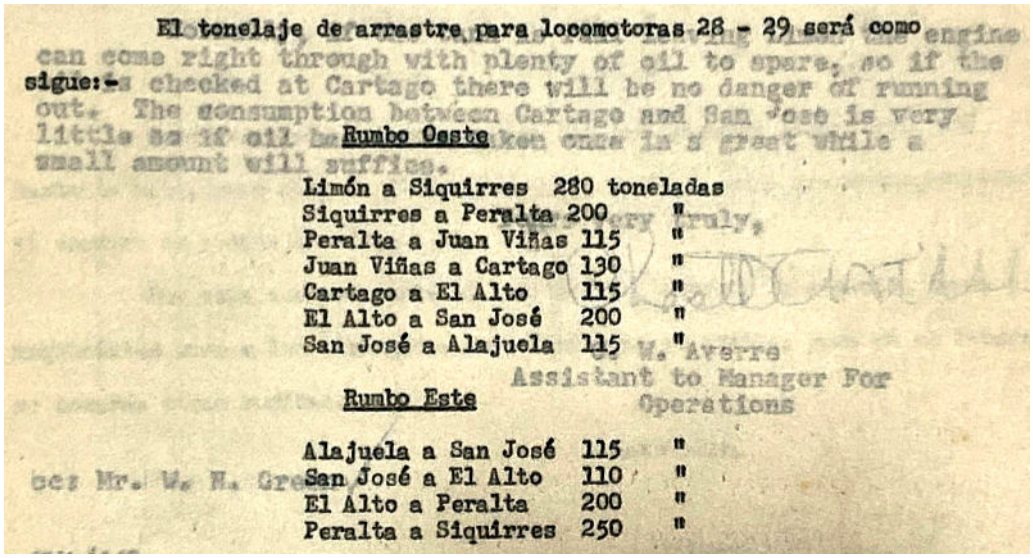
enlarged by 20% in 1929. Renumbered **28** in 1930. Active in 1939, 1942 and 1953. New superheated boiler ordered 1946?

29 w/n 18488 Owned by CRR. Ordered 6/26/1900, sales order #4843 for Costa Rica Ry. no. **53**. Renumbered **27**. Converted by railroad to burn oil, letter 5/27/1924. Renumbered **29** in 1930. Active in 1939, 1942 and 1953





Note the round-top firebox, in contrast to the belpaire boxes seen in the previous two images.



El tonelaje de arrastre para locomotoras 28 - 29 será como sigue:-

Rumbo Oeste

Limón a Siquirres	280	toneladas
Siquirres a Peralta	200	"
Peralta a Juan Viñas	115	"
Juan Viñas a Cartago	130	"
Cartago a El Alto	115	"
El Alto a San José	200	"
San José a Alajuela	115	"

Rumbo Este

Alajuela a San José	115	"
San José a El Alto	110	"
El Alto a Peralta	200	"
Peralta a Siquirres	250	"

The maximum lods to be hauled by nos. **28** and **29** over various sections of route, probably in the early 1950s.

2-6-0 d/w 41 3/8", cyls. 15x20", built by Porter in 1908

Ordered by Isthmian Canal Commission, Panama, as 0-6-0STs with d/w 40", their nos. **1** to **10**, but into service with numbers nos. **871-880**. Rebuilt 1914 as 2-6-0s. Then sold 1925 to United Fruit Co. for the *FC del Sur* as nos. **71, 72** and **76**, then to NRR with same numbers but around 1930 renumbered as follows. All superheated.

30	w/n 4217	Owned by United Fruit Co. Had been no. **71**. Renumbered **30** in 1930. Not listed in 1942. Later returned to Golfito as no. **71**[1]. Scrapped.
31	w/n 4218	Owned by United Fruit Co. Had been no. **72**. Renumbered **31** in 1930. Not listed in 1942. Later returned to Golfito as no. **72**[1]. Scrapped.
32	w/n 4222	Owned by United Fruit Co. Had been no. **76**. Renumbered **32** in 1930. Not listed in 1942. Later returned to Golfito as no. **76**.

Locos **30** and **32** listed as active in 1939, but with build dates of 1914. Not listed in 1942.

0-6-4T d/w 37½", cyls. 16½x20", built by Baldwin in 1892 and 1896

Ordered by Costa Rica Railway Co. Ltd. Specs. are in vol.18 p 98, and vol. 20 p 201. BLW class 10-26 1/3D nos. 1-4. Straight stack. No bell. Mark on tank: none. Hand-written note says built as coal-burners but have been converted to oil and had superheaters fitted. Locos had been CRR nos. **31, 29, 30** and **32**, later renumbered as nos. **9-12**. Converted to oil by railway and superheater installed (BLW letter 5/27/1924). A 1942 letter gives d/w as 31 1/8".

40	w/n 13054	Owned by CRR. Had been no. **9**. In 1930 renumbered as **40**. Active in 1939 and 1942. Active in 1950 and 1953.
41	w/n 13051	Owned by CRR. Had been no. **10**. In 1930 renumbered as **41**. 1934 letter says tyres so thin that operation is unsafe. Active in 1939, 1942 , 1950 and 1953.
42	w/n 13052	Owned by CRR. Had been no. **11**. In 1930 renumbered as **42**. Active in 1939, 1942 and 1950. Active in May 1953 though with faulty speedometer.
43	w/n 15060	Owned by CRR. Had been no. **12**. In 1930 renumbered as **43**. Active in 1939, 1942, 1950 and 1953.

There are minor differences between nos. **41** and **43** in these photos. No. **43** has substantial bracing bars from smokebox to front buffer beam, whilst **41** does not require them as its front end is rather shorter. It rather looks as though the capacity of the side tanks was gradually increased by extending them upward.

No. **43** as seen here also has piston valve cylinders rather than the 'bolt-on' piston valve chests seen in the previous image.

2-6-0 d/w 44½", cyls. 17x22", built by Baldwin in 1901-7 as listed below

Ordered by Northern RR (United Fruit Co.). Spec. is in vol. 23 p286. BLW class 8-28D, nos. 195, 196, 219, 220, 227 and 228, as below. Locos had been NRR nos. **1, 2, 12, 13, 41** and **42**, and later in **37-45** sequence. All superheated. A 1942 letter gives d/w as 37½".

50	w/n 18985 of 1901	BLW class 8-28D no. 195. Began as UFCo no. **1.** Renumbered as **37** and in 1930 as **50**. Active in 1939 and 1942. Owned by NRR. To *FC del Sur* as no. **1**. Returned to NRR 1941? Active here in 1953.
52	w/n 18986 of 1901	BLW class 8-28D no. 196. Began as railway's no. **2**, before renumbering as **39** and in 1930 as **52**. Owned by NRR. To United Fruit Co. around 1932 for Truxillo RR, Puerto Castilla, Honduras as their no. **10**. However other source (?) says went to *FC del Sur* as no. **2**. Returned to NRR 1941? Active here in 1939(?), 1942 and May 1953. Destroyed (permanently?) 12 June 1953 in Siquirres.
55	w/n 25280 of 1905	BLW class 8-28D no. 219. Owned by NRR. Began as railway's no. **12**, before renumbering as **42** and in 1930 as **55**. Active in 1939, 1942, 1950 and 1953.
53	w/n 25281 of 1905	BLW class 8-28D no. 220. Began as railway's no. **13**, before

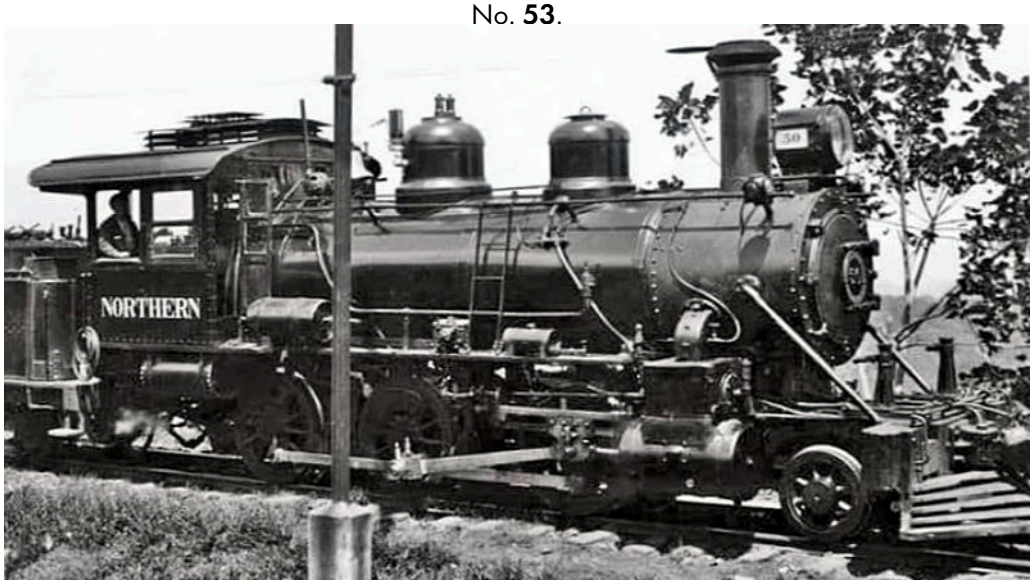
renumbering as **40**? and in 1930 as **53**. Active in 1939, 1942, 1950 and 1953. Owned by NRR.

51 w/n 28166 of 1906 BLW class 8-28D no. 227. Began as railway's no. **41**, before renumbering as **38**? and in 1930 as **51**. Active in 1939, 1942 and 1953. Owned by NRR.

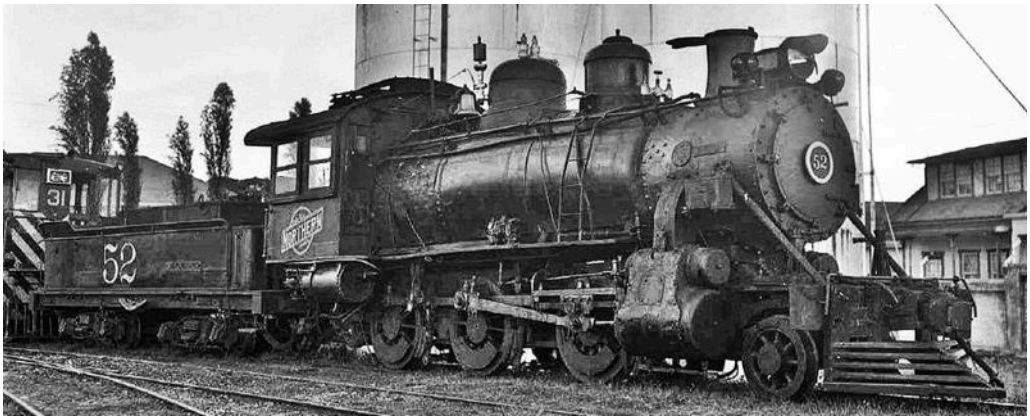
54 w/n 28165 of 1906 BLW class 8-28D no. 228. Began as railway's no. **42**, before renumbering as **41**? and in 1930 as **54**. Active in 1939, 1942 and 1953. Owned by NRR. 1934 letters comment that loco is currently very weak, but problem is unexplained.

No. **51**.

No. **53**.

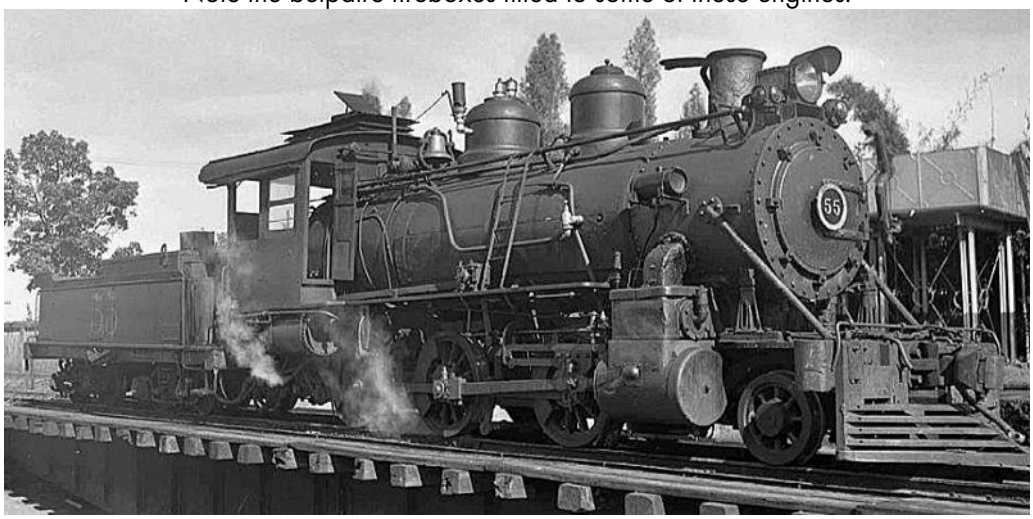


Whilst this is clearly an engine numbered **50**, it is not yet certain that it was of this class/batch.



No. **52** as fitted with piston valve cylinders.

Note the belpaire fireboxes fitted to some of these engines.



No. **55**, with a much shortened chimney compared to the previous photo

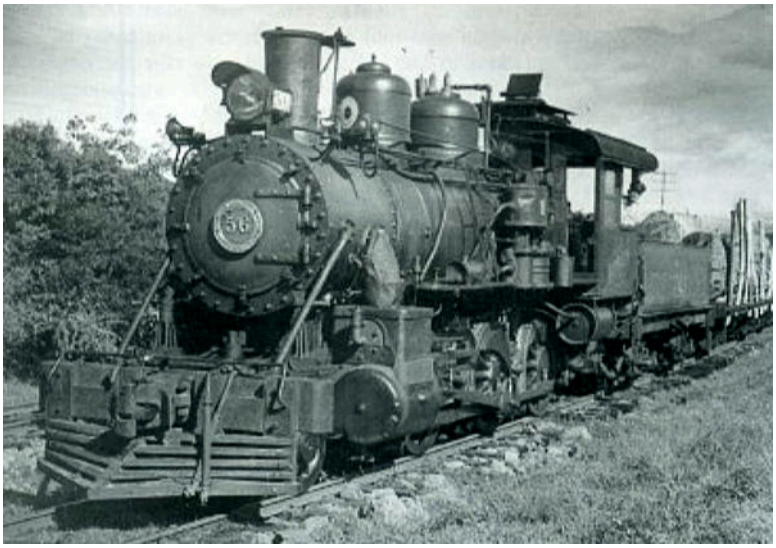
2-6-0 d/w 47 3/8", cyls. 17x22", built by Baldwin in 1907

Ordered by United Fruit Co. for Northern Rly.

Full batch were 8-28D nos 272-278, originally NRR nos. **43-49**. Spec. is in vol. 30 p 281. Straight stack, mark on sides of tank collar and sides of cab: 'NORTHERN'. A 1942 letter gives d/w as 40½".

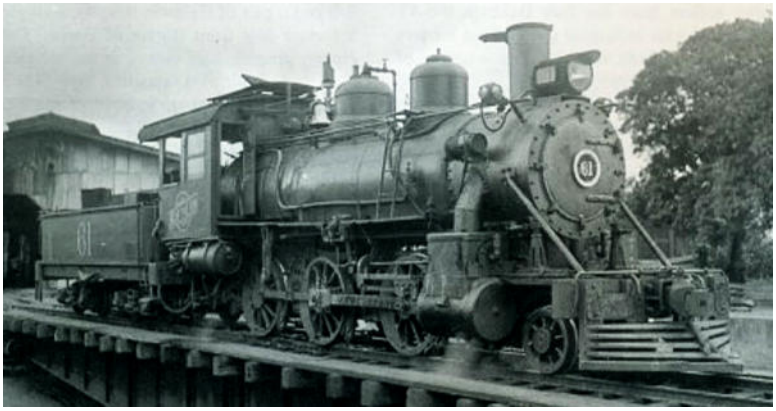
56 w/n 31807 of 1907 BLW class 8-28D no. 272. Owned by NRR. Had previously been no. **43**. To United Fruit Co. for Truxillo RR, Puerto Castilla, Honduras, in January 1932. But active here in 1939, 1942 and 1953.

		Tender was cut down in height by 14" in 1944, at Pto. Limon; reason not known.
57	w/n 31825 of 1907	BLW class 8-28D no. 273. Owned by NRR. Had previously been no. **44**. Front no. plate was in 1932 coloured red, which was criticised and ordered to be changed to black. Active in 1939, 1942 and 1953. Sold 1957 *FC del Pacifico de Nicaragua* no. **40**.
58	w/n 31846 of 1907	BLW class 8-28D no. 274. Owned by NRR. Had previously been no. **45**. Front no. plate was in 1932 coloured red, which was criticised and ordered to be changed to black. Active in 1939, 1942 and 1953. Active in May 1953 though with faulty speedometer.
59	w/n 31880	Owned by NRR. Had previously been no. **46**. Active in 1939, 1942, 1950 and 1953. Placed on display, Atlantico Station, San José.
60	w/n 31894	Owned by NRR. Had previously been no. **47**. Active in 1939 and 1942. Damaged at Azul in June 1953.
61	w/n 31896	Owned by NRR. Had previously been no. **48**. Active in 1939, 1942 and 1953. Sold 1957 *FC del Pacifico de Nicaragua* no. **41**.
62	w/n 31897	Owned by NRR. Had previously been no. **49**. To United Fruit Co. in July 1932 for Truxillo RR, Puerto Castilla, Honduras. Active here in 1939 and 1942. Active in May 1953 though with faulty speedometer.



No. **56**.

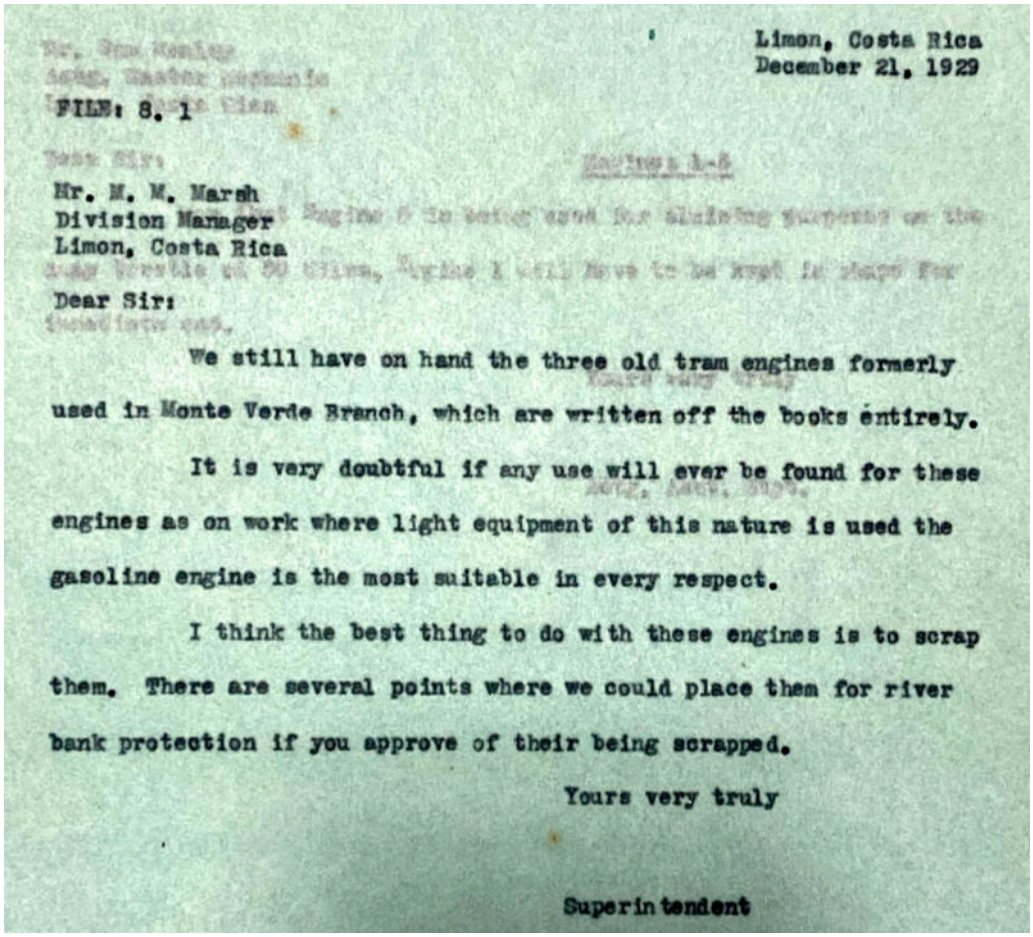
No. **59**.



No. **60**, as later retro-fitted with piston valve cylinder blocks.

Reference to old tram engines in 1929

The letter below refers to old tram engines. It is not known what these were. They may merely have been small and light locomotives, rather than actual tramway engines. It looks as though the railway's fleet of engines were classified as 'tram engines', 'switchers', light mainline and heavy mainline.



Limon, Costa Rica
December 21, 1929

FILE: 8. 1

Mr. M. M. Marsh
Division Manager
Limon, Costa Rica

Dear Sir:

We still have on hand the three old tram engines formerly used in Monte Verde Branch, which are written off the books entirely.

It is very doubtful if any use will ever be found for these engines as on work where light equipment of this nature is used the gasoline engine is the most suitable in every respect.

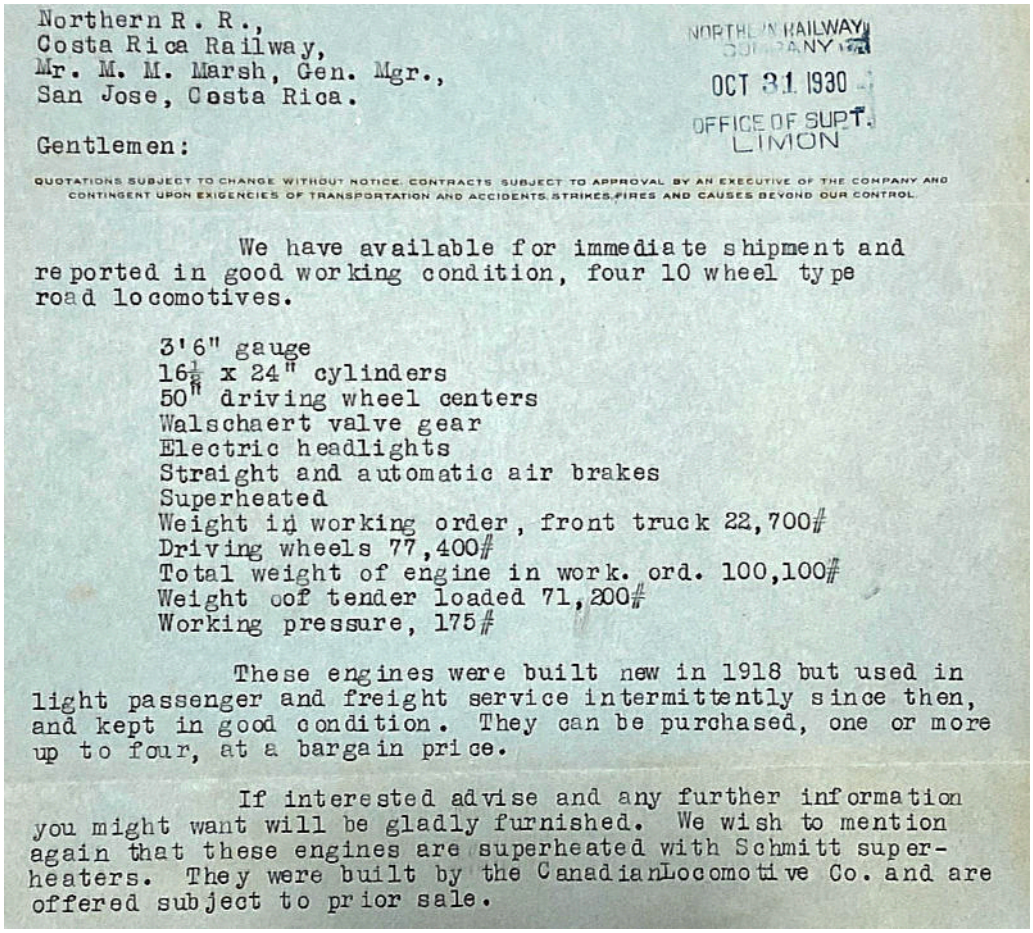
I think the best thing to do with these engines is to scrap them. There are several points where we could place them for river bank protection if you approve of their being scrapped.

Yours very truly

Superintendent

An offer of extra locos in 1930

A letter preserved in an *Incofer* folder in the *Archivo Nacional* in San José shows that the Thomas F. Carey Company of 120 Liberty St., New York, were offering for sale four 4-6-0 locomotives built by the Canadian Locomotive Company. These were almost certainly nos. **32** to **35** of the erstwhile Prince Edward Island Railway in Canada, later part of the CNR and regauged to standard around 1930. However, they were not purchased and eventually were scrapped in late 1932.



Northern R. R.,
Costa Rica Railway,
Mr. M. M. Marsh, Gen. Mgr.,
San Jose, Costa Rica.

NORTHERN RAILWAY COMPANY
OCT 31 1930
OFFICE OF SUPT.
LIMON

Gentlemen:

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. CONTRACTS SUBJECT TO APPROVAL BY AN EXECUTIVE OF THE COMPANY AND CONTINGENT UPON EXIGENCIES OF TRANSPORTATION AND ACCIDENTS, STRIKES, FIRES AND CAUSES BEYOND OUR CONTROL.

