

Part 12

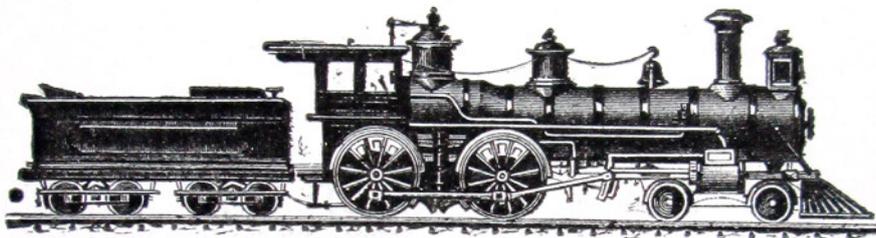
Colombia

steam locomotive list

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v1.23 December 2025

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 hopefully the layout is suitable for 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 Colombian list

Many South American countries have been almost totally neglected by railway historians, and the study of their locomotives has been limited to the creation of minimal lists often in some impenetrable shorthand. This is not true of Colombia; the involvement of P. C. Dewhurst between 1923 and 1929, and the subsequent enthusiasm of the late Dr. Gustavo Arias de Grieff, has meant that Colombia's steam locos have been very well recorded, notably in Sr. Arias's two books. *La Mula de Hierro* was published in 1986, and the vastly enlarged *La segunda mula de Hierro* in 2006. However, there is still scope for this document, since the books do not give fleet lists for each railway and are only nominally interested in the technical modifications made to each type.

Many of the minor random facts in the lists that follow have come from Sr. Arias's books, but a more systematic analysis of the lives of many of these locos will have to wait until any original fleet lists appear. Similarly, very many of the low-res photos displayed here have been sourced from the high-res versions in those books, and indeed had often been taken or collected originally by Paul Dewhurst. It is hoped that their replication here will be understood on the grounds of assisting research, being of low resolution and not being part of any commercial venture. P. C. Dewhurst's grandson, Moray Dewhurst, has given permission for such reproduction.

Introducción general

Estas listas tienen su origen en la publicación del libro *Railways at the End of the World* (The Araucaria Press, 1 Felkview, 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

Esta lista colombiana

Muchos países sudamericanos han sido casi totalmente ignorados por los historiadores del ferrocarril, y el estudio de sus locomotoras se ha limitado a la creación de listas mínimas, a menudo en una taquigrafía impenetrable. Esto no es cierto en Colombia; la implicación de P. C. Dewhurst entre 1923 y 1929, y el posterior entusiasmo del Sr. Gustavo Arias de Grieff, ha hecho que las locomotoras de vapor de Colombia hayan quedado muy bien registradas, sobre todo en los dos libros del Sr. Arias. *La Mula de Hierro* se publicó en 1986, y *La segunda mula de Hierro* enormemente ampliada en 2006. Sin embargo, todavía hay margen para este documento, ya que los libros no dan listas de flotas para cada ferrocarril y solo están interesados nominalmente en los aspectos técnicos. modificaciones realizadas a cada tipo.

Muchos de los datos aleatorios menores en las listas que siguen provienen de los libros de Sr. Arias, pero un análisis más sistemático de las vidas de muchas de estas locomotoras tendrá que esperar hasta que aparezcan las listas de flotas originales.

De manera similar, muchas de las fotos de baja resolución que se muestran aquí provienen de las versiones de alta resolución de esos libros y, de hecho, a menudo fueron tomadas o recopiladas originalmente por Paul Dewhurst. Se espera que su replicación aquí se entienda sobre la base de ayudar a la investigación, ser de baja resolución y no formar parte de ningún emprendimiento comercial. El nieto de P. C. Dewhurst, Sr. Moray Dewhurst, ha dado permiso para dicha reproducción.

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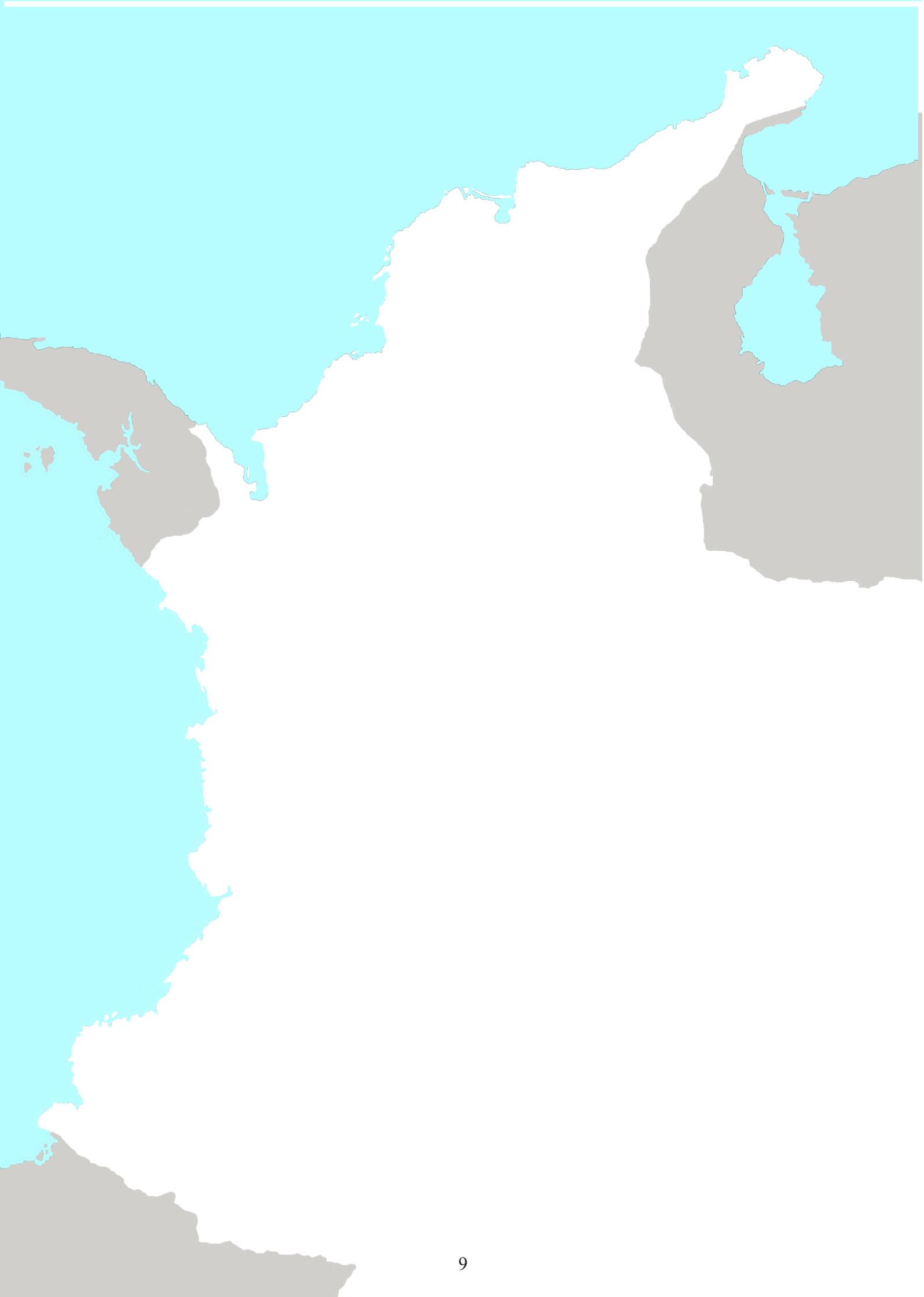
Other parts of this work

This is one of a number of PDF files covering the steam locomotives of Chile and other South American countries across a wide variety of gauges. The other files can be accessed by clicking on the red hyperlinks listed below.

- [Part 1](#)** **[Chilean broad gauge locos](#)**
- [Part 2](#)** **[Chilean intermediate gauge locos](#)**
- [Part 3](#)** **[Chilean metre gauge locos](#)**
- [Part 4](#)** **[Chilean sub-metric gauge locos](#)**
- [Part 5](#)** **[Chilean locos listed by builders](#)**
- [Part 6](#)** **[Ecuadorian locomotives](#)**
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- [Part 19](#)** **[Cuban locomotives listed by builders](#)**
- [Part 20](#)** **[West Indian island locomotives \(other than Cuba\)](#)**

Notes and sources

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- Ferrocarril de Cúcuta*, por Ramon Guerra A., vol. 11 p44.
- Ferrocarril de bajo Magdalena*, por Benjamin Dussan, vol. 12 p228.
- Nuestros Ferrocarriles*, por R. Ferreira, vol.,13, p161.
- El Ferrocarril del Pacifico*, por Bejamin Dussan, vol. 13 p259.
- Ferrocarril de Cauca*, vol. 14 p243. and vol. 15 p353.
- Sobre un Ferrocarril Tropicale*, vol. 17 p65.
- Nuevo Gerente del FC de Girardot*, vol. 19 p65.
- also vol 14 p4-5, vol 14 p36, vol. 14 p66, vol 14 p97, vol 20 p76, vol. 20 p80, vol. 13 p209, vol. 15 pp 149 and 169, vol. 16 p100, vol. 16 p108, vol. 16 p271 and p351, vol. 17 p70, vol. 17 pp 206 and 265 and 384, vol. 17 p268, vol. 18 p81, vol. 19 p13, vol. 19 p179, vol. 19 pp 182 and 206, and 386, vol. 19 p272, vol. 20 p183, vol. 20 pp 254 and 293, vol. 20 p380,
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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.

Double cabside numbers

One initially puzzling feature about many state-owned Colombian steam locos during the 1930s, ’40s and early ’50s was the hyphenated double numbers that they carried on their cabsides. For example, **100-55** , **80-47** or **5-25**. The first number in such cases is the engine’s running number. The second number is the adhesive weight in tonnes. If that sounds a strange figure to display then remember that on a steep and winding slow speed railway tractive effort and/or adhesive weight was a much better indication of hauling power than was the actual horse-power. Effectively it was putting the power classification on the cabsides, just as British Railways did (think 7P or 8F) but in much larger numerals.

Baldwin loco classes and specification sheets

Baldwin loco details in the following lists usually include the class and a volume and page reference to the the appropriate spec. sheet. These can be found at <https://digitalcollections.smu.edu/digital/collection/rwy/id/32> amongst the collections at the DeGolyer Library of Southern Methodist University in Texas. An explanation of Baldwin’s class system can be found at <https://guides.smu.edu/c.php?g=1029481&p=7460937>

12.1 Departamento Antioquia

FC de Amagá 1911-1927

FC de Antioquia 1880-1962



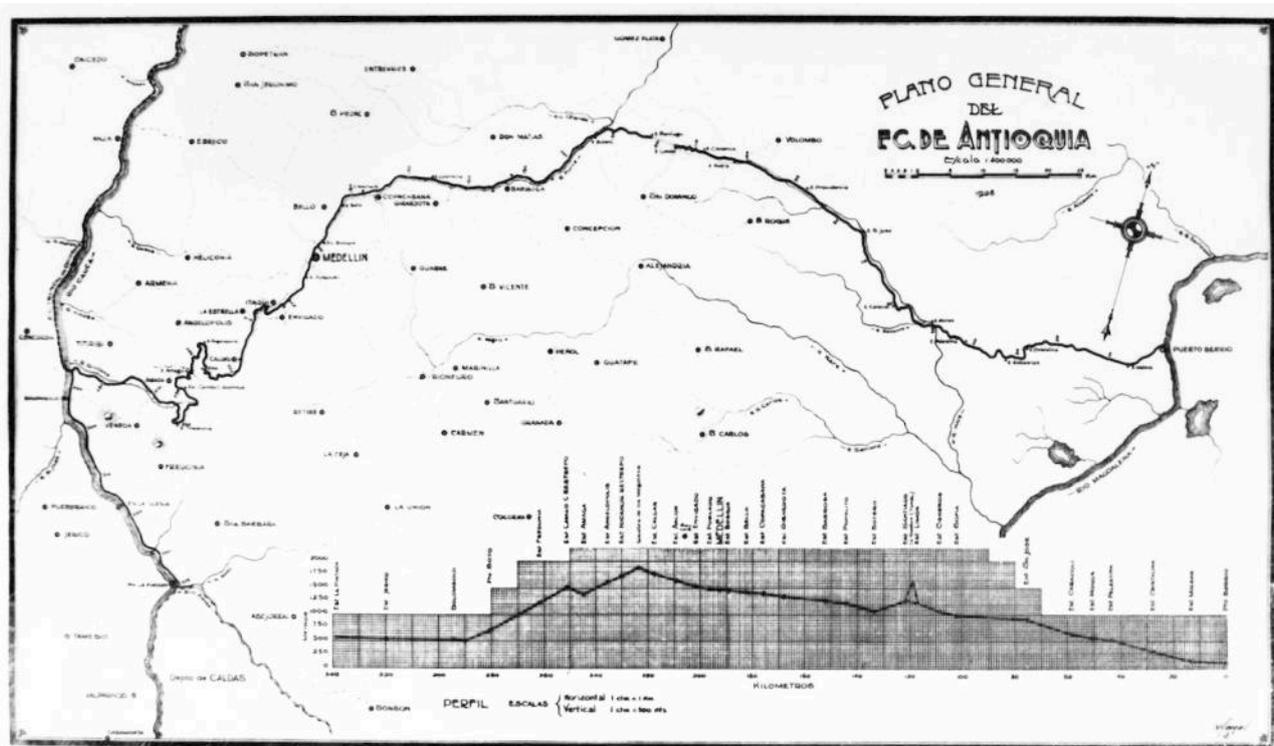
V 1962

FC Nacionales, Division Antioquia

(Diagram by Reimar Holzinger with modifications)

12.1.1 El FC de Antioquia

18??-1962



Background

3' 0" gauge. Construction began in 1874 under Ing. Francisco Cisneros, but after the 1885 civil war the project was taken over by the state (provincial) government, and work halted for a while.

The 1892 contract with Punchard, McTaggart, Lowther & Co. for the construction of the railway, (after Cisneros had backed out?) required the provision of *12 locomotoras para pasajeros y cargas*, and *4 locomotoras para la construcción*.

Juan Santiago Correa, in source [30], wrote: "In 1892, with the help of Santiago Pérez Triana, a contract was signed with Punchard, McTaggart, Lowther & Co that generated a long and numerous lawsuit that Antioquia lost in international courts and delayed construction. The work, after some attempts to move it forward, was again paralyzed by the thousand-day war, and the lack of maintenance of what was built led to its total deterioration. Finally, in 1909, the construction of the section of the Nus River reached Zarzal, renamed Cisneros, at the foot of La Quiebra, 109 kilometers from Puerto Berrío, at the same time that construction began on a cart road between Cisneros and Botero to overcome La Bankruptcy.

The construction of the Porce section, which ran through the valley of this river to Medellín, could have begun in 1910

at Piedragorda (renamed Botero), with a higher rate of construction than the Nus River section. Before the arrival of the train to the Aburrá Valley, on March 9, 1914, an appreciation of the lands along which the route was planned was generated, which had maintained relatively constant prices until the 1870s. This situation was also evident in the Nus valley.

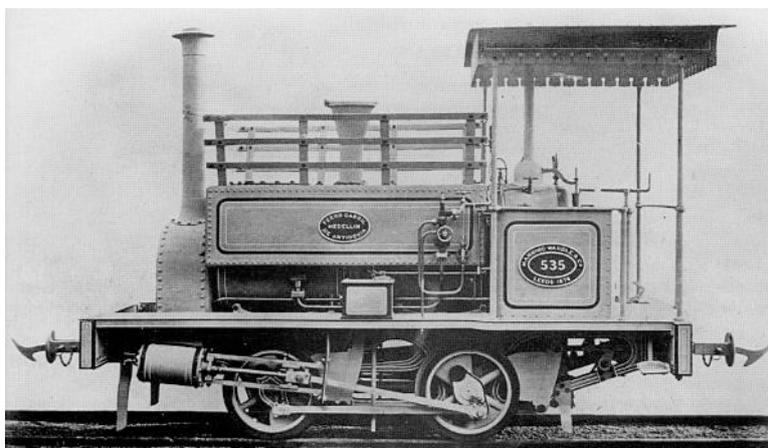
...
 In addition, at the end of the decade, the construction of the Queibra tunnel could be undertaken, with which the two sections of the railway were connected, in such a way that there was a continuous route between Medellín and Puerto Berrío with a total length of 193 kilometers.”

Owned by the *Departamento de Antioquia*, and only merged into the *FCN* in 1962. It had absorbed the *FC de Amagá* in 1927.

0-4-0ST d/w 30", cyls 7x12", built by Manning Wardle in 1875

Ordered via Stephenson Clarke & Co. for Antioquia Railway, Columbia.

1¹ ‘ANTIOQUIA’ w/n 535 Presumably withdrawn around 1896 when the running number **1** was re-allocated. However, Sr. Esneyder Gutiérrez in an article for *El Tiempo* of Medellín, states “*Esta primera locomotora se descarriló en la quebrada La Malena, mientras era utilizada para la construcción de los rieles. La máquina cayó sobre una laguna y solo pudieron rescatar la caldera con la que Francisco Javier Cisneros, ingeniero cubano y precursor del ferrocarril, montó una planta eléctrica a vapor con la que electrificó el hotel Magdalena y la estación Puerto Berrío. Pero ese dato solo se supo 100 años después del suceso, pues para no generar pánico en la sociedad de entonces, que podría pensar que el sistema de transporte en construcción era peligroso, se ocultó. Para solucionarlo, decidieron ponerle a otra locomotora el número 1 gracias a que ya Cisneros había mandado a traer una locomotora Porter 451 para el ferrocarril de La Dorada, que también dirigía, y la cual posteriormente destinó al ferrocarril de Antioquia que tras su llegada llevaba el número 2 y había sido bautizada como Antioquia.*” This information may have come from Dr. Gustavo Arias.



The only Manning Wardle loco built for Colombia was this modified class C. Note the high level tank filler to avoid problems when the loco was well loaded with firewood. The tankside plates read “FERRO CARRIL DE ANTIOQUIA” with the word “MEDELLIN” in the centre.

Proposed acquisition of locomotives 1880

Ing. Francisco Javier Cisneros set out his thoughts on the acquisition of locos for the new railway in source [43]. The relevant pages, 115 and 116, are reproduced in an appendix.

0-4-0ST d/w 24", cyls 7x14", built by Porter in 1881

Ordered for F. J. Cisneros for the *FC de La Dorada*? Table in [35] says cylinders were 7x12".

2 'HONDA' w/n 451 Probably out of service by 1927 when an ex *FC de Amagá* loco numbered **2** joined the fleet and seemingly did not need to be renumbered.
Was plinthed in Medellin in 1985 [6] but bore the incorrect number **1**.

2-6-0 d/w 36", cyls 15x18", built by Grant in 1882

Ordered for *FC de Antioquia*. Table in [35] says cylinders were 12x16".

3 'JOSÉ BARROS' w/n 1574 In 1897 "*En la Locomotora número 3 se han hecho el desarme de ella, la composición de una de las vigas, la reposición del asiento de la caja de repartición del lado derecho, el arreglo de la del izquierdo, el aseguramiento de la llanta de una motriz, la composición de dos chumaceras nuevas, con sus bronces nuevos, la sacada de algunos tubos de la caldera; se principió á trabajar en los dos parches de ésta y á construir la chimenea; se le puso fondo nuevo de hierro al tanque y se arregló el carro de éste ;*" Probably out of service by 1927 when an ex *FC de Amagá* loco numbered **3** joined the fleet and seemingly did not need to be renumbered.

The fleet in 1883

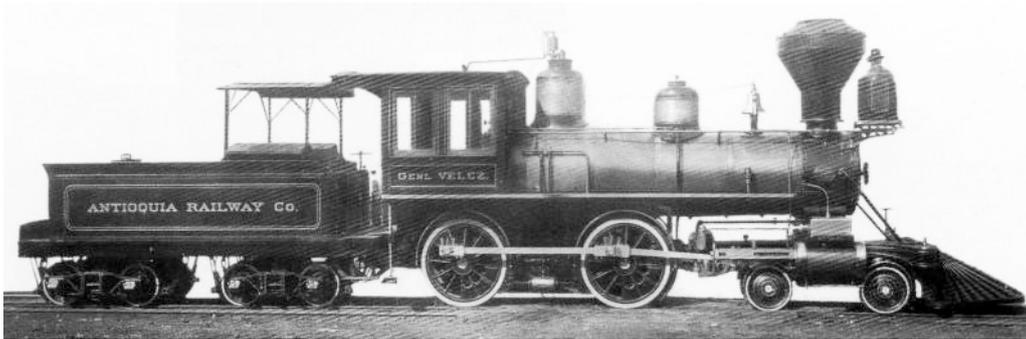
Source [22] from 1883 states that the *FC de Antioquia* at the time possessed three locos. One more "*Proximamente recibirá la Empresa otra locomotora de gran potencia...*" was under construction or being shipped at the time, but there is no clue as to what that was.

4-4-0 d/w 48", cyls 13x20", built by Pittsburgh in 1888

Ordered for *FC de Antioquia*. Connelly's Pittsburgh list gives d/w 43". "*En la Locomotora número 3 se han hecho el desarme de ella, la composición de una de las vigas, la reposición del asiento de la caja de repartición del lado derecho, el arreglo de la del izquierdo, el aseguramiento de la llanta de una motriz, la composición de dos chumaceras nuevas, con sus bronces nuevos, la sacada de algunos tubos de la caldera; se principió á trabajar en los dos parches de ésta y á construir la chimenea; se le puso fondo nuevo de hierro al tanque y se arregló el carro de éste ;*" [8] says probably purchased by Charles S. Brown who had taken over the construction from Sr. Cisneros.

4 'GENERAL VÉLEZ' w/n 1025 Gral. Victor Manuel Salazar Vélez was the *Alcalde* of Medellín from 1893-1896. Source [35] in 1898 reported: "*Cuando la línea se encontraba en buen estado, con buenas traviesas en toda ella y con los puntos malos balastados, se probó la locomotora número 4, que antes había dado resultados desgraciados, y se halló que funcionaba perfectamente bien, con la circunstancia de ser la que anda con más rapidez. Esta locomotora había sido vendida al Sr. Carlos Tanco, pero se rescindió el contrato por mutuo acuerdo.*" This translates as 'When the line was in good condition, with good sleepers throughout and with the bad points ballasted, locomotive number 4 was tested, which had previously given unfortunate results, and it was found to work perfectly well, with the circumstance of being the one which runs faster. This locomotive had been sold to Mr. Carlos Tanco, but the contract was terminated by mutual agreement.'
Probably out of service by 1927 when an ex *FC de Amagá* loco

numbered 4 joined the fleet and seemingly did not need to be renumbered.



This would seem to be a Pittsburgh builders' photos, sourced here from [8].

It is interesting that the loco name has been abbreviated in the English-speaking way to 'GENL. VELEZ' rather than to 'GRAL. VÉLEZ' as would be more normal in Spanish-speaking countries, probably a decision made



No. 4 'GRAL. VELEZ', reportedly at Girardota on the way from Medellín to Puerto Berrio.

2-6-0 d/w 37", cyls 13x18", built by Baldwin in 1890 and 1892

Ordered for *FC de Antioquia*. BLW class 8-20D nos. 68 and 90. Spec. in vol. 16 p85. Radley & Hunter stack.

5 'BOTERO U' w/n 11060 Probably out of service by 1927 when an ex *FC de Amagá* loco numbered 5 joined the fleet and seemingly did not need to be renumbered.

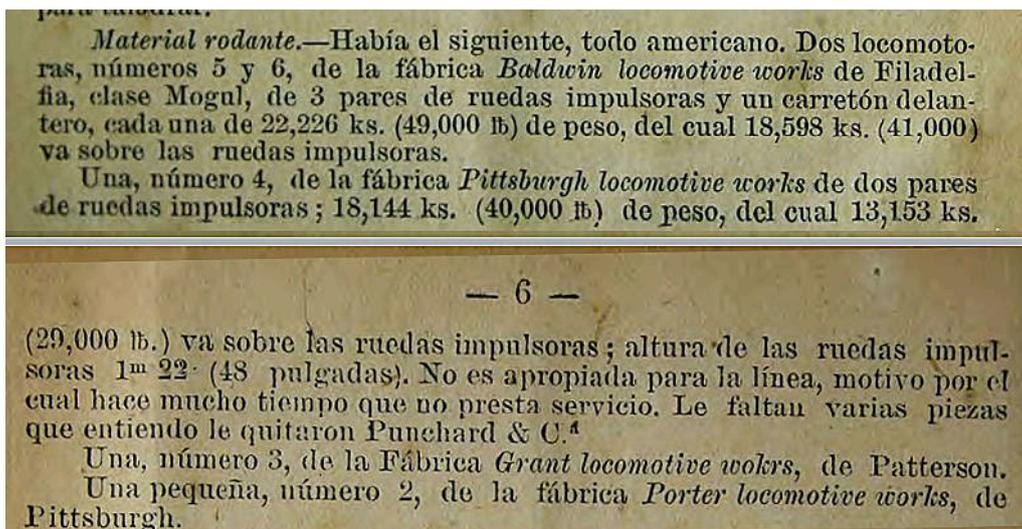
6 'MEDELLIN' w/n 12945 Probably out of service by 1927 when an ex *FC de Amagá* loco numbered 6 joined the fleet and seemingly did not need to be renumbered.

Contractual disputes

The construction of the railway did not go entirely smoothly. Sr. Cisneros had given way to the British contractor Punchard, McTaggart, Lowther & Co., and they in their turn ended up in dispute with the government. Whilst that saga needs much deeper study, one minor aspect of it that is expounded in source [24] and others involved correspondence with Baldwin over the type of locomotive needed for the new railway. It seems from pages 101-104 in the latter part of [24] that Baldwin concluded that rack sections would be necessary in order to get the loads over the anticipated gradients and curves.

Notes from 1894

Source [38] included the following:



2-6-2TT d/w 38", cyls 14x18", built by Baldwin in 1896

Ordered for *FC de Antioquia*. BLW class 10-22¼D no. 9. Spec. is in vol. 20 p212. Radley & Hunter stack fitted.

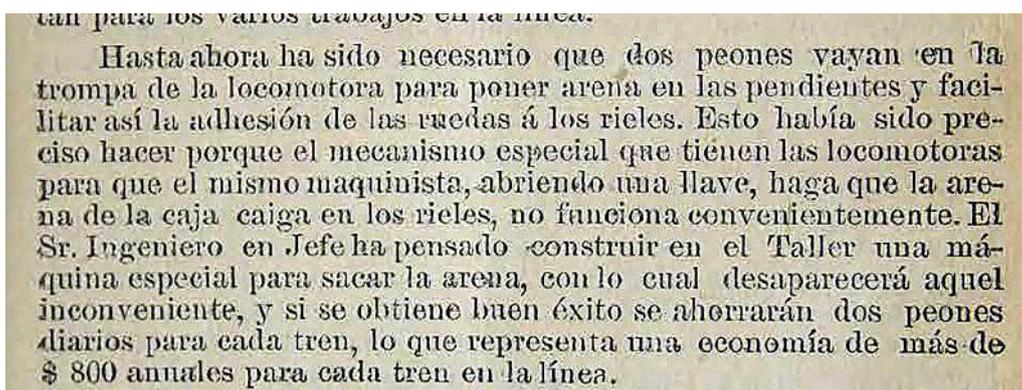
1² 'BONIFACIO VÉLEZ' w/n 15070 Copeland says originally no. 8¹ and then renumbered as no. 1², but the BLW spec. sheet shows the running number to be 1 from the start. Out of service by 1921 [8], which is supported by the fact that in 1927 an ex *FC de Amagá* loco numbered 1 joined the fleet and seemingly did not need to be renumbered.



2-6-2TT no. 1 . The number 1 on the dome is clearly visible in higher-resolution versions of this image. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 00922.

Comments during 1896

Source [37] includes the following comments relating to the loco fleet:



de aprendizaje.

El principal trabajo ejecutado en el Taller ha sido la constante reparación del material rodante. Los defectos de la vía son causa para que el deterioro de este material sea muy considerable, de manera que de las cuatro locomotoras que hay adecuadas á la línea, por lo general, sólo puede contarse con dos de ellas en uso simultáneo, pues comúnmente hay casi siempre dos en reparación, ó fuera de servicio. Ultimamente se pidieron á la fábrica un gran número de piezas de re- puesto para las locomotoras números 5 y 6, que son las mejores, lo que redundará en gran economía para la Empresa.

En la Ferrería de Amacá se han fundido varias piezas y se ha obtenido al- pues este importante edificio se recibió en muy mal estado.

Desde hace algún tiempo se ha venido notando que el material rodante con que cuenta la Empresa no es suficiente para el servicio ordinario del tráfico y pa- ra atender al transporte de los materiales para la reparación de la vía. Para su- plir esta falta se pidieron á los Estados Unidos en Noviembre del año pasado, una locomotora de la misma clase que el número 5, dos carros de pasajeros y cua- tro de carga.

Actualmente tiene la Junta en venta la locomotora número 4, que no es apro- piada para la línea, y si lleva á cabo el negocio, como es probable, piensa em- plear ese dinero en la compra de otra locomotora para tener las suficientes para el tráfico y para el trabajo en la vía.

También tiene en venta los rieles viejos de 30 libras por yarda, reservando

Translations, by auto software but with minor tidying up:

1 Up to now it has been necessary for two labourers to ride on the front of the locomotive to put sand on the slopes and thus facilitate the adhesion of the wheels to the rails. This had been necessary to do because the special mechanism that locomotives have so that the driver himself, opening a key, makes the sand from the box fall on the rails, does not work properly. Mr. Engineer-in-Chief has thought of building a special machine in the Workshop to dry the sand, with which that inconvenience will disappear, and if successful, two peons per day will be saved for each train, which represents an economy of more of \$800 annually for each train on the line.

2 The main work carried out in the Workshop has been the constant repair of rolling stock. Defects in the track cause the deterioration of this material to be very considerable, so that of the four locomotives that are suitable for the line, in general, only two of them can be counted on at the same time, since commonly there are almost always two under repair, and out of service. Lately, a large number of spare parts have been ordered from the factory for locomotives numbers 5 and 6, which are the best, which will result in great savings for the company.

3 For some time it has been noticed that the rolling stock available to the Company is not enough for the ordinary traffic service and to attend to the transport of the materials for the repair of the track. To make up for this lack, a locomotive of the same class as number 5, two passenger cars and four freight cars were ordered from the United States in November of last year. The Board currently has locomotive number 4 for sale, which is not suitable for the line, and if the business is carried out, as is likely, it intends to use that money to purchase another locomotive to have enough for traffic and for the work on the road.

The 1897 accident

In August 1897 a new section of line was opened. On the 7th of that month a number of specials were run to take local people to the opening ceremony. On the return journey in the afternoon loco no. 7 was hauling a crowded train of eight cars – seven vans and one proper passenger carriage. The driver may well have been distracted as there were at least twenty passengers riding on the loco and tender. In addition the brakes were not working on all vehicles, and sanding was merely by hand from the front running plate by two peones. All might still have been well, but when descending a long 1 in 25 (4%) gradient, they met a locust swarm that made the rails very slippery. The result was disaster; the train ran away; the loco and tender overturned, as did the first three cars, and almost everyone on the engine and tender, twenty-two in total, perished. The first rescue train had the same problem, and slid into the back of the derailed consist. The full accident report from source [40] has been copied and translated and is available as an appendix at the end of this file.

Loco details from 1898

Source [35] includes the following information:

LOCOMOTORAS DEL FERROCARRIL

Número en la vía.	FABRICA	Número de la fábrica.	Año de su construcción.	Ruedas motrices.		PESO EN LIBRAS		BASE		CILINDROS		TUBOS		Capacidad del tanque en galones.	
				Número.	Diámetro.	TOTAL	Fu. ruedas motrices.	RIGIDA	TOTAL	Diámetro.	Carrera.	Número.	Diámetro.		Largo.
1	Baldwin.....	15070	1896	6	38"	69000	53000	8' 6"	23' 11"	14" 18"	95	2"	12' 5"	1060 350 350	
2	Porter.....	451	1873	4	24"	13000	13000	4' 8"	4' 8"	7" 12"	52	1½"	5' 0"	125	
3	Grant.....	1574	1882	6	36"	36000	30500	10' 9"	16' 3"	12" 16"	92	2½"	7' 7½"	1400	
4	Pittsburgh.....	1025	1888	4	48"	49800	33400	7' 4"	18' 5"	13" 20"	112	2"	8' 8"	1400	
5	Baldwin.....	11060	1890	6	37"	40000	41000	12' 0"	17' 11"	13" 18"	156	1½"	8' 1"	1600	
6	—.....	12945	1892	6	37"	49000	41000	12' 0"	17' 11"	13" 18"	156	1½"	8' 1"	1600	
7	—.....	14766	1896	6	37"	56000	47000	7' 3"	13' 11"	14" 18"	109	2"	11' 10½"	1600	

CUADRO que manifiesta el poder de tracción de las locomotoras.

Nº DE LA LOCOMOTORA	Presión del vapor por pulgada cuadrada en la caldera.	Promedio de presión de vapor por pulgada cuadrada. Aproximación.	Fuerza de tracción con la presión anterior.	Fuerza de adhesión 22% del peso en las ruedas motrices.	Peso que arrastra, sin contar el de la locomotora. Toneladas de 1,000 kilogramos.	PENDIENTE					
						En un nivel.	1%	2%	3%	4%	5%
							1%	2%	3%	4%	5%
1	180	150	13.934	11.660	1.066	256	122	78	48	26	
2	120	90	2.207	2.860	201	50	26	19	14	8	
3	120	90	5.760	6.710	523	130	58	36	22	12	
4	160	120	8.448	7.348	668	167	73	47	29	17	
5	160	130	10.413	9.020	820	205	90	58	37	20	
6	160	130	10.413	9.020	820	205	90	58	37	20	
7	150	120	11.150	10.340	940	235	108	66	41	23	

Este cuadro fué suministrado por el Ingeniero en Jefe.

Comúnmente hay dos locomotoras, y á veces tres, ocupadas en los trabajos en la línea y en el transporte de materiales de la Empresa, pero de acuerdo con los Reglamentos de la misma, los trenes de trabajo se colocan en los apartaderos y dejan la vía principal libre á las horas de pasar los trenes de tráfico, los cuales pierden el derecho á la vía cuando llegan á alguna estación con un retardo de más de treinta minutos de la hora asignada en el itinerario.

Table of locos in service in 1901

Source [42] displays the following table, which

— 9 —

CUADRO DE LOCOMOTORAS (6)

Locomotoras.	Fabricante.	Peso en libras.		Diámetro en pulgadas.	Nº de ruedas.	Peso adherente en libras, $\frac{1}{7}$ del peso sobre ruedas motrices.
		Total.	Sobre ruedas motrices			
Nº 4	Pittsburgh.	49.800	33.400	48	4	4.771
5	Baldwin.	49.000	41.000	37	6	5.857
7	—	56.000	47.000	37	6	6.714
1 y 8	—	69.000	54.000	38	6	7.714
Dos Consolidation.	—	80.000	70.500	34	8	10.071

2-6-0 d/w 37", cyls 14x18", built by Baldwin in 1896 (7), 1904 (11), 1905 (12), 1907 (14-15), 1909(16) and 1910 (20-22)

Ordered for *FC de Antioquia* via various agents. BLW class 8-22D nos. 175, 284, 288, 294, 304, 310, 312-314.

Specs. in vol. 20 p108, vol. 27 p6, vol. 28 p73, vol. 29 p274, and vol. 36 p252. The first spec. sheet was annotated to say as far as possible (everything to be) interchangeable with (locos 5 and 6).

NB Connelly's BLW list gives the running numbers and works' numbers as below, but gives the names 'ZEA' and 'GIRARDOT' to locos 14 and 15 as well as to 21 and 22. This may be merely a mistake. Certainly the spec. sheet for 14 and 15 clearly states that no names were to be applied. Sr. Arias de Grieff [6] on the other hand has a different order of names for these locos, as follows: 7 'COCK BAYER', 11 'CISNEROS', 12 'BERRIO', 14 'ZEA', 15 'GIRARDOT', 16 'T. ARTURO ACEBEDO', 20 and 21 unnamed, and 22 'JUAN del CORRAL'.

NB BLW erecting drawings available from the DeGolyer Library, see list in appendix.

7 'COCK BAYER' w/n 14766

Sr. Carlos Cock Bayer was the Superintendent General of the railway. Derailed and overturned at Marengo on 7 August 1897, on a passenger train also hauled by no. 4, after the ceremonial opening of Caracoli station; 22 dead. Probably out of service by 1927 when an ex *FC de Amagá* loco numbered 7 joined the fleet and seemingly did not need to be renumbered.

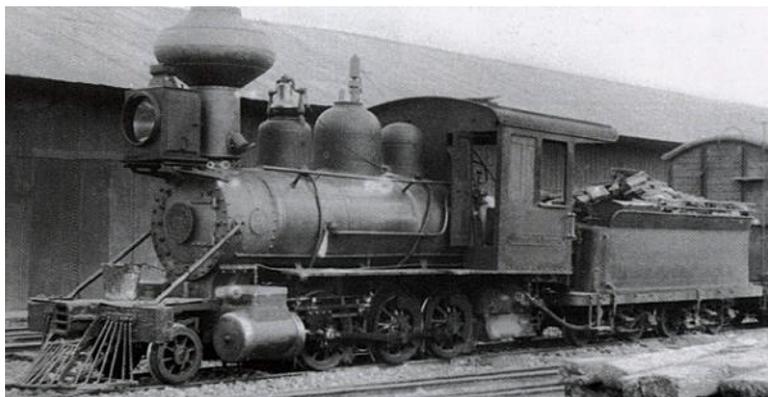
11 'FABRICIANO BOTERO' w/n 24088

12 'CISNEROS' w/n 25960

14 w/n 30037

15 w/n 32082

- 16 'T. ARTURO ACEBEDO' w/n 33413
- 20 'BERRIO' w/n 35633
- 21 'ZEA' w/n 35634
- 22 'GIRARDOT' w/n 35635



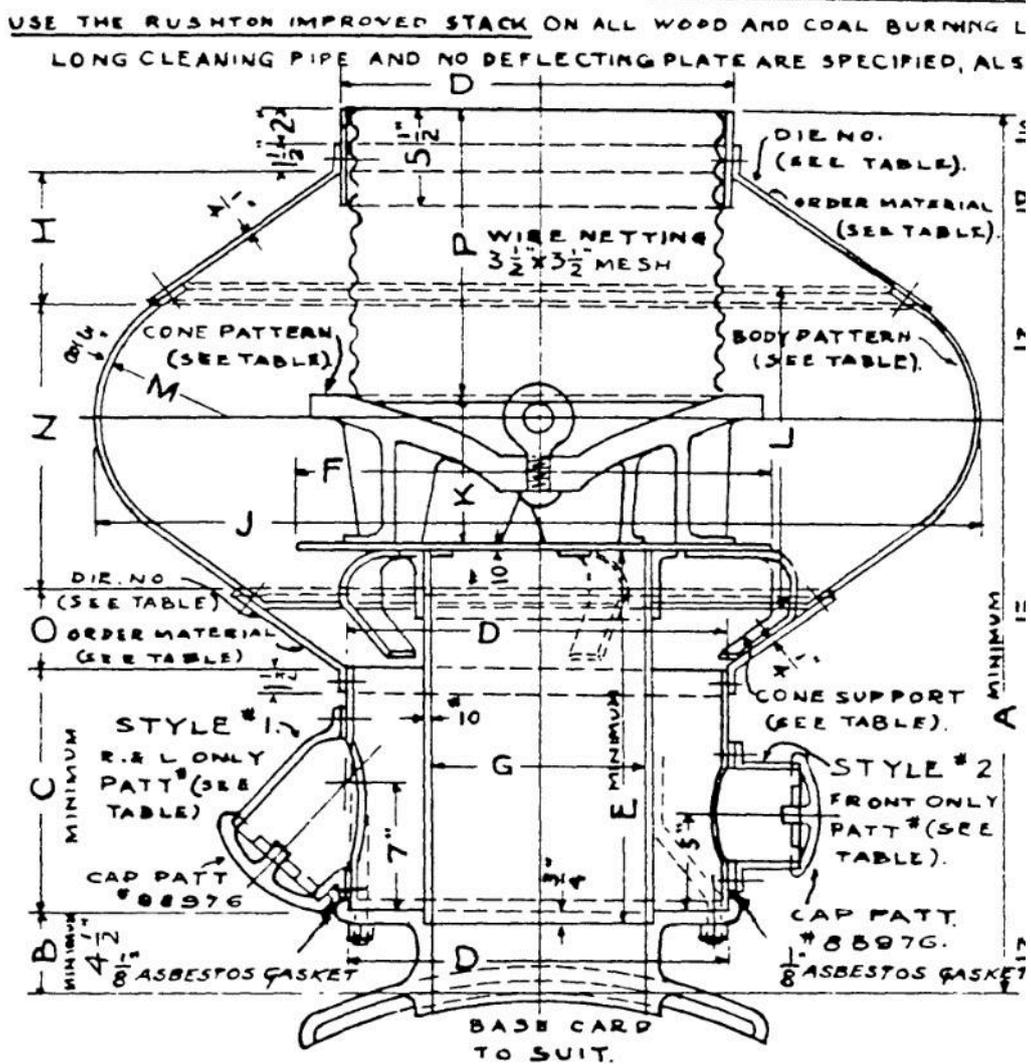
As the Rushton patent 'cabbage' stack was first seen in 1923, this one must have been a later fitment to these Baldwin 2-6-0s. A high resolution version of this image in [8] seemed to show the number **7** on the smokebox number-plate, so this loco may have been '**COCK BAYER**'. Photo by P. C. Dewhurst.



Another of the Baldwin 2-6-0s, but this time with a rather shorter Rushton stack.



Two of the Baldwin 2-6-0s of the FC de Antioquia. On the right no. 14 carries a Radley & Hunter stack, whilst its unidentified sister on the left has a Rushton stack.



An extract from a Baldwin document specifying the fitting of Rushton stacks to locos which previously would have had the more angular Radley & Hunter design. The full spec. sheet included a number of different sizes of stack with all the variables A to P defined. Whilst by the 1920s coal-burning locos were standardising on Master Mechanics / AAR pattern smokebox interiors to minimise spark-throwing, that was less effective for wood and megasse/bagasse burners; hence the continued use of swirl stacks such as this.



One of the Baldwin moguls brings the first train into La Pintada in January 1933.
Note the straight stack and the loss of the rear sand dome.



No. 12 'CISNEROS'.

2-6-2T d/w 38", cyls 14x18", built by Pittsburgh sometime between 1896 and 1901

Ordered for ? Sr. Arias de Grieff [6] says this was Pittsburgh no. 2114, but that does not tally with Pittsburgh lists. It is intriguing that this loco shares its basic layout and dimensions with no. 1² above, despite that engine having been built by Baldwin. They may have been constructed to the same spec. and certainly were treated as a pair in the 1901 list displayed above.

8 'FABRICIANO BOTERO' w/n ? Presumably out of service by 1927 when an ex *FC de Amagá* loco took the number 8.

2-8-0 d/w 34", cyls 15x18", built by Baldwin in 1902

Ordered via Jimenez & Escobar for *FC de Antioquia*. BLW class 10-24E nos. 154-155. Spec. sheet is in vol. 24 p159. Radley & Hunter stack. No names. [8] reports that these were originally too heavy for the track and were thus laid aside and offered for sale. However, they were later brought back into service. NB BLW erecting drawing available

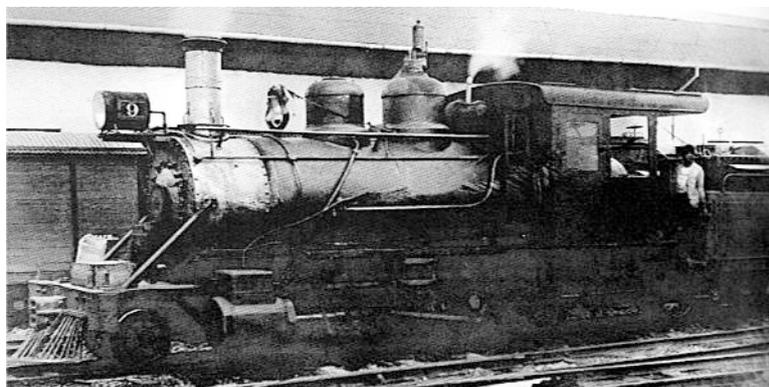
from the DeGolyer Library, see list in appendix.

9 w/n 1990

10 w/n 1991



The above illustration from a Baldwin publication does not quite match our list of locos delivered – there were supposedly none in 1901, but as the above pair were completed in January 1902 we may suppose that much of their construction took place the previous year.



A P. C. Dewhurst photo of no. 9, via source [8]. Note that the Radley & Hunter stack has been replaced by a straight chimney.

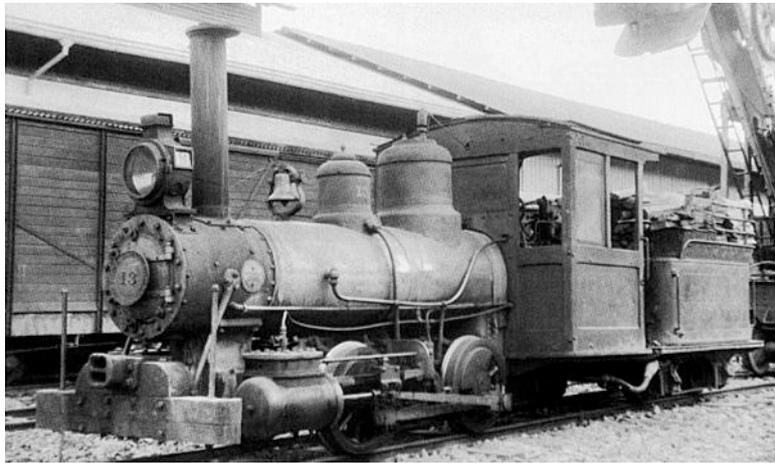
0-4-0 d/w 28", cyls. 8x12", built by Baldwin in 1905 and 1913

Ordered for *FC de Antioquia*, second one via G. Amsinck. BLW class 4-10½C nos. 104 and 123. Specs. are in vol. 28 p252 and vol. 44 p232. Four-wheeled tender. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

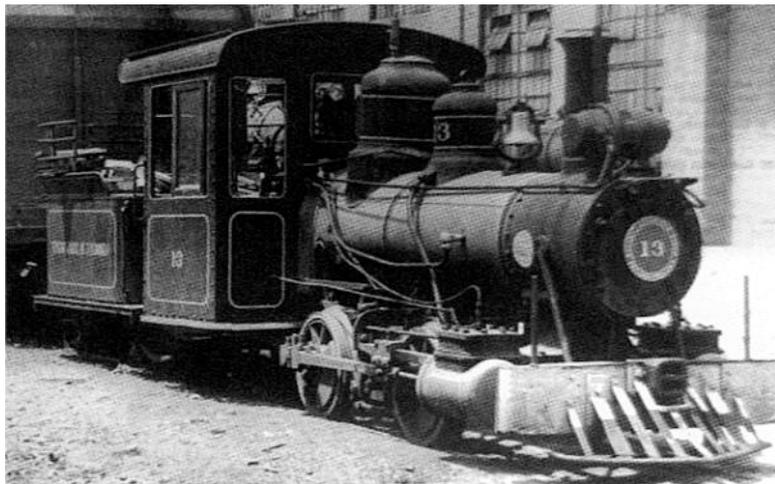
- 13 w/n 27133 In service 1923 [8]. Still in service 1961 at Bello workshops [8]. Source [6] suggests was still in existence in 1985 but gives no details.
- 27 w/n 39353 Out of service by 1960 [8].



No. 27 as seen in a Baldwin works photo. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04295.



No. 13 seen at Pto. Berrio in 1924 by P. C. Dewhurst. Source [8].

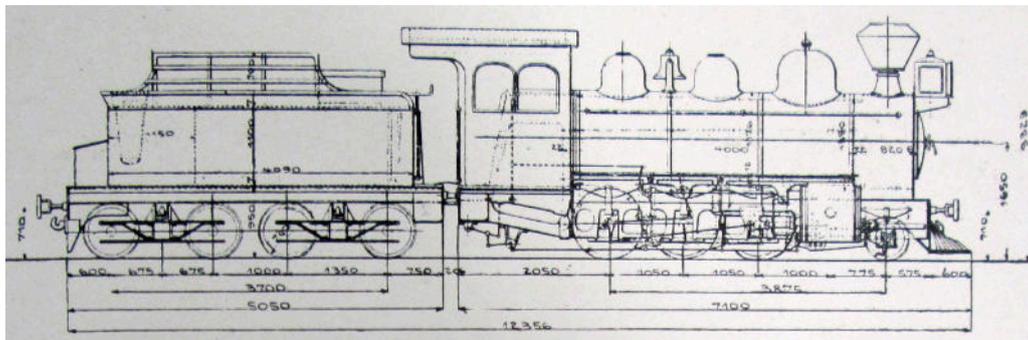


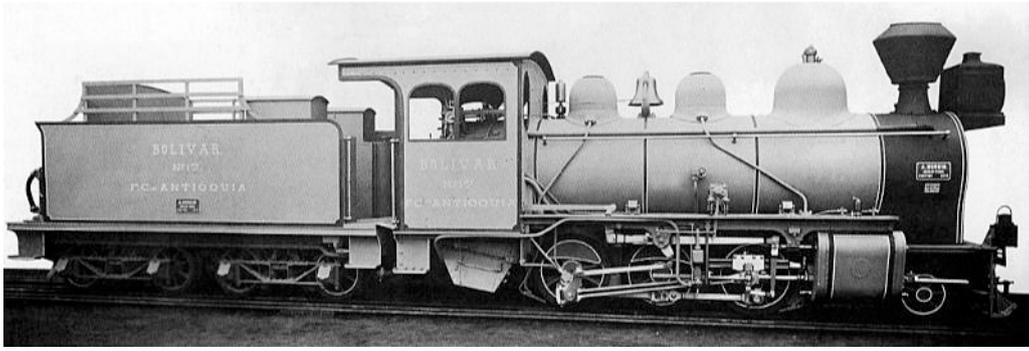
And the same loco in 1961 as pictured by Guillermo Díaz. Source [8]. The cab is new, as is the turbo-generator, but the headlight is missing and the chimney has shrunk.

2-6-0 d/w 37", cyls. 14 $\frac{1}{4}$ x19 $\frac{3}{4}$ ", built by Borsig in 1910

Ordered via Ed. Victor Sperling of Leipzig for *FC Antioquia - Cordoba*.

17 'BOLIVAR' w/n 7763





2 truck Shay d/w 29", cyls. (3) 10x10", built by Lima in 1910

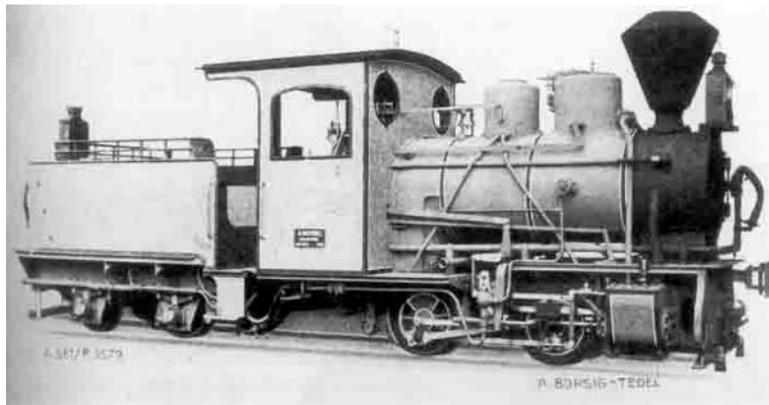
Ordered via Consolidated Iron & Equipment Co. of Mexico City. Class 42-2. NB the Shay website also has Lima 2288 down for this customer, via Comacho Rolden and van Sichel, and roughly the same size.

18 'SUCRE' w/n 2283 Not successful [6].

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

Ordered via Ed. Victor Sperling of Leipzig for *FC Antioquia - Cordoba*.

19 'CÓRDOBA' w/n 7764 Source [6] suggests was used during the construction of the Porce line from Botero to Medellín.



FC de Antioquia no. 19. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam519.

2-6-0 d/w 40", cyls. 15x18", built by Baldwin in 1912 and 1913

First two ordered via Camacho Rolden & Van Sichel for *FC de Antioquia*. BLW class 8-24D nos. 215-6. Specs. are in vol. 39 p281. Built for use on Porce division. Built with air brakes [8]. "Company desires ample clearance between frames and spring hangers, they claim none of their present engs have sufficient." And a 16 May 1914 letter cautions: "Allow sufficient space between engine frame and ash pan to avoid overheating of frame, also make bottom sheet of ash pan stronger. Make tender casting deeper so as to prevent it climbing on top of engine casting." "rail washer to be placed at the front of the truck provided with discharge tubes (nozzles) in the form of a fan, for the purpose of washing the rails, even on curves as sharp as 70 metres radius, steam to be taken from above the water line. Rail washer hose to be of the best quality."

23 'LIBORIA MEJÍA' w/n 37525

24 'JUAN del CORRAL' w/n 37526



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 03823-1.



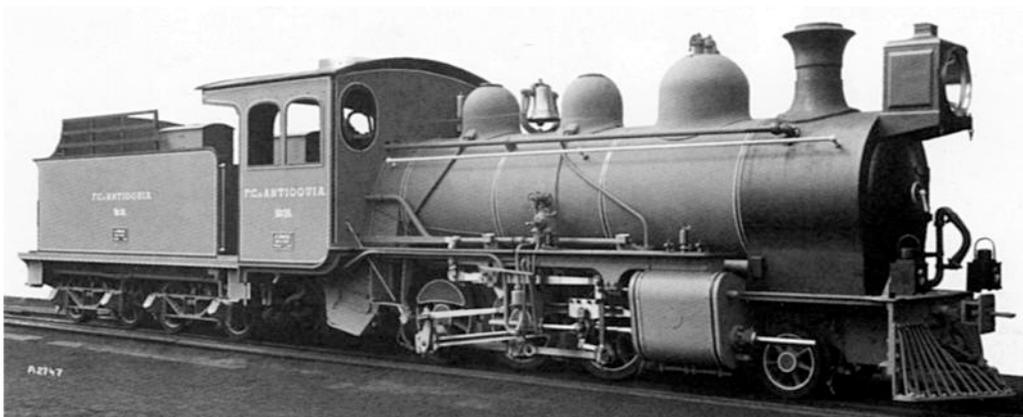
No. 24, as seen by Sr. Miguel Ángel Zuleta during the 1960s.

2-6-0 d/w ?, cyls. ?, built by Borsig in 1913

Ordered via Ed. Victor Sperling of Leipzig for *FC de Antioquia*. Intended for the Nus division, but [8] suggests they were less well suited to the winding route of the *FC de Antioquia* than the American engines and had a shorter life.

26 'CÓRDOBA'

w/n 8611



A Borsig works photo of no. 26 'CORDOBA'. [8]

2-8-0 d/w ?, cyls. ?, built by Borsig in 1913

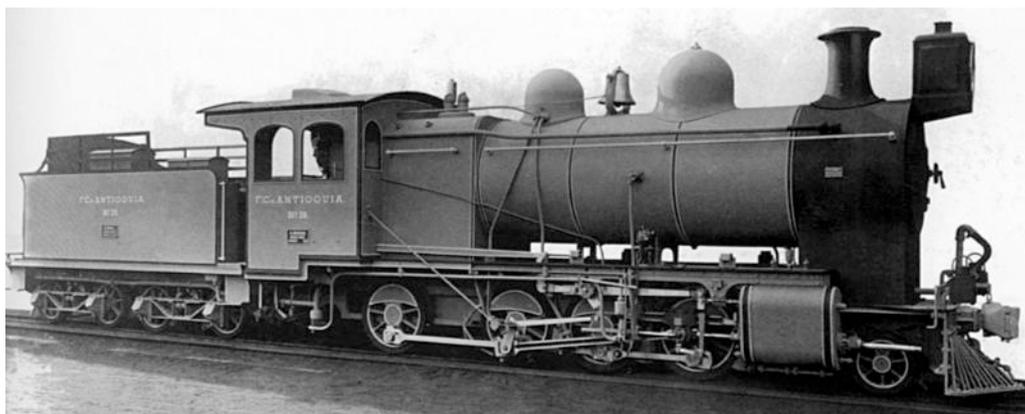
Ordered via Ed. Victor Sperling of Leipzig for *FC de Antioquia*. Jens Merte's Borsig list says that both 8611 and 8612 were 2-6-0s. However Sr. Arias de Grieff [6 and 8] has no. 28 as a 2-8-0 similar to no. 30, and includes a photo which proves this. Fitted with knuckle couplers, unlike mogul no. 26.

28

w/n 8612

30 'MEDELLÍN'

w/n 8693



A Borsig works photo of no. 28. [8]

2-8-0 d/w 34", cyls. 14x18", built by Baldwin in 1913

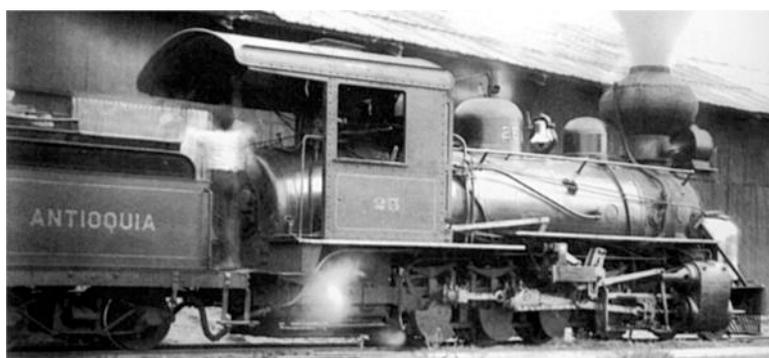
Ordered via G. Amsinck & Co. for *FC de Antioquia*. BLW class 10-24E nos. 182 and 183. Spec. is in vol. 44 p235. No loco names mentioned on spec. sheet. Sr. Arias de Grieff [6] says these were first two superheated locos for this line, and that they were similar to nos. 9 and 10 apart from a slightly longer wheelbase and minor weight differences.

25 w/n 39457 Shunting at Pto. Berrio in July 1923 when seen by PCD [8].

29 'BOTERO U' w/n 39458



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 04333-1.



This P. C. Dewhurst view of no. 25 at Puerto Berrio in 1923 shows a Rushton stack rather than the Radley & Hunter type that the engine had been delivered with. [8]

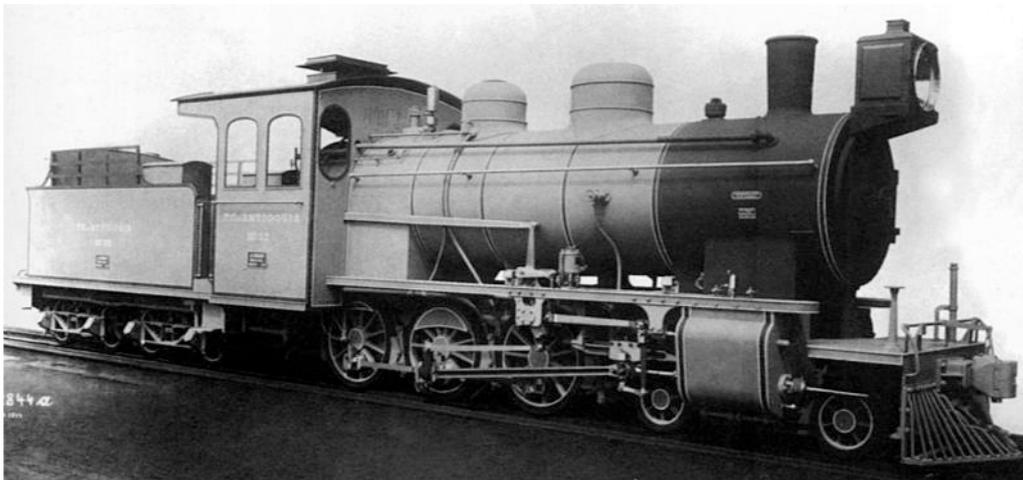
The fleet in 1913

Source [7], vol. 21 p213 onward, written in February 1913, states that the *Sección del Nus* had fourteen locos, whilst the *Sección del Porce* had five. Seven new locos had recently arrived and one new small one was expected from overseas.

4-6-0 d/w ?, cyls. ?, built by Borsig in 1914

8993 ordered for *FC de Antioquia*, but according to Jens Merte's Borsig list 8992 was ordered via Ed. Victor Sperling of Leipzig for *Koninklijke West-Indischer Maildienst, Amsterdam*, though the gauge and wheel arrangements are the same. Probably a mistake in transcription.

- 31 w/n 8992
- 32 w/n 8993



FC de Antioquia no. **32**, a Borsig works photo from P. C. Dewhurst's collection. [8]



One of this pair of 4-6-0s at estación Villa in the 1930s or thereabouts.

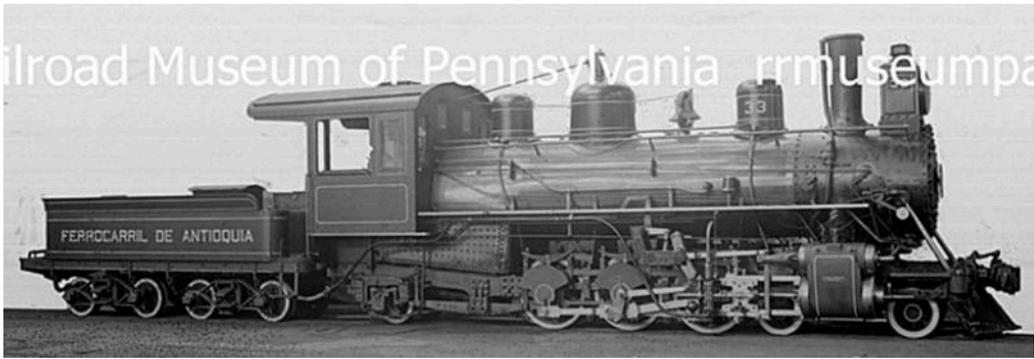


A later photo of no. **32**, with a chimney extension, a bell between the domes, and seemingly the foremost of the cabside windows blocked up.

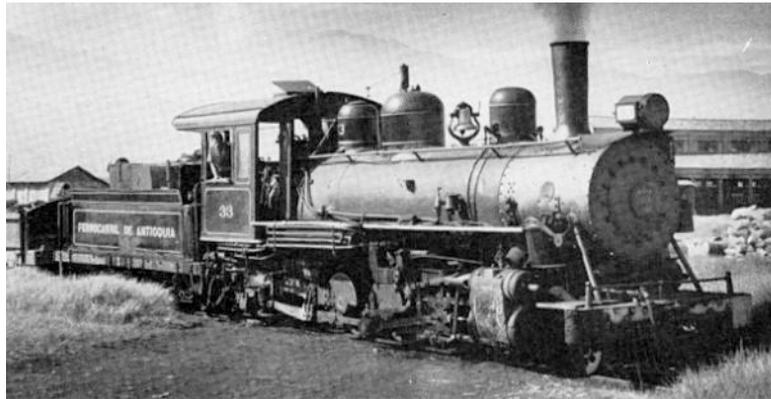
4-6-2 d/w 40", cyls. 15x18", built by Baldwin in 1914

Ordered for Antioquia railway. BLW class 12-24 $\frac{1}{4}$ D nos. 15-16. Spec. is in vol. 54 p313. No loco names. Purchased for passenger service on completion of the Medellín to Barbosa line. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

- 33 w/n 41677 Was preserved at Flandes in 1986 [6].
- 34 w/n 41678



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 05165.



FC de Antioquia Baldwin 4-6-2 no **33**. This photo was taken by Gordon Crowell and was published in Whitehouse and Allen's *Round the World on the Narrow Gauge* in 1966.

2-8-2 d/w 40", cyls. 15x18", built by Baldwin in 1919

Ordered for *FC de Antioquia*. BLW class 12-24¼E nos. 1-2. Spec. is in vol. 66 p91. No loco names.

- 35** w/n 52696
- 36** w/n 52697 Shunting in Medellin yard in 1965.



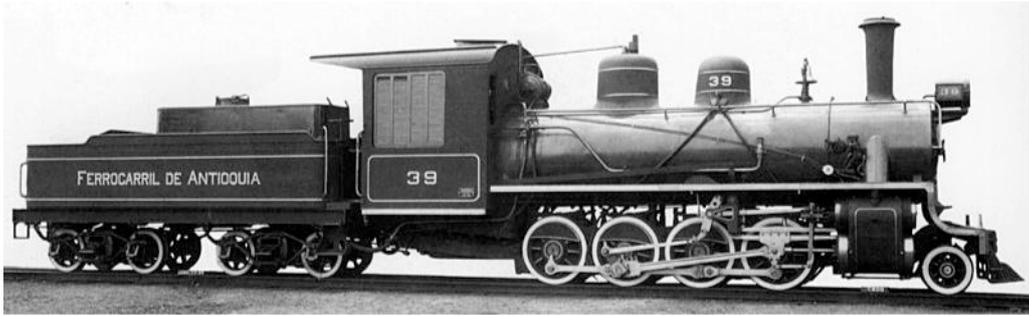
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 07356.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1923, 1925 and 1927

Ordered for *FC de Antioquia*.

- 37** w/n 65278 Sr. Arias de Grieff says 65278 and 65279 received running numbers in reverse order.
- 38** w/n 65279 Connelly's ALCo list shows this loco as receiving the running number **11**. However, other ALCo lists says it was indeed allocated no. **38**.
- 39** w/n 66402 Survived at Flandes in 1986 [6]. Privately preserved at Lake Tota [8].
- 40** w/n 66403 At Medellin in 1965. Reportedly still exists at Santa Fe Zoo in Medellin but

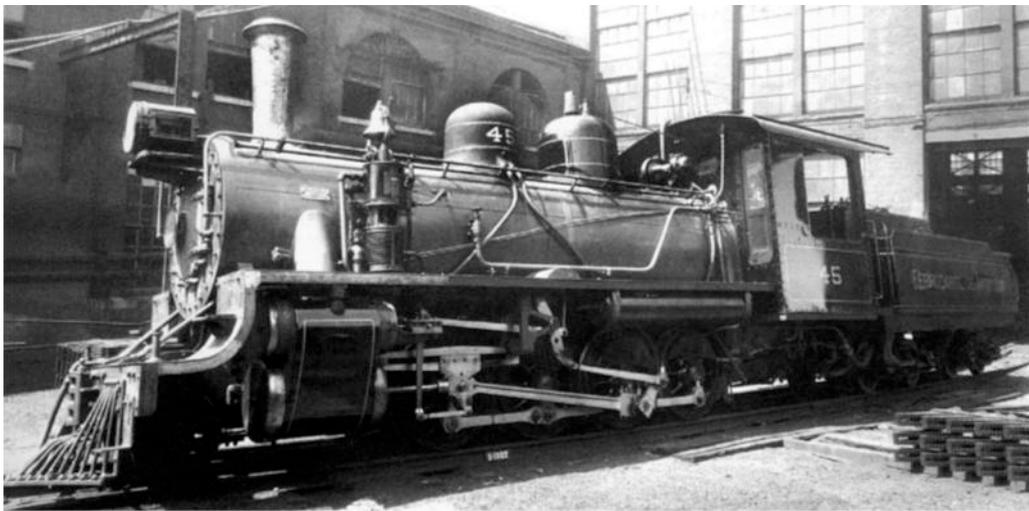
w/n 67428 in bad condition [6]. Used for shunting at Pto. Berrio in 1961. Preserved at Cisneros in Antioquia.



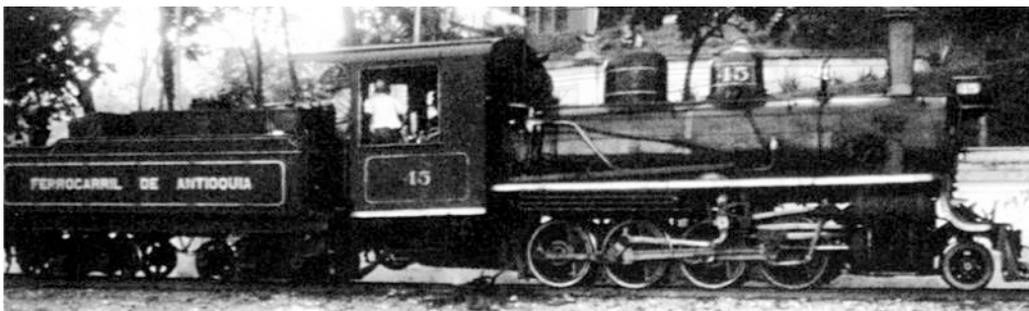
An ALCo works photo of no. 39 [8].



No. 40 at Puerto Berrio in 1926, as photographed by P. C. Dewhurst [8].



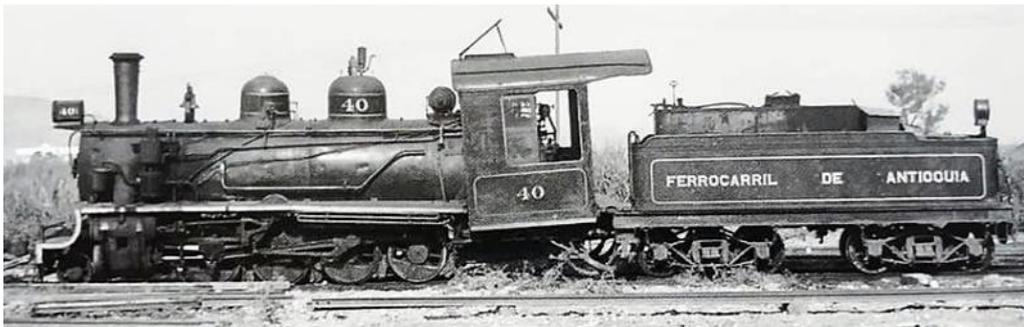
No. 45, seen before delivery from Schenectady. [8]



No. 45 thirty-four years later at Puerto Berrio. [8]



When found, this image was captioned "*Accidente de locomotora 39 en Caldas año 1960*", but this looks like an FC de Antioquia ALCo 2-8-0 so was probably no. **39** of this railway.



No. **40**, possibly after withdrawal from service.



No. **45** as currently plinthed.

The fleet in 1925

General Escobar [3] recorded that on the Nus division (Pto. Berrio to Limon) twenty North American locos were in service in 1925. The Porce division, (Medellín to Santiago) had eleven of both North American and European origin. That makes a total of thirty-one when the fleet numbering had reached **40**, but the following paragraph suggests that locos **1** to **8** may well have been out of use by then anyway and the discrepancy of one might well be accounted for by a loco awaiting or under overhaul.

The absorption of the *FC de Amagá* locos in 1927

The *FC de Amagá* possessed eleven reasonably modern engines, listed in section 12.1.2: three 0-6-0Ts numbered **1** to **3**, four 2-6-2Ts numbered **4** to **7**, and four 2-8-2s numbered **8** to **11**. As there are no records of the tank locos being renumbered it seems likely that they merely took over vacant spaces in the *FC de Antioquia* list previously occupied by older machines. Similarly 2-8-2 no. **8** 'FREDONIA' retained its number in the combined fleet.

The other tender engines on the other hand were all renumbered: number **9** 'VENECIA' became *FC Antioquia* no. **51**; no. **10** 'CAMILO C. RESTREPO' became *FC Antioquia* no. **50**; and no. **11** 'JORGE RODRIGUEZ' became no. **41**. There doesn't at first glance seem to have been much logic there but we can make some guesses: first it seems likely that all *Antioquia* locos numbered **9** upward were still on the roster at that time or other vacant numbers would have been reused. Second, *Amagá* loco no. **11** consequently dropped straight into the no. **41** slot after the already used numbers up to **40**, and before the arrival of various 1927 built locos which became nos. **42** to **45**. *Amagá* nos. **9** and **10** on the other hand, seem not to have been renumbered until later, maybe in 1928 or after, perhaps because they did not spend time in the works until then. They then gained the numbers **51** and **50**, which seemingly had been allocated to a pair of Tubize 2-4-2STs built in 1927 only to find that they rapidly got permanently borrowed for other locations.

0-6-0T d/w 29", cyls. 10x14", built by ALCo Pittsburgh in 1910

Ordered via Angel Joramello & Co. for Amagá Railway of Columbia.

1	w/n 46895
2 'ENVIGADO'	w/n 46896
3	w/n 46897

2-6-2T d/w 33", cyls. 12x16", built by ALCo Cooke in 1912 (4), 1913 (5 and 6) and 1914 (7)

No. **4-6** ordered via Alesandro Angel & Co. No. **7** ordered for *FC de Amagá*.

4 'AMAGÁ'	w/n 51597
5	w/n 54203
6	w/n 54204
7 'CAUCA'	w/n 54974

2-8-2 d/w 40", cyls. 16x20", built by Baldwin in 1920 and 1926

Ordered for *FC de Amagá* nos. **8**, **11**, **10** and **9**.

8 ²	w/n 53253	
41 ²	w/n 59267	
50 ²	w/n 59266	Preserved at Puerto Berrio.
51 ²	w/n 53254	

NB Sr. Gustavo Arias in [8] has suggested that there was an earlier no. **41**¹, Baldwin 2-8-2 no. 59969, but that was a 2-4-2T delivered to the *FC Ambalema-Ibagué*. In the circumstances I have doubts as to whether the first no. **41** ever existed.

2-8-2 d/w 42", cyls. 16x20", built by Baldwin in 1927 and 1928

Ordered for *FC de Antioquia*. BLW class 12-26¼E nos. 84, 87-88, 89-91, and 92. Specs. in vol. 79 pp 120, 126, 134 and 138. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix.

42	w/n 59970	
43	w/n 60007	
44	w/n 60008	In service at Flandes in 1971 and 1986 [8] and [6].
46	w/n 60568	
47	w/n 60569	In service at Flandes in 1986 [6]. Worked until 1992. Lies abandoned in the old Bello works north of Medellin, and is owned by the city of Medellin.

48 'MANUEL S. CUARTAS' w/n 60570 In service at Flandes in 1986 [6]. Survives at Sabana station in Bogotá and is owned by Turistren. [32] spells the surname as 'CUARTES', but see photo below..

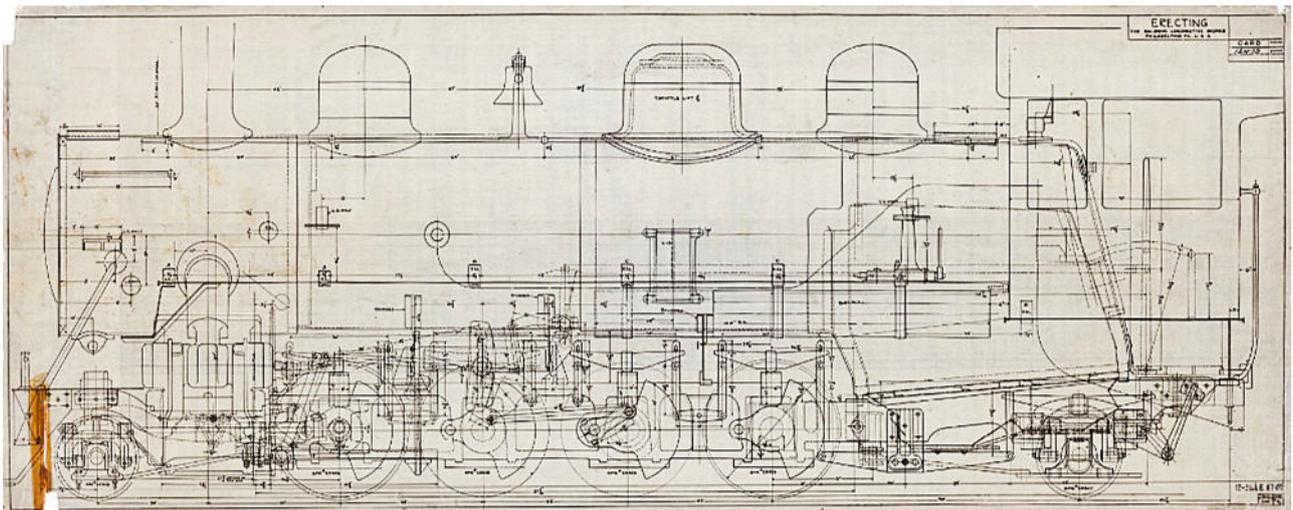
49 w/n 60585 Originally fitted with Caprotti valve gear but rebuilt with Walschaerts possibly taken from *FC de Amaga* no. 11 [6]. Abandoned at Flandes in 1986 [6].



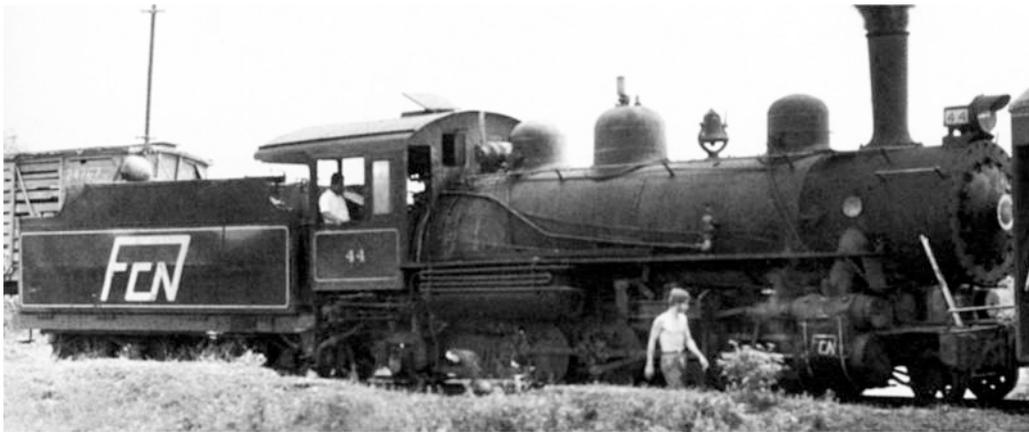
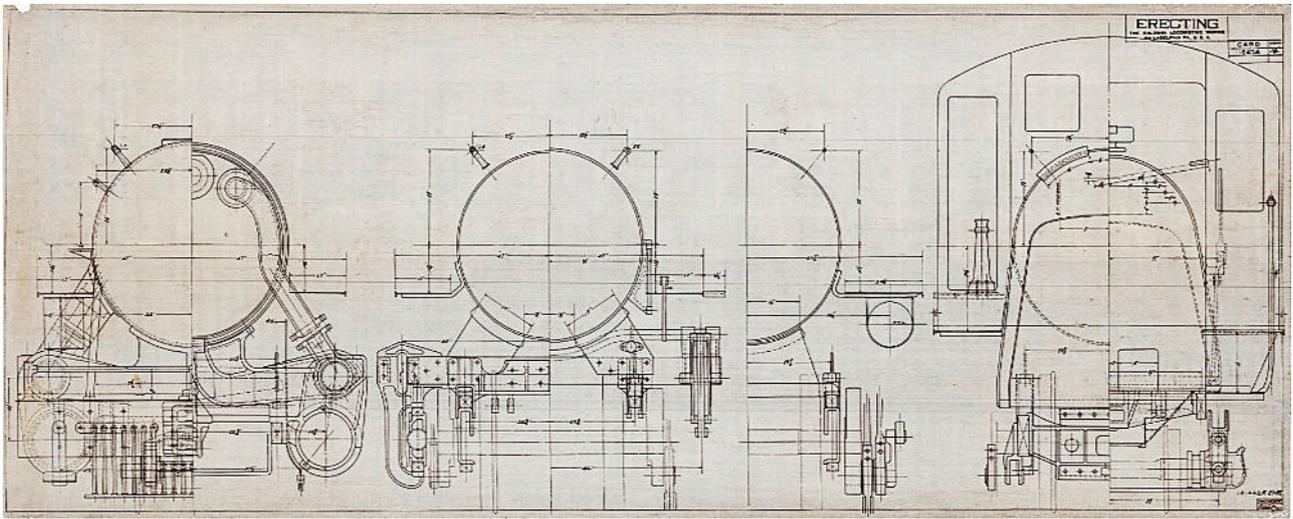
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 09965.



The obvious difference between these two engines is that no. 49 has a compound air pump fitted half-way along the running board. However, the valve chests are also very different, for this loco had Caprotti valves, though they were later replaced by normal Walschaerts valve gear. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 10259.



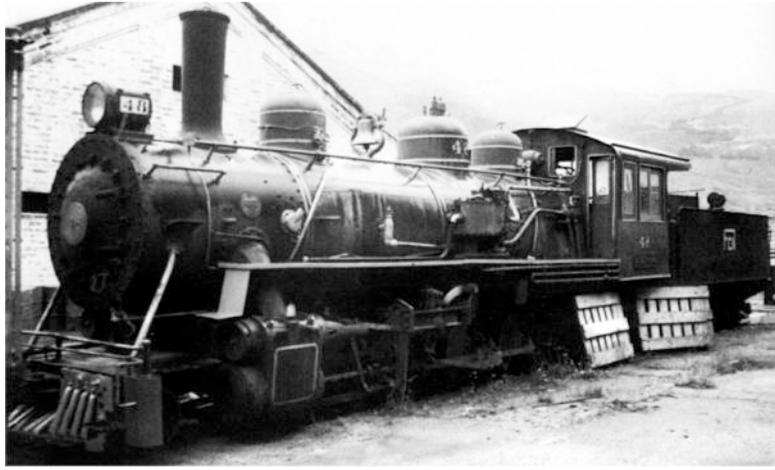
The Baldwin erecting card drawings above and below, showing *FC de Antioquia* nos. 43 and 44, were found in the DeGolyer online archive.



No. 44 as seen at Flandes in 1971 by Guillermo Díaz. [8]



No. 47 still survives after running until 1992. This photo by Gustavo Arias shows her operating in 1987. [8]



No. **48** as seen in 1985. This loco also still exists. [8]



No. **49** in 1965. [8]





FC de Antioquia no. **44** derailed and overturned at Barbosa on 17th June 1960.

2-4-2ST d/w 37", cyls. 11x16", built by Tubize in 1927

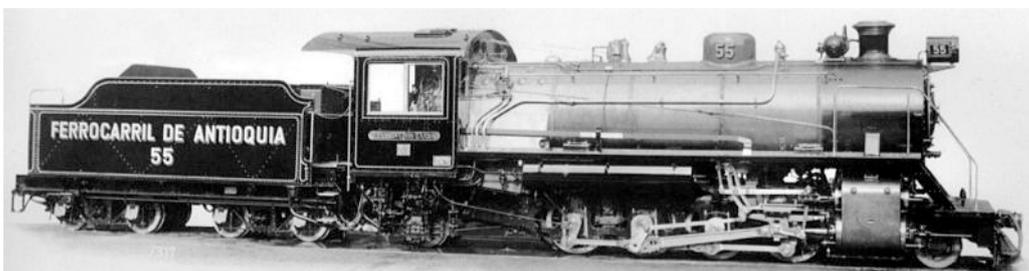
Ordered for *FC de Antioquia*, but may never have worked here.

- | | | |
|-----------|----------|---|
| 50 | w/n 2060 | Sent to the <i>FC Central del Bolivar</i> construction work, and after that was halted in 1929 it went south to the <i>FC de Nariño</i> . |
| 51 | w/n 2061 | Also ended up on the <i>FC de Nariño</i> , as their no. 5 . |

2-8-2 d/w 40", cyls. 17x22", built by Henschel in 1936

Ordered for *Antioquia, Columbién*. Locos were named after Presidents, Ministers or officers of the Antioquia *departamento* or the railway.

- | | | |
|-----------|--|---|
| 52 | ‘CAPITÁN URIBE GAVIRIA’ w/n 23393 | Cap. Gaviria had been the war minister during the war with Peru in 1932-3. Abandoned at Chipichape in 1986 [6]. |
| 53 | ‘JUAN J. ANGEL’ w/n 23394 | |
| 54 | ‘?’ w/n 23395 | |
| 55 | ‘JESÚS ECHEVERRI DUQUE’ w/n 23396 | Hulk may still survive at Cali. |



A Henschel builders' photo of no. **55** **‘JESÚS ECHEVERRI DUQUE’**. [8]



No. 52 'CAPITÁN URIBE GAVIRIA'. [8]



A broadside view of the same engine. [8]

2-8-2 d/w 40", cyls. 17x22", built by Baldwin in 1938

Ordered for *FC de Antioquia*.

56 'JUAN DE DIOS VASQUEZ' w/n 62263 In service on tourist train in 1986 [6]. Lies at Bello station north of Medellín. Owned by city of Medellín. No. 56 later carried 'GABRIEL' plates, possibly in memory of a driver killed in an accident or to indicate the loco's then current driver.

57 'MARCO A. CONGOTE' w/n 62264 OoS at Flandes works 1986 and 1993.



Hi-res copies of this photos are available from the Railroad Museum of Pennsylvania - BLW negative 16357-1.





A cabside with number and name-plate on no. **56 'JUAN de DIOS VASQUEZ'**.

2-8-2 d/w 44", cyls. 17x22", built by Baldwin in 1944, 1945 and 1947

Ordered for *FC de Antioquia*. Several, such as **62** but not **57**, and possibly all of those built in 1947, were fitted with air reversing gear. Nos. **66** and **74** had Worthington feed water heaters [6]. Known as '*Las bicicletas*' owing to large boiler and inside frames. Several were handed over to the *FC del Pacifico* from new.

- | | | |
|---------------------------|-----------|---|
| 58 | w/n 70896 | |
| 59 'JORGE ESCOBAR' | w/n 70897 | Name may have been that of a driver and thus relatively ephemeral. |
| 60 | w/n 70898 | |
| 61 'THOMAS AVALA' | w/n 70899 | In use at Facatativá in 1964. Abandoned at Flandes in 1986 [6]. |
| 62 | w/n 71587 | In service at Flandes in 1986 [6]. |
| 63 | w/n 71588 | |
| 64 | w/n 71589 | |
| 65 | w/n 71590 | |
| 66 | w/n 73050 | |
| 67 | w/n 73051 | Later became <i>FC Pacifico</i> no. 85 . Was in service on tourist train in 1986 [6] and 1993 [8]. |
| 68 | w/n 73052 | |
| 69 | w/n 73053 | Later became <i>FC Pacifico</i> no. 86 , or [8] suggests 80 . In 1969 moved to Girardot and was then numbered 77 . |
| 70 | w/n 73054 | |

- 71 w/n 73055
- 72 w/n 73056 In service at Flandes in 1984 [6]. Later operated by Turistren.
- 73 w/n 73057
- 74 w/n 73058 Later became *FC Pacifico* no. **79**.
- 75 'LAUREANO GÓMEZ' w/n 73059 In service on tourist train in 1986 [6].



FC de Antioquia Baldwin 2-8-2 no. **61 'THOMAS AVALA'**, left hand side
 Hi-res copies of this photo are available from the Railroad Museum of
 Pennsylvania - BLW negative 16392.



FC de Antioquia Baldwin 2-8-2 no. **61 'THOMAS AVALA'**, right hand side
 Hi-res copies of this photo are available from the Railroad Museum of
 Pennsylvania - BLW negative 16393.

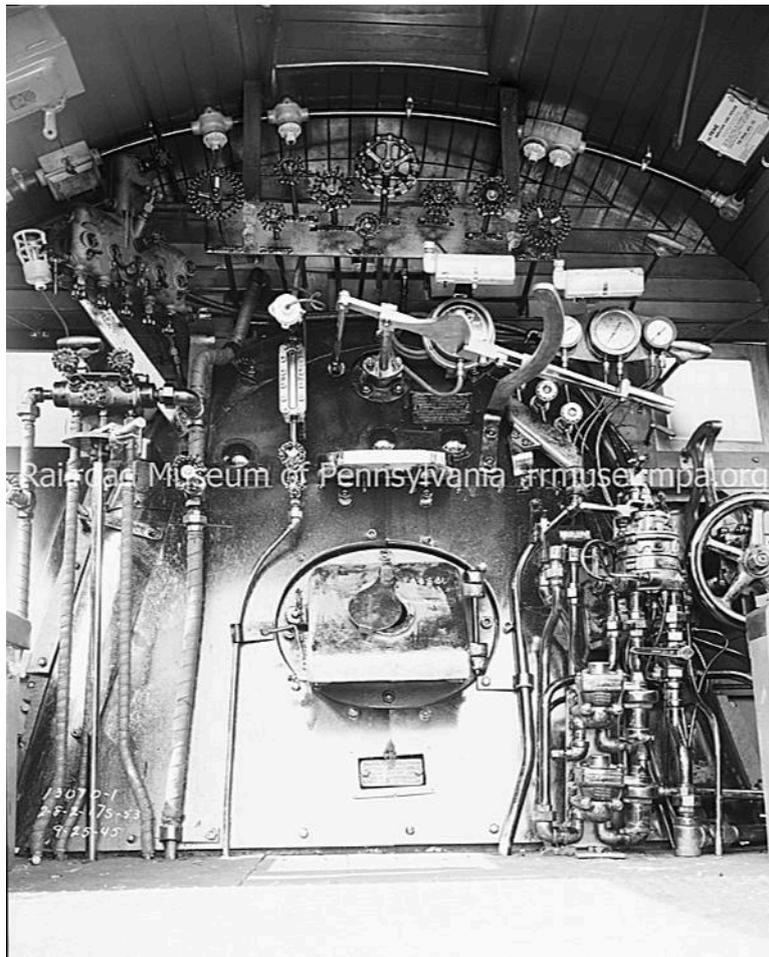


2-8-2 no. **63** of 1945, left hand side. Hi-res copies of this photo are available
 from the Railroad Museum of Pennsylvania - BLW negative 13069.



2-8-2 no. **63** of 1945, right hand side. Hi-res copies of this photo are available

from the Railroad Museum of Pennsylvania – BLW negative 13070.



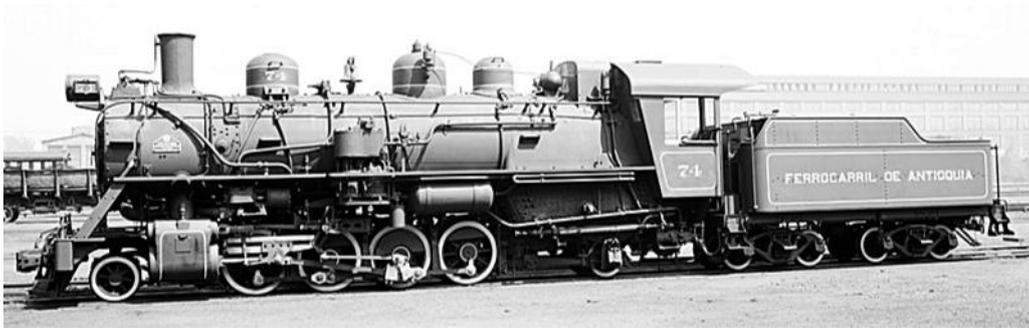
2-8-2 no. **63** of 1945, view of cab interior. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13070-1.



2-8-2 no. **69** of 1947, left hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13372.



2-8-2 no. **69** of 1947, right hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13373. Note the raised mid section of the running plate to accommodate the power reverser beneath.



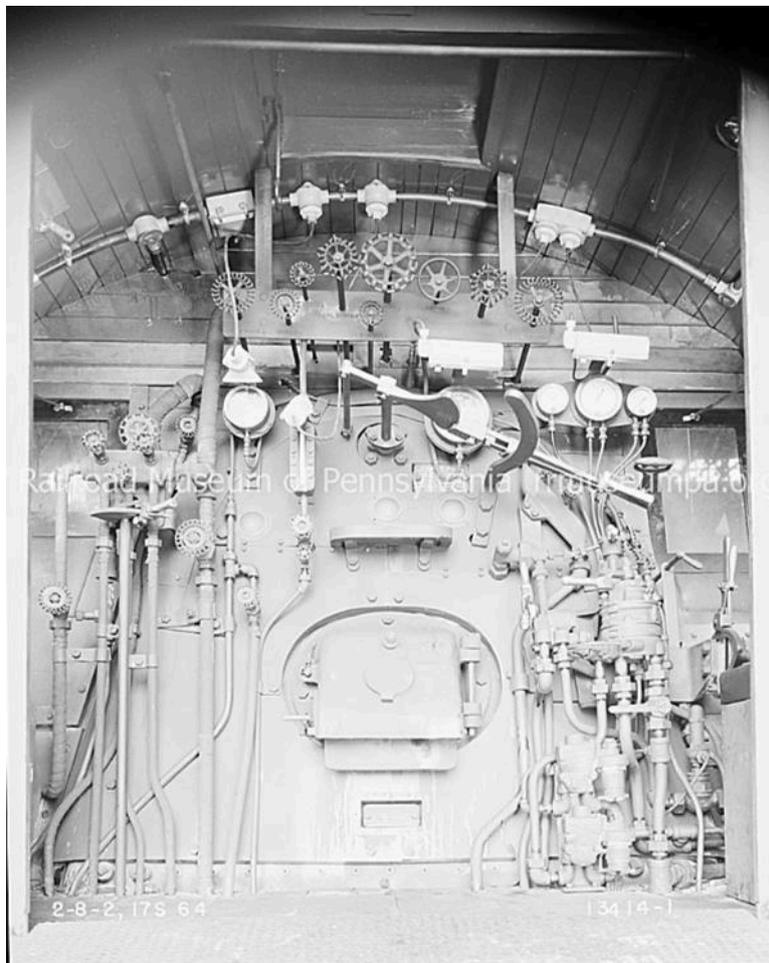
2-8-2 no. **74** of 1947, left hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 16254.



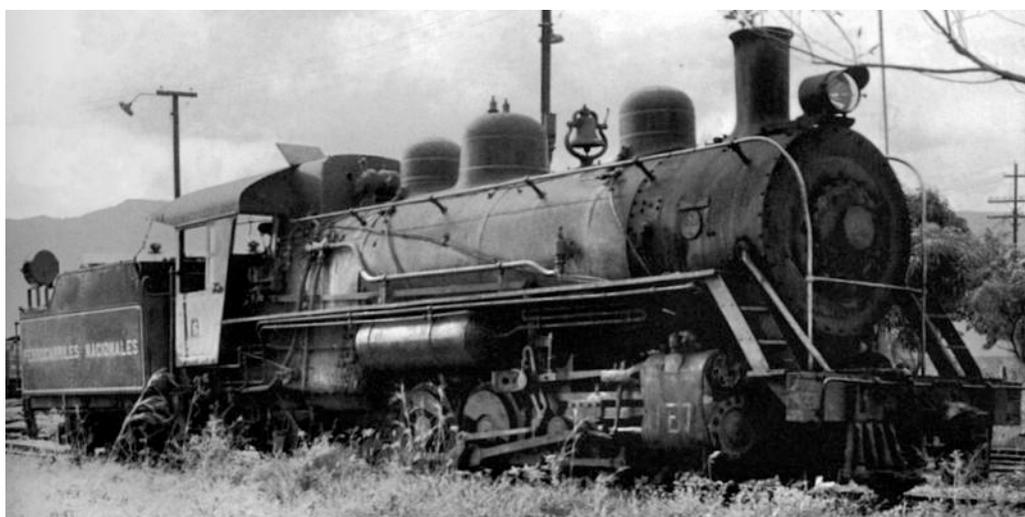
2-8-2 no. **74** of 1947, right hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 16253.



2-8-2 no. **74** of 1947, front left three-quarter view. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13414-2.



2-8-2 no. **74** of 1947, cab interior view. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13414-1.



No. **61** as running on 'foreign' metals at Facatativá around 1964. [8]

No. **76** and the first no. **77** were Porter diesel locos.

2-8-2 d/w 40", cyls. 17x22", built by Henschel in 1952 and 1955

Ordered for *FC de Antioquia*.

77² 'EI PEÓN de SOSTO' w/n 25641

Name honours all track workers.

78 'EI FRENERO' w/n 25642

Name honours all brakemen.

79 'EI FOGONERO' w/n 25643

Name honours all loco firemen.

80 'EI MAQUINISTA' w/n 25644

Name honours all loco drivers. Out of service at Flandes in 1970.

81 'ISAÍAS CUARTAS' w/n 25645

Nos. **82** to **85** were diesels.

86 'EI AJUSTADOR' w/n 25938

87 'ANIBAL JARAMILLO P.' w/n 25939

Abandoned at Medellín in 1986 [6].

Abandoned at Medellín in 1986 [6].

Name honours all loco fitters.

Name was that of the loco's regular driver in the 1960s, at a different period the engine bore the name '**ROJAS PINILLA**'. Derelict at Flandes works in early 1990s and still there in 2010. Last steam loco to arrive in Colombia [6]. Partly scrapped at Flandes in 1995.



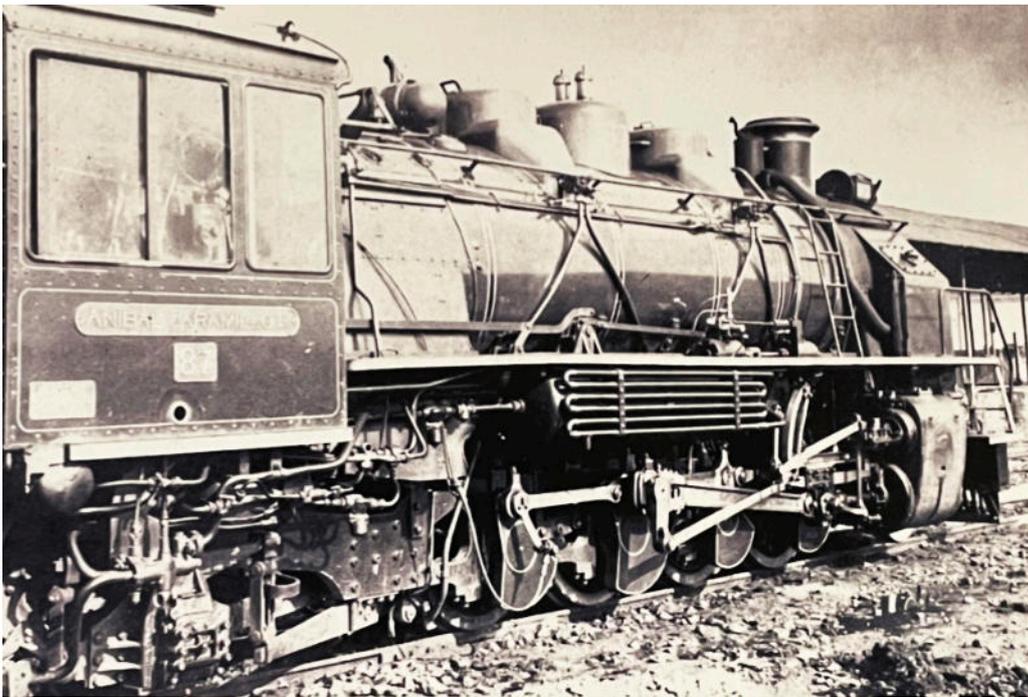
A Henschel official photo of no. **79 'EI FOGONERO'**. [8]



A Gustavo Arias view of no. **81 'EI AJUSTADOR'**. [8]



No. 77 'EL PEÓN de SOSTO'.



No. 87 'ANIBAL JARAMILLO P.'.

Later additions and replacements

2-6-2 d/w 40", cyls. 16+x20", built by Skoda in 1928

Ordered for *Troncal Occidente* as their nos. 1 and 2.

18² w/n 485

20² w/n 486

A Porter 0-4-0 of 1873 is preserved at Medellin as *FC de Antioquia* no. 2. This is probably ex- *FC de Cucuta*.

The *FC de Antioquia* owned a number of early Plymouth diesels on 2' 0" gauge. Did they previously have any steam

engines on that gauge?

The end of the railway's separate identity

In 1962 the railway became part of the *FCN*. However, as it became a new *división Antioquia*, and no other railways were combined with it at that point, there was no need for any renumbering. Its locos did get spread across the country though during the following years [8].

12.1.2 *FC de Amagá*

1911-1927



Background

3' 0" gauge. This railway began from Medellín and ran south-west, to Caldas (reached in 1911), Amagá (1914) and Angelópolis (1917) where there were coal mines. In 1927 it was sold to the local department, therefore coming under Antioquia railway management.

0-6-0T d/w 29", cyls. 10x14", built by ALCo Pittsburgh in 1910

Ordered via Angel Joramello & Co. for Amagá Railway of Columbia.

1 '?'	w/n 46895
2 'ENVIGADO'	w/n 46896
3 '?'	w/n 46897



FC de Amagá no. 2 'ENVIGADO'. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam551.

2w 2109 244

AMERICAN LOCOMOTIVE COMPANY,
NEW YORK.

Class, 060 T 37 Road Number, 2

BUILT FOR THE ANGEL JARIMELLO & CO.

GAUGE OF TRACK	CYLINDERS.		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Diameter	Pressure	Length	Width	Number	Diameter	Length
3'-0"	10"	14"	29"	29 7/8"	160 lbs.	30 1/16"	30"	56	1 3/4"	8'-9"
WHEEL BASE.					TOTAL WEIGHT IN WORKING ORDER—POUNDS.					
Driving			Engine		Driving			Engine		
8'-0"			6'-0"		37000			37000		
FUEL	HEATING SURFACES, SQUARE FT.				GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION			
	Kind	Tubes	Fire Box	Total						
Soft Coal		223	35	258	6.24	6570 lbs.	5.63			

Capacity, Water 700 Gals. Fuel, 900 Lbs.

ORDER No. P-622

FC de Amaga no. 2 ALCo publicity card details.

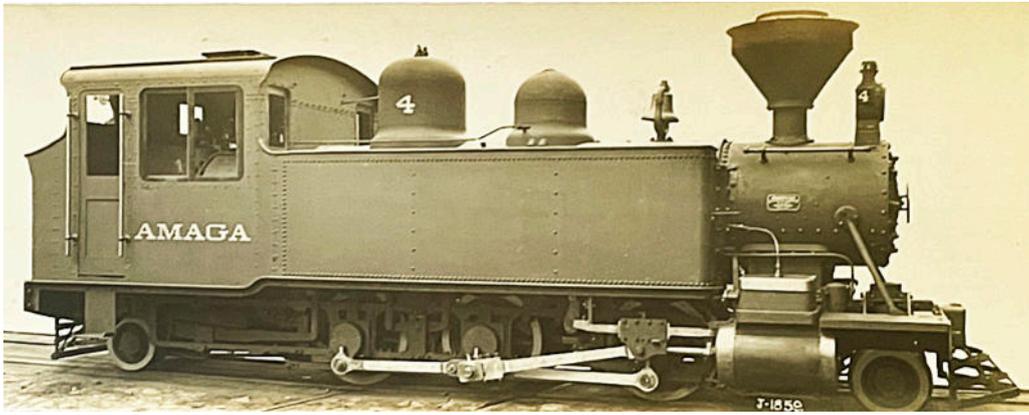


A line of FC de Amagá tank locos raising steam, seemingly for some special occasion. The nearest two are 0-6-0Ts whilst the following three are 2-6-2Ts.

2-6-2T d/w 33", cyls. 12x16", built by ALCo Cooke in 1912 (4), 1913 (5 and 6) and 1914 (7)

No. 4-6 ordered via Alesandro Angel & Co. No. 7 ordered for FC de Amagá.

- 4 'AMAGÁ' w/n 51597
- 5 '?' w/n 54203
- 6 '?' w/n 54204
- 7 'CAUCA' w/n 54974



FC de Amagá no. 4 'AMAGA'. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam552

JW 2107 AMERICAN LOCOMOTIVE COMPANY, 246
 Class 262 T 62 NEW YORK. Road Number, 4
 BUILT FOR THE F. C. DE AMAGA RAILWAY.

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Diameter	Pressure	Length	Width	Number	Diameter	Length
3'-0"	12"	16"	33"	38"	160 lbs.	45 1/16"	41 3/8"	80	1 3/4"	10'-7"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS.						
Driving		Engine		Leading		Driving		Trailing		Engine
8'-1"		20'-10"		6700		44800		10000		61500
FUEL	HEATING SURFACES, SQUARE FT.			GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION				
	Kind	Tubes	Fire Box				Total			
Lignite		384.8	54.9	439.7	13	9500 lbs.	4.72			

Capacity, Water 800 U. S. Gals. Fuel, 1/2 Ton.

NEGATIVE No. J-97

FC de Amaga no. 4 ALCo publicity card details.



No. 7, as seen in an ALCo works photo. [8]



2-6-2T no. **6** awaits departure from the FC de Amagá's terminus in Medellín.

It will be noted that on the later engines the original 'diamond' stack with a narrow chimney below it was replaced by a proper Radley & Hunter stack with a wide annular ash hopper around the chimney flue. A second sand dome has been added to this loco.

2-8-2 d/w 40", cyls. 16x20", built by Baldwin in 1920 and 1926

Ordered for the *Cía. del FC de Amagá*. BLW class 12-26¼E nos. 20-21 and 69-70. Specs. are in vol. 66 p86 and vol. 78 p151. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix.

- | | | |
|--------------------------------|-----------|---|
| 8 'FREDONIA' | w/n 53253 | Later became <i>FC Antioquia</i> no. 8 . |
| 9 'VENEZIA' | w/n 53254 | Later became <i>FC Antioquia</i> no. 51 . |
| 10 'CAMILO C. RESTREPO' | w/n 59266 | Named after railway's promotor. Later became <i>FC Antioquia</i> no. 50 . Plinthed in Pto. Berrio in 1986 [6]. |
| 11 'JORGE RODRIGUEZ' | w/n 59267 | Later became <i>FC Antioquia</i> no. 41 , and was eventually cannibalised for spares. |



No. **9 'VENEZIA'**. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07512-1.



No. **10 'CAMILO C. RESTREPO'**. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09794.



No. **10 'CAMILO C. RESTREPO'**, seen from the opposite side.

Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 09795.

The fleet in 1925

The US report confirms the presence of nine locos, which will have been nos. **1** to **9** above. Source [3] confirms this total.

The end of the railway's separate identity

In 1927 the railway was taken over by the local *departamento* or province, which already owned the *FC de Antioquia*. This railway being much shorter it was effectively merged into the latter and the engine numbers dropped into that series either unchanged or changed.

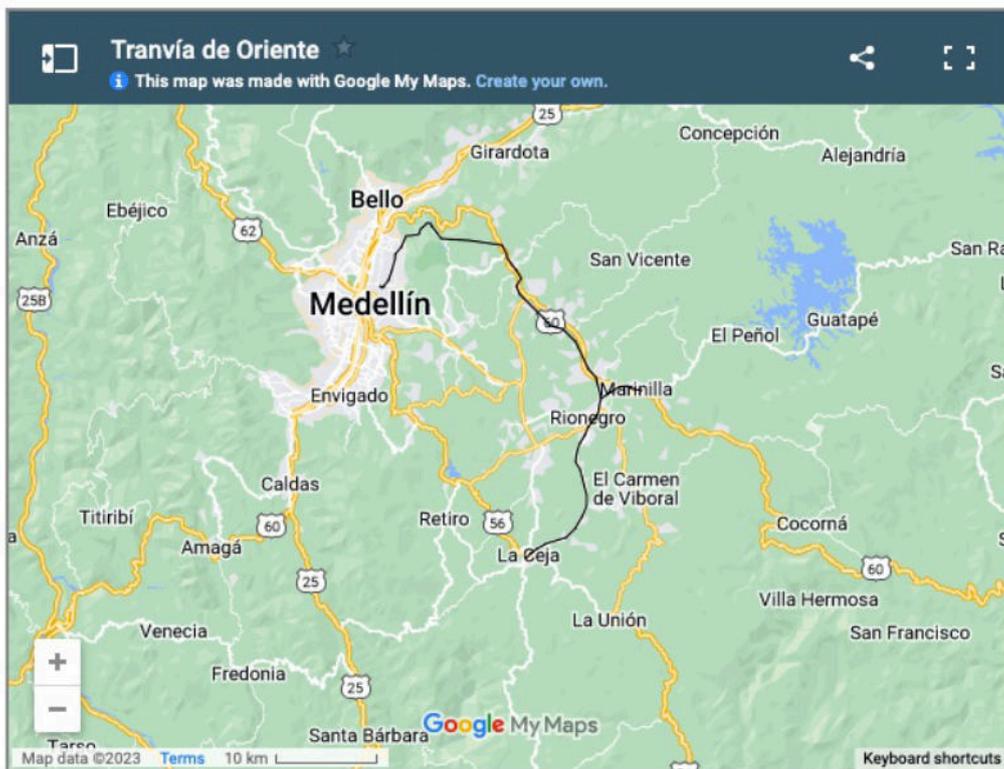
12.1.3 *El Tranvía del Oriente*

1923-1942

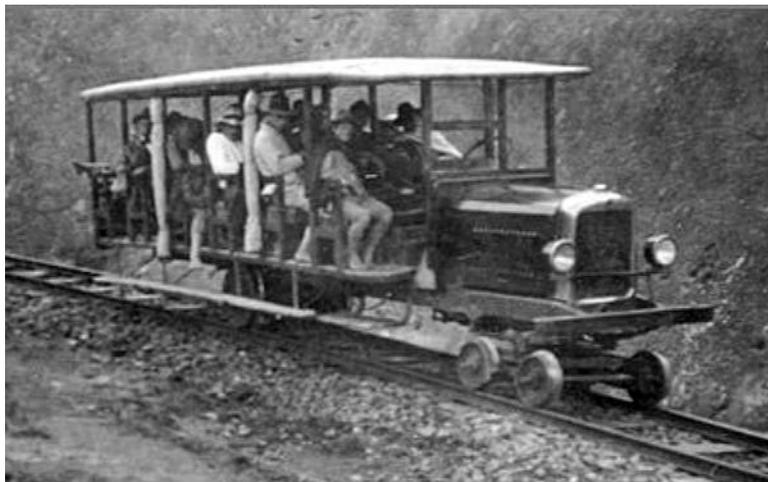
Background

Metre gauge. The *Empresa Tranvía del Oriente (ETO)* set out to build a railway line between Medellín and the Magdalena River 110 km. or so to the east. Owing to the gradients, gasoline vehicles (Edwards, Ford, GMC, Reo) were largely used, adapted to run on rails. The initial journey from Medellín to Guarne was not suitable for using traditional locomotives, but the rest of the line would have been a conventional railway. After leaving Medellín, the cars passed through Guarne, and then to Marinilla and Rionegro, heading towards La Ceja. The railway never reached the Magdalena river, only 52 km were built.

The project began in 1923, began to operate in 1925 and ended in 1942. The rails were lifted and the alignment became a highway. Its closure was due to political interests, the lack of maintenance and the fact that road vehicles moved faster than the trams. [Paraphrased from <https://ferrocarrilcolombianos.blogspot.com/p/tranvia-de-oriente.html>].



This modern map supposedly shows the route of the tranvía, though it does not seem to run east all the way to the Rio Magdalena as anticipated. The creator is currently unknown.

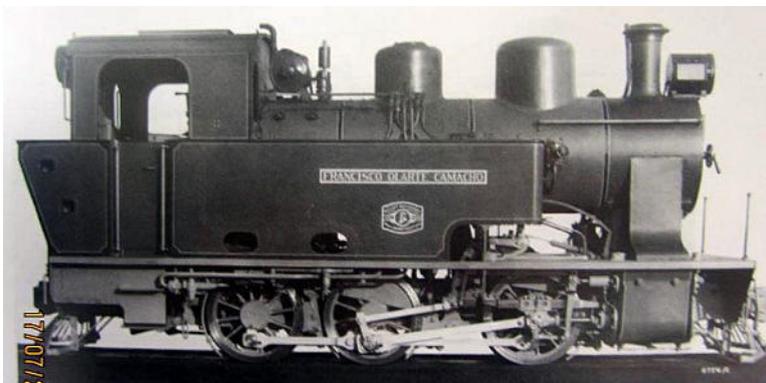


One of the light auto-carriles used on the Tranvía del Oriente. This one looks as though it might have been a 1920s Reo Speedwagon in its original life.

0-6-0T d/w ?, cyls. ?, built by BMAG in 1924

Ordered for *Tranvia de Oriente, Columbien.*

1 'BOGOTA' w/n 8500 Later went to *FC del Norte y Nordeste* as no. **2.** and on to *FCN-C.*



This would appear to be the BMAG 0-6-0T that was built for the Tranvía del Oriente.

However, it bears the name '**FRANCISCO OLARTE CAMACHO**' rather than the shorter '**BOGOTÁ**' more usually quoted as having been its name. This needs investigation.



A worksplate from BMAG no. 8500.

2-6-2T d/w ?, cyls. ?, built by BMAG in 1926

Ordered for *Tranvia de Oriente, Columbien.*

2 'FRANCISCO OLARTE CAMACHO' w/n 8840 Became *FCN-C* no. **13**, then went to help on the building of the *FC del Atlantico.*

3 w/n 8841?



BMAG works photo of no. 2. This too is pictured bearing the name 'FRANCISCO OLARTE CAMACHO'!



Tranvía del Oriente no. 2. High res versions of this image are available from the Restoration & Archiving Trust website; their ref. cjwsam536.

2-4-2T d/w 30", cyls.8x15"oc, built by Hudswell Clarke in 1896

Ordered via James H. Tozer & Sons for *FC del Sur*, Colombia. Metre gauge. Later came to the *TdO* when the line was being extended to Chipaque [8]. It had been *FC del Sur* 1 'MARISCAL SUCRE'.

? w/n 462 Later became *No2a* no. 4? Latterly carried a replacement boiler by Baldwin.

Hired-in locos?

The photo below is displayed on a Medellín historical website [29] as showing the opening of the *Tranvia del Oriente* in 1925. At first glance this seems unlikely, for the engine is one of the 0-6-0Ts of the *FC de Amagá*, later to be taken over by the *FC de Antioquia*. However, the improvised open cars do tend to confirm that this was a special occasion, and the name of the photographer Francisco Mejía and the year 1925 were confidently displayed beneath the photo. Certainly it is possible that the *FC de Amagá* had hired one or more of their locos to the *Tranvía* for the duration of the construction.



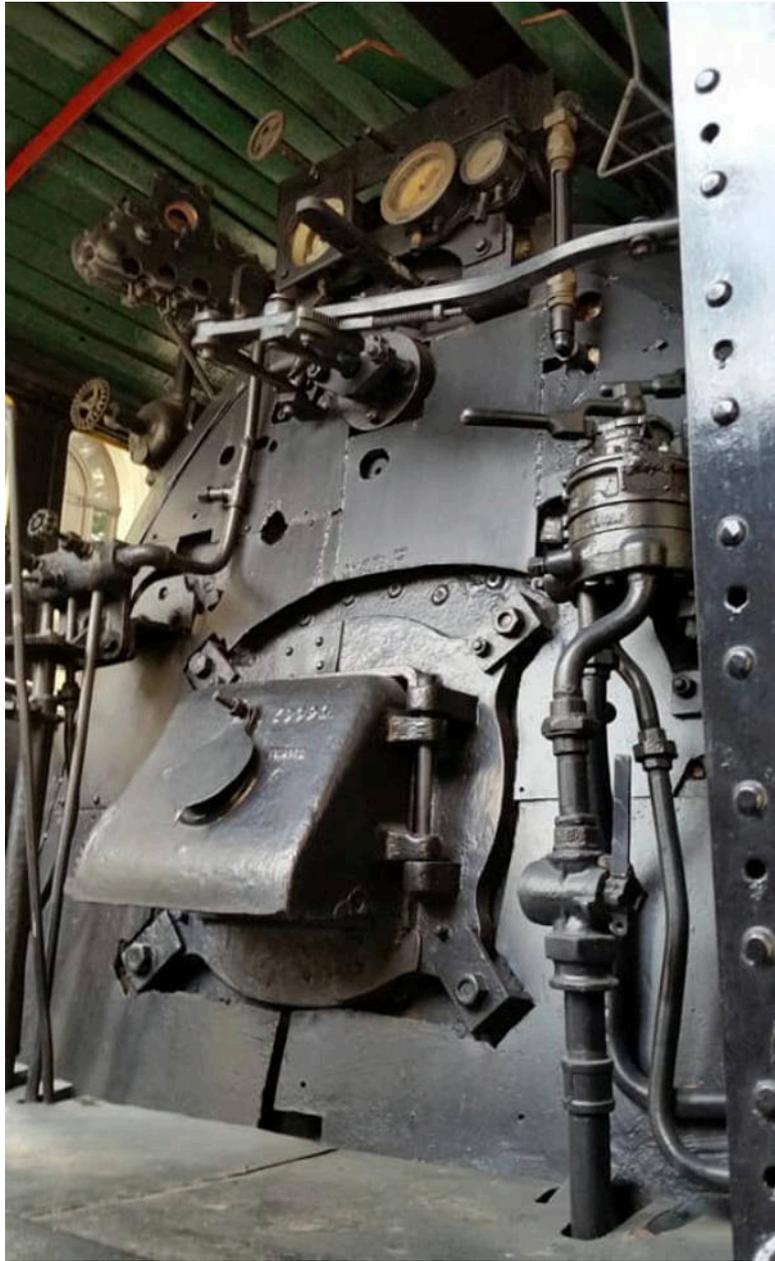
12.1.4 FCN division Antioquia

1962-

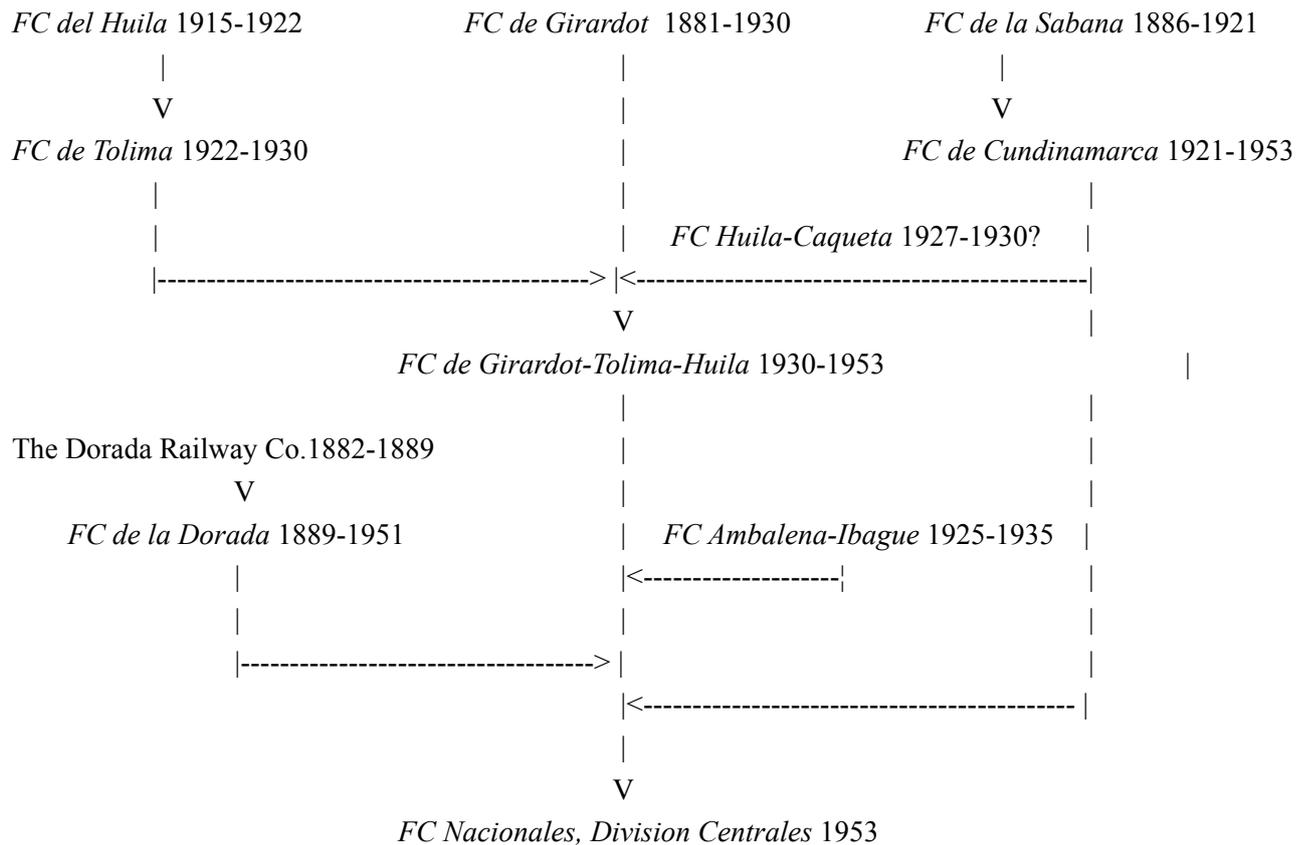
Background

As mentioned earlier, when the *FC de Antioquia* was transferred from *departamento* to national ownership in 1962 it formed a new *division Antioquia*. As it was not merged with any other railway at that time there was no need for any loco renumbering. Therefore for *FCN-A* loco numbers please see the *FC de Antioquia* list in section 12.1.1.





12.2 The Central area – west of Bogotá



(Diagram by Reimar Holzinger with modifications)

12.2.1 *El FC de la Sabana y Cundinamarca*

1873-1921

La Cía. del FC de Cundinamarca

1921-1953

Background

Metre gauge. Work began to link Bogotá with Facatativá in 1881, and was completed in 1889. The 1881 law granting permission for the work specified that there were to be five locos, four of which should weigh no less than eighteen tonnes each, see below. A complex financial situation between the *departamento* of Cundinamarca and the national government was resolved in 1921 by the formation of a new *FC de Cundinamarca* company.

Regauging to 3' 0" gauge took place in 1925. Later the line was extended, first to Puerto Lievano on the Río Magdalena in 1928 and then onward to Puerto Salgar in 1938. This was an interesting dual gauge exercise which had its own locos, see section 12.2.2, but which may well have also used redundant metre gauge engines from the main part of the railway. No mergers occurred until the line was absorbed into the new *FCN-C* in 1953.

1 FC de la Sabana metre gauge locos.

Fleet about 90% known.

Original proposal

Source [19] of 1887 contains the following reference to locomotives:

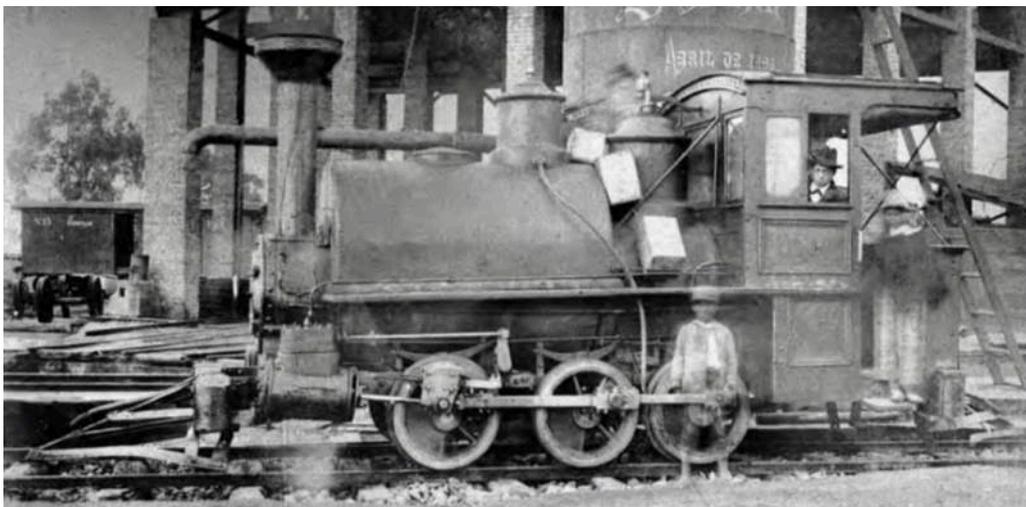
imiento y custodia de la vía.

XI. El material rodante se compondrá de cinco locomotoras, de las cuales cuatro no tendrán menos de diez y ocho (18) toneladas de peso cada una, cuatro coches para pasajeros de primera clase. seis id. id. id.

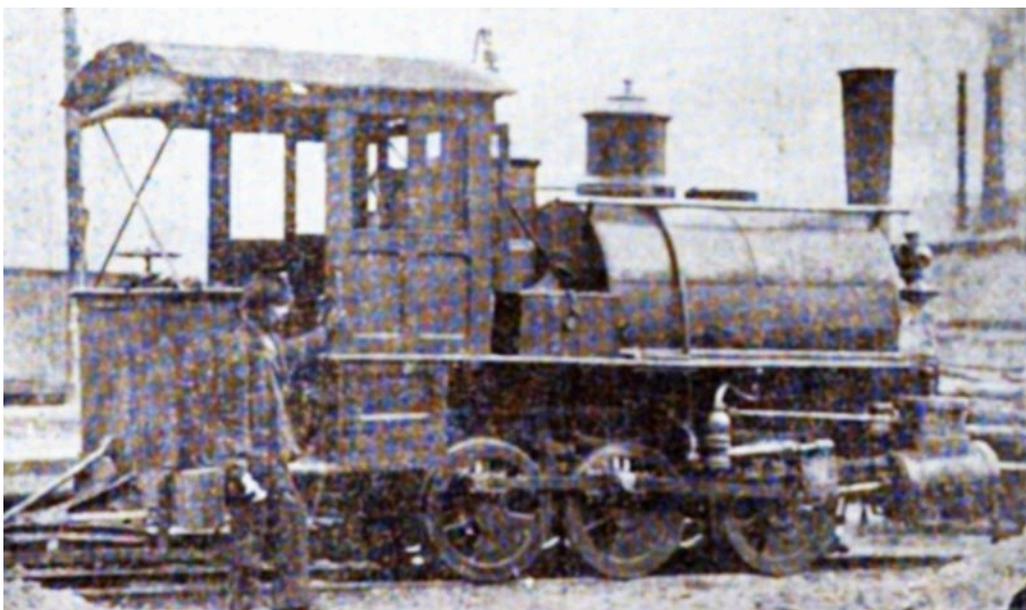
0-6-0ST d/w 28"?, cyls. 9½x14", built by Porter in 1878

Ordered for *Constr. de Obras de Hierro de Boyaca* for the iron works at Samacá, but never worked there and was sold on to the *FC de la Sabana* [8]. It has alternatively been suggested that it worked for a while on the *FC de San Buenaventura/FC de Cucuta* before coming here. Named after Gral. Jaime Córdoba, President of the railway's board of directors [8].

1 'JAIME CÓRDOBA' w/n 319 Preserved in Bogota for many years, first at the central station and more recently at the *Club Ferroviario*.



The *FC de la Sabana*'s no. 1 'CÓRDOBA' seen during its working life.



0-6-0T d/w 40", cyls. 13x19", built by Black Hawthorn in 1884

Ordered via Enrique Cortes & Co., Eastcheap Buildings, London. Names and running numbers may have been the other way round. Source [17] gives the cylinder stroke as 20".

2 'CUNDINAMARCA' w/n 787 Supposedly this engine was later used on construction work for the *FC del Nordeste* under the name of 'COLOMBIA', but surely it is

more likely that no. **5**, below, already named '**COLOMBIA**', was the loco concerned.

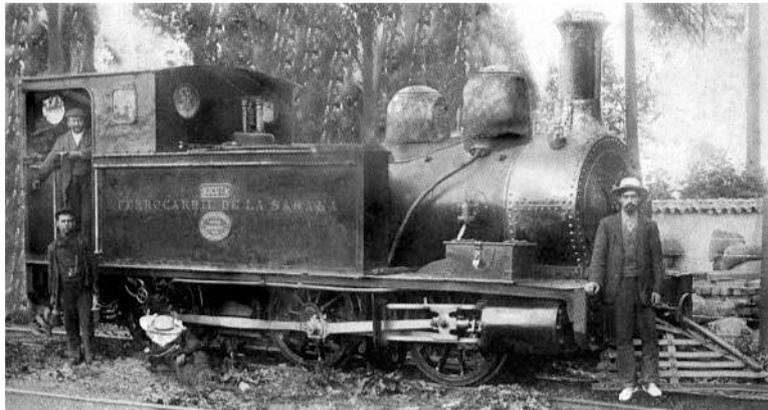
3¹ 'BOGOTA'

w/n 788

A P. C. Dewhurst letter to Messrs. Hawthorn Leslie in July 1925 states that these two engines had by then been broken-up, but that parts of them had been used to rebuild engine no. **5** to a tank loco (see below).



Supposedly no. **3 'CUNDINAMARCA'**, which tends to support the suggestion that the numbers and names were the other way round. Photo from PCD via Sr. Gustavo Arias de Grieff. This would appear to be a formal builders' photo, and indeed it appeared in a Chapman & Furneaux catalogue after Black Hawthorn closed.



No. **2 'BOGOTA'**, seen rather later, with an added sand-dome and a toolbox on the running-plate. Photo from PCD via Sr. Gustavo Arias de Grieff [8].

Loco in use during construction work in 1887

Source [7] issue 1 of August 1887 reported that loco no. **1**, a mogul with ten tonnes adhesive weight was in use, and that the company had also purchased two eighteen tonne locos and two of fourteen tonnes. All of them were to be of US manufacture. These have not yet been identified but, given that we have a continuous set of early running numbers in the locos listed here, the guess must be that facts got mangled in the reporting.

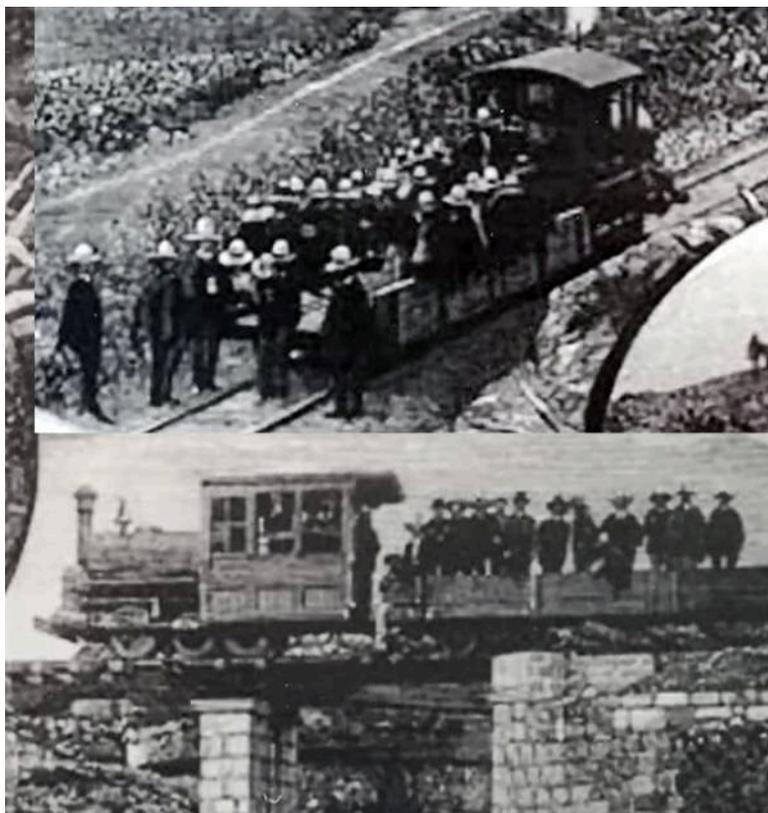
Issue 6 records loco **3** in use between Facatativá and Madrid.

Issue 15 records loco **4** arriving at Cambao, American, ténder, Porter, cyls. 0.254x406mm, d/w 1.016m

Issue 20 reports a deflection test on the Rio Funza bridge between Cerrito and Fontibón on 24-2-1888. Locos '**CÓRDOBA**' and '**SANTANDER**' were used. The same page mentions the arrival in Colombia of loco **5 'COLOMBIA'** with a separate tender.

Issue 23 says 2 locos by Porter at that time, presumably nos. **1** and **4**.

Source [19] published in 1887 states that five locos were in service, or which four weighed no less than eighteen tonnes each.



These images were part of a collage celebrating the opening of the railway to Facatativá. Whilst they may well have been touched-up by an artist, there are clearly photographs involved too, so they have been included here in case the locomotives can be identified.

0-4-0T/0-4-2RT d/w 40"?, cyls. 10x16", built by Porter in 1888

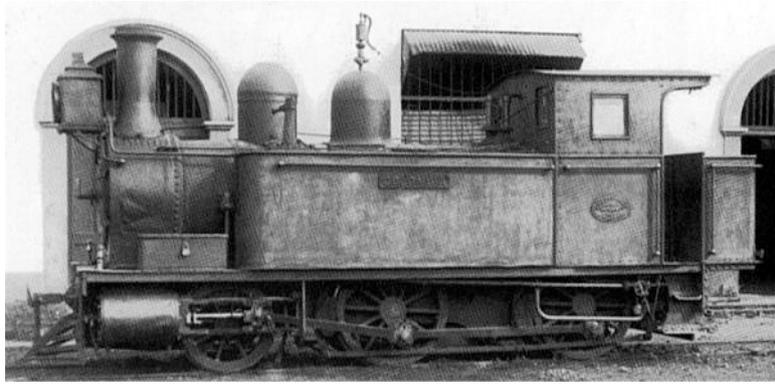
Ordered via Camacho & Vengorchia for the *FC de Cúcuta*, as their no. 1 'GENERAL WILCHES'. Arrived here in early 1888 as mentioned above [7].

4 ¹ 'SANTANDER'?	w/n 495	Source [17] gives the name of one of the locos present in 1897 as 'SANTANDER'. It later went to the <i>FC del Sur</i> as no. 3, and then to the <i>FC Norte 2o</i> .
-----------------------------	---------	--

2-4-0 d/w 46", cyls. 13x19", built by Black Hawthorn in 1888

Ordered via A & S. Henry & Co. for export. Metre gauge. For Colombia. In a letter to R. W. Hawthorn Leslie & Co., written 27th July 1925, P. C. Dewhurst states clearly that this began life as a tender engine but had been rebuilt to a 2-4-0T by using parts from the by-then-scrapped Black Hawthorn tank locos nos. 2 and 3. The letter is in the Dewhurst archive at the NRM in York. Allan Baker in *The Industrial Locomotive* issue no. 66 says that this loco had been BH no. 957A for the loco and 957B for the 4-wheeled tender.

5 'COLOMBIA'	w/n 958	Possibly used later during construction work on the <i>FC del Nordeste</i> . However, source [8] says was still in use on the <i>FC de Cundinamarca</i> in 1923.
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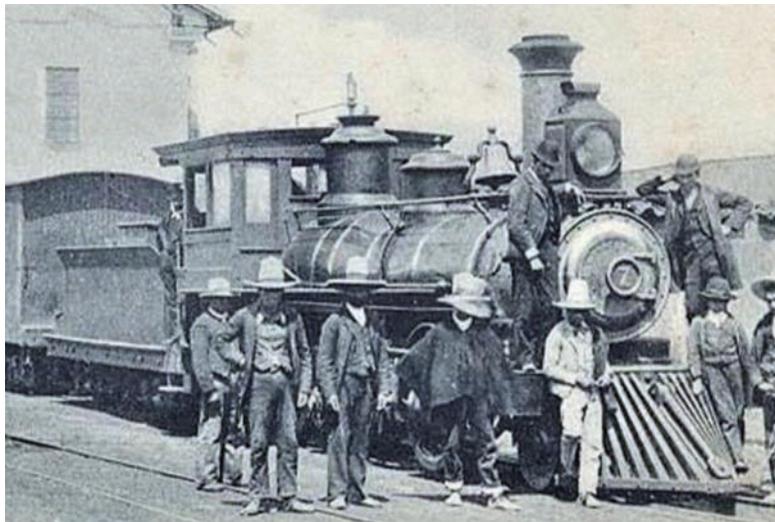


A 1925 photo taken by PCD, from source [8].

