

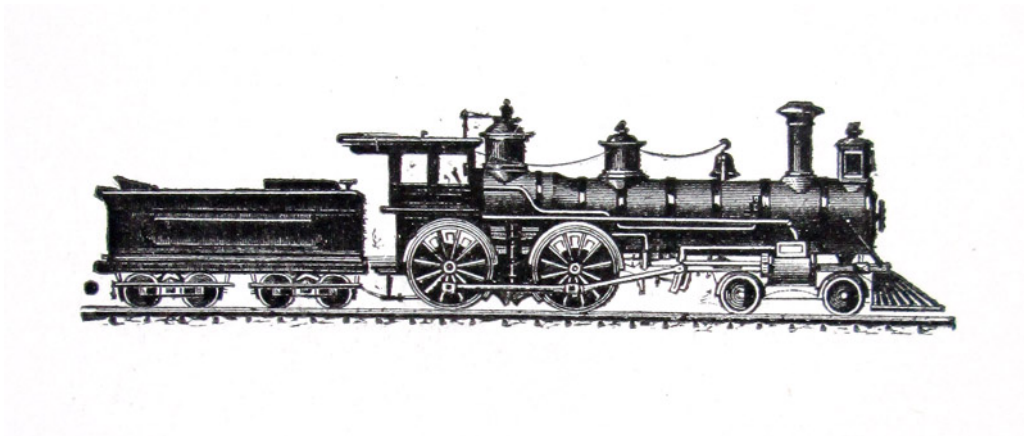
Part 14

Peruvian narrow gauge steam locomotive lists

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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 Peruvian list

There is a greater variety of initial sources for Peruvian locomotive information than for some of the other South American countries. The lists in this file were first compiled using Costa y Laurent's 1908 volume [1], the 1927 US Dept. of Commerce report [2], modern lists by Reimar Holzinger [3] and Allen Copeland [4], and Bob Whetham's two volumes on *The Railways of Peru* [5] which also contain lists by Copeland. Of these, Allen Copeland's lists deserve particular acclaim for the enormous amount of hard work that must have gone into their creation.

Introducción general

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

Existe una mayor variedad de fuentes iniciales de información sobre locomotoras peruanas que para algunos de los otros países de América del Sur. Las listas de este archivo se compilaron primero utilizando el volumen de 1908 de Costa y Laurent [1], el informe del Departamento de Comercio de los Estados Unidos de 1927 [2], listas modernas de Reimar Holzinger [3] y Allen Copeland [4] y los dos volúmenes de Bob Whetham sobre *The Railways of Peru* [5], que también contiene listas de Copeland. De estos, las listas de Allen Copeland merecen un reconocimiento especial por la enorme cantidad de trabajo arduo que debe haber invertido en su creación.

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Red text = hyper-links to appropriate pages.

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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.

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Part 3	Chilean metre gauge locos
Part 4	Chilean sub-metric gauge locos
Part 5	Chilean locos listed by builders
Part 6	Ecuadorian locomotives
Part 7	Bolivian locomotives
Part 8	Paraguayan locomotives
Part 9	Uruguayan locomotives
Part 10	Venezuelan locomotives
Part 11	Guianan locomotives
Part 12	Colombian locomotives
Part 13	Peruvian standard gauge locomotives
Part 14	Peruvian narrow gauge locomotives
Part 15	Panamanian locomotives
Part 16	Central American countries locomotives
Part 17	Cuban public railway locomotives
Part 18	Cuban industrial railway locomotives
Part 19	Cuban locomotives listed by builders
Part 20	West Indian island locomotives (other than Cuba)

Notes and sources

The structure of this document is based upon the earlier ones for Chilean locos. The starting point was the locomotive lists created by Reimar Holzinger and Allen Copeland,

Sources

- [1] *Reseña histórica de los ferrocarriles del Perú*, Federico Costa y Laurent, L. Fabbri, Lima, 1908. <https://babel.hathitrust.org/cgi/pt?id=hvd.32044024286486&view=1up&seq=13>
- [2] *Railways of South America part II*. US Bureau of foreign & Domestic Commerce, Govt. Printing Office, Washington DC, 1926.
- [3] Peru lists by Reimar Holzinger, probably in SLS library file L8655.
- [4] Peru lists by Allen Copeland, 2012.
- [5] *Railways of Peru volumes 1 and 2*, Robert D. Whetham, Trackside Publications, Skipton, Yorkshire, UK, 2007-8.
- [6] *Intra-South American trade in used steam locomotives and its raisons d'être*, Ian Thomson Newman, in *Locomotives International* issue 116, 7, 8 or 9?, 2019.
- [7] *Some notes on surviving steam locomotives of the FC Central del Perú*, Ian Thomson, *Locomotives International* issue 38, May-June 1997.
- [8] *Breve Reseña Histórica de los Ferrocarriles en el Perú*, a webpage by Sr. Elio Galessio, Peru's foremost railway historian, at: http://ferropedia.es/mediawiki/index.php/Breve_Rese%C3%B1a_Hist%C3%B3rica_de_los_Ferrocarriles_en_el_Per%C3%BA._Por_Elio_Galessio
- [9] *The World of South American Steam*, Ken Mills and Roy Christian. 1974. Privately published. pp15-25.
- [10] The blog of Sr. Elio Galessio at <https://trenesdelperu.blogspot.com/> has a vast range of interesting snippets about Peruvian railways. The blog was compiled between 2009 and 2016.
- [11] *Anales de la Obras Públicas del Perú 1887*, Publicación Oficial, Lima. Absolutely essential for anyone studying the history of Peru's railways in any detail. Each annual volume contains several hundred pages, in the earlier years usually broken into three sections on administration, technical and statistics. The admin. section mostly covers financial matters, the technical section can be of interest, whilst the statistical tables show which locos were in use but unfortunately from 1902 onward were on foldout pages which have not been scanned. Look first at the index, usually in the back but later moving to the front, to find the pages of each section relevant to railways. In general there is more of interest in the earlier volumes, as is common in such government documents relating to railways. References here will usually be in the form [11, year, pages] eg. [11, 1894, p345]. Links to the annual volumes via the Hathi Trust website are as follows, but note that you may need to use a VPN to convince the server that you are resident in the USA in order to gain access to some of the volumes.

Anales del Cuerpo de ingenieros del Peru

- 1874 vol. 1 <https://babel.hathitrust.org/cgi/pt?id=uiug.30112110329171&view=1up&seq=9>
- 1874 vol. 2 <https://babel.hathitrust.org/cgi/pt?id=uiug.30112110882500&view=1up&seq=11>

Anales de Obras Públicas

- 1884 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212236&view=1up&seq=7>
- 1885 part 1 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212237&view=1up&seq=7>
- 1885 part 2 ?
- 1886 <https://babel.hathitrust.org/cgi/pt?id=nyp.33433090818141&view=1up&seq=13>
- 1887 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212217&view=1up&seq=5>
- 1888 <https://babel.hathitrust.org/cgi/pt?id=nyp.33433090818182&view=1up&seq=13>
- 1889 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212219&view=1up&seq=1>
- 1890 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212220&view=1up&seq=5>
- 1891 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212221&view=1up&seq=7>
- 1892 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212222&view=1up&seq=7>
- 1893 <https://babel.hathitrust.org/cgi/pt?id=uva.x002212223&view=1up&seq=7>

1894	https://babel.hathitrust.org/cgi/pt?id=uva.x002212224&view=1up&seq=9
1895	https://babel.hathitrust.org/cgi/pt?id=uva.x002212225&view=1up&seq=5
1896	https://babel.hathitrust.org/cgi/pt?id=uva.x002212226&view=1up&seq=1
1897	https://babel.hathitrust.org/cgi/pt?id=uva.x002212227&view=1up&seq=1
1898	https://babel.hathitrust.org/cgi/pt?id=uva.x002212239&view=1up&seq=7
1899	https://babel.hathitrust.org/cgi/pt?id=uva.x002212240&view=1up&seq=9
1900	https://babel.hathitrust.org/cgi/pt?id=uva.x002212241&view=1up&seq=9
1901	https://babel.hathitrust.org/cgi/pt?id=uva.x002212242&view=1up&seq=9
1902	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918459&view=1up&seq=11
1903	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918467&view=1up&seq=7
1904	https://babel.hathitrust.org/cgi/pt?id=uva.x002212245&view=1up&seq=5
1905 part 1	https://babel.hathitrust.org/cgi/pt?id=uva.x002212246&view=1up&seq=1
1905 part 2	https://babel.hathitrust.org/cgi/pt?id=uva.x002212247&view=1up&seq=7
1906	Combined with 1905.
1907 part 1	https://babel.hathitrust.org/cgi/pt?id=uva.x002212260&view=1up&seq=5
1907 part 2	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918483&view=1up&seq=7
1908 part 1	https://babel.hathitrust.org/cgi/pt?id=nyp.33433090818307&view=1up&seq=9
1908 part 2	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918491&view=1up&seq=13
1909	Combined with 1908.
1910	Combined with 1908.
1911 part 1	https://babel.hathitrust.org/cgi/pt?id=uva.x002212249&view=1up&seq=9
1911 part 2	https://babel.hathitrust.org/cgi/pt?id=uva.x002212250&view=1up&seq=7
1912 part 1	https://babel.hathitrust.org/cgi/pt?id=nyp.33433090817879&view=1up&seq=6
1912 part 2	https://babel.hathitrust.org/cgi/pt?id=uva.x002212252&view=1up&seq=5
1913	https://babel.hathitrust.org/cgi/pt?id=uva.x002212253&view=1up&seq=9
1914	https://babel.hathitrust.org/cgi/pt?id=nyp.33433090817911&view=1up&seq=1
1915	https://babel.hathitrust.org/cgi/pt?id=uva.x002212255&view=1up&seq=5
1916	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918533&view=1up&seq=9
1917	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918558&view=1up&seq=3
1918 part 1	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918541&view=1up&seq=7
1918 part 2	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918566&view=1up&seq=7
1919 part 1	https://babel.hathitrust.org/cgi/pt?id=njp.32101049918574&view=1up&seq=7

[12] *Ghost railway to the Amazon*, by Bob Whetham, in *The Narrow Gauge*, issue 226 of Winter 2013.

[13] *A forgotten Peruvian shortline – the Ferrocarril de Trujillo*, by Bob Whetham, in *Locomotives International* issue 48, March-April 1999, pp20-24.

[14] *The Narrow Gauge railways of ENAFER PERU*, Dr. Günter Koch, in *Locomotives International* issue no. 50 of July-August 1999.

[15] The 1999 PeruRail contract, at page 2128, requires PeruRail to get permission from the government to make any alterations to this loco. The contract designates this loco as a “Historical Monument.” The entire contract file is at <https://portal.mtc.gob.pe/transportes/concesiones/documentos/contarto%20ferrocarril%20sur%20y%20sur%20oriente.pdf> (Mar. 24, 2021). You have to scroll down to page 2128. Info from Robert Hilton.

[16] *The Lockett Story* (and the locomotives of the Cañete sugar estates south of Lima), by Russell Wear, published in *The Industrial Locomotive* no. 166, 2018.

[17] *El Ferrocarril a Huancavelica, Opiniones técnicas, Discursos, Mapas y Fotografías conmemorativas de la inauguración*, 1927, Lima.

[18] *Informaciones y memorias de la Sociedad de Ingenieros del Perú*. <https://catalog.hathitrust.org/Record/010193370>

[19] *South American Railways in the 1960s*, Henry Finch, Turntable Publishing, 2021.

[20] The German magazine *Gartenbahn* apparently has an article on the BMAG/Schwartzkopf geared locos in issue 15.

[21] <https://arequipatradicional2.blogspot.com/2021/05/don-victor-f-lira-empresario-y.html>

[22] *La Hacienda Pampa Blanca en el Valle de Tambo – Familia, Propiedad y Producción 1856-1971*, Percy Eguiluz-Menendez, *La Vida y la Historia*, Vol. 9, N.º 2, pp. 18-45 (2022) ISSN-e 2617-6041 DOI: 10.33326/26176041.2022.2.1736 Available as a PDF from <https://revistas.unjbg.edu.pe/index.php/vyh/article/download/1736/1973/6578> but can be difficult to reach.

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.

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 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>

Peruvian railway names and gauges

Standard gauge railways in file 13

- *FC Lima y Huacho / FC Lima, Ancon y Chancay*
- *La Cía. Lima y Oroya / FC Callao Lima y Oroya / FC Central*
- *FC y Muelle de Eten*
- *FC Pacasmayo, Guadalupe y Chilete / FC Pacasmayo a Guadalupe y Magdalena*
- *FC Ilo á Moquegua*
- *FC Pisco á Ica*
- *FC Tacna á Arica / FC Arica á Tacna*
- *FC Arequipá á Puno / FC del Sur*
- *FC Cerro de Pasco*
- *FC Mejía á Arequipá / FC del Sur*
- *FC Paita á Piura*
- *(Southern Peru Copper Co.)*
- *Agencia Portuario de Callao*

Narrow gauge railways in this file

3' 6" gauge railways

- *FC Cerro de Pasco (1869)*
- *FC Supé á San Nicolas*
- *FC Cerro Azul á Cañete*
- *FC Samanco á Hacienda San Jacinto*
- *Ingenio Infantas*
- *Hacienda San José*
- *Hacienda Casa Grande (also 3' 0")*
- *Azucarera Nepena SA*
- *Hacienda Paramonga*

Metre gauge railways

- *FC Chancay á Palpa*
- *FC Tambo de Mora a Chinchá Alta*
- *FC Playa Chica a Huacho*

3' 0" gauge railways

- *FC de Pimentel*
- *FC Cuzco á Santa Ana*
- *FC de Chimbote*
- *FC de Trujillo / FC de Trujillo a Menoauchó / FC Salaverry a Trujillo*
- *FC Laredo y Menucocho / Hacienda Laredo*
- *FC del Santa*
- *FC Lima á Lurin / FC Lima á Chilia*
- *FC del Puente*
- *FC Mina Ragra á Ricran*
- *FC Huancayo á Huancavelica*
- *FC Tambo del Sol á Pachitea / FC Tambo del Sol a Pucallpa*
- *Hacienda Chinchá*
- *Hacienda Chiclin*
- *Larco Herrera Hermanos*
- *Hacienda Cartavio*
- *Hacienda Casa Grande*
- *Hacienda Pampas*
- *Hacienda Roma*
- *Hacienda Chicamita*
- *Hacienda Chiquitoy*
- *Hacienda Zauzal*
- *Hacienda Casa Grande (also 3' 6" gauge)*

An 800mm gauge railway

- *FC Bayovar á Reventazón*

2' 6" or 750mm gauge railways

- *FC Tumbes á Puerto Pizarro*
- *FC Piura á Catacos*
- *FC de Minas de Huarón*
- *FC Cuzco á Santa Ana (construction)*
- *FC Ensenada á Pampa Blanca*
- *Talara oilfield*
- *Lobitos oilfield / FC Lobitos El Tablazo*

700 or 690 mm gauge railways

- *Hacienda Pomalca*
- *FC Mineral de Cailloma*

2' 0" or 60cm gauge railways

- *FC Ensenada Chucurapi y Cocotea*
- *FC Casapalca á El Carmen*
- *FC Supé á Barranca y Alphas*
- *FC Aduana de Iquitos*
- *Zorritos oilfield*
- *Sociedad Agrícola Pucala Ltda.*
- *Hacienda Tumán*
- *Hacienda Cayalti*
- *Hacienda Humaya*
- *Hacienda Buen Pastor*
- *Hacienda Chucurapi*
- *Hacienda Tambo Real*

500mm gauge railways

- *Hacienda Pro*
- *Hacienda Chuquitanta*
- *Hacienda Monte Rico Grande*
- *Hacienda Punta Piedra*
- *Hacienda San Guillermo*

Railways in adjacent countries

Other abbreviations

d/w	driving wheels
cyls.	cylinder bore and stroke
w/n	works or builders' numbers

Peru

Background – the country

U

Sugar estates

“The number of estates having powerful steam machinery and working for export is eighty, all situated within ten and twelve leagues of the coast. There are besides within the same distance a hundred and seventeen small plantations with ox-mills or small mills driven by water-power, which principally turn out sugar for home consumption.” [*The Sugar Cane*, issue of Sept. 1st 1877 p470-1]

“Every port above Callao exports sugar, those of Talaverri and Eten taking the lead. There are about one hundred and twenty large sugar estates on the coast. Lambayeque and Chiclayo contain eighteen, of which that of Patapo is the chief, and probably the largest in the country. It guarantees £1000 a month freight to the railroad. The Pacosmayo Valley has fifteen, of which the “Lurifico” is the most important, and to which I shall recur. The rich valley of Chicama near Trujillo is crowded with sugar plantations : its twenty-four mills produce to the value of one million dollars per month. The machinery is English. The “Casa Grande” of Sr. Albrecht is the most complete. Further south, near Chimbota, in the Valley of the Santa, are two large establishments, “Puente” and “Viuzos;” the former has American machinery precisely like that of “Lurifico,” only the charcoal process is not used. Choncay, just above Lima, has fifteen estates, of which “Palpa” is the largest ; while around the capital are more than twenty, among them the well-furnished establishment of “Santa Clara.” In the valley of Caneta are the extensive plantations of the late Henry Swayne, 2600 acres being under cultivation. There are also numerous cane estates in the departments of Ica and Arequipa, but they yield comparatively little sugar. ” [*The Sugar Cane*, issue of Jan. 1st 1878 p43]

“By the gradual merging of the small estates into the larger ones, the number of estates and factories has been reduced. The following list, taken from the *Boletin de la Sociedad de Agricultura*, includes most of the factories and estates that were in existence in 1903:

Shipping Port.

Factories and Estates.

Eten	Tumán, Cayalti, Pomalca, Pátapo & Tulape, Pucalá, Almendral.
Pacasmayo.	Lurifico.
Salaverri	Roma, Casa Grande, Sausal, San Antonio, Chicamita, Laredo, Cartavio, Nepen, Pampas, La Viñita.
Huanchaco	Chiquitoy, Chiclin.
Chimbote	Tambo Real, Vinzos, Suchiman.
Samanco	San Jacinto, San José.
Supe	Huayto, Paramonga, San Nicolas, Carretería.
Huacho	Andahuasi, El Ingenio.
Chancay	Palpa, Huando.
Ancon	Caudivilla, Chuquitanta, Infantas, Huachipa Neveria, Naranjal, Chacra-Cerro, Chacra-Grande.
Cerro Azul	Santa Barbara, Arana. (Source [16] lists the following in this area: Hac. Santa Barbara, Hac. Montalvan, Hac. Casa Blanca, Hac. La Huaca, Hac. La Quebrada, Hac. San Fransisco.)
Callao	Monte Rico, La Molina, La Estrella, Caraponga, San Juan, La Villa.
Tambo de Mora	San Jose de Chinchu, Laran.
Pisco	Caucato.
Chala	Chocavento.
Arica	Tomasiri.”

[*Relating to the sugar industry in Peru*, Thomas F. Sedgwick, Trujillo, 1905].

14.1 3' 6" gauge railways

Listed from north to south

14.1.1 *Hacienda Casa Grande*

Región de La Libertad

Background

3' 6" gauge. A system of hacienda railways in the Chicama Valley was initiated by Gildemeister & Co. in 1898. The first of these was a 3' 0" gauge line from The route from Chicama to Pampas came first and was later extended to Hual. This was a 3' 0" gauge railway with an eventual length of 35 km. or so.

However, Gildemeister also constructed some 3' 6" lines near Casa Grande mill. This seems to have been a small network with just two engines.

"In 1920, a 28 km. line was constructed from Casa Grande to Puerto Chicama (Malabrigo). Sources disagree on whether the gauge of this extension was 3' 0" or 3' 6", but eventually all of the track was regauged to 3' 0". Other names involved in this operation were Gildemeister & Co., the Empresa del Muelle y Ferrocarril de Chicama, Ltda., and the Empresa Agrícola Chicama. By 1953, this system had a total length of 196 km. and was known as the Cooperativa Agrícola Casa Grande. The railway closed about 1970, but the pier and a short length of track at Puerto Chicama were taken over by *ENaPu* (*Empresa Nacional de Puertos SA*) and remained in use until at least 2004. Locos were apparently taken over from other Chicama Valley sites, such as Hacienda Zauzal, Hacienda Pampas, Hacienda Roma, etc." [Quote from AC's list]

2-4-0 d/w 40", cyls. 11x18", built by VIW in 1905

Ordered for *Hacienda Casa Grande*, Peru.

? w/n 655

2-4-0 d/w ?, cyls. ?, built by Borsig in 1911

Ordered via Gildemeister of Bremen for Peru.

? w/n 7845 [AC/RH] say later converted to 3' 0" gauge and numbered 1.

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

Ordered for ? This loco is known solely from the photo below. The gauge has not been confirmed but would appear to have been fairly wide, and thus the photo is displayed here rather than in the 3' 0" gauge section.

7 w/n ?



This image is archived at <http://repositorio.pucp.edu.pe/index/handle/123456789/33332>
It appears to show a 4-4-0 on a fairly wide gauge, derailed by a collision with a cow. The tender bears the inscription 'HDA. CASA GRANDE'. The domes suggest that the engine might well have been a Baldwin. In this case the absence of a cow-catcher/pilot would appear to have brought its just reward. The smokebox plate appears to carry the number 7.

14.1.2 *Hacienda San Jacinto and Hacienda San José*

Región de Ancash

1880s- 1916

El FC Samanco á Hacienda San Jacinto

(British Sugar Co.)

1916-1962

Background

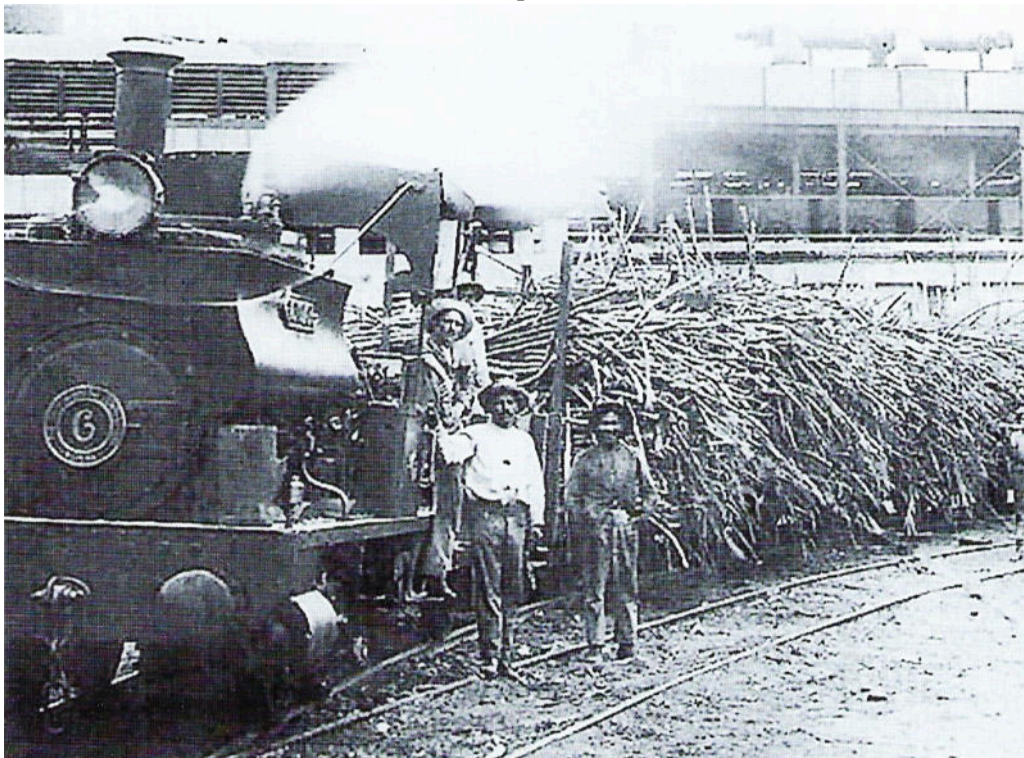
3' 6" gauge. At San Jacinto in the Nepeña valley. The *FC Samanco a Hacienda San Jacinto* originated from separate 3' 6" gauge railways at *Hacienda San Jacinto* and *Hacienda San José*. The British Sugar Co. owned the San Jacinto estate, and when it also purchased San José the rail system was extended to a port at Puerto Samanco by 1920. However, floods in 1925 resulted in the port silting up, so eventually a new port was created at Besique further north. Accessing the new port required a railway extension via a new tunnel.

The railway apparently passed through the hands of the *Sociedad Agrícola Nepeña Ltda. (SANL)* from 1920; then the *Negociación Azucarera Nepeña, S.A. (NANSA)* from 1947, and from 1968 the *Co-operativa Azucarera San Jacinto Ltda.* Most of the system closed in 1959, and the remainder in 1962.

0-4-0ST d/w ?, cyls. 10x?"; built by Barclay & Co. in 1879 and 1883

Some sources say the first one was built for a Lanarkshire colliery in Scotland and resold. Barclay data has it built for Morrison & Mason, Glasgow, for *Hacienda San Jacinto*. Named '**VIRGINIA**', the name of Henry Swayne's wife. Second one built for James Harrison, Airdrie, for *Hacienda San Jacinto*. Barclay & Co. no. 268 of 1880 was also for Peru via W. & J. Lockett but destination not known. A substantial number of locos by Barclay & Co. carried ogee saddle tanks, but this has not been confirmed for these particular engines.

? ' VIRGINIA '	w/n 261	Later renamed ' MOTOCACHI ' and renumbered 6. Parts supplied by AB in 1906. Ogee tank. Out of service by 1949. Sold for scrap.
? ' QUISQUE '	w/n 302	Later converted to 0-4-2ST. Parts supplied by AB in 1927. Out of service by 1949, sold for scrap.



Andrew Barclay 0-4-0ST no. 6 '**VIRGINIA**' later '**MOTOCACHI**'. Photo

0-6-0ST d/w ?, cyls. 10½x18", built by Fowler in 1894

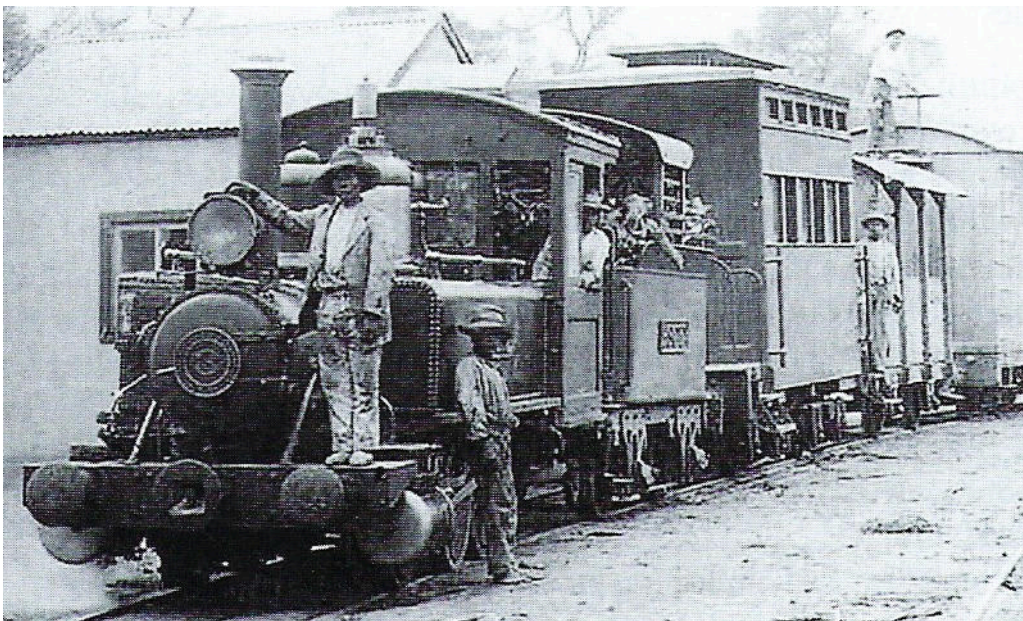
Ordered by W. & J. Lockett, Liverpool for *Hacienda San Jacinto*.

? 'SAN JACINTO' w/n 7025 Tender supplied as JF c/n 17739 in Feb.1928, and new boilers in April 1910 (JF c/n 12344) and again in Feb. 1928 (JF c/n 17740), together with a new saddle tank. Offered for sale 1962, understood sold for scrap.

0-6-0TT d/w 30", cyls. 10x16", built by Baldwin in 1911

Ordered 6-14-1911, Baldwin sales order no. 9060 by *Banco del Peru y Londres* for *Hacienda San José* as no. 2, Santa Province, Peru. Cost £1,115.1.6. Date of trial 8-18-1911. Later sold to Hacienda San Jacinto as their no. 3 'SAN JOSE'. BLW class 06-14D no. 45. Spec. is in vol. 39 p273. Built with Radley & Hunter stack. Brass plate on each side of cab and each side of tank to read: HACIENDA "SAN JOSÉ" No. 2. Erecting card drawings are 276-3AX and 276-3X in DeGolyer Library collection.

2, later 3 'SAN JOSÉ' w/n 36797 Offered for sale 1962, probably sold for scrap.

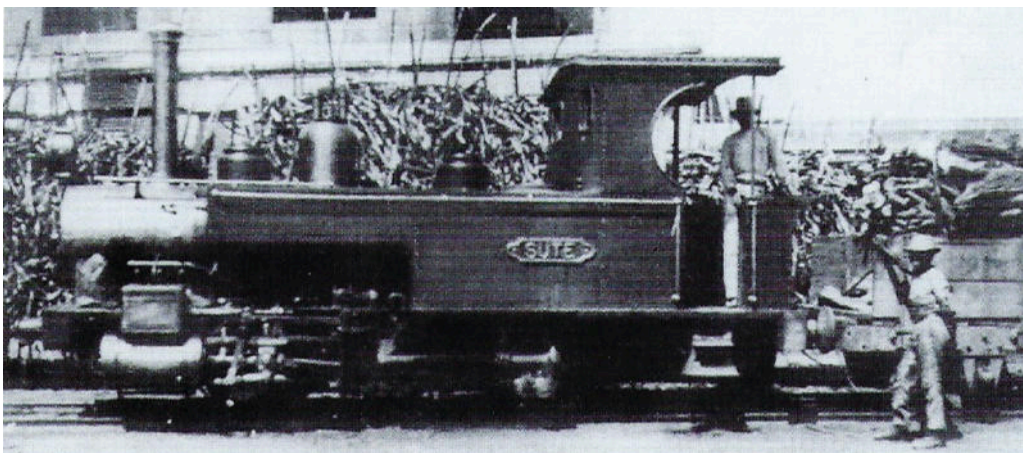


Hacienda San José no. 2 later Hacienda San Jacinto no. 3 'SAN JOSÉ'.

0-6-0T d/w ?, cyls. ?, built by Balfour Lyon in ?

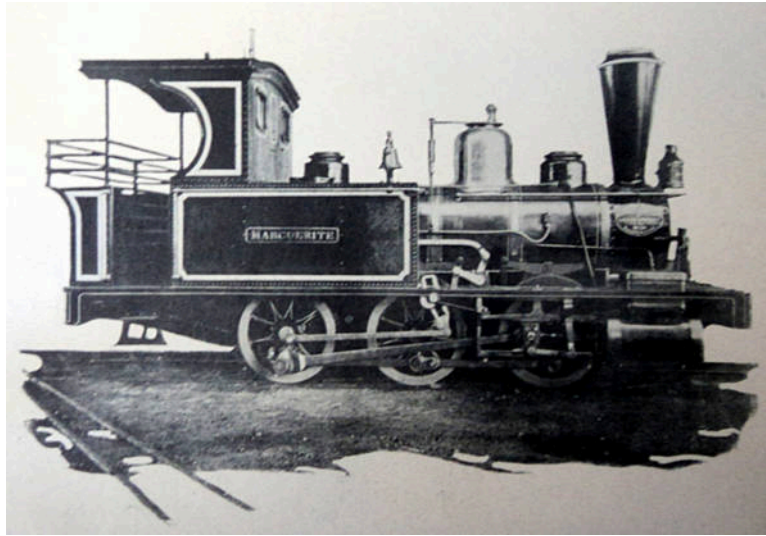
Built for *Hacienda San José* as no. 1 'SUTE', though a picture below shows it with 'MARGUERITE' nameplates.

? w/n ? Offered for sale 1962, Probably for scrap.

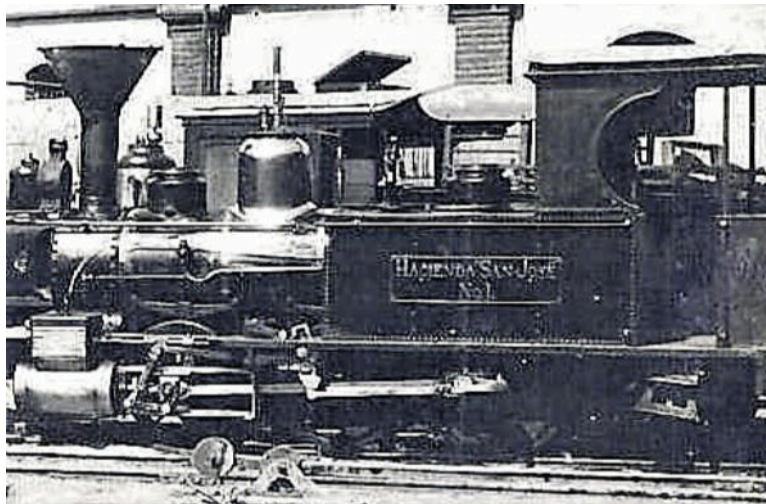


This is the only photo showing this loco with extended tanks and an extended smokebox, both features that suggest later modification,

but nevertheless the original name '**SUTE**' is carried.



A picture from a Balfour Lyon catalogue showing this engine with '**MARGUERITE**' name-plates, possibly a bit of artistic licence.

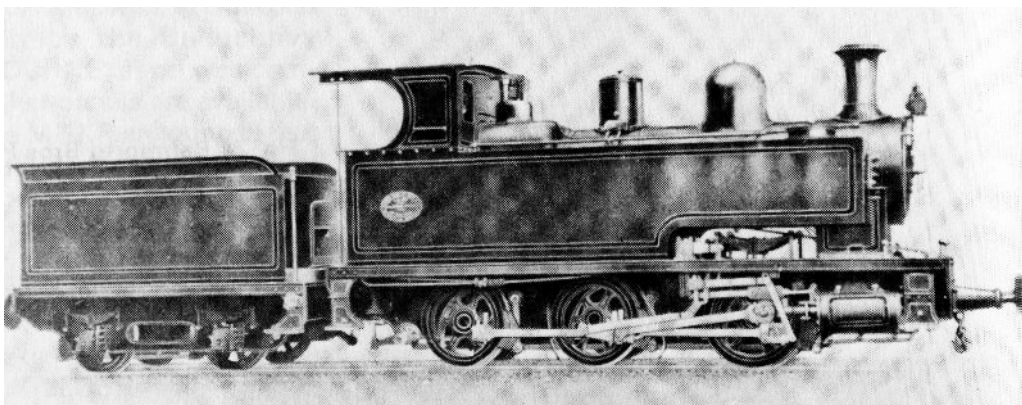


A later picture showing the engine in service bearing '**HACIENDA SAN JOSÉ No. 1**' plates.

0-6-0TT d/w 36", cyls. 11x18", built by Andrew Barclay in 1913

Built for W. & J. Lockett for *Hacienda San Jacinto*.

? '**HUACATAMBO**' w/n 1327 Offered for sale 1962, probably for scrap.



A photo of '**HUACATAMBO**', AB 1327, found in James W. Lowe's *British Steam Locomotive Builders*.

0-6-0T d/w ?, cyls. 11x18", built by Andrew Barclay in 1925

Built for W. & J. Lockett, London, EC2, for *Hacienda San Jacinto*.

? 'SAN GREGORIO' w/n 1868

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

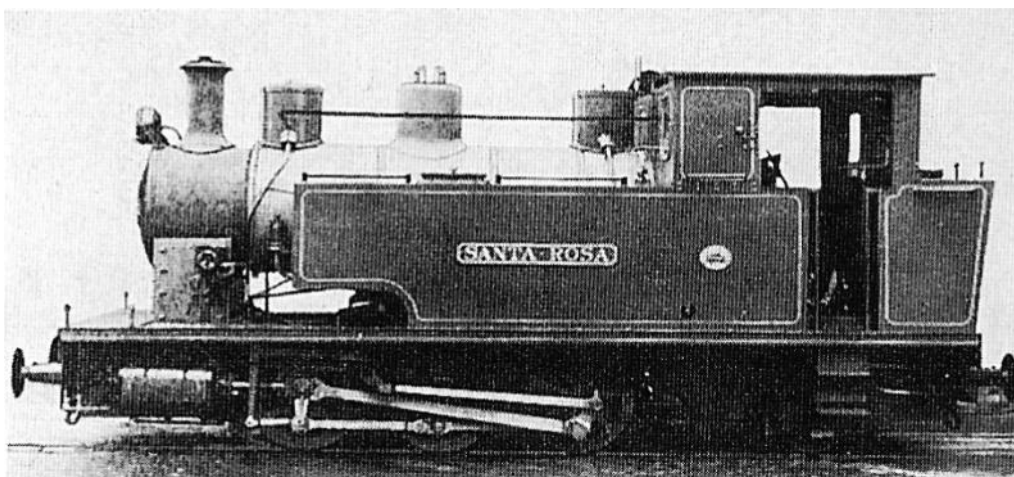
Acquired 1943 from *Hacienda Santa Barbara*, Canete.

? 'La CAPILLA' w/n ?

0-6-2TT d/w ?, cyls. 12½x18", built by Andrew Barclay in 1953

Built for W. & J. Lockett for *Hacienda San Jacinto*.

? 'SANTA ROSA' w/n 2330 Sold 1962 to *Hacienda Paramonga* retaining name 'SANTA ROSA'.



Andrew Barclay 2330 'SANTA ROSA', as seen in an AB advert from 1956.