We have available for immediate shipment and reported in good working condition, four 10 wheel type road locomotives.

3'6" gauge
16½ x 24" cylinders
50" driving wheel centers
Walschaert valve gear
Electric headlights
Straight and automatic air brakes
Superheated
Weight in working order, front truck 22,700#
Driving wheels 77,400#
Total weight of engine in work. ord. 100,100#
Weight oof tender loaded 71,200#
Working pressure, 175#

These engines were built new in 1918 but used in light passenger and freight service intermittently since then, and kept in good condition. They can be purchased, one or more up to four, at a bargain price.

If interested advise and any further information you might want will be gladly furnished. We wish to mention again that these engines are superheated with Schmitt superheaters. They were built by the CanadianLocomotive Co. and are offered subject to prior sale.

These four were built as CLC nos. 1521-1524 in 1918. The dimensions in the letter may be inaccurate as a CLC list gives the cyls. as 16 x22" and the d/w as 57".

The fleet in 1932

A letter on the subject of a new loco shed under construction in Puerto Limon stated that it should include capacity for 2 engines of class **A.B.C**., 2 engines of class **13-15**, 4 engines of class **17-25**, 2 engines of class **37-42**, 3 engines of class **43-49** and 2 engines of class **71-76**. It rather sounds as the old numbers were still in people's minds at this point. This also implies that at least two engines of the **A, B, C** class survived into the 1930s and were possibly not re-numbered in 1930.

Limon, January 3, 1932

See GS - 5320

PUERTO CASTILLA, HONDURAS

Mr. R. K. Thomas:

In accordance with radiogram instructions from Mr. Pollan dated December 23rd we have dismantled and are forwarding per S/S HEREDIA, sailing from this port January 4th, Northern Railway locomotive 56, which we agreed to transfer to your Division.

We have retained the 8,1/2 inch cross-compound air pump with which this engine was equipped and will substitute a 9,1/2 inch pump with brackets to suit, which can be applied when assembling in your shops. This change was made for the reason that the larger pump is more adapted to the physical characteristics of our line and the 9,1/2 inch pump, we understand, is your standard to suit your local conditions.

In making this change it was necessary to make some alter-

Letter re the transfer of no.**56** to Truxillo in January 1932.
Note the change of air-pump.

Limon, Costa Rica
July 2d, 1932

(See 5330)

Mr. R. K. Thomas:

With further reference to our letter of June 18th regarding the transfer to your Division of another one of our large type engines.

We have since received Mr. Chittenden's authority to proceed in making the transfer and are, accordingly, preparing this engine which will be ready to go forward any time after July 9th. Engine 62 is the same type as Engine 52 which you have now in service as your No. 10. Record and description of Engine 62 are as follows:

Builders	Baldwin Locomotive Works
Construction Number	31897
Class	8-28D-278
Our Assigned Mileage	80,000 Miles
Mileage covered to end of May	57,639 Miles
Mileage to go	22,361 Miles
Date of last heavy repairs	September, 1929
Date of last light repairs	February, 1932
Thickness of driving wheel tires	1,3/4 inches
Tire wear	1/32 inches
General Condition	Good

The tires, in our opinion, are thick enough for at least five more years service.

We are also substituting a 9" air pump, which is your standard, in place of the duplex pump that this engine is equipped with.

Letter re the transfer of no. **62** to Truxillo in 1932. The loco and tender were broken down into a number of sections for the move. Shipment was to be via New York.

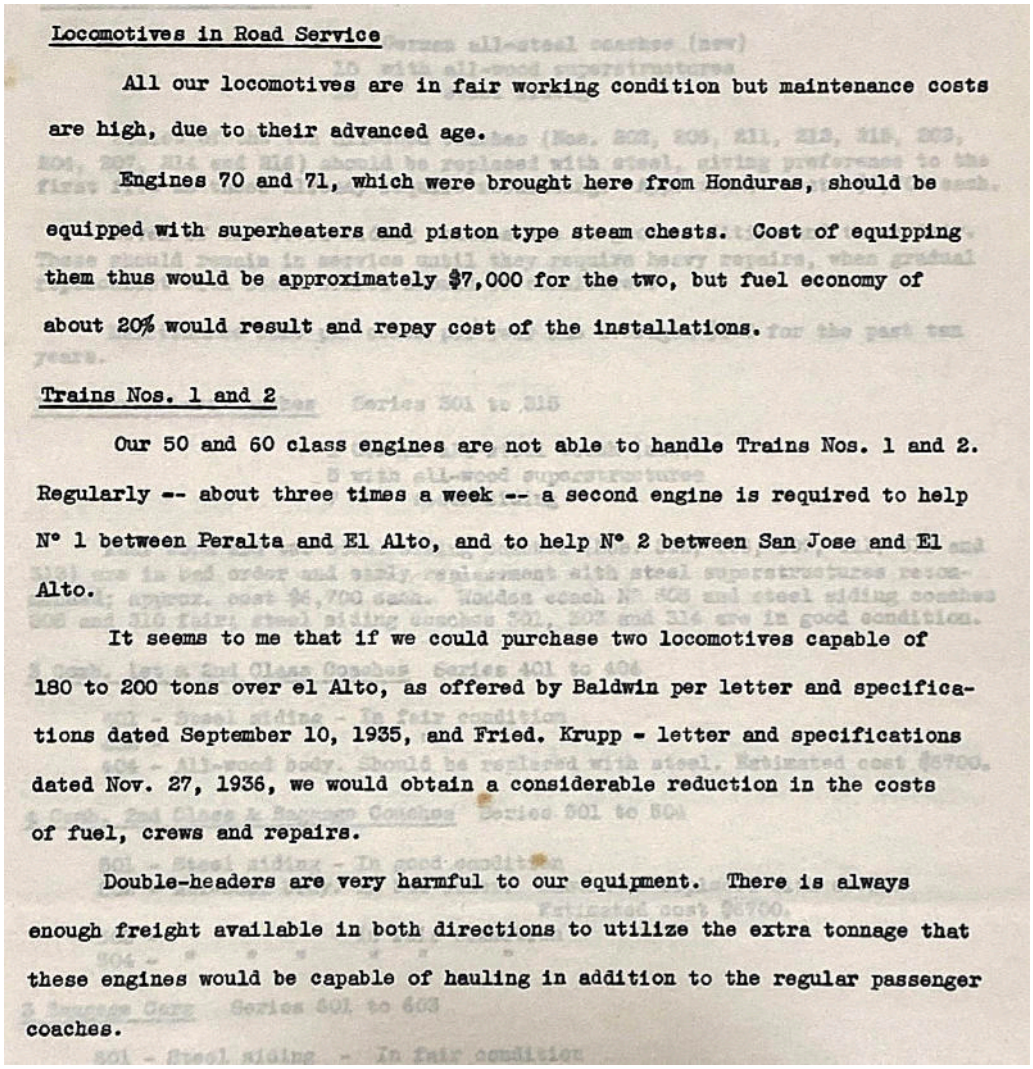
NRC no. **59** as plinthed under a canopy at the Atlantico station in San José, August 2025.

?-?-? d/w "", cyls. ?, built by ? in ?

Ordered for ?

71	w/n ?
72	w/n ?

Locos **70** and **71** listed in 1939, with note saying that they had come from Honduras, possibly in 1938. Not listed in 1942.



Locomotives in Road Service

All our locomotives are in fair working condition but maintenance costs are high, due to their advanced age.

Engines 70 and 71, which were brought here from Honduras, should be equipped with superheaters and piston type steam chests. Cost of equipping them thus would be approximately $7,000 for the two, but fuel economy of about 20% would result and repay cost of the installations.

Trains Nos. 1 and 2

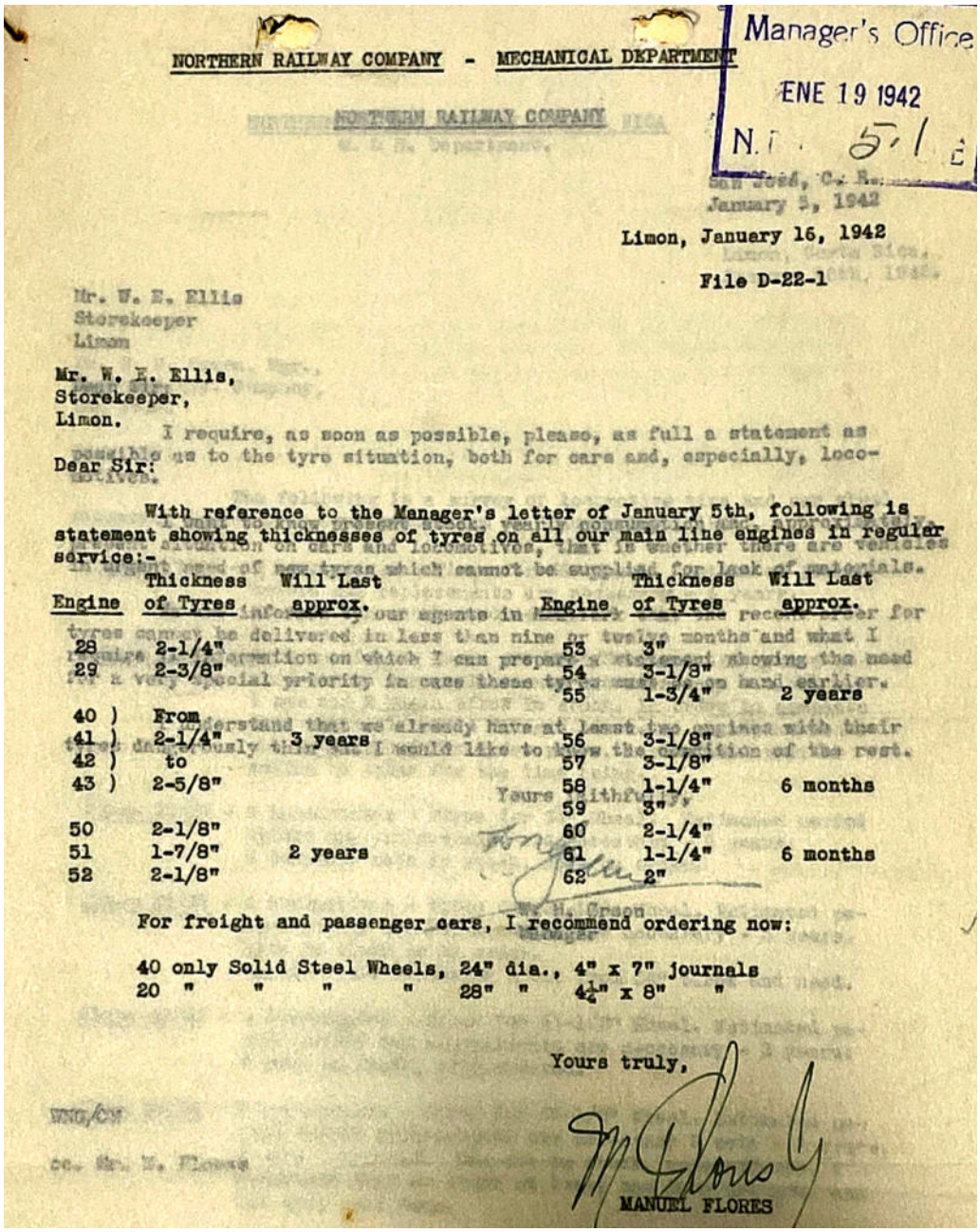
Our 50 and 60 class engines are not able to handle Trains Nos. 1 and 2. Regularly -- about three times a week -- a second engine is required to help N° 1 between Peralta and El Alto, and to help N° 2 between San Jose and El Alto.

It seems to me that if we could purchase two locomotives capable of 180 to 200 tons over el Alto, as offered by Baldwin per letter and specifications dated September 10, 1935, and Fried. Krupp - letter and specifications dated Nov. 27, 1936, we would obtain a considerable reduction in the costs of fuel, crews and repairs.

Double-headers are very harmful to our equipment. There is always enough freight available in both directions to utilize the extra tonnage that these engines would be capable of hauling in addition to the regular passenger coaches.

The fleet in 1942

The following letter explicitly lists all the mainline locos in service in 1942.



NORTHERN RAILWAY COMPANY - MECHANICAL DEPARTMENT

Manager's Office
ENE 19 1942
N.I. 5.1

San José, C. R., January 5, 1942

Limon, January 16, 1942

File D-22-1

Mr. W. E. Ellis
Storekeeper
Limon

Mr. W. E. Ellis,
Storekeeper,
Limon.

Dear Sir:

I require, as soon as possible, please, as full a statement as possible as to the tyre situation, both for cars and, especially, locomotives.

With reference to the Manager's letter of January 5th, following is statement showing thicknesses of tyres on all our main line engines in regular service:-

Engine	Thickness of Tyres	Will Last approx.	Engine	Thickness of Tyres	Will Last approx.
28	2-1/4"		53	3"	
29	2-3/8"		54	3-1/8"	
			55	1-3/4"	2 years
40)	From				
41)	2-1/4"	3 years	56	3-1/8"	
42)	to		57	3-1/8"	
43)	2-5/8"		58	1-1/4"	6 months
			59	3"	
50	2-1/8"		60	2-1/4"	
51	1-7/8"	2 years	61	1-1/4"	6 months
52	2-1/8"		62	2"	

For freight and passenger cars, I recommend ordering now:

40 only Solid Steel Wheels, 24" dia., 4" x 7" journals
20 " " " " 28" " 4¼" x 8" "

Yours truly,

MANUEL FLORES

WMG/cw

cc. Mr. M. Flores

Accident near Siquirres in 1952

This would appear to have been a ‘cornfield meet’, ie. a head-on collision, between no. **56** and another unidentified engine. No details are known. The photos are from the Siquirres Epicentro page on Facebook. Clearly the rescue efforts were taking place in the dark.


56


NORTHERN
56

\

Steam locomotives still operating in 1953

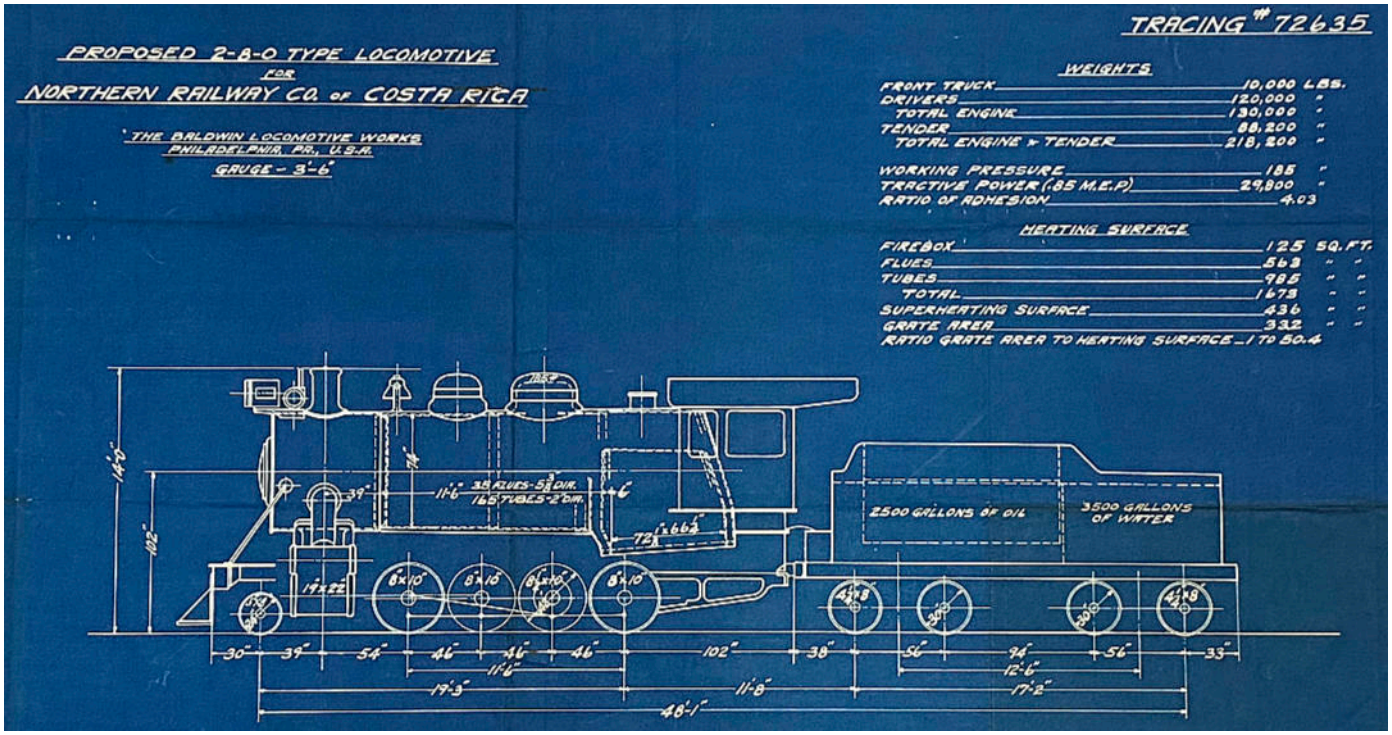
Numbers **7-9, 10, 11, 15-18, 19-27, 28-29, 40-43, 50-55** and **56-62**.

Steam locomotives were transferred by United Fruit from the Northern to various railways in Honduras and Costa Rica as needs required. These transfers that are known are noted, but it is highly probable that many others were not recorded.

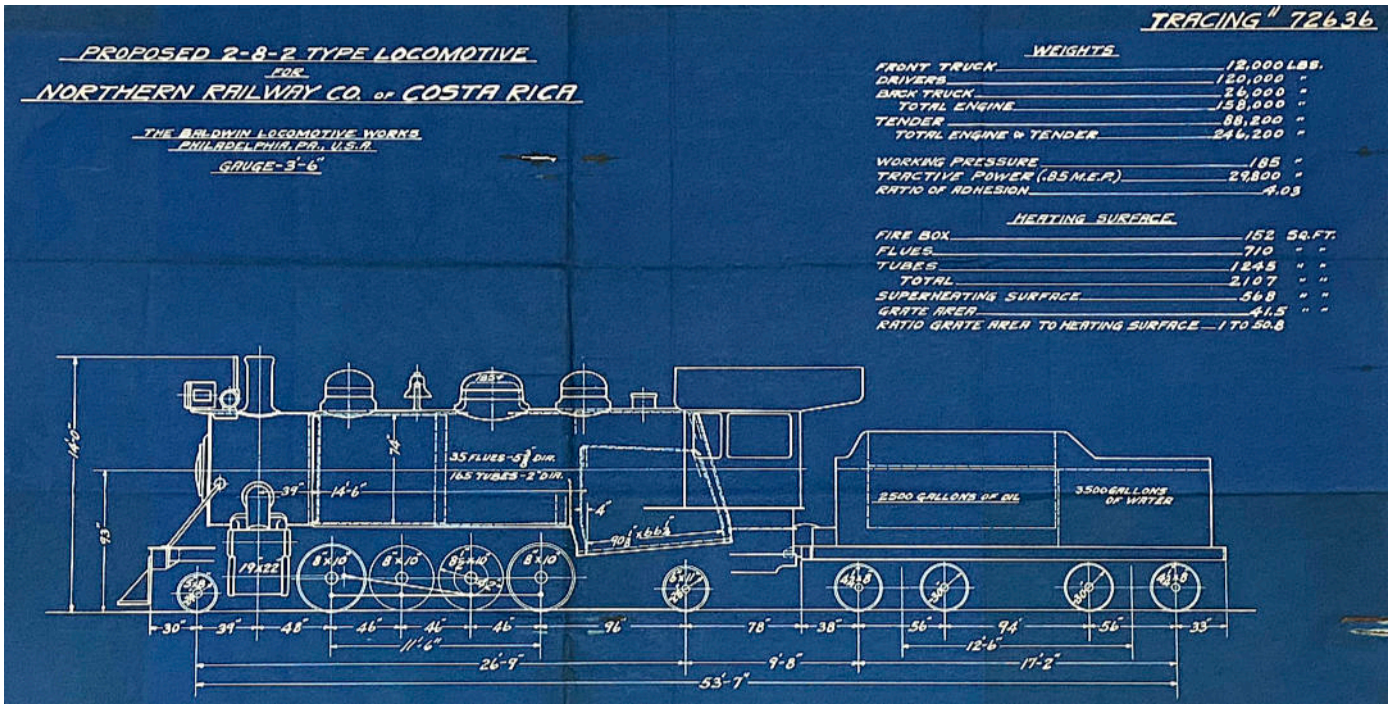
Another weedburner

Proposed designs for the Northern Railway by Baldwin

The following tweo diagrams were prepared by Baldwin at some unknown date, presumably following an enquiry by the railway. No further details are known, but no order seems to have been placed.



These blueprint diagrams were found amongst the Incofer files at the Archivo Nacional in San José.



16.6.4 United Fruit Co. railroads in Costa Rica

Background

Gauge 3' 6" for the majority, though the systems crossing the border from Panama were of 3' 0" gauge. NB This section is likely to be particularly incomplete, owing to the United Fruit Company's habit of swopping engines relatively frequently between its own railways and the public Northern Railway of Costa Rica.

In the long term this section is likely to end up consisting of a single UFCo loco list for Costa Rica followed by summary lists for each of the main networks.

This small 2-6-0 numbered 6 seen near Limón in 1910 might well have been a UFCo loco, but has not yet been identified.

Cía. Bananera de Costa Rica (United Fruit Co.) – *FC de Quepos – Parrita system*

Background

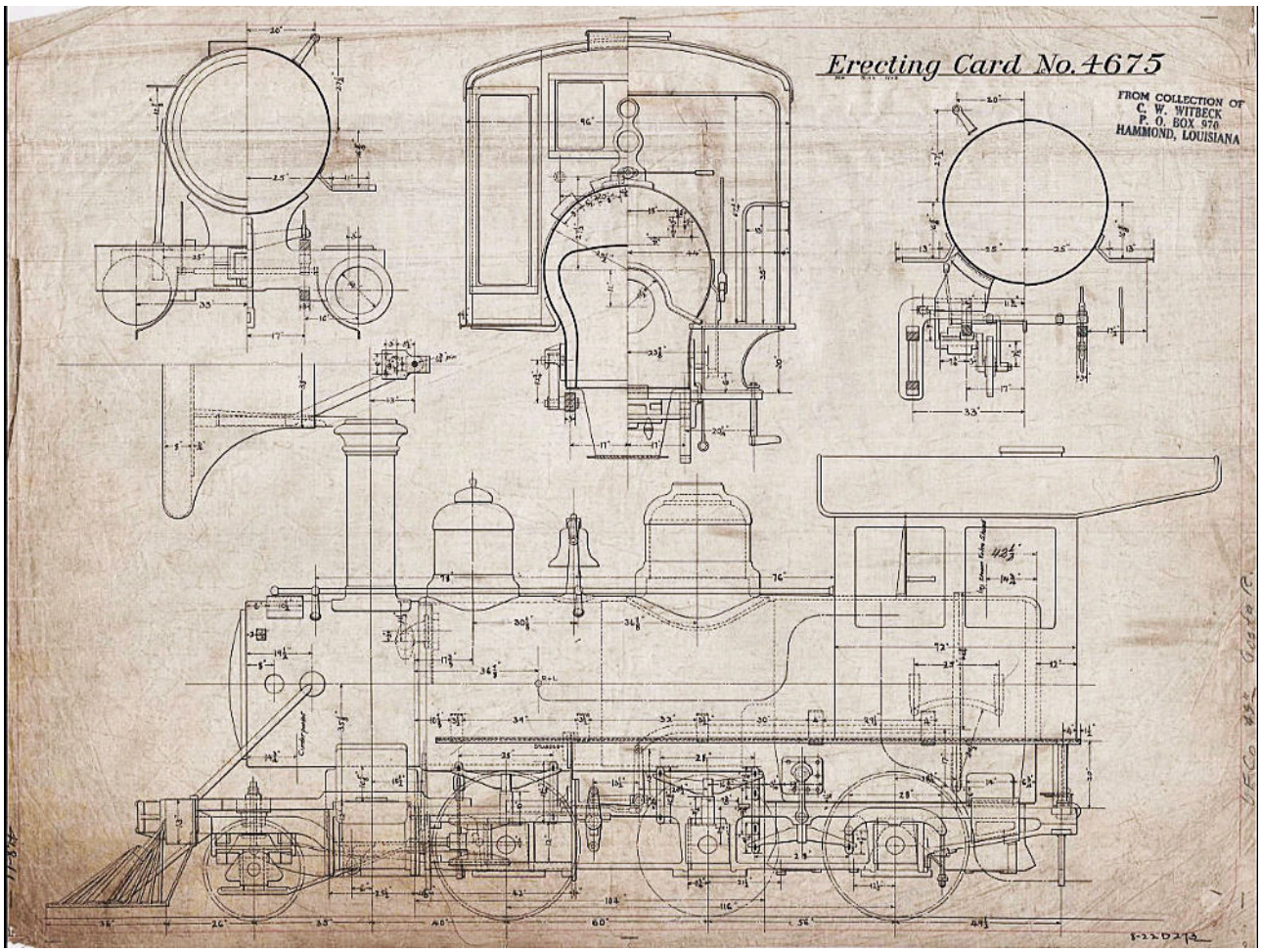
Gauge 3' 6".

2-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1901 and 1903

Ordered by United Fruit Co. for Northern Rly of CR, as no. **6**. Spec. is in vol. 23 p 284. BLW class 8-18D no. 108.

Mark on tank or cab: 'NORTHERN RAILWAY OF COSTA RICA. LIMON.' Straight stacks.