2-6-0 d/w 44", cyls. 14x20", built by Porter in 1892

Ordered via S. H. Payne & Son for *FC de la Sabana*.

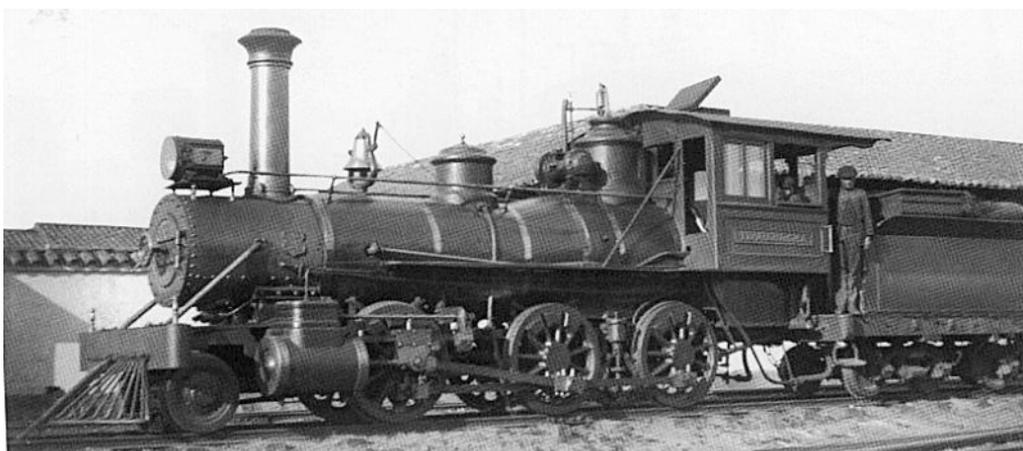
- | | | |
|-----------------------------|----------|--|
| 6 ¹ 'CUERVO' | w/n 1368 | Later to <i>Norte Segunda</i> in 1925. |
| 7 ¹ 'TEQUENDAMA' | w/n 1369 | Still in service 1924 [8]. |



This would appear to be 2-6-0 no. 7.



A P. C. Dewhurst photo of no. 6, sourced via [8]. Note the slightly different design of dome from the previous photo, the lack of a headlamp at this late stage in the loco's life, and the bracing rods to link running plate to cab.



A Paul Dewhurst photo showing no. 7 at Facatativá in 1924. Note the added turbo-generator. Source [8]. Again there are bracing rods to link cab to running plate.

Details of the first seven engines

Source 17 contains the following table:

NOMBRES	Cilindros. Diámetro-Carrera, pulgadas.	Ruedas motrices. Diámetro.	Base rígida.	Peso toneladas sobre las ruedas motrices.	Capacidad del Tender.	Fuerza práctica de tracción en toneladas.		
						A nivel.	Subida al 1½ por 100.	Subida al 2½ por 100.
1. Córdoba.	14×9½	0 m. 71	1.76	10	800 lts.	310	78	62
2. Santander.	16×10½	1 m.	1.60	14	1,200 —	325	91	65
3. Colombia.	13×19	1 m. 17	3.68	21	4,800 —	400	117	78
4. Bogotá.....	13×20	1 m.	3.58	21	2,800 —	650	182	130
5. Cundinamarca.	..	..	..	..	..	..	..	..
6. Tequendama. .	14×20	1 m. 12	3.46	22	6,000 —	700	195	143
7. Cuervo.....	..	..	..	..	..	..	..	..

The names and dimensions in this table correspond well with what has been published elsewhere, but not so the apparent running numbers. The latter may merely have been invented for the purposes of the table. Note that the cylinder dimensions of 'CÓRDOBA' appear to have been reversed, as have those of 'SANTANDER'.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1897 and 1904

Ordered for the *FC de la Sabana*. The 1904 pair are listed as via Camacho Roldan & Van Sickel. BLW class 10-22E nos. 23, 34 and 34. Specs. in vol. 21 p39 and vol. 26 p292. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

8 'AMÉRICA' w/n 15456 Became *FC de Cundinamarca* no. ?, then to *FC del Sur* as no. **1**. Still in service 1929 [8].

9 'BOLIVAR' w/n 23961 In service 1924 [8], but later to *FC de Cucuta* as no. **33**.

10 'BOYACA'

w/n 23962

Became *FC de Cundinamarca* no. 7?



FC de la Sabana no. 8 at Facatativá station.

2-6-0 d/w ?, cyls. ?, built by Hartmann in 1905

Two ordered for *FC Nacional de Colombia*. Purchased by the government for the intended change of the *FC de Girardot* to metre gauge, but as this did not happen they were later transferred to the *FC de la Sabana* and the *FC del Norte* [8]. The 1920s US report lists two Hartmann engines on this railway in 1925, so I think it probable that both came here despite what other sources say.

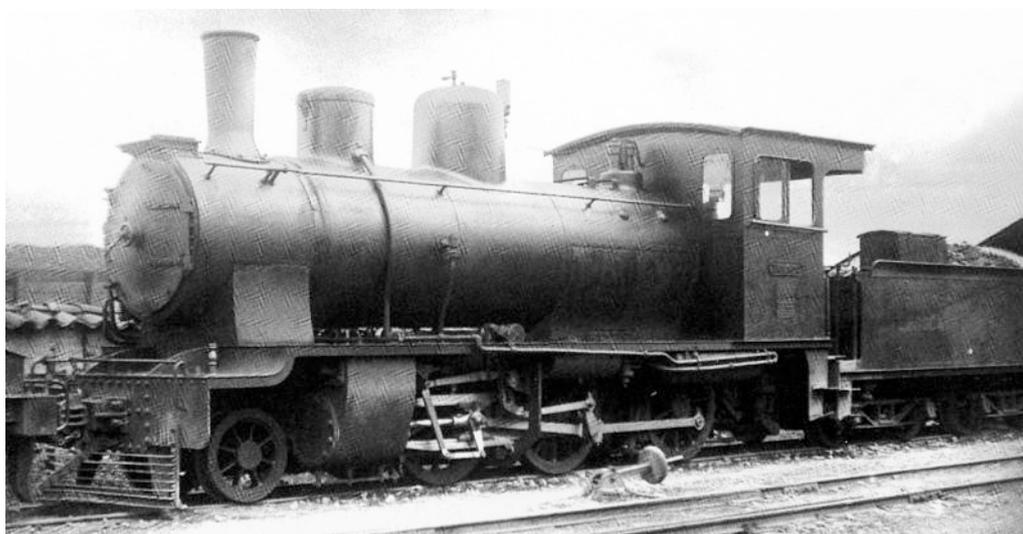
11 'HOSPICIO'

w/n 2952 or 2953

The name was borne when the loco was working on the *FC de la Sabana*. Later it became *FC de Cundinamarca* no. 1.

12? 'La MESA'

w/n 2953 or 2952



Hartmann 2-6-0 'HOSPICIO', ex *FC de Girardot*, as seen in Bogotá in 1925 by P. C. Dewhurst [8].

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1913, 1914, 1919 and 1920

Ordered for *FC de la Sabana*. BLW class 10-22E nos. 54 and 55, 60, 86 and 87, and 92. Specs. in vol. 44 p229, vol. 54 p316, vol. 66 p128, and vol. 66 p131. Superheated. Nos. 4, 13 and 14 ordered via Amsinck G. Nos. 16 and 17 ordered via Factory Products Corp. for *FC de la Sabana*. Erecting card drawing 200-1AX 7832 is in the DeGolyer Library collection; see list in appendix.

4² 'ANTIOQUIA'

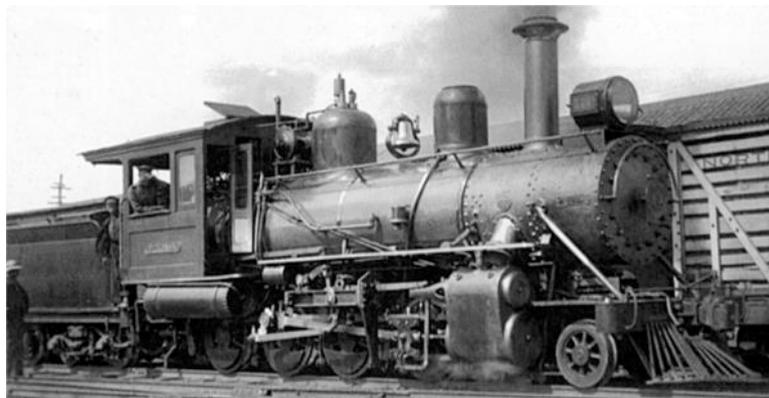
w/n 39629

Became *FC de Cundinamarca* no. 4, or maybe to *FC del Sur* as no. 4

- [8]. If it came here then presumably no. 4¹ must have gone to the *FC del Sur* by then.
- 13 'TOLIMA'** w/n 39630 Became *FC de Cundinamarca* no. ?. But [8] says went then to *FC del Sur* as no. 5, then to *FC del Norte* as no. 29, and finally perhaps to *FC de Cucuta* as no. 36 where it was supposedly seen in steam in 1959 [? Wasn't the line closed by then?].
- 14** w/n 41350 No name on spec. sheet. Became *FC de Cundinamarca* no. ? Regauged to 3' 0" by 1924?
- 16 'MARCO FIDEL SUAREZ'** w/n 52666
- 17 'POMPONIO GUZMAN'** w/n 52667
- 18 'FELIPE ZAPATA'** w/n 53720 Plates **21 'SANTANDER'** were to be shipped as extras with loco according to the spec. sheet. Which *FC de Cundinamarca* loco was that?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 04350.



FC de la Sabana no. 13 at Facatativá in 1929 as pictured by P. C. Dewhurst. [8]
A turbo-generator has been fitted and an electric headlight.

??? d/w ?, cyls. ?, built by ?

- Ordered for ? Must have arrived by 1919 in order to take the no. 15 position in the loco roster.
- 15** w/n ?

The fleet in 1914 and 1919

Source [7], vol. 21, p 337, states that the railway had, in 1914, thirteen locos weighing between ten and thirty-one tonnes each. That is compatible with the locos listed above. Ortega, writing in 1919, said that there were seventeen locos on the railway, from ten to thirty-one tonnes in weight [1]. In connection with trials of spark arrestors in 1914, source [7] vol. 22 p 99 refers to locos named 'REYES' and 'BOLIVAR' but gives no details. 'BOLIVAR' was 2-8-0 no. 9 but 'REYES' is a mystery, though perhaps was either no. 14 or no. 15. Sr. Rafael Reyes Prieto was President of Colombia from 1904-1909 so it is very possible that the loco bearing that name was ordered early in that time frame.

0-6-6-0T Mallet d/w 40", cyls. 13/20½x18", built by Baldwin in 1921

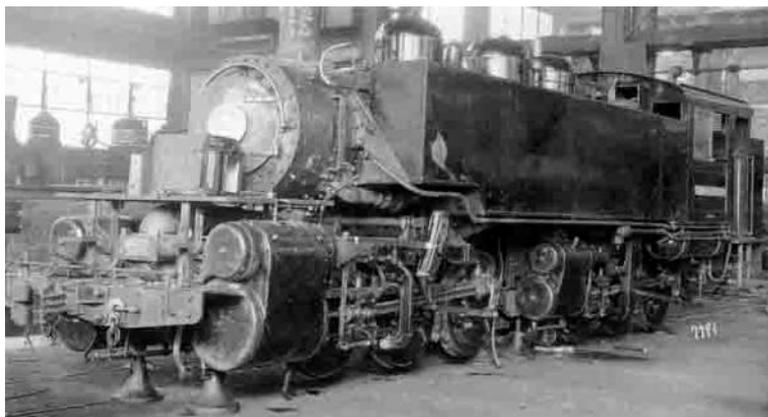
Ordered for *FC de la Sabana*. BLW class 12-20/35DD nos. 1 and 2. Spec. in vol. 66 p134. [8] gives the names as 'NARIÑO' and 'CAUCA', and suggests that neither loco survived until the formation of the *FCN-C* in 1954. Certainly the name-plates seen in the photos are short and the second does seem to show 'CAUCA'.

19 'LUIS CUERVO MARQUEZ' w/n 54282

Became *FC de Cundinamarca* no. ? Dr. Luis Cuervo Marquez, 1863-1941, was a doctor, politician, government minister and diplomat.

20 'EDUARDO RESTREPO SAENZ' w/n 54283

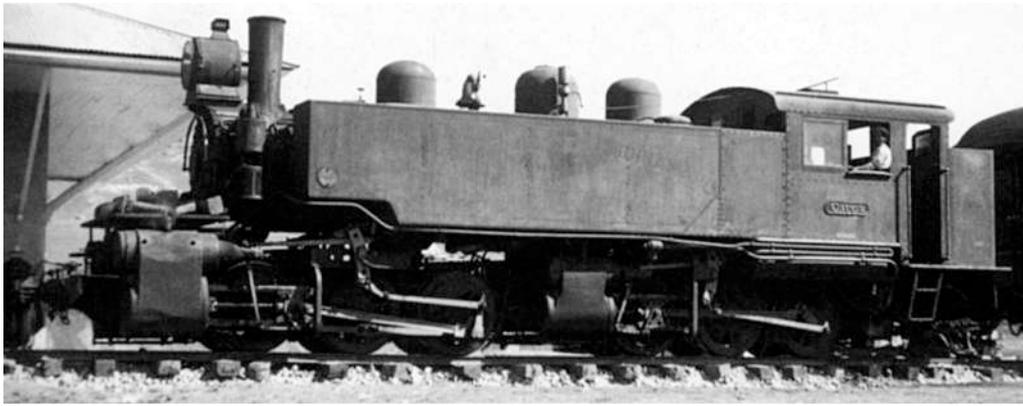
Became *FC de Cundinamarca* no. ? Eduardo Restrepo Saenz, 1886-1955, was a lawyer, government minister and diplomat.



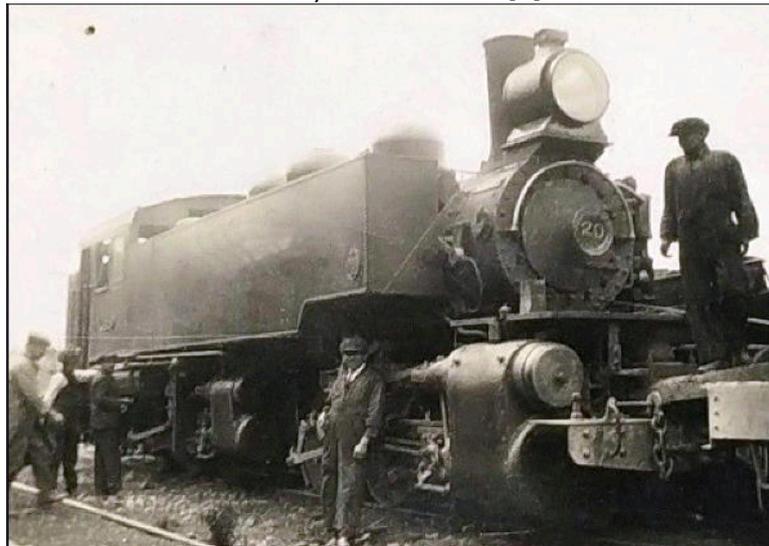
FC de Cundinamarca no. **19** or **20** being assembled in the Baldwin shops. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam525.



No. **19** 'NARIÑO' taking water at Bogotá station, as seen by P. C. Dewhurst [8].



No. 20 'CAUCA' apparently on trial on the FC del Norte in 1926, as seen by P. C. Dewhurst [8].



No. 20, date unknown.

??? d/w ?, cyls. ?, built by ?

Ordered for ? Arrival must have been anticipated in 1920 in order for plates to be ordered with loco no. 18, see above. This may not have been a new machine or surely the plates would have been made by the loco manufacturer?

21 'SANTANDER' w/n ?

2-4-2T d/w ?, cyls. ?, built by Baldwin in 1921

Ordered for FCCdN. BLW class 8-14¼C nos. 36 and 37. Spec. is in vol. 66 p106. No names on spec. sheet.

1² w/n 54818

2² w/n 54819

2 FC de Cundinamarca metre gauge locos

From the re-organisation of ownership in 1921. Fleet only partially known, and with many running numbers unidentified. Note that the number series here includes only a few of the earlier *FC de la Sabana* locos. Why? The older ones might well have been withdrawn by or at the restructuring of 1921 but surely the more recent locos would have been worth keeping?

2-4-2T d/w 32", cyls. 10x16", built by Baldwin in 1921

Ordered for FCCdN. First one had name 'PRESIDENTE BELENCIT' but on which railway? Connolly's BLW list shows these two as 2-4-2T but the other pair as 2-6-0, confirmed by BLW specs. Became *FC de Cundinamarca* nos. 1

and 2. BLW class 8-14¼C nos. 36 and 37. Spec. is in vol. 66 p106. No names on spec. sheet.

1 '?' w/n 54818

2 w/n 54819

2-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1921

Started out as *CdN* nos. 3 & 4, then becoming *No2a* nos. 8 & 4², later *NyNE* no. 8 & 4² before joining this fleet. BLW class 8-26D nos. 219 and 220. Spec. in vol. 66 p 108.

3 w/n 54816

4 w/n 54817

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1921

Ordered for *FC del Sur*. Were *FC del Sur* nos. 11 and 12. BLW class 10-24E nos. 210-211. Spec. is in vol. 66 p118.

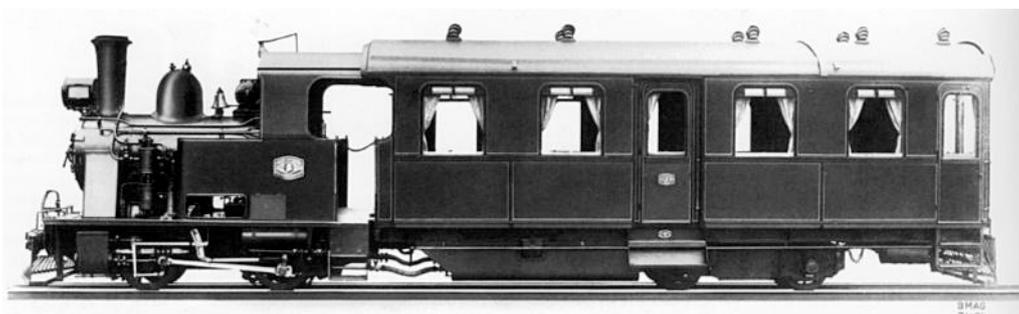
7 w/n 55028

8 w/n 55029

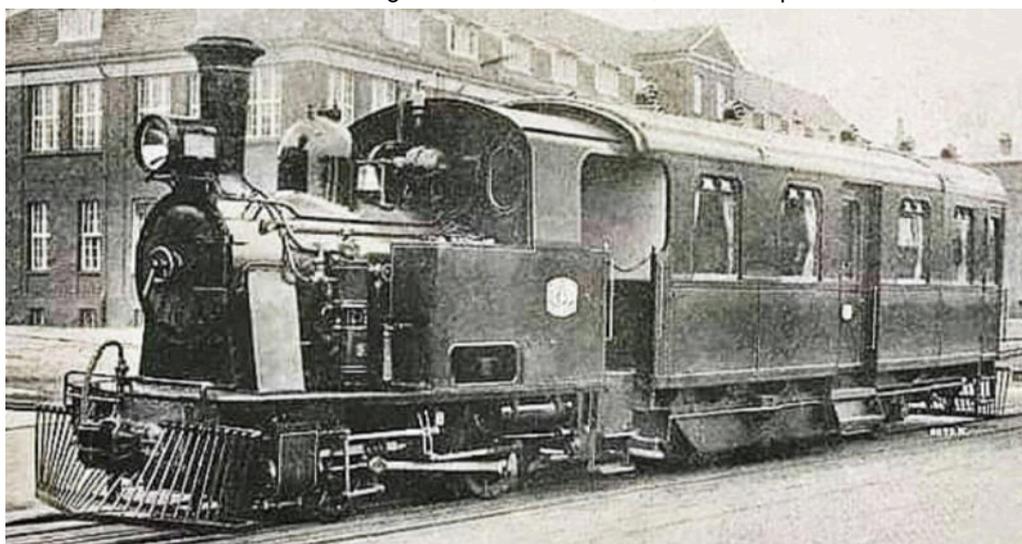
2-2-0+4 d/w 33½", cyls. 8¼x12", built by BMAG in 1924

Ordered for *FC Cundinamarca*. *Auto-ferro*.

1A? w/n 8464 Later to *FCNo2a* and rebuilt as 2-2-2T.



FC de Cundinamarca no. 1A. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam526.



Another photo of the *BMAG* railmotor before it left the manufacturer's works.

2-6-2TT d/w 40", cyls. 14x18", built by Baldwin in 1927

Ordered for *FC de Cundinamarca*. Metre gauge. BLW class 10-22¼D nos. 63 and 64. Spec. is in vol. 79 p 144. Connolly's BLW list says owned by *Prolongacion del Norte*.

1 w/n 60135? Later went to *FC de Cúcuta* as no. 1.

2 w/n 60136?



FC de Cundinamarca no. 2. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam523.

0-4-2T d/w 33", cyls. 10x16" built by Baldwin in 1928

Ordered for *FC de Cundinamarca*. Definitely metre gauge. BLW class 6-14 1/3 C nos. 91 and 92. Spec. is in vol. 79 p147. It is strange that they were built for metre gauge after the regauging to 3' 0" had commenced.

- | | | |
|---|-----------|---|
| 3 | w/n 60695 | Later became no. 3 on the <i>FCNyNE</i> . |
| 4 | w/n 60696 | Later became no. 4 on the <i>FCNyNE</i> . |

2-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1921

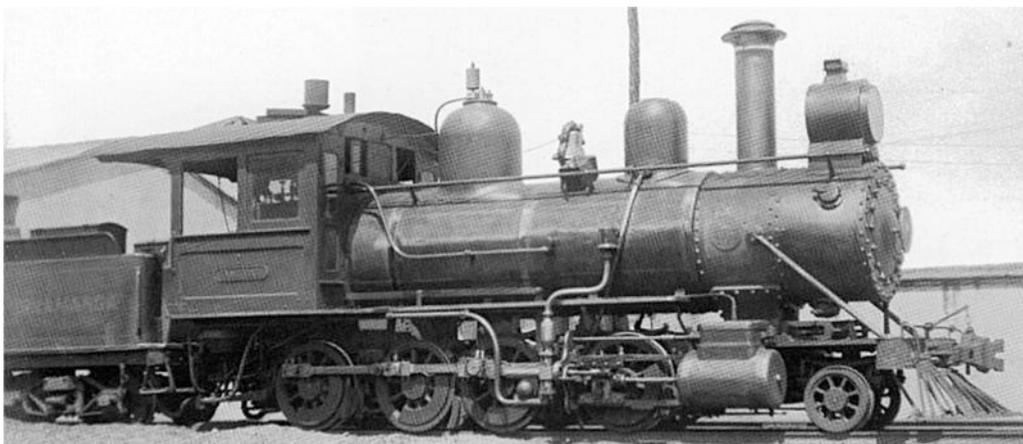
Ordered for *Central del Norte* no. 6. Metre gauge.

- | | | |
|----|-----------|--|
| 6? | w/n 55020 | Later <i>No2A</i> no. 6. then <i>FCN-C</i> no. 15? |
|----|-----------|--|

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1897, 1904 and 1913

Ordered for the *FC de la Sabana*. Presumably still metre gauge.

- | | | |
|-------------|-----------|---|
| 8 | w/n 15456 | Ex <i>FC de la Sabana</i> no. 8. Later <i>FC de Cundinamarca</i> 8, and then to the <i>FC del Sur</i> in 1929 as no. 1. |
| 9 'BOLIVAR' | w/n 23961 | Ex <i>FC de la Sabana</i> no. 9. Later <i>FC de Cucuta</i> no. 33. |
| 10 | w/n 23962 | Ex <i>FC de la Sabana</i> no. 10. |



A 1924 view of no. 9 'BOLIVAR' at Facatativá, taken by P. C. Dewhurst. Source [8].

2-6-0 d/w ?, cyls. ?, built by Hartmann in 1905

Two ordered for *FC Nacional de Colombia*. Purchased by government for the intended change of the *FC de Girardot* to metre gauge, but as this did not happen they were later transferred to the *FC de la Sabana* and the *FC del Norte* [8]. Had been *FC de Girardot* no. 7 'HOSPICIO'.

- | | | |
|---|----------|-----------------------------------|
| 1 | w/n 2952 | Ex <i>FC de la Sabana</i> no. 11. |
| ? | w/n 2953 | Ex <i>FC de la Sabana</i> no. 12. |

2-8-2 d/w ?, cyls. ?, built by Tubize in 1936

Ordered for *FC de Cundinamarca*. Metre gauge, according to Jens Merte's Tubize list. Why were these ordered for metre gauge well after the changeover to 3' 0" gauge? Given that these engines were working well into the *FCN-C* era, they must have been convertible or possibly built to 3' 0" gauge despite what the Tubize list says. They have therefore also been listed in the next sub-section.

20	w/n 2187	Later 220 , then to <i>FCN-C 56</i> .
21	w/n 2188	Later 221 , then to <i>FCN-C 57</i> .
22	w/n 2189	Later 222 , then to <i>FCN-C 58</i> .
23	w/n 2190	Later 223 , then to <i>FCN-C 59</i> .
24	w/n 2191	Later 224 , then to <i>FCN-C 60</i> .
25	w/n 2192	Later 225 , then to <i>FCN-C 61</i> .

3 FC de Cundinamarca 3' 0" gauge locos

From the re-gauging in 1925 or thereabouts. The US report gives the fleet at the end of 1925 as:

Baldwins	12	
Mallets (new)	2	(Kitson-Meyers may have been meant)
Porters	3	
Black Hawthorn	1	
Chemnitz (ie. Hartmann)	2	

This suggests that a number of the earlier metre gauge locos had been regauged. In contrast to this total of twenty, General Escobar [3] reports that there were sixteen, probably recorded in August 1925. The question, however, is whether all of these locos were 3' 0" gauge, or whether some remained on the metre gauge.

2-4-0 d/w 46", cyls. 13x19", built by Black Hawthorn in 1888

Ordered via A & S. Henry & Co. for export. Metre gauge. For Colombia. Ex *FC de la Sabana* no. **5 'COLOMBIA'**. [8] says rebuilt with side-tanks and P. C. Dewhurst clearly believed that too, but others suggest this engine was with side-tanks from new.

? w/n 958

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1912

Ordered for National Railroads of Columbia, Girardot. [8] says transferred to *FC de Cundinamarca* in 1925 where became no. **2**.

2 w/n 52037 Out of service in 1958.

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

Ordered for ? The following pair of photos show the aftermath of a collision on the *FC de Cundinamarca* on Monday March 29th 1926, when an express ran into a freight train at the station of El Corzo, with several fatalities. This is the sole evidence so far for the identity of *FCdeC* no. **3**, which would appear to be a relatively modern Baldwin 2-8-0.

3 w/n ?



These photos had apparently been found in *Chrome* magazine issue 500 of April 3rd 1926, by Luis E. Sánchez, and published by him on the FB page *Historia Ferrea Colombiana 2*.



The image below was posted by Gabiel Jaime Cano Palacio on the *Historia Ferrea Colombiana 2* page on Facebook. Clearly a locomotive no. **3** has been rear-ended, supposedly in 1928, but the type of engine has not been determined. This incident may well have been that illustrated above, from 1926 rather than 1928.



2-6-0 d/w 48", cyls. 16x22", built by Baldwin in 1904

Ordered for *Colombian National Railway*. as no 5 'SAN JOAQUIN'. 3' 0" gauge. Then to *FC de Girardot*, no. 5, and arrived here by 1923 according to Connelly's BLW list. If it came from the *FC de Girardot* it will have been 3' 0" gauge.

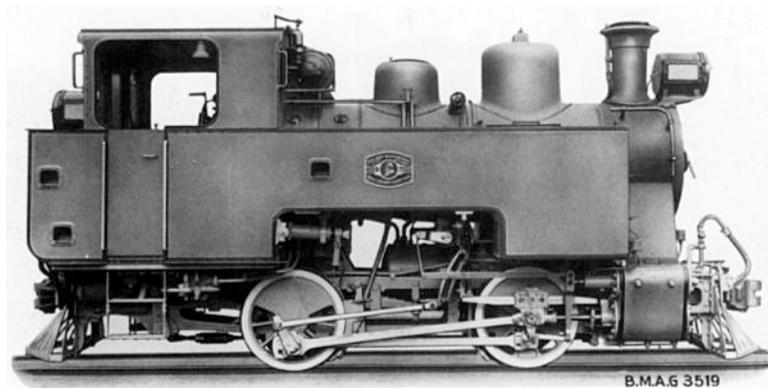
4 w/n 24722

0-4-0T d/w 35½", cyls. 11x15¾", built by BMAG in 1926

Ordered for *FC de Cundinamarca*. Gauge 3' 0".

5 w/n 8778 Later became 5A on *FCN-C*. In service until 1960s [8]. Now preserved in Oregon?

6 w/n 8777 Later became 5B on *FCN-C*.



A BMAG works photo of no. 5. [8]

4-4-0T d/w 39½", cyls. 12x18", built by Hudswell Clarke in 1905

Ordered for S. Pearson & Son Ltd, contractors, via Savanilla, for the *FC de La Dorada*, and had been their no. 1² 'DON TOMÁS' and 2 'DON ARTURO'. Sold to *FC de Girardot* in 1907 as their nos. 7 and 8. Both transferred to *FC de Cundinamarca* in 1925 [8]. Quite possibly retained those numbers 7 and 8 here, but that is merely a guess at this stage.

? w/n 730

? w/n 731

4-8-0 d/w 40", cyls. 18x22", built by Baldwin in 1926

Ordered for *FC de Cundinamarca*. 3' 0" gauge. 4-8-0s *Clase Tolima*. Part of larger contract including two identical locos for each of *FC de Tolima* and *FC de Girardot*. BLW class 12-30E nos. 3 and 4. Spec. is in vol. 78 p170.

9 w/n 58944 Renumbered **209** in ?. Later became *FN(C)* no. **78**. [6] says this was first 4-8-0 of *clase Tolima pesado* for 3' 0" gauge.

10 w/n 58945 Renumbered **210** in ?. Later became *FN(C)* no. **79**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09694-1.



No. **78**, ex no. **9**, in 1960 [8].

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1926

Ordered for *FC de Cundinamarca*. 3' 0" gauge. BLW class 10-24E nos. 227-8. Spec. is in vol.78 p166. Painting "as National RR's of Columbia standard color". Medium green and black. Lettering on tank sides 'F. C. DE CUNDINAMARCA'. Erecting card drawing 355-11X 12192 is in the DeGolyer Library collection.

12 w/n 59135 Renumbered **8** very quickly [8]. Later sold to *Acerias Paz del Rio* in 1957.

13 w/n 59136 Renumbered **7** very quickly [8]. Later **202**, and became **40** on *FCN-C*. Eventually went to *Acerias Paz del Rio* in 1957.



FC de Cundinamarca no. **12** left hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09769.

0-6-6-0T Kitson-Meyer d/w 34¾", cyls. 14x18", built by Kitson in 1909

Ordered for Columbian National Railway / Girardot.

- | | | |
|-----|----------|---|
| 12? | w/n 4671 | Ex <i>FC de Girardot</i> no. 9, later 3, later 9 again. |
| 14? | w/n 4673 | Ex <i>FC de Girardot</i> no. 11, later 5, later 11 again. |

2-6-2ST d/w 42", cyls. 15x20", built by ALCo Cooke in 1915

Ordered for Columbian National. Connelly's ALCO list says d/w 36".

- | | | |
|---|-----------|---|
| ? | w/n 55140 | Transferred from <i>FC de Girardot</i> around 1926 [8] where had been no. 22. |
|---|-----------|---|

2-4-2ST d/w 27", cyls. 9x14", built by ALCo Cooke in 1920

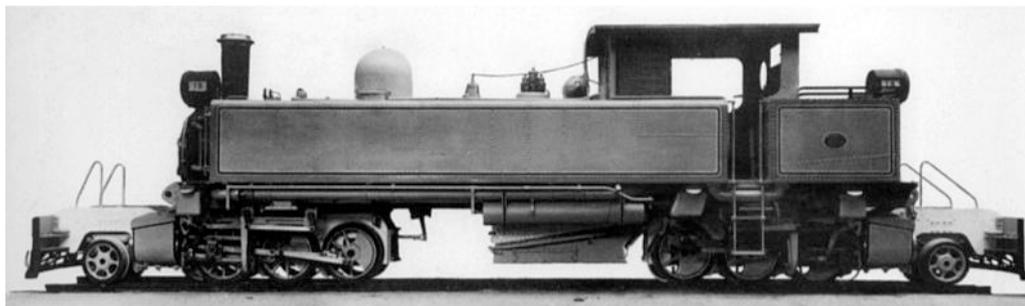
Ordered via Pedro Lopez for *FC Central del Tolima*.

- | | | |
|---|-----------|--|
| ? | w/n 62600 | Later went to <i>FC Ambalema-Ibagué</i> , then to <i>FC de Cundinamarca</i> , and finally to <i>Acerias Paz del Rio</i> in 1954 as no. O-16. |
|---|-----------|--|

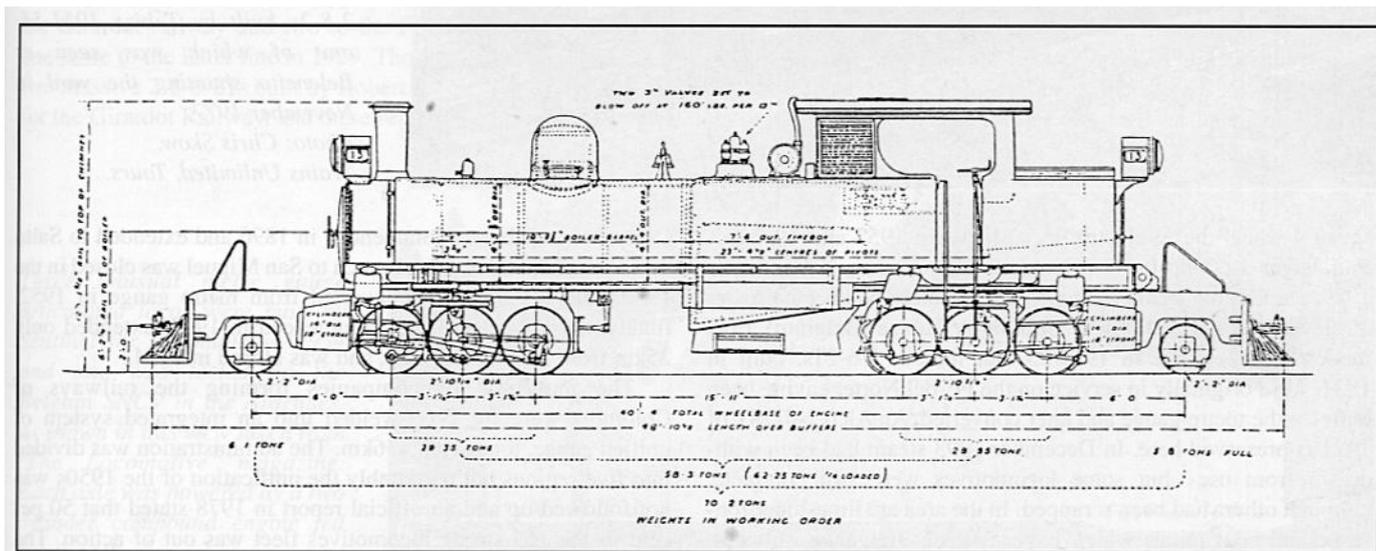
2-6-6-2T? Kitson-Meyers d/w 34¾", cyls. 13½x15", built by Kitson in 1928

Ordered for Cundinamarca Railway, Columbia. Gauge 3' 0". 5431 had d/w 37½" and cyls. 15¼x20".

- | | | |
|-----------|----------|---|
| 11 | w/n 5416 | Scrapped 1953 [8]. |
| 12 or 13? | w/n 5417 | Lost at sea? but [8] identifies this one as <i>FC de Cundinamarca</i> no. 13. |
| 13' | w/n 5411 | Lost at sea. This loco not listed in Jens Merte's Kitson list. 5411 shown as for Australia. |



No. 13 before despatch from Kitsons in Leeds, to a watery grave for it was lost at sea. [8]





FC de Cundinamarca no. **11** in service. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam529.



No. **11** out of service near the end of its life.

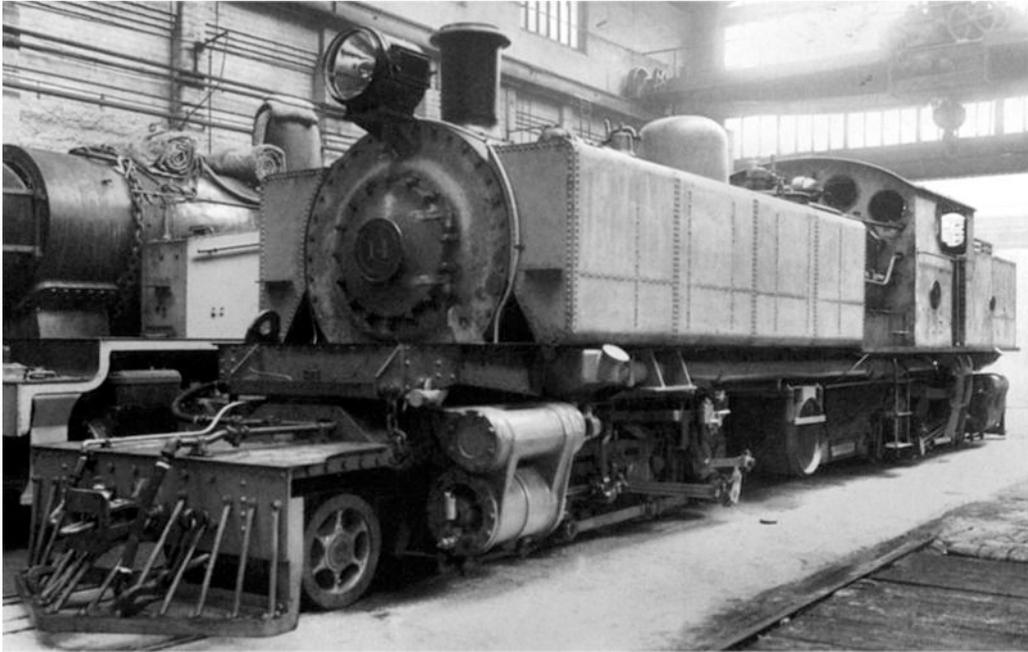
2-6-6-2T Kitson-Meyer d/w 37½", cyls. 15¼x20", built by Kitson in 1929

Ordered as a replacement for the above-mentioned Kitson-Meyer lost at sea, but to the *FC de Girardot's* Dewhurst design.

14² w/n 5431 Renumbered **13²**. Later renumbered to **212**. Eventually became *FCN-C 155*, and maybe '60???



FC de Cundinamarca no. **14** under construction. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam528.



A Kitson photo of no. **14** under construction in Leeds. [8]

2-8-2 d/w 40", cyls. 19x20½", built by Tubize in 1936

Ordered for *FC de Cundinamarca*. Metre gauge, according to Jens Merte's Tubize list. Why were these ordered for metre gauge well after the changeover to 3' 0" gauge? Given that these engines were working well into the *FCN-C* era, they must have been convertible or possibly built to 3' 0" gauge despite what the Tubize list says. They have been listed here in case they were later regauged.

20	w/n 2187	Later 220 , then to <i>FCN-C</i> 56 .
21	w/n 2188	Later 221 , then to <i>FCN-C</i> 57 .
22	w/n 2189	Later 222 , then to <i>FCN-C</i> 58 .
23	w/n 2190	Later 223 , then to <i>FCN-C</i> 59 .
24	w/n 2191	Later 224 , then to <i>FCN-C</i> 60 .
25	w/n 2192	Later 225 , then to <i>FCN-C</i> 61 .



Eight Tubize tender engines ready for service soon after their arrival and erection.
NB This needs checking to ensure that this image is correctly located here.

2-8-2 d/w 40", cyls. 19x20½", built by Tubize in 1939

Lost at sea.

26	w/n 2256
27	w/n 2257

4-8-2 d/w ?, cyls. 18½x?", built by Baldwin in 1945 and 1944

Ordered for *FC de Cundinamarca*. 3' 0" gauge.

- | | | |
|-----------------|-----------|---|
| 26 ¹ | w/n 72242 | Later no. 30 , then became <i>FCN-C</i> no. 111 . |
| 27 ¹ | w/n 72243 | Later no. 31 , then became <i>FCN-C</i> no. 112 . |
| 28 ¹ | w/n 70334 | Later no. <i>FC de Girardot</i> 68 , then became <i>FCN-C</i> no. 120 . |
| 29 ¹ | w/n 70335 | Later no. <i>FC de Girardot</i> 69 , then became <i>FCN-C</i> no. 121 . |



FC de Cundinamarca no. **27-55** left hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 16411.



FC de Cundinamarca no. **27-55** right hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 16411-1.



FC de Cundinamarca no. **27-55** cab interior. Hi-res copies of this photo

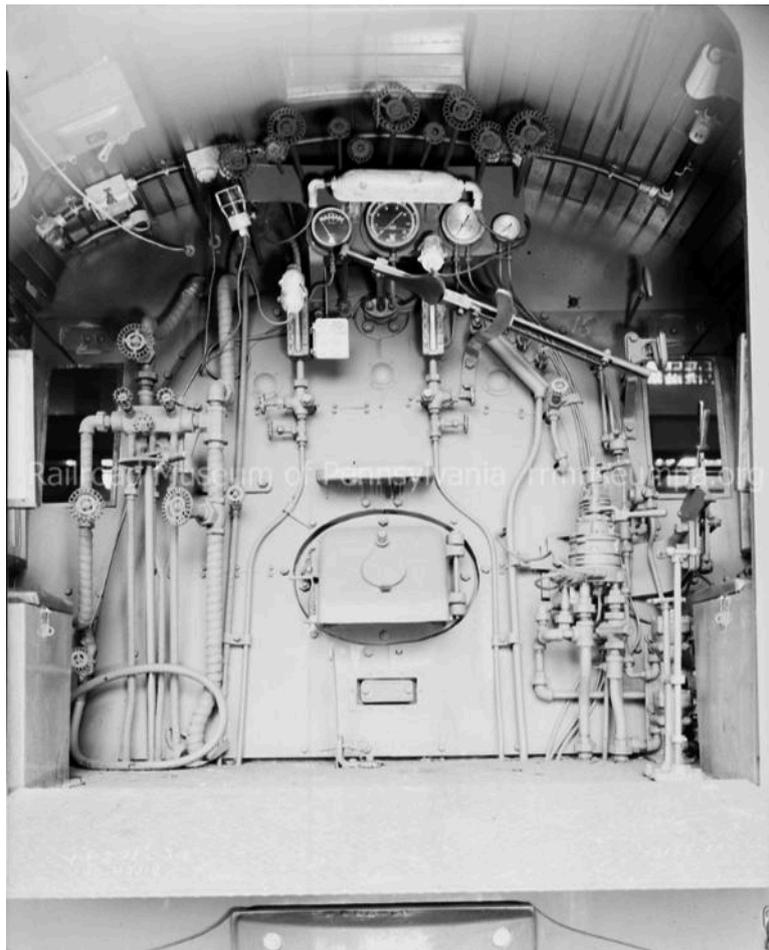
are available from the Railroad Museum of Pennsylvania - BLW negative 13061.



FC de Cundinamarca no. **29-55** left hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13187-1.



FC de Cundinamarca no. **29-55** right hand side. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 16396.



FC de Cundinamarca no. **29-55** cab interior. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13188-1.

2-8-2 d/w ?, cyls. ?, built by Tubize in 1951

Ordered for *FC de Cundinamarca*. 3' 0" gauge. Jens Merte's list says numbered **27-7** to **27-?**.

26²	w/n 2399	Later 226 , then to <i>FCN-C</i> as no. 62 .
27²	w/n 2397	Later 227 , then to <i>FCN-C</i> as no. 63 .
28²	w/n 2398	Later 228 , then to <i>FCN-C</i> as no. 64 .
29²	w/n 2400	Later 229 , then to <i>FCN-C</i> as no. 65 .

The end of the railway's separate identity

In

12.2.2 *El FC de Cundinamarca Prolongacion al Norte*

Background

Metre gauge construction proceeded southward from Puerto Salgar and 3' 0" gauge northward from Facatativá! The two sections met in 1935 and the northern part was then narrowed to match the remainder of the railway [8]. This would possibly have been an imaginative way of using otherwise redundant metre gauge locos and stock. However, the 2-6-2Ts nos. **1** and **2** were new engines, so where did they go after the completion of the construction work?

2-6-2 d/w 40", cyls. 14x20", built by Baldwin in 1927

Ordered for *FC de Cundinamarca prolongacion al norte*. Metre gauge. BLW class 10-22¼D nos. 63 and 64. Spec. is in vol. 79 p144. Mark on tank to be 'F.C. DE CUNDINAMARCA'. No names.

1 w/n 60135

2 w/n 60136

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

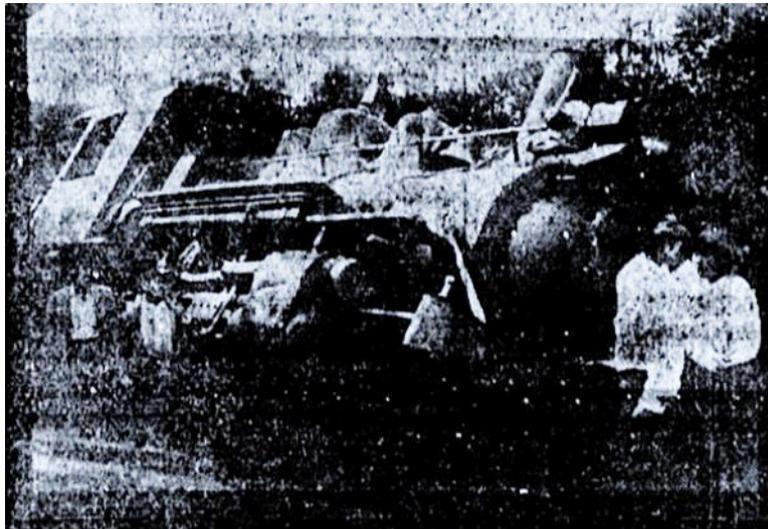
Ordered for

3 ?

2-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1921

One of a pair ordered for the *FC del Norte*. BLW class 8-26D nos. 219-220 Spec. is in vol. 66 p108. They had been *FC del Norte* nos. **3** and **4**.

4 w/n 54817 Later to *FCN-C* as no. **4**.



The caption to this photo read: "Estado en que quedó la locomotora número **29** del ferrocarril de Puerto Liévano al sufrir ayer a la 2(?), 15 de la tarde el siniestro en que perdió la vida Manuel Morales. El hecho ocurrió en el paradero de Guane, kilómetro 79, entre las estaciones de Sasaima y La Victoria (foto cortesía del señor J. M. Ramirez Rueda" When posted on Facebook additional details stated that the accident occurred on the 9th March 1936. This was soon after the *Prolongación Norte* had opened to traffic. The loco looks very like one of the *FC del Norte* Baldwin moguls, and was probably the one listed above as having been transferred to the *FC de Cundinamarca Prolongación Norte*, but why would it have been numbered **29**?

12.2.3 *El FC de Huila*

1915-1922

El FC del Tolima

1922-1930

Background

3' 0" gauge. Construction authorised 1892. The plan was to begin from Flandes near Girardot, first to Espinal and then Ibagué and then branching, south from Espinal all the way to Neiva (reached in 1937) and north (from Buenos Aires on the way to Ibagué) to Ambalema. However, the branches were eventually built by separate companies. The route from Flandes to Ibagué was taken over by the government in 1912 and Ibagué was eventually reached in 1921. Knowledge of the early locomotives is very incomplete, but that of the fleet through the later years of the railway's existence is much more comprehensive, with probably all the later engines identified.

2-6-0 d/w 36", cyls. 12x16", built by Virginia Iron Works in 1882

Ordered for Evidence for presence only from the 1925 US list [2] and [8] who says that *FC de Girardot* no. 2 by Virginia Iron Works was sold to *FC de Tolima* (ie. actually the *FC de Huila*) and became their first engine. There seems to be no list of Virginia Iron Works locos, though five narrow gauge moguls were being built in mid-1882 for the Gould Syndicate, at least two of which were for South America. A narrow gauge loco, possibly one of the above, was shipped to the *FC de Cauca* a few weeks later.

1? 'COLOMBIA'? w/n unknown Probably withdrawn by 1925.

0-4-0ST d/w 24", cyls. 7x12", built by Vulcan Iron Works in 1890

Ordered for J. G. Gibney Co. Source [8] lists this loco as on *FC de Girardot* as no. 0 'JABONERA' and then sent here in 1897, but gives no evidence.

2 w/n 181

Early and later locos

There may have been one or two more early locos on the line. However, neither the 2-6-0 above, nor any others, survived to be recorded in the fleet in 1925. On the other hand all those engines listed below were recorded at that point.

0-4-2T d/w 33½", cyls. 11x16", built by ALCo Cooke in 1914

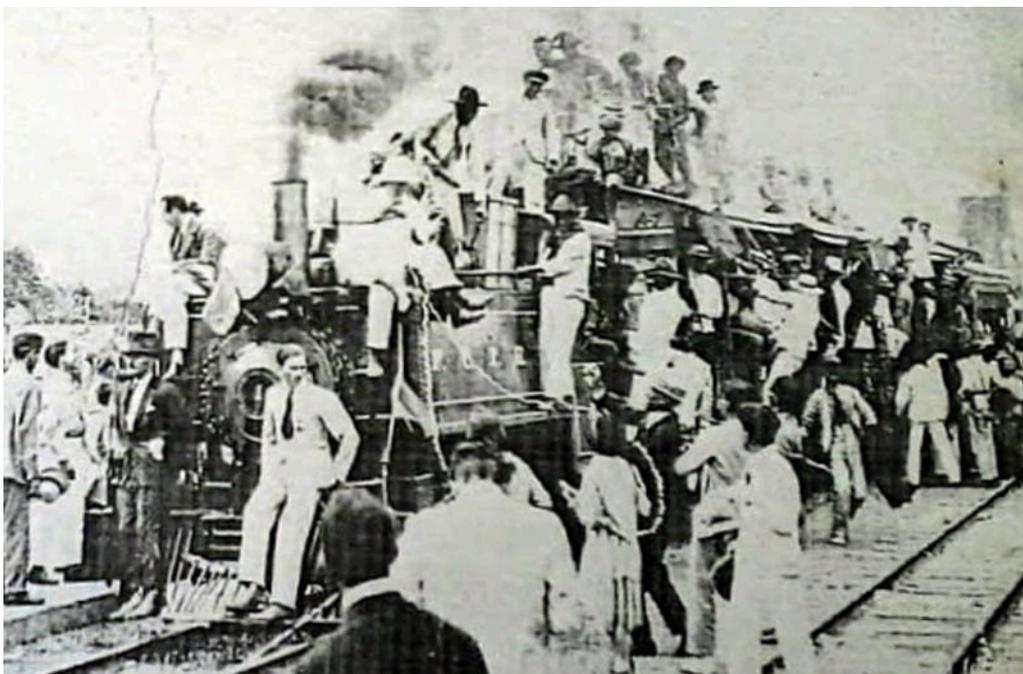
Ordered for *FC del Pacifico*, but assigned from new by the government to the reactivated construction of the *FC de Huila* [8].

(1) ? w/n 54784

(2) ? w/n 54785



An ALCo Cooke works photo of no. 1. [8]



Another photo of one of the opening day trains to Natagaima on the line to Neiva. This one shows a side tank loco carrying a smokebox number-plate bearing a '1'. The four initials on the tankside are not clear but presumably begin with F. C.

2-4-2 ex 2-4-2ST d/w 48", cyls. 11x18", built by Baldwin in 1892

Ordered via J. G. Ribon for Dorada railway. BLW class 8-16¼C no. 24. Spec. is in vol. 17 p239. The various Baldwin lists spell the loco name in different ways, but the spelling given here is as clearly shown on the spec. sheet. Fitted with a Radley & Hunter stack, but later pictured with a small diamond spark arrestor at the top of a straight chimney. Source [8] says was sold to *FC de Tolima* in 1914, after having been converted at some point to a 2-4-2 tender loco. Had been *FC de La Dorada* no. 5 'YEGUAS'.

5 w/n 12625 May not have lasted long, as does not appear in 1925 list below.

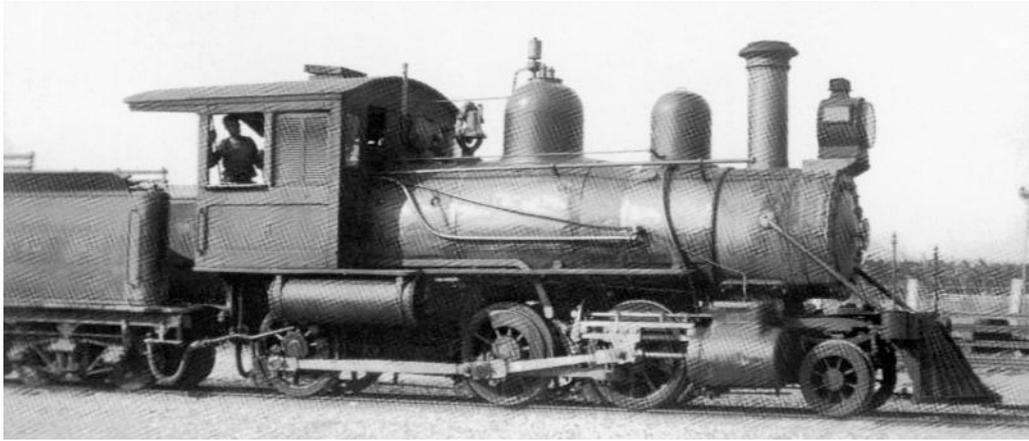


No. 5 seen at Flandes in 1924 by P. C. Dewhurst, sourced via [8].

2-6-0 d/w 42½", cyls. 15x18", built by Baldwin in 1898

Ordered via W. Loaiza & Co. for *FC de Girardot*. 3' 0" gauge. BLW class 08-24D no. 88. Spec. is in vol. 21 p220. No tender inscriptions or running number or name. Eames vacuum brake. Had been *FC de Girardot* no. 4 'ANAPOIMA'. Sold to *FC de Tolima* in 1917 and became their no. 3 [8].

3 w/n 16068 Later fitted with longer smokebox, air-brakes and turbo-generator. Photographed at Flandes in 1926 by PCD.



A PCD photo of no. **3**, ex FC de Girardot no. **4**, in 1926 [8].

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1907

Ordered for Columbia National Railway, ie the *FC de Girardot*, no. **10** or **11**, one of a batch of three. Sold to *FC de Huila* (later *FC de Tolima*) in 1917.

4? w/n 44325 Later became Girardot **53** and then **2**, presumably after the merger.



FC de Huila no. **4**, an ALCo 2-8-0 that had started out as *FC de Girardot* no. **10** or **11**, is seen at the opening of the line to Ibagu e in January 1921.

Photo by Daniel Camacho Ponce, in the archive of the Casa-Teatro Antonio Camacho.

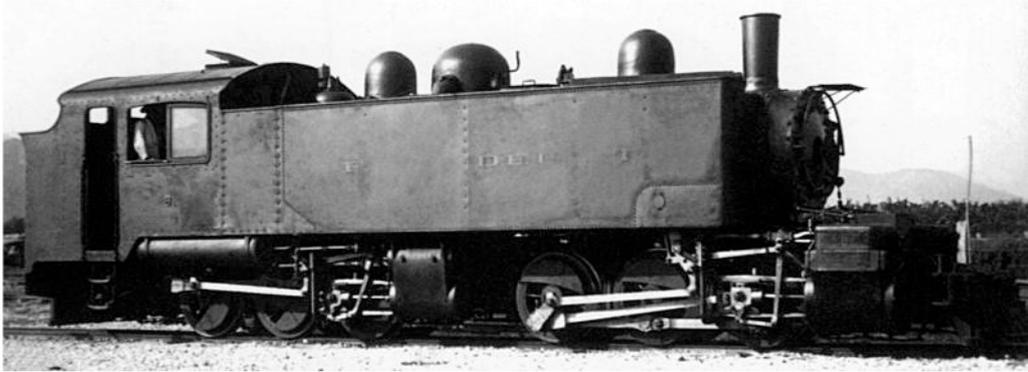
0-6-6-0T Mallet d/w 38", cyls. 13½/20½x20", built by ALCo Brooks in 1920

Ordered for Columbia Trading Co. for *FC de Tolima*. or according to Connelly's ALCo list for the *Ingenio Central de Tolima*.

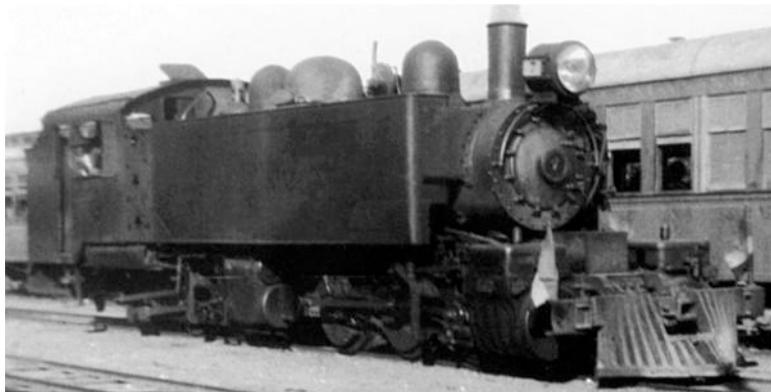
6 w/n 61616
7 w/n 61617
? w/n 61618



A photo from an ALCo publicity card. Whoever created the lining-out obviously was too familiar with the actual construction of the locomotive, for the whole point about the fairing between tank and cab was to give the impression that the tank continued back to the front of the cab.



A P. C. Dewhurst photo of no. 6. [8]

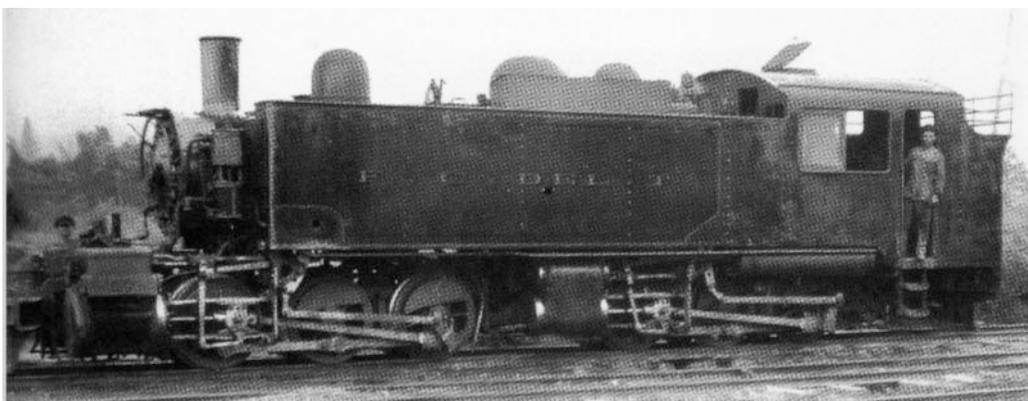


And another Dewhurst image, this time of no. 7 at Espinal in 1928. [8] The most obvious difference between the two, apart from the missing headlamp on no. 6, is that no. 7 has been fitted with footsteps inset into the metal sheet that covers the gap between the side-tank and the cab.

0-6-6-0T Mallet d/w 38", cyls. 13/20½x20", built by ALCo Schenectady in 1909

Ordered for Columbia Trading Co. (supposedly as nos. 210 and 211, according to Connelly's ALCo list). Ex *FC de Girardot* nos. 20 and 21.

- | | | |
|----|-----------|------------------|
| 8? | w/n 46168 | |
| 9 | w/n 46169 | In service 1925. |



FC del Tolima no. 9 (ex *FC de Girardot* no. 21) as seen at Ibagué in 1925 by Paul Dewhurst [8].

0-4-0ST d/w 15¼", cyls. 5x7½", built by Bagnall in 1909

Ordered via Johns/Jones Burton [8] and [13], and purchased by *FC de Girardot* in 1910. Sold on to *FC de Tolima* in 1913 [8].

? ‘CUCURACHA’ (unofficial [8]) w/n 1885

The fleet in 1925

The usual US report [2] lists the following for this railway in 1925:

- Two 0-4-2Ts of 13 tons. Presumably these were nos. **1** and **2**.
- One 2-6-0 of 45 tons. Unidentified as yet, but very possibly the no. **3** which had arrived in 1917.
- One 2-8-0 of 50 tons. Unidentified as yet.
- Five 0-6-6-0s of 66 tons. Presumably the five ALCo Mallets listed above.

Source [3] writing in 1926 states that there were ten locos in use in 1925, rather than the nine listed in the American report, so maybe one had been missed in error.

2-4-2T d/w 27", cyls. 9x14", built by ALCo Cooke in 1920

Ordered via Pedro Lopez for *FC Central del Tolima* scheme, where had been nos. **1** and **2**. Then on to *FC de Tolima*, probably in 1926.

? w/n 62512

12 w/n 62513 Then went to *FCGTH*.

2-4-2T d/w 30", cyls. 11x16", built by ALCo Cooke in 1921

Ordered via Pedro A. Lopez for *FC (Central?) de Tolima* as no. **3** ‘**PEDRO LOPEZ**’ (or ‘**PEDRO A. LOPEZ**’). [8] says moved to *FC de Tolima* in 1926.

? w/n 62600 Source [8] says later moved to Ambalema – Ibagué, then to the *FC de Cundinamarca*, and finally to *Acerías Paz del Río* in 1954 where it was numbered **16**.



FC de Tolima no. **3** ‘**PEDRO LOPEZ**’. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam631.

4-8-0 clase Tolima d/w 40", cyls. 18x22", built by Baldwin in 1926

Ordered for *FC de Tolima*, along with others for Girardot and Cundinamarca. BLW class 12-30E nos. 5 and 6. Spec. is in vol. 78 p170.

13 w/n 58946 Became *FC Ambalema Ibagué* no. **8**, then *FC de Girardot* no. **40**, and then *FCN-C* no. **81**.

14 w/n 58947

4-8-0 clase Tolima d/w 40", cyls. 18x22", built by Skoda in 1928

Ordered for the *FC de Tolima*. Strangely [8] identifies these on pages 225-6 as *FC de Tolima* nos. **20-24**.

15 w/n 451 Later became *FCGTH* no. **49**, then **45**, then *FCN-C* no. **86**.

16 w/n 452 Later became *FCGTH* no. **50**, then **46**, then *FCN-C* no. **87**.

- | | | |
|----|---------|--|
| 17 | w/n 453 | Later became <i>FCGTH</i> no. 52 , then 47 , then <i>FCN-C</i> no. 88 . |
| 18 | w/n 456 | Later became <i>FCGTH</i> no. 51 , then 45 , then <i>FCN-C</i> no. 91 . |
| 19 | w/n 457 | Later became <i>FCGTH</i> no. 53 , then 45 , then <i>FCN-C</i> no. 92 . |

2-6-2 d/w 40", cyls. 15x20", built by Skoda in 1928

Ordered for *FC del Tolima*.

- | | | |
|----|---------|--------------|
| 18 | w/n 483 | Later became |
|----|---------|--------------|



A Skoda works photo of *FC del Tolima* no. **18**. [8]

2-8-0 d/w 42", cyls. 17x22", built by ALCo Schenectady in 1928

Ordered for Columbian Railways & Navigation Co. as no. **19**. Ex *FC de Girardot* no. **19**.

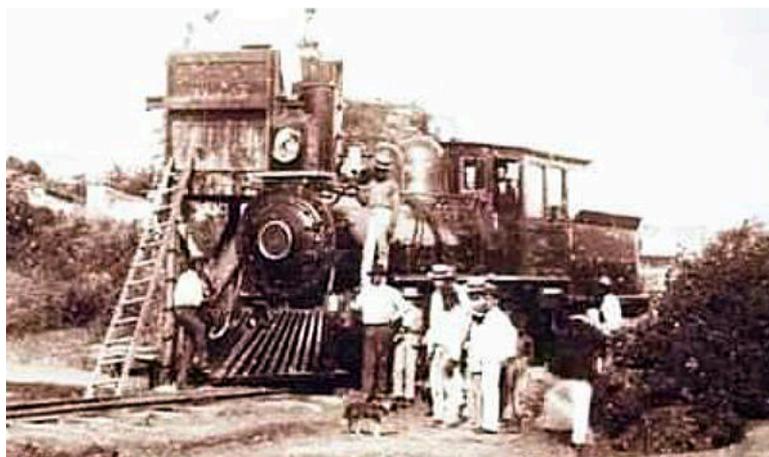
- | | |
|---|-----------|
| ? | w/n 67668 |
|---|-----------|

The end of the railway's separate identity

In 1930 the *FC de Tolima* was merged into the *FC de Girardot*, to become the *FC Girardot Tolima Huila*.

An unidentified loco

The following photo supposedly shows an engine at Espinal in Tolima province during the first decade of the 20th century. So far it has not been identified.



12.2.4 FC Central del Tolima

Background

Nothing is yet known definitely of this company's purpose or location. However, Pedro López & Co. who ordered these engines, were to construct the line later known as the *FC Ambalema Ibagué*, though no track was laid and the contract was then rescinded. It may therefore be that the name *FC Central del Tolima* is merely an early title for the *FC Ambalema Ibagué*.

2-4-2ST d/w 27", cyls. 9x14", built by ALCo Cooke in 1920

Ordered via Pedro López for *FC Central del Tolima*.

- | | | |
|---|-----------|--|
| 1 | w/n 62512 | Later became <i>FC de Tolima</i> no. 11? |
| 2 | w/n 62513 | A photo in [8] shows this loco carrying the identity ' <i>Ferrocarril Tolima Huila Caqueta 2</i> ' supposedly in 1924, so perhaps these engines were handed over to that line for a while after the failure of the Pedro López contract. It later became <i>FC de Tolima</i> no. 12, and then went to <i>FCGTH</i> . |



FCC del Tolima no. 3 ALCo publicity card photo.

CJW 2105

AMERICAN LOCOMOTIVE COMPANY, *Columbia* 243
NEW YORK.

Class, 242 T 46 BUILT FOR THE PEDRO A. LOPEZ. Road Number, 3

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
3'-0"	11"	16"	30½"	36"	165 lbs.	40½"	33"	85	2"	8'-3½"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving		Engine		Leading		Driving		Trailing		Engine
4'-9"		17'-8"		5500		34600		5900		46000
FUEL	HEATING SURFACES, SQUARE FT.			GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION				
	Kind	Tubes	Fire Box				Total			
Soft Coal	387	41	408	9.3	8900 lbs.	3.88				

Tank, Type Saddle Capacity, Water, 900 Gals. Fuel, ¼ Tons.

ORDER No. C-652
January, 1921

FCC del Tolima no. 3 ALCo publicity card details.

2-4-2T d/w 30", cyls. 11x16", built by ALCo Cooke in 1921

Ordered via Pedro A. López for *FC (Central?) de Tolima* as no. 3 'PEDRO LÓPEZ'.

- | | | |
|-----------------|-----------|---|
| 3 'PEDRO LÓPEZ' | w/n 62600 | [8] says moved to <i>FC de Tolima</i> in 1926. Later went to <i>FC Ambalema-Ibagué</i> , then to <i>FC de Cundinamarca</i> , and finally to |
|-----------------|-----------|---|

Acerias Paz del Rio in 1954 as no. **0-16**.

See photo in previous section.

12.2.5 *El FC Huila Caqueta* *aka el FC Tolima Huila Caqueta*

1919-1930?

Background

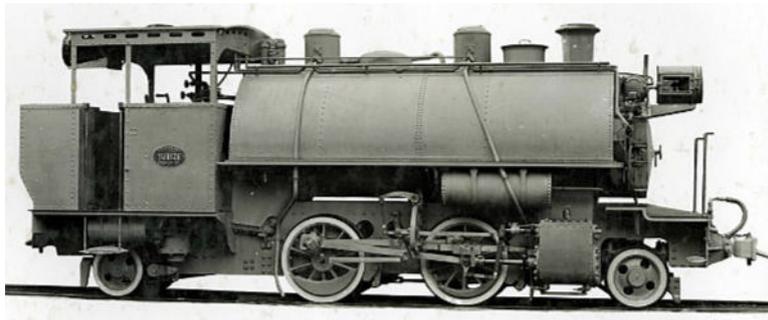
3' 0" gauge. In 1919 the *departamento de Tolima* awarded a contract for the construction of a branch southward off the *FC de Tolima*, from Espinal down towards the *departamentos* of Huila and Caqueta. Around 10 km. was opened before the money ran out. In 1922 the government purchased the sixteen kilometres that had been completed, and continued the work of extending the route latterly under the supervision of the British contractor Norton Griffiths & Co. The railway eventually reached Neiva, 164 km south of El Espinal, but never extended into the Caqueta *departamento*.

On completion this railway merged operationally with the *FC de Tolima* and the *FC de Girardot* to form the *FC Girardot Tolima Huila*.

2-4-2T d/w 37", cyls. 11x16", built by Tubize in 1927

Ordered for *Huila Caqueta, Colombia*. along with a pair for the *FC Central de Bolivar*, supposedly to be numbered **44** and **45** but actually given the numbers **1** and **2**.

15?	w/n 2062	Later became <i>FC de Girardot</i> no. 44 . Seen in Girardot in 1955 carrying a different boiler and side tanks.
16?	w/n 2063	Later became <i>FC de Girardot</i> no. 45 .
?	w/n 2064	



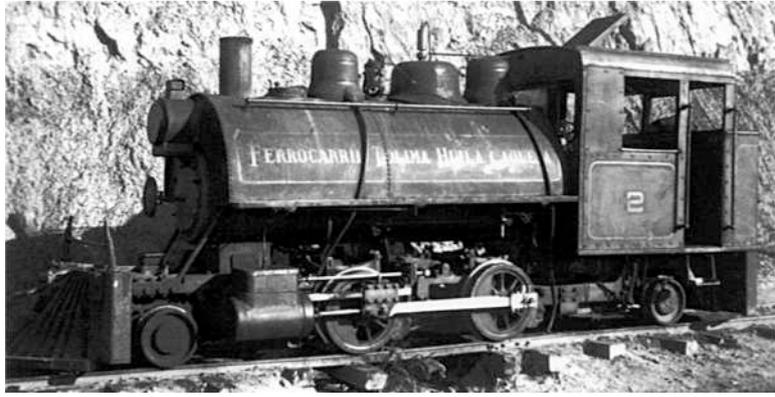
A Tubize builder's photo of one of these 2-4-2STs. High-resolution versions of this image are available at

http://www.museedelaporte.be/patrimoine/?page_id=3372

2-4-2ST d/w 27", cyls. 9x14", built by ALCo Cooke in 1920

Ordered via Pedro López for *FC Central del Tolima*., then transferred to the *FC Tolima Huila Caqueta* with the same running numbers.

1	w/n 62512	Later became <i>FC de Tolima</i> no. 11 ?
2	w/n 62513	Later became <i>FC de Tolima</i> no. 12 in 1926 [8] and then went to the <i>FCGTH</i> .



Ex FC Central del Tolima no. 2, later FC Tolima Huila Caqueta no 2, as seen at Flandes in 1924 by P. C. Dewhurst. [8]



Both of these ALCo 2-4-2STs on a temporary bridge near Guamo along the route to Neiva, in early April 1927.



This picture supposedly shows the first public train to depart for Natagaima on the line southward toward Neiva. The loco, which could very well be one of this pair of ALCo Cooke 2-4-2STs, bears the number 11 on the cabside. This suggests that the erstwhile no. 1 became no. 11 just as no. 2 definitely

was renumbered **12**.

The end of the railway's separate identity

At some point, probably in the early 1930s, the *FC Huila Caqueta* was merged into the *FC Girardot - Tolima - Huila*.

12.2.6 *El FC de Honda a La Dorada*

1882-1889

The Dorada Railway Co.

1889-1905

The Dorada Railway Extension Co. Ltd.

aka el FC de La Dorada

1905-1951



The La Dorada railway's coat of arms as seen on an original carriage-side transfer in the collection of Gerald Hartley.

Background

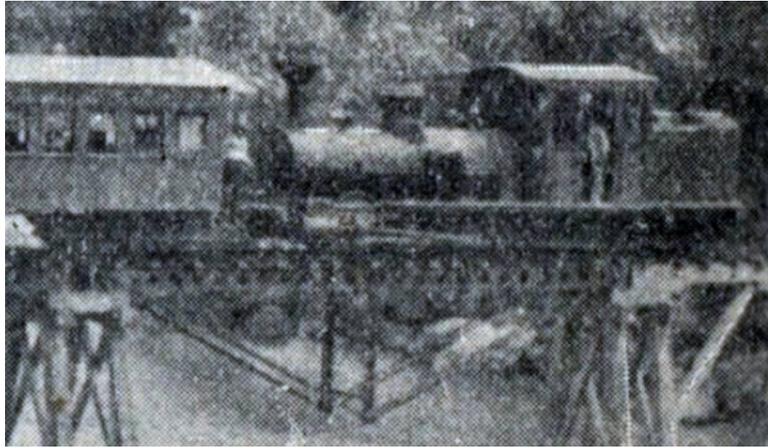
3' 0" gauge. The early history is confusing. A concession was granted in 1872-3, and eventually was transferred to the Magdalena Railway Co. However, no work seems to have been undertaken until the involvement of Francisco Cisneros in 1881, and the first length from Caracoli to Honda was opened for traffic at the end of that year. In 1889 Cisneros transferred his interest in the railway to the Dorada Railway Co. Ltd. In 1905 the business was reorganised under the title Dorada Extension Rly. to run the original line but also to continue to Girardot. The extension opened to Ambalema in 1907 but further work was abandoned. The total length was 111 km. The company also owned the common carrier ropeway from Mariquita to Manizales, 72km long.

Original Roster

0-6-4T Forney d/w 36", cyls. 13¾x15¼"?, built by Hinkley in 1882

Ordered for ?? Hinkley built a considerable number of 3' 0" gauge 0-6-4Ts for the Toledo Delphos & Burlington RR in Ohio. [8] suggests that this was built to the same design as TD&BRR no. **18 'TOLEDO'** which was Hinkley 1362 or 1363, but gives no source for his information. Whilst the Hinkley works number cannot be precisely pinned down, there are several gaps in the list for 1881-2. NB The TD&BRR locos had cyls. 13x16"; where the figures above quoted by [8] came from I have no idea.

1 w/n 138x or 139x? Presumably out of service by 1905 when the number was reused.



This photo shows a train crossing the Río Guali at Honda. It would seem to show this Forney type 0-6-4T and was published in *Compendio de Geografía de la República de Colombia* in 1907.

The fleet in 1883

Source [22] from 1883 states: *De los ocho carros más que el señor Cisneros mandó construir para esta Empresa, ya habían llegado cuatro de ellos á Barranquilla, y se aguardaban de un día para otro los otros cuatro, y una nueva locomotora que estaba construyendo la fábrica de Grand, que lleva el nombre de " Honda, " y que hace gran falta, pues con la que existe se atiende actualmente al tráfico diario y á los trabajos de construcción. Dicha locomotora ha debido ser entregada en el mes de Diciembre último. Con los nuevos vehículos que están llegando y con los que se aguardan próximamente el servicio de los trenes queda completo.*

On another page it comments that the *FC de La Dorada* at the time possessed two locos. What was the second one? Probably the Grant 2 'HONDA' mentioned in that quote. Two more engines were under construction or being shipped at the time, but there is no clue as to what they were, unless they were the other two Grant 2-4-2STs.

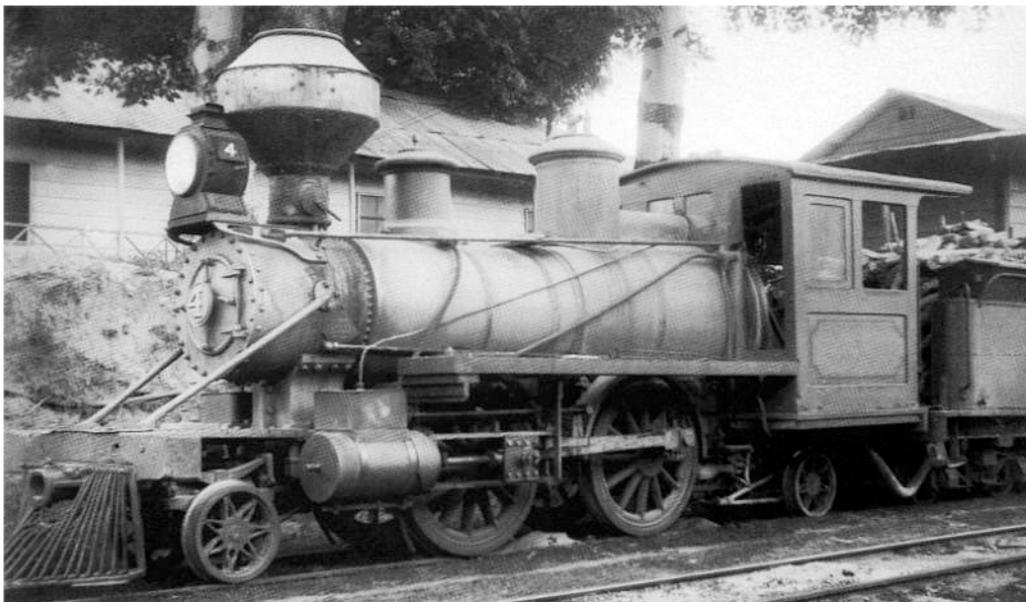
2-4-2ST d/w 48", cyls. 12x18", built by Grant in 1884

Ordered via F. J. Cisneros for *FC de La Dorada*. Possibly cyls. 11x18".

- | | | |
|---------------------|---|---|
| 2 'HONDA' | w/n 1691? | Presumably out of service by 1905 when the number was reused. |
| (3 'NÚÑEZ' | on one of Cisneros' other contracts.) w/n ? | Source [8] says this worked on Cisneros' Girardot contract, and did not enter Dorada service. |
| 4 'CARACOLI' | w/n 1692? | Source [8] says this was Grant 1683. Renumbered 12 in 1922. Withdrawn 1930. |



This photo was supposedly taken near Honda and the number and name on the cabside are **2 'HONDA'**. The loco is clearly a 2-4-2ST. The word on the tankside would appear to be 'DORADA' though the initial D is not visible.



A photo of no. **4** from the PCD archive via source [8]. This suggests that these locos may have lost their saddle tanks in later years.

0-4-0 d/w 36", cyls. 7x12", built by Porter in 1881

Ordered for the Edgar Thompson Steel Co. of Bessemer, Pennsylvania, and eventually sold via Carnegie Bros. to F. J. Cisneros for the *FC de La Dorada*. The date of arrival is unknown but probably before Cisneros ceased his involvement in 1889. Source [8] suggests that this engine may have been numbered **2**. Sr. Esneyder Gutiérrez in an article for *El Tiempo* of Medellín [27], states “*Esta primera locomotora (meaning the FC de Antioquia’s original Manning Wardle 0-4-0ST) se descarriló en la quebrada La Malena, mientras era utilizada para la construcción de los rieles. La máquina cayó sobre una laguna y solo pudieron rescatar la caldera con la que Francisco Javier Cisneros, ingeniero cubano y precursor del ferrocarril, montó una planta eléctrica a vapor con la que electrificó el hotel Magdalena y la estación Puerto Berrío.*”

Pero ese dato solo se supo 100 años después del suceso, pues para no generar pánico en la sociedad de entonces, que podría pensar que el sistema de transporte en construcción era peligroso, se ocultó.

Para solucionarlo, decidieron ponerle a otra locomotora el número 1 gracias a que ya Cisneros había mandado a traer una locomotora Porter 451 para el ferrocarril de La Dorada, que también dirigía, y la cual posteriormente destinó al ferrocarril de Antioquia que tras su llegada llevaba el número 2 y había sido bautizada como Antioquia.”

Whilst this information might have come from Dr. Arias, it may have been mis-interpreted somewhere along the way, and needs to be treated cautiously until confirmed.

Gutiérrez continúes “Por otro lado, el apasionado investigador, Rubén Mejía Álvarez, desde muy temprana edad se interesó por la historia del río Magdalena y el ferrocarril, gracias a que cuando era joven trabajó en el sistema férreo de Antioquia haciendo mandados, como operador de la telefónica e incluso aprendió el oficio de ayudante o fogonero hasta que el ferrocarril sucumbió y tuvo que buscar otro empleo como escribiente del juzgado promiscuo de Puerto Berrío donde se jubiló.

Para Mejía la ‘Maquinita’ no es la número 1. Dice que: “La verdad es que los dirigentes del Ferrocarril y un grupo político de Antioquia como mentira piadosa, cuando se dieron cuenta de que no tenían una de las primeras locomotoras a disposición para ponerla como monumento, mandaron a hacer una réplica en una fábrica norteamericana, pero no realizaron la copia de la número 1 Inglesa, sino, la de la número 2 de fabricación americana, por lo que la ‘Maquinita’ no sería la original número 2, sino, una réplica del diseño de la 2’.

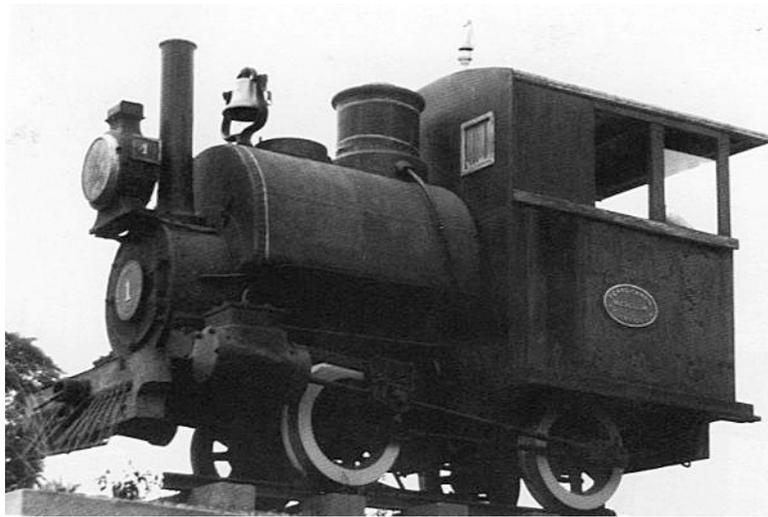
La número 1 Medellín llegó al ferrocarril de Antioquia el 20 de julio de 1875 y luego del suceso fue reemplazada por la número 2 Antioquia que, inmediatamente luego del accidente de la Medellín, le pusieron la placa de la #1, y esta siguió el trabajo de transportar la carga en su tarea de construcción del sistema.”

3? ‘HONDA’

w/n 451



The history of this engine has been widely mis-represented over many decades, as seen in this photo which labels it as FC de Antioquia no. 1.



The loco as now plinthed in La Alpujarra in Medellín. Note the false no. **1** number-plate which was never borne in service.

2-4-2ST d/w 48", cyls. 11x18", built by Baldwin in 1892

Ordered via J. G. Ribon for Dorada railway. BLW class 8-16¼C no. 24. Spec. is in vol. 17 p239. The various Baldwin lists spell the loco name in different ways, but the spelling given here is as clearly shown on the spec. sheet. Fitted with a Radley & Hunter stack.

5 'YEGUAS'? w/n 12625 [8] says was sold to *FC de Tolima* in 1914, after having been converted at some point to a 2-4-2 tender loco.

2-6-0 d/w 40", cyls. 15x18", built by Rogers in 1898

Ordered via Camacho Rolden & Van Sichel for The Dorada Railway Co.

6 w/n 5273 Renumbered **1** in 1922, or in 1929 acc. to [8]. Withdrawn 1932.

7 w/n 5274 Later fitted with much taller wood rails on tender. Renumbered **2** in 1922. Withdrawn 1922.



FC de La Dorada no. **6**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam510.

TW 2108 AMERICAN LOCOMOTIVE COMPANY, NEW YORK. 248

Class, 260-57 BUILT FOR THE DORADA RAILWAY. Road Number, 6

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
3'-0"	15"	18"	40"	45 1/4"	160 lbs.	48"	36"	109	2"	12'-0"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving	Engine	Engine & Tender		Leading	Driving	Engine		Tender		
8'-3"	14'-1"	41'-7 1/2"		5200	51600	56800		36000		
FUEL	HEATING SURFACES, SQUARE FT.				GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION			
Kind	Tubes	Fire Box		Total						
Wood	684.8	64.8		749.6	12.06	13800 lbs.	3.73			

Tender, Type 8-Wheeled. Capacity, Water, 2000 Gals. Fuel, 2 1/2 Cords.
ORDER No. J-1564
 May, 1898

FC de la Dorada no 6 ALCo publicity card details.



No. 7, as seen by Paul Dewhurst at Beltrán in 1923, source [8].



This photo was captioned as showing an FC de Girardot loco, but it appears much more likely to be one of this pair of FC de la Dorada 2-6-0s by Rogers.



FC de La Dorada no. **2** originally no. **7**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cijwsam034. The lower cab panel appears to have been encased in steel and the upper cabside rebuilt, whilst the tender now carries an oil tank.

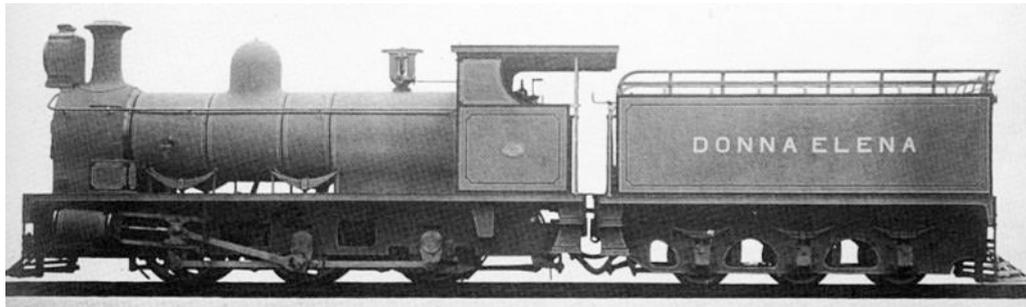
0-6-0 d/w 45", cyls. 15x22", built by Hudswell Clarke in 1905

Ordered for S. Pearson & Son Ltd, contractors, for delivery via Savanilla.

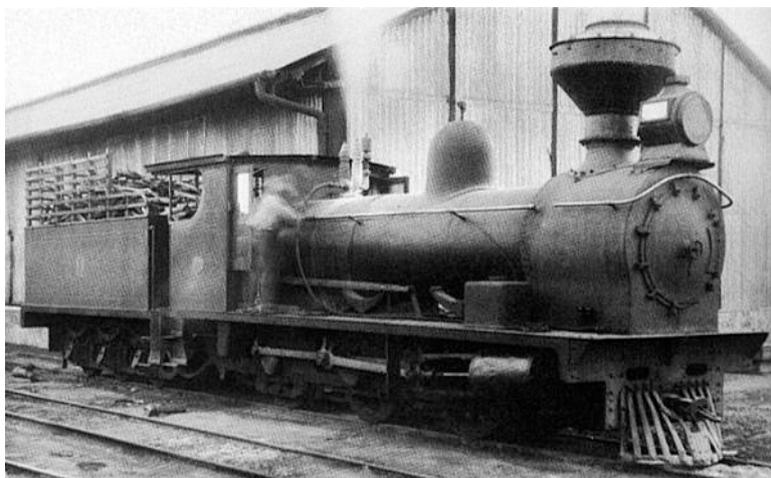
8 'DOÑA ELENA' w/n 733 Renumbered **3** in 1922. Later plinthed in Barranquilla.

9 'PRESIDENTE' w/n 732 Renumbered **4** in 1922.

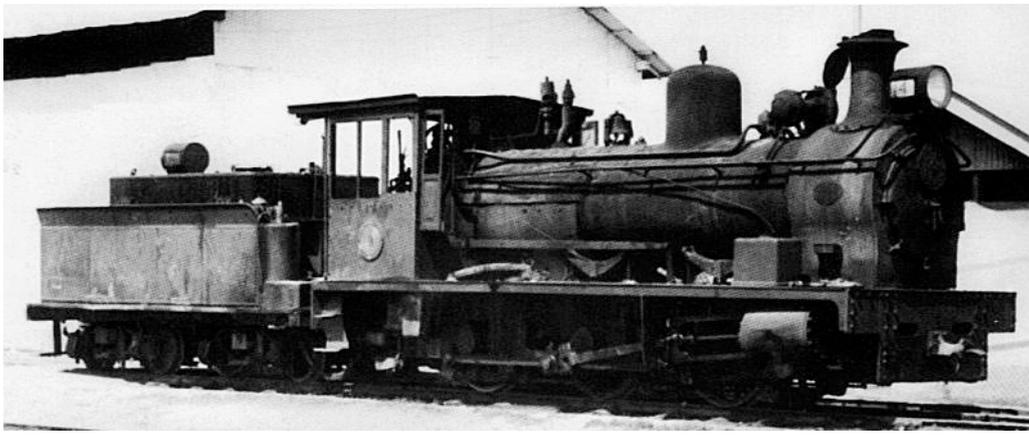
One of this pair later was on the *FCN-C* as no. **1**.



FC de La Dorada no. **8 'DOÑA ELENA'** but note the mis-spelling of the name by the Hudswell Clarke paintshop.



No. **9 'PRESIDENTE'** as photographed by P. C. Dewhurst [8].



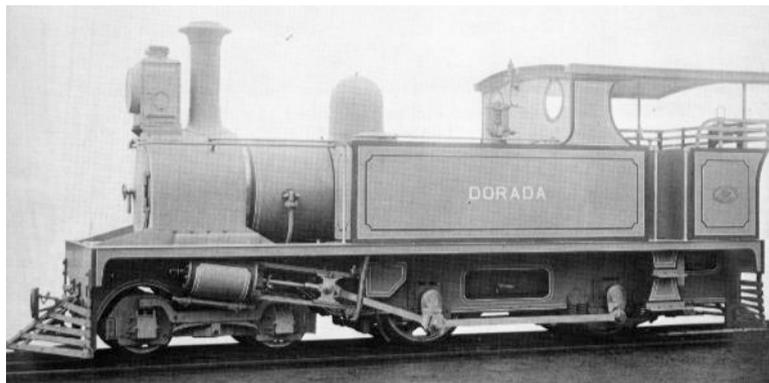
Source [8] captioned this as no. **9 'DOÑA ELENA'**, but that may merely have been a mistake. Whatever, the engine appears to have been reboilered, has reverted to a straight chimney, possibly the original, and has gained a generator and new cab and tender.

4-4-0T d/w 39½", cyls. 12x18", built by Hudswell Clarke in 1905

Ordered for S. Pearson & Son Ltd, contractors, via Savanilla. Reimar Holzinger's list says these were to be nos. **1** and **2**, but that may merely have been whilst they worked for Pearson's contractors. They were presumably not well suited to the *FC de La Dorada's* needs as they were supposedly sold fairly quickly to the *FC de Girardot*.

10¹ 'DON TOMÁS' w/n 730 Sold to *FC de Girardot* in 1907 or 1910.

11¹ 'DON ARTURO' w/n 731 Sold to *FC de Girardot* in 1907 or 1910.



FC de La Dorada no. **1** or **2** (**10** or **11**). High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam509.

2-6-0 d/w 40", cyls. 15x20", built by ALCo Schenectady in 1909

Ordered for Dorada Extension Railway.

10² w/n 46204 Renumbered **5** in 1922. Withdrawn 1928?, though [8] says she worked into the 1940s.



No. **10** is seen mounted on ambulance trolleys, presumably within the Schenectady works [8].

The number of locos in 1911 and 1915

Source [7], volume 19, reports (p93) that the railway possessed seven locos of fifty tonnes each. That seems unlikely, though Sr. Ortega in 1919 [12] gave the same figure and weights, which may imply that he used the same source..

However, source [2] gives a summary for 1915, (probably before the arrival of nos. **11** and **12**) as follows:

2x 50 ton tender engines, British	Probably the Hudswell Clarke 0-6-0s, 8 and 9 .
2x 40 ton tender engines American	Probably two of the Rogers and ALCo 2-6-0s, 6 , 7 and/or 10 , though why only two as all three were working into the 1920s?
2x 30 ton engines American	Probably two of 3 , 4 , and/or 5 .

That raises the question of what had happened to the second Hudswell Clarke 4-4-0T. Maybe it had already been passed to the *FC de Girardot*.

2-6-2 d/w 40", cyls. 15x20", built by ALCo Cooke in 1914, 1919 and 1920

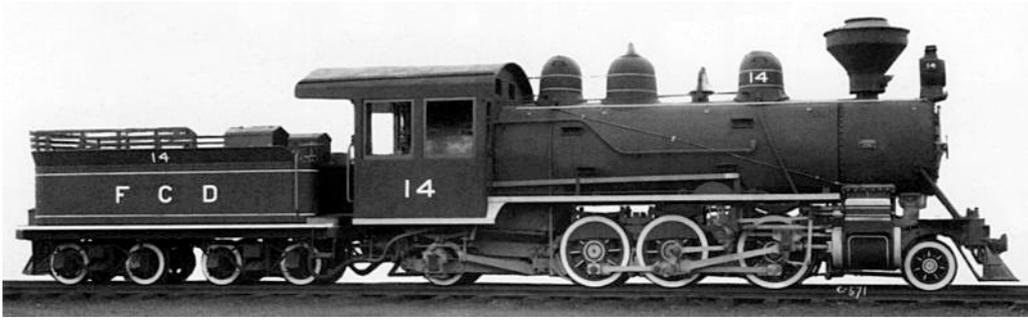
Ordered for Dorada Extension Railway

11 ²	w/n 54478	Renumbered 6 in 1922, and then to 10 in 1940. Later on <i>FCN-C</i> as no. 11 , or possibly as no. 9 as [8] affirms. Hulk survived to 2006 or later at Flandes.
12	w/n 54479	Renumbered 7 in 1922. Later on <i>FCN-C</i> as no. 9 .
13	w/n 58721	Renumbered 8 in 1922.) One of nos. 8 and 9 went
14	w/n 58722	Renumbered 9 in 1922.) to <i>FCN-C</i> as no. 12 . Still in service 1958 [8].
15	w/n 61573	Renumbered 10 in 1922.) One of nos. 10 and 11 went
16	w/n 61574	Renumbered 11 in 1922.) to <i>FCN-C</i> as no. 10 .

There was probably only one renumbering, but sources differ as to whether it was in 1922 or 1929. I believe the former.



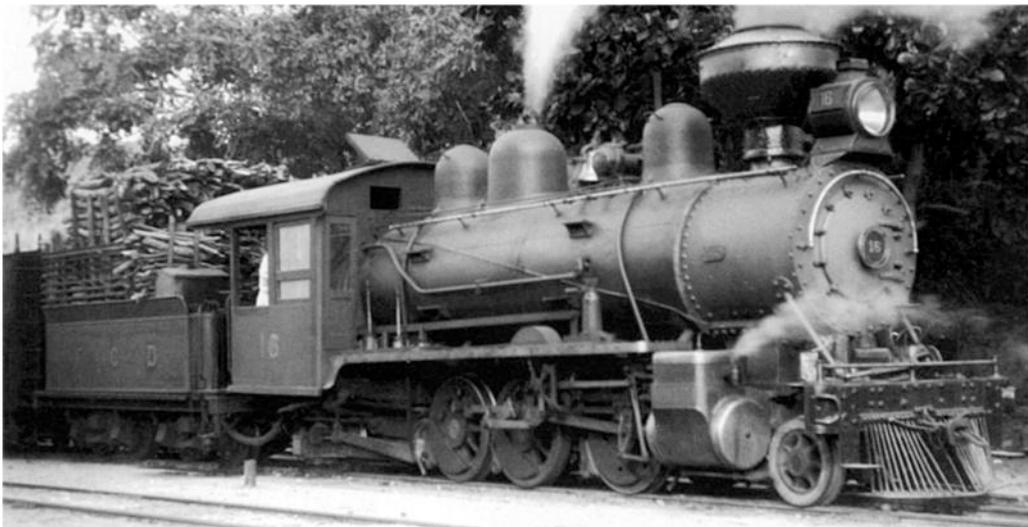
FC de La Dorada no. **11** , as seen in an ALCo works pic. [8]



This one is no. **14**, again in an ALCo works photo. [8]



The original no. **14**, as renumbered **10**, as seen at Mariquita workshops around 1958. [8] The oil tank, cabside number-plate, and turbo-generator and headlight are the main differences from the loco as built.



No. **16** leaves Honda in 1923 with a tender extremely well laden with wood. A P. C. Dewhurst image [8]. This one has been fitted with its turbo-generator between the forward sand-dome and the bell.

Roster after the renumbering of 1922

Locos from the above list after renumbering were nos. **1-12**, and the 1927 US report confirmed that there were twelve engines in service in 1925. Source [3] gives the total that year as eleven. The fleet would then have been:

- | | | |
|----------|-------|--|
| 1 | 2-6-0 | Rogers 5273 ex no. 6 . |
| 2 | 2-6-0 | Rogers 5274 ex no. 7 . But withdrawn later in 1922. |
| 3 | 0-6-0 | Hudswell Clarke 733 ex no. 8 . |
| 4 | 0-6-0 | Hudswell Clarke 732 ex no. 9 . |
| 5 | 2-6-0 | ALCo Schenectady 46204 ex no. 10 . |
| 6 | 2-6-2 | ALCo Cooke 54478 ex no. 11 ² . |

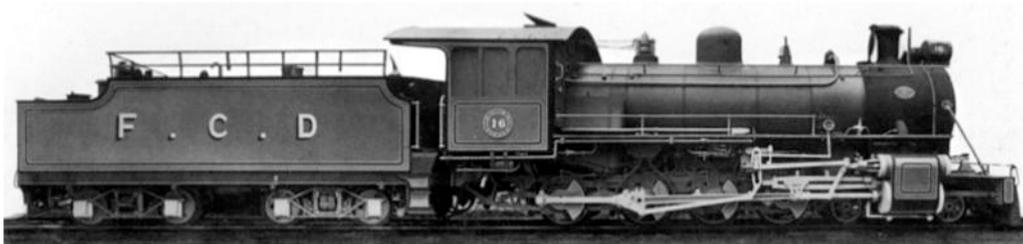
7	2-6-2	ALCo Cooke 54479 ex no. 12 .
8	2-6-2	ALCo Cooke 58721 ex no. 13 .
9	2-6-2	ALCo Cooke 58722 ex no. 14 .
10	2-6-2	ALCo Cooke 61573 ex no. 15 .
11	2-6-2	ALCo Cooke 61574 ex no. 16 .
12	2-4-2ST	Grant 1692 ex no. 4 .

The following new purchases then took numbers above **12**:

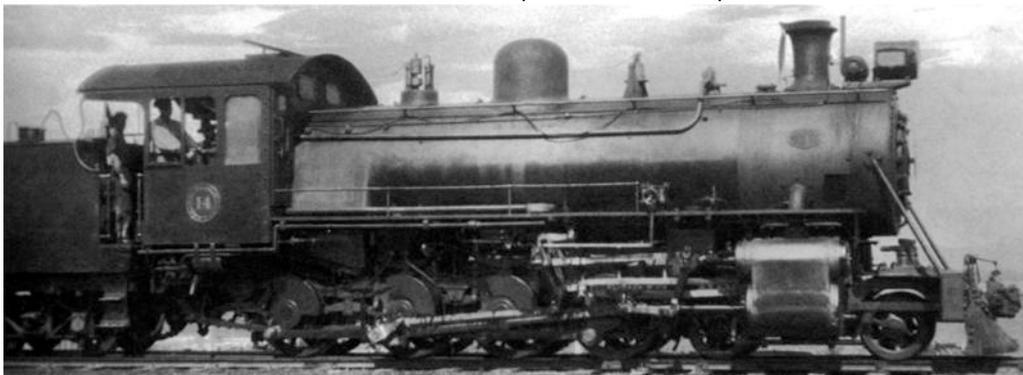
4-8-0 clase Pacifico d/w 40", cyls. 17x22", built by Hawthorn Leslie in 1928

Ordered for Dorada Railway, Columbia. *Doce ruedas clase Pacifico*. Minor differences from those built for the state lines: eg. the two stage air compressor on left side of smokebox, and the one inch smaller cylinder diameter.

13	w/n 3711	Later on <i>FCN-C</i> as no. 69 .
14	w/n 3712	Later on <i>FCN-C</i> as no. 70 . On display at La Dorada.
15	w/n 3713	Later on <i>FCN-C</i> as no. 71 .
16	w/n 3714	Later on <i>FCN-C</i> as no. 72 .



No. **16** as seen in a Hawthorn Leslie works photo before despatch from Newcastle. [8]



FC de La Dorada no. **14**, seen at Mariquita in 1929 by P. C. Dewhurst. [8] Gustavo Arias commented that these HL 4-8-0s differed from the equivalent Baldwins in their reversing gear, air compressor, wheel balance weights and sand-boxes.

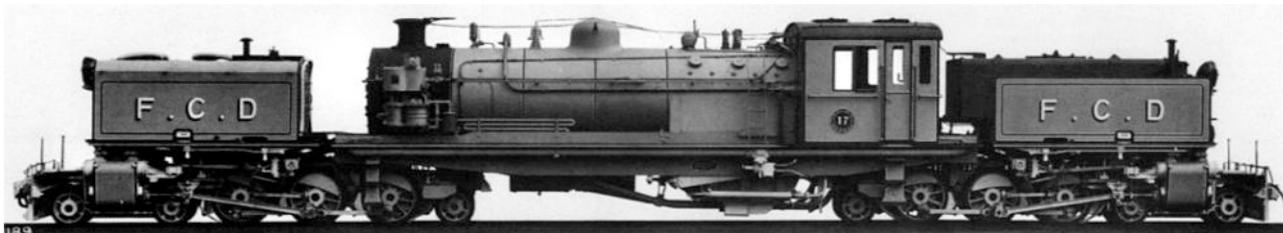


No. **16**, as later renumbered **72**, and seen here around 1958 in a photo by Guillermo Díaz. [8]

4-6-2+2-6-4 Garratt d/w 40", cyls. 17x22", built by Beyer Peacock in 1938

Ordered for Dorada, Columbia.

- | | | |
|----|----------|---|
| 17 | w/n 6843 | Later on <i>FCN-C</i> as no. 174. |
| 18 | w/n 6844 | Presumably out of service by 1953 as was not renumbered at that time. |



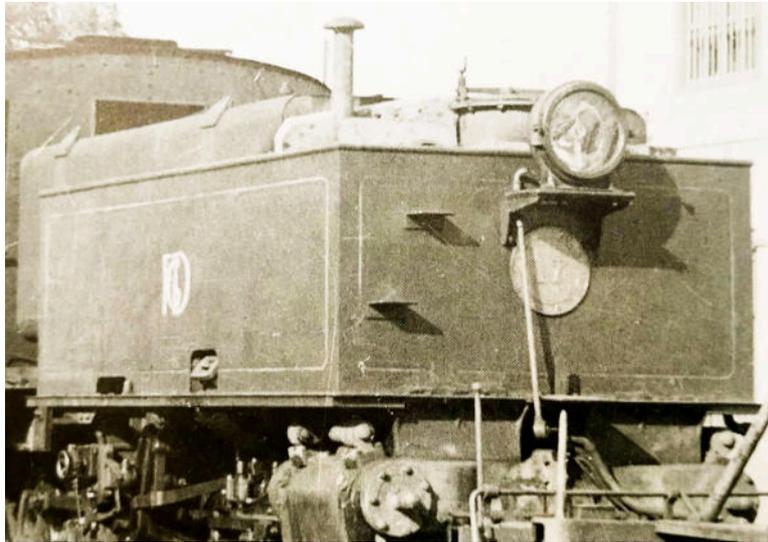
A Beyer Peacock works photo of no. 17.



FC de La Dorada no. 17 on trial before acceptance. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. *cjwsam155*.



No. 17 seen still in service in 1955. [8]



An enlargement of part of the previous image to show detail at the back end of no. 17.

The end of the railway's separate identity

In 1951 the *FC de La Dorada* was merged into the *FC Girardot - Tolima - Huila*, see section 12.3.8, and then only a couple of years later that was nationalised and became part of the *FCN-Centrales*. See section 12.4.7 for the combined list of locos.

12.2.7 *El FC Ambalema - Ibagué*

1925-1935

Background

3' 0" gauge. This was originally to have been built as a branch of the *FC de Tolima* but that contract was rescinded. In 1919 a new contract between the *departamento de Tolima* and Pedro A. López & Co. was agreed, for 73 km. of route between the *FC de La Dorada* terminus of Ambalema and the *FC de Tolima*. It seems likely that this was to be under the title of the *FC Central del Tolima*, for the locos for that project were ordered by Pedro López. Nothing was done, so then the *departamento* undertook the work itself. Only a few miles had been completed.

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

Ordered for

1 w/n

2-4-2T d/w 33", cyls. 11x16", built by Baldwin in 1927

Ordered for *FC Ambalema Ibagué, Colombia*, according to BLW class 8-16¼C no. 44. Spec. is in vol. 79 p114. "Mark on tank sides: 'F. C. AMBALEMA-IBAGUÉ' Be sure to apply accent mark over the E". "Stack: Rushton Improved".

2 w/n 59969 Later became *FCN* no. 2. Preserved at Manizales.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 09964-1.



The same loco, plinthed at Flandes, as seen probably in the early 1990s in a photo by the late Christopher Walker.

2-6-0 d/w 40", cyls. 15x18", built by Baldwin in 1920

A pair ordered via Mecke & Co. for *FC de Caldas* nos. 4 and 5. BLW class 8-24D no. 248-9. Spec. is in vol. 66 p 98.

This one had been *FC de Caldas* no. **5**.

3¹ w/n 53051 It may have returned to the *FC de Caldas* and certainly then became *FCN-P* (or *FCN-C?*) no. **3** later **3A**.

4-8-0 class Tolima? d/w 40", cyls. 18x22", built by Baldwin in 1928

Ordered for *FC Ambalema Ibagué*. BLW class 12-30E no. 29. Spec. is in vol. 79 p108.

3² w/n 60950 Later renumbered **7**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 10421-1.

2-8-2 d/w 33", cyls.15x18", built by Baldwin in 1925

Originally built for the *FC de Caldas* as their no. **9**. BLW class 12-24¼E no. 4. Spec. is in vol. 78 p156.

4 w/n 58418 Later became *FCN* no. **42**.

2-8-0 d/w 42", cyls.18x22", built by Baldwin in 1911

Originally built for the *FC de Cauca* as their nos. **12** and **13**. In *FC del Pacífico* fleet with those numbers until brought to *FC Ambalema - Ibagué*.

5 w/n 36091 Later became *FCN-C* no. **37**. Modernised with bolt-on piston valve chests when seen at Girardot in 1962.

6 w/n 36092 Later became *FCN-C* no. **38**. Later plinthed at Tunja.

4-8-0 class Tolima? d/w 40", cyls. 18x22", built by Baldwin in 1928

Ordered as no. **3**, see above, but later renumbered **7**.

7 w/n 60950

4-8-0 class Tolima d/w 40", cyls. 18x22", built by Baldwin in 1926

Originally built for the *FC Tolima* as their no. **13**. BLW class 12-30E no. 5. Spec. is in vol. 78 p170.

8 w/n 58946

2-4-2ST d/w 27", cyls. 9x14", built by ALCo Cooke in 1920

Ordered via Pedro López for *FC Central del Tolima* where it had been no. **3**. Later went to *FC Ambalema-Ibagué*,

? w/n 62600 Then moved on to the *FC de Cundinamarca*, and finally to *Acerias Paz del Rio* in 1954 as no. **0-16**.

4-8-0 class Tolima d/w 40", cyls. 18x22", built by Baldwin in 1947

Ordered for *FC Ambalema - Ibagué*. Built to Dewhurst's *class Tolima* design. In source [8] Dr. Arias expresses surprise that this pair of 4-8-0s had been ordered so many years after all the rest and for a railway without particularly difficult curves.

9 w/n 73094 Later became *FCN-C* no. **75**.

10 w/n 73095 Later became *FCN-C* no. **76**.



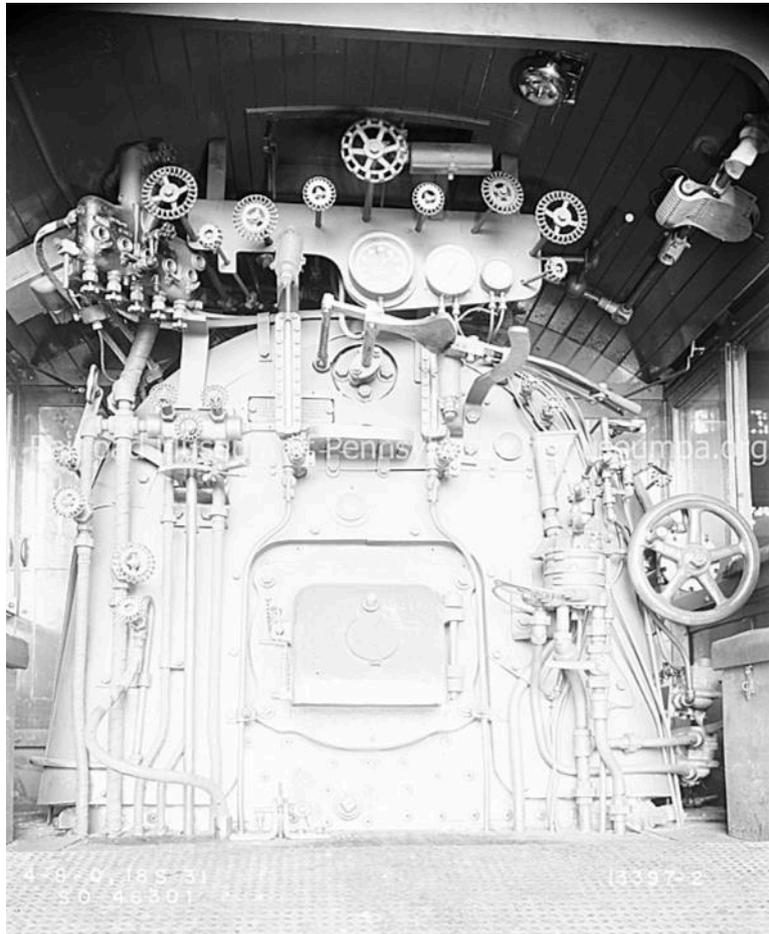
No.10. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13396-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13397-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13397.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13397-2.

The end of the railway's separate identity

In 1935 the *FC Ambalema - Ibague* was merged into the *FC Girardot - Tolima - Huila*.

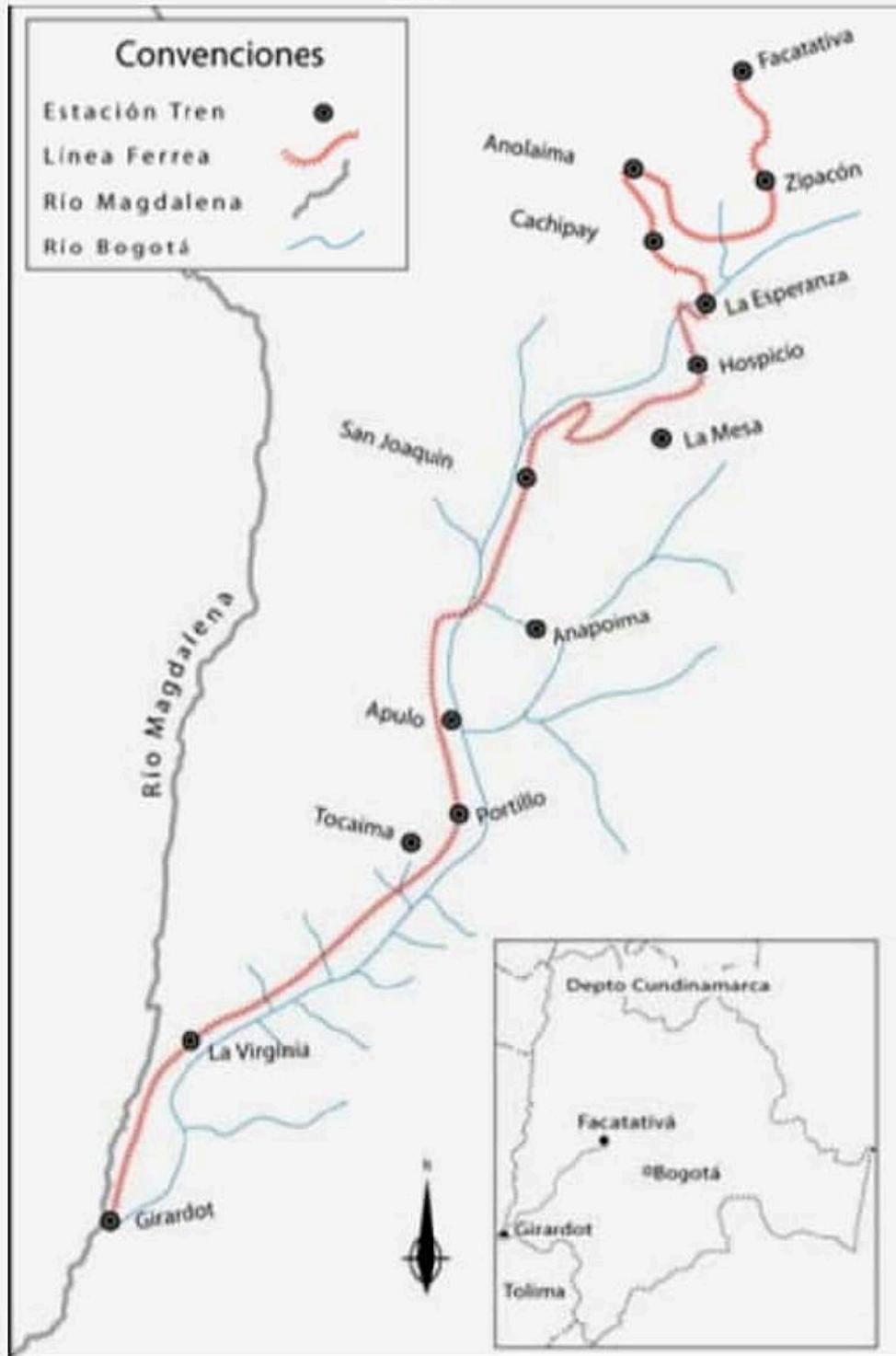
12.2.8 El FC de Girardot

1881-1953

Colombian National Railway Co.

1898 to 1922

Mapa 3: EL FERROCARRIL DE GIRARDOT CON SUS ESTACIONES EN 1927



Fuente: Mapabase tomado de MONSALVE, Diego. *Colombia cafetera. Información general de la república y técnica de la industria del café*. Barcelona. Artes gráficas. 1927. Página 846. Elaboró Guillermo Barros, Laboratorio de Cartografía - Universidad de los Andes.

3' 0" gauge. Length 132 km. Built between 1881 and 1909. The first section from Girardot to Tacaima was built by Francisco Cisneros and funded equally by the *departamento de Cundinamarca* and the national government. Cisneros halted work in 1885 owing to the civil war, and the government then took over. Various contractors were subsequently involved, including Sr. Cisneros again. After complicated financial machinations in 1898 the Columbian National Railway Co. Ltd. was incorporated in London to take over the running of the line (29 km) and continue the construction (to a total of 132 km.). Whilst that arrangement continued for 24 years the company's indebtedness steadily increased until in 1922 the railway was sold to the government.

Construction of the steel bridge over the Rio Magdalena at Girardot in 1930 linked the railway to the *FC Tolima - Huila*, creating a combined *FC Girardot Tolima Huila*. That entity was absorbed into the *FCN* in 1953.

The first locomotives

Issue 19 of the *Anales de Ingenieria* in late 1888 {source 7}, contains the following paragraph:

198

ANALES DE INGENIERÍA.

contar la tropa que suministra unos 160 peones por batallón. El jornal del peón es de 50 centavos; los soldados tienen como trabajadores un sobresueldo de 15 centavos.

Hay 4 locomotoras: *Girardot*, de 8 toneladas; *Rafael Nuñez*, de 18; *Bogotá* y *Rafael Arboleda*, de 20; las primeras de cuatro y las otras de seis ruedas motoras. El resto del material rodante se compone de 2 carros de pasajeros de 1.ª clase, 3 de segunda, 6 vagones para carga, 2 carros para bestias y 6 plataformas. Las locomotoras *Girardot* y *R. Nuñez* se emplean en la construcción del camino, las otras en la explotación.

Desde 1.º de Marzo próximo habrá un tren diario de Juntas á Girardot y viceversa, con este itinerario :

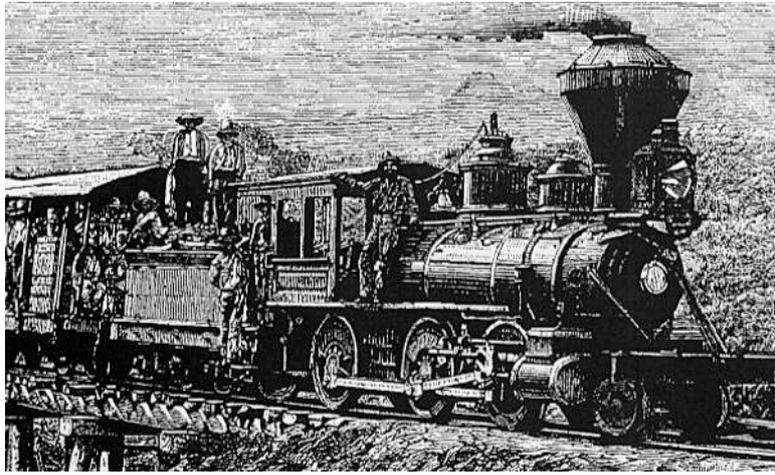
This suggests that a maximum of two Virginia Iron Works moguls will have been present, rather than three as originally implied below, and that there were two other engines, one of which will probably have been a tank loco. Section 12.2.6 on the *FC de La Dorada* includes a reference to a Grant 2-4-2ST no. 3 'NUÑEZ' having been transferred by Cisneros to work on the *FC de Girardot* construction. This might therefore be the eighteen ton engine named 'RAFAEL NÚÑEZ' mentioned in the extract above.

However, one of these engines had probably gone by the late 1890s when the next new engine arrived as no. 4.

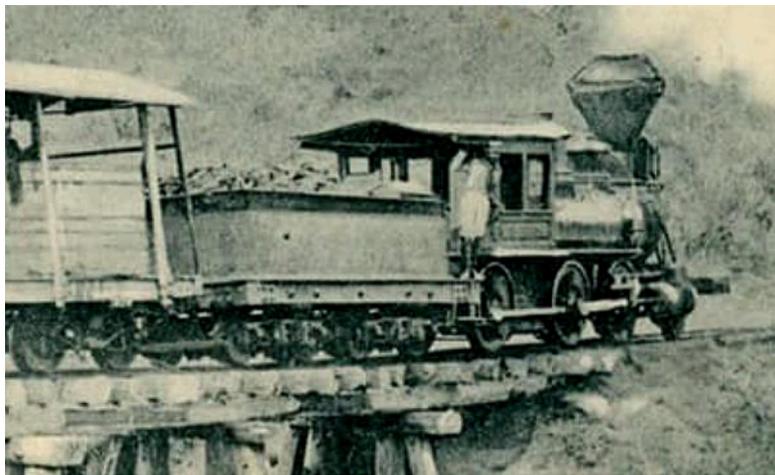
2-6-0 d/w 36", cyls. 12x16", built by Virginia Iron Works/Godwin in 1882

Ordered for ?? Evidence for presence only from the 1925 US list [2] and [8] which says that *FC de Girardot* no. 2 by Virginia Iron Works was sold to *FC de Tolima* and became their first engine, named there as 'COLOMBIA'. There seems to be no list of Virginia Iron Works locos, though five narrow gauge moguls were being built in mid-1882 for the Gould Syndicate, at least two of which were for South America. Those had 40" drivers, however. A narrow gauge loco, possibly one of the above, was shipped to the *FC de Cauca* a few weeks later.

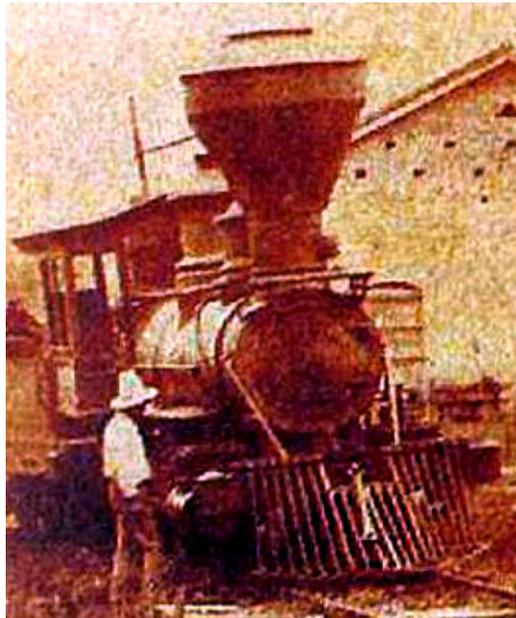
1 '?'	w/n	This might well be the 'RAFAEL ARBOLEDA' mentioned above.
2 'BOGOTÁ'	w/n 195?	Under repair in early 1889 after the accident of 14 July 1886 (along with loco 'RAFAEL NÚÑEZ'. Sold 1894 to <i>FC de Tolima</i> .



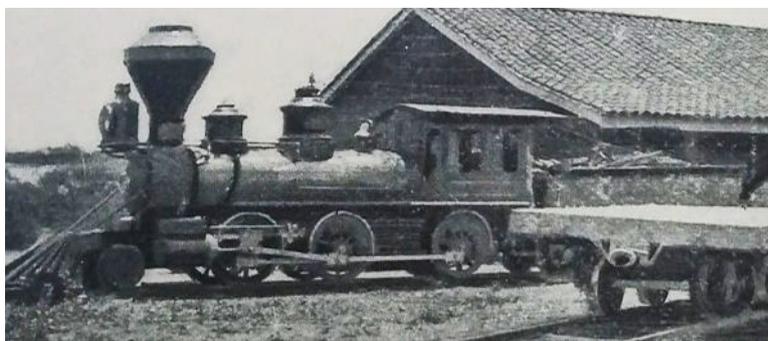
This illustration supposedly shows an early train on the *FC de Girardot* around 1884. The engine would seem to be an American-built 2-6-0 and may well have been one of these Virginia IW engines.



This cropped postcard view was probably taken on the same occasion and possibly at precisely the same spot if the trestle bridge and the unusual wagon behind the tender are any guide.



This photo was supposedly taken at Apulo, which lay between Girardot and Facatativá on the *FC de Girardot*. The big stack and ancient style domes suggest that this may well have been one of the two original Virginia Iron Works 2-6-0s.



Supposedly at Girardot station, and presumably one of this pair.

2-4-2ST d/w 48", cyls. 12x18", built by Grant in 1884

Ordered for Cisneros? Ex *FC de La Dorada* construction? 18 tons.

3 'RAFAEL NUÑEZ'? w/n ?

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

Ordered for ? 8 tons.

4¹? '?' w/n ?

2-6-0 d/w 42½", cyls. 15x18", built by Baldwin in 1898

Ordered via W. Loaiza & Co. for *FC de Girardot*. 3' 0" gauge. BLW class 08-24D no. 88. Spec. is in vol. 21 p220.

No tender inscriptions or running number or name to be displayed. Eames vacuum brake.

4² 'ANAPOIMA' w/n 16068 Source [41] in 1910 included the following paragraph: "*Número 2—Americana,— construída por la Casa de Baldwin, de Filadelfia, E.E. U.U., bajo el número 16,068. Es de seis ruedas acopladas, cilindros de 18" x 15" y con un peso aproximado, lista para funcionar, de 35 toneladas. Esta máquina se encuentra en regular estado.*" Sold to *FC de Tolima* in 1917 and became their no. 3 [8].



Baldwin builders' photo off no. 4 'ANAPOIMA' [8].

0-4-0ST d/w 24", cyls. 7x12", built by Vulcan Iron Works in 1890

Ordered for J. G. Gibney Co. [8] lists this loco as here, but gives no evidence.

0 'JABONERA' w/n 181 In 1897 moved to *FC de Tolima* as no. 2.

2-6-0 d/w 48", cyls. 16x22", built by Baldwin in 1904

Ordered for Columbian National. BLW class 8-26D no. 149. Spec. is in vol. 27 p115. Radley & Hunter stack. Eames vacuum brake. Built for easy conversion to metre gauge.

5 'SAN JOAQUIN' w/n 24722 Renamed 'RAFAEL REYES' [8]. Source [41] in 1910 included the following paragraph: "*Número 3 —También construída por la Casa de Baldwin, bajo el número 24,722. Esta locomotora ha tenido relativamente poco servicio, por no ser adecuada para la vía, pues su centro de gravedad*

queda muy alto, y es, por consiguiente, peligrosa y fácil de volcarse en las curvas fuertes. Creemos que debiera consultarse á la Casa constructora sobre la conveniencia de cambiar las ruedas de 1,20 metros que tiene ahora, por otras de menor diámetro, de 90 centímetros, por ejemplo, serían convenientes. Está completamente desarmada.” Later to FC de Cundinamarca.

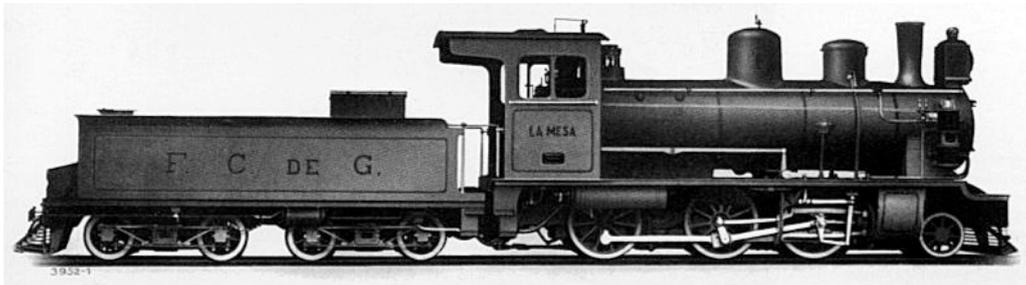


FC de Girardot no. **5 'SAN JOAQUIN'**. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01929.

2-6-0 d/w ?, cyls. ?, built by Hartmann in 1905

Ordered for *FC Nacional de Colombia*. Purchased by government for the intended change of the *FC de Girardot* to metre gauge, but as this did not happen they were transferred to the *FC de la Sabana* and the *FC del Norte* [8]. Presumably they never actually operated on the Girardot system.

- | | | |
|---------------------|----------|--|
| 6 'La MESA' | w/n 2952 | Later became no. 1? |
| 7 'HOSPICIO' | w/n 2953 | Later became no. 2? [8] says no. 7 became <i>FC de Cundinamarca</i> no. 1. |



This would appear to be a Hartmann builders' photo, and since the name '**La MESA**' is painted on the cabside it is clear that the names were allocated from the very beginning. The photo was in P. C. Dewhurst's collection, and was sourced via [8].

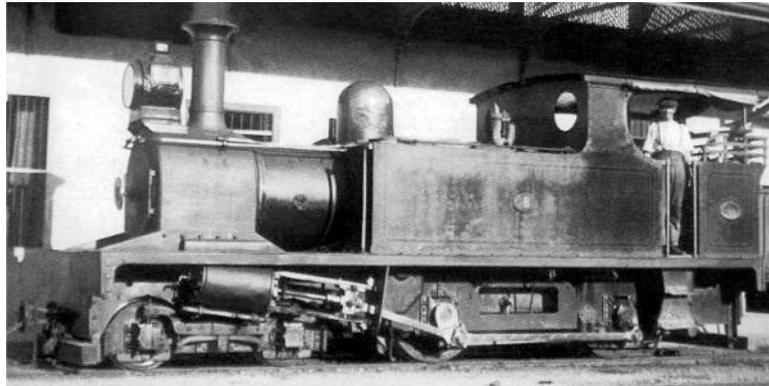
Second-hand purchases in 1907

4-4-0T d/w 39½", cyls. 12x18", built by Hudswell Clarke in 1905

Ordered for S. Pearson & Son Ltd, contractors, via Savanilla, for the *FC de La Dorada*, and had been their no. **10¹ 'DON TOMÁS'** and **11¹ 'DON ARTURO'**. Sold to *FC de Girardot* in 1907.

- | | | |
|----------|---------|---|
| 7 | w/n 730 | Source [41] in 1910 included the following paragraph: " <i>Números 7 y 8—De 25 toneladas de peso, fueron compradas á la Casa Pearson después de construido el Ferrocarril de Ambalema. Estas locomotoras tienen una fuerza de tracción en la parte alta, ó sea en las pendientes de 4 por 100, de unas 45 toneladas, y están en un estado tan deplorable por los muchos daños que tienen, que la número 7, con un solo carro, en el cual veníamos nosotros, y cuyo peso no pasaba de 6 toneladas, tenía que pararse cada 10 minutos á levantar presión para poder andar 2 ó 3 kilómetros. Este tipo de máquinas</i> |
| 8 | w/n 731 | |

no sirve para las curvas, por su demasiada rigidez, hasta tal punto que las llantas no les duran un año en buen estado. Si no se les hace una reparación inmediata quedarán completamente inservibles. Estas dos máquinas fueron construidas por la Casa Hudswell-Clorke Co. Leeds.” Both were transferred to the FC de Cundinamarca in 1925 [8].



FC de Girardot no. **8**, one of the two 1905-built Hudswell Clarke 4-4-0Ts originally on the FC de La Dorada. This photo was taken by P. C. Dewhurst in July 1924 at Girardot station. Not much more than a year later both locos were transferred to the FC de Cundinamarca. [8].

2-8-0 d/w 38", cyls. 16x20", built by Rhode Island in 1892

Ordered for Cartagena and Magdalena. Sold to the FC de Girardot in 1907. Had been FC Cartagena-Calamar no. **1** ‘CARTAGENA’. NB Why the duplication of the numbers **7** and **8**?

8 w/n 2781 Source [41] in 1910 included the following paragraph: “Número **1** - Construida en Providence – R. I. – en 1892, tiene 18 años de servicio. La plancha, de los tubos esta quemada, y también la del frente del hogar; los collares de los excéntricos tienen un desgaste considerable, lo mismo que todas sus partes, como las bielas, eslabones, etc. El cenicero lo tiene completamente destruido, lo mismo que las llantas que están en malísimo estado. Esta máquina en el estado en que se encuentra, se puede decir que está completamente inútil; pero haciéndole una reparación completa, puede utilizarse para los cambios en la Estación, y para ir á la orilla del río á traer carga y pasajeros. Está registrada bajo el número 2,781.” Out of service by 1923 [8].

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1907

Ordered for Columbian National Railway.

9 ‘ANOLAIMA’ w/n 44324 Source [41] in 1910 included the following paragraph: “Número **4**— Construida por la American Locomotive Co., bajo el número 44,624 [NB should read 44324], de 8 ruedas acopladas, con ruedas directrices; tiene las llantas en mal estado, y no funciona uno de los inyectores.” Still numbered **4** in 1923, but transferred to FC de Cundinamarca in 1925, returned by 1928 and was then numbered **32** and **2**, or according to [8] was no. **1**.

10 ‘CIPACÓN’ w/n 44326 Source [41] in 1910 included the following paragraph: “Número **5**— Construida por los mismos fabricantes de la anterior, del mismo tipo y bajo el número 44,325.” Note the inconsistency as regards the order of the builders’ numbers. Later renumbered **55**, then **3**, and finally to FCN-C as

11 ‘?’

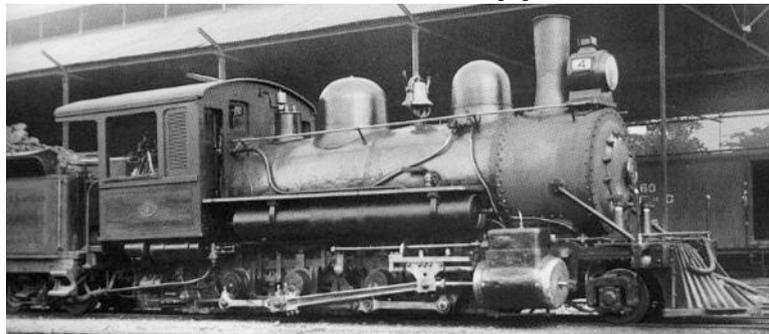
w/n 44325

no. 37.

Source [41] in 1910 included the following paragraph: “Número 6 —Del mismo tipo de las anteriores, y construida por la misma Casa. Estas tres máquinas, que son de las que ya se ha hablado, hacen el servicio de Girardot á La Mesa, son bastante ordinarias pero de fuerte construcción, y no deben trabajar en la parte alta sino en casos de extrema necesidad, por no prestarse su construcción á este servicio.” Sold to FC de Huila in 1917. Later became Girardot 53 and then 2, presumably after the merger.



No. 9 ‘ANOLAIMA’ as seen in an ALCo works’ photo from P. C. Dewhurst’s collection [8].



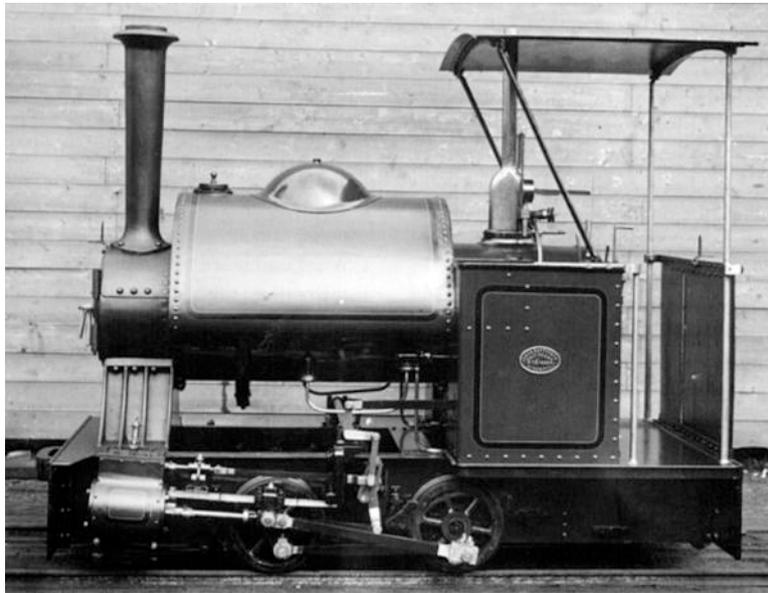
The same engine in 1924 at the Girardot workshops, by then numbered 4. Photo by P. C. Dewhurst. [8]

0-4-0ST d/w ?, cyls. ?, built by Bagnall in 1885

Ordered for Jones Burton [8], and purchased by FC de Girardot in 1910. Sold on to FC de Tolima in 1913 [8] as their no. 4.

11 ‘CUCURACHA’ (unofficial) [8]’ w/n 1885 [8]

Source [41] in 1910 included the following paragraph: “Número 11 —Locomotora de 3 toneladas de peso, de 4 ruedas acopladas. Figuran en la placa como fabricantes los Sres. Jones Burton Co., quienes también figuran como fabricantes de las máquinas-herramientas de los Talleres; sospechamos que ellos son solamente comisionistas. Esta máquina no puede prestar ningún servicio por ser demasiado pequeña.” Still working near Flandes in 1924 [8].