Negoc. Azucarera Nepeña SA

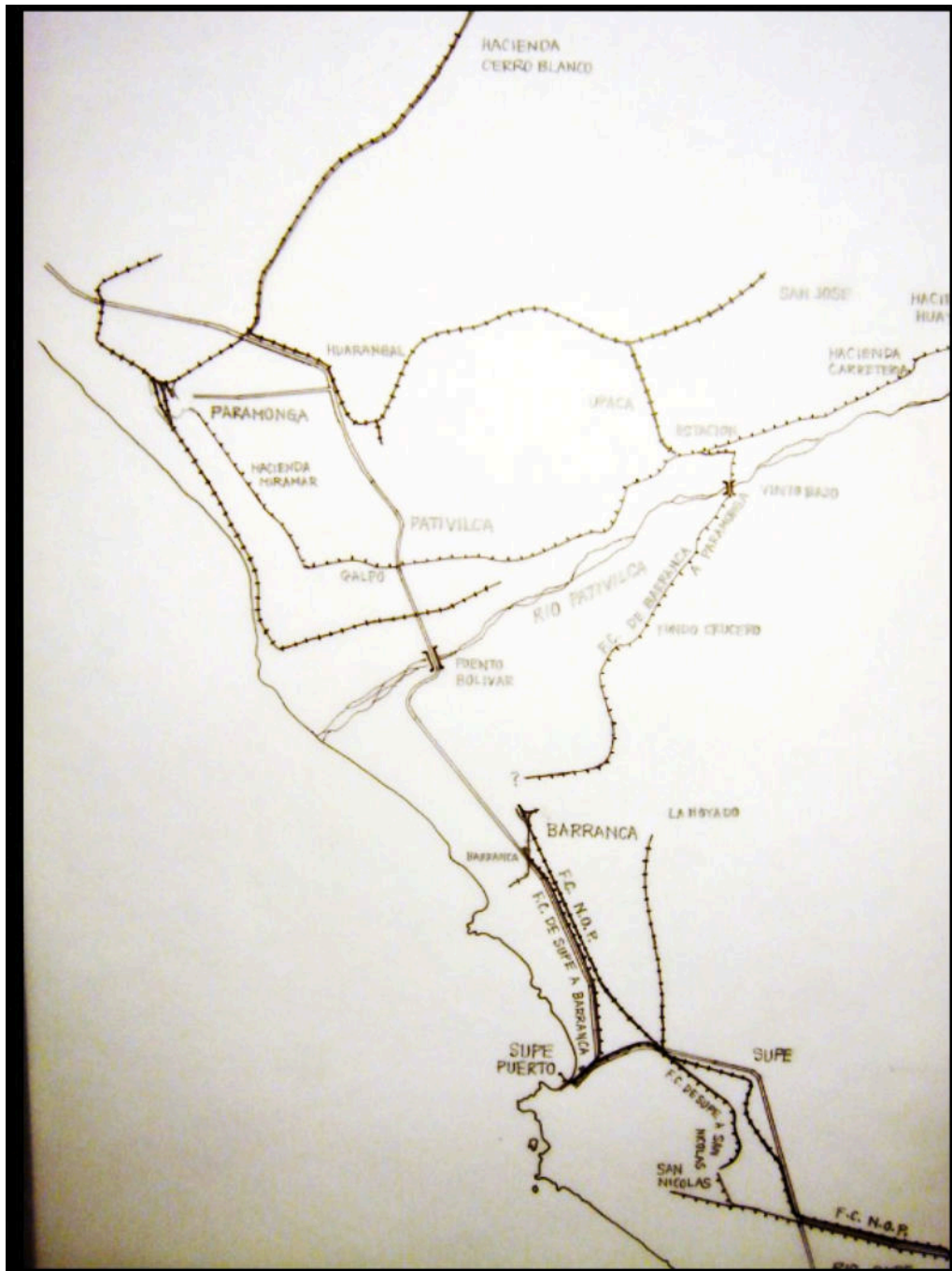
Background

3' 6" gauge. 45 km. from Samanco to Coscachi, with a 10 km branch to *Hacienda San Gregorio*. Partially destroyed by flooding in 1925 [2].

14.1.3 Hacienda Paramonga

Región de Lima

1903-1965?



Background

3' 6" gauge. The first sugar factory at Paramonga dated from 1874. The *Sociedad Agrícola Paramonga* built a 7.5-km. line and a bridge over the Pativilca River to the port of Supe, beginning in 1901.

The W. R. Grace Company took over Hacienda Paramonga in 1926 and developed new sugar products and even a paper mill.

The railway system closed sometime in the mid 1960s.

0-6-0STT d/w 33", cyls. 11x16", built by Baldwin in 1902

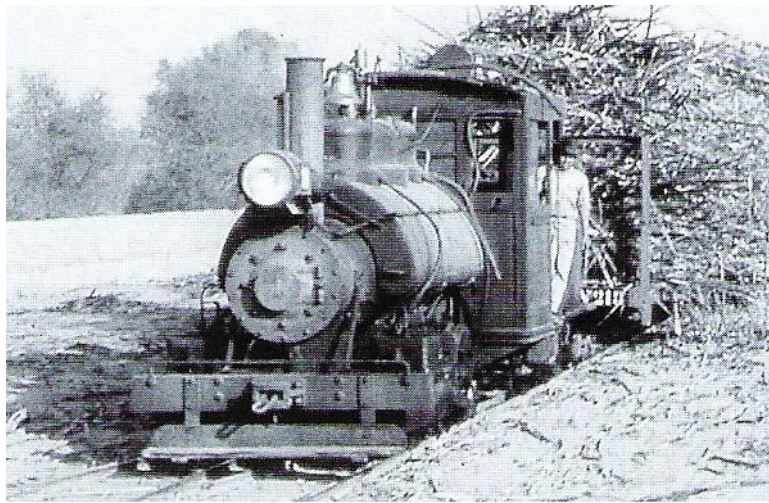
Ordered 6-26-1901 & 7-20-1901, Baldwin sales order no. 5159 by J. M. Caballos & Co. for *Hacienda Paramonga*. Cost \$4,635. Date of trial 3-24-1902. Later given the number 1. Four wheel tender added in Peru. BLW class 06-

16D no. 59. Spec. is in vol. 24 p232. Name on brass plate each side of loco. Radley & Hunter stack. Erecting card drawing is 466A-87 in DeGolyer Library collection.

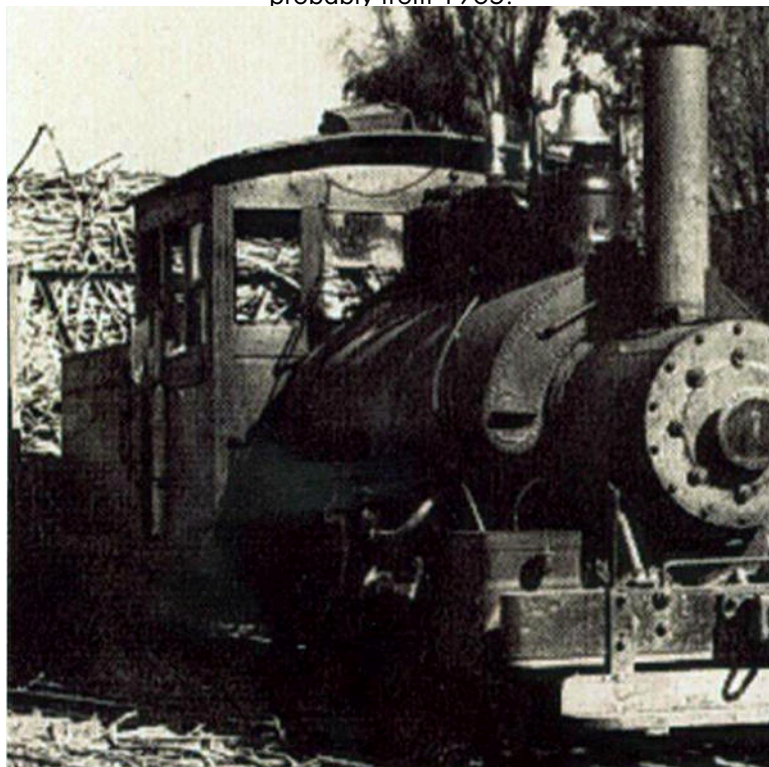
1 'ROSARIO' w/n 20234



This image is from Baldwin negative 01588 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



Hacienda Paramonga no. **1**. Photo by the late Bob Whetham, probably from 1965.



Loco no. **1** can be distinguished even in less than clear photos like this by the fact

that its cylinders and valve chests stand considerably higher above the buffer beam than those on nos. **2** and **3**. Also note the bell mounted on the front sand-dome.

0-6-0STT d/w 28", cyls. 9x14", built by Baldwin in 1912 and 1916

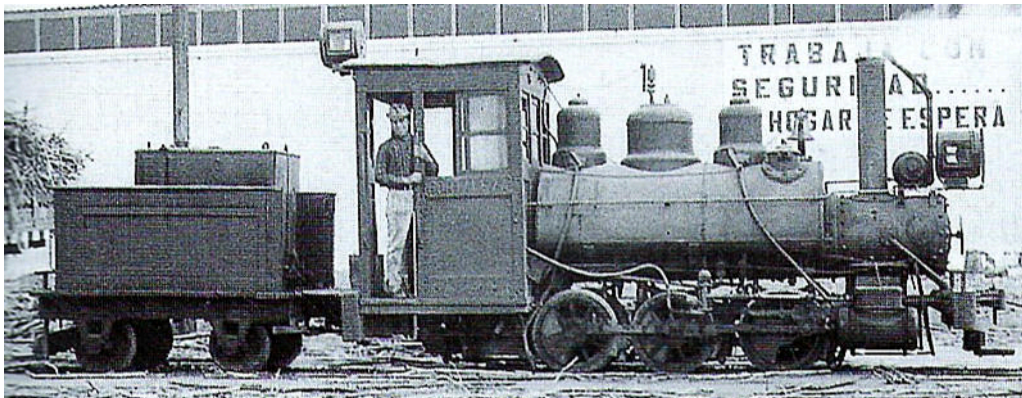
First one ordered 2-16-1912, Baldwin sales order no. 9200, by Amsinck & Co. for *Hacienda Paramonga*, Cost \$4,525. Date of trial 3-19-1912. Later given the number **2**. Four wheel tender added in Peru. Name on brass plate, no number, and Radley & Hunter stack. Second one ordered 5-9-1916, Baldwin sales order no. 10973 by G. Amsinck & Co. for *Hacienda Paramonga*. Cost \$4,580. Date of trial 7-19-1916. Name on bronze plates on either side of cab, and Radley & Hunter stack. Later given the number **3**. Four wheel tender added in Peru. BLW class 06-11D nos. 111 and 115. Specs. are in vols. 39 p279 and 54 p336. Erecting card drawing is 293-18X in DeGolyer Library collection.

2 'PARAMONGA' w/n 37601

3 'La FORTALEZA' w/n 43718



This image is from Baldwin negative 03854-1 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



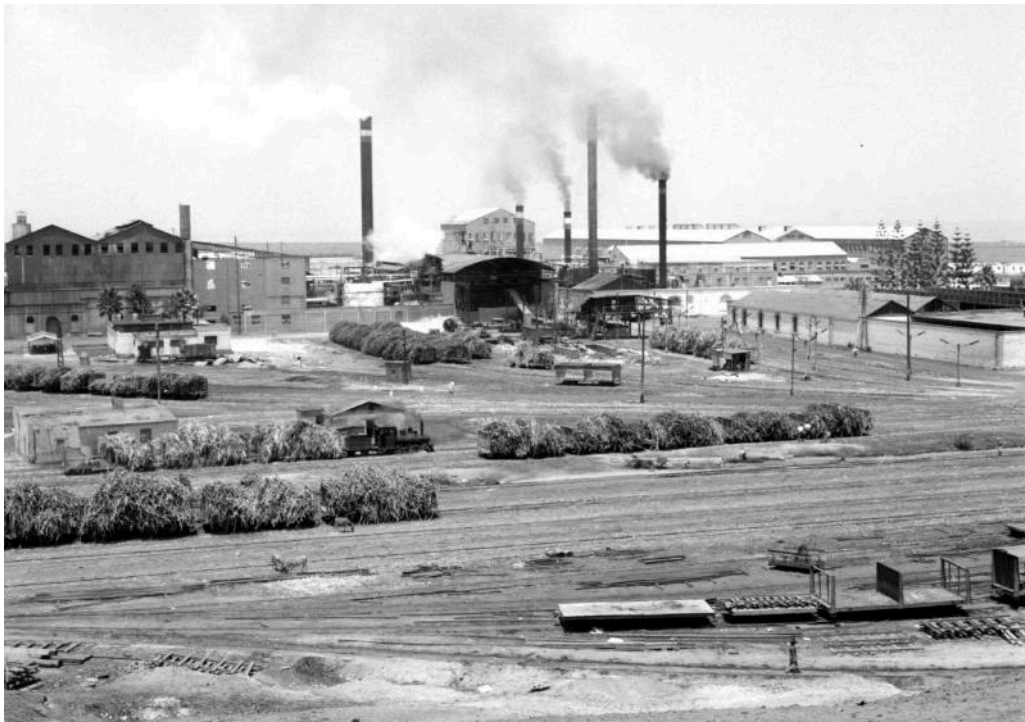
Hacienda Paramonga no. **3 'La FORTALEZA'**. Photo by the late Bob Whetham, probably from 1965.



This photo of no. **2** was taken in the late 1950s or early '60s if the striplights cantilevered from poles behind the engine are any guide. It also looks as though a tender has been attached to the loco, and the loss of the original Radley & Hunter stack might mean that oil was now the fuel. The steam dome also seems considerably lower, so maybe the loco had been reboilered.



The image above was extracted from the view of the Ingenio Paramonga yard below. These are from the same source as the previous photo and may well be showing the same loco no. **2**. The extract above clearly shows a tank in the 4-wheeled tender, which tends to confirm the surmise that the loco was now oil-fired. The image below is included here merely to show that Paramonga was a big operation which in its heyday would probably have had a very active fleet of engines.



Note that no. **3** in its final plinthed state still retains the relatively tall steam dome that it was built with, in contrast to no. **2**.

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

Ordered for ?

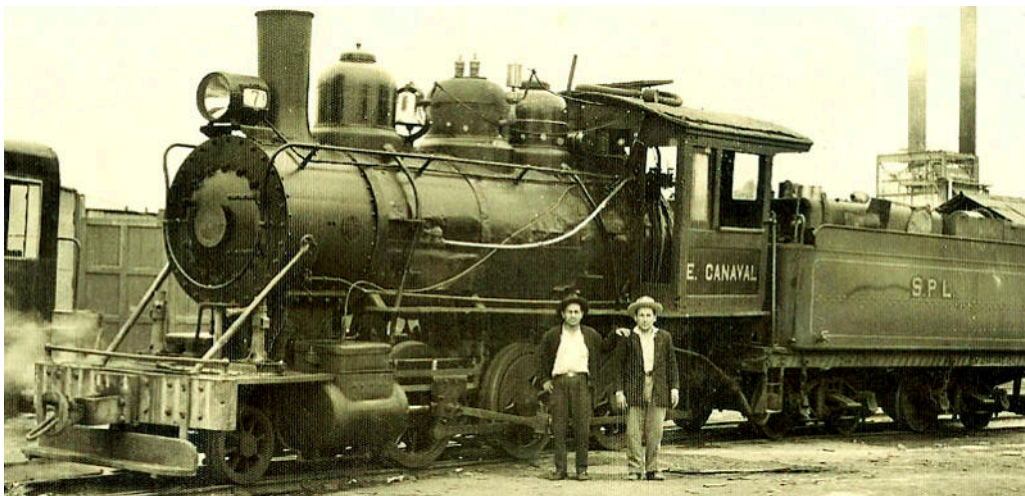
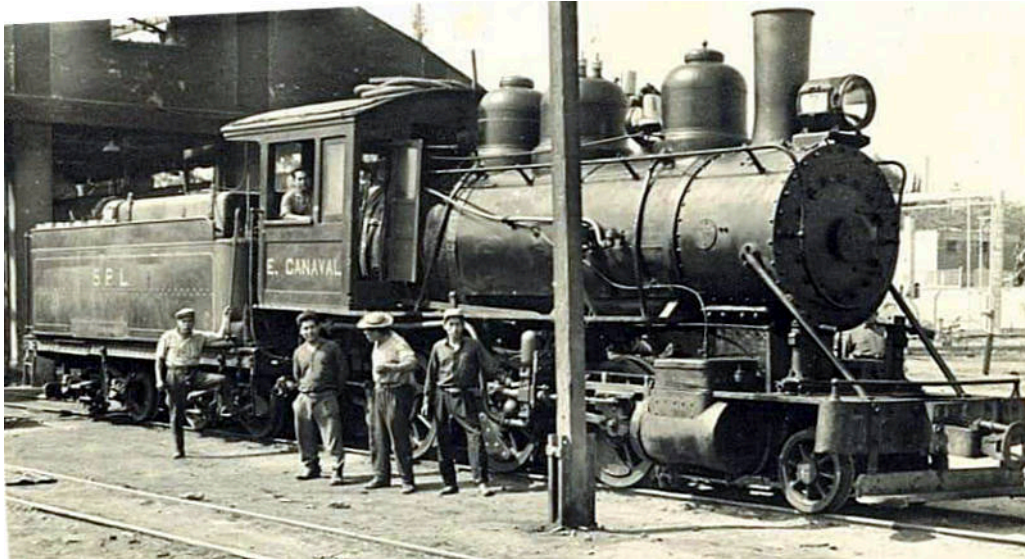
4

w/n ?

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1923

Ordered 5-19-1923, Baldwin sales order no. F-23020 for *Sociedad Agricola Paramonga, Ltda.* Cost \$22,240. Date of trial 9-19-1923. BLW class 08-24D no. 263. Spec. is in vol. 66 p175. Mark on tank sides 'SOCIEDAD AGRICOLA PARAMONGA LIMITADA'. Name painted on sides of cab. Cast iron straight stack. Eight wheel tender. As the photos show the later initials on the tender were 'S. P. L.'. The significance of these are as yet unknown, though the 'P.' was presumably 'PARAMONGA'.

5 'E. CANAVAL' w/n 57093



The fleet in 1925

Four locos were listed in [2], rather than the five given above. These four were:

One 0-6-0 of 18½ tons, with cylinders of 11x16".

Presumably no. 1.

Two 0-6-0s of 12 tons, with cylinders of 9x14".

Presumably nos. 2 and 3.

One 2-6-0 of 36½ tons, with cylinders of 15x20".

Presumably no. 5, though the cylinder size does not match.

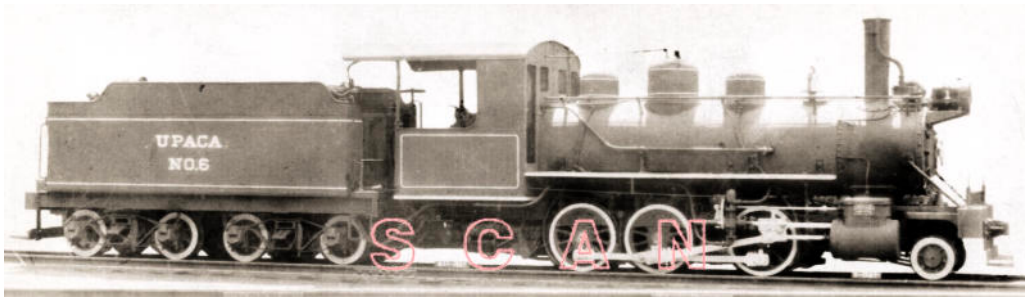
That leaves us puzzling over loco. no. 4, unless that was also a 2-6-0 and no. 5 had not yet arrived when the data was gathered.

2-6-0 d/w 24½", cyls. 13x18", built by ALCo Schenectady in 1927

Ordered on ALCo o/n S-1597 by W. R. Grace & Co. for *Hacienda Paramonga*.

6 'UPACA'

w/n 67393



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

Ordered for ?

7 w/n ?

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

Ordered for ? Came here later?

8 'HUAYTO' w/n ?



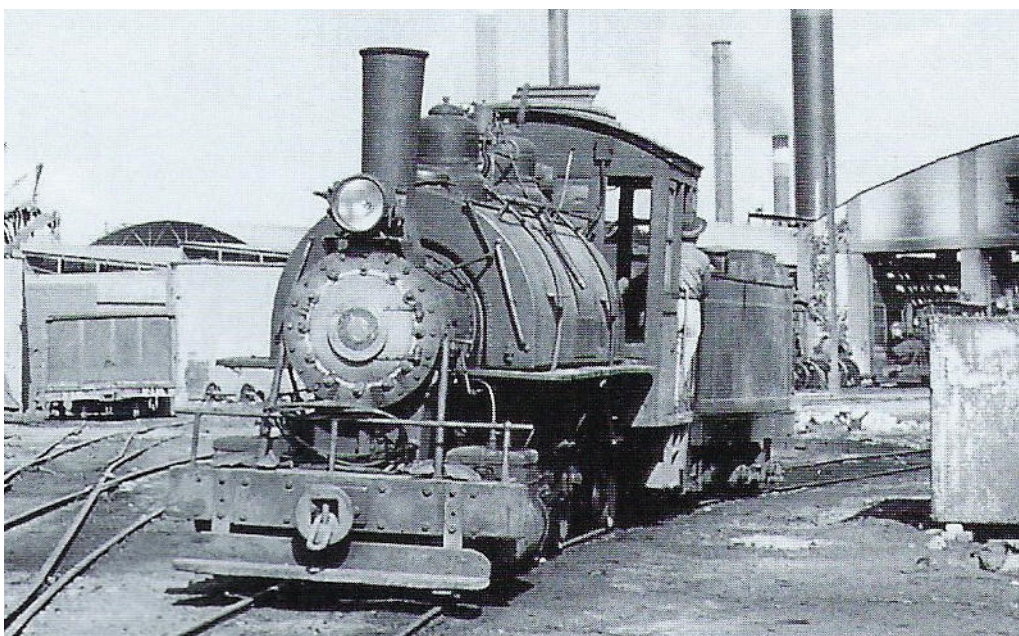
The 0-6-0STT on the left was clearly no. **3**, and the large Teutonic-looking tank engine on the right was possibly no. **8 'HUAYTO'**.

Nos. **9** and **10** were diesels.

0-6-2ST d/w 33", cyls. 12x16", built by Baldwin in 1924

Ordered 6-28-1924, Baldwin sales order F-24041 by *Sociedad Agricola Infantas y Caudavilla, Ltda.* for *Hacienda Infantas* as no. **6 'UNION'**, Lima province. Cost \$12,280. Date of trial 9-3-1924. Sold to Hacienda Paramonga as no. **6² 'HUAYTO'**. BLW class 08-18 1/3D no. 21. Spec. is in vol. 72 p98. Straight stack.

6² 'HUAYTO' w/n 58008



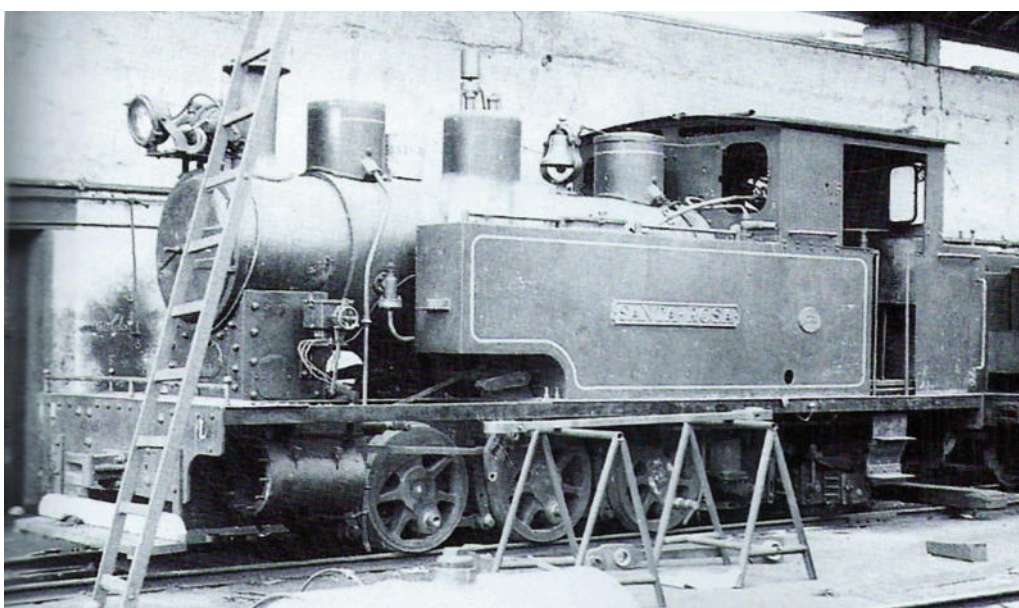
Hacienda Paramonga no. 62. Photo by Bob Whetham, probably from 1965.

[RW] reported that in 1950 there were seven steam locos, with one more later acquired second-hand from Nepeña.

0-6-2TT d/w ?, cyls. 12½x18", built by Andrew Barclay in 1953

Built for W. & J. Lockett for *Hacienda San Jacinto*, named 'SANTA ROSA'. Sold to *Hacienda Santa Rosa* 'SANTA ROSA'. This doesn't quite make sense. Was *Hacienda Paramonga* meant instead of *Hac. Santa Rosa*?

? 'SANTA ROSA' w/n 2330



Andrew Barclay no 2330, Hacienda Paramonga 'SANTA ROSA', as seen by the late Bob Whetham.

Closure of the rail system

The following adverts, offering for sale three diesels and seven steam locos, appeared in October 1966 after traffic had moved over entirely to road haulage.

Sociedad Paramonga Ltda. VENDE TRES LOCOMOTORAS DIESEL eléctricas DAVENPORT Iowa de 12, 25 y 30 toneladas respectivamente adaptables a trochas de 36" y 42". Ofertas: Teléfono 75000 anexo 174 Sr. Peter M. W. O'Brien	Sociedad Paramonga Ltda. Vende 171 vagones de ferrocarril con un peso promedio de 5 Tons. por vagón y que arrojan un total aproximado de 850 toneladas y 7 locomotoras a vapor con un peso aproximado de 350 toneladas. Ofertas: Teléfono 75000 anexo 174 Sr. Peter M. W. O'Brien
---	--

14.1.4 *El FC de Supé á San Nicolas and associated haciendas*

Región de Lima

1899-????

Background

3' 6" gauge. The *FC Supé Barranca Alpas* obtained a concession to build a railway along this route, but was unable to undertake the work. The *Sociedad Agrícola San Nicolas* then obtained permission in 1898 to build a private railway from Puerto Supé to the San Nicolas Estate. The work was initiated by Don Enrique Barreda and construction was completed in 1899, or possibly 1901. There was a dual gauge 60cm / 3' 6" gauge section for joint operation with the *FC Supé-Barranca-Alpas*.

The allocation of the locos below to this railway is largely speculation at present, though one of the two was certainly supplied to Supé and both were for 3' 6" gauge. This unusual 4-2-0ST layout was developed for the Swaynes at Cañete (see section 14.1.9) by Black Hawthorn in 1868. The aim was to be able to traverse extremely sharp curves in hacienda yards.

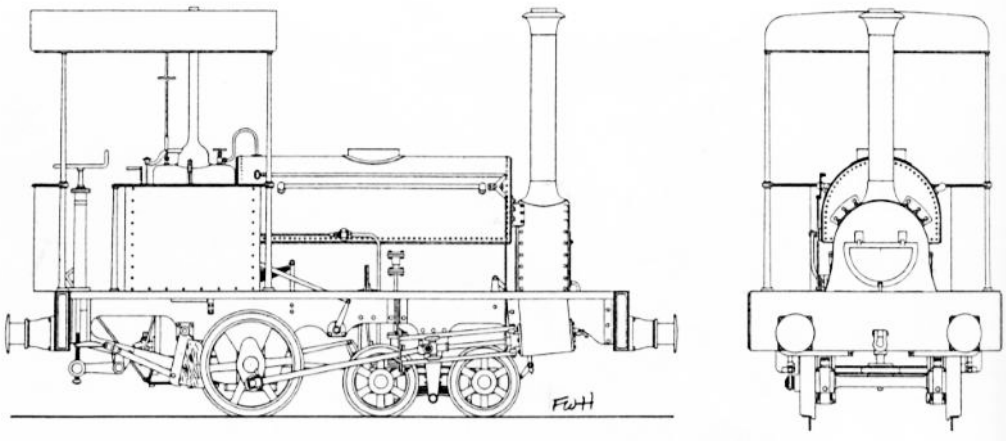
This suggests that there may have been some sort of 3' 6" gauge operation in this area rather earlier than the above notes suggest.

4-2-0ST d/w 30", cyls. 5¼x11", built by Manning Wardle in 1868

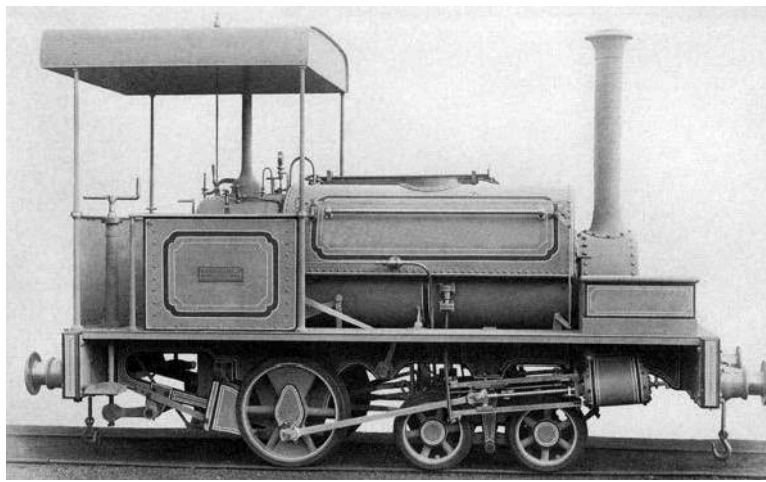
Ordered via E. Woods for unknown customer, possibly near Callao. 3' 6" gauge. Some commentators have suggested that this loco went to the *FC Lima a la Magdalena* (see section 14.1.7), but this seems unlikely as that railway began with three Corpet 0-4-2Ts built in 1872 and they continued to comprise the whole fleet in 1888. See note re the next unknown engine on this page being for a customer at Supé.

?

w/n 246



Fred Harman's drawings of this loco, as displayed in his book
Locomotives built by Manning Wardle & Co. vol. 1.



4-2-0T d/w 31", cyls. 6x12", built by Black Hawthorn in 1891

Ordered via Enrique Ayulo & Co. of Paris for Supé, Peru. 3' 6" gauge. One can't help wondering if this unusual wheel arrangement was for the same customer as the similar Manning Wardle illustrated above.

'ENRIQUETA'

w/n 1052

Other steam

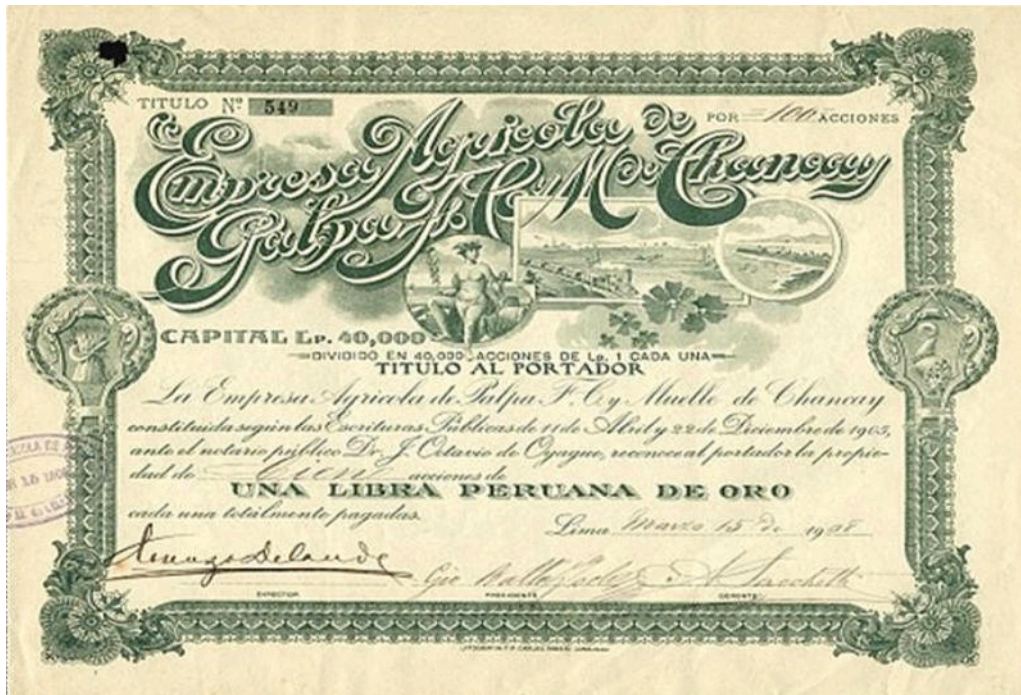


A pair of Fowler ploughing engines at Hacienda San Nicolas,
together with the appropriate balanced plough.

14.1.5 El FC Palpa á Chancay

Región de Lima

1875-1920s?



A share certificate for the Empresa Agrícola de Palpa, FC y Muelle de Chancay, as displayed on Sr. Elio Galessio's blog at <https://trenesdelperu.blogspot.com/>

Background

3' 6" gauge. Opened privately in 1875, later becoming the *FC y Muelle de Chancay*. For history see 1904 *anales* pages 503-506. Ran to *Hacienda Palpa*. 25km long. Two locos existed in 1904, the first in use, whilst the second was under repair. Everything was in a poor state in 1904. 29km. *La Empresa de Palpa y del FFCC y Muelle de Chancay*.

Closed by 1927, with tracks removed in 1940s?

? d/w ?, cyls. 12x24", built by ? in ?

A Huaral historical blog suggested that the first loco was a 2-4-0 by Robert Stephenson, but gave no source or evidence for this suggestion.

Ordered for ?

?

w/n ?

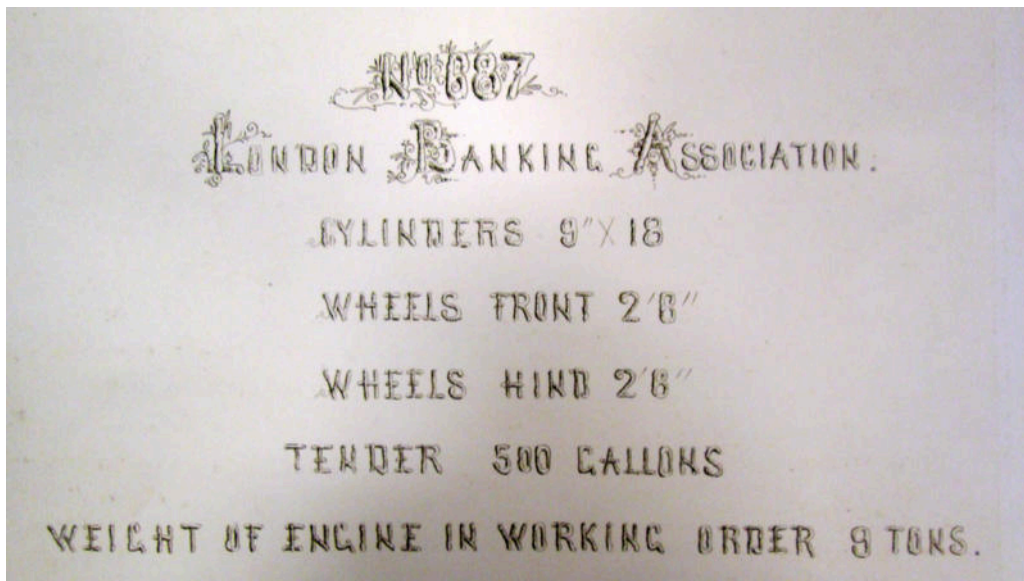
0-4-0 d/w 30", cyls. 9x18", built by Dübs in 1874

Ordered for ? [AC] says one of these was an 0-4-0 with a four-wheeled tender. The 1908 list shows 'PALPA' to be 5 tonnes heavier than the others, at 30 tonnes instead of 25, so that may have been the tender loco. The cylinders were given as 12x21" in the 1908 report, but that might be solely applicable to the 30 tonne loco. Three of these may well have been Dübs nos. 687-689, of which the first was named 'INÉS'. These were ordered via the London Banking Assoc, for Peru, and for 3' 6" gauge. Certainly the build date of 1874 matches the opening of this railway in 1875.

'RAYMONDI'	w/n ?	In service in 1908 list.
'PALPA'	w/n ?	In service in 1908 list.
'INÉS'	w/n ?	In service in 1908 list.
'JOSÉ PAYÁN'	w/n ?	In service in 1908 list.



A Dübs builders' photo of the first of the order for three engines, and the relevant caption page from the appropriate Dübs album.



One of the Dübs 0-4-0s shunts the mill yard.

The fleet in 1908

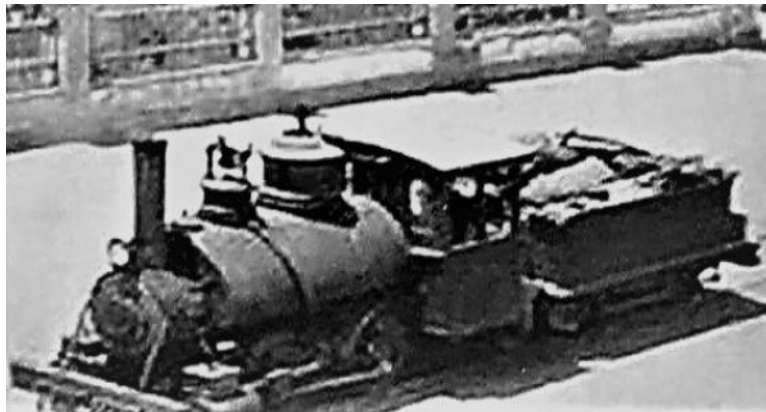
LOCOMOTORAS

1	"Raymondi"	— cilindros 12" × 21"		Peso 25,000 kilogramos
1	"Palpa"	"	"	30,000 "
1	"Inés"	"	"	25,000 "
1	"José Payán"	"	"	25,000 "

In 1909 the company apparently still owned the four locomotives, along with five passenger cars and 32 freight cars.

The fleet in 1925

Source [2] reported that this railway was not operating at that time, but recorded that there had been three locos in 1922.



This heavily cropped image appeared on Facebook with the caption "Tren de la hacienda Palpa, Huaral 1872". However, nothing more is known. The engine may well have been owned by the hacienda rather than by the railway company.



This photo supposedly shows a train between Huaral and Palpa in 1922. If true, then it looks as though the railway owned a German-built tank loco during its later years.

14.1.6 Ingenio Infantas

Región de Lima

Background

3' 6" gauge. and 2' 0" gauge. Loco numbers were probably a later addition, with names alone being carried initially.

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

Ordered for ? Bob Whetham in *Locomotives International* issue 87 speculates that one of these might have been Manning Wardle 4-2-0ST no. 246. The other known 4-2-0STs for the Peruvian 3' 6" gauge, by Black Hawthorn, went to the *FC Cerro Azul á Cañete* (see section 14.1.9). Alternatively Yorkshire Engine 0-4-0STs nos. 210 and 211 supposedly came to a Peruvian 3' 6" gauge system in 1872.