6	w/n 21577	Later to *FC del Sur* as no. **6** and returned to NRR in 1941 as no. **6**. Yudin implies that this was an 0-6-0 but that was not the case.



A Baldwin erecting card drawing for United Fruit Co. in Costa Rica no. **6** of 1901.
Found in the De Golyer Library online archive.

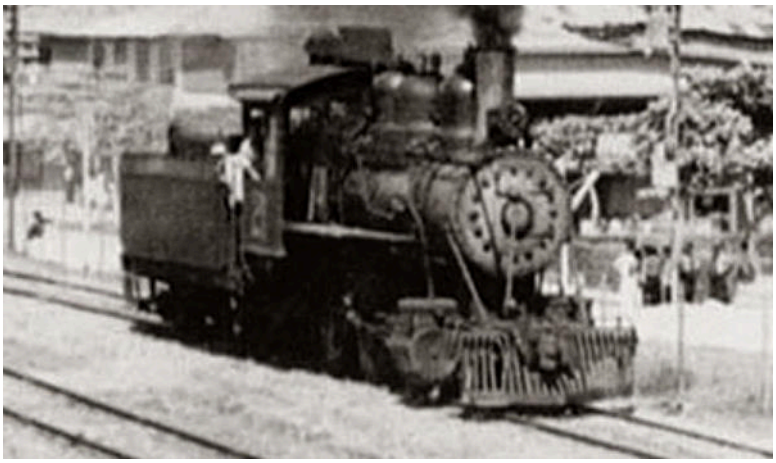
Plus other second-hand 2-6-0s.

2-6-0 d/w ?, cyls. ?, built by Porter in ?

Ordered by ? To *FC de Quepos* as no. **40.**

40 w/n ? Transferred in 1938 to Golfito as no. **16**.

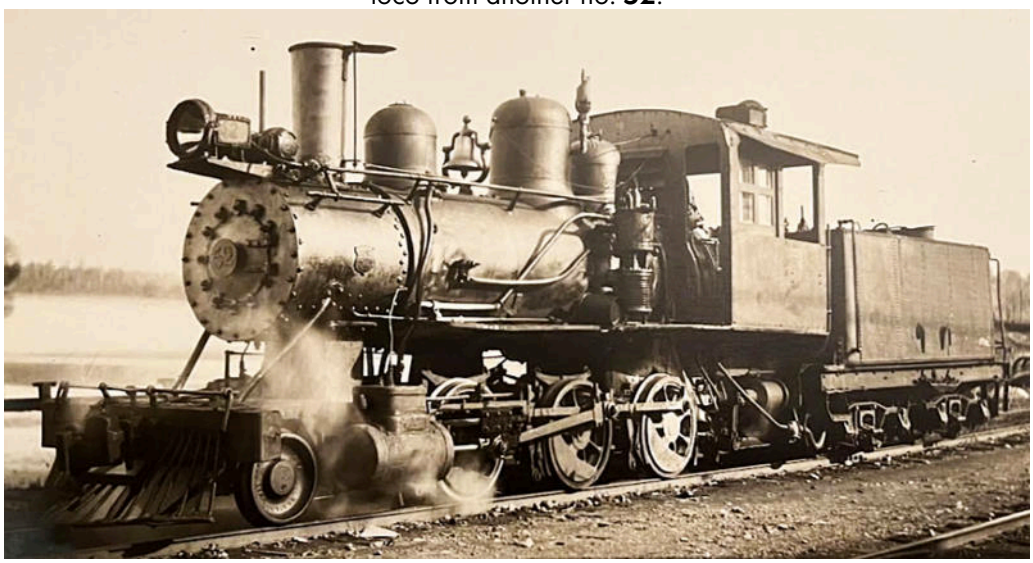
Four images from the Facebook page '*Quepos - Personajes de Quepos*' including locos numbered **32** and **52** and probably a mogul with a raised running plate over an air reservoir. The fourth engine, bottom left, looks rather like the no. **21** illustrated below.

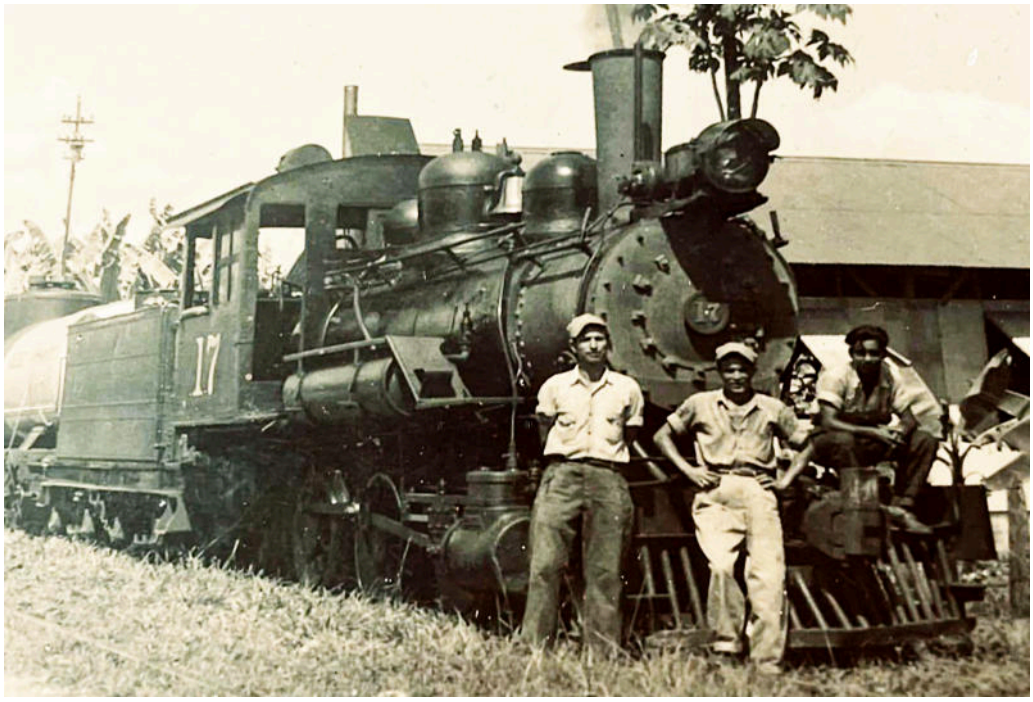


This loco numbered **21** was apparently running at Quepos in 1950.

Another loco at Quepos, this time in 1939.

Focussing in on the front number-plate of one of the engines seen above reveals that it seemingly was identified as **1 52**, perhaps to distinguish the loco from another no. **52**.





The location in Costa Rica of this photo is unknown. However, the loco – numbered **17** – appears to have the same overall design and raised running plate as one of those shown above. They might well be of the same design and Porter origins as the ex-Tela RR engine numbered **211** shown two pages further on.

Cía. Bananera de Costa Rica (United Fruit Co.) – *FC del Sur* – Golfito

Background

Gauge 3' 6". Included an isolated line on north bank of Terraba river at Palmar. The lines at Golfito were built in the late 1930s as the lands in other areas were exhausted for banana growing. The first locomotive on the property was a 2-6-0 "hauled in from Honduras". Most steam locos were replaced by internal combustion locomotives in later years, but three 2-8-2s remained to be placed in display.

United Fruit Co., *FC Chiriqui* crossing the border from Panama

It will be clear from the above map that the Golfito system extended into Panama in order to obtain an alternative export point at Puerto Arguelles. This meant that it connected to the *FC Nacional de Chiriqui*, of 3' 0" gauge. See also sections 15.3.3 and 15.3.4 in the Panama file in this series.

2-6-0 d/w 44", cyls. 14½x22", built by Baldwin in 1901

Ordered by Northern Rly. of Costa Rica as nos. **1** and **2**, then renumbered **37** and **39**, later becoming **50** and **52**. Spec. is in vol. p . BLW class 8-28D, nos. 195-196. Copeland says cyls. originally 17x22". Transferred to *FC del Sur* as nos. **1** and **2**.

1	w/n 18985	Returned to NRR as no. **1** in 1941?
2	w/n 18986	Returned to NRR as no. **2** in 1941?

0-6-0T d/w 42", cyls. 12x18", built by Baldwin in 1901

Ordered for Northern Rly. of Costa Rica as their no. **5**. Spec. is in vol. p . BLW class 6-18D, no. 106. Transferred to *FC del Sur* as no. **3**.

3	w/n 19742	Apparently not used. Scrapped.

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

4	w/n ?
5	w/n ?

0-6-0 d/w 35½", cyls. 10x14", built by Porter in 1905

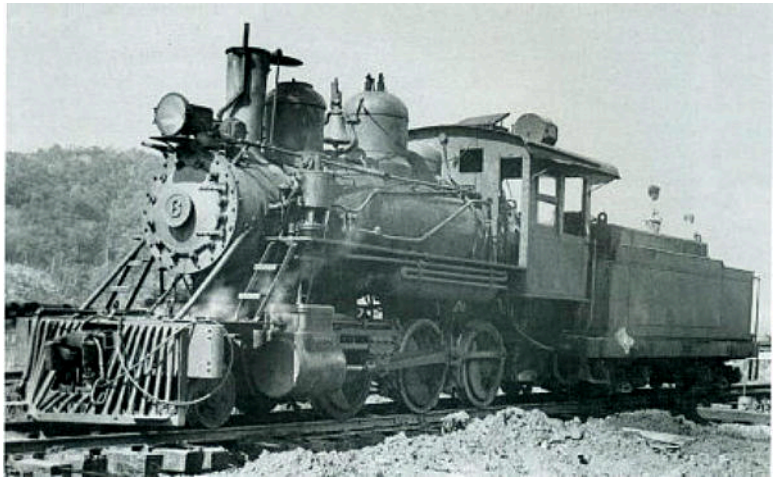
Ordered for United Fruit Co. at Golfito.

3	w/n 3357	Later to *FC de Costa Rica* as no. **G**, then to Northern Railway as no. **3**. Eventually returned to United Fruit Co. *FC del Sur* as no. **3.**
?	w/n 3358	Later to *FC de Costa Rica* as no. **H**, then to Northern Railway as no. **4**. Eventually returned to United Fruit Co. *FC del Sur* Golfito as no. **4**.
1	w/n 3382	Later to *FC de Costa Rica* as no. **B**, then to Northern Railway as no. **B**. Eventually returned to United Fruit Co. *FC del Sur* Golfito as no. **1**.

2-6-0 d/w 42", cyls. 12x18", built by Baldwin in 1903

Ordered for Northern Rly. of Costa Rica as their no. **6**. Spec. is in vol. p . BLW class 8-18D, no. 108. Transferred to *FC del Sur* as no. **6**.

6	w/n 21577	Renumbered **14** at Golfito? Returned 1941? to Northern Rly. of Costa Rica as no. **6** again.



This photo supposedly shows a loco numbered **6** at Golfito in 1938.

0-4-0T d/w ?, cyls. 10x14", built by Porter in 1906

Ordered by United Fruit Co. for Northern Rly. of Costa Rica as no. **I,** later **6**.

5 w/n 3613 Then back to UFCo Golfito *FC del Sur* as no. **5**.

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

7 w/n ?

8 w/n ?

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1904

Ordered for Northern Rly. of Costa Rica as their no. **9**. Spec. is in vol. p . BLW class 8-22D, no. 274. Transferred to *FC del Sur* as no. **9**.

9 w/n 23881 Transferred to Truxillo RR as no. **?**, Puerto Castilla, Honduras.

No. **10** was a Davenport diesel mechanical of 1938 purchased new for this railway.

2-6-0 d/w 41½", cyls. 15x20", built by Beyer Peacock in 1886

Ordered by Costa Rica Rly. as no. **20**, then to NRR as no. **22**. Sent in 1929 to *FC del Sur* as no. **11**.

11 w/n 2805 Returned 1941? To Northern Ry. of Costa Rica no. **22**.

2-6-0 d/w ?, cyls. ?, built by Porter in ?

Three ordered for Tela RR, numbers unknown but later renumbered **210, ???** and **211**. Transferred 1938-9 to United Fruit Co. for *FC del Sur* as nos. **13, ??** and **15**, First of these then renumbered **12**. The fourth, no. **14** here, came from the *FC de Truxillo* where it had been no. **6**, transferred to *FC del Sur* in 1939.

12 w/n ?

13 w/n ?

14 w/n ?

15 w/n ?

2-6-0 d/w 36", cyls. 12x18", built by Porter in 1921

Ordered by *FC de Truxillo*, Honduras, as no. **40**. Transferred first to Quepos as no. **40**, then to *FC del Sur* as no. **16**. Porter class C2T1

16 w/n 6676

?-?-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ? Copeland says a loco with this number was on a Golfito shed last, but no details known.

17	w/n ?	

2-6-0 d/w 40", cyls. 15x20", built by Porter as 0-6-0ST in 1908

Ordered by Isthmian Canal Commission as nos. **871-2, 876**. Then rebuilt as 2-6-0s and sold to UFCo. as **71-80**, then three of them transferred to the Northern Railway but later returned.

71[1]	w/n 4217	Went to Northern Railway as no. **30**, then returned to UFCo *FC del Sur* as **71**[1].
73[1]	w/n 4219	
74[1]	w/n 4220	
75[1]	w/n 4221	
72[1]	w/n 4218	Went to Northern Railway as no. **31**, then returned to UFCo *FC del Sur* as **72**[1].
76[1]	w/n 4222	Went to Northern Railway as no. **32**, then returned to UFCo *FC del Sur* as **76**[1].
77[1]	w/n 4223	
78[1]	w/n 4224	
79[1]	w/n 4225	
80[1]	w/n 4226	

2-8-0 d/w 47", cyls. 17x20", built by Baldwin in 1920

Ordered by United Fruit Co. for *FC de Truxillo*, Honduras, as nos. **8** and **9**. Spec. is in vol. p . BLW class 10-28E nos. 117-118. After abandonment of railway, sent to Costa Rica for use on *Cia. Bananera de Costa Rica* as nos. **??**.

?	w/n 53281
?	w/n 53282

0-4-2T d/w ?, cyls. 5x8", built by Porter in 1899

One of a pair ordered for Snyder Banana Co. of Mobile Alabama, 30" gauge, later both sold to United Fruit Co. Boca del Toro, Panama, then second one to Golfito in Costa Rica. Originally no. **4**.

?	w/n 2016

2-8-2 d/w 40", cyls. 18x22", built by Baldwin in 1940 and 1946

Ordered by *Cía. Bananera de Costa Rica* nos. **80-86**. Spec. is in vol. p . BLW class 282,16S nos. 100-104 and 367-368.

80	w/n 62443	Transferred by United Fruit Co. to Tela RR, Honduras, as no. **351**.
81	w/n 62444	Placed on display at Golfito.
82	w/n 62445	Still in service Feb. 1981.
83	w/n 62446	Transferred by United Fruit Co. to Tela RR, Honduras, as no. **352**.
84	w/n 6244?	Placed on display at Palmar.
85	w/n 72669	
86	w/n 72670	Transferred by United Fruit Co. to Tela RR, Honduras, as no. **350**.

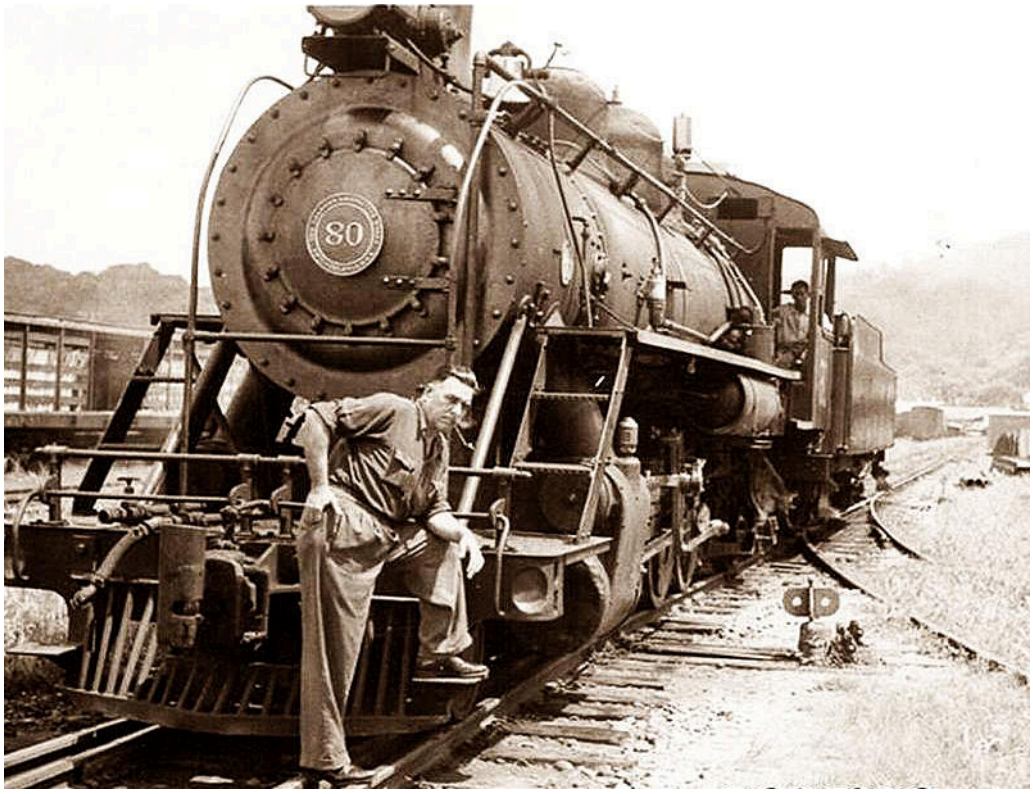
Remaining three were retained in service for use in flood conditions until 1970s.

BLW neg no. 16277. High res image available from the RR Museum of Pennsylvania.

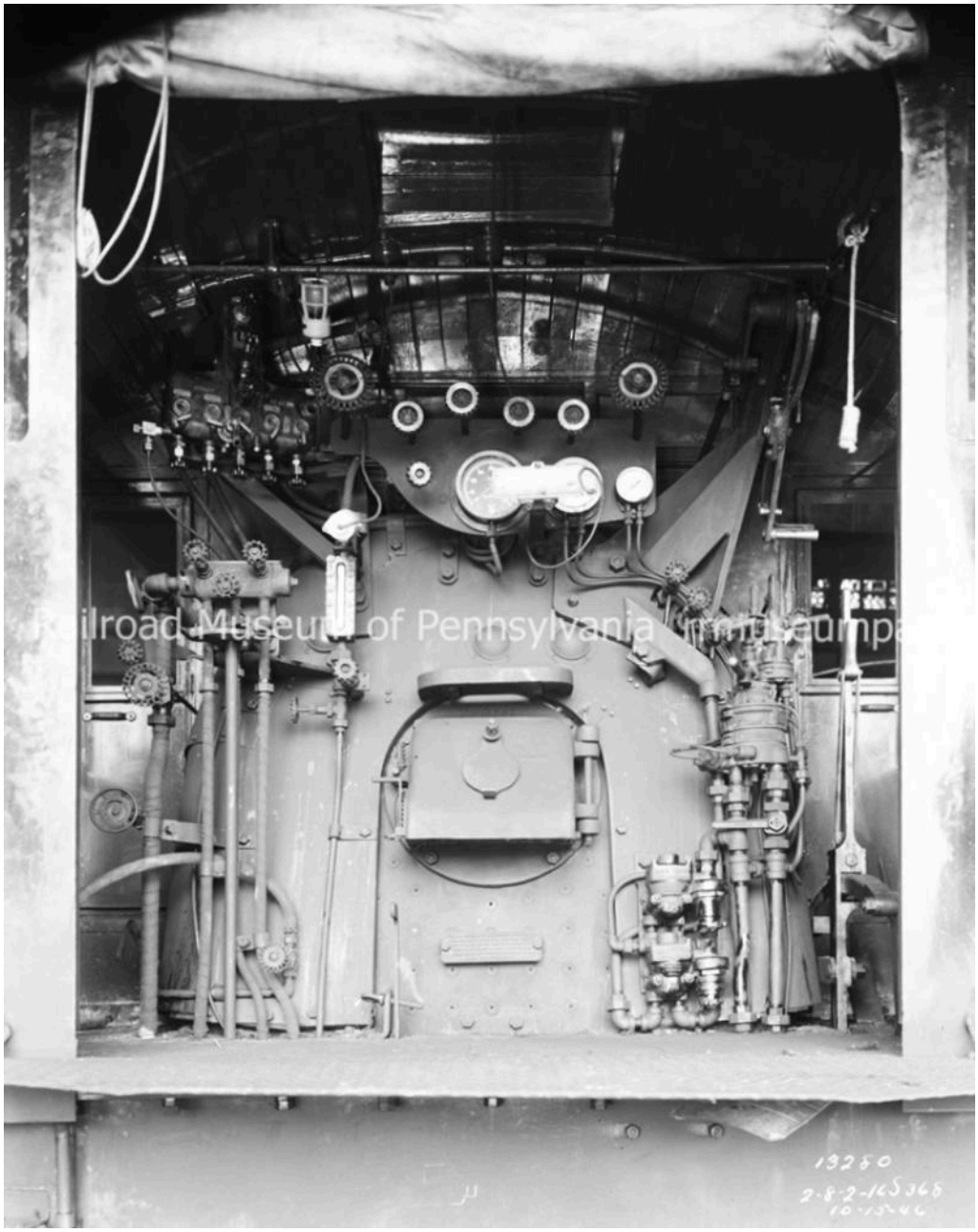
No. **82**, of the 1940 batch of 2-8-2s for the Cía. Bananera de Costa Rica.

BLW neg no. 16278. High res image available from the RR Museum of Pennsylvania.

BLW neg no. 16280-1. High res image available from the RR Museum of Pennsylvania.

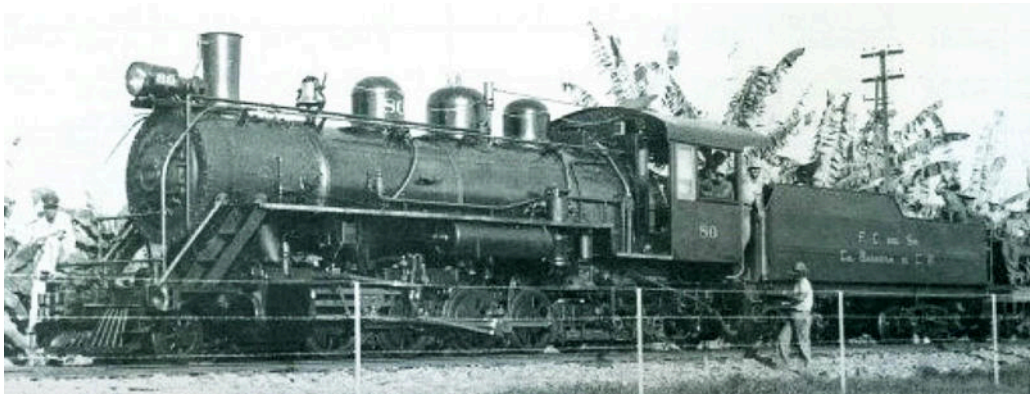


No. **80** at Golfito.



A view showing the cab interior of one of the 1946 batch of locomotives.
BLW neg no. 13280. High res image available from the RR Museum of Pennsylvania.

2-8-2 no. **85**, showing the double air pumps which distinguish these 1946 machines from their earlier sisters.BLW neg no. 16227. High res image available from the RR Museum of Pennsylvania.

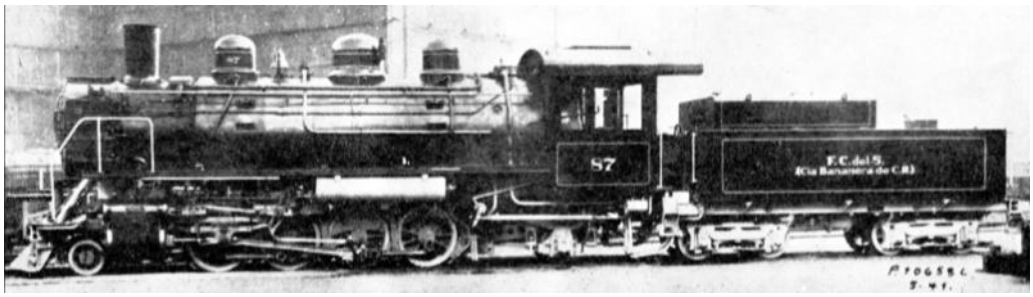


2-8-2 d/w 40", cyls. 18x22", built by Krupp in 1941 but only delivered in 1951?

Ordered via Union of Bremen for United Fruit Co., Costa Rica, for the *Cía. Bananera de Costa Rica* nos. **80-87**.

87	w/n 2190	T
?	w/n 2191	
?	w/n 2192	
?	w/n 2193	
?	w/n 2194	
?	w/n 2195	
?	w/n 2196	

It is currently unclear whether these were Baldwin or Krupp products. This needs clarifying.



No. **87**, from the Krupp-built batch, exhibits a few minor differences from the earlier locos. The running plate continues right back to the cab without the earlier step down to facilitate access through the cab front door, the front sand-dome has changed places with the bell, and the tender no longer has an ALCo style upstand or 'collar' at its front end.

2-8-2 d/w 48", cyls. 16x24", built by Baldwin in 1945

Ordered by USATC on metre gauge as nos. **781-783**. Spec. is in vol. p . BLW class 282,16S nos. 359-361. After completion, rebuilt to 3' 6" gauge for possible invasion of Japan and renumbered **4298-4300**. Not used. Sold to United Fruit Co. for *Cia. Bananera de Costa Rica* as nos. **90-92**.