A Bagnall works photo of no. 1885. []



Photo from PCD collection via source [8]. It would appear that an additional cab roof support has been added, rising from the rear of the dome cover, which itself appears to be missing.

0-6-6-0T Kitson-Meyer d/w 34³/₄", cyls. 14x18", built by Kitson in 1909

Ordered for Columbian National Railway. These locos were a 3' 0" gauge version of the 3' 6" gauge Kitson-Meyers built between 1894 and 1907 for the *FCTT* and *FC de Taltal* in northern Chile, with identical basic dimensions.

Saturated steam boilers.

12 w/n 4671

Source [41] in 1910 included the following paragraph: "*Número 12 — Locomotora construida en Inglaterra por la Casa Kitson Co. Leeds. Estas máquinas son también del sistema "Mallet," aunque su mecanismo es un poco distinto del de las americanas, teniendo la articulación en el centro de cada carretón, los que se adaptan admirablemente para las curvas de la vía. Tiene cuatro cilindros, todos de alta presión de 14" de diámetro por 18" de carrera; la caldera tiene que alimentar directamente los 4 cilindros, y por esto se llaman sencillas esta clase de máquinas, para diferenciarlas de las de doble expansión ó compound, que son las ya descritas anteriormente y fabricadas en los Estados Unidos.*" Later renumbered as no. 3, and then as no. 9. Later to *FC de Cundinamarca* as their no. 9?

13 w/n 4672

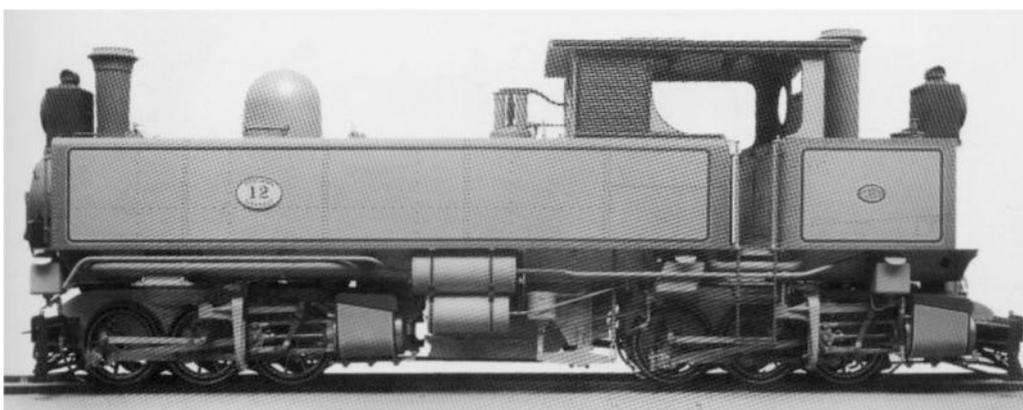
Source [41] in 1910 included the following paragraph: "*Las números 13 y 14, iguales en un todo á la anterior, y construidas por la misma Casa. Estas*

locomotoras hace poco llegaron á Girardot y desde un principio se quejaron de su falta de presión, que constantemente se les rebajaba, teniendo con frecuencia que pararse á levantar vapor. Estudiando la causa de este grave defecto, encontramos que el cenicero tiene cuatro puertas con el objeto de facilitar la limpieza de las parrillas, pero que en ningún caso deben estar todas cuatro abiertas, cuando la máquina está en movimiento, porque se establecerán corrientes de aire que se cruzarán unas con otras sin penetrar en cantidad suficiente debajo del emparrillado para mezclarse con el combustible y hacer una completa combustión. Aconsejamos, pues, que no se usen abiertas las cuatro puertas sino una, cuando la máquina se encuentre en movimiento. Los tubos de vapor que unen los dos cilindros están mal protegidos por un forro que se encuentra en mal estado, y por lo mismo que están expuestos al aire, la condensación del vapor es frecuente. Deben, pues, forrarse debidamente y arreglar las juntas que los unen á los cilindros, por las cuales hay muchos escapes. Otra causa que impide levantar suficiente presión en estas máquinas es la ocasionada por el uso del carbón menudo ó cisco que con el tiraje de la chimenea se acumula en la caja de humo, donde se incendia, quemando la tapa y abriéndola, pudiendo así penetrar el aire frío que por la rápida contracción afloja los tubos de la caldera. También notamos que los fogoneros son inexpertos y que arrojan el carbón al hogar acumulándolo en algunas partes y dejando vacíos en otras, cuando lo conveniente es esparcirlo uniformemente en la parrilla. Otra cosa que nos llamó la atención fue la falta de arena seca en las areneras, siendo ésta indispensable, sobre todo en la parte alta, para evitar el peligro de deslizamientos cuando la línea está húmeda. Deben ponerse peones especiales á secar arena artificialmente en algunas partes de la vía, donde puedan proveerse las máquinas.” Later renumbered as no. **4**, then as **10**, then **16**, and finally **141**. Withdrawn 1953.

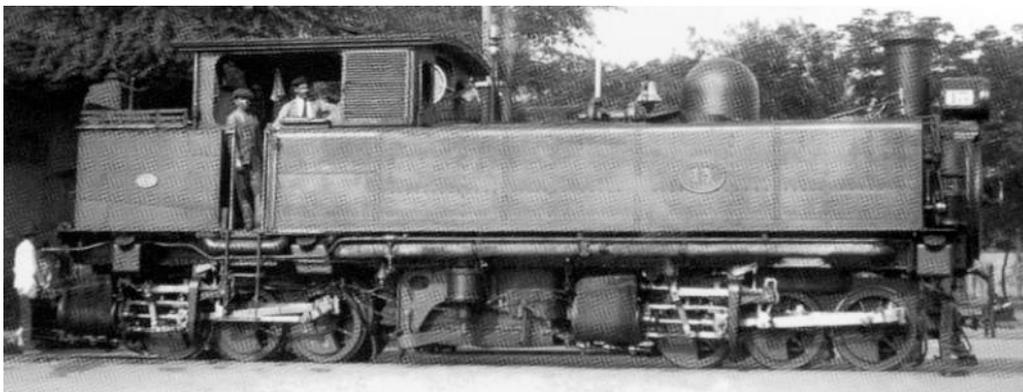
14

w/n 4673

Later renumbered as no. **5**. May have been numbered **11** at various times and then sold to *FC de Cundinamarca*?



No. **12**, the first of the Chilean-style Kitson-Meyers built for the *FC de Girardot*. This is a Kitson works photo, from P. C. Dewhurst's collection. [8] Comparison with the Chilean engines reveals that these Colombian machines had enclosed cabs closer in style to those built for the *FC de Taltal* than to the open cabs of *ACN&R/FCTT* engines, that the rear bunkers were slightly shorter than those for the nitrate lines, and that the boilers had the dome relatively far forward as later became the standard in the Atacama.



No. 13, the second Kitson-Meyer. This photo was taken by Paul Dewhurst, no doubt in the 1920s. [8]

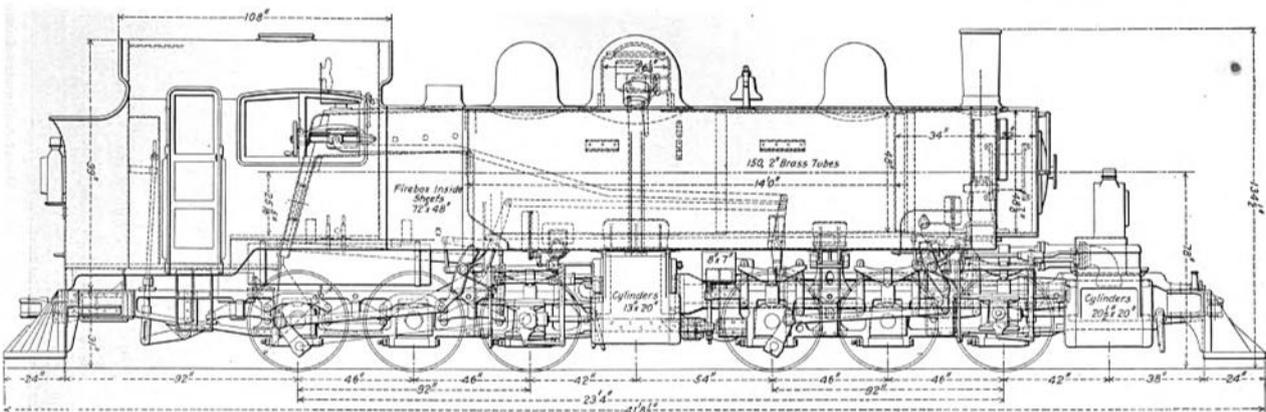
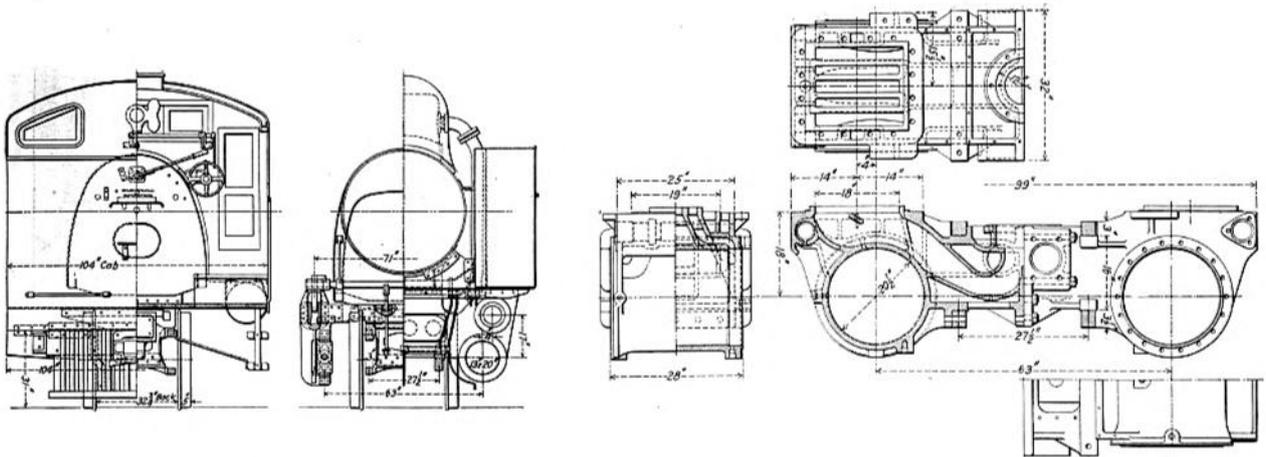
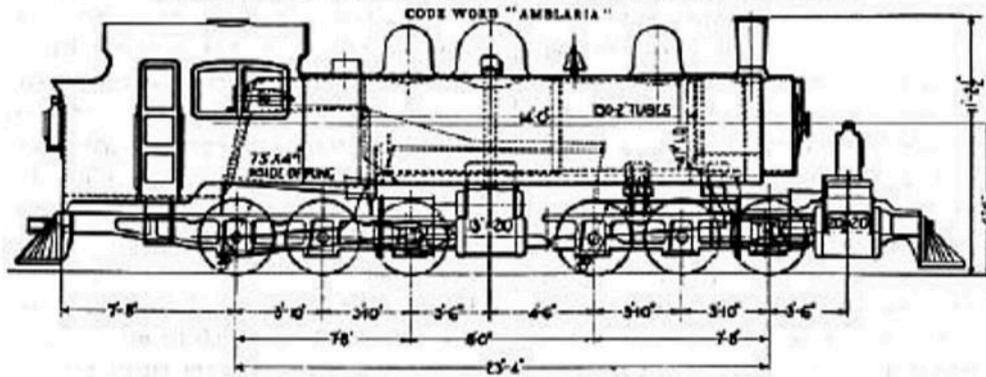
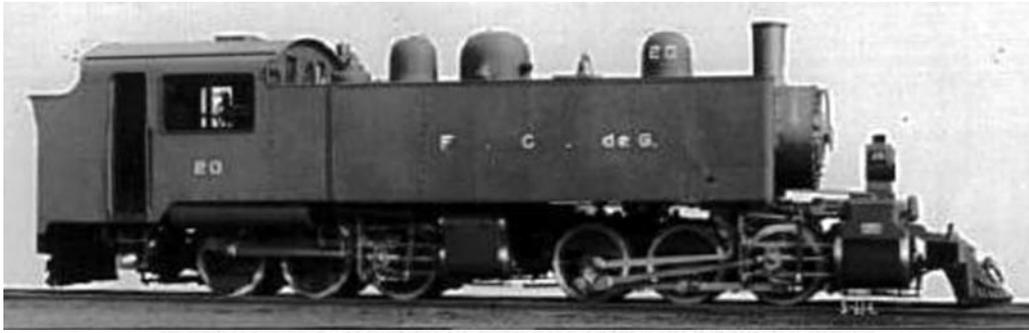
0-6-6-0T Mallet d/w 38", cyls. 13/20½x20", built by ALCo Schenectady in 1909

Ordered for Columbia Trading Co. (supposedly as nos. 210 and 211, according to Connelly's ALCo list, but as 20 and 21 according to Bob Lehmuth's list). However, note the numbers they were known by in 1910, in the quoted paragraphs below, and that those numbers, 9 and 10, were still carried in 1913.

20 w/n 46168 Source [41] in 1910 included the following paragraph: "*Número 9— Fabricada por la American Locomotive Co., bajo el número 46,168, sistema— "Mallet," – de 4 cilindros, 2 de alta de 13" de diámetro por 20" de carrera y 2 de baja de 21½" de diámetro por 20" de carrera. Cada carretón consiste de tres pares de ruedas acopladas que funcionan admirablemente en las curvas de la vía. Esta máquina sufrió en alguna época un fuerte golpe con alguna piedra que se desprendió de alguno de los cortes, dañando la barredera, la que tuvieron que quitarle para poder seguir viaje, y la que no le han vuelto á poner, quedando los cilindros sin ninguna protección y expuestos á romperse en el primer choque que tengan. En la válvula del regulador tiene un escape tan fuerte, que cuando la máquina está en reposo sale un fuerte chorro de vapor por los cilindros. Los bronce de las bielas necesitan cambiarse; la válvula de purgar la caldera no funciona y esta válvula debe usarse diariamente para tener la caldera siempre limpia. Creemos que esta locomotora debe enviarse al Taller de Girardot para que se le haga una completa reparación y no siga dañándose en el servicio, hasta quedar inútil. Esta máquina es la que mejor conserva el vapor en la vía, á pesar del mal estado en que se encuentra, lo que atribuimos á que la caldera sólo tiene que alimentar los dos Cilindros de alta presión, pasando después el vapor á los de baja, produciendo esto una economía por lo menos de un 20 por 100 en la cuenta de combustible, siempre que la máquina esté en buen estado de servicio.*"

21 w/n 46169 Source [41] in 1910 included the following paragraph: "*el número 46,169. Necesita nuevos anillos en los cilindros; tiene una chumacera obstruida, calentándose, como es natural, por no pasar el aceite debidamente al eje; no sostiene los empaques, lo que podemos también decir de todas las demás locomotoras, pues todas tienen fuertes escapes de vapor por esta causa.*"

Despite the complimentary comments below, [8] suggests that in the long term these locos were not successful. They were apparently transferred to the *FC de Tolima* in 1923.



Elevations, Sections and Low Pressure Cylinder Details; Columbia National Mallet.

Elevations as published in the *Railway Age Gazette*.

The fleet in 1910

Source [41] contains a report on the condition of each locomotive. Whilst the individual notes in each case have been set out adjacent to the relevant loco's history, it is worth summarising the fleet at it was seen by the visiting engineers at that time: Note that several of the running numbers differ from those listed above. This needs more thought.

- 1 The Rhode Island 2-8-0 ex *FC Cartagena-Calamar* no. 1 'CARTAGENA'.
- 2 Baldwin 2-6-0 16068 from 1898. Listed above as no. 4 'ANAPOIMA'.
- 3 Baldwin 2-6-0 24722 from 1904. Listed above as 5 'SAN JOAQUIN' but at some point renamed

‘RAFAEL REYES’.

- 4-6** ALCo Schenectady 2-8-0s from 1907. Listed above with the numbers **9, 10** and **11**.
- 7-8** Hudswell Clarke 4-4-0Ts, bought second-hand from S. Pearson & Co.
- 9-10** ALCo Schenectady Mallet 0-6-6-0Ts from 1909, numbered **20** and **21** above, but **9** and **10** may have been their original numbers as in 1910 they had only been on the railway for a year or so.
- 11** Bagnall 0-4-0ST from 1885. Only arrived on the *FC de Girardot* in 1910, from Jones Burton & Co.
- 12-14** Kitson Meyer 0-6-6-0Ts built 1909.

General critical comments were also made, as follows: “*No solamente á nosotros sino á todos los que viajan por la vía de Girardot les causa sorpresa el desaseo en que tienen todas las locomotoras. Notámos que todas las máquinas estaban en servicio; convendría que esto se arreglara de tal modo que las locomotoras pudieran turnarse yendo al Taller oportunamente para su composición y exigiéndole al Jefe de los talleres la responsabilidad en caso de que no salgan con todas las reparaciones debidas. Convendría organizar de tal modo la Empresa que no hubiese antagonismos entre los diferentes Departamentos, como sucede ahora, y que tan perjudicial es para el buen servicio de ella. Ya en otra parte de este informe hemos anotado el demasiado peso de las locomotoras para los rieles usados, y se comprenderá fácilmente que con rieles ligeros y traviesas dañadas es materialmente imposible evitar los descarrilamientos que tan frecuentes son en esa vía, y las averías causadas á las locomotoras.*”

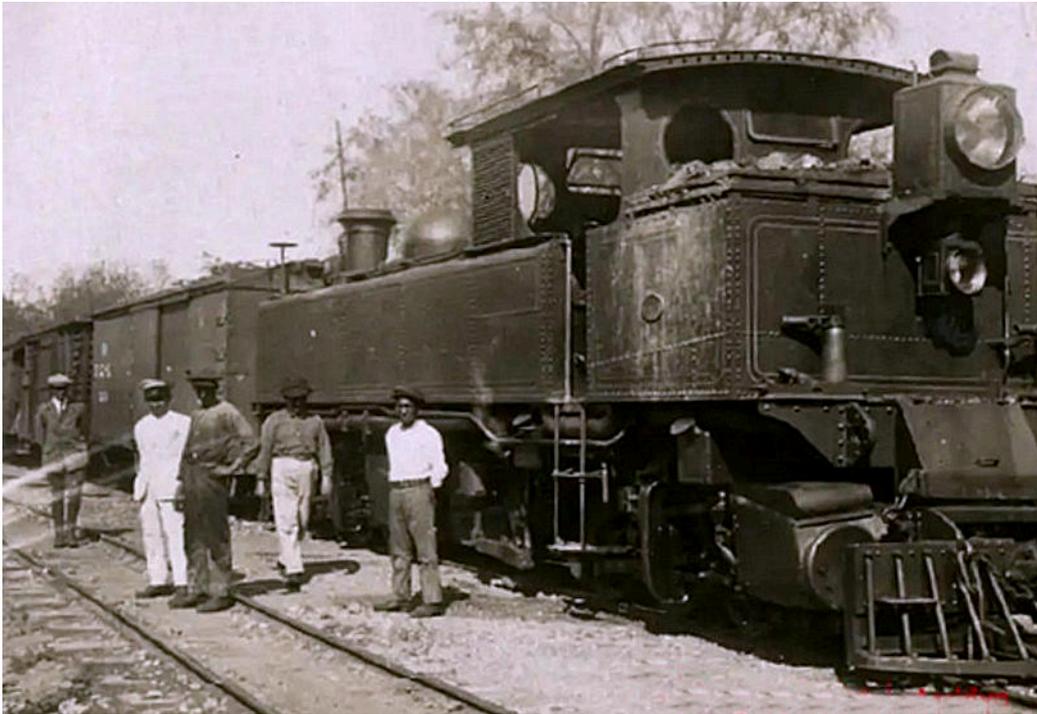
0-6-6-0T Kitson-Meyer d/w 34¾", cyls. 14x18", built by Kitson in 1912

Ordered for Columbian National Railway. These locos were a 3' 0" gauge version of the 3' 6" gauge Kitson-Meyers built between 1894 and 1907 for the *FCTT* and *FC de Taltal* in northern Chile, with almost identical basic dimensions. Saturated steam boilers.

- 15** w/n 4915 Later renumbered as no. **6**. Transferred to Army Corps of Engineers in 1934 for construction work on *FC de Cundinamarca*. Not in a 1938 fleet list.
- 16** w/n 4916 Later renumbered as no. **7?** and then in 1938 as **21**. Finally numbered **146**. Seen in 1958, though DB says retired by 1954.



No. **15** is seen in this Kitson works photo to be slightly different from the 1909 pair. [8] The main boiler cradle has lifting eyes at its extreme ends, and there seems to be no rear chimney. Additionally the air reservoirs alongside the firebox on the earlier engines have disappeared.



The number of the Kitson-Meyer is unknown but it does have lifting eyes on the boiler cradle and is thus presumably one of this pair. The reason for the second, smaller, headlamp is unknown.

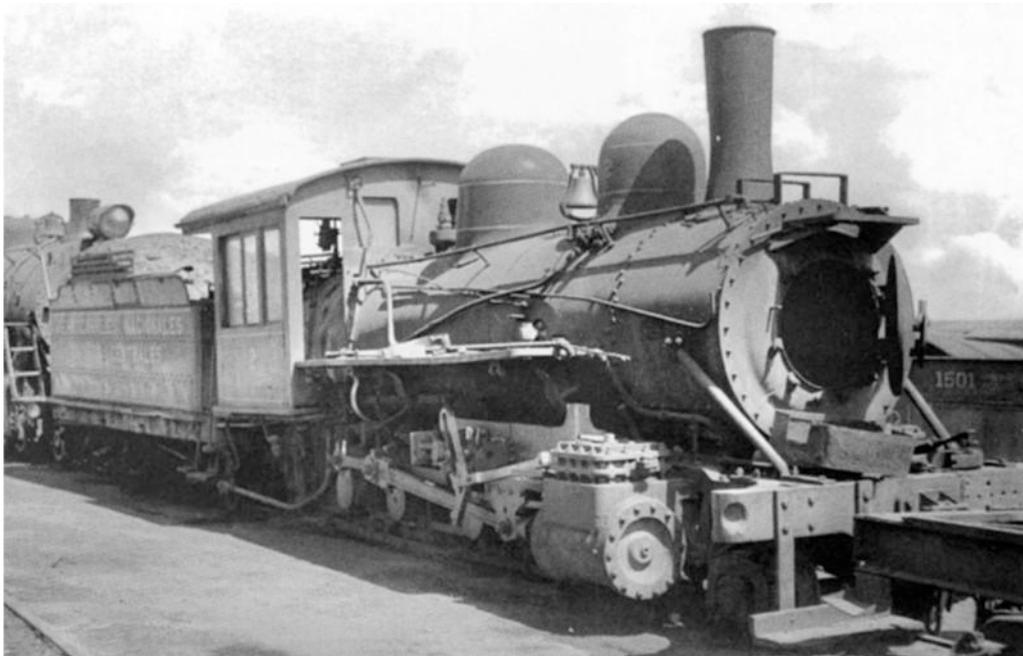


No **16**, as renumbered **7** and seen at the head of a passenger train at Girardot in 1933. However, it has lost its lifting eyes, and might therefore have experienced the usual swopping of parts.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1912

Ordered for National Railroads of Columbia.

17 w/n 52037 Later renumbered *FCN-C? 36?*, according to Connelly's ALCo list. [8] says transferred to *FC de Cundinamarca* in 1925 where became no. **2**.



No. 17 out of service in 1958, though with its tender still full of coal.

Photo by Guillermo Díaz [8].

The fleet in 1913

Source [7], vol. 21 p203 gives some detail about the loco fleet as it was in December 1913. A copy of the relevant paragraph is displayed below, and the appropriate details have been noted next to each engine in the list above.

“There are 16 locomotives, of which we find 9 in active service, hauling passenger, cargo and material trains; of the remaining 7, numbers 2, 12 and 14 are being repaired, and numbers 6, 9 and 10 have been abandoned for more than 9 months; numbers 15, 16 and 17 were put into service this year. Among the machines that are in service, some have very worn wheels and we have data that they have not entered the workshop for a long time, when it is convenient for each machine to enter twice a month. Mallet numbers 9 and 10, magnificent machines that provided such good service for more than two years and when the line was in terrible condition, should not be abandoned, especially with most of the spare parts and needing them so much in the upper part of the line, since all of it requires at least one machine in perfect condition for every 10 kilometers, so that there must always be thirteen.”

Volume 22 of the same source [7], p 91, reported that various types of spark-arrestor had been tried, particularly on locos 17 and 9, but without success so far. It was clear that compensation payments for fires started by sparks from locos were cripplingly expensive at that time.

INNORME SOBRE EL FERROCARRIL DE GIRARDOT 203

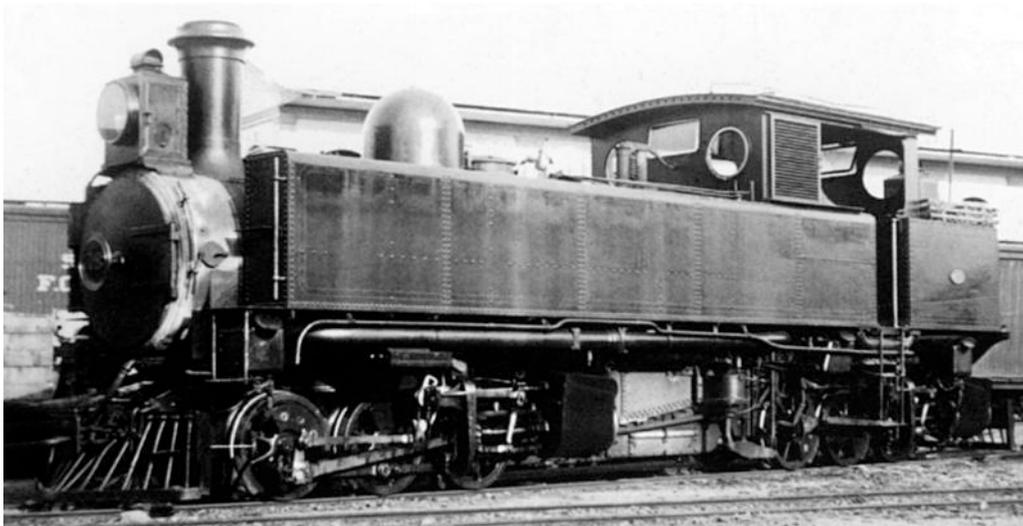
Hay 16 locomotoras, de las cuales encontramos en servicio activo 9, remolcando trenes de pasajeros, de carga y de materiales; de las 7 restantes, los números 2, 12 y 14 se están reparando, y los números 6, 9 y 10 están abandonadas hace más de 9 meses; los números 15, 16 y 17 fueron puestas al servicio en este año. Entre las máquinas que están en servicio algunas tienen las pestañas de las ruedas muy gastadas y tenemos datos de que no han entrado al Taller hace mucho tiempo, cuando es conveniente que cada máquina éntre dos veces por mes. Las Mallet números 9 y 10, magníficas máquinas que tan buen servicio prestaron durante más de dos años y cuando la línea se encontraba en pésimas condiciones, no deben abandonarse, máxime contando con la mayor parte de los repuestos y necesitándolas tanto en la parte alta de la línea, pues toda ella requiere, por lo menos, una máquina en perfecto buen estado por cada 10 kilómetros, de suerte que siempre deben contar con trece.

No hav un solo guarda. en toda la línea. desde Facatativá hasta

0-6-6-0T Kitson-Meyer d/w 34¾", cyls. 14x18", built by Kitson in 1914

Ordered for Columbian National Railway. These locos were a 3' 0" gauge version of the 3' 6" gauge Kitson-Meyers built between 1894 and 1907 for the *FCTT* and *FC de Taltal* in northern Chile, with almost dential basic dimensions. The first two had saturated steam boilers, whilst the third and fourth had Schmidt superheaters.

- | | | |
|-----------|----------|---|
| 18 | w/n 5039 | Later renumbered as no. 8 , then 22 and finally 147 . Retired by 1954. |
| 19 | w/n 5040 | Later renumbered as no. 9 , then 23 and finally 148 . Retired by 1954. |
| 20 | w/n 5064 | Later renumbered as no. 10 then 12 . |
| 21 | w/n 5065 | Later renumbered as no. 11 , then 24 and finally 149 . Retired by 1954. Had been rebuilt with a reversed front bogie, ie. cylinders forward [8]. |

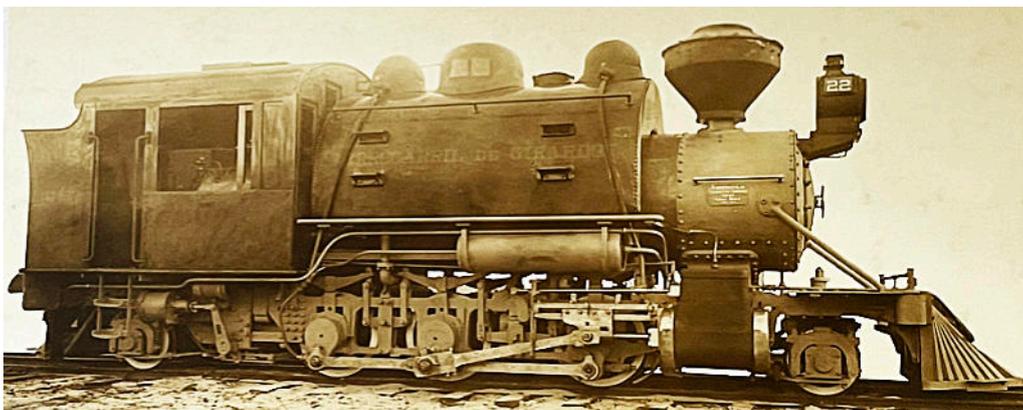


FC de Girardot engine no. **18**, seen when in Colombian National Railway (*Girardot*) green livery during 1924. [8]

2-6-2ST d/w 42", cyls. 15x20", built by ALCo Cooke in 1915

Ordered for Columbian National. Connelly's ALCO list says d/w 36".

- | | | |
|-----------|-----------|---|
| 22 | w/n 55140 | Transferred to <i>FC de Cundinamarca</i> around 1926 [8]. |
|-----------|-----------|---|



FC de Girardot no **22** ALCo publicity card photo.

CTW 2103 AMERICAN LOCOMOTIVE COMPANY, 241
 NEW YORK. Road Number, 22
 Class, 262 T 106 BUILT FOR THE COLUMBIA NATIONAL R. R.

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Diameter	Pressure	Length	Width	Number	Diameter	Length
3'-0"	15"	20"	36"	52"	180 lbs.	46 $\frac{1}{2}$ "	44 $\frac{1}{4}$ "	168	2"	13'-2"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving		Engine		Leading		Driving		Trailing		Engine
9'-0"		23'-3"		12000		80000		14000		106000
FUEL	HEATING SURFACES, SQUARE FT.			GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION				
	Kind	Tubes	Fire Box				Total			
Soft Coal	1150	69	1219	14.2	19120 lbs.	4.18				

Tender, Type 8-Wheeled. Capacity, Water, 1200 Gals. Fuel, 2.5 Tons.
 NEGATIVE No. C-419 58110 | 18' 5000

FC de Girardot no 22 ALCo publicity card details.



No. 22 seen at Facatativá in April 1926 by Paul Dewhurst. [8]

0-6-6-0T Kitson-Meyer d/w 34 $\frac{3}{4}$ ", cyls. 14x18", built by Kitson in 1919, 1920 and 1921

Ordered for Columbian National Railway. These locos were a 3' 0" gauge version of the 3' 6" gauge Kitson-Meyers built between 1894 and 1907 for the *FCTT* and *FC de Taltal* in northern Chile, with almost identical basic dimensions. Unlike earlier K-Ms these engines all had Robinson superheaters.

- 23 w/n 5176 Later renumbered as no. 12, and then 13.
- 24 w/n 5177 Later renumbered as no. 13, and then 14.
- 25 w/n 5178 In service 1926. Modified with front bogie having cylinders at front. Was renumbered as no. 14, then 25 and finally 150. Retired by 1954.
- 26 w/n 5274 Collided with no. 30 on Sept. 21 1923 at Km.108. Later renumbered as 15, then 20 and finally 145. Retired by 1954.
- 27 w/n 5275 Later renumbered as no. 16. Seemingly did not enter *FCGTH* fleet in 1930, and not in 1938 fleet list.
- 28 w/n 5276 Later renumbered as no. 17, then 16, 17 again and finally 142. Retired by 1954.
- 29 w/n 5322 Later renumbered as no. 18, or possibly 19 and then 20. Seemingly did not enter *FCGTH* fleet in 1930.
- 30 w/n 5323 Collided with no. 26 on Sept. 21 1923 at Km.108. Later renumbered as 19, or possibly 18 and then 17. Seemingly did not enter *FCGTH* fleet in 1930. Out of fleet list by 1946 [8].
- 31 w/n 5324 Later renumbered as no. 20, then 18 and finally 143. Retired by 1954. .
- 32 w/n 5325 Later renumbered as no. 21, then 19 and finally 144. Retired by 1954. .
 Became *FCN-C* no. 144. Photo shows this engine with 'Centro de Ingenieros Militares Francisco J. Caldas' inscription on tanks.

There was one Kitson-Meyer in the 1930 *FCGTH* fleet whose original identity is not known. It may well have been

one of **27**, **29** or **30** in this list. Binns reckoned that around four K-Ms went to the *FC de Cundinmarca*.

Kitson-Meyer variations

Whilst all these early Kitson-Meyers for Taltal, Tocopilla and Girardot had identical cylinder (14x18") and bogie (34¾" wheel diameter and 37¼" wheel spacings) dimensions, other measurements slowly grew. The overall wheelbase of all the Chilean engines was 25' 6½", whilst on the Colombian machines it was originally 26' 1" and later 26' 6". Similarly the weight grew from 55 tons 7 cwt for Taltal, 62 tons 13 cwt for Tocopilla, and 60 tons 19 cwt increasing to 64 tons 4 cwt for Colombia. A number of other dimensions are listed in Kitson drawing office volumes held by the Stephenson Locomotive Society librarian (though not listed in the library accessions list).

The fleet around 1919

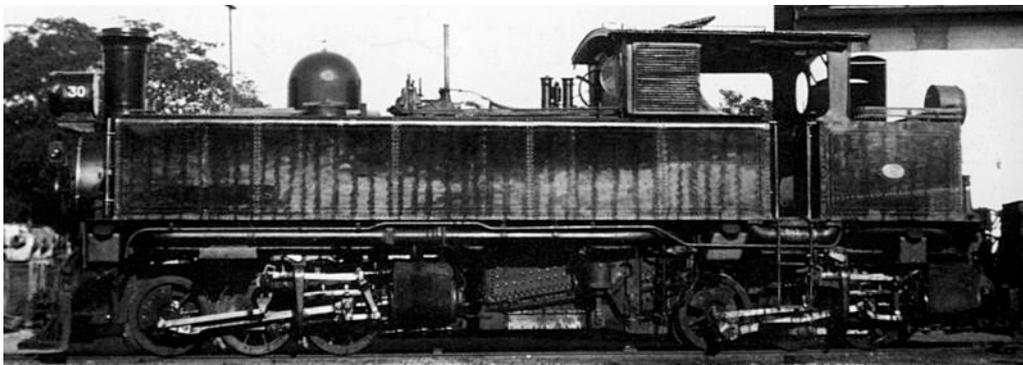
Sr. Ortega [12] records that there were twenty-seven locos. Whilst his book was published in 1920, he may have been able to include the 1919 batch or even the 1920 batch of K-Ms in the total.



FC de Girardot no. **26**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam543.



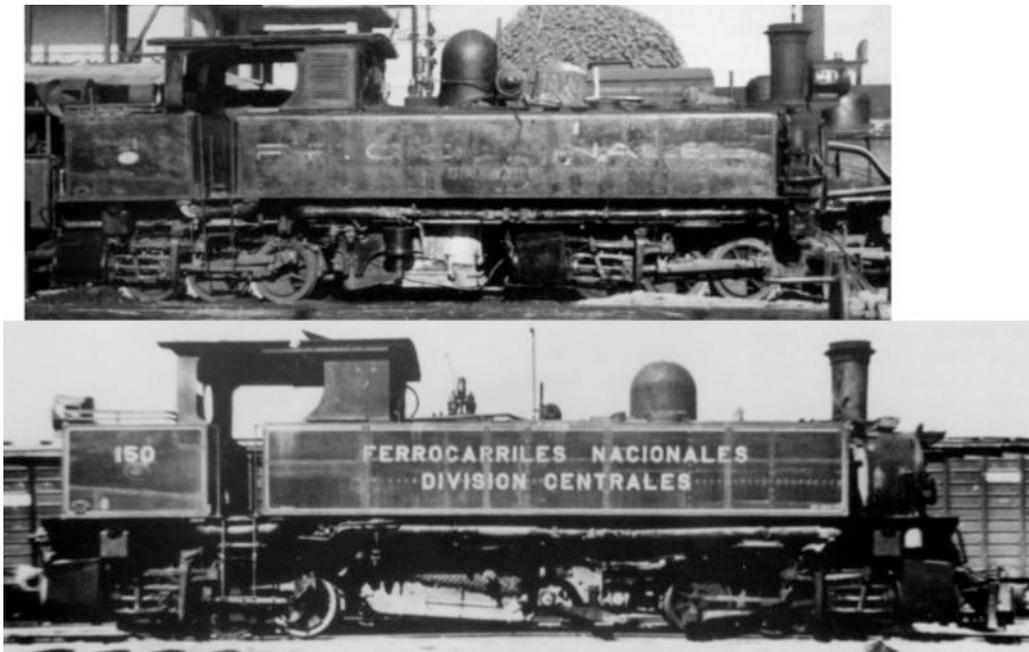
No. **25**, presumably in the lined green livery of the 1920s, is seen leaving San Joaquín in 1926, in this image by P. C. Dewhurst. [8]



No. **30** as seen by PCD in 1925. [8] By then this loco would appear to have had different safety valves from no. **29** above.

Kitson-Meyer rebuilds

The late Donald Binns explored this topic in some detail in an article in *LI* issue 11 of 1991. He concluded that at least five locos received new front bogies with the cylinders facing forward (actually additional rear bogies purchased from Kitson for the purpose). At the same time longer boilers with larger fireboxes were fitted, and presumably new or modified boiler cradles as the bogie pivots now needed to be further apart.



These two photos from Donald Binns' *LI* article [11] have been juxtaposed to demonstrate the additional length of the modified engines. The original overall wheelbase was 25' 6", whilst the new overall wheelbase appears to be around 29 or 30" longer. Note that the upper loco has had its dome removed and that the dome cover lying loose has been placed well back from its normal position. [8] also shows the upper photo, dates it to 1958, and comments that it shows no. **21** bearing 'FFCC NACIONALES GIRARDOT' lettering.



FC de Girardot no. **25**. Note the front bogie with cylinders now facing forward. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam549.

Fleet renumbering

The renumbering of all the Kitson-Meyers into a continuous sequence from **3** to **21** probably took place in late 1923. The Hartmann 2-6-0s seem to have become nos. **1** and **2**, whilst other surviving older locos presumably must have taken higher numbers, possibly from the mid 30s upward. These later running numbers are set out in a column with the next section on the *FC Girardot Tolima Huila*. A further renumbering took place by 1938, and another in the early 1950s.

Total numbers of engines

Eighteen locos were reported in the fleet in 1915 out of a total of twenty-one or twenty-two that had been purchased

during the preceding couple of decades, and there were twenty-five in 1925, out of thirty-two likewise. The US report, which gave the latter figure, said they were of the "Mallet Type", which presumably was an error meaning the Kitson-Meyer type. Source [3] confirms the total number of twenty-five in 1925 but states that nine of them were in poor condition.

4-8-0 class Tolima d/w 40", cyls. 18x22", built by Baldwin in 1926

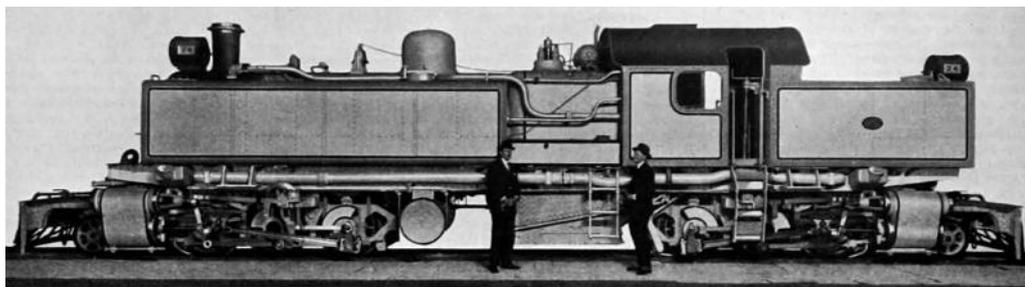
Ordered for *FC de Girardot*. BLW class 12-30E nos. 7-8. Spec. is in vol. 78 p170. Part of bigger order with locos for Tolima and Cundinamarca.

- | | | |
|----|-----------|---|
| 22 | w/n 58948 | [8] says 58948 was <i>FC de Girardot</i> no. 23 and became <i>FCN-C</i> no. 82 . |
| 23 | w/n 58949 | [8] says 58949 was <i>FC de Girardot</i> no. 24 and then 42 , and became <i>FCN-C</i> no. 77 . |

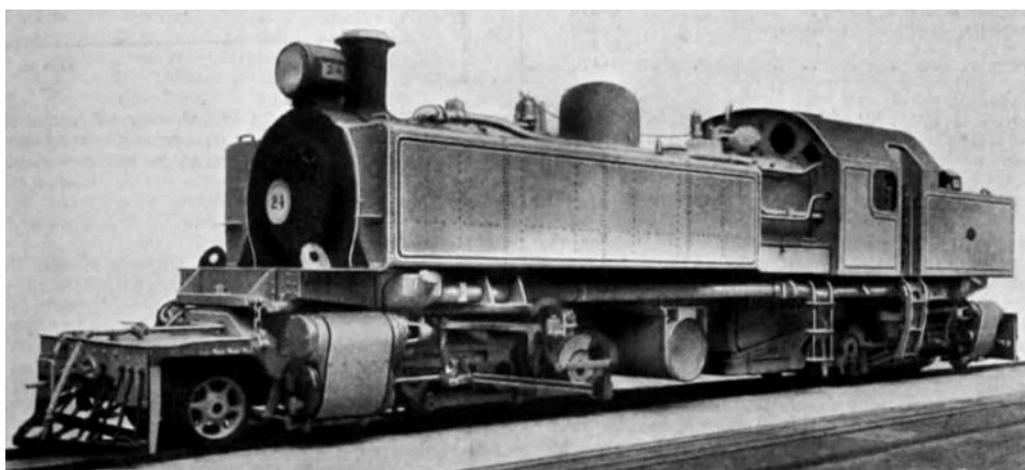
2-6-6-2T Kitson-Meyer d/w 37½", cyls. 15¼x20", built by Kitson in 1926-7

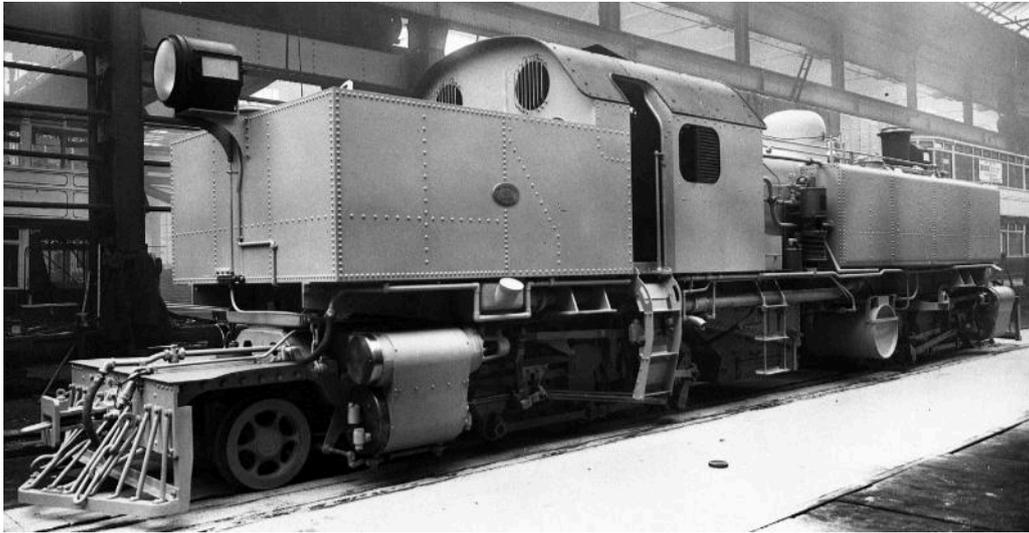
Ordered for Girardot Railway. See major article about these locos in *The Engineer*, issue of 1st April 1927.

- | | | |
|----|----------|---|
| 24 | w/n 5400 | Cab roof raised whilst still numbered 24 . Later renumbered as no. 35 . |
| 25 | w/n 5401 | Later renumbered as no. 34 . |
| 26 | w/n 5402 | Later renumbered as no. 32 . |
| 27 | w/n 5403 | Later renumbered as no. 33 . |

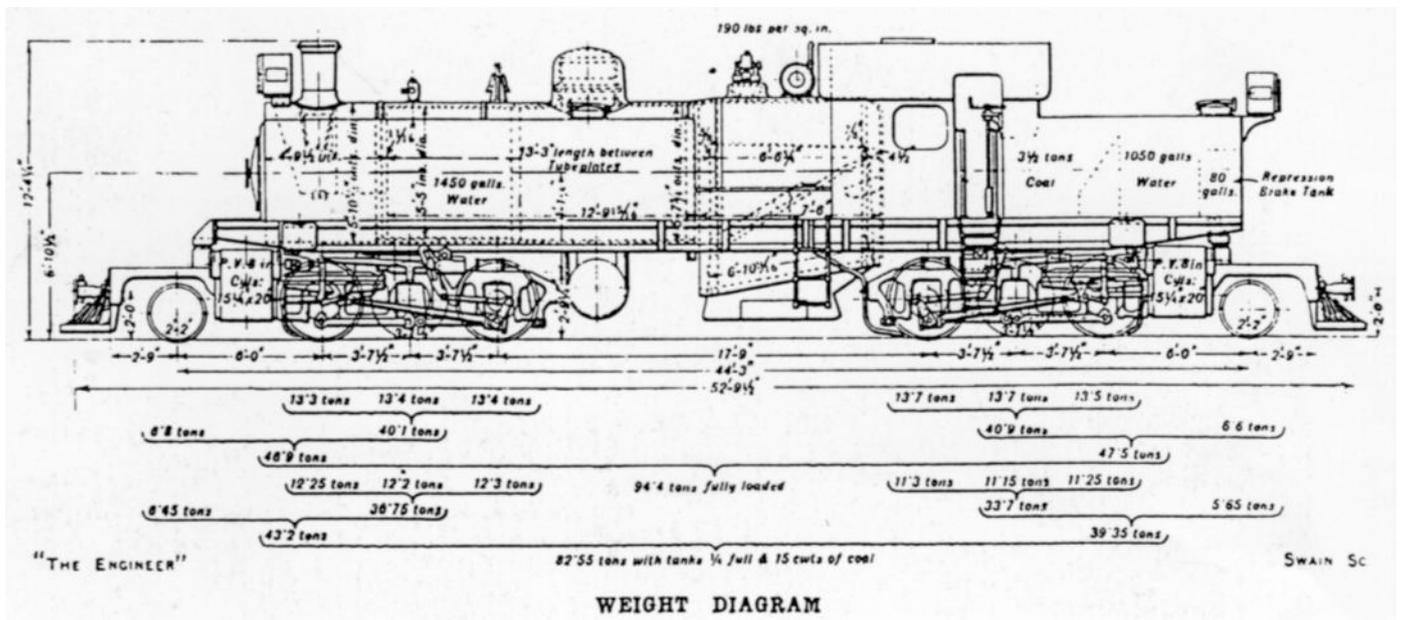


The gentlemen standing in front of the newly-completed loco are apparently P. C. Dewhurst and Col. Edwin Kitson Clarke.





One of the four 2-6-6-2T locos for the Girardot railway almost ready for dispatch.



A weight diagram from *The Engineer's* supplement on these locomotives in the issue of April 1st 1927. This and the drawings which follow were all reproduced in Donald Binns' book on Kitson-Meyer locomotives.



No. **24** at a guess, owing to it having the raised cab roof seen above, and seemingly crossing the big bridge over the río Magdalena. The loco is carrying the drum-shaped sandboxes ahead of the tanks that can be seen in the previous image, but unlike in that photo it retains its capped chimney. The original larger photo was dated January 1st 1930, and might even show an opening day train as the bridge was only opened that year.



Whilst the basic design of this engine is as for those pictured above, there are clear differences. The cab has higher eaves and a larger side window owing to the railway's loading gauge having been enlarged, and sandboxes have been added above the front pony truck. Nevertheless it is one of the four 1927 locos, albeit with the running number **35** which no. **24** gained after the merger with the FC Tolima - Huila.

4-8-0 d/w ?, cyls. ?, built by Skoda in 1928

Ordered for

- 28** w/n 455
- 29** w/n 454

For numbers **31** to **34** see the 1926-7 Kitson-Meyers above.

2-6-0 d/w 48", cyls. 16x22", built by Baldwin in 1904

Ordered for Columbian National. BLW class 8-26D no. 149. Spec. is in vol. 27 p115. Radley & Hunter stack.

Originally no. **5**.

- ?** w/n 24722 Later to *FC de Cundinamarca*.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1907 and 1912

Ordered for Columbia National Railway. Originally nos. 9, 10, 11 and 17.

33? w/n 44324

55? w/n 44325

? w/n 44326

? w/n 52037

0-6-6-0T Mallet d/w 38", cyls. 13/20½x20", built by ALCo Schenectady in 1909

Ordered via Columbia Trading Co. Originally nos. 20 and 21.

? w/n 46168

? w/n 46169

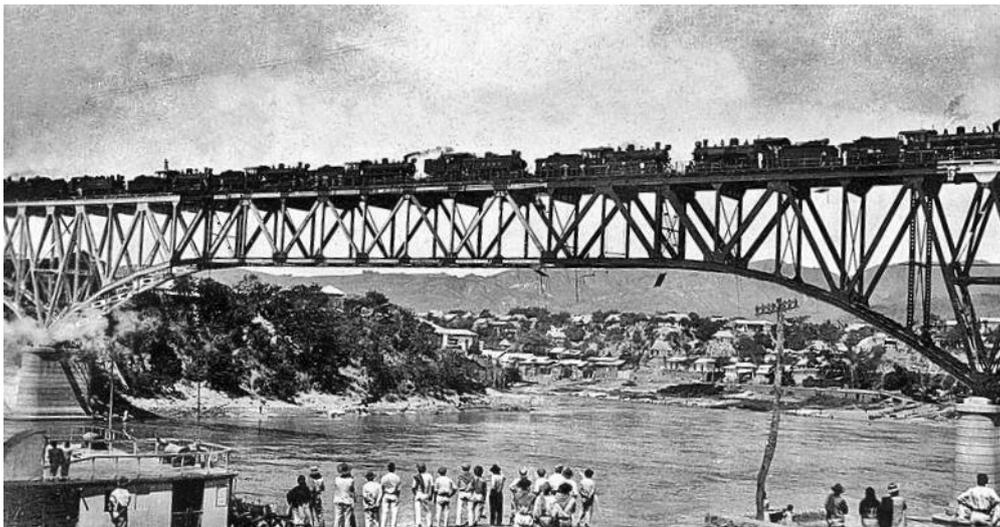
2-6-2ST d/w 42", cyls. 15x20", built by ALCo Cooke in 1915

Ordered for Columbian National. Originally no. 22.

? w/n 55140

The end of the railway's separate identity

In 1930 the *FC de Girardot* was merged with the *FC Tolima - Huila* on the other side of the big new bridge to form the *FC Girardot - Tolima - Huila*. See the next section.



The big bridge undergoing a deflection test, with eight locos, including in the centre one of the 2-6-6-2T Kitson-Meyers.

12.2.9 *El FC Girardot - Tolima - Huila (FCGTH)*

1930-1953

Background

3 0" gauge. Once the big Armstrong Whitworth bridge over the Río Magdalena between Girardot and Flandes had been completed in 1930, there was no longer any purpose in maintaining the separation between the *FC de Girardot* and the *FC Tolima Huila*. The managements and operations were thus combined under the title at the head of the page.

A full renumbering

The loco fleet received a comprehensive renumbering, as follows.

Wheel arr.	D/w	Cyls.	Builder	Works no.	Year	Previous identities		New no.	
						Pre 1923	Post 1923		
?	?	?	?	?	?	?	?	1	
2-4-2T			Tubize	2063	1926	<i>FCHC 2</i>	45	1²	
2-8-0	38	16x20	ALCo Schen.	44324	1907	<i>FCHC 9</i>	33	2	
2-8-0	38	16x20	ALCo Schen.	44325	1907	<i>FCHC 10</i>	55	3	
?	?	?	?	?	?	?	?	4	
2-6-0	42	16x20	Baldwin	38088	1912	<i>FC del Pacifico</i>	16	5	
2-6-0	42	16x20	Baldwin	51266	1919	<i>FC del Pacifico</i>	26	6	
?	?	?	?	?	?	?	?	7	
?	?	?	?	?	?	?	?	8	
0-6-6-0T	34¾	14x18	Kitson	4671	1909	12	3	9	Then to <i>FCCund 9?</i>
0-6-6-0T	34¾	14x18	Kitson	4672	1909	13	4	10	Later renumbered 16?
0-6-6-0T	34¾	14x18	Kitson	4673	1909	14	5	11	
0-6-6-0T	34¾	14x18	Kitson	4915	1912	15	6	?	To <i>FCCund</i> in 1934 for army, possibly <i>FCCund 14?</i>
0-6-6-0T	34¾	14x18	Kitson	5064	1914	20	10	12	
0-6-6-0T	34¾	14x18	Kitson	5176	1919	23	12	13	
0-6-6-0T	34¾	14x18	Kitson	5177	1919	24	13	14	
?	?	?	?	?	?	?	?	15	

Loco **15** had probably been one of the three missing Kitson-Meyers from the *FC de Girardot* fleet. These were **27**, **29** and **30** (original *FCG* numbers) which were Kitson nos. 5275, 5322 and 5323. Presumably the other two might have been scrapped after accidents. Alternatively Holzinger's list gives **29** (K 5322) as becoming **18¹** and then **17²**, and **30** (K 5323) as becoming **19¹** and then **18²**, with both then withdrawn before 1946. That suggests that **27** might have become *FCGTH 15*.

0-6-6-0T	34¾	14x18	Kitson	5276	1920	28	17	17	
0-6-6-0T	34¾	14x18	Kitson	5324	1921	31	20	18	
0-6-6-0T	34¾	14x18	Kitson	5325	1921	32	21	19	
0-6-6-0T	34¾	14x18	Kitson	5274	1920	26	15	20	
0-6-6-0T	34¾	14x18	Kitson	4916	1912	16	7	21	
0-6-6-0T	34¾	14x18	Kitson	5039	1914	18	8	22	
0-6-6-0T	34¾	14x18	Kitson	5040	1914	19	9	23	
0-6-6-0T	34¾	14x18	Kitson	5065	1914	21	11	24	
0-6-6-0T	34¾	14x18	Kitson	5178	1919	25	14	25	
2-6-6-2T	37½	15¼x20	Kitson	5402	1927		26	32	

2-6-6-2T	37½	15¼x20	Kitson	5403	1927		27	33
2-6-6-2T	37½	15¼x20	Kitson	5401	1927		25	34
2-6-6-2T	37½	15¼x20	Kitson	5400	1926		24	31 then 35
?	?	?	?	?	?	?	?	36
?	?	?	?	?	?	?	?	37
4-8-0	?	?	Haine St P	1555	1926	<i>FCNA 2</i>	<i>FCdelP 2N</i>	38 Then to <i>FCN2a</i> as 24
4-8-0	?	?	Haine St P	1556	1926	<i>FCN-A 3</i>	<i>FCdelP 3N</i>	39 Then to <i>FCN2a</i> as 25
4-8-0	40	18x22	Baldwin	58947	1926	<i>FCT 14</i> or 13?	43	40
4-8-0	40	18x22	Baldwin	58948	1926		22	41
4-8-0	40	18x22	Baldwin	58949	1926		23	42

The following eleven locos were given the numbers **43** to **53**, but were then immediately renumbered [A. Copeland].

4-8-0	40	18x22	Baldwin	58947	1926	<i>FCT 14</i>		43 Renumbered 40
2-4-2ST	37	11x16	Tubize	2062	1926	<i>FCHC 1</i>		44 ¹ Renumbered ?
2-4-2ST	37	11x16	Tubize	2063	1926	<i>FCHC 2</i>		45 ¹ Renumbered 1 ²
2-6-2	40	18x22	Skoda	482	1928	New.		46 Renumbered 57
2-6-2	40	18x22	Skoda	483	1928	New.		47 Renumbered 58
2-6-2	40	18x22	Skoda	484	1928	New.		48 Renumbered 59
4-8-0	40	18x22	Skoda	451	1928	<i>FCT 15</i>		49 Renumbered 45
4-8-0	40	18x22	Skoda	452	1928	<i>FCT 16</i>		50 Renumbered 46
4-8-0	40	18x22	Skoda	457	1928	<i>FCT 19</i>		51 Renumbered ?
4-8-0	40	18x22	Skoda	453	1928	<i>FCT 17</i>		52 Renumbered 47
4-8-0	40	18x22	Skoda	456	1928	<i>FCT 18</i>		53 Renumbered 50
4-8-0	40	18x22	Baldwin	60533	1928	<i>FCdelP 86</i>	86	43 ²
4-8-0	40	18x22	Baldwin	60534	1928	<i>FCdelP 87</i>	87	44 ²
4-8-0	40	18x22	Skoda	451	1928	<i>FCT 15</i>	49	45 ²
4-8-0	40	18x22	Skoda	452	1928	<i>FCT 16</i>	50	46 ²
4-8-0	40	18x22	Skoda	453	1928	<i>FCT 17</i>	52	47 ²
4-8-0	40	18x22	Skoda	454	1928		29	48 ²
4-8-0	40	18x22	Skoda	455	1928		28	49 ²
4-8-0	40	18x22	Skoda	456	1928	<i>FCT 18</i>	53	50 ²
4-8-0	40	18x22	Skoda	457	1928	<i>FCT 19</i>	51	51
4-8-0	40	18x22	Berliner	9437	1929	<i>FCNyNE 53</i>		52 ²
4-8-0	40	18x22	Berliner	9438	1929	<i>FCNyNE 54</i>		53 ² Later to <i>FCdelP</i> as 72 ²
4-8-0	40	18x22	Berliner	9439	1929	<i>FCNyNE 55</i>		54 Later to <i>FCdelP</i> as 73 ²
4-8-0	40	18x22	Berliner	9440	1929	<i>FCNyNE 56</i>		55 Later to <i>FCdelP</i> as 84 ²
?	?	?	?	?	?	?	?	56

The following locos were renumbered with all the others but their new numbers are unknown.:

0-4-2T	33½	11x16	ALCo Cooke	54784	1914	<i>FCT 1</i>		?
0-4-2T	33½	11x16	ALCo Cooke	54785	1914	<i>FCT 2</i>		?
2-4-2T	30	11x16	ALCo Cooke	62600	1921	<i>FCT 3</i>	<i>FCAI 1</i>	?
2-4-2ST	27	9x14	ALCo Cooke	62513	1920	<i>FCCT 2</i>	<i>FCT 12</i>	?
2-8-0	42	17x22	ALCo Schen.	67668	1928	<i>FCG 19</i>	<i>FCT 19</i>	19?
2-4-2ST	37	11½x16	Henschel	20721	1926	<i>FCNA ?</i>	<i>FCdelP 1T</i>	?
0-6-6-0T	38	13/20½x20	ALCo Schen.	46168	1909	<i>FCG 20</i> or 9	<i>FCT 10</i> later 5	?
0-6-6-0T	38	13/2½x20	ALCo Schen.	46169	1909	<i>FCG 21</i> or 10	<i>FCT 9</i> later 4	?
0-6-6-0T	38	13½/20½x20	ALCo Brooks	61616	1920	<i>FCT 6</i>		?
0-6-6-0T	38	13½/20½x20	ALCo Brooks	61617	1920	<i>FCT 7</i>		?
0-6-6-0T	38	13½/20½x20	ALCo Brooks	61618	1920	<i>FCT 8</i>		?



FC del Tolima 2-4-2ST no. 15 by Tubize after rebuilding with side tanks and now as FCN Girardot no. 1. [8]



No. 1 between Girardot and Ibague in 1948, from the collection of Margarita Rosa.



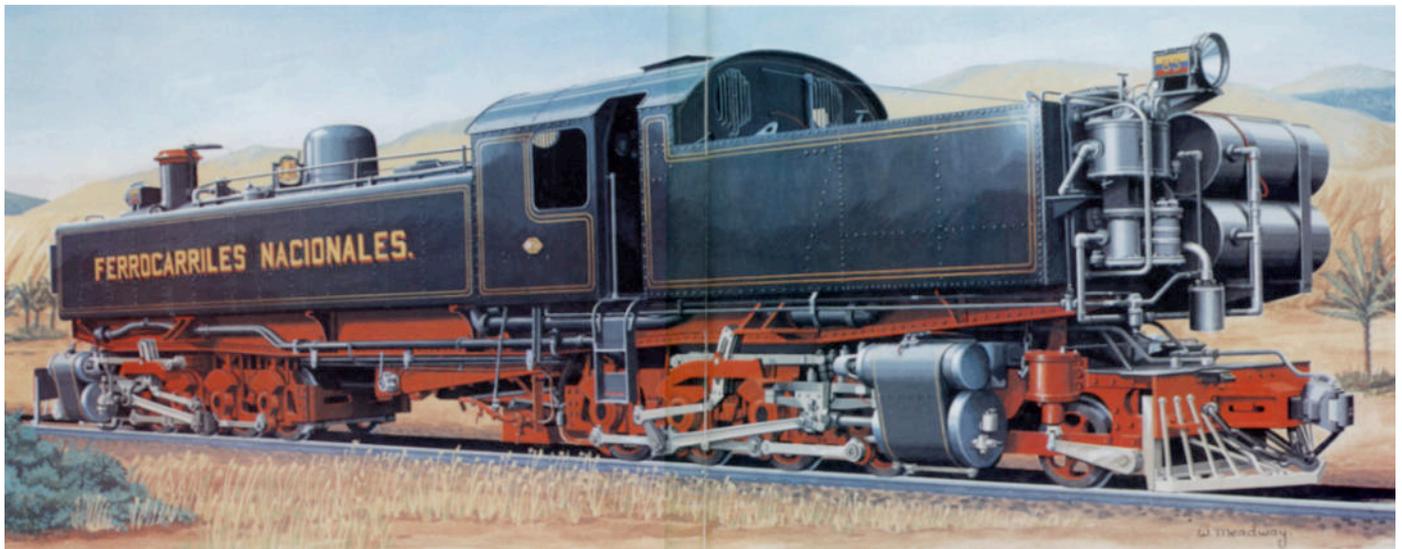
FCN-C no. 40 (ex FC de Tolima no. 13) at Girardot in 1955 and before being renumbered FCN-C 81. [8]

New locomotives bought for the FCGTH

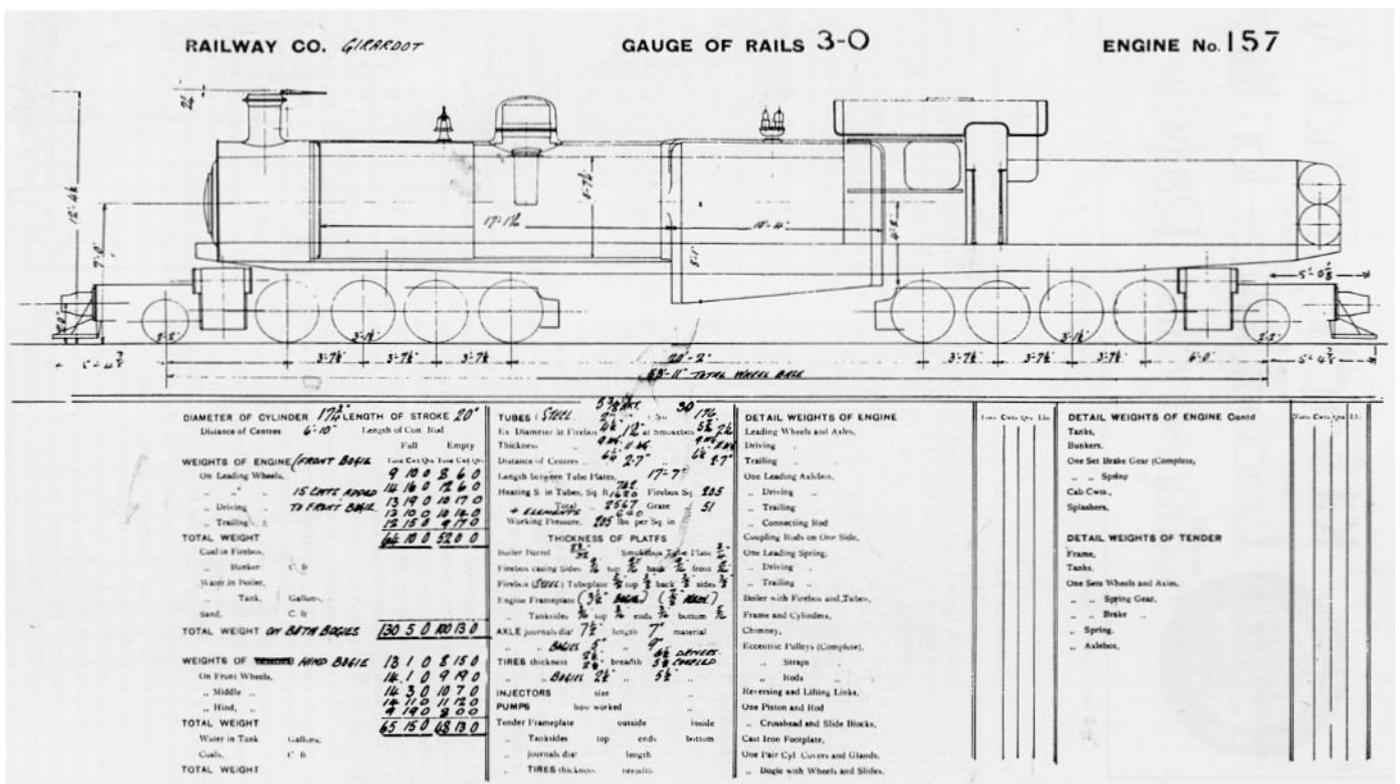
2-8+8-2T Kitson-Meyer d/w 37½", cyls. 17¾x20", built by Robert Stephenson in 1935

Ordered for Colombian National Railways, Girardot. Assigned Kitson numbers 5471-2, so presumably built with their approval at about the time of their closure. "Too rigid and heavy for the Girardot track" [8]. 'Los Kitson-Stephenson'.

56	w/n 4110	Cab roof later raised. Later renumbered 83 , then 73 ¹ .
57 ²	w/n 4111	Cab roof remained at original height. Later renumbered 84 , then 74 .

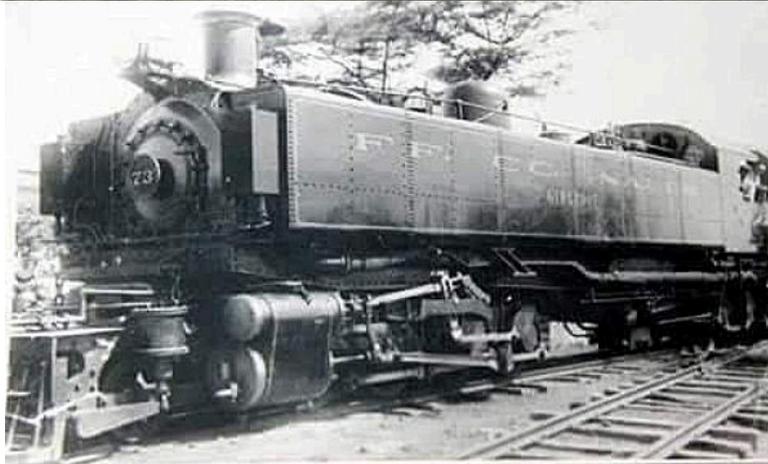


A painting reproduced in Donald Binns' *Kitson-Meyer Locomotives* book and credited to GEC Traction Ltd. which had taken over Robert Stephenson & Hawthorns. It was presumably contemporary with the locomotives' construction.



A Robert Stephenson weights book diagram. This too was reproduced in Donald Binns' *Kitson-Meyer Locomotives* book.

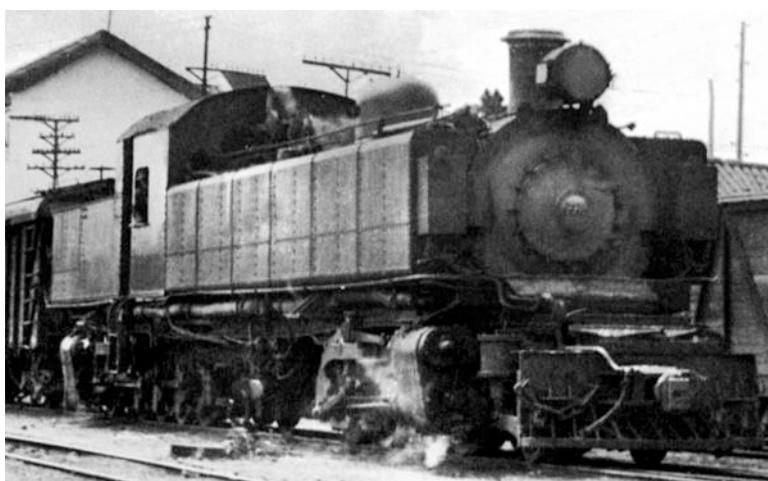




The first of this pair after renumbering from **56** to **83** and then to **73** ,
but before its cab roof was raised.



FCN-C no. **173**, ex FC de Girardot no. **57**. Photo by Jorge Arias from 1961. [8]



FCN-C no. **172**, ex FC de Girardot no. **56**. Photo by Guillermo Díaz. [8]
Note the raised cab roof.

2-8-8-2T d/w 40", cyls. 17x22", built by Baldwin in 1935

Ordered for *Consejo Administrativo de los FFCC Nacionales*. BLW class 20-28/28¼EE no. 1. Spec. is in vol. 79 p741.

58² w/n 61834 Used on the Nordeste line as too long and rigid for the steeply graded section it was intended for. Later renumbered **82**, then **72¹**. Boiler exploded 1961[8].



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 16361-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 16362.

4-8-2 d/w 42", cyls. 18½x22", built by Baldwin in 1944, 1945 and 1947

Majority ordered for the *FC Girardot - Tolima - Huila*. [8] quotes builder's erection card as saying "equipped with type A superheater, feed water heater, power reverse, limited cut-off, cast steel cylinders, air brake on all driving and tender wheels and one 8½" cross compound air pump.

61	w/n 71972	
62	w/n 71973	
63	w/n 71974	
64	w/n 71975	
65	w/n 71976	
66	w/n 72240	
67	w/n 72241	
68²	w/n 70334	Not new, ex <i>FC de Cundinamarca</i> no. 28 .
68¹	w/n 73355	Not new, ex <i>FC de Cundinamarca</i> no. 29 . Renumbered 70²
69	w/n 73356	Renumbered 71²
70¹	w/n 73357	Renumbered 72² . Later to <i>FC del Pacifico</i> as no. 102 .
71¹	w/n 73358	Renumbered 73² . Later to <i>FC del Pacifico</i> as no. 103 .



No. **61** as seen in a Baldwin works photo. [8]



FCGTH no. **73**. Left hand side. Note the Worthington feed water heater below the big sand dome. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13435-1.



FCGTH no. **73**. Right hand side. Ahead of the two-stage air pump the air-operated reverser can be seen. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13436.



FCGTH no. **73**. Cab interior view. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 13434-1.

4-8-2 d/w 42", cyls. 18½x22", built by Porter in 1948

Ordered for *Nacionales de Colombia* at Giradot, along with others for *FC Nacionales Norte Segunda y Noreste*.

72² w/n 8137 Later became *FC Norte* no. **129**.

73² w/n 8136 Later became *FC Norte* no. **128**.

These running numbers clash with two of the Baldwin 4-8-2s above.

2-8-2 d/w ?, cyls. ?, built by Tubize in 1951

First five ordered for *FC de Giradot*; Jens Merte's Tubize list suggests the final three had been originally intended for the *Acerias Paz del Rio* as their nos. **01-03**.

91	w/n 2393	Became <i>FCN-C</i> 51
92	w/n 2394	Became <i>FCN-C</i> 52
93	w/n 2395	Became <i>FCN-C</i> 53
94	w/n 2396	Became <i>FCN-C</i> 54
95	w/n 2401	Became <i>FCN-C</i> 55
96	w/n 2402	Became <i>FCN-C</i> 66 , then to <i>Acerias Paz del Rio</i> as 0-1
97	w/n 2403	Became <i>FCN-C</i> 67 , then to <i>Acerias Paz del Rio</i> as 0-2
98	w/n 2404	Became <i>FCN-C</i> 68 , then to <i>Acerias Paz del Rio</i> as 0-3

2-8-0 d/w 42", cyls. 17x20", built by Porter in 1948

Porter had delivered three of these to Columbia as 8164-8166 of 1948, consigned to the *Admin. de los Consejo*, Bogota, Columbia, possibly originally as nos. **39-41**. They became *FC del Pacifico* nos. **103-105**, but 8166 (ex **105**,

ex 41) later was transferred to Girardot.

105 w/n 8166 Became *FCN-C* 41

The formation of the *Ferrocarriles Nacionales división Centrales* in 1953

In 1951 the *FC de Girardot - Tolima - Huila*, although already government-owned, was formally integrated into the new *FCN-C*.

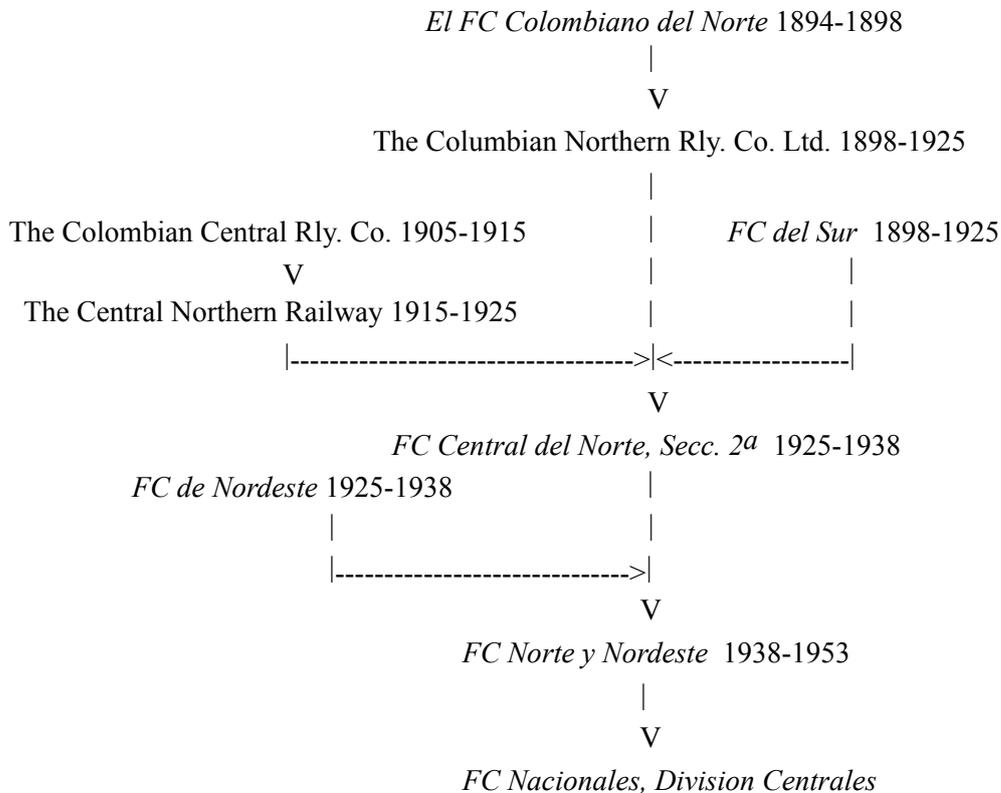
At this point, the newly combined system had another renumbering so that similar modern locomotives from several different companies did not have number conflicts. However, some old locomotives continued to use their old numbers until scrapped. See section 12.4.7 for the *FCN-C* loco list.



The existence of an *FCN Girardot* plate with a number as high as **114** suggests that these plates remained in use into the *FCN-C* era.

12.3 The Central area – north and south of Bogotá

Whilst the majority of these ‘Norte’ area railways also ended up within the *FCN-C* grouping after 1953 it has been less confusing to give them a separate main section here.



(Diagram by Reimar Holzinger with modifications)

12.3.1 *El FC Colombiano del Norte*

1884-1898

The Columbian Northern Railway Co.

1898-1915

and

The Columbian Central Railway Co.

1905-1915

The Central Northern Railway

1915-1925

Background

Metre gauge. The first concession was issued in 1884, for a line north from Bogotá to Zipaquirá, but it took until 1898 before the line was opened. A 1905 extension was to be built to Chiquinquirá by the Columbian Central Railway Co. but again it took until the mid-1920s, after a government takeover in 1915, to complete it. In 1925, in the face of insoluble disagreements with the company, the government also took over the Central Northern Railway. From then on the complete line was known as the *FC del Norte sección Segundo*, the Puerto Wilches Railway with which it was eventually expected to connect (see section 12.) being the *sección Primero*. An extension to Moniquirá was started at

that time, and a branch was to be built from Nemocon to Tunja, to connect with the proposed Carare railway.

Locos specified in the 1884 authorising law

puntos donde el tranco lo requiera.
(k). El material rodante, cuando el ferrocarril esté entregado al servicio público, se compondrá por lo menos de seis (6) locomotoras de diez y ocho (18) á veinte (20) toneladas, diez y seis (16) carruajes para pasajeros, y cincuenta (50) wagones para carga.
(l). Los tenderos tendrán un ancho mínimo de

1 Locomotives of the Columbian Northern Railway

This was the original line from Bogotá out to Zipaquirá.

2-4-2T d/w 42", cyls. 12x18", built by Baldwin in 1889

Ordered for *FC del Norte*. BLW class 8-18¼C no. 20. Spec. is in vol. 15 p139. 'FERROCARRIL DEL NORTE' painted on tank. Note the running number of this and following loco are as set out in the spec. sheets, and not as in more recent lists. Eames vacuum brake. Name to be on separate ornamental white metal letters on cabsides. Source [8] lists this under the name 'CHAPINERO', as an alternative to that listed below.

1¹ 'CARLOS HOLGUÍN' w/n 10158 Sold to M. Esmacho Roldan & Nephesa, though seen at Norte station in Bogotá in 1925-6 [8].



A P. C. Dewhurst photo, taken in 1926 at the Norte yards in Bogotá.
Sourced here via [8].

2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1889

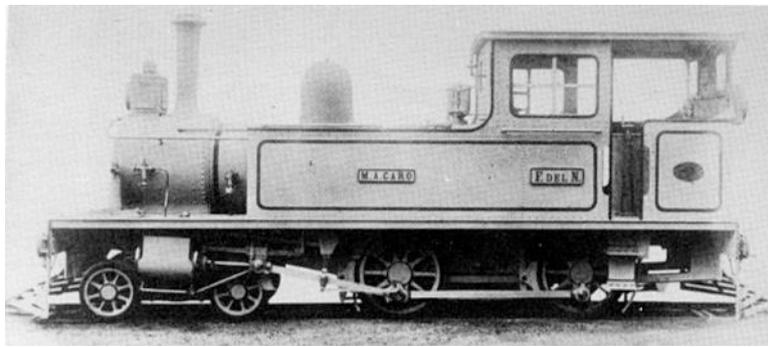
Ordered for *FC del Norte*. BLW class 8-20D no. 65. Spec. is in vol. 15 p138. Eight-wheeled tender. 'FERROCARRIL DEL NORTE' painted on tank. Eames vacuum brake. Name to be on separate ornamental white metal letters on cabsides.

2¹ 'RAFAEL NUÑEZ' w/n 10156 Sold to M. Esmacho Roldan & Nephesa.

4-4-0T d/w 39", cyls. 11x17"oc, built by Hudswell Clarke in 1893

Ordered via Isaac & Samuel for Northern Railway of Colombia.

3¹ 'M. A. CARO' w/n 411



0-4-2T d/w ?, cyls. ?, built by Kerr Stuart in ?

Ordered for ? [8] shows a Dewhurst photo of a very small KS 0-4-2T as *FC del Norte* no. 4, and says that it was still in use in 1925. However, KS no. 93, which that source identifies it as, was ordered by Browns & Co. for Pernambuco in Brazil. I can't help wondering whether this engine was originally the *FC de Cúcuta*'s no. 13 'La GRITA' which was Kerr Stuart no. 114. If so, it was built in 1897 with 9½x15" cylinders.

4? w/n 114?



A Dewhurst photo showing no. 4 at Nemocon in 1925. Source [8].

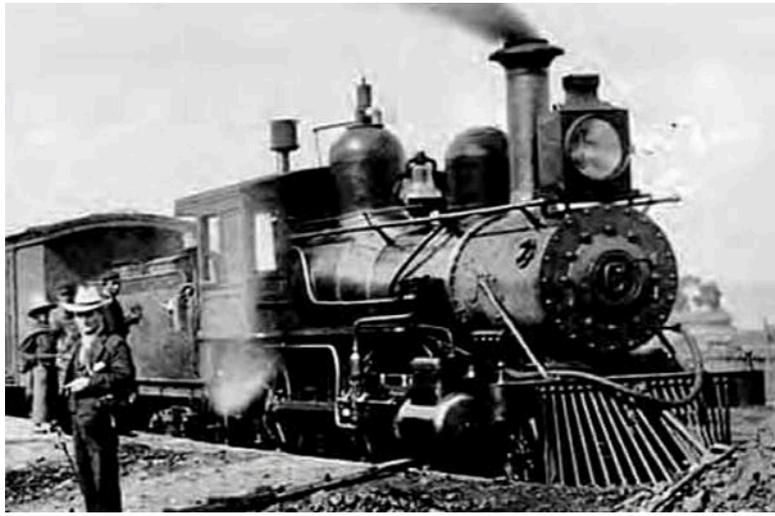
A puzzle in the 1906 report

A report of the company's AGM held in November 1906 (*The Railway Times*, Nov. 24th 1906, p529) stated that since the company's takeover of the line (1st May 1905) the motive power had been augmented by two locomotives. It is not clear what these will have been, unless one of them was the anticipated arrival of the 1907 Baldwin 2-6-0 listed below.

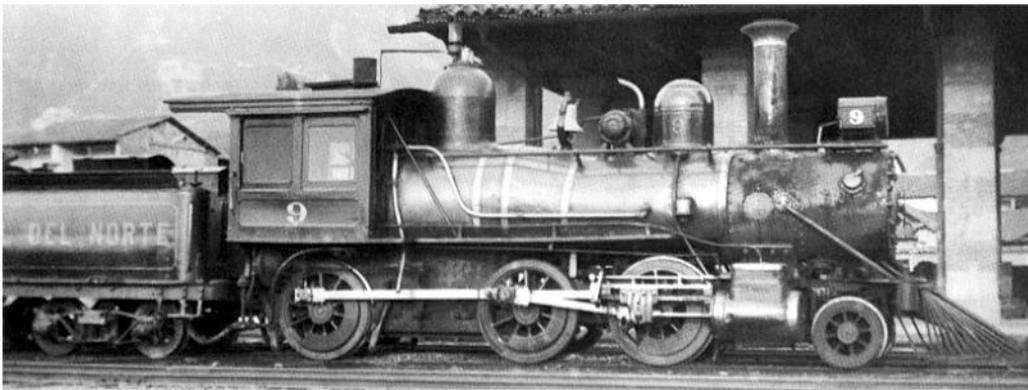
2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1895-7 and 1907, 1908 and 1910

Ordered for W. Loaiza & Co. for Northern Railway of Columbia (1895), Sanz & Co. for *Norte de Colombia* (1908). Metre gauge. BLW class 08-20D nos. 95, 99, 130, 134 and others. Specs. are in vol. 20 p62, vol. 32 p244, vol. 33 p7. Erecting card drawings for the third of these engines numbered 473A-60 6263 and 1031-75 8499 are in the DeGolyer Library collection. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

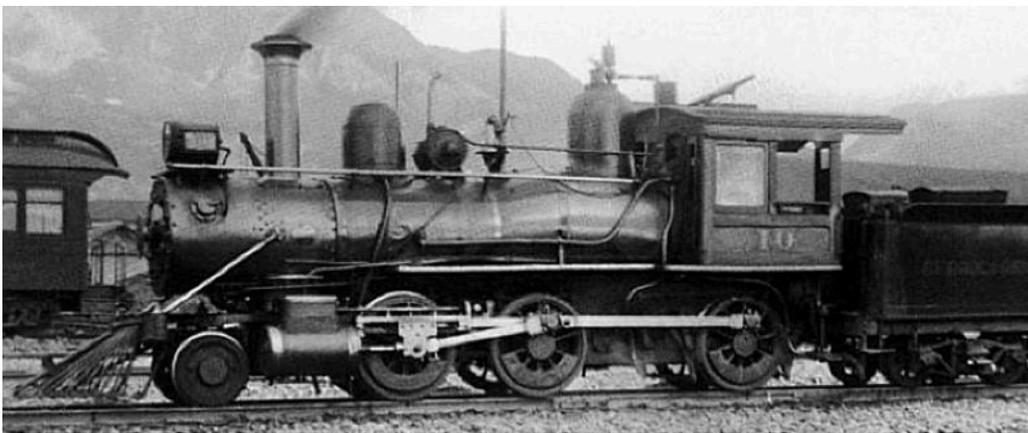
- | | | |
|----|-----------|--|
| 5 | w/n 14597 | Still in service in 1925 [8] with turbo-generator and replacement cab. |
| 6 | w/n 15559 | |
| 7 | w/n 14911 | But Connolly's BLW list has this number for Int. Rlys. of C. America. |
| 8 | w/n 27857 | Later renumbered as 10 [8]. |
| 9 | w/n 32840 | Later renumbered as 11 [8]. |
| 10 | w/n 34134 | Later renumbered as 12 [8]. |



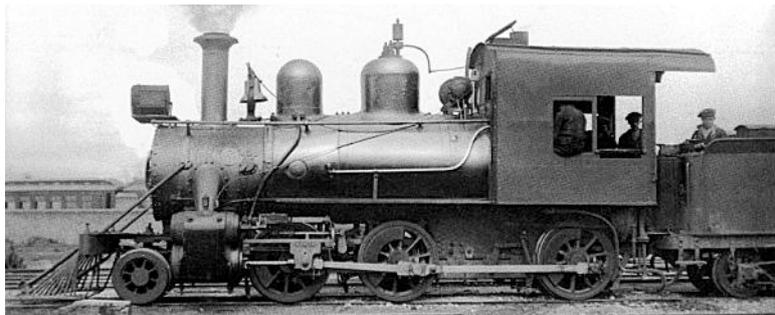
As this photo showing a Baldwin engine numbered **6** was taken at Zipaquirá, the loco was presumably one of these 2-6-0s.



FC del Norte no. **9** is seen in the station in Bogotá in 1925. A PCD photo. [8]



This would seem to be *FC del Norte* no. **10**, though the date and location are unknown.

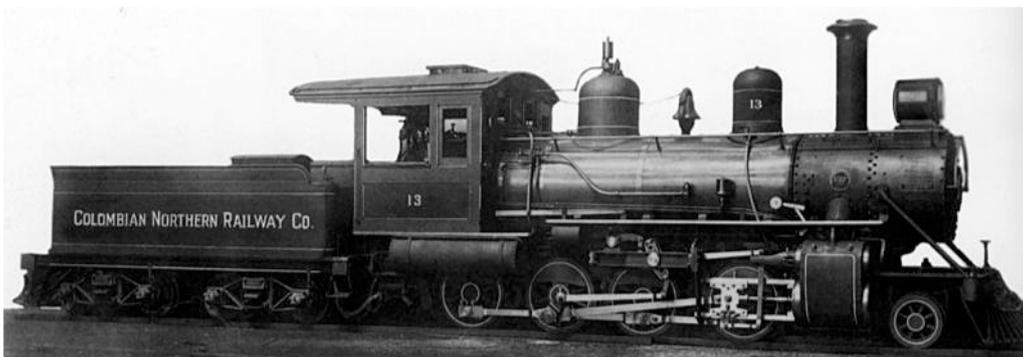


No. **5** in Bogotá in 1925. As well as the incongruous modern cab, the loco clearly has been re-boilered and also has piston valve cylinders and a generator. Photo by Paul Dewhurst, source [8].

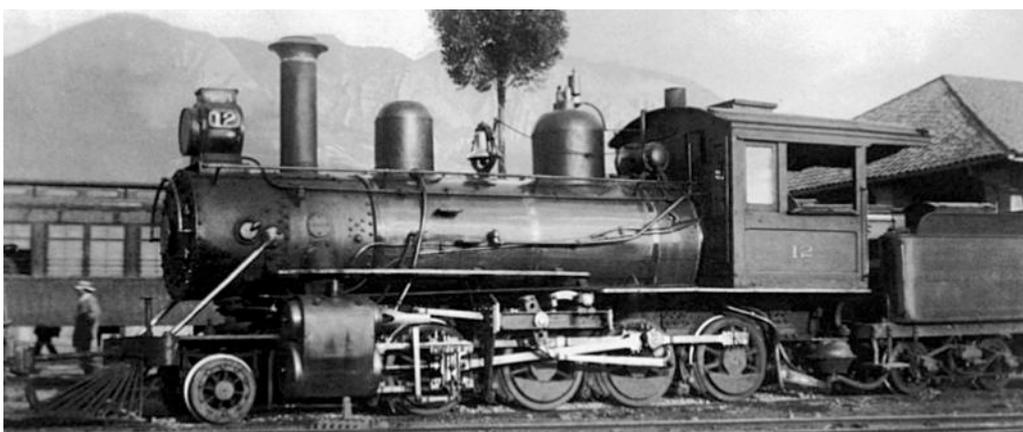
2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1913, 1916 and 1919

Ordered for Colombia Northern / *FC del Norte*. BLW class 10-22E nos. 58, 70 and ?. Specs. are in vol. 49 p128, vol. 54 p319, and vol. ? p?. First and second locos, mark on tank sides: 'COLUMBIAN NORTHERN RAILWAY CO.'

- 11 w/n 40544 Later to *FCNyNE* as no. 36.
- 12 w/n 43336 Later to *FCNyNE* as no. 39. Ran into the back of a passenger train heading to Chiquinquirá, somewhere between Chapinero and El Prado stations. Reported in *El Tiempo* newspaper, February 12th 1930.
- 13 w/n 51201 Later to *FCNyNE* as no. 35.



FC del Norte no. 13. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam530.



A P. C. Dewhurst photo of no. 12. [8]

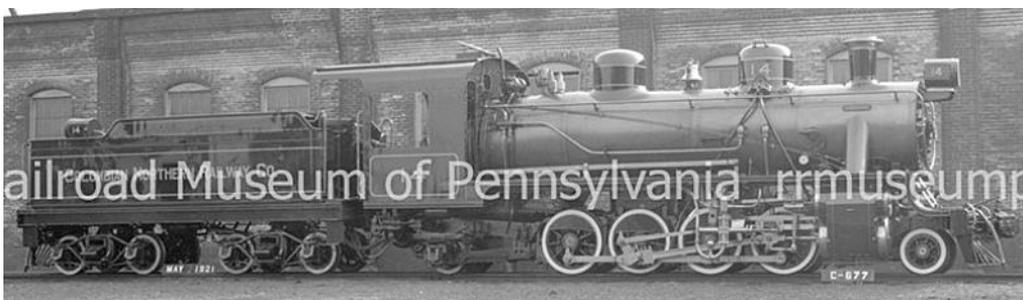
The fleet in 1919

Ortega, writing in 1919, said that there were twelve locos on the railway [1].

2-8-2 d/w 37", cyls. 15x20", built by ALCo Cooke in 1921

Ordered for Columbian Northern.

- 14 w/n 62885 Later to *Norte Segundo* as no. 22, *FCNyNE* as no. 40, and then to *FCNoIo* as no. 20.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – general negative 58050.



A works photo, probably taken at the same time as the image immediately above but with the background blanked out. [8]

The fleet in 1919

Sr. Ortega (source [12], writing in 1919, stated that twelve engines were in service.

2 Locos of the Columbian Central Railway

The extension railway from Zipaquira northward to Chiquinquirá, sometimes known as the *Norte Prolongación*.

2-4-2ST d/w 32", cyls. 10x16", built by Baldwin in 1921

Ordered for Republic of Columbia for *FC del Norte*. BLW class 8-14¼C nos. 36 and 37. Spec. is in vol. 66 p106. Numbers given on spec. sheet but not the name.

1 'PRESIDENTE BELENCIT' w/n 54818

2 w/n 54819 Became *Norte 2o* no. **24**.

2-6-0 d/w 36", cyls. 16x20", built by Baldwin in 1921

Ordered for *FC del Norte*. [8] says for *Norte Prolongación*. Metre gauge. BLW class 8-26D nos. 219-220, and then 221-222. Specs. in vol. 66 pp108 and 111.

3 renumbered **8²** w/n 54816 Later to *FCNyNE* no. **8**, then to *FC de la Sabana* no. **3²**, then to *FCN-C* no. **8**.
Rebuilt to 3' 0" gauge. Owned nowadays by Turistren?

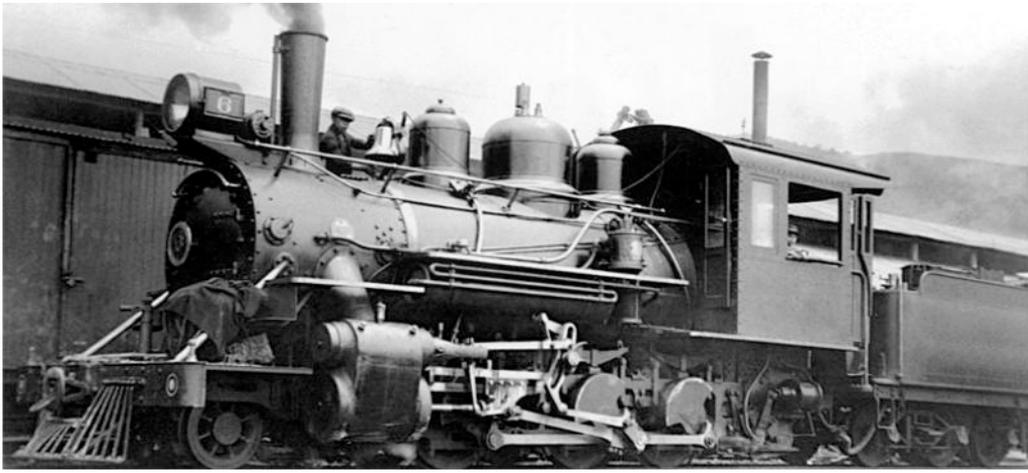
4² w/n 54817 Later became *FC de la Sabana* no. **4²**. Or possibly to *FC de Cundinamarca Prolongación Norte* no. **4**. In service 1958.

5² w/n 55019 Later became *FCNyNE* no. **9**. In service 1958.

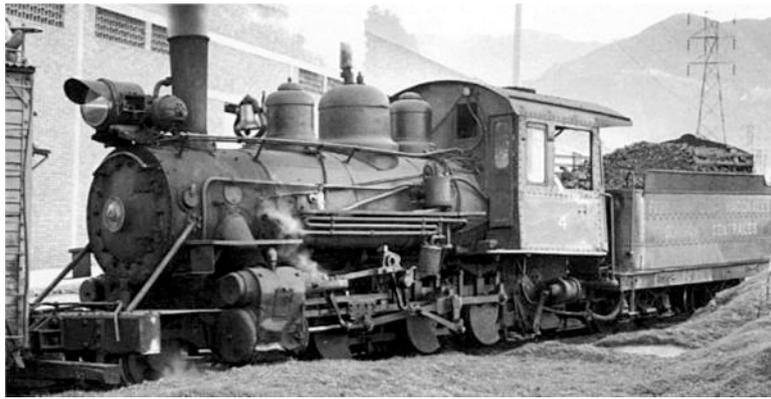
6² w/n 55020 Later became *FC de Cundinamarca* no. **15**.



FC del Norte no. **3**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam531. Presumably the 'P.' on the tender stands for 'PROLONGACIÓN'.



No. 6 as photographed by P. C. Dewhurst at Lenguazaque in 1925. [8]



No. 4 is seen here at the Sabana station in Bogotá during 1958 [8].

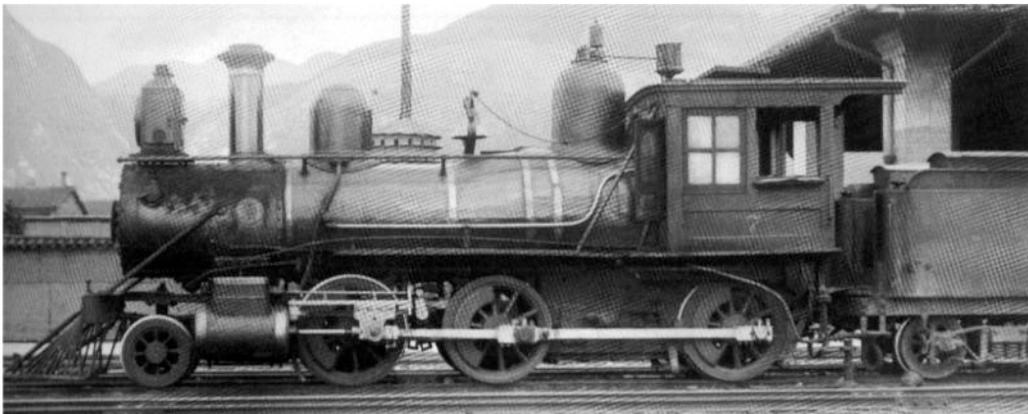
The fleet in 1925

General Escobar says there were thirteen engines on the *FC del Norte* in 1925 [3], and the US report [2] more or less agrees, saying that there are fourteen, of which six are new American locos. However, at present it is not clear exactly when these numbers were calculated or precisely which of the preceding railways' fleets they include.

2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1900

Ordered for Southern of Columbia. Metre gauge. Numbered 2 'GONZALEZ VASQUEZ'. BLW class 8-20D no. 104. Spec. is in vol. 20 p62. Then sold to *FC del Norte* in 1923.

7² w/n 17660 Number was revised to no. 9² or 9³ in 1929.



2-6-2 d/w ?, cyls. ?, built by ALCo in 1927

Ordered for

9² w/n ?

12.3.2 FC del Sur

1895-1930



Background

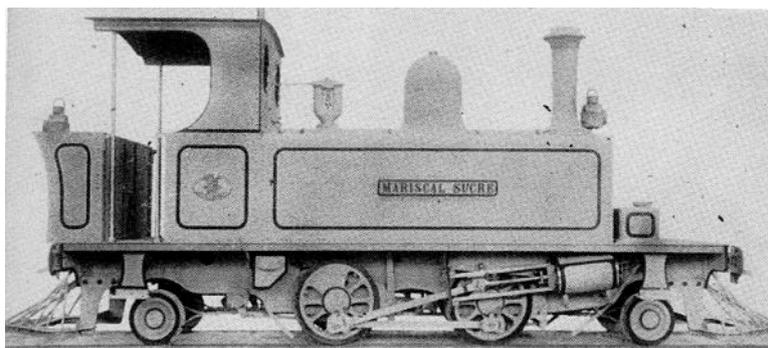
Metre gauge. Construction began in 1895 under government ownership, with the intention of heading south-west from Bogotá towards Girardot, but by 1903 the route had only reached Sibaté. In 1905 the line was joined to the *FC de la Sabana* within Bogotá. Between 1912 and 1927 a branch to the Salto del Tequendama was built. The mainline extended for 30 km. and the branch for another 5 km.

From 1930 the line may well have been managed by the *FC del Norte sección 2a*, and later by the *FC Norte y Nordeste* combination. In 1943 tracks were lifted, but that may only have been on the branch as it is suggested that in 1953 the remainder was regauged to 3' 0" and subsumed within the *FCN-C*.

2-4-2T d/w 30", cyls. 8x15"oc, built by Hudswell Clarke in 1896

Ordered via James H. Tozer & Sons for *FC del Sur*, Colombia. Metre gauge.

1 'MARISCAL SUCRE' w/n 462 Later became No2o no. 4, or according to [8] went to *Tranvia del Oriente*. Latterly carried a replacement boiler by Baldwin.





No. 1 in service, seemingly along a public road.



No. 1 late in its life, and with replacement boiler. From P. C. Dewhurst's collection via source [8].

2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1900

Ordered for Southern of Columbia. Metre gauge. BLW class 8-20D no. 104. Spec. is in vol. 20 p62. Mark on tank 'FERROCARRIL DEL SUR'.

2 'GONZALEZ VASQUEZ' w/n 17660 Connolly's BLW list says later became Columbian Northern no. 7, and [8] says this occurred in 1923 and was revised to no. 9 in 1929.

0-4-0 d/w ?, cyls. 6x10", built by Porter in 1888

Ordered Munoz & Espiella for *FC de La Sabana* as their no. 4. Metre gauge.

3 w/n 992

4-4-0T d/w 39", cyls. 11x17"oc, built by Hudswell Clarke in 1910 and 1912

Ordered i) via Alex Penney & Co., London, for *FC del Sur*, Colombia, and ii) for Colombian Southern Rly. Metre gauge.

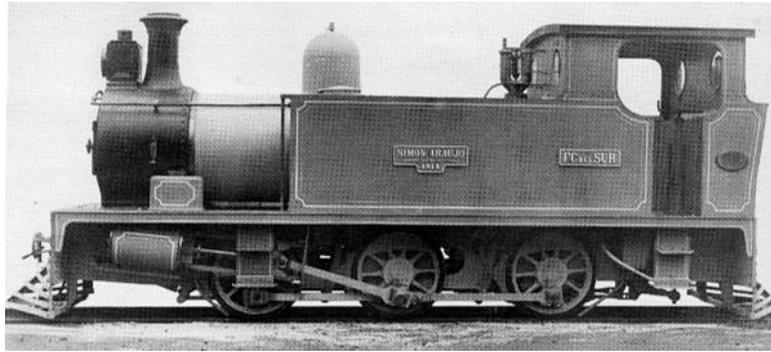
4 'GUILLERMO TORRES' w/n 927

5 'ENRICO MORALES' w/n 994 Later went to *FC Central del Norte 2o*. In service there 1927 [8].

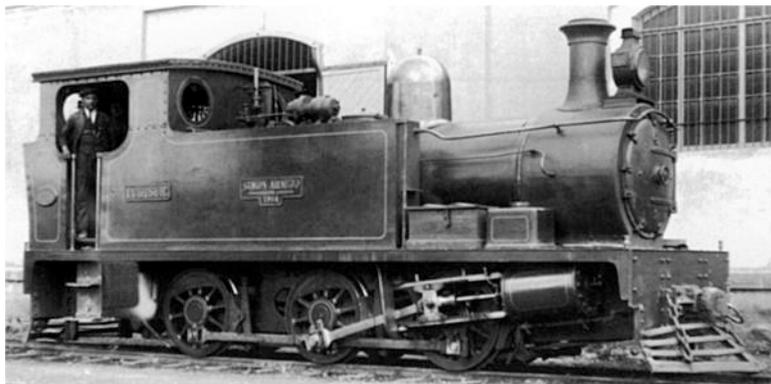
0-6-0T d/w 40", cyls. 14x20"oc, built by Hudswell Clarke in 1914

Ordered for Colombian Southern Railway Co., Bogotá. Metre gauge.

6 'SIMÓN ARAÚJO' w/n 1057 Seen in steam at Bogotá in 1925.



A Hudswell Clarke works photo. It is clear that the nameplates included additional smaller lettering making up two words and then the larger number '1914'.



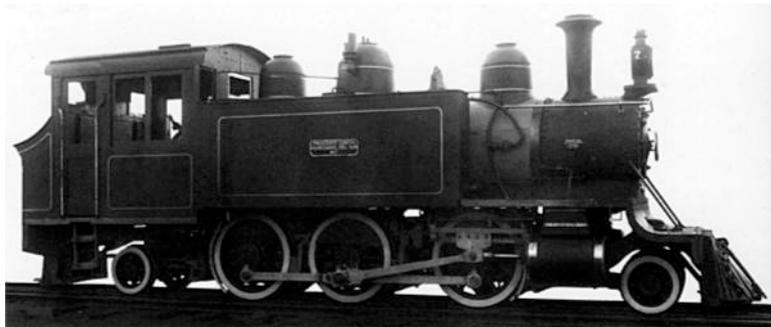
No. 6 as seen at Bogotá in 1925 by Paul Dewhurst [8]. Note the added turbo-generator and the knuckle coupler.

2-6-2T d/w ?, cyls.?, built by ALCo Cooke in 1918

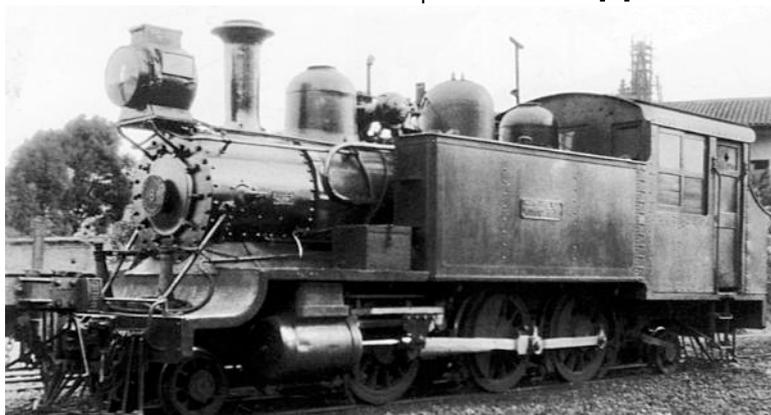
Ordered via Transocean Finance for *FC del Sur*. Gauge not specified in Connolly's ALCo list.

7 'PRESIDENTE CONCHA' w/n 58634 Later became *No2o* no. 10².

8 'MINISTRO JORGE VÉLEZ' w/n 58635 Later became *No2o* no. 11².



An ALCo Cooke works photo of no. 7. [8]



No. **8** '**MINISTRO JORGE VÉLEZ**' is seen here at Bogotá in 1929, as photographed by P. C. Dewhurst [8]. Note the knuckle coupler, and the added turbo-generator.

2-6-6-2T d/w 38", cyls. 13/20½x20", built by Baldwin in 1921

Ordered for *FC del Sur*. Metre gauge. BLW class 16-20/35¼DD nos. 1 and 2. Spec. is in vol. 66 p114 . Ordered for tourist service on the Salto de Tequendama branch. Erecting card drawings numbered 164-8AX 10512 and 164-8BX 10511 are in the DeGolyer Library collection; see list in appendix.

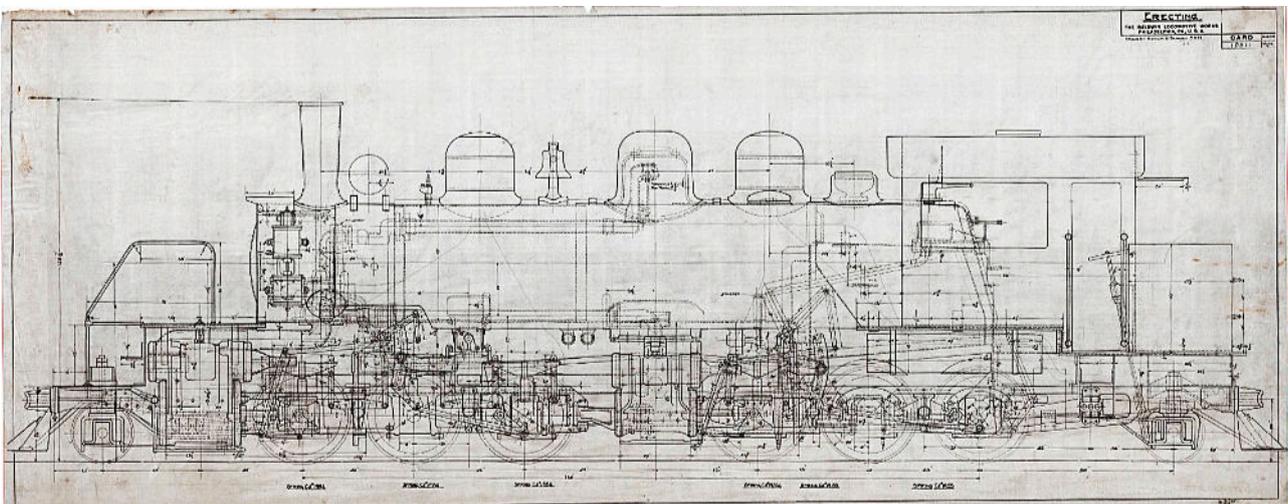
- 9** w/n 54857 [8] reports a 1929 photo shows this engine working as a 2-6-6-0T. Later became *No2o* no. **12**².
- 10** w/n 54858 Later became *No2o* no. **13**².



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 08013.

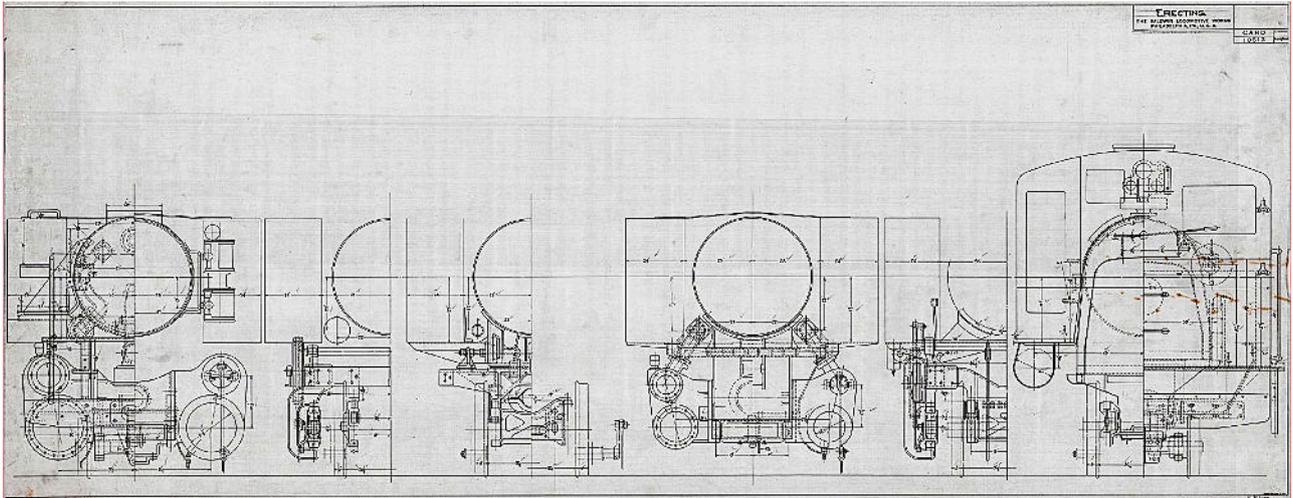


P. C. Dewhurst's photo from 1925 shows no. **10** missing its turbo-generator but having gained front handrails. [8]



Baldwin erecting card drawings for Republic of Colombia (*FC Central Norte*) nos. **9** and **10** of 1921. Found in the De Golyer Library online archive. Notably, it looks

as though the front handrails were fitted from the start, contrary to the implication in the captions to the photos above. Possibly they had been too thin to be retained when the background was blanked out.



The fleet around 1920

Sr. Ortega, supposedly published in 1920 [Source 12], states that the railway possessed five locos of 13 to 30 tonnes, four American locos weighing 30 to 35 tonnes, and two Mallet engines for the extension of 60 tonnes each. That suggests that both the ALCo 2-6-2Ts nos. 7-8 and the Baldwin 2-8-0s listed below had been included in the second group, whilst five of the six smaller and earlier engines numbered 1 to 6 must have been still in use.

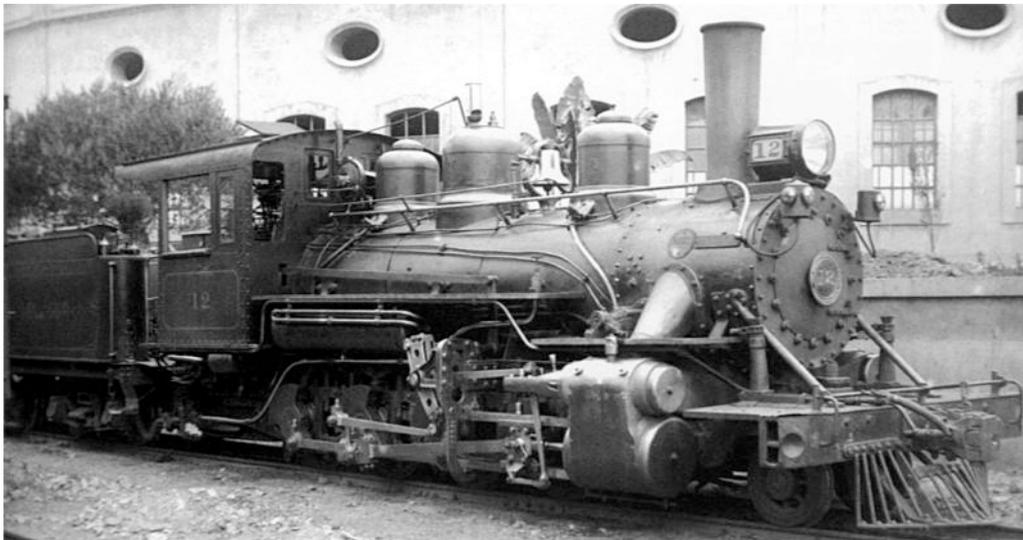
2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1922

Both ordered for *FC del Sur*. Metre gauge. BLW class 10-24E nos. 210-211. Spec. is in vol. 66 p118. Erecting card drawings numbered 166-23CX 10567 and 166-24CX 10568 are in the DeGolyer Library collection; see list in appendix..

- | | | |
|-----------------|-----------|-----------------------------------|
| 11 ¹ | w/n 55028 | |
| 12 ¹ | w/n 55029 | Later became <i>FCN-C</i> no. 39. |



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08133-1.



FC del Sur no. 12, as photographed by P. C. Dewhurst in 1925 at the back of the FC de Cundinamarca roundhouse in Bogotá. [8]

The fleet in 1925

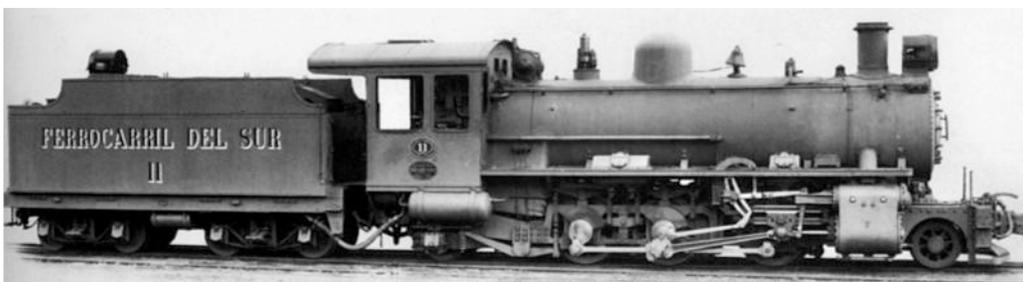
Source [3], General Escobar, reported that ten locos were in use in 1925. Given that nos. 11¹ and 12¹ would certainly have been in service by then, it looks as though a couple of the earlier engines had been withdrawn. The big question, however, is what then happened after the merger with the Columbian Northern and Columbian Central sections that year. Did the fleet of twenty-eight or so engines get renumbered into a single sequence as seems possible, or did the *FC del Sur* retain its separate identity? There are clues pointing in each direction: the new locos that arrived for the *FC Norte sección Segundo* after 1925 seem to have been numbered from 29 upward, but a number of later purchases were listed by the builders as having been constructed for the *FC del Sur*. Whilst the question remains an open one those new engines within the latter group will be listed below.

2-6-2 d/w 40", cyls. 16½x20", built by Haine St. Pierre in 1926-7

Ordered for Colombia, but which line or company not specified in Jens Merte's list. The list says they were built to 3' 0" gauge, but [8] says built to metre gauge. These two were built as running nos. 9 and 10 for some reason. They had been designed by P. C. Dewhurst for secondary routes.

NB there may have been five of these built, one set numbered 9-11 for here, and another pair numbered 11 and 12 for some other Colombian railway, or so Jens Merte's HSP list suggests.

11 ²	w/n 1593	Later became <i>NoIlo</i> no. 12 ² .
12 ²	w/n 1594	Later became <i>NoIlo</i> no. 14 ² .



An HSP works picture of no. 11 before delivery. [8]

2-6-2T d/w ?, cyls.?, built by BMAG in 1929

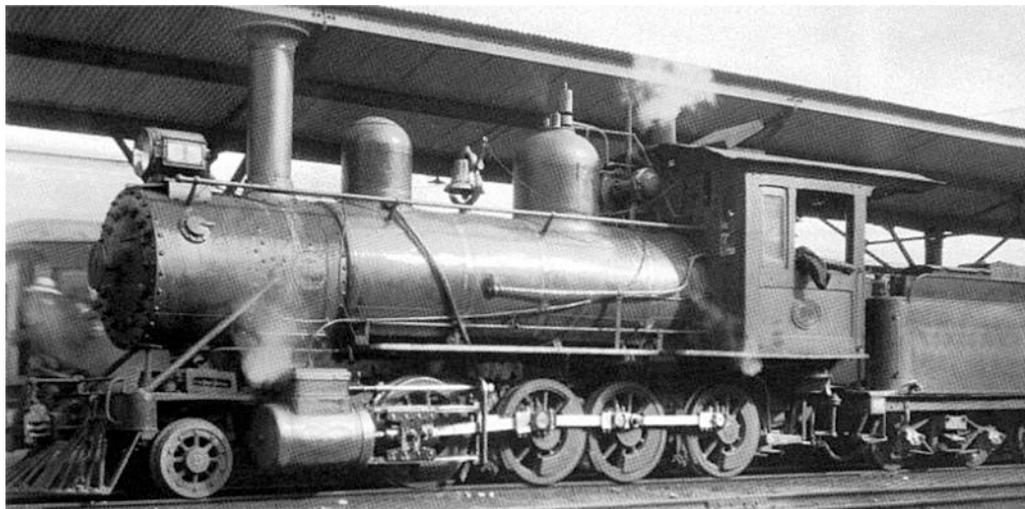
Ordered for "*Columbia (Sud)*" according to Jens Merte's list. Metre gauge.

13	w/n 9555	Later became <i>NyNE</i> no. 23, and then <i>FCN-C</i> no. 23.
14	w/n 9556	Later became <i>NyNE</i> no. 14, and then <i>FCN-C</i> no. 14.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1897, 1904 and 1913

Ordered for the *FC de la Sabana* as no. **8-10**. Presumably still metre gauge. Later *FC de Cundinamarca* **8-10**, and then to the *FC del Sur* in 1929.

- | | | |
|---|-----------|---|
| 1 | w/n 15456 | |
| 2 | w/n 23961 | Later <i>FC de Cucuta</i> no. 33 . |
| 3 | w/n 23962 | |



Ex *FC de la Sabana* no. **8 'AMERICA'** seen in 1929 by P. C. Dewhurst as *FC del Sur* no. **1**. Source [8].

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1913, 1914, 1919 and 1920

Ordered for *FC de la Sabana*. Six in the class. BLW class 10-22E nos. 54 and 55, 60, 86 and 87, and 92. Specs. in vol. 44 p229, vol. 54 p316, vol. 66 p128, and vol. 66 p131. Superheated. Nos. **4, 13** and **14** ordered via Amsinck G. Nos. **16** and **17** ordered via Factory Products Corp. for *FC de la Sabana*.

- | | | |
|---|-----------|---|
| 4 | w/n 39629 | Became <i>FC de Cundinamarca</i> no. 4 , or maybe to <i>FC del Sur</i> as no. 4 [8]. |
| 5 | w/n 39630 | Became <i>FC de Cundinamarca</i> no. ? . But [8] says went then to <i>FC del Sur</i> as no. 5 , then to <i>FC del Norte</i> as no. 29 , and finally perhaps to <i>FC de Cucuta</i> as no. 36 where was seen in steam in 1959. |



FC del Sur no. **5**. The late Chris Walker said that the photo showed the loco working on the *FC del Nordeste* around 1926. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam534.

The end of the railway's separate identity

The *FC del Sur* eventually came under the wing of the *FC Norte Segunda* and then the *FC Norte y Nordeste* (See section 12.3.5). In 1953 the whole combination became part of the new *FCN-C* and was then regauged to 3' 0". A few of

the engines may have been regauged but many were no doubt scrapped.

12.3.3 *FC Central del Norte Sección Segundo*

Background

Metre gauge. Whilst the new combined '*Norte Segundo*' would have inherited around twenty-eight locomotives from the preceding three constituent railways – fourteen from the Columbian Northern Railway, six from the Columbian Central Railway, and twelve from the *FC del Sur* – it is not yet clear whether those engines were all renumbered into one single list or whether the *FC del Sur* locos retained their separate identity.

4-4-0T d/w ?, cyls.?, built by Hudswell Clarke in 1893

Ordered via Isaac & Samuel, London, for Northern Rly. of Colombia. Copeland's Columbia list says had been *FC del Norte* no. 8, acquired 1909.

3' 'M. A. CARO' w/n 411



FC del Norte no. 3, as seen by Paul Dewhurst in 1928, source [8].

4-4-0T d/w 39", cyls. 11x17"oc, built by Hudswell Clarke in 1910 and 1912

Ordered i) via Alex Penney & Co., London, for *FC del Sur*, Colombia, and ii) for Colombian Southern Rly. Metre gauge. Originally *FC del Sur* nos. 4 'GUILLERMO TORRES' and 5 'ENRIQUE MORALES R.'.

4 w/n 927

5 w/n 994 In service here 1927 [8].



Ex FC del Sur no. 5 'ENRIQUE MORALES R.' at Chiquinquirá in 1927. Photo by P. C. Dewhurst [8].

2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1895-7 and 1907, 1908 and 1910

Ordered for W. Loaiza & Co. for Northern Railway of Columbia (1895), Sanes & Co. for *Norte de Colombia* (1908). Metre gauge. BLW class 08-20D nos. 95, 99, 130, 134 and others. Specs. are in vol. 20 p62, vol. 32 p244, vol. 33 p7. Source [8] has these as 'moving' to the *Norte Segundo* in 1923 (?) but the numbers conflict with other locos immediately above and below.

- 10 w/n 27857 [8] says survived until 1930s.
- 11 w/n 32840
- 12 w/n 34134

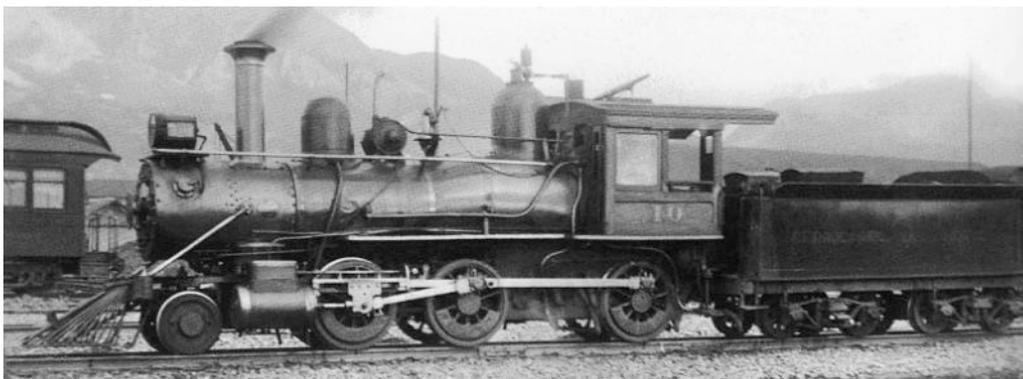


Photo of no. 10 taken by P. C. Dewhurst in July 1925 [8].

2-6-2T d/w 42", cyls. 13x18", built by ALCo Cooke in 1918

Ordered via Transocean Finance for *FC del Sur*. Gauge not specified in Connolly's ALCo list. Originally these were the *FC del Sur*'s 7 'PRESIDENTE CONCHA' and 8 'MINISTRO JORGE VÉLEZ'.

- 10² w/n 58634
- 11² w/n 58635

2-6-6-2T d/w 38", cyls. 13/20½x20", built by Baldwin in 1921

Ordered for *FC del Sur*. Metre gauge. BLW class 16-20/35¼DD nos. 1 and 2. Spec. is in vol. 66 p114. Ordered for tourist service on the Salto de Tequendama branch. Originally these were the *FC del Sur*'s nos. 9 and 10.

- 12² w/n 54857 [8] reports a 1929 photo shows this engine working as a 2-6-6-0T. .
- 13² w/n 54858 .

2-8-2 d/w 37", cyls. 15x20", built by ALCo Cooke in 1921

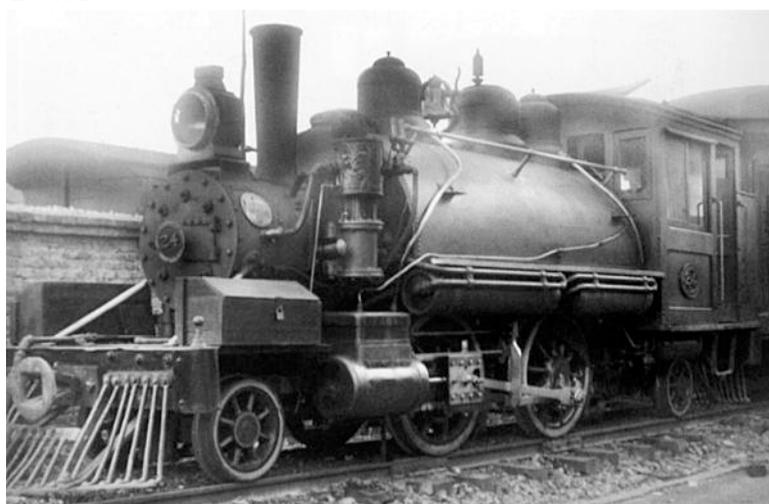
Ordered for Columbian Northern as no. 14.

- 22 w/n 62885 Later to *FCNyNE* as no. 40, and then to *FCNo1a* as no. 20.

2-4-2ST d/w 32", cyls. 10x16", built by Baldwin in 1921

Ordered for Republic of Columbia for *FC del Norte*. BLW class 8-14¼C nos.36 and 37. Spec. is in vol. 66 p106. These had been originally *FC del Norte* nos. 1 'PRESIDENTE BELENCIT' and 2.

- 23 w/n 54818
- 24 w/n 54819



FC del Norte Prolongación no. 2, which became *FC del Norte Segunda* no. 24,

at the latter's station in Bogotá during 1929 [8]. Photo by PCD.

2-6-0 d/w 36", cyls. 16x20", built by Baldwin in 1921

Ordered for *FC del Norte*. [8] says for *Norte Prolongación*. Metre gauge. BLW class 8-26D nos. 219-220, and then 221-222. Specs. in vol. 66 pp108 and 111. Originally numbered **3** later **8²**, **4²**, **5²** and **6²** on *Norte Prolongación/* Columbian Central.

25	w/n 54816	Later to <i>FCNyNE</i> no. 8 , then to <i>FC de la Sabana</i> no. 3² , then to <i>FCN-C</i> no. 8 . Rebuilt to 3' 0" gauge. Owned nowadays by Turistren?
?	w/n 54817	May not have come here. Later became <i>FC de la Sabana</i> no. 4² . Or possibly to <i>FC de Cundinamarca. Prolongacion Norte</i> no. 4 . In service 1958.
26 then 27	w/n 55019	Later became <i>FCNyNE</i> no. 9 . In service 1958.
27 then 26	w/n 55020	Later became <i>FC de Cundinamarca</i> no. 15 .

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1913, 1914, 1919 and 1920

Ordered for *FC de la Sabana*. BLW class 10-22E nos. 54 and 55, 60, 86 and 87, and 92. Specs. in vol. 44 p229, vol. 54 p316, vol. 66 p128, and vol. 66 p131. Superheated. Nos. **4**, **13** and **14** ordered via Amsinck G. Nos. **16** and **17** ordered via Factory Products Corp. for *FC de la Sabana*.

29	w/n 39630	First this was 13 'TOLIMA' . Then it became <i>FC de Cundinamarca</i> no. ? . But [8] says it went then to <i>FC del Sur</i> as no. 5 , then to <i>FC del Norte</i> as no. 29 , and finally perhaps to the <i>FC de Cucuta</i> as no. 36 where it was seen in steam in 1959.
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2-2-2 d/w 33½", cyls. 8¼x12", built by BMAG in 1924

Ordered for *FC Cundinamarca*. as a 2-2+4 auto-ferro, numbered **1A**. Rebuilt as 2-2-2T around 1928 [8].

30	w/n 8464
-----------	----------

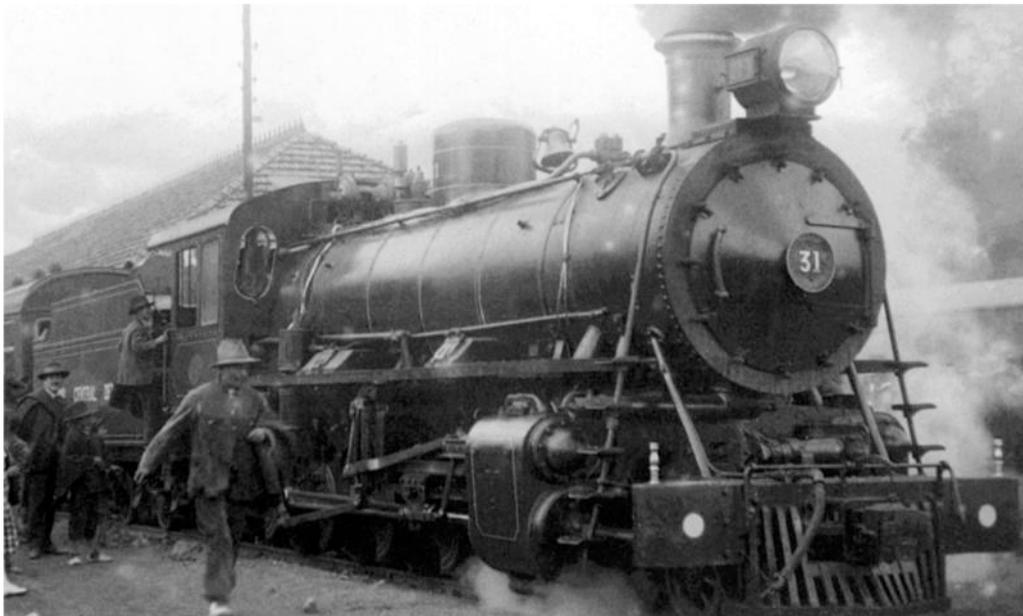


Like many other railway systems, the Colombians seem to have found steam railcars very limiting in that any necessary maintenance knocked out both loco and coach from use. Thus this one was rebuilt as a 2-2-2T. [8] Photo by P. C. Dewhurst.

4-8-0 d/w 40", cyls. 18x22", built by Haine St. Pierre in 1926

Ordered for ? as nos. **29** and **30**.

31	w/n 1519	To <i>FCPtoWi</i> for <i>FCN-S</i> no. 6 .
32	w/n 1520	To <i>FCPtoWi</i> for <i>FCN-S</i> no. 16 .



FC del Norte Segundo no. **31**, at Nemocon in December 1928, as taken by P. C. Dewhurst. [8]

0-6-0T d/w 820?mm, cyls. 340x400?mm, built by HanoMAG in 1928

Ordered for *FC del Norte* 2a. 3' 0" gauge. Coal burners. Dimensions shown above are a guess based on those 0-6-0T for the *FC de Carare* and for the *FC de Nariño* also built by HanoMAG during the same period.

33 w/n 10627 Later to *FCNyNE* as no. **37**, then to *FCNoIo* as no. **5**.

34 w/n 10628 Later to *FCNyNE* as no. **38**.

It has been said that these locos were loaned during the 1930s to the construction of the Embalse de La Regadera about 20 km. south of central Bogota, which used the abortive *FC del Oriente* for access. See section 12.8.2 for more on this.



FC Central del Norte Segundo no. **33**, as seen in a HanoMAG works photo. [8] These were very similar to the locos supplied by HanoMAG to the *FC de Nariño*.

4-8-0 d/w 40", cyls. 17¾x22", built by BMAG in 1929

Ordered for *Columbia (Norte)*. Metre gauge. Dewhurst design 4-8-0 *Central del Norte* class.

35 w/n 9437 To *FCNyNE* no. **53**. Later became *FCN-C* no. **93**.

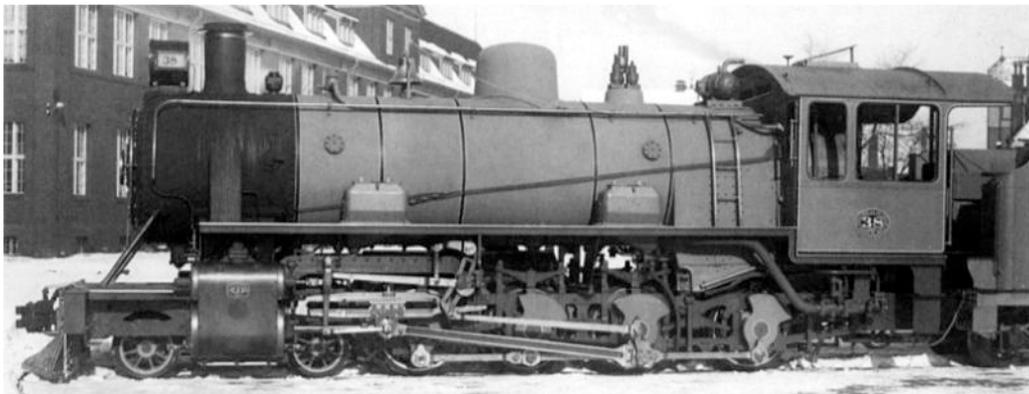
36 w/n 9438 To *FCNyNE* no. **54**.

37 w/n 9439 To *FCNyNE* no. **55**.

38 w/n 9440 To *FCNyNE* no. **56**.