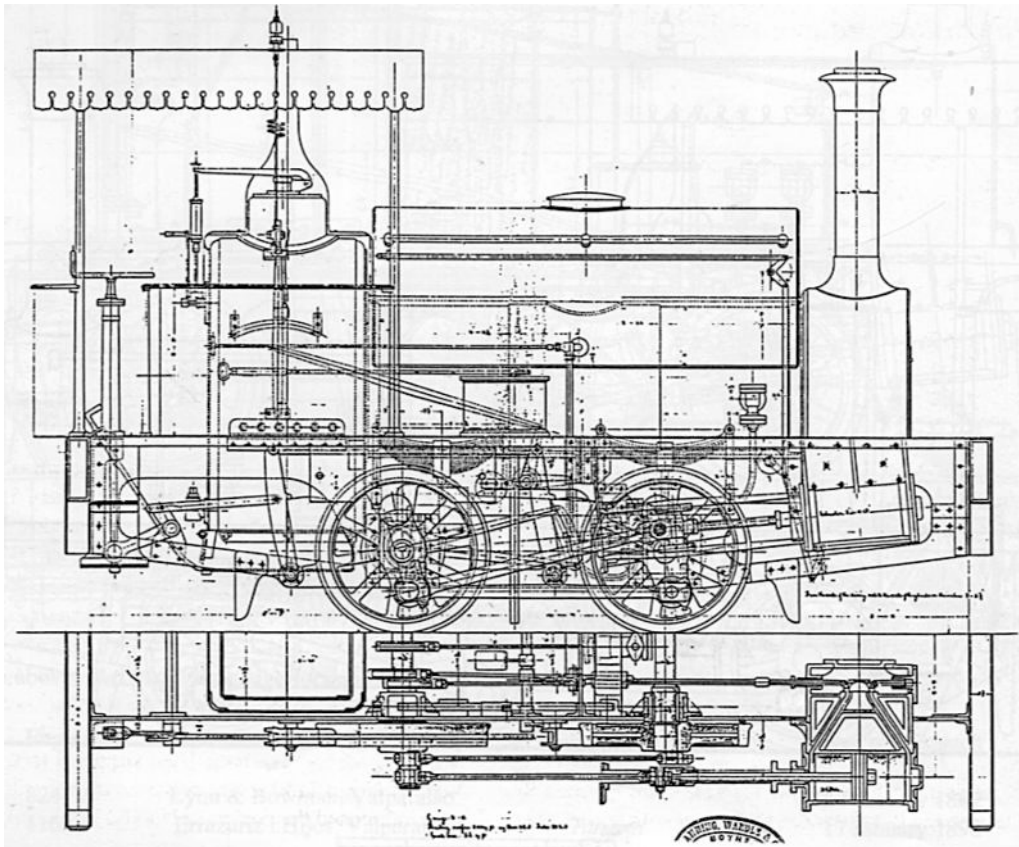
1 w/n ?

2 w/n ?

0-4-0ST d/w 36", cyls. 10x18", built by Manning Wardle in 1876

Ordered via J. G. Thurn for *Ingenio Infantas*.

3 'CAUDIVILLA' w/n 632



This drawing of Manning Wardle no. 632 is available in Fred Harman's
The Locomotives built by Manning Wardle & Co., volume 1 narrow gauge.

632 Gauge 3-6. This is a special 10" x 18" outside cylinder saddle tank engine, carried on four coupled wheels 10" x 18" 11" 00 3-6' dia. see tracing entered in old duplicate & general tracing book on page 174. Wrought iron eccentric straps with cast iron liners supplied Order N° 45526. - Sept 1899. A new set of tyres, Also valve spindles, & valve spindle sockets Eccentric rods, & axle boxes complete, also radius links & dies, supplied under Order N° 82181. see N° 8 duplicate book page 182. Nov 22nd 1921

0-4-OST d/w 31", cyls. 9½x14", built by Manning Wardle in 1884

Ordered via J. G. Thurn for Ingenio Infantas.

4 'PAMPA LIBRE' w/n 925

0-4-0
925 Gauge 3'-6". This is a special 9½x14" outside cylinder engine having all the
specialties as H^o 632, best iron wheels with Bessemer steel tyres 2" thick at the edge
21350 & 5" wide dia of wheels 2'7". The firebox & boiler is an alteration of Order H^o
4310. Boiler barrel 7'-8" long with copper tubes. Brake on driving wheels only.
Special crank pins. Brasses of driving rod ends made to keep dust out. Also splashers
fixed outside the wheels Eccentrics gun metal, with syphons cast on. Piston cast iron with
gunmetal rings. Slide valves gunmetal. Ash boxes cast iron with gunmetal bases.
Firebox shell has dome on it 9" high x 1'-2" inside dia & perforated plate at bottom of
dome to insure dry steam. Also a manhole on boiler barrel, near firebox shell. Capacity
of saddle tank 300 gallons. Driving spring has 15 plates, & one more than ordinary class E.
Leading spring 12 plates same as ordinary class E. Steam chest coaks same as 1150 class B.
This engine has fingered canopy Height of centre of buffers from rail 2'3". Distance from centre
to centre of buffer 4'-6". The following new drawings were made for this engine Tank
saddle tank boiler & footplating. Steam & exhaust pipes. Boiler mountings expansion
brackets. Slide bar & boiler brackets. Buffer beams. Frames. Brake details Crank
pins. Wheels. Reversing handle & quadrant, lever & rod end. Arrangement of steam chest
cock gear. Details of cock gear. Rail guards. Spring links & brackets for leading spring
trailing end. Ash pan. Cast iron bracket for steam chest cock gear. Ash wheel splashers.
Dome on firebox & manhole in boiler. Coupling & connecting rod braces for large ends.
Injector H^o 8th See drawing H^o 10322 for 10 plate driving spring Sept 19th 1899. Wrought
iron eccentric straps with cast iron liners supplied Order H^o 45526. Sept 1899.

Name PAMPA LIBRE

0-4-OSTT d/w 20", cyls. 6x10", built by Baldwin in 1920

Ordered via W. R. Grace & Co. for Peru. The identification of this engine is based on the photo below being captioned as at this location.

5

w/n 52846?



This photo supposedly showing an 0-4-OST at Ingenio Infantas was taken

by Robert H. Platt in 1930, and is from the AGSL photo archive at the University of Wisconsin Milwaukee. The front plate shows the Baldwin works number 52846 which was a 60cm gauge 0-4-0TT supplied to Peru via W. R. Grace & Co. in 1920.

0-6-2ST d/w 33", cyls. 12x16", built by Baldwin in 1924

Ordered 6-28-1924, Baldwin sales order no. F-24041 by *Sociedad Agricola Infantas y Caudaville, Ltda.* For *Hacienda Infantas* as no. 6. Named: 'UNION'. Cost \$12,280. Date of trial 9-3-1924. Later went to *Sociedad Agricola Paramonga* as their 6², at Barranca. Named there as 'HUAYTO'. [AC] BLW class 08-18 1/3D no. 21. Spec. is in vol. 72 p98. Straight stack.

6 'UNION' w/n 58008



This image is from Baldwin negative 09462 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

14.1.7 El FC de Lima á La Magdalena

Región de Lima

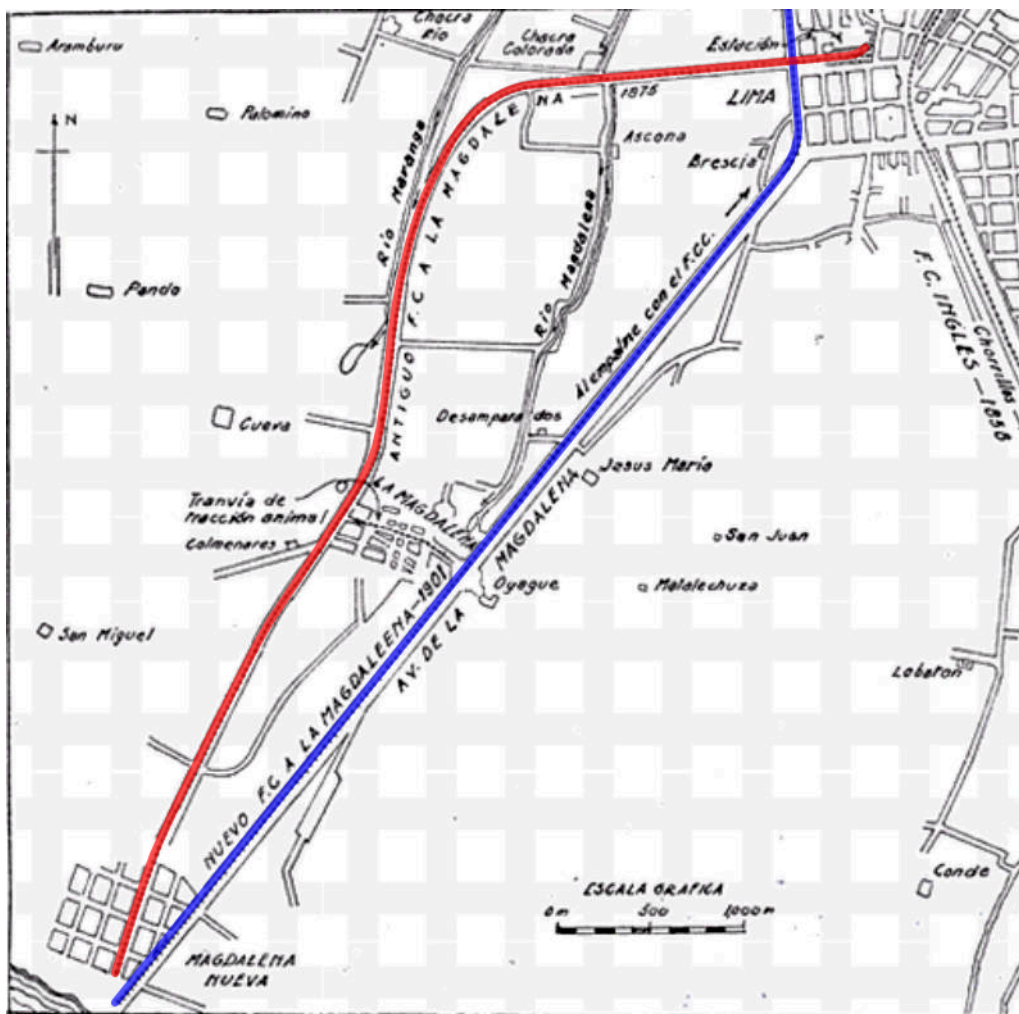
1873-1899

(Succeeded by a parallel standard gauge railway promoted by the *FCLCC*)

Background

3' 6" gauge, from Lima south-westward to Magdalena and on to the coast at Magdalena Nueva. Promoted by the engineer don Ricardo Rey y Basadre. Concession granted 1872 and railway opened in October 1873. Some years later, in the late 1880s, the company was struggling, and generally operating using animal power. The problems seemingly resulted from the War of the Pacific, and meant that steam power was apparently reserved for use on public holidays when demand was presumably very high. In the following decade there were government resolutions on this matter, including one in 1894 suspending the use of steam locos until they had been repaired, and another in 1898 ordering the reinstatement of locomotive power, but by 1899 the line seems to have totally ceased operation [1].

The replacement standard gauge route of the *FCLCC* down the Avenida de La Magdalena – opened in 1901 – was about 3.5 miles (6 km.) long, whilst the original route further west will have been a bit longer.



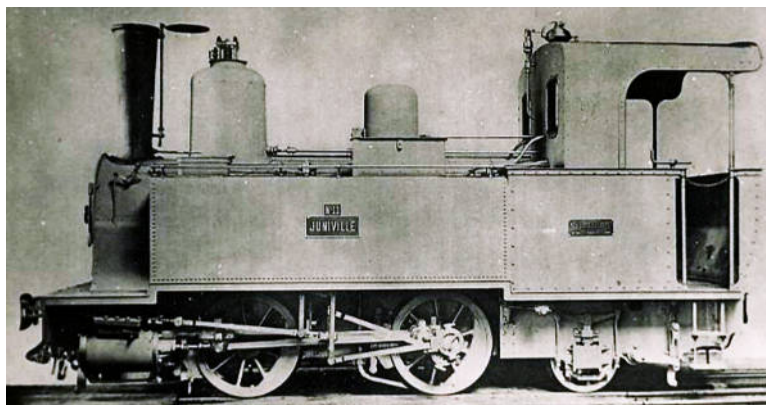
The original route is shown in red, whilst the replacement standard gauge branch of the *FCLCC* is in blue.

0-4-2T d/w ?, cyls. ?, built by L. Corpet in 1872

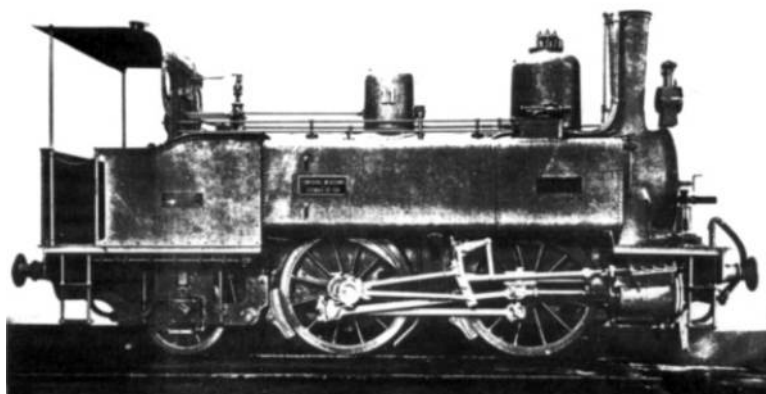
These three locomotives had been ordered via *Gustav Eiffel et Cie.* to an unknown customer in 1872-3, but very probably for Peru, Bolivia or Chile where Eiffel was active at the time. They supposedly bore the names 'CARMEN BASADRE del REY', 'EDUARDO' and 'EMILIO', two of which and the works numbers precisely match those men-

tioned in the 1888 report set out below, though the wheel arrangement differs slightly. The names are written more-or-less as such in Sébastien Jarne's Corpet Louvet list, though Jens Merte's list has a single one of the names as 'EDUARDO EMILIO'. The name Carmen Basadre del Rey was that of the sister of the railway's promotor, don Ricardo Rey y Basadre, though why her surname and matronymic surname should be written back-to-front on the loco plates is unknown. Carmen Rey y Basadre was apparently at the time a beautiful girl who became the wife of Francisco Garcia Calderón y Landa, briefly President of Peru in 1881. The loco name change mentioned below might have resulted from her husband falling from political favour later in his career.

'CARMEN BASADRE del REY'	Known as 'ANA MARÍA' by 1888: in service alternately with
w/n 173	'EDUARDO' . [11, 1888 p403]. Mentioned in 1898, see below.
'EDUARDO'	1888: in service alternately with 'ANA MARÍA' . [11, 1888 p403].
'EMILIO'	1888: " <i>esperando una reparación para poder tomar su turno en el servicio</i> ". [11, 1888 p403].



Corpet Louvet built very few 0-4-2Ts, in contrast to their many 0-6-0Ts. Here are two of them, though it is uncertain precisely how the engines at this location would have looked.



A report from 1888

FERROCARRIL DE LIMA A LA MAGDALENA.

Lima, 15 de Setiembre de 1888. Señor Director de Estadística y Obras Públicas. Señor Director: Comisionado por la orden del señor Ministro, con fecha 27 de Agosto último, para practicar un reconocimiento del estado en que se encuentra el Ferrocarril de Lima a la Magdalena, así como sobre su material rodante, me constituí en dicho ferrocarril y después de haber recorrido la línea suficientemente y examinado su material rodante y sus dependencias; tengo el honor de informar lo siguiente:

La vía.--El terreno por donde pasa el ferrocarril de Lima a la Magdalena, no ofrece dificultades algunas para un ferrocarril; los cortes pues y terraplenes de este son muy insignificantes y se encuentran en regular estado de conservación.

Los pequeños puentecitos sobre las acequias de irrigación tienen estribos sólidos de mampostería y dejan paso seguro a los trenes. Los rieles de la línea se hallan en la media vida de su existencia, necesitando cambiarse algunos de ellos.

Su colocación no ha sido esmerada desde el principio. Los cambios y cruzamientos funcionan bien. Los durmientes despues de descubiertos en varios puntos de la linea., se encontraron en regular estado de resistencia. La via en toda su longitud esta cercada con tapias, interrumpidas en algunos puntos para abrir el paso para el camino real, y en otros, por los mismos hacendados intencionalmente, para facilitar la comunicacion adentro de sus fundos. En otros puntos he encontrado terraplenes algo deteriorados y durmientes descalzados por el trafico de recuas de animales. A mi indicación, una cuadrilla de peones esta reparando actualmente estos puntos. Las estaciones. —La estación de Lima es de madera y puede considerarse como provisional. La segunda en la Magdalena Vieja construida con paredes de adobes sobre cimientos de piedra y ladrillos, con su ramada y techumbre de madera y planchas de fierro acanalados, con boletena y demas es de construction reciente, Por fin la tercera estación en la Magdalena del Mar de igual construcción que la antecedente, se encuentra inconclusa y algo abandonada. Seis garitas de madera techadas de calamina acanalada, sirven de deposito ó de alojamiento de vigilantes de la linea.

*El material rodante.—Las tres locomotoras que se encuentran en la linea a saber: **Ana Maria** N.º 173, **Eduardo** N.º 174 y **Emilio** N.º 175, todas son de la misma construcción de seis ruedas acopladas, con fogones de cobre y tubos de bronce. Las **Ana Maria** y **Emilio** en servicio alternado y la **Eduardo**, esperando una reparación para poder tomar su turno en el servicio. Aunque los registros de servicio de locomotoras no se han llevado, aunque lo exige el artículo 74 del Reglamento de los ferrocarriles del Peru, conocido sin embargo el movimiento de este ferrocarril y la época de su entrega al trafico público, se puede afirmar con aproximación, que cada una de ellas ha recorrido mas de 120.000 kilometros, y que por consiguiente se encuentran en el primer periodo de su vida, si se considera, lo que enseña la practica, que una locomotora bien cuidada y reparada en tiempo debido puede recorrer hasta un millon de kilómetros en su vida. Por lo demas, las locomotoras estan provistas de las herramientas correspondientes para su servicio. El material rodante consta ademas de un coche salon casi nuevo. Ocho coches de primera clase todos en estado de servicio. Cuatro id. de segunda clase en servicio. Dos bodegas para equipajes y carga. Cuatro carros de carga descubiertos. Cuatro carros de mano para pasajeros, contruidos recientemente. Dos carros cada uno con un tanque de fierro para el servicio de agua a los dos pueblos de Magdalena, agua que proviene de las filtraciones de la playa y que esta levantada por un ariete hidraulico que se encuentra funcionando. [11, 1888, p403?]*

Other locomotives?

There has been speculation about other locomotives for this railway. There are several possible 3' 6" gauge engines listed in section 14.9 which might have worked here. Amongst them is Manning Wardle 246 of 1868, a most unusual 4-2-0ST. However, Black Hawthorn 1052 of 1891, similarly a 4-2-0ST, is supposed to have been delivered to Supé slightly further north, so the Manning Wardle may also have been for that location. These unusual Peruvian 4-2-0Ts were originally designed for use on the extremely tight curves in sugar hacienda yards and were unlikely to have been needed on an almost straight street tramway. To me the railway's later struggles and eventual reliance on mule power suggest that there were no later steam acquisitions, but this is purely speculation at this stage.

An inspector's comments in 1898

Ing. A. Espinosa, reported critically about the railway in the *Anales* of that year, including the following notes relating to the locomotives: *El material rodante primitivo se compone de lo siguiente: 7 coches de I, clase y 4 de 2a. 1 bodega cerrada y un carro de equipaje; 3 carros de carga y dos marcos de dos coches quemados; 3 locomotoras, de las que dos estan en parte desarmadas. Todo se encuentra en muy mal estado y como único elemento de factoria para compos-turas, existe un taladro a mano y una fragua fija.* [11, 1898 p247-9].

This was followed up later that year by a more detailed report by Sr. F. Arancivia. Note the reference to to tender first running in the fifth paragraph, which might imply that the three locos possessed tenders rather than being tank engines, though alternatively it may merely be saying that the engines ran bunker first.

Senor Director:

*Luego que me impose del decreto de US. que antecede, me constitui en la estación del ferrocarril a la Magdalena, y procedi a probar el caldero de la maquina **Ana Maria**, con presión hidraulica. Como se me dijera que deseaban trabajar con la presión de seis atmósferas (noventa libras) lleve la presión hidraulica, dentro del caldero, hasta trece y*

cuarto atmósferas, lo que equivale a doscientas libras por pulgada cuadrada de los manómetros comunmente usados aqui. Mantuve esa presion durante un cuarto de hora, y no habiendose manifestado ningun accidente ni lesion alguna apreciable en ninguna parte, di por terminada la prueba y ordene que se me previniera cuando la maquina estuviera armada y renovados los siete tubos que faltaban al caldero.

Ayer lunes 21, se me aviso que la maquina podia ya funcionar y la 1 h. 45 m. de la tarde, subi a ella y partimos, en direccion a la Magdalena, arrastrando un convoy de cinco carros, tres de 1a clase, dos de 2a y un furgón de equipaje. Apenas habiamos andado medio kilometro cuando fue preciso detenernos, porque la via estaba ocupada por mas de cien reses, y tuvimos que esperar que acabaran de entrar a los potreros de Chacra Colorada para seguir la marcha. Hago mencion de este incidente, para apoyar en el el pedido de que se prohíba, en lo absoluto, el trafico de ganado por la via. La Empresa, por su parte, debe cerrar cuanta entrada haya del camino a la via, ya sea con adobones, ya con tranqueras de rieles viejos. Pero tambien, la policia rural debe prestar el apoyo, por su parte, cada vez que la Empresa lo solicite, para impedir ese trafico.

Siguiendo nuestro viaje de prueba, llegamos a Magdalena del Mar, en veinte minutos, descontando el tiempo de la parada. Es una velocidad de veinte kilometros por hora, ó de tres minutos por kilometro, que no conviene sobrepasar, ni de bajada ni de subida, sobre todo al principio del restablecimiento de la traction por locomotora.

Una vez en Magdalena del Mar, examine todo el mecanismo y lo encuentre en buen estado, no habiendose calentado ningún eje ni las guias der embolo.

Para emprender el regreso, ordene que la maquina fuera puesta a la cabeza del tren, operation que no pudo hacerse por que no habia linea de cambio. En lugar de ella se va a construir una V, que no solo permitira poner la locomotora a la cabeza del tren de regreso, sino tambien dar la vuelta a aquella para que no regrese con el tender adelante. Pero, por el momento, no hay ni cambio ni V, y preciso fue regresar empujando el tren, lo cual es inadmisibile como condition normal del trafico.—El use de la locomotora no debe, pues, permitirse sino cuando la V de cambio este terminada en Magdalena del mar.—En Magdalena vieja, un cambio completo es tambien indispensable, sino desde el primer momento, al menos dentro del primer mes trafico a vapor.

Durante el regreso, la locomotora tuvo un ligero accidente: una claveta o tuna de la chumacera de la biela, se aflojó y cayó. Luego se apercibio de ello el maquinista, y detuvo in marcha en menos de cuarenta metros. Se recogió la claveta, se la volvio a colocar y seguimos el viaje sin novedad, hasta la estacion de Lima. Accidentes de esta naturaleza, son frecuentes en material que se pone en use despues de muchos allos de inaction, y esta es una razón mas para limitar lo mas posible la velocidad.

El manometro funcionó siempre bien y la valvula de seguridad empezó a soplar luego que la presion pasó de las seis atmósferas en que se le ajustó cuando la prueba del caldero. Mientras nos detuvimos para reparar el accidente de que acabo de hablar, el manometro llevo a marcar siete atmosferas, apesar de estar funcionando las valvulas de escape; pero luego que volvimos a ponernos en marcha, se restableció la presión normal. [11, 1898 p250-2].

14.1.8 *El FC Cerro de Pasco*

Región de Pasco

1869-1881

Background

3' 6" gauge. This first railway was 11 km long. It was destroyed in 1881 by Letelier's expedition during the 1879 war. Elio Galeasio's blog states: *"El plano muestra el ferrocarril minero de Cerro de Pasco que fuera construido por particulares en 1869. No tenía comunicación con la costa. Los rieles y las dos locomotoras que poseía fueron trasladadas desde el puerto de Chancay a lomo de mula. Tenía como 11 km de largo y una trocha de 1.067 m. En 1881 durante la guerra de 1879 fue destruido por la expedición Letelier causando un reclamo de los dueños de origen norteamericano."*

0-6-0ST d/w 30", cyls. 12x17", built by Manning Wardle in 1869

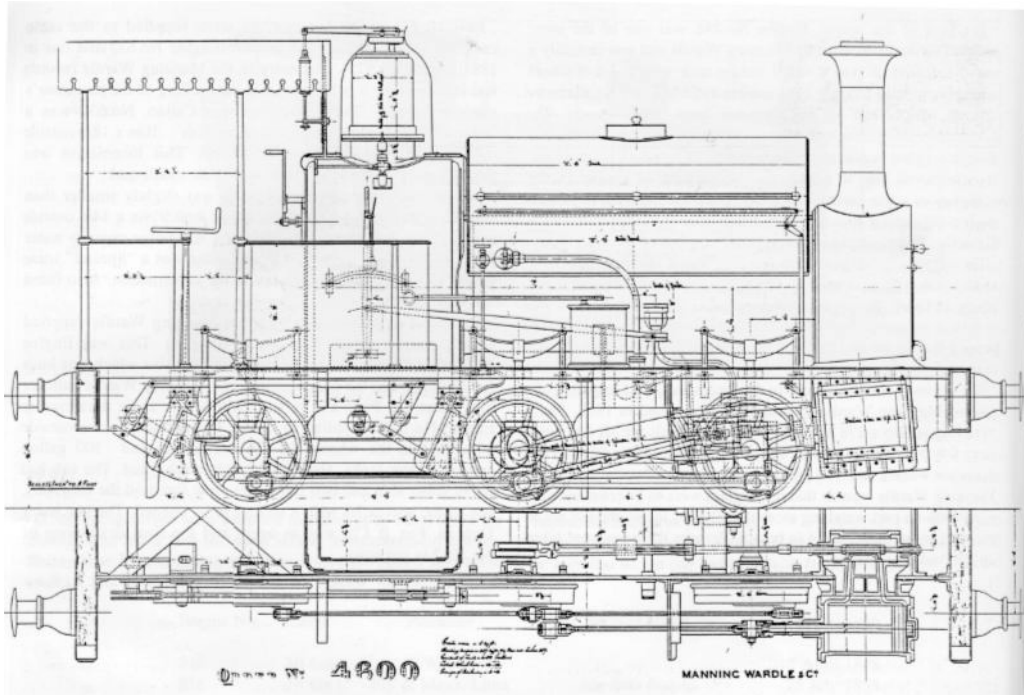
Ordered via Wyman Harrison for Cerro de Pasco railway; to be shipped in parts none of which were to weigh more than 300 lbs., presumably so they could be carried on mule-back to the site of the railway. An article in *Engineering*, 26th November 1869, stated "In our number for April 2nd, 1869, page 232, under the the heading of "Higher and Higher" we stated that "Mr. Thomas Harrison, one of the concessionaires of the Cerro de Pasco Railway of South America, has lately visited England. His line will have a summit 14,200 ft. above the sea, or nearly the elevation of Mont Blanc. Approaching from the sea in the direction of the line there are 36 miles of road through and over mountains and precipices, and along which only mules can travel. How are the locomotives to be carried over this road? Everything, it would seem, should be carried in pieces, the boiler separated from the firebox, the tubes in a fagot by themselves, &c. Some clever scheming will be required."

'The solution of this problem was entrusted to Messrs. Manning, Wardle and Co., of the Boyne Engine Works, Leeds, whose reputation as designers and builders of light locomotives for special purposes is well known. The line is 3 ft. 6 in. gauge, and is laid with flange rails of 45 lb. per yard, the radius of the sharpest curve is 800 ft., the steepest incline is 1 in 37, and greatest gross load about 80 tons, so that the duty to be performed by the engines was not so exceptional as the difficulty of transporting them for some 70 miles (not 36 as above) upon the backs of mules over the Cordilleras of the Andes mountains. The maximum weight allowed for any one piece or package was 300 lb., and no object was to exceed 7 ft. in length. The engines have outside cylinders 12 in. diameter, and are carried upon six wrought-iron coupled wheels with steel tyres; the tanks are of the "saddle" from resting upon the boiler barrels.

'As we expected, "some clever scheming" has been required to conform to the stipulated weights, of course the boilers, tanks, frames, and wheels, and in fact all heavy parts go out in pieces; for instance, the cylinders and steam chests, usually cast in one, are in this case made in five pieces, the frames are made in sections, and the wheels, tyres, and axles are all separate. Messrs. Manning, Wardle, and Co., have also constructed a fixed workshop engine, and boiler, together with a wheel lathe, drilling machine, lathes, blowing fan, and smiths' hearths and tools. In this case the maximum weight allowed was only 150 lb. for each package. This necessitated the fast headstock of the wheel lathe being made in no less than fourteen pieces, and yet these are so contrived that an ordinary observer would not notice anything special about it. A staff of boiler makers and fitters in charge of a leading erector have been engaged to go out to Peru to erect the engines on their arrival. So far as we know these are the first locomotive engines which have been sent out from this country in such small pieces. They have been entirely designed and built by Messrs. Manning, Wardle, and Co., and have given every satisfaction to Mr. Edward Woods, the consulting engineer to the Cerro de Pasco Railway."

1? w/n 278

2? w/n 279



Manning Wardle side elevation and half plan of these two 0-6-0STs, via Fred Harman's Locomotives built by Manning Wardle & Co. vol. 1.

278	SPECIAL 3-6	This engine was constructed in parts none of the weighing more than 300 lbs., or measuring more than 7 feet in length. (tubes excepted). The cylinders were 12 dia", Stroke 17". (fixed outside the frames). Wheels wrought iron, 2-6 diameter. Overhead Canopy, supported on pillars. One pump & one injector.
279	3-6	Same as No 278.

A note from the Manning Wardle archives mentioning the requirement for no part to weigh more than 300lbs.

14.1.9 *El FC Cerro Azul á Cañete*

Región de Ica

187??

Background

3' 6" gauge. One line completed 1872 by Don Juan Miguel Montero, 10km. Probably from Haciendas La Quebrada and Casa Blanca. In 1925 this was owned by the Testamenteria Justo Bornochea. Another parallel line was built by J. M. Montero in 1870; later owned by Soc. Agric. Santa Barbara Ltda., 26 km in total. One may have been of 3' 0" gauge. A Henry Swayne was also involved, and his Hacienda La Huaca.

Originally may have been owned by the Soc. Agric. de Santa Barbara, but by 1900 everything was owned by the British Sugar Co, which then sold the railway in 1920. There is a lot of detail about this railway and the businesses that owned it in the paper *The Lockett Story* by Russell Wear [16].

Total length was 35 km. AC breaks this down as.

Main Lines		Branch Lines	
Cerro Azul to Santa Barbara	6 km.	Casa Blanca	6 km.
Santa Barbara to San Vicente	10 km.	La Quebrada	8 km.
Connecting lines (not explained)			5 km.



A sketch map of the Cañete area haciendas by Stafford Powell, sourced from Russell Wear's paper *The Lockett Story* [16].

4-2-0ST d/w 30", cyls. 6x12", built by Black Hawthorn in 1868

Ordered via W. & J. Lockett, for Swaynes.

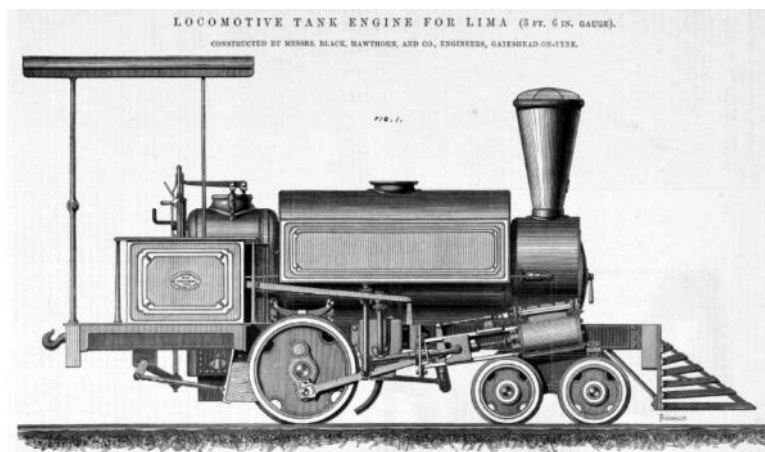
? w/n 45

? w/n 46

Russell Wear [16] quotes the journal *Engineering* from May 1st 1868. The second paragraph explains why such an unusual design was chosen:

“These engines ...are to be employed on the railway connecting the port of Cerro Azul and the sugar estates of Lima [sic]. The principal traffic consists of goods requiring to be conveyed inland from the above mentioned port, and the carrying of the sugar cane from the plantations to the various sugar mills. This traffic has hitherto been conducted in the most primitive manner by means of mules and oxen, and by long and tedious routes. The railway is of the 3ft 6in gauge, the rails being composed of flat bars of iron laid upon longitudinal wood sleepers. The principal dimensions of these engines are as follows: cylinders 6in diameter, 12in stroke; driving wheels 2ft 6in and bogie wheels 1ft 6in diameter: all are cast iron disc wheels. The distance from the axle to the bogie pin is 5ft 9in and the centres of the bogie wheels 2ft. The boiler is 2ft 2in diameter and 5ft 6in long, and contains thirty-one brass tubes 2in diameter. The total heating surface of the boiler is 110.25 square feet, and ample grate area is provided. The frames are 7in deep by ½in thick. The tank has a capacity of 150 gallons.

The peculiarities of these locomotives are their special adaption to the tramway and the country through which it passes, the curves being exceedingly sharp, many of them not more than 100ft radius. A spark arrester is provided in order to prevent setting fire to the neighbouring cane plantations. The engine is also furnished with a cow-catcher and the ashpan is arranged so that hot fuel cannot be dropped on the track. Owing to the sharp curves before named a bogie could not be dispensed with, although the engine is a very short one. It is intended to use coke and bituminous coal for fuel.”



This image also appeared in *Engineering* in 1868, and again was kindly provided by Russell Wear [16].

0-4-0ST d/w ?, cyls. ?, built by Barclay & Co. of Kilmarnock in 1880

NB Not by Andrew Barclay. These three definitely for the *Hacienda San Jacinto* ordered via W. & J. Lockett for Peru. Those engines were for 3' 6" gauge.

? w/n ?

? w/n ?

? w/n 268 9" cyls. Spare supplied by Andrew Barclay in 1894.

The above comes from a Barclay & Co. list in *The Industrial Locomotive* issue 98 in 2000, where there is also a note to the effect that *The Kilmarnock Standard* for 31st July 1880 mentions that four locos had been built for Chile “the first three having been taken prisoner by the Chileans” (a war being in progress) and a fourth was awaiting dispatch.



Two images, above and below, showing these Barclay & Co. locos in service. Note the second one in the background of the upper photo. Pics provided by courtesy of Russell Wear. Whilst these would appear to have ogee-shaped tanks, the upper image suggests that the flat top might be at least partly an illusion created by a rim fitted to hold in wood fuel. See also the different styles of chimneys and cabs. The nameplate seems to end in the letters 'ICA' and is of the right length for the full word to be 'AMERICA' or something similar.



0-4-0ST d/w 36", cyls. 9x18", built by Andrew Barclay in 1889

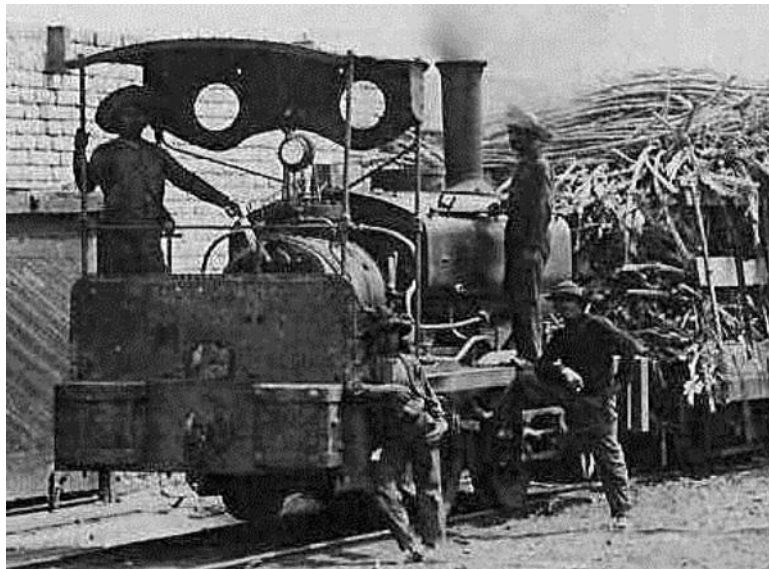
Ordered via W. & J. Lockett, Lima, Peru.

2

w/n 657



Whilst this image was found in a Peruvian website, Russell Wear's paper *The Lockett Story* [16] confirms that this was Andrew Barclay 657 as operating at the Hacienda Santa Barbara of the British Sugar Company.

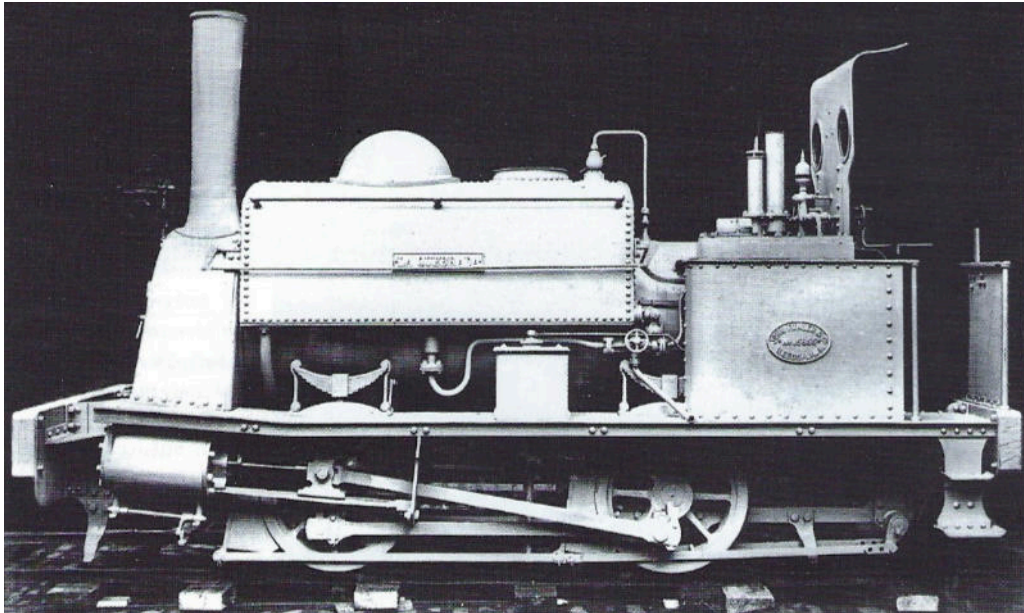


Another image of AB 657 kindly provided by Russell Wear [16] from the Wm & Jno Lockett collection.

0-4-0ST d/w ?, cyls. 10½x18", built by John Fowler in 1894

Ordered via W. & J. Lockett for Ayulo & Co. for Henry Swayne.

'La QUEBRADA' w/n 7025 Later at San Jacinto.



'La QUEBRADA'.

0-6-0ST d/w 30", cyls. 10x16", built by Andrew Barclay in 1917

Ordered via W. & J. Lockett, Liverpool, and AC says for British Sugar Co.

? w/n 1558

? w/n 1591 This loco went via W. & J. Lockett , London, and may have come here. AC clearly thinks so.

0-4-0ST d/w ?, cyls. 9x14", built by Fowler in 1921

Ordered via Ayulo & Co. for ? Built as oil-burner.