90	w/n 71418	Transferred 1958 to Tela RR in Honduras as no. **152**, then later to *FC Nacional de Honduras* as no. **58**.
91	w/n 71419	Transferred 1958 to Tela RR in Honduras as no. **163**, then later to *FC Nacional de Honduras* as no. **163**.
92	w/n 71420	Transferred 1958 to Tela RR in Honduras as no. **153**, then later to *FC Nacional de Honduras* as no. **59**.

United Fruit Co.

Background

Gauge 1' 6". Location not yet discovered.

0-4-0ST d/w 22", cyls. 6x10", built by ALCo Dickson in ?

Ordered by United Fruit Co.

1?	w/n 30196	Survives preserved.

?-?-? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

2	w/n ?

0-6-0T d/w 20", cyls. 6x10", built by Porter in 1906

Ordered by United Fruit Co. Porter class CSS.

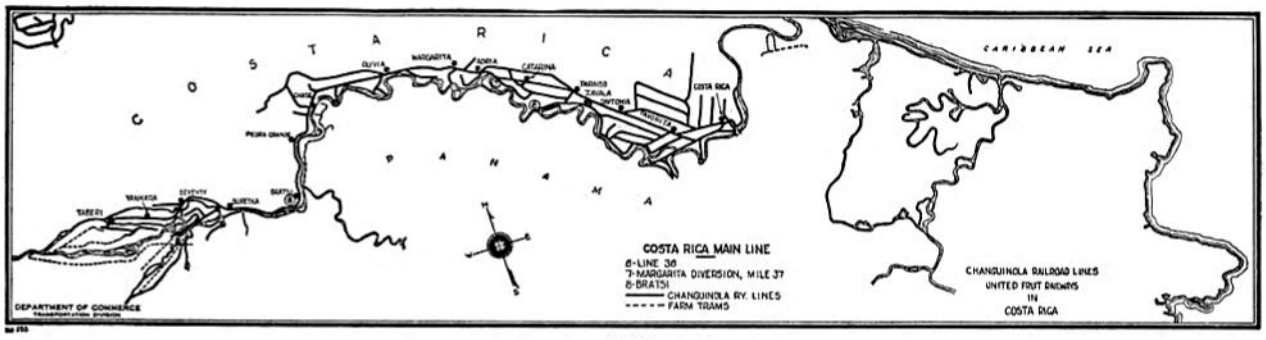
3 'PACIFICA'	w/n 3449

Probably used on a banana tramway.

United Fruit Co., *FC Changuinola* crossing the border from Panama

Background

Gauge 3' 0". See also section 15.3.1 in the Panama file in this series.



This UFCo 2-6-0 numbered **55** was reputedly photographed at Sixaola in 1930.

16.6.5 Other Costa Rica railways

Costa Rica Markets & Tramway Co. in Cartago

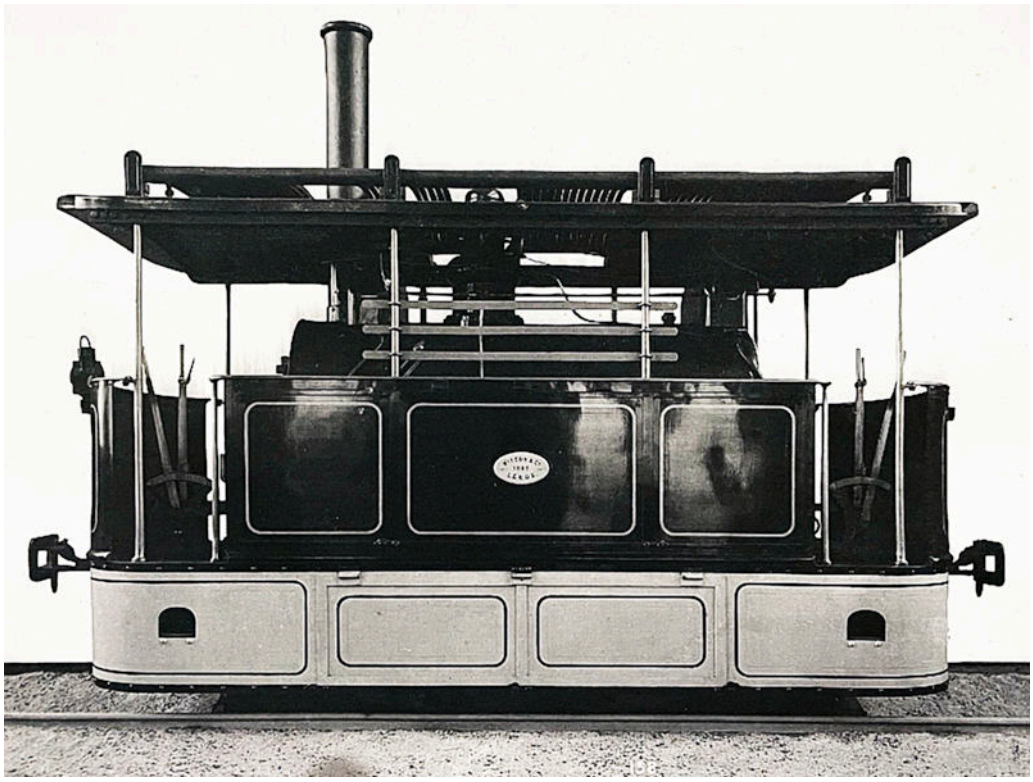
Background

Gauge 2' 6". 1888-1898? "Another Englishman named Silas Wright Hastings acquired a franchise in 1885 to build a street railway in San José and another franchise in 1886 to build a tramway in Cartago, 15 miles east of the capital [see area map]. In September 1886 he registered Costa Rica Markets & Tramway Co. in London and ordered seven trams for his Cartago line from J. G. Brill Co. in Philadelphia (Brill order #1524). All were 8-wheelers. Six of them were double-deckers, unique in Costa Rica.

In March 1887 Hastings ordered three small steam dummy locomotives from Kitson & Co. in Leeds (orders #221-223). The photograph below shows one of them." [the late Allen Morrison]

0-4-0Tm d/w 30", cyls. 8½x12", built by Kitson in 1887

Ordered	Works numbers are in Kitsons' tram loco list.
?	w/n 221
?	w/n 222
?	w/n 223



ORDER No.	BUILT FOR	GAUGE	CYLINDERS DIA.	CYLINDERS STROKE	BOILER BARREL LENGTH	BOILER BARREL DIA.	BOILER F'BOX SHELL LENGTH	BOILER F'BOX SHELL BREADTH	TUBES NO.	TUBES DIA.	HEATING SURFACE TUBES	HEATING SURFACE F'BOX	HEATING SURFACE TOTAL	CONDENSING SURFACE	GRATE AREA	WATER CAPACITY	FUEL CAPACITY	BOILER PRESSURE	WHEELS DIAMETERS, WHEEL BASE AND WEIGHTS	DATE
221-3	COSTA RICA	3'-6"	8½"	12"	5'-6¾"	3'-0"	3'-2"	3'-12½"	75	1¾"	133·7	37	170·7	212	6·75	200	40 CUB:FT OF WOOD PILED UP	160	2'-6" 4'-6" 2'-6" 5:16 5:6 TONS CWTS 11 : 2	1887

A photo and dimension for these tram locos, from the Kitson albums in the SLS Library.

Camore-Weinberger Banana Co.

Background

Gauge 3' 6".

0-6-0 d/w 35½", cyls. 10x14", built by Porter in 1901

Ordered via New Orleans. Porter type CT4.

1-A 'La LOUISIANA' w/n 2306 Sold 1905 to United Fruit Co. and numbered **C**; renumbered **2**; then to Northern Rly. of Costa Rica as no. **2**. Transferred 1937 to *Cia. Bananera de Costa Rica* as no. **2**. Scrapped at Golfito.

Probably also had another locomotive.

Cía. industria Río Banano

Background

Nothing is known of the company of this name. However, the río Banano runs to the sea on the Caribbean coast of Costa Rica just south of the city of Limón.

0-6?-0 d/w ?, cyls. ?, built by ? in ?

Ordered by ?

? w/n ?

This photo was reproduced in *El Cojo Ilustrado* during late 1897, captioned as being on the railway of the *Cía. industria Río Banano*.

Penhurst Banana Co.

Background

Gauges 1' 6" and 2' 0". Yudin states that the Penshurst (sic) Banana Co. took over the southernmost part of the CRR route from the Estrella river to Cahuita in the 1930s after a bridge washout and rebuilt it to 2' 0" gauge.

0-6?-0T d/w ?, cyls. ?, built by ? in ?

Ordered by ?

No. 1 w/n ?

The Abangares gold mines

Background

Gauge, one source says 22" but Lehmuth's ALCo list says 2' 6" which appears more probable. In Guanacaste province north-west of Puntarenas.

"The story begins in 1884 when Juan Alvarado Acosta discovers a mine that in 1887 is sold by Vicente, Paulino and Rafael Acosta who baptized it as Tres Hermanos. In 1889 it was sold to the Anglo American Exploration Development Company Limited; during the government of Rafael Iglesias C. It then passed into the hands of the Abangares Gold Fields company.

Abangares is known as the mining canton of Costa Rica, since it was there where the largest gold mining industry in the entire history of Costa Rica was located. The main mining district was La Sierra de Abangares, where Minor Cooper Keith located the gold processing plant of his company Abangares Gold Fields of Costa Rica. Another Abangareño district in which gold exploitation had an impact was in Las Juntas, where mining centers were developed and where workers converged on weekends to drink and play poker. The name "Abangares" is derived from the name of the ancient chief of the area who was "Avancari" which in the Nahuatl language means "god of the waters" or "god of the estuaries". Avancari was credited with the strength and flow of the river that runs through the canton today called "Río Abangares".Interior of the Minas de Abangares Ecomuseum in Guanacaste, Costa Rica

The name of the La Sierra district derives from the mountain range that crosses the territory and the name of Las Juntas has a very peculiar etymology. The former miners say that after payday they met in the nearest town to drink and play poker (as mentioned above), and this activity was called "Las Juntas".

After obtaining the mine, mining exploration begins and new mines are created throughout the mountain range of the Sierra de Tilarán in Abangarean territories. Exploitation techniques were imported that increased the productivity of gold processing. The application of cyanide, mercury and the pulverization of gold-bearing material with complex machinery such as breakers or hammer boxes, filters, mills, air compressors, locomotives, lifts; determined the great development of the area (which is compared to the development that caused the gold rush in California) so much so that

by the time of 1901, there was a commissariat (small market), hospital, shops, hotel, workshops, factory. ice, telegraph and an electrical substation.
Mining attracted numerous immigrants from different places. The working mass was made up of workers from all of Costa Rica, as well as from all of Central America. Italians were brought in as stonecutters or stone carvers to make the foundations of the Los Mazos Building (place where gold was processed). Jamaicans were the foremen, Chinese, Germans, English and North Americans carried out administrative tasks. Mining brought Minor Keith a lot of capital but in 1931, the company abandoned the region due to the crisis or depression of 1929 in the USA, as well as the shortage of gold deposits." Translation from https://costaricainfolink.com/es/ecomuseo-minas-de-abangares-en-costa-rica/
A small locomotive is preserved at the Eco Museum on the site of the original gold processing plant. In addition it looks as though the partial remains of a second engine may survive.

0-4-0T d/w 22", cyls. 6x10", built by ALCo Dickson in 1904

Ordered for United Fruit Co.
1 'TULITA'? w/n 30196

0-4-0T? d/w ?, cyls. ?, built by ? in ?

Ordered for ?
? w/n ?

The Abangares survivor under its canopy at the Eco-museum.

This surviving firebox and part frame is clearly different from the loco above, both because of the firebox-mounted dome and from the inside frames. It is possible that this engine is on a wider gauge than the one above.

16.6.6 Unidentified Costa Rica locomotives

0-4-2T d/w ?, cyls. 5x8", built by Porter in 1899

Ordered for Snyder Banana Co. of Mobile Alabama, 30" gauge, later both sold to United Fruit Co. Boca del Toro, Panama, then the second one went to Golfito in Costa Rica.

3 w/n 2015

4 w/n 2016

0-6-0 d/w ?, cyls. 10x14", built by Porter in 1906

Ordered by United Fruit Co. for Northern Rly. of Costa Rica

F w/n 3438

G w/n 3439

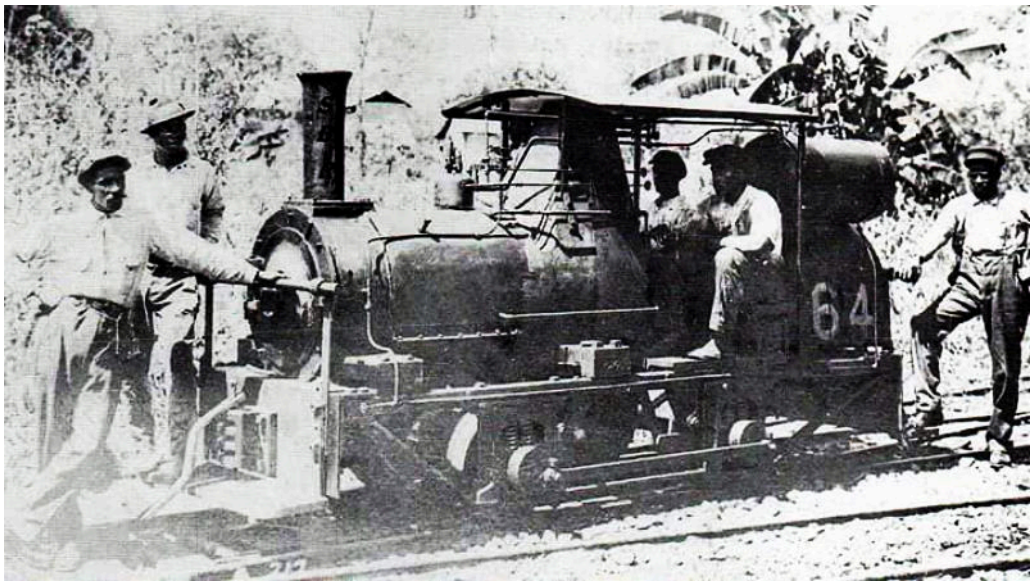
An O&K on a banana plantation line

A photo found by Richard Yudin and published in *The Narrow Gauge* issue 238 Summer 2016.

The steam loco has been suggested to be an O&K. The photo apparently was found on a 1910 postcard but has since been dated to 1903 by a correspondent on Facebook.

Having found the above photo of a German-built narrow gauge 0-4-0WT on a Costa Rican web-page, a second image then popped up which would seem to show the very same loco with its home-made cab roof extension.

An early O&K 0-4-0T on a train of of flats carrying what are probably bananos protected from the sun by being covered with banana leaves. One suggestion on Facebook was that this looked rather like trains that had run on the Freeman estate near Puerto Limón. The front part of the cab roof, covering the bunkers ahead of the spectacle plate, appears to be a home-made additiion. Remove that and the loco would look very like that in the first photo.



A Bell geared steam loco, supposedly in Costa Rica, and numbered **64**. This suggests that it might have been part of a sizeable fleet. I wonder if the United Fruit Co. used such machines. Certainly they did on the Changuinoloa sustem crossing the border into Panama.

An unidentified 2-6-0 on a train of banana vans. The loco is numbered **8**, but unfortunately the owner's name on the tender side cannot be made out.

This photo, as can be seen, was found being used to create a flyer for an exhibition. It might well be a loco related to the subject of the paper, Minor C. Keith, ie. it might have been a United Fruit Co. locomotive.

A Costa Rican 10 colones banknote showing a picture of a 4-4-0 locomotive. Unfortunately the engine is unlikely to be of a specifically Costa Rican design, as the note was produced by the American Bank Note Company of New York.

16.7 Appendices

16.7.1 Part of a report on the *Canal Maritimo de Nicaragua* works

Background

Part of source [10] – Nicaragua Canal Company, report to the US Senate in 1890. pp60-61.
The first half of the report described the excavation and construction of the actual canal, and has thus been omitted.

"In June, 1890, a railroad was begun across what has been considered the impassable swamp, between the San Juan Lagoon and the Benard Lagoon. Soon after beginning, heavy rains set in, and the swamp was flooded to a depth of from 2 to 4 feet. The track had to be laid in advance, and the dirt for filling brought out by train. This was done by building up a corduroy of logs, and laying the temporary stringers running lengthwise of the track, on which the ties were placed and the track laid. Most of this work for a distance of 2 miles was done in water 3 feet deep, and much of the work for 4 miles more in water 2 feet or more in depth, making a total of 6 miles of swamp work. After the rails were laid the trains of dirt were pushed out and unloaded along both sides with a ballast unloader, and as the bank was raised above the water the track was raised and put into shape on a solid roadbed of sand. In order to make the road safe at all times, the grade has been put above the highest known water. As this could not be done at once there has been a large force of men at work raising, lining, and stamping the track since construction began. The materials for the road have been excavated from the entrance of the canal by a steam shovel, capable of handling 1,300 yards of dirt in a day, and hauled to the point needed by trains of flat-cars, carrying about 240 yards to a train. There is now about 4¼ miles of main track laid, extending to the crossing of Benard Creek, at B. J. This bridge is finished and ready for the track to be laid. The bridge is 180 feet in length. Considerable difficulty was experienced in getting a foundation, and some of the piles were driven to a depth of 90 feet below water.
Beyond B. J. the clearing is done and the grading well advanced to a point 10 miles from Greytown. The materials for all of this and 7 miles more are all on hand, except a portion of the ties. In addition there are 1½ miles of side track laid and a considerable amount of working track.
The road is well equipped for construction work, having two powerful locomotives, one weighing 36 tons and one 44 tons, and a heavier and still more powerful one is now on the way here. We have in use fifty cars of various kinds, one steam shovel, a ballast unloader, lifting jacks and all appliances necessary.
At the terminus of the railroad a fine wharf, 30 by 264 feet, has been built, all the timber for which was creosoted in the best possible manner. This wharf is thoroughly protected by fender piles and wales, and is built to sustain any load which may come upon it. It is provided with a derrick and steam-hoisting engine, and has a railroad track laid on it so that materials may be loaded directly from the lighters on the cars by steam. Over 100 feet of this wharf is in 12 to 14 feet of water.
A breakwater for the protection of the entrance to the harbor, now being constructed at the eastern terminus of the canal, was begun in December, 1869, and has already been built out a distance of 715 feet into the sea, and is now being continued and will be carried out to a distance of 1,900 feet.
The breakwater is 42 feet in width, and is constructed by driving piles in bents 8 feet apart, each bent having twelve piles capped with a 14 by 14 inch timber drift-bolted to top of four piles, on which it rests, and firmly secured to the remaining eight piles in the bent with screw bolts. On top of the caps, and firmly bolted to them, there are eight stringers of 12 by 12 inch timber, running lengthwise of the pier. Each bent is thoroughly braced transversely by six diagonal pieces of 4 by 10 inch timber spiked to the opposite side of the piles. Along each side of the pier piles. are put in between the bents as closely as they can be driven, thus forming a solid wall of piles along each side of the pier. The spaces between the rows of piles running lengthwise of the pier are filled with brush mattresses, about 2 feet in thickness, which are sunk into position by being loaded with rock. Alternate layers of brush and rock are being put on until an elevation above high water is reached. As this is being filled in, the waves bring sand and deposit it so that the whole space is thoroughly filled with a composite mass of brush, rock, and sand, through which it is impossible for worms to penetrate, and by its weight making a structure of great strength and stability. To insure the greatest durabil-

ity, none but creosote timber, containing 16 pounds of oil to the cubic foot of timber, is now being used.
For the purpose of handling materials economically, a standard gauge railroad track has been laid as fast as the work progressed, and a substantial railroad built from the pier to deep water in the lagoon, a distance of a quarter of a mile. This road crosses two arms of the lagoon on substantial pile bridges, and at the terminus has a wharf with a derrick for discharging materials which are brought from the main land in lighters. There has also been built a wharf 20 by 30 feet, with storage bins, for the reception of coals.
As the pier advanced the waves were deflected, so that they began to cut in behind the breakwater and threatened to cut the buildings off from the pier. To prevent this a wing wall of sheet piling has been driven along the channel from the pier to the open lagoon, a distance of 700 feet, effectually preventing any further tendency to cut away the beach. The bottom of the sea beach here is very hard sand, through which it would have been almost impossible to drive piles by the ordinary method ; this became evident soon after starting the work; and the experiment of sinking them with a water jet was tried; this proved eminently successful, affording a quick and economical solution of the problem. As the pier advanced the sand was filled in on the east side, so that there is now solid land out nearly the entire length of the break-water, adding greatly to the strength and safety of the structure. On the west side there was a bench 100 feet in width and 6 feet in height ; this the sea has cut through, giving an opening of about 600 feet in width and a channel with 6+ feet of water at low tide, through which all the lightering to and from the vessels has for months been done. This opening and maintaining of a channel, without dredging, is the best possible proof of the final success of the plan adopted for the formation of a harbor.
The bar in front of the San Juan lagoon has long been known as one of the most dangerous places on the coast in rough weather, and it is with no small satisfaction that I say the breakwater has been carried forward through the heavy surf, which prevails here during several months of the year, without even stopping on account of weather, and without an accident of any kind, or the loss of a life. The dredging plant, purchased of the American Dredging Company, consisting of several dredges, steam tugs, lighters, contents of a machine shop, etc., have begun to arrive, there being,already five dredges, nine lighters, and several hundred tons of machinery and supplies delivered here. The dredges are being put in order as fast as possible, one being already at work cutting a channel across the bar to deep water outside.
A contract has been let to the North American Dredging and Improvement Company of New York for dredging 1,500,000 cubic yards in the proposed harbor at the eastern terminus. This company has now one dredge and a large scow, and a large plant of dredgers, scows, and tugs now on their way here. A contract for clearing the right of way from Lake Nicaragua to the Pacific has been let, and work will soon begin on this portion. A large amount of supplies, tools, and machinery, consisting of steam boilers, rock drills, hoisting engines, railway appliances of all kinds, etc., are now on hand and ready for work.
In all the work done the aim has been to have everything first class, and no expense has been spared to secure this end. In many cases inferior material might have been used at a great saving of first cost, but this has not been done.
All the timber of the breakwater, the railroad wharf, and permanent bridges, is creosoted in the best possible manner. Creosoted railroad ties are being brought from the United States at a cost of about four times what ties of native wood could be bought for. The capacity of the creosoting works to its utmost.
All the employés, both officers and laborers, are housed and fed by the company. It would undoubtedly seem to be cheaper not to do this, but laborers would not receive as good food nor as comfortable lodging, and sickness would be the result.
At an early date an excellent hospital was established, where all the company's employes are treated free of cost. This, in connection with the care taken of the employes, has kept the sick list down to a point which would be considered excellent in any climate. The death rate among laborers has been remarkably small, and there has not been a death among the officers from sickness.
In conclusion, I would call attention to the great difficulty under which the work has been done. In times past it was no uncommon thing for vessels laden with only ordinary packages of merchandise to leave here without discharging their cargoes on account of the unprotected anchorage. We have been compelled to unload locomotives, steam shovels, pile-drivers, railroad cars, etc., in packages weighing as high as 15 tons, receiving them on board lighters in an entirely un-

protected sea 2 miles from land, and bringing them ashore, where they have been taken from the lighters and set up without the aid of powerful derricks, such as are commonly used for such work.

The country along our line was entirely without highways, or any means of communication. From the small settlement of San Juan del Norte to Ochoa the country was an unknown and uninhabited wilderness.

The company has gone to work in an unostentatious, systematic manner to accomplish the great work before them, and may well take pride in what has been accomplished.

Very respectfully,

FRANK P. DAVIS, Division Engineer.

A. G. MENOCAL, Esq., Chief Engineer, Nicaragua Canal Construction Company, America, Nicaragua.

16.7.2 Illustrations from Porter catalogs

Background

The illustrations of locomotive types in Porter catalogs tended to be artistically-enhanced rather than being original photos. Nevertheless, each page gave a hint as to the end-user of each machine, and the running numbers shown were probably those from the original base photos.

The following pictures appeared in the 1908 and 1915 'Light Locomotives' catalogs, and each one gives the customer as being in Central America. They thus should appear in either this file or in that covering the state of Panama. In fact, hardly any have as yet been firmly identified, reflecting the fact that the preceding pages have far more detail for the public railways than for plantations.

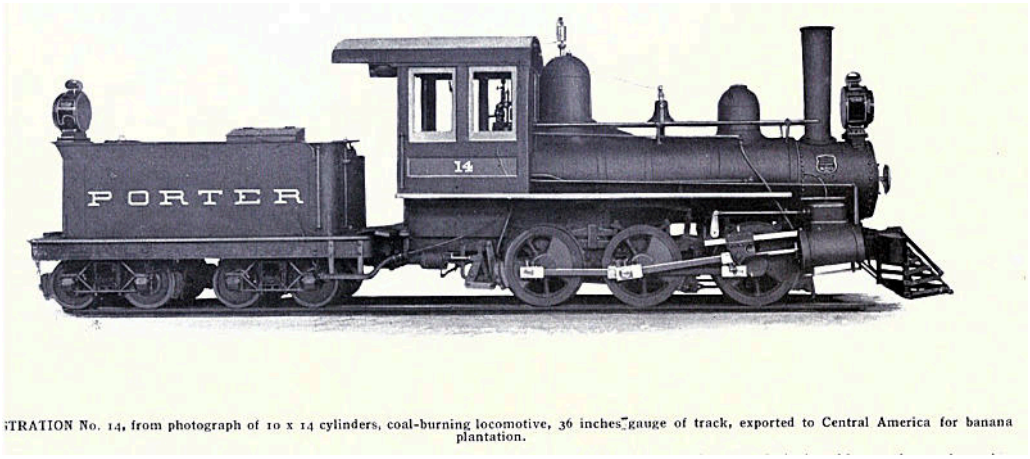


ILLUSTRATION No. 14, from photograph of 10 x 14 cylinders, coal-burning locomotive, 36 inches gauge of track, exported to Central America for banana plantation.