No. **35** at the *BMAG* works before despatch to Colombia. [8]



And no. **38** from the same batch, also before leaving Berlin. [8]

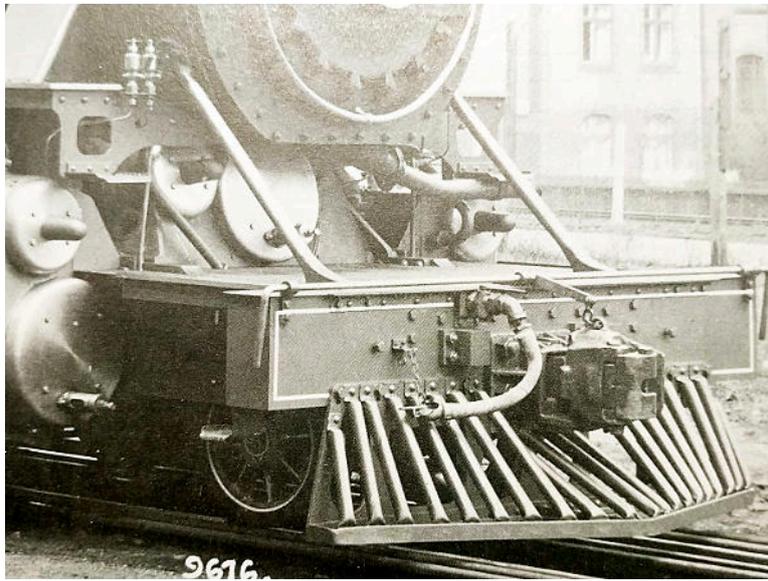
4-8-2 d/w 46", cycls. (3) 17x21", built by BMAG in 1929

Ordered for *Columbia (Norte)*. Metre gauge. Three cylinder, with motion for third set of valves taken from the right hindmost crank.

39	w/n 9414	Later to <i>FCNyNE</i> no. 65 .
40	w/n 9415	Later to <i>FCNyNE</i> no. 66 .
41	w/n 9416	Later to <i>FCNyNE</i> no. 67 .



Another *BMAG* works picture, this time of *FC Central Norte Segundo* no. **41**. [8]



A close-up of the front of the loco, showing the three cylinders. It is interesting that there are tail-rods for the valves but not the cylinders, unlike on the *FC del Pacifico* 3-cylinder engines.

2-6-2T d/w 37", cyls. 14x18", built by BMAG in 1929

Ordered for *Columbia (Norte)*. Metre gauge.

42	w/n 9547	To <i>FCNyNE</i> no. 16.
43	w/n 9548	To <i>FCNyNE</i> no. 17.
44	w/n 9549	To <i>FCNyNE</i> no. 18.
45	w/n 9552	To <i>FCNyNE</i> no. 19.
46	w/n 9553	To <i>FCNyNE</i> no. 20.
47	w/n 9554	To <i>FCNyNE</i> no. 21.



The first of the 2-6-2Ts for the *FC Central Norte Segundo*, no. 42, before delivery from *BMAG*. [8]

4-8-2 d/w 46", cyls. 19x22" built by Baldwin in 1937

Ordered for *FC del Norte*. Metre gauge.

68	w/n 62337	Later became <i>FCNyNE</i> no. 68.
69	w/n 62338	Later became <i>FCNyNE</i> no. 69.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 11568-1.

The end of the railway's separate identity

In

Extra locos on this railway with numbers not yet known

2-4-2T d/w 30", cyls. 8x15"oc, built by Hudswell Clarke in 1896

Ordered via James H. Tozer & Sons for *FC del Sur*, Colombia, as their no. **1**.

4¹ 'MARISCAL SUCRE' w/n 462

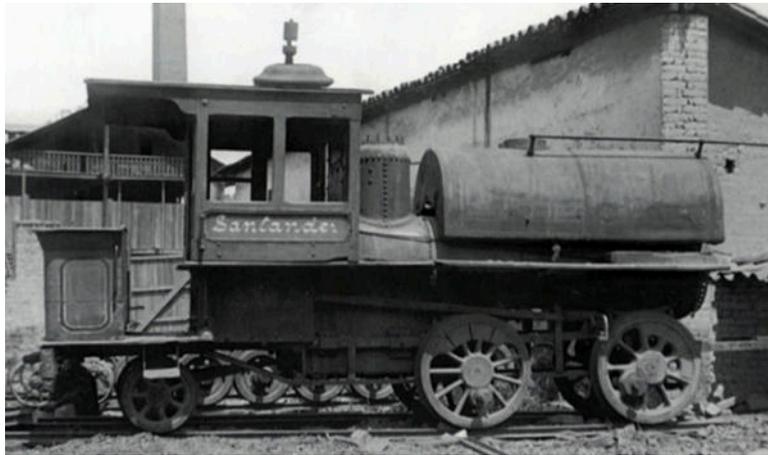
0-4-2T d/w ?, cyls. ?, built by Porter in 1882

Ordered for *FC de Cúcuta* as no. **1** 'GENERAL WILCHES', then to the *FC de la Sabana* in 1888 as no, **4** 'SANTANDER', then to *FC del Sur* **2**, and on to *FC del Norte* **2o**.

? 'SANTANDER' w/n 495



This loco on the Puente de Soacha at Km. 19 of the *FC del Sur* in 1908.



This derelict 0-4-2T bearing the name '**SANTANDER**'.

4-4-0T d/w 39", cyls. 11x17"oc, built by Hudswell Clarke in 1910 and 1912

Ordered i) via Alex Penney & Co., London, for *FC del Sur*, Colombia, and ii) for Colombian Southern Rly. Metre gauge. Had been *FC del Sur* nos. 4 and 5.

? w/n 927

? w/n 994 Later went to *FC Central del Norte 2o*. In service there 1927 [8].

0-8-0T d/w ?, cyls. ?, built by Tubize in 1930

Ordered by *FC Nacional Colombia*. Metre gauge.

C3 w/n 2121 Later became *NyNE* no. 6.

C4 w/n 2122 Later became *NyNE* no. 7.

2-6-0 d/w ?, cyls. 14x20", built by Porter in 1892

Ordered via S. H. Payne & Son for *FC de la Sabana*. Then to *FC de Cundinamarca* as no. 6¹ '**CUERVO**'. Arrived on *Norte Segundo* in 1925.

? w/n 1368

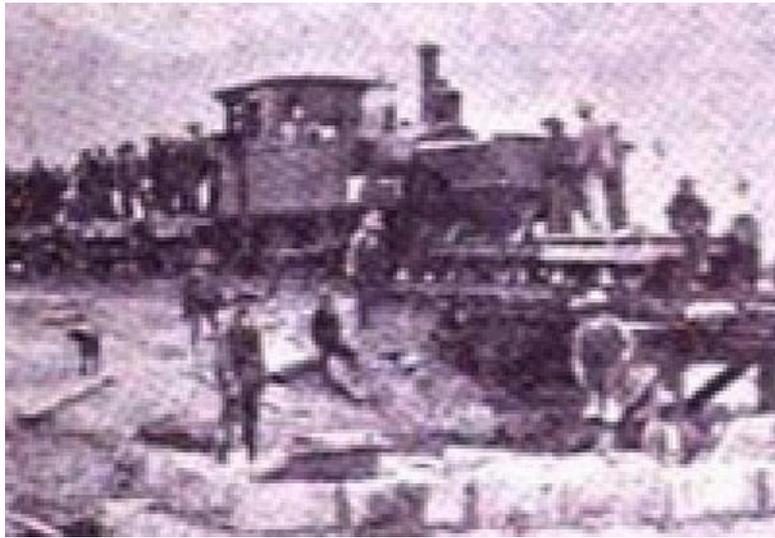
An unidentified machine

Two of the photos below were taken during construction alongside the Laguna de Fúquene, southeast of Chiquinquirá on the section completed after the government takeover of the railway. The date supposedly was in 1925.



These three images may well show the same loco, which very probably came from the Colombian Northern Railway, the Colombian Central Railway or the *FC del Sur*, all of which had been combined shortly before 1925 into the new *FC Norte Segundo*. The photo above seems to show the number **7** on the cab backsheet, but this engine

has not yet been identified.



12.3.4 FC del Nordeste (FCNE)

1925-1938



Needs confirming that was for this line.

Background

Metre gauge. Built by *Societe Belge des Transports Columbiens*. Reached Usaquen in 1926, Tunja and Sogamoso in 1931. In 1938 the railway was purchased by the government and merged with the *FC Norte Segundo* to form the *FC Norte y Nordeste*. The route was then extended north-eastward to the site of the proposed steelworks at Paz del Río.



The boiler visible lower right in this view of the stern-wheel steamer 'ADELAIDA' at Girardot, was reputedly the first loco boiler for the new *FC del Nordeste*, and was thus presumably for the Black Hawthorn 0-6-0T 'COLOMBIA' detailed below.

0-6-0T d/w 40", cyls. 13x19", built by Black Hawthorn in 1887

Ordered via Enrique Cortes & Co. for the *FC de la Sabana.*, where it was no. 2 'CUNDINAMARCA'.

'COLOMBIA' w/n 787 Used on construction work for the *FC del Nordeste*, later usage unknown.

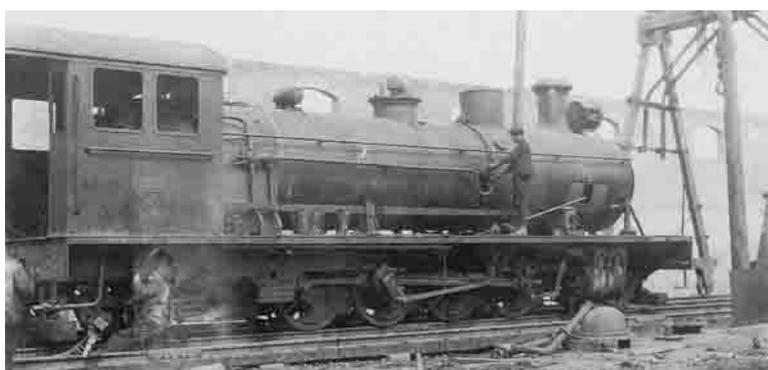


FC del Nordeste 'COLOMBIA'. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam521.

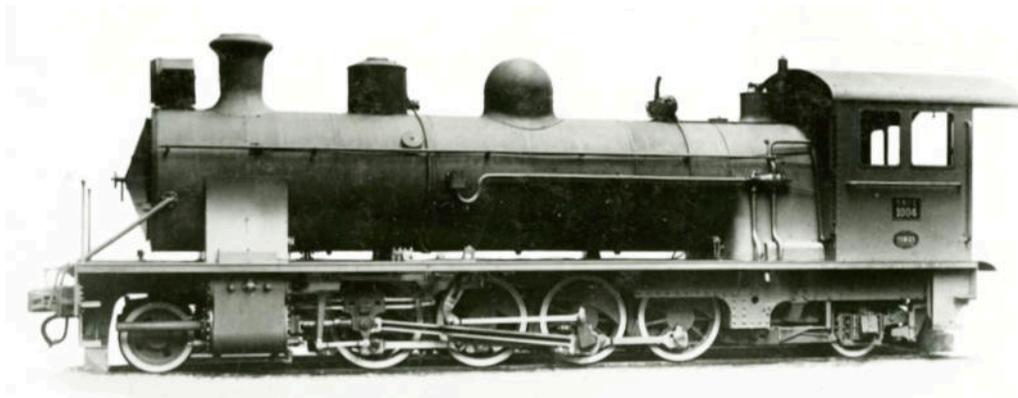
2-8-2 d/w 1100mm, cyls. 500x550mm, built by Tubize in 1924

Ordered for Soc. Belge-Colombia. Metre gauge.

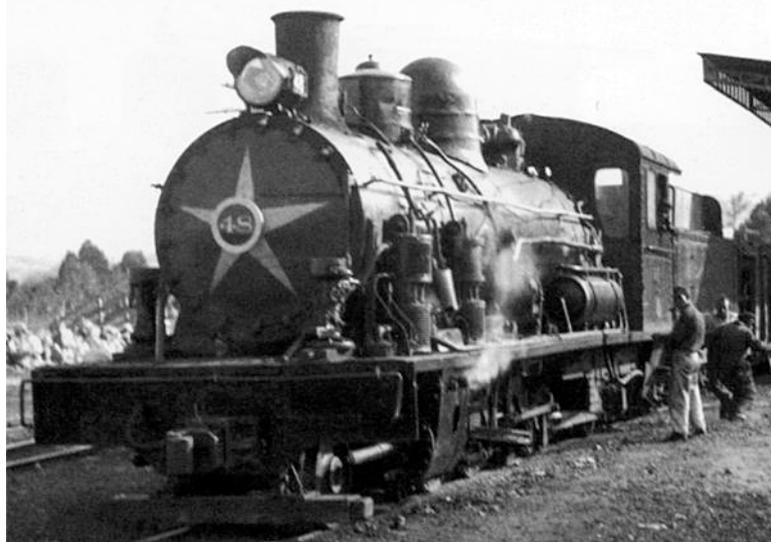
1001	w/n 1971	Later became <i>NyNE</i> no. 41, and then <i>FCN-C</i> no. 43.
1002	w/n 1972	Later became <i>NyNE</i> no. 42, and then <i>FCN-C</i> no. 44.
1003	w/n 1973	Later became <i>NyNE</i> no. 43, and then <i>FCN-C</i> no. 45.
1004	w/n 1974	Later became <i>NyNE</i> no. 44, and then <i>FCN-C</i> no. 46.
1005	w/n 1975	Later became <i>NyNE</i> no. 45, and then <i>FCN-C</i> no. 47.
1006	w/n 1976	Later became <i>NyNE</i> no. 46, and then <i>FCN-C</i> no. 48.
1007	w/n 1977	Later became <i>NyNE</i> no. 47, and then <i>FCN-C</i> no. 49.
1008	w/n 1978	Later became <i>NyNE</i> no. 48, and then <i>FCN-C</i> no. 50.



FC del Nordeste no. 1001 being assembled on arrival at Bogota. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam538.



A Tubize builder's photo kindly provided by Sr. Pablo Moraga.



FCN-C no. **48**, ex FC Nordeste no. **1006**, as running in 1962 shortly before withdrawal. [8]



FCN-C no. **50**, ex FC Nordeste no. **1008** as running at the beginning of the 1960s. [8]



No. **1004** lies derelict in 1958. [8]

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

Ordered by

- | | |
|----------|-----|
| 1 | w/n |
| 2 | w/n |

0-8-0T d/w ?, cyls. ?, built by Tubize in 1930

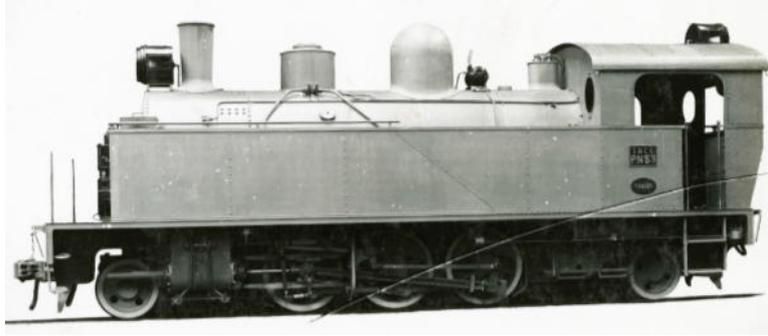
Ordered by *FC Nacional Colombia*. Metre gauge.

- | | | |
|-----------|----------|---|
| C3 | w/n 2121 | Later became <i>NyNE</i> no. 6 . |
| C4 | w/n 2122 | Later became <i>NyNE</i> no. 7 . |

2-6-2T d/w 1100mm, cyls. 400x550mm, built by Tubize in 1930

Ordered by *FC del Nordeste - FC Nacional Colombia*. Metre gauge.

- | | | |
|-------------|----------|--|
| PN50 | w/n 2123 | Later became <i>NyNE</i> no. 25 , then <i>Acerias Paz del Rio</i> no. O-8 . |
| PN51 | w/n 2124 | Later became <i>NyNE</i> no. 26 , then <i>Acerias Paz del Rio</i> no. O-7 . |
| PN52 | w/n 2125 | Later became <i>NyNE</i> no. 27 . |
| PN53 | w/n 2126 | Later became <i>NyNE</i> no. 28 . |
| PN54 | w/n 2137 | Later became <i>NyNE</i> no. 29 , then <i>Acerias Paz del Rio</i> no. O-11 . |
| PN55 | w/n 2138 | Later became <i>NyNE</i> no. 30 , then <i>Acerias Paz del Rio</i> no. O-6 . |
| PN56 | w/n 2139 | Later became <i>NyNE</i> no. 31 , then <i>Acerias Paz del Rio</i> no. O-9 . |
| PN57 | w/n 2140 | Later became <i>NyNE</i> no. 32 , then <i>Acerias Paz del Rio</i> no. O-10 . |



A Tubize builder's photo kindly provided by Sr. Pablo Moraga.



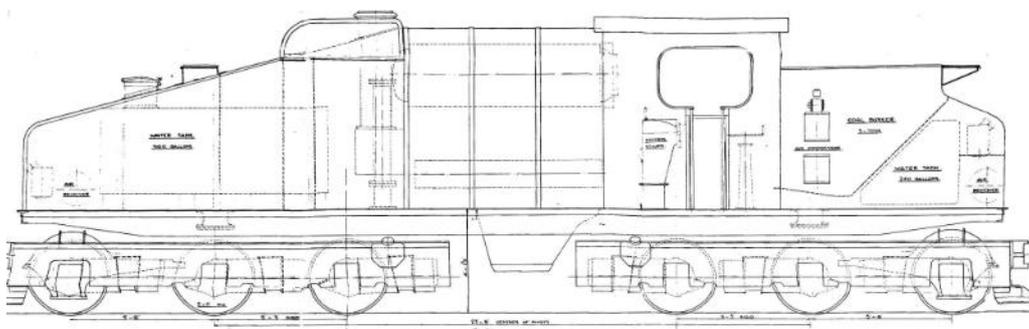
Tubize 2-6-2T no. **54** derailed near Tunja in 1937.

Co-CoVBTG d/w 35", cyls. (6) 4 1/4 x 7 1/4", built by Sentinel in 1934

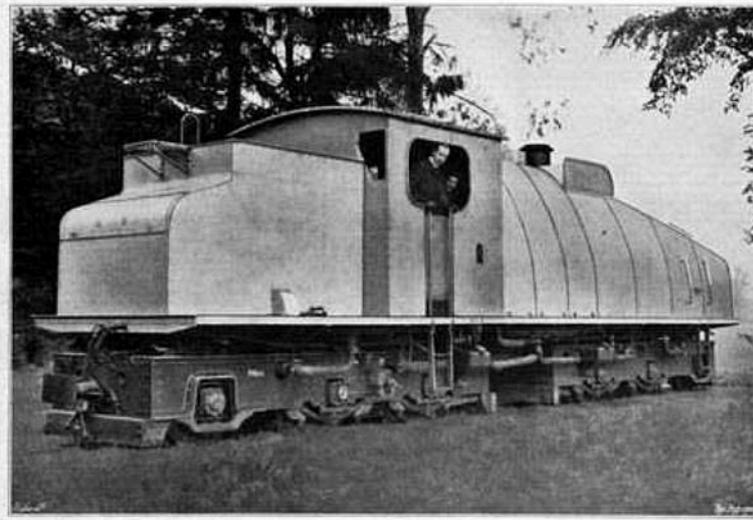
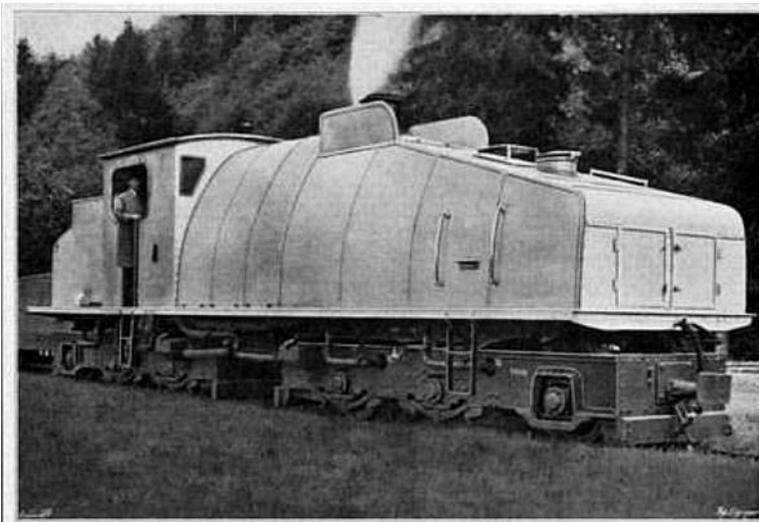
Ordered by

- 201** w/n 8808
- 202** w/n 8809
- 203** w/n 8810

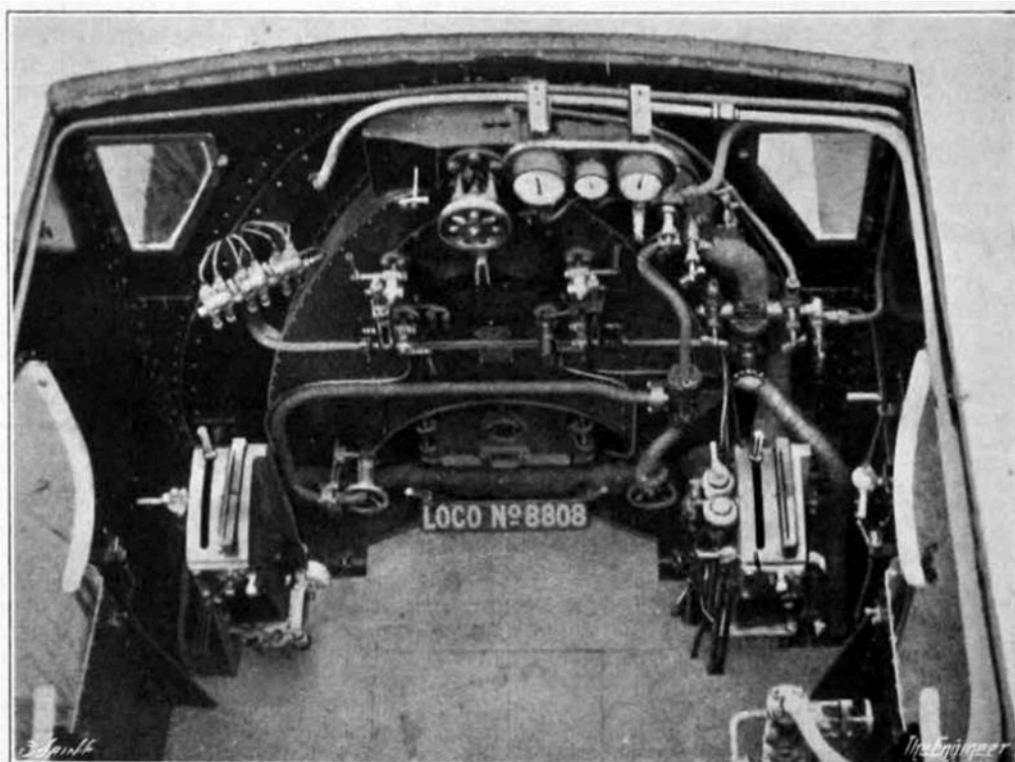
One was allocated to duties at the *FC del Nordeste* shops in 1941 [8], but they may well have disappeared during the following years owing to their complex design and the difficulty of obtaining parts during the Second World War.



This is a simplified side elevation. A more complete elevation and a plan were published in *Locomotives International* issue 44 in 1998.



Touched up photos of no. **201** on test. These were published in an article in *The Engineer* in July 1934.



The view looking down into the cab, taken presumably at Sentinel's works before delivery. Note that the actual

boiler is offset to the right. Where, however, is the regulator?

The end of the railway's separate identity

The railway was purchased by the government in 1938, and merged into the *FC del Norte seccion 2a* with the combined system renamed the *FC Norte y Nordeste* and extended to the Paz del Rio iron mines. In 1953 it became part of the *FCN division Centrales* and was regauged to 3' 0".

12.3.5 *FC del Carare*

1925-1929

Background

Metre Gauge. This was a government initiative to link north-westwards from Tunja at the north end of the *FC Nordeste*, towards the Magdalena valley. Work started in 1925 and by 1928 had reached the town of Vélez. However, construction was halted by the world slump in 1929. The rails were lifted and the trackbed utilised as part of the Tunja - Barbosa - Puerto Olaya road.



Croquis ampliado de la línea del ferrocarril del Carare. 1927. En: MONSALVE, Diego. Colombia cafetera. Barcelona, Gobierno de Colombia Artes gráficas SA. 1927 Sp.

0-6-0T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1925

Ordered for Russia but not delivered, originally built for 750mm gauge. Source [8] has both 58943 and 58944 as coming here, but Connelly and Lehmuths' ALCo lists both show just 58943.

1 w/n 58943

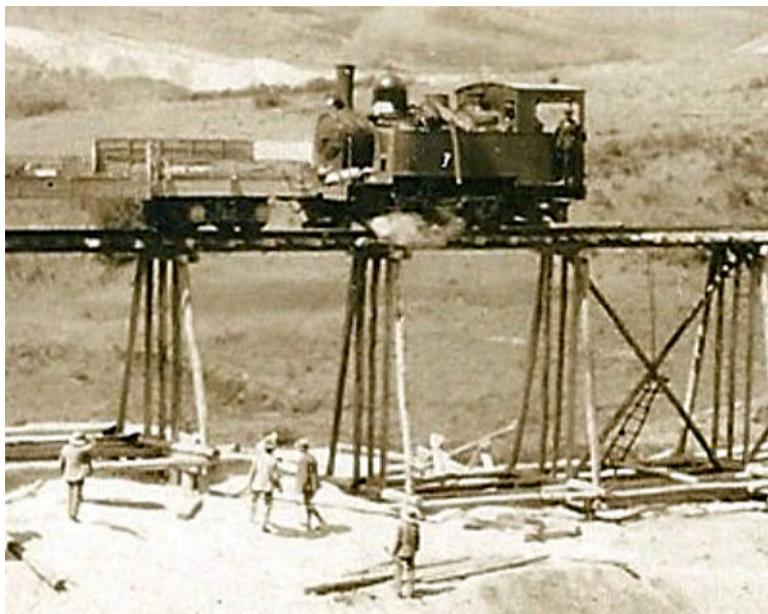
The fleet in 1925

Source [3], General Escobar, states that this railway possessed solely one loco in 1925, but that two more had been ordered from abroad.

0-6-0T d/w 820mm, cyls. 340x400mm, built by HanoMAG in 1926

Ordered via the *FC de Cartagena* for the *FC del Carare*. Metre gauge.

2 w/n 10481



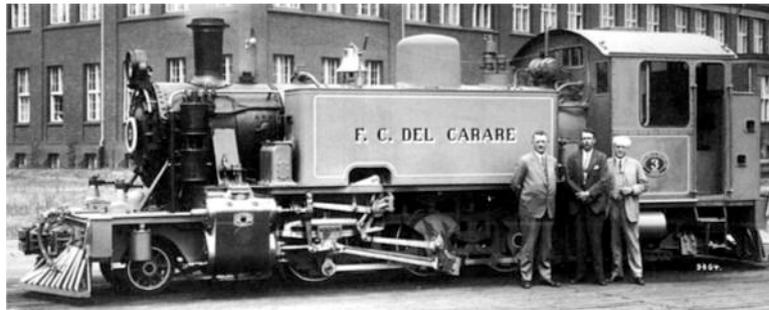
This photo supposedly shows construction work between Samacá and Boyacá Bridge so was probably during the building of this

railway. The loco was clearly not by ALCo or one of the BMAG 2-6-2Ts so was probably this HanoMAG. By the way, I admire the crew's bravery.

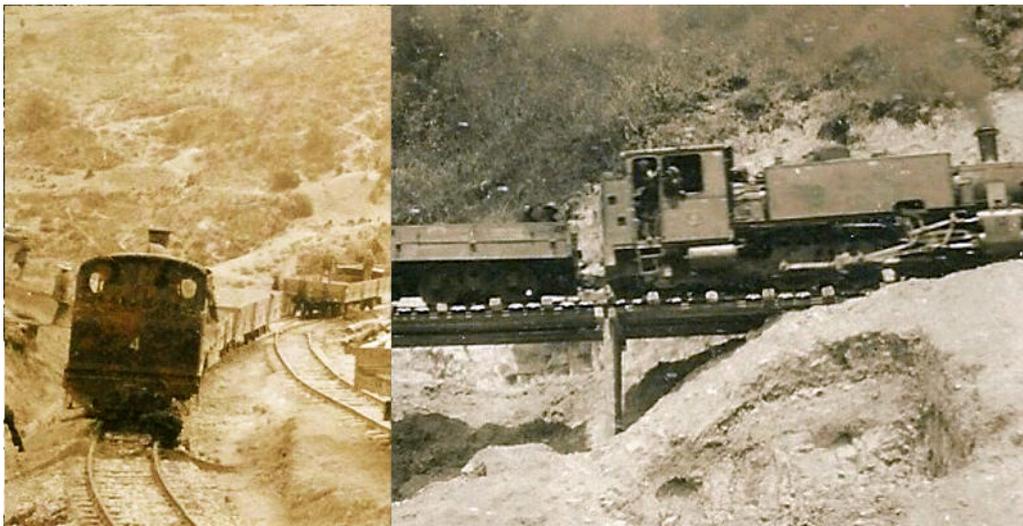
2-6-2T d/w ?, cyls. ?, built by BMAG in 1929

Part of batch of ten ordered for Columbia (9547-9556). 9550-1 were for *FC del Carare*, and 9552 for *FC del Norte*.

- | | | |
|---|----------|--|
| 3 | w/n 9550 | Later became <i>Norte y Noroeste</i> no. 22 . |
| 4 | w/n 9551 | Later became <i>Norte y Noroeste</i> no. 15 . |
| 5 | w/n 9721 | Later became <i>Norte y Noroeste</i> no. 24 . |



No. 3 before despatch from the BMAG works. [8]



Two photos taken during construction, showing BMAG 2-6-2T no. 4 (left), and probably the same loco (right).

12.3.6 FC Norte y Nordeste (FCNyNE)

1938-1953

Background

Metre gauge. The result of the merger of the *FC del Norte Segundo* and the *FC Nordeste*. It became part of *FC Nacionales division Centrales* in 1953, and was regauged to 3' 0".

0-6-0T d/w ?, cyls. ?, built by Tubize in 1927

Ordered for ????. NB There are no 0-6-0Ts in the Tubize list built in 1927 for Colombia.

- | | |
|---|-----|
| 1 | w/n |
| 2 | w/n |

0-6-0T d/w ?, cyls. ?, built by BMAG in 1924

Ordered for *Tranvía de Oriente, Columbién*. as no. 1.

- | | | |
|---|----------|--------------------------------------|
| 2 | w/n 8500 | Later became <i>FCN-C</i> as no. 5C. |
|---|----------|--------------------------------------|

0-4-2T d/w ?, cyls. ?, built by Baldwin in 1928

Ordered for *FC de Cundinamarca* as nos. 3 and 4.

- | | | |
|---|-----------|--|
| 3 | w/n 60694 | Lay at the Nordeste workshops in 1960. |
| 4 | w/n 60695 | |



Source [8] suggests that these two locos, no. 4 here and also no. 5, whilst ordered for the *FC de Cundinamarca*, were actually delivered direct to the *FC Norte Segunda*. [8]

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

Ordered for

- | | |
|---|-----|
| 5 | w/n |
|---|-----|

0-8-0T d/w ?, cyls. ?, built by Tubize in 1930

Ordered for *FC Nordeste* as nos. 3 and 4.

- | | | |
|---|----------|---|
| 6 | w/n 2121 | Later became <i>FCN</i> nos. C3 and C4 according to Jens Merte's Tubize list. |
| 7 | w/n 2122 | |

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1921

Ordered for *FC Central del Norte* as their nos. 3 and 5, later becoming *FC No2o* nos. 8² and 5².

- | | | |
|---|-----------|--|
| 8 | w/n 54816 | Later to become <i>FC de la Sabana</i> no. 3 ² , and then <i>FCN-C</i> no. 8. |
| 9 | w/n 55019 | Later to become <i>FCN-C</i> no. 7. |

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

Ordered for

10	w/n
11	w/n
12	w/n
13	w/n

2-6-2T d/w ?, cyls. ?, built by BMAG in 1929

Ordered for *Columbia Norte* (9547-9 and 9552-4), *Columbia Carare* (9550-1 and 9721), and *Columbia Sud* (9555-6)

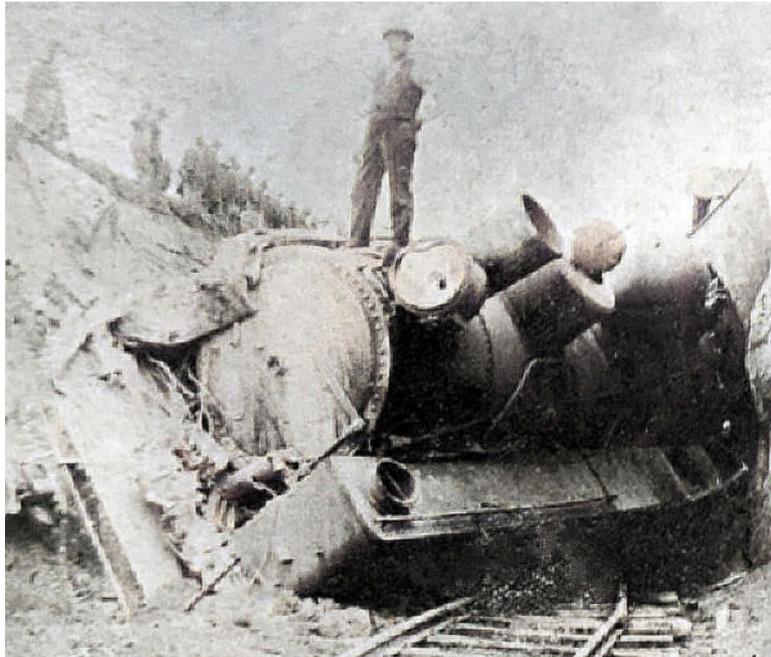
14	w/n 9556	Had been <i>FC del Sur</i> no. 14 . Later to become <i>FCN-C</i> no. 14 .
15	w/n 9551	Had been <i>FC Carare</i> no. 4 . Later to become <i>FCN-C</i> no. 15 .
16	w/n 9547	Had been <i>FC Central del Norte</i> no. 42 . Later to become <i>FCN-C</i> no. 16 .
17	w/n 9548	Had been <i>FC Central del Norte</i> no. 43 . Later to become <i>FCN-C</i> no. 17 .
18	w/n 9549	Had been <i>FC Central del Norte</i> no. 44 . Later to become <i>FCN-C</i> no. 18 .
19	w/n 9552	Had been <i>FC Central del Norte</i> no. 45 . Later to become <i>FCN-C</i> no. 19 .
20	w/n 9553	Had been <i>FC Central del Norte</i> no. 46 . Later to become <i>FCN-C</i> no. 20 .
21	w/n 9554	Had been <i>FC Central del Norte</i> no. 47 . Later to become <i>FCN-C</i> no. 21 .
22	w/n 9550	Had been <i>FC Carare</i> no. 3 . Later to become <i>FCN-C</i> no. 22 .
23	w/n 9555	Had been <i>FC del Sur</i> no. 13 . Later to become <i>FCN-C</i> no. 23 .
24	w/n 9721	Had been <i>FC Carare</i> no. 5 . Later to become <i>FCN-C</i> no. 24 .

2-6-2T d/w ?, cyls. ?, built by Tubize in 1930

Ordered for *FC del Nordeste - FC Nacional Colombia*. Several later went to the *Acerias Paz del Río (APdR)* which was of course at the northern end of this railway.

25	w/n 2123	Had been <i>FCNE</i> no. P50 . Later to become <i>APdR</i> no. O-8 . Scrapped 1984.
26	w/n 2124	Had been <i>FCNE</i> no. P51 . Later to become <i>APdR</i> no. O-7 .
27	w/n 2125	Had been <i>FCNE</i> no. P52 .
28	w/n 2126	Had been <i>FCNE</i> no. P53 .
29	w/n 2137	Had been <i>FCNE</i> no. P54 . Later to become <i>APdR</i> no. O-11 .
30	w/n 2138	Had been <i>FCNE</i> no. P55 . Later to become <i>APdR</i> no. O-6 .
31	w/n 2139	Had been <i>FCNE</i> no. P56 . Later to become <i>APdR</i> no. O-9 .
32	w/n 2140	Had been <i>FCNE</i> no. P57 . Later to become <i>APdR</i> no. O-10 .





A Tubize 2-6-2T after an accident. Date and location unknown.

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

Ordered for

- | | |
|----|-----|
| 33 | w/n |
| 34 | w/n |

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1919 and 1913

Ordered for

- | | | |
|----|-----------|--|
| 35 | w/n 51201 | Had been Central Northern Railway no. 13 , and then <i>No2o</i> no. 13 . |
| 36 | w/n 40544 | Had been Central Northern Railway no. 11 , and then <i>No2o</i> no. 11 . |

0-6-0T d/w ?, cyls. ?, built by HanoMAG in 1928

Ordered for "Norte, Columbien".

- | | | |
|----|-----------|--|
| 37 | w/n 10627 | Had been on the <i>No2o</i> number unknown. Eventually went to <i>No1o</i> as no. 5 . |
| 38 | w/n 10628 | Had been on the <i>No2o</i> number unknown. Eventually went to <i>No1o</i> as no. unknown. |

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1916

Ordered for

- | | | |
|----|-----------|--|
| 39 | w/n 43336 | Had been Central Northern Railway no. 12 , and then <i>No2o</i> no. 12 . |
|----|-----------|--|

2-8-2 d/w 37", cyls. 15x20", built by ALCo Cooke in 1921

Ordered for Columbian Northern as no. **14**. Then *FCNo2o* as **22**.

- | | | |
|----|-----------|---|
| 40 | w/n 62885 | Eventually went to <i>No1o</i> as no. 20 . |
|----|-----------|---|

2-8-2 d/w 41", cyls. ?, built by Tubize in 1924

Ordered for *Soc. Nat de Chemins de Fer en Colombie*. *FC Nordeste* nos. **1001-1008**.

- | | | |
|----|----------|---|
| 41 | w/n 1971 | Later became <i>FCN-C</i> no. 43 . |
| 42 | w/n 1972 | Later became <i>FCN-C</i> no. 44 . |
| 43 | w/n 1973 | Later became <i>FCN-C</i> no. 45 . |

44	w/n 1974	Later became <i>FCN-C</i> no. 46 .
45	w/n 1975	Later became <i>FCN-C</i> no. 47 .
46	w/n 1976	Later became <i>FCN-C</i> no. 48 .
47	w/n 1977	Later became <i>FCN-C</i> no. 49 .
48	w/n 1978	Later became <i>FCN-C</i> no. 50 .

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

Ordered for

49	w/n
50	w/n
51	w/n
52	w/n

4-8-0 d/w 53", cyls. ?, built by BMAG in 1929

Ordered for *Central del Norte* as nos. **35-38**. Metre gauge. Originally *FC del Norte 2o* nos. **35-38**.

53	w/n 9437	Later became <i>FCGTH</i> no. 53 , and then <i>FCN-C</i> no. 93 . Transferred to <i>FCN-P</i> in 1958 as no. 93 .
54	w/n 9438	Later became <i>FCGTH</i> no. 54 , and then <i>FCN-C</i> no. 94 . Transferred to <i>FCN-P</i> in Oct. 1959 as no. 72 .
55	w/n 9439	Later became <i>FCGTH</i> no. 55 , and then <i>FCN-C</i> no. 95 . Transferred to <i>FCN-P</i> in Oct. 1959 and then numbered 84 .
56	w/n 9440	Later became <i>FCGTH</i> no. 56 , and then <i>FCN-C</i> no. 96 . Transferred to <i>FCN-P</i> in 1959 as no. 73 .

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

Ordered for

57	w/n
58	w/n
59	w/n
60	w/n
61	w/n
62	w/n
63	w/n
64	w/n

4-8-2 d/w 65", cyls. ?, built by BMAG in 1929

Ordered for *Central del Norte* nos. **39-41**.

65	w/n 9414	Later became <i>NoIlo</i> no. 17 .
66	w/n 9415	Later became <i>NoIlo</i> no. 18 .
67	w/n 9416	Later became <i>NoIlo</i> no. 19 .

4-8-2 d/w 46", cyls. 19x22", built by Baldwin in 1938

Ordered for *FC del Norte*.

68	w/n 62237	Withdrawn 1953 when railway was regauged to 3' 0".
69	w/n 62238	Later became <i>NoIlo</i> no. 15 .

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

Ordered for

4-8-2 d/w 42", cyls. 18½x22", built by Porter in 1948

Ordered by Columbian National Railways for *Nacionales Norte Segundo y Nordeste*. The only Colombian locos with mechanical stokers [8]. These locos could be regauged 1 metre or 3' 0" merely by moving the tyres on the wheels [8]. They can be distinguished from the Baldwins by the cab roof being higher than the box in front of it, and by having two separate sand-domes rather than a single very large one.

71	w/n 8131	Later became <i>FCN-C</i> no. 124 .
72	w/n 8132	Later became <i>FCN-C</i> no. 125 .
73	w/n 8133	On arrival became <i>FC del Pacifico</i> no. 87 , and then in 1959 <i>FCN-C</i> no. 130 .
74	w/n 8134	Later became <i>FCN-C</i> no. 126 .
75	w/n 8135	Later became <i>FCN-C</i> no. 127 .

The end of the railway's separate identity

It became part of *FC Nacionales division Centrales* in 1953, and was regauged to 3' 0".

12.3.7 FCN Division Centrales locomotive fleet

1953-

Background

When the *Ferrocarriles Nacionales* were formed in 1953-54, the *Division Centrales* inherited locomotives from several different railways and thus embarked on a major renumbering. The resulting list is set out below, largely sourced from H. Lincoln Harrison's 1957 list published in source [4], and from Allen Copeland's additions to this, though with some mistakes corrected.

The same process did not occur in other divisions. The *Division Pacifico* took over the *FC del Pacifico* which had undertaken its own renumbering scheme in 1948 and therefore saw no need to repeat the exercise, whilst the *FC de Antioquia* only joined the *FCN* in 1962 and similarly needed no renumbering. When the new *FC del Atlantico* absorbed the *FC Norte Primero* from Puerto Wilches and the Santa Marta Railway north of Fundación, there may well have been some transfers and renumbering to create a new *FCN-M* fleet.

Group 1

0-4-0T d/w 42½", cyls. 11x15¾", built by BMAG in 1927

5A w/n 8778 1927 Ex *FC de Cundinamarca* no. 5.

5B w/n 8777 1927 Ex *FC de Cundinamarca* no. 6.

Group 2

0-6-0T d/w ?, cyls. ?, built by BMAG in 1924

5C w/n 8500 1924 Ex *FC del Norte* no. 4; ex *Tranvía del Oeste* no. 2. Photo in source [4] appears to show this loco bearing number 3C, but photo in [5] confirms 5C. Under repair in Bogotá in Oct. 1967 [31]. Preserved at Barbosa.



No. 5C, ex FCNyNE no. 2, ex *Tranvía del Oriente* no. 2, displays the common Colombian abbreviation 'FF CC NALES' for *FFCC Nacionales*. [8]



No. 5C as now on display at Barbosa.

Group 3

0-6-0T d/w 51", cyls. 15x22", built by Hudswell Clarke in 1904

1 w/n ? 733 Ex FC de La Dorada no. 4.



A photo by the late Christopher West, showing ex FC de La Dorada 0-6-0T no. 4, HC 733, derelict at Flandes probably in the early 1990s.

Group 4

2-4-2T d/w 33", cyls. 11x16", built by Baldwin in 1927

2 w/n 59969 1927 Ex FC Ambalema-Ibague no. 2. Preserved in front of station at Manizales.

Group 5

2-6-0 d/w 40", cyls. 15x18", built by Baldwin in 1920

3 w/n 53051 1920 Ex FC de Caldas no. 5.

4 w/n 54817 1921 Ex FC de Cundinamarca-Prol. Norte no. 4. Sunting at Bogotá Sabana station in 1963. Withdrawn 1965.

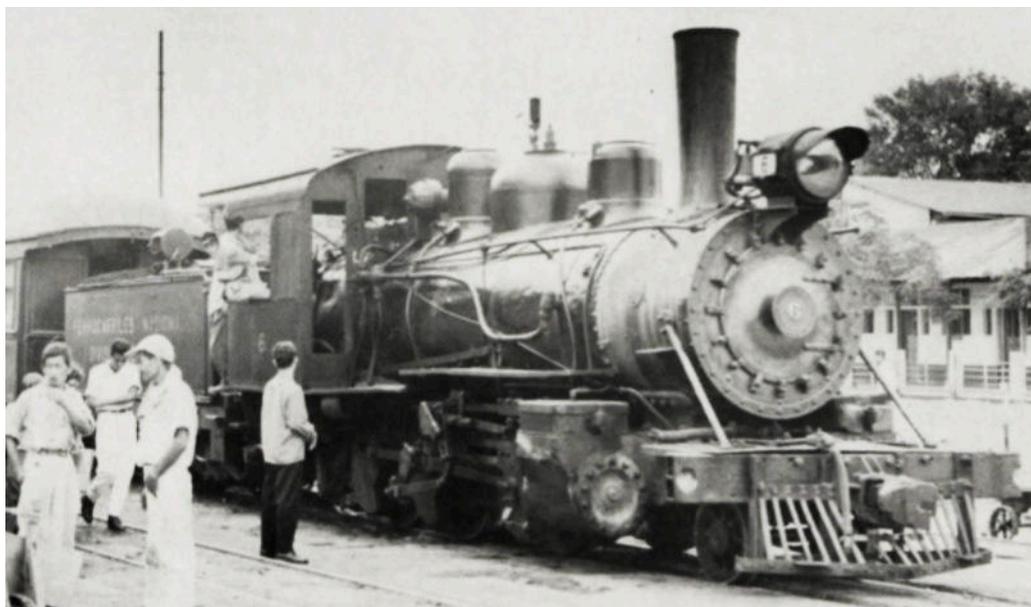
- 5 w/n 55020 1921 Ex *FC del Norte* no. 6.
- 6 w/n 51266 1919 Ex *FC de Girardot* no. 6; ex *FC de Pacifico* no. 26.
- 7 w/n 55019 1921 Ex *FCNyNE* no. 9; ex *FC del Norte* no. 5; ex *FC de Cundinamarca-Prol. Norte* no. 5.
- 8 w/n 54816 1921 Ex *FCNyNE* no. 8; ex *FC del Norte* no. 8-3; ex *FC de Cundinamarca-Prol. Norte* no. 3.
Working in Bogotá in 1969. Overhauled 2011-12 and since used on rail tours.



Ex *FC del Norte Prolongacion* no. 3, later *FCN-C* no. 8, regauged from 1 metre around 1957 according to Chris West. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. trco70005.



FCN-C no. 7, ex *FC del Norte Prolongación* no. 5, at the head of a works train outside Bogotá in 1958. Photo by Guillermo Diaz [8].



Group 6

2-6-2 d/w 40", 15x20", built by ALCo Cooke in 1914

- | | | | |
|----|--------------------|--------------|---|
| 9 | w/n 54478 | 1914 | Ex <i>FC de La Dorada</i> no. 6-11. |
| 10 | w/n 54478 or 58722 | 1914 or 1919 | Ex <i>FC de La Dorada</i> no. 11 or 14. |
| 11 | w/n 54479 | 1914 | Ex <i>FC de La Dorada</i> no. 7-12. |
| 12 | w/n ? | 1916 | Ex ? |

Group 7

2-6-2 d/w ?, cyls. ?, built by BMAG in 1926

Ex *Tranvía del Oeste* no. 2?

- | | | | |
|----|----------|------|--|
| 13 | w/n 8440 | 1926 | Then went to help on the building of the <i>FC del Atlantico</i> . |
|----|----------|------|--|

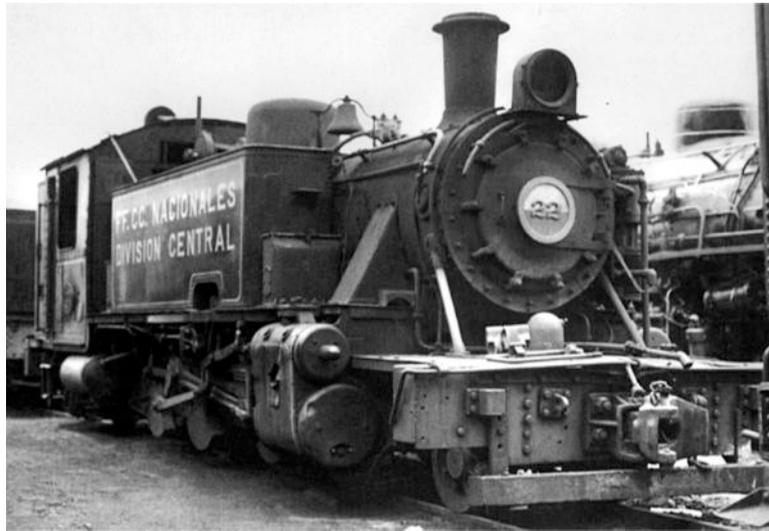
Group 8

2-6-2T d/w 43¾ ", cyls. 14x18", built by BMAG in 1929

- | | | | |
|----|----------|------|--|
| 14 | w/n 9556 | 1929 | Ex <i>FCNyNE</i> no. 14; ex <i>FC del Sur</i> no. 14 |
| 15 | w/n 9551 | 1929 | Ex <i>FCNyNE</i> no. 15; ex <i>FC de Carare</i> no. 4. Scrapped before 1970. |
| 16 | w/n 9547 | 1929 | Ex <i>FCNyNE</i> no. 16; ex <i>FC del Norte 2a</i> no. 42. Switching at Bogotá in 1963. Survived in Bogotá Sabana station yard for many years, but moved to Puente Nacional north of Villa de Leyva prior to 2017. |
| 17 | w/n 9548 | 1929 | Ex <i>FCNyNE</i> no. 17; ex <i>FC del Norte 2a</i> no. 43. |
| 18 | w/n 9549 | 1929 | Ex <i>FCNyNE</i> no. 18; ex <i>FC del Norte 2a</i> no. 44. |
| 19 | w/n 9552 | 1929 | Ex <i>FCNyNE</i> no. 19; ex <i>FC del Norte 2a</i> no. 45. |
| 20 | w/n 9553 | 1929 | Ex <i>FCNyNE</i> no. 20; ex <i>FC del Norte 2a</i> no. 46. |
| 21 | w/n 9554 | 1929 | Ex <i>FCNyNE</i> no. 21; ex <i>FC del Norte 2a</i> no. 47. |
| 22 | w/n 9550 | 1929 | Ex <i>FCNyNE</i> no. 22; ex <i>FC de Carare</i> no. 3. Derelict at Sabana station in Bogotá around 1959. |
| 23 | w/n 9555 | 1929 | Ex <i>FCNyNE</i> no. 23; ex <i>FC del Sur</i> no. 13. Switching at Bogotá in 1963. |
| 24 | w/n 9721 | 1929 | Ex <i>FCNyNE</i> no. 24; ex <i>FC de Carare</i> no. 5. Dismantled at El Corzo diesel workshops around 1965 [8]. In steam at Bogotá in Oct. 1967 [31]. |



FCN-C 2-6-2T no 14 built by BMAG and originally owned by the *FC del Sur* and later by the *FCNyNE*. This photo was taken by Gordon Crowell and was published in Whitehouse and Allen's *Round the World on the Narrow Gauge* in 1966.



No **22**, ex FC de Carare no. **3**, as working around 1959 in a photo by Guillermo Díaz. [8]

Numbers **25** to **32** unknown. possibly left vacant in case of further new six-coupled locos arriving later.

Group 9

2-6-2 d/w ?, cyls. 16½x20", built by Skoda in 1928

NB Jens Merte's Skoda list does state that locos 482-484 were ordered for the *FC de Girardot* rather than the *FC del Tolima*. However, see the Tolima section for a Skoda works photo showing one of them lettered explicitly as for the *FC del Tolima*.

- | | | | |
|-----------|---------|------|---|
| 33 | w/n 482 | 1928 | Ex <i>FC de Girardot</i> no. 57-46 . ex <i>FC de Tolima</i> 46 . |
| 34 | w/n 483 | 1928 | Ex <i>FC de Girardot</i> no. 58-47 . ex <i>FC de Tolima</i> 47 . Scrapped 1977. |
| 35 | w/n 484 | 1928 | Ex <i>FC de Girardot</i> no. 59-48 . ex <i>FC de Tolima</i> 48 . Stored at Flandes in 1965. |



FCN-C no. **33**, probably built for the *FC de Girardot* as no. **46** and then renumbered **57**, though source [8] implies that these engines were actually built for the *FC del Tolima*. [8]



FCN-C no. **35**, ex FC de Girardot, ex FC del Tolima no. **19**,
at La Dorada in 1959. [8]

Group 10

2-8-0 d/w 38", cyls. 16x20", built by ALCo Schenectady in 1912

36 w/n 52037 1912 Ex FC de Girardot no. ?-17

Group 11

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1911

37 w/n 36091? 1911 Ex FC de Cauca no. **12?**

38 w/n 36092 1911 Ex FC de Cauca no. **13**. Derelict at Flandes in 1995. Survives at Tunja but in very bad condition and without its tender.

Group 12

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1921

39 w/n 55028 1921 Ex FC de Cundinamarca; ex FC del Sur no. **11**. Eventually went to *Acerias Paz del Rio* in 1957.

40 w/n 55029 1921 Ex FC de Cundinamarca; ex FC del Sur no. **12**, ex FC de Cundinamarca no. **13**. Eventually went to *Acerias Paz del Rio* in 1957.

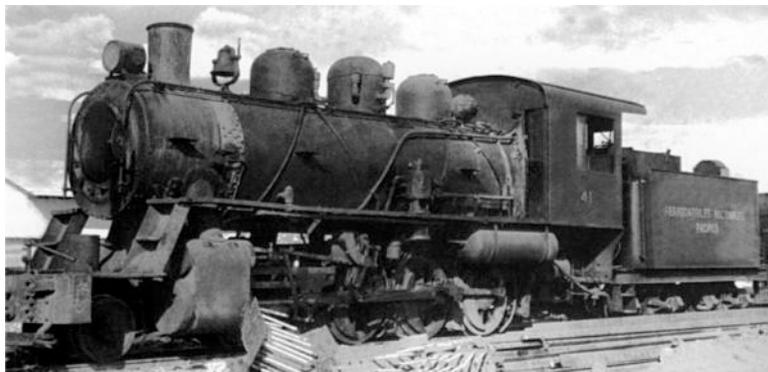


FCN-C no. **40**, ex FC de Cundinamarca no. **13** and source [8]
implies that it had later borne the numbers **7** and **207**.

Group 13

2-8-0 d/w ?", cyls. 17x20", built by Porter in 1948

41 w/n 8166 1948 Ex FC de Girardot no. **105**, via a period as FCN-M no. **41**.



FCN-C no. **41**, ex FCN-M no. **41**, ex FC del Pacifico no. **105**. [8]
Although seen here around 1959 at Flandes, she seems to have retained the 'PACIFICO' lettering on the tender. Photo by Guillermo Díaz.

Group 14

2-8-2 d/w 33", cyls. 15x18", built by Baldwin in 1925



FCN Centrales no. 42, ex *FC Ambalema-Ibagué* no. 4, ex *FC de Cauca* no. 9.
Photo from R&LHS Bulletin.

Group 15

2-8-2 d/w 1100mm, cyls.. 500x550mm, built by Tubize in 1924

43	w/n 1971	1924	Ex <i>FCNyNE</i> no. 41; ex <i>FCNE</i> no. 1001
44	w/n 1972	1924	Ex <i>FCNyNE</i> no. 42; ex <i>FCNE</i> no. 1002. Gone from list by Aug. 1957.
45	w/n 1973	1924	Ex <i>FCNyNE</i> no. 43; ex <i>FCNE</i> no. 1003. Gone from list by Aug. 1957.
46	w/n 1974	1924	Ex <i>FCNyNE</i> no. 44; ex <i>FCNE</i> no. 1004
47	w/n 1975	1924	Ex <i>FCNyNE</i> no. 45; ex <i>FCNE</i> no. 1005
48-56	w/n 1976	1924	Ex <i>FCNyNE</i> no. 46; ex <i>FCNE</i> no. 1006 In use 1962.
49	w/n 1977	1924	Ex <i>FCNyNE</i> no. 47; ex <i>FCNE</i> no. 1007 In use 1960.
50	w/n 1978	1924	Ex <i>FCNyNE</i> no. 48; ex <i>FCNE</i> no. 1008 In use 1961.

Group 16

2-8-2 d/w ?, cyls. 19x20½", built by Tubize in years listed below

51	w/n 2393	1951	Ex <i>FC de Girardot</i> no. 91.
52	w/n 2394	1951	Ex <i>FC de Girardot</i> no. 92.
53	w/n 2395	1951	Ex <i>FC de Girardot</i> no. 93. Frequently in use on line north from Bogotá in early 1960s.
54	w/n 2396	1951	Ex <i>FC de Girardot</i> no. 94.
55	w/n 2401	1951	Ex <i>FC de Girardot</i> no. 95.

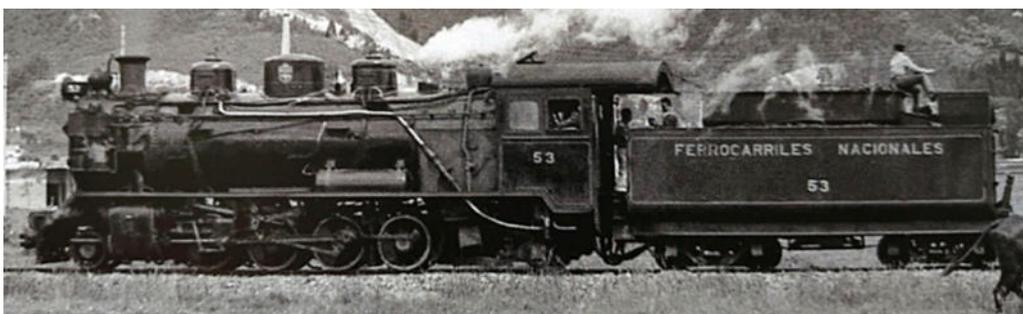


Ex *FC de Girardot* no. 91, FCN-C no. 51, as photographed by Trevor Rowe at Bogotá in 1970. High res versions of this image are available

from the Restoration & Archiving Trust via their website; their ref. trco70006.

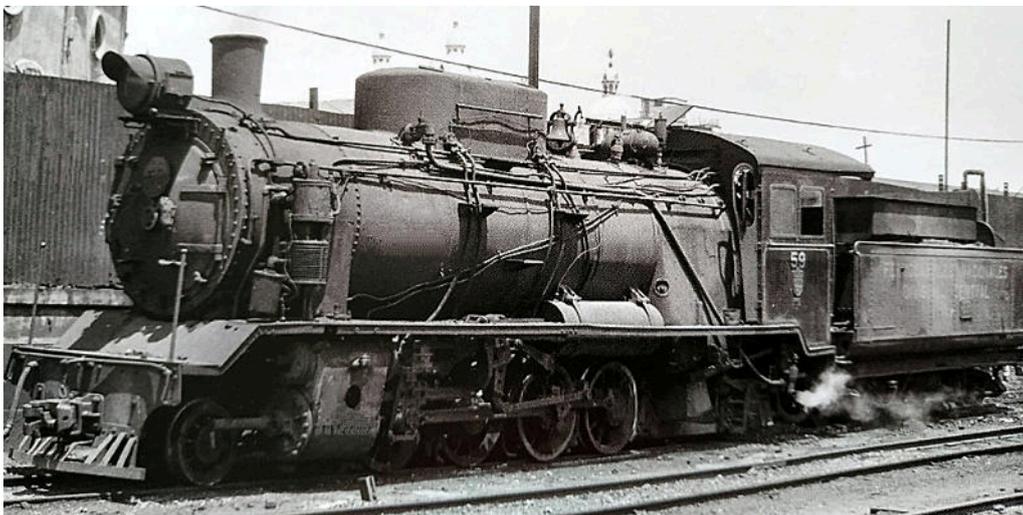


A rear three-quarter view of the same engine. [8]



FCN-C no **62**, ex FC de Cundinamarca no. **26**, as eventually plinthed in Bogotá. [8]

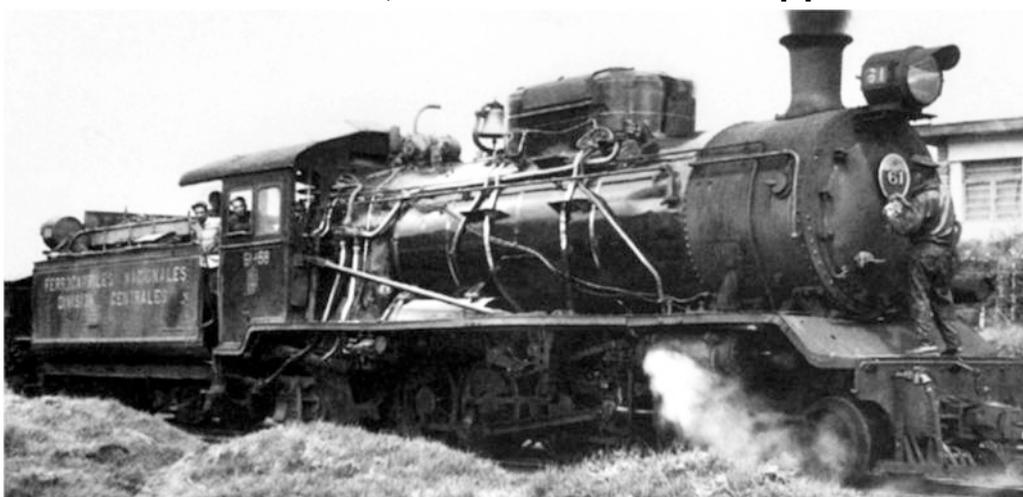
56	w/n 2187	1936	Ex <i>FC de Cundinamarca</i> no. 220 ; ex 20 .
57	w/n 2188	1936	Ex <i>FC de Cundinamarca</i> no. 221 ; ex 21 . Seen on shed in Bogotá in Oct. 1967 [31].
58	w/n 2189	1936	Ex <i>FC de Cundinamarca</i> no. 222 ; ex 22 .
59	w/n 2190	1936	Ex <i>FC de Cundinamarca</i> no. 223 ; ex 23 .
60	w/n 2191	1936	Ex <i>FC de Cundinamarca</i> no. 224 ; ex 24 . Seen on shed in Bogotá in Oct. 1967 [31].
61	w/n 2192	1936	Ex <i>FC de Cundinamarca</i> no. 225 ; ex 25 .
62	w/n 2399	1951	Ex <i>FC de Cundinamarca</i> no. 226 ; ex 26 . Seen on shed in Bogotá in Oct. 1967 [31]. Plinthed in Bogotá in 1986.
63	w/n 2397	1951	Ex <i>FC de Cundinamarca</i> no. 227 ; ex 27 .
64	w/n 2398	1951	Ex <i>FC de Cundinamarca</i> no. 228 ; ex 28 . In steam at Facatativá in 1963. Dumped at El Corzo in mid 1980s and now plinthed at Chipichape.
65	w/n 2400	1951	Ex <i>FC de Cundinamarca</i> no. 229 ; ex 29 . Seen on shed in Bogotá in Oct. 1967 [31]. Derelict at El Corzo around 1970.
66	w/n 2402	1951	Ex <i>FC de Girardot</i> no. 96 . Gone from list to <i>Acerias Paz del Rio</i> by Aug. 1957.
67	w/n 2403	1951	Ex <i>FC de Girardot</i> no. 97 . Gone from list to <i>Acerias Paz del Rio</i> by Aug. 1957.
68	w/n 2404	1951	Ex <i>FC de Girardot</i> no. 98 . Gone from list to <i>Acerias Paz del Rio</i> by Aug. 1957.



Notice the difference between the ex-FC de Girardot locos, with separate sand-domes, and these ex FC de Cundinamarca machines with a single combined dome.



FCN-C no. **60**, ex FC de Cundinamarca no. **24**. [8]



No. **61** as seen by Guillermo Díaz in 1961. [8]

Group 17

4-8-0 d/w 40", cyls. 17x22" built by Hawthorn Leslie in 1928

Built for *FC de La Dorada*.

69 w/n 3711 1928 Ex *FC de La Dorada* no. **13**.

70 w/n 3712 1928 Ex *FC de La Dorada* no. **14**. Loco is now on display at La Dorada.

- 71 w/n 3713 1928 Ex *FC de La Dorada* no. 15.
 72 w/n 3714 1928 Ex *FC de La Dorada* no. 16. Withdrawn December 1970 and soon scrapped [8].



No. 70, ex *FC de La Dorada* no. 14, as seen by Guillermo Díaz in 1958. [8]

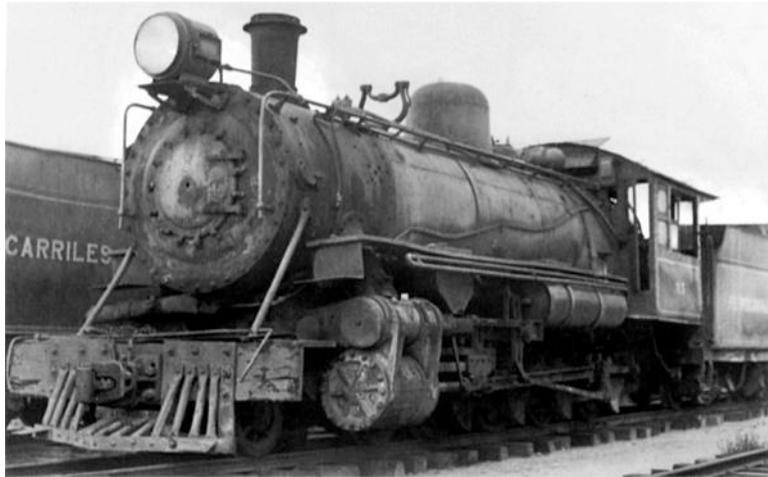
Group 18

4-8-0 d/w 40", cyls. 18x22", built by Baldwin in years listed below

- 73 w/n ? 1946 Ex ?.
 74 w/n ? 1946 Ex ?.
 75 w/n 73094 1947 Ex *FC Ambalema - Ibagué* no. 9, Seen in steam at Girardot in 1963.
 76 w/n 73095 1947 Ex *FC Ambalema - Ibagué* no. 10. Still? working with Turistren.
 77 w/n 58944 1926 Ex *FC de Cundinamarca* no. 9. Cossey & Whetham [5] say no. 77 was BLW 58949. Seen shunting at Bogotá in 1963.
 78 w/n 58945 1926 Ex *FC de Cundinamarca* no. 10.
 79 w/n 60534 1928 Ex *FC de Girardot* no. 44; ex *FC del Pacifico* no. 87.
 80 w/n 60533 1928 Ex *FC de Girardot* no. 43; ex *FC del Pacifico* no. 86.
 81 w/n 58947 1926 Ex *FC de Girardot* no. 40; ex *FC de Tolima* no. 14 or 13? Withdrawn soon after 1970?
 82 w/n 58948 1926 Ex *FC de Girardot* no. 41.
 83 w/n 58949 1926 Ex *FC de Girardot* no. 42.



FCN-C no. 82, ex *FC de Girardot* no. 41-22, ex *FC de Girardot* no. 23, but note there is some debate about these renumberings. [8]



An ex *FC del Pacifico* Baldwin 4-8-0 as later running out of Girardot for the *FCN-C*, but photographed when eventually derelict by Guillermo Díaz. Source [8] suggests that it had originally been no. **88**, but the list above shows only nos. **86** and **87** as having come from the *FCP*. [8]



FC Ambalema - Ibague no. **10**, later became *FCN-C* no. **76** and is seen here hauling a Sunday tourist train in 1985. [8]

Group 19

4-8-0 d/w 40", cyls. 18x22", built by Haine St. Pierre in 1926

84	w/n 1955	1926	Ex <i>FC de Girardot</i> no. 38 ; ex <i>FC del Pacifico</i> no. 2N ; ex <i>FCN-A</i> no. 2 .
85	w/n 1956	1926	Ex <i>FC de Girardot</i> no. 39 ; ex <i>FC del Pacifico</i> no. 3N ; ex <i>FCN-A</i> no. 3 .

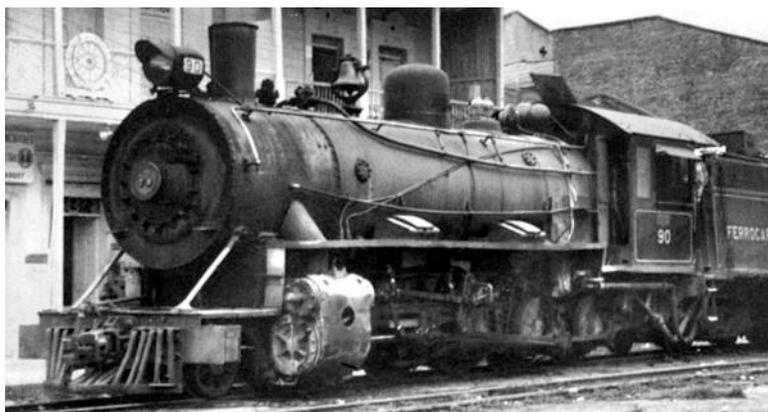
Group 20

4-8-0 d/w 40", cyls. 18x22", built by Skoda in 1928

86	w/n 451	1928	Ex <i>FC de Girardot</i> no. 45 .
87	w/n 452	1928	Ex <i>FC de Girardot</i> no. 46 , previously no. 50 , and originally <i>FC del Tolima</i> no. 21 .
88	w/n 453	1928	Ex <i>FC de Girardot</i> no. 47 .
89	w/n 454	1928	Ex <i>FC de Girardot</i> no. 48 . Stored at Flandes in 1965. Plinthed outside Girardot station.
90	w/n 455	1928	Ex <i>FC de Girardot</i> no. 49 .
91	w/n 456	1928	Ex <i>FC de Girardot</i> no. 50 , ex <i>FC de Tolima</i> 18 .
92	w/n 457	1928	Ex <i>FC de Girardot</i> no. 51 , ex <i>FC de Tolima</i> 19 .



FCN-C no. **87**, ex FC de Girardot **50** and then **46**, ex FC de Tolima **21**. [8]



FCN-C no. **90**, ex FC de Girardot **28**, as seen in the 1960s. [8]

Group 21

4-8-0 d/w 40", cyls. 18x22", built by BMAG in 1929

93	w/n 9437	1929	Ex FC Girardot Tolima Huila no. 52 ; ex FCNyNE no. 53 , ex FC Central del Norte 35 .
94	w/n 9438	1929	Ex FC Girardot Tolima Huila no. 53 ; ex FCNyNE no. 54 , ex FC Central del Norte 36 .
95	w/n 9439	1929	Ex FC Girardot Tolima Huila no. 54 ; ex FCNyNE no. 55 , ex FC Central del Norte 37 .
96	w/n 9440	1929	Ex FC Girardot Tolima Huila no. 55 ; ex FCNyNE no. 56 , ex FC Central del Norte 38 .

Numbers **97** to **105** unknown.

Group 22

4-8-2 d/w 42", cyls. 18½x22", built by Baldwin in years listed below

106	w/n 70895	1944	Ex FC del Pacifico no. 96 , brought to FCN-C in 1959. In service 1962.
107	w/n 70894	1944	Ex FC del Pacifico no. 95 .
108	w/n 73358	1947	Ex FC de Girardot Tolima Huila no. 73 , had later been FCN-P no. 103 and then 84 . Scrapped around 1970.
109	w/n 70893	1944	Ex FC del Pacifico no. 94 , brought to FCN-C in 1959.
110	w/n 72238	1945	Ex FC del Pacifico no. 100 , later 77 , brought to FCN-C in 1959. Under overhaul at Bogotá in Oct. 1967 [31].
111	w/n 72242	1945	Ex FC de Cundinamarca no. 26 . In service in Bogotá in Oct. 1967 [31].
112	w/n 72243	1945	Ex FC de Cundinamarca no. 27 , later 31 . Abandoned at Corzo workshops.
113	w/n 71972	1944	Ex FC de Girardot Tolima Huila no. 61 .
114	w/n 71973	1944	Ex FC de Girardot Tolima Huila no. 62 . Standing in 2004 at Bogotá Sabana station waiting to be overhauled for tourist train use.
115	w/n 71974	1944	Ex FC de Girardot Tolima Huila no. 63 . In service 1964.

- 116** w/n 71975 1944 Ex *FC de Girardot Tolima Huila* no. **64**. Withdrawn by 1977.
- 117** w/n 71976 1944 Ex *FC de Girardot Tolima Huila* no. **65**.
- 118** w/n 72240 1945 Ex *FC de Girardot Tolima Huila* no. **66**.
- 119** w/n 72241 1945 Ex *FC de Girardot Tolima Huila* no. **67**.
- 120** w/n 70334 1944 Ex *FC de Girardot* no. **68**; ex *FC de Cundinamarca* no. **28**.
- 121** w/n 70335 1944 Ex *FC de Girardot* no. **69**; ex *FC de Cundinamarca* no. **29**.
- 122** w/n 73355 1947 Ex *FC de Girardot Tolima Huila* no. **70**.
- 123** w/n 73356 1947 Ex *FC de Girardot Tolima Huila* no. **71**.

[8] suggests that *FC del Pacifico* no. **75 ex-98** (Baldwin 72236) also came to the *FCN-C*, and was out of service by 1967.



No. **106**, ex *FC del Pacifico* no. **96**. [8]



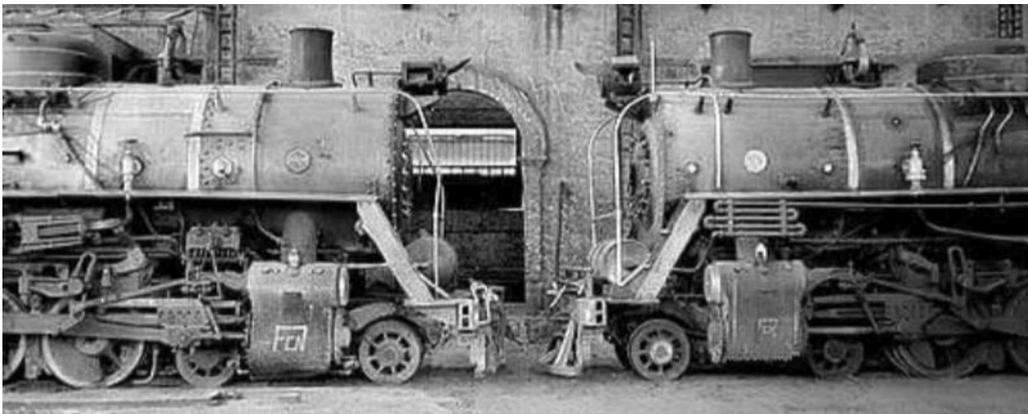
No. **114**, ex *FC de Girardot* no. **62**. [8]



No. **115**, ex *FC de Girardot* no. **63**, as seen in 1962. [8]



FCN-C no. **110**, ex FC del Pacifico no. **100** later **77**. [8]



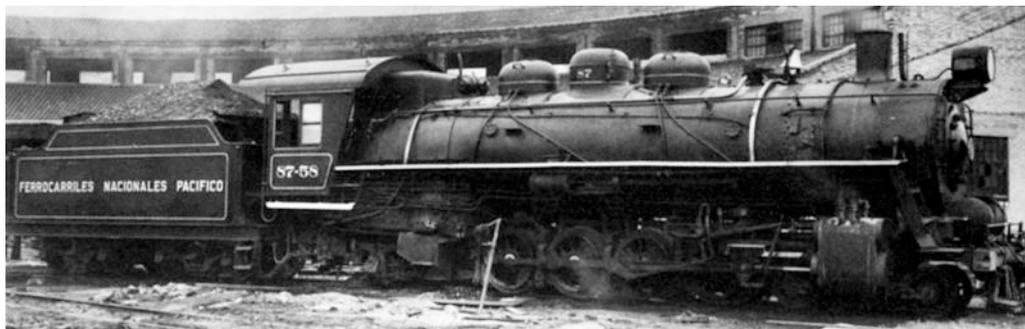
Group 23

4-8-2 d/w 42", cyls. 18½x22", built by Porter in 1948

- | | | | |
|---------------|----------|------|--|
| 124 | w/n 8131 | 1948 | Ex FCNyNE no. 71 . |
| 125-58 | w/n 8132 | 1948 | Ex FCNyNE no. 72 . Seen on shed in Bogotá in Oct. 1967 [31]. Reported lying in El Corzo works in 1980s. |
| 126 | w/n 8134 | 1948 | Ex FCNyNE no. 74 . |
| 127 | w/n 8135 | 1948 | Ex FCNyNE no. 75 . |
| 128 | w/n 8137 | 1948 | Ex FC de Girardot Tolima Huila no. 72 . |
| 129 | w/n 8136 | 1948 | Ex FC de Girardot Tolima Huila no. 73 . |
| 130 | w/n 8133 | 1948 | Ex FCNyNE no. 73 , then had been FC del Pacifico no. 87 and returned to the FCN-C in 1959. |



Ex FC Norte y Nordeste Porter 4-8-2 no. **71**, FCN-C no. **125**, as photographed by Trevor Rowe at Bogota in 1970. High res versions of this image are available from the Restoration &

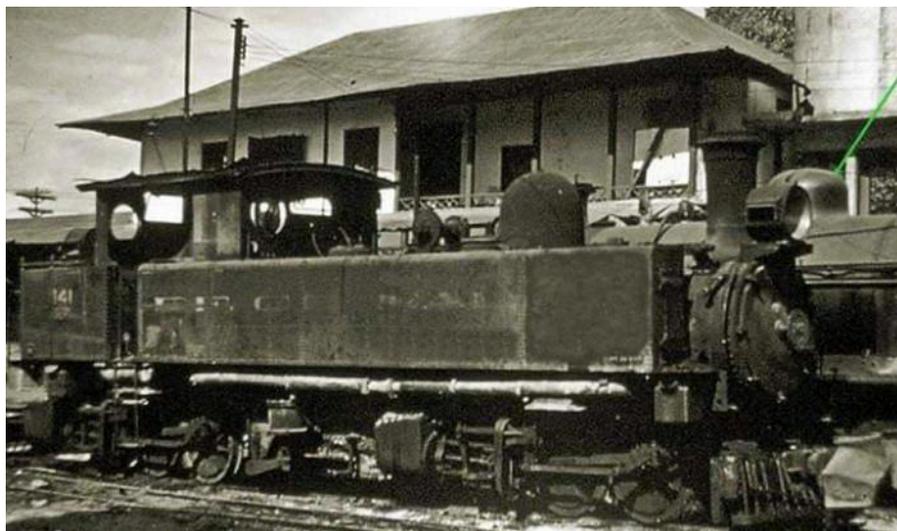


Ex FCNyNE no. **73** posing as FC del Pacifico no. **87** in 1952
before later becoming FCN-C no. **130** in 1959. [8]

Group 24

0-6-6-0T Kitson-Meyer d/w 34³/₄", cyls. 14x18", built by Kitson in years listed below

141	w/n 4672	1909	Ex <i>FC de Girardot</i> no. 16, 10, 4, 13 . 141 is believed to have gone to the Colombian Army to be used for military training, lettered " <i>Centro de Ingenieros Militares Francisco de Caldas</i> ".
142	w/n 5276	1920	Ex <i>FC de Girardot</i> no. 17, 28 .
143	w/n 5324	1921	Ex <i>FC de Girardot</i> no. 18, 20, 31 .
144	w/n 5325	1921	Ex <i>FC de Girardot</i> no. 19, 21, 32 . Later used by <i>Centro de Ingenieros Militares</i> . Derelict around 1960.
145	w/n 5274	1920	Ex <i>FC de Girardot</i> no. 20, 15, 26 .
146	w/n 4916	1912	Ex <i>FC de Girardot</i> no. 21, 7, 16 .
(147)?	w/n 5039	1914	Ex <i>FC de Girardot</i> no. 22, 8, 18 .
(148)?	w/n 5040	1914	Ex <i>FC de Girardot</i> no. 23, 9, 19 .
148	w/n 5065	1914	Ex <i>FC de Girardot</i> no. 24, 11, 21 .
149	w/n 5178	1919	Ex <i>FC de Girardot</i> no. 25, 14, 25 . Source [8] says this had been <i>FCG</i> no. 21 .



FCNC no. **141**, still with the front bogie as built.



This is supposedly FCN-C no. **149**, ex FC de Girardot no. **21**, lying at Facativá in 1955. [8] Note that the front ends of the tanks are further back relative to the smokebox than when first built. This loco has a replacement front bogie, fitted cylinders forward.

Group 25

2-6-6-2T Kitson-Meyer d/w 37½", cyls. 15¼x20", built by Kitson in years listed below

The running number of locos 5401-3 are in doubt. Not merely in their order, but were they running nos. **150-152** or **151-153**. And what was the other missing loco?

150?	w/n 5402	1927	Ex FC de Girardot no. 32, 26.
151?	w/n 5403	1927	Ex FC de Girardot no. 33, 27.
152?	w/n 5401	1927	Ex FC de Girardot no. 34, 25.
154	w/n 5400	1926	Ex FC de Girardot no. 35, 25.
155	w/n 5431	1929	Ex FC de Cundinamarca no. 14.



Group 26

2-8-8-2T Mallet d/w 40", cyls. 17x22", built by Baldwin in 1935

171 w/n 61834 1935 Ex FC de Girardot no. **58.** **171-173** are said to have been **82-84**, then **72-74**.

Group 27

2-8-8-2T Kitson-Meyer d/w 37½", cyls. 17¾x20", built by Robert Stephenson in 1935

172 w/n 4110 1935 Ex FC de Girardot no. **56.** **171-173** are said to have been **82-84**, then **72-74**. Cab roof

raised.

173 w/n 4111 1935 Ex *FC de Girardot* no. **57**. **171-173** are said to have been **82-84**, then **72-74**. Lay OoS at Bogotá Nordeste workshops in 1961. Cab roof remained at original height.



Careful examination of this photo showing one of the 2-8-8-2T Kitson-Meyers on a train reveals that the cab roof has been raised considerably, though the side window remains in its original position. The tank side inscription appears to read 'FF. CC. NALES' with perhaps 'CENTRALES' beneath. The smokebox number clearly finishes with a '3' and is therefore probably **173**.

Group 28

4-6-0+0-6-4T Garratt d/w 40", cyls. 17x22", built by Beyer Peacock in 1938

Ex *FC de La Dorada* no. **17**, renumbered around 1955 [8].

174 w/n 6843 1938

Extras

In 1969 at least one ex *FC de Antioquia* 2-8-2 was passed on from the *FCN-P* to Girardot. There may have been others.

2-8-2 d/w 44", cyls. 17x22", built by Baldwin in 1947

Ordered for *FC de Antioquia*. Several, such as **62** but not **57**, and possibly all of those built in 1947 were fitted with air reversing gear. Known as 'Las bicicletas' owing to large boiler and inside frames. Several were handed over to the *FC del Pacifico* from new. Ex *FC de Antioquia* no. **69**, later became *FC Pacifico* no. **86**, or [8] suggests **80**. In 1969 moved to Girardot and was then numbered **77**.

77 w/n 73053

2-8-0 d/w 42", cyls. 17x20", built by Porter in 1948

Ordered for *FC del Pacifico* as no. **105**, then to *FC de Girardot* as **105**, renumbered **41**.

41 w/n 8166



Another photo of the double-header accident between Monos and Pavas in the early 1950s. Possibly loco no. **54** or **57**.

12.4 *Departamento Magdalena area*

Santa Marta Railway Co. 1887-1890



FC de Santa Marta 1890-1933



FC del Magdalena 1933-1947



FC Nacionales, Division Magdalena 1947 onward

12.4.1 **Santa Marta Railway Co.**

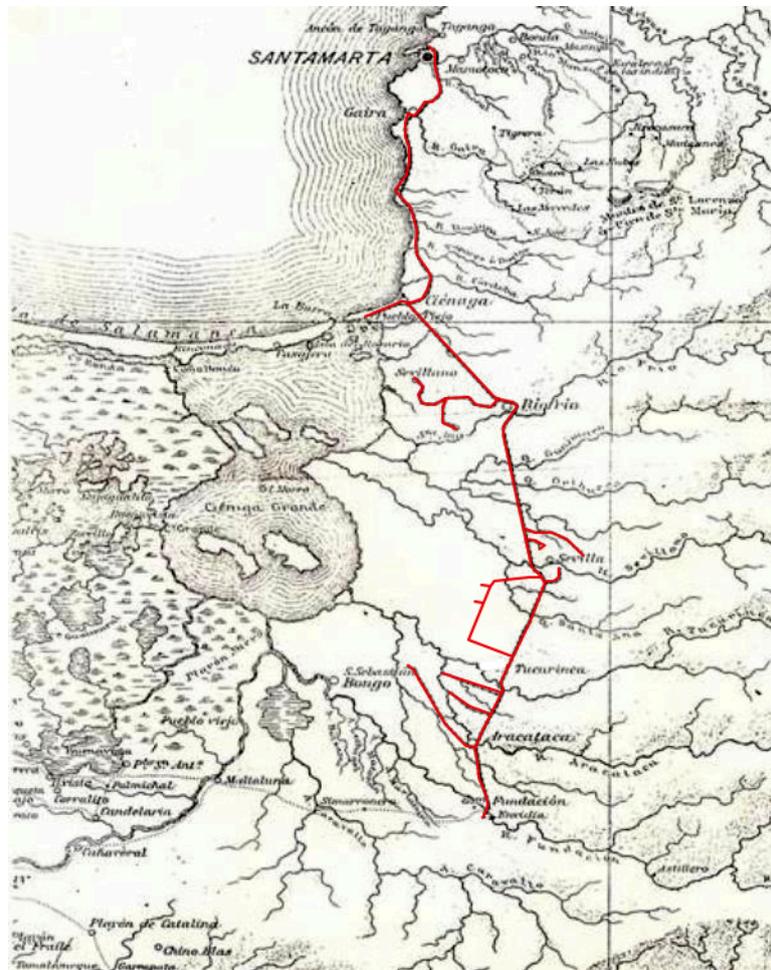
1887-1890

El FC de Santa Marta

1890-1933

El FC del Magdalena

1933-1947



Note the large number of branches, the majority to banana plantations.

Background

3' 0" gauge. Construction began in 1882 but took until 1894 to reach the Seville river and 1906 to get to Fundación. There were a large number of banana plantation branches.

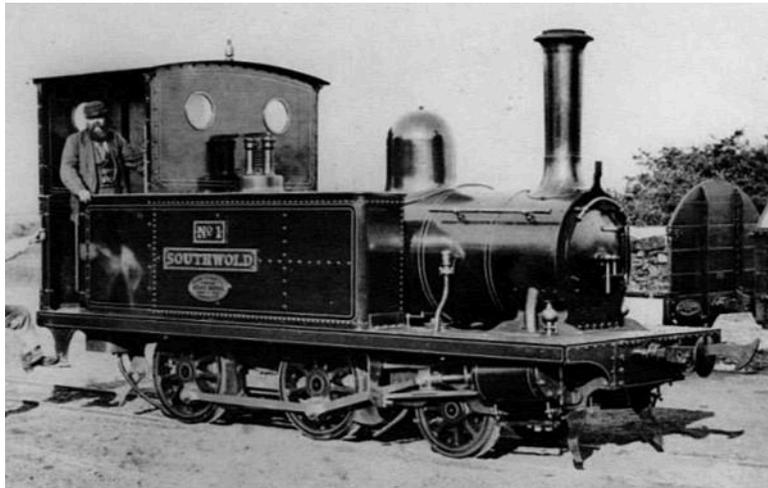
Juan Santiago Correa [source 30] wrote: "The Santa Marta Railway began during the Núñez government in 1880 and was inaugurated in 1887 to its first terminus in San Juan de Córdoba (Ciénaga). In the midst of many difficulties, the work was carried to Fundación in 1906 with an extension of 94 kilometers. In the following years [1933? – MCC], the company was bought by Minor C. Keith – founder of the United Fruit Company – and he dedicated the line and the branches that were built to the shipment of bananas produced in the area. Once the terms of the contract expired, and after an arduous legal battle, the government took possession of the line and renamed it *Ferrocarril del Magdalena* until 1947 when it was incorporated into the national network and, later in 1961, to the *Ferrocarril del Atlántico*. Currently, the concession is held by Fenoco, without the reactivation of the route between Bogotá and Santa Marta being achieved."

Source [9] lists fourteen branches with a total length of around 63 km. This railway used chopper couplings until 1961, when it finally joined up with the national network on the completion of the *FC del Atlántico*.

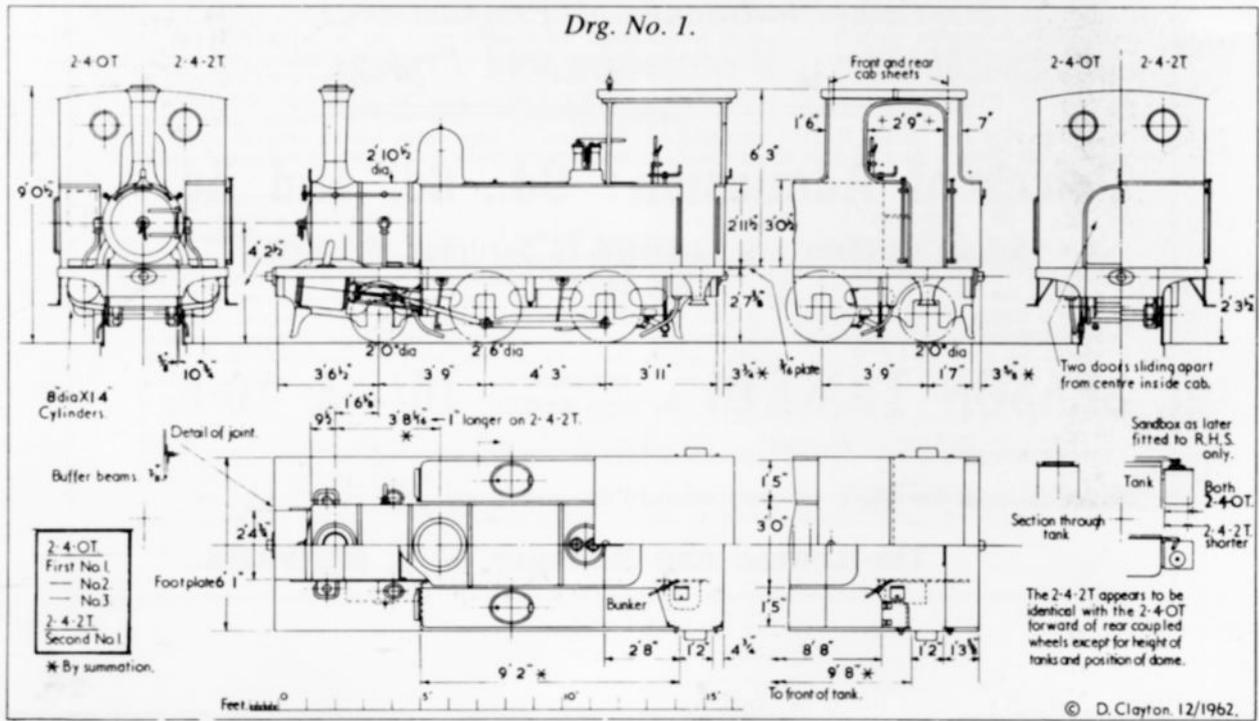
2-4-0T d/w 30", cyls. 8½x14", built by Sharp Stewart in 1879

Acquired 1888 from Sharp Stewart; ex-Southwold Rly., England, no. 1 'SOUTHWOLD'.

1 'SANTA MARTA' w/n 2848 Withdrawn 1932.



A view of Southwold Railway no. 1 'SOUTHWOLD', in service in England before it was returned to Sharp Stewart and then resold to Colombia.



A drawing by Doug Clayton from 1962, showing the Southwold Railway Sharp Stewart engines. Note that only the 2-4-0 variant is relevant to Colombia, the 2-4-2T being the replacement that took over the no. 1 spot in the Southwold fleet. This drawing sheet is reproduced in *Branch Line to Southwold*, by Vic Mitchell and Keith Smith, published by Middleton Press.



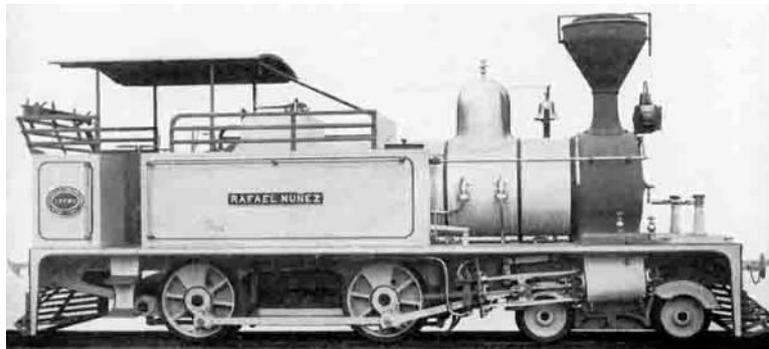
FC de Santa Marta no. 1. Note the big headlamp and the cow-catcher, both of which were added for its second life at Santa Marta. The cab upper backsheet seems to have been removed in the tropical climate of Colombia. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam500.

4-4-0T d/w 33", cyls. 9x16", built by Hunslet in 1884

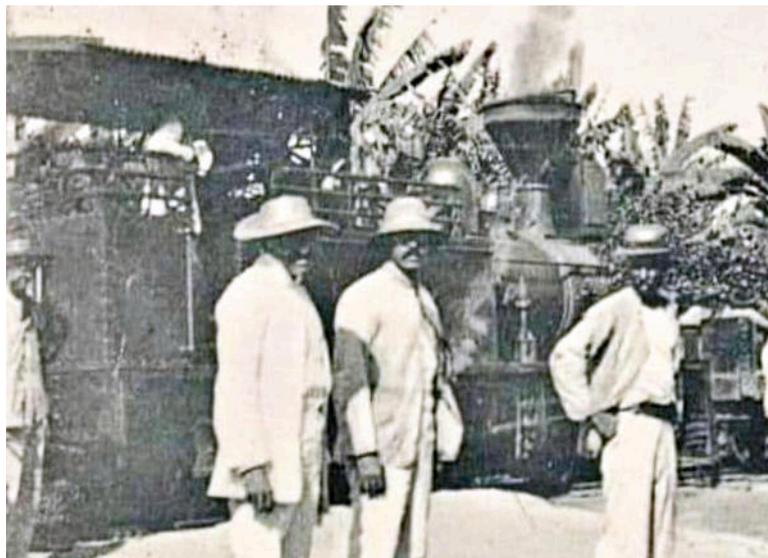
Ordered via Cotesworth & Powell for the Santa Marta railway.

2 'RAFAEL NUÑEZ' w/n 341

Named after President of Colombia at the time.



FC de Santa Marta no. 2 'RAFAEL NUÑEZ'. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam502.



Whilst the postcard from which this image was cropped was captioned 'Santa Marta', the precise identity of the locomotive remains currently a guess.

The fleet in 1888

Issue 15 of the *Anales de Ingenieria* in 1888 reported that two locos were present, one of 15 and the other of 10 tonnes. Source [36] confirms this as shown below:

MATERIAL RODANTE.

Cuenta la Empresa, en buen estado de servicio, con lo siguiente :

2 locomotoras, la "Rafael Núñez" de 15 toneladas y la "Santa Marta" de 10 toneladas.

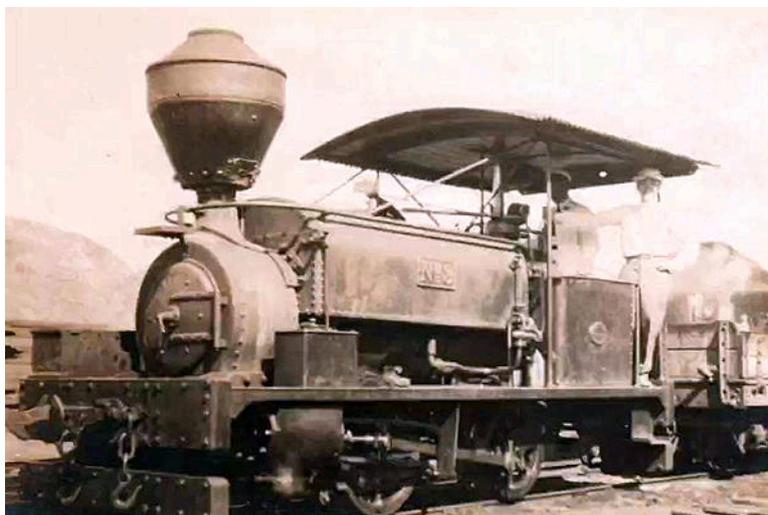
4 carros para pasajeros de 1.^a clase (son muy cómodos, y reúnen todas las condiciones que en Inglaterra se exigen para carros de esta naturaleza).

0-4-0ST d/w 30", cyls. 9½x14", built by Hunslet in 1890

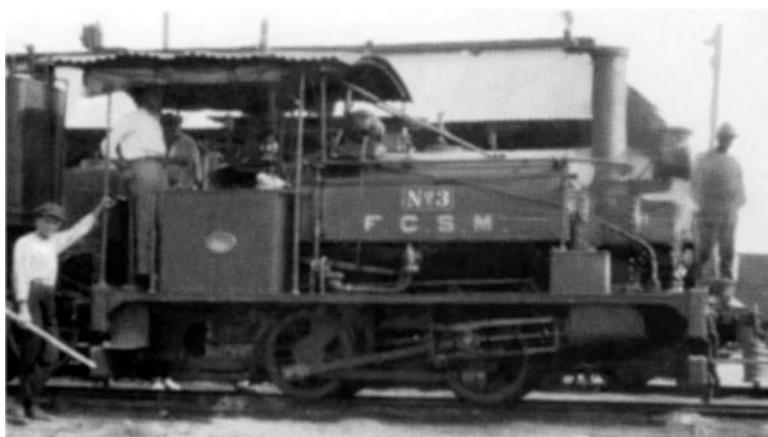
First one ordered via Alex Henderson for the Santa Marta railway, second loco for 'Santa Marta RR'. Photos in [8] show no. 3 with straight chimney and no. 4 with spark-arresting stack.

3 w/n 451

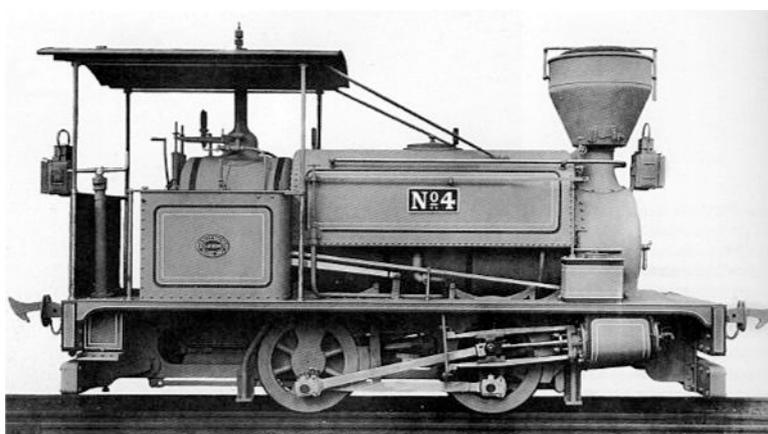
4 w/n 523



No. 3 with original spark-arresting chimney.



To judge from the corrugated iron cab roof and straight stack this photo of FCSM no. 3 may have been taken well on in the loco's life. Picture taken by P. C. Dewhurst, sourced via source [8].

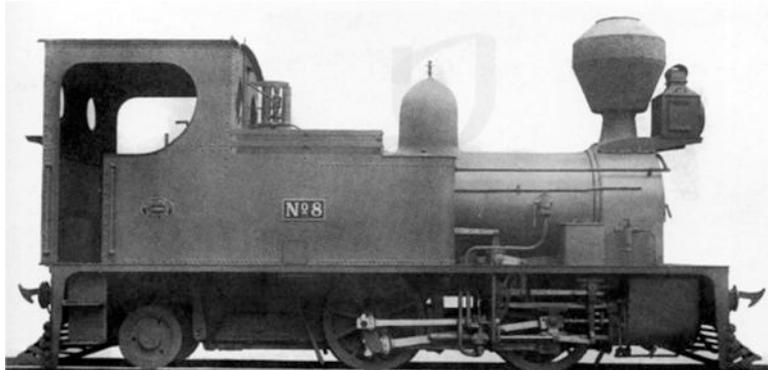


On the other hand, this pic of no. 4 is clearly an original builder's photo from Hunslet. Photo from P. C. Dewhurst collection, sourced via source [8].

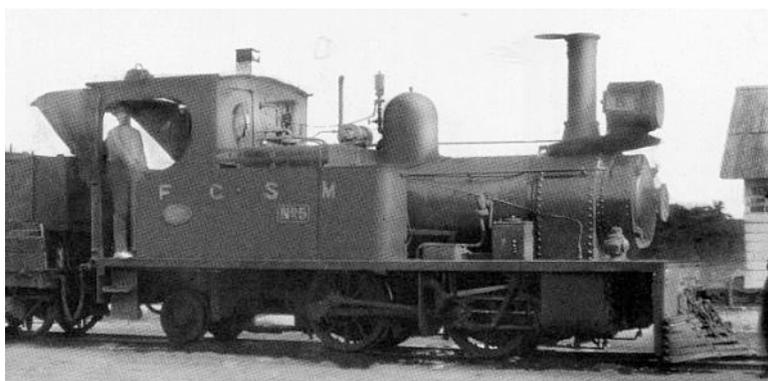
0-4-2T d/w 39", cyls. 12x18", built by Hunslet in 1890 (5), 1892(6), 1906 (8), 1909 (9) and 1924 (23)

All ordered for Santa Marta Railway. Purchased for use on banana plantation branches [8].

5	w/n 563	Working in 1926 when photographed by PCD [8].
6	w/n 595	
8	w/n 919	Out of service by 1923 [8].
9	w/n 991	
23	w/n 1479	Still intact in 1960.

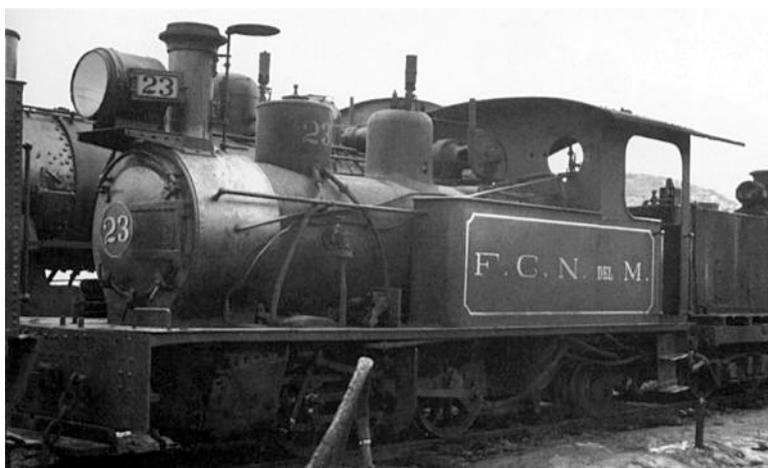


No. 8 as seen in a Hunslet builders' photo from P. C. Dewhurst's collection. [8]



FCSM no. 5 as seen by PCD in 1926 in the Ciénaga yards. Sourced from [8].

Note the extended smokebox, and the turbo-generator behind the dome.

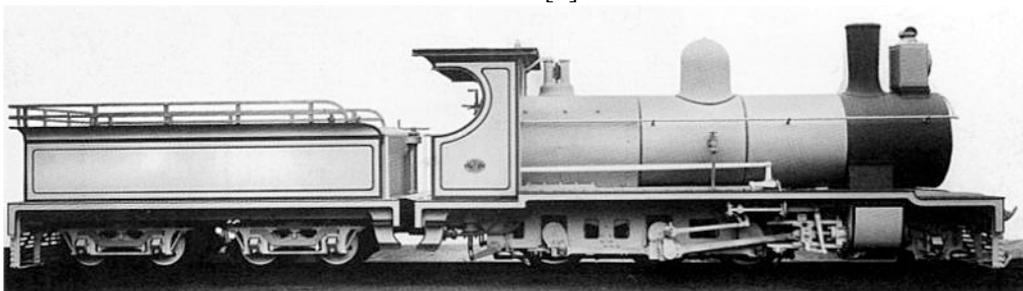


FC de Santa Marta no. 23 still bears its original number in 1960, though by then under the supervision of the FCN-M. [8] The dome looks different to those in the photos above, as does the capped chimney, and also the cab side opening. A sand-dome has also been added.

2-6-0 d/w 40½", cyls. 15x20", built by Nasmyth Wilson in 1899

Ordered for Santa Marta Railway, Columbia.

7 w/n 563 Still in service 1946 [8].



This is a Nasmyth Wilson builders's photo from P. C. Dewhurst's collection via source [8].

2-6-2T d/w 40½", cyls. 15x20", built by Hunslet in 1910

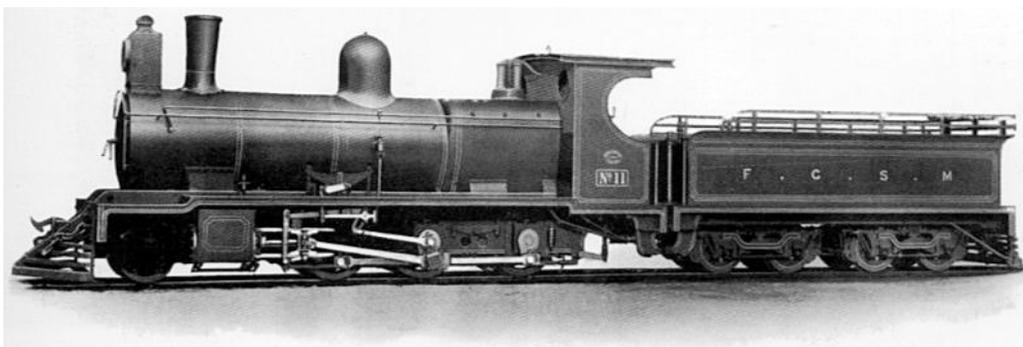
Ordered for Santa Marta Railway.

10 w/n 1015

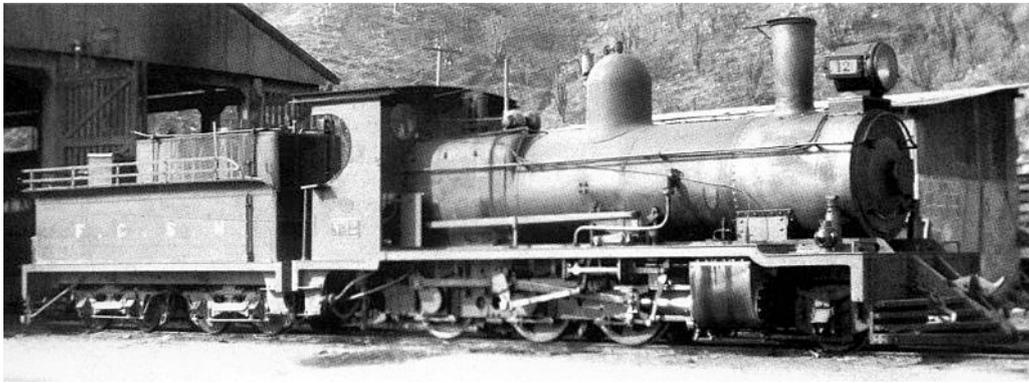
2-6-0 d/w 40½", cyls. 15x20", built by Hunslet in 1910 (11-14), 1914 (18), 1922 (21), 1925 (25) and 1926 (27)

All ordered for Santa Marta Railway. [8] comments that the later engines had a different suspension layout; all had a single pair of overhung springs over the first pair of driving wheels, but the later ones, eg. 21 and 25, had two pairs of overhung springs visible. The earlier Nasmyth Wilson 2-6-0 had no visible springs.

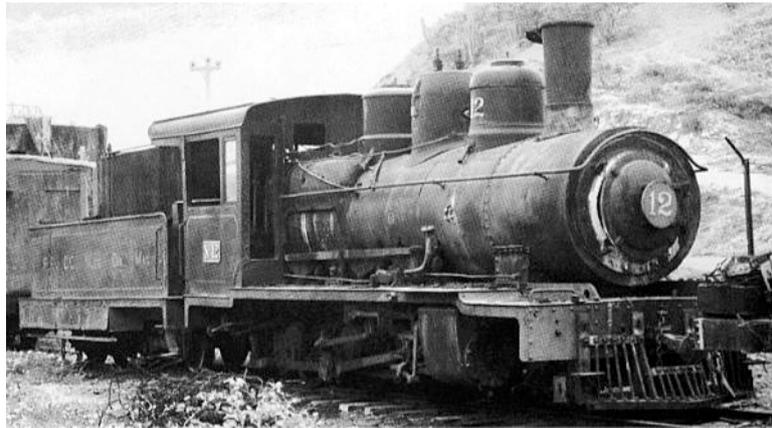
11	w/n 1019	Later fitted with ex Baldwin sand domes. Derelict at Flandes in 1965.
12	w/n 1046	In service 1926 as oil burner. Out of use 1960 with modified cab [8].
13	w/n 1071	
14	w/n 1072	
18	w/n 1148	Seen working at Cienaga in 1926.
21	w/n 1434	
25	w/n 1483	Oil-burning by 1926.
27	w/n 1501	



This factory image of no. 11, the first Hunslet mogul for the FCSM, confirms that only the first pair of driving wheels had overhung springs. [8]



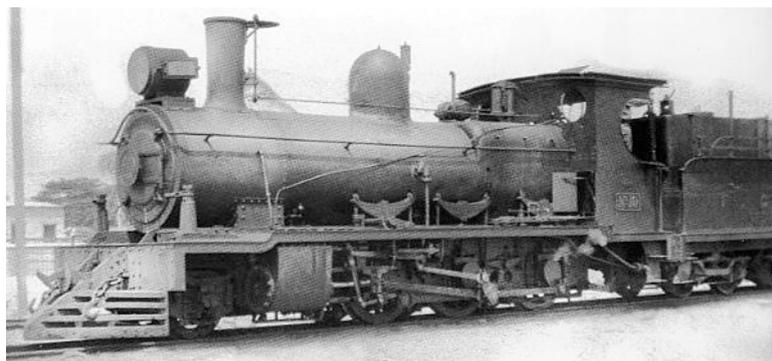
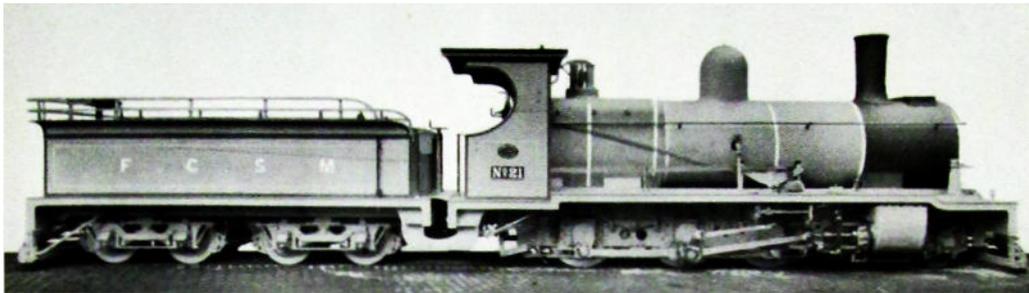
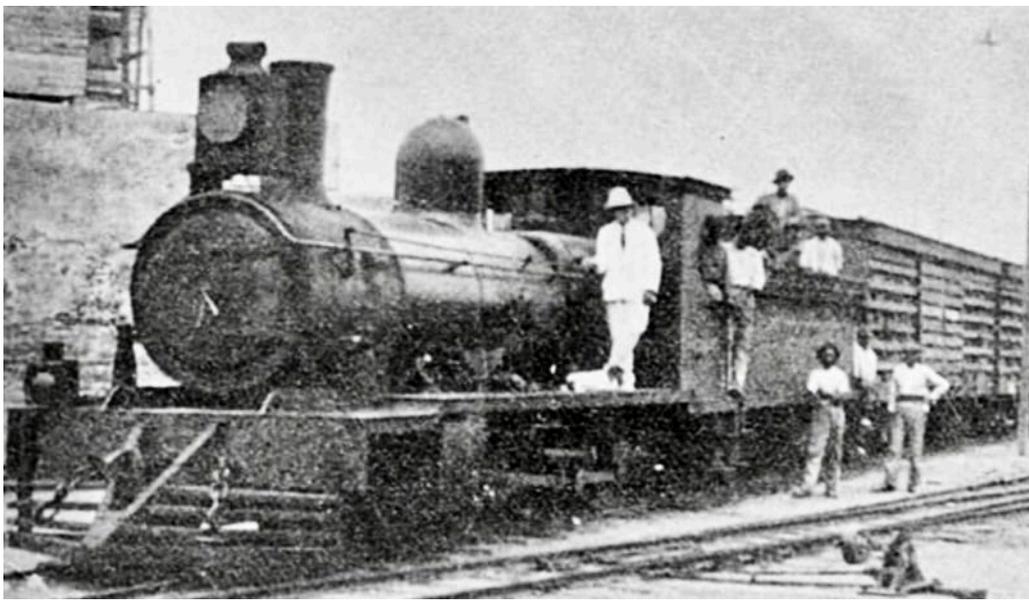
This Dewhurst picture shows no. **12** at the Punta Betín shed in 1926 after her conversion to oil-burning. [8]



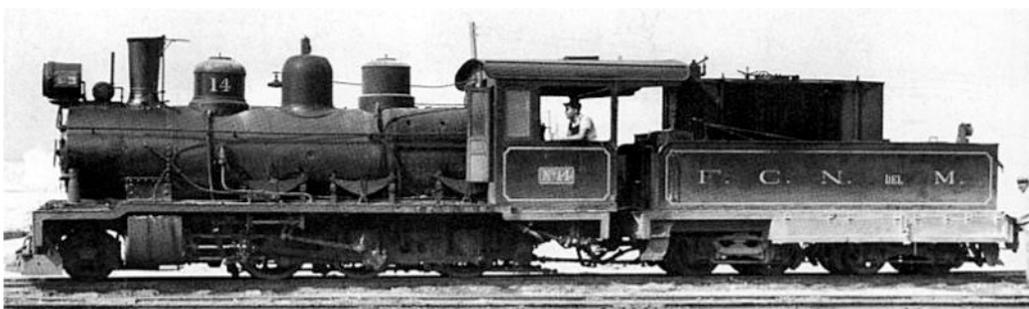
No. **12** again, in 1960 at the Santa Marta shed during dismantling, as seen by Gustavo Arias. [8] Note the different cab and the added sand domes. The rather improvised-looking rear sand-dome may be because traditional cast American domes would not easily fit over a Belpaire firebox.



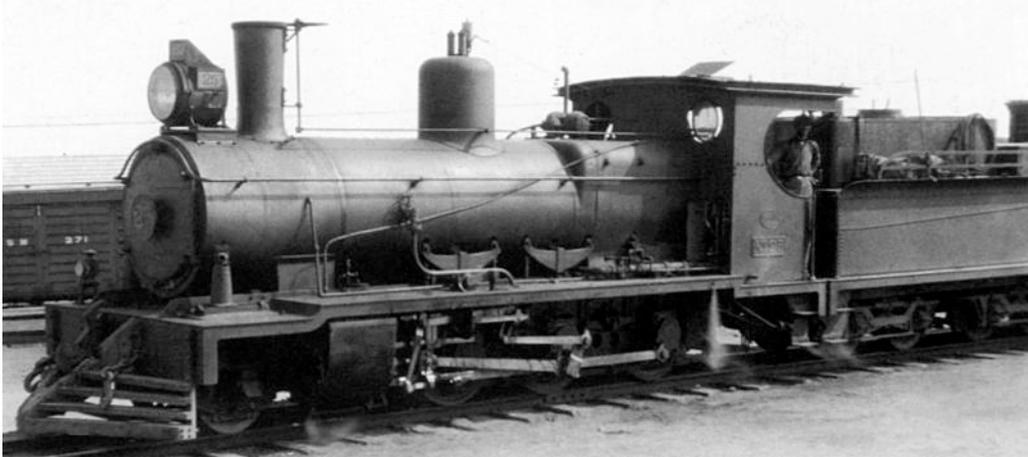
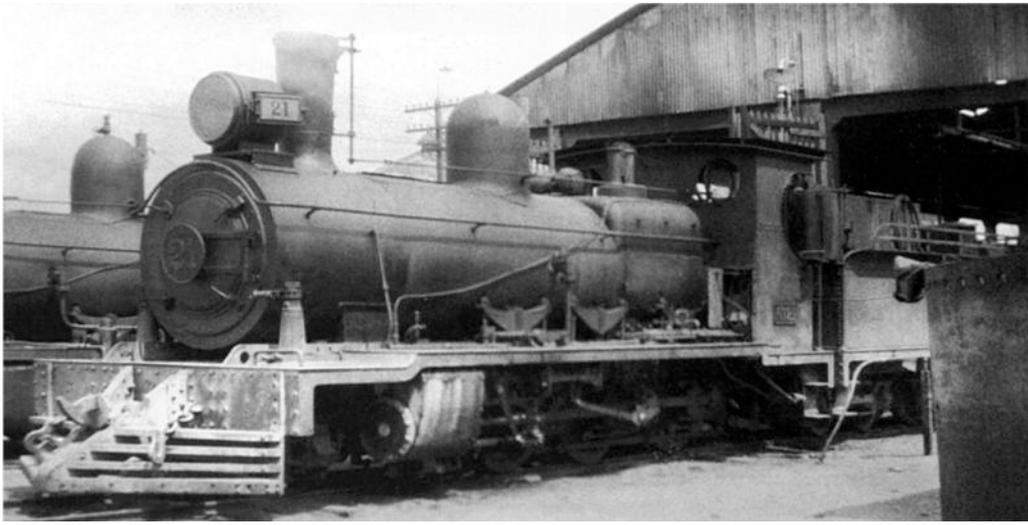
Possibly no. **12** again, as the sand-domes seem to be similar.



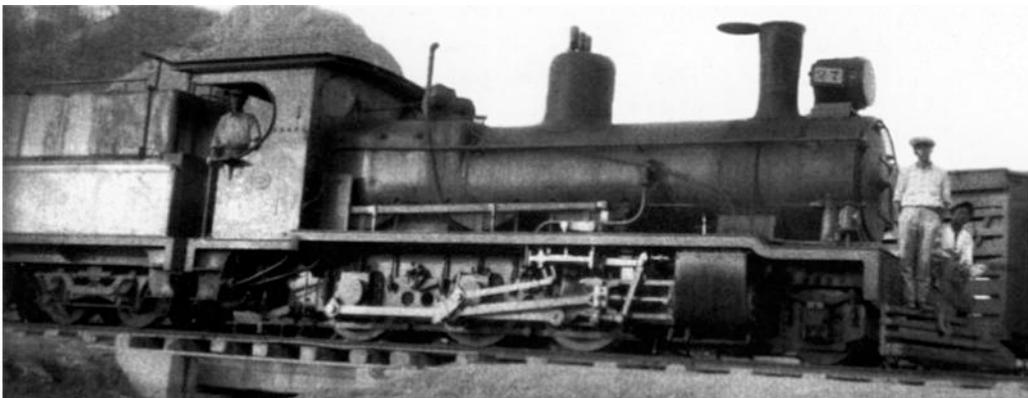
This loco bears the number **10**, but is clearly a mogul rather than a tank loco as the list here would suggest. It also has all three sets of driving wheel springs clearly visible. This needs further thought. The picture was taken by P. C. Dewhurst [8].



No. **14** wears *FCN del Magdalena* lettering late in its career, and carries an un-matched pair of sand-domes as well. As with one of the earlier photos of no. **12**, the tender seems to have gained low level lockers possibly relating to its new role carrying oil fuel. Also note new cab as on no. **12**.



No. 25 as seen in the yards at Cienaga in 1926, as an oil burner, by P. C. Dewhurst [8].



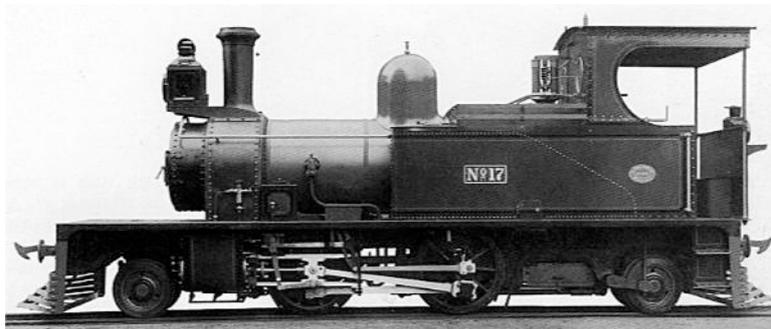
No. 27, as seen in 1926 by P.C. Dewhurst. [8]

2-4-2T d/w 39", cyls. 12x18", built by Hunslet in 1910 and 1913

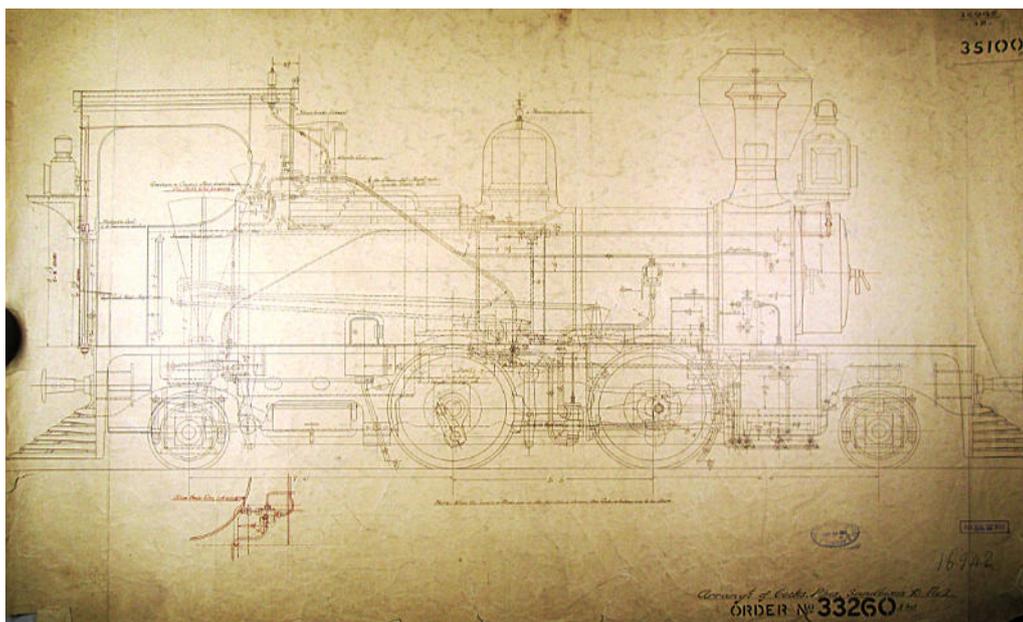
Ordered for Santa Marta Railway. [8] says these were for use on the "100 kms." of banana plantation branches.

15 w/n 1074

17 w/n 1137



A Hunslet works photo of no. 17. [8] Clearly this engine possessed an extended smokebox from new.

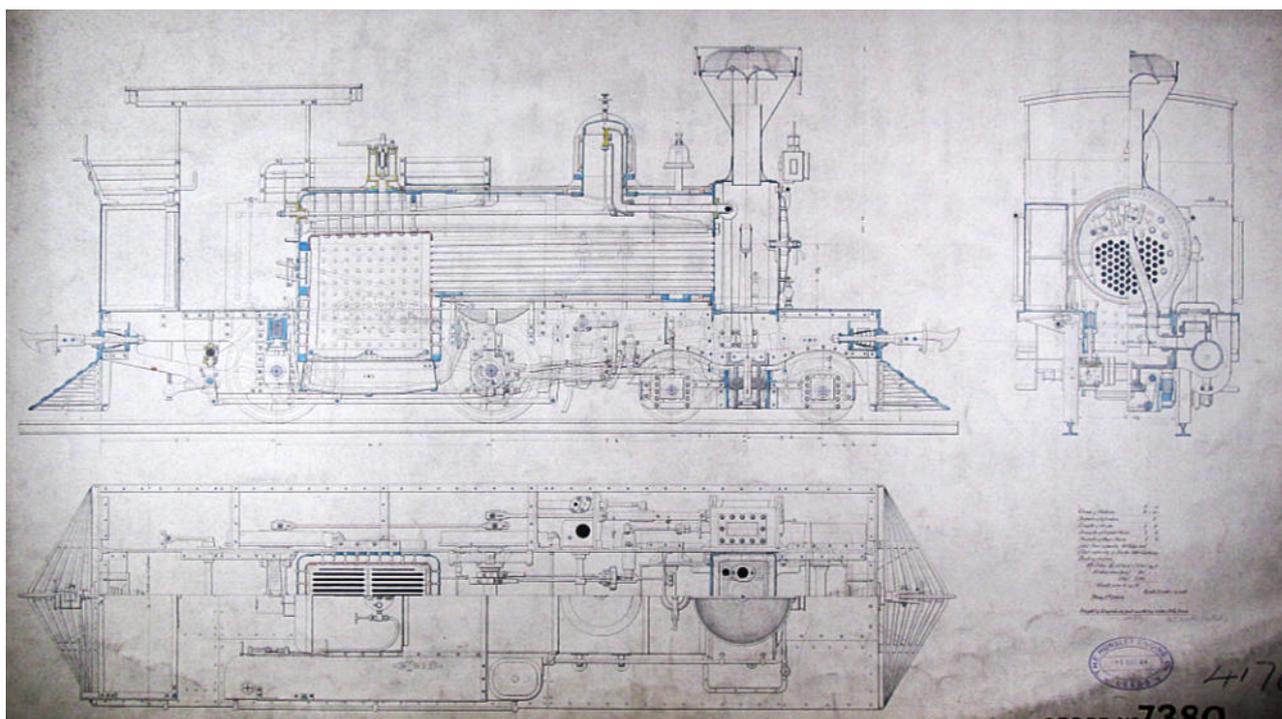


This pipework drawing from the Hunslet archive at Staffold Barn Farm, Staffordshire, England, shows that these engines were originally supplied with full cab back-plates, in contrast to the photo above..

4-4-0T d/w 33", cyls. 9x16", built by Hunslet in 1910 (16), 1915 (19-20), 1922 (22) and 1924 (24)

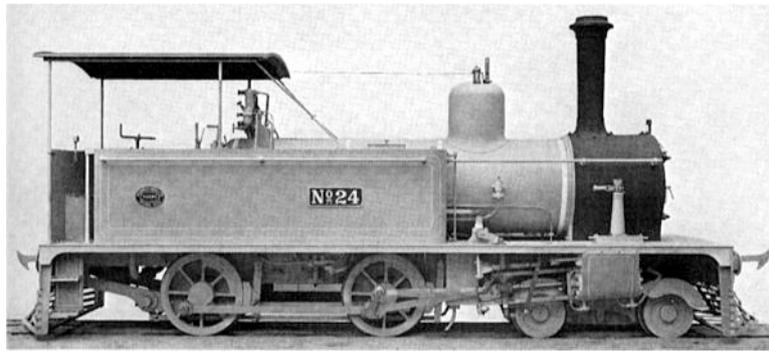
All ordered for Santa Marta Railway.

16	w/n 1075	In service 1926 with altered cab and a turbo-generator but not in list in 1949.
19	w/n 1165	
20	w/n 1166	
22	w/n 1435	
24	w/n 1484	



A GA drawing of the Hunslet 4-4-0Ts found in the Hunslet archive at Staffold Barn Farm, Staffordshire, England. Note the alternative

spark-arresting chimney shown.



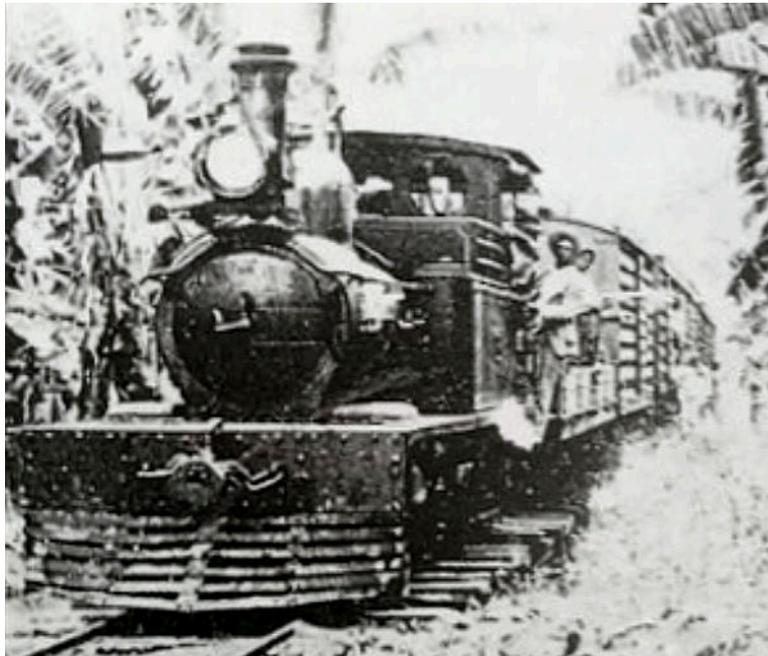
A Hunslet works photo of no. **24**. [8] It looks as though this last engine in the class was built with dome-top safety valves.



No. **16** as running in 1926 with altered cab, oil tank and added turbo-generator. Photo by P. C. Dewhurst [8].



No. **19** as captured by PCD. [8] Note the longer smokebox than in the image of no. **16** above.



A magazine photo supposedly showing an FC de Santa Marta loco on a banana branchline in 1923. It seems likely that the loco was one of these Hunslet 4-4-0Ts.

The fleet in 1911 and 1919

Source [7] vol. 20 p42, states that the railway at that time (July 1911) had four 53 tonne locos, four 25 tonne locos and four more small engines of between 10 and 16 tonnes. That makes a total of twelve, which can be compared with the total of sixteen engines listed above as having been on the line since 1879. Two more 53 tonne locos and one more of 16 tonnes had apparently been ordered. The page image below, from source [33] confirms this:

El próximo cuerpo legislativo.

El material rodante con que cuenta el Ferrocarril se compone de los siguientes elementos :

- 4 Locomotoras de 53 toneladas de peso.
- 4 Locomotoras de 25 toneladas de peso.
- 4 Locomotoras de 10 á 16 toneladas de peso.
- 2 Carros de pasajeros de 1.^a clase.
- 2 Mixtos de pasajeros de 1.^a y de 2.^a clase.
- 7 Mixtos de pasajeros de 2.^a clase.
- 90 Carros de 18 toneladas de capacidad para transporte de guineos.
- 48 Carros cubiertos de 5 á 15 toneladas para carga general.
- 36 Plataformas de 10 á 18 toneladas.
- 1 Carro motor de inspección.

Además se han pedido dos locomotoras de 53 toneladas, y una de 16, y 50 carros de 20 toneladas cada uno para transporte de guineos.

Existen en el travecto de la línea férrea ocho estaciones. así:

Source [12], Sr. Ortega writing in 1919, states that there were seven locos in service, which might imply that the company was struggling a little, but then somewhat further on in his volume he lists twenty engines, separated by weight into 1 of 12 tonnes, 2 of 10 tonnes, 4 of 16 tonnes, 6 of 24 tonnes, 7 of 33 tonnes with 22 tonne tenders. This is precisely the number listed below for 1925, though with slightly different weights given.

Material rodante—Locomotoras.

2 locomotoras de 10 toneladas.

1 locomotora de 12 toneladas.

4 locomotoras de 16 toneladas.

6 locomotoras de 24 toneladas.

7 locomotoras de 33 toneladas y t nder de 22 toneladas.

Total. 20 Todas en buen estado de servicio.

0-6-0T d/w 40", cyls. 13x20", built by Hunslet in 1925

Ordered for Santa Marta Railway.

26 w/n 1494 Survived until government takeover in 1946 [8].



A P. C. Dewhurst image, showing no. 26 at Santa Marta station in 1926 [8].

The fleet in 1925

As of 31st December 1925 the roster consisted of the following:

1	2-4-0	8x14	12-ton	(1 out of 1)
2	0-4-0	9 3/8x16	10-ton	(2 out of 2)
4	4-4-0	9 7/8x16	18.5-ton	(4 out of 6)
6	0-4-2	12x18	26-ton	(6 out of 6)
7	2-6-0	15x20	52.5-ton	(7 out of 9)

This suggests that twenty out of the twenty-seven engines supplied between 1879 and that point were in use. The remainder – two of the 4-4-0Ts, two of the 2-6-0s, the 2-6-2T, the 0-6-0T and the 2-4-2T – might, of course, have merely been awaiting attention rather than having been withdrawn altogether, or in the case of one each of the first two groups, might have still been under erection after their arrival.

However, General Escobar's paper [3] also using 1925 figures, gives the number of engines as twenty-five.

The takeover and leasing out

It seems likely that the following four engines all arrived some time after the change of management (in 1933?), such was the radical change from the original company's taste in locos. The lease-holder seems to have been the American-owned and sometimes infamous United Fruit Co.; hence the locos sourced from others of their Caribbean railways.

2-8-0 d/w 36", cyls. 15x20", built by Baldwin in 1910

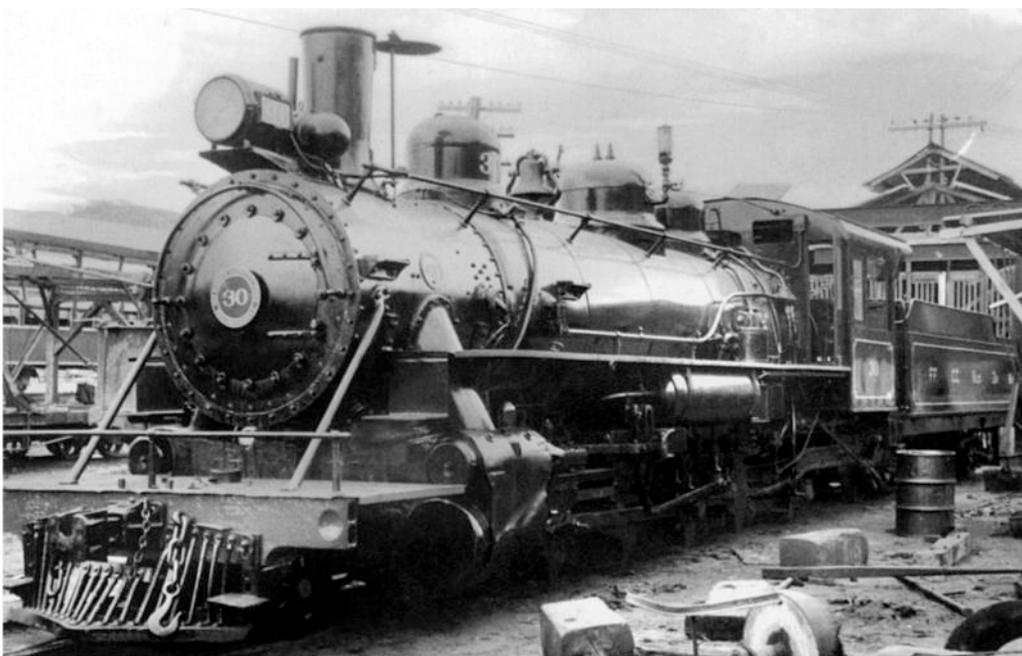
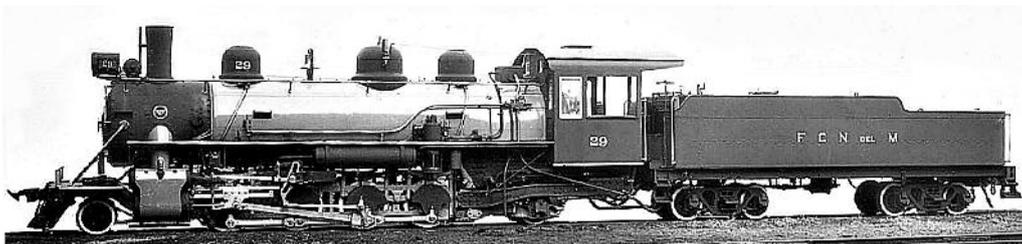
Ordered for Ban s Railroad. Acquired via the United Fruit Co. from their Ban s Railway in Cuba. where it had been no. 18.