'La QUEBRADA' w/n 15855

0-6-0T d/w ?, cyls. ?, built by O&K in 1925

Ordered for *Hacienda Santa Barbara*. 180hp.

'CASA BLANCA' w/n 10630

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

Ordered for *Hacienda Santa Barbara*. 90hp.

'CERRO AZUL' w/n 11190

The fleet in 1925

"3 old English and two Koppel locomotives". These might well have been the Andrew Barclay, Fowler and O&K engines. It would be unsurprising if the Hawthorns were out of service by then. The main repair shop was located at Santa Barbara. Source [2] also reports separately on a Cerro Azul to San Vicente railway built by J. M. Montero, reinforcing the impression that there were two railways here. This second line is recorded as being of 3' 0" gauge (though it inaccurately said the same of the first Cerro Azul railway too), and having five locos in 1925.

2-6-2TT d/w ?, cyls. ?, built by Borsig in 1924

Ordered via Dunkelsberg & Pelný for Peru. AC says to *Hac. Paramonga* as no. 8 **'HUAYTO'** but does not make it clear whether this was before this location or after.

? w/n 11860

[AC] states that the railway was abandoned in 1943 except for a short length of track from the pier in Cerro Azul to a

warehouse which was operated by *ENaPu* until around 1991.

14.2 Metre gauge railways

Listed from north to south

14.2.1 *El FC Playa Chica á Huacho* *aka El FC de las Salinas de Huacho*

Región de Lima

1873-19??

Background

Metre gauge. This opened 1873 after don Miguel Ingunza and don Joaquin Quezada had been granted a concession to build a railway for steam or animal traction from salinas at Huacho to a port at Playa Chica. This was still in operation in 1908 but its later history is unknown.

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

Ordered for ?

?

w/n ?

14.2.3 El FC Tambo de Mora á Chíncha Alta

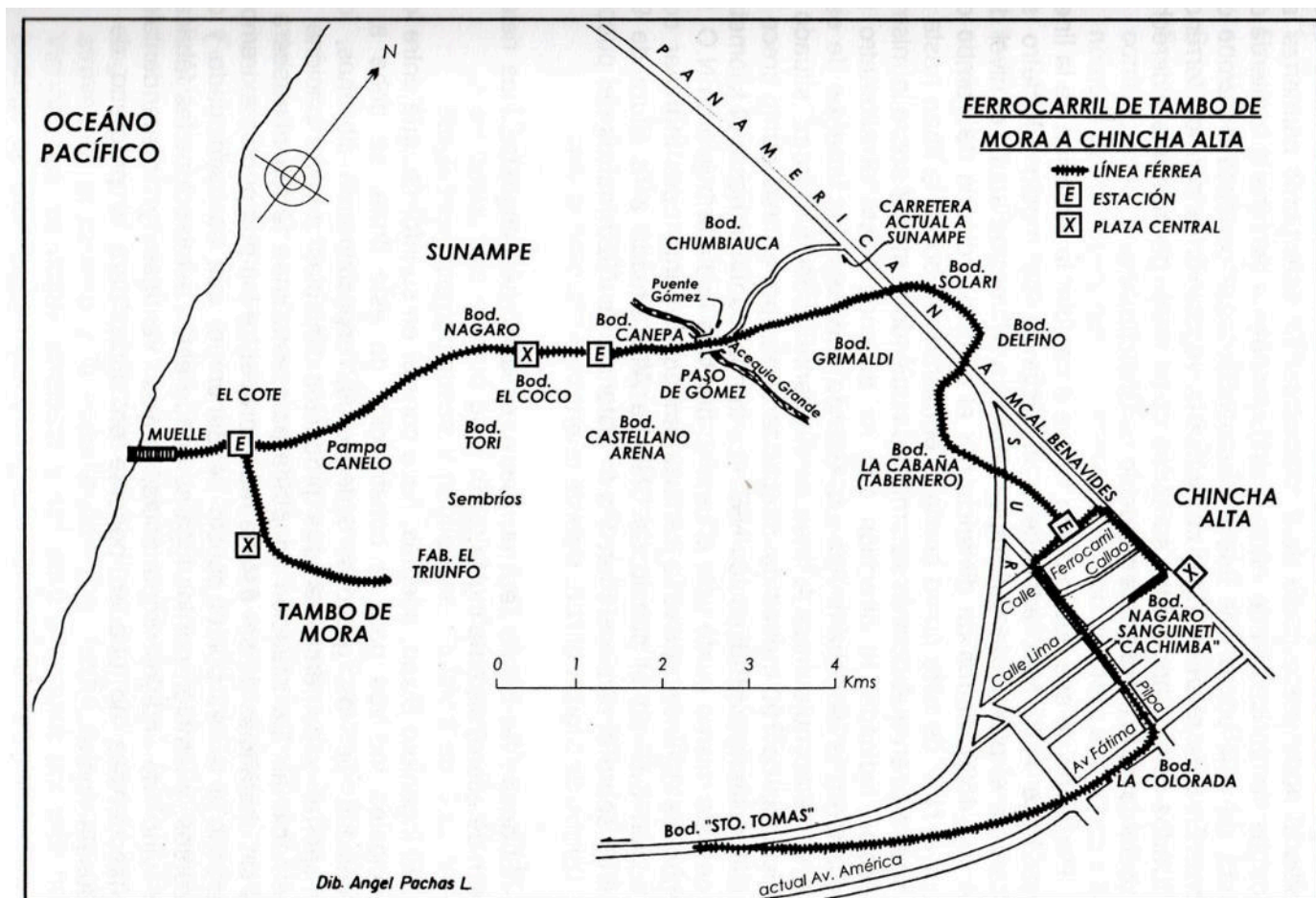
Región de Ica

1898-1940?

Background

Metre gauge. A concession was first granted to Eduardo Prew in 1897. His rights were transferred to Don Federico Amat and by him to the *Empresa de Muelle y Ferrocarril de Tambo de Mora a Chíncha Alta*. This railway line opened in 1898 to carry mainly agricultural products including cotton, rice and flour as well as wine and liquor. Traffic was light.

The main line Chíncha Alta was 12 km. long. In 1900 the railway built two branches from Tambo de Mora station, one to the Nagaro Lumber Company and the other to a warehouse. An additional 3.1 km. branch to Chíncha Baja was opened in 1924. The railway is believed to have closed around 1940.



Map from book by Carlos Pachas Lévano: *Apuntes históricos de Chíncha 1870-1950* (Chíncha: 2006).

Material rodante at the opening

Hay una locomotora de Rogers New York de construcción modernísima; un coche mixto de 1ª y 2ª clase para 36 personas, también de nueva construcción, y 10 carros de cajón con trucks de cuatro ruedas que pueden cargar hasta 10 toneladas cómodamente. Aunque este material es numéricamente menos que el consignado a £3 del expediente de la materia, puede abrirse con él, el tráfico, pero prescribiendo que dos de los carros sean cerrados para transporte de algodón u otras materias inflamables; que haya un compartimento especial y cerrado para la correspondencia y transporte de tesoro y equipajes; que se agregue un coche más para pasajeros y una segunda locomotora. Para facilidad de la Empresa puede concederse, respecto de esta, un plazo prudencial de un año, puesto que dado el poco tráfico y la buena calidad de la locomotora que existe; no es probable que ocurra descompostura alguna en los

primeros años. [11, 1898 p259].

Proposals

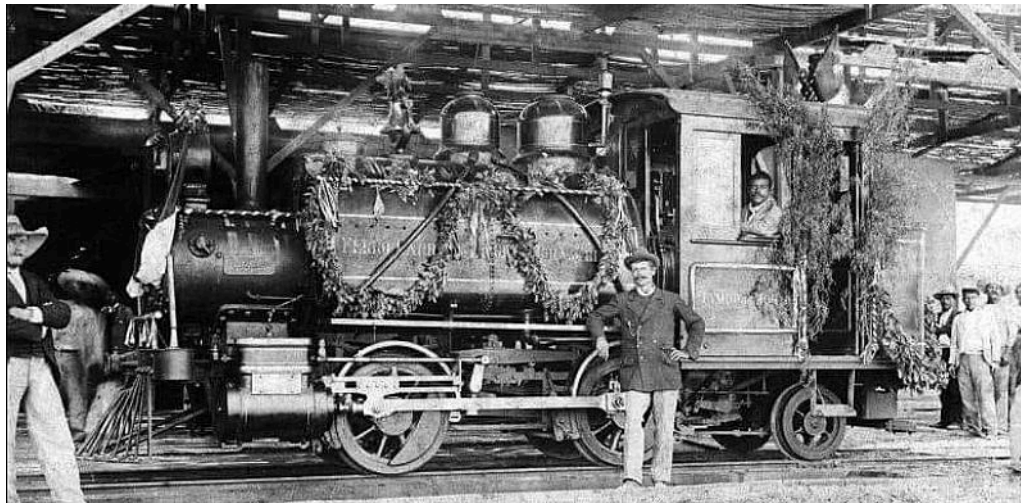
A proposed budget for the new line reordred in the *Anales* in 1897 [11, 1897 p269] mentioned two 20 tonne locos, but gave no further details.

0-4-2ST d/w 33", cyls. 10x14", built by Rogers in 1898 and 1899

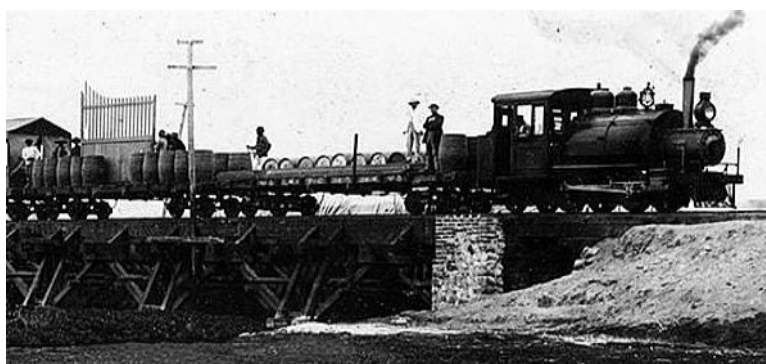
First one ordered by W. R. Grace for Peru. Second one ordered by *FC de Tambo de Mora a Chincha*.

1 'CHINCHA' w/n 5280 In service in 1908 list.

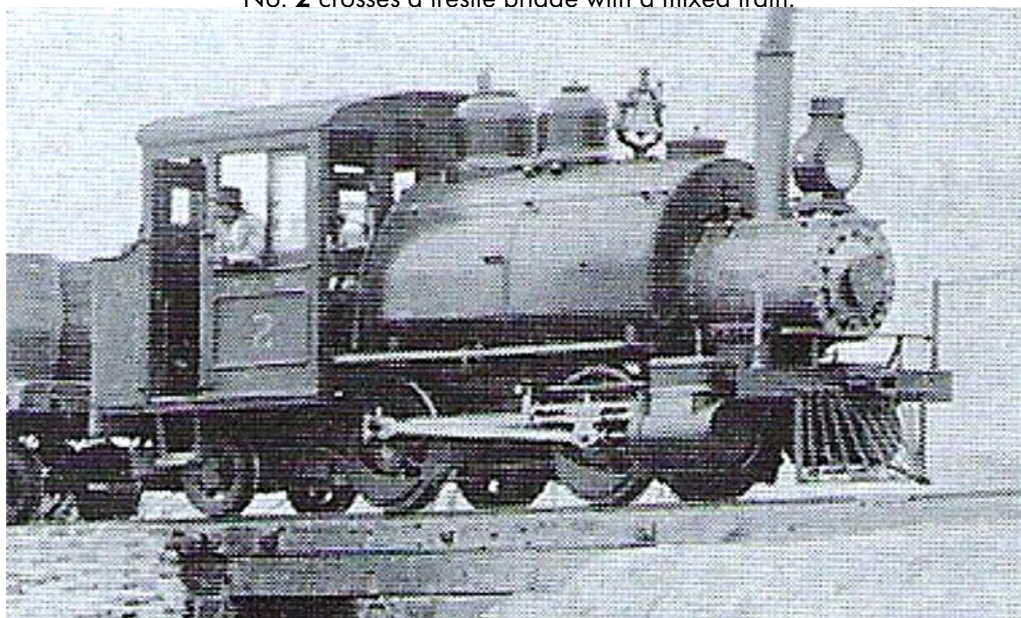
2 'TAMBO de MORA' w/n 5410 In service in 1908 list.



Supposedly a photo taken on the opening day, with Rogers 0-4-2ST no. **2 'TAMBO de MORA'** dressed up for the occasion.



No. **2** crosses a trestle bridge with a mixed train.



The fleet in 1908

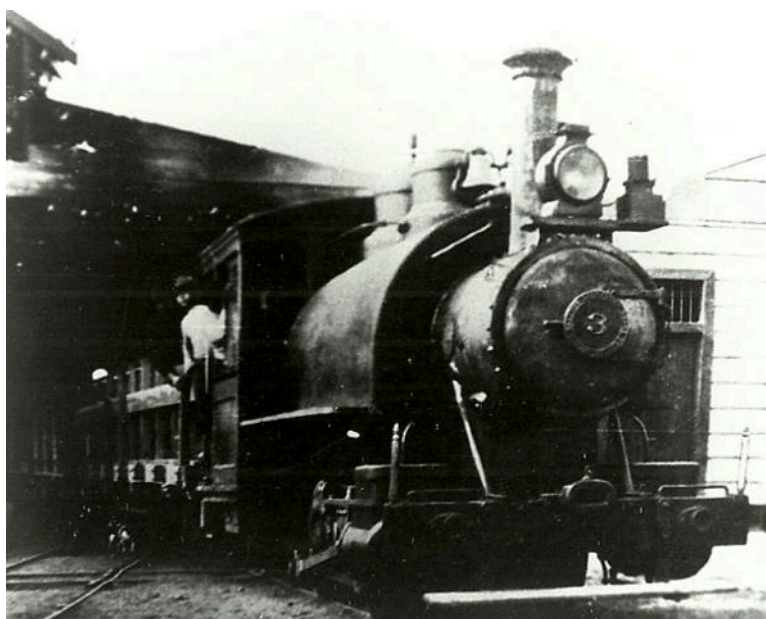
LOCOMOTORAS										
No.	NOMBRE	Fabricante	Tipo	Fecha en la que entro al servicio por la vez.	Servicio que hace	PESOS		Pares de ruedas acupladas	Presión normal de la caldera	Estado de conservación.
						Equipada para el servicio				
						de la locomotora	del tender			
1	Chincha.	Rogers	Midge	Agosto 1899	Alternado	15 Ton.	0.6 de T.	2	140	Bueno
2	Tambo de M.	..	..	Marzo 1901	..	16 ..	0.6 de T.	2	140	..

The relevant table from Costa y Laurent's 1908 report [1].

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1908

Ordered 8-17-1908, Baldwin sales order no. 7865 by Jose M. Mendoza for *Empresa del Muelle y FC de Tambo de Mora a Chincha Alta*. Cost \$4,000, date of trial 10-1-1908. New firebox sent, Baldwin XO-85, dated 1922. BLW class 04-14C no. 223. Spec. is in vol. 32 p307. Mark on tank 'SUNAMPE E.M. Y F.C. DE T.M.'. Straight stack. Erecting card drawing numbered 473A-85 6300 is in the DeGolyer Library collection.

3 'SUNAMPE' w/n 32989



No. 3, supposedly of this railway.

0-4-0ST d/w 26", cyls. 8x14", built by Baldwin in 1919

Ordered 5-7-1919, Baldwin sales order no. F-1928 by Pedro Martinto for *Hacienda de Chincha*. Cost \$5,747.50. Date of trial 8-7-1919. BLW class 04-10½C no. 135. Spec. is in vol. 66 p160. Straight stack. This may originally have been owned by the hacienda rather than the railway. Erecting card drawing numbered 171-1X 9611 is in the DeGolyer Library collection.

4 'ALMAGRO' w/n 52169

2-4-0 d/w ?, cyls. 11x16", built by O&K in 1924

Ordered by Tambo de Mora, Peru. 160hp.

5 w/n 10849

The fleet in 1925

The usual US report [2] lists:

Two Rogers locos, one of 15tons and one of 16 tons.

Nos. 1 and 2, though unclear why the weights differed.

One Baldwin of 34,900 lbs., 0-4-0 with cylinders 10x16".

No. 3.

One Baldwin of 22,000 lbs., 0-4-0 with cylinders 8x14".

No. 4.

One O&K 2-4-0 of 39,300 lbs. with cylinders of 11x16".

Presumably no. 5.

These correspond very closely to the locos listed above, though note that the O&K cylinder dimensions mentioned there probably came from this report.

And in 1932

In 1932 the line owned four oil fired locomotives, five passenger cars and 33 freight cars. [Source unknown]

14.3 3' 0" gauge railways

Listed from north to south

14.3.1 *El FC de Pimentel*

Región de Lambayeque

1870s-1982

Background

The first railway: In 1867, don. F. Masias and don J. Cossio attempted to obtain a government concession for a steam railway from the Port of Pimentel to Chiclayo and with a branch to Lambayeque. Nothing was built. The rights were then assumed by Mr. Jose Muro but were later extended to include Zana, Ferreñafe and Cayalti. These new destinations conflicted with the interests of the *FC y Muelle de Eten* which lodged a complaint with the courts. Train operation began in 1873 and reached Vista Alegre in 1897, a total length of 24 km. Construction had continued until 1892 when permission was granted to close the Chiclayo to Lambayeque line and use the rails and sleepers for a new branch to Picci and Vista Alegre.

The second railway: New plans for a railway from Pimentel to Pomalca with branches to Pucala and Lamayeque came from the *Soc. Agrícola Pomalca* in 1911. Any connection between this and the first Pimentel Railway is not clear, but a new alignment was chosen for the stretch between Pimentel and Chiclayo. This opened in 1916, possibly in parallel with the original tracks. Estimates of the total mileage vary between 43 and 48 km.

The railway closed some time between 1975 and 1982. Different sources give a variety of dates which may reflect a staged closure.

The locos of the first railway

0-4-4-0T Fairlies d/w 37", cyls. 10x18", built by Vulcan Foundry in 1873

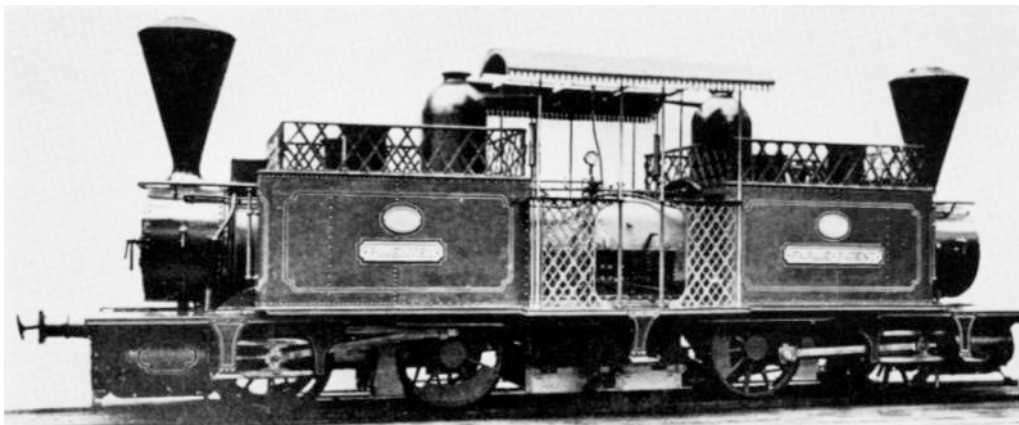
Ordered for *Cía. del FC de Muelle de Pimentel*. BP given as 100 lbs in 1908

1 'BALTA'	w/n 680	Ran 5841.64 km in 1886 [11, 1886 p580].
		Ran 3931.85 km in 1888 [11, 1888 p500].
		Ran 3140.18 km in 1889 [11, 1889 p528].
		Ran 3538 km in 1890 [11, 1890 p742].
		Ran 2325 km in 1891 [11, 1891 p446].
		Ran 3040 km. in 1893 [11, 1893 p644].
		Ran 3310 km. in 1894 [11, 1894 p428].
		Ran 2832 km. in 1895 [11, 1895 p254].
		Ran 2944 km. in 1896 [11, 1896 p692].
		Ran 4144 km. in 1897 [11, 1897 p578].
		Under repair in 1898 [11, 1898 p586].
		Under repair in 1899 [11, 1899 p654].
		Under repair in 1901 [11, 1901 p742].
		Not listed 1908.
2 'PIMENTEL'	w/n 679	Ran 5165.74 km in 1886 [11, 1886 p580].
		Ran 6131.31 km in 1888 [11, 1888 p500].
		Ran 4210.33 km in 1889 [11, 1889 p528].
		Ran 4488 km in 1890 [11, 1890 p742].
		Ran 4652 km in 1891 [11, 1891 p446].
		Ran 5152 km in 1892 [11, 1892 p466].

Ran 4933 km. in 1893 [11, 1893 p644].
 Ran 5568 km. in 1894 [11, 1894 p428].
 Ran 5472 km. in 1895 [11, 1895 p254].
 Ran 3096 km. in 1896 [11, 1896 p692].
 Ran 3780 km. in 1897 [11, 1897 p578].
 Ran 5184 km. in 1898 [11, 1898 p586].
 Ran 6424 km. in 1899 [11, 1899 p654].
 Ran 5224 km. in 1901 [11, 1901 p742].
 In service 1908.

3 'CHICLAYO' w/n 678

Ran 0? km in 1886 [11, 1886 p580].
 Ran 2971.34 km in 1888 [11, 1888 p500].
 Ran 6838.15 km in 1889 [11, 1889 p528].
 Ran 2156 km in 1890 [11, 1890 p742].
 Ran 4876 km in 1891 [11, 1891 p446].
 Ran 4026 km in 1892 [11, 1892 p466].
 Ran 5851 km. in 1893 [11, 1893 p644].
 Ran 4994 km. in 1894 [11, 1894 p428].
 Ran 4704 km. in 1895 [11, 1895 p254].
 Ran 2224 km. in 1896 [11, 1896 p692].
 Ran 1884 km. in 1897 [11, 1897 p578].
 Ran 4772 km. in 1898 [11, 1898 p586].
 Ran 5112 km. in 1899 [11, 1899 p654].
 Ran 4727 km. in 1901 [11, 1901 p742].
 In service 1908.



No. 2 'PIMENTAL' as built by Vulcan Foundry in 1873.

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

Ordered for ? This cannot be the ex Trujillo no. 8 as Copeland suggests, as that was still working there long after this one had arrived here.

4 'LAMBAYEQUE' w/n ?

Ran 986.25 km in 1886 [11, 1886 p580].
 Listed in 1888 but no mileage given [11, 1888 p500].
 Listed in 1889 but no mileage given [11, 1889 p528].
 Listed in 1890 but no mileage given [11, 1890 p742].
 Listed in 1891 but no mileage given [11, 1891 p446].
 Listed in 1893 but no mileage given [11, 1893 p644].
 Listed in 1894 but no mileage given [11, 1894 p428].
 Listed in 1895 but no mileage given [11, 1895 p254].
 Not shown at all in 1896 mileage list [11, 1896 p692].

Presumably there must have been nos. **5** and **6** by 1892, unless no. **7** had arrived retaining an earlier number from another railway. Note, however, that in 1908 only engines **2** and **3** were listed.

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

Ordered for ?

7 w/n ? Ran 1852 km in 1892 [11, 1892 p466].
Not shown in 1893-6 mileage lists.

The fleet in 1908

LOCOMOTORAS

N.º	NOMBRE	Fabricante	Tipo	Fecha en la que entro al servicio por la vez.	Servicio que hace	PESOS		Pares de ruedas acopladas	Presión normal de la caldera	Estado de conservación.
						Equipada para el servicio de la locomotora	del tender			
2	Pimentel	Fairlie	Inglésa	1872	Trenes mixtos	25,000 K.	No tienen tender	2	100 Lbs	Viejas
3	Chiclayo	„	„	„				2	100 „	„

The new Soc. Agrícola Pomalca railway opened in 1916

Anales report from 1915

This report on progress with the new railway [11, 1915 pp119-124] contains brief details of the new engines whose arrival was anticipated:

Material rodante.—Este por el momento es muy escaso y solo existe el que ha necesitado la empresa para el trabajo de la construccion de la Linea, consiste en lo siguiente:

Una locomotora. 14 carros 1 Automóvil

La locomotora es modelo Koppel de 2 ejes acoplados, 50 caballos de fuerza y 12 toneladas de peso. Los carros son de plataforma, con breques a mano, con muelles de acero y con capacidad para 12 toneladas. El automóvil es para el servicio del Gerente, de 12 caballos de fuerza, de un cilindro y con capacidad para 4 personas, incluyendo el chauffer. Según me aseguró el señor Gerente de la Empresa, está por llegar el siguiente material rodante:

En el vapor "Tanis" una locomotora de 4 ejes y 27 toneladas de peso. 3 carros de carga, un coche mixto y uno de segunda.

En el vapor "Radames" 12 carros de carga, dos coches de 1a; un carro tanque para agua y una bascula.

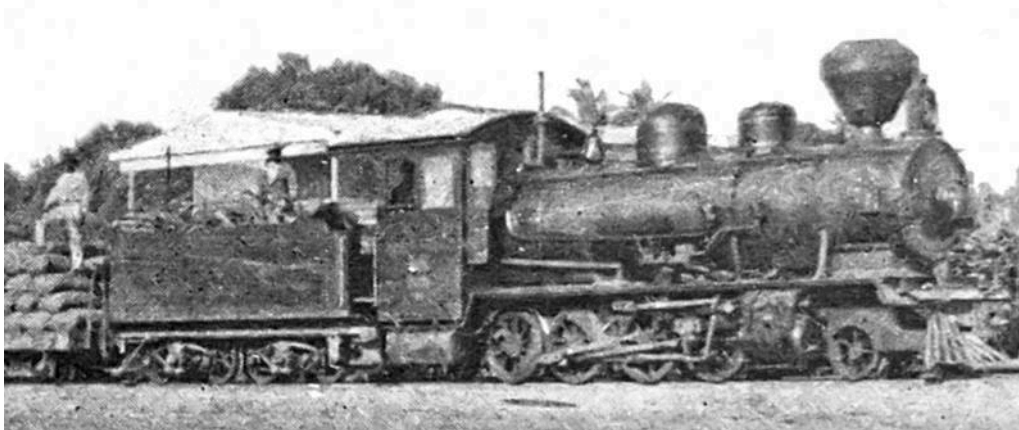
En el vapor "Sakkarah" una locomotora y un coche de 2a.

It is not yet clear which loco mentioned was which, though the supposed four axle engine arriving on the SS *Tanis* might actually have been the O&K 2-8-0 no. **1** listed immediately below, and the one already on site might have become no. **2**. It is not clear, however, which engine will have been the third one on board the SS *Sakkarah*, unless it was one of the second-hand locos from Trujillo. So far there is no indication of when they arrived at Pimentel.

2-8-0 d/w ?, cyls. ?, built by O&K in 1914

Ordered for FC de Pimentel. 200hp. One source said that this was originally 2-8-0TT.

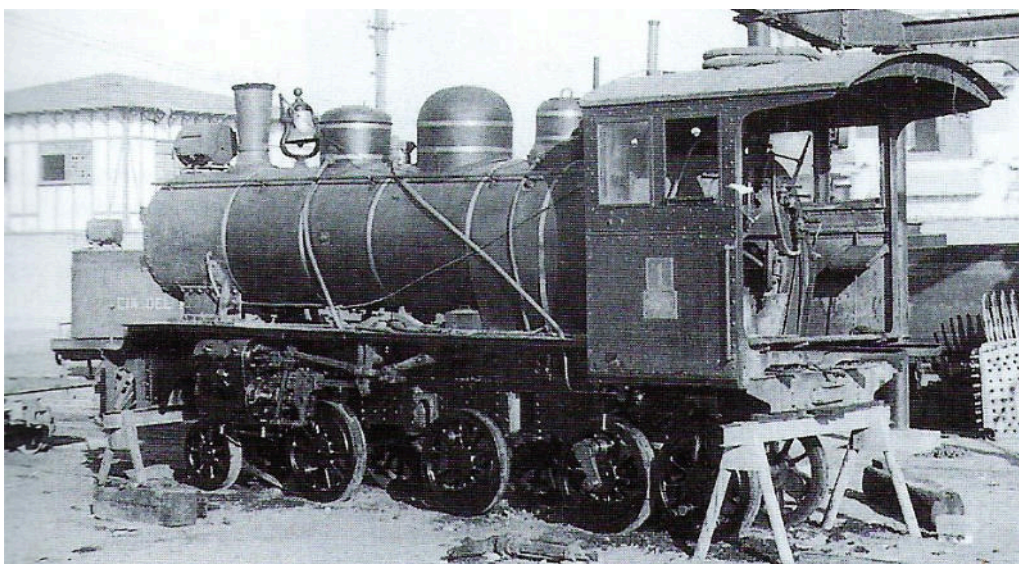
1 'PIMENTEL' w/n 7148 A photo in [5] vol. 1 p25 suggests that it later gained a second sand dome forward of the steam dome. Present in late 1960s/early '70s.



This might have been the original condition of the loco, with a front sand-dome seeming to match the style of the steam-dome and with a spark-arresting stack appropriate for the wood fuel stacked in the tender.



This image above shows the loco now with a straight chimney, with a rear sand-dome probably from a small US-built engine, but having lost the original front sand-dome. A ladder had also been fitted, probably for easy access to that front sand-dome.



Another photo of no. 1, this time by the late Bob Whetham, showing the loco on blocks and with all wheels dropped.

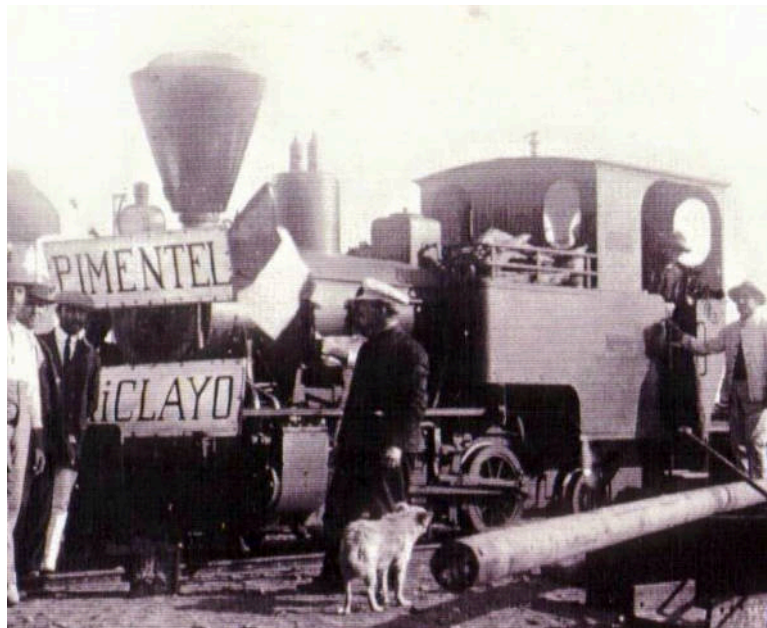


This photo, taken on the turntable at Pimentel, shows no. 1 after it had regained the front sand-dome. There also appears to be an oil-fuel tank on the tender.

0-4-2T d/w ?, cyls. ?, built by O&K in 1913

Ordered for *FC de Pimentel*. 50hp.

2 w/n 6655



4-4-0 d/w 42", cyls. 11x16", built by Baldwin in 1878

Ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo* as nos. 7 '**ASCOPE**'. Line renamed *FC Trujillo* no. 7.

Date of trial 11-2-1878. Sold to *Compania FC de Pimentel*. BLW class 08-16C nos. 25. Spec. is in vol. 9 p26.

Diamond stack fitted when built.

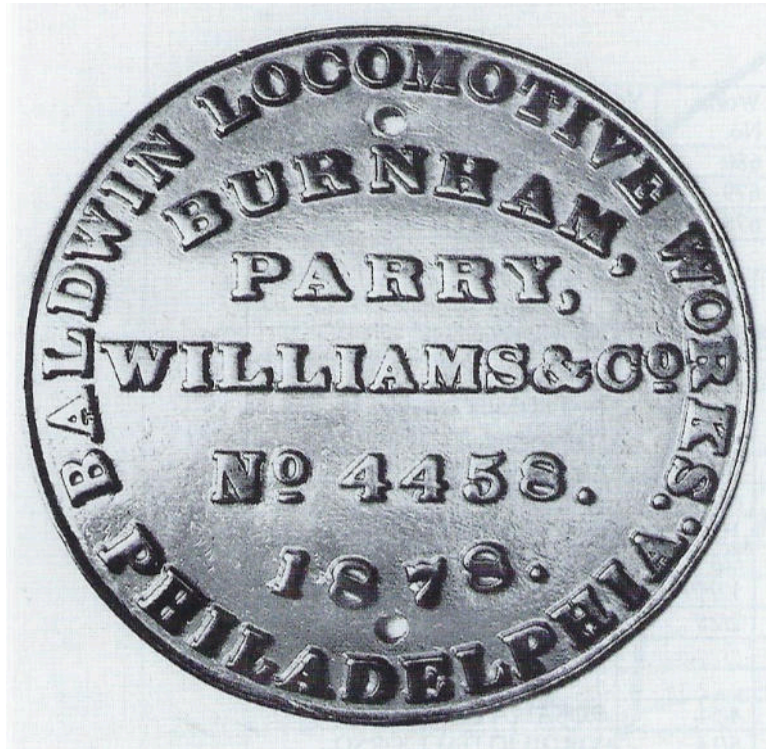
3 w/n 4454 Gone by 1976.

4-4-0 d/w 42", cyls. 12x18", built by Baldwin in 1878

Ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo* as no. 8 '**LIBERTAD**'. Sold to *Compania FC de Pimentel*. BLW class 08-18 ½C no. 17. Spec. is in vol. 9 p27. Diamond stack fitted when built.

4 '**PUCALA**'? w/n 4458

A photo is in source [5] volume 1 page 26.



A photo from the late Bob Whetham's collection, showing the BLW works-plate of the FC de Pimentel no. **4**.

0-4-2ST d/w 28", cyls. 9x14", built by Baldwin in 1920

Ordered 9-18-1919, Baldwin sales order no. F-19120 to *Compania del FC y Muelle de Pimentel* as their no. **5**. Cost \$11,550. Date of trial 12-1919. BLW class 06-12 1/3C no. 57. Spec. is in vol. 66 p162. 'Rushton improved' stack. Name to be painted on sides of cab. Mark on tank 'COMPANIA DEL F.C. I MUELLE DE PIMENTEL'. Fuel box over rear truck back of cab; wood rack around top of fuel box.

5 'CHICLAYO' w/n 52624



A photo of Pimentel no. **5** late in its life, by courtesy of Garth Samuel and Richard Pelham.

The fleet in 1925

The US report states that the railway, which was not operating that year of 1925, had had five locos in 1922. It will be obvious that this line acquired a number of second-hand engines usually at unidentifiable dates, so the precise roster in any given year is not at present clear.

2-6-0 d/w 38", cyls. 13x18", built by Baldwin in 1925

Ordered 12-26-1914, Baldwin sales order no. F-24075 for *Compania del FC y Muelle de Pimentel* as their no. 6. Cost \$16,850. Date of trial 2-21-1925. BLW class 08-20D no. 175. Spec. is in vol. 72 p96.

6 'SALTUR' w/n 58236 Present in late 1960s/early '70s.



This image is from Baldwin negative 09442 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



This would appear to be no. 6, though the chimney has been severely cut down since the builders' photo above had been taken. The image was found on the Facebook page *Antiguas Fotos de Chiclayo* where it had been posted by John Effio.

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

Ordered for ?

7 'GERMÁN KLINGE' w/n ?

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

Ordered for ?

8¹ w/n ?

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1880

Ordered 4-29-1880 for Bell's Gap RR no. 3, Bell's Gap, Pa. Cost \$7,000. Date of trial 10-18-1880. Sold to Shell

Lake Lumber Co., Shell Lake, Wisconsin. (BLW Extra Order dated 10-12-1892), Advertised for sale in ad in *American Lumberman*, 11-9-1901, page 49. Sold to Mt. Airy & Eastern Ry. as their **3**, Mt. Airy, North Carolina (BLW Extra Order dated 2-2-1907); then to Southern Iron & Equipment Co. (D) #1026, Atlanta, Georgia.; sold 1916 Tallahalla Lumber Co., Tallahalla, Miss.; to SI&E (D) #1265, Atlanta, Ga.; sold 7-16-1918 *Compania del Ferrocarril y Muelle de Pimentel* as their no. **10**. BLW class 08-20D no. 31. Spec. is in vol. 10 p93. Originally built with diamond stack, but of course may have lost that by the time it reached Peru.

10 w/n 5317

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

Ordered for ?

11 w/n ?

0-6-0 d/w 45", cyls. 14x22", built by Hudswell Clarke in 1951

Possibly ordered for Anglo-Iranian Oil Co., but order cancelled and then sold to *FC de Pimentel*. However, Martin Shill says ordered in October 1948 for Pimentel to similar design to three locos supplied to Anglo-Iranian Oil Co. Updated version of HC nos. 732-3 for S. Pearson in 1905 but with much welding and were oil-fired. Described in 'The Locomotive' in August 1948.

8² 'ROSALIA de PIEDRA' w/n 1850

Present in late 1960s/early '70s.

12 'PAMPA GRANDE' w/n 1851

Present in late 1960s/early '70s.

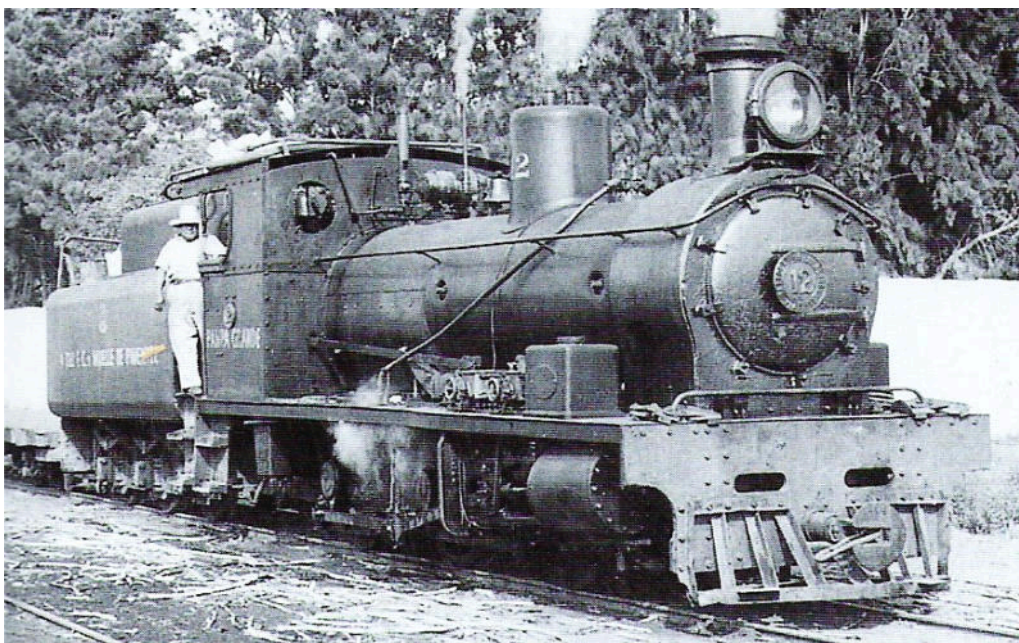


Above and below, Pimentel 0-6-0 no. **8**, by courtesy of Garth Samuel and Richard Pelham.