1908 catalog p36.

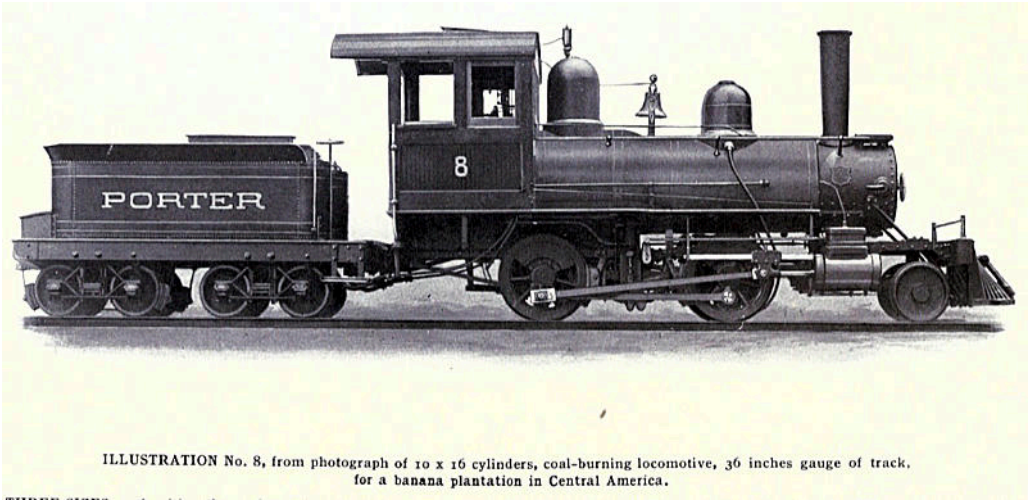


ILLUSTRATION No. 8, from photograph of 10 x 16 cylinders, coal-burning locomotive, 36 inches gauge of track, for a banana plantation in Central America.

1908 catalog p24, and also the 1915 catalog p46.

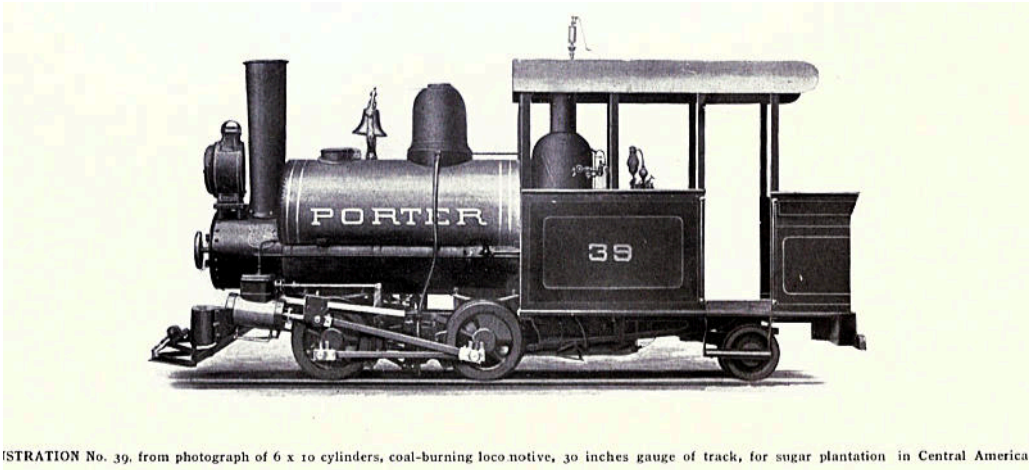


ILLUSTRATION No. 39, from photograph of 6 x 10 cylinders, coal-burning locomotive, 30 inches gauge of track, for sugar plantation in Central America

1908 catalog p96.

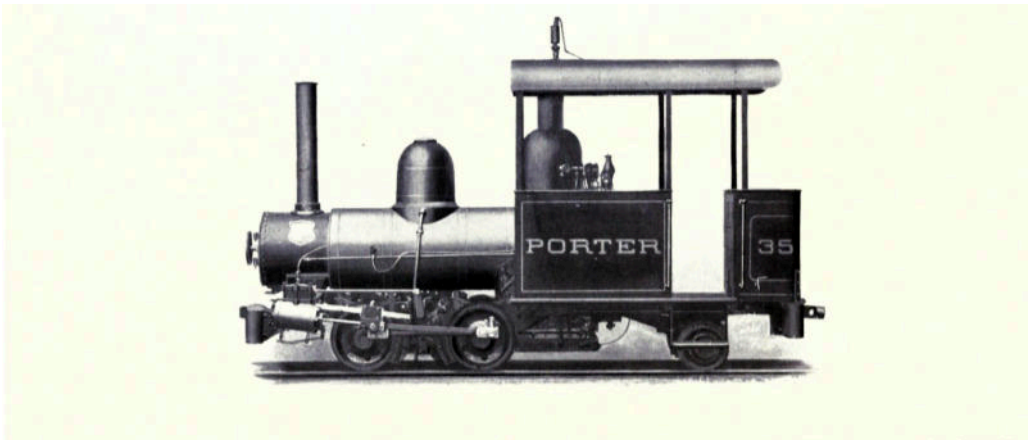


ILLUSTRATION No. 35, from photograph of 5 x 8 cylinders, coal-burning locomotive, 30 inches gauge of track, for plantation, exported to Central An

1908 catalog p90.

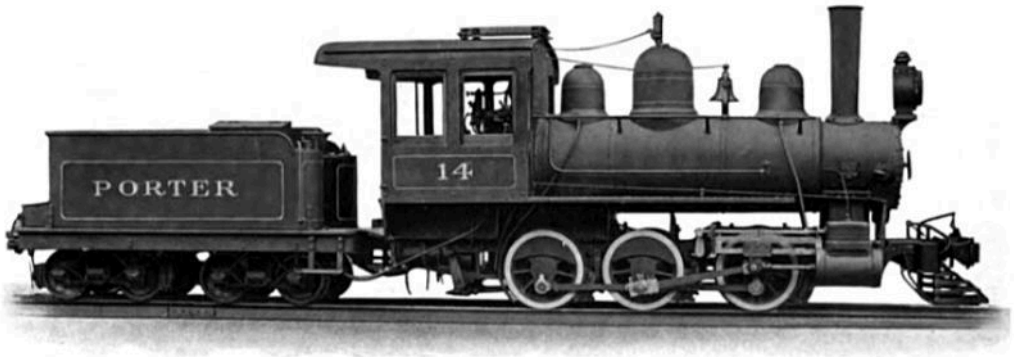


Illustration No. 14, from photograph of 10 x 14 cylinders, coal-burning locomotive, 36 inches gauge of track, exported to Central America for banana plantation.

1915 catalog p64.

Illustration No. 160, from photograph of 10x16 cylinders, coal-burning locomotive, 36 inches gauge of track, for banana plantation in Central America

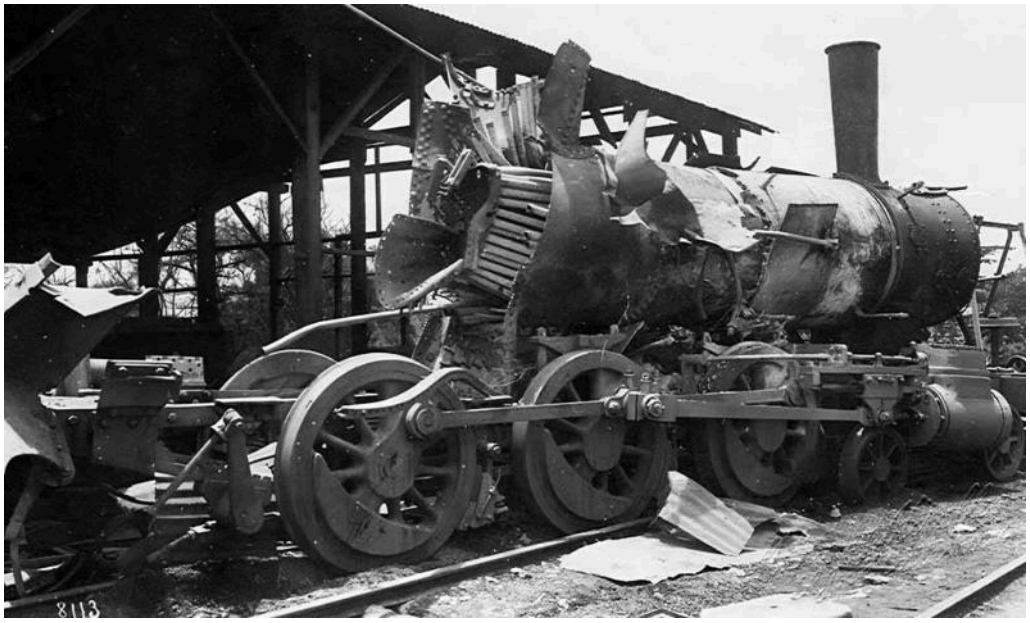
1915 catalog p67.

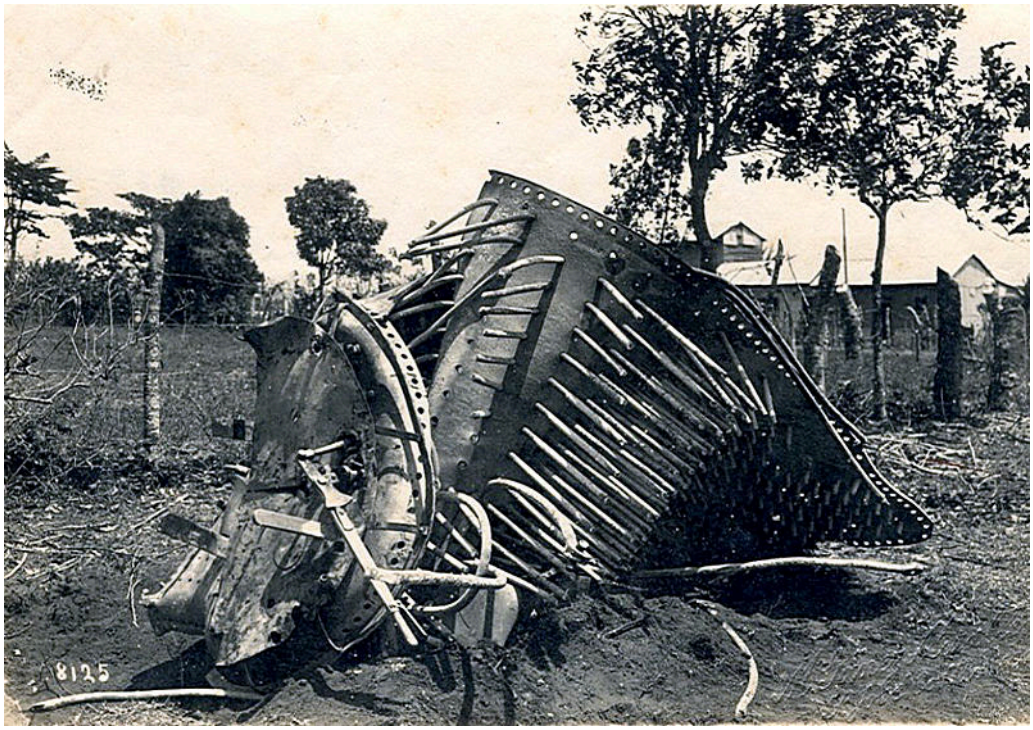
Illustration No. 2, from photograph of 10 x 16 cylinders, 36 inches gauge locomotive, exported to Central America.

1915 catalog p47.

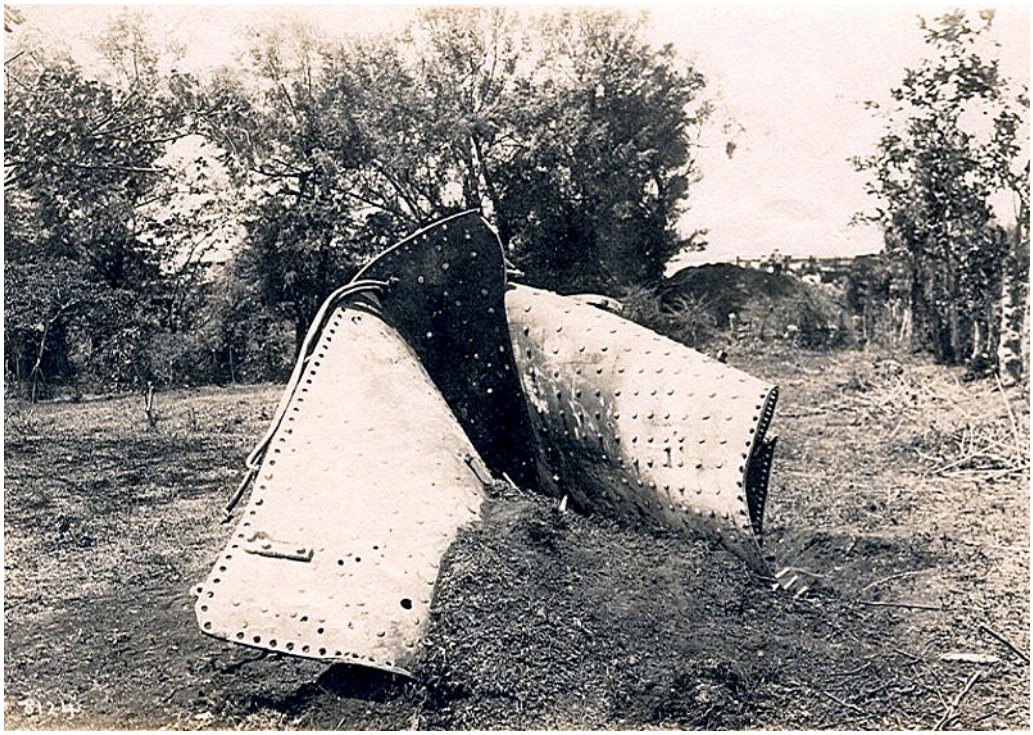
16.7.3 Other photos from the *FC al P* boiler explosion in 1920

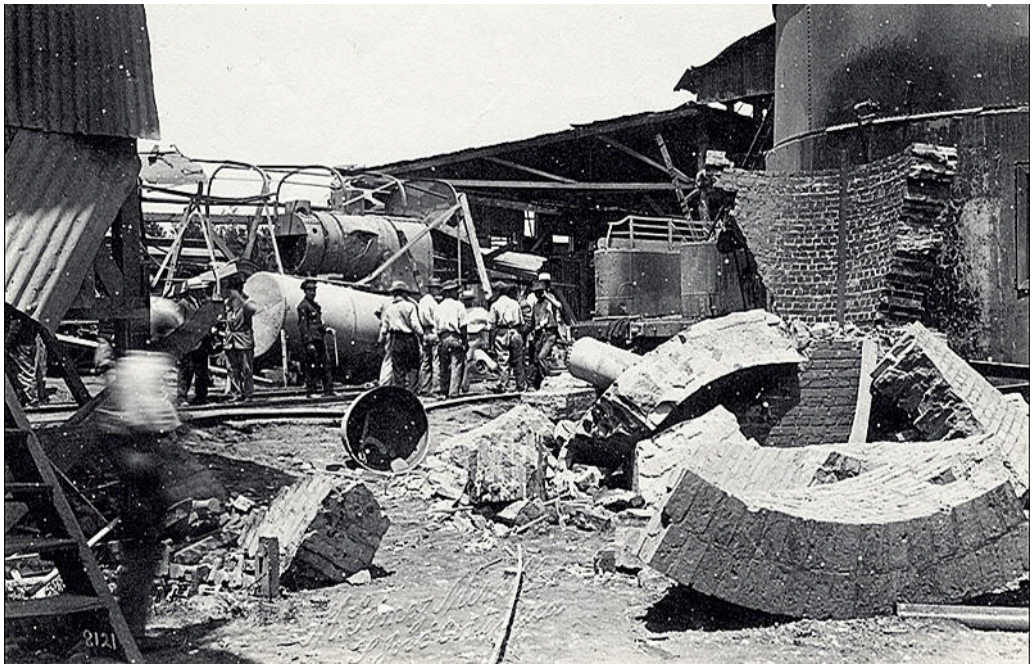
See section 16.6.2 for the original reference to this event.



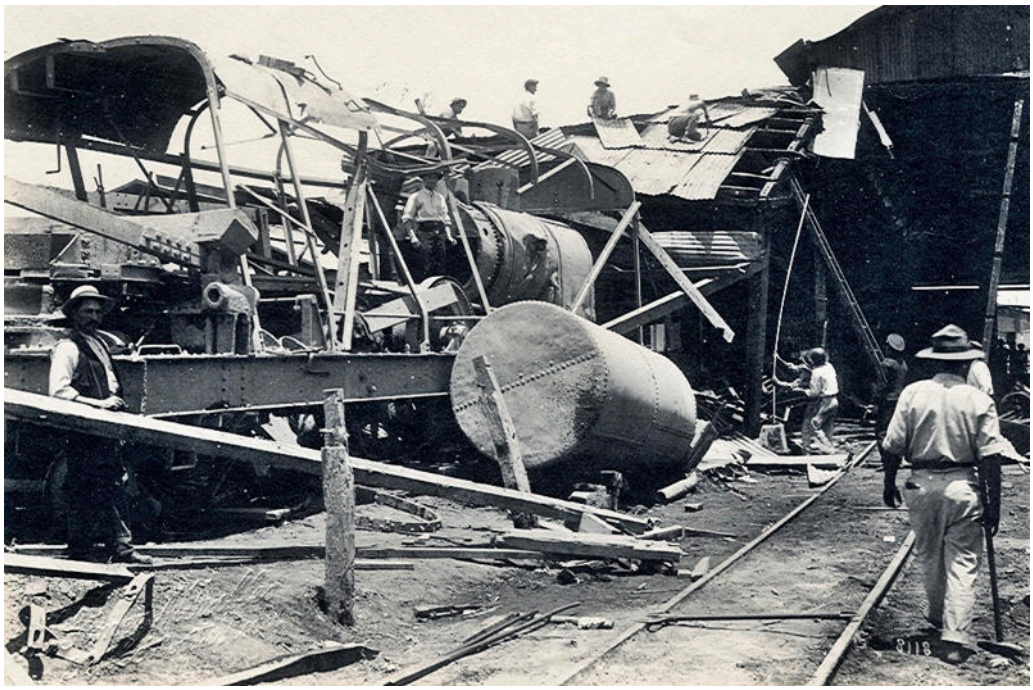



8112





In the right background is the tender of the loco seen above, which would seem to have already been removed. In the foreground is destroyed brick-work from some sort of industrial building, and in the left background is the damaged steam crane mentioned below.



This image appears to have been taken after the removal of both the loco and its tender, which had stood on the track nearest to the camera. The bogie vehicle to the left, with a heavy duty steel frame, a boiler and a lightweight body and roof, might well have been a steam crane of some kind.

Six fatalities and nine injured

Cristian Gomez found the following details and posted them on the Facebook page

Sucedió el 31 de marzo la explosión.

La Prensa, 03 de abril de 1920, p. 1

Murieron 6 personas. Anibal Fonseca de 14 años, Anibal Guevara y los señores Carlos Morales, Francisco Fray, Gonzalo Navarro y Reinaldo Bonilla.

Heridos Joaquín Benavides, Carlos Matamoros, José González, José Miguel Chinchilla, Elías Vargas, Anibal Bonilla, José María Chinchilla, José González y Gerardo Palma.

El Hombre Libre, 01 de abril de 1920, p. 1.

16.7.4 Baldwin erecting drawings for Central American locos available for purchase from the DeGolyer Library

Background

When the Baldwin works closed in 1956 C. W. Whitbeck was given permission to salvage what he could of the company's records and drawings. This was inevitably only a miniscule fraction of what had existed, but nevertheless is extremely valuable for researchers. Much of what he saved has now migrated to the DeGolyer Library of Southern Methodist University in Texas. Some is available online, whilst drawings and other items can be ordered.

Baldwin loco specification books

These hold a vast amount of information about individual batches of locos, though they were copied from microfilms which can make the identification of the appropriate pages more difficult – though not impossible – in some volumes. https://digitalcollections.smu.edu/digital/collection/rwy/id/32

Erecting drawings

About 4000 Baldwin general arrangement drawings are available – out of perhaps 50,000 or more. Lists – and other assets – can be found via https://txarchives.org/smu/finding_aids/00052.xml but note that it worth taking time to browse deeply, as the Txarchives and SMU libraries websites are not always easy to navigate.

Image services and permission to publish

https://www.smu.edu/libraries/degolyer/using/images

Reproduction fees

https://www.smu.edu/libraries/degolyer/using/images/usage-fees

Available drawings of Central American engines

Low-res copies of those available online are displayed at the relevant points in this file. Details of those drawings and others are displayed below to assist anyone wishing to order high-res copies.

Index no.	Dwg. no.	Road name	Road no.	Year	Baldwin class and no.	Wheels	Dwg. type & size	
El Salvador								
676A-71	6865	Fox Brothers & Company (Salvador RR)	**12**	1910	10-28D	120	4-6-0	SE/CS 3
729-54 659	Tracing 768	*FC Santa Ana*	**1 'ARMENIA'**	1883	10-24½E	68	2-8-0	SE/CS 3
Guatemala								
469A-54	4953	Guatemala	**10**	1904	10-14¼D	6	2-6-2	SE/CS 3
475-35	6758	Guatemala	**23-24**	1910	10-26E	348-349	2-8-0	SE/CS 3
468-37	4864	Guatemala Central	**23-25**	1904	08-24D	128-130	2-6-0	SE/CS 3
475-58	6815	Guatemala Central	**27-28**	1910	10-28D	112-113	4-6-0	SE/CS 3
5000A-82	Tracing 2187	Guatemala Central (proposal)		1889	10-28D		4-6-0	SE 4
729-59844	1134	Norte de Guatemala	**20**	1885	06-16 1/3C	21	0-4-2	SE/CS 3
729-1908	936	Norte de Guatemala	**1**	1884	10-26E	85	2-8-0	SE/CS 3
468-36	4873	United Fruit for Guatemala Rly.	**9**	1904	08-22D	285	2-6-0	SE/CS 3
468-69	5149	United Fruit, Guatemala	**12**	1905	08-26D	151	2-6-0	SE/CS 3
476-48	7575	United Fruit, IRCA	**27**	1912	10-28D	134	4-6-0	SE/CS 3
Nicaragua								

676A-44	6541	Ethelburga Syndic. Ltd.	**100**	1909	10-18D	6	4-6-0	SE/CS	3c
675A-26	708	*FC de Nicaragua*	**1**	1883	10-26E	78	2-8-0	SE/CS	21x14
669A-34	2259	Govt. of Nicaragua	**12-13**	1892	06-10C	5-6	2-4-0	SE/CS	3
175-1CX	6997	Nacional de Nicaragua	**20-21**	1911	10-24D	80-81	4-6-0	CS	28x66
175-1X	6996	Nacional de Nicaragua	**20-21**	1911	10-24D	80-81	4-6-0	SE	28x66
Costa Rica									
467-24	3826	Costa Rica	**52-53**	1900	08-26D	130-131	2-6-0	SE/CS	3
467A-76	5459	Pacifico (Costa Rica)	**4-5**	1906	08-22D	292-293	2-6-0	SE/CS	3
355-25AX	12285	Pacifico (Costa Rica)	**21-22**	1926	10-28E	151-152	2-8-0	SE	26x66
355-25BX	12286	Pacifico (Costa Rica)	**21-22**	1926	10-28E	151-152	2-8-0	CS	26x66
674A-3	3928	United Fruit for NR	**3**	1901	08-18D	97-98	2-6-0	SE/CS	3
467-31	3915	United Fruit, Costa Rica	**1**	1901	08-28D	195	2-6-0	SE/CS	3
467-81	6095	United Fruit, Costa Rica	**43**	1907	08-28D	272	2-6-0	SE/CS	3
468-66	4675	United Fruit for Costa Rica	**6**	1903	08-22D	273	2-6-0	SE/CS	3
468-50	4762	United Fruit for Costa Rica	**10**	1904	08-26D	145	2-6-0	SE/CS	3

16.7.5 IRCA loco maximum haulage limits in Guatemala in 1957

Background

The information below comes from the railway's *Horario no. 23* effective from 1st September 1957.