2-8-2 d/w 36", cyls. 16x20", built by Baldwin in 1933

Ordered for Santa Marta Railway via the United Fruit Co. BLW class 12-26¼E nos. 98-99. Spec. is in vol. 79 p722. Letters on tank to be 'FCN DEL M'. Fuel: Venezuela oil from Trinidad.

29 w/n 61751

30 w/n 61752



No. 30. Source [8] draws attention to the unusual rear end of the frame, similar to the Krupp loco immediately below. [8]

2-8-2 d/w 36", cyls. 16x20", built by Krupp in 1937

The Krupp catalogue 1940 [14] is very clear that this was ordered for the *Magdalena-Nacional-Eisenbahn, Kolumbien*. Another source said this was ordered for United Fruit Co. in Guatemala as their no. 165, and that it was acquired via the United Fruit Co., apparently only reaching Colombia after WW2 [5] possibly around 1948-9. [8] saw this as a mystery, and said this loco was a direct copy of the Baldwins listed immediately above. Supposedly it had arrived from the *FC del Pacifico* according to the 1949 *FCN-M* inventory, but apparently does not appear on any lists for that system.

31 w/n 1687 Seen in service at Santa Marta in 1965.



Illustration from the Krupp 1940 catalogue [14].



A right hand front three-quarter view of no. **31**. [8]

4-8-0 d/w ?", cyls. ?", built by Tubize in 1951

First three ordered for *FC del Magdalena*, and last three for *FC del Norte Io*.

- 41 w/n 2413
- 42 w/n 2414
- 43 w/n 2415

Nos. **44-46** were acquired from *FC de Puerto Wilches / FC del Norte Primero* nos. **21-23**. These three built to metre gauge according to Jens Merte's Tubize list.

- 44 w/n 2416 Plinthed in Santa Marta.
- 45 w/n 2417
- 46 w/n 2418

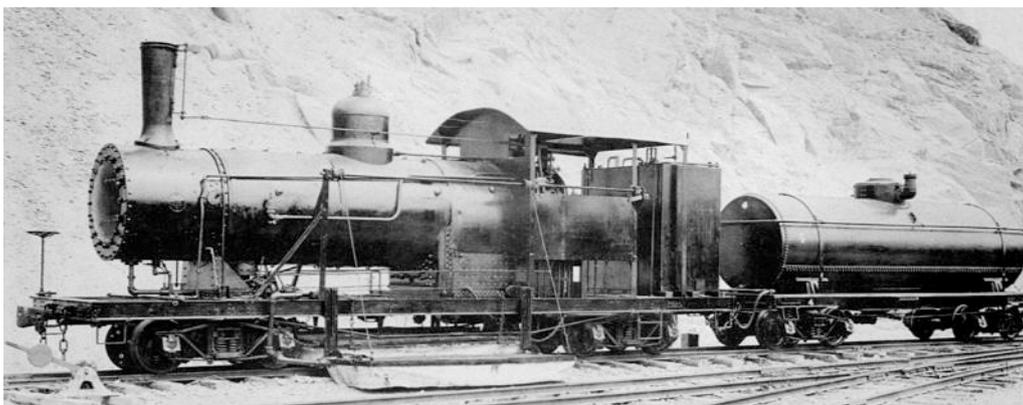


No. **41** in the FCN-M era seen bearing the double number **41-50** indicating an adhesive weight of 50 tonnes.

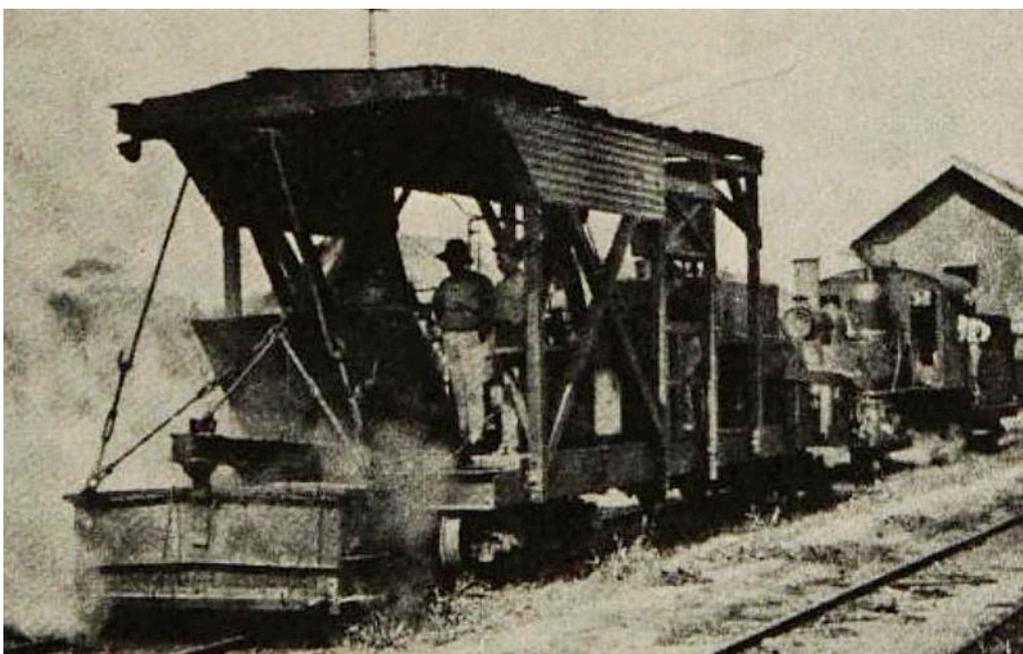
Steam-powered but not a locomotive

In the days before the invention of chemical weed-killers, a number of railways experimented with the use of steam

and flames to rid the track of unwanted plant life. Baldwin even marketed a standard line of such machines. However, this one was assembled by the Santa Marta railway itself, though using what appears to be a Baldwin locomotive boiler. Note that the machine was not self-propelled, and need to be hauled by a conventional locomotive. [Notes compiled from a short article by Richard Yudin, in *LI* issue no. 6].



This is a United Fruit Co. photo that was reproduced in *Locomotives International* issue no. 6 in 1990. Although not easily visible in this low-resolution image, the smokebox does appear to carry a circular worksplate typical of the Baldwin company.



This second photo of a weed burner is also supposed to have been on the *FC Santa Marta* and around 1920, but is slightly puzzling. First, the loco is clearly American-built whilst the whole of the *FCSM* fleet was from the UK, and second the weed burner does not seem to include a boiler though a big cloud of steam is visible. Perhaps there was a steam take-off from the loco boiler.

The end of the railway's separate identity

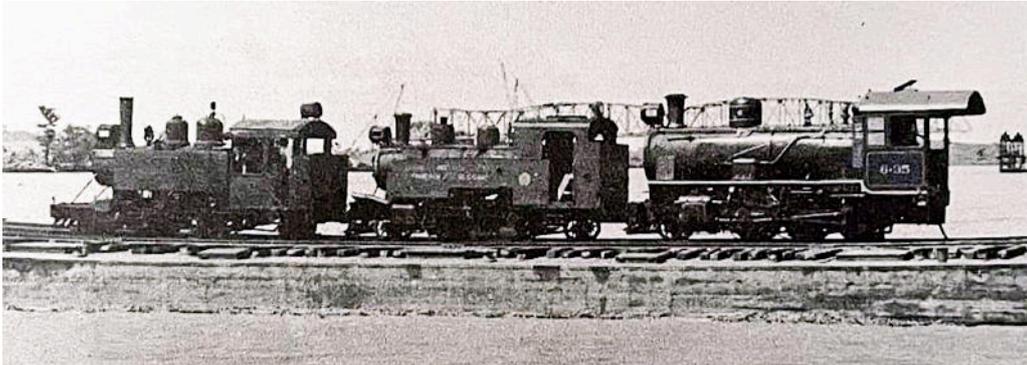
In 1961 the long awaited *FC del Atlántico* was completed, connecting the previously totally isolated *FC del Magdalena* to the main national network and creating a new *FCN division Magdalena*. From that point onward, additional locomotives and stock could be brought in more easily but that demanded compatibility with the rest of the *Ferrocarriles Nacionales* so the chopper couplings at last were replaced by knuckle couplers.

12.4.2 *FCN división Magdalena*

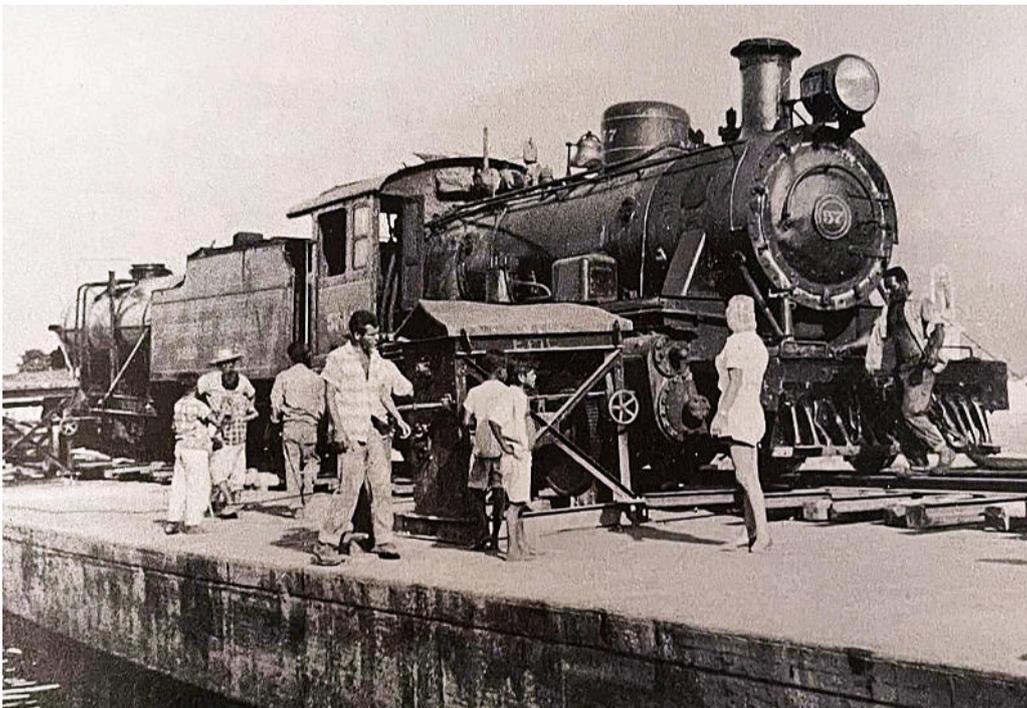
Background

It is not at present known whether the *FCN división Magdalena* was formed as an isolated division in 1954 when the *FCN* came into being, or was delayed until the *FC del Atlántico* came to fruition in 1961. No matter, this section includes any locos that joined the railway after 1951.

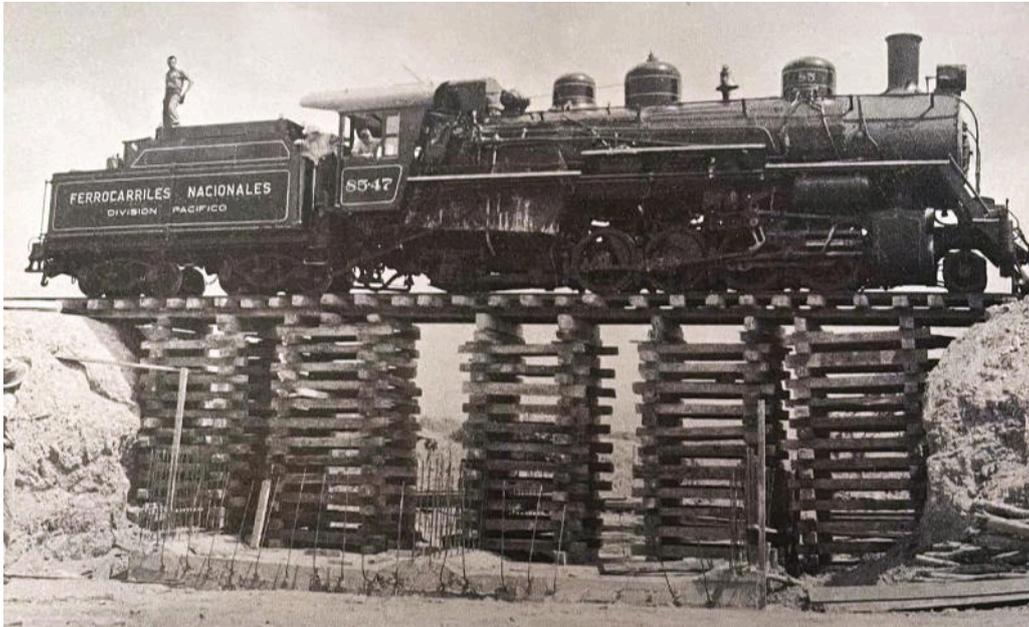
As well as locomotives of the Santa Marta railway and *FC del Atlántico* listed on the preceding pages, the *FCN-M* gained other engines during the 1950s and 1960s. The following have been noted as having been sent to the far north either in official lists or later by visitors, but the *FCN-M* road numbers are not always known.



Three locos seen at Puerto Berrio before shipment north along the Río Magdalena to Puerto Capulco for use on ballasting trains from Tamalameque northward. The engine on the left would appear to be the Baldwin 2-4-2T from 1927 that had been *FC Ambalema- Ibague* no. **2**. That in the centre is one of the two *BMAG* 2-6-2Ts built originally for the *Tranvia del Oriente* as nos. **2** and **3**. The right hand loco was *FC Santander-Timba* no. **2**, built by *BMAG* in 1927, which then became *FC del Pacífico* no. **6** and eventually *FCN-M* no. **8**.



BMAG 4-8-0 no. **57** ex *FC el Pacífico* is loaded aboard a lighter at Cienaga for the river journey to Capulco in order that it can be used on ballast trains from Gamarra northward.

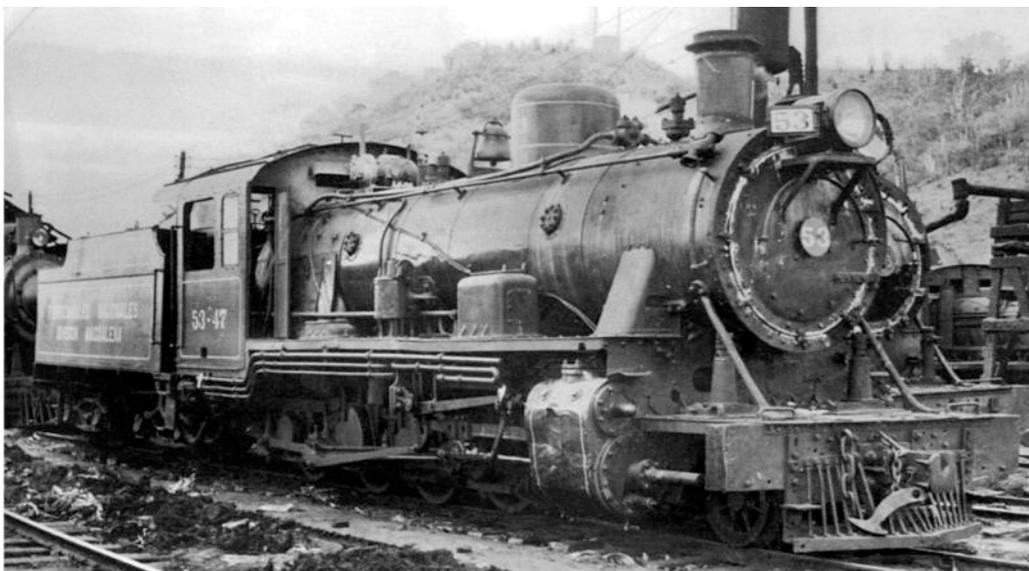


Ex FCN-P Baldwin 4-8-2 no. **85-47** crosses a temporary trestle near La Gloria during the FC del Atlantico construction works.

4-8-0 d/w 40", cyls. 17³/₄x22", built by BMAG in 1926 to 1928

All used elsewhere before transfer to the new *FC del Atlantico* in the 1950s. See dates below.

52	w/n 8832	Built 1926 Ex- <i>FC Pacifico</i> 97 ; <i>FC de Caldas</i> 14 .	Acquired 1954.
53	w/n 8860	Built 1926 Ex- <i>FC Pacifico</i> 99 ; <i>FC de Caldas</i> 16 .	Acquired 1954.
54?	w/n 8936	Built 1927 Ex- <i>FC Pacifico</i> 34 .	Acquired 1954?
100	w/n 8961	Built 1927 Ex- <i>FC Pacifico</i> 100 ; <i>FC de Caldas</i> 17 .	Acquired 1958.
101	w/n 8962	Built 1927 Ex- <i>FC Pacifico</i> 101 ; <i>FC de Caldas</i> 18 .	Acquired 1958.
102	w/n 9320	Built 1927 Ex- <i>FC Pacifico</i> 102 ; <i>FC de Caldas</i> 19 .	Acquired 1958.
103	w/n 9321	Built 1928 Ex- <i>FC Pacifico</i> 103 ; <i>FC de Caldas</i> 20 .	Acquired 1958.
55?	w/n 9322	Built 1928 Ex- <i>FC Pacifico</i> 27 ; <i>FC de Nac-Armenia</i> 4 .	Acquired 1958.
56?	w/n 9323	Built 1928 Ex- <i>FC Pacifico</i> 28 ; <i>FC de Nac-Armenia</i> 5 .	Acquired 1958.
57?	w/n 8792	Built 1926 Ex- <i>FC Pacifico</i> 29 ;	Acquired 1959.
?	w/n 8793	Built 1926 Ex- <i>FC Pacifico</i> 30 ;	Acquired 1959.
?	w/n 8794	Built 1926 Ex- <i>FC Pacifico</i> 31 ;	Acquired 1959.
?	w/n 8795	Built 1926 Ex- <i>FC Pacifico</i> 32 ;	Acquired 1959.
51	w/n 8796	Built 1926 Ex- <i>FC Pacifico</i> 33 ;	Acquired 1959.



No. **53**, ex *FC del Pacifico* no. **99** ex *FC de Caldas* no. **16** as seen in 1960 with the Magdalena style chopper coupling. [8]

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1923

Ordered for *FC de Antioquia*, along with no. 65278. There is a good deal of doubt about which of these two machines was numbered **37** and which **38**. Therefore the statement in some lists that the number changed from **38** to **37** on the engine's movement to the *FCN-M* needs to be taken with a pinch of salt.

37 w/n 65279 Seen at Santa Marta by Gordon Crowell, and pictured in source [4].

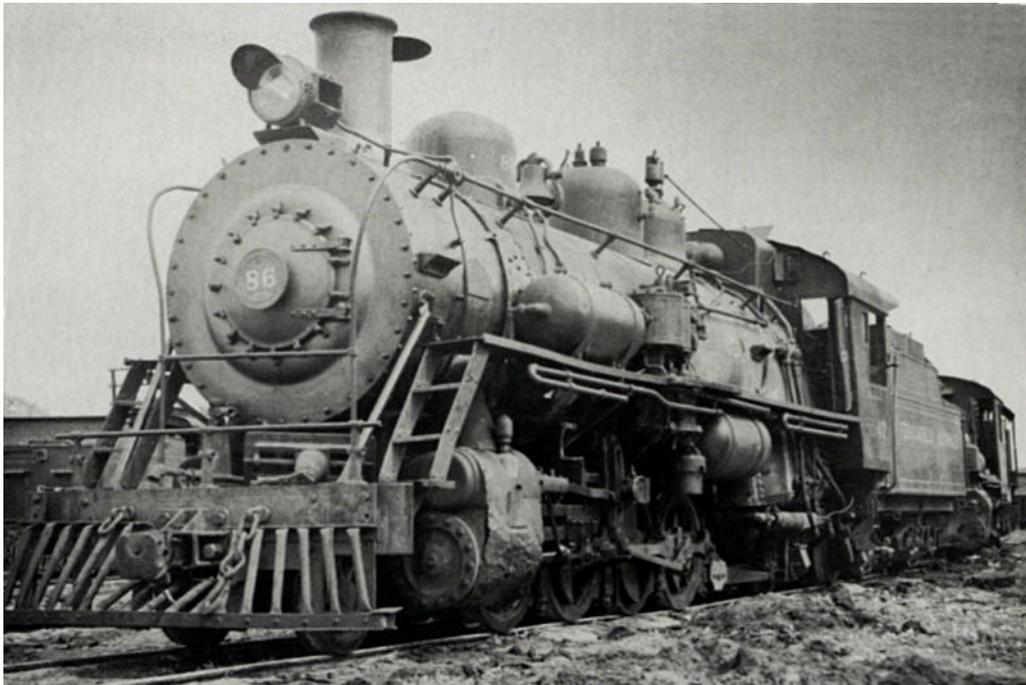
2-8-2 d/w 44", cyls. 17x22", built by Baldwin in 1944, 1945 and 1947

Ordered for *FC de Antioquia*. Several, such as **62** but not **57**, and possibly all of those built in 1947 were fitted with air reversing gear. Nos. **66** and **74** had Worthington feed water heaters [6]. Known as '*Las bicicletas*' owing to large boiler and inside frames.

68 w/n 73052 Ex *FC Antioquia* no. **68**. Seen at Santa Marta by Bob Whetham in 1965.

86 w/n 73053 Ex *FC Antioquia* no. **69**. Seen at Santa Marta by Gordon Crowell, and pictured in source [4].

? w/n 73058 Ex Antioquia **74** to *Atlantico/FCN-M* 1960.



FCN Magdalena no. **86** at Santa Marta.

2-8-0 d/w 42". cyls. 17x20", built by Porter in 1948

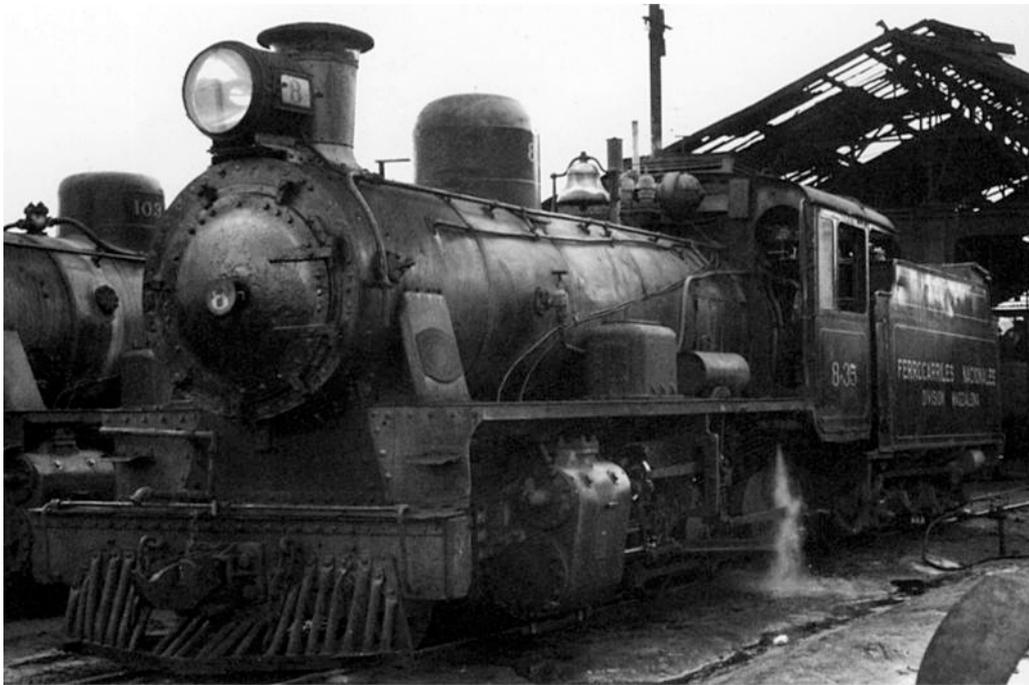
Ordered for

104? w/n 8165 Ex **40**.

2-6-0 d/w 40", cyls. 15x19¾", built by BMAG in 1927

Ordered for *FC Santander-Timba*, Columbia. Became *FC del Pacifico* no. **2T** and later no. **6**.

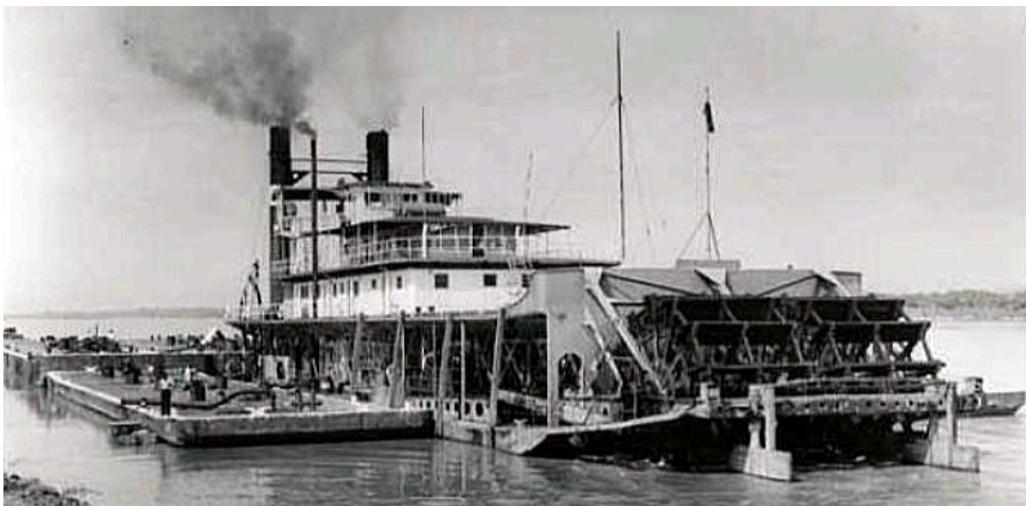
8-35 w/n 8790 Was seen in steam at Santa Marta in 1961 [8].

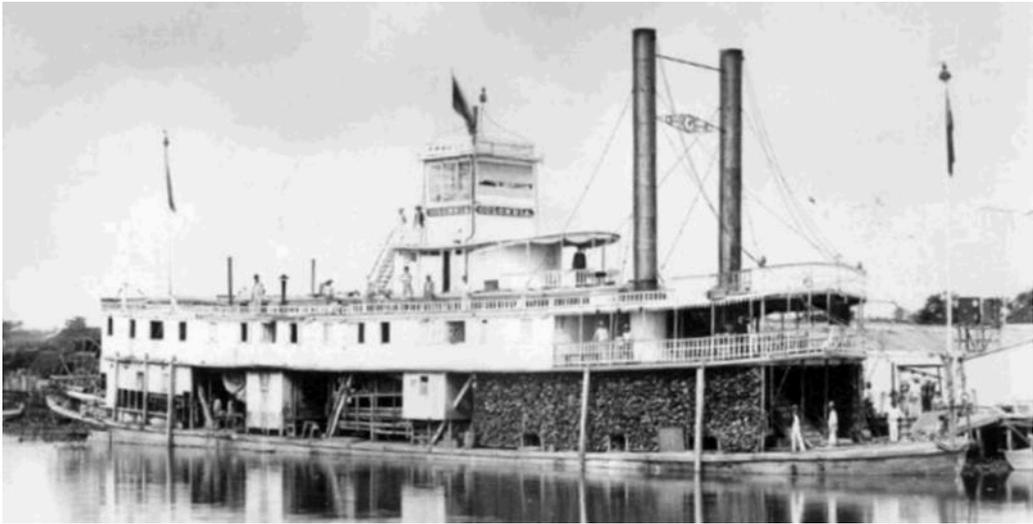


Ex FC Santander á Timba BMAG 2-6-0 no. **2**, Later FC del Pacifico no. **6**,
and seen here as FCN-M no. **8-35** at Santa Marta in 1961 [8].

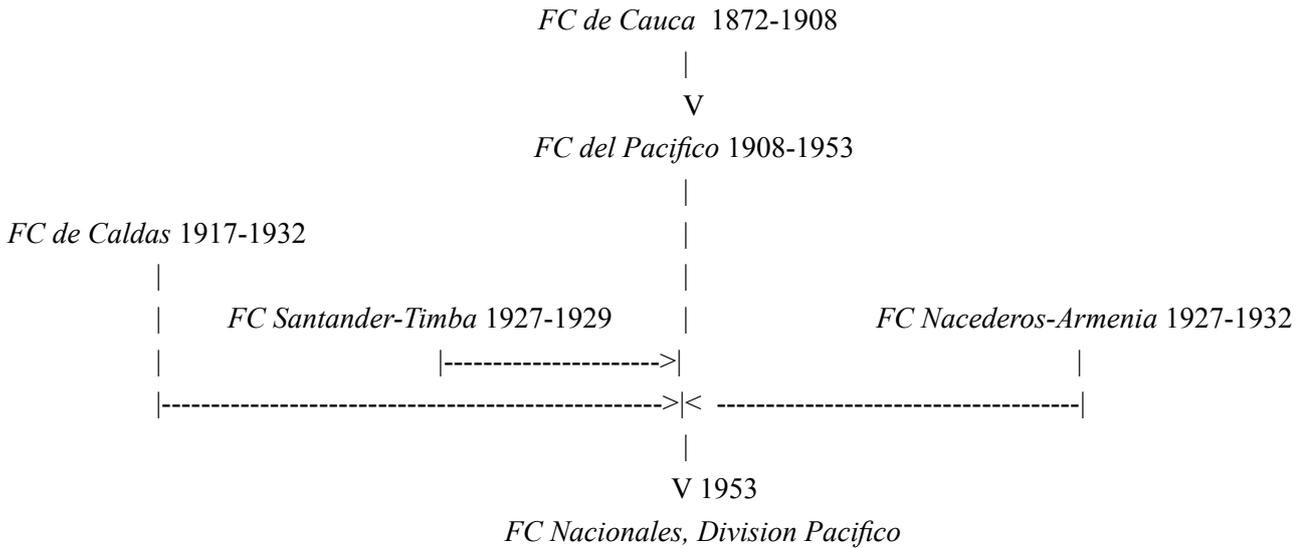
The Río Magdalena

Colombia did not solely use steam on its railways. There were large fleets of stern-wheel steamers on the Río Magdalena and its tributaries. This is not the place to study them in detail, but here are a couple of photos to give you a flavour.





12.5 The Pacific area



(Diagram by Reimar Holzinger with modifications)

12.5.1 *El FC de Cauca*

1878-1909

El FC del Pacífico

1909-1954

FCN división Pacífico

1954-

Background

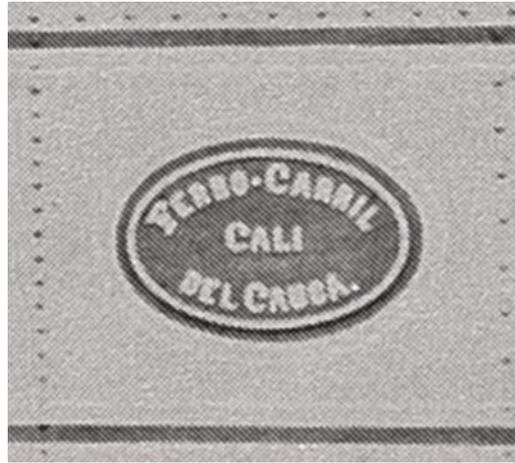
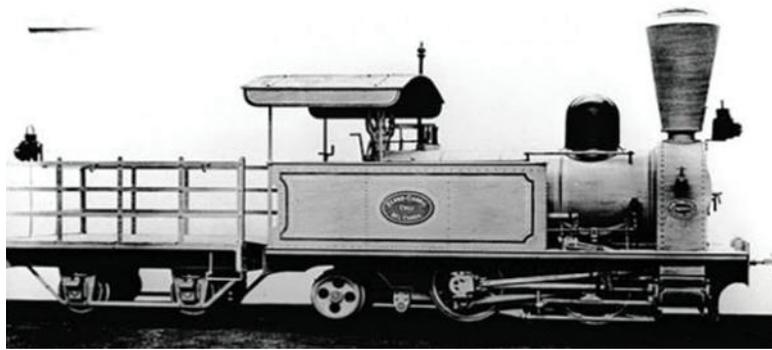
3' 0" gauge. The first construction work between Buenaventura Bay and Cali in 1878 was led by Francisco Cisneros, but he withdrew in June 1885, bequeathing two locos to the government along with 27 km of completed track [3]. The State of Cauca tried to continue but failed, and eventually the national government gave a concession to a private company which restarted the work under the new *FC del Pacifico* name in 1909. In 1919 the government took responsibility for operations. Extension continued northward to Cartago and south to Popayan. Eventually the Santander to Timba and Nacederos to Armenia branch railways were absorbed, The *FC del Pacifico* was thus nationally-owned from an early date and when the *FCN* was formed in 1953-4 it became the *FC Nacionales división Pacifico* without any change of boundaries or need for loco renumbering.

1 The FC de Cauca loco fleet

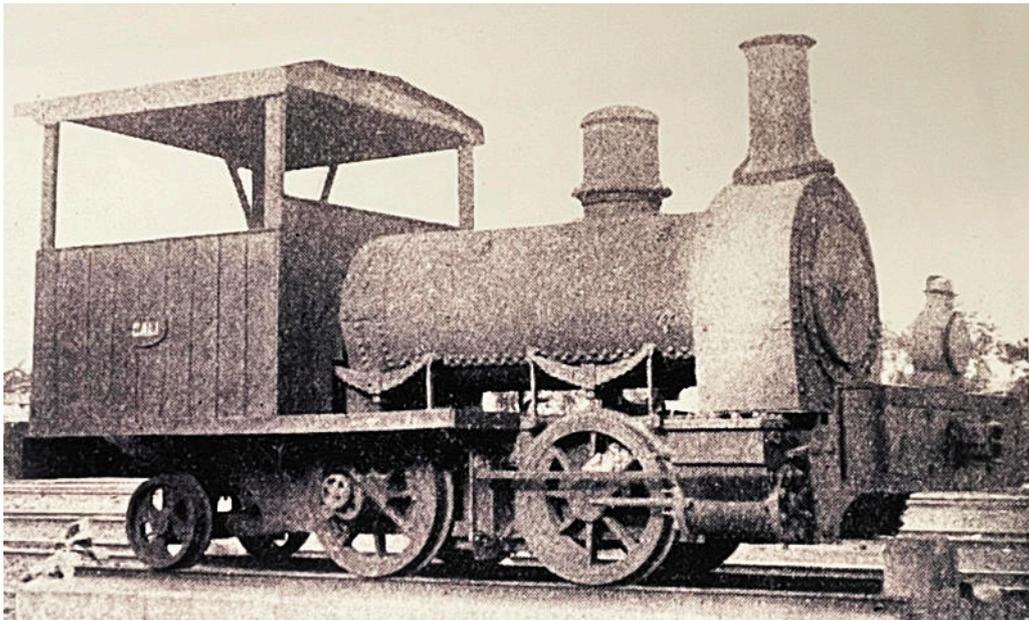
0-4-2T d/w 24", cyls. 9x14", built by Fowler in 1879

Ordered via Stephenson Clarke & Co for *FC del Pacifico*. Note use of *FC del Pacifico* name at this early date. Weight quoted in 1883 as 14 tonnes [22].

1 'CALI' w/n 3815 Name and number mentioned in source [7] issue 15 in 1888. Later went to *FC de Cucuta*? Plinthed in Cali since 1960s, but has lost its side tanks.



It is clear that the engine as originally plinthed retained its tanks, but these were later lost, possibly as a result of corrosion of the platingwork.



The hulk of Fowler 3815, no. 1 'CALI', with a replacement wooden cab.

2-6-0 d/w 40", cyls. 12x16", built by Godwin/Virginia Iron Works in 1881 and 1882

Ordered for *FC de Cauca*? Weight quoted in 1883 as 19 tonnes [22]. Not confirmed that two locos came from Godwin/VirginiaW, but no other clues for no. 3.

2 'POPAYÁN' w/n ? Name and number mentioned in source [7] issue 15 in 1888.

3 '?' w/n ?

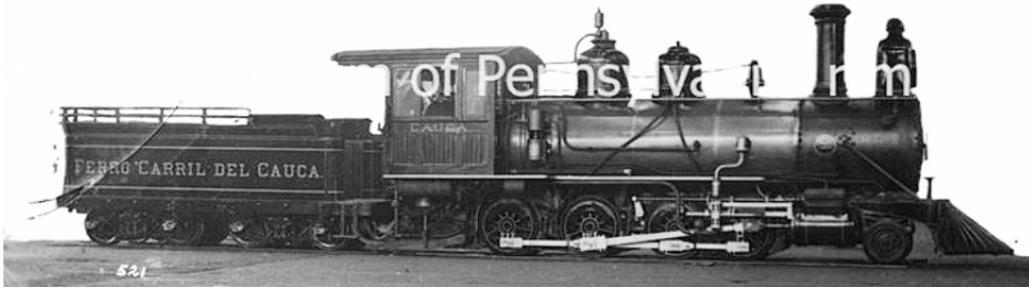
The fleet in 1883

Source [22] from 1883 states that the *FC de Cauca* at the time possessed two locos. ie. this was probably before no. 3 arrived. One more was under construction or being shipped at the time, but there is no clue as to what that was.

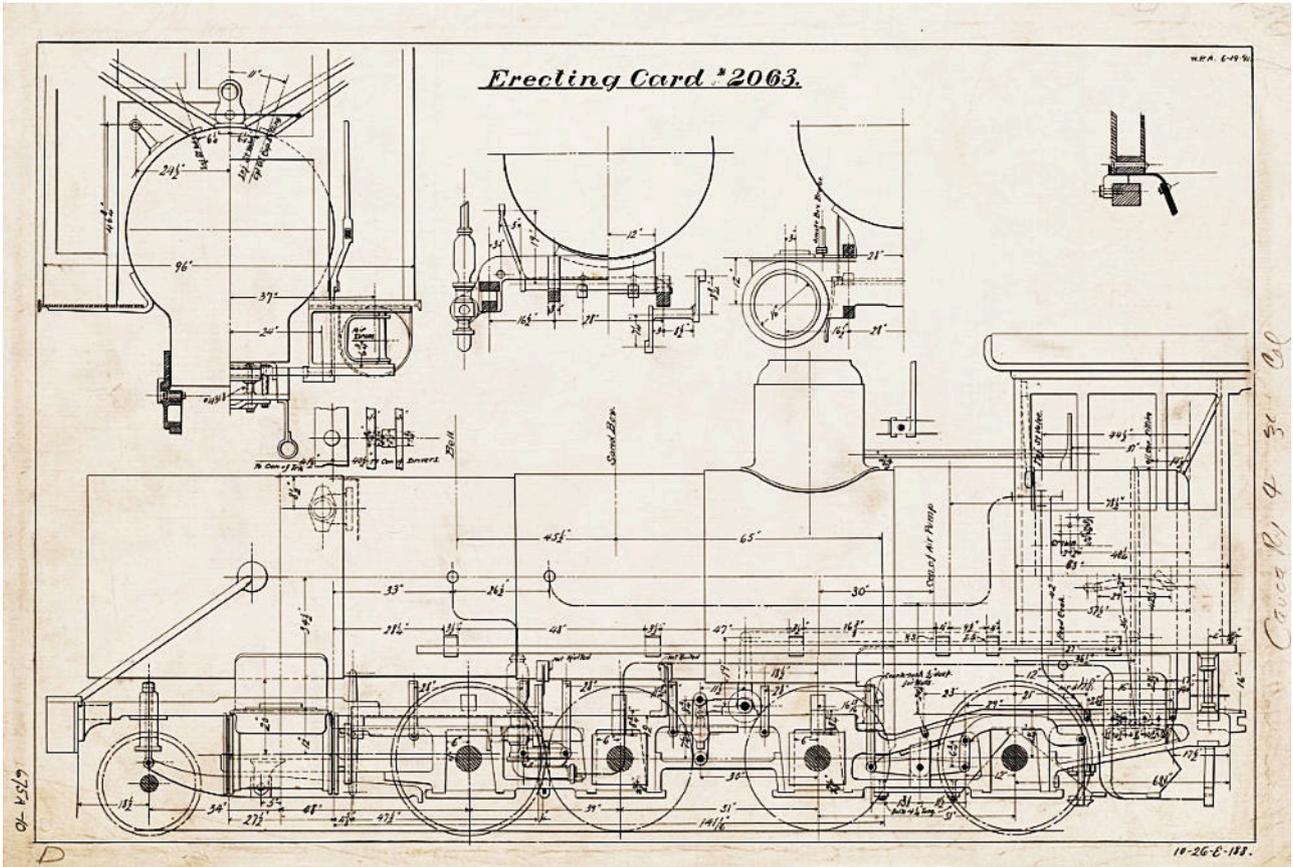
2-8-0 d/w 37", cyls. 16x20", built by Baldwin in 1891

Ordered for Cauca Railroad. BLW class 10-26E no. 188. Spec. is in vol. 17 p86.

4 'CAUCA' w/n 12044 Worked at least until 1919 [8]. Erecting card drawing is 675A-10 in DeGolyer Library collection; see list in appendix.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 00521.



A Baldwin erecting card drawing for FC de Cauca no. 4 of 1891. Found in the De Golyer Library online archive.

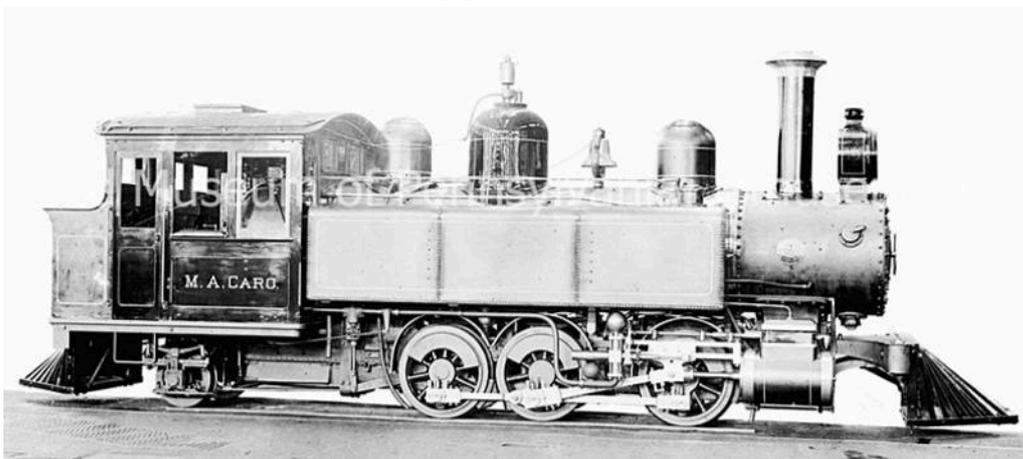


??? d/w ?, cyls. ?, built by ? in ?
 Ordered for

0-6-2T d/w 37", cyls. 14x18", built by Baldwin in 1897

Ordered for *FC Cauca*. BLW class 8-22 1/3 D no. 12. Spec. is in vol. 21 p40. Name is specified but explicitly no number. Sr. M. Caro was Colombia's president.

6 ‘M. A. CARO’ w/n 15458 Replacement springs ordered 18th April 1906, by BLW XO 2331. Rebuilt around 1921 as 2-6-0 tender loco with new boiler and a radically different appearance [8].



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00971.

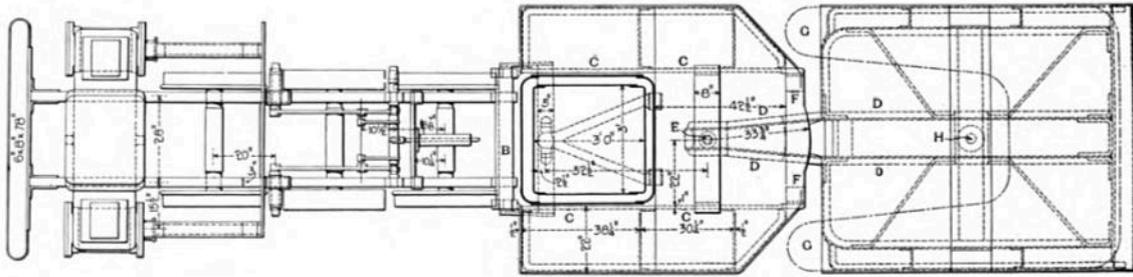


No. 6 after rebuilding as a 2-6-0 tender engine. Photo by Dewhurst, source [8].

0-6-2+4 d/w 33", cyls. 12x16", built by Baldwin in 1898

Ordered for *FC de Cauca*. BLW class 8-18 1/3 D no. 4. Spec. is in vol. 21 p257. “Engine and tender to be connected as M. N. Forney’s patent B.” ‘**M. ESGUERRA**’ name crossed out on Spec. sheet. “M. N. Forney will inspect Engine and Drawings.” Erecting card drawings are XX-151 and XX-152 in DeGolyer Library collection,; see list in appendix.

7 w/n 16234 Later rebuilt as a conventional tender loco, and with new cab, longer smokebox, conventional chimney as a coal burner. In use in 1924 [8].



a centre-bearing two-wheel truck under the rear frames back of the fire-box. This truck to act also as a support for the front end of the tank frame, an ordinary side-bearing four-wheel truck being introduced to carry the majority of the weight of the tank. By referring to the drawings the construction can be easily noted. Two strong braces, *B B*, are secured to the rear ends of the main frame and extend across in front of the fire-box, these being connected at their outer extremities to the slab frame, *C C*. These frames extend backward along the sides of the fire-box and support the foot-board and cab. Suitable cross braces are placed at the rear of the boiler, terminating in bumpers, *F F*. A two-wheel or "pony truck," pivoted at *E*, supports this portion of the locomotive. By this arrangement a total wheel-base of 13' 4" is obtained for the engine alone.

The tank is of the ordinary U shape, supported on a channel iron frame, the middle members, *D D*, of this frame extend for-

ward and are secured to the centre-pin, *E*, of the engine truck. A four-wheel side-bearing truck carries the tank frame and is pivoted at *H*. The tank is coupled close, and the rear of the cab is made octagonal in form to allow for the lateral motion of the tender in passing the curves. The tender frame is free to turn about the engine-truck centre-pin *E*, and the four-wheel truck swivels about its centre *H*. Allowance is also made for the rise and fall of the tender truck due to the unevenness of the road bed, thus giving the utmost flexibility and capacity of adaptation to vertical and horizontal inequalities of the road. A large proportion of the weight of the engine is carried on the driving wheels, and is thus utilized for adhesion. Ample space is provided at the back of the boiler for the accommodation of the engineer and fireman.

This locomotive has the advantage over one with a four-wheel tender, in that while it is fully as flexible it is much steadier and better adapted to running backward.

Original from

BALDWIN LOCOMOTIVE WORKS.

Class 8-18½ D, 4.

SIX-COUPLED LOCOMOTIVE

Gauge, 3' 0"

FOR THE

CAUCA RAILWAY OF UNITED STATES OF COLOMBIA.

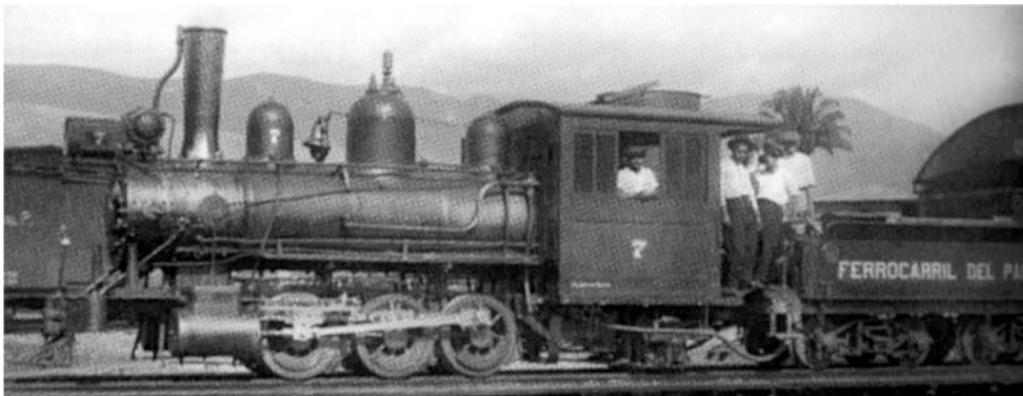
GENERAL DIMENSIONS.

CYLINDERS.		TUBES.		WEIGHT.	
Diameter	12"	Number	112	IN WORKING ORDER.	
Stroke	16"	Diameter	1¼"	On Drivers	41,000 lbs.
Valve	Balanced.	Length	10' 0"	On Truck	5,000 lbs.
				Total Engine	46,000 lbs.
				Total Engine and Tender	66,000 lbs.
BOILER.		HEATING SURFACE.		TENDER.	
Diameter	40"	Fire-box	45 sq. ft.	Tender Wheels, Diameter	24"
Thickness of Sheets	⅞"	Tubes	507 sq. ft.	Journals	3¼" x 7"
Working Pressure	160 lbs.	Total	552 sq. ft.	Tank Capacity	1,000 gal.
Fuel	Wood.	Grate Area	9 sq. ft.	Weight, Empty	10,000 lbs.
FIRE-BOX.		DRIVING WHEELS.		SERVICE.	
Material	Steel.	Diameter, Outside	33"	Freight.	
Length	36½"	Diameter of Centre	28"	Locomotive built from design by M. N.	
Width	36"	Journals	5" x 7"	Forney, M.E., 41 Courtlandt Street, New	
Depth, Front	50½"	ENGINE TRUCK WHEELS.		York. Grades, 4 per cent.; curves, 200	
Depth, Back	43½"	Diameter	24"	feet radius. Rails, 30 and 40 pounds per	
Thickness of Sheets, Front	⅞"	Journals	3¼" x 7"	yard. Speed, 19 miles per hour. Esti-	
Thickness of Sheets, Back	⅞"	WHEEL-BASE.		mated to haul 60 to 70 tons of 2000 pounds	
Thickness of Sheets, Crown	⅞"	Driving	6' 3"	at 9 to 10 miles per hour up a straight	
Thickness of Sheets, Tube	¼"	Total Engine	13' 4"	grade of 4 per cent., frictional resistance	
		Total Engine and Tender	22' 7"	not exceeding 10 pounds per ton.	

Original from



At a guess, this small locomotive – supposedly seen on the *FC del Pacifico* – might again be the rebuilt Forney O-6-2 after it gained a conventional tender. However, the cab is rather different from that shown below, and in fact looks much closer in design to the original cab.

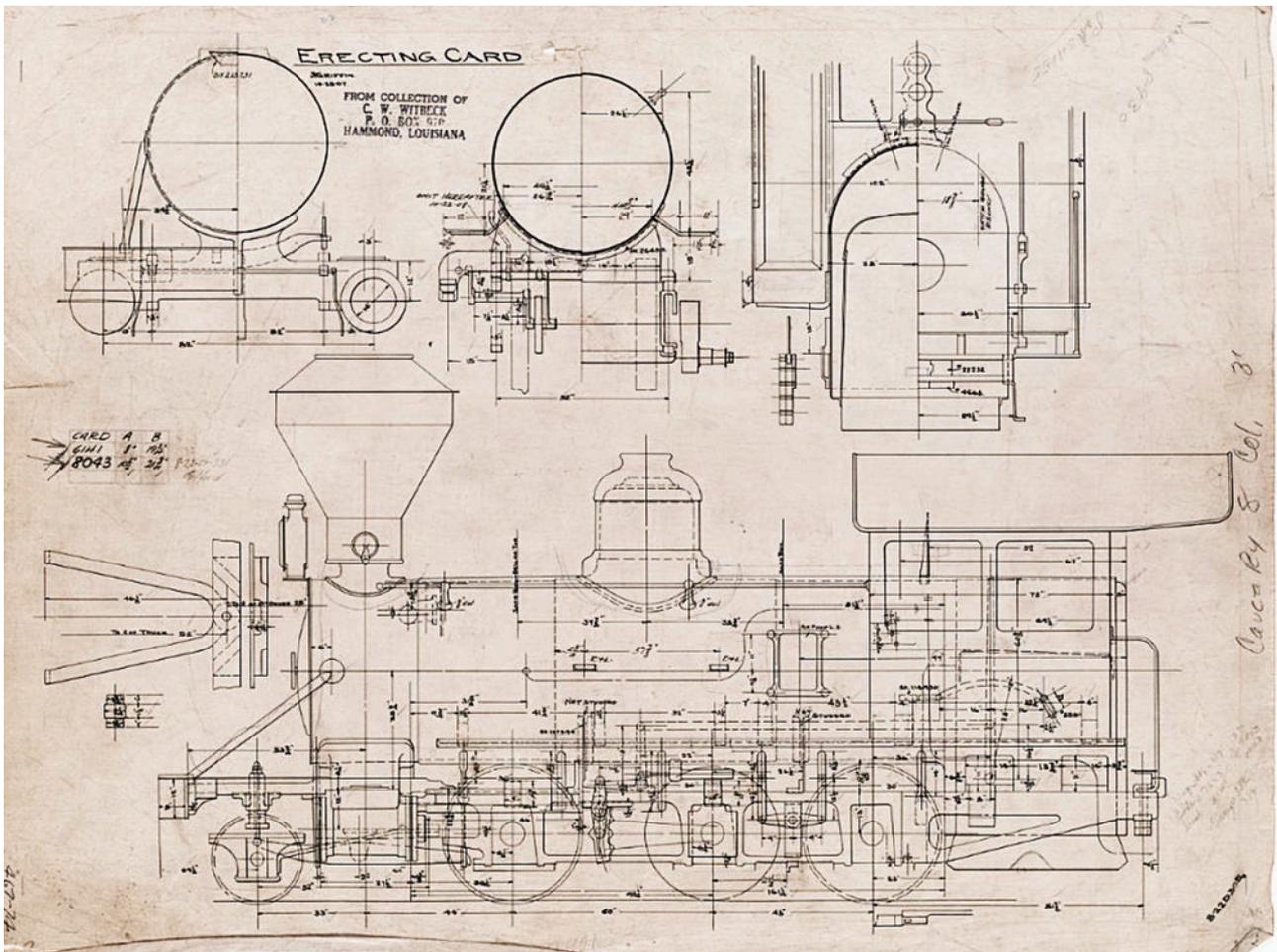


No. 7 is seen here in 1924 after rebuilding and equipping with a conventional bogie tender. Photo by Paul Dewhurst via source [8]. The cab looks rather different from that seen in the previous images.

2-6-0 d/w 40", cyls. 14x20", built by Baldwin in 1907 (8) and 1908 (9-11)

Ordered for *FC Cauca*. BLW class 8-22D nos. 305-6 and 308-9. Specs. are in vol. 31 p118, and vol. 32 p 317. Not known if names were still carried after absorption into *FC del Pacifico*. Erecting card drawing for the first two locos is 467-74 in DeGolyer Library collection; see list in appendix.

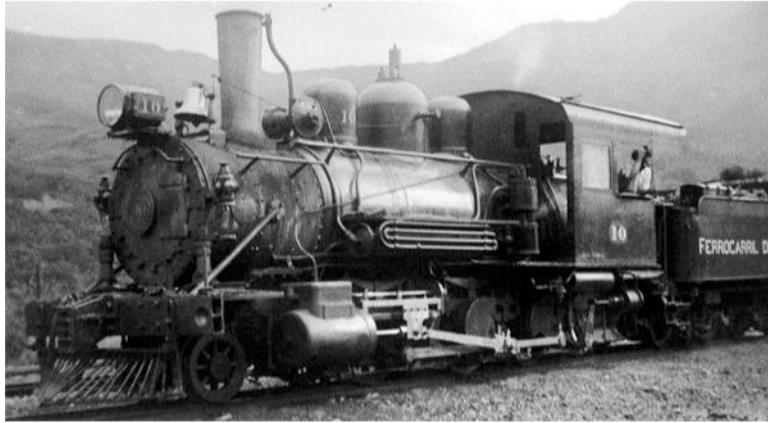
- 8 'RAFAEL REYES'** w/n 32379
- 9 'CISNEROS'** w/n 32663
- 10 'DAGUA'** w/n 33011
- 11 'CALI'** w/n 33012



This Baldwin erecting card drawing, showing FC de Cauca nos. **8** and **9**, is from the DeGolyer Library online archive.



FC del Pacifico (ex FC de Cauca) no. **9** 'CISNEROS'. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam005. The loco appears to be carrying a Rushton (cabbage) stack which was only introduced in the early 1920s, so presumably it was a later modification.

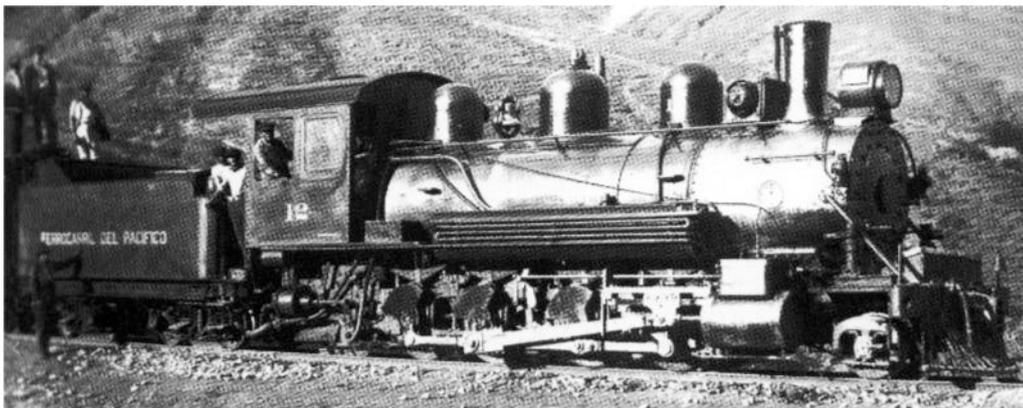


No. 10 photographed by P. C. Dewhurst, presumably in the 1920s [8].

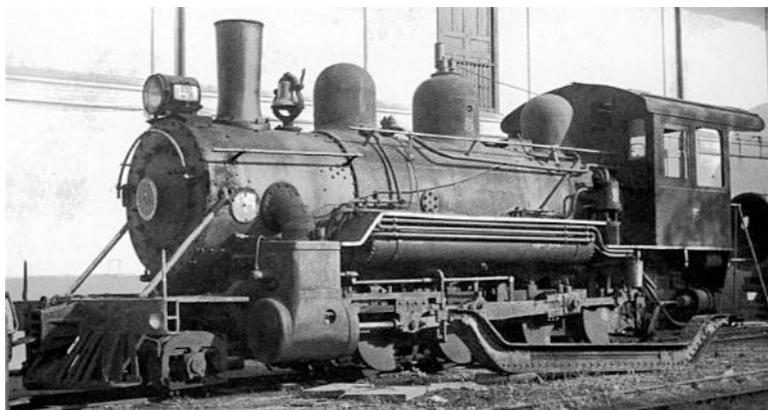
2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1911

Ordered via Camacho Rolden & Van Sickel, for *FC Cauca*. BLW class 10-30E nos. 121-122. Spec. is in vol. 36 p327. Erecting card drawing numbered 475A-9 6962 is in the DeGolyer Library collection, see list in appendix. Not known if names were still carried after absorption into *FC del Pacifico*. Both later modified with bolt-on piston valve chests.

- | | | |
|----------------------|-----------|--|
| 12 'CENTELLA' | w/n 36091 | Sold 1936 to <i>FC Ambalema - Ibagué</i> no. 5? and then to <i>FCN-C</i> as no. 37 [8]. |
| 13 'BITACO' | w/n 36092 | Sold 1936 to <i>FC Ambalema - Ibagué</i> no. 6? and then to <i>FCN-C</i> as no. 36 ?.
NB Not no. 38 as a caption in [8] suggests. |



No. 12 was seen here at Bellavista in 1925 by P. C. Dewhurst. [8]



Ex *FC del Pacifico* no. 12, as seen at Girardot around 1960 and still wearing its interim number as *FC Ambalema-Ibagué* no. 5, though technically by then it was *FCN-C* no. 37, Note the usual bolt-on modification to piston valves and outside steam-pipes.



In contrast ex *FC del Pacifico* sister loco no. **13** is seen here as FCN-C no. **36**, shunting at Girardot. Photo by Guillermo Diaz [8].

0-4-2T d/w ?, cyls. ?, built by HanoMAG in 1917

Ordered for *Tranvía de Cali* as no. **3** ‘CAUCA’. May have come here later.

3² w/n 7483

The end of the railway’s separate identity

As explained at the beginning of this section, the *FC de Cauca* metamorphosed directly into the *FC del Pacifico* as a result of the transfer of responsibility to a new operator. The locos listed above moved over lock, stock and barrel to the new company.

2 The *FC del Pacifico* loco fleet from 1909 onward

Background

3' 0" gauge. State owned in 1925 and operating a total of 479 kms. Loco sheds at Cali and at Dagua (ten engines).

Locomotives ex *FC de Cauca*

The loco fleet of the *FC de Cauca* listed above transferred directly to the *FC del Pacifico* without a change of number, thus becoming *FCP* nos. **1** to **4** and **6** to **13**. It is not known what had happened to *FC de Cauca* no. **5**. This transfer seems to have occurred around 1909-10.

Locomotives purchased new for the *FCP*

2-6-0 d/w 40", cyls. 14x20", built by Baldwin in 1911, 1913 and 1915

First pair ordered via Camacho Roldan & Van Sichel for *FC de Cauca*, later locos for *FC del Pacifico*. Even for the first pair, the mark on the tank was to be ‘FERROCARRIL DEL PACIFICO’. BLW class 08-22D no. 316-7, 331, and 337-8. Specs. are in vol. 39 p284, vol. 49 p126 and vol. 54 p310. No names for any of them. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

14 w/n 37170

15 w/n 37171

21 w/n 40665

- 22 w/n 42202
- 23 w/n 42203

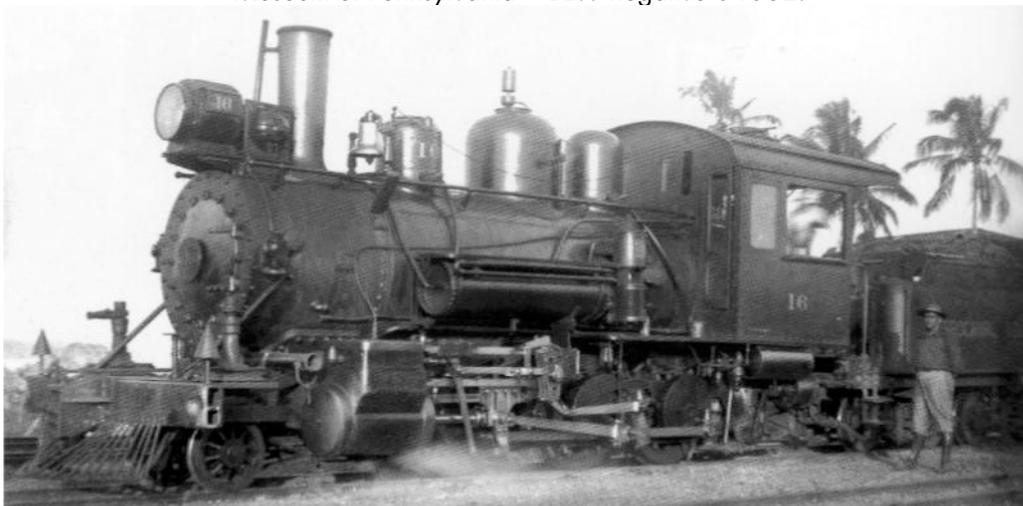
2-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1912 and 1919

Ordered via Camacho Roldan & Van Sichel for *FC del Pacifico*. BLW class 08-26D nos. 189-190, and 208-210. Specs. are in vol. 44 p227, and vol. 66 p125. Radley & Hunter stack. For the first two, a small plate on cylinder bearing the following inscription: "*Fabricada por orden de Camacho Roldan & Van Sichel New York*".

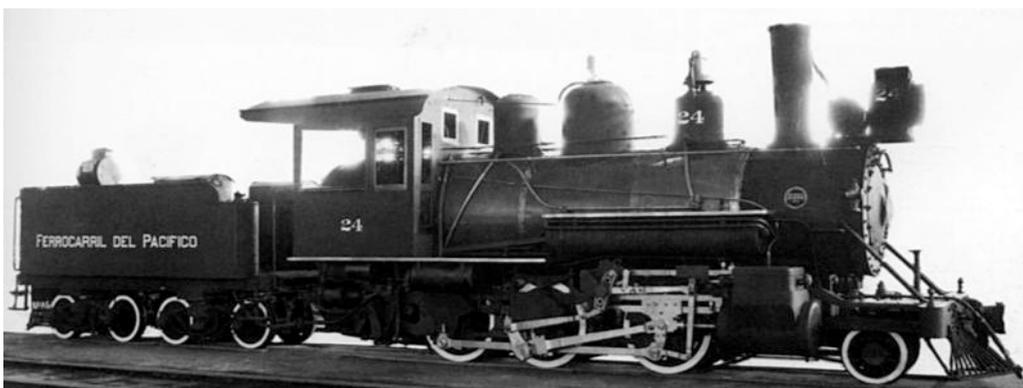
- 16 w/n 38088 Later became *FC de Girardot* no. **5**, in 1938.
- 17 w/n 38089
- 24 w/n 51200
- 25 w/n 51265
- 26 w/n 51266 Later became *FC de Girardot* no. **6**, in 1938.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 04062.



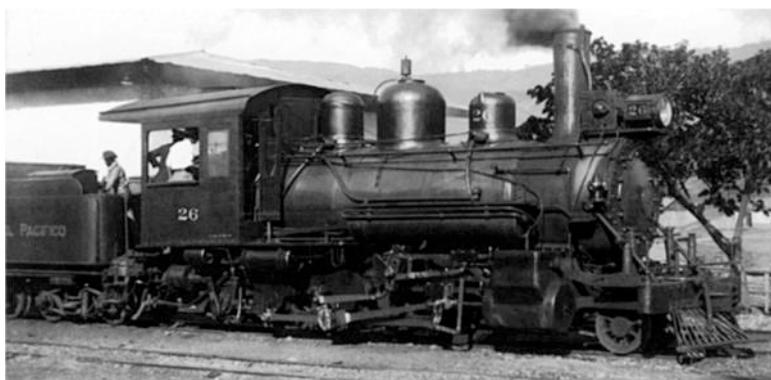
No. **16** at Buenaventura in 1924, as seen by P. C. Dewhurst. Note added turbo-generator and the bell lowered to the boiler top. [8]



A builders' photo of no. **24** from a later order. The straight chimney, turbo-generator, raised running plate, and lack of tender coal rails will be noted.



One of the later locos of this class, **24, 25** or **26**, leaving Palmyra for Cali. The dome looks slightly narrower than on the earlier locos, but the distinctive sand-dome topped by the bell is still apparent.



Paul Dewhurst photographed no. **26** at Dagua in 1924. [8]

2-6-2 d/w 36", cyls. 11x16", built by Baldwin in 1913

Ordered via Camacho Roldan & Van Sickel for *FC del Pacifico*. BLW class 10-16¼D no.s. 12 and 13. Spec. is in vol. 44 p225. Provide name plates on sides of steam chests to read as follows: "*Fabricada por orden de Camacho Roldan & Van Sickel de New York*".

18 w/n 39390

19 w/n 39391 In service 1924 with tubo and electric headlight [8].



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 04302.



No. 19 on the turntable at Cali in 1924, as pictured by P. C. Dewhurst [8].

0-4-0ST d/w 29", cyls. 10x16", built by Baldwin in 1913

Ordered via Camacho Roldan & Van Sickel for *FC del Pacifico*. BLW class 04-14C no. 262. Spec. is in vol. 44 p223. No running number to be shown on loco as delivered. Provide name plates on sides of steam chests to read as follows: "*Fabricada por orden de Camacho Roldan & Van Sickel de New York*".

20 w/n 39455



No. 20 mounted on a Lake Shore & Michigan Southern RR flatcar before shipment to Colombia. [8]

The fleet in 1919

Sr. Ortega [source 12] in 1919 recorded that the railway had twenty-three locos in the fleet.

0-4-2T d/w 33½", cyls. 11x16", built by ALCo Cooke in 1914

Ordered for *FC del Pacifico*, but assigned from new by the government to the reactivated construction of the *FC de Tolima* [8]. See *FC de Tolima* section (12,2.3) for a photo.

1 w/n 54784

2 w/n 54785



FC del Pacifico no 1 ALCo publicity card photo.

CTW 2102

Columbia
245

AMERICAN LOCOMOTIVE COMPANY,
NEW YORK.

Class, 042 T 42 Road Number, 1

BUILT FOR THE FERRO CARRIL DEL PACIFICO

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
36"	11"	16"	33½"	36¾"	165 lbs.	40½"	33"	85	2"	99½"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving		Engine		Driving		Trailing		Engine		
4'-9"		12'-3"		36100		6200		42300		
FUEL	HEATING SURFACES—SQUARE FT.				GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION			
	Kind	Tubes	Fire Box	Total						
Soft Coal	367.0	41.0	408.0	9.3	8100 lbs.	4.4				

Capacity, Water, 700 Gals. Fuel, 1500 Lbs.

ORDER No. C-404
JUNE, 1914

FC del Pacifico no 1 ALCo publicity card details.

2-6-0 d/w 37", cyls. 14x20", built by Baldwin in 1920

Ordered for *FC del Pacifico*. BLW class 08-22D no. 357-358. Spec. is in vol. 66 p122.

- 27 w/n 53307 Later became *FC Nariño* no. 8.
- 28 w/n 53308

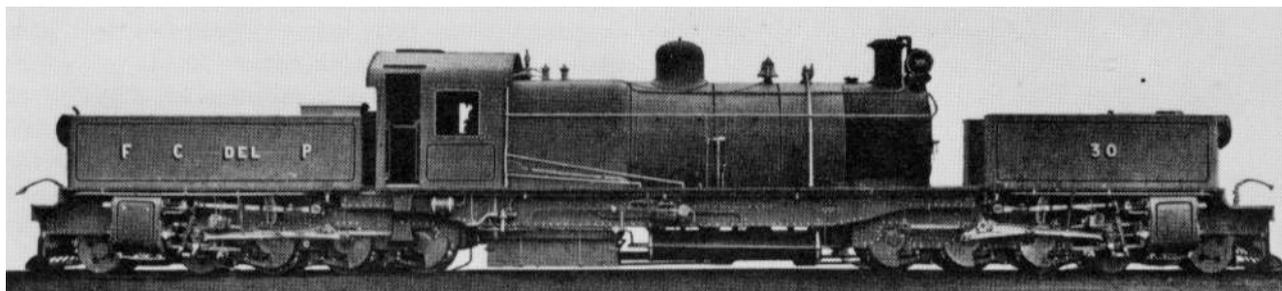


A P. C. Dewhurst photo of no. 28 at Dagua in 1925 [8].

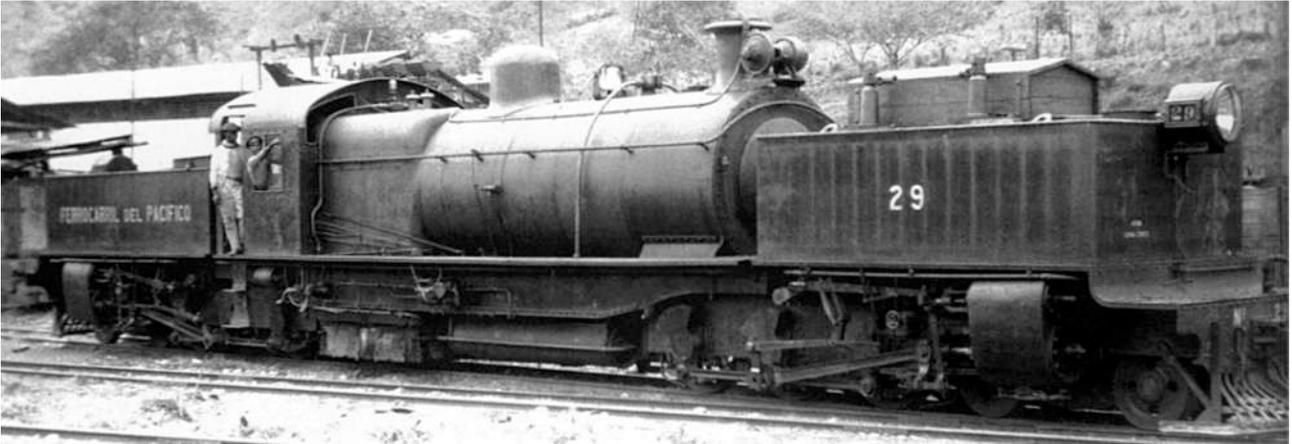
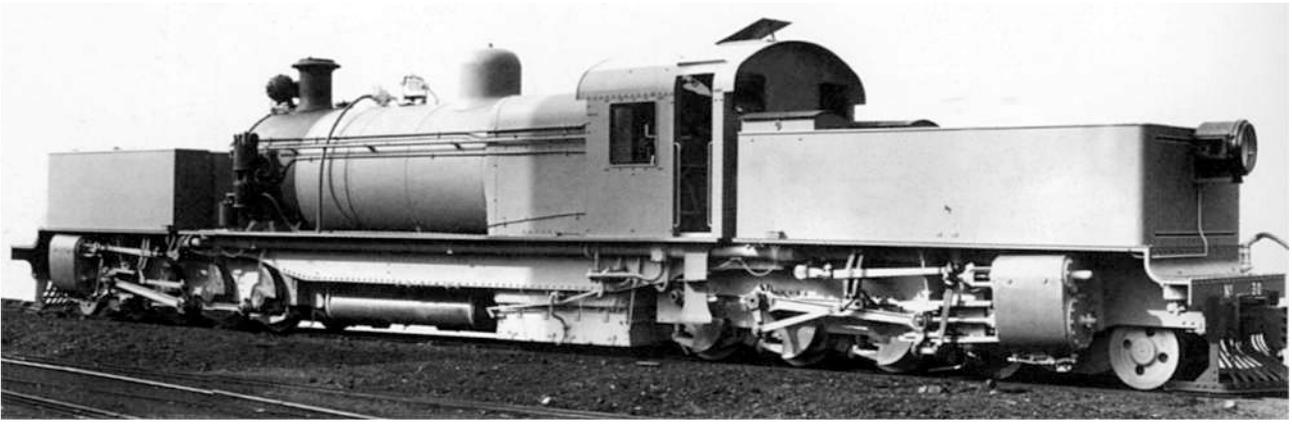
4-6-0+0-6-4 Garratt d/w 40", cyls. 16x24", built by Armstrong Whitworth in 1924

Ordered for [8] says that these two Garratts were disappointing.

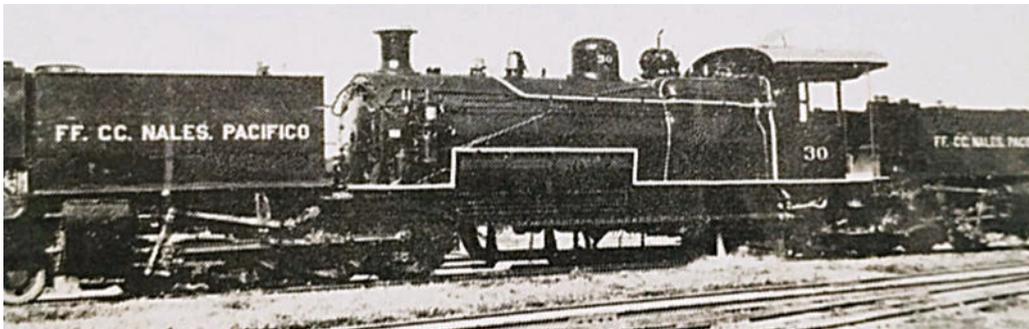
- 29 w/n 565 Withdrawn 1947 after some years out of use.
- 30 w/n 566 Withdrawn 1944.



Two Armstrong Whitworth works photos of no. 30. The second was found in source [8] and the first from Dusty Durrant's *Garratt Locomotives of the World* book.



Garratt no. **29** in service. This is a P. C. Dewhurst image taken at Dagua in 1925 [8].

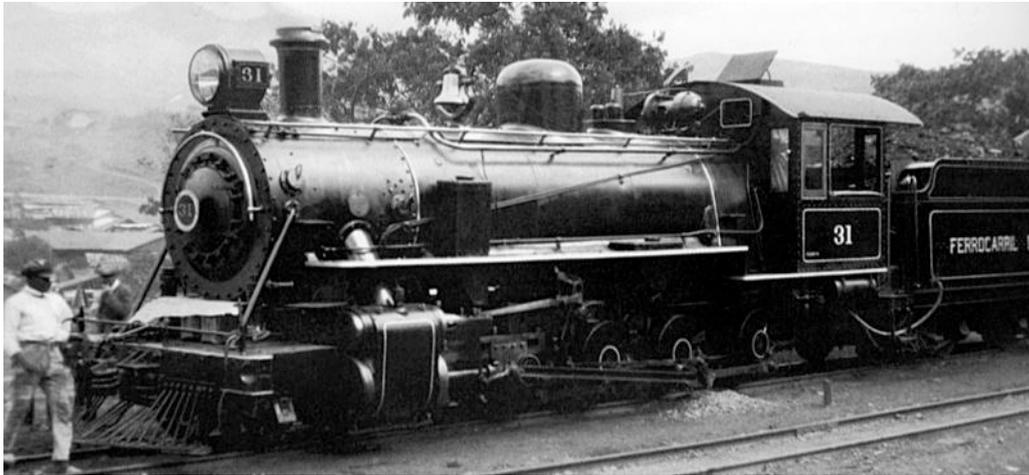


This image of no. **30**, though of poor quality, suggests that a certain amount of modification took place in service. Clearly visible here are the running plate raised over an air reservoir alongside the boiler, the turbo-generator moved back to the top of the firebox, and the open back to the cab and larger side window.

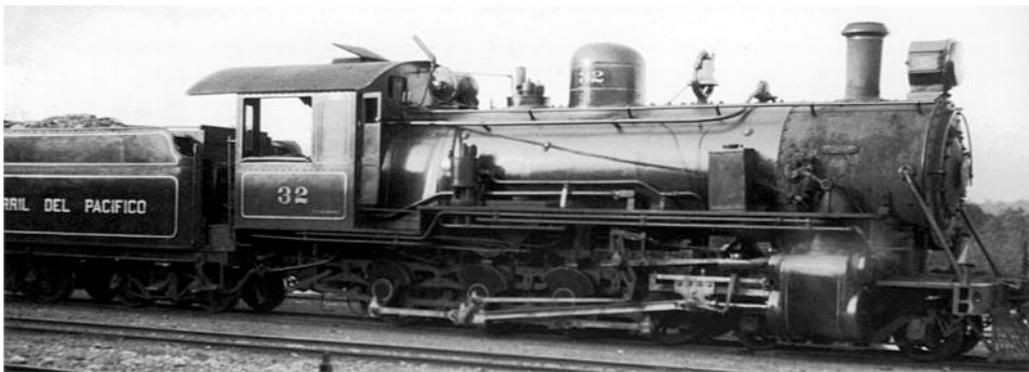
4-8-0 d/w 40", cyls. 17x22", built by Baldwin in 1924

Ordered for *FC Pacifico*. BLW class 12-28E nos. 1 and 2. Spec. is in vol. 72 p81.

- | | | |
|-----------|-----------|---|
| 31 | w/n 57855 | Later became <i>FC Nariño</i> no. 9 . |
| 32 | w/n 57856 | Later became <i>FC Nariño</i> no. 10 . |



A P. C. Dewhurst view of his very first 4-8-0, FC del Pacifico no. **31** [8].



Another PCD photo, this time of no. **32** in 1925.

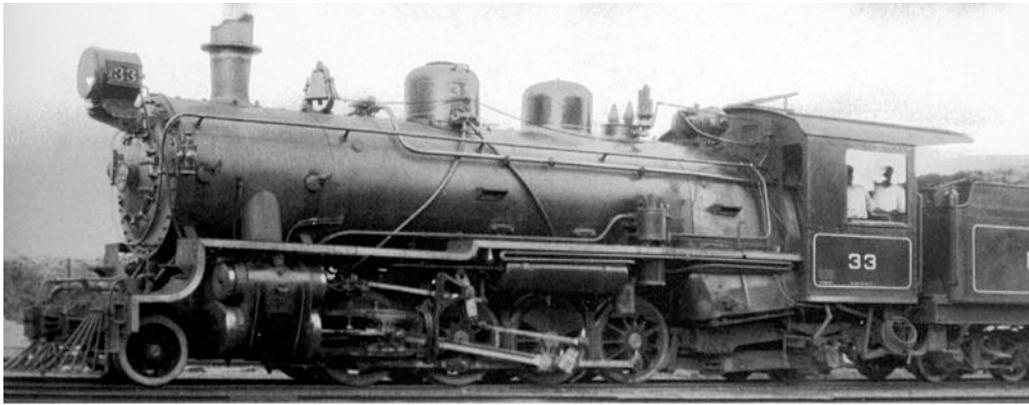
2-8-2 d/w 42", cyls. 17x22", built by ALCo Cooke in 1924

Ordered for *FC del Pacifico*. to be nos. **1** and **2**, according to Connelly's ALCo list.

- | | | |
|-----------|-----------|--|
| 33 | w/n 65938 | Later became <i>FC Cartagena</i> no. ? . |
| 34 | w/n 65939 | Later became <i>FC Cartagena</i> no. 40 . |



An ALCo works photo of no. **33** [8].

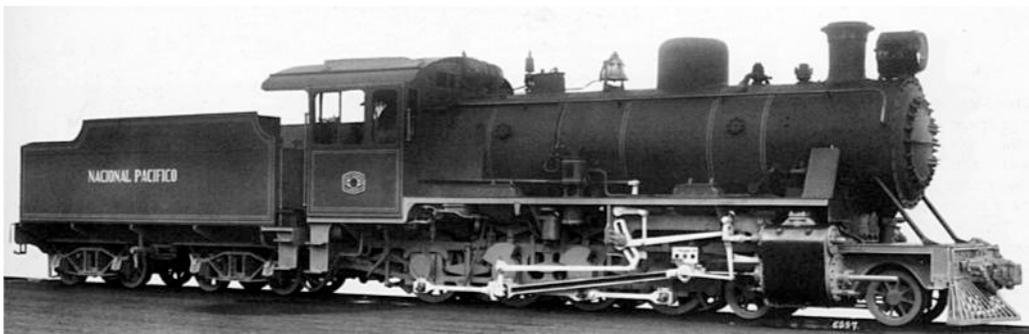


No. 33 ready to depart from Buenaventura in 1925 [8].

4-8-0 d/w 40", cyls. 17x22", built by BMAG in 1924

Ordered for *FC Pac. Pacifico*. The first locos of Dewhurst's lighter weight *Clase Pacifico*, but deviating slightly from the standard [8].

- 35 w/n 8440
- 36 w/n 8441

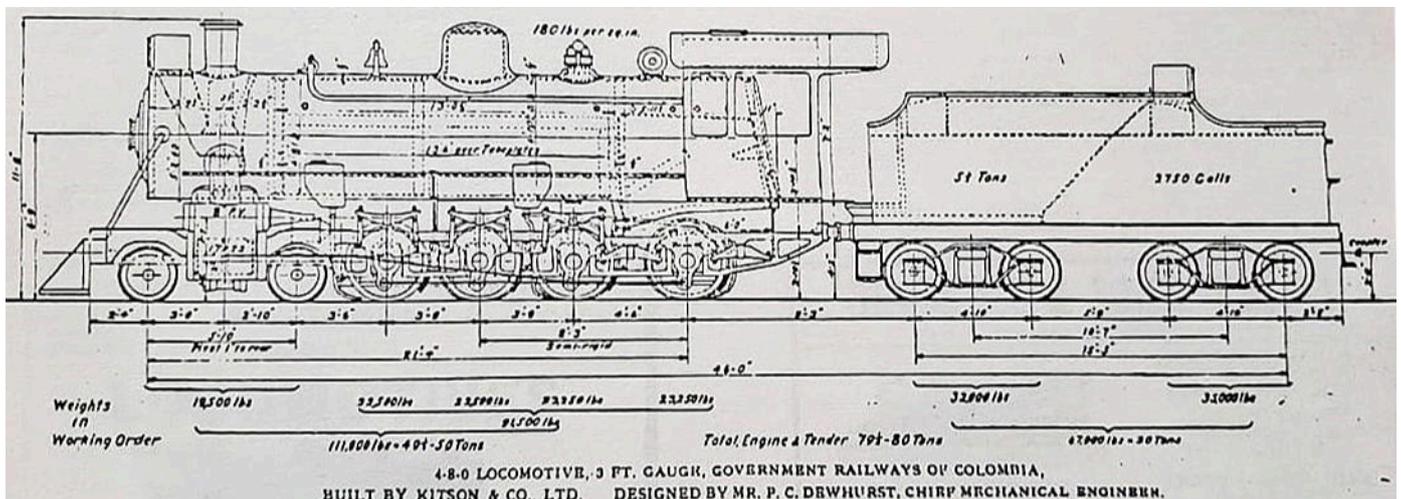


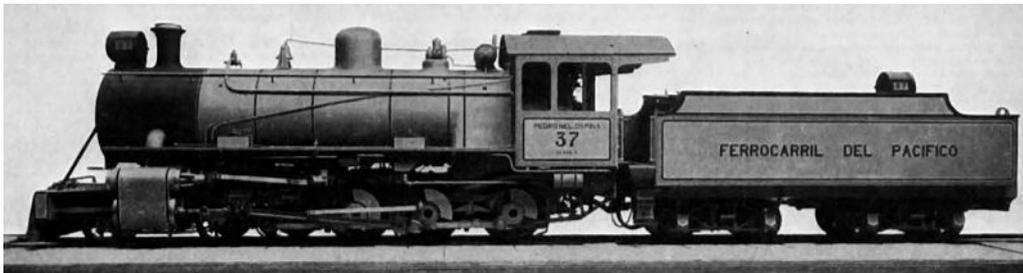
A BMAG works photo of no. 35, with the builder's standard works plate prominently displayed on the cabside. [8]

4-8-0 d/w 40", cyls. 17x22", built by Kitson in 1925

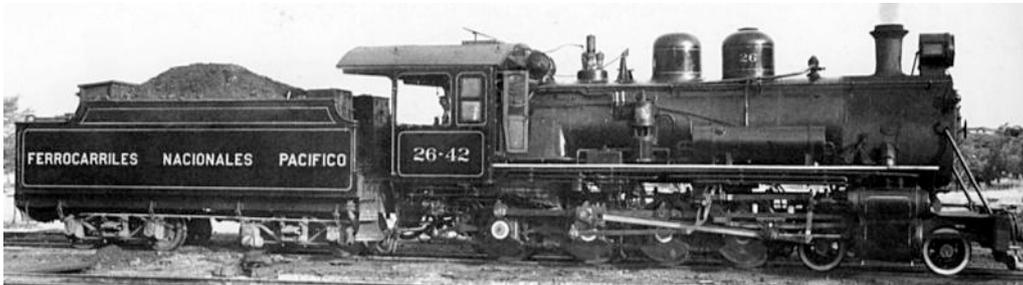
Ordered for Pacific Railway of Columbia. The first locos of Dewhurst's *Clase Pacifico*. [8] says that these locos complied with the spec. unlike those from BMAG.

- 37 'PEDRO NEL OSPINA' w/n 5391
- 38 'AQUILINO VILLEGAS' w/n 5392





A Kitson works photo of no. 37 'PEDRO NEL OSPINA'.



FC del Pacifico no. 38 as later renumbered 26 by the FCN-P, as seen in 1952 with an added sand-dome. [8]

The loco fleet in 1925

The US report said that there were twenty-five locomotives in 1925, weighing 60 to 80 tons each. General Escobar, on the other hand, writing in 1926, stated that there had been 33 locos in the fleet in August 1925 [3]. “*Han sido las máquinas alemanas de tipo Dewhurst —dice el gerente del ferrocarril del Pacifico, doctor Casablanca, en su informe de enero a mayo de 1925—las que mejor éxito han dado en la línea del Pacifico. Agrega que las del mismo tipo de fabricación americana, tienen algunos inconvenientes. Respecto a las de tipo Garrat (belga-ingles), que dieron lugar a serias polémicas parlamentarias, dice el gerente que fue necesario hacerles algunas reformas para que pudieran pasar por ciertos trayectos de la vía de curvatura mínima, y que, en resumen, no es este el tipo de locomotora, ni el tonelaje (90 toneladas cada una), propios para la línea del Pacifico (V. p. 36 del informe citado).*” [3].

4-8-0 d/w 40", cyls. 17³/₄x22", built by BMAG in 1926 and 1927

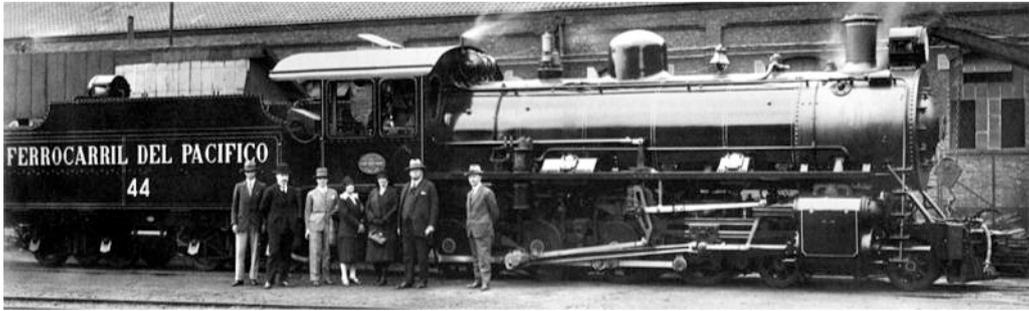
Ordered for *FC del Pacifico*, to be nos. 29-33 and 49-52, according to Connelly's ALCo list.

39	w/n 8792
40	w/n 8793
41	w/n 8794
42	w/n 8795
43	w/n 8796
49	w/n 8936
50	w/n 8937
51	w/n 8938".
52	w/n 8939

4-8-0 d/w 40", cyls. 18x22", built by Haine St. Pierre in 1926

Ordered for Columbia, to be nos. 2-3 and 44 according to Jens Merte's HSP list, where 1552-6 were all for Colombia and it looks as though those for the *Pacifico* were originally to have been nos. 1554-6.

44	w/n 1552
45	w/n 1553
46	w/n 1554

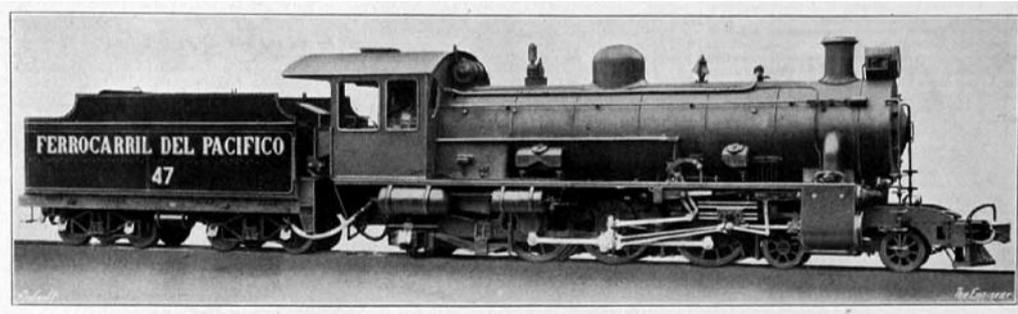


No. 44 being inspected before departure from the HSP factory. [8]

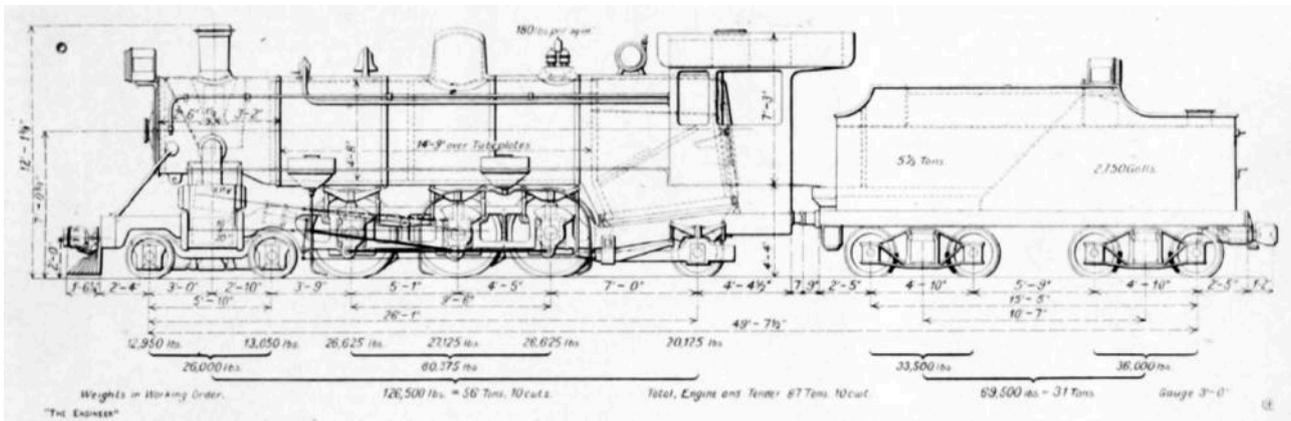
4-6-2 d/w 50", cyls. (3) 16x20", built by Haine St. Pierre in 1926

Ordered for Columbia. Designed by P. C. Dewhurst. Fitted with Gresley conjugated valve gear. Delta trailing truck, compressed air sanding.

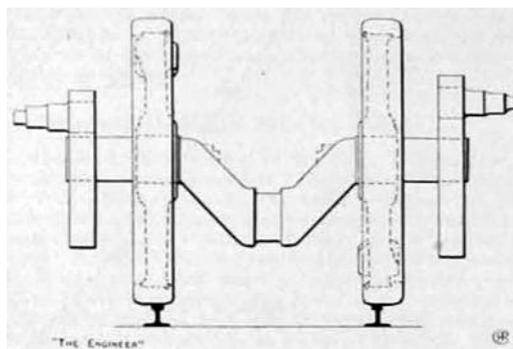
47 w/n 1557

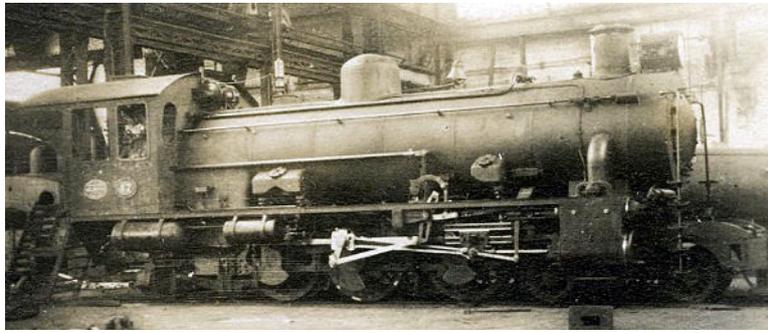


An image from an article in *The Engineer*, issue of 21st December 1928.



A side elevation drawing from the same journal, and below a view of the crank axle of this three-cylinder machine.

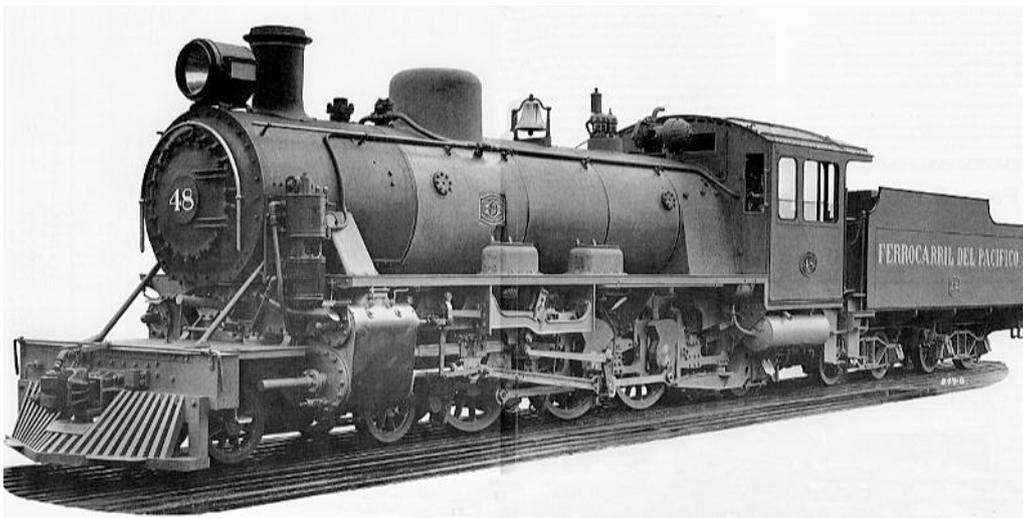




4-6-2 d/w 50", cyls. (3) 16x20"?, built by BMAG in 1927

Ordered for Columbia. Designed by P. C. Dewhurst. Modified Hodges trailing truck, compressed air sanding.

48 w/n 8915 Later renumbered 19. Certainly in use in 1952.



FC de Pacifico no. **48**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. [cjwsam564](#).

4-8-0 d/w 40", cyls. 18x22", built by Skoda in 1927 and 1928

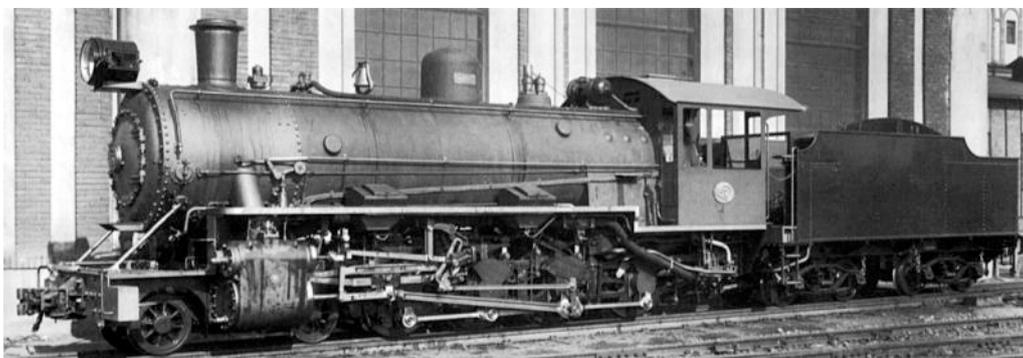
Ordered for *FC del Pacifico*. These locos were ordered to carry numbers two higher than as shown, but were renumbered downwards on arrival. [8] points out that these Skoda 4-8-0s can be identified by the sloping sandbox covers and the worksplates on the dome.

- 53 w/n 438
- 54 w/n 439
- 55 w/n 440
- 56 w/n 441
- 57 w/n 442
- 58 w/n 443
- 59 w/n 444
- 60 w/n 445

- 61 w/n 446
- 62 w/n 447
- 90 w/n 448
- 91 w/n 449
- 92 w/n 450



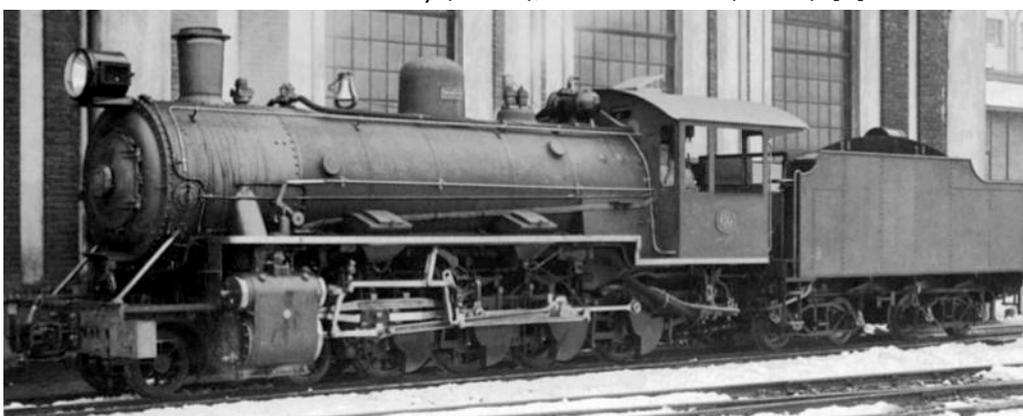
FC de Pacifico no. **55**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam504.



Another Skoda works photo of no. **55** before delivery. [8]



No. **56** awaits delivery (above), as does no. **58** (below). [8]





FC del Pacifico smokebox numberplate from loco **54**,
as currently displayed in the Cali transport museum.

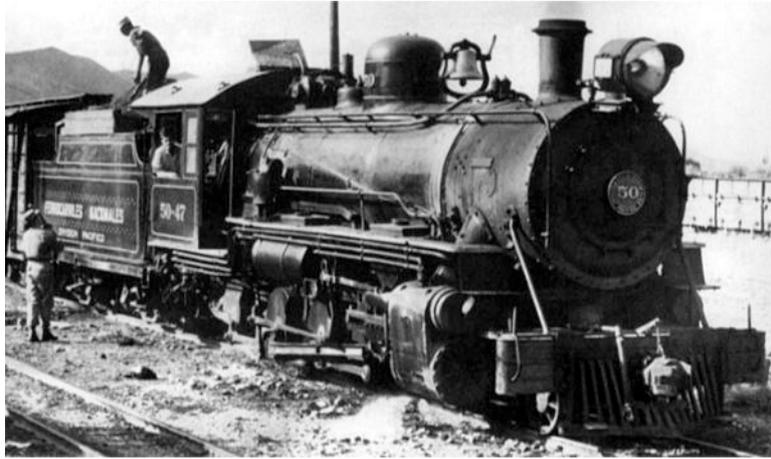
4-8-0 d/w 40", cyls. 18x22", built by Baldwin in 1927 and 1928

Ordered for *FC Pacifico*. BLW class 12-30E nos. 9-18 and ????. Specs. are in vol. 79 p150, and vol. ? p??.

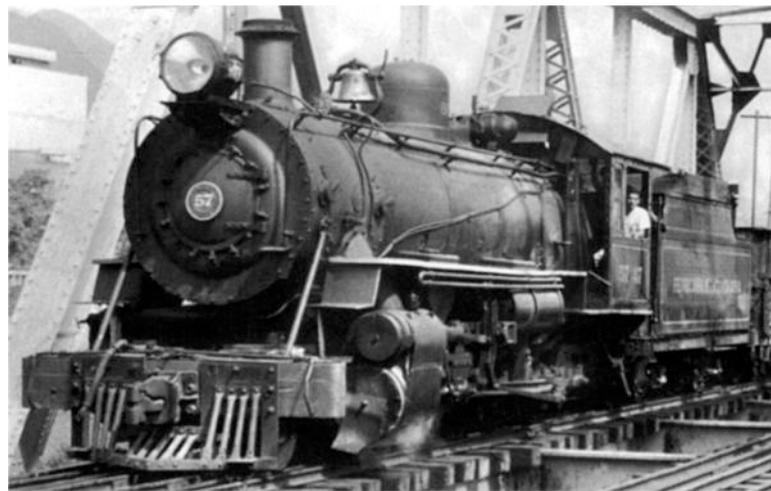
- | | | |
|-----------|-----------|--|
| 63 | w/n 60269 | Seen in steam at Cali in 1970. |
| 64 | w/n 60270 | |
| 65 | w/n 60271 | In 1952 renumbered as 52 . |
| 66 | w/n 60272 | |
| 67 | w/n 60273 | |
| 68 | w/n 60274 | |
| 69 | w/n 60287 | |
| 70 | w/n 60288 | |
| 71 | w/n 60289 | |
| 72 | w/n 60290 | |
| 80 | w/n 60508 | |
| 81 | w/n 60509 | |
| 82 | w/n 60510 | |
| 83 | w/n 60511 | |
| 84 | w/n 60512 | Sent to <i>FC de Nariño</i> in 1948, but later returned as no. 64 . |
| 85 | w/n 60532 | |
| 86 | w/n 60533 | Later became <i>FC de Girardot</i> no. 86 . Then <i>FCN-C</i> no. 80 . |
| 87 | w/n 60534 | Later became <i>FC de Girardot</i> no. 87 . |
| 88 | w/n 60535 | [8] page 217 has 60534 and 60535 with the running numbers swapped over. |
| 89 | w/n 60536 | |



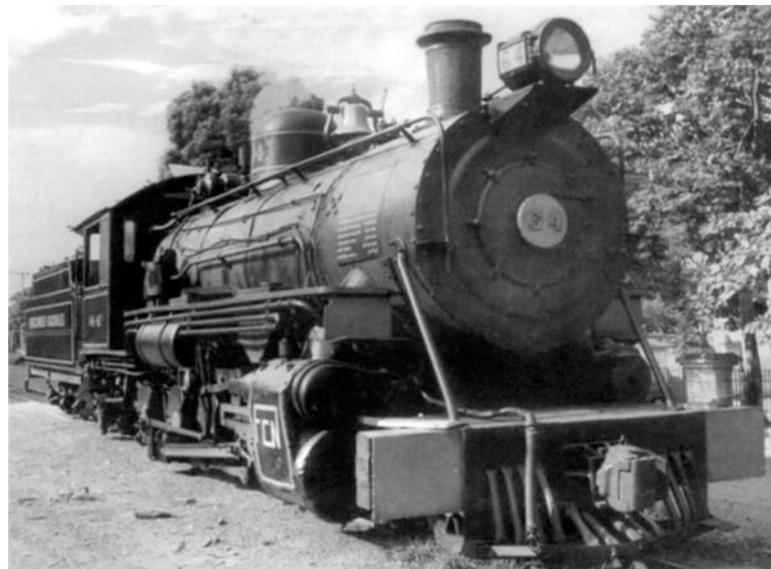
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania - BLW negative 10083



FCN-P no. **50**, ex FC del Pacifico no. **63**, in operation in 1971. [8]



FCN-P no. **57**, ex FC del Pacifico no. **70**. [8]



FC del Pacifico no. **84** went for a while to the FC de Nariño but returned and was later renumbered **64**. It is preserved in Cali. [8]



No. **64**, ex FC de Nariño no. 12, ex FC del P no. **84**,
as currently preserved in Cali.



October 23rd 1945, a derailment at Armenia,



On October 23rd 1945 there was a serious accident at Quindio near Armenia on the *FC del Pacífico*. These two images show the aftermath. The loco of the passenger train seems to have been a 4-8-0, and in the photo below it can be seen that it has blind tyres on the second pair of drivers rather than the first. A train from Armenia to Pereira, with locomotive no. **66**, derailed at km 362 two kilometers from Armenia station.



2-8-2T d/w 37", cyls. 16½x20", built by BMAG in 1927 and 1928

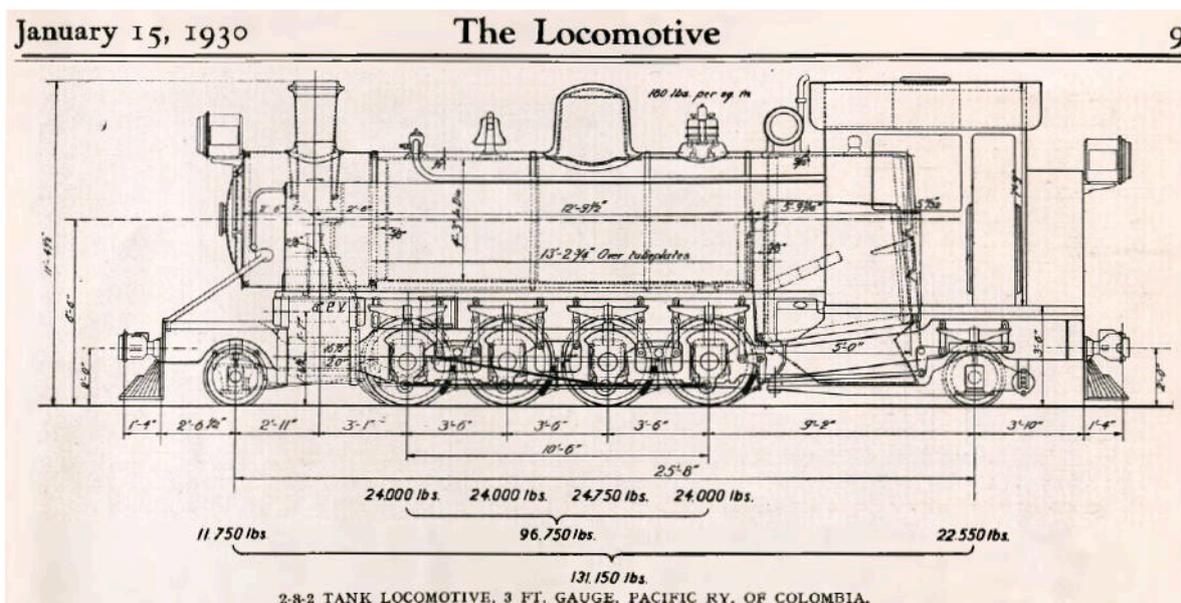
Ordered for *FC del Pacifico*. Designed by P. C. Dewhurst for shunting and banking [8].

73	w/n 9203	
74	w/n 9204	
75	w/n 9205	
76	w/n 9368	
77	w/n 9369	
78	w/n 9370	Worked until 1980, and now awaits repair at Cali transport museum.
79	w/n 9371	Scrapped in 1970s.



FC del Pacifico no. **73**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. [cjwsam567](#).





An FC del P lining out diagram produced under P. C. Dewhurst's auspices, and found rather surprisingly in the Hunslet archive at Stafford Barn Farm in Staffordshire, England.



0-4-0T d/w ?, cyls. ?, built by BMAG in 1928

Ordered for FC del Pacifico. For use on light passenger trains.

- 1A w/n 9206
- 2A w/n 9207
- 3A w/n 9208



BMAG works photos of no. 1 (above) and nos. 2 and 3 (below). [8]



2-4-0T d/w 940mm, cyls. 325x440mm, built by Skoda in 1928

Ordered for *FC del Pacifico* for *auto-ferro* trains.

- 2² w/n 476 Later renumbered as no. 4A. ?
- 3² w/n 477 Later renumbered as no. 5A. ?
- 4² w/n 478 Later renumbered as no. 6A. ?
- 5² w/n 479 Possibly numbered 7 for a time, and then back to 5? Survived in 1952 but withdrawn by September of that year.



FC del Pacifico no. 4 before despatch from Skoda's factory. [8]



No. 5, possibly no. 7 for a while and then 5A, seen here in 1952 after withdrawal. [8] The panel beneath the cabside as seen in the previous image has been cut back.

Locos from the FC Santander-Timba absorbed in 1931:

2-6-2 d/w 36", cyls. 11x16", built by Baldwin in 1925

Ordered for Ex FC Santander - Timba no. 1.

1T w/n 58554

2-6-0 d/w 40", cyls. 15x19³/₄", built by BMAG in 1927

Ordered for Ex FC Santander - Timba nos. 2 and 3.

2T w/n 8790 Later no. 6. Went to Santa Marta as FCN-M no. 8 and was seen in steam in 1961 [8].

3T w/n 8791

Locomotives from the FC de Caldas (metre gauge) absorbed in 1931:

2-6-0 d/w 40", cyls. 15x18", built by Baldwin in 1920

Ordered for FC de Caldas no. 4.

4 w/n 53040

2-8-2 d/w 42", cyls. 16x22", built by ALCo Cooke in 1922 and 1923

Ordered for FC de Caldas nos. 6 and 8.

6 w/n 63270

8 w/n 65370

4-8-0 d/w 40", cyls. 17³/₄x22", built by BMAG in 1925 and 1926

Ordered for ??? Merte's BMAG list says 8670-1 were for Portuguese broad gauge. 8818-9 and 8832-3 were for "Caldas Bahn". FC de Caldas nos. 10 to 15.

10 w/n 8670 Later renumbered 11.

11 w/n 8671 Later renumbered 21?.

12 w/n 8818 Later renumbered 22.

13 w/n 8819 Later renumbered 96.

14 w/n 8832 Later renumbered 97. To FCN-M in 1954 as no. 52.

15 w/n 8833 Later renumbered 98.

16 w/n 8860 Later became FC Pacifico no. 99². Sent in 1954 to FCN-M.

17	w/n 8861	Later became <i>FC Pacifico</i> no. 100 ² . Sent to <i>FCN-M</i> .
18	w/n 8862	Later became <i>FC Pacifico</i> no. 101 ² . Sent in 1958 to <i>FCN-M</i> .
19	w/n 9320	Later became <i>FC Pacifico</i> no. 102 ² . Sent in 1958 to <i>FCN-M</i> .
20	w/n 9321	Later became <i>FC Pacifico</i> no. 103 ² . Sent in 1958 to <i>FCN-M</i> .

Locomotives of the *FC de Nacaderos-Armenia* absorbed in ? :

2-4-2ST d/w 37", cyls. 11 7/16 x16", built by Henschel in 1926

Ordered for Columbian National Railway. Ex *FC Nacaderos - Armenia* no. **1**.

1N w/n 20721

4-8-0 d/w 40", cyls. 18x22", built by Haine St. Pierre in 1926

Ordered for Columbia, to have running nos. **45-46**, but possibly swapped for others in batch with running numbers **2 and 3**. Ex *FC Nacaderos - Armenia* nos. **2 and 3**.

2N w/n 1555 Later became *FC de Girardot* no. **38**.

3N w/n 1556 Later became *FC de Girardot* no. **39**.

4-8-0 d/w 40", cyls. 17½x22", built by BMAG in 1928

Ordered for Nacaderos-Armenia. Ex *FC Nacaderos - Armenia* nos. **4 and 5**.

4N? w/n 9322 Later *FC Pacifico* no. **27**. Then in 1958 to *FCN-M* as **55**?

5N? w/n 9323 Later *FC Pacifico* no. **27**. Then in 1958 to *FCN-M* as **56**?

4-8-2 d/w 42", cyls. 18½x22", built by Baldwin in 1944 (93-97), 1945 (98-101) and 1947 (102-105)

Ordered for *FC del Pacifico*.

93 w/n 70892

94 w/n 70893 Later became *FCN* **109**.

95 w/n 70894 Later became *FCN* **107**.

96 w/n 70895 Later became *FCN* **106**.

97 w/n 71971

98 w/n 72236 Connelly's BLW list says 72236-9 were **97-100**.

99 w/n 72237 Later became *FCN* **110**.

100 w/n 72238

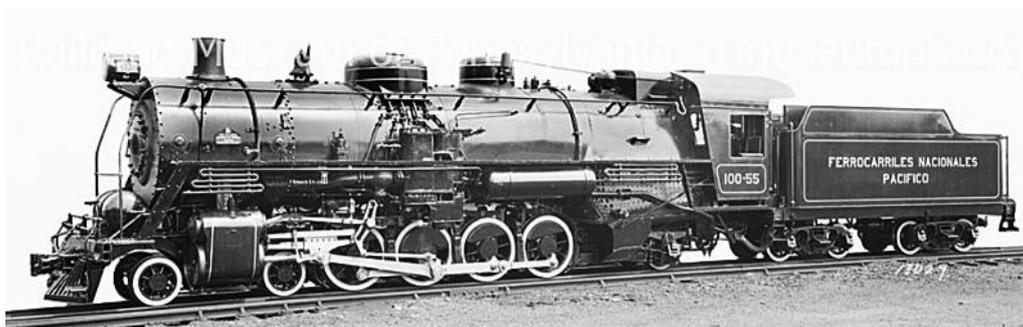
101 w/n 72239

102 w/n 73357 Supposedly ex *FC de Girardot Tolima Huila* no. **70** or **72**.

103 w/n 73358 Supposedly ex *FC de Girardot Tolima Huila* no. **71** or **73**. Later became *FCN* **108**.

104 w/n 73353

105 w.n 73354 Later became *FCN* **82**.



Hi-res copies of this photo are available from the Railroad

Museum of Pennsylvania – BLW negative 13029-1.



Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 13030-1.

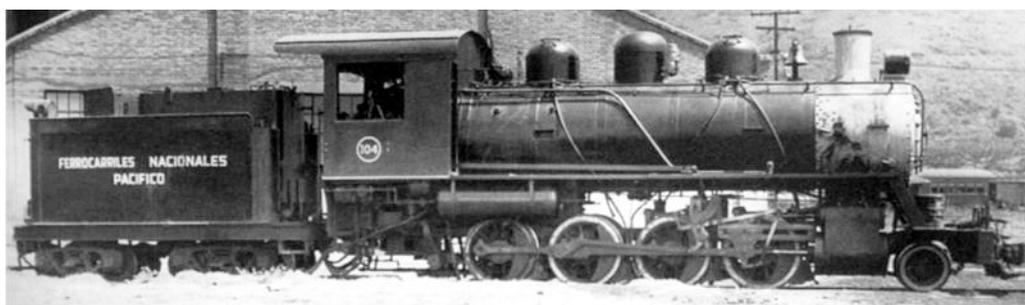


Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 13434.

2-8-0 d/w 42", cyls. 17x20", built by Porter in 1948

Ordered for Columbian National Railways for *FC del Pacifico*.

?	w/n 8164	?
104	w/n 8165	Went to <i>FCN-M</i> in 1958 as their no. 40 . [8]
105	w/n 8166	Went to <i>FCN-M</i> as 41 , and then to <i>FCN-C</i> still as 41 .



No. **104** soon after arrival [8]

3 The 1948 renumbering

In 1948 (or 1952?) the fleet numbering was reorganised. Locomotives met earlier have been listed below but in a more succinct format.

Wheel arr.	D/w	Cyls.	Builder	Works no.	Year	Previous identities, and later identities or fate	New no.
?	?	?	?	?	?	?	1
2-6-0	40	15x18	Baldwin	53040	1920	Ex 4 ; Ex <i>FC de Caldas</i> 4	2
2-8-2	42	16x22	ALCo Cooke	63270	1922	Ex 6 ; ex <i>FC de Caldas</i> 6	3
2-8-2	42	16x22	ALCo Cooke	65350	1923	Ex 8 ; ex <i>FC de Caldas</i> 8 . Working in Cali in 1963.	4
2-4-0T	940	325x440	Skoda	479	1928	Ex 5 . Withdrawn 1952.	5A

2-6-0	50	15x19 ³ / ₄	Berliner	8790	1927 Ex 2T ; ex <i>FC Santander Timba 2</i> , to <i>FCN-M</i> 1959	8	6
2-6-0	50	15x19 ³ / ₄	Berliner	8791	1927 Ex 3T ; ex <i>FC Santander Timba 3</i> , to <i>FCN-M</i> 1959		7
2-6-0	40	14x20	Baldwin	32379	1907 Ex <i>FC de Cauca 8</i> . Withdrawn by 1944.		8
2-6-0	40	14x20	Baldwin	32663	1908 Ex <i>FC de Cauca 9</i> . Withdrawn unserviceable 1947.		9
2-6-0	40	14x20	Baldwin	33011	1908 Ex <i>FC de Cauca 10</i>		10
4-8-0	40	17 ³ / ₄ x22	Berliner	8670	1925 Ex- 10 ; ex <i>FC de Cauca 10</i> . Plinthed in Pereira.		11
2-8-2T	37	16.5x20	Berliner	9203	1928 Ex 73		12
2-8-2T	37	16.5x20	Berliner	9204	1928 Ex 74 . Working in Cali in 1963.		13
2-8-2T	37	16.5x20	Berliner	9205	1928 Ex 75 Scrapped in late 1950s?		14
2-8-2T	37	16.5x20	Berliner	9368	1928 Ex 76		15
2-8-2T	37	16.5x20	Berliner	9369	1928 Ex 77		16
2-8-2T	37	16 ¹ / ₂ x20	Berliner	9370	1928 Ex 78 Worked until 1980, now awaits repair at Cali transport museum.		17
2-8-2T	37	16 ¹ / ₂ x20	Berliner	9371	1928 Ex 79 Scrapped in 1970s.		18
4-6-2	50	(3)	Berliner	8915	1927 Ex 48 . Working in Cali in 1963.		19
4-6-2	50	(3)16x20	Haine St P.	1557	1926 Ex 47		20
4-8-0	40	17 ³ / ₄ x22	Berliner	8671	1925 Ex 11 ; ex <i>FC de Caldas 11</i>		21
4-8-0	40	17 ³ / ₄ 5x22	Berliner	8818	1926 Ex 12 ; ex <i>FC de Caldas 12</i>		22
4-8-0	40	17x22	Berliner	8440	1924 Ex 35		23
4-8-0	40	17x22	Berliner	8441	1924 Ex 36		24
4-8-0	40	17x22	Kitson	5391	1925 Ex 37 . Working in Cali in 1963. sand dome fitted.		25
4-8-0	40	17x22	Kitson	5392	1925 Ex 38		26
4-8-0	40	17 ¹ / ₂ x22	Berliner	9322	1928 Ex <i>FCNaAr 4</i> , To <i>FCN-M</i> in 1958 55 ?		27
4-8-0	40	17 ¹ / ₂ x22	Berliner	9323	1928 Ex <i>FCNaAr 5</i> , To <i>FCN-M</i> in 1958 56 ?		28
4-8-0	40	17 ³ / ₄ x22	Berliner	8792	1925 Ex 39 , To <i>FCN-M</i> in 1959 57 ?		29
4-8-0	40	17 ³ / ₄ x22	Berliner	8793	1925 Ex 40 , To <i>FCN-M</i> in 1959		30
4-8-0	40	17 ³ / ₄ x22	Berliner	8794	1925 Ex 41 , To <i>FCN-M</i> in 1959		31
4-8-0	40	17 ³ / ₄ x22	Berliner	8795	1925 Ex 42 , To <i>FCN-M</i> in 1959		32
4-8-0	40	17 ³ / ₄ x22	Berliner	8796?	1925 Ex 43 , To <i>FCN-M</i> in 1959 51		33
4-8-0	40	17 ³ / ₄ x22	Berliner	8936	1925 Ex 49 , To <i>FCN-M</i> in 1954 54		34
4-8-0	40	17 ³ / ₄ x22	Berliner	8937	1925 Ex 50		35
4-8-0	40	17 ³ / ₄ x22	Berliner	8938	1925 Ex 51		36
4-8-0	40	17 ³ / ₄ x22	Berliner	8939	1925 Ex 52 , Withdrawn July 1957	Duplicated	37
4-8-0	40	18x22	Skoda	436	1927 Ex 53	Duplicated	37
4-8-0	40	18x22	Skoda	437	1927 Ex 54 Later went to <i>FCN-C</i> .		38
4-8-0	40	18x22	Skoda	438	1927 Ex 55 . Seen in steam at Cali by GC presumably in late 1950s or early '60s.		39
4-8-0	40	18x22	Skoda	439	1927 Ex 56		40
4-8-0	40	18x22	Skoda	440	1927 Ex 57 . Working in Cali in 1963.		41
4-8-0	40	18x22	Skoda	441	1927 Ex 58		42
4-8-0	40	18x22	Skoda	442	1927 Ex 59		43
4-8-0	40	18x22	Skoda	444	1927 Ex 60		44
4-8-0	40	18x22	Skoda	443	1927 Ex 61		45
4-8-0	40	18x22	Skoda	445	1927 Ex 62		46
4-8-0	40	18x22	Skoda	448	1928 Ex 90		47
4-8-0	40	18x22	Skoda	449	1928 Ex 91		48
4-8-0	40	18x22	Skoda	450	1928 Ex 92		49
4-8-0	40	18x22	Baldwin	60269	1927 Ex 63 . Seen in steam at Cali by GC in 1960s and 1970.		50

4-8-0	40	18x22	Baldwin	60270	1927	Ex 64		51
4-8-0	40	18x22	Baldwin	60271	1927	Ex 65 , In Cali in 2001.		52
4-8-0	40	18x22	Baldwin	60272	1927	Ex 66 Derailed 23 rd October 1945 near Armenia.		53
4-8-0	40	18x22	Baldwin	60273	197	Ex 67		54
4-8-0	40	18x22	Baldwin	60274	1927	Ex 68		55
4-8-0	40	18x22	Baldwin	60287	1927	Ex 69 . Seen in steam at Cali by GC presumably in late 1950s or early '60s.		56
4-8-0	40	18x22	Baldwin	60288	1927	Ex 70 Still exists in Cali.		57
4-8-0	40	18x22	Baldwin	60289	1927	Ex 71		58
4-8-0	40	18x22	Baldwin	60290	1927	Ex 72		59
4-8-0	40	18x22	Baldwin	60508	1928	Ex 80		60
4-8-0	40	18x22	Baldwin	60509	1928	Ex 81		61
4-8-0	40	18x22	Baldwin	60510	1928	Ex 82 Ex <i>FC Nariño</i> 11		62
4-8-0	40	18x22	Baldwin	60511	1928	Ex 83		63
4-8-0	40	18x22	Baldwin	60512	1928	Ex 84 Went to <i>FC de Nariño</i> 12 but later returned. Restored 1984 and now in Transport Museum in Cali.		64
4-8-0	40	18x22	Baldwin	60532	1928	Ex 85 , Seen in service in Oct. 1967 [31] in Bogotá. To Turistren in 1998, but later scrapped.		65
4-8-0	40	18x22	Baldwin	60535	1928	Ex 86 [8] states that 66 was eventually trapped at Manizales after the line closed and was then plinthed in the 'El Bosque' park.		66
4-8-0	40	18x22	Baldwin	60536	1928	Ex 87		67
4-8-0	40	18x22	Haine St P	1552	1926	Ex 44		68
4-8-0	40	18x22	Haine St P	1554	1926	Ex 46 . Transferred to <i>FCN-S</i>		69
4-8-2	42	18½x22	Baldwin	70892	1944	Ex 93 , later to <i>FCN-S</i> 26		70
4-8-2	42	18½x22	Baldwin	70893	1944	Ex 94 , later to <i>FCN-C</i> 109 , then to Turistren 1997 now at Estación Sabana		71
4-8-2	42	18½x22	Baldwin	70894	1944	Ex 95 , later to <i>FCN-C</i> 107		72
4-8-2	42	18½x22	Baldwin	70895	1944	Ex 96 , later to <i>FCN-C</i> 106		73
4-8-0	40	17¾x22	Berliner	9438	1929	Ex <i>Nor2A</i> 36 , ex <i>NyNE</i> 54 , ex <i>Cen</i> 94 , to <i>FCN-P</i> Oct 1959		72²
4-8-0	40	17¾x22	Berliner	9440	1929	Ex <i>Nor2A</i> 38 , ex <i>NyNE</i> 56 , ex <i>Cen</i> 96 , to <i>FCN-P</i> Oct 1959		73²
4-8-2	42	18½x22	Baldwin	71971	1944	Ex 97		74
4-8-2	42	18½x22	Baldwin	72236	1945	Ex 98 . Later went to <i>FCN-C</i> . Seen operating in Bogotá in Oct. 1967 [31].		75
4-8-2	42	18½x22	Baldwin	72237	1945	Ex 99 . Working in Cali in 1963.		76
4-8-2	42	18½x22	Baldwin	72238	1945	Ex 100 , to <i>FCN-P</i> 110		77
4-8-2	42	18½0x22	Baldwin	72239	1945	Ex 101 . Seen in steam at Cali by GC presumably in late 1950s or early '60s.		78
2-8-2			Baldwin	73058	1947	Ex <i>FC Antioquia</i> 74 , later <i>FCN-C</i> 79 , then <i>FCN-M</i> in 1960		79
4-8-2	42	18½x22	Baldwin	73353	1947	Ex 104		81
4-8-2	42	18½x22	Baldwin	73354	1947	Ex 105 , To <i>FC Nar</i> 11 . In service Oct. 1967 [31]. Derelict at Facativá since '90s. Was waiting at Corzo in 1999 to go to Cali transport museum.		82
4-8-2	42	18½x22	Baldwin	73357	1946	Ex 102 ; ex <i>FC de Girardot</i> <i>TH</i> 72		83
4-8-2	42	18½x22	Baldwin	73358	1946	Ex 103 ; ex <i>FC de Girardot</i> <i>TH</i> 73		
						Eventually went to <i>FCN-C</i> as no. 108 .		84
4-8-0	40	17¾x22	Berliner	9439	1929	Ex <i>Nor2A</i> 37 <i>NyNE</i> 55 <i>FCN-C</i> 95		84²
2-8-2	44	17x22	Baldwin	73051	1947	Ex <i>FC de Antioquia</i> 67 , [8] says became <i>FCN-P</i> 79		85
2-8-2	44	17x22	Baldwin	73053	1947	Ex <i>FC de Antioquia</i> 69 , to <i>FCN-C</i> 77 in 1962		86

4-8-2	42	18½x22	Porter	8133	1948	Ex <i>NyNE 73</i>	To Cen 130 in 1953	87
4-8-0	40	17¾x22	Berliner	8819	1926	Ex <i>FC de Caldas 13</i>		96
4-8-0	40	17¾x22	Berliner	8832	1926	Ex <i>FC de Caldas 14</i> , to <i>FCN-M 52</i> in 1954		97
4-8-0	40	17¾x22	Berliner	8833	1926	Ex <i>FC de Caldas 15</i>		98
4-8-0	40	17¾x22	Berliner	8860	1926	Ex <i>FC de Caldas 16</i> , to <i>FCN-M 53</i> in 1954		99
4-8-0	40	17¾x22	Berliner	8961	1927	Ex <i>FC de Caldas 17</i> . Later running with blind second pair of driving wheels instead of the first pair [8], to <i>FCN-M 100</i>		100
4-8-0	40	17¾x22	Berliner	8962	1927	Ex <i>FC de Caldas 18</i> , to <i>FCN-M 101</i> in 1958		101
4-8-0	40	17¾x22	Berliner	9320	1928	Ex <i>FC de Caldas 19</i> , to <i>FCN-M 102</i> in 1958		102
4-8-0	40	17¾x22	Berliner	9321	1928	Ex <i>FC de Caldas 20</i> , to <i>FCN-M 103</i> in 1958		103
2-8-0	42	17x20	Porter	8164	1948	Ex 39	To <i>FCN-P 103</i> ?	103²
2-8-0	42	17x20	Porter	8165	1948	Ex 40 (Or to <i>FCN-M</i> in 1958 as 40 [8])		104
2-8-0	42	17x20	Porter	8166	1948	Ex 41 , To <i>FC Girardot 105</i> , then 41 , became <i>FCN-C 41</i>		105

[8] says this loco went to Girardot as their no. **40** and then kept same number on to *FCN-C*.



No. **6**, ex *FC de Caldas* no. **6**, an ALCo 2-8-2, as renumbered **3** and also displaying its adhesive weight of 35 tonnes.



No. **74** as later renumbered to **13**. [8]



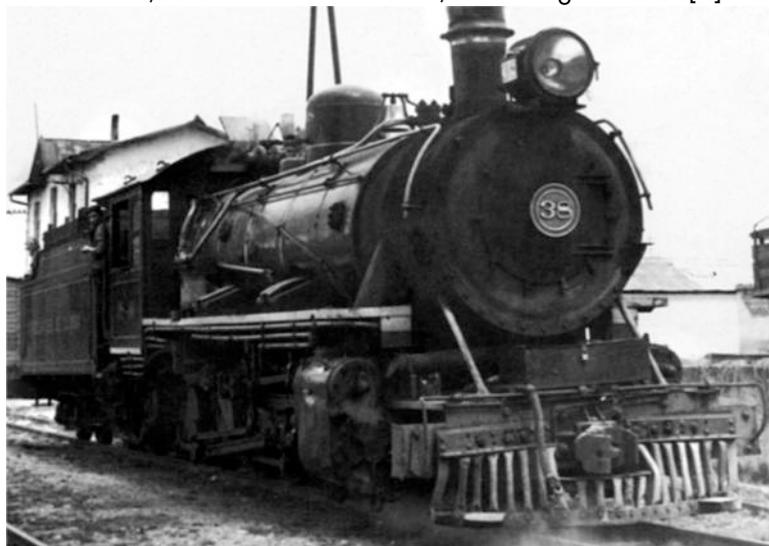
No. **75** as later renumbered to **14**. [8]



No. **100**, ex *FC de Caldas* no. **17**, as running in 1952. [8]



No. **69**, ex *FC de Caldas* no. **46**, as running in 1952. [8]



A Skoda-built 4-8-0, ex *FC del Pacifico* no. **54**, as later running bearing the no. **38**, and then moved to the *FCN-C* and seen here at Facatativá in 1962. [8]



On 8th April 1948 a mixed train from Manizales to Cali derailed at the La Máquina bridge. This view would appear to show the underside of a 4-8-0 but no other details are known. Photo by Manuel Garcia.



FCN-P no. **80**, previously FC de Antioquia no. **69**. [8] **NB Not in list above.**



FCN-P no. **82**, ex FC del Pacifico no. **105**, as lying at Corzo in 1999. [8]

4-8-0 d/w 40", cyls. 18x22", built by Tubize in 1951

Ordered for *FC del Pacifico*. They apparently demanded 4-8-0s as were not happy with the 4-8-2s. However [8] points out that the Dewhurst design was varied in that these locos had flanged front driving wheels. That source also suggests these locos seem to have been built to the 1926 drawings supplied to Haine St. Pierre.

88 w/n 2405 Seen in steam at Cali by GC presumably in late 1950s or early '60s, and by RW in '60s.

89 w/n 2406

- 90 w/n 2407
- 91 w/n 2408
- 92 w/n 2409 Working in Cali in 1963.
- 93 w/n 2410 Renumbered **70** in 1952. Plinthed at Armenia.
- 94 w/n 2411 Transferred to *FCN-C* as their no. **109** in exchange for 4-8-0s as they were better on the *Pacifico* grades. ??? but this is a 4-8-0?
- 95 w/n 2412



A Gordon Crowell photo of the first of this batch, no. **88**. [8]



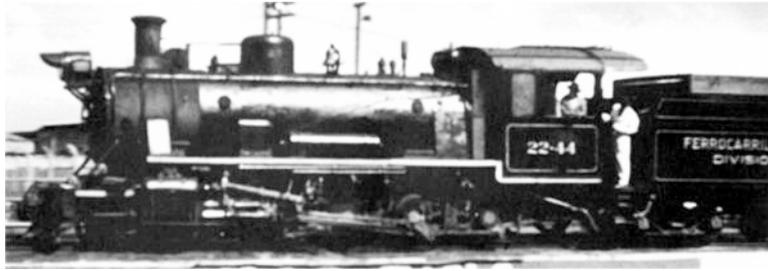
The 1952 official photo of no. **95**. [8]

The end of the railway's separate identity

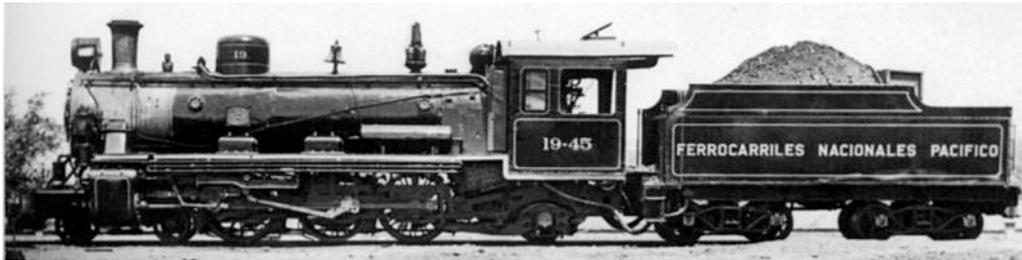
As previously explained, the *FC del Pacifico* became the *FCN division Pacifico* seamlessly and with any change of loco numbers.