An image, of no. **8**, this time found on the Facebook page *Antiguas Fotos de Chiclayo* where it had been posted by John Effio. Unfortunately it, and others from that source, had been run through some sort of image processing filter, which makes it difficult to know whether small details have been reproduced accurately or not.



Another photo of no. **12**, this time by the late Bob Whetham.

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

Ordered for ?

13

w/n ?

2-8-0 d/w 36", cyls. 15x20", built by ALCo Cooke in 1914

Ordered on ALCo order no. C-399 for *FC Trujillo* as their nos. **15** and **16**. Sold to the *Compania FC de Pimentel* as nos. **9** and **10²**.

9 'VIRGILIO del ORSO' w/n 54634 Present in late 1960s/early '70s.

10² 'JUAN CUGLIFORLI' w/n 54635 Present in late 1960s/early '70s.



No. **9** or no. **10** in the mill yard. The wagon behind the tender in this and the following photo was presumably a supplementary water tender.



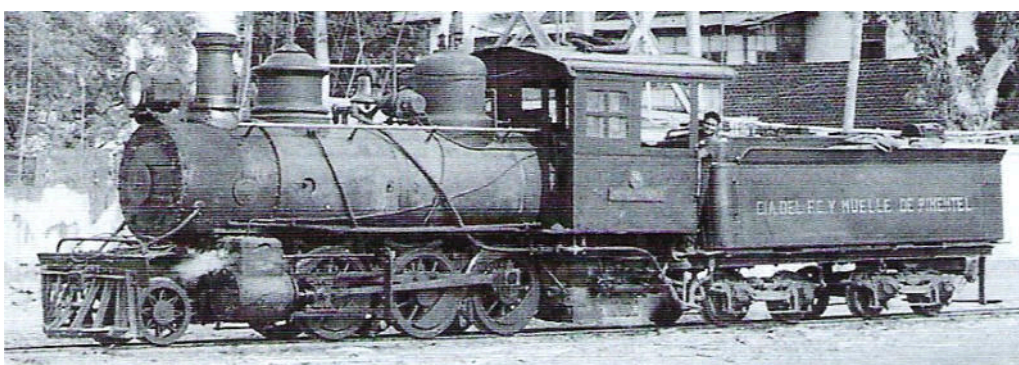
One of the ex FC de Trujillo ALCos hauls sugar to the coast.

Another photo is in source [5] volume 1 page 25.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1875

Ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo* as their no. **3, 4** or **5**. Sold to *Compania del FC de Pimentel*. Probably one of BLW class 08-24D no. 1-3. Spec. is in vol. 7 pp 135 and 191. Copeland says that this was Baldwin 26201 ex *FC de Trujillo* no. **14 'OTUZCO'** but that was a 4-4-0 not a 2-6-0.

14 'MANUEL M. YZAGA' w/n one of 3688, 3690 or 3780.

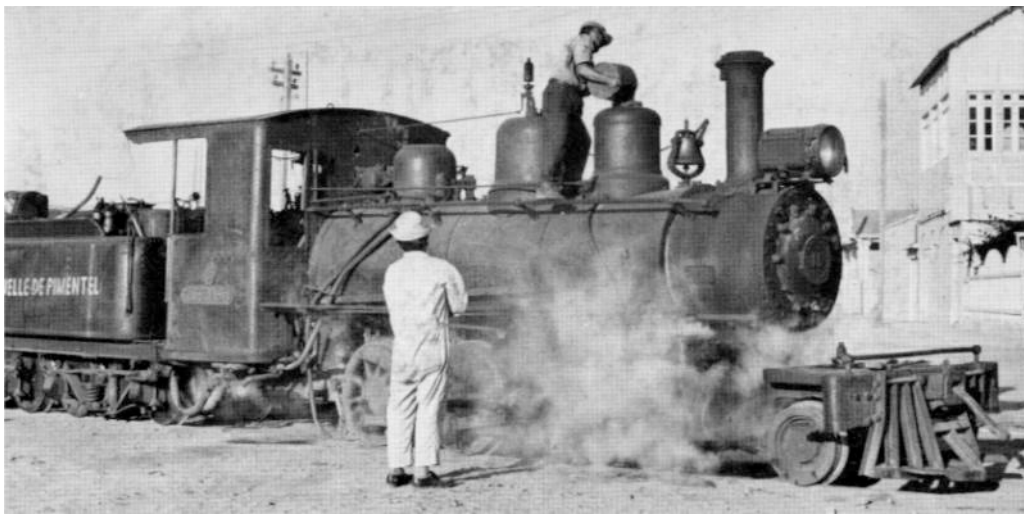


No. **14 'MANUEL M. YZAGA'** as seen by the late Bob Whetham.

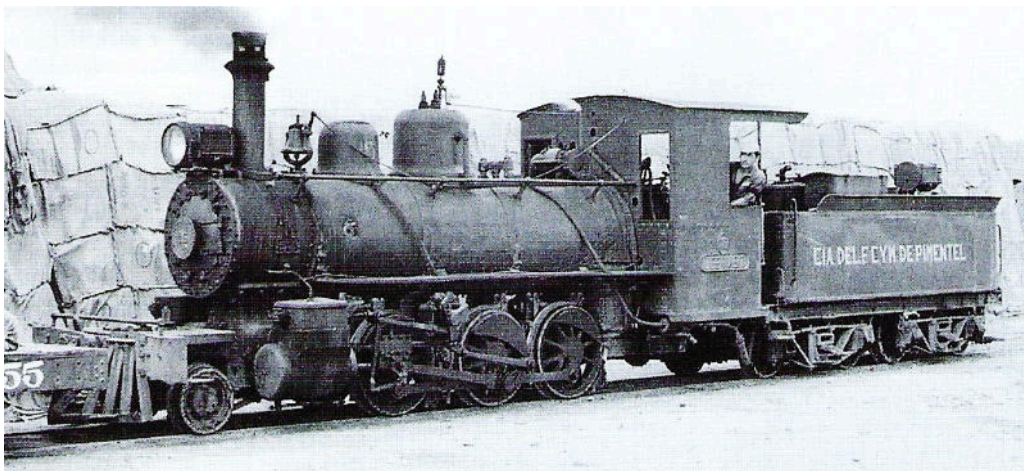
2-6-0 d/w ?, cyls. ?, built by ALCo Cooke in 1923

Ordered on ALCO order no. C-745 for *FC de Trujillo* as their no. **19**. Sold *Compania de Pimentel*.

15 'J. GERVASIT' w/n 64998 Present in late 1960s/early '70s.



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974.



No. 15 'J. GERVASIT' as seen by the late Bob Whetham.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1875

Ordered 8-30-1875 for *FC Salavery a Trujillo* as their no. 6 'TRUJILLO'. Date of trial 10-15-1875. Renamed 'CHOCOPE' by 1908. Sold to *Compania de Pimentel* as no. 16. BLW class 08-24D no. 4. Spec. is in vol. 7 p191.

16	w/n 3781	Sold 1971 to J. Pettingill, New York, and had various owners. To Prairie Expo Museum, Worthington, Minnesota. The loco is now at the End-o-Line Railroad Park in Currie, Minnesota, USA.
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As now preserved in the USA. Whilst the engine appears to be very well cared for, the present number and livery owes nothing to its history in Peru.

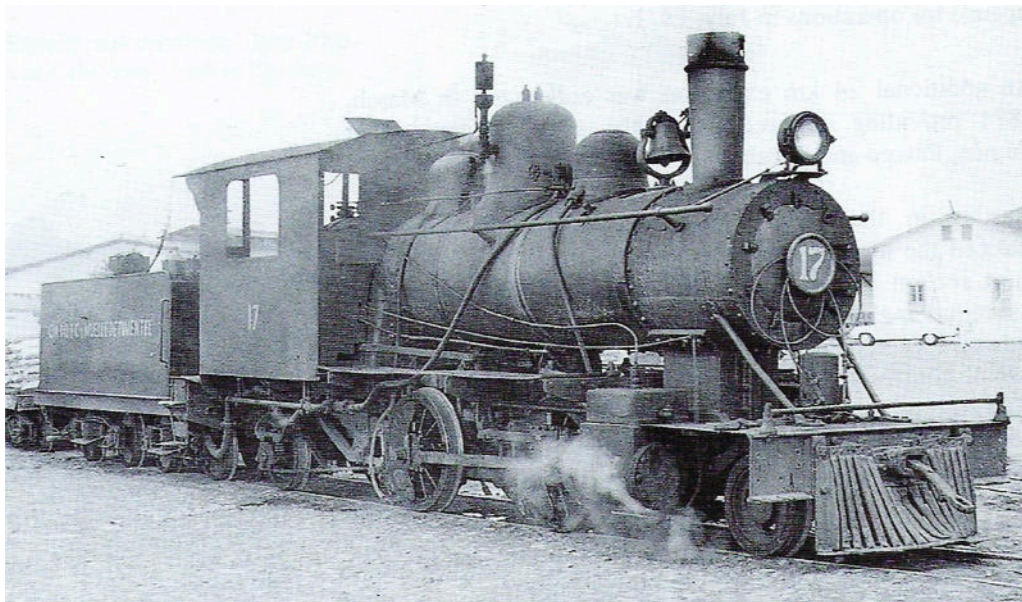
2-4-2 d/w 24", cyls. 7x12", built by Davenport in 1920

Built for *Cía. Trans. de Petroleo* no. ? as 2-4-2T. Sold to *Hacienda Casa Grande* as no. 9. Sold to *Compania de Pimentel*, and converted to 2-4-2 tender engine. Probably one of a batch of three built as Davenport 1844, 1846 and 1847, for *Cía. Transcontinental de Petroleo* (later PEMEX) nos. 1-3, Tampico, Mexico.

17 'ALBERTO VARGASI' w/n See note above. Present in late 1960s/early '70s.



Pimentel no. **17** in an image found on the Facebook page *Antiguas Fotos de Chiclayo* where it had been posted by John Effio.

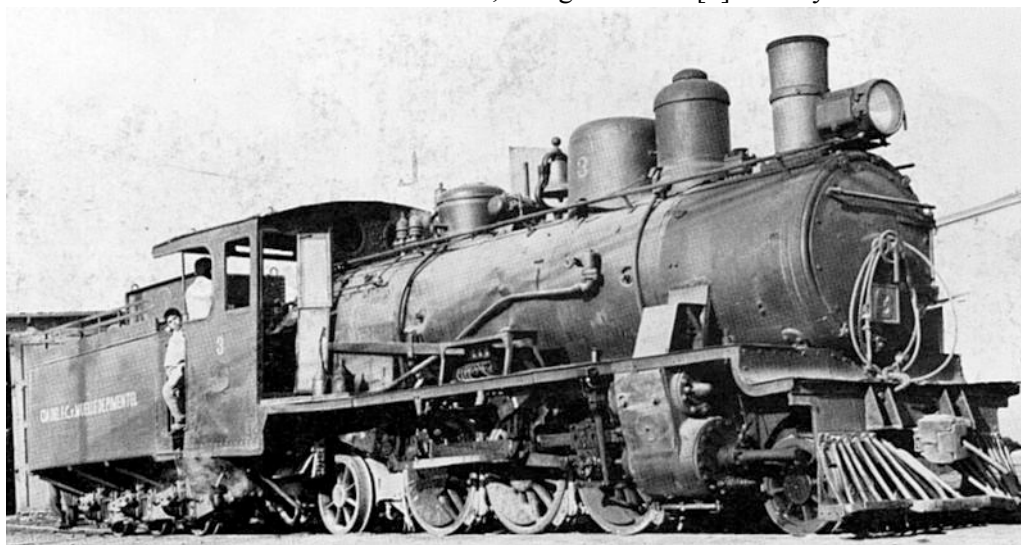


No. **17 'ALBERTO VARSAGI'** as seen by the late Bob Whetham.
The rather un-American running plate and cab date from no. **17's**
rebuild on arrival at Pimentel.

2-6-2 d/w ?, cyls. ?, built by BMAG in 1924

Built for *Hacienda Casa Grande* nos. **13-14**. Sold to *FC de Pimentel*.

- | | | |
|----------------|----------|---|
| 3 ³ | w/n 8323 | Gone after 1965. according to [AC] but source [9] includes the photo below which was probably taken in the early 1970s. |
| 4 ² | w/n 8322 | Gone after 1965, though listed in [9] in early 1970s. |



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974.



Another image of no. **3**, this time found on the Facebook page *Antiguas Fotos de Chiclayo* where it had been posted by John Effio. Unfortunately it had been run through some sort of image processing filter, which makes it difficult to know whether small details have been reproduced accurately or not.

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

Built for *Hacienda Pomalca* as no. ?. Sold to *FC de Pimentel*.

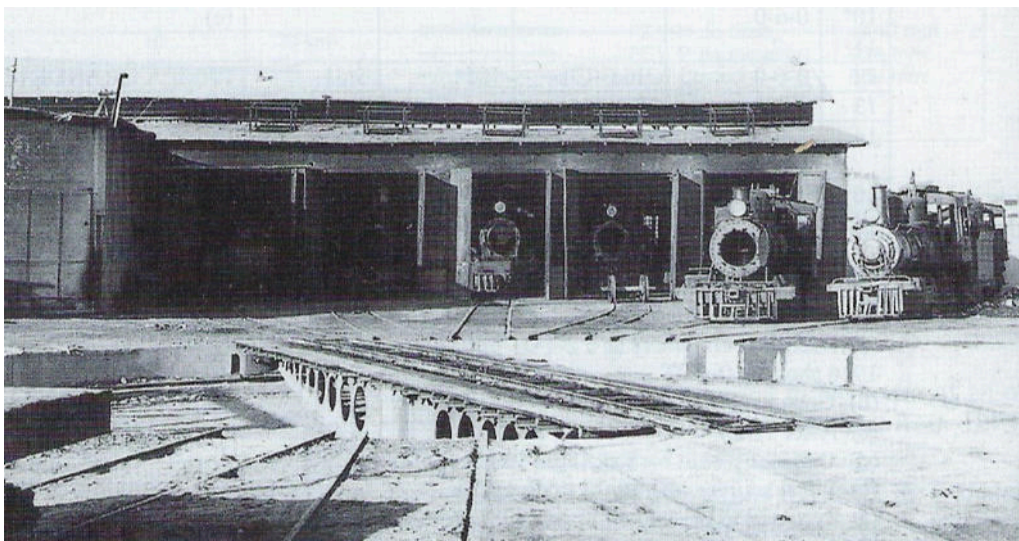
10³

w/n ?

An unknown tank loco



This image appeared on the Facebook page *Arenas del Mar*, and as you can see was clearly labelled as being of Pimentel. The date 1920 had been added to the caption.



A photo by the late Bob Whetham showing the Pimentel shed in May 1965, before the start of the sugar season.

14.3.2 Hacienda Lurifico

Región de La Libertad

18??-19??

Background

3' 0" gauge. Located on the outskirts of Chepén, which was on the standard gauge *FC Pacasmayo Guadalupe y Chilite*'s branch to Guadalupe. The hacienda has had an extremely long history, having been in existence since the late 1500s, but was largely developed by Henry Meiggs who had bought it from don José Balta in 1866. It later passed to Dreyfus Freres and was later greatly enlarged in area by the British Sugar Co.

The ruins of the hacienda's buildings are now a national monument.

0-6-0 d/w 36", cyls. 11x16", built by Danforth Cooke in 1875

Ordered via Fred Probst & Co. for the Hawaian Agricultural Co. but not used and then presumably sold on to this location. The running numbers below were those mentioned in the Danforth order books, so may have been those intended for use in Hawaii rather than in Peru. The three locos "from Paterson, N.J." get a mention in the journal *The Sugar Cane* of Jan. 1st 1878.

1?	w/n 1014
2?	w/n 1015
3?	w/n 1016

14.3.3 *El FC Salaverry á Trujillo*

El FC de Trujillo

Región de La Libertad

1876-1967

Background

3' 0" gauge. Railway proposed in the Chicama Valley in 1869. In 1872 the government decided to build the railway. The route was to run northward from Salaverry via Trujillo to Paiján and Ascope. Work proceeded slowly and the section between Chocope and Ascope did not open until 1876. The Paiján Branch had been almost completed when the War of the Pacific brought further construction to a stand.

The Chilean invaders destroyed the bridge over the Río Chicama, the stations at Chocope and Ascope, and blew up two engines. These setbacks lead to all sorts of difficulties. Finally, in 1890, operation of the Trujillo railway was turned over to the Peruvian Corporation.

Major improvements to the port at Salaverry were initiated in 1955, when the British firm, George Wimpey & Co. was awarded a contract to build a 1,400-metre breakwater. The railway ceased operations in 1967.

2-4-0 d/w 42", cyls. 10x16", built by Danforth in 1872

Ordered for *FC Salaverry a Trujillo* nos. **1** and **2**. Not delivered. Shipped 10-28-72 to Mobile & South Eastern Navigation Co. nos. **1** and **2**.

(**1**) w/n 894

(**2 'PARDO'**) w/n 895

0-6-0 d/w 33", cyls. 12x16", built by Porter in 1873

Ordered for Colorado Central RR as no. **6**, Golden, Colorado. Order cancelled and not delivered. Sold via P. Hevner & Co., Peru for *FC Salaverry a Trujillo*. The name '**BALTA**' commemorated don José Balta y Montero, Peru's president 1868 to 1872.

1^a 'BALTA' w/n 179

1887: *Locomotora N.º 1.—Destruída por los chilenos.*

An inspection report in the 1905 Anales states: *Locomotora N.º 1.—Destruída por los chilenos.* [11, 1887 p512-3]

Therefore it is not surprising that there is no mention of a loco no. **1** in the annual mileage table until a larger replacement with that number arrived perhaps around 1890.

Listed in 1890 inventory as out of use: *maquinaria casi lista, renovada, tubería y caja de fuego no existe, falta además el tender.*

2-4-0 d/w 44", cyls. 10x16", built by Porter in 1872

Ordered for Cairo & St. Louis RR as no. **4 'J. M. LOGAN'**, Sparta, Illinois. Repossessed by Porter and sold 14th October 1873 to C. Hevener & Co. for *FC Salaverry a Trujillo*. Porter lists say was originally named '**PARDO**' on arrival in Peru. Don Manuel Justo Pardo y Lavalle was President of Peru until his assassination in 1878.

2 'TRUJILLANA' w/n 129

1884: *No. 2.º—En reparacion, acaba de recibir una caja de fuego nueva; peso, 14 toneladas; tiempo de servicio 10 años.* [11, 1884 p316]

1887: *Locomotora N.º 2.--Peso 14 T. Servicio 12 años. Fogon y cuerpo tubular cambiado hace 3 anos. Reparacion completa del mecanismo en Abril del 86.—Buena.* [11, 1887 p512-3]

Ran 6411 km in 1886 [11, 1886 p580].

Listed in 1890 inventory as in use: *maquinaria regular, tubería en mala condicion, caja de fuego en malcondicion. En refaccion.*

Ran 6093 km. in 1890 [11, 1890 p752].

Ran 8425 km. in 1891 [11, 1891 p438].

Ran 14359.00 km. in 1892 [11, 1892 p458].

Ran 9302.00 km. in 1893 [11, 1893 p636].

Ran 9814.10 km. in 1894 [11, 1894 p420].

Ran 6482.20 km. in 1895 [11, 1895 p246].

Ran 3928.00 km. in 1896 [11, 1896 p688].

Ran 8904.00 km. in 1897 [11, 1897 p586].

Ran 11591.50 km. in 1898 [11, 1898 p574].

Ran 7663.40 km. in 1899 [11, 1899 p662].

Ran 21252.60 km. in 1901 [11, 1901 p758].

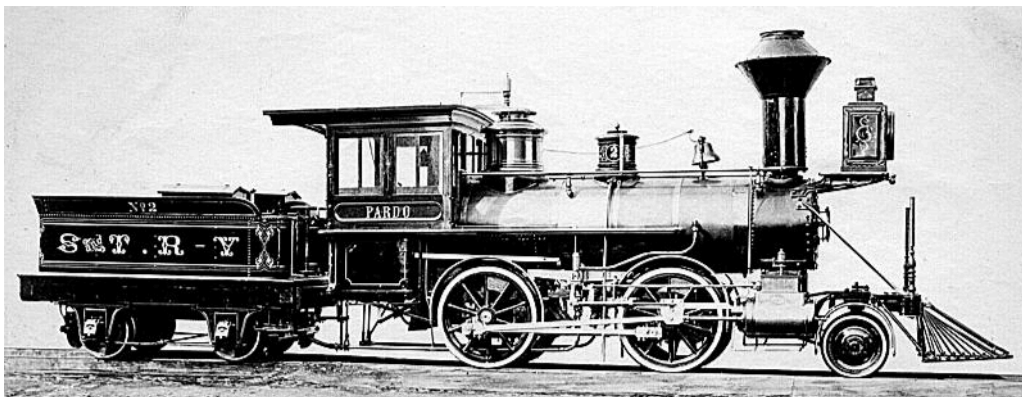
Listed in 1902 mileage table but distance not available [11, 1902 ???].

Listed in 1903 mileage table but distance not available [11, 1903 ???].

Listed as under repair in the 1905 Anales [11, 1905B p160].

An inspection report in the 1905 Anales states: *No. 2 Máquina chica de seis ruedas y con tender; está en continuo use para tren de pasajeros a Salaverry y trenes especiales al valle. Es de ruedas grandes y conveniente pares trenes de mayor velocidad. Este en buena condición, habiendo recibido nueva raja de fuego y reparacion general en 1905.*

Still in service in 1908. Bob Lwehmuth's Porter list say this was still in service in 1923, but needs confirming.



A Porter builders' photo of no. 2 'PARDO', as it was originally named on arrival..

2-6-0 d/w 37", cyls. 15x16", built by Baldwin in 1875

First one ordered 12-8-1874 by Hernandez & Tracy for *FC Salaverry a Trujillo*. Date of trial 2-9-1875. Strangely the BLW register book entry has the railway name crossed out and replaced by "Lane Bros. Co. Do not think OK."

Second one ordered 12-8-1874 by Hernandez & Tracy for *FC Salaverry a Trujillo*. Date of trial 2-12-1875.

Third one ordered 8-30-1875 by Hernandez & Tracy for *FC Salaverry a Trujillo*. Date of trial 10-14-1875.

Fourth one ordered 8-30-1875 for *FC Salaverry a Trujillo*. Date of trial 10-15-1875.

BLW class 08-24D nos. 1-4. Spec. is in vol. 7 pp 135 and 191. Diamond stacks. Mark on tank 'FERRO-CARRIL DE SALAVERRY Á TRUJILLO'. Colour: 'lake' (ie. crimson?).

3 'MOCHE'

w/n 3688

1884: No. 3.º—*Reparada hace 10 meses, en buen estado de servicio; 24 toneladas; servicio 8 años*, [11, 1884 p316]

1887: *Locomotora N.º 3.--Peso, 27 toneladas—Servicio 10 años— Separada del trafico y deteriorada— Mecanismo incompleto.* [11, 1887 p512-3]

Listed in 1890 inventory as out of use: *Falta casi toda la maquinaria por haber sido nuevo (?) en la reconstruccion de la maquinaria No. 4, volada por los Chilenos, tubería y caja de fuego inservibles.*

Not listed in 1890 mileage table.

		Ran 2933.40 km. in 1891 [11, 1891 p438]. Ran 16768.20 km. in 1892 [11, 1891 p458]. Ran 522.00 km. in 1893 [11, 1893 p636]. Ran 4477.80 km. in 1894 [11, 1894 p420]. Ran 7425.60 km. in 1895 [11, 1895 p246]. Ran 5611.50 km. in 1896 [11, 1896 p688]. Ran 10246.00 km. in 1897 [11, 1897 p586]. Ran 8965.10 km. in 1898 [11, 1898 p574]. Ran 13671.60 km. in 1901 [11, 1901 p758]. Listed in 1902 mileage table but distance not available [11, 1902 ???]. Listed in 1903 mileage table but distance not available [11, 1903 ???]. Listed as in service in the 1905 Anales [11, 1905B p160]. An inspection report in the 1905 Anales states: <i>No. 3 Maquina grande, de ocho ruedas y tender. Esta máquina recibió caldero nuevo en 1903 y acaba de sufrir una reparación general en toda la maquinaria. Ester en buenas condiciones.</i> In service 1908.
4 'CHICAMA'	w/n 3690	1884: <i>No. 4.º—Volada con dinamita por los chilenos; inutilizada por el momento; pero puede repararse con cilindros nuevos, caldero rehecho y algunas piezas renovadas.</i> [11, 1884 p316] 1887: <i>Locomotora N.º 4.—Peso 27 toneladas—Servicio 10 años.—Fue destrozada con dinamita por los chilenos, y reparada con cilindros y mecanismo nuevo en 1885 durante la administracion fiscal. Ha sufrido nueva reparacion en Junio de 1886. Actualmente en buen estado.</i>[11, 1887 p512-3] Renamed 'SALAVERRY' by 1886. Ran 9097 km in 1886 [11, 1886 p580]. Listed in 1890 inventory as in use: <i>maquinaria buena, tubos regular; caja de fuego mal estado por tener varias grietas.</i> Ran 8428.30 km. in 1890 [11, 1890 p752]. Ran 708.70 km. in 1891 [11, 1891 p438]. Not listed in 1892 mileage table. Ran 2789.20 km. in 1893 [11, 1893 p636]. Ran 4974.90 km. in 1894 [11, 1894 p420]. Ran 7677.80 km. in 1895 [11, 1895 p246]. Ran 8813.60 km. in 1896 [11, 1896 p688]. Ran 9929.80 km. in 1897 [11, 1897 p586]. Ran 13238.00 km. in 1898 [11, 1898 p574]. Ran 9820.80 km. in 1899 [11, 1899 p662]. Ran 9416.90 km. in 1899 [11, 1899 p662]. Ran 10777.00 km. in 1901 [11, 1901 p758]. Listed in 1902 mileage table but distance not available [11, 1902 ???]. Not listed in 1903 mileage table [11, 1903 ???]. Listed as in service in the 1905 Anales [11, 1905B p160]. An inspection report in the 1905 Anales states: <i>No. 4 Maquina grande, igual a la número 3, tambien recibio caldero nuevo en 1903 y esta en buena condición.</i> In service 1908.
5 'SALAVERRY'	w/n 3780	1884: <i>No 5.—Acaba de entrar en la maestranza para una reparacion completa; peso 24 toneladas; servicio 8 años.</i> [11, 1884 p316]

Renamed '**CHICAMA**' presumably by 1886. Not listed in 1886 mileage table.

1887: *Locomotora N.º 5.—Peso 27 toneladas – Servicio 10 años— Estaba separada del trafico y hoy en reparation completa desde Agosto de 1886— Estará lista a fines de este mes.* [11, 1887 p512-3]

Listed in 1890 inventory as in use: *maquinaria buena, tubos regular; caja de fuego mal estado parchada con grietas, tuberia en buen estado.*

Ran 9426.20 km. in 1890 [11, 1890 p752].

Ran 6458.70 km. in 1891 [11, 1891 p438].

Not listed in 1892-1899 or 1902 mileage tables.

Ran 16248.80 km. in 1901 [11, 1901 p758].

Listed in 1902 mileage table but distance not available [11, 1902 ???].

Listed in 1903 mileage table but distance not available [11, 1903 ???].

Listed as in service in the 1905 Anales [11, 1905B p160].

An inspection report in the 1905 Anales states: *No. 5 .Maquina grande, igual a la número 3, fue reconstruida en la factoria hacen 6 años, y esta en perfecto estado, recibiendo siempre las reparaciones necesarias.*

In service 1908.

6 'TRUJILLO'

w/n 3781

1884: *No. 6.º—En buen estado de servicio; peso 24 toneladas; servicio 8 años.* [11, 1884 p316]

Not listed in 1886 mileage table.

1887: *Locomotora N.º 6. —Peso 27 toneladas Servicio 10 años —Hoy desarmada deteriorada é incompleta.* [11, 1887 p512-3]

Listed in 1890 inventory as out of use: *maquinaria incompleta en mal estado, caja de fuego y tubería inservibles, ademas no existe el tender.*

Not listed in 1890 mileage table.

Not listed in 1891 mileage table.

Renamed '**CHOCOPE**' in 1892.

Ran 16563.80 km. in 1892 [11, 1891 p458].

Ran 9521.80 km. in 1893 [11, 1893 p636].

Ran 5452.00 km. in 1894 [11, 1894 p420].

Ran 6945.50 km. in 1895 [11, 1895 p246].

Not listed in 1896 mileage table.

Ran 16268.00 km. in 1897 [11, 1897 p586].

Not listed in 1898 mileage table.

Ran 14343.00 km. in 1899 [11, 1899 p662].

Ran 14600.20 km. in 1901 [11, 1901 p758].

Listed in 1902 mileage table but distance not available [11, 1902 ???].

Listed in 1903 mileage table but distance not available [11, 1903 ???].

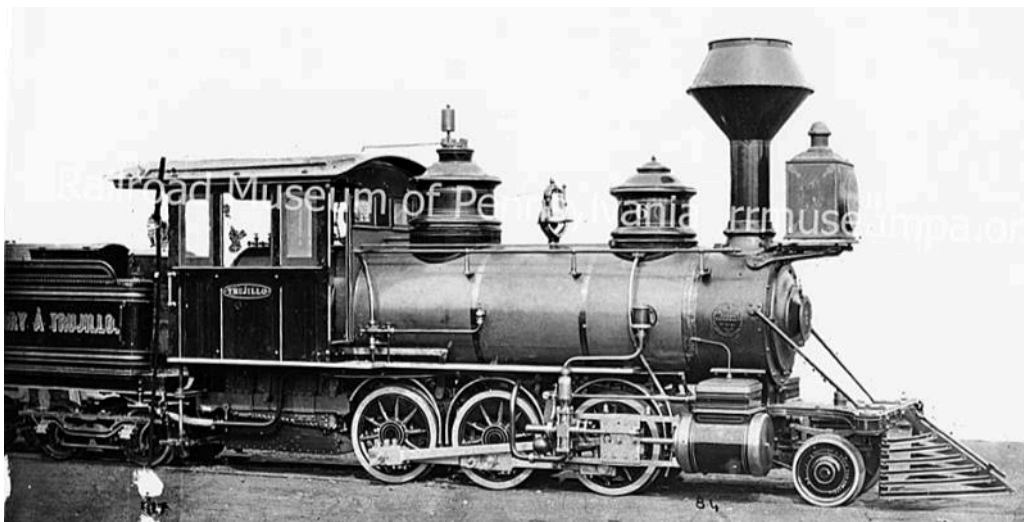
Listed as in service in the 1905 Anales [11, 1905B p160].

An inspection report in the 1905 Anales states: *No. 6 Maquina grande como la numero 3, este en buenas condicion y hace el servicio de trenes mixtos al valle con la mayor regularidad.* In service 1908.

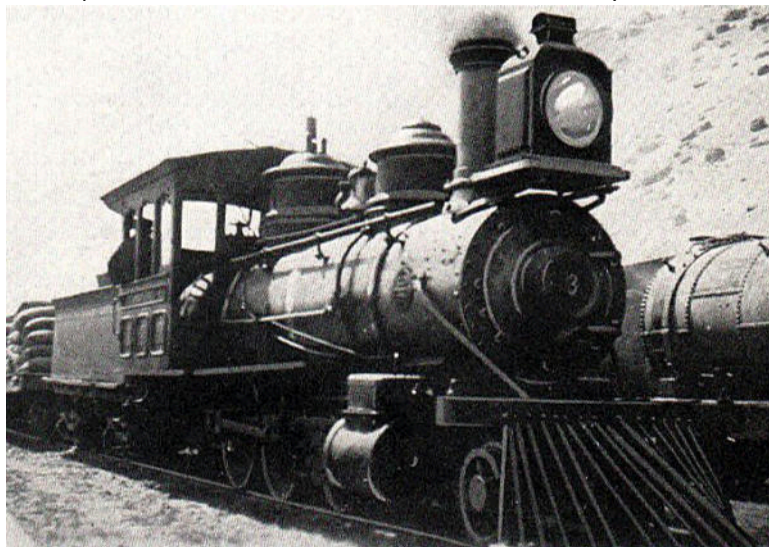
Sold to *FC y Muelle de Pimentel* as their no. **16**, Pimentel, Peru.

Eventually returned to US and had various owners. Then to Prairie Expo Museum, Worthington, Minnesota. This museum is now out of business and the status of the locomotive is unknown.

One more out of the first three of these, ie. nos. **3**, **4** and **5**, was probably sold to the *FC de Pimentel*, to become their no. **14** '**MANUEL M. YZAGA**'. See previous section.



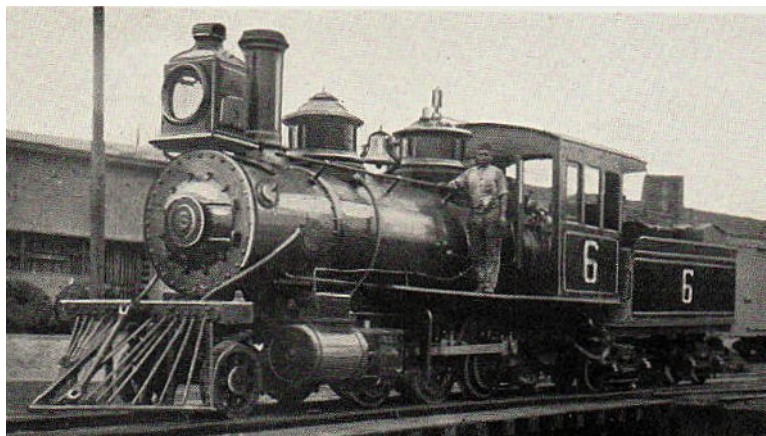
This image is from Baldwin negative 00084 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



Three photos that were published in the Baldwin Locomotives magazine in April 1923. This first one shows no. 3 on a northbound passenger train at Tumbas during 1922. All three images show straight stacks, probably meaning that the fuel was by then coal rather than wood. The pilots (cow-catchers) also now have vertical bars, rather than horizontal.



No. 5 at Salaverry in August 1922.



A blatantly touched-up view of no. **6** at Trujillo that same year.
The cab might well have received a steel side-sheet, thus enabling
the running number to be displayed there.

4-4-0 d/w 43", cyls. 11x16", built by Baldwin in 1878

Ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo*. Date of trial 11-2-1878. BLW class 08-16C no. 25.

Spec. is in vol. 9 p26. Diamond stack fitted when built. 1890 inventory suggests cyls. were 12" x 18", but might be incorrect.

7 'ASCOPE'

w/n 4454

1884: *No. 7. °En buen estado de servicio; peso 16 toneladas; servicio 5 años.*
[11, 1884 p316]

Ran 11110 km in 1886 [11, 1886 p580].

1887: *Locomotora. N. ° 7. —Peso 16 toneladas—Servicio 7 años—Estaba en muy buen estado y reparada nuevamente en Enero de 1886.—Posteriormente se ha mejorado, cambiando algunas piezas gastadas.—Hoy en perfecto estado* [11, 1887 p512-3].

Listed in 1890 inventory as in use: *maquinaria buena, tubería mala, casa de fuego mala con grietas.*

Ran 12060 km. in 1890 [11, 1890 p752].

Ran 13086.00 km. in 1891 [11, 1891 p438].

Ran 8331.40 km. in 1892 [11, 1891 p458].

Not listed in 1893-4 mileage tables.

Ran 7726.80 km. in 1895 [11, 1895 p246].

Ran 13199.00 km. in 1896 [11, 1896 p688].

Ran 14750.60 km. in 1897 [11, 1897 p586].

Ran 15580.60 km. in 1898 [11, 1898 p574].

Ran 9587.20 km. in 1899 [11, 1899 p662].

Listed in 1902 mileage table but distance not available [11, 1902 ???].

Not listed in 1902 mileage table.

Listed in 1903 mileage table but distance not available [11, 1903 ???].

Listed as in service in the 1905 Anales [11, 1905B p160].

An inspection report in the 1905 Anales states: *No. 7 Maquina mediana, de ocho ruedas, y con tender. Esta en regular condicion, y hace el servicio de trenes mixtos a Salaverry.*

In service 1908.

Sold *FC y Muelle de Pimentel* probably as their no. **3**, Pimentel, Peru. Gone by 1976.



This image is from Baldwin negative 00128 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1878

Ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo*. BLW class 08-18½C no. 17. Spec. is in vol. 9 p27. Diamond stack fitted when built.

8 'LIBERTAD'w/n 4458 1884: No. 8.0—*En buen estado de servicio; peso 18 toneladas; servicio 5 años*".[11, 1884 p316]

Ran 12654 km in 1886 [11, 1886 p580].

1887: *Locomotora N.º 8 —Peso 18 toneladas—Servicio 7 años— Reparacion completa en Junio de 1886—Hoy en buen estado.* [11, 1887 p512-3]

Listed in 1890 inventory as in use: *maquinaria buena, tubería vieja y en mala condicion; casa de fuego en regular estado.*

Ran 13161 km. in 1890 [11, 1890 p752].

Ran 10575.00 km. in 1891 [11, 1891 p438].

Ran 1142.00 km. in 1892 [11, 1891 p458].

Ran 11351.50 km. in 1893 [11, 1893 p636].

Ran 17581.00 km. in 1894 [11, 1894 p420].

Ran 11767.50 km. in 1895 [11, 1895 p246].

Ran 13108.10 km. in 1896 [11, 1896 p688].

Ran 7302.00 km. in 1897 [11, 1897 p586].

Ran 12754.00 km. in 1898 [11, 1898 p574].

Ran 20380.40 km. in 1899 [11, 1899 p662].

Ran 12636.00 km. in 1901 [11, 1901 p758].

Listed in 1902 mileage table but distance not available [11, 1902 ???].

Listed in 1903 mileage table but distance not available [11, 1903 ???].

Listed as in service in the 1905 Anales [11, 1905B p160].

An inspection report in the 1905 Anales states: *No. 8 Maquina mediana, de ocho ruedas, y con tender. Esta en muy buena condicion; ha recibido reparacion general, incluyendo caldero nuevo durante el año pasado.*

In service 1908.

Sold to *FC y Muelle de Pimentel* as their no. 4.

0-4-2RT d/w 30", cyls. 9x14", built by Baldwin in 1878

First one ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo*. Date of trial 17th December 1878. Second one ordered via W. R. Grace & Co. for *FC Salaverry a Trujillo*. Date of trial 6th June 1878. BLW class 06-12 1/3C nos. 3 and 5. Spec. is in vol. 9 p28. Stack: diamond. Mark on tanks: 'FERRO-CARRIL DE SALAVERRY Á TRUJILLO'. Did these two engines arrive at Trujillo, and if not, why not? – shipwreck? war booty? sold on owing to shortage of

cash?