TONELAJE DE MAQUINAS

ENTRE	RUMBO	NUMEROS DE LAS LOCOMOTORAS										
		46/53	56/57 58	35/44 60/73	79/81	86/98	99/100	101/125	126/129	150/206	250/251	600/611
		Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas	Toneladas
Barrios y Entre Ríos	Sur	370	614	570	343	570	590	590	500	730	900	932
	Norte	370	614	570	343	570	590	590	500	730	900	880
Entre Ríos y Tenedores	Sur	500	827	775	460	775	800	800	645	1084	1350	1213
	Norte	370	614	570	343	570	590	590	500	730	900	1418
Tenedores y Dartmouth	Sur	370	614	570	343	570	590	590	500	730	900	1056
	Norte	400	644	600	373	600	620	620	530	760	915	1056
Dartmouth y Bananera	Sur	500	827	775	460	775	800	800	645	1084	1350	1213
	Norte	400	644	600	370	600	600	600	530	760	915	1418
Bananera y Montúfar	Sur	370	614	570	343	570	590	590	500	730	900	880
	Norte	370	614	570	343	570	590	590	500	730	900	880
Montúfar y Guacamayo	Sur	500	827	775	460	775	800	800	645	1084	1350	1546
	Norte	500	827	775	460	775	800	800	645	1084	1350	1308
Guacamayo y Quiriguá	Sur	500	827	775	460	775	800	800	645	1084	1350	1308
	Norte	190	327	305	175	305	315	315	275	391	488	680
Quiriguá y Santa Inés	Sur	200	350	325	195	325	340	340	298	450	562	713
	Norte	370	614	570	343	570	590	590	500	730	900	880
Santa Inés y Gualán	Sur	190	327	305	175	305	315	315	275	391	488	546
	Norte	190	350	325	175	325	340	340	290	450	562	546
Gualán y Ladero de San Pablo	Sur	196	327	305	175	305	315	315	275	391	488	546
	Norte	200	350	325	195	325	340	340	298	450	562	546
Ladero de San Pablo y Zacapa	Sur	245	416	385	227	385	395	395	365	495	618	789
	Norte	370	614	570	343	570	590	590	500	730	900	1213
Zacapa y Tambor	Sur	200	350	325	190	325	340	340	295	450	562	546
	Norte	200	350	325	190	325	340	340	295	450	562	569
Tambor y Rancho	Sur	210	360	335	200	335	350	350	305	460	575	620
	Norte	210	360	335	200	335	350	350	305	460	575	569
Rancho y Progreso	Sur	116	203	180	100	180	190	190	175	245	306	345
	Norte	130	227	205	120	205	215	215	204	273	341	400
Progreso y Jalapa	Sur	155	270	250	140	250	260	260	242	323	403	546
	Norte	245	416	385	227	385	395	395	365	495	618	1730
Jalapa y Chile	Sur	130	227	205	120	205	215	215	204	273	341	380
	Norte	130	227	205	120	205	215	215	204	273	341	380
Chile y Cucajol	Sur	190	327	305	175	305	315	315	275	391	488	1308
	Norte	190	327	305	175	305	315	315	275	391	488	546
Cucajol y Agua Caliente	Sur	130	227	205	120	205	215	215	204	273	341	380
	Norte	500	600	600	400	600	600	600	600	600	750	1730
Agua Caliente y Menocal	Sur	116	203	180	100	180	190	190	175	245	306	380
	Norte	500	600	600	400	600	600	600	600	600	750	1730
Menocal y Guatemala	Sur	190	327	305	175	305	315	315	275	391	488	680
	Norte	190	327	305	175	305	315	315	275	391	488	546
Guatemala y Morán	Sur	245	416	385	227	385	395	395	365	495	618	680
	Norte	155	280	260	140	260	275	275	252	340	425	451
Morán y Palín	Sur	245	420	390	230	390	400	400	370	500	625	800
	Norte	190	410	380	200	380	390	390	360	480	600	680
Palín y Escuintla	Sur	300	500	500	300	500	500	500	500	500	625	1000
	Norte	95	160	140	80	140	150	150	140	200	250	314
Escuintla y Santa María	Sur	500	700	700	500	700	700	700	700	700	875	1000
	Norte	130	227	205	100	205	215	215	204	273	336	380
Santa María y San José	Sur	500	614	570	340	570	600	600	500	750	937	1698
	Norte	250	420	390	300	390	400	400	370	500	625	713
Santa María y Buena Vista	Sur	190	335	310	175	310	320	320	285	410	512	649
	Norte	180	325	300	140	300	310	310	275	420	525	468
Buena Vista y Mazatenango	Sur	260	320	270	160	270	285	285	270	380	475	505
	Norte	260	320	270	180	270	285	285	270	380	475	505
Mazatenango y Las Cruces	Sur	335	580	530	300	530	570	570	470	700	875	900
	Norte	150	290	260	140	260	280	280	262	350	437	425
Las Cruces y Champerico	Sur	162	300	265	165	265	275	275	250	390	488	451
	Norte	162	300	265	165	265	275	275	250	390	488	468
Las Cruces y Coatepeque	Sur	190	327	305	175	305	315	315	275	391	489	546
	Norte	190	327	305	175	305	315	315	275	391	489	546
Coatepeque y Ayutla	Sur	300	400	350	175	350	380	380	325	490	612	546
	Norte	130	227	205	120	205	215	215	204	273	336	380
Palo Gordo y San Antonio	Sur	500	700	700	500	700	700	700	700	700	875	1730
	Norte	130	227	205	120	205	215	215	204	273	336	380
Muluá y San Felipe	Sur	500	700	700	500	700	700	700	500	700	875	1730
	Norte	130	227	205	120	205	215	215	204	273	336	334
Línea-United Fruit Co.	Sur	450	850	775	450	775	800	850	645	1100	1375	1146
	Norte	450	850	775	450	775	800	850	645	1100	1375	832
Línea-Cía. Agrícola de Guatemala	Sur	450	850	775	450	775	800	850	645	1100	1375	1213
	Norte	450	850	775	450	775	800	850	645	1100	1375	546
Zacapa y Chiquimula	Sur	170	300	275	154	275	290	300	260	370	460	468
	Norte	500	827	775	460	775	800	827	645	1084	1354	1056
Chiquimula e Ipala	Sur	155	270	250	140	250	260	270	242	323	404	406
	Norte	190	327	305	175	305	315	327	275	391	488	546
Ipala y La Cima	Sur	155	270	250	140	250	260	270	242	323	404	451
	Norte	190	327	305	175	305	315	327	275	391	488	505
La Cima y Frontera	Sur	940	1540	1430	880	1430	1455	1540	1036	1820	2285	1308
	Norte	190	327	305	175	305	315	327	275	391	488	546
Frontera y Texis Junction	Sur	190	315	305	175	305	315	327	305	391	488	546
	Norte	190	315	305	175	305	315	327	305	391	488	546

16.8 Loco list by builders

Railway names and abbreviations in the list below

British Honduras	BH Stann Creek	Stann Creek Railways
	BH C. C. Mengel	C. C. Mengel & Brothers
	BH Gallon Jug to Hillbank	
	BH Tidewater Lumber Co.	
	BH Serpon Sugar Mill	
Guatemala	G GCRR	Guatemala Central Railroad Co.
	G GNRR	Guatemala Northern Railroad
	G GR/IRCA	Guatemala Railway later the International Railways of Central America
	G CA&PR&TC	Central American & Pacific Ry. & Transportation Co. of Guatemala
	G *FCOdG*	*FC Occidental de Guatemala*
	G *FCdV*	*FC Verapaz*
	G *FCdO*	*FC de Ocós*
	G *CAdG*	*El Cía. Agricola de Guatemala* (UFCo)
	G *FCdLA*	*FC de Los Altos*
	G IPG, IC, IP, IEB	Ingenios Palo Gordo, Concepción, Pantaleon or El Baul
	G Polochic	Polochic Banana Co.
	G GM&MCo.	Guatemala Marble & Mining Co.
	G *EPNaC*	*Empresa Puerto Nacional a Champerico*
	G *FSFM*	*Finca San Francisco Miramar*
	G *SAPP*	*Soc. Agricola Puente Pietra*
	G Chocola	*Chocola Plantagen*
El Salvador	ES *FCAyS*	*FC Acajutla y Sonsonate*
	ES *FCSA*	*FC Santa Ana*
	ES SR	Salvador Central Railway / Salvador Railway
	ES *FCSSyST*	*El FC San Salvador y Santa Tecla*
	ES SAT	San Alejo tramway
	ES *FCCdES*	*FC Central de El Salvador*
	ES *FNES*	*FFCC Nacionales de El Salvador*
	ES *Puerto de Acajutla*	
	ES CMSCo	Central Monserrate Sugar Co.
	ES Port of Cutuco	
Honduras	H HR/*FCNdH*	Honduras Rly./*FC Nacional de Honduras*
	H Tela RR	
	H *FCdT*	*FC de Truxillo*
	H Vaccaro/SFCo	Vaccaro Bros./Standard Fruit Co. etc.
	H Cuyamel Fruit Co.	
	H Plantation Dutuville	
	H C. C. Mengel	
Nicaragua	N *FCPdN*	*FC Pacifico de Nicaragua*
	N Canal	*Canal Maritimo de Nicaragua*
	N *FCdA*	*FC del Atlantico* (never completed)
	N NSE	Nicaragua Sugar Estates
	N BBLCo	Bragman's Bluff Lumber Co.
	N Wawa RR	Wawa Railroad Co.

	N Atlantic	The Atlantic Fruit Co.
	N Cuyamel	The Cuyamel Fruit Co.
	N Eureka	The Eureka Co.
	N SFG	Santa Francisca Goldmines Ltd.
	N Tunkey	The Tunkey Transportation & Power Co.
	N *CPC Cía.*	*Productora de Cemento*
Costa Rica	CR Atl./CRR	Atlantic Rly./Costa Rica Rly. Co.
	CR *FCalP*	*FC al Pacifico*
	CR NRC	Northern Railway Co.
	CR UFCo	United Fruit Co./Cía. Bananera in CR, at Quepos or on the *FC del Sur*
	CR Cartago	The Cartago steam tramway
	CR CW Banana	Camore-Weinberger Banana Co.
	CR Penhurst	Penhurst Banana Co.

Works	Year	Wheels	Gauge	Owner and number and name	Section
				ALCo	
29965	1904	2-4-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **1 'FLORENCE'**	16.4.4
30196	1904	0-4-0ST	2' 6"?	UFCo for Abangares gold mines **1**	16.6.4
42986	1907	0-4-0ST	3' 0"	G GCRR? **'REFORMA'**	16.2.1
42987	1907	0-4-0ST	3' 0"	G GCRR? **'PROGRESSO'**	16.2.1
51164	1912	2-8-0	3' 0"	Oahu Rly. **34**, then in 1950 to ES SR **34**	16.3.3
53446	1913	2-8-0	3' 0"	Oahu Rly. **32**, then in 1950 to ES SR **32**	16.3.3
53447	1913	2-8-0	3' 0"	Oahu Rly. **36**, then in 1950 to ES SR **36**	16.3.3
55827	1916	2-8-0	3' 0"	Oahu Rly. **35**, then in 1950 to ES SR **35**	16.3.3
58939	1919	0-6-0T	3' 6"	H Tela RR **?**	16.4.2
68489	1930	2-8-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **39**[1] then **41 'LOUIS JOANNI'**	16.4.4
68601	1931	2-8-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **40 'MIKE CAREY'**	16.4.4
69611	1941	2-8-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **42 'ROBERT SMITH'**	16.4.4
74891	1947	2-8-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **43 'MSR. PERKINS'**	16.4.4
75348	1947	2-8-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **44 'CONTESSA'**[2]	16.4.4
				Baldwin	
3786	1875	2-6-0	3' 6"	CR Atl./CRR **8 'TURRIALBA'** later **34**,	16.6.1
				NRC **11**	16.6.3
3836	1876	4-4-0	3' 6"	Various US users, H HR/*FCNdH* **12**	16.4.1
3840	1876	4-4-0	3' 0"	G *FCOdG* 1, GR **51**[1] then **85**, IRCA **86** then **85**	16.2.3
3972	1876	4-4-0	Metre	G CA&PR&TC. **?** Later GCRR **3**	16.2.1
4290	1878	2-6-0	3' 6"	Shelby Iron Co. USA, H HR/*FCNdH* **51**	16.4.1
4507	1878	4-4-0	3' 6"	Various US users, H HR/*FCNdH* **22**	16.4.1
4511	1878	4-4-0	3' 6"	N *FCPdN* **1**[1] **'CHINANDEGA'**	16.5.1
4512	1878	4-4-0	3' 6"	N *FCPdN* **2**[1] **'EMILIO BERNARD'**	16.5.1
4714	1879	4-4-0	3' 6"	US users, N *FCPdN* **11**[2]	16.5.1
4735	1879	4-4-0	Metre	G GCRR **2 'SAN JOSÉ de GUATEMALA'**, GCRR **4**	16.2.1
4803	1879	2-6-0	Metre	G GCRR **1 'J. RUFINO BARRIOS'**, GCRR **2**	16.2.1
5426	1880	4-4-0	3' 6"	N *FCPdN* **3 'GRANADA'**	16.5.1
5944	1881	4-4-0	3' 6"	Various US users, H HR/*FCNdH* **3**[2]	16.4.1

5992	1882	2-8-0	3' 0"	US users, H Vaccaro Bros./SFCo. RR/*FCNdH* **4**	16.4.4
6409	1882	2-6-0	3' 0"	G *FCOdG* **2 'FRANCISCA de BARRIOS'**, GR **52**[1]	
				then **87**, IRCA **87**	16.2.3
6604	1883	4-4-0	3' 6"	N *FCPdN* **4**[1] **'LEÓN'**	16.5.1
6879	1883	2-8-0	3' 6"	N *FCPdN* **1**[2] **'MANAGUA'**	16.5.1
6963	1883	2-8-0	3' 0"	ES *FCSA* **1 'ARMENIA'**, *FNES* **2**	16.3.2
7033	1883	4-4-0	3' 6"	N FCPdN **5**[1] **'MASAYA'**	16.5.1
7034	1883	4-4-0	3' 6"	N FCPdN **6**[1] **'MOMBACHO'**	16.5.1
7181	1884	2-8-0	3' 0"	G GNRR **1 'La DEMOCRACIA'**, GR/IRCA **1** later **59**	16.2.2
7204	1884	2-6-0	3' 0"	G *FCOdG* **3 'J. RUFINO BARRIOS'**, GR **53**[1]	
				then **88**, IRCA **88**	16.2.3
7554	1885	0-4-2T	3' 0"	G GNRR **2 'RUFINO BARRIOS'**, GR/IRCA **2** later **45**	16.2.2
8979	1887	4-4-0	3' 6"	N *FCPdN* **7**[1] **'MOMOTOMBO'**	16.5.1
8980	1887	4-4-0	3' 6"	N *FCPdN* **8 'OMOTEPE'**	16.5.1
8981	1887	2-2-2T	3' 6"	N *FCPdN* **2**[2] **'NINDIRI'** later **11**[1]	16.5.1
9172	1887	0-4-0ST	3' 0"	G *FCdO* **3**?, GR/IRCA **94**[1]	16.2.4
10035	1889	2-8-0	3' 0"	ES *FCSA* **2 'ATEOS'**, *FNES* **3**	16.3.2
10890	1890	4-6-0	3' 6"	N *FCPdN* **9 'CHINANDEGA'**	16.5.1
10891	1890	4-6-0	3' 6"	N *FCPdN* **10 'RIVAS'**	16.5.1
11216	1890	4-6-0	3' 0"	G GCRR **9**, GR/IRCA **67** later **86**	16.2.1
11231	1890	4-6-0	3' 0"	G GCRR **10**, GR/IRCA **68** later **87**	16.2.1
11902	1891	2-8-0	3' 0"	ES *FCSA* **3 'COLON'**, *FNES* **4**	16.3.2
12146	1891	4-6-0	3' 0"	G *FCOdG* **4 'SAN FELIPE'**, GR **54**[1]	
				then **89**, IRCA **89** then **83**	16.2.3
12765	1892	2-4-0ST	3' 6"	N *FCPdN* **12**[1] **'La PAZ'**, NSE **4**?	16.5.1
12766	1892	2-4-0ST	3' 6"	N *FCPdN* **13 'TIPITAPA'**, NSE **4**?	16.5.1
13051	1892	0-6-4T	3' 6"	CR Atl./CRR **29** then **10**,	16.6.1
				CR NRC **41**	16.6.3
13052	1892	0-6-4T	3' 6"	CR Atl./CRR **30** then **11**,	16.6.1
				CR NRC **42**	16.6.3
13054	1892	0-6-4T	3' 6"	CR Atl./CRR **31** then **9**,	16.6.1
				CR NRC **40**	16.6.3
13966	1894	4-6-0	3' 0"	G GNRR **3 'RUFINO BARRIOS'**, GR/IRCA **3** later **54**	16.2.2
14048	1894	2-4-2T	3' 0"	G GNRR **'PROSPERO MORALES'**, GR/IRCA **8** later **32**	16.2.2
14084	1894	4-6-0	3' 0"	G GCRR **13** later **18**[2], GR/IRCA **75**? later **84**	16.2.1
14085	1894	4-6-0	3' 0"	G GCRR **14**, GR/IRCA **71** later **90**	16.2.1
14094	1894	4-6-0	3' 0"	G GCRR **18** later **13**[2], GR/IRCA **70**? later **??**	16.2.1
14161	1894	4-6-0	3' 0"	G GNRR **4 'GUATEMALA'**, GR/IRCA **41**	16.2.2
14166	1894	4-6-0	3' 0"	G GNRR **5 'AMATITLAN'**, GR/IRCA **5**	16.2.2
14412	1894	4-6-0	3' 0"	G GCRR **13**, GR/IRCA **72** later **91**	16.2.1
14413	1894	4-6-0	3' 0"	G GCRR **13**, GR/IRCA **73** later **92**	16.2.1
14414	1894	4-6-0	3' 0"	G GCRR **13**, GR/IRCA **74** later **93**	16.2.1
14453	1895	4-6-0	3' 0"	ES *FCSA* **5**, *FNES* **6**	16.3.2
14454	1895	4-6-0	3' 0"	ES *FCSA* **6**, *FNES* **7**	16.3.2
14472	1895	2-6-0	3' 0"	G *FCdO* **?**, ??	16.2.6
14592	1895	4-4-0	3' 0"	G *FCdV* **1 'VERAPAZ'**	16.2.5
14668	1895	2-6-2T	3' 0"	G GNRR **B 'MORALES TOBAR'**, GR/IRCA **11** later **46**,	16.2.2
				then to	

14669	1896	4-6-0	3' 0"	G GNRR **6 'ZACAPA'**, GR/IRCA **6**	16.2.2
14751	1896	0-4-0ST	3' 0"	G *FCOdG* **'CHAMPERICO'**	16.2.3
14824	1896	4-6-0	3' 0"	ES *FCSA* (**8**), *FNES* **8**	16.3.2
14911	1896	2-8-0	3' 0"	G GNRR **7**, GR/IRCA **7** later **60**	16.2.2
15060	1896	0-6-4T	3' 6"	CR Atl./CRR **32** then **12**,	16.6.1
				CR NRC **43**	16.6.3
15071	1896	4-6-0	3' 0"	ES SR **9**	16.3.3
15109	1896	4-4-0	3' 0"	G *FCdV* **2 'COBAN'**	16.2.5
15226	1897	2-6-0	3' 6"	N *FCPdN* **14**[1] **'DIRIAMBA'** later **16**	16.5.1
15227	1897	2-6-0	3' 6"	N *FCPdN* **15 'La 96'** later **15 'APOPO'**	16.5.1
15337	1897	2-8-0	3' 0"	ES *FCCdES* **2 'SAN MIGUEL'**, GR **31** later **34**	16.3.5
15537	1897	4-6-0	3' 0"	G *FCOdG* **5 'MAZATENANCO'**, GR **55**[1]	
				then **91**, IRCA **91**	16.2.3
18487	1900	2-6-0	3' 6"	CR Atl./CRR **52** then **24** then **26**,	16.6.1
				CR NRC **28**	16.6.3
18488	1900	2-6-0	3' 6"	CR Atl./CRR **53** then **27**,	16.6.1
				CR NRC **29**	16.6.3
18798	1901	4-6-0	3' 0"	G GCRR **19**, GR/IRCA **76** later **95**	16.2.1
18799	1901	4-6-0	3' 0"	G GCRR **20**, GR/IRCA **77** later **96**	16.2.1
18800	1901	4-6-0	3' 0"	G GCRR **21**, GR/IRCA **78** later **97**	16.2.1
18801	1901	4-6-0	3' 0"	G GCRR **22**, GR/IRCA **79** later **98**	16.2.1
18926	1901	2-6-0	3' 6"	CR UFCo/NRC **3**	16.6.3
				H *FC Truxillo* **?**	16.4.3
18927	1901	2-6-0	3' 6"	CR UFCo/NRC **4**	16.6.3
				H *FC Truxillo* **?**	16.4.3
18985	1901	2-6-0	3' 6"	CR NRC **1** later **37** then **50**,	16.6.3
				CR *FCdelS* **1**, NRC **50**	16.6.4
18986	1901	2-6-0	3' 6"	CR NRC **2** later **39** then **52**,	16.6.3
				CR *FCdelS* **2**, NRC **52**?	16.6.4
19742	1903	2-6-0	3' 6"	CR UFCo/NRC **5**	16.6.3
21577	1903	2-6-0	3' 6"	CR UFCo/NRC **6**,	16.6.3
				CR *FCdelS* **6**, NRC **6**	16.6.4
23531	1904	2-6-0	3' 6"	CR UFCo/NRC **7**	16.6.3
				H *FC Truxillo* **?**	16.4.3
23564	1904	0-6-0	3' 6"	CR NRC **11** later **36** then **11**	16.6.3
23881	1904	2-6-0	3' 6"	CR UFCo/NRC **9**	16.6.3
				CR *FCdS* **9**	16.6.4
				H *FC Truxillo* **?**	16.4.3
24010	1904	2-6-0	3' 6"	CR NRC **10**	16.6.3
				H *FC Truxillo* **?**	16.4.3
24356	1904	2-6-0	3' 0"	G FCOdG **6 'MULUA'**, GR **56**[1]	
				then **89**, IRCA **89** then **83**	16.2.3
24471	1904	2-6-0	3' 0"	G GCRR **23**, GR/IRCA **80** later **79**	16.2.1
24472	1904	2-6-0	3' 0"	G GCRR **24**, GR/IRCA **81** later **80**	16.2.1
24473	1904	2-6-0	3' 0"	G GCRR **25**, GR/IRCA **82** later **81**	16.2.1
24502	1904	2-6-2T	3' 0"	G UFCo (GNRR) **9**, GR/IRCA **9** later **47**	16.2.2
24811	1904	2-6-2	3' 0"	G UFCo (GNRR) **10**, GR/IRCA **10**	16.2.2
25280	1905	2-6-0	3' 6"	CR NRC **12** later **42** then **55**	16.6.3

25281	1905	2-6-0	3' 6"	CR NRC **13** later **?** then **53**	16.6.3
25985	1905	2-6-0	3' 0"	G UFCo (GNRR) **12**, GR/IRCA **12** later **48**	16.2.2
26076	1905	2-6-0	3' 0"	G FCo (GNRR) **13**, GR/IRCA **13** later **49**	16.2.2
26283	1905	2-6-0	3' 0"	G UFCo (GNRR) **14**, GR/IRCA **14** later **50**	16.2.2
26495	1905	2-6-0	3' 0"	G UFCo (GNRR) **15**, GR/IRCA **15** later **51**	16.2.2
26927	1905	2-6-0	3' 0"	G UFCo (GNRR) **16**, GR/IRCA **16** later **52**	16.2.2
27020	1905	2-6-0	3' 0"	G UFCo (GNRR) **17**, GR/IRCA **17** later **53**	16.2.2
27147	1905	2-6-0	3' 6"	N *FCdA* **UNO 'PROGRESO'**	16.5.3
				N *FCPdN* **19 'PROGRESO'**	16.5.1
27811	1906	2-6-0	3' 6"	N *FCalP* **4** later **24**?	16.6.2
27812	1906	2-6-0	3' 6"	N *FCalP* **5** later **26**? then **12**?	16.6.2
28165	1906	2-6-0	3' 6"	CR NRC **42** later **?** then **54**	16.6.3
28166	1906	2-6-0	3' 6"	CR NRC **41** later **?** then **51**	16.6.3
29269	1903	4-6-0	3' 6"	N *FCPdN* **717 'ZELAYA'**	16.5.1
29270	1903	4-6-0	3' 6"	N *FCPdN* **181 'JEREZ'**	16.5.1
30453	1907	2-8-0	3' 6"	N *FCPdN* **23 'SAN MIGUELITO'**	16.5.1
31807	1907	2-6-0	3' 6"	CR UFCo/NRC **43** later **56**,	16.6.3
				H *FC Truxillo* **?**	16.4.3
31825	1907	2-6-0	3' 6"	CR UFCo/NRC **57** later **44**,	16.6.3
				N *FCPdN* **40**	16.5.1
31846	1907	2-6-0	3' 6"	CR UFCo/NRC **45** later **58**	16.6.3
31880	1907	2-6-0	3' 6"	CR UFCo/NRC **46** later **59**	16.6.3
31894	1907	2-6-0	3' 6"	CR UFCo/NRC **47** later **60**	16.6.3
31896	1907	2-6-0	3' 6"	CR NRC **48** later **61**,	16.6.3
				N *FCPdN* **41**	16.5.1
31897	1907	2-6-0	3' 6"	CR RC **49** later **62**,	16.6.3
				H *FC de Truxillo* **?**	16.4.3
34008	1909	4-6-0	3' 6"	N Ethelburger Syndicate of Nicaragua **100**,	
				N *FCPdN* **100**	16.5.1
34041	1909	2-8-0	3' 0"	G GR/IRCA **20** later **63**	16.2.7
34042?	1909	2-8-0	3' 0"	G GR/IRCA **21** later **62**	16.2.7
34078	1909	2-8-0	3' 0"	G GR/IRCA **22** later **61**	16.2.7
35002	1910	2-4-0	3' 6"	H *FCNdH* **52**	16.4.1
				H Vaccaro Bros./SFCo. RR/*FCNdH* **5 'YORO'**	16.4.4
35252	1910	2-8-0	3' 0"	G GR/IRCA **23** later **64**	16.2.7
35253	1910	2-8-0	3' 0"	G GR/IRCA **24** later **65**	16.2.7
35273	1910	4-6-0	3' 0"	G GCRR **27**, GR/IRCA **84** later **99**	16.2.1
35274	1910	4-6-0	3' 0"	G GCRR **28**, GR/IRCA **85** later **100**	16.2.1
35472	1910	4-6-0	3' 0"	ES SR **12**	16.3.3
35473	1910	4-6-0	3' 0"	ES SR **13**	16.3.3
36394	1911	2-8-0	3' 6"	N *FCPdN* **20 'RAMA'**	16.5.1
36395	1911	2-8-0	3' 6"	N *FCPdN* **21 'BLUEFIELDS'**	16.5.1
37160	1911	2-6-2	3' 6"	US user **5**, N Bragman's Bluff Lumber Co. **5**,	16.5.5
				N Standard Fruit Co., **?**	
				N *FCPdN* **33**	16.5.1
37528	1912	2-8-0	3' 0"	G GR/IRCA **25** later **36**	16.2.7
37529	1912	2-8-0	3' 0"	G GR/IRCA **26** later **35**	16.2.7
37530	1912	2-8-0	3' 0"	G GR/IRCA **27**? later **36**	16.2.7