Ex *FC del Pacifico* Haine St. Pierre 2-6-2, *FCN-C* no. **9**, as photographed by Trevor Rowe at Girardot in 1970. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. trco70014.



FC de Caldas no. **12**, later becoming FC del Pacifico no. **12**, and then seen here as FCN-P no. **22**. As was standard in the FCN-P after 1952 the adhesive weight in tonnes was displayed after the engine's number on the cabside. [8]

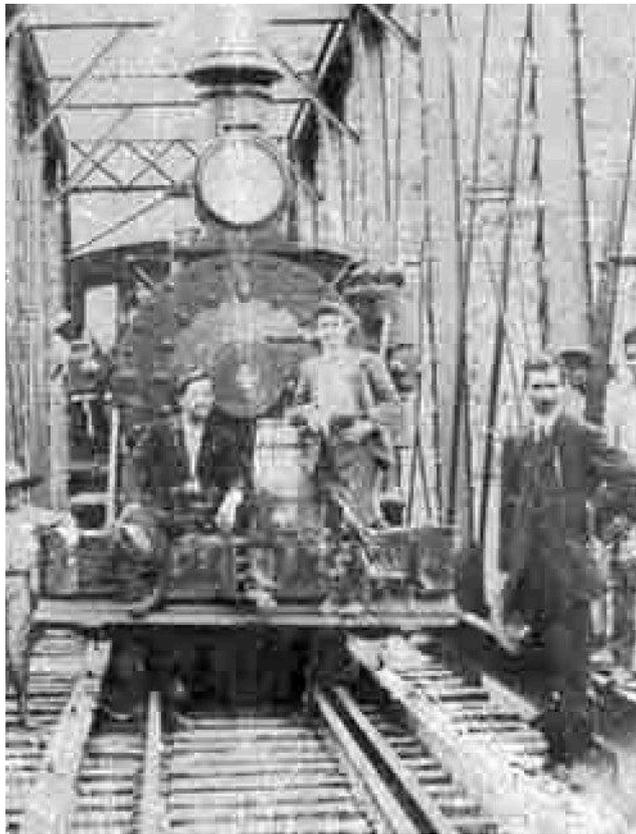


FC del Pacifico no. **48** as later renumbered **19** and running for the FCN-P. [8]

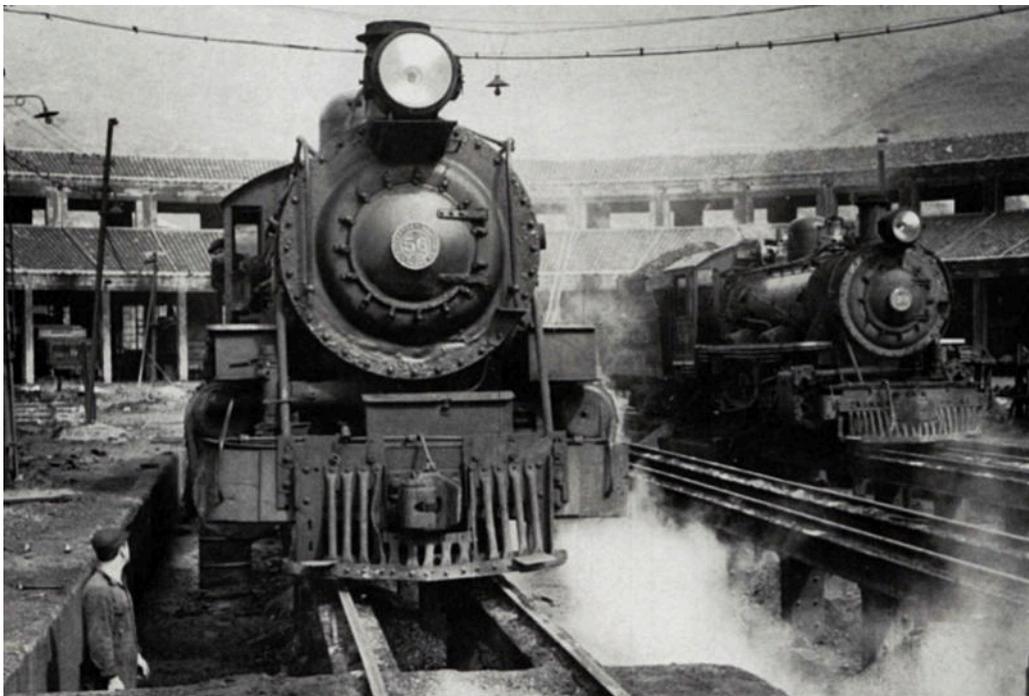
Other puzzles



This photo, from a Facebook album of Sr. Adrián Ortigas, shows an American-built 2-4-2 labelled as *Ferrocarril del Pacifico* no. **2**. However, this does not fit any known loco listed above. Of course Mexico also had an *FC del Pacifico*, but that was standard gauge and this engine seems more likely to have been on some narrower track. Costa Rica had a *Ferrocarril al Pacifico* but the word 'del' is clear above. Were there any other *FC del P* railways in central America?



This photo, supposedly from the *FC del Pacifico*, shows an American-built loco with a capped chimney and the number **4** on its smokebox. This does not match any known identity listed above.



Locos on shed at Cali.

12.5.2 *El FC Santander - Timba*

Background

3' 0" gauge, Constructed by the *departamento de Cauca* around 1926-7 as a branch off the *FC del Pacifico*.

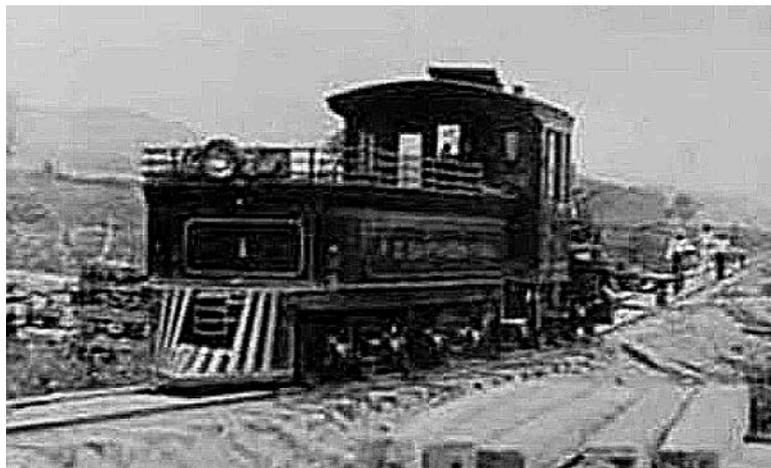
2-6-2 d/w 36", cyls. 11x16", built by Baldwin in 1925

Ordered for *FC Santander - Timba*. BLW class 10-16 $\frac{1}{4}$ D no. 18. Spec. is in vol. 78 p177. Identical to *FC del Pacifico* nos. 18 and 19 [8].

1 'M. J. OLANO' w/n 58554 Later became *FC del Pacifico* no. 1T. Not in 1952 inventory [8].



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09578-1.



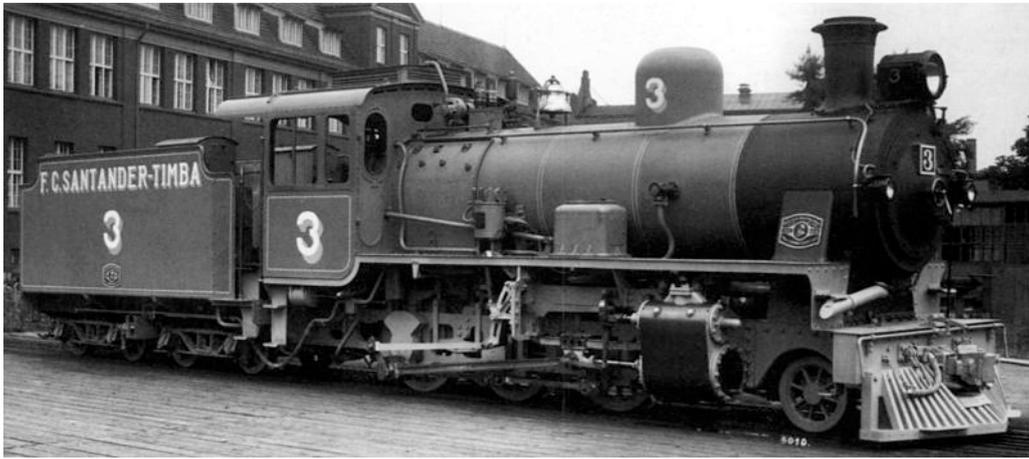
Construction work between Timba and Santander de Quilichao, supposedly in 1923 but the loco only dates from 1925.

2-6-0 d/w 40", cyls. 15x19 $\frac{3}{4}$ ", built by BMAG in 1927

Ordered for *FC Santander-Timba*, Columbia. Possibly 4-6-0s, according to Jens Merte's *BMAG* list.

2 w/n 8790 Became *FC del Pacifico* no. 2T and later no. 6. Went to Santa Marta as *FCN-M* no. 8 and was seen in steam in 1961 [8].

3 w/n 8791



A BMAG photo of no. 3 before shipping from Berlin. Source [8] commented that this appeared to have been taken in a hurry for the right hand front cylinder cover seems to be missing. However, I am less certain about this.



No. 3 stands at Lomitas station during construction in 1927. Although the lettering looks similar to that seen in the photo above, the railway name at the top of the tender side has been moved down a little.

The end of the railway's separate identity

Eventually absorbed into the *Pacifico* system.

12.5.3 *El FC de Caldas*

1917-1932

Background

3' 0" gauge, despite what the 1920s US report and Copeland's list say. All the locos listed below were built to 3' 0" gauge rather than 1 metre. The Caldas line commenced from Cartago and the first 10 km opened in 1917. The line ran east as far as Nacederos, where it divided, north-east to Manizales and southward, independently, to Armenia. The railway was absorbed by the *FC Pacifico* in 1932, which subsequently became part of the new *FC Nacionales* in 1953, but in 1959 a landslide blocked the Manizales branch which never re-opened. Sr. Arias [8] suggests that it had been only in 1952 that *FC de Caldas* locos were renumbered into a broader *Pacifico* scheme.

From Manizales a common carrier ropeway ran east for 72 km, thus providing a link to Bogotá and explaining the importance of the railway at least in its early years.

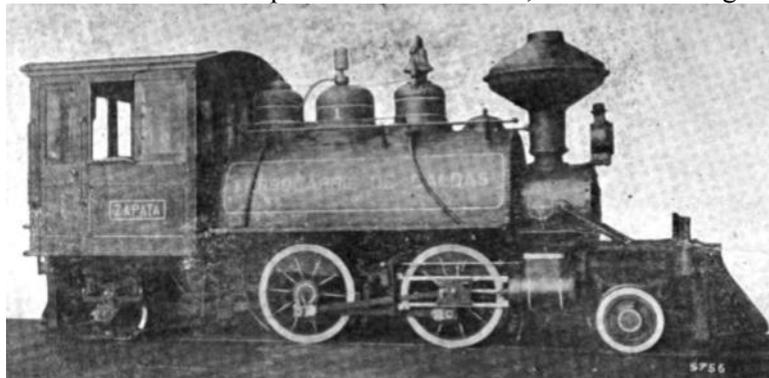
2-4-2T d/w 37", cyls. 8x12", built by Baldwin in 1916

Ordered via Mecke & Co. for *FC de Caldas*. 3' 0" gauge. BLW class 8-10¼C no. 17. Spec. is in vol. 54 p308. US report [2] says weight was 14 tons. Ortega [12] in 1919 or thereabouts reported one engine in service, of 17½ tonnes, which was probably this one.

1 'ZAPATA'

w/n 42964

Named after Ing. Felipe Zapata [7] vol. 24 p565. This engine is plinthed in Manizales, so where did it go from the *FC de Caldas*?



A builder's photo of no. 1 'ZAPATA', from source [18].



No. 1 'ZAPATA' was photographed at Pereira by Paul Dewhurst in 1923 [8].

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1918

Ordered via Mecke & Co. 3' 0" gauge. BLW class 8-22D no. 350 Spec. is in vol. 66 p95. US report [2] says weight was 35 tons.

2 'ISAZA'

w/n 50737

1924 photo shows Rushton stack fitted. What happened to this engine after the merger of the *FC de Caldas* into the *FC del Pacifico*?

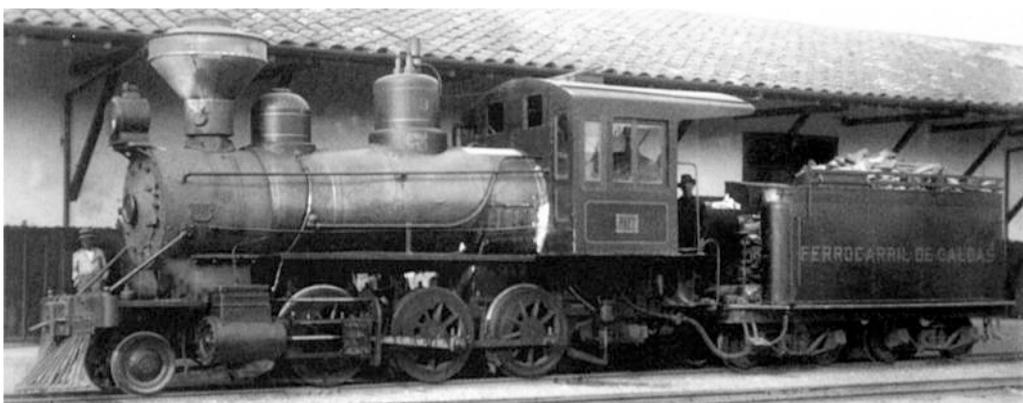


No. 2 'ISAZA' is seen here at Pereira in 1924. [8]

2-6-0 d/w ?, cyls. ?, built by Glover Machine Works in 1918

Ordered for Antioquia Commercial Co. for *FC de Caldas*. 3' 0" gauge. US report [2] says weight was 45 tons. 1923 photo by PCD shows extended wagon-top boiler and Radley & Hunter stack.

3 'PAEZ' w/n 15204 What happened to this engine after the merger of the *FC de Caldas* into the *FC del Pacifico*?



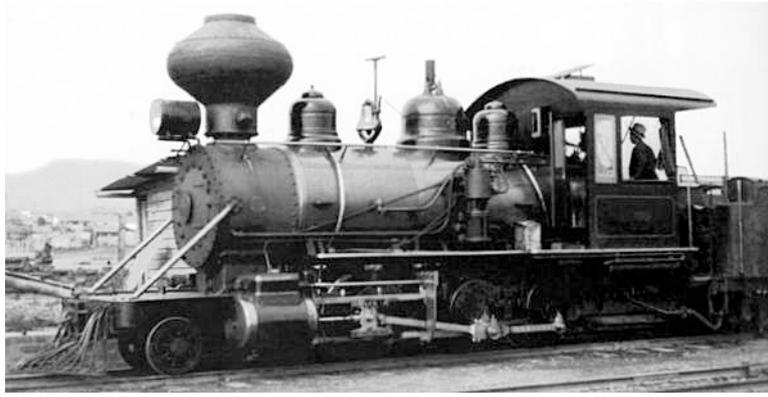
A Paul Dewhurst photo of no. 3 taken in 1923. [8]

2-6-0 d/w 40", cyls 15x18", built by Baldwin in 1920

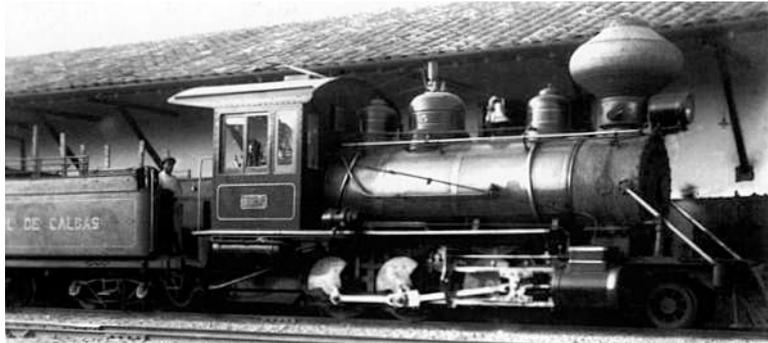
Ordered for 3' 0" gauge. Two locos via Mecke & Co. for *FC de Caldas*, but no running numbers specified. BLW class 8-24D nos. 248-9. Spec. is in vol. 66 p98. US report [2] says weight was 45 tons. Holzinger's list seems to imply that there were four of these but I can only find two in the BLW spec. sheets, and two fits the running number list. [8] gives the names the other way round.

4 'ESCOBAR' w/n 53040 Later became *FC Pacifico* no. 2¹.

5 'DR. GUTIÉRREZ ARANGO' w/n 53051 Later became *FC Ambalema-Ibagué* no. 3 for a while, and then *FCN-P* no. 3, eventually no. 3A.



FC de Caldas no. 4, as photographed by P. C. Dewhurst. [8]



FC de Caldas no. 5, as photographed by P. C. Dewhurst at Pereira station in 1923. [8]

2-8-2 d/w 42", cyls.16x22", built by ALCo Cooke in 1922 and 1923

Ordered for Caldas Railway. 3' 0" gauge. US report [2] says weight was 53 tons. NB Running boards not symmetrical on both sides, extra step up on left side to clear the air reservoir beneath.

6 'E. SERNA G.'	w/n 63270	Later became <i>FC Pacifico</i> no. 3 ¹ .
8	w/n 65350	Later became <i>FC Pacifico</i> no. 4 ³ .



FC de Caldas no. 6 'E. SERNA G.' as depicted in an ALCo builder's photo [8].



The same engine in service eighteen months after its arrival. [8]

2-6-2T d/w 33", cyls. 11x16", built by Baldwin in 1922

Ordered for 3' 0" gauge. BLW class 10-16¼D no. 16. Spec.is in vol. 66 p101. Number but no name listed on spec. sheet. US report [2] says weight was 27 tons. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix.

7 'GRAL. RAMON JARAMILLO' w/n 55740 Named after governor of Caldas at the time. What happened to this engine after the merger of the *FC de Caldas* into the *FC del Pacifico*?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 08526-1.



P. C. Dewhurst took this shot of no. 7 at Pereira workshops in 1923 [8].

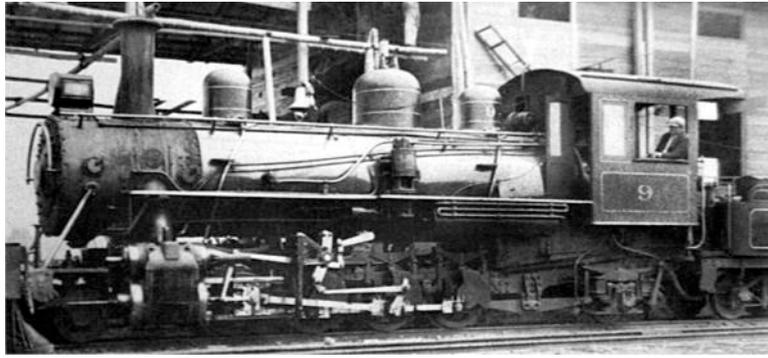
2-8-2 d/w 33", cyls. 15x18", built by Baldwin in 1925

Ordered for *FC de Caldas*. 3' 0" gauge. BLW class 12-24¼E no. 4. Spec.is in vol. 78 p156.

9 w/n 58418 Later became *FC Ambalema-Ibagué* no. 4, then *FCN-C* no. 42.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 09496.



No. 9 in service. Date unknown [8].

The fleet in 1925

The US report lists the fleet exactly as above [2], whilst source [3] says there were eight engines perhaps because no. 9 had not yet arrived in August 1925.

4-8-0 d/w 40", cyls. 17³/₄x22", built by BMAG in 1925 (10-11) 1926 (12-15), 1927 (16-18) and 1928 (19-20)

Ordered for "Caldas Bahn". Those for which details are available in Jens Merte's list were all for 3' 0" gauge. However, 8670-1 are listed there as for Portuguese broad gauge. NB These locos had some German characteristics rather than sticking precisely to Dewhurst's drawings.

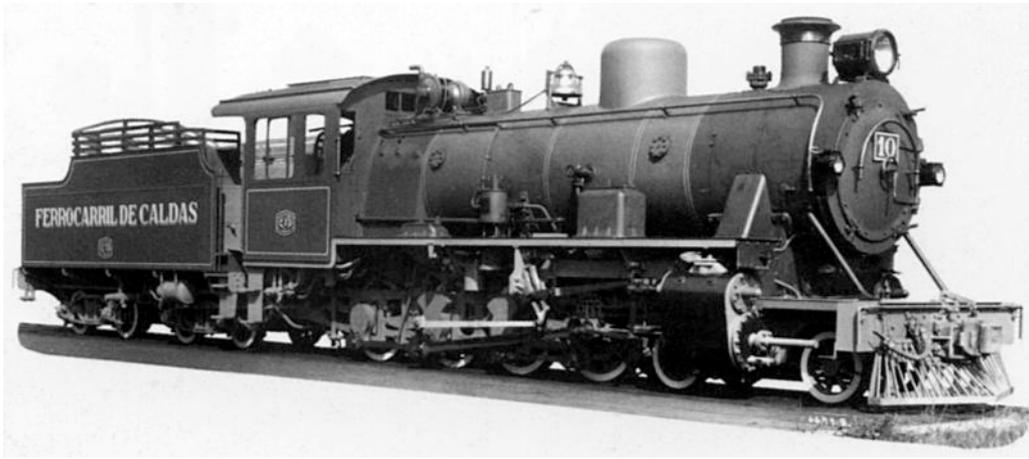
10	w/n 8670	Later became <i>FC Pacifico</i> no. 11, and then <i>FCN-P</i> no. 42. Later preserved in a park in Cali.
11	w/n 8671	Later became <i>FC Pacifico</i> no. 21 ² in 1952.
12	w/n 8818	Later became <i>FC Pacifico</i> no. 22 ² .
13	w/n 8819	Later became <i>FC Pacifico</i> no. 96 ² .
14	w/n 8832	Later became <i>FC Pacifico</i> no. 97 ² .
15	w/n 8833	Later became <i>FC Pacifico</i> no. 98 ² .
16	w/n 8860	Later became <i>FC Pacifico</i> no. 99 ² . Sent in 1954 to <i>FCN-M</i> .
17	w/n 8861	Later became <i>FC Pacifico</i> no. 100 ² .
18	w/n 8862	Later became <i>FC Pacifico</i> no. 101 ² .
19	w/n 9320	Later became <i>FC Pacifico</i> no. 102 ² .
20	w/n 9321	Later became <i>FC Pacifico</i> no. 103 ² .

[8] reports the following two locos as originating here, but the *BMAG* list has them down as ordered directly for the *FC Nacederos Armenia*.

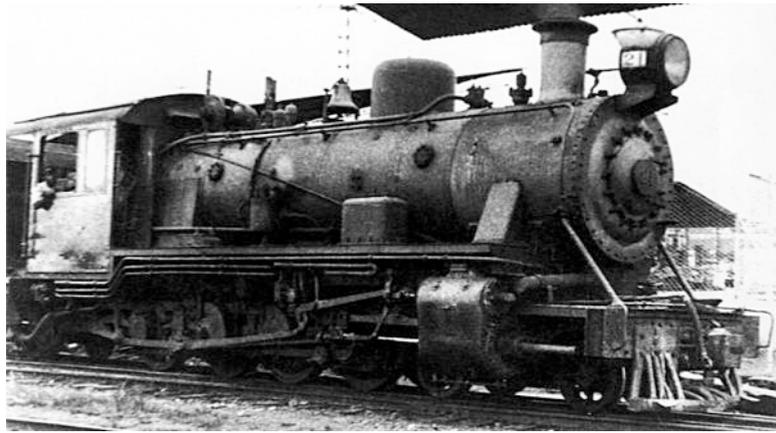
21	w/n 9322	Later to <i>FC Nacederos Armenia</i> as no. 4, then <i>FC Pacifico</i> no. 27.
22	w/n 9323	Later to <i>FC Nacederos Armenia</i> as no. 5, then <i>FC Pacifico</i> no. 28.



FC de Caldas 4-8-0 by BMAG. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam556.



Another BMAG works photo of no. 10 [8].



A 1964 photo of Caldas no. 11 as renumbered to 21. [8]

The end of the railway's separate identity

Absorbed into the *FC del Pacifico* in 1932. But locos only renumbered in 1952 [8].

12.5.4 *El FC de Nacaderos - Armenia*

19??-1932?

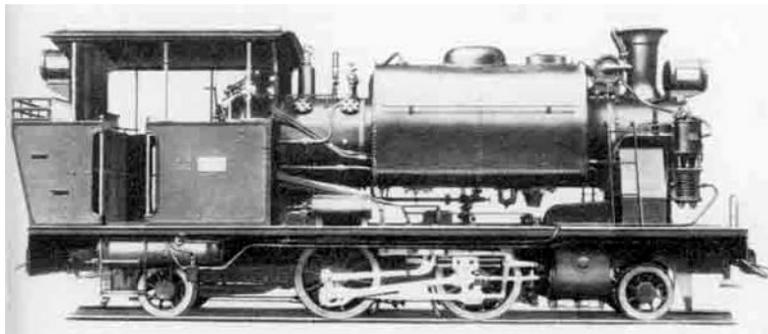
Background

3' 0" gauge, Built by the *departamento de Caldas* in the 1920s, as a branch southward from the *FC de Caldas*. In Armenia it met the *FC del Pacifico* branch from Zarzal, thus forming a loop.

2-4-2ST d/w 37", cyls. 11 7/16 x16", built by Henschel in 1926

Ordered for Columbian National Railway.

1 w/n 20721 Became *FC del Pacifico* no. **1N**, or maybe **1T** as [8] suggests though that seems unlikely. Out of service by 1944.



FC de Nacaderos - Armenia no. **1**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsa637.

4-8-0 d/w 40", cyls. 18 1/4 x22", built by Haine St. Pierre in 1926

Ordered for Colombia, as nos. **44-45**.
for Cote d'Ivoire.

NB Patrick Tassignon [47] has these two builder's numbers as 4-6-2s

2 w/n 1555 Became *FC del Pacifico* no. **2N**. Later became *FC de Girardot* no. **38**.

3 w/n 1556 Became *FC del Pacifico* no. **3N**. Later became *FC de Girardot* no. **39**.

4-8-0 d/w 40", cyls. 17 1/2 x22", built by BMAG in 1928

Ordered for Nacaderos - Armenia, Columbia. See reference also at the end of the previous section, where they were referred to as *FC de Caldas* nos. **21** and **22**.

4 w/n 9322 Probably became *FC del Pacifico* no. **4N**.

5 w/n 9323 Probably became *FC del Pacifico* no. **5N**.

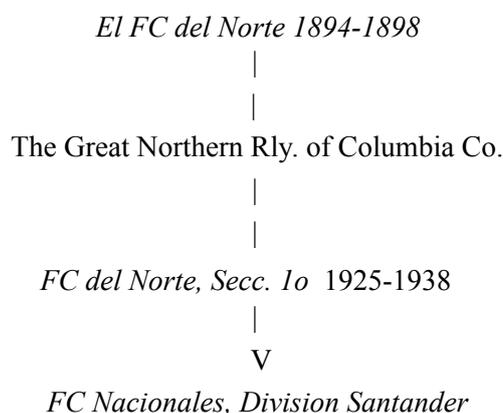
The end of the railway's separate identity

Taken over by the *FC del Pacifico*, in the early 1930s?

12.6 The Santander area

The context

Metre gauge initially but regauged to 3' 0" gauge in ???. The *departamento de Santander* contained only one public railway, that running eastward from Puerto Wilches on the Magdalena river, though to the south there was the Tropical Oil Co. line which was later taken over by the government. That situation changed radically with the coming of the long-awaited *FC del Atlántico* around 1960.



(Diagram by Reimar Holzinger with modifications)

12.6.1 *El FC del Norte / FC de Pto. Wilches*

1894-1898

The Great Northern Railway of Columbia Co. Ltd.

1908-1925

El FC del Norte seccion Primero (FCNo1o)

1925-19??

Background

Metre gauge until 1957.

Juan Santiago Correa {source 30] wrote: “The idea of connecting Bucaramanga with the Magdalena River materialized in 1871 with the signing of a construction contract for a railway line between this city, the Paturia swamp or the Magdalena River. However, the difficulties in attracting investors, the ambiguities of the contract and the pressure exerted by the merchants of Cúcuta, who saw a danger in the opening of this axis of commerce, led to the cancellation of the project. In 1880 new contracts were signed to advance this line and construction began a year later from a point on the Magdalena River, which would be known as Puerto Wilches in homage to Solón Wilches. However, the construction averages were very poor and the work was completely paralyzed as a result of the civil war, and in 1887 the company had to be liquidated.

In 1893 the works were taken over by the Department, but the war of 1895 paralyzed the project and after some attempts to reactivate the project, again the war of a thousand days stopped the construction. This would only be reactivated in 1906 in the midst of contractual difficulties and difficult legal disputes with the new contractors that led to the paralysis of the work in 1914, the government having to receive the company in 1920 with a line of just 23 kilometers. *The Railway Times* of April 1st 1911 (p319) has one account of the difficulties. The economic boom of the 1920s allowed the project to be restarted with a new spirit that led to the authorization of the restart of the works and the scope of the project was expanded in what from then on would be known as the North Central Railway. first section.

The work continued to advance during these years until kilometer 109, but the economic crisis of 1930 paralyzed it again and the connection with Bucaramanga was made through a 15-kilometer highway. Only until 1941 the railway was extended to the Café Madrid Station with 170 kilometers, but it was never carried to Bucaramanga. At the beginning of the 1960s, with the official integration into the National Railways of Colombia, the junction with the Atlantic Railway was made at El Cruce Station. However, its operation deteriorated continuously during the following years until the definitive suspension of service in 1990 and its liquidation in 1992.”

From Puerto Wilches construction began in 1884 but was abandoned because of civil war. Work recommenced under the *Gran Ferrocarril Central Norte* / Great Northern Central Railway of Columbia Ltd. title in 1908, though with unfortunate and possibly criminal financial consequences [3]. 20 km was built and opened. 50 km was opened by 1925, from Puerto Wilches to Sabana de Torres. A further section to Puerto Santos had been constructed and the route was expected to be completed to Bucaramanga by 1926.

From 1925 onward the railway was designated the *FC del Norte sección Primero* because it was anticipated that it would eventually be joined to the *FC del Norte sección Segundo* further south in order to create the *FC Troncal Oriente* from Bogotá through to the Atlantic coast. This never happened.

In 1953, however, it became part of *FCN División Santander*, was eventually connected to the new *FC al Atlantico*, and was consequently regauged to 3' 0".

0-4-2T d/w 40", cyls. 10x16", built by Porter in 1882

Ordered for *FC de Puerto Wilches*, then to the *FC del Sur* supposedly in 1903, and on to *FC del Norte 2a*. Possibly also on *FC de la Sabana* at some point. Later called ‘SANTANDER’. This engine, though purchased for the construction of this railway, never actually worked here.

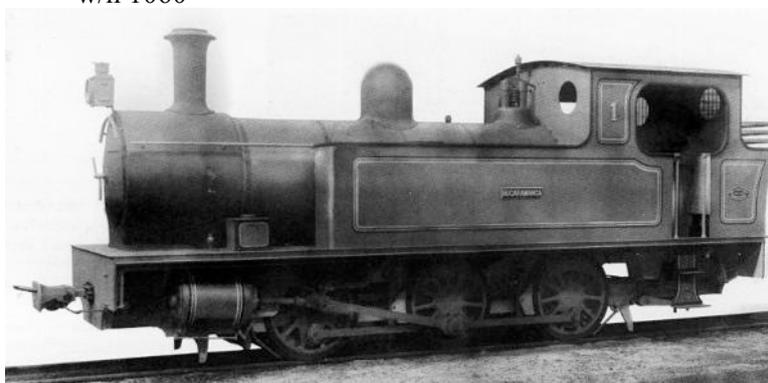
1? ‘GENERAL WILCHES’ w/n 495

0-6-0T d/w ?, cyls. 14x20", built by Kerr Stuart in 1908

Ordered for Columbia.

1 ‘BUCARAMANGA’ w/n 1059

2 ‘MAGDALENA’ w/n 1060



A Kerr Stuart works photo of no. 1 ‘BUCARAMANGA’ from P. C. Dewhurst’s collection [8].



One of these two engines, possibly no. **1**, derailed at an unknown date, though this may well be the same incident as that illustrated below.



A photo taken by Sr. Quintilio Gavassa Mibelli, showing the derailment of a train approaching Puerto Wilches on 3rd August 1925, though the date has been contested as Sr. Gavassa supposedly died in 1922.

The fleet in 1919

Ortega, writing in 1919, said that there were two English tank locos on the railway, each weighing 31 tonnes [1]. These were presumably the pair of Kerr Stuart 0-6-0Ts.

2-4-2T d/w 36", cyls. 11x16", built by ALCo in 1924

Ordered for Pto. Wilches, *Central del Norte*.

3

w/n 65546



FC del Norte no. **3**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam634.

CJW 2106 AMERICAN LOCOMOTIVE COMPANY, 242
 NEW YORK

Class, 242 T 45 Road Number, 3
 BUILT FOR THE FERRO CARRIL CENTRAL DEL NORTE, SECCION PRIMERA

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
3'-3½"	11"	16"	36"	36"	180 lbs.	40½"	33"	85	2"	8'-3½"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving		Engine		Leading		Driving		Trailing		Engine
4'-9"		17'-8"		5500		34000		5500		45000
FUEL	HEATING SURFACES—SQUARE FT.				GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION			
	Kind	Tubes	Fire Box	Total						
Oil or Wood	367	41	408	9.3	8200 lbs.	4.1				

Tank Type, Saddle. Capacity, Water, 600 Gals. Fuel, 150 Gals.
 ORDER No. C-777
 May, 1924

FC del Norte 1a no. 3 ALCo publicity card details.

0-6-0T d/w 30½", cyls. 11x16", built by ALCo in 1925

Ordered for This was one of the white 'Russian towns and Cities Union' locos that were not delivered after the triumph of the Bolsheviks.

4 w/n 58937

The fleet in 1925

The usual US report [2] gives the fleet at that time as:

1 and 2 0-6-0s weighing 27 tons and capable of hauling 190 tons.

3 a 2-4-0 weighing 15½ tons and capable of hauling 115 tons.

4 a six coupled loco of some kind weighing 21 tons and capable of hauling 150 tons.

With the exception of the wheel arrangement of no. 3, that matches the locos listed above, and that discrepancy was probably merely a mistake. Source [3] confirms the basic details, though it mistakes the haulage capacities for the actual weight of each engine.



This low resolution image was titled as having been taken at Bucaramanga before the construction of the Café Madrid, though that gives no clues as to the year. The loco is unidentified but carries a Radley & Hunter or similar spark-arresting stack.

2-6-0 d/w 44½", cyls. 16x20", built by Hartmann in 1905

Ordered for FC Nacional de Colombia. Purchased by government for the intended change of the FC de Girardot to metre gauge, but as this did not happen they were later transferred to the FC de la Sabana and the FC del Norte [8].

This needs confirmation.

5 'La MESA' w/n 2952

4-8-0 d/w 40", cyls. 18¼x22", built by Haine St. Pierre in 1926

Four engines ordered for Colombia. Metre gauge. 1519-1520 were delivered bearing numbers **29-30** for the *FC Norte Segundo*, whilst nos. 1521-2 came straight here as nos. **7** and **8**. 1519 was then transferred here at a time when the number **6** had become vacant, whilst 1520 had to take the number **16**.

6	w/n 1519	
7	w/n 1521	Rebuilt to 3' 0" gauge in 1957. Derelict at Flandes in 1986.
8	w/n 1522	later to <i>FCN-S</i> as no. 8 .
16	w/n 1520	



FC Central del Norte Primera no. **7**, as lying derelict at Flandes in 1986. [8]



An FCN Division Norte Primero 4-8-0, probably one from this HSP batch judging by the sandboxes.

2-6-2 d/w 40", cyls. 16½x20", built by Haine St. Pierre in 1926

Ordered for Colombia. 3' 0" gauge. *HSP* list says 1593-5 and 1596-7 delivered bearing numbers **9-11** and **11-12**, but to where? Presumably only arrived on this section in 1950s.

9	w/n 1595	Later to <i>FCN-S</i> as no. 9 .
10	w/n 1596	
11	w/n 1597	
<i>FC del Sur</i> 11 ² became 12	w/n 1593	
<i>FC del Sur</i> 12 ² became 14	w/n 1594	



A still from a German video showing HSP 2-6-2 no. **11** on construction trains near Barrancabermeja in 1958. Closer views clearly showed the front number plate, the compound air pump and the lack of sand-boxes protruding above the running plate.

0-6-0T d/w ?, cyls. ?, built by HanoMAG in 1928

One of a pair ordered for Norte, Columbién, ie. the FC Norte 1o. HanoMAG list says built for 3' 0" gauge though this seems very doubtful. At some point they were No2o 33 and 34, and then 37 and 38, and then the second one became FCNyNE no. 5.

15? w/n 10627

4-8-2 d/w 46", cyls. 19x22", built by Baldwin in 1937

Ordered for FC del Norte. No2o no. 69. NyNE no. 69 became 15 here, possibly in 1939.

15 w/n 62238

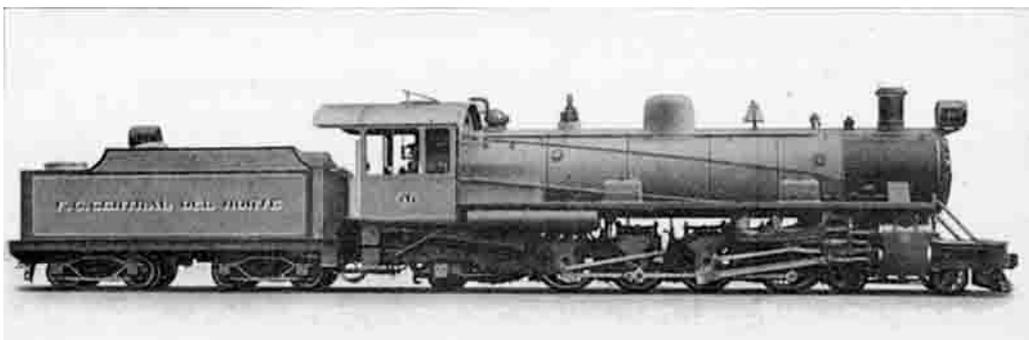
4-8-2 d/w ?, cyls ?, built by BMAG in 1927

Ordered by 'Columbia (Norte)' meaning the FC Norte Segundo. Metre gauge. Nos. 39-41 of the FCNo2o and later nos. 65-67 of the FCNyNO.

17 w/n 9414

18 w/n 9415

19 w/n 9416



FC del Norte no. **41**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam565.

2-8-2 d/w 37", cyls. 15x20", built by ALCo in 1921

Ordered by *FC del Norte*. Metre gauge. Had been No. **14** of the Central Northern Railway and later no. **40** of the *FCNyNE*.

20 w/n 62885

4-8-0 d/w ?, cyls. ?, built by Tubize in 1951

Ordered for *FC del Norte*. Metre gauge.

21 w/n 2416 Later became *FC Magdalena* no. **44**, and then *FCN-M* no. **44**.

22 w/n 2417 Later became *FC Magdalena* no. **45**, and then *FCN-M* no. **45**.

23 w/n 2418 Later became *FC Magdalena* no. **46**, and then *FCN-M* no. **46**.

4-8-0 d/w 40", cyls. 18¼x22", built by Haine St. Pierre in 1926

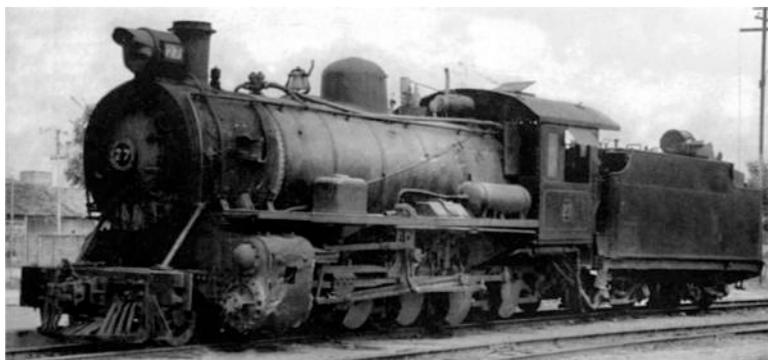
Ordered for Colombia. 3' 0" gauge. Original numbers **45, 46, 2, 44**. The first two had been delivered as nos. **2** and **3** of the *FC Nacederos Armenia*, later absorbed into the *FC del Pacifico* with the numbers **2N** and **3N** before becoming nos. **38** and **39** of the *FC Girardot Tolima Huila*. The other pair began as nos. **44** and **46** in the *FC del Pacifico*'s original numbering scheme, only to become **68** and **69** after the 1948/1952? re-ordering.

24 w/n 1555

25 w/n 1556 Later became *FCN-S* no. **25**. Preserved in Medellín.

26 w/n 1552 Later became *FCN-S* no. **26**.

27 w/n 1554 Later became *FCN-S* no. **27**. Plinthed at Barrancabermeja.



FC del Norte Primero no. **27**, ex FC del Pacifico no. **46**, around 1962. [8]

The end of the railway's separate identity

In 1957 the railway was regauged to 3' 0" in readiness for the anticipated arrival of the *FC del Atlántico*. By that time it was part of the *FCN* but it is not yet known whether it had formally been classified as part of the *división Santander*. That certainly will have happened by 1961 when the *FC del Atlántico* opened right through to the coast.

12.6.2 FCN division Santander

Background

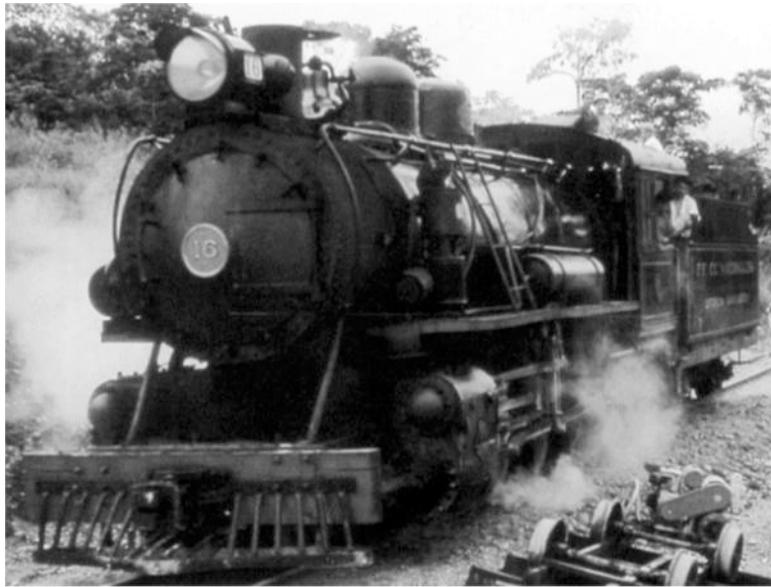
3' 0" gauge, after the regauging of the *FC de Puerto Wilches / FC Norte Primero* in 1957 and the arrival of the *FC del Atlántico*. The locomotives of the former seem to have retained their existing running numbers, but it is not known whether any later imports from other railways were renumbered into that series.

0-4-0 d/w 33", cyls. 11x16", built by Baldwin in 1936

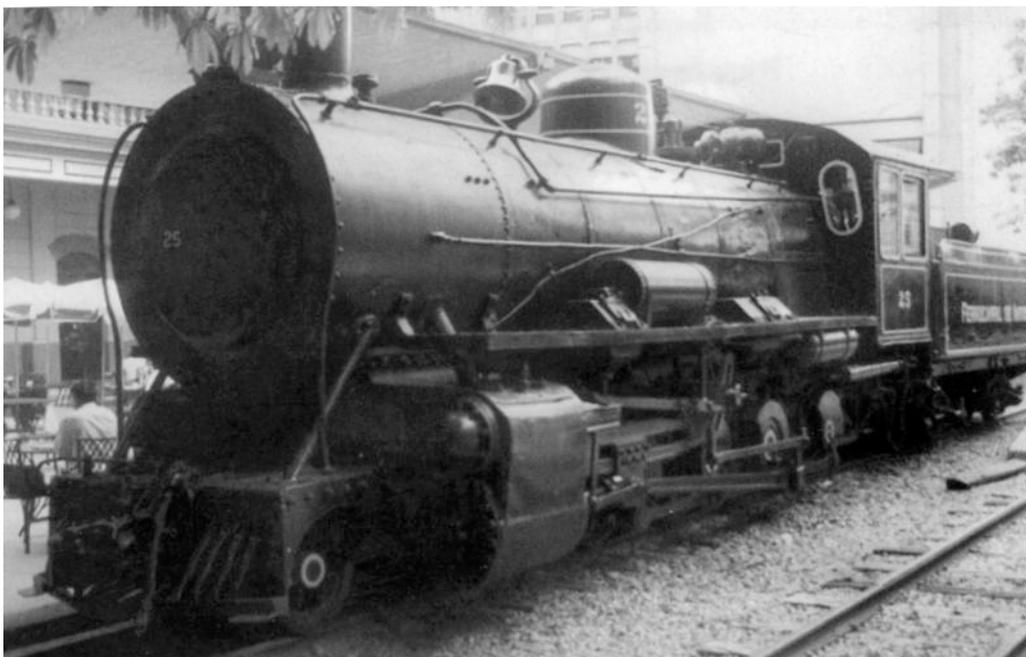
Ordered by International Petroleum Co., Columbia. BLW class 04-16C no. 172. Spec. is in vol. 79 p702. This was Tropical Oil Co. no. 7². In 1951 ownership passed to the government and eventually to the *FCN-S* and the loco was used on the construction of the *FC del Atlántico*.

? w/n 61940

Locos absorbed from other railways



No. **16** of the *FCN-S*, originally *FC del Norte Segundo* no. **32**. [8]



FCN-S no. **25**, originally *FC Nacaderos Armenia* no. **3**. [8]



This image from the *Archivo Fotográfico de Norte de Santander, Fondo Camara de Comercio de Cucuta*, would appear to show an ex-FC de Antioquia ALCo-built 2-8-0, presumably later transferred north. The number and date are unknown. The raised running plate over a compressed air reservoir and associated cooling pipes may well have been a later modification.

12.7 Railways which remained isolated or independent

12.7.1 *El FC de Bolivar* of the Barranquilla Railway & Pier Co.

(Not to be confused with the 2' 0" gauge Bolivar Railway in neighbouring Venezuela)

1870-1946

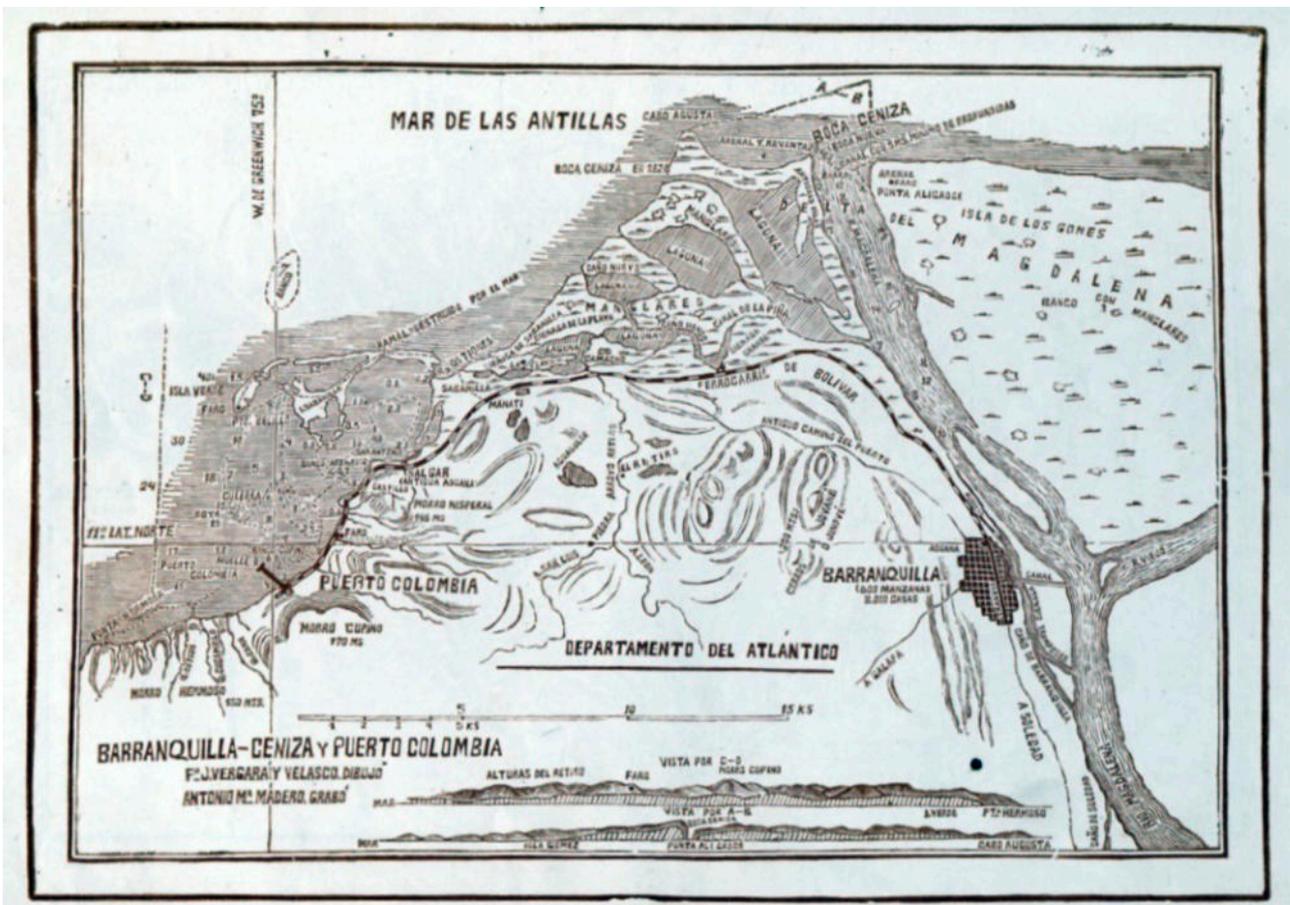


The Barranquilla Railway & Pier Company's coat of arms as seen on an original carriage-side transfer in the collection of Gerald Hartley.

Background

3' 6" gauge.

The Barranquilla Railway & Pier Co. Began construction in 1869, and operated from 1871, reaching Puerto Salgar in 1873. The line was in total 28 km. long to Savanilla or Puerto Cupino which later became known as Puerto Colombia. The railway was sold in 1934 to the *FFCC Nacionales*. It seems to have been closed around 1946 (or possibly by 1941) after the Bocas de Ceniza scheme had enabled ocean-going ships to reach Barranquilla itself, and after a new road had been built between Barranquilla and Pto. Colombia.



It is clear from a close examination of the above map that there was previously a branch out along the cays north of Puerto Colombia but that it had been destroyed by the sea. Those islands have now completely disappeared, probably because sediment from the river no longer replenishes the area.

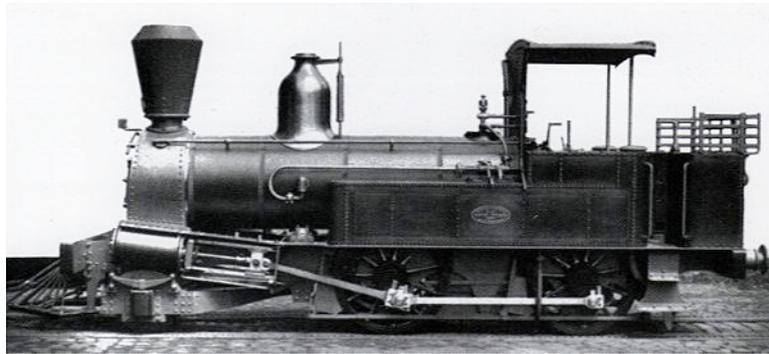
2-6-0 d/w ?, cyls. ?, built by ?

Ordered for ? Did such an engine exist? Source [8] has the first of the BP 2-4-0Ts below as the railway's no. 1. That would resolve the difficulty that we have one too many early locos for the numbers available. Moreover, source [45] of 1873 clearly states that the railway possessed three locos at that time, each of 16 English tons and 50hp.

2-4-0T d/w ?, cyls. ?, built by Beyer Peacock in 1870, 1872 and 1874

Ordered via Seligmann & Harblecher contractors for the Bolivar Rly. Colombia.

- 1? 'BOLIVAR' w/n 984
- 2? 'MAGDALENA' w/n 985
- 3? 'SANTANDER' w/n 1179
- 4? 'ANTIOQUIA' w/n 1448



These engines were obviously similar to the 2-4-0Ts designed by Beyer Peacock for Norway and also supplied to the Isle of Man.



Two of the railway's four Beyer Peacock 2-4-0Ts are seen in a yard, possibly at Barranquilla in 1890 though another commentator suggests that this was at Puerto Colombia in 1882.



Another view of a Beyer Peacock 2-4-0, this time supposedly at Puerto Colombia in 1903. As well as having had its spark-arresting stack replaced by a straight one, the loco has gained a replacement cab spectacle plate with rectangular rather than round spectacles.

The fleet in 1873

Source [45] says: “*Hai tres locomotivas en buen estado; pesan cada una 16 toneladas inglesas i tienen un fuerza de 50 caballos.*”

Los carros de carga pesan 41/4 toneladas, pudiendo trasportar hasta 5 toneladas de peso. Estos carros tienen una capacidad para contener sesenta zurrones de tabaco u ochenta de café. En un día dado, i siempre que lo ha exigido así la necesidad, se han trasportado de la estación Montoya situada en esta ciudad a la estación Salgar, en Sabanilla, tres mil zurrones en solo tres trenes con 16 carros cada uno, perfectamente cargados.

Previendo que dentro de algún tiempo mas, las tres locomotivas no den alimento suficiente a la empresa, así por el aumento de las introducciones como por el incremento de la esportacion, los señores Ajentes del Directorio han pedido a Bremen un cuarta locomotiva.

El Ferrocarril tiene un surtido completo de todas las piezas de maquinaria para una locomotiva en depósito, como igualmente ruedas para las máquinas i para los carros. Escaso como era al principio el material de la Compañia, le bastaba un regular edificio para guardarlo; hoi, que todo va en aumento, ha habido necesidad de hacer el edificio mas espacioso i adaptado para la composicion de locomotivas.”

0-6-0T d/w ?, cyls. ?, built by Falcon in 1882

Ordered for ?? Holzinger’s list shows three 4-4-0s as 7¹, 8¹ and 9, but Gustavo Arias in [8] shows them as two 0-6-0Ts (Falcon 156 and 181) numbered 5 ‘COLUMBIA’ and 6. The Falcon lists in SLS file WL7728, however, shows no. 156 as an 0-4-0 tram loco for Barcelona, whilst there is no information for no. 181. [8] does have a photo of no. 5, as an 0-6-0T, supposedly from P.C. Dewhurst’s collection.

5? ‘COLUMBIA’ w/n 156?? Name should presumably have been spelt ‘COLOMBIA’, and probably became that after the builder’s mistake had been rectified.

6? w/n 181 ? Or possibly 157?

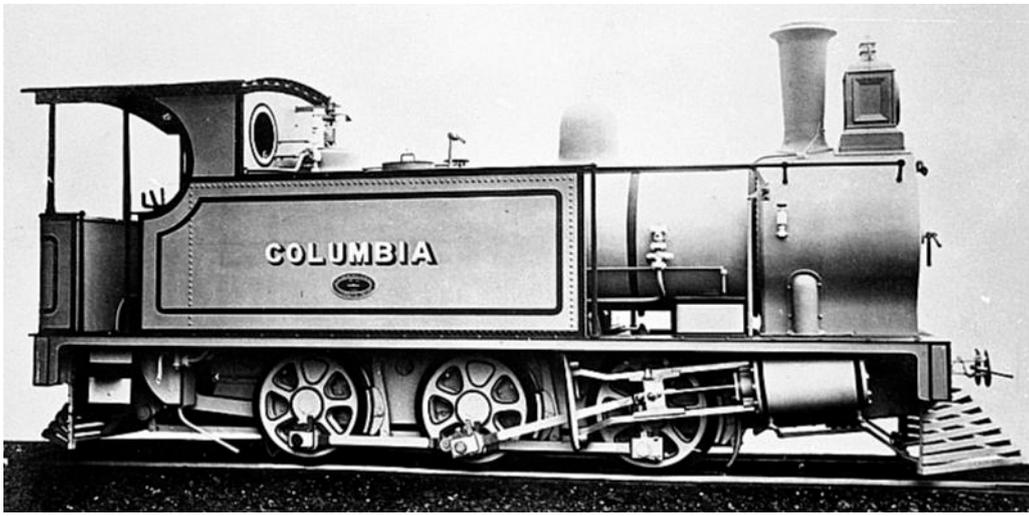


Photo from PCD archive, via source [8].

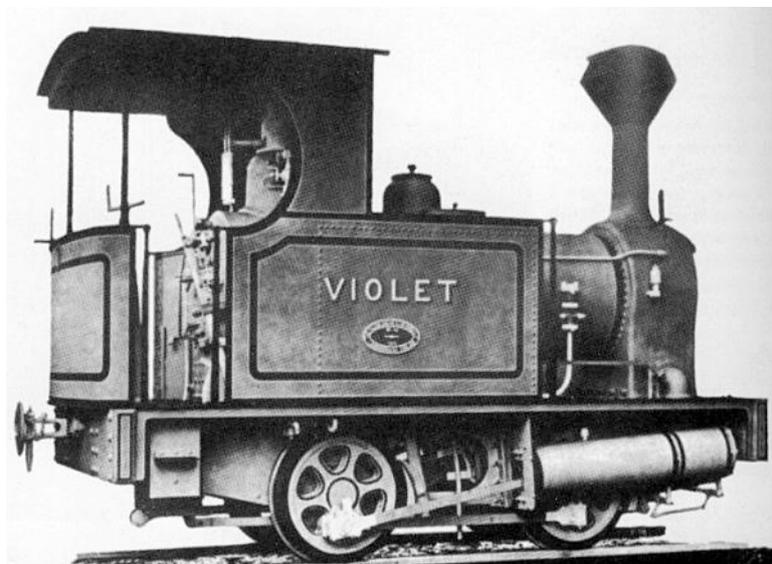


No. 5 'COLOMBIA' as nowadays plinthed in the square at the Customs building in Barranquilla.

0-4-0T? d/w ?, cyls. ?, built by Falcon around 1890

Ordered for ?? [8] has a photo of a similar small Falcon 0-4-0T, supposedly from the Dewhurst collection.

7? w/n 182? Presumably out of service by 1914 when the number 7 was reallocated.



Supposedly this was an example of the same design as Barranquilla no. 7, according to P.C. Dewhurst, from whose collection the photo comes, via source [8].

0-4-0T d/w 33", cyls. 8x12", built by Baldwin in 1889-90

Ordered via Perez Triana & Co. for F. J. Cisneros. Gauge 3' 6", which in Colombia was only used by this railway. BLW class 'Motor' 4-10½C nos. 50 and 51. Spec. is in vol. 16 p33. Cab: ash, painted, to extend overall. Tender: 4-wheeled sent 'Xtra' on both engines, Order 1065 of 1893. Alarm gong (to be provided) as well as signal gong. Painting: Carmine & gold. Numbers and names: none. Confirmation that these locos came to Barranquilla is provided by the Baldwin extra order books for 1893 where order 1065 was explicitly for the Barranquilla Railway & Pier Co.

9? w/n 10845 [8] says scrapped in 1924.

8? w/n 10854 [8] says scrapped in 1924.

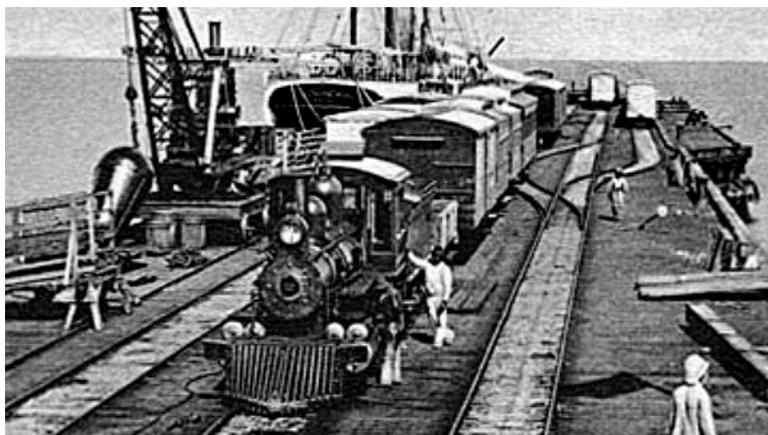


This photo from the P. C. Dewhurst collection shows one of these Baldwin 'motors' with its added tender and bearing the number 9. Presumably that means that it was still in service when Dewhurst arrived in Colombia in the 1920s.

4-4-0 d/w 42", cyls. 7/12x16", built by Baldwin in 1898

Ordered for Barranquilla Railway & Pier Co. Vaucain compound. 08-8/18C no. 5. Spec. in vol. 21 pp124. Tank to be lettered 'BARRANQUILLA RAILWAY & PIER CO. LTD.'

10 w/n 15764

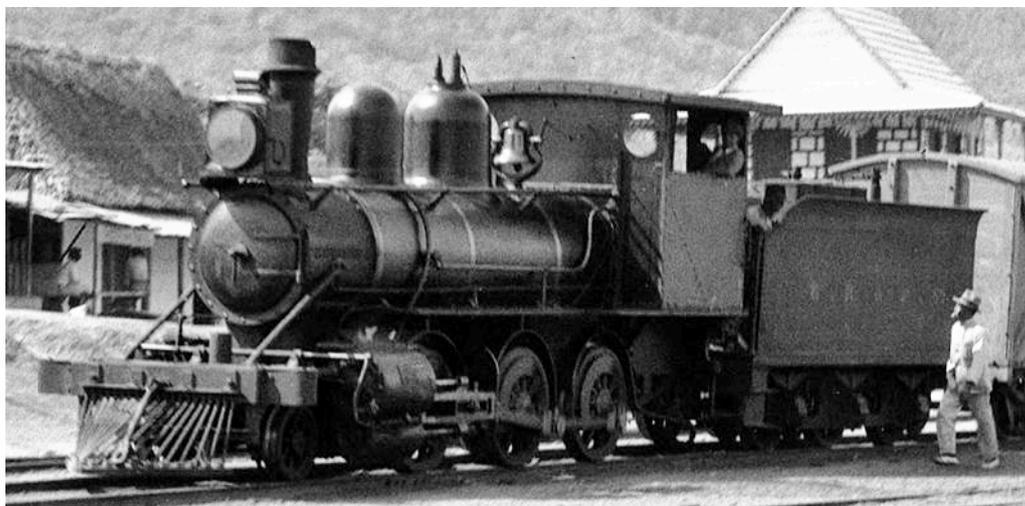


Whilst this photo of a loco on the *muelle* at Puerto Colombia might appear to be too small to let us learn anything about the engine, the smokebox numberplate apparently displayed the number 10, and the shiny cylinder and valve end covers – three each side – do confirm that it was a Vaucain compound with HP cylinders uppermost – standard for engines with larger wheels but unlike 2-6-0 no. 11 below.

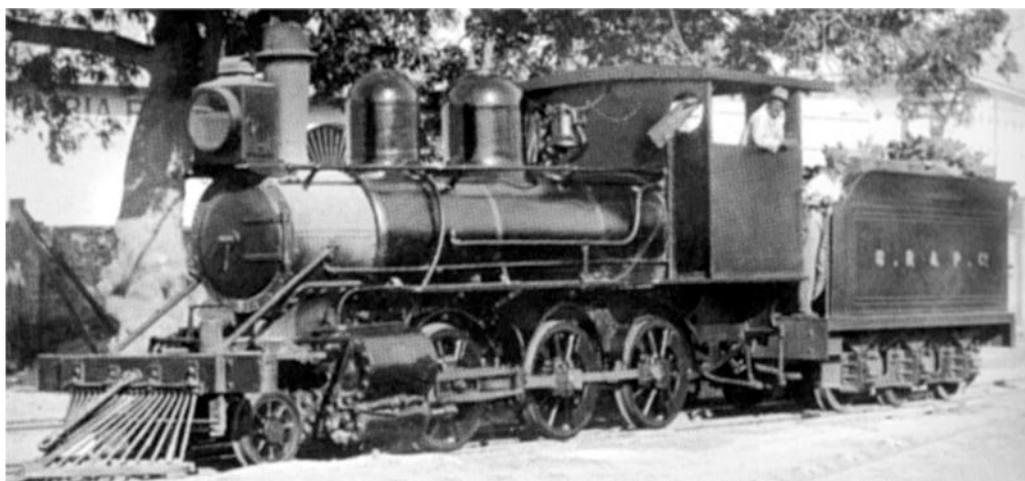
2-6-0 d/w 42", cyls. 9½/16x18", built by Baldwin in 1898

Ordered for Barranquilla Railway & Pier Co. Vaucrain compound. 08-13/26D no. 6. Specs in vol. 21 pp125. Tank to be lettered 'BARRANQUILLA RAILWAY & PIER CO. LTD.'

11 w/n 15765



Despite the improvised cab, the British-style six-wheeled tender and the rather un-Baldwin-like domes, this 2-6-0 is clearly BLW no. 15765 for it has Vaucrain compound twin cylinders – the high pressure beneath the low pressure. The tender looks as though it might have been borrowed from loco no. **12**, below.

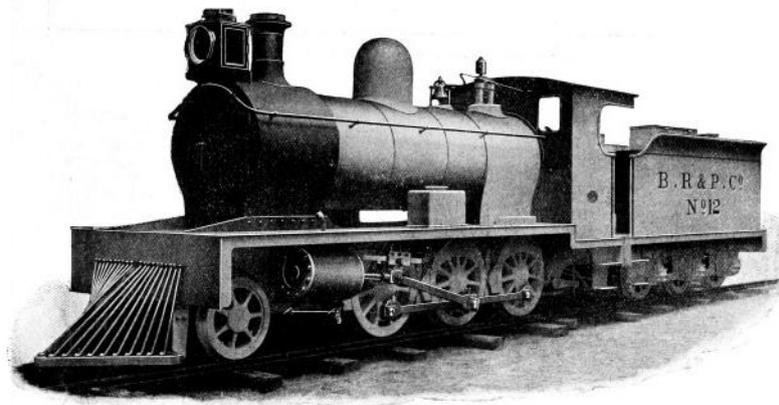


A very similar view of no. **11**, from Paul Dewhurst's collection via source [8].

2-6-0 d/w ?, cyls. 13½x20", built by Kerr Stuart in 1903

Ordered for Barranquilla Railway & Pier Co. Copeland and Holzinger say 2-6-0. Brian Rumary's KS list says 0-6-4. The illustration below seems to settle the issue despite being an artist's impression.

12 w/n 804 Scrapped after collision before 1923 [8], but this event has possibly been confused with the accident which occurred to *FC Cartagena-Calamar* no. **12**.

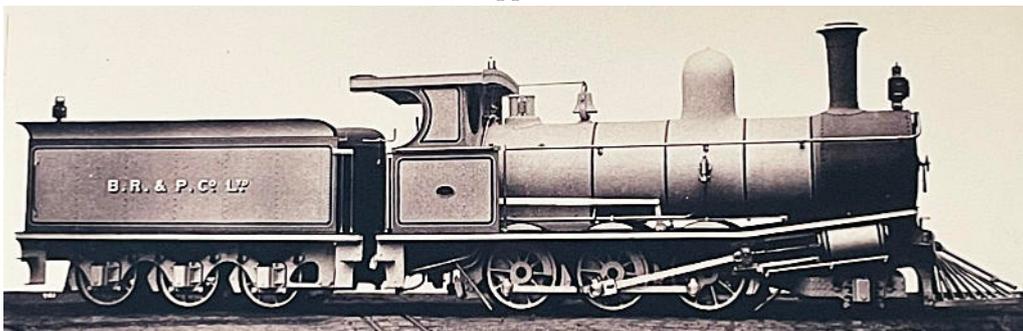


Although this artist's impression shows the loco as no. **12**, another version of the same drawing carries the number **2** on the tender side. That one is available from the Restoration & Archiving Trust via their website; their ref. cjwsam494, and was also published in [8].

2-6-0 d/w ?, cyls. 14½x20", built by Beyer Peacock in 1904

Ordered for Barranquilla, Colombia.

13 w/n 4593 Later renumbered **12**, which does support the contention that the original no. **12** had been scrapped.



FC de Bolivar no. **13**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam495.

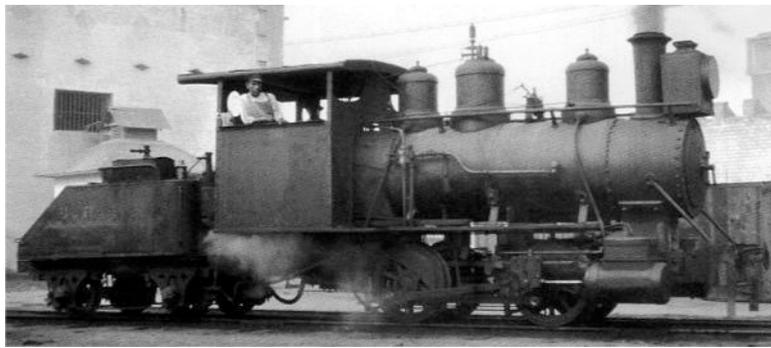
0-4-0 d/w 36", cyls. 11x16", built by Baldwin in 1906

Ordered via H. R. Henry & Son for Barranquilla Rly. & Pier Co. BLW class 4-16C no. 135. Spec. is in vol. 29 p228. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

14 w/n 29646 Later gained home-made cab rather like that on no. **11**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 02278.



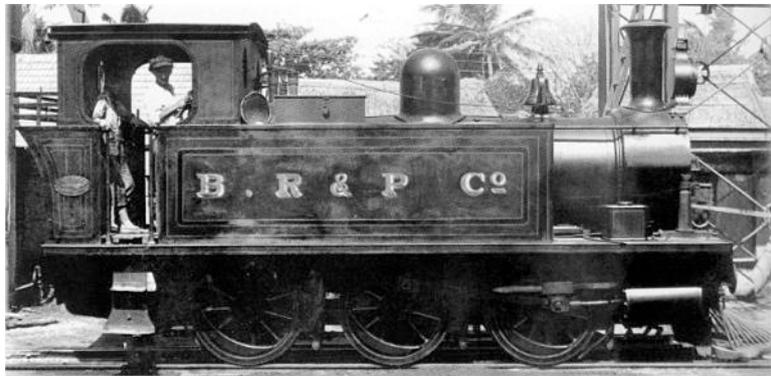
The same engine as seen by Paul Dewhurst, presumably in the 1920s.
The cab has clearly been replaced, as has the chimney. [8].

0-6-0T d/w ?, cyls. 12x20", built by Kerr Stuart in 1913 and 1914

Ordered for Barranquilla Railway & Pier Co. Triana type.

15 w/n 1296

7² w/n 1347

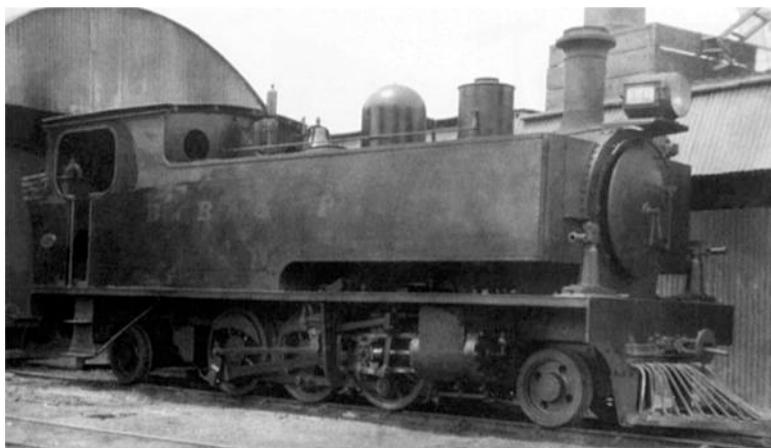


Barranquilla no. 15, a photo from P. C. Dewhurst's collection but probably not one of his own images. [8]

2-6-2T d/w ?, cyls. 15x20", built by Kerr Stuart in 1915

Ordered for Barranquilla Railway & Pier Co.

16 w/n 1350



A Paul Dewhurst photo of no. 16 from May 1926 [8].

The fleet in 1919

Ortega, writing in 1919, said that there were fifteen locos on the railway [1]. This implies that two out of the seventeen listed above must have been withdrawn by then, probably 7¹ and one other.

? d/w ?", cyls.?", built by ? in 1914?

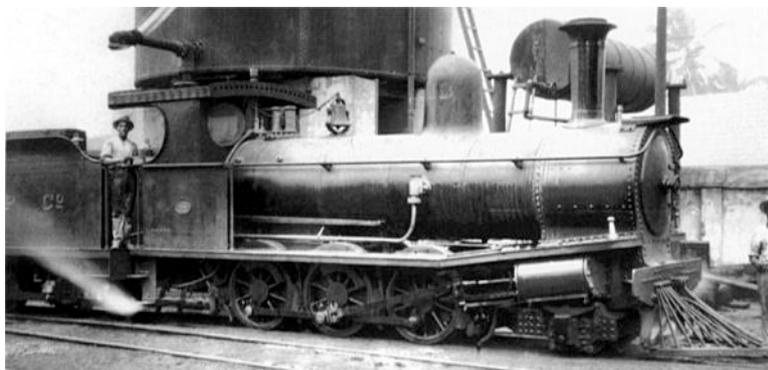
Ordered for ? Ortega [12] writing in 1919, mentions that two new engines, nos. **17** and **18**, have been ordered, but gives no details.

17 w/n ?

2-6-0 d/w 39", cyls. 14½x20", built by Beyer Peacock in 1914

Ordered for Barranquilla, Columbia.

18 w/n 5823



No. **18**, from P. C. Dewhurst's collection. [8]

0-4-2ST d/w ?, cyls. 9x15", built by Kerr Stuart in 1915 and 1917

Ordered for Barranquilla Railway & Pier Co. Brazil type. No. **20** was Md (=modified?) Brazil type. Last one was ordered as no. **21**, so the identification of it as no. **8**² is a puzzle, especially as no. **8**¹ was supposedly not withdrawn until 1924.

19 w/n 1258

20 w/n 1315

8²? then **21** w/n 3108

A 1926 picture shows this engine had a square-shaped saddle tank.



This being no. **20**, it looks as though the 'modified' status of this loco mentioned above consisted of it having side tanks instead of a saddle tank. [8]

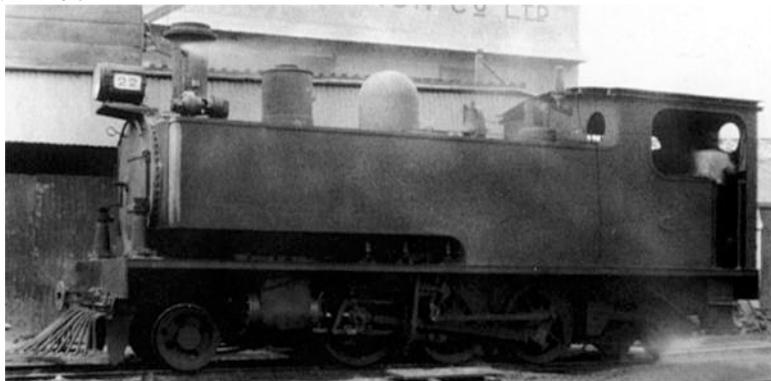


However, no. **21** seems to have been built to a more conventional design.
A P. C. Dewhurst image from 1926 at the Barranquilla workshops. [8]

2-6-2T? d/w ?, cyls. 15x20", built by Kerr Stuart in 1920 and 1922

Ordered for Barranquilla Railway & Pier Co. Possibly Orinoco type similar to locos for *FC Central* of Venezuela, but the side tanks on these were longer.

- 22** w/n 4087
- 23** w/n 4194
- 24** w/n 4195



A Paul Dewhurst view of no. **22** taken in 1926 [8].



And no. **23** outside the workshops in May 1926, again by PCD [8].

The fleet in 1925

Source [2] gives the following engines in the fleet in 1925:

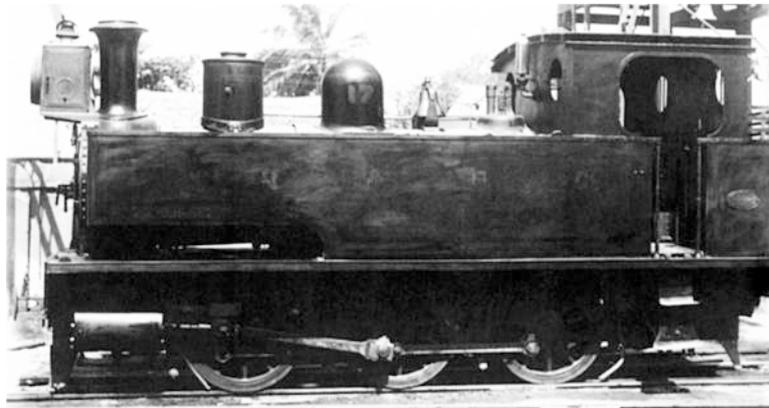
- 3x 2-6-2s [Probably three out of nos. 16, 22, 23 and/or 24, but what had happened to the fourth of these?](#)
- 3x 2-6-0s [Probably nos. 11, 13 renumbered as 12, and 18. This suggests that the original no. 12 had indeed been wrecked and scrapped.](#)

- 2x 0-6-0s Presumably nos. **15** and **7**².
- 3x 0-4-2s Presumably nos. **19**, **20** and **21/8**².
- 1x 0-4-0 Presumably one of the Baldwin 'motors' or no. **14**.

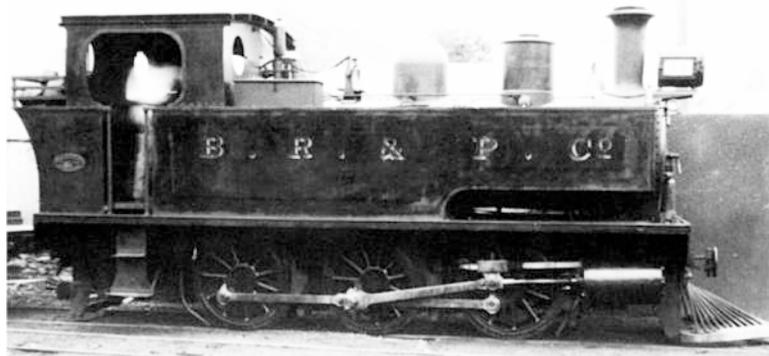
0-6-0T d/w ?, cyls. 12x20", built by Kerr Stuart in 1925 and 1926

Ordered for Barranquilla Railway & Pier Co.

- 17**² w/n 4357
- ?** w/n 4386



This photo of no. **17** shows that in contrast to nos. **15** and **7** the later pair had full length side-tanks and a sand-dome.



No. **17** as photographed by P. C. Dewhurst [8].
NB Source [8] calls this no. **24** but gives no reason.

The end of the railway's separate identity

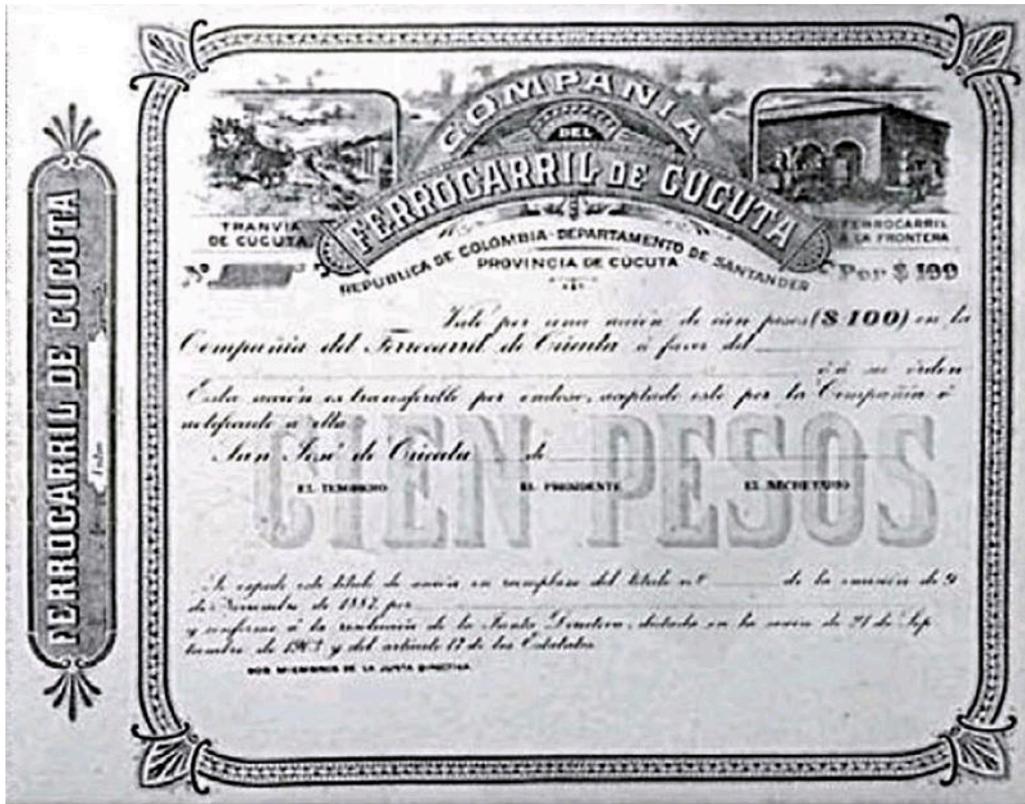
The Bocas de Ceniza civil engineering project (see section 12.9.1) was intended to create a navigable channel from the sea into the lower reaches of the Río Magdalena. Once that had reached partial completion ships no longer needed to use the 'outport' of Puerto Colombia. The railway therefore closed, probably around 1946. As no other railway in Colombia used the 3' 6" gauge, it seems probable that all the locos were scrapped.

12.7.2 El FC San Buenaventura

1876-1881

El FC de Cúcuta

1881 - 1951



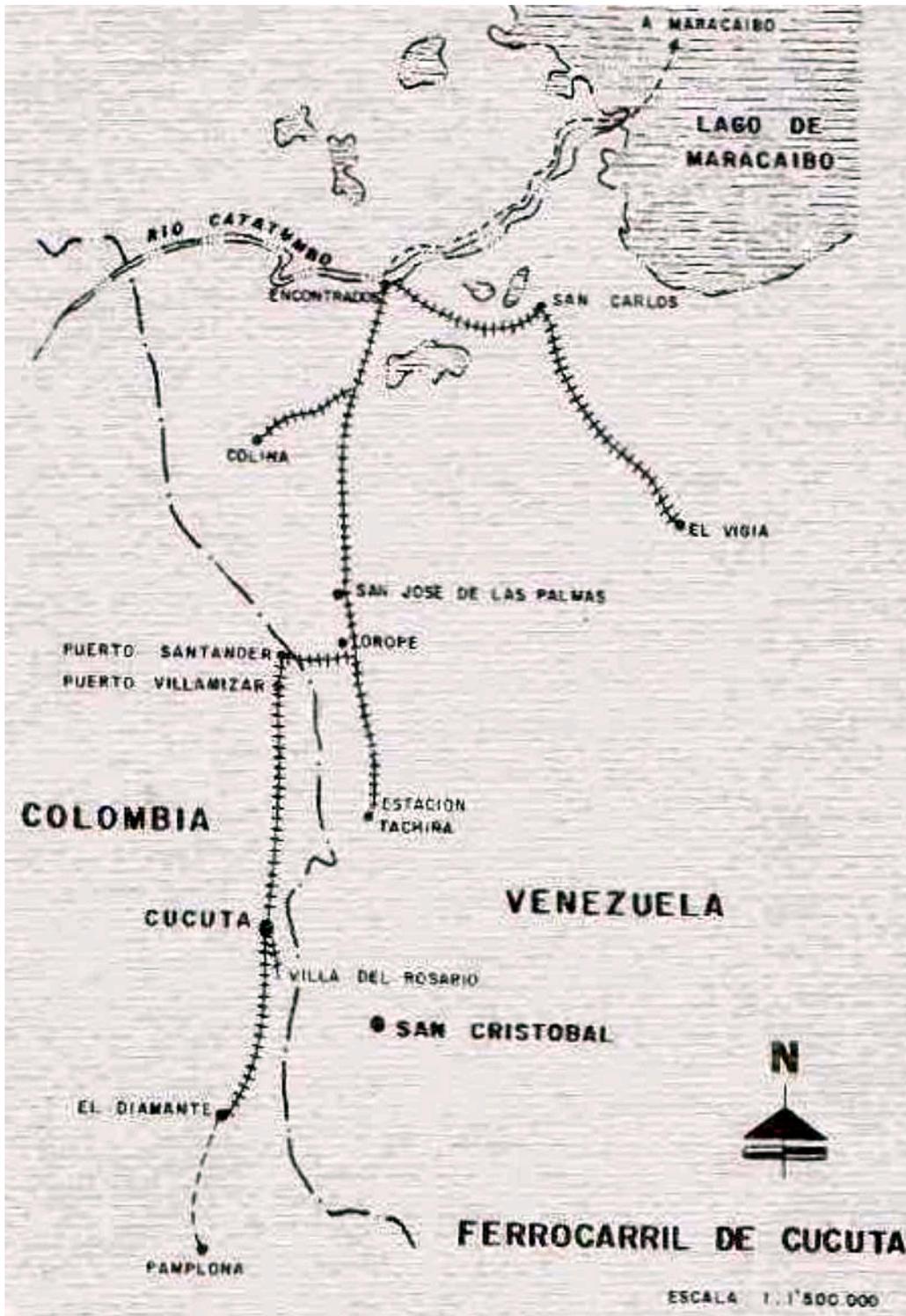
Background

Metre gauge. Originally built by the *Cía. del Camino a San Buenaventura*. Joined in 1926? to *Gran FC de Tachira* in Venezuela. Linked only to that railway and not to any other in Colombia.

The original railway ran from Puerto Villamizar to Cúcuta town. However, in the 1920s two extensions were completed: one from Pto. Villamizar via Pto. Santander eastward to the Venezuelan border was extended on to meet the *FC del Tachira* in 1926, and the other stretched southward from Cúcuta to El Diamante in 1927. Other extensions were proposed but not acted upon, including westward to the Rio Magdalena.

Source 7 issue 21 says four locos in use at end of 1888. Suggests two more needed. References to the urban tramway and to the arrival of the first loco on the steam *Valencia* in Jan 1889 suggest that this was regarded as a separate project at that time. The tramway seems to have operated from 1889 to 1941.

Issue 23 of [7] says all Cúcuta locos at that time were by Porter. However, there is still quite a bit of confusion about a few of the early engines, and therefore some of the notes below may not yet make total sense. Incidentally, a glance at Connelly and Lehmuths' Porter lists suggests that the company built no more than twenty-nine metre gauge locos before 1900, that fifteen of those arrived in Colombia and that no less than thirteen of them ran on the *FC de Cúcuta* for at least part of their careers. There was thus a close link between the two companies until suddenly around 1893 the railway started to look elsewhere for new engines.



The routes of the FC de Cucutá west of the border and of the Gran FC de Tachira within Venezuela.

0-6-0ST d/w ?, cyls. 9x14", built by Porter in 1878

Ordered for *Construcción de Obras de Hierro de Boyaca* for FC San Buena Ventura. Was named 'CÓRDOBA' when on FC de la Sabana later. Some have suggested that it came here for a while first. See photo in section 12.2.1.

? w/n 319 Later went to FC de la Sabana?

0-4-2T d/w 40", cyls. 10x16", built by Porter in 1882

Ordered via Camacho & Vengorchia for FC de Cúcuta.

1 'GENERAL WILCHES' w/n 495 Later went to the FC de la Sabana, probably in 1888, and then to the FC de Norte 2o. See photo of derelict loco near back end of section



Cylinders { diameter ..	9 inches.	9½ inches	10 inches.	12 inches.	14 inches.	14 inches.
stroke	14 inches.	14 inches.	16 inches.	18 inches.	20 inches.	24 inches.
Diameter of driving wheels.....	33 to 36 in.	33 to 36 in.	36 inches.	40 inches.	44 inches.	44 inches.
Diam. of truck wheels.....	20 to 22 in.	20 to 22 in.	22 inches.	24 inches.	26 inches.	26 inches.
Rigid wheel-base.....	4 ft. 6 in.	4 ft. 6 in.	5 ft. 3 in.	5 ft. 9 in.	6 ft. 3 in.	7 ft. 0 in.
Total wheel-base.....	12 ft. 4 in.	12 ft. 6 in.	13 ft. 4 in.	14 ft. 0 in.	15 ft. 0 in.	15 ft. 9 in.
Length over all, including pilots.....	28 ft. 0 in.	29 ft. 0 in.	30 ft. 0 in.	31 ft. 0 in.	32 ft. 0 in.	34 ft. 0 in.
Weight in working order	28,000 lb.	31,000 lb.	35,000 lb.	44,000 lb.	54,000 lb.	59,000 lb.
Weight on driving wheels.....	21,000 lb.	24,000 lb.	27,500 lb.	35,500 lb.	45,000 lb.	50,000 lb.
Weight on two-wheel radial-bar truck.....	7,000 lb.	7,000 lb.	7,500 lb.	8,500 lb.	9,000 lb.	9,000 lb.
Water capacity of saddle-tank.....	375 gals.	400 gals.	500 gals.	750 gals.	900 gals.	1,000 gals.
Weight per yard of lightest steel rail advised.....	25 lb.	25 lb.	30 lb.	35 lb.	45 lb.	50 lb.
Hauling capacity on a level, in tons of 2,000 lb.						
	525 tons.	625 tons.	725 tons.	925 tons.	1150 tons.	1300 tons.

The relevant page from the 1889 Porter catalog, though note that this was seven years later than this engine, so there might well be detail differences. In particular, the page shows 10x16" engines as having d/w 36", whereas this one had 40" driving wheels.

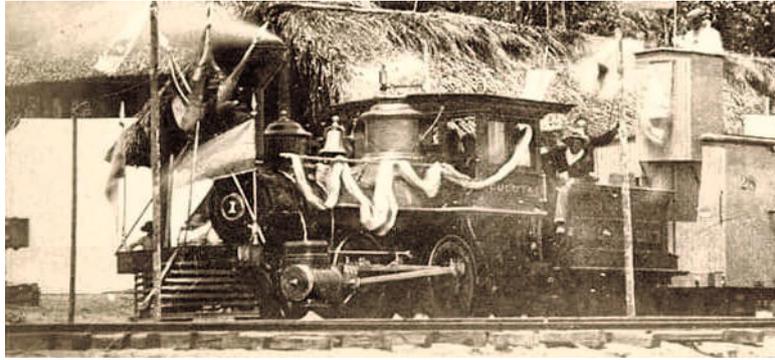
2-4-0 d/w 40", cyls. 12x18", built by Porter in 1879

Ordered for Juan N. Gonzalez for *FC de San Buenaventura/Cúcuta*. Copeland's Porter list says sold 1916 to Y. G. Lebias Lobo & Co. of NYC. [8] and others suggest that this engine was named 'SANTANDER', but see below. Bob Lehmuth's Porter list gives the running no. as 2, but [8] lists it as 1.

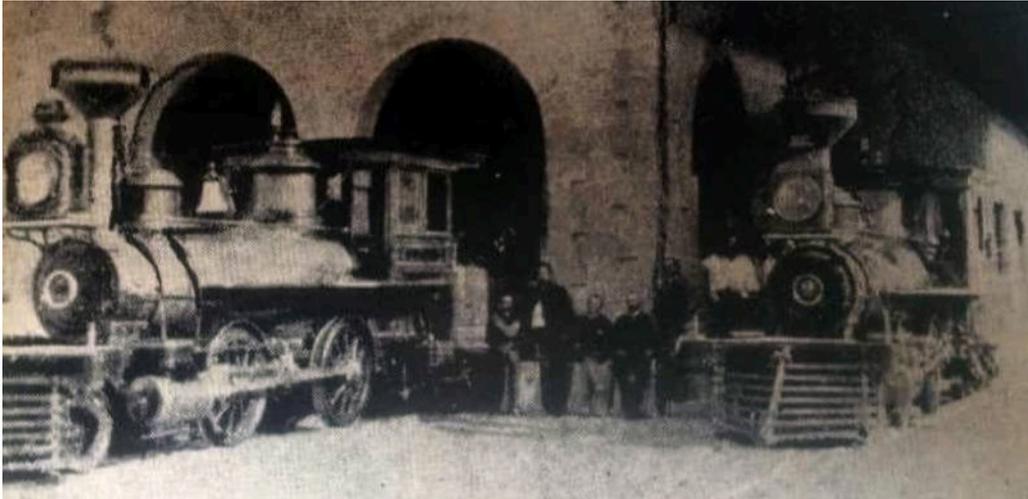
2 or 1 'CUCUTA' w/n 336

The mid-1904 report to shareholders [44] said: "*Cucuta No. 1. – Como en el año pasado se le hizo una composición general á esta máquina, en éste año no ha necesitado sino de tres pequeñas reparaciones para hacer el servicio ordinario del semestre. Aunque la caldera está algo deteriorada por haber trabajado 6 años en la Santander y en dicha máquina, se encontró en regular estado.*"

Source [20] in 1922 reported: "*Cúcuta No 1.—Con las reparaciones que se le hicieron, trabajó en la línea a La Frontera en julio y agosto; en septiembre entró a Talleres y se le reparó una pequeña rotura de la caldera. De octubre a diciembre ha prestado servicio én turno con las de su clase en aquella vía.* A replacement Porter boiler was supplied in 1927.



This image, supposedly taken at the station of Altoviento on the opening day, shows a 2-4-0 bearing the number **1** but also carrying the name '**CÚCUTA**'.

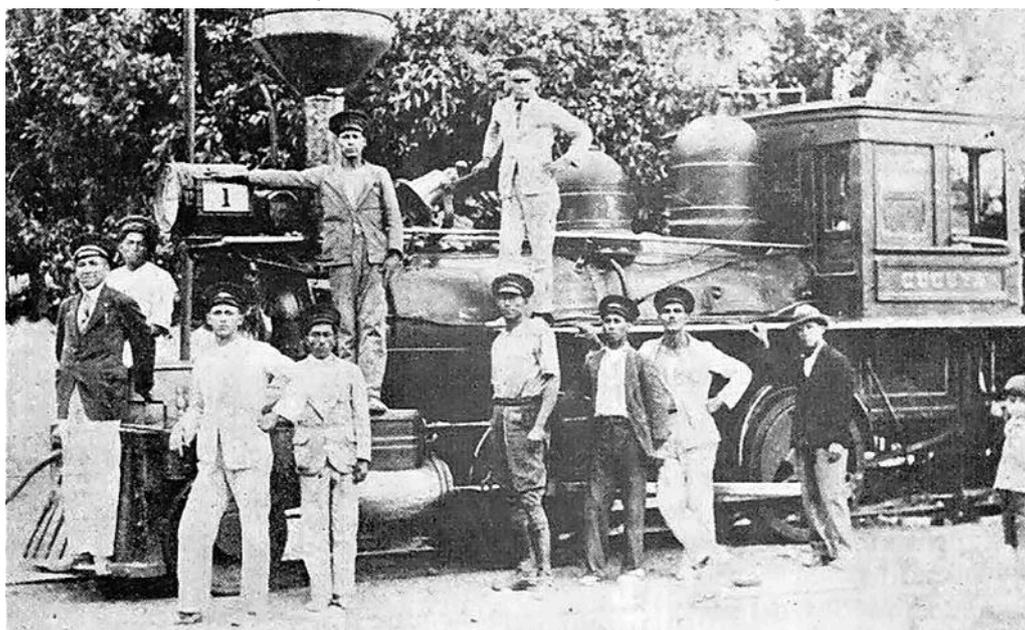


This photo is supposedly of the FC de Cúcuta and clearly shows a 2-4-0 on the left and an engine no. **2** on the right which might well also be a 2-4-0. A photo in [8] supposedly shows no. **2** '**SANTANDER**' with a pilot / cow-catcher carrying vertical bars and with a simple round-topped dome. However, both of the pictures above show 2-4-0s with horizontal-barred pilots and ornamental domes. Note that these first three photos show the sand-domes well forward and in front of the bells, whilst later pictures have them moved further back.

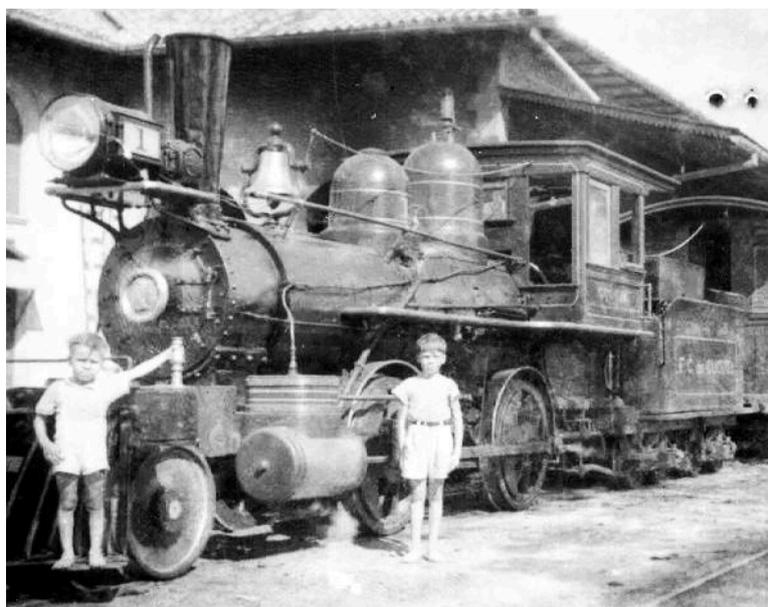


This image from *La Segunda Mula de Hierro* by Sr. Gustavo Arias de Grieff shows loco no. **2** with more modern domes.

This was presumably after a reboiling. One of the small tramway tank locos with flat cab roof is to the right.



No. **1 'CUCUTA'** also with more modern domes, this time clearly with wider bases in Baldwin style. The loco has gained a turbo-generator and electric headlight and the hose coming from the front buffer-beam suggests that an air pump has also been fitted. The pilot/cow-catcher is rather shorter and steeper than those seen previously. Note that locos with more modern rounded steam domes, perhaps after reboiling, all seem to have the sand dome moved back and the bell moved forward to a position behind the chimney.

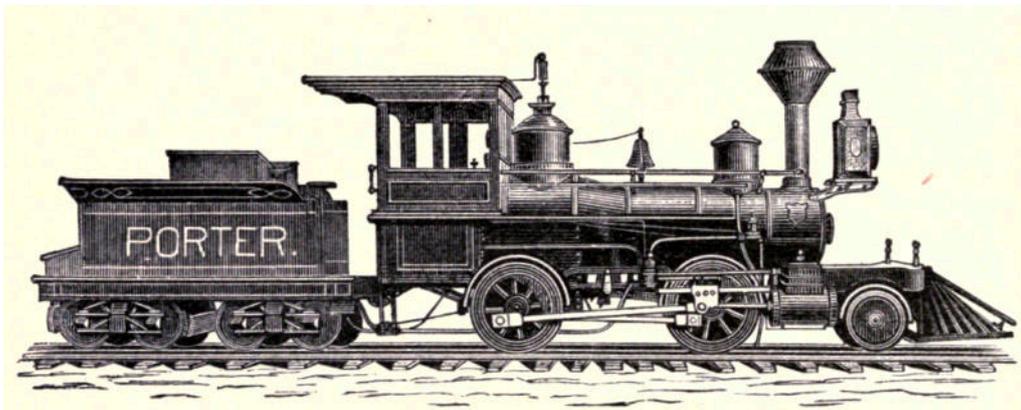


An even later image of no. **1**, after conversion to oil-firing and thus with a tank mounted in the tender and a plain stove-pipe chimney.

2-4-0 d/w 40", cyls. 10x16", built by Porter in 1880, 1884 and 1886

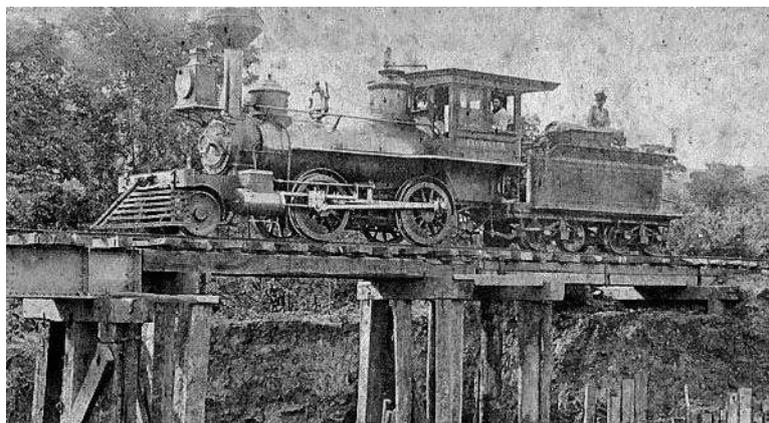
Ordered via: **7** Cadenas & Co.; **9** Punderford & Jenny (or Punderford & James?); **10 & 11** Punderford & Co. Source [8] gives these locos the running numbers **2-5**, as do various Porter lists, so those numbers have been adopted below.

2 ‘SANTANDER’?	w/n 388	<p>The mid-1904 report to shareholders [44] said: “<i>Santander No. 2. – En la actualidad se están haciendo las piezas que se quitaron á esta máquina, para reemplazar con ellas, las que sé necesitaron para componer otras máquinas de su clase. También se están arreglando la cama y demás partes preocupadas para colocarle la caldera que se recibió el mes pasado, á la cual hay que hacerle algunos trabajos, pues llegó bastante desarreglada.</i></p> <p>Copeland and Lehmuth’s Porter lists says no. 2. Connelly’s Porter lists says named 8? ‘SANTANDER’, as does Weber’s card. Source [20] in 1922 reported: <i>Santander No 2 – Ha trabajado en el semestre, después de practicarle algunas reparaciones, en turno con Cúcuta y Victoria en la línea a La Frontera. Su estado general es bueno.</i> Possibly later became 7 ‘TACHIRA’.</p>
3 ‘COLOMBIA’	w/n 612	<p>The mid-1904 report to shareholders [44] said: “<i>Colombia. No. 3. – Hace algun tiempo que vengo manifestando á Ud que esta máquina está en muy mal estado, razón por la cuál he tenido que hacer muchos esfuerzos por conseguir que preste el servicio que se necesita; pero puedo asegurarle que ya es tan grave el mal estado de ella, que el único remedio que hay, es reemplazarla por una máquina nueva.</i></p> <p>Connelly’s Porter list gives road no. 33 ‘COLOMBIA’, and mentions 8-wheel tender. Weber’s card says no. 3 ‘COLOMBIA’. Possibly later became 9 ‘ZULIA’. A new loco no. 3 ‘COLOMBIA’ was purchased in 1911, see below.</p>
4 ‘AMERICA’	w/n 649	<p>The mid-1904 report to shareholders [44] said: “<i>América No. 4. – En estos días salio del depósito, después de haberle hecho algunas reparaciones a la caldera la que por estar en mal estado no se puede’garantizar, y de consiguiente necesita un caldera nueva; pues la maquinaria esta en estado de utilizarla.</i></p> <p>Connelly and Lehmuth’s Porter lists give road no. 4. Weber’s card says no. 4 ‘AMERICA’. A new loco no. 4 ‘AMERICA’ was purchased in 1911, see below.</p>
5 ‘VICTORIA’	w/n 781	<p>The mid-1904 report to shareholders [44] said: “<i>Victoria No. 5. – A esta máquina se le hizo una composición general en los meses de Febrero y q Marzo y ha prestado servicoo ordinario en estos últimos. Está en regular estado.</i></p> <p>Connelly’s Porter list gives road no. 5, and mentions 8-wheel tender. Weber’s card says no. 5 ‘VICTORIA’. Derailed completely 24th November 1888 between Kms 6 and 7 and was under repair thereafter. Named after a place north-east of Cúcuta. Source [20] in 1922 reported: <i>Victoria No 5 — Con los ajustes necesarios, ha prestado buen servicio en la línea a La Frontera en turno con Cucuta y Santander. Actualmente se encuentra en buen estado.</i> Possibly later became no. 11.</p>



Cylinders } diameter	10 inches.	11 inches.
} stroke	16 inches.	16 inches.
Diameter of driving wheels	36 to 40 in.	40 to 44 in.
Diameter of truck wheels	24 to 26 in.	26 to 28 in.
Rigid wheel-base of engine	6 ft. 6 in.	6 ft. 6 in.
Total wheel-base of engine	13 ft. 3 in.	14 ft. 3 in.
Wheel-base of engine and tender	29 ft. 6 in.	32 ft. 9 in.
Length over all of engine and tender	36 ft. 6 in.	40 ft. 0 in.
Weight of engine in working order	28,000 lb.	32,000 lb.
Weight on driving wheels	24,000 lb.	26,000 lb.
Weight on two-wheel radial-bar truck	4,000 lb.	6,000 lb.
Water capacity of tender tank	800 gals.	1,050 gals.
Weight per yard of lightest steel rail advised	30 lb.	30 lb.
Hauling capacity on a level, in tons of 2,000 lb.	625 tons.	700 tons.

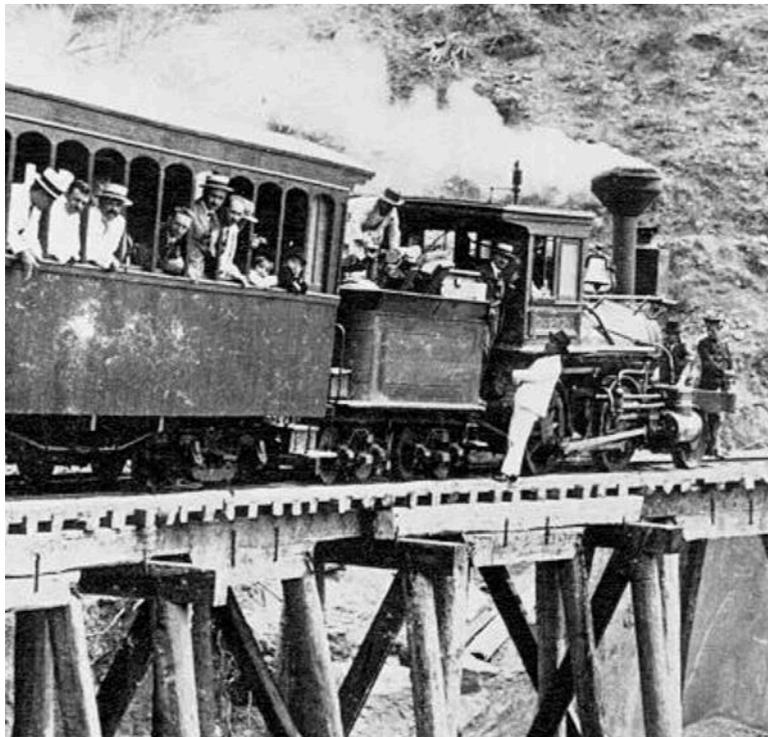
A page from the 1889 Porter catalog showing their medium passenger 2-4-0s, later designated their class B-2-T. Cúcuta engines **2** to **5** would appear to match the dimensions listed in the left hand of the two columns.



An FC de Cúcuta 2-4-0, as displayed in source [7], vol. 22 p26, crossing the Puente Aranguren trestle. The name on the cabside could well be 'VICTORIA'.



Photo of no. **5** after reboiling from the Francisco Bonella collection via José Fernando Casas and source [8].



This is almost certainly one of numbers **2** to **5**, as the name, whilst not quite legible, is certainly longer than 'CÚCUTA'. This picture, cropped from a larger image showing the whole trestle, confirms that these engines used a crosshead-driven boiler feed pump as was common in that era. As the bell is immediately behind the chimney this photo was also probably taken after the engine had been reboiled.

A puzzle

It has been suggested that four locos for this railway were built by Grant in 1882:

?-4-? d/w ?, cyls. ?, built by Grant? in 1882?

There is no sign of these four locos in the various incomplete Grant lists. However, the Best & Dubits and O'Connor lists and Weber's index cards do have a gap of four engines with builder's numbers 1551-1554 in October 1882.

There are others gaps at 1486-7 and 1498. All of those missing locos are shown as having been 4-coupled machines.

These engines may not have existed, Even if they did, the allocation by some sources of them to numbers **3-6** seems unlikely, as the numbers given above to locos by Porter are far better verified.

3¹? ‘**ESPACIO COLUMBIAN**’ w/n ? A new no. **3²** was delivered in 1909.

4¹ ‘**PAMPLONA**’? w/n ? A new no. **4²** was delivered in 1911 and later named ‘**PAMPLONA**’, see below.

5 ‘?’ w/n ?

6¹ w/n ?

0-4-2T d/w 24"?, cyls. 6x10", built by Porter in 1888 and 1889

6 and **7** ordered by Munoz & Espriella for *FC de Cucuta*. **8** ordered via S. H. Payne & Son for *FC de Cucuta*.

6 ‘**PAMPLONITA**’ w/n 992 But Lehmuth says was a 2-4-0, though with cyls. 6x10". Copeland says 0-4-0. Weber says 0-4-2T class BRRK with rear tank. (B=4-coupled, RR=twin rear tanks either side, K=open sheet steel canopy to cab). The mid-1904 report to shareholders [44] said: “*Pamplonita No. 6. – En Enero salió de depósito con caldera nueva, ha prestado buen servicio y está en buen estado.*”

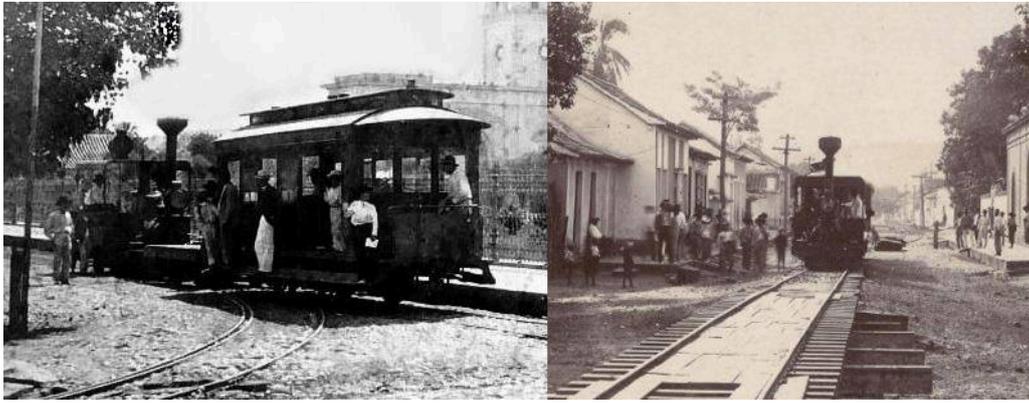
7 ‘**TÁCHIRA**’ w/n 1037 The mid-1904 report to shareholders [44] said: “*Táchira No. 7. – Continúa con los mismos daños que manifesté en mi informe anterior, las cuales no han podido ser reparados, por haberla examinado minuciosamente y encontrar que necesita caldera nueva. Esta máquina tiene 15 años de servicio.*”

8 ‘**FLORESTA**’ w/n 1118 The mid-1904 report to shareholders [44] said: “*Floresta No. 8. – Esta máquina ha prestado mucho servicio en el semestre; pero los 14 años que tiene de estar trabajando son bastantes para que ya su caldera este de reemplazarla.*”

Certainly by 1922, source [20] had numbers **6-8** as being owned by the municipality for tramway service [20 p9], and as being old and rather worn. That document reported: *Pamplonita No 6, Táchira No 7 y Floresta No 8,— A estas máquinas de propiedad del Municipio se le hacen constantes reparaciones, y así han prestado servicio en el semestre en el Tranvía de pasajeros; pero es indispensable reemplazar la caldera de Pamplonita porque se halla en mal estado.*



The no. **8** loco on street tramway duty in 1930, from the collection of Victor Peraza via source [8].



Two more photos showing the small tank locos with flat cab roofs like no. 8 above. Obviously these may both also show no. 8, but it is likely that nos. 6 and 7 looked similar.

PLANTATION LOCOMOTIVE, WITH BACK TRUCK.

These locomotives may be built with wooden cabs (as shown on page 37), but for plantation railroads the open sheet-iron canopy is usually preferable. The position of the tank at the rear instead of over the boiler involves some loss of power, but distributes the weight so as to admit the use of a lighter rail. The driving wheels are equalized and a very easy motion secured. Larger driving wheels may be used if greater speed is desired. Very sharp curves are admissible. The fuel is carried in the space over the tank. For very long roads with limited water supply an additional tank on the boiler may be used.



Cylinders } diameter.....	6 inches.	7 inches.	8 inches.	9 inches.	9 1/2 inches
} stroke.....	10 inches.	12 inches.	14 inches.	14 inches.	14 inches.
Diameter of driving wheels	24 inches.	28 inches.	30 inches.	33 inches.	36 inches.
Diameter of truck wheels.....	14 inches.	16 inches.	18 inches.	20 inches.	22 inches.
Rigid wheel-base.....	4 ft. 0 in.	4 ft. 8 in.	5 ft. 0 in.	4 ft. 6 in.	4 ft. 6 in.
Total wheel-base.....	9 ft. 0 in.	10 ft. 0 in.	10 ft. 6 in.	13 ft. 4 in.	13 ft. 10 in.
Length over all.....	14 ft. 6 in.	17 ft. 0 in.	17 ft. 9 in.	21 ft. 0 in.	22 ft. 0 in.
Weight in working order.....	14,500 lb.	18,000 lb.	21,500 lb.	26,000 lb.	29,000 lb.
Weight on driving wheels.....	9,000 lb.	12,000 lb.	14,500 lb.	18,000 lb.	20,000 lb.
Weight on two-wheel radial-bar truck	5,500 lb.	6,000 lb.	7,000 lb.	8,000 lb.	9,000 lb.
Capacity of tank.....	125 gals.	175 gals.	250 gals.	300 gals.	350 gals.
Weight per yard of lightest steel rail advised.....	12 lb.	16 lb.	20 lb.	25 lb.	25 lb.
Hauling capacity on a level, in tons of 2,000 lb.....	200 tons.	300 tons.	375 tons.	450 tons.	525 tons.

This page from the 1889 Porter catalog shows more or less the design of Cúcuta locos 6-8, complete with the flat-topped canopy.

The photos from the 1920s or later above show more modern domes, however, though that may be the result of subsequent re-boilerings, and the cab platework is also slightly different. The dimensions in the first column match those listed above.

2-6-0 d/w 36"? cyls. 12x16", built by Porter in 1890

Ordered via S. H. Payne for *FC de Cucuta*. Copeland and Lehmuth have this as an 0-6-0, but Weber and Connelly say 2-6-0.

9 'ZULIA'

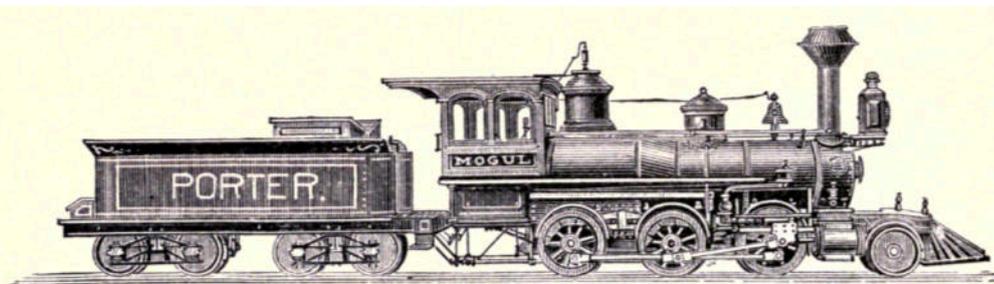
w/n 1168

The mid-1904 report to shareholders [44] said: "*Zulia No. 9 – A pesar de encontrarse en el Taller la nueva caldera de esta máquina no ha sido posible darle principio á la, reconstrucción de ella: primero, por que carezco de suficientes oficiales de mecánica y segundo por faltarle muchas piezas que tuve que tomar para componer la Catatumbo.*"

Source [20] in 1922 reported: **Zulia No 9.**—*Como lo dije en mi anterior informe, esta máquina se encontraba el 1° de julio en Talleres para su reparación general y cambio de caldera El 10 de octubre funcionó ya perfectamente y se puso al servicio en el tren 1o. de la línea a Puerto Villamizar. Ha trabajado bien.*



A still from a video showing what looks like a Porter tender engine clearly with the number **9** on the smokebox door. The steam dome is of the later pattern but the sand-dome is an early one.



Cylinders	diameter.	11 inches.	12 inches.	12 inches.	13 inches.	14 inches.
	stroke.....	16 inches.	16 inches.	18 inches.	18 inches.	20 inches.
Diameter of driving wheels.....		36 inches.	36 inches.	40 inches.	40 inches.	44 inches.
Diameter of truck wheels.		24 inches.	24 inches.	26 inches.	26 inches.	28 inches.
Rigid wheel-base of engine.....		9 ft. 0 in.	9 ft. 0 in.	9 ft. 3 in.	11 ft. 5 in.	12 ft. 2 in.
Total wheel-base of engine.....		14 ft. 6 in.	14 ft. 6 in.	15 ft. 0 in.	17 ft. 6 in.	18 ft. 2 in.
Wheel-base of engine and tender		33 ft. 0 in.	33 ft. 6 in.	35 ft. 2 in.	37 ft. 2 in.	38 ft. 0 in.
Length over all of engine and tender		40 ft. 6 in.	41 ft. 2 in.	42 ft. 8 in.	45 ft. 0 in.	45 ft. 8 in.
Weight of engine in working order		32,000 lb.	35,000 lb.	38,000 lb.	44,000 lb.	51,000 lb.
Weight on driving wheels.....		27,500 lb.	30,500 lb.	33,000 lb.	38,000 lb.	43,000 lb.
Weight on two-wheel radial-bar truck		4,500 lb.	4,500 lb.	5,000 lb.	6,000 lb.	8,000 lb.
Water capacity of tender tank..		1,050 gals.	1,050 gals.	1,200 gals.	1,400 gals.	1,600 gals.
Weight per yard of lightest steel rail advised.....		30 lb.	30 lb.	30 lb.	35 lb.	40 lb.
Hauling capacity on a level, in tons of 2,000 lb.		700 tons.	800 tons.	900 tons.	1,000 tons.	1,150 tons.

This is the mogul page from H. K. Porter's 1889 catalog. The second column of dimensions would seem to be applicable, as we know that this engine had 12x16" cylinders.

2-4-2ST d/w 36", cyls. 9x14", built by Porter in 1891

Ordered for S. H. Payne & Son for export.

10 PERALONSO' w/n 1325

The mid-1904 report to shareholders [44] said: "*Zulia No. 9 – A pesar de encontrarse en el Taller la nueva caldera de esta máquina no ha sido posible darle principio á la, reconstrucción de ella: primero, por que carezco de suficientes oficiales de mecánica y segundo por faltarle muchas piezas que tuve que tomar para componer la Catatumbo.*"

Source [20] in 1922 reported: "***Peralonso No 10*** — *En julio hizo varias viajes con trenes de balasto; en octubre, con trenes expresos, y en los primeros días de noviembre sirvió como auxiliar de las máquinas que trabajan en el Ferrocarril Frontera. Se le hicieron algunas pequeñas reparaciones durante el semestre. Su estado es bueno.*"



Another still from a video, very poor but confirming that no. **10** was a tank engine.

Cylinders	{ diameter.....	8 inches	9 inches.	10 inches	12 inches.	14 inches.
	{ stroke	14 inches.	14 inches.	16 inches.	18 inches.	20 inches.
Diameter of driving wheels.....		30 to 33 in.	33 to 36 in.	40 to 44 in.	44 to 48 in.	48 inches.
Diameter of truck wheels.....		16 to 18 in.	18 to 20 in.	22 to 24 in.	24 to 26 in.	26 inches.
Rigid wheel-base		5 ft. 0 in.	5 ft. 9 in.	6 ft. 6 in.	6 ft. 9 in.	7 ft. 0 in.
Total wheel-base		15 ft. 0 in.	15 ft. 9 in.	18 ft. 6 in.	20 ft. 0 in.	21 ft. 0 in.
Length over all.....		22 ft. 0 in.	24 ft. 0 in.	30 ft. 0 in.	32 ft. 6 in.	35 ft. 0 in.
Weight in working order.....		23,000 lb.	29,000 lb.	39,000 lb.	49,000 lb.	58,000 lb.
Weight on driving wheels.....		15,000 lb.	19,000 lb.	27,000 lb.	33,000 lb.	40,000 lb.
Weight on two trucks.....		8,000 lb.	10,000 lb.	12,000 lb.	16,000 lb.	18,000 lb.
Capacity of saddle tank.....		250 gals.	325 gals.	500 gals.	750 gals.	900 gals.
Weight per yard of lightest steel rail advised.....		20 lb.	25 lb.	30 lb.	35 lb.	40 lb.
<hr/>						
Hauling capacity on a level, in tons of 2,000 lb.		350 tons.	475 tons.	650 tons.	850 tons.	1,000 tons.

No. **10** may well have looked like this when first built, though the photo was clearly taken after electric headlights had replaced the original huge oil lamps. The second column of dimensions applies.

2-6-0? d/w 36"?, cyls. 12x16", built by Porter in 1892

Ordered via S. Payne & Co. for *FC de Cúcuta*. The 1892 Porter catalog used the same image as that shown above for loco no. **9**, so it has not been repeated here. The only differences in the appropriate list of dimensions were the addition of an extreme height above rail of 11' 3", and slight increases in the weights given, such as the total weight of the engine in working order having gone up from 35,000lbs. to 37,000lbs.

11 'CATATUMBO' w/n 1409

The mid-1904 report to shareholders [44] said: "*Catatumbo No. 11. – Acaba de hacersele una regular composición; se encuentra prestando servicio; su caldera en mal estado; tiene 12 años de trabajo y es necesario reemplazarla por una caldera nueva.*"

Not listed in 1922 review of the fleet.

0-4-2T d/w 28", cyls. 7x12", built by Baldwin in 1893

Ordered for Cúcuta RR. BLW class 6-8 1/3 C no. 46. Spec. is in vol. 19 p62. Bonnet stack.

12 'TORBES'

w/n 13881

The mid-1904 report to shareholders [44] said: "*Tórbes No. 12. – Ha prestado buen servicio en el semestre y está en buen estado.*"
Source [20] in 1922 reported: *Torbes No 12 — Ha entrado dos veces a Talleres para repararla. En septiembre, octubre, noviembre y diciembre prestó, en turno, servicio para el Tranvía de calle.*



A partial view but giving clues as to the appearance of no. **12 'TORBES'**.

0-4-2T d/w ?, cyls. 9½x15", built by Kerr Stuart in 1897

Ordered via Isaac & Samuel for FC de Cúcuta.

13 'La GRITA'

w/n 114

The mid-1904 report to shareholders [44] said: "*Grita No. 13.-Se encuentra en buen estado.*"

Source [20] in 1922 reported: *Grita No 13.— En julio y agosto prestó servicio en turno con Tonchalá y en septiembre entró a Talleres para algunas reparaciones que se le hicieron, Su estado es bueno.* Did this engine later go to the FC del Norte? See photo of that engine in section 12.3.1.

2-6-0 d/w 36"?, cyls. 12x20", built by Kerr Stuart in 1897

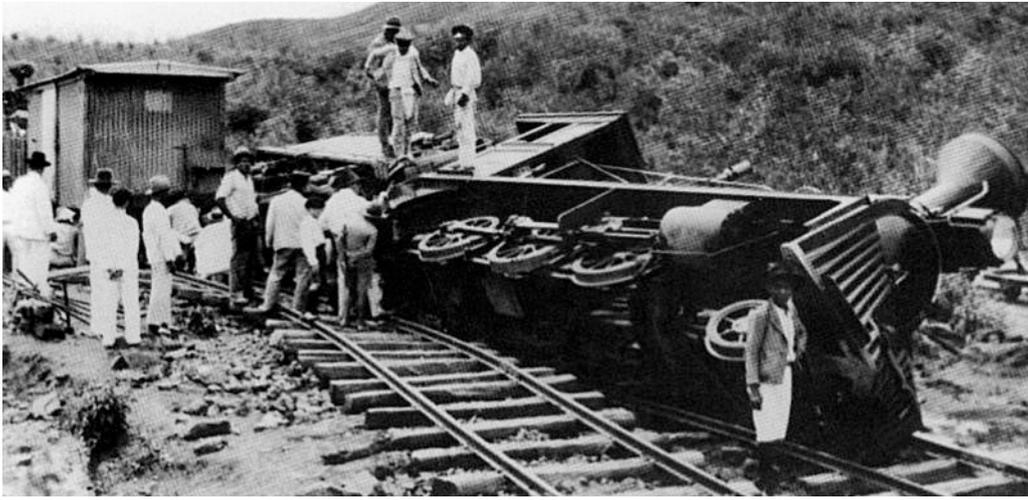
Ordered via Isaac & Samuel for FC de Cúcuta.

14 'VENEZUELA'

w/n 115

The mid-1904 report to shareholders [44] said: "*Venezuela No. 14. – En este mes ha comenzado a prestar servicio, y está en perfecto estado.*"

Source [20] in 1922 reported: *Venezuela No 14.— De julio al 9 de octubre prestó servicio en el tren de carga en la línea al Puerto, en turno con González Vázquez El 11 de octubre entró a Talleres para ajustarla, repararla y cambiarle varias piezas. Está lista para prestar servicio,* Derailed and overturned leaving Cúcuta in April 1932 [8].



It is clear that this loco was generally of American appearance, though a British-style smokebox door can be seen. From Manuel José Cabrera collection via source [8].

2-4-0 d/w 37", cyls. 11x16", built by Baldwin in 1896

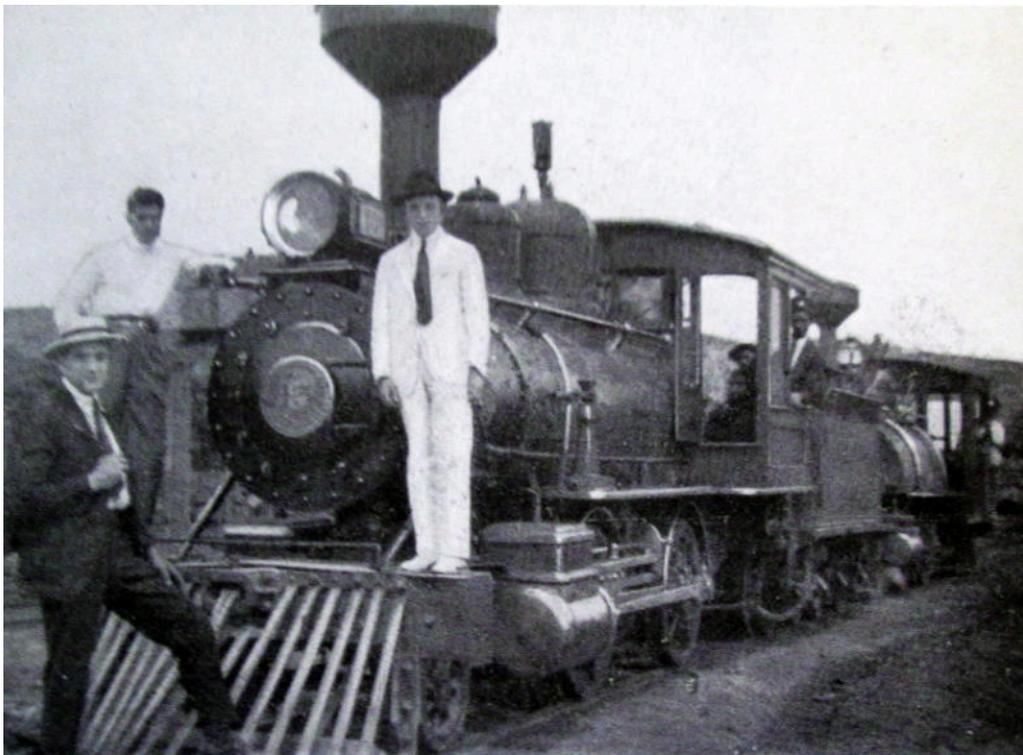
Ordered via Theband Bros. for Cúcuta Railway. BLW class 6-16C no. 17. Spec. is in vol. 20 p208. Four-wheeled tender, straight stack.

15 'TAMALAMEQUE'

w/n 15053

The mid-1904 report to shareholders [44] said: "*Tamalameque No. 15 – En estos días se le hizo una composición regular, está prestando servicio y en buen estado.*

Source [20] in 1922 reported: *Tamalameque No 15.— A pesar de su mal estado y de haberle rebajado la presión, viajó con la Grúa a Puerto Villamizar e hizo viajes con trenes de pasajeros varios domingos; del 14 al 31 de diciembre trabajó en el tren de balasto. Se le han hecho constantes reparaciones, y como ya se ha dicho varias veces. esta máquina requiere caldera nueva, pues de lo contrario habría que retirarla pronto del servicio.* Renamed '**CHINACOTA**', but presumably not until after 1922 and possibly at the same time that no. 19 arrived and took over the '**TAMALAMEQUE**' name.



FC de Cucuta no. 15 'CHINACOTA', as pictured in *Baldwin Locomotives* vol. 6 no. 3 in January 1928. Note the unidentified small saddle tank loco behind.

Reports from 1900

The company report published in January 1901 [34], contains interesting information:

podría atender a tiempo a su reparación.

SERVICIO DE TRACCIÓN.—Este servicio no se ha podido atender con toda regularidad, por que la marcha de los trenes ha dependido en gran parte de las órdenes dictadas militarmente. Es de lamentarse la desgracia ocurrida el 6 de Febrero, en la línea de La Frontera y en el punto denominado "El Trapiche." A las 8 de la noche poco mas ó menos, hubo una colisión entre 2 máquinas que conducian tropas, la "Cúcuta" que venia chocó con la "Santander," que llevaba orden especial de no pasar del cambio del "Guacharacal," pero su maquinista fué obligado por el Jefe de la escolta á seguir la marcha. Ambas máquinas sufrieron daños de consideración. Respecto

— 9 —

del estado de máquinas y vehículos, me refiero al informe del Señor Jefe de Talleres. Los trenes oficiales pedidos para movilizar tropas &ª &ª alcanzaron á 430 por un valor de \$ 16,208-80.

Soy del Señor Presidente atento y S. S.—ELIAS CASTILLO.

Estación Cúcuta, Agosto 4 de 1900.

This paragraph records a collision between 'CÚCUTA' and 'SANTANDER' on the night of 6th February 1900 which caused more than slight damage to both engines.

INFORME DEL MAESTRO MECANICO.

Señor Presidente:

Además de las reparaciones que se le hacen diariamente á las máquinas, han entrado á depósito en el semestre de Julio á Diciembre para composición general las siguientes máquinas: Peralonso, Floresta, América, Cúcuta y Tórbes que han sido compuestas; esta última ha tenido que volver á entrar en depósito por faltarle ruedas de boguines. La Victoria, actualmente se está armando con cama, caldera y casilla nuevas y el trabajo está muy adelantado. La Santander: por falta de la plancha principal de adelante no se puede principiar su composición. La Táchira está en depósito; se le hace una composición general y está bien adelantado el trabajo. Zulia: esta máquina hay que examinarla minuciosamente; por lo pronto se vé que le falta á la caldera, un hogar y una plancha de la parte cilíndrica de la caldera. Colombia: esta máquina tiene rotos ambos lados de la cama, y la caldera en muy mal estado; parece conveniente aguardar la llegada del Señor Johnston para que él resuelva en el particular. De los ejes y ruedas de repuesto de las máquinas son muy pocos los que se encuentran en buen estado, por carecer de un torno grande para componerlos. Con excepción de la Peralonso, Catatumbo, Grita y Venezuela, todas las demás tienen la caldera dañada.

CARROS DE PASAJEROS.—Se encuentran en buen estado los carros

This report from the railway's Master Mechanic names all of the locos listed above apart from the original no. 1 which had long since migrated to the FC de la Sabana, 6 'PAMPLONITA' and 15 'TAMALAMEQUE'. Note also the absence of any clues that the putative Grant engines still existed.

ma, cargandolos a la Cuenta Masas Menores.

El Señor Presidente manifestó que la frecuencia con que hay que poner trenes expresos; prender una máquina para servicios extra, ó para visitas del mismo, ó del Inspector, causaban perjuicios de consideración, por el daño que sufrían las locomotoras; que habia tambien incomodidad para estas excursiones por no ir carro de pasajeros y tener que viajar en la misma máquina; que por eso se dañaron la Torbes y la Colombia; para evitar estos perjuicios y poder prestar el servicio con más eficacia, sería conveniente tener un carro de inspección para cuatro ó seis personas, movido por vapor, según se ve en el Catálogo de Kalamazoo y solo cuesta \$ 500 y pico de dollars en New York, empacado y puesto á bordo. Que si la Junta estimaba conveniente y económico este vehiculo, le pedia autorización para encargarlo. La Directiva consideró el punto y reconocida la conveniencia autorizó al Presidente para traer el carro de inspección.

No habiendo otro asunto el Señor Presidente levantó la sesión siendo las 2 ½ P. M.

El Presidente,—JOSE AGUSTIN BERTI.

El Secretario,—MELITON ANGULO HEREDIA.

A further paragraph from source [34] regretted the damage caused to locomotives 'TORBES' and 'COLOMBIA' as a result of their use on impromptu expresses, and suggested that the purchase of a steam inspection car would be worthwhile: "The President stated that the frequency with which it is necessary to put express trains; lighting up a machine for extra services, or for visits by the same, or by the Inspector, caused considerable damage, due to the damage suffered by the locomotives; that there was also discomfort for these excursions because there was no passenger car and having to travel in the same machine; that is why **Torbés** and **Colombia** were damaged; In order to

avoid these damages and to be able to provide the service more efficiently, it would be convenient to have an inspection car for four or six people, moved by steam, as seen in the Kalamazoo Catalog and it only costs \$500 and a bit of dollars in New York. , packed and put on board. That if the Board deemed this vehicle convenient and economical, it would ask for authorization to order it. The Board considered the point and recognized the convenience authorized the President to bring the inspection car."

The fleet in 1909

The *Revista del Ministerio de Obras Públicas* in January 1909, p24 to p38, reported that the railway possessed:

1 locomotora de 6 ruedas y 17½ toneladas.

5 locomotoras de 6 ruedas y 16 toneladas.

Possibly nos. 1-5.

5 locomotoras de 4 ruedas y 14 toneladas.

1 locomotora de 4 ruedas y 14½ toneladas.

3 locomotora de 5 (sic) ruedas y 4 toneladas (del tranvía).