9 'CHOCOPE'	w/n 4456	Not listed in mileage tables or reports in years 1884, 1886-7, and 1890-98. Not in service 1908.
10 'PAIJÁN'	w/n 4499	Not listed in mileage tables for years 1886, and 1890-98. Not in service 1908.



This image is from Baldwin negative 00032 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

The War of the Pacific

[5] reports (vol 1, p45) that the Chileans destroyed a 600m bridge over the Chicama river, burned stations at Chocope and Ascope and dynamited two locos. The two machines destroyed seem to have been no. **1 'BALTA'** (never rebuilt) and no. **4 'CHICAMA'** which was returned to service in 1885. See the notes for each of those engines, above, for more detail. That being the case, we still have no clues as to the fate of locos **9 'CHOCOPE'** and **10 'PAIJÁN'**, neither of which are recorded in service on this railway at any point. The following paragraph shows that replacement locos numbered **9** and **10** arrived in 1881 and 1898, which suggests that if the originals with those numbers had arrived here then no. **9** at least survived no more than a couple of years. If that short life had resulted from their unsuitability it would be inconceivable that an almost identical machine would have been purchased in 1881, so the conclusion must be a) that it/they either were destroyed during the war or b) that it/they never arrived.

0-4-2RT d/w 30", cyls. 10x14, built by Baldwin in 1881 and 1898

First one ordered 6-20-1881, sales order no. 15 via W. R. Grace & Co. for *FC Saliverry a Trujillo*. Date of trial 10-29-1881. Second one ordered 1-10-1898, sales order no. 4168 by W. R. Grace & Co. for *FC Saliverry a Trujillo*.

Date of trial 11-6-1878. BLW class 06-14 1/3C nos. 10 and 79. Specs. are in vols. 11 p24, and 21 p142. The first one had a Radley & Hunter stack, and was not numbered. The second had a straight stack and was numbered **10**.

9² 'MANUELITA' w/n 5882 1884: "*La Manuelita*" fue recién comprada nueva (su peso 14 toneladas; cilindros de 10 pulgadas; ruedas de 2 y 1/2 pies; fabrica Baldwin.) [11, 1884 p316]

Ran 10852 km in 1886 [11, 1886 p580] with this name but with running no. **3** in one document and no. **1** in another.

1887: *Locomotora N.º 9 – Manuelita.* " —Peso 14 toneladas—Servicio 5 años—Reparacion pequeña en Marzo de 1886—Hoy en buen estado. [11, 1887 p512-3]

Listed in 1890 inventory as in use: *maquinaria regular; tubería en mal estado, casa de fuego en regular estado.* D/w given as 0.88m.

Ran 7277.30 km. in 1890 [11, 1890 p752], and no. given as **9**.

Ran 12308.60 km. in 1891 [11, 1891 p438], and no. given as **9**.

Ran 7183.30 km. in 1892 [11, 1891 p458], and no. given as **9**.

Ran 7571.90 km. in 1893 [11, 1893 p636], and no. given as **9**.
 Ran 11837.60 km. in 1894 [11, 1894 p420], and no. given as **9**.
 Ran 12469.40 km. in 1895 [11, 1895 p246], and no. given as **9**.
 Ran 8922.20 km. in 1896 [11, 1896 p688], and no. given as **9**.
 Ran 10635.50 km. in 1897 [11, 1897 p586], and no. given as **9**.
 Ran 13860.40 km. in 1898 [11, 1898 p574], and no. given as **9**.
 Ran 10232.20 km. in 1899 [11, 1899 p662], and no. given as **9**.
 Ran 7218.80 km. in 1901 [11, 1901 p758] and no. given as **9**.
 Listed in 1902 mileage table but distance not available [11, 1902 ???].
 Listed in 1903 mileage table but distance not available [11, 1903 ???].
 Listed as in service in the 1905 Anales [11, 1905B p160].
 An inspection report in the 1905 Anales states: *No. 9 Maquina chica, de seis ruedas, sin tender; maquina muy util para camblos y trenes livianos. Ester en buena condición, habiendo recibido caldero nuevo en el año de 1904.*
 In service 1908. Loco may have been renamed '**I. I. LADD**' later.
 BLW data has it sold to Southern Iron & Equipment Co. (D), Atlanta, Ga.
 [BLW letter referenced by AC, 4-9-1921].

10² 'SANTA CATALINA' w/n 15809 Ran 4101.40 km. in 1898 [11, 1898 p574].
 Ran 16936.80 km. in 1899 [11, 1899 p662].
 Ran 20572.60 km. in 1901 [11, 1901 p758].
 Listed in 1902 mileage table but distance not available [11, 1902 ???].
 Listed in 1903 mileage table but distance not available [11, 1903 ???].
 Listed as in service in the 1905 Anales [11, 1905B p160].
 An inspection report in the 1905 Anales states: *No. 10 Maquina chica, como la número 9, pero mas nueva. Entró en servicio en 1898 y acaba de salir de una reparacion general, en que se han renovado la caja de fuego. Esta en buena condicion.*
 In service 1908.

? d/w ?, cyls. ?, built by Fowler in 1879

Ordered for ? Fowler engines nos. 3762-3 were 0-4-2Ts of unknown gauge, constructed in 1880 for sale via Henry Kendall & Son. Their destination is unknown, but this location is certainly a possibility. Listed as *Tranvía locos* in 1908.

11 w/n ? Not listed in mileage tables for years 1886, and 1890-95.
 Ran 599.00 km. in 1898 [11, 1898 p574].
 Ran 5043.60 km. in 1899 [11, 1899 p662].
 Ran 3292.00 km. in 1901 [11, 1901 p758].
 Listed in 1903 mileage table but distance not available [11, 1903 ???].
 Listed as in service in the 1905 Anales [11, 1905B p160].
 An inspection report in the 1905 Anales states: *No. 11 y 12 Son maquinas chicas que se usan en el tranvia de Moche y otros servicios pequeños. Estan en buena condicion.* In service 1908.

12 w/n ? Not listed in mileage tables for years 1886, and 1890-95.
 Ran 818.60 km. in 1898 [11, 1898 p574].
 Ran 3170.20 km. in 1899 [11, 1899 p662].
 Ran 5244.40 km. in 1901 [11, 1901 p758].
 Listed in 1903 mileage table but distance not available [11, 1903 ???].
 Listed as in service in the 1905 Anales [11, 1905B p160].
 An inspection report in the 1905 Anales states: *No. 11 y 12 Son maquinas*

chicas que se usan en el tranvia de Moche y otros servicios pequeños. Estan en buena condicion.

In service 1908.

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

Ordered for?

13 w/n ? An inspection report in the 1905 Anales states: *No. 13 Es el carrito de inspección, ya no usado.*

The fleet in 1884

Source [11, 1884 p316] says that there were nine locos, and compares that with the twenty that the original contract had required to be supplied.

Page 319 gives more detail: “*Asi he encontrado 5 locomotoras en servicio activo y en estado bastante regular; una de ellas "La Manuelita" fue recién comprada nueva (su peso 14 toneladas; cilindros de 10 pulgadas; ruedas de 2 y 1/2 pies; fabrica Baldwin.) Las demas se encontraron en el estado siguiente:*

No. 2.º—En reparacion, acaba de recibir una caja de fuego nueva; peso, 14 toneladas; tiempo de servicio 10 años.

No. 3.º—Reparada hace 10 meses, en buen estado de servicio; 24 toneladas; servicio 8 años,

No. 4.º—Volada con dinamita por los chilenos; inutilizada por el momento; pero puede repararse con cilindros nuevos, caldero rehecho y algunas piezas renovadas.

No 5.—Acaba de entrar en la maestranza para una reparacion completa; peso 24 toneladas; servicio 8 años.

No. 6.º—En buen estado de servicio; peso 24 toneladas; servicio 8 años.

No. 7.º En buen estado de servicio; peso 16 toneladas; servicio 5 años.

No. 8.º—En buen estado de servicio; peso 18 toneladas; servicio 5 años”.

The fleet in 1886

Source [11, 1886 p139], the *Anales de las Obras Públicas del Perú* for 1886, summarises the fleet:

A table lists the loco weights as:

N.º 1 ‘Manuelita’ Peso 12 T,

N.º 2 18T,

N.º 3 20T,

N.º 4 volada por los chilenos 26T,

N.º 5 26T,

N.º 6 26T,

N.º 7 20T,

N.º 8 22T.

The note about no. 4 “*Volada por los chilenos*” is interesting. Whilst there have been long-standing rumours about the Chileans having looted locomotives from Peru during the War of the Pacific, what would they have done with 3' 0" gauge machines? There was almost no track of that gauge in Chile. However, ‘volada’ can also mean raped, violated, or perhaps destroyed, which is perhaps more appropriate given that the 1884 paragraphs suggest destruction using dynamite but the possibility of repair.

The fleet in 1887

Source [11, 1887 p512-3], the *Anales de las Obras Públicas del Perú* for 1887, summarises the fleet:

“Locomotoras. —El taller de reparaciones funciona con regularidad y bien. Las máquinas son objeto de especial cuidado. Déjase notar sin embargo la falta del registro de locomotoras que prescribe el artículo 76 del Reglamento general, de suerte que para tener datos aproximados sobre las últimas reparaciones, hemos tenido que pedirlos al mismo Jeje mecánico. Del examen del material y de estos datos resulta que el estado de las locomotoras es el siguiente:

Locomotora N.º 1.—Destruída por los chilenos.

Locomotora N.º 2.--Peso 14 T. Servicio 12 años. Fogon y cuerpo tubular cambiado hace 3 anos. Reparacion completa del mecanismo en Abril del 86.—Buena.

Locomotora N.º 3.--Peso, 27 toneladas—Servicio 10 años— Separada del trafico y deteriorada— Mecanismo incompleto.

Locomotora N.º 4.—Peso 27 toneladas—Servicio 10 años.— Fue destrozada con dinamita por los chilenos, y reparada con cilindros y mecanismo nuevo en 1885 durante la administracion fiscal. Ha sufrido nueva reparacion en Junio de 1886. Actualmente en buen estado.

Locomotora N.º 5.—Peso 27 toneladas – Servicio 10 años– Estaba separada del trafico y hoy en reparation completa desde Agosto de 1886—Estará lista a fines de este mes.

Locomotora N.º 6. —Peso 27 toneladas Servicio 10 años —Hoy desarmada deteriorada é incompleta.

Locomotora. N.º 7. —Peso 16 toneladas—Servicio 7 años—Estaba en muy buen estado y reparada nuevamente en Enero de 1886.—Posteriormente se ha mejorado, cambiando algunas piezas gastadas.—Hoy en perfecto estado

Locomotora N.º 8 —Peso 18 toneladas—Servicio 7 años– Reparacion completa en Junio de 1886—Hoy en buen estado.

Locomotora N.º 9 – Manuelita.” —Peso 14 toneladas—Servicio 5 años—Reparacion pequeña en Marzo de 1886— Hoy en buen estado.

En resumen se puede decir que la Empresa cuenta hoy con 6 locomotoras, de las cuales dos grandes números 4 y 5; una mediana, la más apropiada á la via como peso la N.º 8; y tres pequeñas N.º 2, 7 y 9 lo que hoy es suficiente para el tráfico.”

Liveseys' report in 1889

The English language reports produced by Livesey & Co. in 1889 include the statement that this railway possessed at that time nine locomotives. This agrees with those machines listed above.

1890

There is a mention in the 1890 Anales of a small loco and ten wagons being segregated financially for the specific use of the port and muelle. No further details are given. [11, 1890 p329].

In the Peruvian Corporation archives held by University College, London, and stored at the National Archives at Kew, there is a volume containing an inventory for this railway dated 1890.



Segunda Parte: Meubles

Material Rodante

Locomotoras

En uso:

No. 4. *Peso 32T. Fabricante Baldwin EEUU.*

Cilindros de 0.375m x 0.40m; tres ruedas conectadas de 0.88m de diametro.

Estado: maquinaria buena, tubos regular, caja de fuego mal estado por tener varias quietas.

(Valor) 9.000.

No. 5. *Peso 32T. Fabricante Baldwin EEUU.*

Cilindros de 0.375m x 0.40m; tres ruedas conectadas de 0.88m de diametro.

Estado: maquinaria buena, caja de fuego mal estado farchaba y con grietas, tuberia en buen estado.

(Valor) 10.000.

No. 7. *Peso 20T. Fabricante Baldwin EEUU.*

Cilindro de 0.30m x 0.45m.; dos ruedas conectadas de 1.05m. de diametro.

Estado: maquinaria buena, tuberia mala, caja de fuego mala con grietas

(Valor) 7.000.

No. 8. *Peso 25T. Fabricante Baldwin EEUU.*

Cilindros de 0.30m. X 0.45m.; dos ruedas conectadas de 1.05m. de diametro.

Estado: Maquinaria buena, tubería vieja y en mala condicion; caja de fuego en regular estado.

(Valor) 11.000.

No. 9. *Peso 12T. Fabricante Baldwin EEUU. Cilindros de 0.25m. x 0.375m.; dos ruedas conectadas de 0.88m. de diametro.*

Estado: Maquinaria regular, tuberia en mal estado, caja de fuego en regular estado.

(Valor) 5.000.

A la vuelta 42.000.

De la vuelta. 42.000

No. 2. *Peso 18T. Fabricante Porter y Bell EEUU.*

Cilindros de 0.25m. x 375; dos ruedas conectadas de 1.05m de diametros

Estado: Maquinaria regular; tubería en mala condicion, caja de fuago en mala condicion. En refaccion.

(Valor) 6.000

Valor de Locomotoras en uso. 48.000

Fuera de uso:

No. 1. *Peso 20T. Fabricante Porter y Bell EEUU.*

Cilindros de 0.30m. x 0.40m, tres ruedas conectadas de 0.80m de diametros

Estado: Maquinaria casi lista, renovada, tubería y caja de fuago no existe, falta ademas el tender.

(Valor) 5.000

No. 3. *Peso 32T. Fabricante Baldwin EEUU.*

Cilindros de 0.375m x 0.40m, tres ruedas conectadas de 0.88m de diametro.

Estado: Falta casi toda la maquinaria por haber sido usada en la reconstruccion de la maquinaria No. 4. volada por los Chilenos, tuberia y caja de fuego inservibles.

(Valor) 4.000

No. 6. *Peso 32T. Fabricante Baldwin EEUU.*

Cilindros de 0.375m x 0.40n; tres ruedas conectadas de 0.88m de diametro.

Estado: maquinaria incompleto en mal estado; caja de fuego y tuberia inservibles, ademas no existe el tender.

(Valor) 4.000

Valor de locomotoras fuera de uso. 13.000

Valor de locomotoras 61.000

? (Probably a 2-6-0) d/w ?, cyls. ?, built by Porter in 1874?

Ordered for?

No firm details known, but first noted in the 1891 mileage table. An inspection report in 1905

refers to this engine as having eight wheels and being a ‘*máquina mediana*’ which in other cases meant a 4-4-0. However, the 1908 table in [1] has it as six-coupled. Connelly’s Porter list has no 2-6-0s built in 1874, so something is not quite right. Possibly some of these dimensions actually refer to the original no. 1.

1² ‘CHIMU’	w/n ?	A loco 1 ‘CHIMÚ’ is listed in the 1891 mileage table when it ran 8940.40 km. [11, 1891 p438]. Ran 7916.70 km. in 1892 [11, 1892 p458]. Ran 7336.00 km. in 1893 [11, 1893 p636]. Ran 9137.20 km. in 1894 [11, 1894 p420]. Ran 4275.00 km. in 1895 [11, 1895 p246]. Ran 8182.50 km. in 1896 [11, 1896 p688]. Ran 7936.40 km. in 1897 [11, 1897 p586]. Ran 2017.00 km. in 1898 [11, 1898 p574]. Ran 15728.10 km. in 1901 [11, 1901 p758]. Listed in 1902 mileage table but distance not available [11, 1902 ???]. Listed in 1903 mileage table but distance not available [11, 1903 ???]. Listed as in service in the 1905 Anales [11, 1905B p160]. An inspection report in the 1905 Anales states: <i>No. 1. Máquina mediana, de ocho ruedas y tender, haciendo servicio en trenes de pasajeros ó carga, está en regular estado.</i> Still in service 1913.
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1900

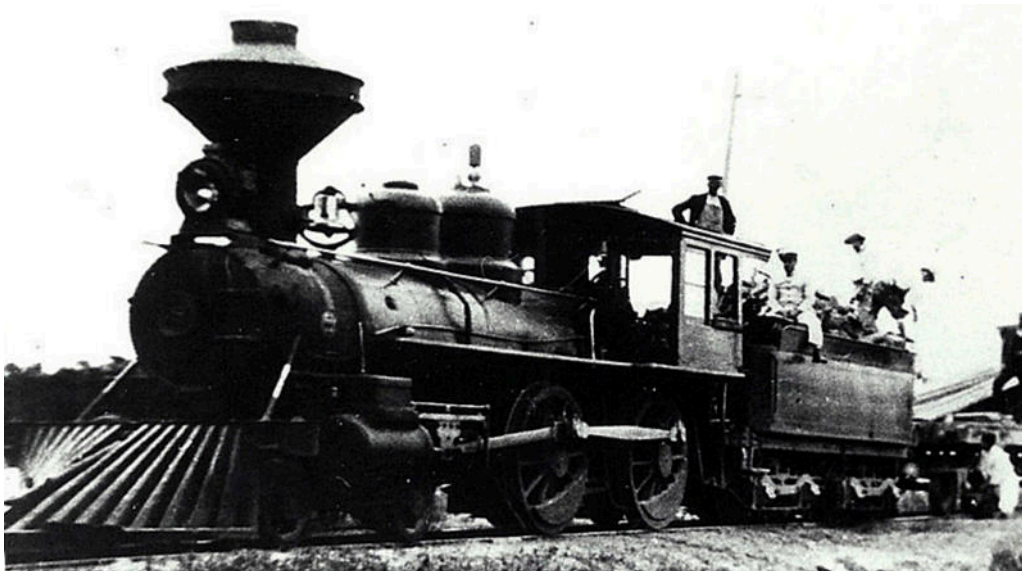
Inspection report from December 1900. [11, 1900 p390].

El cuadro siguiente indica la utilidad que ha tenido la Peruvian durante los años 1891 al 1898, y sin embargo carece de material rodante nuevo, pues las máquinas que tiene en servicio son las primeras que corrieron la línea ahora 27 años, y que sufren descomposturas á cada instante.

4-4-0 d/w 44", cyls. 12x18", built by Baldwin in 1905

Ordered 4-18-1895, sales order no. 6382 by Peruvian Corp. for *FC Saliverry a Trujillo*. Date of trial 8-10-1905. BLW class 08-18 1/3C no. 114. Spec. is in vol. 27 p303. Erecting card drawing numbered 470A-69 5177 is in the DeGolyer Library collection.

14 ‘OTUZCO’	w/n 26201	Listed as having arrived from the USA in the 1905 Anales [11, 1905B p160]. An inspection report in the 1905 Anales states: <i>No. 14 Máquina mediana, recién llegada de los Estados Unidos, en perfecta condicion. Es igual a la W E y alterna con ella en el servido de pasajeros al valle. Tiene todas las mejoras modernas en su sistema de valvulas a vapor para los cilindros y también tiene un breque del mismo sistema.</i> In service 1908. Listed as sold to <i>FC y Muelle de Pimentel</i> as no. 14, Pimentel, Peru, per BLW letter 5-6-1912 or 5-6-1922). Named ‘MANUEL M. YZAGA’. [AC] gives this information, but I am not convinced. This loco was a 4-4-0 but the engine 14 ‘MANUEL M. YZAGA’ of the Pimentel railway is listed as a 2-6-0.
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If this was indeed a Trujillo railway loco, as the original caption suggested, it seems likely to have been no. **8**, with the partly legible front number-plate tending to support this.

Nos. **7** and **14** were the railway's only other 4-4-0s.

A 1905 inspection

An inspection report in the 1905 Anales lists each locomotive and gives brief details [11, 1905B pp160-1]. These individual comments have been added to each loco's history, but the concluding remarks from this section of the report are as follows:

Todas tienen la caja de humo extendidas y armadas adentro con tela metalica para impedir las chispas que pueden ocasionar incendios.

*En la factoria y almacenes hay muchas piezas de repuesto como son, ruedas, cilindros, chumaceras y cuatro cajas de fuego que pueden necesitarse más tarde para las maquinas numeros **1**, **5**, **6** y **7**.*

La factoria tiene bastante maquinaria, como son: tornos y cepillos habiéndose recibido un torno de sistema moderno en 1905 y esta por llegar un cepillo doble, de los Estados Unidos.

Todavia no he hecho la inspeccion del Ferrocarril de Huanchaco Tres Palos por no haber recibido aun respuesta del Administrador de Chiquito; pero tan pronto como la reciba pasare a US. mi informe sobre la inspeccion de esa linea. Dios guardé á US.

J. M. Gálvez.

The fleet in 1908

LOCOMOTORAS

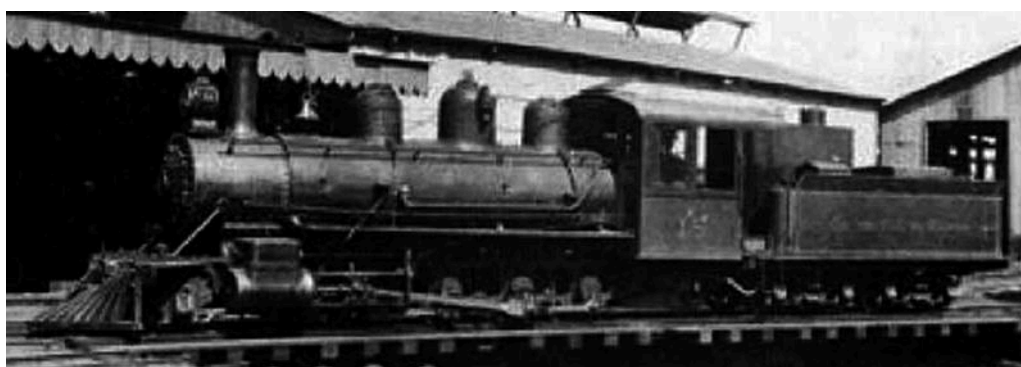
No.	NOMBRE	Fabricante	Tipo	Fecha en la que entro al servicio por la vez.	Servicio que hace	PESOS Equipada para el servicio		Pares de ruedas acopladas	Presión normal de la caldera	Estado de conservación.
						de la locomotora	del tender			
1	Chimú ...	H.K. Porter Co	American	1874	Mixto	14 Tns.	7 Tns.	3	150 Lbs.	ueno.
2	Trujillana	"	"	1874	Pasajeros	12 "	6 "	2	150 "	"
3	Moche...	Baldwin Ltda.	"	1875	Mixto	25 "	15 "	3	150 "	"
4	Salaverry	"	"	1875	"	25 "	15 "	3	150 "	"
5	Chicama	"	"	1875	"	25 "	15 "	3	150 "	"
6	Chocope	"	"	1875	"	25 "	15 "	3	150 "	"
7	Ascope..	"	"	1878	Pasajeros	13 "	7 "	2	150 "	"
8	Libertad.	"	"	1878	"	15 "	10 "	2	150 "	"
9	Manuelita.	"	"	1881	"	11 "	5 "	2	150 "	"
10	Sta. Catalina.	"	"	1898	"	11 "	5 "	2	150 "	"
11	Tranvía	John Fowler Co	Inglés	1879	"	5 "	3 "	2	140 "	"
12	"	"	"	1879	"	5 "	3 "	2	140 "	"
14	Otuzco..	Baldwin Ltda.	American	1905	"	15 "	10 "	2	150 "	"

The FC de Trujillo fleet list from Costa y Laurent's 1908 paper [1].

2-8-0 d/w 36", cyls. 15x20", built by ALCo Cooke in 1914

Ordered on ALCo sales order no. C-399 for FC Trujillo. Later sold to the Cía. del FC y Muelle y Pimentel as their nos. 9 'VIRGILIO DALL'ORSO' and 10 'JUAN CUGLIFORLI'.

- 15 w/n 54634
16 w/n 54635



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

Ordered for ? No. 17 was possibly Krauss 4922 of 1903, an 0-4-0T supplied to Peru via Fry Miers & Co. for the 3' 0" gauge; see photo below. If so the loco must have arrived from some previous owner as the number 17 would not have been allocated until after the arrival of 15 and 16 in 1914.

- 17 w/n ?



The identity of this German-built 0-4-0WT seen on Salaverry pier in the 1930s has not yet been ascertained, though it would appear to have been built by Krauss of Munich. The only 3' 0" gauge Krauss 0-4-0T explicitly for Peru was no. 4922 of 1903 (via Fry Miers & Co.). This photo was taken by Robert H. Platt and is from the AGSL photo archive at the University of Wisconsin Milwaukee.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1919?

Ordered for ?

18 w/n ?

There was a request to transfer this engine to Chimbote in 1943, and it seems that the transfer did take place.

2-6-0 d/w ?, cyls. ?, built by ALCo Cooke in 1923

Ordered on ALCO sales order no. C-745 for *FC Trujillo*.

19 w/n ? Sold to *Hacienda Pimentel* as their no. **15**.

The fleet in 1925

The usual US report gives the total number of locos as fourteen, but gives no details.

2-8-0 d/w 36", cyls. 15x20", built by ALCo Cooke in 1924

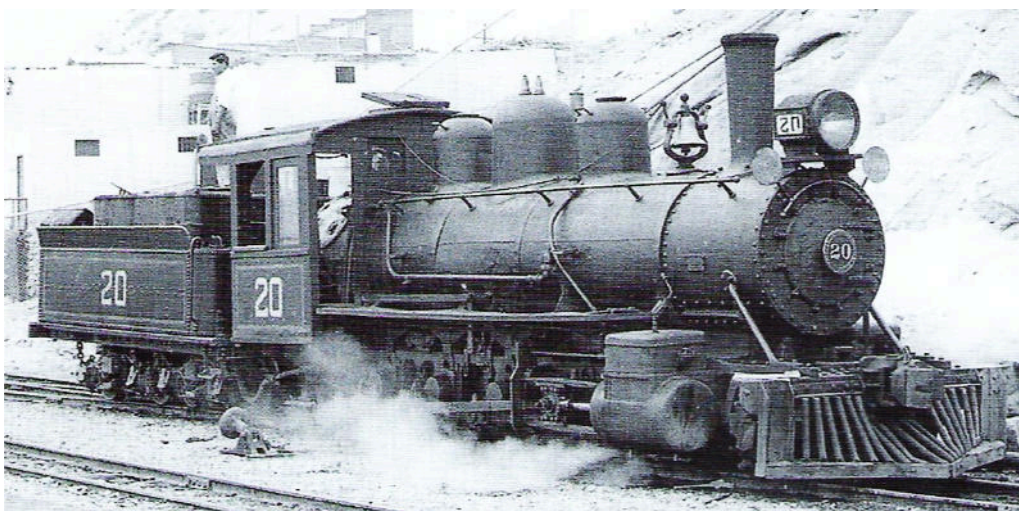
Ordered on ALCO sales order no. C-790 for *FC Trujillo*.

20 w/n 66096 In service here in 1965 [13]. Sold to *Hacienda Casa Grande* as their no. **22**.

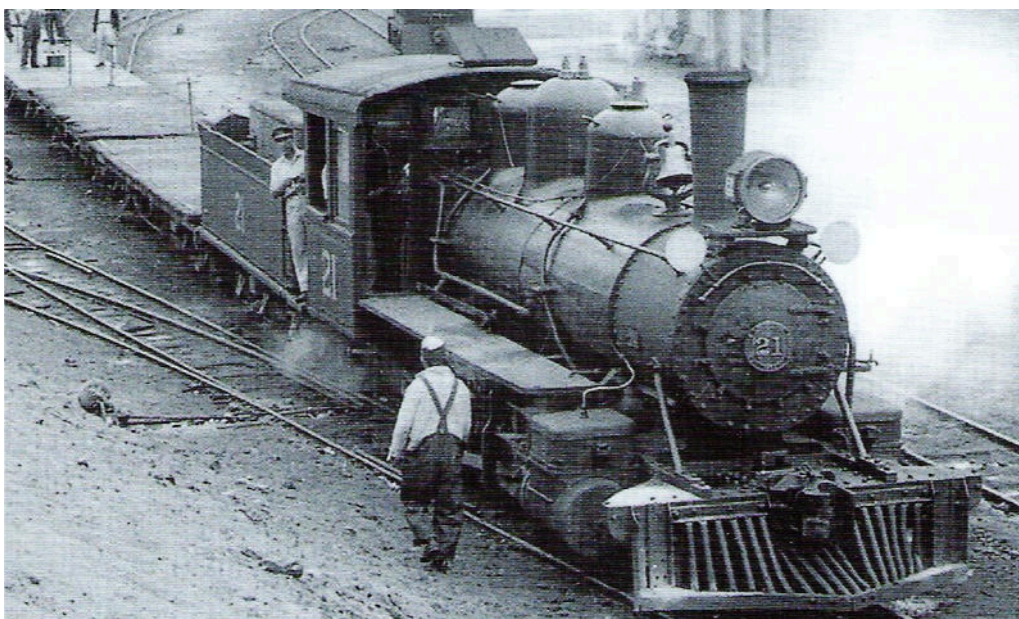
21 w/n 66097 Collided with autowagon/railcar no. **2** in January 1955. No damage to loco. In service here in 1965 [13]. Sold to *Hacienda Casa Grande* as their no. **23**.



An ALCo publicity card photo, displayed by courtesy of Richard Pelham.



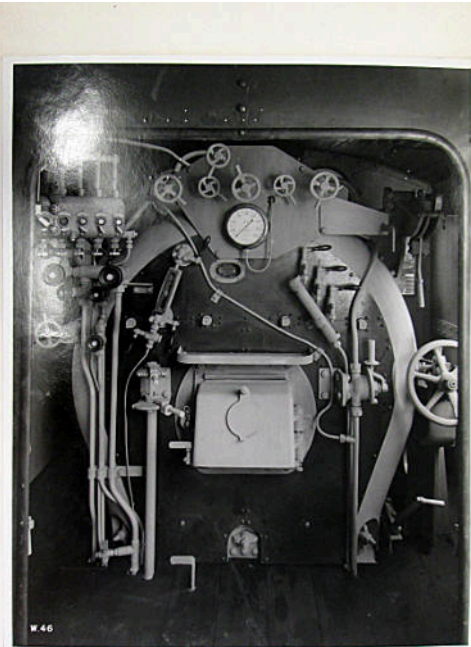
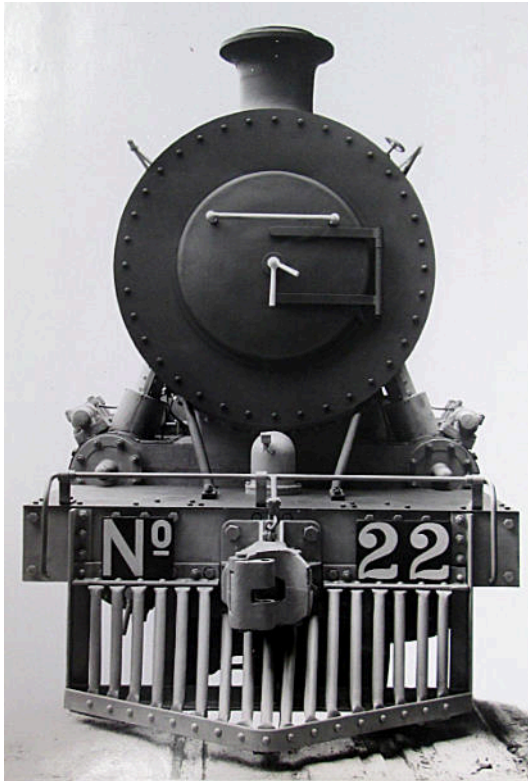
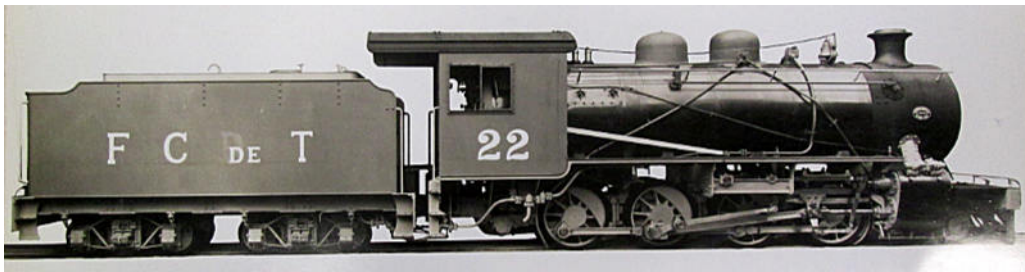
Photos of nos. **20** and **21**, taken by the late Bob Whetham in 1965.



2-8-0 d/w 44", cyls. 18½x24", built by Hunslet in 1936

Ordered by R. Hudson for Melville, Dumes Whitson, Crown, Ltd. for Peruvian Corp. for *FC de Trujillo*.

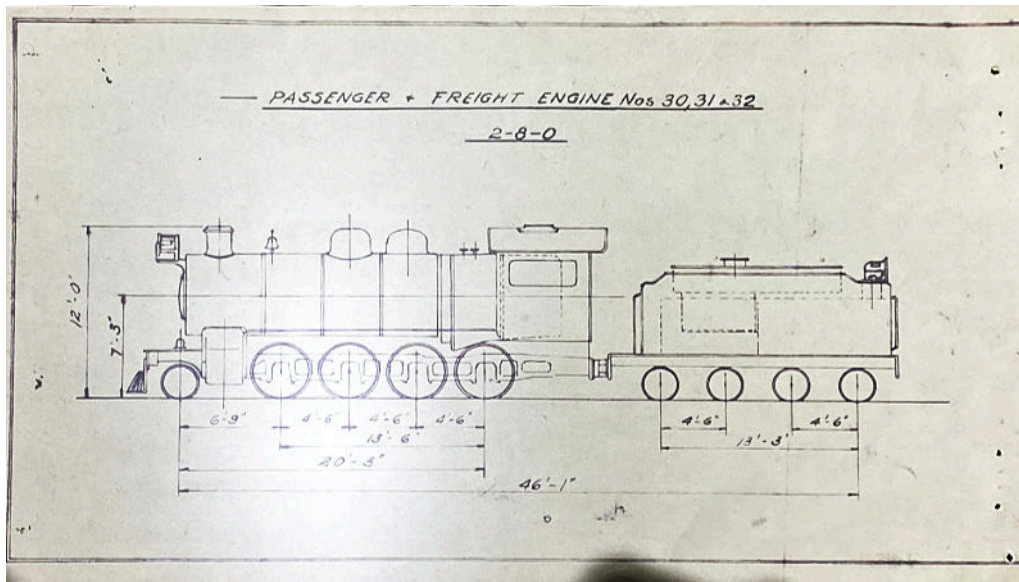
22 w/n 1795 Later renumbered **30**. Sold ca. 1948 to *FC Huancayo-Huancavelica* as no. **107**. Scr. after 1973.



*No. 22
Consolidation Type
Hanslet Engine Co.
August 1936*



The same loco after renumbering as no. **30**. No other changes have been spotted.
Photo by the late Bob Whetham.



A diagram of these three engines, from a diagram book displayed in the railway museum in Tacna, unfortunately under glass or I would have asked to see the other pages in the book.

0-4-0F d/w 32.3", cyls. 14.562x12", built by VIW in 1949

Ordered for Peruvian General Engineering, later to *FC de Salaverry a Trujillo*.

25

w/n 4661

0-6-0T d/w ?, cyls. ?, built by O&K in 1909

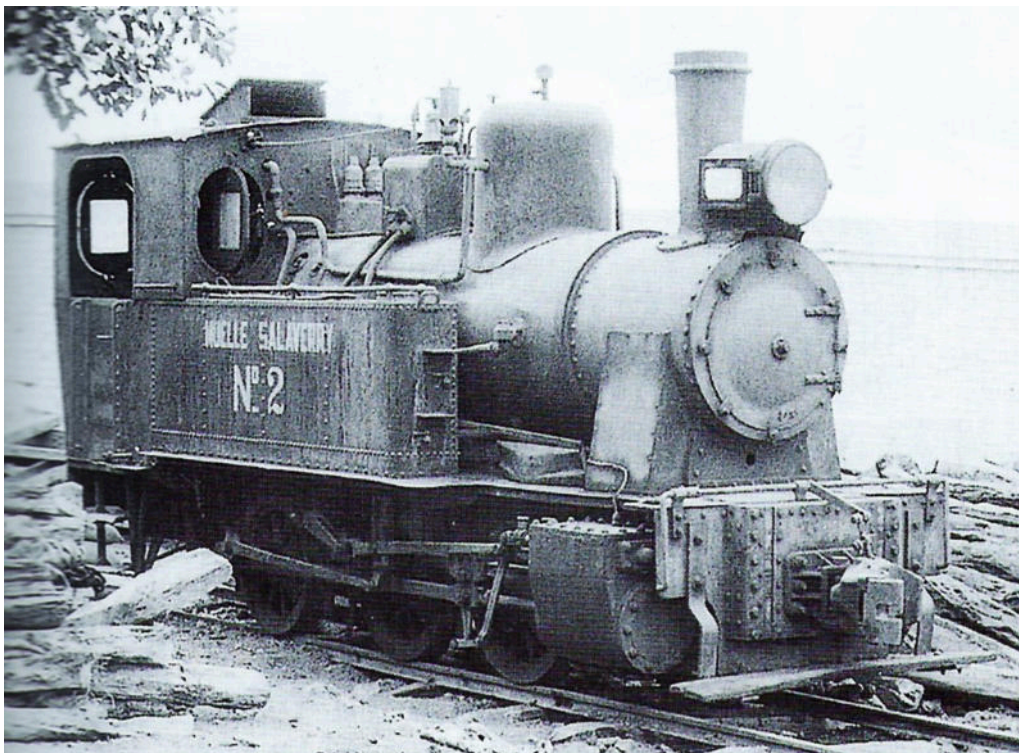
Ordered for J. Y. Chopitea of Trujillo.

Often operated on Salaverry pier.

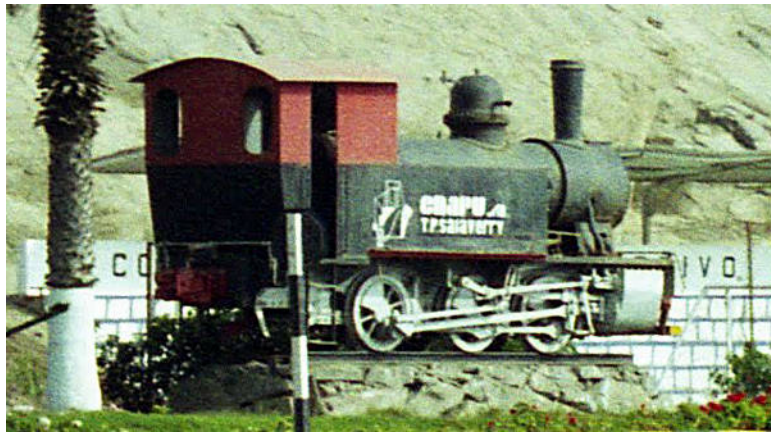
2²

w/n 3503?