38811	1912	4-6-0	3' 6"	H *FCNdH* **9**	16.4.1
38792	1912	2-8-0	3' 0"	G GR/IRCA **27** later **56**	16.2.7
38793	1912	2-8-0	3' 0"	G GR/IRCA **28** later **57**	16.2.7
38794	1912	2-8-0	3' 0"	G GR/IRCA **29** later **58**	16.2.7
38964	1912	2-6-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **6 'SAN JUAN'**	16.4.4
39900	1913	2-8-0	3' 6"	N *FCPdN* **25**	16.5.1
39901	1913	2-8-0	3' 6"	N *FCPdN* **26**	16.5.1
39902	1913	4-6-0	3' 6"	N *FCPdN* **23 'El VIEJO'**	16.5.1
39903	1913	4-6-0	3' 6"	N *FCPdN* **24 '?'**	16.5.1
39977	1912	2-8-0	3' 0"	G GR/IRCA **32** later **37**	16.2.7
39978	1912	2-8-0	3' 0"	G GR/IRCA **33** later **38**	16.2.7
40116	1912	2-8-0	3' 0"	G GR/IRCA **34** later **66**	16.2.7
40117	1912	2-8-0	3' 0"	G GR/IRCA **35** later **67**	16.2.7
40118	1912	2-8-0	3' 0"	G GR/IRCA **36** later **68**	16.2.7
40786	1912	4-6-0	3' 6"	H *FCNdH* **10**	16.4.1
41590	1914	2-8-0	3' 0"	G IRCA **37** later **39**	16.2.7
41591	1914	2-8-0	3' 0"	G IRCA **45** later **70**	16.2.7
41592	1914	2-8-0	3' 0"	G IRCA **46** later **71**	16.2.7
41593	1914	2-8-0	3' 0"	G IRCA **47** later **72**	16.2.7
41594	1914	2-8-0	3' 0"	G IRCA **48** later **77**	16.2.7
44273	1916	2-8-0	3' 0"	UFCo/Banes RR **19**, then G UFCo/*CAdG* **19** later **317**	16.2.9
51447	1919	2-8-0	3' 0"	UFCo/Banes RR **20**, then G UFCo/*CAdG* **20** later **313**	16.2.9
51448	1919	2-8-0	3' 0"	UFCo/Banes RR **21**, then G UFCo/*CAdG* **21**	16.2.9
52025	1919	2-8-0	3' 6"	Banes Rly. **22**?, H Tela RR **42**	16.4.2
52508	1919	0-4-2T	2' 6"	G *Ing. El Baul* **'El BAUL'**	16.2.10
52664	1919	2-8-0	3' 0"	G IRCA **49** later **39**	16.2.7
53281	1920	2-8-0	3' 6"	H *FC Truxillo* **8**,	16.4.3
				CR *FCdS* **?**	16.6.4
53317	1920	2-8-0	3' 6"	H *FC Truxillo* **9**,	16.4.3
				CR *FCdS* **?**	16.6.4
53777	1920	2-8-0	3' 0"	G IRCA **50** later **40**	16.2.7
53778	1920	2-8-0	3' 0"	G IRCA **51** later **41**	16.2.7
53866	1920	0-6-0	3' 6"	N Atlantic Fruit Co. **6**	16.5.7
54245	1920	2-8-0	3' 6"	Banes Rly. **23**?, H Tela RR **43**	16.4.2
54246	1920	2-8-0	3' 6"	Banes Rly. **24**?, H Tela RR **44**	16.4.2
54402	1921	2-6-0	3' 6"	CR *FCalP* **17**,	16.6.2
				N *FCPdN* **62**	16.5.1
54403	1921	2-6-0	3' 6"	CR *FCalP* **18**,	16.6.2
				N *FCPdN* **72**	16.5.1
55084	1921	2-8-0	3' 0"	G IRCA **52** later **42**	16.2.7
55085	1922	2-8-0	3' 0"	G IRCA **53** later **43**	16.2.7
55086	1923	2-8-0	3' 0"	G IRCA **54** later **44**	16.2.7
55258	1922	2-8-0	3' 6"	Banes Rly. **25**?, H Tela RR **45**	16.4.2
56329	1923	4-4-0	3' 6"	H *FC Truxillo* **11**	16.4.3
56332	1923	4-4-0	3' 6"	H *FC Truxillo* **20**	16.4.3
56333	1923	4-4-0	3' 6"	H *FC Truxillo* **21**	16.4.3
56334	1923	4-4-0	3' 6"	H *FC Truxillo* **22**	16.4.3
56335	1923	4-4-0	3' 6"	H *FC Truxillo* **23**	16.4.3

?	1924	0-6-0T	3' 0"	G Ing. Pantaleon **3 'VELASQUEZ'**	16.2.10
58006	1926	2-6-0	3' 6"	CR *FCalP* **19**,	16.6.2
				N *FCPdN* **33**/**4**?	16.5.1
58007	1926	2-6-0	3' 6"	CR *FCalP* **20**,	16.6.2
				N *FCPdN* **33**/**4**?	16.5.1
58129	1925	2-8-0	3' 0"	G IRCA **110** later **124**	16.2.7
58130	1925	2-8-0	3' 0"	G IRCA **109** later **123**	16.2.7
58131	1925	2-8-0	3' 0"	G IRCA **111** later **125**	16.2.7
58162	1925	2-8-0	3' 0"	G IRCA **100** later **114**	16.2.7
58163	1925	2-8-0	3' 0"	G IRCA **101** later **115**	16.2.7
58164	1925	2-8-0	3' 0"	G IRCA **102** later **116**	16.2.7
58224	1925	2-8-0	3' 0"	G IRCA **95** later **102**	16.2.7
58225	1925	2-8-0	3' 0"	G IRCA **96** later **103**	16.2.7
58226	1925	2-8-0	3' 0"	G IRCA **103** later **117**	16.2.7
58227	1925	2-8-0	3' 0"	G IRCA **104** later **118**	16.2.7
58231	1925	2-8-0	3' 0"	G IRCA **105** later **119**	16.2.7
58232	1925	2-8-0	3' 0"	G IRCA **106** later **120**	16.2.7
58233	1925	2-8-0	3' 0"	G IRCA **107** later **121**	16.2.7
58234	1925	2-8-0	3' 0"	G IRCA **108** later **122**	16.2.7
58235	1925	2-8-0	3' 0"	G IRCA **97** later **104**	16.2.7
58439	1925	2-8-0	3' 0"	G IRCA **98** later **105**	16.2.7
58440	1925	2-8-0	3' 0"	G IRCA **99** later **106**	16.2.7
58469	1925	2-8-0	3' 0"	ES SR **14**	16.3.3
58499	1925	2-8-0	3' 0"	G IRCA **94** later **101**	16.2.7
59160	1925	2-8-0	3' 0"	G IRCA **112** later **107**	16.2.7
59161	1925	2-8-0	3' 0"	G IRCA **113** later **108**	16.2.7
59162	1925	2-8-0	3' 0"	G IRCA **114** later **109**	16.2.7
59163	1925	2-8-0	3' 0"	G IRCA **115** later **110**	16.2.7
59164	1925	2-8-0	3' 0"	G IRCA **116** later **111**	16.2.7
59165	1925	2-8-0	3' 0"	G IRCA **117** later **112**	16.2.7
59166	1925	2-8-0	3' 0"	G IRCA **118** later **113**	16.2.7
59261	1926	2-6-6-2	3' 0"	Uintah Rly. USA **51**, G IRCA **250**	16.2.7
59377	1926	2-6-2	Std.	N Bragman's Bluff Lumber Co. **8**,	16.5.5
			3' 6"	N *FCPdN* **122**	16.5.1
59394	1926	2-6-2	Std.	N Bragman's Bluff Lumber Co. **9**,	16.5.5
			3' 6"	N *FCPdN* **113**	16.5.1
59395	1926	2-6-2	Std.	N Bragman's Bluff Lumber Co. **10**,	16.5.5
			3' 6"	N *FCPdN* **142**	16.5.1
59402	1926	2-8-0	3' 6"	CR *FCalP* **21**,	16.6.4
				N *FCPdN* **31**	16.5.1
59404	1926	2-8-0	3' 6"	CR *FCalP* **22**,	16.6.4
				N *FCPdN* **32**	16.5.1
60470	1928	2-6-6-2	3' 0"	Uintah Rly. **52**, G IRCA **251**	16.2.7
60487	1928	2-6-2	3' 0"	G Polochic Banana Co. **2**,	16.2.10
				G *FCdV* **4 'PANZOS'**	16.2.5
60488	1928	2-8-0	3' 6"	H Tela RR **40**	16.4.2
60556	1928	2-8-2	3' 0"	G IRCA **150**	16.2.7
60557	1928	2-8-2	3' 0"	G IRCA **151**	16.2.7

60586	1928	2-8-0	3' 0"	G IRCA (**140**) later **126**	16.2.7
60587	1928	2-8-0	3' 0"	G IRCA (**141**) later **127**	16.2.7
60588	1928	2-8-0	3' 0"	G IRCA (**142**) later **128**	16.2.7
60589	1928	2-8-0	3' 0"	G IRCA (**143**) later **129**	16.2.7
60722	1928	2-8-2	3' 0"	G IRCA **152**	16.2.7
60723	1928	2-8-2	3' 0"	G IRCA **153**	16.2.7
60835	1929	2-8-0	3' 6"	H Tela RR **41**	16.4.2
61105	1929	2-6-0	3' 0"	G *FCdV* **3**	16.2.5
61991	1936	2-8-2	3' 0"	G IRCA **157**	16.2.7
61992	1936	2-8-2	3' 0"	G IRCA **158**	16.2.7
61993	1936	2-8-2	3' 0"	G IRCA **159**	16.2.7
61994	1936	2-8-2	3' 0"	G IRCA **160**	16.2.7
61995	1936	2-8-2	3' 0"	G IRCA **161**	16.2.7
62443	1940	2-8-2	3' 6"	CR F*CdS* **80**[1], H Tela RR **351**	16.6.4 16.4.2
62444	1940	2-8-2	3' 6"	CR *FCdS* **81**[1],	16.6.4
62445	1940	2-8-2	3' 6"	CR *FCdS* **82**[1],	16.6.4
62446	1940	2-8-2	3' 6"	CR *FCdS* **83**[1], H Tela RR **352**	16.6.4 16.4.2
67663	1928	2-8-0	3' 6"	N *FCPdN* **27**	16.5.1
67664	1928	2-8-0	3' 6"	N *FCPdN* **28**	16.5.1
68228	1929	2-8-0	3' 6"	N *FCPdN* **29**	16.5.1
68229	1929	2-8-0	3' 6"	N *FCPdN* **30**	16.5.1
71401	1945	2-8-2	3' 6"	USATC **764-4281**, H Tela RR **150**[1] later **156**[2].	16.4.2
71402	1945	2-8-2	3' 6"	USATC **765-4282**, H Tela RR **151**[1] later **157**[2].	16.4.2
71403	1945	2-8-2?	3' 6"	USATC **766-4283**, H Tela RR **152**[1] later **158**[2], H *FCNdH* **52**	16.4.2 16.4.1
71404	1945	2-8-2?	3' 6"	USATC **767-4284**, H Tela RR **153**, H *FCNdH* **53**	16.4.2 16.4.1
71405	1945	2-8-2	3' 6"	USATC **768-4285**, H Tela RR **154**[1].	16.4.2
71406	1945	2-8-2	3' 6"	USATC **769-4286**, H Tela RR **155**[1] H *FCNdH* **57**	16.4.2 16.4.1
71407	1945	2-8-2	3' 6"	USATC **770-4287**, H Tela RR **156**[1]	16.4.2
71408	1945	2-8-2	3' 6"	USATC **771-4288**, H Tela RR **157**[1] later **160**[2], H *FCNdH* **160**	16.4.2 16.4.1
71409	1945	2-8-2	3' 6"	USATC **772-4289**, H Tela RR **158**[1] later **161**[2],	16.4.2
71410	1945	2-8-2	3' 6"	USATC **773-4290**, H Tela RR **159**[1]	16.4.2
71411	1945	2-8-2	3' 6"	USATC **774-4291**, H Tela RR **160**[1] later **154**[2], H *FCNdH* **55**	16.4.2 16.4.1
71412	1945	2-8-2	3' 6"	USATC **775-4292**, H Tela RR **161**[1] H *FCNdH* **56**	16.4.2 16.4.1
71413	1945	2-8-2	3' 6"	USATC **776-4293**, H Tela RR **162**[1] later **155**[2],	16.4.2
71414	1945	2-8-2	3' 6"	USATC **777-4294**, H Tela RR **163**[1] later **159**[2], H *FCNdH* **56**	16.4.2 16.4.1
71415	1945	2-8-2	3' 6"	USATC **778-4295**, H Tela RR **164**[1] later **151**[2], H *FCNdH* **51**	16.4.2 16.4.1
71416	1945	2-8-2	3' 6"	USATC **779-4296**, H Tela RR **165**[1] later **150**[2], H *FCNdH* **40** later **50**	16.4.2 16.4.1

71417	1945	2-8-2	3' 6"	USATC **780-4297**, H Tela RR **166**[1] later **162**[2],	16.4.2
				H *FCNdH* **450** later **51**	16.4.1
71418	1945	2-8-2	3' 6"	USATC **781-4298**, CR UFCo *CBdCR* **90**,	16.6.4
				H Tela RR (**167**[1]) later **152**[2],	16.4.2
				H *CNdH* **58**	16.4.1
71419	1945	2-8-2	3' 6"	USATC **782-4299**, CR UFCo *CBdCR* **91**,	16.6.4
				H Tela RR **(168**[1]) later **163**[2],	16.4.2
71420	1945	2-8-2	3' 6"	USATC **783-4300**, CR UFCo *CBdCR* **92**,	16.6.4
				H Tela RR (**169**) later **153**[2],	16.4.2
				H *FCNdH* **59**	16.4.1
72570	1946	2-8-2	3' 6"	CR *FCdS* **85**[2],	16.6.4
				H Tela RR **350**	16.4.2
72654	1946	2-8-2	3' 0"	G IRCA **175**	16.2.7
72655	1946	2-8-2	3' 0"	G IRCA **176**	16.2.7
72656	1946	2-8-2	3' 0"	G IRCA **177**	16.2.7
72657	1946	2-8-2	3' 0"	G IRCA **178**	16.2.7
72658	1946	2-8-2	3' 0"	G IRCA **179**	16.2.7
72659	1946	2-8-2	3' 0"	G IRCA **180**	16.2.7
72669	1946	2-8-2	3' 6"	CR *FCdS* **85**,	16.6.4
72669	1946	2-8-2	3' 6"	CR *FCdS* **86**,	16.6.4
73096	1947	2-8-2	3' 0"	G IRCA **181**	16.2.7
73097	1947	2-8-2	3' 0"	G IRCA **182**	16.2.7
73098	1947	2-8-2	3' 0"	G IRCA **183**	16.2.7
73099	1947	2-8-2	3' 0"	G IRCA **184**	16.2.7
73100	1947	2-8-2	3' 0"	G IRCA **185**	16.2.7
73101	1947	2-8-2	3' 0"	G IRCA **186**	16.2.7
73668	1948	2-8-2	3' 0"	G IRCA **187**	16.2.7
73669	1948	2-8-2	3' 0"	G IRCA **188**	16.2.7
73670	1948	2-8-2	3' 0"	G IRCA **189**	16.2.7
73671	1948	2-8-2	3' 0"	G IRCA **190**	16.2.7
73672	1948	2-8-2	3' 0"	G IRCA **191**	16.2.7
73673	1948	2-8-2	3' 0"	G IRCA **192**	16.2.7
73674	1948	2-8-2	3' 0"	G IRCA **193**	16.2.7
73675	1948	2-8-2	3' 0"	G IRCA **194**	16.2.7
74125	1948	2-8-2	3' 0"	G IRCA **195**	16.2.7
74126	1948	2-8-2	3' 0"	G IRCA **196**	16.2.7
74127	1948	2-8-2	3' 0"	G IRCA **197**	16.2.7
74128	1948	2-8-2	3' 0"	G IRCA **198**	16.2.7
74129	1948	2-8-2	3' 0"	G IRCA **199**	16.2.7
74130	1948	2-8-2	3' 0"	G IRCA **200**	16.2.7
74131	1948	2-8-2	3' 0"	G IRCA **201**	16.2.7
74132	1948	2-8-2	3' 0"	G IRCA **202**	16.2.7
74133	1948	2-8-2	3' 0"	G IRCA **203**	16.2.7
74134	1948	2-8-2	3' 0"	G IRCA **204**	16.2.7
74135	1948	2-8-2	3' 0"	G IRCA **205**	16.2.7
74136	1948	2-8-2	3' 0"	G IRCA **206**	16.2.7

2800	1886	2-6-0	3' 6"	CR Ant./CRR **24** later **26**,	16.6.1
				CR NRC **26**	16.6.3
2801	1886	2-6-0	3' 6"	CR Ant./CRR **25** later **27**,	16.6.1
				CR NRC **27**	16.6.3
2802	1886	2-6-0	3' 6"	CR Ant./CRR **17** later **19**,	16.6.1
				CR NRC **19**	16.6.3
2803	1886	2-6-0	3' 6"	CR Ant./CRR **18** later **20**,	16.6.1
				CR NRC **20**	16.6.3
2804	1886	2-6-0	3' 6"	CR Ant./CRR **19** later **21**,	16.6.1
				CR NRC **21**	16.6.3
2805	1886	2-6-0	3' 6"	CR Ant./CRR **20** later **22**,	16.6.1
				CR NRC **22**	16.6.3
				CR *FCdelSur* **11**, returned to NRC **22**	16.6.4
2806	1886	2-6-0	3' 6"	CR Ant./CRR **21** later **23**,	16.6.1
				CR NRC **23**	16.6.3
2807	1886	2-6-0	3' 6"	CR Ant./CRR **22** later **24**,	16.6.1
				CR NRC **24**	16.6.3
2808	1886	2-6-0	3' 6"	CR Ant./CRR **23** later **25**,	16.6.1
				CR NRC **25**	16.6.3

Borsig

6178	1908	2-6-2T	3' 6"	CR *FCalP* **9**	16.6.2
7168	1909	2-6-2T	3' 6"	CR *FCalP* **10**	16.6.2
8049	1911	0-6-0T	?	G *Chocola Plantagen*? **'CHOCOLA 1'**	16.2.11
8051	1911	4-6-0	3' 6"	CR *FCalP* **11**	16.6.2
8052	1911	4-6-0	3' 6"	CR *FCalP* **12**	16.6.2
8389	1912	0-6-0T	?	G *Chocola Plantagen*? **'CHOCOLA 2'**	16.2.11

BMAG

9248	1928	2-8-2	3' 0"	G IRCA **130**	16.2.7
9249	1928	2-8-2	3' 0"	G IRCA **131**	16.2.7
9250	1928	2-8-2	3' 0"	G IRCA **132**	16.2.7
9251	1928	2-8-2	3' 0"	G IRCA **133**	16.2.7
9252	1928	2-8-2	3' 0"	G IRCA **134**	16.2.7
9253	1928	2-8-2	3' 0"	G IRCA **135**	16.2.7
9254	1928	2-8-2	3' 0"	G IRCA **136**	16.2.7
9255	1928	2-8-2	3' 0"	G IRCA **137**	16.2.7
9256	1928	2-8-2	3' 0"	G IRCA **138**	16.2.7
9257	1928	2-8-2	3' 0"	G IRCA **139**	16.2.7
9258	1928	2-8-2	3' 0"	G IRCA **140**	16.2.7
9259	1928	2-8-2	3' 0"	G IRCA **141**	16.2.7
9260	1928	2-8-2	3' 0"	G IRCA **142**	16.2.7
9261	1928	2-8-2	3' 0"	G IRCA **143**	16.2.7
9262	1928	2-8-2	3' 0"	G IRCA **144**	16.2.7
9263	1928	2-8-2	3' 0"	G IRCA **145**	16.2.7
9264	1928	2-8-2	3' 0"	G IRCA **146**	16.2.7
9265	1928	2-8-2	3' 0"	G IRCA **147**	16.2.7
9266	1928	2-8-2	3' 0"	G IRCA **148**	16.2.7

9267	1928	2-8-2	3' 0"	G IRCA **149**	16.2.7

Brooks

?	?	2-6-0	3' 0"	US users, H Vaccaro/SFCo. RR/*FCNdH* **21 '?'**	16.4.4

Chaplin

?	1860s?	0-4-0VBT	?	BH Serpon Sugar Mill **?**	16.1.5

(Danforth) Cooke

788	1871	2-6-0	3' 6"	CR Atl../CRR **1 'LIMÓN'** then **32**,	16.6.1
				CR NRC **?**	16.6.3
789	1871	2-6-0	3' 6"	CR Atl../CRR **2 'ALAJUELA'** then **33**,	16.6.1
				CR NRC **?**	16.6.3
1517	1883	2-8-0	Metre	G CA&PR&TC. **5**, GCRR **5**	16.2.1
1518	1883	2-8-0	Metre	G CA&PR&TC. **6**, GCRR **6**	16.2.1
1634	1885	2-8-0	Metre	G CA&PR&TC. **7**, GCRR **7**	16.2.1
1635	1885	2-8-0	Metre	G CA&PR&TC. **8**, GCRR **8**	16.2.1
2251	1893	2-8-0	3' 0"	ES *FCSA* **4**, *FNES* **5**	16.3.2

Davenport

314	1904	0-4-0T	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **? '?'**	16.4.4
551	1906	0-4-0ST	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **? '?'**	16.4.4
875	1909	0-4-0ST	3' 6"	H *FCNdH* **42**	16.4.1
1157	1912	0-6-0TT	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **24 'ARMENIA'**	16.4.4
1274	1912	0-4-4RT	3' 6"	N Muelle de Corinto **'CORINTO WHARF 1'**	16.5.7
1329	1913	2-6-0	Std.	H Cuyamel Fruit Co. **2**	16.4.5
1443	1913	2-6-0	Std.	H Cuyamel Fruit Co. **3**	16.4.5
1464	1913	2-6-0	Std.	H Cuyamel Fruit Co. **4**	16.4.5
1734	1919	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1735	1919	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1746	1920	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1747	1920	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1748	1920	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1813	1920	0-4-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**	16.4.5
1843	1921	0-4-0ST	3' 0"	N Cuyamel Fruit Co. Nicaragua **5**	16.5.7
1852	1921	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**, *FCNdH* **11**	16.4.1
1853	1921	2-6-0	3' 6"	H Cuyamel Fruit Co. *Ramal de Ulua* **?**, *FCNdH* **12**	16.4.1
1854	1921	2-6-0	Std.	H Cuyamel Fruit Co. **5**	16.4.5
1855	1921	2-6-0	Std.	H Cuyamel Fruit Co. **6**	16.4.5
1883	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**	16.4.5
1884	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**	16.4.5
1885	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**	16.4.5
1886	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**, Tela RR **16**, *FCNdH* **13**	16.4.1
1887	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**, Tela RR **17**, *FCNdH* **14**	16.4.1
1888	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**, Tela RR **18**, *FCNdH* **15**	16.4.1
1889	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**, *FCNdH* **16**	16.4.1
1890	1922	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**	16.4.5
2074	1926	2-6-0	3' 6"	H Cuyamel Fruit Co. **?**	16.4.5

3361	1952	2-8-2	3' 6"	USATC **633**, H Tela RR **?**,	16.4.2
				H *FCNdH* **54**	16.4.1
3362	1952	2-8-2	3' 6"	USATC **634**, H Tela RR **?**,	16.4.2
				H *FCNdH* **55**	16.4.1

Decauville

186	1894	0-4-0T?	?	G *Gouvernement de Guatemala* **'CELIA'**	16.2.11
187	1894	0-4-0T?	?	G *Gouvernement de Guatemala* **'ALGERIA'**	16.2.11