Probably nos. 6 to 8.

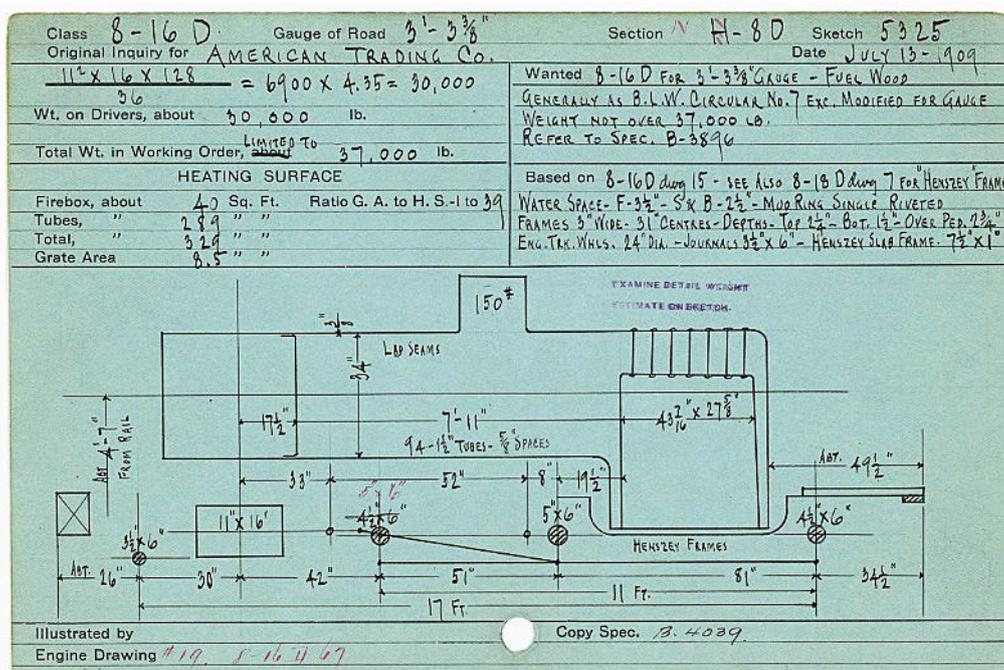
Whilst the total of fifteen locos matches precisely the engines that have been listed so far (apart from the original two which had moved on), the numbers of wheels given differ. There should be three or four locos with eight wheels, and none with only four. It is of course possible that numbers of driving wheels were meant.

2-6-0 d/w 36"?, cyls. 11x16"?, built by Baldwin in 1909

Ordered via American Trading Co. BLW class 8-16D no. 67. Spec. in vol 49 p124. Radley & Hunter stack. Note about GM of RR being Mr. Johnson. Was probably this for this railway.

3² 'COLOMBIA'? w/n 33963

Source [20] in 1922 reported: *Colombia No 3* — *Se le han hecho algunas reparaciones, y ha prestado servicio en la línea a Puerto Villamizar en turno con América y Zulia.* 'Se halla en buenas condiciones de servicio.'



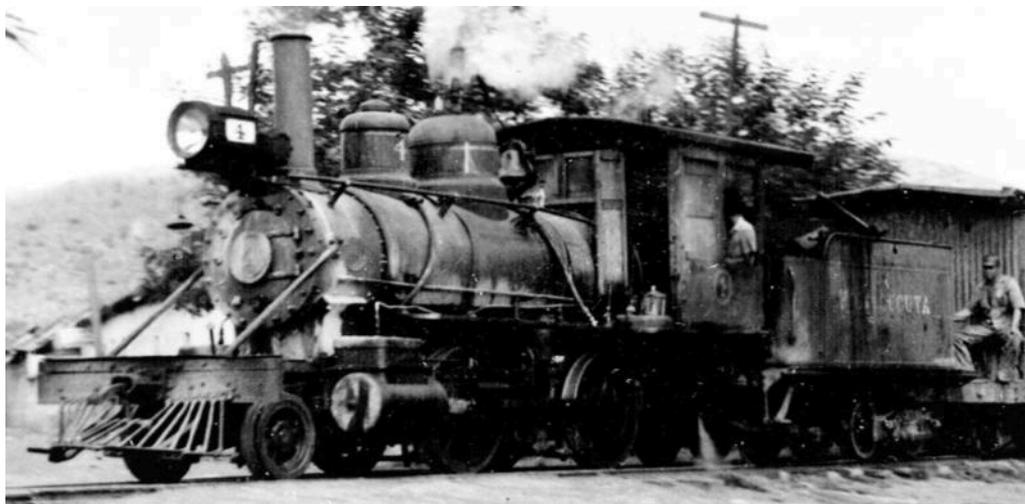
An early stage of the working up of the design for Baldwin 2-6-0 no. 3 'COLOMBIA' in 1909, as seen on a card in the DeGolyer Library archives.

2-4-0 d/w 37", cyls. 11x16", built by Baldwin in 1911

Ordered via Yglesias Lobo & Co. for *FC de Cúcuta*. BLW class 6-16C no. 27. Spec. is in vol 36 p 328. Painting dark red. 4-wheeled tender. Wood-burning stack with sunflower top.

4² 'AMERICA' w/n 36094

The BLW spec. page for this loco clearly shows the name as '**AMERICA**', but Holzinger's list shows a Baldwin 2-4-0 purchased in 1911 to be designated **4² 'PAMPLONA'**. [8] concurs that '**PAMPLONA**' was the engine's name in 1923. However, source [20] in 1922 reported: *América No 4.*— *A esta máquina se le han hecho las reparaciones necesarias; trabajó en turno con la anterior en tren 19 a Puerto Villamizar; – El 12 de noviembre, con motivo del promontorio de langostas que obstruía la línea, fue preciso partir en la bajada de "El Grito" el tren que llevaba esta máquina, y al regresar a tomar el resto de vehículos tuvo un choque que ocasionó la doblada de una plancha de la carta del tender y dañó el cabecero de un carro de pasajeros y un vagón. Hoy en lo general la máquina está en buen estado.* Possibly later became no. **9**.



This image from the collection of Fernando Perdomo apparently dates from the late 1940s. The 2-4-0 is clearly numbered **4**, and has Baldwin-style domes. Interestingly the tender seems to have a 2-4 wheel arrangement with just a single rear bogie.

0-4-0T d/w 36", cyls. 10x14", built by Porter in 1913

Ordered via Wonham Inc. for *FC de Cúcuta*, according the Connelly, but no other Porter list gives any customer.
? '?' w/n Did this come here? If so, what were the number and name?

2-6-0 d/w 36", cyls. 12x20", built by Kerr Stuart in 1914

Ordered for Cucuta RR.

16 'GONZÁLEZ VASQUEZ' w/n 2361
y

Source [20] in 1922 reported: *González Vázquez N°. -16.*—*En julio agosto entró a Talleres, se ajustó y se le cambiaron algunas piezas. En seguida salió a prestar servicio en tren de carga en turno con Venezuela, Con ligeras reparaciones, prestó servicio hasta el 5 de diciembre, en que entró a Talleres nuevamente.*

2-4-2ST d/w 37", cyls. 8x12", built by Baldwin in 1914

Ordered via Yglesias Lobo & Co. for *FC de Cúcuta*. BLW class 8-10¼C no. 16. Spec. is in vol. 54 p306. Radley & Hunter stack. Paint dark red same as for 6-16C no. 27. Erecting card drawing 1031-9 is in the DeGolyer Library

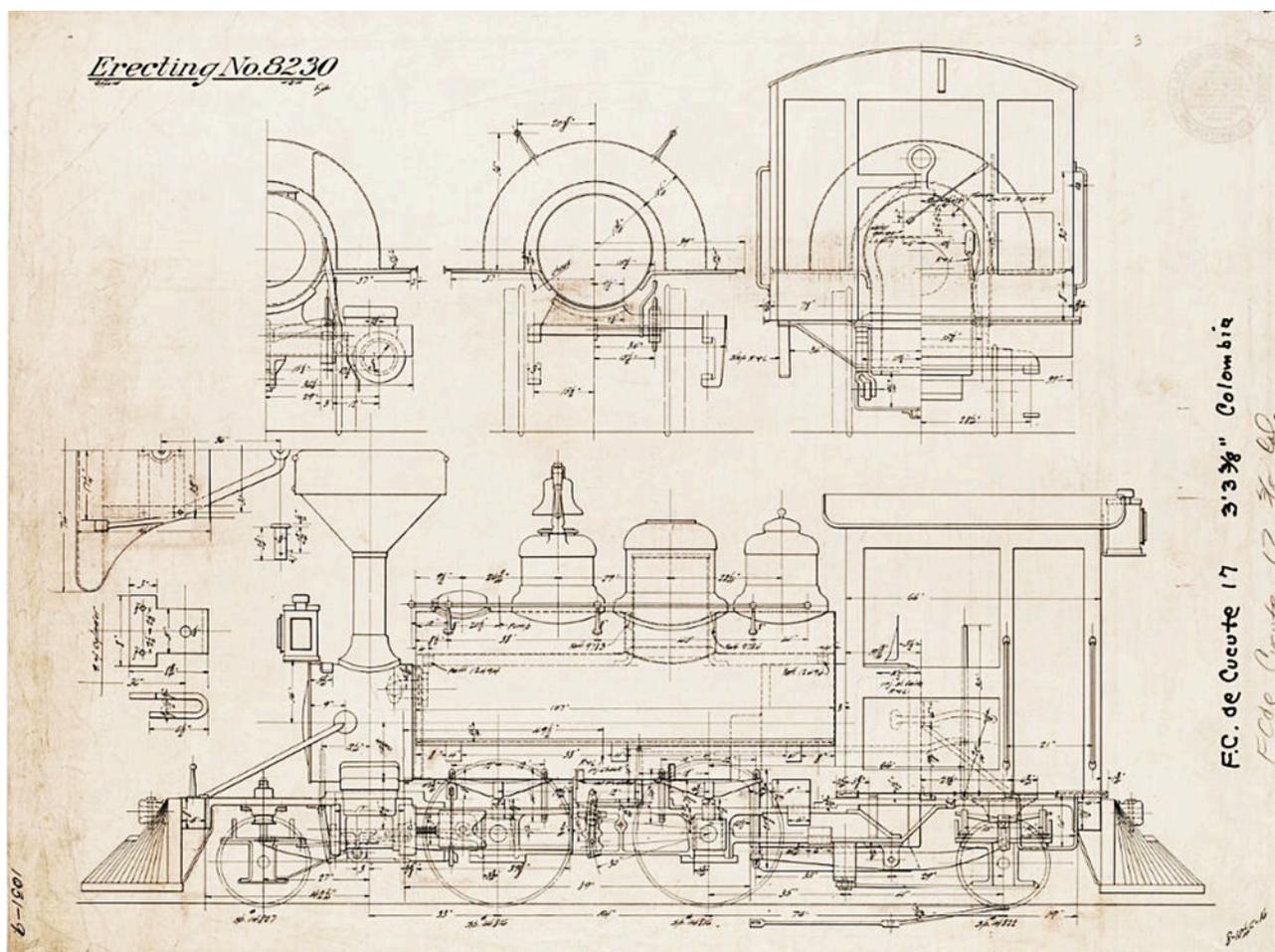
collection; see list in appendix.

17 'TONCHALA' w/n 41307

Source [20] in 1922 reported: *Tonchalá No. 17.*—*Con algunas reparaciones que se le hi vieron, ha prestado servicio de patio turnándose con Grita. Su estado es bueno.*



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 04986.



The Baldwin erecting card drawing for no. 17, from the DeGolyer Library online collection. It rather looks as though the extreme length of the stack in the photo above was the result of a late request by the railway.

The fleet in 1914 and 1916

Source[7] vol. 22, p25 onward, reported that the railway possessed fifteen engines in that year. In 1916, according to vol. 24 p 402, there were sixteen. On the other hand, Sr. Ortega writing in 1919 [12] suggests that twelve engines

were then in service.

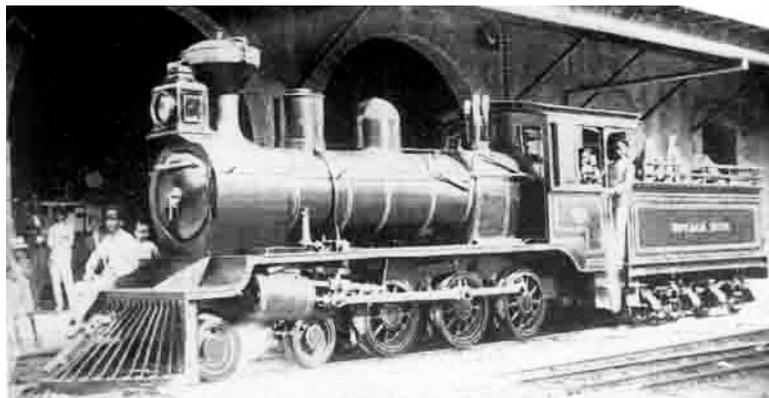
4-6-0 d/w 36"?, cyls. 12x20", built by Kerr Stuart in 1920

Ordered via Isaac & Samuel for Cucuta.

18 'BOYACA'

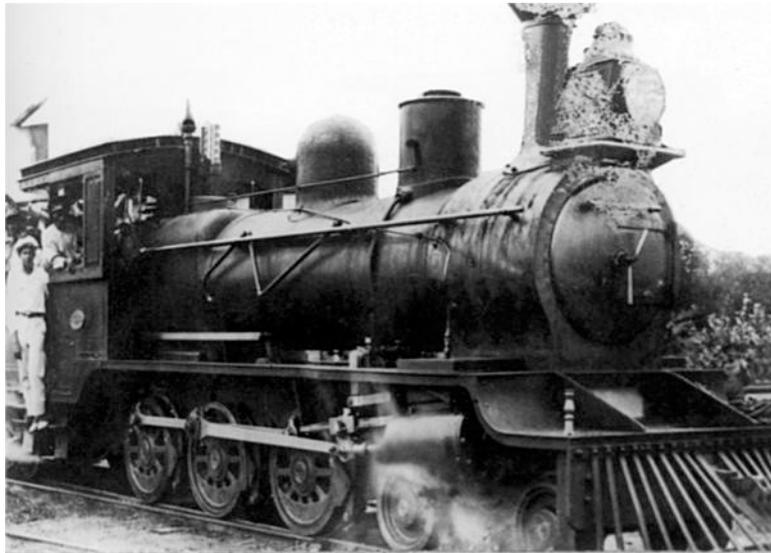
w/n 4164

Source [20] in 1922 reported: *Boyacá N° 18.—El 1° de agosto se dio principio a la armada de esta máquina nueva, y a no haber sido por la de. mora en llegar de una caja que contenía parte de la maquinaria, ese trabajo se habría ejecutado en el mismo mes. Dicha caja llegó el 1° de octubre y prontamente se concluyó la armada de la máquina, la cual hizo algunos viajes de prueba. En noviembre trabajó en los trenes de leña y en diciembre en los de carga en la línea al Puerto.*

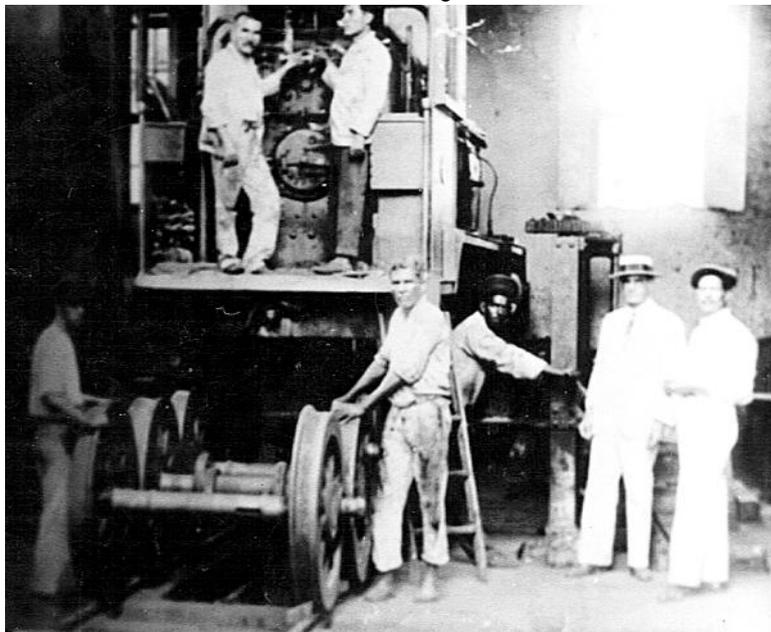


FC de Cucutá no. **18 'BOYACA'**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. [cjwsam504](#).





A photo by Manuel José Cabrera from Gustavo Arias' collection [8]. It is not clear whether the chimney had been modified or whether the image had been cropped or adjusted to give the impression of a conventional straight stack.



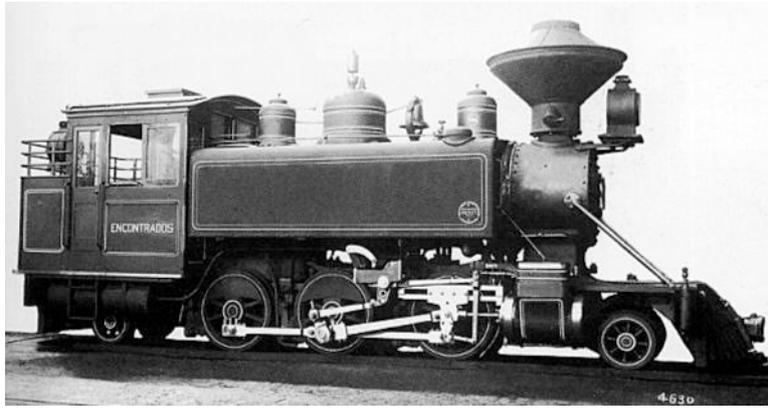
A Kerr Stuart 4-6-0 in the works with its wheels run out, identifiable by the running plate curve beneath the front of the cab.

2-6-2T d/w 40", cyls. 14x18", built by Baldwin in 1913?

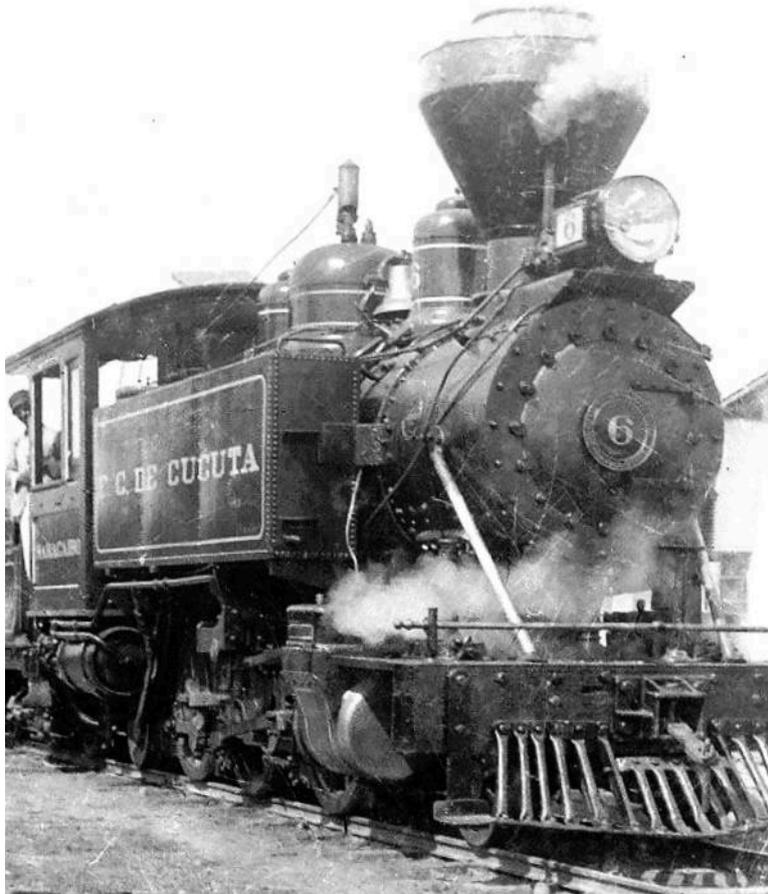
Ordered for *FC del Tachira* in Venezuela. Probably Baldwin 40537-8 ex *FC de Tachira* in Venezuela. These locos were *Gran FC de Tachira* nos. 8¹ and 9¹, named 'ENCONTRADOS' and 'MARACAIBO' respectively. Their numbers had been reused by the mid-1920s, at which time these 1913 engines would still have been relatively new. Presumably they had been sold as unsuitable for that railway. Reputedly bought by the *FC de Cúcuta* in 1923. However, the rail link between the two systems was only completed in 1929, so presumably the transshipment of the locomotives must have been by ship.

19 'TAMALAMEQUE' w/n 40537

6³ 'MARACAIBO' w/n 40538?



A Baldwin builders' photo of *FC de Tachira* no. 8 'ENCONTRADOS', which later crossed the border into Colombia to become *FC de Cúcuta* no. 19 'TAMALAMEQUE'.



This would appear to be the *Gran FC del Tachira*'s no. 9 'MARACAIBO' after its sale to the *FC de Cúcuta*. It seems to have gained a tender. Although these engines were presumably unsuccessful on their original line, they must have been better liked in Colombia as the railway later purchased two more of the same design.

?-?-0 d/w ?, cyls. ?, built by ??? in 1???

Ordered for

20 'AMERIKA' w/n ?

A proposed rack and adhesion branch to Tamalameque

Discussion in source [7] around 1918 focusses on the possibility of building a branch to Tamalameque using rack and adhesion locos. Vol. 26 p87 of that source, speculates on the use of 40 tonne Swiss-built rack locos and their

dimensions. There might have had to be 37 km. of rack.

Notes from 1922

Source [20] reported that: *También se han colocado dos órdenes por quemadores especiales de petróleo crudo para las Locomotoras de los Tranvías, a fin de suprimir el inconveniente y los peligros de las chispas que despiden las actuales máquinas de vapor. Con los quemadores garán unos equipos eléctricos para el alumbrado de los carros de pasajeros. La prensa hidráulica para sacar y meter ejes está prestando importantes servicios; lo mismo la locomotora "Zulia", a la que se le relevó la caldera. La locomotora Boyacá", gemela de la "González Vásquez", se encuentra prestando servicio;*

Translated, this reads: Two orders for special crude oil burners have also been placed for Tram Engines to eliminate the inconvenience and dangers of sparks from today's steam engines. With the burners they will create electrical equipment for the lighting of passenger cars. The hydraulic press for removing and inserting shafts is providing important services; The same is true for the "Zulia" locomotive, to which the boiler was replaced. The Boyacá "locomotive, twin of the "González Vásquez" locomotive, is providing service;

The document also contained tables showing the distance run by each engine during the second quarter of 1921:

Cuadro que manifiesta el movimiento kilométrico de Trenes en el segundo semestre de 1921.

FERROCARRIL DE CUCUTA

MAQUINAS		TRENES						Total de kilómetros recorridos
		ORDINARIOS	Balasto y con- servación.	Leñas de la Compañía	Auxiliares de carga	Extraordinarios de carga.	EXPRESOS	
No. 1	Cúcuta	550	36	104	240	206	78	1.214
" 2	Santander	550			320	856	10	1.736
" 3	Colombia	11.550		1.008				12.558
" 4	América	6.930		2.142	30			9.102
" 5	Victoria	880			40	262		1.182
" 10	Peralonso					80	220	300
" 15	Tamalameque	330	1.147			550	114	2.141
" 14	Venezuela	5.170			36			5.206
" 15	González Vásquez	5.720				90		5.810
"	Tonchalá					110		110
" 13	Grita					162		162
	Boyacá	2.750		422	140			3.312
	Zulia	5.610		1.294				6.904
Totales		40.040	1.183	4.970	806	2.316	422	49.737

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INFORME

FERROCARRIL FRONTERA

MAQUINAS	TRENES					Total de kilómetros recorridos
	ORDINARIOS	Balasto y con-servicio	Oficiales	Expresos	Extraordinarios	
Cúcuta	3.760	18	50		266	4.094
Victoria	6.288	63		61	320	6.732
Santander	5.536		92		180	5.808
Peralonso	2.064	593	209		160	3.026
Floresta					356	356
Táchira					351	351
Pamplonita					369	369
Torbes				9	621	621
Grita						9
Totales	17.648	674	351	70	2.623	21.366

AUTOMOVIL

FERROCARRIL DE GUGUTA			FERROCARRIL DE LA FRONTERA		
Ordinarios	Oficiales	Total de ktrs. recorridos	Ordinarios	Oficiales	Total de kilómetros recorridos
5	5	764	2	4	127

NOTA.—El total de los Trenes kilométricos de las dos líneas en el semestre, se descompone así:

FERROCARRIL DE CUCUTA	
Trenes kilómetros de explotación.....	41.268
" " " " servicio de la Compañía.....	8.469
Totales	49.737
FERROCARRIL FRONTERA	
Trenes kilómetros de explotación.....	20.341
" " " " servicio de la Compañía.....	1.025
Totales	21.366
Totales	71.103

El Jefe de Tracción,
FRANCISCO SOTO FRANCO.

INFORME

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The *FC de Cucuta* table covers the railway's original route from Cúcuta to Puerto Villamizar, whilst the *FC Frontera* table refers to the extension on through Puerto Santander and over the border into Venezuela.

Note that the locomotives belonging to the Cúcuta municipality and used on the town tramway service are not listed in these tables.

2-4-0 d/w ?, cyls. ?, built by Baldwin in 1924

Ordered for _____ There are no suitable Baldwin 2-4-0s built in 1924.

? w/n ?

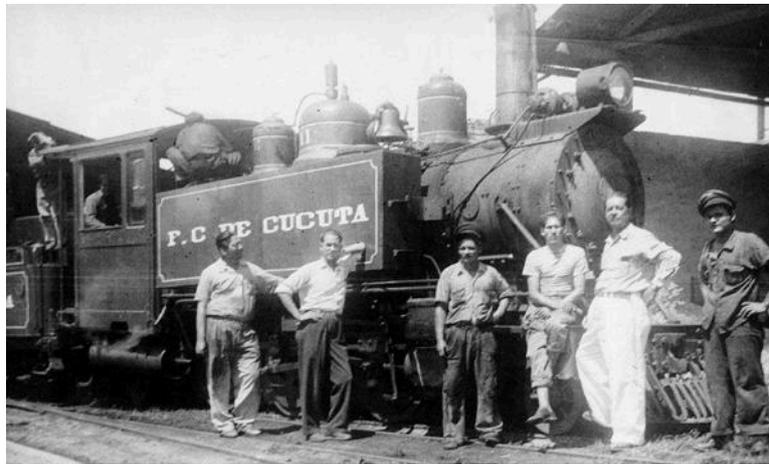
2-6-2TT d/w 40", cyls. 14x18", built by Baldwin in 1925

Ordered for *FC de Cucuta*. Cyls. and d/w checked on spec. sheets. BLW class 10-22¼D no. 59. Spec. is in vol. 78 p160. Spec. says name was painted on cab-sides. Tank sides to be painted 'F. C. DE CUCUTA'. Rushton stack.

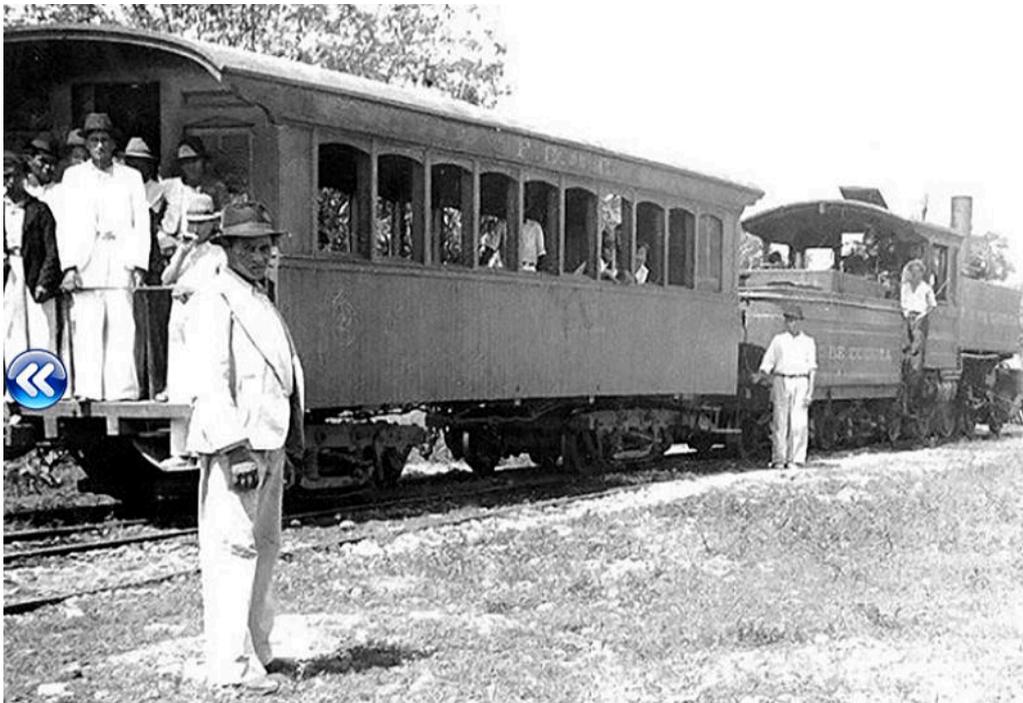
11² 'CATATUMBA' w/n 58866



Baldwin builders' photo no. 09682. Hi-res copies are available from the Railroad Museum of Pennsylvania.



No. 11 again, but after some time in service. The Rushton stack has been replaced by a straight one, and it looks as though a tender has been attached in place of the original bunker. Also an extended smokebox is now carried.



A rear three-quarter view of one of the Baldwin 2-6-2T locos with a tender coupled on. This one carries an oil tank and thus the original spark-arresting stack has been replaced by a straight chimney.. The train appears to be on the short side, though full!

1920s data

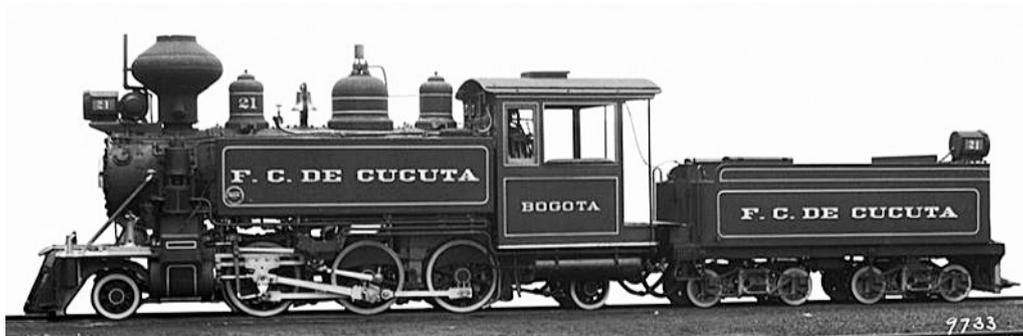
The railway was reported by the US report [2] in 1925 as having thirteen locos, whilst General Escobar [3] the same year thought it had twenty. In 1927 on the other hand it apparently had eighteen US-built engines and five from Britain.

2-6-2TT d/w 40", cyls. 14x18", built by Baldwin in 1926

Ordered for *Cia. del FC de Cucuta*. BLW class 10-22 $\frac{1}{4}$ D no. 60. Spec. is in vol. 78 p163. Rushton stack. Longer smokebox than no. 11.

21 'BOGOTA'

w/n 58941



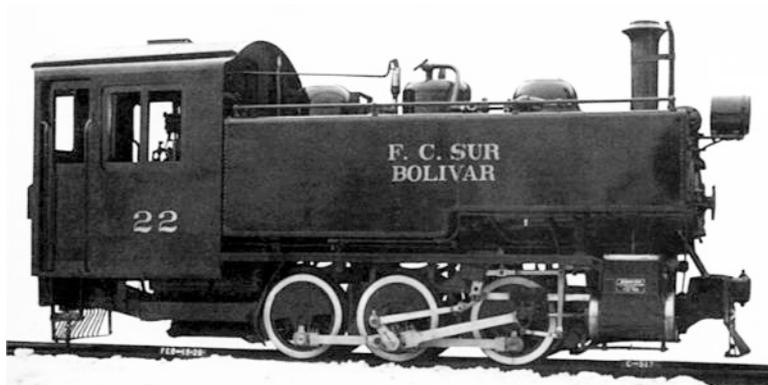
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09733. Note that this one seems to have carried an extended smokebox from new.

0-6-0T d/w 30½", cyls. 11x16", built by ALCo in 1926

Ordered for Russia, but not delivered.

22 'CUNDINAMARCA' w/n 58952

23 'AUGUSTIN BERTI' w/n 58953



No. 22, one of the locos built for Russia but not delivered. The photo – in the snow! – was presumably taken before delivery to Colombia, but that does not explain why it is lettered as for the 'F. C. SUR'. [8]



Almost certainly one of the above ALCo tank engines is seen here on a passenger train at Bochalema station in the early 1920s.

2-6-2 d/w 40", cyls. 14x20", built by Baldwin in 1927

Ordered for FC Santander of Tropical Oil Co. as their no 2. BLW class 10-22¼D no. 61. Spec. is in vol.79 p166.

2² 'TOC'? w/n 60084 Was 'TOC' a real name, or has someone mis-interpreted a reference to the engine's original owner?

??? d/w ?, cyls. ?, built by ??? in 1???

Ordered for

24 'JUSZO N. BERTIN' w/n ?

2-6-2 d/w ?, cyls. ?, built by Baldwin in 1915

Ordered for There are no suitable 2-6-2s or 2-6-2Ts in Connelly's BLW list for 1915.

25 'PADRE D. JORDAN' w/n ?

0-6-0 d/w ?, cyls. ?, built by Porter in 1926

Ordered for There are no suitable 0-6-0Ts in Connelly's Porter list for 1926.

? w/n ?

2-6-2 d/w 40", cyls. 14x20", built by Baldwin in 1927

Ordered for *FC de Cundinamarca* no. 1. Sold later to *FC de Cucuta*. BLW class 10-22¼D no. 63. Spec. in vol. 79 p144. Eight-wheeled tender.

1? w/n 60134

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1904

Ordered for *FC de la Sabana* as no. 7, to *FC Cundinamarca* no. 9, then to *FC Cucuta* no. 33.

33 w/n 23961

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1913, 1914, 1919 and 1920

Ordered for *FC de la Sabana*. BLW class 10-22E nos. 54 and 55. Specs. in vol. 44 p229. Superheated. Ordered via Amsinck G.

? w/n 39629 Originally *FC de la Sabana* 4² 'ANTIOQUIA'. Became *FC de Cundinamarca* no. 4, or maybe to *FC del Sur* as no. 4 [8].

36 w/n 39630 Originally *FC de la Sabana* 13 'TOLIMA'. Became *FC de Cundinamarca* no. ?. But [8] says went then to *FC Sur* as no. 5, then to *FC del Norte* as no. 29, and finally to *FC de Cucuta* as no. 36 where was seen in steam in 1959.



This would appear to be one of the ex *FC de Sabana/Cundinamarca* 2-8-0s at the head of a passenger train. The Austin A40 Devon van at the far left dates this photo to the 1950s or '60s.

Unidentified locos

The photo below, found on the internet, supposedly showed a street scene on the *FC de Cúcuta*. The loco has not yet been identified. It appears to have a four-wheeled rear bogie and thus might well have been an 0-4-4ST.



Another unidentified Cúcuta engine on the Río Pamplonita bridge, from source [18] published in 1920. The domes do not appear to be of Baldwin design, and the Radley & Hunter stack suggests that the photo was taken during the 20th century rather than earlier.



Derelict boilers and a tender, presumably after the railway's closure. Both boilers have domes over their fireboxes, but in comparison to the adjacent tender they appear rather too large to have come from the early Porter 2-4-0s.

For some unknown reason one of the locos from the linked Venezuelan railway the *Gran FC de Tachira* is nowadays plinthed in Cucutá. Did it ever work on the Cucutá system?

0-4-4ST d/w ?, cyls. ?, built by Baldwin in 1928

Ordered for *Gran Ferrocarril del Tachira, Cía. Anonima*. BLW class 8 14 1/3 C no. 61. Spec. is in vol. 79 p 182.

Rear tank 400 gals. Saddle tank 300 gals. Back of cab with fuel space for 1/2 cord of wood and fuel rack around top of tank.

13 'CATATUMBO'

w/n 60566

Mentioned in 1948 GFT inventory [3]. Supposedly used as a shunter at Encontrados. Plinthed in Cúcuta on the Colombian side of the border.



Gran FC de Tachira engine as nowadays plinthed just over the border into Colombia.

12.7.3 El FC de Cartagena-Calamar

1894-1951?

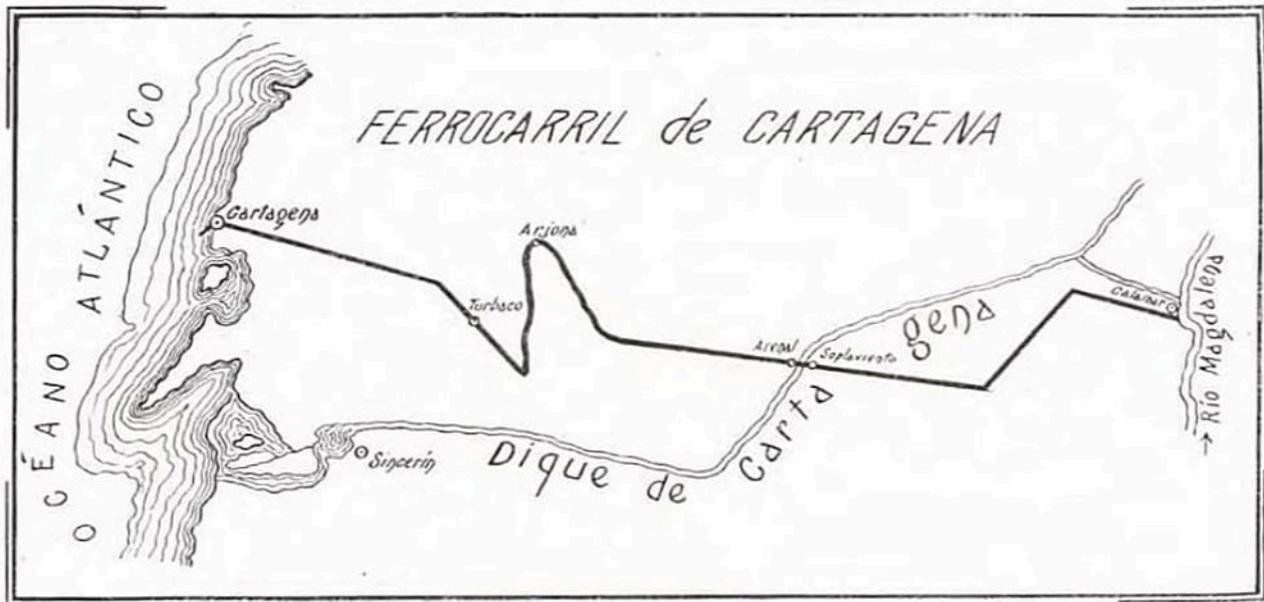


Background

3' 0" gauge. Juan Santiago Correa [source 30] has written: "Cartagena, after independence, was gradually displaced from communications with the interior of the country. Firstly, as a consequence of the sedimentation of the Canal del Dique and, secondly, in the second half of the 19th century due to the success of the Bolívar Railway and its connection with the Magdalena. Discussions about a railway to replace the connection with the Magdalena began in 1865, but it was not until the signing of the concession in 1890, with the American engineer Samuel B. Mac Connico, that the project materialized. The work began in 1891 in Cartagena and was carried out, without problems, in the savannah areas, following parallel to the Canal de Dique, for the most part until it reached its mouth in the Magdalena River, near Calamar, in 1894. The total length of the line was 105 kilometers with a gauge of one yard.

The commissioning of the railway allowed Cartagena to recover part of the dynamism that Barranquilla had acquired since the inauguration of its railway. In the early years of the 20th century, the company inaugurated another branch to the Sincerín mill on the banks of the Canal del Dique. By 1919 Cartagena had gone from having just over 8,000 inhabitants to nearly 93,000 and the economic dynamics were vigorous. However, the crisis of 1929, coupled with a strong fire at the railway terminal dock, hit the financial results of the company. In 1938, the adjustments to the Canal del Dique were completed, making the transshipment of the railway uncompetitive. The government bought the work in 1940 and operated it until 1950, when its rails were raised."

Railway opened 1894. Merged in 1913 with the Colombian Navigation Co. and thence known as the Cartagena-Calamar Ry. & Navigation Co. or the Colombia Railways & Navigation Co. Intended to link Cartagena with the navigable stretches of the Rio Magdalena which, until the Bocas de Ceniza works were completed in the 1940s, could not be accessed by ships from the open sea.



2-8-0 d/w 38", cyls. 16x20", built by Rhode Island in 1892

Ordered for Cartagena and Magdalena.

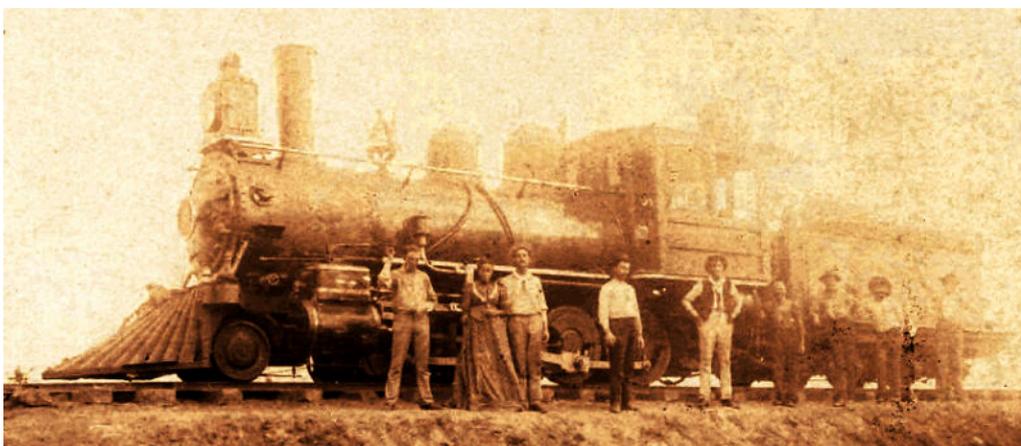
1 'CARTAGENA' w/n 2781 Sold to the FC de Girardot in 1907.

2 'TURBACO' w/n 2782



Rhode Island 2781, 1892. Cartagena Magdalena Railway Co. 1

Rhode Island-built 2-8-0 no. 1 'CARTAGENA'.



An almost identical view of one of this pair or possibly either of nos. 7 or 8, though strangely the chimney appears to be taller or maybe merely thinner.

2-4-2T d/w 36", cyls. 12x18", built by Brooks in 1892

Whilst Copeland's Colombian list shows these two locos here, Connelly's and Lambert's Brooks lists show these works numbers as for the metre gauge Santa Maria Magdalena in Brazil. However, an unattributed Brooks list also

has them here as nos. 3? and 4?. Gustavo Arias [8] has 2024 as no. 5 here, but no mention of 2025.

? w/n 2024

? w/n 2025

2-6-0 d/w ?", cyls. 12x16", built by Porter in 1893

Ordered via S. H. Payne & Son for *FC Cartagena Magdalena*

3 'ARJONA' w/n 1449

4 'SAN ESTANISLADO' w/n 1451



A 2-6-0 numbered 3, supposedly at Cartagena, and therefore probably the first of this pair. Note the clerestory roof to the cab, and the slope-back tender. Pic from source [18].

2-6-0 d/w 36", cyls. 12x18", built by Brooks in 1878

Ordered for Springfield, Jackson & Pomeroy RR as their no. 7, then sold in 1879 to Dayton & Southeastern RR 6, in 1881 to Toledo, Delphos & Burlington 34, in 1882 to Toledo Cincinnati & St. Louis 34, in 1884 to Dayton & Ironton RR 34, and finally in 1893 to Cartagena & Magdalena. An unattributed Brooks list has the running number here as 5?.

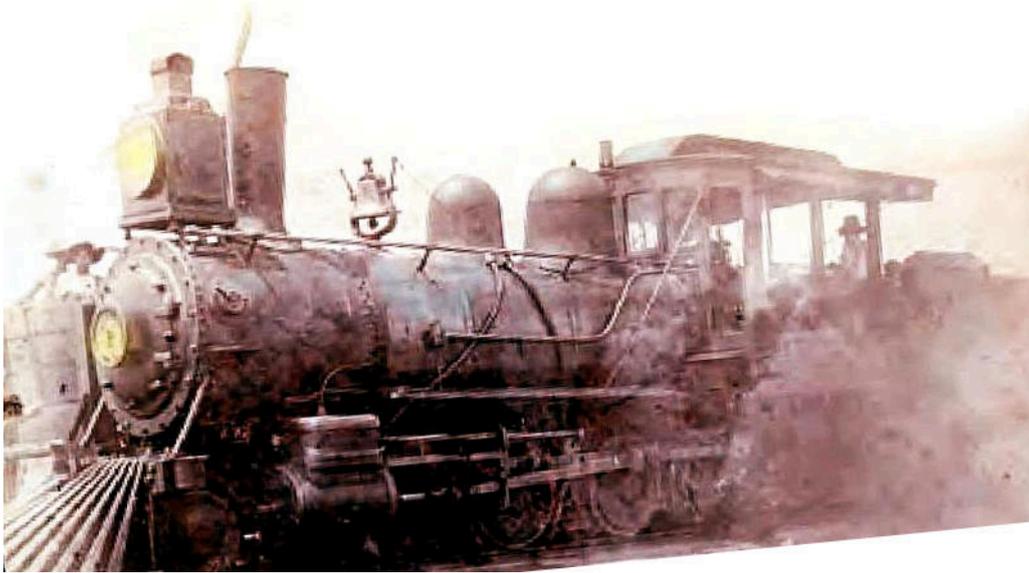
5? w/n 335

2-8-0 d/w 38", cyls. 16x20", built by Rhode Island in 1893

Ordered for Cartagena and Magdalena.

6 'SAPLAVIENTO' w/n 2991

7 'CALAMAR' w/n 2992



This unidentified loco appears to be a 2-8-0, and was found on a Cartagena website. It might well be one of the above-listed pair of Rhode Island engines, but this has not yet been confirmed.

0-4-0ST d/w ?", cyls. 9x14", built by Porter in 1894

Ordered for Cartagena and Magdalena Railway.

8 w/n 1525

2-6-0 d/w ?", cyls. 12x16", built by Porter in 1894

First one ordered via S. H. Payne & Son for Cartagena Magdalena.

9 w/n 1562

2-6-0 d/w ?", cyls. 15x24", built by Porter in 1904

Ordered for Cartagena Magdalena Railroad.

10 'ESPAÑOL' w/n 3032

2-6-2? d/w ?", cyls. 15x24", built by Porter in 1913

Ordered via Wonham Inc. of NY for export to ? Name of second loco suggests this railway might be a possibility and the number also fits. NB Looking at the Porter lists: Connelly says both were 2-6-0s, whilst Copeland, Taber and Weber say both were 2-6-2s. Bob Lehmuth's list has the first as a 2-6-2 and the second as a 2-6-0!

11 w/n 5365

12 'MAGDALENA' w/n 5366



These images clearly show that no. **12** was an American-built engine.



2-6-0 d/w ?", cyls. 12x18", built by Porter in 1918

Ordered via the Mercantile Bank of America for Cartagena & Magdalena. Eight wheeled tender.

14 w/n 6057

4-6-0 d/w 37", cyls. 14x20", built by VIW in 1914

Ordered for James H. Corbett & Co. nos. 7-8, Kittaning, Pennsylvania. Sold to Columbian Ry. & Navigation Co. Ltd. Date unknown but probably between 1918 and 1925. Connelly's VIW list says move was in 1921, and also that these locos were then sold on again in 1932 to Kief Cleand Co.

15 w/n 2287

16 w/n 2288



One of the pair of VIW-built 4-6-0s, seen here without its tender.

The fleet in 1919

Ortega [12] says that there were seven locomotives in service, which is not many given that sixteen or more had been delivered during the previous twenty-seven years.

The fleet in 1925

The US report published in 1927 [2] lists the following as on the roster in 1925:

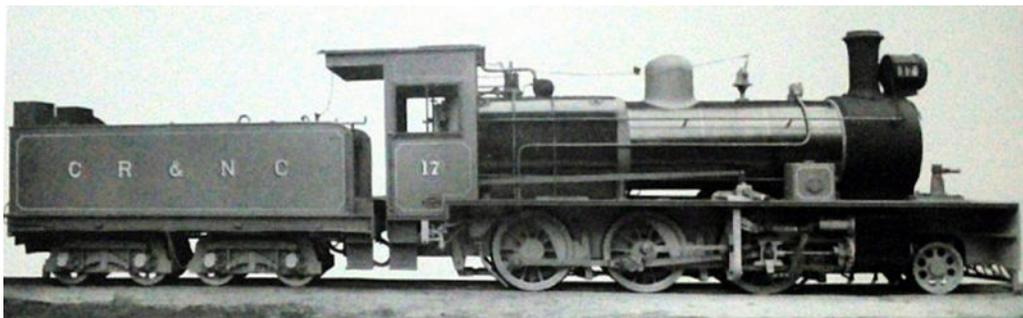
One 2-6-0T	12x16" weighing 37000 lbs.	Unknown.
One 2-8-0	16x20" weighing 69530 lbs.	Probably one of the Rhode Island engines.
One 2-6-0T	12x16" weighing 37000 lbs.	Unknown.
Three 2-6-0s	15x24" weighing 78000 lbs.	Possibly the Porter and two similar?
One 2-6-0	12x18" weighing 51000 lbs.	Probably the Brooks tender engine.
Two 4-6-0s	14x20" ?	Probably the pair of VIW engines.

2-6-0 d/w 41", cyls. 15x22", built by Hunslet in 1926 and 1927

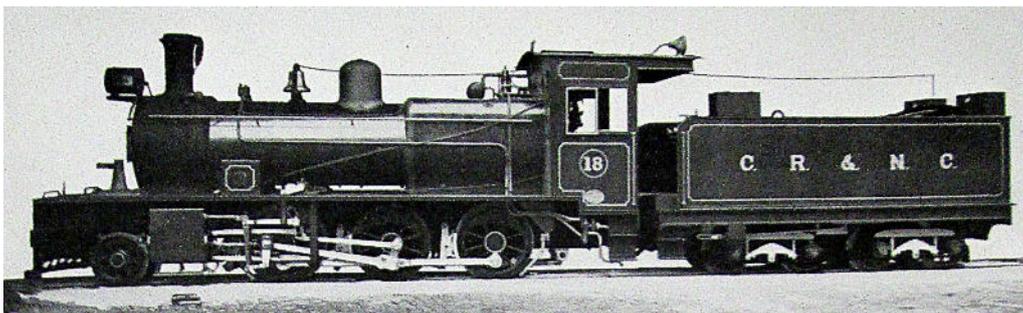
Ordered for Colombia Railways & Navigation Co. Ltd. Gauge shown in Hunslet list as 3' 6".

17 w/n 1510

18 w/n 1549



Hunslet 2-6-0 no. 17.



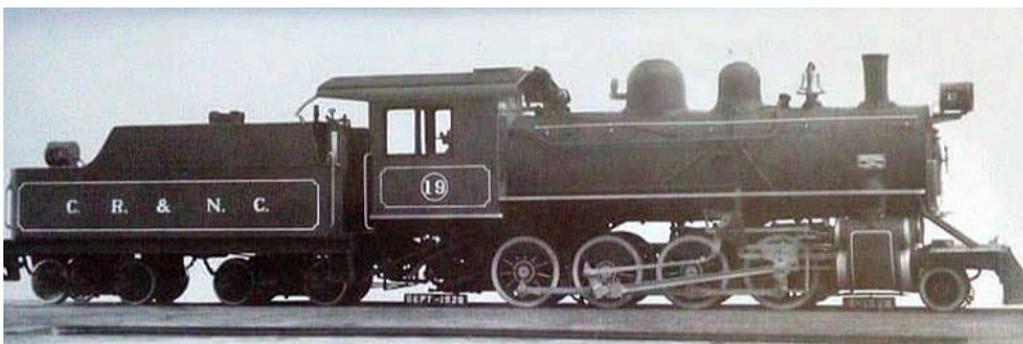
And another Hunslet catalogue image, this time showing no. 18.



2-8-0 d/w 42", cyls. 17x22", built by ALCo Schenectady in 1928

Ordered for Colombia Railways & Navigation Co.

19 w/n 67668 Later may have become FC Girardot no. 19?



The fleet in 1929

A loco list created by P. C. Dewhurst around 1928-9, posted by Sr. Moisés Ospina Diaz to the Facebook page *Fotos Antiguas de Cartagena*.

(8)

F.C. CARTAGENA. (Colombian Rygs + Navigation Co.) 3'0

<u>Road N°.</u>	<u>Maker.</u>	<u>Maker N°.</u>	<u>Date</u>	<u>Type.</u>	<u>Name etc</u>
✓ 1.	Rhode Island.	2781	July 1892	2-8-0	Sold to Giradot.
✓ 2.	"	2782	"	"	"
✓ 3.	Porter.	1449	1893	2-6-0	"
✓ 4.	"	1451	"	"	"
✓ 5.	Brooks.	2024	1892	"	(To Flint in 1892 + to Cartagena 18)
✓ 6.	Rhode Islm	2991	1893	2-8-0	"SOPLANIENTO"
✓ 7.	"	2992	"	"	"CALAMAR"
✓ 8.	Porter	1525	1894	0-4-0 ST.	"
✓ 9.	"	1562	"	2-6-0	"
✓ 10.	"	3032	1904	"	"
✓ 11.	"	5365	1913	"	?
✓ 12.	"	5366	"	"	↓
✓ 13.	No entry.				
✓ 14.	Porter.	6057	1918	2-6-0.	"
✓ 15.	Vulcan	2287	1921 4/1919	4-6-0	} From James Carbo 1921
✓ 16.	"	2288	"	4-6-0	
✓ 17.	Hunslet.	1510	1926	2-6-0	"
✓ 18.	"	1549	1927	"	"
✓ 19.	ALCO.	67668	1928	2-8-0.	"

In 1925 the following were in service

N°s, 3, 7, 9, 10, 11, 12, 14, 15, 16

2-6-0 2-8-0 2-6-0 4-6-0

Note. 3 + 9 had 11" x 16" cyls ✓
 10, 11 + 12 - 15 x 14 " ✓
 14 had 12 x 18 " ✓

Later transfers

2-8-2 d/w 42", cyls. 17x22", built by ALCo Cooke in 1924

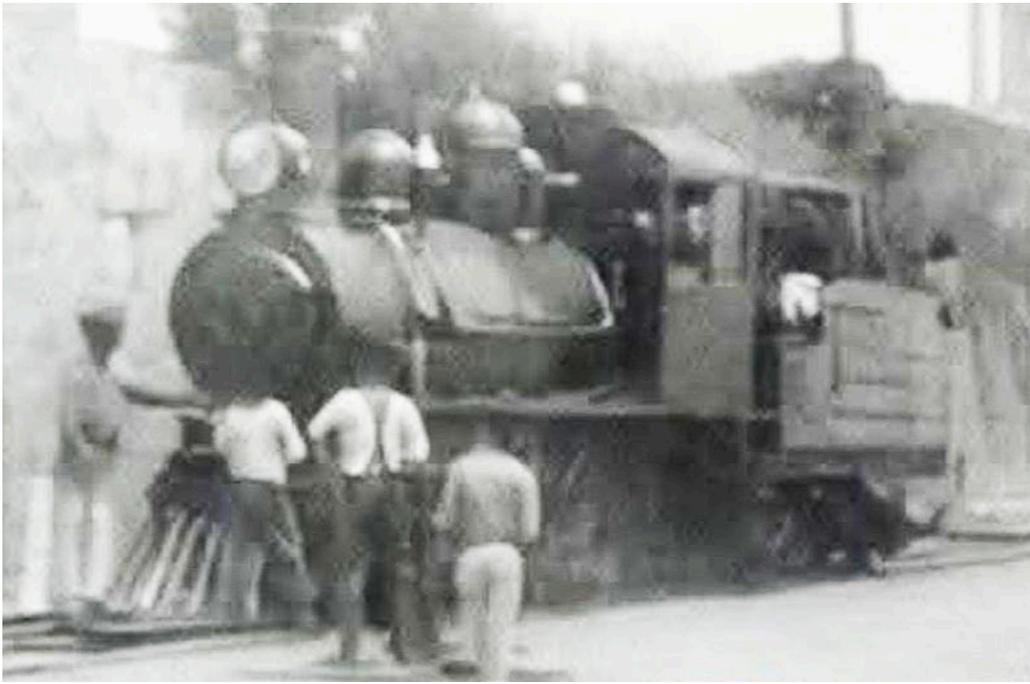
Ordered for *FC del Pacifico*. to be nos. 1 and 2, according to Connelly's ALCo list, but were renumbered 33 and 34 there. It is suggested that this pair were transferred to Cartagena at some point but this has not been confirmed.

? w/n 65938

40 w/n 65939 The number 40 seems to be extraordinarily high given that the numbers listed above go no higher than 19.

The end of the railway's separate identity

It seems to have ceased operating round 1951, after shipping began to come into the Rio Magdalena by courtesy of the Bocas de Ceniza canalization scheme.



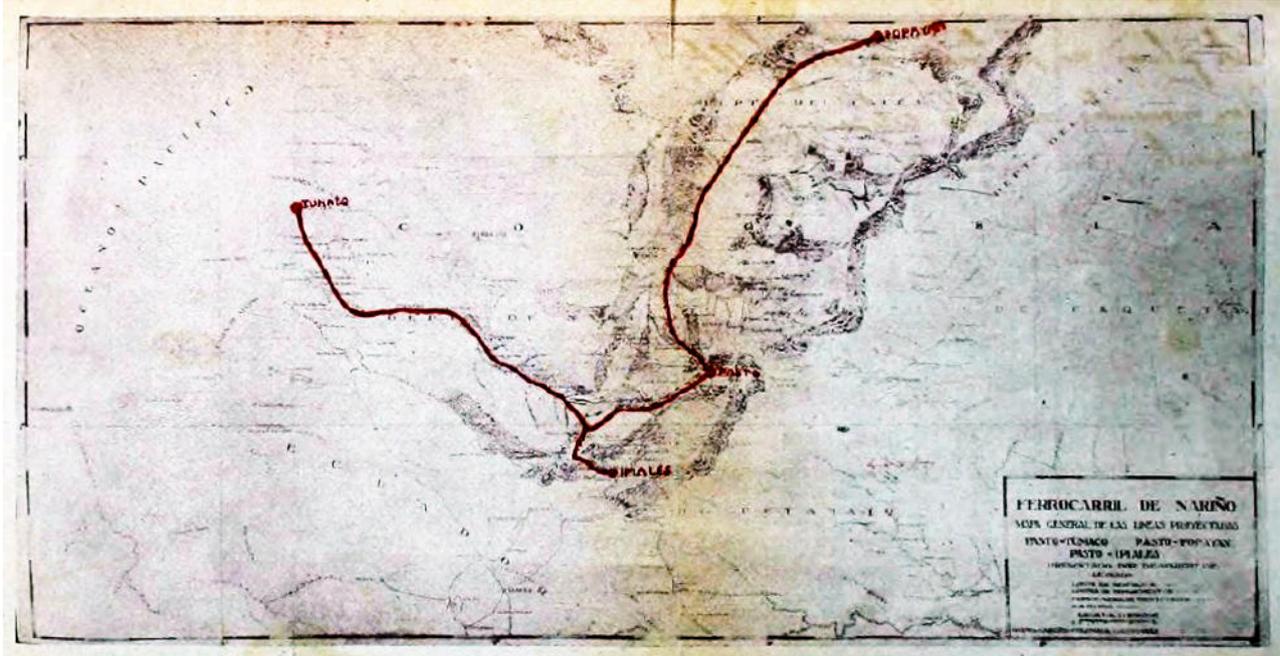
This unidentified engine was supposedly photographed at Cartagena in 1928.

12.7.4 *El FC de Nariño*

1925-1960

Background

3' 0" gauge. In the very far south of Colombia, from Tumaco to El Diviso. Also known as the *FC de Tumaco-Ipiales-Pasto*. Isolated line. Work began in 1925 from Aguas Claras to El Diviso, with a later seaward extension (completed 1944) to join Isla Tumaco to the mainland. It came under *FFCC Nacionales* administration from 1932 onwards. The railway was abandoned by 1960 and the tracks lifted by 1962.



Whilst this is a very poor quality image, the map does show that the railway was intended to extend northward to Popayan where it would have made an end-on junction with the *FC Pacifico*.

0-6-0T d/w 820mm, cyls. 340x400mm, built by HanoMAG in 1926 and 1928

Jens Merte's HanoMAG list shows 10484-5 as for the *FC de Tumaco*, and 10586-7 are shown as for the *FC de Nariño*. NB Not 10486-7 as Reimar Holzinger suggests. [8] suggests that the final two also had 4-wheeled tenders.

1 'NARIÑO' w/n 10484

2¹ 'FLORENCIO MEJÍA' w/n 10485 Ing. F. Mejía was GM and Chief Engineer on the *FC de Nariño* for its first few years in the 1920s. The running number **2** was very quickly reused, so something must have happened to this engine.

3 w/n 10586 Cannibalised remains lay at Tumaco in 1952.

4 w/n 10587 Cannibalised remains lay at Tumaco in 1952.



A HanoMAG works photo of no. **2 'FLORENCIO MEJÍA'**. [8]



Supposedly a 1927 photo of a loco '**MEJÍA VILLA**', but as this is clearly one of the first pair of HanoMAGs I suspect that someone got the name '**FLORENCIO MEJÍA**' rather muddled.



The final two also had small four-wheeled tenders, and thus were not fitted with the wood rails above the tanks. This one is no. **3**, as seen in a HanoMAG works picture. [8]



Not adding much to knowledge of the HanoMAG 0-6-0TTs but certainly showing one in context.

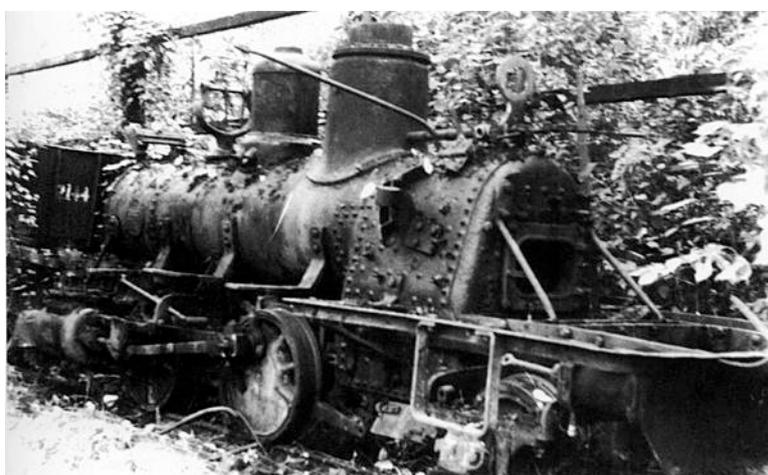


No. 1 in service, after receiving a Rushton stack in place of the original more angular one. [8]

0-4-2T d/w 28", cyls. 8x12", built by Baldwin in 1915

Ordered via G. Amsinck & Co. for the *Tranvia de Cali*. as no. 4. BLW class 6-10 1/3 C no. 73. Spec. is in vol. 54 p 304. Radley & Hunter stack. Transferred to *FC de Nariño* in 1928 [8].

0? 'La CUCURACHA' w/n 42061 Hulk lay at Tumaco in 1959 [8].



'La CUCURACHA' lies derelict at Tumaco in 1959. [8]

2-6-2 d/w 40", cyls. 15x20", built by Skoda in 1928

Ordered for *FC de Nariño*. To burn wood or coal, hence the Rushton stacks.

5 w/n 480 Worked until the closing of the line, but latterly with a Radley & Hunter stack.

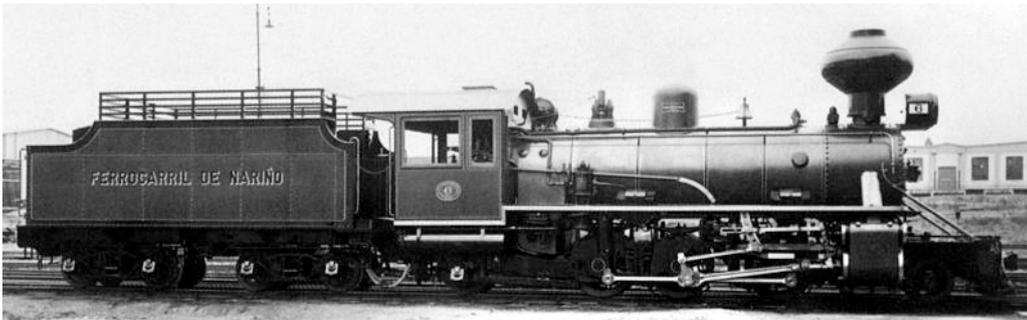
6 w/n 481



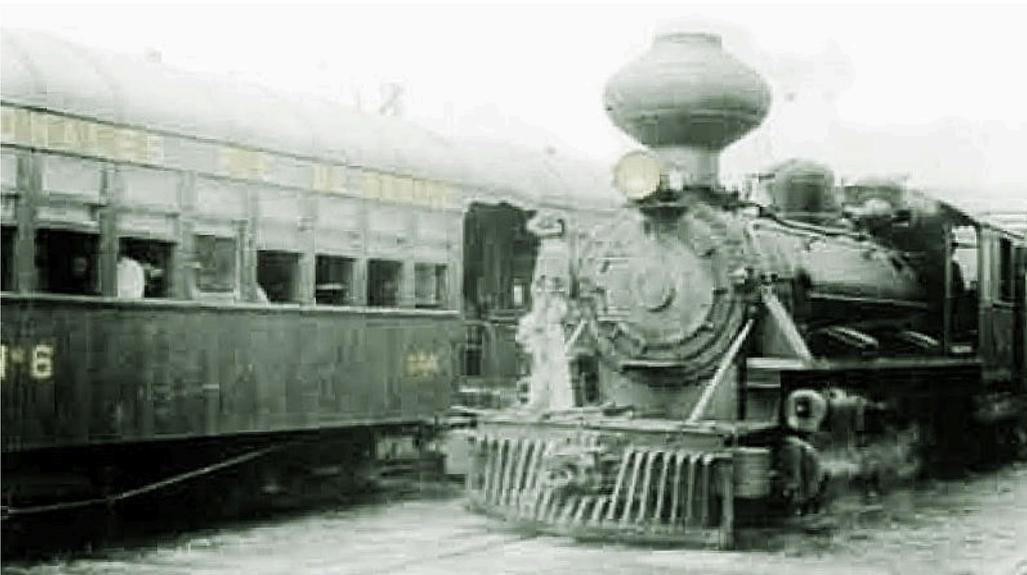
FC de Nariño no. 6. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. cjwsam566.



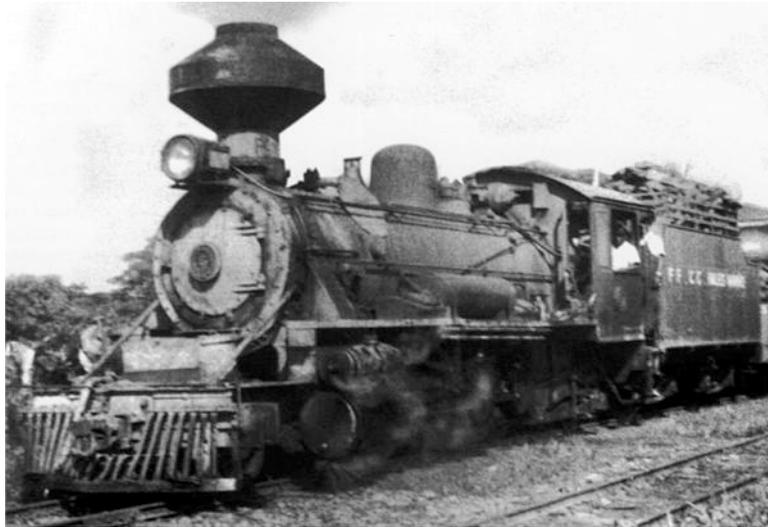
Another Skoda works photo, this time of no. 5. [8]



A further works photo of no. 6. [8]



No. 5, seen in 1940 still carrying its original Rushton stack.



This picture of. no. **5** in service in 1952 shows that the original Rushton stack has been replaced by an older style Radley & Hunter device. [8]

2-4-2T d/w 33", cyls. 11x16", built by Baldwin in 1929

Ordered for *FC de Nariño*, as no. **6**. BLW class 8-16¼C no. 45. Spec. is in vol. 79 p117. Mark on tank sides to be 'FERROCARRIL NARINO'.

7 w/n 60864

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1920

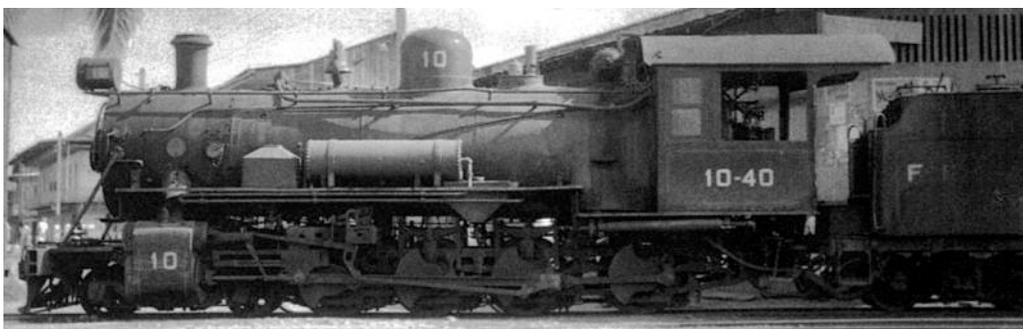
Ordered for the *FC del Pacifico* as their no. **27**.

8 w/n 53307

4-8-0 d/w 40", cyls. 18x22", built by Baldwin in 1924 and 1928

Ordered for ? Ex *FC del Pacifico* nos. **31, 32, 62** and **63** or maybe **64**.

- | | | |
|-----------|-----------|--|
| 9 | w/n 57855 | Ex <i>FC del Pacifico</i> no. 31 . Arrived here 1948. Scrapped 1959 on closure of line [8]. |
| 10 | w/n 57856 | Ex <i>FC del Pacifico</i> no. 32 . Arrived here 1948. Scrapped 1959 on closure of line [8]. |
| 11 | w/n 60510 | Ex <i>FC del Pacifico</i> no. 82 later 62 . |
| 12 | w/n 60512 | Ex <i>FC del Pacifico</i> no. 84 later 64 , later returned to the <i>FC del Pacifico</i> . |



FC de Nariño no. **10**, with the common Colombian adhesive weight figure added after the running number but more unusually also with the running number displayed on the cylinders. [8]

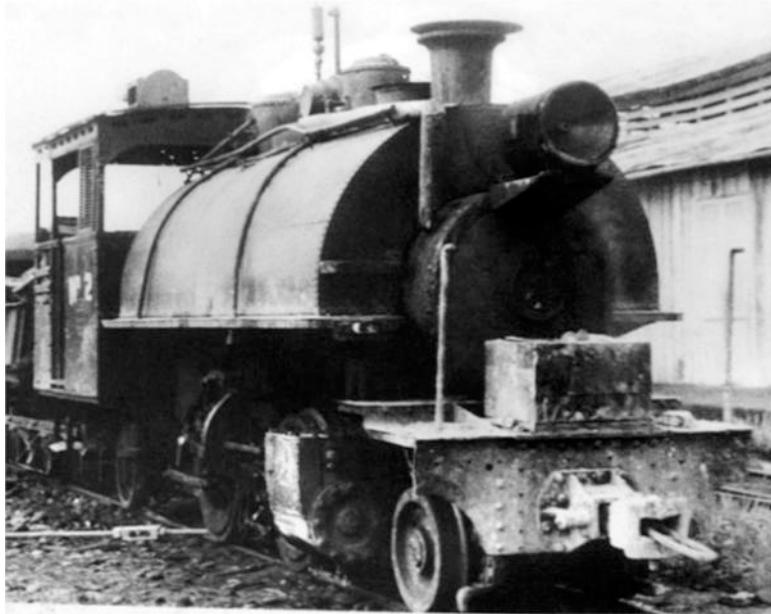
2-4-2ST d/w ?, cyls. ?, built by Tubize in 1927

Ordered by government for construction of *FC Central de Bolivar* along with another pair for the *FC Central de*

Tolima [8] though the *FC Huila-Caqueta* may have been meant. Jens Merte's Tubize list says these two were ordered for the *FC de Antioquia* as their nos. **50** and **51**. After construction stopped in 1929 this loco was sent to the *FC de Nariño* as their no. **2**².

2²

w/n 2060



No. 1 of the FC Central del Bolivar came to the FC de Nariño when the 1929 crash stopped work on the Bolivar line. It became FC de Nariño no. **2** . [8]

12.7.5 *El Tranvía de Cali*

1910-1926

Background

3' 0" gauge. Opened in 1910, extending the previous horse tram route. It operated until 1926 but never constructed the three additional branches that had originally been proposed. A page on the tramway [10] states that the line had six English locomotives. Whilst this is inaccurate in that the first three were German and the fourth American, it is possible that the total is correct in which case we need to find two more locos.

0-4-2T d/w ?, cyls. ?, built by Hanomag in 1909 and 1915?

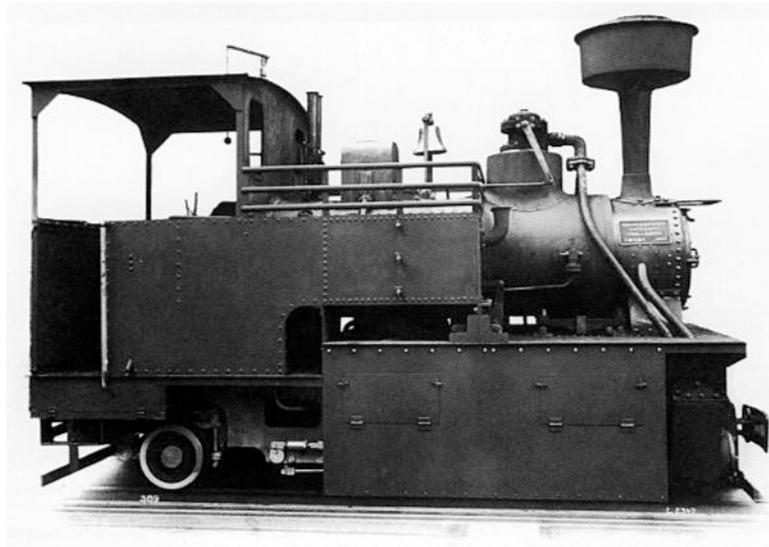
First two ordered by Wiener of New York.

1 '?' w/n 5613

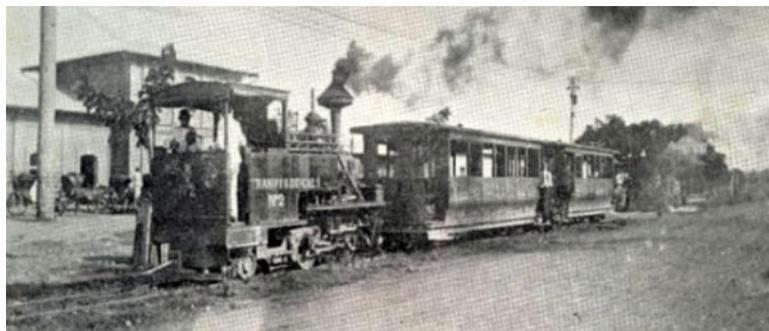
2 '?' w/n 5614

3 'CAUCA' w/n 7483

These engines may have gone to the Ingenio Manuelita sugar mill at Palmira after the tramway's closure in 1926, see below.



Hanomag no. 2 as seen before shipment. A works photo from P. C. Dewhurst's collection [8].



Two photos showing one or other of the HanoMAG engines. This one seems to have lost the motion covers that it had been built with.

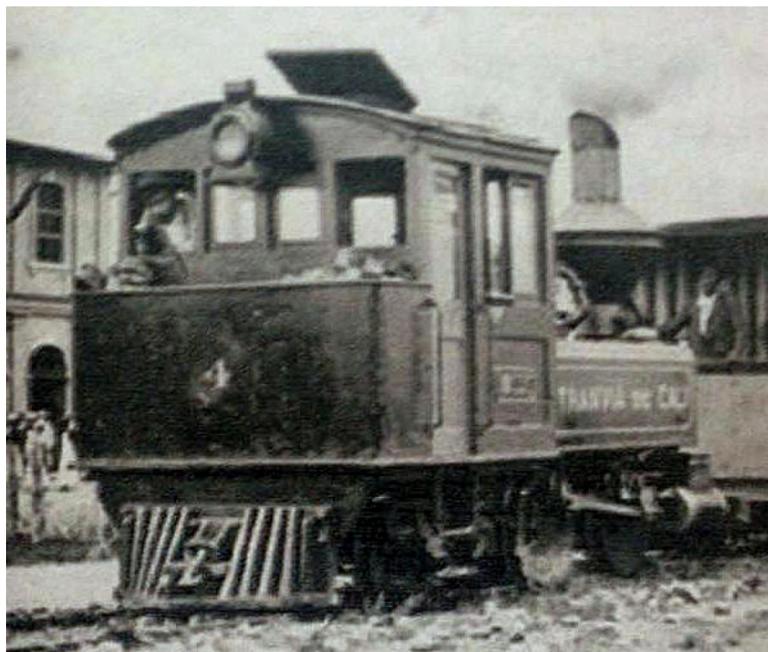


0-4-2T d/w 28", cyls. 8x12", built by Baldwin in 1915

Ordered via G. Amsinck & Co. for *Tranvia de Cali*. BLW class 6-10 1/3 C no. 73. Spec. is in vol. 54 p 304. Radley & Hunter stack.

4 'VALLE'

w/n 42061



The Baldwin 0-4-2T no. 4.

The fate of the locos

Source [10], whilst not always correct, does say that after the closure in 1926 the engines were reused at the Ingenio Manuelita sugar mill in Palmira north east of Cali.

Sources [39] and [46] have a good deal of information about these proposals, but as far as is known contain no references to locos. Source [46] interestingly, suggests that no actual construction work was started, though a route had been chosen and some materials brought in during 1906 on the steamer *Waldemar*.

Further information and a photo

In May 2025 Sr. Jaime Paez posted the following notes and image on the Facebook page *Trenes de Colombia*:

“1926 Turbo (Turbo is a town and district on the shore of the Gulf of Urubá.)

Ruinas de Puerto César "allí anclaba el barco alemán Oskar y El Príncipe Alberto, construyeron cerca de 5 kilómetros de vía férrea doble de trocha ancha" Credito al autor:

En Turbo existió la primera empresa de cultivo de banano en Urubá para la exportación. Se trata de El Consorcio Albingia de Hamburgo, una empresa alemana que se estableció en la vereda Puerto César, corregimiento de Currulao, entre los años 1909 y 1914.

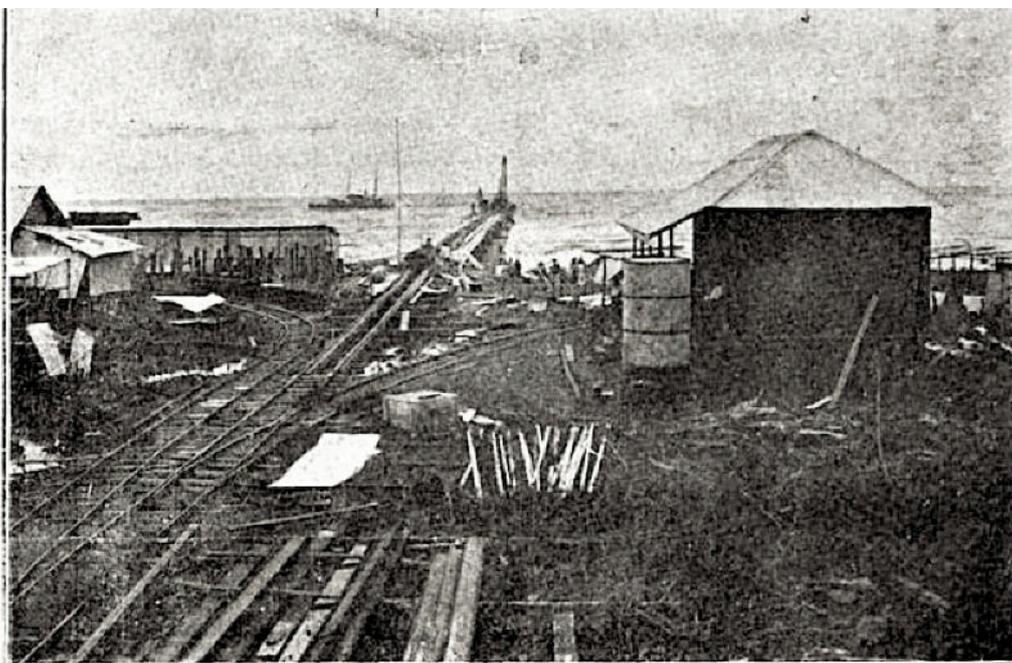
Tenia bananales tipo Gross Michel, surcados por ramales de ferrovías unidos a un línea doble de trocha ancha, que penetraba al mar sobre El lugar se denominó Puerto César.

Era una ciudad nueva y reluciente. Dotada con luz eléctrica, gas, acueducto, alcantarillado, teléfono y telégrafo con 18 edificios para la compañía y la administración, con estación férrea y puerto, puede decirse que, en su época, fue la ciudad más moderna de Colombia. Todavía hoy ningún asentamiento urbano de Urubá ha alcanzado el nivel de planeación y desarrollo que tuvo Puerto César:

En Puerto César construyeron toda una infraestructura para exportar la fruta. La plantación de nombre La Patria, tenía cerca de 1.600 hectáreas sembradas en banano, contaban con un muelle internacional que se adentraba 800 metros en el mar, allí anclaba el barco alemán Oskar y El Príncipe Alberto, construyeron cerca de 5 kilómetros de vía férrea y un gran campamento para los trabajadores, además este lugar estaba dotado con luz eléctrica, gas, acueducto, alcantarillado, teléfono y telégrafo

A medida que se conocían las noticias sobre los sorprendentes progresos de Urubá, los empresarios antioqueños y cartageneros, estimulados por el liderazgo del presidente Carlos E. Restrepo, desbordaban de entusiasmo. Se hablaba de emprender la construcción de un ferrocarril para empalmar con Medellín y de llevar la carretera desde Frontino hasta Turbo, se intentó montar una empresa de vapores para conectar a Quibdó con Puerto César, Isla Fuerte y Cartagena.

El consorcio se liquidó en 1914, cuando se desató la Primera Guerra Mundial y los alemanes regresaron a Europa. Dejaron una ciudadela con 60 casas y El barco Oskar terminó prestando sus servicios al ingenio de Sautatá en riosucio choco”



Nuevo puerto de la Republica – Puerto César, en el Golfo de Urubá, que se abrirá al comercio el 1.º de Enero próximo.

An image posted by Sr. Paez: Puerto César seen in 1912, as published in *El Graphic*. Certainly the rail tracks could be of standard gauge.



Seemingly a ruined jetty at Puerto César rather later, in 1926, with what again appear to be standard gauge rail tracks. It would appear that this view was taken from the seaward end of the pier, ie. in the opposite direction to the previous photo.

Tentative conclusions

If five kilometres of route – plus branches – were completed, as certainly seem possible after looking at the above photos, then there were likely to have been locomotives on site. These were very probably of German manufacture, given that the whole project was German-led.

An extract from *El Nuevo Tiempo* during 1919:

“Ferrocarril Bogotá-Urabá

Nuestro Convencimiento de que a esta línea férrea, mas tal vez que a ninguna otra están vinculados el bienestar y prosperidad de la nación, pues ya en los años de 1918 y 1919 publicamos en “El Nuevo Tiempo”, de Bogota, y “El Colombiano”, de Medellín, una serie de artículos sobre este mismo tema. Para definir completamente esa vía, determinado que debe seguir la ruta del Porce habría que llamarla:

Bogotá-Chiquinquirá-Puerto Berrío-Zaragoza-Urabá.

Indicábamos entonces que en vez de prolongar el ferrocarril de la Sabana hacia el Magdalena debieran esos fondos consagrarse a la línea del Norte: si así se hubiera hecho, ya la locomotora pitaría en Chiquinquirá, o muy cerca de allí. Calificábamos de regionalismo cundinamarqués el empeño de prolongar la vía de la Sabana hasta el Magdalena y nundíamos que de realizarse tal propósito tendríamos en esa línea un nueva Girardot, que haría competencia al actual, sin resolver el problema de la comunicación fácil de la capital ...

...reviste condiciones de singular importancia. Porque ese gran pueblo antioqueño, descendiente no de judíos como alguien dijo, sino principalmente de la noble y magnánima raza vascongada, pueblo que, como sus progenitores, ha sido en todo el tiempo de su historia paladín tenaz de la libertad y del orden, hoy se ha troendo además en una potencia económica, que ejerce vigorosa influencia en la vida toda el país. Y por eso no conviene que siente sus reales en las riberas del Cauca, elvidandose de sus compatriotas del otro lado del Magdalena, sino que, antes bien, se acerque a este rio y que no dejen sus miradas de dirigirse a Bogotá.

Por otra parte, los productos agrícolas superabundantes de Cundinamarca, Boyacá y Santander son precisamente aquéllos de que Antioquia está mas necesitada, y este Departamento, a su vez, suministrará a los otros las varias manufacturas en cuya producción está manifestando similitud de sangre con los pueblos que levantan su fábrica en las orillas del Ibáiz y del Urubá.”

12.8.2 *El FC al Meta*

Background

The Rio Meta begins on the eastern slopes of the range east of Bogotá, and runs eastward, into and through Venezuela. Much debate took place around 1912-14 about this proposal. The original suggestion had been put forward in 1893. Bogotá to the Río Meta, 190 km. length. Metre gauge, with Abt rack and zig-zags. Report in source [7] vol. 24 p569-578.

Six rack locos were to be needed, and two construction locos.

“Ferrocarril del Oriente (1914-1931)

Ruta: Puente Núñez - Río Fucha - Yomasa - Usme

En 1914 se inició la obra de este Ferrocarril que buscaba comunicar Bogotá con el río Meta. Hizo uso de un tranvía eléctrico que viajaba desde la Plaza de Bolívar hasta Puente Núñez, en la intersección de los ríos San Francisco y San Agustín (actualmente avenida Caracas con sexta). En 1917 se prolongó la vía desde allí hasta el río Fucha y sólo diez años después llegó a Yomasa; en 1928, a Usme y tres años después se inauguró la Estación Vicente Olarte Camacho, en honor al fundador de la Empresa, pero ese mismo año se suspendió la obra. Esta edificación aún se conserva. En 1935 se determinó el levantamiento de los rieles y la venta del material rodante al Ferrocarril del Sur.”
https://www.banrepcultural.org/ferrocarriles/secciones/ferrocarril_oriente.htm



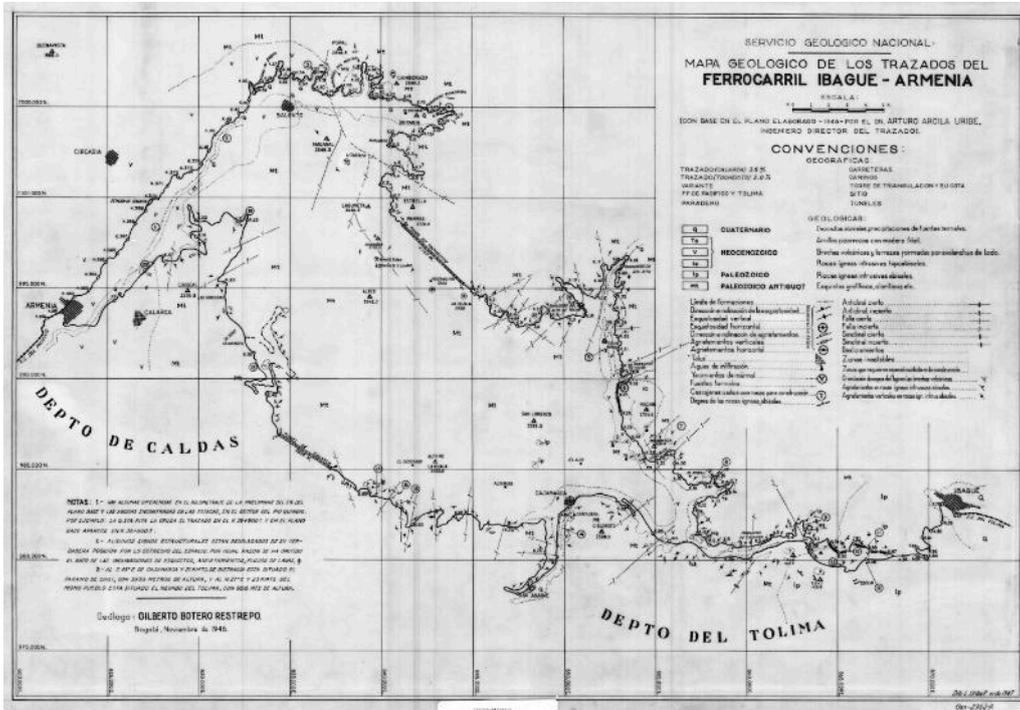
The photos above and below show works during the 1930s whilst the La Regadera dam was under construction. The line to Olarte Camacho seems to have been used during this work but was then lifted. The locomotives shown were probably the two 1928-built HanoMAG 0-6-0Ts of the FC del Norte 2a, their nos. **33** and **34**.



12.8.3 El FC de Armenia - Ibagué

Background

3' 0" gauge. This would have linked the *FC del Pacífico* to the west with the *FC Tolima Huila* and the lines toward Bogotá to the east. Studies began in 1914 but work only started in 1929. It was quickly halted and then restarted in the late 1930s. However, in 1948 work stopped entirely and the limited length that had been laid was lifted. Completed sections had included Armenia to Boquia and Ibagué to Cajamarca.



This 1946 map from [] shows the two possible routes. Their contorted nature demonstrates the difficulties of crossing this mountain range. The more northerly of the two was the one partially constructed.

Locomotives

There is no sign that any brand new engines were purchased for this project. As this was a government/*departamento* scheme, any engines in use during the construction are therefore likely to have come from other publically-owned railways, and to have returned to such enterprises after the abandonment of the works.

12.8.4 The various *Troncal de Occidente* proposals

The overall concept

Over the years there were a succession of proposals to build either a *Troncal de Oriente* linking Bogota with the Atlantic coast at Santa Marta or a *Troncal de Occidente* much further to the west which would have joined Medellin with Cartagena or Barranquilla, thus serving the same purpose of connecting the core of the country with the Atlantic. A bigger vision for the *Troncal de Occidente* railway envisaged it running all the way from Cartagena to Tumaco with a branch to Ipiales.

The Western Railway of Bogota *El Ferrocarril de Occidente*

1878-

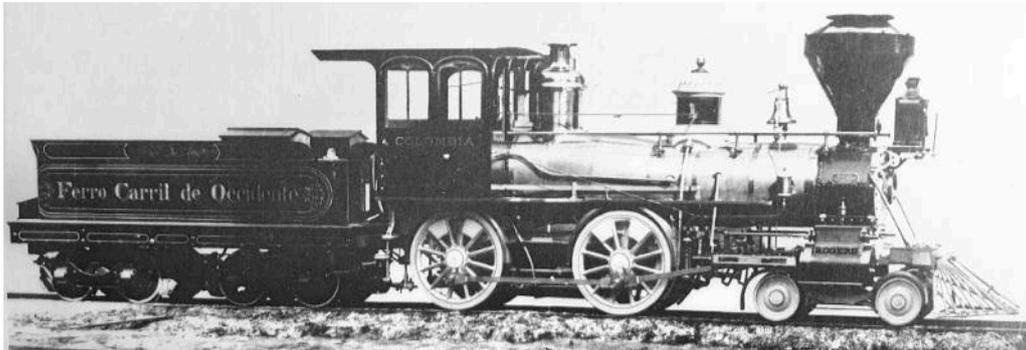
Background

3' 6" gauge.

4-4-0 d/w ?, cyls. ?, built by Rogers in 1878

Ordered via W. H. Fogg for Western RR of Bogotá. May originally have been intended to be named 'GRAL. SALGAR'.

1 'COLOMBIA' w/n 2497



A photo of the FCO's locomotive, their only one as far as is known.



And as the image was redrawn for use in a Rogers catalog.

El FC Central de Bolivar

1920s

Background

This seems to have been part of a scheme to link Cartagena southward to Canafistula (near Cauca?) and on to Bolombolo west of Medellín. A short 10 to 15 km section from Cartagena to Gambote may have been completed, and on the opposite side of the Canal del Dique a section of industrial railway from Sincerín might have been intended to be part of this scheme.

“The main objective of the trunk railway project was to unite all the railways of Colombia, some railroads had the intention of joining or connecting with other existing railways such as the *Ferrocarril Central de Bolívar* (or *Ferrocarril del Caribe*), which had as its main idea the connection between Cartagena and the Antioquia Railroad between the decades of 1910 and 1920, taking advantage of the route to the south of Cartagena that reached Sincerín. The project was delayed because they did not agree where the train tracks were going to pass, they decided to pass the highlands of Carmen de Bolívar, but it was not possible due to its high cost, it was cheaper to surround the sector and go through Marialabaja, in the end the project was not achieved.

Since the 1910s and 1920s, laws were being proclaimed to unify railroads and create trunk lines that would unite them, such as Law 102 of 1922, using the compensation money that the United States paid to Colombia for the separation of Panama.”

2-4-2ST d/w ?, cyls. ?, built by Tubize in 1927

3' 0" gauge. Ordered by government for construction of *FC Central de Bolívar* along with another pair for the *FC Central de Tolima* [8] though the *FC Huila-Caqueta* may have been meant. Jens Merte's Tubize list says these two were ordered for the *FC de Antioquia* as their nos. **50** and **51**.

- | | | |
|----------|----------|--|
| 1 | w/n 2060 | After construction stopped in 1929 this loco was sent to the <i>FC de Nariño</i> as their no. 2² . |
| ? | w/n 2061 | After construction stopped in 1929 this loco was sent to the <i>FC de Nariño</i> as their no. 5 . |



A Tubize works photo of no. **1**. [8]

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

3' 0" gauge. Ordered for *FC Troncal de Occidente*.

- | | | |
|----------|---------|--|
| 1 | w/n 485 | Later to <i>FC de Antioquia</i> as no. 18 . |
| 2 | w/n 486 | Later to <i>FC de Antioquia</i> as no. 20 . |

Later efforts

1930s and 1940s

During the 1930s and 1940s, laws were still being issued to build the trunks, such as Law 26 of 1945, which considered two possible routes:

Along the western trunk railway, they began to work in sections and built several substantial lengths such as:

- Bolombolo - Anza (west of Medellín, about 40 km northward from Bolombolo to Anza), and possibly track laid as far north as Santa Fé.

- Valdivia - Taraza (approx. 45 km along the Rio Cauca valley north of Medellín)
- Sincerín - Maria La Baja (approx. 20 km or track south of Cartagena)

Along the *Troncal de Oriente* railway: some work may have been done along parts of the following sections but this is uncertain:

- Barbosa - Bucaramanga (from the north end of the *FC del Norte Segundo* to the eastern terminus of the *FC del Norte Primero*)
- Neiva - Garzon
- Bucaramanga - Fundacion (from the eastern terminus of the *FC del Norte Primero* to the south end of the Santa Marta Railway / *FC del Magdalena*)

However, in the year 1950, the Government chose to lift the rails of all the unfinished sectors that were not economically profitable, turning them into roads and then joining together the remaining railways. From this the *FC del Atlántico* was born.”

Locomotives?

12.9 Industrial railways

12.9.1 The *Bocas de Ceniza* scheme later *Portuario Colombiana SA*

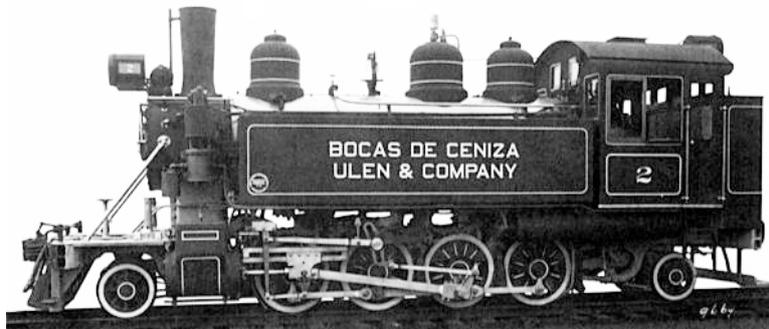
Background

Standard gauge. The American civil engineering company Ulen & Co. were contracted to build breakwaters at the mouth of the Río Magdalena to create a deep water channel to Barranquilla. The most obvious single work is a five mile (eight kilometre) training wall along the west side of the river which forces the river water into a relatively narrow (and therefore relatively deep) channel, whereas previously the water had dispersed away to the west across a vast area of shallow mud flats. The track along the breakwater survives, and may even still be used to get tourists out to the end.

2-8-2T d/w 41", cyls. 17x22", built by Baldwin in 1925

Ordered via Ulen & Co, for Bocas de Ceniza. BLW class 12-28¼E nos. 31-36. Spec. is in vol. 78 p183. Oil burners. Tank sides to bear the words 'BOCAS DE CENIZA, ULEN & COMPANY'. Number-plates on front, cab sides and back of oil tank.

1	w/n 58835
2	w/n 58836
3	w/n 58837
4	w/n 58838
5	w/n 58839
6	w/n 58840



An image of Bocas de Ceniza no. **2**, presumably from a Baldwin builders' photo. [8]



No. **5**, seen at Las Flores in 1926 by P. C. Dewhurst. [8]

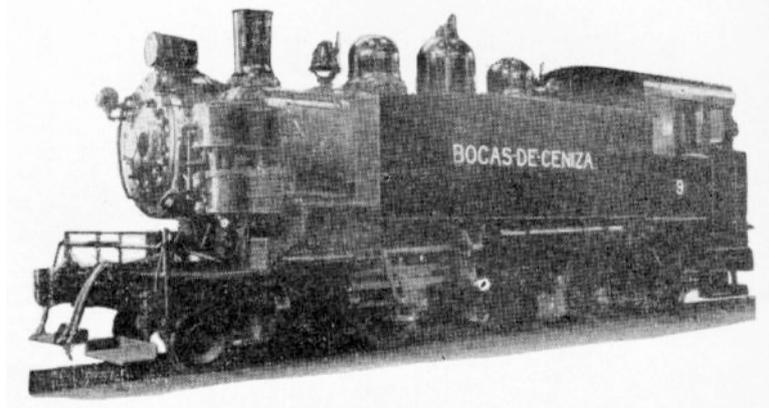


One of the Baldwin 2-8-2Ts in service with a steam excavator. Note that the Baldwins can easily be distinguished from the later Porter engines by their bracing bars from smokebox to buffer beam, and by having their bells behind the front sand dome rather than in front.

2-8-2T d/w 40", cyls. 17x22", built by Porter in 1946

Ordered via *Ministro de Obras Públicas*, for *Nacionales de Colombia Bocas de Ceniza*.

- 7 w/n 7988 Still usable in 1985 [8].
- 8 w/n 7989
- 9 w/n 7990 Still usable in 1985 [8]. but scrapped before 1995.



A poor quality image, taken from a Porter advert in the 1947 *Locomotive Cyclopedia*, but sufficient to show that these were chunky side tanks of conventional outline.





No. 7 out along the big training wall, above, and another of the Porter locos, below, with replacement welded tanks without the original slope at the front end.



12.9.2 Acerias Paz del Río SA

Background

3' 0" gauge. In 1948 the *Empresa Siderúrgica Nacional de Paz de Río* was created to build a steel works close to iron ore deposits. The name became *Acerias Paz del Río* in 1954 when the steel works began full production. An extension of the *FC del Nordeste* was built to give access to the plant, also known as the *Ferrocarril Paz del Río*. This runs from Chicamocha to Paz del Río.

2-8-2 d/w ?, cyls. ?, built by Tubize in 1951 and 1953

The first three were ex *FC de Girardot*, nos. **96-98**. The last two bought new can be identified by the air pump position ahead of the firebox on the left side.

0-1	w/n 2402
0-2	w/n 2403
0-3	w/n 2404
0-4	w/n 2427
0-5	w/n 2428



No. **01**, originally *FC de Girardot* no. **96** at the Belencito sheds. [8]



No. **02**, showing the air reverser above the running board ahead of the firebox. [8]

2-6-2T d/w ?, cyls. ?, built by Tubize in 1930 and 1931

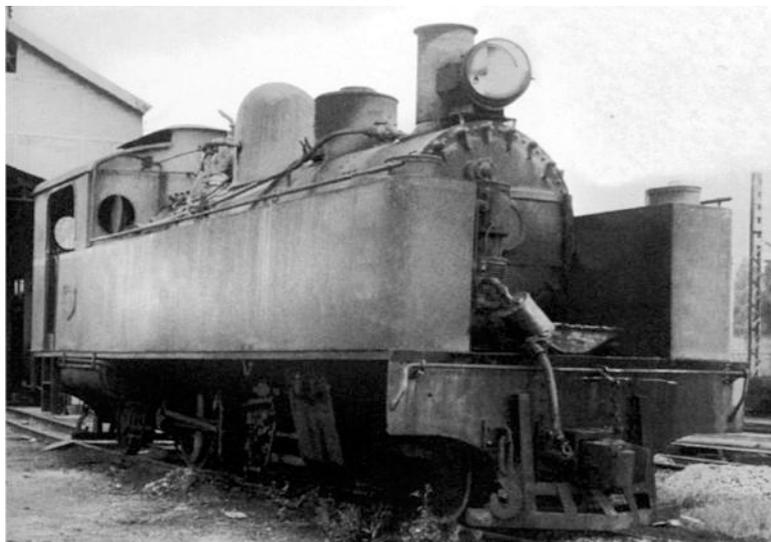
Ordered for *FCNE*, then *FCNyNE*. Sent to Paz del Río in 1954 and regauged to 3' 0".

0-6	w/n 2138	Ex <i>FCNyNE</i> no. 30 , ex <i>FCNE</i> no. 55 .
0-7	w/n 2124	Ex <i>FCNyNE</i> no. 26 , ex <i>FCNE</i> no. 51 . Awaited scrapping in late 1960s.
0-8	w/n 2123	Ex <i>FCNyNE</i> no. 25 , ex <i>FCNE</i> no. 50 .
0-9	w/n 2139	Ex <i>FCNyNE</i> no. 31 , ex <i>FCNE</i> no. 56 . Awaited scrapping in late 1960s.

- 0-10** w/n 2140 Ex *FCNyNE* no. **32**, ex *FCNE* no. **57**. Active in 1966. Awaited scrapping in late 1960s.
- 0-11** w/n 2137 Ex *FCNyNE* no. **29**, ex *FCNE* no. **54**.



Acerías Paz del Río no. **0-11**. High res versions of this image are available from the Restoration & Archiving Trust via their website; their ref. *cjwsam539*.



Paz del Río no. **0-10**, ex *FC del Nordeste* no. **57**, as seen in 1966 by Dr. Arias. [8]



One of the Paz del Río 2-6-2Ts in service. The precise number is unknown, as is the date.

2-4-2ST d/w 30", cyls. 11x16", built by ALCo in 1920

Ordered for *FC de Huila*. as their no. 3 '**PEDRO LOPEZ**'. Later went to *FC Ambalema-Ibagué*, then to *FC de Cundinamarca*, and finally to *Acerias Paz del Río* in 1954. Whilst it has been previously assumed that the loco only gained the number 16 when ownership was transferred to the *Acerias Paz del Río* in 1954, the photos below show it bearing that number whilst working on the construction of the extension railway to that location as early as 1952.

0-16 w/n 62600



A loco no. **16** engaged in building the extension to the Paz del Río steelworks site in 1952.



The same engine, a little later, in 1954, supposedly at Belencito. The number is partly hidden in this shot. It might be **10**, but **16** seems much more likely.



And a photo confirming the running number as **16**, and the location as Corrales, Boyaca, south of Tunja. It looks as though this was on some sort of special occasion.



Nowadays no. **0-16** is displayed in the Museo Siderurgica de Belencito, though carrying a plate numbered **0-4**. This museum is in the municipality of Nobsa, in Boyacá. The recent photo was found at <https://boyaca7dias.com.co/2022/12/28/galeria-acerias-pazdelrio-alegra-la-navidad-con-su-tren-de-la-vida-y-la-esperanza/>

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1926

Ordered for *FC de Cundinamarca*. 3' 0" gauge. BLW class 10-24E nos. 227-8. Spec. is in vol.78 p166. Painting "as National RR's of Columbia standard color card". Medium green and black. Lettering on tank sides 'F. C. DE CUNDINAMARCA'. Originally nos. **12-13** but quickly renumbered **8-7**.

- ? w/n 59135 Sold to *Acerias Paz del Río* in 1957. Both off roster by 1965.
- ? w/n 59136 Sold to *Acerias Paz del Río* in 1957. Both off roster by 1965.

Presumably there may have been other steam locos **0-12** to **0-15**, and possibly with higher numbers. **0-26** and above were certainly diesels.

12.9.3 Tropical Oil Co.

1923-1960

Background

Metre gauge. *FC de Barranca a El Centro* or *FC Santander*. 1923 - 1960. From Barrancabermeja on the Río Magdalena to El Centro or Las Infantas, a total of 32 km. [8] says that the locos went to Ecopetrol or to the *FCN* around 1951.

2-6-2 d/w 40", cyls.? 14x20", built by Baldwin in 1923 and 1927

Ordered by Tropical Oil Co., and by International Petroleum Co. for Tropical Oil Co. BLW class 10-22¼D nos. 57 and 61. Specs. are in vol. 66 p138 and vol. 79 p166. Couplings ¾-sized MCB by Climax. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

2 w/n 56328

5 w/n 60084 Later went to *FC de Cucuta* as their no. 2².



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08703-1.



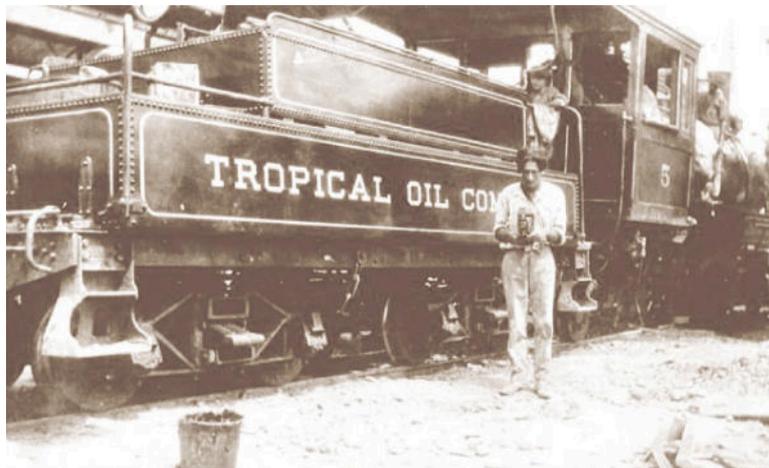
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 10003-1.



Tropical Oil Co. no. 2 on a mixed train.



No. 2 leaves Barrancabermeja with the employees' passenger train around 1951 [8].



Tropical Oil Co. no. 5. Note that whilst no. 2 had a conventional tender which appears to have had an oil tank added in the coal well, no. 5's tender would seem to have been designed from the start to use oil, and thus has no coal bunker but rather a simple flat-topped water tank on which the oil tank was fastened.



A heavily laden Tropical Oil Co. passenger train arrives at Campamento 22 behind one of the 2-6-2s, nos. 2 or 5.

Locos 1, 3 and 6 were gasoline locos.

2-6-2T d/w 33", cyls. 10x16", built by Baldwin in 1926

Ordered by Tropical Oil Co. BLW class 10-14¹/₄D no. 9. Spec. is in vol. 78 p180.

4 w/n 58844 Plinthed in Bucaramanga.



No. 4 as photographed by Guillermo Diaz [8].

It is not known whether locos 5 and 6, and maybe other numbers above 7, were steam or maybe diesels.

The fleet in 1928

Source [26] states that: "*El ferrocarril de la Compañía entre Barrancabermeja y El Centro registró un aumento de capacidad. En 30 de abril de 1928 el material rodante era el siguiente:*

- *Tres locomotoras a vapor que funcionan con fuel oil*".
- *Tres locomotoras de gasolina.*
- *106 vagones, incluyendo carros de carga, plataformas, carros para pasajeros, etc.*
- *Ocho autoferros.*
- *Una ambulancia de gasolina.*"

0-4-0 d/w 33", cyls. 11x16", built by Baldwin in 1936

Ordered by International Petroleum Co., Columbia. BLW class 04-16C no. 172. Spec. is in vol. 79 p702.

7² w/n 61940 In 1951 ownership passed to the FCN-S and loco was used on the construction of the FC del Atlantico.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania - BLW negative 11258-1.



Seemingly the same locomotive, no. 7, but the cab has been replated and has lost the smaller of the side windows.

12.9.4 Other industrial plants

Cementos Diamante aka *Cementos Argos de Medellin*

Apulo-La Naveta. 3' 0" gauge.

0-4-0T d/w ?, cyls. ?, built by O&K in 1927

Ordered for

3 'ISA'

w/n 11493

0-4-0T d/w ?, cyls. ?, built by O&K in 1927 and 1929

These were ordered for *Ingenio Central San Antonio*, but later came to *Cementos Diamante*.

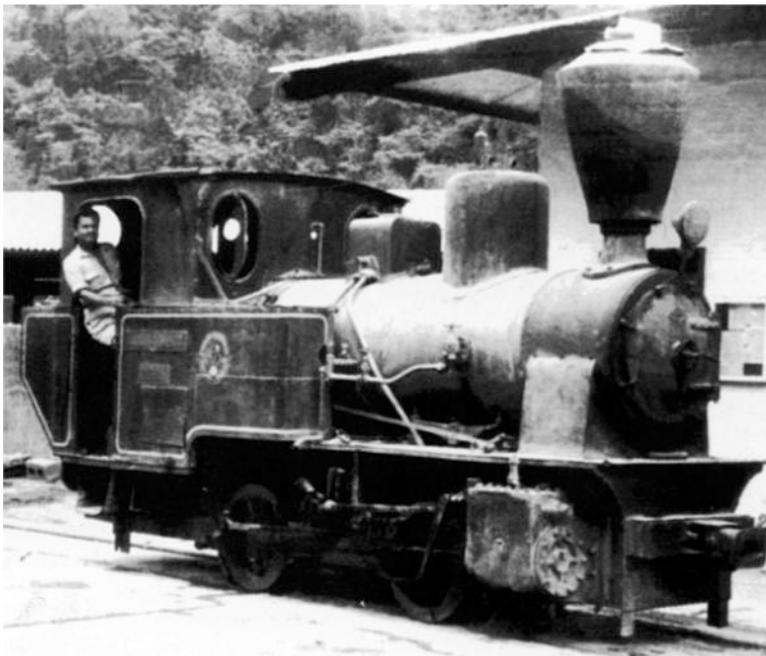
3 'ELENITA'

w/n 11493

? 'FRANCISCO SAENZ P.' w/n 11802 May survive, at Ibagué?



No. 3 'ELENITA', seen in 1962, supposedly in service at that time, possibly before its move to the cement plant. [8]



No. 4 'FRANSISCO SAENZ P.', though source [8] says it was no. 2, as seen working at the Diamante cement plant in the 1970s. [8]

Other industrial plants which might have had steam locos

Columbia Petroleum Corporation

Gauges 2' 0" and 1 metre.

Marmole y Cementos de Nare

Gauge 3' 0".

Hulleras Golondrina

Gauge 500 mm

'Palmette' quarries

Background

Standard gauge. These were not in Colombia as other sources have suggested, but at Palmetto, Columbia, South Carolina, USA.

12.9.5 Sugar plantations and refineries

La Compañía Azucarera de Sincerin

Background

Mentioned in source [18] from 1919, as being in the Departamento de Bolivar. However, at this stage nothing else is known.



An American-built 0-4-0 at an unidentified Colombian sugar plantation.
Ortega [12] captions this as a train on the FC de Santa Marta.

Ingenio Central San Antonio

Background

600 mm gauge.

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

Ordered for

- | | |
|---|-----|
| 1 | w/n |
| 2 | w/n |

0-4-0T d/w ?, cyls. ?, built by O&K in 1927 and 1929

Ordered for *Ingenio Central San Antonio*.

3 'ELENITA' w/n 11493 In use 1962. Later went to *Cemento Diamante*.

? 'FRANCISCO SAENZ P.' w/n 11802 Later went to *Cemento Diamante*? May survive, at Ibagué?



No. 3 'ELENITA', seen in 1962, supposedly in service at that time. [8]



A photo of the plinthed loco in Ibagué, by Juan Pablo Ruiz. The length of the nameplate would seem to affirm that this is 'FRANCISCO SAENZ P.' rather than 'ELENITA'. There are also clear differences between this engine and that shown above.

Ingenio Manuelita

Background

2' 0" and 3' 0" gauges. Located at Palmira. Source [10] suggests that the locos of the erstwhile *Tranvía de Cali* came here after the tramway's closure in 1926.

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

Ordered for

- | | |
|---|-----|
| 1 | w/n |
| 2 | w/n |
| 3 | w/n |

Cía. Azucarera del Valle

Background

600mm gauge.

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

Ordered for

1 w/n

2 w/n

??? d/w ?, cyls. ?, built by O&K in 1929

Ordered for

? w/n 11802 (See *Ing. Central San Antonio* above. ???)

Columbien Bananen AG – The Albingia consortium

Background

In the same area of the Golfo de Urabá as the railway proposal in section 12.8.1, at the end of 1909 a contract was made with the Albingia Consortium in order to exploit the area, with banana plantations and the construction of a dock and a railway, amongst other things. With an approximate area of five thousand hectares to cultivate, the railway line was intended to start between Turbo and the mouth of the León River, at the easternmost end of the property. A company of German origin built and operated the plantations, the dock and the railway until the first world war began in 1914. As a result of the war the company abandoned its estate in Colombia.

The railway started on the coast at a place called Puerto Cesar, and stretched five kilometers inland. Including its branches and mainline they built a total of 18 kilometres. As the Borsig loco listed below was supposedly built for 914mm gauge (3' 0"), this may well have been the gauge of the whole system.

Chronology:

The contract is signed in Bogota on February 27, 1905.

The work was inaugurated on June 6, 1905, at the point of Ciudad Reyes.

By 1907, they report that material has arrived and the first locomotive - 'FRONTINO'.

On July 14, 1909, the government approved the expiration of the contract.

In 1909 they signed the Albingia Consortium contract.

A railway was operated for four years."

??? d/w ?, cyls. ?, built by ? in 1907?

Ordered for

'FRONTINO' w/n

0-6-0 d/w ?, cyls. 13x19", built by Borsig in 1911

Ordered for 'Columbien-Bananen AG', or for Urabá Albingia. Gauge 914mm (= 3' 0").

1 w/n 8001

Francisco Pavila

Background

750mm gauge.

0-6-0T d/w ?, cyls. ?, built by O&K in 1914

Ordered for

? w/n 6890

A. & T. Meluk

Background

2' 6" gauge.

0-6-0T d/w ?, cyls. ?, built by O&K in 1928

Ordered for A. & T. Meluk, Bogotá. 50hp.

? w/n 11587

Velez Danies y Cia.

Background

3' 0" gauge.

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

Ordered for

? w/n 4746

United Fruit Co.

Background

3' 0" gauge.

0-4-0T d/w 36", cyls. 5x8", built by Glover Machine Works in 1922

Ordered via Fox Bros. for the United Fruit Co. via Santa Marta.

1 'EUSABIA' w/n 584

Ingenio Central Colombia

Background

This plant had a 40 km railway south from Sincerin.

Locations with railways but probably no steam

Cia. Nacional Agricola Acandi

3' 0" gauge.

Ingenio Río Paila

Gauge unknown.

Empresa Azucarera Berastegui

2' 6" gauge.

Central Providencia

2' 0" gauge.

Central de Bolivar

2' 0" gauge.

Ingenio Central del Tolima SA

3' 0" gauge. Photo seen showing an American-built diesel numbered 1.

Sugar *ingenios* in the valley of the Río Cauca

Background

The following sugar plants operated in the Cauca valley (in order from north to south):

- Riopalia/Riopaila Opened 1928 by the Caicedo family.
- Carmelita Opened ?
- San Carlos Opened 1945 by the Sarmiento family
- Pichichí Opened 1941 by the Cabal family
- La Manuelita Opened 1901 by the Eder family.
- María Luisa Opened 1930 by the Posada family
- Mayagüez Opened 1935 by the Holguin Hurtado family
- La Cabaña Opened 1944 by the Zeingeist family

also Providencia Opened 1926 by the Cabal family, 2' 0" gauge see above.

I have no further knowledge for these locations but it seems likely that each of them will have had a rail system of some kind.

12.9.6 *El Centro de Ingenieros Militares Francisco José de Caldas*

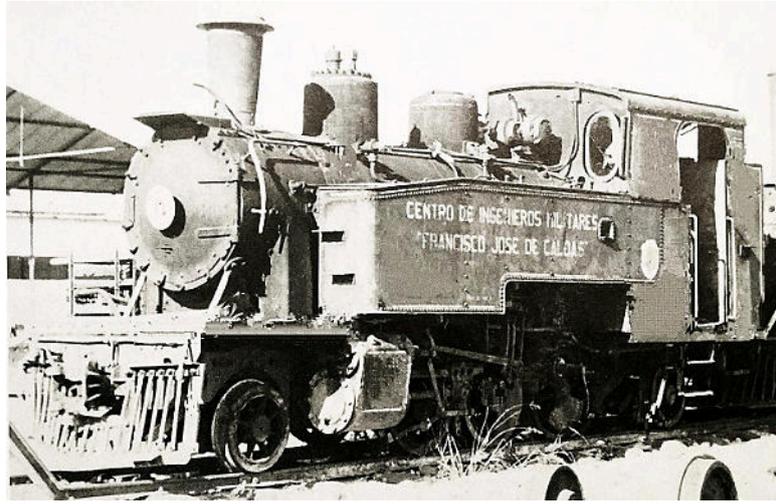
Background

The *Batallón de Ingenieros no. 5 Francisco José de Caldas* has been the Colombian army's principal corps of engineers since its formation in 1910, and it fulfils this function to this day. As in the USA army engineers often take on major civil projects. These have included the construction of highways, and in earlier decades railways. Thus the engineers needed locomotives, and no doubt rolling stock too.

The limited knowledge that we have of these locomotives comes solely from a few photographs showing ex-mainline engines carrying the livery of the battalion. There is at present no data about their careers in the army or their later fates.



FCN-C no. **144**, ex FC de Girardot no. **32**, lying derelict at Facatativá around 1960 after having been used by the *Centro de Ingenieros Militares*.



One of the ex *Tranvia del Oriente* BMAG 2-6-2Ts labelled for the *Centro de Ingenieros Militares Francisco José de Caldas*.

12.9.7 *The Colombia Products Company at Coveñas*

Background

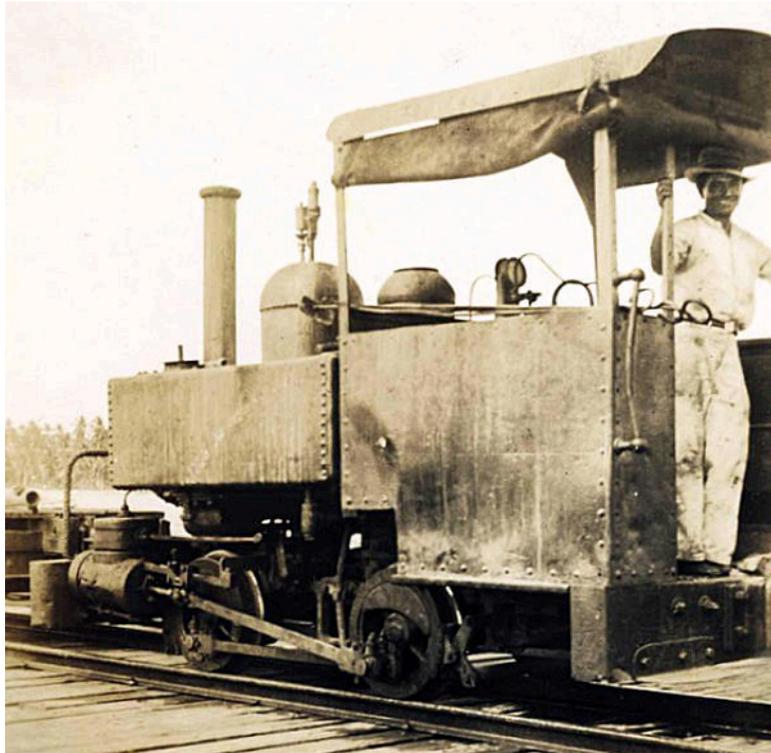
A 'packing house', presumably a *frigorífico* or abattoir and freezer plant, was under construction at Coveñas on the west coast south of Cartagena around 1920. This was mentioned in passing as a private railway in source [12], p646, but little else is known yet.

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

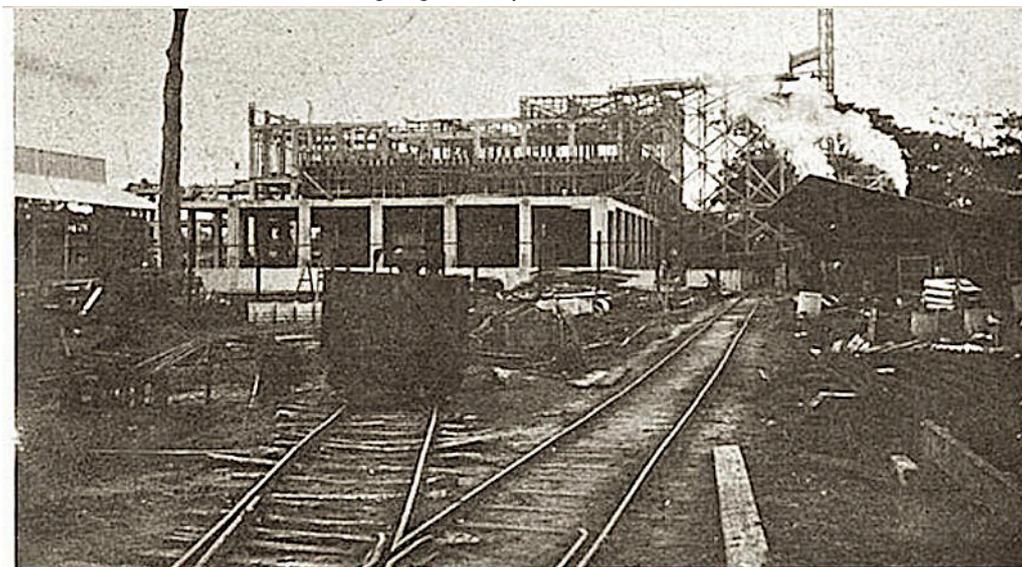
Ordered for ?

?

w/n ?



This image taken at Coveñas during the construction period was posted on Facebook by Sr. Jaime Paez. It clearly shows an American-built 0-4-0T standing on a wooden-decked jetty. The gauge is as yet uncertain.



Edificio que tendrá seis pisos y que está destinado para la refrigeración de las carnes.

It is possible that this view of the Coveñas plant shows 3' 0" gauge track

but it might be rather wider, even perhaps standard gauge. The photo
was reportedly taken in 1921, and was also found by Sr. Pæz.

12.9.8 Banana plantations



This photo from a Facebook page focussing on the town of Cienaga south of Santa Marta, shows a small Baldwin? tank loco which does not appear in the *FC de Santa Marta* fleet. It probably belonged to one of the many banana plantations in the area.

12.9.9 Caribbean Manganese Co.

Background

3' 0" gauge. Location unknown, but definitely in Colombia.

0-4-0ST d/w 33", 10x16", built by Baldwin in 1898

Ordered for Caribbean Manganese Co., Colombia. BLW class 4-14C no. 120. Spec. is in vol. 22 p 44. 4 wheel tender, also tank on boiler. Mark on both tanks: 'CARIBBEAN MANGANESE CO.'. Diamond stack.

2 'SOLEDAD'

w/n 16439

12.10 Locomotives delivered to Columbia for unidentified users

Maffei

4363 1930 0-4-0T gauge 600mm B. O. for Columbia

O&K

1761 1905 0-4-0T gauge 600mm 40HP Arthur Koppel, Columbia

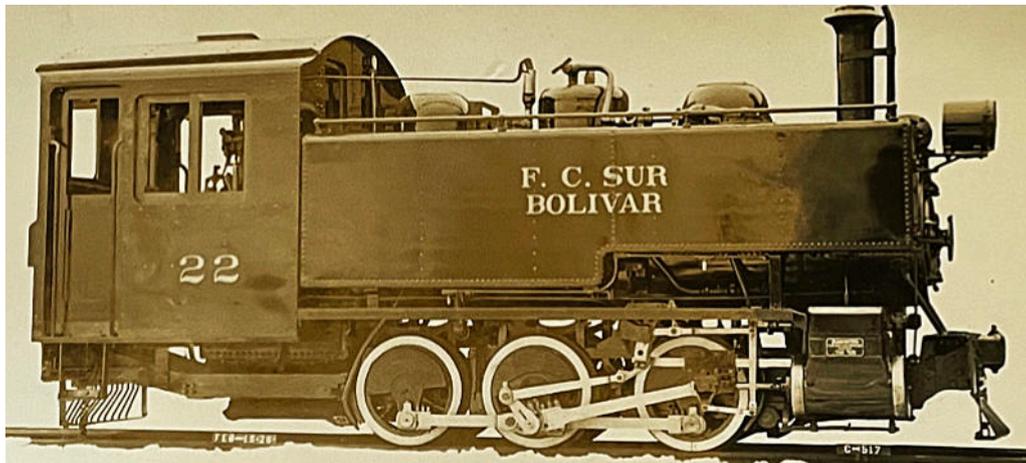
Robert Stephenson

106 1835 4-2-0 gauge ? d/w 54" cyls. 10x15" Columbia. No idea whether this was here or maybe more likely in the USA.

Baldwin



ALCo



This is a mystery. It looks like one of the multitude of similar locos built for Russia around 1919, but then not delivered owing to the defeat of the White forces. May were regauged and sold elsewhere. I originally thought that this must have been for the Colombian *FC Sur*, but that railway had no engines numbered above **14**.

CIW 2104 AMERICAN LOCOMOTIVE COMPANY, 247
 NEW YORK

Class, 060 T 51

Road Number, 22

BUILT FOR THE FERRO CARRIL SUR BOLIVAR

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
3'-3 3/4"	11"	16"	30 1/2"	36"	170 lbs.	40 1/2"	33"	83	2"	10'-6"
WHEEL BASE					TOTAL WEIGHT IN WORKING ORDER—POUNDS					
Driving			Engine		Driving			Engine		
6'-6"			6'-6"		51000			51000		
FUEL		EVAPORATING SURFACES—SQUARE FT.				GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION		
Kind	Tubes	Fire Box	Total							
Wood & Coal	453	41	494		9.3	9170 lbs.	5.5			

Tank Type, Side.

Capacity, Water, 1100 Gals.

Fuel, 700 Lbs.

ORDER No. C-517

February, 1926

FC Sur (?) no 22 'BOLIVAR' ALCo publicity card details.

12.11 Appendices

12.11.1 Colombian railway history and P. C. Dewhurst's work there

The single most notable locomotive engineer in Colombian history was British but, rather than assessing his legacy from an overseas viewpoint, here is a translation of a paper written by a Colombian. The original Spanish text is available at <https://www.banrepcultural.org/biblioteca-virtual/credencial-historia/numero-257/ferrocarriles-en-colombia-1836-1930> In this translation a consideration of Dewhurst's work begins soon after the top of the fourth page.

Railways in Colombia 1836-1930

About the Author: Gustavo Arias de Greiff (1933-2021) was a civil engineer who graduated from the National University of Colombia, and was later an honorary professor, of the National University of Colombia. He was a member of the Colombian Academy of History. [Sr. Arias was also the author of *La Mula de Hierro* and *La Segunda Mula de Hierro*, books about Colombian steam locos.] Gustavo Arias de Greiff was born in Bogota to previously Peruvian families of Spanish, Swedish, German and Inca descent and was a mechanical and aeronautical engineer who had studied at the Universities of Los Andes in Bogota and Pittsburgh in the United States, where he graduated in 1958 with the *magna cum laude* distinction. He continuously practised his profession as a consultant engineer, and held important positions amongst which were Director General of the National Railroad Workshops of Colombia, Director of Maintenance and Engineering Projects of the *Acerias Paz del Río*, Director of Engineering for Avianca, the Colombian air line, El Cerrejón coal complex railway designer, president of Kapitool Industries, project manager for Morrison Knudsen of Boise, Idaho (today part of Wabtec) for locomotive reconstruction in Mexico, and Latin America Sales Manager for Latin America Division Railways. Señor Arias died at the age of 88 on 1st October 2021.

In their essence the railways are a technical matter, not only of the preparation of the track, but mainly of the adequacy of their locomotives and wagons and that essence will dictate this text.

The first railways

The first railway to be built in Colombia was that of Panama, and this not long after the first of all was built in England. The company was of high global interest, since this Panama Railway would be the first of an interoceanic nature, linking the Pacific and Atlantic oceans; it needed to overcome the watershed between the two seas. A locomotive manufacturer from Cincinnati, George Escol Sellers, offered a special locomotive for steep slopes that permitted an increase in the tractive effort using an additional steam engine that by means of a central rail with flat side faces and two horizontal wheels, also flat, which applied pressure to minimise slip [presumably in the same way as J. B. Fell's invention]. [However] When the first civil engineers arrived on the ground, they found gentle hills and not the mountain range they had imagined. They cabled the port to order the removal of that attachment from the first of three locomotives that were ready to be shipped. Thus it arrived in Panama, and the remaining two were never fitted with the attachment. Sellers never got paid for the work done on those auxiliary engines. Colombia missed out on having had one of the rarest locomotives in the world. In those days the steam locomotive was not fully standardized, though from its inception it had two fundamental characteristics already present in the first one manufactured in England, namely: the boiler was traversed throughout by tubes through which the hot air passed from the firebox, fire tubes, and had a front smokebox with the chimney draft aided by the steam that the cylinders expelled. A little later the design of the locomotives stabilized, all resembled each other except for details of manufacture and design style that marked 'an American look', 'a German look' or 'a British look', or even 'a Colombian look', as will be seen even if not believed.

The Panama Canal Company was formed by Totten and Trautwine in 1849 based on an act of the Congress of

Colombia dating from 1826. The 77-kilometer-long Panama railroad track was completed in 1855, initially built on a 1.435m gauge, which is now called standard, but almost immediately it was altered to five feet, 1.524 metres. The name of the engineer Trautwine was well known to us from his engineering manual. Colombia, however, lost its first railroad in 1903 [when Panama broke away].

In 1855 Don Ramón Santodomingo Vila and Don Raúl Jimeno received from the State of Bolívar a concession to build a railway from Barranquilla to Sabanilla, along the coast. After the transfer of the concession, a German company began construction and the first locomotive, with the name 'Bolívar', arrived in present-day Colombia.

The Radical era and the following years

During the government of President Manuel Murillo Toro, support was given to the construction of a railroad that would connect Buenaventura with Bogotá and Bogotá with Santander, and through it a port to connect the capital with the Atlantic Ocean. The government hired an English commission to study the line from Bogotá to the Magdalena River via the Suárez or the Carare and in that same year the construction of the Cauca railway began.

In 1874 the State of Antioquia contracted with Cisneros, [who was] more businessman than anything else, for the construction of a railroad to link Medellín with the Magdalena River. The following year the first rail was laid. Meanwhile a contract for the first section of the *Ferrocarril de la Dorada* was issued to connect a place called Conejo, below the rapids of the river, with Arrancaplumas somewhat south of Honda and thus to bypass that obstacle to Magdalena River navigation.

In 1880 the government was empowered by Congress to build a railway that would link Bogotá with the Girardot river port, a link on the road to Buenaventura. The contract with Sr. Cisneros was formalized the following year, but shortly, after the first 27 kilometers [had been completed], the contract was terminated at the contractor's request owing to his financial difficulties. In that year of 1885, Cisneros also suspended construction on the Antioquia Railroad after the section from Puerto Berrío to Pavas was completed. And as for the Girardot Railway, with the civil war as an excuse, the same thing happened. Cisneros was a businessman, his company hired North American engineers for the layout and construction; he was a scented and intriguing dandy. Having made the overall budget for the work whose construction he proposed, he divided the total cost by the number of kilometers that an initial survey provided and contracted the work at the rate of so many pesos per kilometre and started it with an easy stretch from one end. Once the first kilometres were put into service, he charged the corresponding amount; paid dividends to shareholders who had subscribed shares that were offered on the New York and London stock exchanges... and as he did not lack a civil war as excuse, he suspended the work, terminated the contract, received compensation, and someone else did the difficult part of the work and concluded it.

A year later the sovereign states disappeared and a partnership was formed between the Department of Cundinamarca and the nation for the union of Bogotá and Facatativá. The other routes continued to progress. The Santa Marta Railroad reached Ciénaga. The one from Barranquilla was authorized to be constructed to the place that was later called Puerto Colombia and to build the pier, not in wood but in steel. On July 20, 1889 the *FC de la Sabana* between the capital and Facatativá was inaugurated.

The following year, 1890, the Bolívar government leased the Cartagena-Calamar railroad, on the Magdalena River. Regarding the Girardot Railway, a new contract was approved for the continuation of that route, stipulating the gauge of the track to be one meter, which would unify it with the *Ferrocarril de la Sabana*, but that clause was not fulfilled. On July 15, 1893, the Puerto Colombia dock was inaugurated. The remaining railways were in trouble, the Cartagena-Calamar Railway excepted since on July 20 of the following year the entire route to Calamar was inaugurated.

In 1895, after several concession transfers, work began on the *FC del Sur* in the section from Bogotá to Soacha. Two years later the extension of the Cúcuta Railroad to the border with Venezuela would be concluded. After the "thousand-day war" and when Rafael Reyes assumed the presidency, a period of railway boom began.

The Reyes era and subsequent years

When Reyes became president, he found a good number of [rail]roads under construction; the central government was in charge of the operation of the railways, revitalizing the continuation of those works. The *Ferrocarril de la Dorada*

began its extension to Ambalema, the one from Girardot reached San Joaquín, the one from Santa Marta did not delay in reaching Fundación, and the one to the North began the extension from Zipaquirá to Nemocón. The total number of kilometers in operation on the Colombian railways reached 620 kilometres in 1906. The following year a new railway was started: the Amagá railway, which was to connect Medellín with the Cauca River and with the *Troncal del Occidente*.