Out of service 1965 [13]. Placed on display, Puerto Salaverry.



'MUELLE SALAVERRY No. 2', as seen in 1965 by Bob Whetham, and as later plinthed, below.

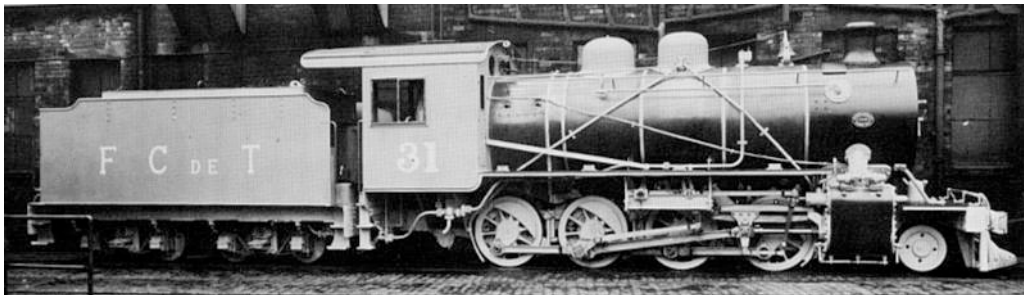


2-8-0 d/w 44", cyls. 18½x24", built by Hunslet in 1947 and 1956

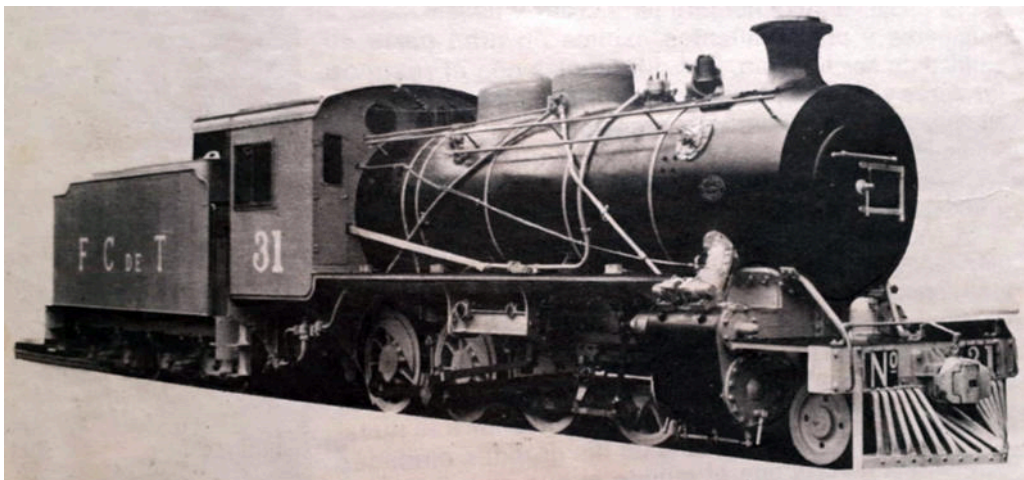
Ordered by Peruvian Corp. for *FC de Trujillo*. In 1953 there was considerable discussion amongst management as to whether a whole loco should be ordered from Hunslet or whether money could be saved by merely ordering new frames and motion with the locomotive then being assembled at Trujillo using a boiler, wheel sets and pony truck already in store. It was also noted that seventeen tons was the maximum lift that could be undertaken at Trujillo pier, thus any loco arriving would have to be in sections no heavier than that.

- | | | |
|-----------|----------|---|
| 31 | w/n 3413 | Sold to <i>FC Huancayo-Huancavelica</i> as their no. 108 . |
| 32 | w/n 3868 | Collided with railcar no. 1 at Cumbre station in April 1954. No serious damage to loco. |

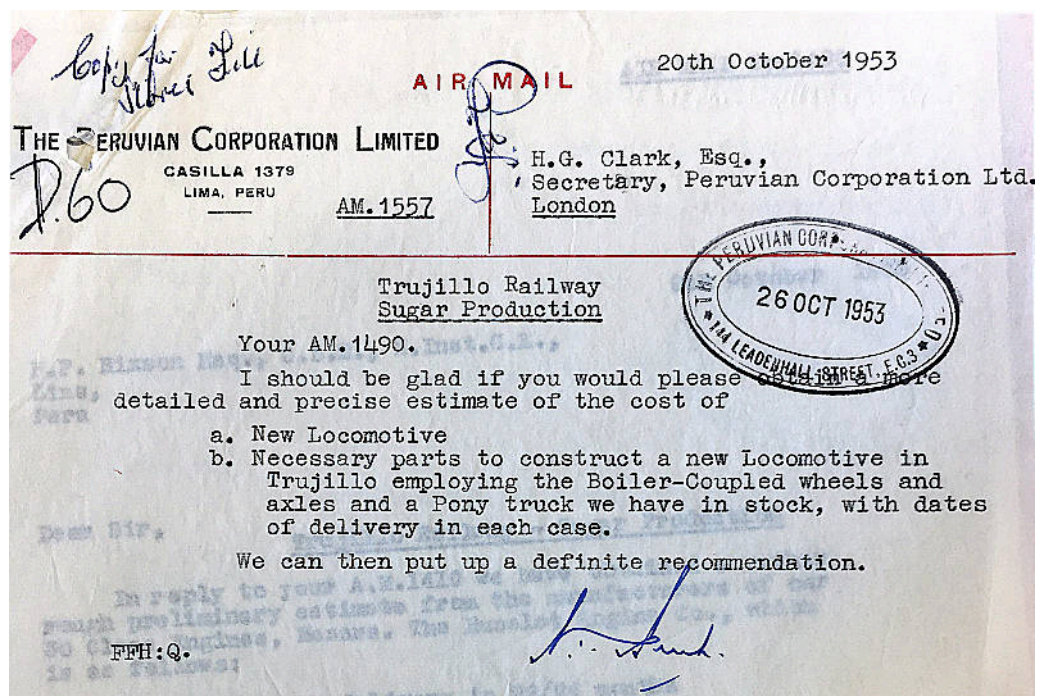
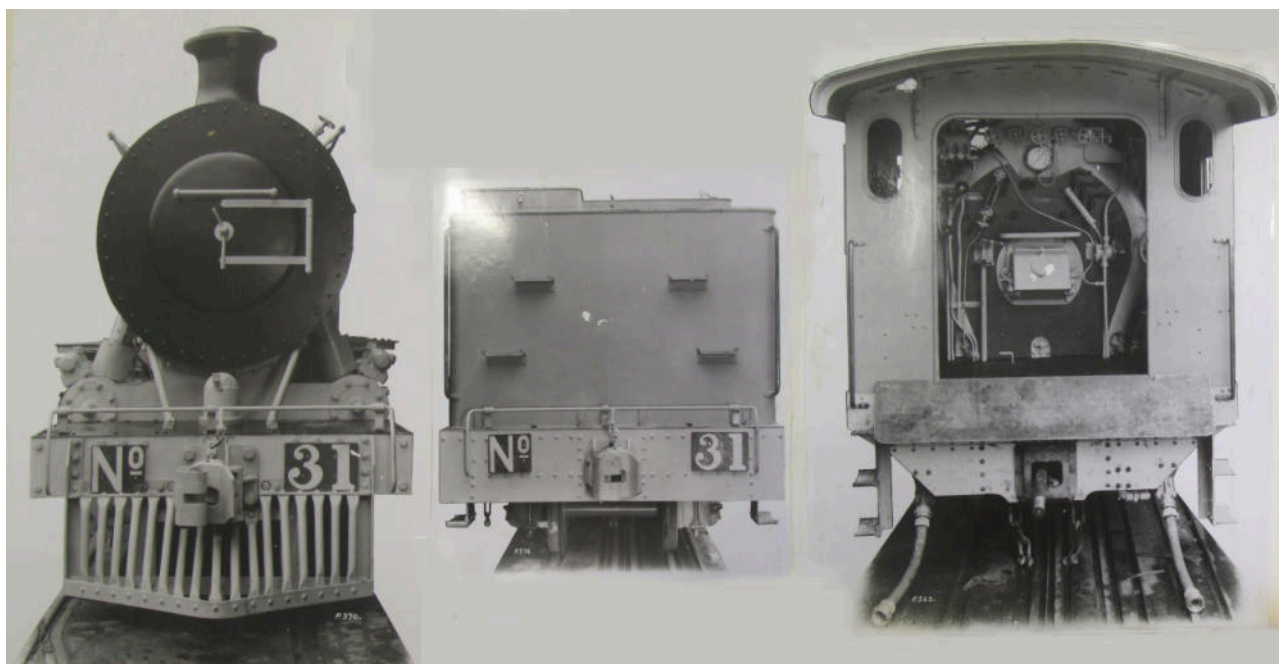
Bob Whetham, in [13] states that all three of these, nos. **30-32**, were present in 1965, though only no. **30** was in use, the others being under overhaul.



A Hunslet builder's photo of no. **31**.



Another Hunslet builder's pic, this time a three-quarter view.



A report from the early 1950s

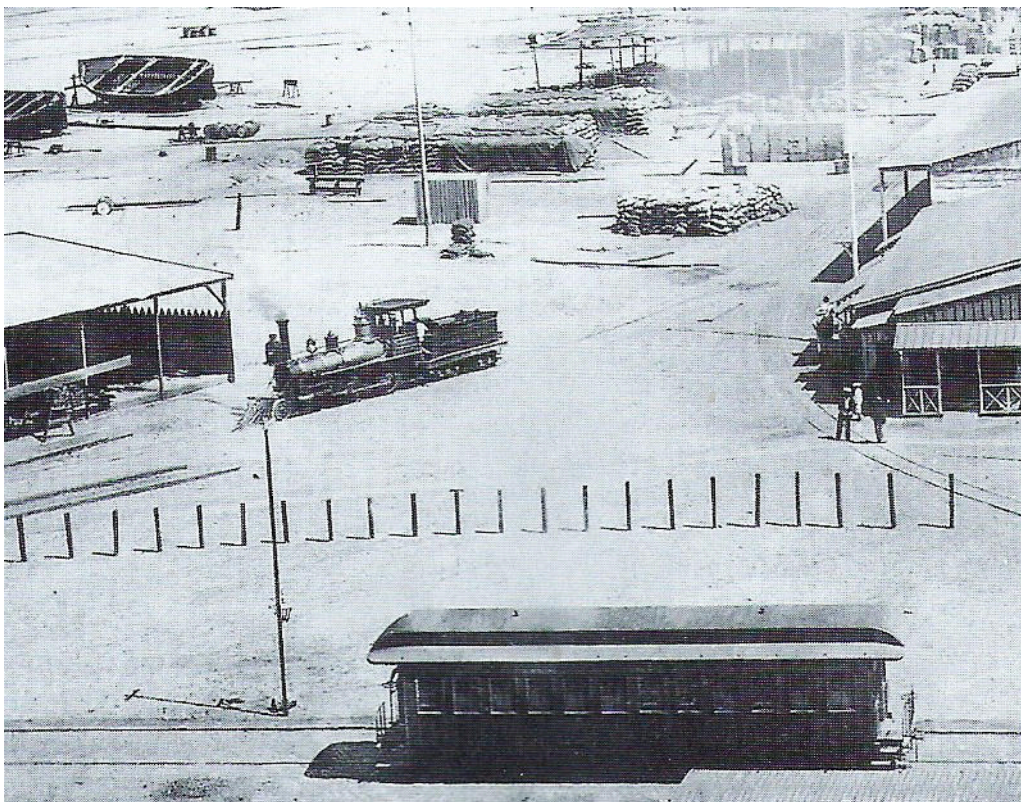
A set of Peruvian Corporation report survive in the PC archive held by University College, London, but housed at The National Archives in Kew. The Trujillo railway section includes the following paragraphs, probably written before the arrival of Hunslet 2-8-0 no. 32 in 1956.

The present motive power consisting of two Hunslet 2-8-0 - 30 Class Locomotives, two Baldwin 2-8-0- 20 Class and 2 small Baldwin 2-6-0- Nos. 5 & 6 and one small 2-6-0 - American Locomotive Co.No.19 used at Salaverry for yard and mole switching, together with the 5 Walker-Gardner S.P. Units (3 pre-war 2 post-war) can cover the present traffic with a reasonable margin, provided no S.P. Unit goes out of action unexpectedly.

The Locomotives and S.P. Units are well maintained those in service were in good order. The two 30 Class Locomotives in particular are impressive machines for a 3'0" gauge and are giving excellent service.

Unidentified Trujillo railway engines

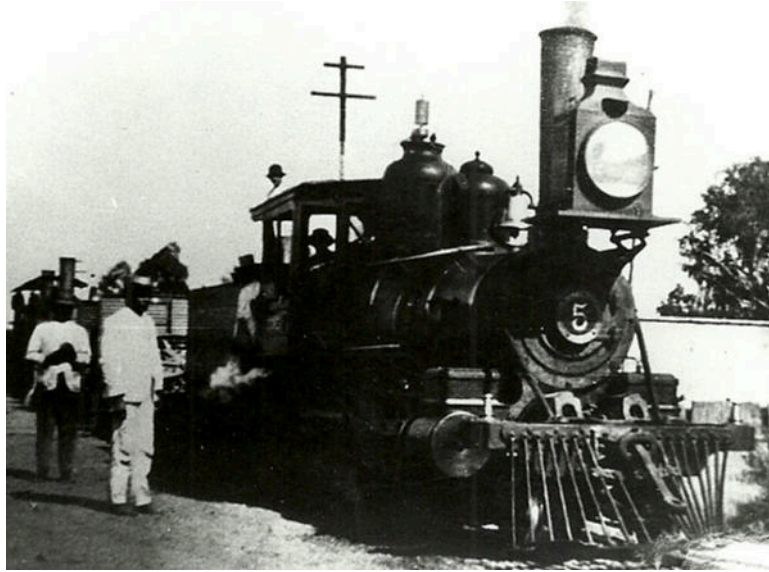
The two photos immediately below were captioned as being at Hacienda Cartavio when found. However, the locos depicted are much larger than those known to have been operated by that establishment, and are much more likely to have belonged to the *FC de Trujillo* which ran onto that estate.



Bob Whetham thought that this photo taken at Pto. Salavarry showed 2-4-0 no. 2 'PARDO' later 'TRUJILLANA'. However it does not look like the photo of that engine a few pages back. This one has a taller cab, a bogie tender, and a thin straight stack.



This photo showing a loco shed with several engines including a Baldwin(?) 4-4-0 numbered **6**, is displayed on the <https://cartaviocultura.wixsite.com/> website.



This loco numbered **5** was also found captioned as being at Hacienda Cartavio, but like the engine above does not fit into those listed.

Other locos not for this Trujillo railway

Over the years there has been considerable confusion caused by researchers not realising that this was not the only *FC de Trujillo*. There was another one in Venezuela's Trujillo province, sometimes called the *Gran Ferrocarril de Trujillo* but later known better as the *Gran Ferrocarril de La Ceiba*. That one was also 3' 0" gauge, adding to the muddle. In particular Baldwin locomotives 14152 of 1894, and 13846 of 1893 have sometimes mistakenly been attributed to Peru rather than Venezuela.

There was also a *Ferrocarril de Truxillo* in Honduras.

14.3.4 La Empresa de Muelle y Ferrocarril de Chicama and the Chicama valley haciendas

Región de La Libertad

1915-1969



Part of a map showing the railways of the Chicama area. Whilst the original has had to be reduced in resolution for the current purpose, the title and key have been enlarged to retain their clarity. A substantial part of the upper rio Chicama has been cropped off but this only showed an unopened alignment to Km. 58 near Tambo and proposed routes further.

Background

3' 0" and 3' 6" gauges. Owned by the Soc. Agrícola Casa Grande, which later became the Cía. Agrícola Chicama. It was administered by Gildemeister and Co. Total length including loops and sidings 194 km. First ran in 1915. The precise structure of this network is yet to be discovered. It is clear that a network of lines linked a number of haciendas to the port of Chicama, and that whilst they may have grown up independently as time went on they tended to end up under the one umbrella organisation.

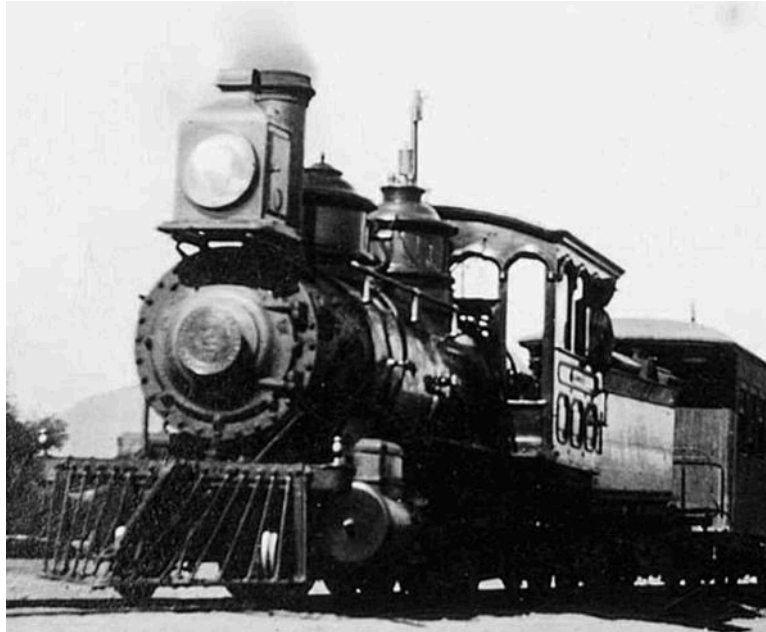
Reimar Holzinger's list gives the following lengths of route and the appropriate gauges:

Section	Length in km.	Gauge
Casa Grande-Sausal	177.0	3' 0"
Interno hacienda Chicamita	6.4	3' 0"
Interno hacienda Chiquito	9.2	3' 0"
Interno hacienda Casa Grande	29.0	3' 6"
Interno hacienda Roma	21.5	3' 0"

Licapa-Casa Grande	28.5	3' 6"
Puerto Chicama-Licapa	31.4	3' 6"
Total	203.8	

Puerto Chicama Railway (Malabrigo), Chicama Valley

It had up to sixteen locos latterly including one diesel, also 9 passenger cars and 974 freight wagons. In 1950 it transported a total of eleven million tons. The 1969 agrarian reforms affected the Chicama complex and the railway completely disappeared.



A photo supposedly taken in the Chicama valley, but showing a rather older engine than can be identified amongst those listed below. This comes from Sr. Abrill Talevera's Amigos a los que les gusta Ferrocarriles y Tranvias Peruanos page on Facebook.

Hacienda Cartavio



Background

3' 0" gauge. Built 1906 to serve the plantation owned by W. R. Grace & Co. 10 km. long. Built to link the mill at Cartavio with the Trujillo Railway at Chiclin. Internal lines were also built for cane haulage.

After the 1969 nationalisation the business became known as *la Cooperativa Agroindustrial Cartavio Ltda. N° 39*.

Although the tracks were already being lifted away to the north, the Trujillo Railway was still operating trains over the Hacienda Cartavio tracks between Chiclin junction and Cartavio in May, 1965. Operations ended not long afterwards.

0-4-0T d/w 26", cyls. 9x12", built by Baldwin in 1878

Ordered via W. R. Grace for *Hacienda Cartavio*. BLW class 04-11C nos. 27 and 28. Spec. is in vol. 8 pp228 and 238.

Names on brass plates on cabsides. Radley & Hunter stacks.

‘CARTAVIO’, later **1** w/n 4349

‘ELENA’, later **2** w/n 4368

0-4-0ST d/w 27", cyls. 7x?", built by Andrew Barclay in 1891

Ordered via M. P. Grace & Co., London, for *Hacienda Cartavio*.

3 w/n 684

4 w/n 685

0-4-0ST d/w 28", cyls. 9x12", built by Baldwin in 1893 and 1897

Ordered via W. R. Grace & Co. for *Hacienda Cartavio*. BLW class 04-11C nos. 137 and 155. Specs. are in vols. 18 p206, and 21 p16. Wood-fuelled with Radley & Hunter stacks.

‘GORDON’ w/n 13477

‘LEGGATT’ w/n 15325

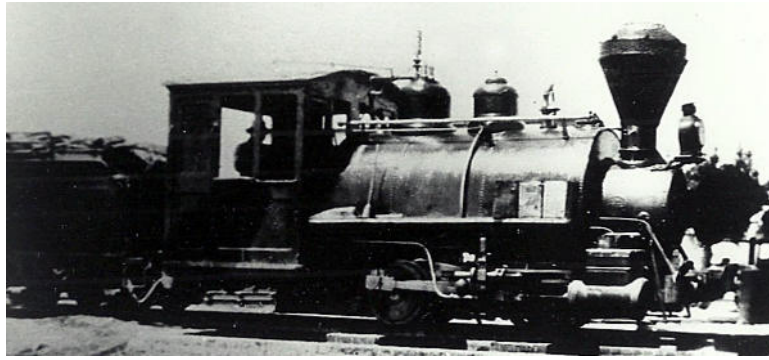
0-4-0ST d/w 28", cyls. 10x14", built by Baldwin in 1902

Ordered via W. R. Grace & Co. for *Hacienda Cartavio*. BLW class 04-14C no. 132. Spec. is in vol. 24 p166. Wood fuel, and Radley & Hunter stack. All springs one plate heavier (than normal).

5 ‘SAPLAN’ w/n 20047



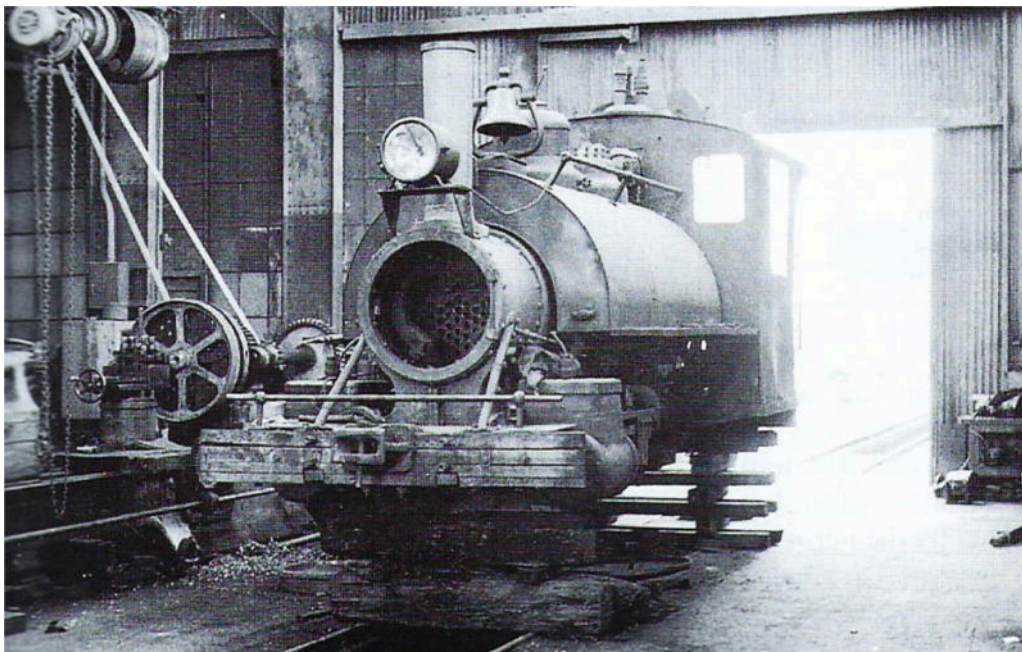
BLW photo 01568. High-res versions can be purchased from the Railroad Museum of Pennsylvania.



The same loco in service. It rather looks as though it acquired a tender.



This is a heavily-cropped extract from a photo published in an English language book probably during the 1930s to 1950s period. The location was explicitly named as 'Cartavio'. It clearly shows a US-built saddle tank which might be no. **5 'SAPLAN'**, above, or one of the smaller earlier Baldwins, but no other details have yet been identified.

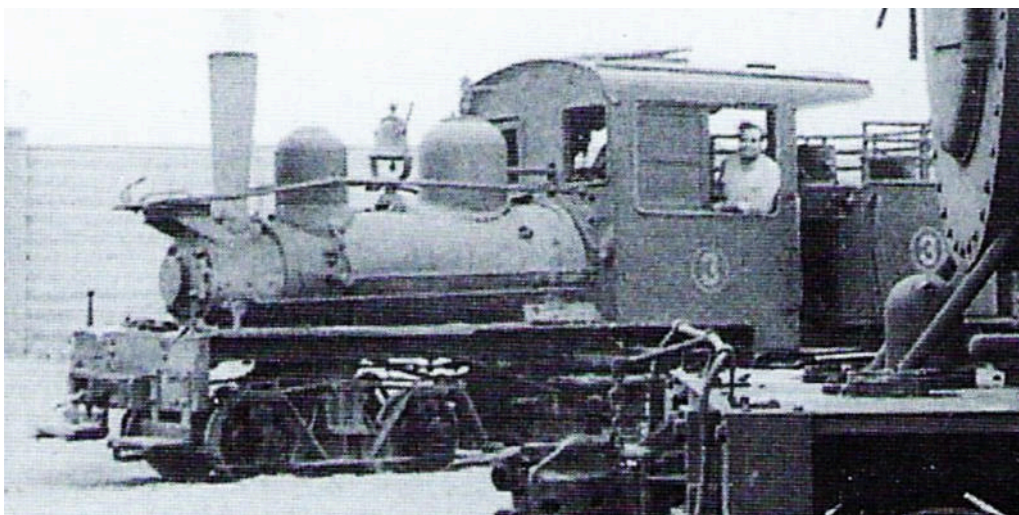


No. **5** in the works with its wheels out. Photo by the late Bob Whetham.

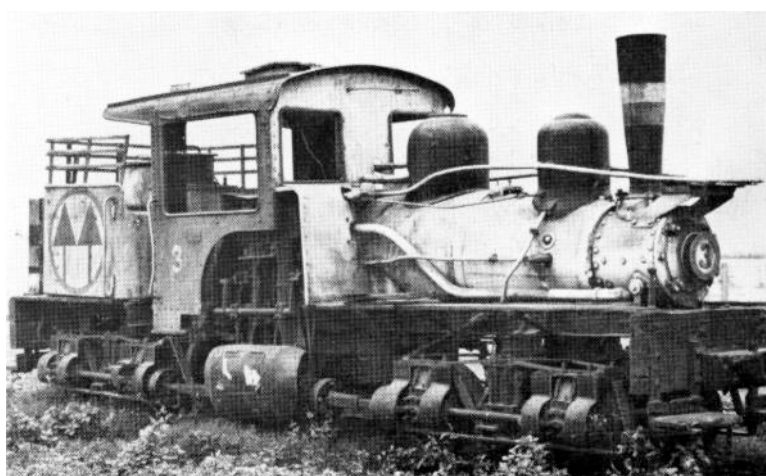
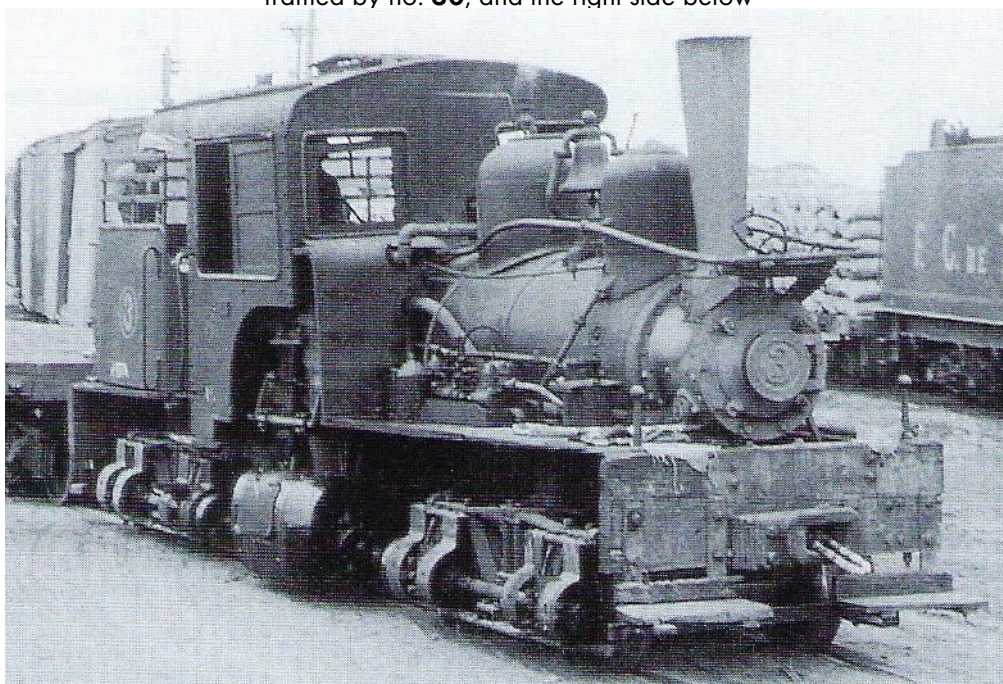
2 truck Shay d/w 22", cyls. 6x10", built by Lima in 1921, 1922 and 1928

Ordered via W. R. Grace & Co. for *Hacienda Cartavio*.

1²	w/n 3167
3²	w/n 3202
8	w/n 3323



Shay no. **3** as seen by the late Bob Whetham in 1965, left side is seen above framed by no. **30**, and the right side below



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974. This is no. **3**, which is apparently now on display.

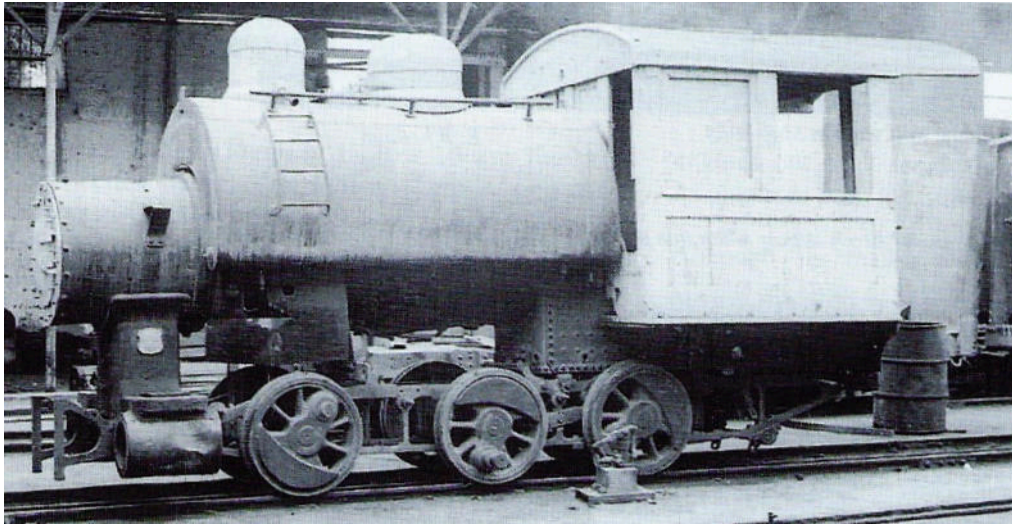
0-6-0STT d/w ?, cyls. ?, built by Porter in ?

Ordered for ?

See photo in [5, vol 1, p58]

2²

w/n ?

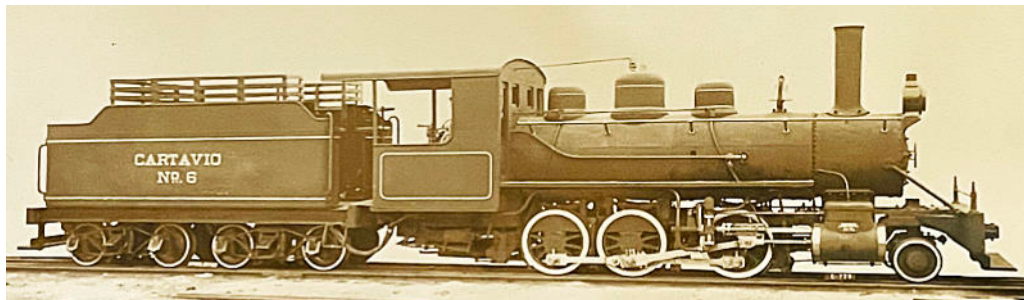


This Porter 0-6-0ST was seen by Bob Whetham, possibly in 1965.

2-6-0 d/w 34½", cyls. 13x18", built by ALCo Cooke in 1923

Ordered via W. R. Grace & Co. for *Hacienda Cartavio*.

6 w/n 64391



Hacienda Cartavio no 6 ALCo publicity card photo.

CTW 2268

AMERICAN LOCOMOTIVE COMPANY,
NEW YORK

Class, 260-54

BUILT FOR THE CARTAVIO

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"	13"	18"	34½"	41"	165 lbs.	47¾"	36¾"	100	2"	12'-0"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving		Engine	Engine & Tender	Loading		Driving		Engine		Tender
7'-6"		14'-2"	37'-7¾"	6000		48000		54000		47500
FUEL		HEATING SURFACES—SQUARE FT.				GRATE AREA SQ. FT.		MAXIMUM TRACTIVE POWER		FACTOR OF ADHESION
Kind		Tubes	Fire Box		Total					
Oil, Coal & Wood		624	53		677	11.9		12300 lbs.		3.9

Tender, Type 8-Wheeled

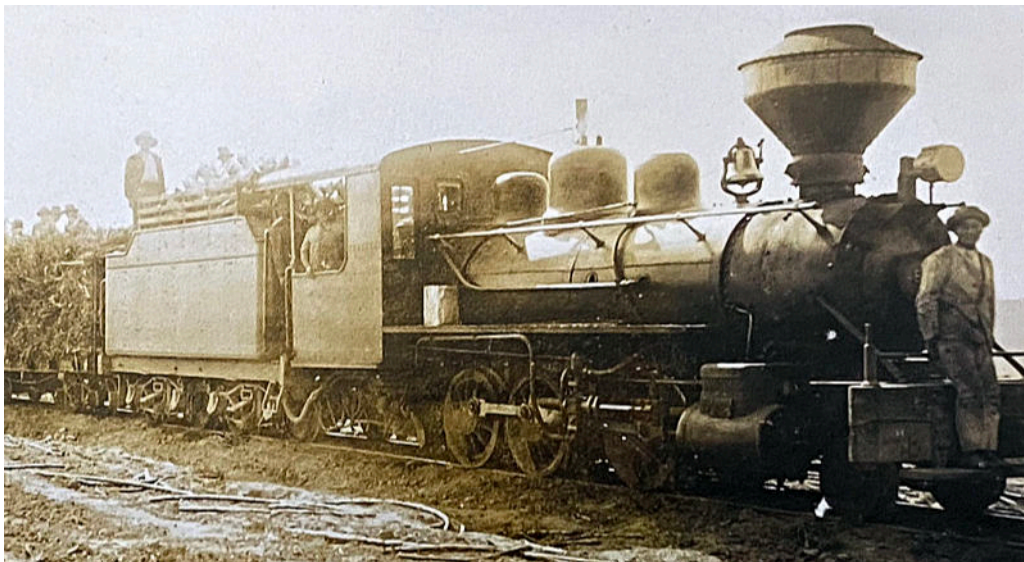
Capacity, Water, 2000 Gals.

Fuel, OIL, 700 GALLONS
COAL, 4 TONS
WOOD, 2 CORDS

ORDER No. C-726

April, 1923

Hacienda Cartavio no 6 ALCo publicity card details.



A 2-6-0 supposedly at Hacienda Cartavio. The photo was displayed



No. 6 on a cane train later in its life, and with a straight stack after conversion to oil firing. Photo by Thomas Walsh.

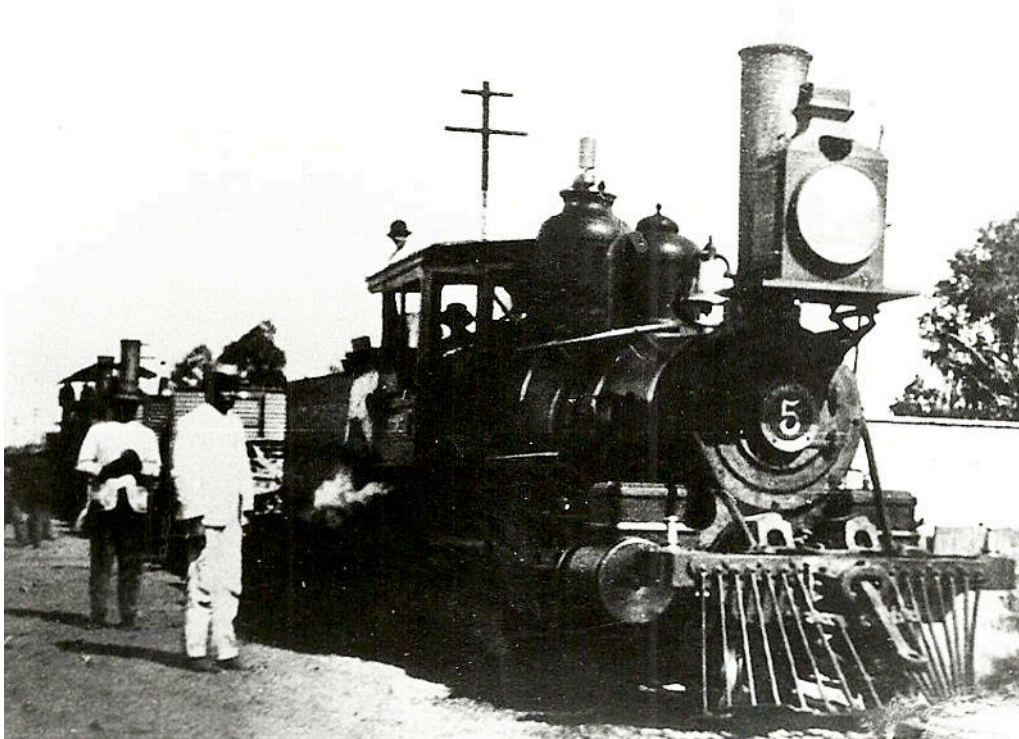
? d/w ?, cyls. ?, built by ? in ?

Ordered for ? Probably purchased between 1923 and 1928.

7 w/n ?

The fleet in 1925

There were apparently seven locos of which three were from Baldwin: two 0-4-0s with 9x12" cylinders, and an 0-4-0 with 10x14" cylinders. That suggests that the two earliest Baldwin engines dating from 1878 had by that time been withdrawn. The total of seven is less than the nine locos which the above list would suggest were in the fleet at that time, unless the Andrew Barclay locos had also been withdrawn, in which case the numbers match.



This photo supposedly shows Hacienda Cartavio no. 5 around 1883, but this engine has not yet been identified.

Hacienda Casa Grande known after the 1969 nationalisation as the ***Casa Grande Co-op No. 32.***

Background

3' 0" gauge. 1915-1969. The Gildemeister haciendas in the Chicama valley started using railways in 1898. Part 3' 6" gauge and part 3' 0". The latter reached 35 km. In 1927 Gildemeister also absorbed *Hacienda Roma*, and in 1937 *Hacienda Laredo*.