Dickson

973	1898	4-6-0	3' 6"	H HR/*FCNdH* **6 'El PRESIDENTE'**	16.4.1
974	1898	4-6-0	3' 6"	H HR/*FCNdH* **7 'MARAZAN'**	16.4.1
1020	1898	2-4-0	3' 6"	CR *FCalP* **1 'MARIA CECILIA'**	16.6.2
1287	1902	2-4-0	3' 6"	CR *FCalP* **2 '?'**	16.6.2

Franco-Belge

880	1892	0-6-2TT	3' 0"	ES *FCSSyST* **?**	16.3.4
881	1892	0-6-2TT	3' 0"	ES *FCSSyST* **?**	16.3.4

Glover Machine Works

81414	1907	0-6-4RT	Std.	H Cuyamel Fruit Co. **?**	16.4.5

Grant

1061?	1873	2-6-0?	3' 6"	CR Atl./CRR **3 'HEREDIA'**	16.6.1
1062?	1873	2-6-0?	3' 6"	CR Atl./CRR **4 'PACUARE'**	16.6.1
1063?	1873	2-6-0?	3' 6"	CR Atl./CRR **5 'HEREDIA'**	16.6.1
1064?	1873	2-6-0?	3' 6"	CR Atl./CRR **6 'CARTAGO'**	16.6.1
1065?	1873	2-6-0?	3' 6"	CR Atl./CRR **7 'ANGOSTURA'**	16.6.1

Heisler

1142	1908	4w+4w	3' 0"	BH C. C. Mengel & Bros. **3**	16.1.2
1208	1911	4w+4w	3' 0"	BH Tidewater Lumber Co. **?**	16.1.4
1579	1929	4w+4w	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **38 '?'**	16.4.4

Henschel

20513	1927	0-4-0WT	3' 6"	G Ingenio Palo Gordo **3**	16.2.10
25667	1953	2-8-2	3' 6"	N *FCCPdN* **36 'MANAGUA'**	16.5.1
25668	1953	2-8-2	3' 6"	N *FCCPdN* **37 'GRANADA'**	16.5.1
25669	1953	2-8-2	3' 6"	N *FCCPdN* **38 'LEON'**	16.5.1
25670	1953	2-8-2	3' 6"	N *FCCPdN* **39 'CHINANDEGA'**	16.5.1

Hunslet

461	1888	0-4-0ST	3' 0"	G Cotesworth & Powell **'SAN JOSÉ'**	16.2.11
968	1908	0-6-0T	3' 0"	BH The Stann Creek Railway, British Honduras **1**	16.1.1
969	1908	0-6-0T	3' 0"	BH The Stann Creek Railway, British Honduras **2**	16.1.1
970	1908	0-6-0T	3' 0"	BH The Stann Creek Railway, British Honduras **3**	16.1.1
1129	1913	0-6-0T	3' 0"	BH The Stann Creek Railway, British Honduras **4**	16.1.1

Illinois Central RR shops at Weldon

?	1883	2-6-0	Std.	ICRR with various nos., H Cuyamel Fruit Co. **7**	16.4.5
?	1883	2-6-0	Std.	ICRR with various nos., H Cuyamel Fruit Co. **8**	16.4.5
?	1884	2-6-0	Std.	ICRR with various nos., H Cuyamel Fruit Co. **9**	16.4.5

Jung

193 or 164	1893	0-4-2T	2' 6"	G *Ing. El Baul* **'La MARUCA'**	16.2.10

Kerr Stuart

85	1895	0-4-2T	2' 0"	N Santa Francisca Goldmines Ltd. **'SKYLARK'**	16.5.7

Kitson

221 (tram loco list)	1887	0-4-0T	2' 6"	CR Mkts. & Tramway Co. **?**	16.6.5
222 (tram loco list)	1887	0-4-0T	2' 6"	CR Mkts. & Tramway Co. **?**	16.6.5
223 (tram loco list)	1887	0-4-0T	2' 6"	CR Mkts. & Tramway Co. **?**	16.6.5

Krupp

1682	1937	2-8-2	3' 0"	G IRCA **162**	16.2.7
1683	1937	2-8-2	3' 0"	G IRCA **163**	16.2.7
1684	1937	2-8-2	3' 0"	G IRCA **164**	16.2.7
1685	1937	2-8-2	3' 0"	G IRCA **165**	16.2.7
1686	1937	2-8-2	3' 0"	G IRCA **166**	16.2.7
1872	1938	2-8-2	3' 0"	G IRCA **167**	16.2.7
1873	1938	2-8-2	3' 0"	G IRCA **168**	16.2.7
1874	1938	2-8-2	3' 0"	G IRCA **169**	16.2.7
1984	1939	2-8-2	3' 0"	G IRCA **170**	16.2.7
1985	1939	2-8-2	3' 0"	G IRCA **171**	16.2.7
1986	1939	2-8-2	3' 0"	G IRCA **172**	16.2.7
1987	1939	2-8-2	3' 0"	G IRCA **173**	16.2.7
1988	1939	2-8-2	3' 0"	G IRCA **174**	16.2.7
2193	1939	2-8-2	3' 6"	CR *FCdS* **83**², Tela RR **250**	16.4.2
2194	1939	2-8-2	3' 6"	CR *FCdS* **84**², Tela RR **251**	16.4.2
2195	1939	2-8-2	3' 6"	CR *FCdS* **85**², Tela RR **252**	16.4.2
2196	1939	2-8-2	3' 6"	CR *FCdS* **86**², Tela RR **253**	16.4.2
2197	1939	2-8-2	3' 6"	CR *FCdS* **87**², Tela RR **254**	16.4.2
2190	1939	2-8-2	3' 6"	CR *FCdS* **80**², Tela RR **255**	16.4.2
2191	1939	2-8-2	3' 6"	CR *FCdS* **81**², Tela RR **256**	16.4.2

Lima

927	1904	2-truck Shay	3' 0"	Monroe Lumber Co. VA, **1**, then Nottoway River Logging Co., then G Guatemala Mining & Marble Co. **?**	16.2.10
975	1905	2-truck Shay	Std.	US user, N Wawa RR Co. **100**?	16.5.6
1005	1906	4-6-0	3' 6"	H HR/*FCNdH* **8**	16.4.1
1056	1907	2-6-0	3' 6"	CR *FCalP* **8**	16.6.2
1640	1905	2-truck Shay	3' 0"	BH C. C. Mengel & Bros. **1**	16.1.2
1739	1906	3-truck Shay	3' 0"	G GCRR **26**, GR/IRCA **83** later **75**	16.2.1
1872	1907	2-truck Shay	3' 0"	BH C. C. Mengel & Bros., Br. Honduras **2**, or Honduras?	16.1.2
1996	1907	3-truck Shay	3' 0"	G UFCo (GNRR) **18**, GR/IRCA **18**	16.2.2

1997	1907	3-truck Shay	3' 0"	G UFCo (GNRR) **19**, GR/IRCA **19** later **74**?	16.2.2
2372	1910	2-truck Shay	3' 0"	BH C. C. Mengel & Bros. **4**	16.1.2
2374	1910	2-truck Shay	3' 0"	US user, then G *Ing. Pantaleon* **4 'SAN VICENTE'**	16.2.10
2706	1914	2-truck Shay	Std.	US users, N Wawa RR Co. **?**	16.5.6
2776	1915	2-truck Shay	Std.	N Wawa RR Co. **?**	16.5.6
2894	1917	2-truck Shay	Std.	N Wawa RR Co. **?**	16.5.6
3141	1920	2-truck Shay	3' 0"	ES Central Monserrate Sugar Co. **9**	16.3.9
3193	1922	2-truck Shay	3' 0"	US users, H Vaccaro/SFCo. RR/*FCNdH* **39²** **'PALO VERDE'**	16.4.4
3294	1925	2-truck Shay	3' 0"	BH C. C. Mengel & Bros., Vaca Falls **18-1**	16.1.2
3297	1925	2-truck Shay	3' 0"	BH C. C. Mengel & Bros., Vaca Falls **18-2**	16.1.2
5118	1916	2-6-2	Std.	US user, then via BR&L to N Bragman's Bluff Lumber **?**	16.5.5

Montreal Loco Works

76332	1949	2-8-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **45**	16.4.4

Nasmyth Wilson

578	1900	0-6-4T	3' 6"	CR Atl./CRR **33** later **16²**, then	16.6.1
				NRC **10**.	16.6.3
579	1900	2-6-0	3' 6"	CR Atl./CRR **50** later **5**,	16.6.1
				then NRC **15**.	16.6.3
580	1900	2-6-0	3' 6"	CR Atl./CRR **51** later **6**,	16.6.1
				then NRC **16**.	16.6.3
616	1900	2-6-0	3' 6"	CR Atl./CRR **54** later **7**,	16.6.1
				then NRC **17**.	16.6.3
617	1900	2-6-0	3' 6"	CR Atl./CRR **55** later **8**,	16.6.1
				then NRC **18**.	16.6.3

Neilson

4291	1890	4-6-0	3' 6"	CR Atl./CRR **26** then **13²** then **14**,	16.6.1
				then NRR **8**	16.6.3
4292	1890	4-6-0	3' 6"	CR Atl./CRR **27** then **12²** then **13**,	16.6.1
				then NRR **7**	16.6.3
4293	1890	4-6-0	3' 6"	CR Atl./CRR **28** then **14²** then **15**,	16.6.1
				then NRR **9**	16.6.3

O&K

10430?	1923?	0-4-2T	3' 0"	G *Soc.Agricola Punta Pietra* **?**, then *Ing. Concepción* **1**	16.2.10
10431	1923	0-4-0T	3' 0"	G *Soc.Agricola Punta Pietra* **?**, then *Ing. Concepción* **?**	16.2.10
11256	?	0-6-2T	3' 0"	G *Ing. Concepción* **2 'DONA CHON'**	16.2.10
11396	1927	0-6-2T	3' 0"	G *Ing. El Baul* **'SUJUYES'**	16.2.10
11405	1927	2-6-0T	2' 6"	G ? *Ing. Pantaleon* perhaps? **?**	16.2.11

Pittsburgh

1693	1897	2-6-0	3' 0"	ES *FCSSyST* **3**	16.3.4

Porter

1523	1893	0-4-0T?	60cm	N Chasitiago Morales **?**	16.5.7
1630	1895	0-4-2T	3' 0"	G *Ing. Pantaleon*, **2 'SANTA LUCIA'**	16.2.10

2016	1899	0-4-2T	3' 6"	(Orig. 2' 6" gauge) Snyder Banana Co. in US? **4**, then UFCo Panama,	
				CR then to Golfito **?**	16.6.4
2306	1901	0-6-0	3' 6"	CR Camos Weinberger Banana Co. **1A 'La LOUISIANA'**,	16.6.5
				CR UFCo/NRC **C** later **2**	16.6.3
				CR UFCo Golfito **2**	16.6.4
2796	1903	4-6-0	3' 6"	CR *FCalP* **3 'TARCOLES'**	16.6.2
2813	1903	0-4-0ST	3' 0"?	N Cukra Ltd. **1**	16.5.7
2993	1903	0-4-0T	3' 0"	ES Pto. de Acajutla **?**	16.3.9
3136	1905	0-4-0ST	3' 0"	N The Eureka Co. **?**, Cumra Ltd., **2**	16.5.7
3357	1905	0-6-0	3' 6"	CR UFCo Golfito **3**, then CRR **G**,	16.6.4
				CR NRC **D** later **3**	16.6.3
				CR UFCo Golfito **3**	16.6.4
3358	1905	0-6-0	3' 6"	CR UFCo Golfito **?**, then CRR **H**,	16.6.4
				CR NRC **E** later **4**	16.6.3
				CR UFCo Golfito **4**	16.6.4
3382	1905	0-6-0	3' 6"	CR UFCo Golfito **1**, then to CRR **B**,	16.6.4
				CR NRC **B**,	16.6.3
				CR UFCo Golfito **1**	16.6.4
3438	1906	0-6-0	3' 6"	CR UFCo/NRC **F**	16.6.3
3439	1906	0-6-0	3' 6"	CR UFCo/NRC **G**	16.6.3
3449	1906	0-6-0T	1' 6"	CR UFCo **3 'PACIFICA'**	16.6.4
3536	1906	2-4-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **2 'ATLANTIDA'**	16.4.4
3612	1906	0-6-0?	3' 6"	CR UFCo/NRC **H** later **?**,	16.6.3
3613	1906	0-6-0?	3' 6"	CR UFCo/NRC **I** later **6,**	16.6.3
				CR UFCo Golfito **5**	16.6.4
4099	1908	2-4-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **3 'La CEIBA'**	16.4.4
4216	1908	0-4-0T?	2' 6"	N Clausel & Verges **1 'PROVIDENCE'**	16.5.7
4217	1908	0-6-0ST	3' 6"	ICC Panama **1** later **871**,	
		2-6-0	3' 6"	CR UFCo/*FCdelSur* **71**,	16.6.4
				CR NRC **30**,	16.6.3
				UFCo Golfito **71**[1]	16.6.4
4218	1908	0-6-0ST	3' 6"	ICC Panama **2** later **872**,	
		2-6-0	3' 6"	CR UFCo/*FCdelSur* **72**,	16.6.4
				CR NRC **31**,	16.6.3
				CR UFCo Golfito **72**[1]	16.6.4
4222	1908	0-6-0ST	3' 6"	ICC Panama **6** later **876**,	
		2-6-0	3' 6"	CR UFCo/*FCdelSur* **76**,	16.6.4
				CR NRC **32**,	16.6.3
				CR UFCo Golfito **76**[1]	16.6.4
4309	1909	0-6-0ST	3' 6"	ICC Panama? **13** then **829**?, CR *FCalP* **15**	16.6.2
4310	1909	0-6-0ST	3' 6"	ICC Panama? **14** then **830**?, CR *FCalP* **16**	16.6.2
4513	1909	2-6-0	3' 0"	G UFCo/*CAdG* **55** later **1**, then to USA	16.2.9
4514	1909	2-6-0	3' 0"	G UFCo/*CAdG* **56** later **2**, then to USA	16.2.9
4515	1909	2-6-0	3' 0"	G UFCo/*CAdG* **57** later **3**	16.2.9
4516	1909	2-6-0	3' 0"	G UFCo/*CAdG* **58** later **4**	16.2.9
4696	1910	0-4-0T	2' 6"	N Bluefields Steamship Co. **'Cama RR 2'**	16.5.7
4840	1911	2-6-0	3' 0"	G UFCo/*CAdG* **56**	16.2.9
4841	1911	2-6-0	3' 0"	G UFCo/*CAdG* **57**	16.2.9

4876	1911	0-4-4T	3' 6"	N *FCPdN* **22 'NANDAIME'**	16.5.1
4994	1911	2-6-0	3' 0"	G UFCo/*CAdG* **?**	16.2.9
5497	1914	2-6-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **7 'MASICA'**	16.4.4
5498	1914	2-6-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **8 'LEAN'**	16.4.4
5504	1914	2-6-0?	3' 6"	H Tela RR **3**	16.4.2
5505	1914	2-6-0?	3' 6"	H Tela RR **4**	16.4.2
5506	1914	2-6-0?	3' 6"	H Tela RR **5**	16.4.2
5507	1914	2-6-0?	3' 6"	H Tela RR **6**	16.4.2
5508	1914	2-6-0?	3' 6"	H Tela RR **7**	16.4.2
5509?	1914	2-6-0?	3' 6"	H Tela RR **8**	16.4.2
5520	1914	2-6-0	3' 0"	G UFCo/*CAdG* **41**, later **10**	16.2.9
5521	1914	2-6-0	3' 0"	G UFCo/*CAdG* **42**, later **11**	16.2.9
5522	1914	2-6-0	3' 0"	G UFCo/*CAdG* **43**, later **12**	16.2.9
5523	1914	2-6-0	3' 0"	G UFCo/*CAdG* **44**, later **13**	16.2.9
5629	1914	2-4-0	3' 0"	H Vaccaro Bros./SFCo. RR/*FCNdH* **9 'SAN JOSÉ'**	16.4.4
5659	1915	2-6-0	3' 6"	H Tela RR **3**	16.4.2
5660	1915	2-6-0	3' 6"	H Tela RR **4**	16.4.2
5681	1914	2-6-0	3' 0"	UFCo/Panama, later G *CAdG* **64**, later **8**	16.2.9
5682	1914	2-6-0	3' 0"	UFCo/Panama, later G *CAdG* **65**, later **9**	16.2.9
5751	1915	2-6-0	2' 0"	N Bragman's Bluff Lumber Co. **1**	16.5.5
5752	1915	2-6-0	2' 0"	N Bragman's Bluff Lumber Co. **2**	16.5.5
6163	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9103**, H Vaccaro/SFCo. RR/*FCNdH* **25 'BALFATE'**	16.4.4
6165	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9105**, H Vaccaro/SFCo. RR/*FCNdH* **28 'SONAGUEFA'**	16.4.4
6167	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9107**, H Vaccaro/SFCo. RR/*FCNdH* **34 'YLAMPA'**	16.4.4
6173	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9113**, H Vaccaro/SFCo. RR/*FCNdH* **29 'CONTESSA'**	16.4.4
6174	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9124**, H Vaccaro/SFCo. RR/*FCNdH* **27 'TOMALA'**	16.4.4
6175	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9115**, H Vaccaro/SFCo. RR/*FCNdH* **32 'CONTOY'**	16.4.4
6178	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9118**, H Vaccaro/SFCo. RR/*FCNdH* **35 'JALAN'**	16.4.4
6181	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9121**, H Vaccaro/SFCo. RR/*FCNdH* **36 'CORRALITOS'**	16.4.4
6182	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9122**, H Vaccaro/SFCo. RR/*FCNdH* **37 'LIMERA'**	16.4.4
6185	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9124**, H Vaccaro/SFCo. RR/*FCNdH* **26 'JULIAPA'**	16.4.4
6186	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9126**, H Vaccaro/SFCo. RR/*FCNdH* **30 'COROZAL'**	16.4.4
6191	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9131**, H Vaccaro/SFCo. RR/*FCNdH* **33 'AGUAN'**	16.4.4
6197	1918	2-6-0 ex 0-6-0	3' 0"	USATC **9137**, H Vaccaro/SFCo. RR/*FCNdH* **31 'ENTELINA'**	16.4.4
6232	1918	0-4-0	2' 0"	? G **?**	16.2.11
6233	1918	0-4-0	2' 0"	? G **?**	16.2.11
6234	1918	0-4-0	2' 0"	? G **?**	16.2.11
6235	1918	0-4-0	2' 0"	? G **?**	16.2.11
6434	1919	2-6-2	3' 0"	BH Gallon Jug to Hillbank, BEPC **1**	16.1.3
6580	1920	2-6-0	3' 0"	UFCo/Boca del Toro, later G *CAdG* **17**, then to USA	16.2.9
6581	1920	2-6-0	3' 0"	UFCo/Boca del Toro, later G *CAdG* **8**	16.2.9
6582	1920	2-6-0	3' 0"	UFCo/Boca del Toro, later G *CAdG* **9**	16.2.9
6595	1920	2-8-0	3' 6"	N Nicaragua Sugar Estates **5** later **OLB 'CHINANDEGA'**	16.5.4
6598	1920	2-6-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **22 'SAMBO CREEK'**	16.4.4
6599	1920	2-6-0	3' 0"	H Vaccaro/SFCo. RR/*FCNdH* **23 'PIEDRA PINTADA'**	16.4.4
6616	1921	2-6-0	3' 6"	H Tela RR **210**?,	16.4.2

				CR UFCo **12**[1], NRC **15**	16.6.3
6617	1921	2-6-0	3' 6"	H Tela RR **211**?,	16.4.2
				CR UFCo **15**	16.6.4
6656	1921	2-6-0	3' 6"	H Tela RR **212**?	16.4.2
6674	1921	0-4-0ST	2' 0"	H Tramway feeder to Tela RR **6,**	16.4.?
				possibly then to ES SAT **?**	16.3.6
6675	1921	0-4-0ST	2' 0"	H Tramway feeder to Tela RR **7**,	16.4.?
				possibly then to ES SAT **?**	16.3.6
6676	1921	2-6-0	3' 6"	H Tela RR **?** or possibly *FC de Truxillo* **40**	16.4.2
				CR UFCo Quepos **40**,	
				CR UFCo *FCdelSur* **16**	
6677	1921	2-6-0	3' 6"	H Tela RR **?** or possibly *FC de Truxillo* **41**	16.4.2
6701	1922	2-6-0	3' 6"	H *FC de Truxillo* **42**	16.4.3
6702	1922	2-6-0	3' 6"	H *FC de Truxillo* **43**	16.4.3
6703	1922	2-6-0	3' 6"	H *FC de Truxillo* **44**	16.4.3
6704	1922	2-6-0	3' 6"	H *FC de Truxillo* **45**	16.4.3
6790	1923	2-6-0	3' 0"	G UFCo/*CAdG* **99** later **14**	16.2.9
6826	1923	0-4-0ST	3' 0"	N Cuyamel Fruit Co. **6**?	16.5.7
6931	1924	0-4-0ST	3' 0"	N Cuyamel Fruit Co. **7**?	16.5.7
6977	1923	2-6-0	3' 0"	G UFCo/*CAdG* **98** later **15**	16.2.9
6993	1925	2-6-0	Std.	N Bragman's Bluff Lumber Co. **6**	16.5.5
6994	1925	2-6-0	Std.	N Bragman's Bluff Lumber Co. **7**	16.5.5
7011	1925	0-4-0ST	3' 0"	N Cuyamel Fruit Co. **8**?	16.5.7
7031	1927	0-4-0	3' 0"	G Ordered via John W. Hall **?**	16.2.11
7168	1930	2-8-2	3' 0"	G IRCA **154**	16.2.7
7169	1930	2-8-2	3' 0"	G IRCA **155**	16.2.7
7170	1930	2-8-2	3' 0"	G IRCA **156**	16.2.7

Prescott Scott (Union Iron Works)

28	1882	4-4-0	3' 0"	ES *FCAyS* **1 'F. COMACHO'**	16.3.1
29	1882	4-4-0	3' 0"	ES *FCAyS* **2 '?'**	16.3.1

Rogers

2534	1879	0-4-0ST	3' 6"	CR Atlantic Rly. Co./CRR **10 'YSABEL'** or **'ISABEL'**	16.6.1
2536	1879	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **9 'PUNTARENAS'**,	16.6.1
				CR *FCalP* **6**	16.6.2
2543	1879	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **11 'LIBERIA'**,	16.6.1
				CR *FCalP* **7**	16.6.2
2545	1879	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **12 'NICOYA'**	16.6.1
3455	1884	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **14 'ALAJUELA'**,	16.6.1
				CR NRC **22** then **6**	16.6.3
3456	1884	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **15 'GENERAL FERNANDEZ'**,	16.6.1
3522	1885	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **16 'BERNARDO SOTO'**	16.6.1
3575	1885	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **17 'SANTA ROSA'**	16.6.1
3579	1885	2-6-0	3' 6"	CR Atlantic Rly. Co./CRR **16**[2] **'CARILLO'**	16.6.1
5130	1895	2-6-0	3' 0"	ES *FCCdES* **1 'La UNION'**,	
				GR **30** later **33**	16.3.5
5134	1896	4-4-0	3' 0"	G *FCdO* **1 'OCOS'**,	

				GR/IRCA **92**[1]	16.2.4
5185	1897	4-4-0	3' 0"	G *FCdO* **2 'COATAPEQUE'**,	
				GR/IRCA **93**[1]	16.2.4

Schenectady

4180	1892	4-6-0	3' 0"	G GCRR **11**, GR/IRCA **69**, later **88**	16.2.1
4181	1892	4-6-0	3' 0"	G GCRR **12**, GR/IRCA **70**, later **89**	16.2.1

St. Leonard

978	1894	0-6-0	3' 0"	ES *FCSS&ST* **?**	16.2.6

Possibly also 977 and 979, though Patrick Tassignon [34] has these as an 0-4-0T for Charbonnages du Horloz and an 0-8-0T for Russia.

983	1894	0-6-0	3' 0"	ES *FCSS&ST* **?**,	16.2.6
				GR/IRCA **42**	16.2.

Robert Stephenson

1957	1870	2-4-0	3' 6"	H HR/*FCNdH* **1**[1]	16.4.1
1958	1870	2-4-0	3' 6"	H HR/*FCNdH* **2**[1]	16.4.1
1989	1870	2-4-0	3' 6"	H HR/*FCNdH* **3**[1]	16.4.1
1990	1870	2-4-0	3' 6"	H HR/*FCNdH* **4**[1]	16.4.1

Virginia Iron Works

?	1860s?	0-4-0VBT	?	BH Serpon Sugar Mill **?**	16.1.5

Vulcan Iron Works

621	1901	0-4-4RT	3' 0"	H Plant. Dutuville **2**, Vaccaro/SFCo. RR/*FCNdH* **?**	16.4.4
685	1905	0-4-4T	Std.	H Cuyamel Fruit Co. **1 'DOROTHY'**	16.4.5
739	1905	0-4-4RT	Std.	H Banana Growers' Co. **1 'VULCAN'**	16.4.6
1717	1911	0-4-0ST	3' 0"	US users, H Vaccaro Bros./SFCo. RR/*FCNdH* **? '?'**	16.4.4
1914	1912	0-4-0ST	3' 0"	US users, H Vaccaro Bros./SFCo. RR/*FCNdH* **12**	
				'LIST & GIFFORD'	16.4.4
2416	1915	0-6-0ST	3' 6"	N Tunkey Transportation & Power Co. **1**	16.5.7
4770	1946	0-6-0T	3' 6"	USATC **V1926**, N *FCPdN* **35 'CORINTO'**	16.5.1