On September 22, 1908, the Girardot Railway arrived at Facatitavá and the first railway communication between the Capital of the Republic and the Magdalena was made, even if it was with transshipment because, despite what was stipulated on one occasion, the Girardot railway had been concluded using the 3' 0" gauge. The following year, with the help of locomotives appropriate to this route, one of the most difficult in the world, it began its successful operation. It is noteworthy that, in the absence of frightened foreign speculators, the engineer Rafael Álvarez Salas was in charge, not only of the continuation of the Cauca Railroad, already called the *FC del Pacífico*, but of its conclusion. However, the statue, the square and the stations named in Colombia are for Cisneros, not for him. But in 1910, with the fall of Reyes, management of the railways returned to the *departamentos*. In 1911 already the Department of Caldas had begun efforts to connect Manizales with the Cauca river.

In 1915 Cali was linked with Buenaventura by rail: 177 kilometers, of which 67% was built by Álvarez Salas; only 15% by Cisneros. Immediately the extension to Popayán and towards Palmira began. Two years later the central government continued these extension works.

During the period of Julio Garavito as president of the Colombian Society of Engineers, 1916 to 1917, at the request of the Senate of the Republic, the issue of the gauge of the Colombian railways was debated. The discussion between the meter gauge and 3' 0" was balanced, since the technical advantages of the meter gauge were offset by the greater length of three foot tracks in Colombia. Engineer Jorge Acosta Villaveces insisted that the tracks be switched [to 1 metre] as soon as possible whilst colleague Pedro Blanco proposed to leave them as they were, but build the trunk lines all at once on the standard gauge. Either of those two proposals would have been a lifesaver for the Colombian railways forty years later. The problem with that, and all the debates on gauge in Colombia, is that it was never taken into account that, whilst the yard exceeded the metre in kilometres built in the interior of the country, it was only a fraction of the world's railways, one sixth at the beginning of the 20th century and only one tenth in the middle of the century. There was the damned [3' 0" gauge] that Cisneros put us in, world-wide destined to disappear.

In 1921 the *Ferrocarril de la Sabana* was transformed into the Cundinamarca railway. The departmental government assumed the extension works to the south, to Fusagasugá and to the Magdalena in Puerto Salgar.

The Dewhurst-Ospina era

The 25 million dollars, the US compensation for the looting of Panama, had just been received when the engineer Pedro Nel Ospina assumed the presidency. It was his purpose to carry out railway growth and it was his dream to connect the capital with the Atlantic coast by rail, linking the existing railways of Santa Marta, Puerto Wilches and extending the Northern railroad that was already advancing northward from Bogotá towards the Magdalena River. The president had the engineer Alejandro López, if not as minister of public works, his initial desire, at least as a London advisor, since Alejandro López had installed his business office there a few months before, considering London the least worst place in the world for the education of their children.

To Pedro Nel Ospina is owed what could have been the creation of a 'national railway network', by presenting to Congress a Law of Railways, Law 102 of 1922, which empowered him to make a loan for 100 million dollars to fulfill his railway projects. The world financial system did not respond well to the requests and through Laws 60, 62, 65, 67, 69, 71, 80 and 98 of 1923 part of the aforementioned compensation had to be used. 60.4% was invested in railways, 23.8% for the creation of the Banco de la República and a Banco Agrícola Hipotecario, and the remaining 15.8% was used in Bocas de Ceniza, the Canal del Dique, aerial cables and other works.

In any case, the national railway project focused on the construction of three important trunk lines. One of them would connect the capital with the port of Buenaventura, linking the railways of La Sabana and Girardot with the section from this city to Ibagué, with the passage of the Central mountain range through a tunnel, that of 'La Lora', followed by the connection of Armenia with Cartago, thus creating a link with the Pacific railroad and taking that route to

Buenaventura.

The other two trunks would be that of the west that would connect Pasto and Popayán with Cali and Cartago through the Cauca river valley and descending along the banks of the Cauca river, with a port near to the Boca de Tacaloe where the two arms of the Magdalena join to form the island of Mompo. It was hoped that once the Bocas de Ceniza problem at the mouth of the Magdalena River was solved, sea-going ships would go up the river to that place. The matter would now seem laughable with the huge vessels of more than 100,000 tons that sail the seas and with the less navigable Magdalena River caused by the stupid conversion into cattle pasture of a naturally jungle country.

The third trunk route, the Oriental, started from Bogotá towards Tunja and Sogamoso, and would have descended through the Chicamocha River, then via Bucaramanga to link with the Puerto Wilches Railway, which, connected at Fundación with the Santa Marta Railway, would complete the through route, alternatively contemplating a descent down the Suárez River. Basically, the government's task was concentrated on the realization of these trunk routes. To this, on the other hand, must be added the *departamentos*' interest in carrying out other railway works, not to compete with the trunk lines, but to meet the local needs of different regions in each department. Thus, for example, Cundinamarca planned five additional railways, three more towards the Magdalena River and two towards the east of the department,

As the presidential priority was an increase in the export of coffee, the process began with the adaptation and improvement of the *FC del Pacífico* and its link with the Caldas railway. But the most important factor in this process was [a different one], and with it Colombia won the lottery jackpot.

Paul C. Dewhurst was born in London in 1883. He graduated as a mechanical engineer from the London Polytechnical School; and initially worked on the Midland Railway where he excelled as a 'star' builder of locomotives. He then went on to work on the trans-Andean railroad that crosses that mountain range and connects Chile with Argentina, where he learned about the tremendous railway ascents to the Andes and also the locomotives specially designed for it, the Kitson-Meyer articulated machines, a modification of the French Meyer type made by the English engineer Schmidt [actually Robert Stirling] to be used in that way and manufactured by Kitson, of Leeds, in England. With that knowledge of a narrow gauge road in a massive mountain range, Dewhurst went on to work in Jamaica as a mechanical engineer. There he found a different situation: standard gauge track, but with strong curvature, which led him to study the behaviour of the locomotive on those curves and to design a special locomotive to negotiate that strong curvature. The resulting machine was a 'twelve-wheeler' that was manufactured in Canada in 1921. Dewhurst had already been in Jamaica for about six years, and was wishing to move on to another job, when he learned of Colombia's intentions to carry out railway expansion. He contacted the superintendent of the railway in Santa Marta offering his services. This came to the hands of Alejandro López in London, who contacted Dewhurst during the end of year holidays that he used to spend in England, his native land. Alejandro López immediately understood the importance of contracting Dewhurst's services for Colombia and recommended it to the Colombian government. The contract was signed there [in London] on May 23, 1923, and the engineer Dewhurst assumed the position of mechanical engineer for the Ministry of Public Works.

The Amagá railway and the population of Caldas [a 'box-out' or side-bar paragraph]

“The first class passenger cars are little less than the second class cars of the Sabana railway; the second year ones a little more or less like the third year ones there, and the third year ones, extremely small and uncomfortable, who look more like cages to transport prisoners; cattle and freight wagons are similar to the latter, with a capacity of about five tons. The train employees are not in uniform; the driver does not notify passengers of arrival at each station; In the premium cars you smoke and trunks that do not fit under the seats or in the baskets are allowed; the locomotives do not announce the arrival of the train at the stations, but only give a short whistle inside them to press the brakes; and, what is worse, they do not whistle when they are about to pass the many bridle paths or the road that crosses the railroad. The highway is the one that comes from Medellín to Caldas”.

Rufino Gutiérrez. *Monografías*, 1921.

His first assignment was a visit to the railroads that were owned by the nation and a careful examination of the

condition of the rolling stock. With the experience gained in his previous work in Chile and Jamaica and the presidential urgency for the adaptation of the railways for the export of coffee, the first [new locomotive] design was a slightly smaller and lighter version of [what became] the 'standard Colombian locomotive', suitable to the conditions still in force on the Caldas and *Pacífico* railroads. Of that design, about eight locomotives were ordered from three manufacturers, Baldwin of Philadelphia, Kitson of Leeds in England and BMAG of Berlin. Thus, it was hoped to examine the way in which different manufacturers responded to the same design. Dewhurst immediately designed the version known as '*Clase Tolima*', because the first machine arrived for that railway. Later there was a third version for one meter gauge, the boiler a little higher and with greater power, which was known as the '*Clase Norte*'.

The essence of the design of these three classes, *Pacífico*, *Tolima* and *Norte*, is the following: the machine must have a sufficiently flexible drive system to minimize wear on the flanges on the wheels and on the rails on the road, which the English considered as fundamental for the economic performance of the locomotive and the track, especially on railways in which the curve of minimum radius, where more wear occurs, is not the exception as occurs in the North American and European railways, but the usual or the most frequent as it happens in these lands. Dewhurst adopted the 'twelve-wheeler' [4-8-0] type for the '*Locomotora Estándar Colombiana*' [Colombian Standard Locomotive], thus allocating the non-adherent weight of the machine to the front two-axle bogie and giving that bogie the function of 'placing' the locomotive on curves, which was facilitated by eliminating the flanges of the wheels of the first driving axle; something never tried. The fourth axle had a side play of just under a centimetre, but was fitted with 'Dewhurst – Cartazzi' boxes, probably a modification made by Dewhurst. The box consisted of two parts, one on top of the other. The upper part had two sets of transverse inclined planes of opposite inclination and could only be moved vertically. The other part, the box itself, had inclined planes at the top corresponding to the top, but it could only be moved vertically and laterally. In curves, the movement raised the machine somewhat, whether it was the movement to one side or the other. On the straight sections the box remained centred. Under these conditions, the rigid base of the locomotive was only the distance between the second and third axles, 47 inches, 1.194 meters in curves, and on straight sections the semi-rigid base was the distance from the second axle to the fourth, 103 inches, 2.619 meters. Under these conditions the wear of the wheel flanges and, consequently, the rails is minimal and the stresses between the rail and flange occur with the flange parallel to the rail or, as in the fourth axis, in which the flange forms an angle with the rail, but the effort never exceeds the lateral force produced by the inclined planes, that is, it does not depend on the dynamic forces produced by the movement of the locomotive on the track. For the ease and elegance with which the '*Locomotora Estándar Colombiana*' dodged the curves of the track, *Pacífico* drivers called them '*Las culebras*', but they also called them '*Los tigres*' because of their great capacity for tractive effort due to several factors: high adhesive weight in relation to total weight, and good size and capacity of boiler steam generation. In other words, maximum performance and little wear, in the '*Locomotora Estándar Colombiana*'.

'The Colombian look' [another 'box-out' or side-bar paragraph]

What there was, there was

P. C. Dewhurst's signature design for the Colombian locomotives included a typically American smokebox topped by a chimney top adorned with a typically 'British' bronze ring. The front cover of the smokebox was relatively small so that, whilst allowing the entrance of a man to do the interior cleaning, it was operable by him without additional help. The locomotive had only one dome placed in the middle of the length of the boiler to maintain the distance from the point of intake of steam that exits towards the cylinders, both when the machine is going down or up a slope, in both cases with the chimney forward. The boiler was generally of good diameter and capacity. Another detail was the placement of the sandboxes at the level of the running plate, either side of the machine, so as to be able to be filled with sand by a single operator from the ground rather than by two, one of them climbing onto the boiler to access the sand domes, when they were placed there as usual. Other features were the frames outside the wheels, which facilitated cleaning and greasing of the axle boxes, and there being a spacious and well-ventilated cab. With all this, 'the Colombian look' was created.

On the other hand, the design of this locomotive was given its maximum power coinciding with its maximum tractive effort, which is not usual, but necessary on mountain railways whose steeply-graded sections are the bottleneck of the system, and [where any weight saved] is practically net profit. To this must be added that the design worked best at the limits of adhesion, ie. shortly before slipping, which forced the driver to handle it very carefully. For this, it had a [regulator] handle of good length to control the admission of steam, which required the machinist to know the line well and of course the machine. When the first locomotives of his brilliant design arrived, Dewhurst himself trained the drivers in these skills by accompanying them in the cabs of those machines.

The three-cylindrical locomotives

Within the idea that moved Paul C. Dewhurst in his designs, seeking the maximum economic performance on the tracks of the Colombian railways was one of his goals, and so he made the initial designs; but why not optimize the optimized? Something could be achieved with three-cylinder locomotives, since in them the action of the cylinders on the wheels goes from four to six impulses per revolution of the wheels, resulting in a more even distribution of the effort, which consequently reduces the tendency of the wheels to slip. The adhesion factor changes and, despite the same weight as a two-cylinder locomotive, the three-cylinder can have a higher pulling force. Not much, perhaps 10%: it seems little, but on a steep section, the percentage increases as the slope of the road increases and the advantage is by no means negligible. Another advantage of this three-cylinder locomotive is that its thermal performance is better by allowing a greater degree of steam expansion; that is to say, with equal work done, there is greater fuel economy.

Of the three-cylinder locomotives, the construction of two prototypes for high-speed passenger trains was ordered: one manufactured by BMAG in Berlin and the other by Haine Saint Pierre in Belgium, but with slight differences: the Berliner of a design with independent movement of the third cylinder valve from a return crank on the fourth right-hand drive axle. In contrast the Belgian machine used for the movement of the valve of the central cylinder a system of Gresley [conjugated] levers, placed not in front of the valves [as usual] but in the interior, under the boiler and away from the ash vent in the smoke box. Another detail was that for that Belgian locomotive, the engineer Weber of that company devised ball joints to improve the adjustment of those joints and their permanence, since these levers are in permanent motion. The system thus designed could have been called Gresley-Dewhurst-Weber, and it was unique in the world to this locomotive. Altogether, with the other four with three cylinders, two external and one interior, they were the only five in the world for narrow gauge. In addition to the two mentioned that the *Pacifico* railway had, the *FC del Norte* had the other three, extraordinary *Montaña* locos with a 4-8-2 wheel arrangement, which were intended to be the standard equipment for the [proposed] long eastern trunk line from Bogotá to the Atlantic.

Dewhurst also designed 'twelve-wheelers' of three cylinders, both for 3' 0" and metre gauge, for which Baldwin drew up detailed specifications using his construction proposal. There was also a design of a three-cylinder 'mountain' for the 3' 0" gauge on the Cundinamarca railway; there are plans of it, but they were never manufactured. Why was the acquisition of those prodigious three-cylinder locomotives designed by the mechanical engineer of the Ministry of Public Works in Bogotá not continued? They were more expensive and the nation was not in a *danza de los millones* or in waste and squandering. Those were 'slanders from the opposition'.

[A third 'box-out' or side-bar paragraph]

"If the beloved reader did not have the good fortune of being in the Pantano de Vargas, and is tempted by the curiosity of witnessing a scramble that reaches the proportions of that one, he does not have to undertake a very long run; entrust yourself to the saint who offers you the best protection and protection and head to the *FC del Norte* station on a Sunday or a holiday, and surely you will have nothing to wish for and you will still have plenty of impressions for more than one nightmare".

Other designs

For secondary tracks and station work there were several special designs: a 'Mikado' 2-8-2 side tank for the *FC del Pacifico*, one 'Prairie' 2-6-2 tender design used on various railways, another, also a 'Prairie', but with a smaller tank,

used extensively on the *FC del Norte*, and several smaller ones, also tank locos. One of those 'Prairie' tanks of the *FC del Norte* did not miss the opportunity to whistle past *ta-ta-tá, Santafé, Santafé*, when he went through Carrera 30 on Sundays in front of the '*Campín*', on dates when he played the '*Expreso Rojo*'.

In that period ninety-two of those standard locomotives for Colombia arrived in the country. In addition to the eight mentioned above, of the 'Tolima' class, the railways acquired twenty-seven from the manufacturer Baldwin, twenty from the Czech factory Skoda, twenty from the Berlin company BMAG and five more made in Belgium by Haine Saint Pierre. For the lines in the eastern sector of Colombia, which had a gauge of 1 metre, four 'twelve-wheelers' from BMAG arrived, and another four from Haine Saint Pierre, before I lost count. A private company, the English-owned La Dorada Railway Company, commissioned to the initial '*Pacífico*' class design four locomotives manufactured by Hawthorn Leslie of Newcastle in England. All in all ninety-two *doce-ruedas* arrived under the Dewhurst and Pedro Nel Ospina scheme.

What I have recorded here was called by political slanderers '*danca de los millones*', ie a waste of millions of Pesos. There may have been dancing, but it was very rhythmic, with rhythm and square, lilting. The baton that led him was clean, talented, lucid and quiet. The latter deserves an explanation: Colombian engineering did not welcome Paul Dewhurst. The practice of offering plans and specifications through the Colombian consulates, so that manufacturers could freely quote, led to them striving to show off the quality of the material offered and to lowering their prices, 10% for locomotives, 15% for cars. All manufacturers knew that there would be competition everywhere. This annoyed the railway engineers, in whose offices there was a commercial section that attended the representation of some manufacturer of locomotives or theodolites and levels. They did not like the new form of competition at all and neither did manufacturers like Baldwin of Philadelphia, convinced that all the millions [of Pesos] from the Panama [settlement] would go to their coffers. If they were American money, there was no reason why the whole pie would slip away. Paul Dewhurst earned the animosity of many people and many businessmen who felt they owned the market. Paul C. Dewhurst was received into the Society of Engineers in 1924. From the minutes it is seen that he attended several sessions in the following year. Then he stopped showing up as an assistant and disappeared from partner lists. Some rudeness received the English engineer, frowned upon by a chauvinistic and arrogant profession that never understood why an important position was not held by a Colombian. But it must be said that the [typical] Colombian railroad engineer was basically an engineer for the layout of the railways, the line and the engineering works necessary for it. Little, little locomotives, what a pity. But fortunately for Colombia the right person appeared, who because of his previous work, but mainly because of his own work in Colombia, which he later considered as his best life's work, became the world authority for mechanical engineering of narrow gauge railroads. P. C. Dewhurst did not facilitate recognition here, because due to the circumstances noted, he worked in silence, showed a low profile, and complied quietly, cleanly, talented and lucid his work in Colombia. In that year of 1929 the contract to Dewhurst was not renewed, who returned to England and in the session of February 19, 1930 of the 'Institute of Locomotive Engineers' the world community learned of the work of Englishman in Colombia, the homeland was he felt free from this obtrusive master and forgot him in order to continue in its ignorance.

At the end of the decade, the situation of the works was as follows: the Bogotá-Buenaventura cross-section was almost completed, only the route between Ibagué and Armenia was missing and a French company had already started drilling the 'La Lora' tunnel; 140 kilometers of track were missing. The Eastern and Western Trunks advanced slowly; they depended on the removal of the sandbar from Bocas de Ceniza. The Occidental, along the Cauca, reached from Popayán to Virginia, below Cartago, with a section from 'La Pintada' to below Bolombolo, already connected to Medellín. The eastern trunk of Bogotá had advanced to Barbosa and was about to reach Neiva from the south.

Docerruedas no. **64** of the *FC del Pacífico* was abandoned by the management of that railway, like all its sisters, so that it could be sold as scrap metal. But the workers of the Chipichape Workshop rehabilitated it and put it back to work as their contribution to the fifty years of the workshop. Obviously this was without managerial support; they made a collection among themselves to send someone for some missing pieces from the Flandes workshops and worked overtime, because obviously they did not receive permission to do it during working hours. The locomotive

worked for some time in the tourist train of the Valley and is now in a railway museum in Cali. Praise the workers!

Pedro Nel Ospina's effort, not having obtained the initial loan of 100 million [Pesos], was already carried out at the end with the returns of the successful companies, as witnessed by the success of the *Pacífico* railway. The national railways were fully equipped with magnificent [motive power and] rolling stock expressly suited to local conditions, but the global crisis and the decline in coffee transport made it appear excessive and wasteful. Soon the country would resurface and have full employment.

A Colombian railway time-line

1836 On May 25, Congress passed a law privileging the builders of a Panama railway to a point on the Chagres River where it is already navigable.

1849 After some agreements, on April 7, the Panama Railroad company was created and construction began, led by engineers Totten and Trautwine.

1851 Sellers, of Cincinnati, Ohio, built the first new locomotives that Colombia received.

1855 The 77-kilometre route from Panama to Colón was completed.

1865 Ramón Santodomingo Vila and Ramón Jimeno received a concession from the State of Bolívar to build the Barranquilla-Sabanilla railway.

1869 The Seligman and Harbleeher company started construction works from Barranquilla to Sabanilla.

1871 The Barranquilla railroad was [extended] to take it to Puerto Salgar.

1872 During the presidency of Murillo Toro, a road was proposed that would connect Buenaventura with Bogotá and Bogotá with Tunja and Bucaramanga to a port on the Magdalena River, which would give the capital access to both oceans. That same year, the survey of the road from Bogotá to the Magdalena River, two sections of that network.

1874 The State of Antioquia contracted with Francisco Javier Cisneros to build a railroad that would connect Medellín with the Magdalena River.

1875 Nicolás Pereira Gamba began a railway from the Vuelta de Conejo to Arrancaplumas, to circumvent the rapids of the Magdalena River in Honda that impeded navigation.

1876 The State of Santander contracted the construction of a railway from Cúcuta to Villamizar.

1878 The construction of the Cauca railroad was contracted with Sr. Cisneros.

1880 Congress empowered the government to build the railway between Bogotá and Girardot.

1881 Sr. Cisneros contracted the construction of the Ferrocarril de la Dorada and the first section of the Girardot, from that city to Tocaima.

1882 The first 20 kilometers of the Cauca Railway, from Buenaventura to Cali, were inaugurated. Cisneros requested to terminate the contract.

1885 A first section of the Antioquia Railroad, from Berrío to Pavas, was inaugurated. Cisneros terminated the contract and collected compensation.

On the Girardot Railroad, taking advantage of the civil war, Cisneros interrupted the work that had reached the Portillo. The following year the contract was terminated.

1889 On July 20, the *Ferrocarril de la Sabana* was inaugurated, from Bogotá to Facatativá .

1890 The government of Bolívar contracted with Samuel McConnico to build the Cartagena railroad to the Magdalena River in Calamar. That same year the Santa Marta railroad was transferred to an English company.

1891 Construction of the Puerto Colombia pier began. The idea of the Pan-American Railroad appeared, to link the North and South Americas.

1892 On December 26, Congress approved Law 104 of Railways. By Law 86 the contract of John H. Penndot was approved.

1893 On June 15, the Puerto Colombia Pier was inaugurated.

That year the extension of the Cúcuta railroad to the Táchira, the border with Venezuela, was approved.

Likewise, the works of the Northern railway began from Bogotá. On July 20 of the following year the first section to the Puente del Común was inaugurated.

1895 Work began on the Southern Railroad, from Bogotá to Soacha.

1900 The English company The Colombian National Railway was created to complete the Girardot Railway.

1903 The Panama railroad was lost from Colombia owing to the secession of Panama.

1905 The *Ferrocarril de la Dorada* began its extension to Mariquita and Ambalema.

That year the construction of a railroad from Urabá to Medellín began.

1906 The Santa Marta railway reached Fundación.

1907 The Amagá railroad company was created in Medellín.

1909 The first Kitson-Meyer articulated locomotives, suitable for difficult track, with increasing traffic, arrived at the Girardot Railway.

1910 The National Assembly repealed the nationalization of the railways foreseen in 1905. The railroads passed to the *Departamentos* and work began between Medellín and the Paso de la Quebra.

1911 The Department of Caldas created the company *Ferrocarril de Caldas* to join Manizales with the *Ferrocarril del Pacífico*.

The construction of the Sabana Station for the railway of that name began.

1913 Contracts were made in Cundinamarca and Boyacá with the Belgian company '*Chemins de fer en Colombie*'. A company directed by the engineer Justino Moncó was organized by the government for the construction of the Tolima railway.

1915 The Pacific railroad joined Cali with Buenaventura, the route could have been started by Cisneros, but the one who made it and finished it was Rafael Álvarez Salas.

1916 On March 1, Pedro Uribe Gauguin, the painter's nephew, resumed the construction of the Tolima railway.

1917 The railways from Ambalema to Ibagué were started, which would link the latter city with La Dorada, and from Santander to Timba, which would thus link with the Pacific railroad.

1918 The Puerto Wilches railroad became the property of the nation.

1919 The government of Tolima contracted with Pedro A. López for the construction of a line from Espinal south to Neiva and Florence.

1922 Pedro Nel Ospina assumed the presidency of the Republic. Congress passed Law 102 which empowered it to acquire loans of up to \$ 100 million to invest in railways and port facilities.

The English mechanical engineer Peter C. Dewhurst signed a contract in London with Consul Alejandro López and traveled to Colombia to work as a mechanical engineer for the Ministry of Public Works.

1923 The government organized the National Railway Directorate with a Technical Office in the charge of Dewhurst and a Commercial Office entrusted to the engineer Jorge Álvarez Lleras.

1924 The Girardot railway became the property of the nation.

Work began on the *Ferrocarril del Nordeste* from Bogotá to Tunja and Sogamoso by the Belgian company that had won the concession.

1926 The Southern railway reached San Miguel.

1927 The nation was authorized to acquire the Santa Marta railroad.

1929 The La Quebra tunnel was completed and the city of Medellín was connected with Puerto Berrío on the Magdalena River with a 193-kilometer railroad.

1930 Owing to the world crisis, the work of the Tunja railway to the Magdalena River through the Carare was suspended. The Cúcuta railroad interrupted the works towards Pamplona.

Two beautiful bridges over the Magdalena river, Girardot and Golondrinas, were completed. Thus the Girardot-Tolima-Huila railroad was formed.

Work on the Southern railway was suspended and that company merged with the Northern railway. The Northern railroad reached Albarracín. Work on the Western Trunk railroad was suspended.

12.11.2 Dewhurst's various 4-8-0s

It is fairly well known that P. C. Dewhurst's 4-8-0 locomotives were built in three main variants, known as the *Pacifico*, *Tolima* and *Norte* classes. However, there were lesser variations as different builders interpreted the designs in different ways.

Common dimensions

All of the locos listed below had 40" driving wheels and a boiler pressure of 180psi.

3' 0" gauge *Pacifico* type, total 10.

1924	<i>FC Pacifico</i>	31-32	Baldwin 57855-6						
1924	<i>FC Pacifico</i>	35-36	BMAG 8440-1	17 ³ / ₄ x22"	30.4				
1925	<i>FC Pacifico</i>	37-38	Kitson 5391-2	17x22"	30.4	97	1122	1219	272
				3' 9"	12' 0"	21' 4"	46' 0"		
1928	<i>FC La Dorada</i>	13-16	HL 3711-14						

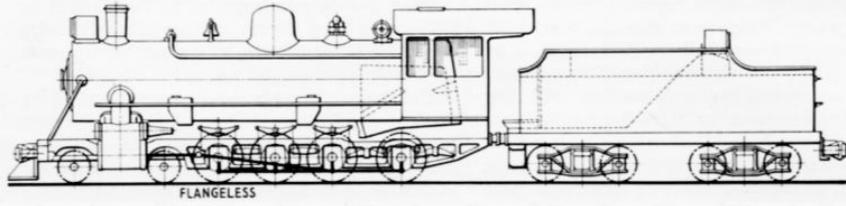
3' 0" gauge *Tolima* type, total 71.

1925	<i>FC de Caldas</i>	10-11	BMAG 8670-1						
1926	<i>FC Cundinamarca</i>	9-10	Baldwin 58944-5						
1926	<i>FC Tolima</i>	13-14	Baldwin 58946-7						
1926	<i>FC Girardot</i>	22-23	Baldwin 58948-9						
1926-7	<i>FC Pacifico</i>	39-43, 49-52	BMAG 8792-6, 8936-9						
1926-7	<i>FC de Caldas</i>	12-18	BMAG 8818-9, 8832-3, 8860-2						
1927-8	<i>FC Pacifico</i>	53-62, 90-92	Skoda 438-50						
1928	<i>FC Tolima</i>	15-19	Skoda 451-3, 456-7						
1927-8	<i>FC Pacifico</i>	63-72, 80-89	Baldwin 60269-74, 60287-90, 60508-12, 60532-6						
1928	<i>FC Ambalema-Ibague</i>	3	Baldwin 60950						
1928	<i>FC Girardot</i>	29, 28	Skoda 454-5						
1928	<i>FC de Caldas</i>	19-20	BMAG 9320-1						
1928	<i>FC de Nacaderos- Armenia</i>	21-22	BMAG 89322-3						
1947	<i>FC Ambalema-Ibague</i>	9-10	Baldwin 73094-5						

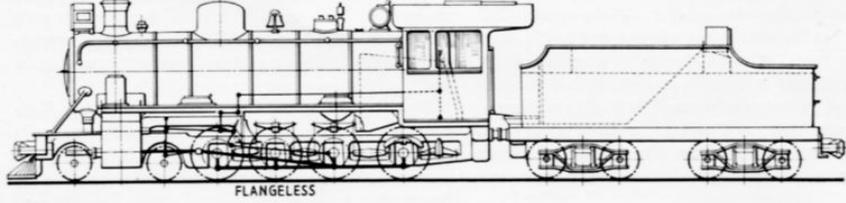
Metre gauge *Norte* type, total 12.

1926	<i>FC Norte 2o</i>	31-32	Haine St. Pierre 1519-20						
1929	<i>FC Norte 2o</i>	35-38	BMAG 9437-40						
1951	<i>FC Magdalena</i>	41-43	Tubize 2413-5	Needs confirmation that these were Norte type.					
1951	<i>FC Norte 1o</i>	21-23	Tubize 2416-8						
1925	<i>FC Norte</i>		Baldwin						

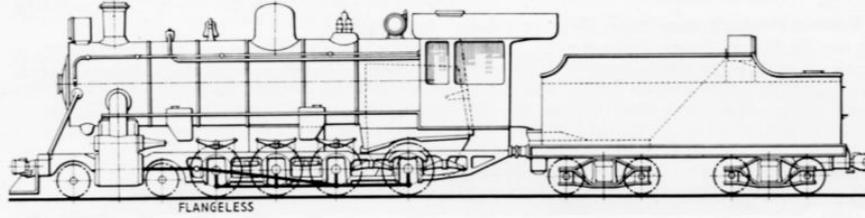
Clase Pacifico by Kitson



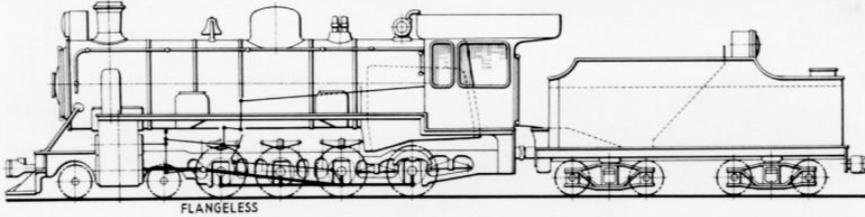
Clase Pacifico by BMAG



Clase Norte by Baldwin



Clase Norte by BMAG

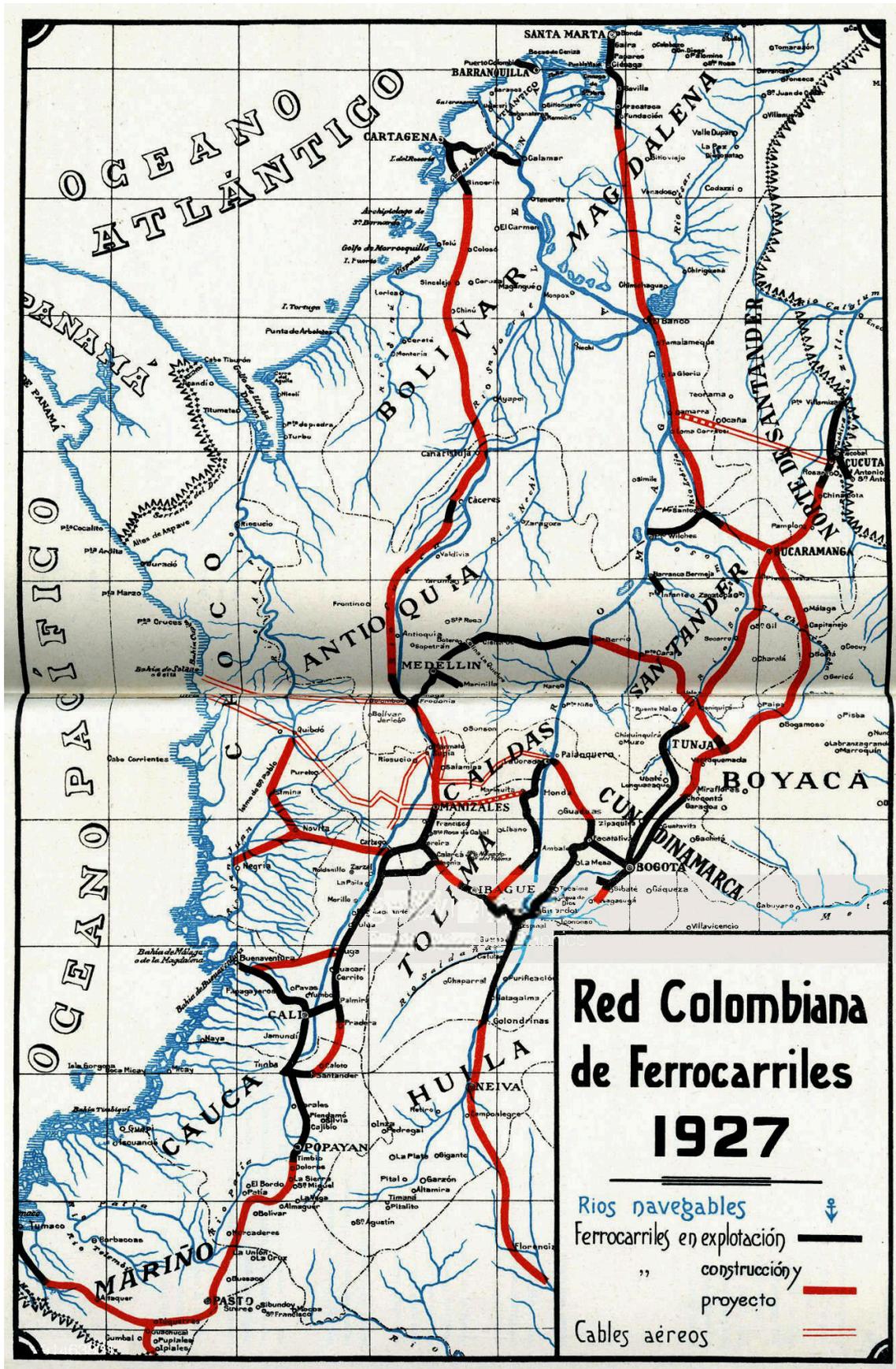


STANDARD 4-8-0 LOCOMOTIVES. GOVERNMENT RAILWAYS OF COLOMBIA.

Conditions.	Railways	Pacific.	Tolima.	Central Northern.
Gauge	3 ft. 0 in.	3 ft. 0 in.	1 metre.
Curves (radius)	180 ft.	197 ft.	213 ft.
Gradient (max.)	1 in 23½	1 in 30	1 in 33
Bridges (Cooper's E.)	" E-30 "	" E-35 "	" E-35 "
Rails (per yard)	45 lb.	55 lb.	55 lb.
<i>Principal Dimensions (other than on diagrams) :—</i>				
<i>Engine :—</i>				
Cylinders (2)	17 in. × 22 in.	18 in. × 22 in.	18½ in. × 22 in.
Piston valves, dia.	8 in.	9 in.	9 in.
Wheels, dia. of bogie	2 ft. 2 in.	2 ft. 2 in.	2 ft. 2 in.
" " driving and coupled	3 ft. 4 in.	3 ft. 4 in.	3 ft. 4 in.
Wheelbase, adhesion	12 ft. 0 in.	12 ft. 6 in.	12 ft. 6 in.
" semi-rigid	8 ft. 3 in.	8 ft. 7 in.	8 ft. 7 in.
" rigid	3 ft. 9 in.	3 ft. 11 in.	3 ft. 11 in.
Driving and coupled journals	7½ in. × 7 in. long	7½ in. × 7 in. long	8 in. × 7 in. long
Firebox shell, width	5 ft. 8 in.	5 ft. 8½ in.	5 ft. 8½ in.
Grate, length	6 ft. 1 in.	6 ft. 7 in.	6 ft. 7 in.
" width	5 ft. 0 in.	5 ft. 0 in.	5 ft. 0 in.
Flues, number and outside dia.	16, 5½ in.	20, 5½ in.	21, 5½ in.
Tubes,	117, 2 in.	129, 2 in.	125, 2 in.
Superheater tubes, number and outside dia.	64, 1½ in.	80, 1½ in.	84, 1½ in.
Heating surface, flues and tubes	1,122 sq. ft.	1,313 sq. ft.	1,304 sq. ft.
" " firebox	97 sq. ft.	108 sq. ft.	115 sq. ft.
" " arch tubes	16 sq. ft.	16 sq. ft.
" " total evaporative	1,219 sq. ft.	1,437 sq. ft.	1,435 sq. ft.
Superheater surface	272 sq. ft.	320 sq. ft.	339 sq. ft.
Equiv. H.S. = Total evap. H.S. + 1.33 sprtr. sur.	1,582 sq. ft.	1,864 sq. ft.	1,883 sq. ft.
Grate area	30.4 sq. ft.	32.9 sq. ft.	32.9 sq. ft.
Boiler pressure (per sq. in.)	180 lb.	180 lb.	180 lb.
Maximum width (over cylinders)	9 ft. 0 in.	9 ft. 2 in.	9 ft. 5 in.
<i>Tender :—</i>				
Wheels, dia.	2 ft. 4 in.	2 ft. 4 in.	2 ft. 4 in.
Water capacity	2,750 galls. (Br.)	2,750 galls.	2,750 galls.
Coal capacity	5½ tons (Br.)	5½ tons (Br.)	5½ tons (Br.)
<i>Tractive Force :—</i>				
Rated tractive force (at 85 per cent. boiler pressure)	24,320 lb.	27,515 lb.	28,027 lb.
" " " (at 75 per cent. " ")	21,460 lb.	24,278 lb.	24,730 lb.
Tractive force at 85 per cent. per ton of weight (engine only)	486 lb.	491 lb.	489 lb.
" " " (engine and tender)	297 lb.	316 lb.	316 lb.
<i>Ratios :—</i>				
<i>Adhesion weight.</i>				
Tractive Force (at 85 per cent. B.P.)	= 3.76	= 3.80	= 3.82
Ditto (at 75 per cent. B.P.)	= 4.26	= 4.31	= 4.33
Rated tractive force (at 85 per cent.)
Equivalent heating surface	= 15.3	= 14.7	= 14.8
Total evaporative surface
Grate area	= 41.0	= 43.7	= 43.6
*Ditto, corrected for equivalent surface	= 53.4	= 54.6	= 54.5
(75 per cent. of area)	(80 per cent.)	(80 per cent.)
<i>Grate area.</i>				
*Area of gas passage	= 9.0	= 8.4	= 8.4
Ditto, corrected for equivalent surface	= 6.8	= 6.7	= 6.7
(75 per cent. of grate)	(80 per cent.)	(80 per cent.)
Total evaporative surface
Superheating surface	= 4.48	= 4.49	= 4.27
*Value of grate area = 75 per cent. and 80 per cent., owing to poor classes of coal used.				

12.11.3 Colombian railways and proposals map from 1927

Whilst the map the beginning of this file shows the erstwhile steam railways of Colombia, this 1927 map also shows those routes which were proposed at that time, and the common carrier aerial ropeways which were a uniquely important part of the Colombian transport network.



12.11.4 An *FC de Antioquia* accident report from 1897

Accident reports tend to give a highly-concentrated impression of operating and maintenance conditions on a railway. Therefore this rather spectacular one, found in source [40], is reproduced here in full, and with a lightly-corrected auto-translation into English.

INFORME

del Ingeniero del Ferrocarril de Antioquia.

Monos, 13 de Agosto de 1897,

REPORT

of the Engineer of the Antioquia Railway.

Monos, August 13, 1897,

SRES. PRESIDENTE Y MIEMBROS DE LA JUNTA DIRECTIVA.—Medellín.

Como empleado del Ferrocarril de Antioquia, cumplo con el deber, por penoso que éste sea, de daros un informe del desastroso accidente ocurrido el 7 de Agosto ; de los hechos que han llegado á mi conocimiento, y de las conclusiones que he podido deducir, tanto de informes aparentemente fidedignos, como de principios científicos conocidos. También os sugeriré aquellas reformas que por lo pronto se me ocurran á fin de evitar en el futuro la repetición de estos desastres.

MR. PRESIDENT AND MEMBERS OF THE BOARD OF DIRECTORS.—Medellín.

As an employee of the Antioquia Railway, I fulfil my duty, painful as it may be, to give you a report on the disastrous accident that occurred on August 7; from the facts that have come to my knowledge, and from the conclusions that I have been able to deduce, both from apparently reliable reports, and from known scientific principles.

I will also suggest those reforms that occur to me for the time being in order to avoid the repetition of such disasters in the future.

El 7 de Agosto del presente año, el tren número 1, conducido por la locomotora número 7, salió de Puerto-Berrío á las 6 a. m. El tren constaba de un carro de pasajeros y cinco de cajón, todos destinados á conducir pasajeros en un viaje de excursión á Caracolí, a presenciar las ceremonias de la apertura del tráfico hasta aquel punto.

On August 7 of this year, train number 1, hauled by locomotive number 7, left Puerto-Berrío at 6 am. The train consisted of a passenger car and five box cars, all intended to carry passengers on an excursion trip to Caracolí, to witness the opening ceremonies for traffic up to that point.

Dicho tren corrió como primera sección del tren número 1, entre Puerto Berrío y Monos, y llevaba banderas que anunciaban que atrás venía la segunda sección del tren número 1, remolcada por la locomotora número 6.

The said train ran as the first section of train number 1, between Puerto Berrío and Monos, and carried flags announcing that the second section of train number 1 was coming behind, hauled by locomotive number 6.

La primera sección del tren número 1 llegó á las 10.02 a.m. y en aquella estación se le agregaron un carro de plataforma y uno de pasajeros, quedando así con ocho carros, con los cuales continuó hacia Caracolí con el carácter de primera sección del tren número 1. A continuación salió la locomotora número 4, remolcando cuatro carros, con el carácter de segunda sección.

The first section of train 1 arrived at 10:02 am. and at that station an open wagon and a passenger car were added, thus making eight cars, with which it continued towards Caracolí as the first section of train number 1. Then locomotive number 4 left, pulling four cars, designated as the second section.

La tercera sección era remolcada por la locomotora número 5, y la cuarta por la locomotora número 6, siendo éste el mismo tren que constituía la segunda sección de Puerto Berrío á Monos, el cual corría ahora como cuarta sección del tren número 1, de Monos á Caracolí.

The third section was led by locomotive number 5, and the fourth by locomotive number 6, this being the same train that constituted the second section from Puerto Berrío to Monos, which now ran as the fourth section of train number 1, from Monos to Caracolí.

La locomotora número 2 salió de Monos para Caracolí, con el carácter de quinta y última sección del tren número 1.

Locomotive number 2 left Monos for Caracolí, as the fifth and last section of train number 1.

Todas las secciones llegaron á Caracolí con seguridad, sin la menor novedad ó contratiempo.

All the sections reached Caracolí safely, without the slightest event or setback.

Debido á las limitadas facilidades de vías en Caracolí, los trenes se despacharon como sigue, para el viaje de regreso.

Due to the limited track facilities at Caracolí, the trains were dispatched as follows, for the return journey.

La locomotora número 2 salió á las 2 p. m. y corrió como sección primera del tren número 2 de Caracolí á Monos.

Diez minutos después, á las 2 10 p. m., salió la locomotora número 6 en dirección á Puerto Berrio, llevaba el carácter de segunda sección hasta Monos, y aquí asumía los derechos de primera sección del tren número 2, de Monos á Puerto Berrio.

Locomotive number 2 left at 2 pm. and it ran as the first section of train number 2 from Caracolí to Monos. Ten minutes later, at 2:10 pm., locomotive number 6 left in the direction of Puerto Berrio, it carried the character of second section to Monos, and here it assumed the rights of first section of train number 2, from Monos to Puerto Berrio.

La tercera sección del tren número 2, salió de Caracolí á las 2.20 p. m.; iba remolcada por la locomotora número 7 y conducía siete carros, entre los cuales iba uno de pasajeros. Este tren llevaba órdenes de correr de Monos en adelante, con el carácter de segunda sección del tren número 2.

The third section of train number 2 left Caracolí at 2:20 pm.; It was hauled by locomotive number 7 and led seven cars, including one for passengers. This train had orders to run from Monos onwards, as the second section of train number 2.

La cuarta sección, remolcada por la locomotora número 4, salió de Caracolí á las 2.30 p. m. Este tren tenía órdenes de demorarse 20 minutos en Monos, y correr luégo, como tren extraordinario hasta Corinto.

The fourth section, pulled by locomotive number 4, left Caracolí at 2:30 pm. This train had orders to wait 20 minutes in Monos, and then run, as a special to Corinto.

La locomotora número 5 con su tren salió á las 3.15 p. m., y corrió como tren especial de Caracolí á Monos.

Locomotive number 5 with its train left at 3.15 pm., and ran as a special train from Caracolí to Monos.

La primera sección del tren número 2, locomotora número 6, hizo el viaje de Monos á Puerto Berrio, con seguridad y llegó á su destino sin novedad alguna.

The first section of train number 2, locomotive number 6, made the trip from Monos to Puerto Berrio safely and reached its destination without incident.

La segunda sección remolcada por la locomotora número 7, como se ha dicho, salió de Caracolí á las 2.20 p. m., á órdenes de Luis Ramírez, como conductor y Juan Machado como maquinista, ambos antiguos y fieles empleados de la Empresa; ambos estaban completamente sobrios y en estado de hacerse cargo de la responsabilidad que asumían.

The second section pulled by locomotive number 7, as has been said, left Caracolí at 2:20 pm., under the orders of Luis Ramírez, as guard and Juan Machado as driver, both experienced and faithful employees of the Company; both were completely sober and in a state to take charge of the responsibility they assumed.

Antes de salir de Caracolí le encargué al maquinista correr su máquina despacio y con el mayor cuidado, y con la ayuda del Sr. Luis A. Isaza, ordenó á algunas veinte personas que se encontraban en la máquina y el tender, que se retiraran de allí y se colocaran en los carros.

Before (he) left Caracolí, I ordered the driver to run his machine slowly and with the greatest care, and with the help of Mr. Luis A. Isaza, he ordered some twenty people who were on the engine and the tender to leave and relocate themselves in the cars.

Habiendo recomendado de nuevo al maquinista mucho cuidado, di la orden de partida, y el tren llegó con toda seguridad á Monos, en donde hizo su primera parada. Durante ésta, unas 6 ú ocho personas se salieron de los carros y se vinieron adelante á la máquina y al tender, y así viajaron hasta Pavas, donde tuvo lugar la segunda parada. En este punto algunas otras personas se salieron de los carros y se pasaron á la máquina, estando entre ellos los Sres. Horacio de Greiff y Emigdio A. Jiménez.

Having again advised the driver to be very careful, I gave the order to depart, and the train arrived safely at Monos, where it made its first stop. During this, some 6 or eight people got out of the cars and went ahead to the loco and the tender, and thus they traveled to Pavas, where the second stop took place. At this point some other people got out of

the cars and went over to the engine, among them Messrs. Horacio de Greiff and Emigdio A. Jiménez.

Se me ha informado que al salir de Pavas iban veintitrés personas en la máquina y el tender, y que de esta manera partió el tren de Pavas para Puerto Berrio.

I have been informed that when leaving Pavas there were twenty-three people on the locomotive and the tender, and that in this way the train left Pavas for Puerto Berrio.

Tres kilómetros y medio abajo de Pavas, en las curvas estrechas conocidas con el nombre de "Las Llantas", el tren sufrió un terrible accidente: la locomotora se volco y cayó sobre su costado derecho; el tender se volcó también sobre un costado y cayó casi perpendicularmente á la línea, y parte encima de la locomotora; los dos carros siguientes se atropellaron contra el tender y se rompieron en mil pedazos; el tercer carro se volcó sobre un costado y sufrió pocos danos ó rupturas; sólo he hallado tres personas heridas en dicho carro.

Three and a half kilometers below Pavas, in the narrow curves known as "Las Llantas", the train suffered a terrible accident: the locomotive overturned and fell on its right side; the tender also overturned on its side and fell almost perpendicular to the line, and partly on top of the locomotive; the next two cars ran into the tender and broke into a thousand pieces; the third car rolled over on its side but suffered little damage or breakage; I have only found three injured people in that car.

Los carros cuarto, quinto y sexto y el carro de pasajeros, ó sea el 7o, no se salieron de la carrilera, y las personas que venian en dichos carros sólo recibieron un sacudimiento y algunas ligeras contusiones.

The fourth, fifth and sixth cars and the passenger car, that is, the 7th, did not leave the track, and the people who travelled in those cars only received a jolt and some slight bruises.

Inmediatamente después del desastre se pusieron señales de peligro y se despacharon mensajeros en busca de auxilios. Estos mensajeros encontraron la locomotora número 4, que conducía el tren extraordinario, el cual regresó inmediatamente á Monos. El Dr. Henao, médico encargado del Hospital de la Empresa en Sanrafael, todos los empleados superiores, Ingenieros Ayudantes y de sección y yo mismo partimos sin demora para el lugar del siniestro á prestar el auxilio que pudiéramos.

Immediately after the disaster, warning signals were posted and messengers were dispatched for help. These messengers found locomotive number 4, which was pulling the special train, which immediately returned to Monos. Dr. Henao, the doctor in charge of the Hospital de la Empresa in Sanrafael, all the senior employees, Assistant Engineers and section engineers, and myself left without delay for the place of the accident to provide whatever help we could.

Al llegar encontrámos el desastre como se ha descrito, y por el momento hallámos veintiuna personas muertas y quince heridas.

On arrival we found the disaster as described, and at that time found twenty-one people dead and fifteen injured.

Casi todos los muertos estaban cerca ó debajo de la máquina y el tender, y de la gente que iba en ellos sólo se ha encontrado una persona viva á la fecha, si hubiere más, no se tiene conocimiento de ello.

Almost all the dead were near or under the loco and the tender, and of the people who were on them, only one person has been found alive to date; if there were more, we do not know of them.

Entre los escombros de los dos carros rotos se hallaron seis muertos, y todos los heridos iban en los dos ó tres primeros carros.

Among the fragments of the two broken wagons were found six dead, and all the wounded were in the first two or three wagons.

Entre los quince heridos no se cuentan los que recibieron heridas ó contusiones leves, y el número de éstos no he podido averiguar porque no se han presentado ni elevado reclamación alguna.

Among the fifteen injured, those who received minor injuries or bruises have not been counted, and the number of these I have not been able to ascertain because no claim has been filed or raised.

El accidente tuvo lugar próximamente á las 4 p. m., y estaba ya, obscureciendo cuando llegué á él.

The accident took place around 4 pm., and it was already getting dark when I got to it.

Averiguando por la causa del desastre se me dijo que el tren se había deslizado matando un gran número de langostas (pollo) que se encontraba sobre los rieles, y el hecho es cierto porque vi los restos de los cuerpos de miles de estos

insectos adheridos á los rieles y esparcidos en las traviesas y balasto. No queda duda que esta fue la causa primaria del desastre, pues la substancia húmeda, grasosa y jabonosa de los cuerpos de dichos insectos tiende á reducir considerablemente, si no á destruir por completo, la adhesión de la máquina y los carros al riel, si dicha substancia se encuentra en gran cantidad.

Inquiring about the cause of the disaster, I was told that the train had been slipping killing a large number of locusts (chicken??) that were on the rails, and the fact is true because I saw the remains of the bodies of thousands of these insects attached to the rails and scattered on the sleepers and ballast. There remains no doubt that this was the primary cause of the disaster, for the moist, greasy, and soapy substance on the bodies of said insects tends to considerably reduce, if not entirely destroy, the adhesion of the engine and cars to the rail, if said substance is found in large quantity.

Después de un examen minucioso de las ruedas impulsoras, llegué al convencimiento de que el maquinista aplicó los poderosos frenos de vapor que tenía la máquina, y también estoy seguro de que los frenos del carro de pasajeros, que estaban en buen estado, fueron apretados convenientemente. Encontré que habían puesto arena en los rieles hasta un punto distante unos dos ó trescientos pies del lugar del desastre. lo cual se notaba perfectamente bien, y de dicho punto hasta donde se volcaron la máquina y los carros no encontré arena absolutamente en aquéllos, lo que prueba que de allí en adelante el tren iba con tal velocidad que era imposible poner arena, ó que la arena se había agotado.

After close examination of the driving wheels, I am convinced that the engineer applied the powerful steam brakes on the engine, and I am also certain that the brakes on the passenger carriage, which were in good condition, were properly applied. I found that they had put sand on the rails up to a point some two or three hundred feet from the place of the disaster. which was perfectly clear, and from that point up to where the loco and the cars overturned I found absolutely no sand, which proves that from then on the train went with such speed that it was impossible to drop sand, or that the sand had run out.

Cuando encontrámos las señales de peligro que se han mencionado antes, en los momentos en que íbamos en el número 4, nos bajámos del tren y nos fuimos adelante caminando. Le di instrucciones al maquinista del numero 4, de correr su máquina muy despacio y con mucho cuidado hasta el lugar del desastre, órdenes que cumplió. Caminando llegámos á dicho punto algunos minutos antes que la máquina número 4.

When we found the danger signs that have been mentioned before, at the time we were in (loco) number 4, we got off the train and walked forward. I gave instructions to the driver of number 4, to run his machine very slowly and very carefully to the place of the disaster, orders which he complied with. Walking we reached that point a few minutes before machine number 4.

Descendiendo por esta pendiente, que es de 4% por kilómetro y medio, el maquinista pudo dominar perfectamente su tren, hasta que llegó al punto en que la locomotora número 7 dejó de poner arena en los rieles; pero de este punto en adelante le fue imposible dominar su tren, el cual se deslizó también y fue á chocar contra el carro de pasajeros del tren en desgracia. El resultado de este choque fue el haberse loto la retaguardia del carro de pasajeros y haberse averiado de tal manera el ténder de la locomotora número 4, que se inutilizó para auxiliar el tren en desgracia.

Going down this slope, which is 4% for a kilometre and a half, the engineer was able to control his train perfectly, until he reached the point where locomotive number 7 stopped putting sand on the rails; but from this point on it was impossible for him to control his train, which also slipped and collided with the passenger carriage of the (derailed) train. The result of this collision was that the rear guard of the passenger car had been lost and the tender of locomotive number 4 had been damaged in such a way that it was unable to help the (damaged) train.

En compañía de los Ingenieros Acebedo, Isaza y Ramírez, examiné la vía y la hallé en perfecto buen estado, aún enteramente debajo de los escombros de la máquina, ténder y carros; lo que prueba que no hay ningún cargo que hacerles á las personas encargadas del sostenimiento de la vía.

In the company of Engineers Acebedo, Isaza and Ramírez, I examined the track and found it in perfect good condition, still complete under the wreckage of the engine, tender and cars; which proves that there is no charge to be made against the people in charge of maintaining the line.

Examiné el freno de vapor en las ruedas impulsoras de la locomotora y los hallé aparentemente en buen estado, y que realmente se encontraban así lo prueba el hecho de que tuvieron poder suficiente para que se deslizaran todas las

ruedas impulsoras de la locomotora, como claramente lo mostraban dichas ruedas y los rieles arriba del accidente, especialmente donde se encontró arena en los rieles.

I examined the steam brake on the driving wheels of the locomotive and found them apparently in good order, and that they were really so is proved by the fact that they had sufficient power to make all the driving wheels of the locomotive slip, as clearly showed the said wheels and the rails (uphill from) the accident, especially where sand was found on the rails.

Cuando se encontró al maquinista bajo su máquina, se halló que había muerto con la llave del regulador en una mano y con la del freno de vapor en la otra, y la palanca de cambio estaba asegurada en el punto de movimiento hacia atrás.

When the engineer was found under his locomotive, he was found dead with the regulator handle in one hand and the steam brake valve in the other, and the reversing lever was secured in full back gear.

Los fabricantes suministraron el tanque con frenos de vapor apropiados, pero habiéndose desarreglado éstos, se me ha informado que el Jefe del Taller se los hizo quitar hace algunos meses, y no se han vuelto á poner frenos en este tanque.

The manufacturers supplied the tender with suitable steam brakes, but these having broken down, I am informed that the Workshop Manager had them removed some months ago, and no brakes have been put back on this tender.

Respecto á los frenos de los tres primeros carros que seguían á la máquina, me es imposible decir en qué estado estarían, pues estaban separados de sus carretones y se encontraban tan despedazados que nadie podría asegurar en qué condición se encontrarían en el momento del accidente.

Regarding the brakes of the first three cars that followed the engine, it is impossible for me to say what condition they would be in, since they were separated from their cars and were in such pieces that no one could say what condition they were in at the time of the accident.

De los otros cuatro carros, que se encontraron en la línea, los cuales tienen ocho carretones, hallé tres de éstos con buenos frenos, dos con muy malos frenos, y tres no tenían frenos, ó lo que es lo mismo, los frenos de estos tres carretones no funcionaban convenientemente, porque no se ajustaban contra las ruedas.

Of the other four cars, which were found (still) on the line, which have eight bogies/trucks, I found three of these with good brakes, two with very bad brakes, and three had no brakes, or what is the same, the brakes of these three bogies/trucks did not work properly, because they did not press against the wheels.

Los dos carros que conducía la locomotora número 4 no tenían sino un freno cada uno, pues cada carro tenía un carretón sin freno.

The two cars that locomotive number 4 hauled had only one brake each, since each car had an unbraked bogie/truck.

Admitiendo que los tres carros rotos hubieran tenido los frenos en la misma condición general de los demás, tendríamos por lo menos otros tres carretones con buenos frenos, y recapitulando se tendría que la condición del tren sería como se expresa á continuación, con pesos aproximativos :

Assuming that the three broken wagons had had the brakes in the same general condition as the others, we would have at least three other bogies/trucks with good brakes, and recapitulating, the condition of the train would be as expressed below, with approximate weights:

En la locomotora, que pesa 28 toneladas, se tienen 23 sobre las ruedas impulsoras con buenos frenos. En el carretón hay dos ruedas con 5 toneladas de peso, sin frenos.

On the locomotive, which weighs 28 tons, there are 23 on the driving wheels with good brakes. On the bogie there are two wheels with a weight of 5 tons, without brakes.

El tanque, que pesa 17 toneladas, colocado sobre dos carretones, sin frenos

The tender, which weighs 17 tons, placed on two bogies, without brakes.

Los siete carros con 54 toneladas de peso, tienen catorce carretones, de los cuales seis tenían buenos frenos ; dos, malos frenos, y seis no tenían frenos. Por consiguiente, se tenían probablemente 50 toneladas dominadas por buenos frenos, y 49 sin dominio alguno en una pendiente de cuatro por ciento.

The seven cars, weighing 54 tons, have fourteen bogies, six of which had good brakes; two, bad brakes, and six had no brakes. So you probably had 50 tons controlled with good brakes, and 49 tons with no control at all on a four percent grade.

La adhesión ó fricción de acero rodando sobre acero en las condiciones normales es próximamente igual á un quinto del peso total dominado por frenos, ó sean diez toneladas en el caso presente. El impulso debido á 99 toneladas en una pendiente de cuatro por ciento, es próximamente igual á cuatro toneladas; por consiguiente, en las condiciones normales, el tren habría descendido con toda seguridad por dicha, pendiente, y aun dejaría un margen para la inercia debida á una velocidad de doce ó quince millas por hora; pero á consecuencia de la reducción de la adhesión en los rieles, por causa de las propiedades grasosas de los insectos muertos sobre los rieles, y de los medios imperfectos de ponerles arena, los cuales son completamente inadecuados, la locomotora llegó á ser impotente para dominar él tren en tales circunstancias, dando por resultado la pérdida de vidas que lamentamos, los sufrimientos de los heridos, y algún dalo en la propiedad; esto último, por grave que sea, de poca importancia en comparación de lo primero.

The adhesion or friction of steel rolling over steel under normal conditions is nearly equal to one fifth of the total weight dominated by brakes, or ten tons in the present case. The impulse due to 99 tons on a grade of four per cent, is nearly equal to four tons; consequently, under normal conditions, the train would have descended safely on said slope, and would still leave a margin for inertia due to a speed of twelve or fifteen miles per hour; but in consequence of reduced adhesion to the rails, owing to the greasy properties of the dead insects on the rails, and imperfect means of sanding them, which are wholly inadequate, the locomotive became out of control. It derailed in those circumstances, resulting in the loss of life we regret, the suffering of the injured, and some damage to property; the latter, serious as it may be, of little importance compared to the former.

Jamas se condenará con demasiada severidad el sistema empleado en este ferrocarril para ponerles arena á los rieles; pues consiste en poner dos peones sentados ella trompa de la locomotora, poniendo con la mano arena húmeda eu los rieles adelante de las ruedas del carretón, en lugar de usar arena buena y seca colocada en la caja para ese objeto depositada encima dé la caldera, quedando todo bajo el dominio del maquinista.

The system used on this railway to put sand on the rails cannot be condemned too severely; It consists of putting two labourers seated on the front of the locomotive, putting wet sand with their hands on the rails in front of the wheels of the cart, instead of using good and dry sand placed in the box for that object deposited on top of the boiler. everything being under the control of the driver.

Aquel sistema ha sido tolerado por los Jefes Mecánicos, anteriores, y continúa todavía en vigor.

That system has been tolerated by the previous Mechanical Foremen, and is still in force.

Aunque es asunto fuera de mi departamento, con frecuencia he llamado la atención hacia el mal estado de los frenos de los carros, y una vez pasé revista á los carros que se encontraban en los patios de Puerto Berrio, en compañía del Gerente y del General Restrepo, y le señalámos al Jefe Mecánico defectos en muchos carros, los cuales defectos son debidos principalmente al hecho de que los tornillos que aseguran los rieles de la línea vieja, tienen las cabezas muy grandes y muy altas, y las pestañas de las ruedas al pasar golpean dichas cabezas produciendo una sucesión de choques ruinosos para el material rodante.

Although it is a matter outside of my department, I have frequently called attention to the poor condition of the brakes on the cars, and once I reviewed the cars that were in the yards of Puerto Berrio, in the company of the Manager and of General Restrepo, and we pointed out to the Chief Mechanic the defects in many cars, which defects are mainly due to the fact that the screws that secure the rails of the old line, have very large and very high heads, and the flanges of the wheels in passing hit the said heads producing a succession of ruinous crashes for the rolling stock.

Me congratulo al saber que yá la Honorable Junta ha dispuesto que se cambien dichos tornillos, con lo cual cesará esta causa de un deterioro permanente.

I am pleased to know that the Honourable Board has already ordered that these screws be changed, after which this cause of permanent deterioration will cease.

Los tanques do las locomotoras números 5, 6 y 7, no tienen frenos de ninguna clase. Inmediatamente debo ordenarse que se les pongan buenos frenos, y debe emplearse una persona competente que mantenga todos los frenos de los vehículos de la Empresa en perfecto buen estado.

The tenders of the locomotives numbers 5, 6 and 7, do not have brakes of any kind. I must immediately order them to have good brakes fitted, and a competent person must be employed to keep all the brakes on Company vehicles in perfect working order.

Pido también que la Junta dé una orden terminante al Jefe del Taller, para que construya y sostenga en buen estado un secador de arena apropiado, y para que arregle las cajas de arena y sus accesorios respectivos en todas las locomotoras, y para que obligue á los maquinistas á usar la arena de dichas cajas, é informar cuando no funcionan bien para componerlas.

I also ask that the Board give a final order to the Head of the Workshop, so that he build and maintain in good condition a suitable sand dryer, and that he fix the sand boxes and their respective accessories in all the locomotives, and that he compel the drivers to use the sand from said boxes, and report when they do not work well in order to repair them.

No debe permitirse que ninguna máquina ó carro salga del patio de Puerto Berrio sin encontrarse en el mejor estado posible.

No loco or car should be allowed to leave the Puerto Berrio yard without being in the best possible condition.

A fin de que en los talleres de reparación se preste un servicio efectivo, es indispensable que el Jefe Mecánico emplee por lo menos tres mecánicos de primera calidad y un buen herrero, y los mantenga constantemente ocupados en la reparación del material rodante, y en la construcción de nuevo material, cuando no estén ocupados en las reparaciones. Para conseguir esto, deben proveerse los talleres de las siguientes máquinas:

In order for the repair shops to provide effective service, it is essential that the Chief Mechanic employ at least three first-class mechanics and a good blacksmith, and keep them constantly busy in repairing the rolling stock, and in the construction of new material, when they are not engaged in repairs. To achieve this, the workshops must be provided with the following machines:

Una cizalla, puzni y cortador de ángulos.

— máquina universal de roblonar.

— — para empollar láminas de caldera.

— — para amoldar las piezas de las calderas.

— — de amoldar piezas en general.

— — para torneear cilindros.

— — para cepillar el asiento de las válvulas.

A shearing, punching?? and angle cutter.

A universal riveting machine.

A machine for rolling boiler sheets.

A machine to shape the parts of the boilers.

A machine of moulding parts in general.

A machine for turning cylinders.

A machine to brush the valve seat.

La línea telegráfica, que el Sr. Gobernador ha ordenado colocar, se pondrá pronto en operación; y pido so me autorice para colocar un número de cambiavías de seguridad en aquellos puntos de la línea donde ocurren pendientes peligrosas, y para cambiar las curvas más estrechas por otras de mayor seguridad, tí, fin de hacer que la línea. sea enteramente segura para correr trenes á una velocidad por lo menos de veinte millas por hora.

The telegraph line, which the Governor has ordered to be installed, will soon be put into operation; and I ask for your authorization to place a number of safety switches/points at those points of the line where dangerous slopes occur, and to change the narrower curves for others of greater safety, in order to make the line. be entirely safe to run trains at a speed of at least twenty miles per hour.

Deseo llamar muy particularmente, la atención del Sr. Gobernador y miembros de la Junta Directiva hacia la urgente necesidad de equipar el taller de reparaciones con las últimas, mejores y más eficientes máquinas, y de emplear número suficiente de mecánicos de primera calidad, á fin de conservar el poder motor y el material rodante en el mejor estado posible, reduciendo así el costa de reparaciones, disminuyendo la necesidad de comprar con frecuencia nuevos materiales y evitando en lo posible los accidentes, que ocasionan pérdidas de vidas y destrucción de propiedad.

I wish to draw the attention of the Governor and members of the Board of Directors in particular to the urgent need to equip the repair shop with the latest, best and most efficient machines, and to employ a sufficient number of top

quality mechanics, in order to to keep motor power and rolling stock in the best possible condition, thus reducing the cost of repairs, decreasing the need to frequently purchase new materials and avoiding accidents, which cause loss of life and destruction of property.

Soy de Uds. atento, S. S.,

F. F. WHITTEKIN,

Ingeniero en Jefe.

I am attentive to you, S. S.,

F.F.WHITTEKIN,

Chief Engineer.

12.11.5 Ing. Cisneros' thoughts on motive power for the proposed *FC de Antioquia*

Source [43] pages 115-6 (digital pages 115 and 116)

Locomotoras.—Convencido de las ventajas que, económicamente hablando, resultan en esta obra y en estos países de la adopción de fuertes gradientes para evitar costos que no podrían soportar vías de tan limitado tráfico, como por mucho tiempo tendrán que ser estas, he adoptado varios gradientes de 4 por ciento, y dos de 6 por ciento en el paso de La Quiebra. Para hacer una explotación fácil, segura y barata, dadas estas gradientes, es necesario adoptar locomotoras de gran potencia; y como esta se halla subordinada en cierto modo al peso que produce adherencia, es evidente que para obtener gran potencia, se requiere gran peso y por consiguiente las locomotoras que se empleen en este ferrocarril deben ser muy pesadas.

Sin la condición impuesta en el artículo 2o. (81) del contrato adicional para la construcción de este ferrocarril, habría podido establecer una combinación distinta de la que me veo obligado a poner en práctica.

Dice la cláusula citada: "Las locomotoras tendrán la potencia necesaria para arrastrar en cualquier punto de la línea y a la velocidad de 15 kilómetros por hora (10 millas) un peso bruto de 80 toneladas, incluyendo el peso de la misma locomotora."

La adherencia de las ruedas de una locomotora sobre los carriles, se calcula que es entre un quinto y un séptimo del peso de ella que gravita sobre las ruedas motrices: mas como en repetidos experimentos se ha llegado hasta a un tercio, no habrá inconveniente en aceptar para los efectos de la prueba, 3 como el coeficiente de adherencia para fijar el peso de las locomotoras que han de vencer la gradiente de 6 por ciento, en cualquier sentido que se haga el viaje. El paso por ella puede considerarse como excepcional, y el coeficiente de prueba mencionado, no influye en la combinaciones que convenga establecer en el ascenso y descenso de esas gradientes para facilitar el tráfico. Esto sentado, una locomotora de 22 toneladas de peso llena la condición fijada por el Gobierno, aun en el caso de la gradiente de 6 por ciento que es el peor.

Partiendo de estos datos, es evidente que con toda seguridad podrían usarse locomotoras del sistema "Consolidation", cuyo peso reposa sobre ocho ruedas, y con mucha mayor razón de las del sistema Fairlie ó de cualquier otro que distribuya el peso sobre mayor número de ruedas; pero nó de los otros sistemas que lo distribuyen sobre sólo seis ruedas. Como entre los primeros están el de doble avantren (bogie) de Mason y el de Forney, que acaso sean los que mayores ventajas ofrezcan para este camino y en general para estos países, he decidido obtener aún mayor resistencia, y para ese efecto voy a sustituir al hierro el acero.

Sin embargo de lo dicho, como la gradiente de seis por ciento está en la sección tercera, a más de dos tercios del camino desde Puerto Berrío; como en esos dos tercios del camino no hay declives de más de cuatro por ciento, en las cuales puede hacerse el tráfico perfectamente bien con locomotoras de 17 toneladas sobre las ruedas motrices; y como cuando la construcción del camino llegue a aquel punto, se sabrá mejor que ahora si la importancia del tráfico justifica ó no el aumento de coste del camino, reduciendo la gradiente de 6 por ciento, que sube y baja de "La Quiebra," a 4 por ciento, me propongo emplear al principio máquinas del último peso mencionado y nó del primero; porque en el caso de que no convenga reducir las gradientes de "La Quiebra," podrá hacerse el servicio en ellas con toda regularidad, aplicando una máquina auxiliar. Siendo este el espíritu del artículo citado, el Gobierno que jamás ha pensado en crear obstáculos inútiles, aprobará sin duda la combinación propuesta.

12.11.6 Baldwin erecting drawings for Colombian 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 Colombian 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
168-24CX	10041	<i>Amaga, Cia de FC de</i>	8-9	1920	12-26¼E 20-21	2-8-2	SE 26x71
168-24X	10042	<i>Amaga, Cia de FC de</i>	8-9	1920	12-26¼E 20-21	2-8-2	CS 26x66
472-25	4129	<i>FC de Antioquia</i>	9	1902	10-24 E 154	2-8-0	SE/CS 3
476-88	7747	<i>FC de Antioquia</i>	27	1913	04-10½C 123	0-4-0	SE/CS 3
673A-57	4758	<i>FC de Antioquia</i>	11	1904	08-22D 284	2-6-0	SE/CS 3
468-25	5179	<i>FC de Antioquia</i>	12	1905	08-22D 288	2-6-0	SE/CS 3
467A-33	5815	<i>FC de Antioquia</i>	14	1906	08-22D 294	2-6-0	SE/CS 3
467-79	6096	<i>FC de Antioquia</i>	18	1911	08-22D 303	2-6-0	SE/CS 3
474-50	6424	<i>FC de Antioquia</i>	16	1909	08-22D 310	2-6-0	SE/CS 3
384-15	8320	<i>FC de Antioquia</i>	33	1914	12-24¼D 15-16	4-6-2	SE/CS 6
362-3AX	12473	<i>FC de Antioquia</i>	43-44	1927	12-26¼E 87-88	2-8-2	SE 26x67
362-3BX	12474	<i>FC de Antioquia</i>	43-44	1927	12-26¼E 87-88	2-8-2	CS 27x 65
470A-20	5755	Barranquilla Railway & Pier	14	1906	04-16C 135	0-4-0	SE/CS 3
157-12AX	10872	<i>FC de Caldas</i>	7	1922	10-16¼D 16	2-6-2T	SE 26x66
157-12BX	10873	<i>FC de Caldas</i>	7	1922	10-16¼D 16	2-6-2T	CS 26x66
XX-151		<i>FC de Cauca</i>	7	1898	08-18 1/3D 4	0-6-2	SE 26x66
XX-152		<i>FC de Cauca</i>	7	1898	08-18 1/3D 4	0-6-2	CS 26x66

467-74	6141	<i>FC de Cauca</i>	8-9	1907	08-22D	305-306	2-6-0	SE/CS	3
675A-10	2063	<i>FC de Cauca</i>	4	1891	10-26E	188	2-8-0	SE/CS	3
1031-9	8230	<i>FC de Cucuta</i>	17	1914	08-10¼C	16	2-4-2	SE/CS	3
355-11X	12192	<i>FC de Cundinamarca</i>	12-13	1926	10-24E	227-228	2-8-0	CS	26x66
473A-60	6263	<i>FC Norte de Colombia</i>	9	1908	08-20D	130	2-6-0	SE/CS	3
1031-75	8499	<i>FC del Pacifico</i>	22-23	1915	08-22D	337-338	2-6-0	SE/CS	3
166-23CX	10567	Rep. of Colombia <i>FC del Sur</i>	11-12	1921	10-24E	210-211	2-8-0	SE	27x66
166-24CX	10568	Rep. of Colombia <i>FC del Sur</i>	11-12	1921	10-24E	210-211	2-8-0	CS	27x66
164-8AX	10512	Rep. of Colombia <i>FC del Sur</i>	9-10	1921	16-00 20/35¼DD	1-2	2-6-6-2T	CS	27x67
164-8BX	10511	Rep. of Colombia <i>FC del Sur</i>	9-10	1921	16-00 20/35¼DD	1-2	2-6-6-2T	SE	27x66
475A-9	6962	Roldan & Van Sichel for <i>FC de Cauca</i>	12-13	1911	10-30E	121-122	2-8-0	SE/CS	3
676-46	3106	<i>FC de la Sabana</i>	8	1897	10-22E	23	2-8-0	SE/CS	3
200-1X	7831	<i>FC de la Sabana</i>	4, 13	1913	10-22E	54-55	2-8-0	SE	28x66
362-6X	12492	Tropical Oil	5	1927	10-22¼D	61	2-6-2	CS	26x66

12.12 Loco list by builders

Works	Year	Wheels	Gauge	Owner and number and name	Section
ALCo					
44324	1907	2-8-0	3' 0"	<i>FC de Girardot</i> 9 'ANOLAIMA'	12.2.7
44325	1907	2-8-0	3' 0"	<i>FC de Girardot</i> 10	12.2.7
44326	1907	2-8-0	3' 0"	<i>FC de Girardot</i> 11	12.2.7
46168	1909	0-6-6-0T	3' 0"	<i>FC de Girardot</i> 20	12.2.7
46169	1909	0-6-6-0T	3' 0"	<i>FC de Girardot</i> 21	12.2.7
46204	1909	2-6-0	3' 0"	The Dorada Rly. Co. 10	12.2.5
46895	1910	0-6-0T	3' 0"	<i>FC de Amagá</i> 1	12.1.2
46896	1910	0-6-0T	3' 0"	<i>FC de Amagá</i> 2 'ENVIGADO'	12.1.2
46897	1910	0-6-0T	3' 0"	<i>FC de Amagá</i> 3	12.1.2
51597	1912	2-6-2T	3' 0"	<i>FC de Amagá</i> 4 'AMAGÁ'	12.1.2
52037	1912	2-8-0	3' 0"	Colombian National Railways (Girardot) 17	12.2.7
54203	1913	2-6-2T	3' 0"	<i>FC de Amagá</i> 5	12.1.2
54204	1913	2-6-2T	3' 0"	<i>FC de Amagá</i> 6	12.1.2
54478	1914	2-6-2T	3' 0"	The Dorada Rly. Co. 11	12.2.5
54479	1914	2-6-2T	3' 0"	The Dorada Rly. Co. 12	12.2.5
54784	1914	0-4-2T	3' 0"	<i>FC del Pacifico</i> (for <i>FC del Huila</i> ?) 1	12.?????
54785	1914	0-4-2T	3' 0"	<i>FC del Pacifico</i> (for <i>FC del Huila</i> ?) 2	12.?????
54857	1921?	2-6-6-2T	Metre	<i>FC del Sur</i> 9	12.3.2
54858	1921?	2-6-6-2T	Metre	<i>FC del Sur</i> 10	12.3.2
54974	1914	2-6-2T	3' 0"	<i>FC de Amagá</i> 7 'CAUCA'	12.1.2
55028	1921?	2-8-0	Metre	<i>FC del Sur</i> 11	12.3.2
55029	1921?	2-8-0	Metre	<i>FC del Sur</i> 12	12.3.2
55140	1915	2-6-2ST	3' 0"	<i>FC de Girardot</i> ?	12.2.7
55154	1915	2-6-2ST	3' 0"	Colombian National Railways (Girardot) 22	12.2.7
58634	1920	2-6-2ST	Metre	<i>FC del Sur</i> 7	12.3.2
58635	1920	2-6-2ST	Metre	<i>FC del Sur</i> 8	12.3.2
58721	1919	2-6-2T	3' 0"	The Dorada Rly. Co. 13	12.2.5
58722	1919	2-6-2T	3' 0"	The Dorada Rly. Co. 14	12.2.5
58952	1926	0-6-0T	Metre	<i>FC de Cucuta</i> 22 'CUNDINAMARCA'	12.7.2
58953	1926	0-6-0T	Metre	<i>FC de Cucuta</i> 23 'AUGUSTIN BERTI'	12.7.2
61573	1920	2-6-2T	3' 0"	The Dorada Rly. Co. 15	12.2.5
61574	1920	2-6-2T	3' 0"	The Dorada Rly. Co. 16	12.2.5
61616	1920	0-6-6-0T	3' 0"	<i>FC del Huila</i> ?	12.2.3
61617	1920	0-6-6-0T	3' 0"	<i>FC del Huila</i> ?	12.2.3
61618	1920	0-6-6-0T	3' 0"	<i>FC del Huila</i> ?	12.2.3
62600	1921	2-4-2T	3' 0"	<i>FC del Huila</i> 3 'PEDRO LOPEZ'	12.2.3
62885	1921	2-8-2	Metre	Colombia Northern 14	12.3.1
63270	1922	2-8-2	3' 0"	<i>FC de Caldas</i> 6 'SERNA'	12.6.3
65278	1923	2-8-0	3' 0"	<i>FC Antioquia</i> 37	12.1.1
65279	1923	2-8-0	3' 0"	<i>FC Antioquia</i> 38	12.1.1
65370	1923	2-8-2	3' 0"	<i>FC de Caldas</i> 8	12.6.3
65546	1924	2-4-2T	Metre	<i>FC del Norte</i> (Pto. Wilches) 3	12.5.1
65938	1924	2-8-2	3' 0"	<i>FC del Pacifico</i> 33	12.6.5

65939	1924	2-8-2	3' 0"	<i>FC del Pacifico 34</i>	12.6.5
66402	1925	2-8-0	3' 0"	<i>FC Antioquia 39</i>	12.1.1
66403	1925	2-8-0	3' 0"	<i>FC Antioquia 40</i>	12.1.1
67428	1927	2-8-0	3' 0"	<i>FC Antioquia 45</i>	12.1.1
67668	1928	2-8-0	3' 0"	<i>FC de Cartagena-Calamar 19</i>	12.7.3

Armstrong Whitworth

565	1924	4-6-0+0-6-4	3' 0"	<i>FC del Pacifico 29</i>	12.6.5
566	1924	4-6-0+0-6-4	3' 0"	<i>FC del Pacifico 30</i>	12.6.5

Bagnall

1885	1909	0-4-0ST	3' 0"	Jones Burton (contractors?) then to <i>FC de Girardot ?</i>	12.2.8
				<i>FC de Tolima 'CUCURACHA'</i>	12.2.3

Baldwin

10156	1889	2-6-0	Metre	<i>FC Colombiano del Norte 2 'RAFAEL NUÑEZ'</i>	12.3.1
10158	1889	2-4-2T	Metre	<i>FC Colombiano del Norte 1 'CARLOS HOLGUIN'</i>	12.3.1
10845	1890	0-4-0	3' 6"	<i>T. J. Cisneros (for FC de Bolivar?)</i>	
10854	1890	0-4-0	3' 6"	<i>T. J. Cisneros (for FC de Bolivar?)</i>	
11060	1890	2-6-0	3' 0"	<i>FC Antioquia 5 'BOTERO U'</i>	12.1.1
12044	1891	2-8-0	3' 0"	<i>FC de Cauca 4 'CAUCA'</i>	12.6.1
12945	1892	2-6-0	3' 0"	<i>FC Antioquia 6 'MEDELLIN'</i>	12.1.1
13881	1893	2-6-0	Metre	<i>FC de Cucuta 12 'TORBES'</i>	12.7.2
14597	1895	2-6-0	Metre	Northern Rly of Colombia 5	12.3.1
14766	1896	2-6-0	3' 0"	<i>FC Antioquia 7 'COCK BAYER'</i>	12.1.1
14911	1895	2-6-0	Metre	Northern Rly of Colombia 7	12.3.1
15053	1896	2-4-0	Metre	<i>FC de Cucuta 15 'TAMALAMEQUE'</i>	12.7.2
15070	1896	2-6-2TT	3' 0"	<i>FC Antioquia 1 'BONIFACIO VELEZ'</i>	12.1.1
15456	1897	2-8-0	Metre	<i>FC de la Sabana 8 'AMERICA'</i>	12.2.1
15458	1897	0-6-2T	3' 0"	<i>FC de Cauca 6 'M. A. CARO'</i>	12.6.1
15559	1895	2-6-0	Metre	Northern Rly of Colombia 6	12.3.1
15764	1898	4-4-0	3' 6"	<i>FC de Bolivar 10</i>	12.7.1
15765	1898	2-6-0	3' 6"	<i>FC de Bolivar 11</i>	12.7.1
16068	1898	2-6-0	3' 0"	<i>FC de Girardot 4 'ANAPOIMA'</i>	12.2.7
16234	1898	0-6-2+4	3' 0"	<i>FC de Cauca 7</i>	12.6.1
17660	1900	2-6-0	Metre	<i>FC del Sur 2 'GONZALEZ VASQUEZ'</i>	12.3.2
19990	1902	2-8-0	3' 0"	<i>FC Antioquia 9</i>	12.1.1
19991	1902	2-8-0	3' 0"	<i>FC Antioquia 10</i>	12.1.1
23961	1904	2-8-0	Metre	<i>FC de la Sabana 9 'BOLIVAR'</i>	12.2.1
23962	1904	2-8-0	Metre	<i>FC de la Sabana 10 'BOYACA'</i>	12.2.1
24088	1904	2-6-0	3' 0"	<i>FC Antioquia 11 'FABRICIANO BOTERO'</i>	12.1.1
24722	1904	2-6-0	3' 0"	Colombian National Rly. 5 'SAN JOAQUIN'	12.2.7
25960	1905	2-6-0	3' 0"	<i>FC Antioquia 12 'CISNEROS'</i>	12.1.1
27133	1905	0-4-0	3' 0"	<i>FC Antioquia 13</i>	12.1.1
27857	1907	2-6-0	Metre	Northern Rly of Colombia 8	12.3.1
29646	1906	0-4-0	3' 6"	<i>FC de Bolivar 14</i>	12.7.1
30037	1907	2-6-0	3' 0"	<i>FC Antioquia 14</i>	12.1.1
32082	1907	2-6-0	3' 0"	<i>FC Antioquia 15</i>	12.1.1

32379	1907	2-6-0	3' 0"	<i>FC de Cauca</i> 8 'RAFAEL REYES'	12.6.1
32663	1908	2-6-0	3' 0"	<i>FC de Cauca</i> 9 'CISNEROS'	12.6.1
32840	1908	2-6-0	Metre	Northern Rly of Colombia 9	12.3.1
33011	1908	2-6-0	3' 0"	<i>FC de Cauca</i> 10 'DAGUA'	12.6.1
33012	1908	2-6-0	3' 0"	<i>FC de Cauca</i> 11 'CALI'	12.6.1
33414	1909	2-6-0	3' 0"	<i>FC Antioquia</i> 16 'T. ARTURO AREVEDO'	12.1.1
33963	1909	2-6-0	Metre	<i>FC de Cucuta</i> 3 'COLOMBIA'	12.7.2
34134	1910	2-6-0	Metre	Northern Rly of Colombia 10	12.3.1
35633	1910	2-6-0	3' 0"	<i>FC Antioquia</i> 20 'BERRIO'	12.1.1
35634	1910	2-6-0	3' 0"	<i>FC Antioquia</i> 21 'ZEA'	12.1.1
35635	1910	2-6-0	3' 0"	<i>FC Antioquia</i> 22 'GIRARDOT'	12.1.1
35725	1910	2-8-0	3' 0"	Banes Rly in Cuba, then to <i>FC del Magdalena</i>	12.4.1
36091	1911	2-8-0	3' 0"	<i>FC de Cauca</i> 12 'CENTELLA'	12.2.6
36092	1911	2-8-0	3' 0"	<i>FC de Cauca</i> 13 'BITACO'	12.2.6
36094	1911	2-4-0	Metre	<i>FC de Cucuta</i> 4 'AMERICA'	12.7.2
37170	1911	2-6-0	3' 0"	<i>FC de Cauca / FC del Pacifico</i> 14	12.6.5
37171	1911	2-6-0	3' 0"	<i>FC de Cauca / FC del Pacifico</i> 15	12.6.5
37525	1912	2-6-0	3' 0"	<i>FC Antioquia</i> 23 'LIBORIA MEJIA'	12.1.1
37526	1913	2-6-0	3' 0"	<i>FC Antioquia</i> 24 'JUAN del CORRAL'	12.1.1
38088	1912	2-6-0	3' 0"	<i>FC del Pacifico</i> 16	12.6.5
38089	1912	2-6-0	3' 0"	<i>FC del Pacifico</i> 17	12.6.5
39353	1913	0-4-0	3' 0"	<i>FC Antioquia</i> 27	12.1.1
39390	1913	2-6-2	3' 0"	<i>FC del Pacifico</i> 18	12.6.5
39391	1913	2-6-2	3' 0"	<i>FC del Pacifico</i> 19	12.6.5
39455	1913	0-4-0ST	3' 0"	<i>FC del Pacifico</i> 20	12.6.5
39457	1913	2-8-0	3' 0"	<i>FC Antioquia</i> 25	12.1.1
39458	1913	2-8-0	3' 0"	<i>FC Antioquia</i> 29 'BOTERO U'	12.1.1
39629	1913	2-8-0	Metre	<i>FC de la Sabana</i> 4 'ANTIOQUIA'	12.2.1
39630	1913	2-8-0	Metre	<i>FC de la Sabana</i> 13 'TOLIMA'	12.2.1
40539?	1913	2-6-2T	Metre	<i>FC de Tachira?</i> then <i>FC de Cucuta?</i> 6 'MARACAIBO'	12.7.2
40544	1913	2-8-0	Metre	Colombia Northern 11	12.3.1
40665	1913	2-6-0	3' 0"	<i>FC del Pacifico</i> 21	12.6.5
41307	1914	2-4-2ST	Metre	<i>FC de Cucuta</i> 17 'TONCHALA'	12.7.2
41350	1914	2-8-0	Metre	<i>FC de la Sabana</i> 14	12.2.1
41677	1914	4-6-2	3' 0"	<i>FC Antioquia</i> 33	12.1.1
41678	1914	4-6-2	3' 0"	<i>FC Antioquia</i> 34	12.1.1
42061	1915	0-4-2T	3' 0"	<i>Tranvia de Cali</i> 4 'VALLE'	12.7.5
42202	1915	2-6-0	3' 0"	<i>FC del Pacifico</i> 22	12.6.5
42203	1915	2-6-0	3' 0"	<i>FC del Pacifico</i> 23	12.6.5
42964	1916	2-4-2T	3' 0"	<i>FC de Caldas</i> 1 'ZAPATA'	12.6.3
43336	1916	2-8-0	Metre	Colombia Northern 12	12.3.1
50737	1918	2-6-0	3' 0"	<i>FC de Caldas</i> 2 'ISAZA'	12.6.3
51200	1919	2-6-0	3' 0"	<i>FC del Pacifico</i> 24	12.6.5
51201	1919	2-8-0	Metre	Colombia Northern 13	12.3.1
51265	1919	2-6-0	3' 0"	<i>FC del Pacifico</i> 25	12.6.5
51266	1919	2-6-0	3' 0"	<i>FC del Pacifico</i> 26	12.6.5
52696	1919	2-8-2	3' 0"	<i>FC Antioquia</i> 35	12.1.1
52697	1919	2-8-2	3' 0"	<i>FC Antioquia</i> 36	12.1.1

53040	1920	2-6-0	3' 0"	<i>FC de Caldas 4 'ESCOBAR'</i>	12.6.3
53051	1920	2-6-0	3' 0"	<i>FC de Caldas 5 'Dr. GUTIERREZ ARRANGO'</i>	12.?????
53253	1920	2-8-2	3' 0"	<i>FC de Amagá 8 'FREDONIA'</i>	12.1.2
53254	1920	2-8-2	3' 0"	<i>FC de Amagá 9 'VENEZIA'</i>	12.1.2
53307	1920	2-6-0	3' 0"	<i>FC del Pacifico 27</i>	12.6.5
53308	1920	2-6-0	3' 0"	<i>FC del Pacifico 28</i>	12.6.5
?	1919	2-8-0	Metre	<i>FC de la Sabana 16 'MARCO FIDEL SUAREZ'</i>	12.2.1
53547	1919	2-8-0	Metre	<i>FC de la Sabana 17 'POMPONIO GUZMAN'</i>	12.2.1
53720	1920	2-8-0	Metre	<i>FC de la Sabana 18 'FELIPE ZAPATA'</i>	12.2.1
54282	1921	0-6-6-0T	Metre	<i>FC de la Sabana 19 'LUIS CUERVO MARQUEZ'</i>	12.2.1
54283	1921	0-6-6-0T	Metre	<i>FC de la Sabana 20 'EDUARDO RESTREPO SAENZ'</i>	12.2.1
54816	1921	2-6-0	Metre	<i>FC Central del Norte 3 '?'</i>	12.2.1
54817	1921	2-6-0	Metre	<i>FC de la Sabana 4 '?'</i>	12.2.1
54818	1921	2-4-2T	Metre	<i>FC de la Sabana 1 '?'</i>	12.2.1
54819	1921	2-4-2T	Metre	<i>FC de la Sabana 2 '?'</i>	12.2.1
54857	1920	2-6-6-2	Metre	<i>FC Central del Norte 12</i>	12.3.1
54858	1920	2-6-6-2	Metre	<i>FC Central del Norte 13</i>	12.3.1
55019	1921	2-6-0	Metre	<i>FC Central del Norte 5</i>	12.3.1
55020	1921	2-6-0	Metre	<i>FC Central del Norte 6</i>	12.2.1
55028	1921	2-8-0	Metre	<i>FC de la Sabana 11 '?'</i>	12.2.1
55029	1921	2-8-0	Metre	<i>FC de la Sabana 12 '?'</i>	12.2.1
55740	1922	2-6-2T	3' 0"	<i>FC de Caldas 7 'GRAL. RAMON JARAMILLO'</i>	12.6.3
56328	1923	2-6-2T	Metre	<i>FC Santander of Trop. Oil Co. 2</i>	12.9.3
57855	1924	4-8-0	3' 0"	<i>FC del Pacifico 31</i>	12.6.5
57856	1924	4-8-0	3' 0"	<i>FC del Pacifico 32</i>	12.6.5
58414	1925	2-8-2	3' 0"	<i>FC de Caldas 9</i>	12.6.3
58418	1925	2-8-2	3' 0"	<i>FC de Caldas 9</i>	12.?????
58554	1925	2-6-2	3' 0"	<i>FC de Santander -Timba 1 'M. J. OLANO'</i>	12.6.2
58835	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 1</i>	12.9.1
58836	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 2</i>	12.9.1
58837	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 3</i>	12.9.1
58838	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 4</i>	12.9.1
58839	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 5</i>	12.9.1
58840	1925	2-8-2T	Std.	<i>Bocas de Ceniza, Ulen & Co. 6</i>	12.9.1
58844	1926	2-6-2T	Metre	<i>FC Santander of Trop. Oil Co. 4</i>	12.9.3
58866	1925	2-6-2TT	Metre	<i>FC de Cucuta 11 'CATATUMBA'</i>	12.7.2
58941	1926	2-6-2TT	Metre	<i>FC de Cucuta 21 'BOGOTÁ'</i>	12.7.2
58944	1926	4-8-0	3' 0"	<i>FC de Cundinamarca 9</i>	12.2.1
58945	1926	4-8-0	3' 0"	<i>FC de Cundinamarca 10</i>	12.2.1
58946	1926	4-8-0	3' 0"	<i>FC de Tolima 13</i>	12.2.1
58947	1926	4-8-0	3' 0"	<i>FC de Tolima 14</i>	12.2.1
58948	1926	4-8-0	3' 0"	<i>FC de Girardot 22</i>	12.2.7
58949	1926	4-8-0	3' 0"	<i>FC de Girardot 23</i>	12.2.7
59135	1926	2-8-0	3' 0"	<i>FC de Cundinamarca 11?</i>	12.2.1
59136	1926	2-8-0	3' 0"	<i>FC de Cundinamarca 12?</i>	12.2.1
59266	1926	2-8-2	3' 0"	<i>FC de Amagá 10 'CAMILO C. RESTREPO'</i>	12.1.2
59267	1926	2-8-2	3' 0"	<i>FC de Amagá 11 'JORGE RODRIGUEZ'</i>	12.1.2
59969	1927	2-4-2T	3' 0"	<i>FC Ambalema - Ibagué 2</i>	12.2.6

59970	1927	2-8-2	3' 0"	<i>FC Antioquia</i> 42	12.1.1
60007	1927	2-8-2	3' 0"	<i>FC Antioquia</i> 43	12.1.1
60008	1927	2-8-2	3' 0"	<i>FC Antioquia</i> 44	12.1.1
60084	1927	2-6-2T	Metre	<i>FC Santander</i> of Trop. Oil Co. 5	12.9.3
60134	1927	2-6-2	Metre	<i>FC de Cucuta</i> 1	12.7.2
60135	1927	2-6-2TT	Metre	<i>FC de Cundinamarca Prol. Norte</i> 1	12.2.1
60136	1927	2-6-2TT	Metre	<i>FC de Cundinamarca Prol. Norte</i> 2	12.2.1
60269	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 63	12.6.5
60270	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 64	12.6.5
60271	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 65	12.6.5
60272	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 66	12.6.5
60273	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 67	12.6.5
60274	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 68	12.6.5
60287	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 69	12.6.5
60288	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 70	12.6.5
60289	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 71	12.6.5
60290	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 72	12.6.5
60508	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 80	12.6.5
60509	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 81	12.6.5
60510	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 82	12.6.5
60511	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 83	12.6.5
60512	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 84	12.6.5
60532	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 85	12.6.5
60533	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 86	12.6.5
60534	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 87	12.6.5
60535	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 88	12.6.5
60536	1928	4-8-0	3' 0"	<i>FC del Pacifico</i> 89 or 87?	12.6.5
60568	1928	2-8-2	3' 0"	<i>FC Antioquia</i> 46	12.1.1
60569	1928	2-8-2	3' 0"	<i>FC Antioquia</i> 47	12.1.1
60570	1928	2-8-2	3' 0"	<i>FC Antioquia</i> 48	12.1.1
60585	1928	2-8-2	3' 0"	<i>FC Antioquia</i> 49	12.1.1
60695	1927	0-4-2T	Metre	<i>FC de Cundinamarca</i> 3	12.2.1
60696	1927	0-4-2T	Metre	<i>FC de Cundinamarca</i> 4	12.2.1
60864	1929	2-4-2T	3' 0"	<i>FC de Nariño</i> 7	12.7.5
61751	1933	2-8-2	3' 0"	<i>FC del Magdalena</i> 29	12.4.1
61752	1933	2-8-2	3' 0"	<i>FC del Magdalena</i> 30	12.4.1
61834	1935	2-8-8-2T	3' 0"	<i>FFCC Nacionales Girardot</i> 58	12.2.8
61940	1936	0-4-0	Metre	<i>FC Santander</i> or Trop. Oil Co. 7	12.9.3
62237	1937	4-8-2	Metre	<i>FC Central del Norte</i> 68	12.3.1
62238	1937	4-8-2	Metre	<i>FC Central del Norte</i> 69	12.3.1
62263	1938	2-8-2	3' 0"	<i>FC Antioquia</i> 56	12.1.1
62264	1938	2-8-2	3' 0"	<i>FC Antioquia</i> 57 'JUAN de DIOS VASQUEZ'	12.1.1
70334	1944	4-8-2	3' 0"	<i>FC de Cundinamarca</i> 28	12.2.1
70335	1944	4-8-2	3' 0"	<i>FC de Cundinamarca</i> 29	12.2.1
70892	1944	4-8-0	3' 0"	<i>FC del Pacifico</i> 93	12.6.5
70893	1944	4-8-2	3' 0"	<i>FC del Pacifico</i> 94	12.????
70894	1944	4-8-2	3' 0"	<i>FC del Pacifico</i> 95	12.????
70895	1944	4-8-2	3' 0"	<i>FC del Pacifico</i> 96	12.????

70896	1944	2-8-2	3' 0"	<i>FC Antioquia</i> 58	12.1.1
70897	1944	2-8-2	3' 0"	<i>FC Antioquia</i> 59	12.1.1
70898	1944	2-8-2	3' 0"	<i>FC Antioquia</i> 60	12.1.1
70899	1944	2-8-2	3' 0"	<i>FC Antioquia</i> 61 'THOMAS AVILA'	12.1.1
71587	1945	2-8-2	3' 0"	<i>FC Antioquia</i> 62	12.1.1
71588	1945	2-8-2	3' 0"	<i>FC Antioquia</i> 63	12.1.1
71589	1945	2-8-2	3' 0"	<i>FC Antioquia</i> 64	12.1.1
71590	1945	2-8-2	3' 0"	<i>FC Antioquia</i> 65	12.1.1
71971	1944	4-8-2	3' 0"	<i>FC del Pacifico</i> 97	12.6.5
71972	1944	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 61	12.2.8
71973	1944	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 62	12.2.8
71974	1944	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 63	12.2.8
71975	1944	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 64	12.2.8
71976	1944	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 65	12.2.8
72236	1945	4-8-2	3' 0"	<i>FC del Pacifico</i> 98	12.6.5
72237	1945	4-8-2	3' 0"	<i>FC del Pacifico</i> 99	12.6.5
72238	1945	4-8-2	3' 0"	<i>FC del Pacifico</i> 100	12.6.5
72239	1945	4-8-2	3' 0"	<i>FC del Pacifico</i> 101	12.6.5
72240	1945	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 66	12.2.8
72241	1945	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 67	12.2.8
72242	1945	4-8-2	3' 0"	<i>FC de Cundinamarca</i> 26	12.2.1
72243	1945	4-8-2	3' 0"	<i>FC de Cundinamarca</i> 27	12.2.1
73050	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 66	12.1.1
73051	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 67	12.1.1
73052	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 68	12.1.1
73053	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 69	12.1.1
73054	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 70	12.1.1
73055	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 71	12.1.1
73056	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 72	12.1.1
73057	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 73	12.1.1
73058	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 74	12.1.1
73059	1947	2-8-2	3' 0"	<i>FC Antioquia</i> 75	12.1.1
73094	1947	4-8-0	3' 0"	<i>FC de Ambalema - Ibagué</i> 9	12.2.6
73095	1947	4-8-0	3' 0"	<i>FC de Ambalema - Ibagué</i> 10	12.2.6
73353	1947	4-8-2	3' 0"	<i>FC del Pacifico</i> 104	12.6.5
73354	1945	4-8-2	3' 0"	<i>FC del Pacifico</i> 105	12.6.5
73355	1947	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 70	12.2.8
73356	1947	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 71	12.2.8
73357	1947	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 72	12.2.8
73358	1947	4-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 73	12.2.8

Beyer Peacock

984	1870	2-4-0T	3' 6"	<i>FC de Bolivar</i> 'BOLIVAR'	12.7.1
985	1870	2-4-0T	3' 6"	<i>FC de Bolivar</i> 'SANTANDER'	12.7.1
1448	1874	2-4-0T	3' 6"	<i>FC de Bolivar</i> 'ANTIOQUIA'	12.7.1
4593	1904	2-6-0	3' 6"	<i>FC de Bolivar</i> 13	12.7.1
5823	1914	2-6-0	3' 6"	<i>FC de Bolivar</i> 18	12.7.1
6843	1938	4-6-2+2-6-4T	3' 0"	The Dorada Rly. Co. 17	12.2.5

6844	1938	4-6-2+2-6-4T	3' 0"	The Dorada Rly. Co. 18	12.2.5
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BerlinerMAG

8440	1926	2-6-2	?	<i>Tranvía del Oeste 3</i>	12.?????
8440	1924	4-8-0	3' 0"	<i>FC del Pacifico 35</i>	12.6.5
8441	1924	4-8-0	3' 0"	<i>FC del Pacifico 36</i>	12.6.5
8464	1924	2-2-0T+4	Metre	<i>FC de Cundinamarca 1 ‘?’</i>	12.2.1
8500	1924	0-6-0T	Metre	<i>Tranvía del Oriente 1 ‘BOGOTÁ’</i>	12.?????
8670	1925	4-8-0	3' 0"	<i>FC de Caldas 10</i>	12.6.3
8671	1925	4-8-0	3' 0"	<i>FC de Caldas 11</i>	12.6.3
8777	1926	0-4-0T	3' 0"	<i>FC de Cundinamarca 6</i>	12.2.1
8778	1926	0-4-0T	3' 0"	<i>FC de Cundinamarca 5</i>	12.2.1
8790	1927	2-6-0	3' 0"	<i>FC Santander - Timba 2</i>	12.6.2
8791	1927	2-6-0	3' 0"	<i>FC Santander - Timba 3</i>	12.6.2
8792	1926	4-8-0	3' 0"	<i>FC del Pacifico 29-39</i>	12.?????
8793	1926	4-8-0	3' 0"	<i>FC del Pacifico 30-40</i>	12.?????
8794	1926	4-8-0	3' 0"	<i>FC del Pacifico 31-41</i>	12.?????
8795	1926	4-8-0	3' 0"	<i>FC del Pacifico 32-42</i>	12.?????
8796	1926	4-8-0	3' 0"	<i>FC del Pacifico 43</i>	12.6.5
8818	1926	4-8-0	3' 0"	<i>FC de Caldas 12</i>	12.6.3
8819	1926	4-8-0	3' 0"	<i>FC de Caldas 13</i>	12.6.3
8832	1926	4-8-0	3' 0"	<i>FC de Caldas 14</i>	12.6.3
8833	1926	4-8-0	3' 0"	<i>FC de Caldas 15</i>	12.6.3
8840	1926	2-6-2T	Metre	<i>Tranvía del Oriente 2</i>	12.?????
8841	1926	2-6-2T	Metre	<i>Tranvía del Oriente 3</i>	12.?????
8860	1926	4-8-0	3' 0"	<i>FC de Caldas 16</i>	12.6.3
8861	1927	4-8-0	3' 0"	<i>FC de Caldas 17</i>	12.6.3
8862	1927	4-8-0	3' 0"	<i>FC de Caldas 18</i>	12.6.3
8915	1927	4-6-2	3' 0"	<i>FC del Pacifico 48</i>	12.6.5
8936	1927	4-8-0	3' 0"	<i>FC del Pacifico 34-49</i>	12.6.5
8937	1927	4-8-0	3' 0"	<i>FC del Pacifico 50</i>	12.6.5
8938	1927	4-8-0	3' 0"	<i>FC del Pacifico 51</i>	12.6.5
8939	1927	4-8-0	3' 0"	<i>FC del Pacifico 52</i>	12.6.5
9203	1927	2-8-2T	3' 0"	<i>FC del Pacifico 73</i>	12.6.5
9204	1927	2-8-2T	3' 0"	<i>FC del Pacifico 74</i>	12.6.5
9205	1927	2-8-2T	3' 0"	<i>FC del Pacifico 75</i>	12.6.5
9206	1928	0-4-0	3' 0"	<i>FC del Pacifico 1A</i>	12.6.5
9207	1928	0-4-0	3' 0"	<i>FC del Pacifico 2A</i>	12.6.5
9208	1928	0-4-0	3' 0"	<i>FC del Pacifico 3A</i>	12.6.5
9320	1928	4-8-0	3' 0"	<i>FC de Caldas 19</i>	12.6.3
9321	1928	4-8-0	3' 0"	<i>FC de Caldas 20</i>	12.6.3
9322	1928	4-8-0	3' 0"	<i>FC de Nacederos-Armenia 4</i>	12.?????
9323	1928	4-8-0	3' 0"	<i>FC de Nacederos-Armenia 5</i>	12.?????
9368	1928	2-8-2T	3' 0"	<i>FC del Pacifico 76</i>	12.6.5
9369	1928	2-8-2T	3' 0"	<i>FC del Pacifico 77</i>	12.6.5
9370	1928	2-8-2T	3' 0"	<i>FC del Pacifico 78</i>	12.6.5
9371	1928	2-8-2T	3' 0"	<i>FC del Pacifico 79</i>	12.6.5
9414	1929	4-8-2	Metre	<i>FC Central del Norte 39</i>	12.3.1

9415	1929	4-8-2	Metre	<i>FC Central del Norte 40</i>	12.3.1
9416	1929	4-8-2	Metre	<i>FC Central del Norte 41</i>	12.3.1
9437	1929	4-8-0	Metre	<i>FC Central del Norte 35</i>	12.3.1
9438	1929	4-8-0	Metre	<i>FC Central del Norte 36</i>	12.3.1
9439	1929	4-8-0	Metre	<i>FC Central del Norte 37</i>	12.3.1
9440	1929	4-8-0	Metre	<i>FC Central del Norte 38</i>	12.3.1
9547	1929	2-6-2T	Metre	<i>FC Central del Norte 42</i>	12.3.1
9548	1929	2-6-2T	Metre	<i>FC Central del Norte 43</i>	12.3.1
9549	1929	2-6-2T	Metre	<i>FC Central del Norte 44</i>	12.3.1
9550	1929	2-6-2T	Metre	<i>FC de Carare 3</i>	12.3.4
9551	1929	2-6-2T	Metre	<i>FC de Carare 4</i>	12.3.4
9552	1929	2-6-2T	Metre	<i>FC Central del Norte 45</i>	12.3.1
9553	1929	2-6-2T	Metre	<i>FC Central del Norte 46</i>	12.3.1
9554	1929	2-6-2T	Metre	<i>FC Central del Norte 47</i>	12.3.1
9555	1929	2-6-2T	Metre	<i>FC del Sur 13</i>	12.3.2
9556	1929	2-6-2T	Metre	<i>FC del Sur 1</i>	12.3.2
9721	1929	2-6-2T	Metre	<i>FC de Carare 5</i>	12.3.4



A typical BMAG works-plate, showing why the Schwartzkopff name remained in public consciousness many decades after it had officially been replaced.

Black Hawthorn

787	1887	0-6-0T	Metre	<i>FC de la Sabana 2 'CUNDINAMARCA'</i>	12.2.1
788	1887	0-6-0T	Metre	<i>FC de la Sabana 3 'BOGOTÁ'</i>	12.2.1
958	1888	2-4-0	Metre	<i>FC de la Sabana 5 'COLOMBIA'</i>	12.2.1

Borsig

7763	1910	2-6-0	3' 0"	<i>FC Antioquia 17 'BOLIVAR'</i>	12.1.1
7764	1910	0-4-0	3' 0"	<i>FC Antioquia 19</i>	12.1.1
8001	1911	0-6-0T	3' 0"	Colombia Bananas ?	12.9.5
8611	1913	2-6-0	3' 0"	<i>FC Antioquia 26 'CORDOBA'</i>	12.1.1
8612	1913	2-8-0	3' 0"	<i>FC Antioquia 28</i>	12.1.1
8693	1913	2-8-0	3' 0"	<i>FC Antioquia 30 'MEDELLIN'</i>	12.1.1
8922	1914	4-6-0	3' 0"	<i>FC Antioquia 31</i>	12.1.1
8923	1914	4-6-0	3' 0"	<i>FC Antioquia 32</i>	12.1.1

Brooks

335	1878	2-6-0	3' 0"	<i>FC de Cartagena-Calamar</i> ?	12.7.3
2024	1892	2-4-2T	3' 0"	<i>FC de Cartagena-Calamar</i> ?	12.7.3
2025	1892	2-4-2T	3' 0"	<i>FC de Cartagena-Calamar</i> ?	12.7.3

Falcon

?	1882	0-4-0	3' 6"	<i>FC de Bolivar</i> 7	12.7.1
?	1882	0-4-0	3' 6"	<i>FC de Bolivar</i> 8	12.7.1
?	1882	0-4-0	3' 6"	<i>FC de Bolivar</i> 9	12.7.1

Fowler

3815	1879	0-4-2T	3' 0"	<i>FC de Cauca</i> 1 'CALI'	12.6.1
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Glover Machine Works

15204	1918	2-6-0	3' 0"	<i>FC de Caldas</i> 3 'PAEZ'	12.6.3
584	1922	0-4-0T	3' 0"	United Fruit Co. 1 'EUSABIA'	12.9.5

Grant

1574	1882	2-6-0	3' 0"	<i>FC Antioquia</i> 3 'JOSÉ BARROS'	12.1.1
1691?	1884	2-4-2ST	3' 0"	The Dorada Railway Co. 2 'HONDA'	12.2.5
1692?	1884	2-4-2ST	3' 0"	The Dorada Railway Co. 4	12.2.5
?	1886	?	Metre	<i>FC San Buena Ventura / Cucuta</i> 3 'ESPACIO COLUMBIAN'	12.7.2
?	1886	?	Metre	<i>FC San Buena Ventura / Cucuta</i> 4 'PAMPLONA'	12.7.2
?	1886	?	Metre	<i>FC San Buena Ventura / Cucuta</i> 5 'VICTORIA'	12.7.2
?	1886	?	Metre	<i>FC San Buena Ventura / Cucuta</i> 6 '?'	12.7.2

Haine St. Pierre

1519	1926	4-8-0	3' 0"	<i>FC Central del Norte?</i> 29	12.3.1
1520	1926	4-8-0	3' 0"	<i>FC Central del Norte?</i> 30	12.3.1
1521	1926	4-8-0	Metre	??? 7	12.?????
1522	1926	4-8-0	Metre	??? 8	12.?????
1552	1926	4-8-0	3' 0"	<i>FC del Pacifico</i> 44	12.6.5
1553	1926	4-8-0	3' 0"	<i>FC del Pacifico</i> 45	12.6.5
1554	1926	4-8-0	3' 0"	<i>FC del Pacifico</i> 46	12.6.5
1555	1926	4-8-0	3' 0"	<i>FC del Pacifico</i> 2N	12.6.5
1556	1926	4-8-0	3' 0"	<i>FC del Pacifico</i> 3N	12.6.5
1557	1926	4-6-2	3' 0"	<i>FC del Pacifico</i> 47	12.6.5
1593	1926	2-6-2T	Metre?	<i>FC del Sur?</i> 9?	12.3.2
1594	1926	2-6-2T	Metre?	<i>FC del Sur?</i> 10?	12.3.2
1595	1926	2-6-2T	Metre?	<i>FC del Sur?</i> 11?	12.3.2
1596	1926	2-6-2T			
1597	1926	2-6-2T			
1955	1926	4-8-0	3' 0"	<i>FC de Nacederos-Armenia</i> 2	12.????
1956	1926	4-8-0	3' 0"	<i>FC de Nacederos-Armenia</i> 3	12.????

NB Patrick Tassignon [47] has these last two builder's numbers as 4-6-2s for Cote d'Ivoire.

HanoMAG

10484	1926	0-6-2T	3'0"	<i>FC de Nariño 1</i> 'NARIÑO'	12.7.5
10485	1926	0-6-2T	3'0"	<i>FC de Nariño 2</i> 'FLORENCIO MEJÍA'	12.7.5
10586	1926	0-6-2T	3'0"	<i>FC de Nariño 3</i> '?'	12.7.5
10587	1926	0-6-2T	3'0"	<i>FC de Nariño 4</i> '?'	12.7.5
10627	1928	0-6-0T	3' 0"	<i>FC Central del Norte</i> '?	12.3.1
10628	1928	0-6-0T	3' 0"	<i>FC Central del Norte</i> '?	12.3.1

Hartmann

2952	1905	2-6-0	Metre	<i>FC de Girardot 6</i> 'La MESA'	12.2.7
2953	1905	2-6-0	Metre	<i>FC de Girardot 7</i> '?'	12.2.7

Hawthorn Leslie

3711	1928	4-8-0	3' 0"	The Dorada Rly. Co. 13	12.2.5
3712	1928	4-8-0	3' 0"	The Dorada Rly. Co. 14	12.2.5
3713	1928	4-8-0	3' 0"	The Dorada Rly. Co. 15	12.2.5
3714	1928	4-8-0	3' 0"	The Dorada Rly. Co. 16	12.2.5

Henschel

20721	1926	2-4-2ST	3' 0"	<i>FC de Nacaderos Armenia 1</i>	12.6.4
23393	1936	2-8-2	3' 0"	<i>FC Antioquia 52</i> 'CAPITAN URIBE GAVIRIA'	12.1.1
23394	1936	2-8-2	3' 0"	<i>FC Antioquia 53</i> 'JUAN J. ANGEL'	12.1.1
23395	1936	2-8-2	3' 0"	<i>FC Antioquia 54</i>	12.1.1
23396	1936	2-8-2	3' 0"	<i>FC Antioquia 55</i> 'J. ECHEVERRERA DUQUE'	12.1.1
25641	1952	2-8-2	3' 0"	<i>FC Antioquia 77</i> 'EL PEÓN de SOSTO'	12.1.1
25641	1952	2-8-2	3' 0"	<i>FC Antioquia 78</i> 'EL FRENERO'	12.1.1
25641	1952	2-8-2	3' 0"	<i>FC Antioquia 79</i> 'EL FOGONERO'	12.1.1
25641	1952	2-8-2	3' 0"	<i>FC Antioquia 80</i> 'EL MAQUINISTA'	12.1.1
25641	1952	2-8-2	3' 0"	<i>FC Antioquia 81</i> 'ISAÍAS CUARTAS'	12.1.1
25938	1952	2-8-2	3' 0"	<i>FC Antioquia 86</i> 'EL AJUSTADOR'	12.1.1
25939	1952	2-8-2	3' 0"	<i>FC Antioquia 87</i> 'ANIBAL JARAMILLO P.'	12.1.1

Hinkley

?	1882	0-6-4T	3' 0"	The Dorada Railway Co. 1	12.2.5
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Hudswell Clarke

411	1893	4-4-0T	Metre	Northern Rly. of Colombia 3 'M. A. CARO'	12.3.1
462	1896	2-4-2T	Metre	<i>FC del Sur 1</i> 'MARISCAL SUCRE'	12.3.1
730	1905	4-4-0T	3' 0"	The Dorada Rly. Co. 1 'DON TOMAS'	12.2.5
731	1905	4-4-0T	3' 0"	The Dorada Rly. Co. 2 'DON ARTURO'	12.2.5
732	1905	0-6-0T	3' 0"	The Dorada Rly. Co. 9 'PRESIDENTE'	12.2.5
733	1905	0-6-0T	3' 0"	The Dorada Rly. Co. 8 'DOÑA ELENA'	12.2.5
927	1910	4-4-0T	Metre	<i>FC del Sur 4</i> 'GUILLERMO TORRES'	12.3.2
994	1912	4-4-0T	Metre	<i>FC del Sur 5</i> 'ENRICO MORALES'	12.3.2
1057	1914	0-6-0T	Metre	<i>FC del Sur 6</i> 'SIMÓN ARAÚJO'	12.3.2

Hunslet

341	1884	4-4-0T	3' 0"	Santa Marta Railway Co. 2 'RAFAEL NUÑEZ'	12.4.1
451	1890	0-4-0ST	3' 0"	Santa Marta Railway Co. 3	12.4.1

523	1890	0-4-0ST	3' 0"	Santa Marta Railway Co. 4	12.4.1
563	1890	0-4-2T	3' 0"	Santa Marta Railway Co. 5	12.4.1
595	1892	0-4-2T	3' 0"	Santa Marta Railway Co. 6	12.4.1
919	1906	0-4-2T	3' 0"	Santa Marta Railway Co. 8	12.4.1
991	1909	0-4-2T	3' 0"	Santa Marta Railway Co. 9	12.4.1
1015	1910	2-6-2T	3' 0"	Santa Marta Railway Co. 10	12.4.1
1019	1910	2-6-0	3' 0"	Santa Marta Railway Co. 11	12.4.1
1046	1910	2-6-0	3' 0"	Santa Marta Railway Co. 12	12.4.1
1071	1910	2-6-0	3' 0"	Santa Marta Railway Co. 13	12.4.1
1072	1910	2-6-0	3' 0"	Santa Marta Railway Co. 14	12.4.1
1074	1910	2-4-2T	3' 0"	Santa Marta Railway Co. 15	12.4.1
1075	1910	4-4-0T	3' 0"	Santa Marta Railway Co. 16	12.4.1
1137	1913	0-4-2T	3' 0"	Santa Marta Railway Co. 17	12.4.1
1148	1914	2-6-0	3' 0"	Santa Marta Railway Co. 18	12.4.1
1165	1915	4-4-0T	3' 0"	Santa Marta Railway Co. 19	12.4.1
1166	1915	4-4-0T	3' 0"	Santa Marta Railway Co. 20	12.4.1
1434	1922	2-6-0	3' 0"	Santa Marta Railway Co. 21	12.4.1
1435	1922	4-4-0T	3' 0"	Santa Marta Railway Co. 22	12.4.1
1479	1924	0-4-2T	3' 0"	Santa Marta Railway Co. 23	12.4.1
1483	1925	2-6-0	3' 0"	Santa Marta Railway Co. 25	12.4.1
1484	1924	4-4-0T	3' 0"	Santa Marta Railway Co. 24	12.4.1
1494	1925	0-6-0T	3' 0"	Santa Marta Railway Co. 26	12.4.1
1501	1926	2-6-0	3' 0"	Santa Marta Railway Co. 27	12.4.1
1510	1926	2-6-0	3' 0"	<i>FC de Cartagena-Calamar</i> 17	12.7.3
1549	1927	2-6-0	3' 0"	<i>FC de Cartagena-Calamar</i> 18	12.7.3

Kerr Stuart

114	1897	2-6-0	Metre	<i>FC de Cucuta</i> 14 'VENEZUELA'	12.7.2
115	1897	0-4-2T	Metre	<i>FC de Cucuta</i> 13 'La GRITA'	12.7.2
804	1903	2-6-0	3' 6"	<i>FC de Bolivar</i> 12	12.7.1
1059	1908	0-6-0T	Metre	<i>FC del Norte</i> (Pto. Wilches) 1 'BUCARAMANGA'	12.5.1
1060	1908	0-6-0T	Metre	<i>FC del Norte</i> (Pto. Wilches) 2 'MAGDALENA'	12.5.1
1258	1915	0-4-2T	3' 6"	<i>FC de Bolivar</i> 18	12.7.1
1296	1913	0-6-0T	3' 6"	<i>FC de Bolivar</i> 15	12.7.1
1315	1917	0-4-2ST	3' 6"	<i>FC de Bolivar</i> 20	12.7.1
1347	1914	0-6-0T	3' 6"	<i>FC de Bolivar</i> 7	12.7.1
1350	1915	2-6-2T	3' 6"	<i>FC de Bolivar</i> 16	12.7.1
2361	1914	2-6-0	Metre	<i>FC de Cucuta</i> 16 'GONZALEZ VASQUEZ'	12.7.2
3108	1920	0-4-2ST	3' 6"	<i>FC de Bolivar</i> 8	12.7.1
4087	1920	2-6-2T	3' 6"	<i>FC de Bolivar</i> 22	12.7.1
4164	1920	4-6-0	Metre	<i>FC de Cucuta</i> 18 'BOYACA'	12.7.2
4194	1920	2-6-2T	3' 6"	<i>FC de Bolivar</i> 23	12.7.1
4195	1920	2-6-2T	3' 6"	<i>FC de Bolivar</i> 24	12.7.1
4357	1925	0-6-0T	3' 6"	<i>FC de Bolivar</i> 17	12.7.1
4386	1926	0-6-0T	3' 6"	<i>FC de Bolivar</i> ?	12.7.1

Kitson

4671	1909	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 12	12.2.7
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4672	1909	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 13	12.2.7
4673	1909	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 14	12.2.7
4915	1912	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 15	12.2.7
4916	1912	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 16	12.2.7
5039	1914	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 18	12.2.7
5040	1914	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 19	12.2.7
5064	1914	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 20	12.2.7
5065	1914	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 21	12.2.7
5176	1919	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 23	12.2.7
5177	1919	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 24	12.2.7
5178	1919	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 25	12.2.7
5274	1920	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 26	12.2.7
5275	1920	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 27	12.2.7
5276	1920	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 28	12.2.7
5322	1921	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 29	12.2.7
5323	1921	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 30	12.2.7
5324	1921	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 31	12.2.7
5325	1921	0-6-6-0T	3' 0"	Colombian National Railways (Girardot) 32	12.2.7
5391	1925	4-8-0	3' 0"	<i>FC del Pacifico</i> 37 'PEDRO NELOSPINA'	12.6.5
5392	1925	4-8-0	3' 0"	<i>FC del Pacifico</i> 38	12.6.5
5400	1926	2-6-6-2T	3' 0"	Girardot Railway 24	12.2.7
5401	1926	2-6-6-2T	3' 0"	Girardot Railway 25	12.2.7
5402	1926	2-6-6-2T	3' 0"	Girardot Railway 26	12.2.7
5403	1926	2-6-6-2T	3' 0"	Girardot Railway 27	12.2.7
5416	1928	2-6-6-2T	3' 0"	<i>FC de Cundinamarca</i> 11	12.2.1
5417	1928	2-6-6-2T	3' 0"	<i>FC de Cundinamarca</i> 12	12.2.1
5431	1928	2-6-6-2T	3' 0"	<i>FC de Cundinamarca</i> 14	12.2.1

Krupp

1687	1937	2-8-2	3' 0"	<i>FC del Magdalena</i> 31	12.4.1
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Lima

2283	1910	2-truck Shay	3' 0"	<i>FC Antioquia</i> 18 'SUCRE'	12.1.1
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Maffei

4363	1930	0-4-0T	60cm	For Colombia for unknown customer	12.10
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Manning Wardle

535	1875	0-4-0ST	3' 0"	<i>FC Antioquia</i> 1 'ANTIOQUIA'	12.1.1
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Nasmyth Wilson

563	1899	2-6-0	3' 0"	Santa Marta Railway Co. 7	12.4.1
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Orenstein & Koppel

1761	1905	0-4-0T	60cm	via Arthur Koppel, Colombia for unknown customer	12.10
6890	1914	0-6-0T	75cm	Francisco Pavila ?	12.9.5
11493	1927	0-4-0T	3' 0"	<i>Ingenio Central San Antonio</i> 3 'ELENITA'	12.9.5
11587	1928	0-6-0T	2' 6"	A. & T. Meluk ?	12.9.5

11802	1929	0-4-0T	3' 0"	<i>Ingenio Central San Antonio ?</i>	12.9.5
Pittsburgh					
1025	1888	4-4-0	3' 0"	<i>FC Antioquia 4 'GENERAL VELEZ'</i>	12.1.1
?	1896-1902	2-6-2T	3' 0"	<i>FC Antioquia 8</i>	12.1.1
Porter					
319	1878	0-6-0ST	Metre	<i>FC San Buena Ventura / Cucuta 1 'CORDOBA'</i>	12.7.2
336	1879	2-4-0	Metre	<i>FC San Buena Ventura / Cucuta 2 'CUCUTA'</i>	12.7.2
388	1880	2-4-0	Metre	<i>FC San Buena Ventura / Cucuta 2 'SANTANDER'</i>	12.7.2
451	1881	0-4-0ST	3' 0"	<i>FC de La Dorada 2 'HONDA'</i>	12.1.1
495	1882	0-4-2ST	Metre	<i>FC de Cucuta 1 'GENERAL WILCHES'</i>	12.7.2
612	1884	2-4-0	Metre	<i>FC de Cucuta 3 'COLOMBIA'</i>	12.7.2
649	1884	2-4-0	Metre	<i>FC de Cucuta 4 'AMERICA'</i>	12.7.2
781	1886	2-4-0	Metre	<i>FC de Cucuta 5 'VICTORIA'</i>	12.7.2
992	1888	0-4-2T	Metre	<i>FC de Cucuta 6 'PAMPLONITA'</i>	12.7.2
1024	1889	0-4-0	Metre	via Edward Corning & Co. NYC, to Columbia for unknown customer	12.10
1034	1889	0-4-2T	Metre	via Coombs Crosley & Eddy NYC, to Columbia for unknown customer	12.10
1037	1889	0-4-2T	Metre	<i>FC de Cucuta 7 'TÁCHIRA'</i>	12.7.2
1118	1889	0-4-2T	Metre	<i>FC San Buena Ventura / Cucuta 8 'FLORESTA'</i>	12.7.2
1168	1890	2-6-0	Metre	<i>FC de Cucuta 9 'ZULIA'</i>	12.7.2
1325	1891	2-4-2ST	Metre	<i>FC de Cucuta 10 'PERALONSO'</i>	12.7.2
1368	1892	2-6-0	Metre	<i>FC de la Sabana 6 'CUERVO'</i>	12.2.1
1369	1892	2-6-0	Metre	<i>FC de la Sabana 7 'TEQUENDAMA'</i>	12.2.1
1525	1894	0-4-0	3' 0"	<i>FC de Cartagena-Calamar ? '?'</i>	12.7.3
3032	1904	2-6-0	3' 0"	<i>FC de Cartagena-Calamar ? '?'</i>	12.7.3
4746	1910	0-4-0T	3' 0"	<i>Velez Danies & Co. ?</i>	12.9.5
6481	1920	0-4-0	3' 0"	<i>Internat. Products Co. to Colombia ?</i>	12.10
6482	1920	0-4-0	3' 0"	<i>Internat. Products Co. to Colombia ?</i>	12.10
7988	1946	2-8-2T	Std.	<i>Bocas de Ceniza 7</i>	12.9.1
7989	1946	2-8-2T	Std.	<i>Bocas de Ceniza 8</i>	12.9.1
7990	1946	2-8-2T	Std.	<i>Bocas de Ceniza 9</i>	12.9.1
8131	1948	4-8-2	Metre	<i>FCN2yNE 71</i>	12.3.5
8132	1948	4-8-2	Metre	<i>FCN2yNE 72</i>	12.3.5
8133	1948	4-8-2	Metre	<i>FCN2yNE 73</i>	12.3.5
8134	1948	4-8-2	Metre	<i>FCN2yNE 74</i>	12.3.5
8135	1948	4-8-2	Metre	<i>FCN2yNE 75</i>	12.3.5
8136	1948	4-8-2	3' 0"	<i>FC Girardot Tolima Huila 73</i>	12.2.8
8137	1948	4-8-2	3' 0"	<i>FC Girardot Tolima Huila 72</i>	12.2.8
8164	1948	2-8-0	3' 0"	<i>FC del Pacifico 39</i>	12.6.5
8165	1948	2-8-0	3' 0"	<i>FC del Pacifico 40</i>	12.6.5
8166	1948	2-8-0	3' 0"	<i>FC del Pacifico 41</i>	12.6.5

Rhode Island

2781	1892	2-8-0	3' 0"	<i>FC de Cartagena-Calamar 1 'CARTAGENA'</i>	12.7.3
2782	1892	2-8-0	3' 0"	<i>FC de Cartagena-Calamar 2 'TURBACA'</i>	12.7.3
2991	1892	2-8-0	3' 0"	<i>FC de Cartagena-Calamar 6 'SAPLAVIENTO'</i>	12.7.3
2992	1892	2-8-0	3' 0"	<i>FC de Cartagena-Calamar 7 'CALAMAR'</i>	12.7.3

Robert Stephenson

4110	1935	2-8+8-2T	3' 0"	CNR Girardot 56	12.2.8
4111	1935	2-8+8-2T	3' 0"	CNR Girardot 57	12.2.8

Rogers

2497	1878	4-4-0	3' 6"	Western RR of Bogotá 1 'GRAL. SALGAR'	12.8.2
5273	1898	2-6-0	3' 0"	The Dorada Rly. Co. 6	12.2.5
5274	1898	2-6-0	3' 0"	The Dorada Rly. Co. 7	12.2.5

Sentinel

8808	1934	Co-CoVBTG Metre		<i>FC del Nordeste</i> 201	12.3.3
8809	1934	Co-CoVBTG Metre		<i>FC del Nordeste</i> 202	12.3.3
8810	1934	Co-CoVBTG Metre		<i>FC del Nordeste</i> 203	12.3.3

Sharp Stewart

2848	1879	2-4-0T	3' 0"	Santa Marta Rly. Co., ex Southwold Rly, UK. 1 'SANTA MARTA'	12.4.1
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Skoda

436	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 53	12.6.5
437	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 54	12.6.5
438	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 53 or 55?	12.6.5
439	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 54 or 56?	12.6.5
440	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 55	12.6.5
441	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 56	12.6.5
442	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 57	12.6.5
443	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 58	12.6.5
444	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 59	12.6.5
445	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 60	12.6.5
446	1927	4-8-0	3' 0"	<i>EC del Pacifico</i> 61	12.6.5
447	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 62	12.6.5
448	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 90	12.6.5
449	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 91	12.6.5
450	1927	4-8-0	3' 0"	<i>FC del Pacifico</i> 92	12.6.5
451	1928	4-8-0	3' 0"	<i>FC de Girardot</i> 15	12.2.7
452	1928	4-8-0	3' 0"	<i>FC de Girardot</i> 16	12.2.7
453	1928	4-8-0	3' 0"	<i>FC de Girardot</i> 17	12.2.7
454	1928	4-8-0	3' 0"	<i>FC de Girardot</i> 29	12.2.7
455	1928	4-8-0	3' 0"	<i>FC de Girardot</i> 28	12.2.7
456	1928	4-8-0	3' 0"	<i>FC de Tolima</i> 18	12.2.7
457	1928	4-8-0	3' 0"	<i>FC de Tolima</i> 19	12.2.7
476	1928	2-4-0T	3' 0"	<i>FC del Pacifico</i> 2	12.6.5
477	1928	2-4-0T	3' 0"	<i>FC del Pacifico</i> 3	12.6.5
478	1928	2-4-0T	3' 0"	<i>FC del Pacifico</i> 4	12.6.5
479	1928	2-4-0T	3' 0"	<i>FC del Pacifico</i> 5	12.6.5
480	1928	2-6-2T	3' 0"	<i>FC de Nariño</i> 5	12.7.5
481	1928	2-6-2T	3' 0"	<i>FC de Nariño</i> 6	12.7.5
482	1928	2-6-2T	3' 0"	<i>FC de Tolima</i> 46	12.?.?

483	1928	2-6-2T	3' 0"	<i>FC de Tolima</i> 47	12.?.?
484	1928	2-6-2T	3' 0"	<i>FC de Tolima</i> 48	12.?.?
485	1928	2-6-2	3' 0"	<i>Tronco Occidente</i> 1	12.?.?
486	1928	2-6-2	3' 0"	<i>Tronco Occidente</i> 2	12.?.?

Tubize

1971	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1001	12.3.3
1972	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1002	12.3.3
1973	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1003	12.3.3
1974	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1004	12.3.3
1975	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1005	12.3.3
1976	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1006	12.3.3
1977	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1007	12.3.3
1978	1924	2-8-2	Metre	<i>Soc. Belge Colombia</i> 1008	12.3.3
2060	1927	2-4-2ST	3' 0"	<i>FC Antioquia</i> 50	12.1.1
2061	1927	2-4-2ST	3' 0"	<i>FC Antioquia</i> 51	12.1.1
2062	1927	2-4-2ST	3' 0"	<i>FC Huila Caqueta</i> 15? , later <i>FC de Girardot</i> 44	12.2.4
2063	1927	2-4-2ST	3' 0"	<i>FC Huila Caqueta</i> 16? , later <i>FC de Girardot</i> 45	12.2.4
2064	1927	2-4-2ST	3' 0"	<i>FC Huila Caqueta</i> ?	12.2.4
2121	1930	0-8-0T	Metre	<i>FC del Nordeste</i> C3	12.3.3
2122	1930	0-8-0T	Metre	<i>FC del Nordeste</i> C4	12.3.3
2123	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P50	12.3.3
2124	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P51	12.3.3
2125	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P52	12.3.3
2126	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P53	12.3.3
2137	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P54	12.3.3
2138	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P55	12.3.3
2139	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P56	12.3.3
2140	1930	2-6-2T	Metre	<i>FC del Nordeste</i> P57	12.3.3
2187	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 20	12.2.1
2188	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 21	12.2.1
2189	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 22	12.2.1
2190	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 23	12.2.1
2191	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 24	12.2.1
2192	1936	2-8-2	Metre	<i>FC de Cundinamarca</i> 25	12.2.1
2256	1939	2-8-2	Metre?	<i>FC de Cundinamarca</i> 26 (Lost at sea)	12.2.1
2257	1939	2-8-2	Metre?	<i>FC de Cundinamarca</i> 27 (Lost at sea)	12.2.1
2393	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 91	12.2.8
2394	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 92	12.2.8
2395	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 93	12.2.8
2396	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 94	12.2.8
2399	1951	2-8-2	3' 0"	<i>FC de Cundinamarca</i> 26	12.2.1
2397	1951	2-8-2	3' 0"	<i>FC de Cundinamarca</i> 27	12.2.1
2398	1951	2-8-2	3' 0"	<i>FC de Cundinamarca</i> 28	12.2.1
2400	1951	2-8-2	3' 0"	<i>FC de Cundinamarca</i> 29	12.2.1
2401	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 95	12.2.8
2402	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 96	12.2.8
2403	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 97	12.2.8

2404	1948	2-8-2	3' 0"	<i>FC Girardot Tolima Huila</i> 98	12.2.8
2405	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 88	12.6.5
2406	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 89	12.6.5
2407	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 90	12.6.5
2408	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 91	12.6.5
2409	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 92	12.6.5
2410	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 93	12.6.5
2411	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 94	12.6.5
2412	1948	4-8-2	3' 0"	<i>FC del Pacifico</i> 95	12.6.5
2413	1951	4-8-0	3' 0"	<i>FC del Magdalena</i> 41	12.4.1
2414	1951	4-8-0	3' 0"	<i>FC del Magdalena</i> 42	12.4.1
2415	1951	4-8-0	3' 0"	<i>FC del Magdalena</i> 43	12.4.1
2416	1951	4-8-0	3' 0"	<i>FC de Puerto Wilches</i> 21	12.4.1???
2417	1951	4-8-0	3' 0"	<i>FC de Puerto Wilches</i> 22	12.4.1???
2418	1951	4-8-0	3' 0"	<i>FC de Puerto Wilches</i> 23	12.4.1???
2427	1953	2-8-2	3' 0"	<i>Acerias Paz del Río</i> 0-4	12.9.2
2428	1953	2-8-2	3' 0"	<i>Acerias Paz del Río</i> 0-5	12.9.2

Vulcan Iron Works

2287	1914	4-6-0	3' 0"	From first US owner to <i>FC de Cartagena-Calamar</i> 15	12.7.3
2288	1914	4-6-0	3' 0"	From first US owner to <i>FC de Cartagena-Calamar</i> 16	12.7.3