Eventually it all seems to have ended up as 3' 0" gauge. AC suggests involvement by various interests, such as Gildemeister & Co., the *Empresa del Muelle y Ferrocarril de Chicama, Ltda.*, and the *Empresa Agrícola Chicama*. Total length of route was 196 km. eventually all run by the *Cooperativa Agrícola Casa Grande no. 32*.

Most had closed by 1970 but short length at Pto. Chicama was run by *ENaPu* until 2004 or so.

Locos were apparently absorbed from the *Hacienda Zauzal*, *Hacienda Pampas*, *Hacienda Roma*, etc.

[RH] gives the following track lengths and gauges for these hacienda lines:

Casa Grande-Sausal	177.0 km	3' 0" gauge
Interno hacienda Chicamita	6.4	3' 0" gauge
Interno hacienda Chiquitoy	9.2	3' 0" gauge
Interno hacienda Casa Grande	29.0	3' 6" gauge
Interno hacienda Roma	21.5	3' 0" gauge
Licapa-Casa Grande	28.5	3' 6" gauge
Puerto Chicama-Licapa	31.4	3' 6" gauge
TOTAL		203.8

2-4-0 d/w ?, cyls. ?, built by Borsig in 1911

Ordered for ? Originally on 3' 6" gauge, but later regauged.

1 w/n 7845



This is merely a guess as yet, but 2-4-0s of Teutonic style were not common, so this may well be Hacienda Casa Grande's no. 1.

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

Ordered for ? All unknown.

2 w/n ?

3 w/n ?

4 w/n ?

5 w/n ?

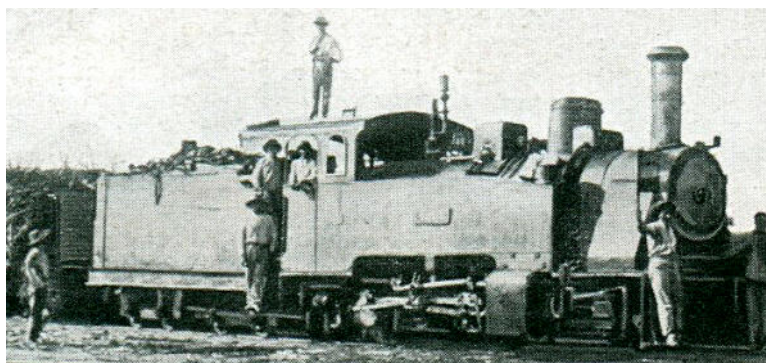
7 w/n ?

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

Ordered for ? In roundhouse OoS 1965, along with a similar loco [AC].

6 'LIMA' w/n ?

? w/n ?

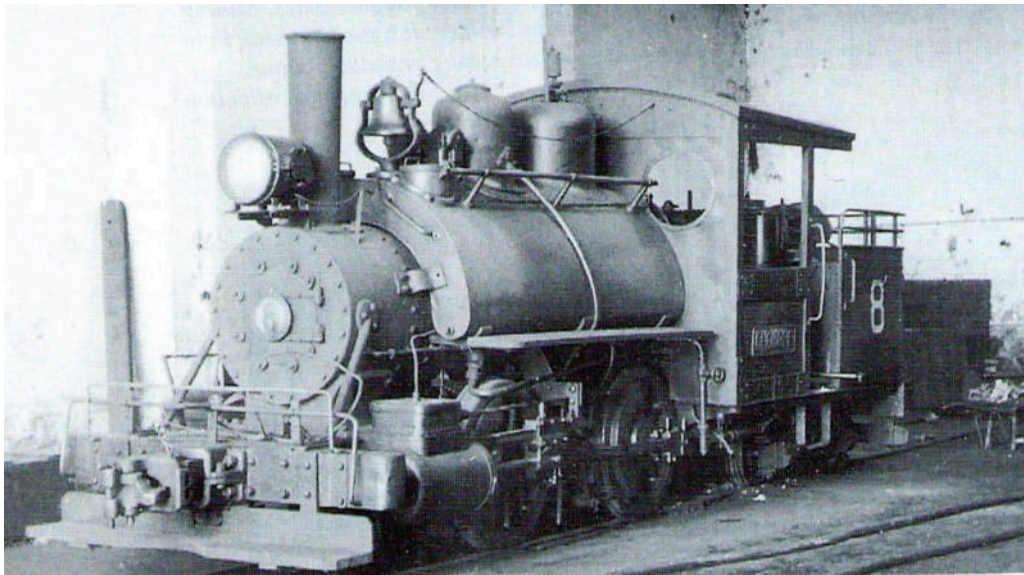


This image was labelled as at the Casa Grande hacienda. It has not been positively identified but might well be one of this O&K pair.

0-4-4ST d/w 33", cyls. 9x16", built by Baldwin in 1905

Ordered via Emilio F. Wagner for *Hacienda Roma* no. 10 'ASCOPE'. BLW class 08-12 1/3C no. 4. Spec. is in vol. 27 p236. Straight stack. Name on brass plates on cab.

8 'CHOCOPE' w/n 25369 Stored at Casa Grande Mill 2005 [AC].



Hacienda Casa Grande no. **8** as seen in 1965 by the late Bob Whetham.

0-4-0T d/w ?, cyls. ?, built by HanoMAG in 1921

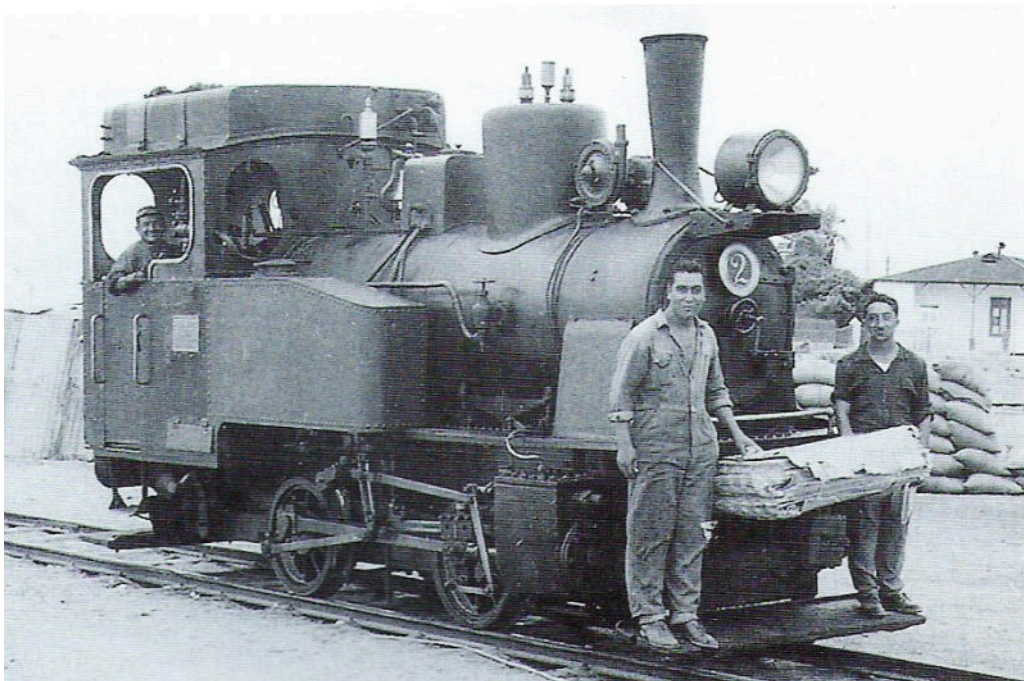
Ordered via Gildemeister & Co. for *Hacienda Casa Grande*. Builder's number not confirmed by Jens Merte's HanoMAG list.

1² w/n 8205?? Derelict at Puerto Chicama 2005.

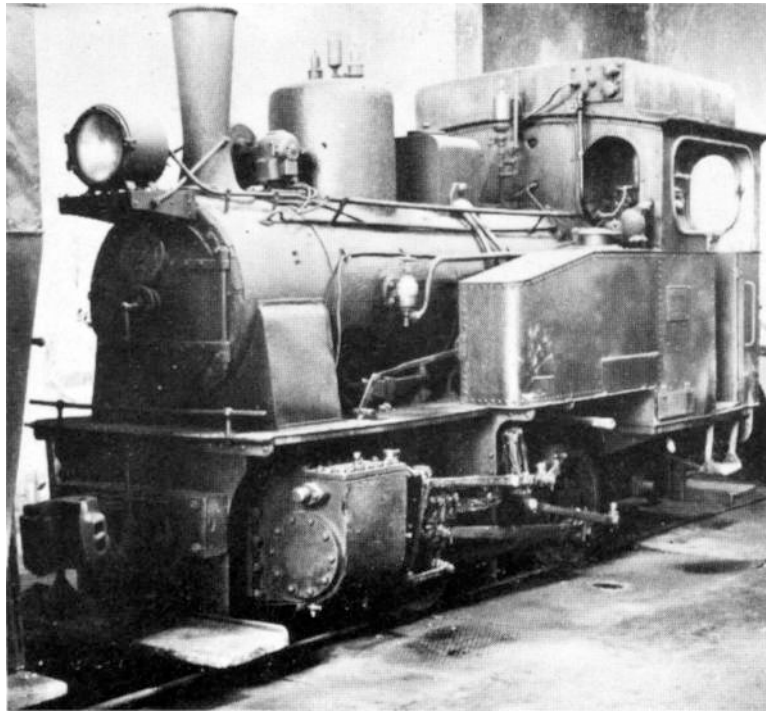
0-4-0T d/w ?, cyls. ?, built by O&K in 1924

Ordered for *Hacienda Casa Grande*. 90hp.

2² w/n 10874 Derelict at Puerto Chicama 2005.



Hacienda Casa Grande no. **2**, as seen by the late Bob Whetham in 1965.



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974. At the time the engine was in store at Puerto Chicama. It remained there in 2005 but derelict.

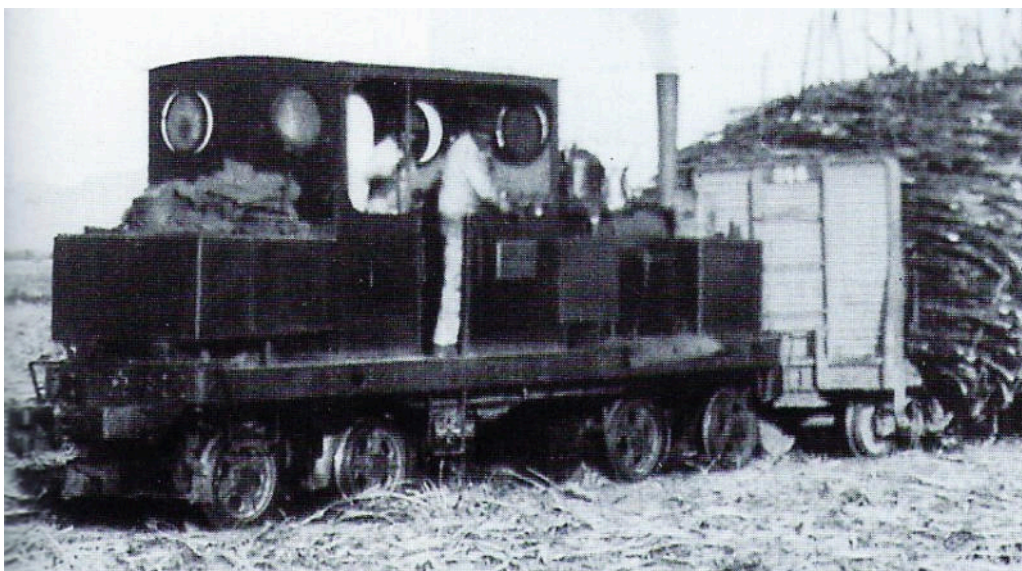
The fleet in 1925

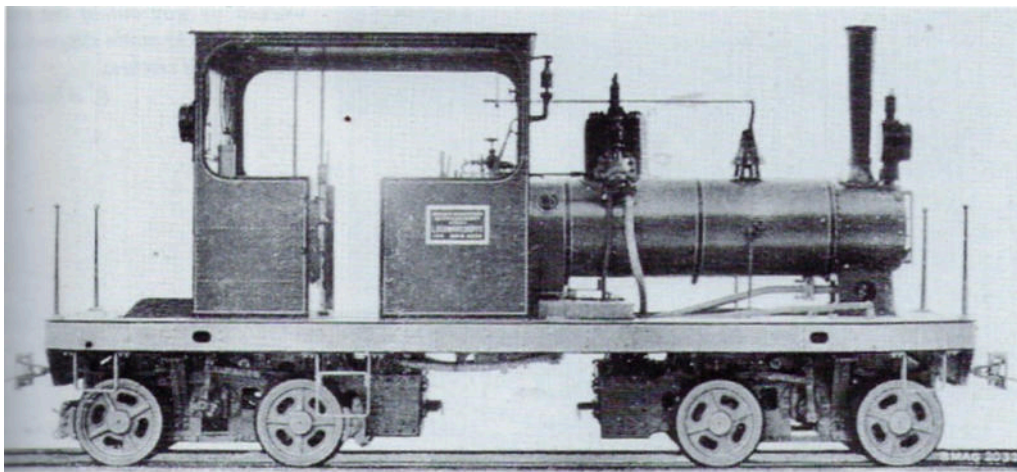
It was stated that the railway possessed eighteen locomotives [2], though it is not certain that this railway alone was being considered.

0-4-0+0-4-0T geared d/w ?, cyls. ?, built by BMAG in 1924-5

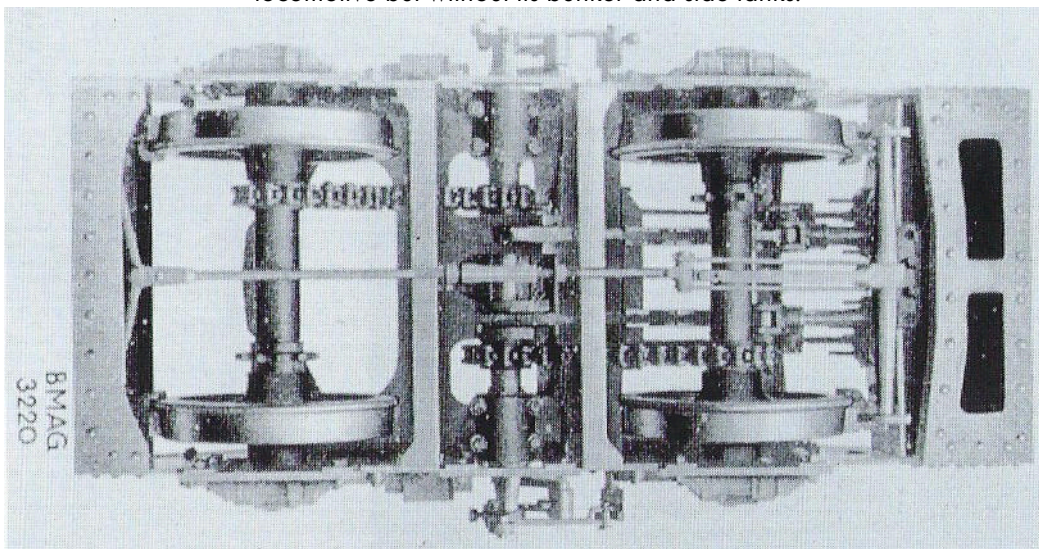
Ordered for *Hacienda Casa Grande*. Inside frames, unlike the similar locos for narrower gauges elsewhere. Fitted with auxiliary water tanks by the hacienda [20]. The running numbers are unknown, and may not have been in the main sequence unless they took the numbers of earlier engines by then withdrawn.

- ? w/n 8364
- ? w/n 8365
- ? w/n 8719





This view, probably from a BMAG catalogue, shows an example of this type of locomotive but without its bunker and side tanks.



This view of one of the BMAG power bogies from below shows the cylinders at the right hand end driving a central jackshaft and thence by chains to each of the axles.

2-4-2TT d/w ?, cyls. 7x12", built by Davenport in 1920

Ordered for *Cía. Transcontinental de Petroleo* no. ? as 2-4-2T. Probably one of a batch of three built as Davenport 1844, 1846 or 1847, for *Cía. Transcontinental de Petroleo* (later PEMEX) nos. **1-3**, Tampico, Mexico. Sold to *Hacienda Casa Grande*.

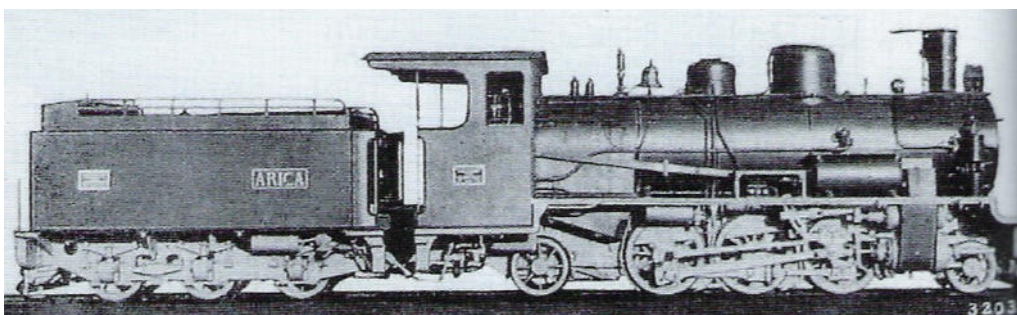
9 w/n See above. Later to *FC de Pimentel* as their no. **17**. Converted to 2-4-2 tender engine.

2-6-2 d/w ?, cyls. ?, built by BMAG in 1924

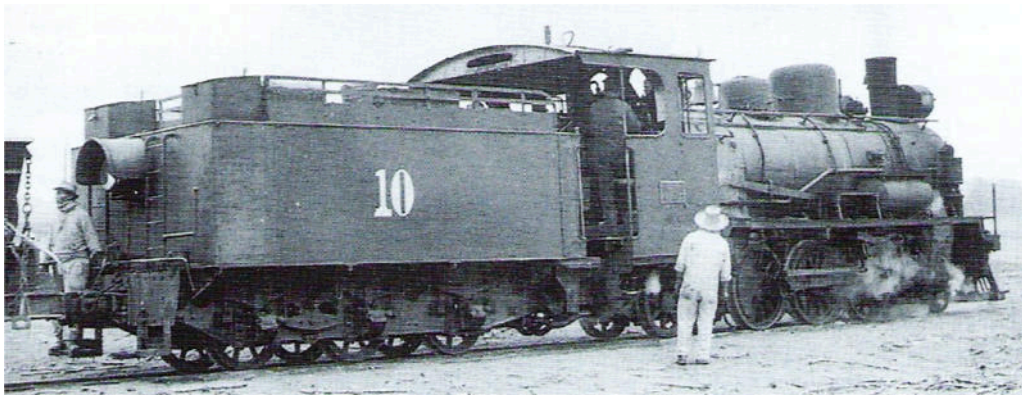
Ordered for *Hacienda Casa Grande*.

10 'ARICA' w/n 8323 Sold to *FC de Pimentel* as their no. **3**.

14 '?' w/n 8322 Sold to *FC de Pimentel* as their no. **4**.



No. 10 'ARICA'.



Hacienda Casa Grande no. **14**, though with the tender from no. **10**, as seen by Bob Whetham probably in 1965.

2-8-2 d/w 44", cyls. 19x30", built by ALCo Schenectady in 1920

Ordered via E. Nash & Watzen Ltd. for *Hacienda Casa Grande*.

- | | | |
|-----------|-----------|--|
| 11 | w/n 61545 | |
| 12 | w/n 61546 | |
| 13 | w/n 61547 | Sold to <i>FC Lima á Lurin</i> as their no. 4 , later to <i>FC Cuzco á Santa Ana</i> as no. 128 , then renumbered 121 . |

0-4-0F d/w ?, cyls. ?, built by O&K in 1924

Ordered for *Hacienda Casa Grande*.

- | | |
|------------|-----------|
| 15? | w/n 10823 |
| 16? | w/n 10824 |

2-8-2 d/w 48", cyls. 16x24", built by Baldwin in 1943

BLW class 282,16S nos. 147-149. [AC] says: Ordered 1942 on Baldwin sales order no. 42301 for U. S. Army Transportation Corps no. 198 as metre gauge, numbered **USA 199** and **USA 200**. Changed to 36" gauge prior to delivery and sent to Skagway, Alaska for use on White Pass & Yukon Route. Withdrawn December 1944 from service. Shipped March 1945 to Auburn Transportation Corps Depot, Auburn, Wash. Advertised for sale via War Assets Administration 7th December 1945. Sold via Dulien Steel Products Co. for *Hacienda Casa Grande*. Robert Hilton (private communication May 2021) then sent the following: "The fifteen locomotives have been sitting at the Army Services Supply Depot in Auburn for six months and had been up for bid for a month. All had been shipped from Alaska. Only four bids were received on the locomotives. Three of the engines, 110 tons each [U.S.A. ##198-200], were sold for \$1738 to the Dulien Steel Products Co. A spokesman said the company hopes to be lucky enough to find a customer in South America. Thirteen engines, each about 60 tons [U.S.A. ##10, 14, 20-23, 250-256], were sold to M. Bloch & Co. for \$5957.50. The company says they plan to scrap them." John T. (2015). "Re: Northern Pacific Auburn, WA Scraping of 3-foot Steam," *Railway Preservation News* (Sept. 8, 2015), citing, *Seattle Times* (April 18, 1946), at, <http://www.rypn.org/forums/viewtopic.php?f=1&t=38094&start=15> (Apr. 27, 2021). [Note: three locomotives plus thirteen locomotives add up to sixteen locomotives, not fifteen.]

- | | | |
|-----------|-----------|--|
| 17 | w/n 69433 | Renumbered 32 in 1969. See below. |
| 18 | w/n 69434 | |
| 19 | w/n 69435 | |

Robert Hilton (private communication May 2021) then sent the following: "It appears that in 1969, Casa Grande Loco #17 had been renumbered to **32**, in honor of the new co-op number. The following item discusses this: Peltier, Mike (2003). Re: Peruvian Steam Info, at, <https://ngdiscussion.net/phorum/read.php?1,37052,37056#msg-37056> (Apr. 21 2021) (In 2003, Dr. John Kirchner observed photographs of the three 190 class locos at former Hacienda Casa Grande,

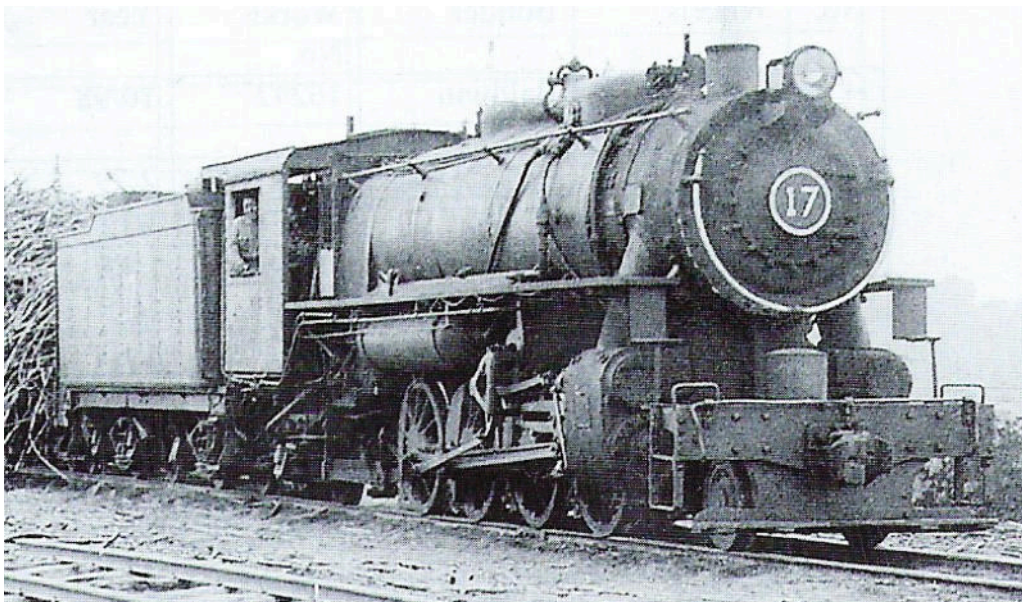
bearing the numbers **18**, **19**, and **32** in the photographs.). No. **17** appears to have had its number replaced. As you may know, in 1969, as part of its state-run, collectivist economic reform, the Peruvian Military Junta nationalized the Casa Grande sugar plantation, and renamed it Casa Grande Co-op No. 32. It looks like the new loco number was inspired by the new co-op number. (Sugar output at Casa Grande declined by 40% under the Junta, but that's another story!)”



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974.



2-8-2 no. **17** on a passenger train, seemingly soon after its arrival to judge from the newly-repainted patches on the cab and tender.



Hacienda Casa Grande no. **17**, as pictured by the late Bob Whetham.

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

Ordered for ?

20

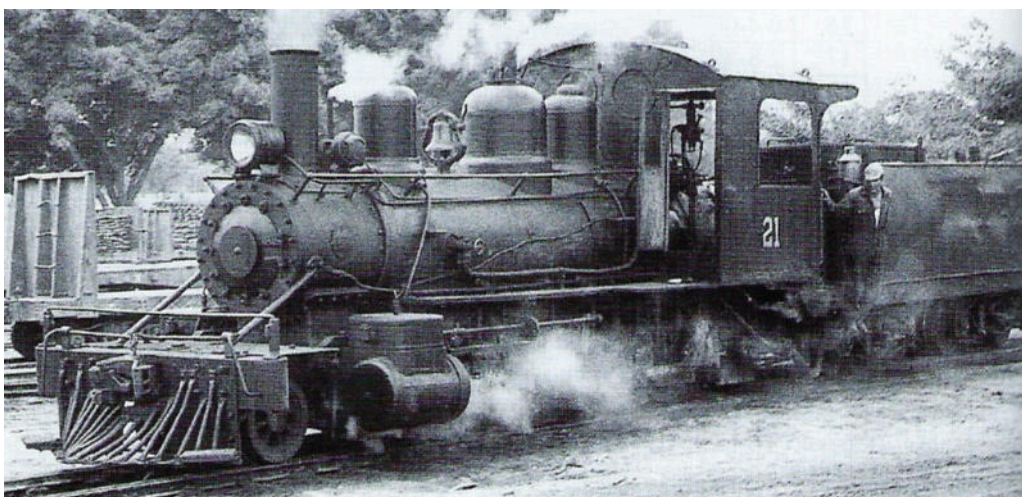
w/n ?

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1919

[AC] says: Ordered 9-27-1918, Baldwin sales order no. 17123 by William H. Knox & Co. for *FC Roma a Huanchaco*, named '**ROMA**'. Date of trial 1-14-1919. Cost \$19,850. (With second loco named '**HUANCHACO**'.) Sold via Graham Rowe & Co. to *Hacienda Roma* (BLW letter 9-7-1920). To *Hacienda Casa Grande*. BLW class 10-20E no. 19. Spec. is in vol. 66 p177. Names on brass plates on cabsides. Fuel, wood, therefore Radley & Hunter stack.

21

w/n 51088



Hacienda Casa Grande no. **21**, ex-Hacienda Roma, as seen by the late Bob Whetham.

2-8-0 d/w 36", cyls. 15x20", built by ALCo Cooke in 1924

Ordered via W. R. Grace for *FC de Trujillo* as their no. **20**. Sold to *Hacienda Casa Grande*.

22

w/n 66096

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1919 or 1921?

Ordered for *Hacienda Roma* ? BLW class 10-20E no. 20? Spec. is in vol. 66 p 177. NB It is just a guess that this engine is the second of the pair, ie. built with no. **21** above.

23¹

w/n 52089 or 54695?

2-8-0 d/w 36", cyls. 15x20", built by ALCo Cooke in 1924

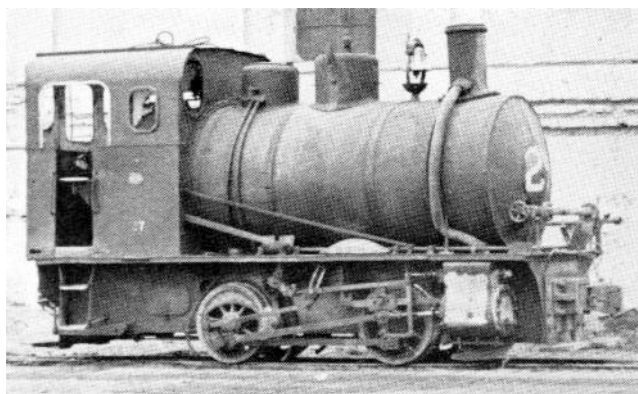
Ordered via W. R. Grace for *FC de Trujillo* as their no. **21**. Sold to *Hacienda Casa Grande*.

23² w/n 66097

0-4-0F d/w ?, cyls. ?, built by O&K in 1930

Ordered via Gildemeister & Co. for *Hacienda Casa Grande*.

24 w/n 12164

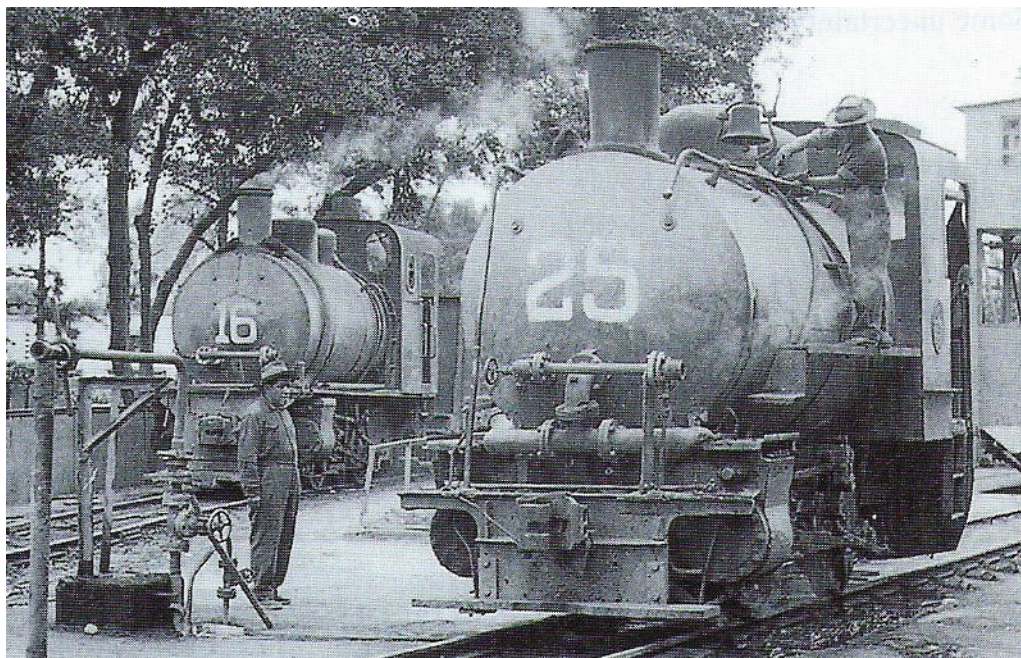


The photo was found in Mills and Christian's *World of South American Steam*, published in 1974. The identity of this fireless loco is uncertain, though the plate frames suggest that it was European-built and the number begins with a **2**.

0-4-0F d/w 32", cyls. 24½x22", built by VIW in 1949

Ordered via Gildemeister & Co. for Peruvian General Engineering Co. for *Hacienda Casa Grande*.

25 w/n 4661



Hacienda Casa Grande nos. **16** and **25**, as seen by the late Bob Whetham.

Empresa Agricola Chicama Ltda. SA

Background

It is not yet clear how this enterprise fits into the overall pattern, though it may well have been the holding company

for a number of the haciendas.

0-4-0F d/w ?, cyls. ?, built by Vulcan Iron Works in 1949

Ordered for the *Empresa Agrícola Chicama Ltda.*, Peru.

?

w/n ?



This image is from VIW negative 00490 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



This image is from VIW negative 00489 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



These images are from VIW negative 00492 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

Hacienda Chicamita

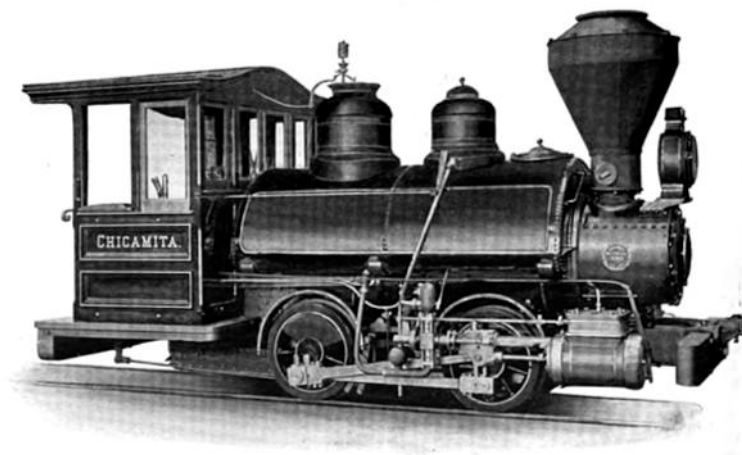
Background

3' 0" gauge, with four miles of track in the Chicama valley at Trujillo.

0-4-0ST d/w 28", cyls. 9x12", built by Baldwin in 1898

[AC] says: Ordered 8-6-1897 & 3-8-1898, Baldwin sales order #4210 via Emilio F. Wagner for Sra. Viuda de Barna for *Hacienda Chicamita* named "CHICAMITA". Date of trial 5-2-1898. Cost \$2,800. BLW class 04-11C no. 166. Spec. is in vol. 21 p178.

'CHICAMITA' w/n 15910



'CHICAMITA', Baldwin 15910 as shown in *Baldwin Record of Recent Construction* no. 8 p24.

Hacienda Chiclin

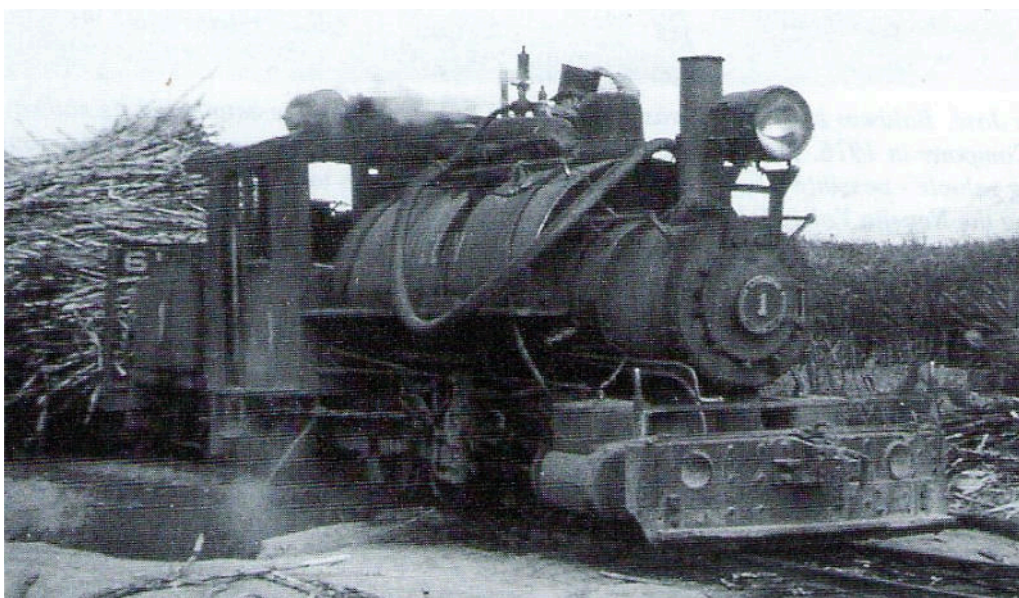
Background

3' 0" gauge.

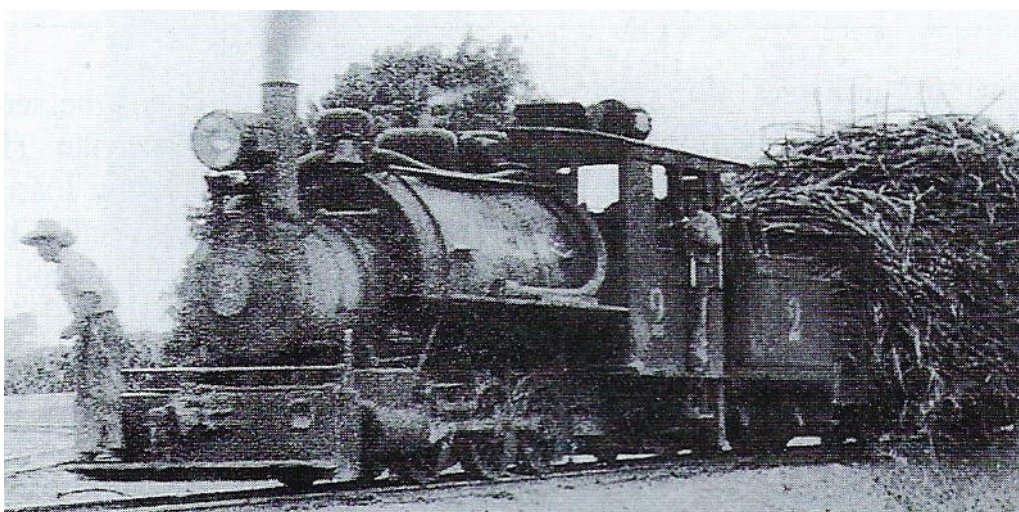
0-6-0STT d/w 35½", cyls. 10x16", built by ALCo in 1914

Ordered via W. R. Grace & Co. for *Hacienda Chiclin*.

1	w/n 55019	Sold on later to Larco Herrera.
2	w/n 55096	



Hacienda Chiclin no. 1; photo by Thomas Walsh 1963.



Hacienda Chiclin no. 2.

Hacienda Chinchu

Background

3' 0" gauge. Also in the Chicama valley at Trujillo. Owned by Larco Herrera Hnos. Connected with the Cartavio, Roma and Trujillo lines.

0-6-0STT d/w 30½", cyls. 10x16", built by ALCo Cooke in 1914 and 1915

Ordered via W. R. Grace & Co. for *Hacienda Chiclin*.

- | | | |
|----------|-----------|--|
| 1 | w/n 55019 | |
| 2 | w/n 55096 | Survives at Chiclin, and under restoration 2005. |

Hacienda Chiquitoy

Background

3' 0" gauge. Trujillo area. Owned by Luis J. de Orbegoso. Supposedly owned 8 miles track, 7 miles portable track, two locomotives and 100 wagons. Connected to the FC de Trujillo. By 1960s was part of the Casa Grande network.

0-4-4ST d/w 33", cyls. 9x16", built by Baldwin in 1910

[AC] says: Ordered 2-18-1910, Baldwin sales order no. 8482 by William H. Knox & Co. for *Hacienda Chiquitoy*, cost \$3,900. Date of trial 6-30-1910. BLW class 08-12 1/3C no. 10. Spec. is in vol. 36 p222. Name on brass plate on cab. Fuel coal and wood, Radley & Hunter stack. All springs one plate heavier than usual.

‘CHIKUITOY’ w/n 34837 Sold via Graham Rowe & Co. for *Hacienda Roma* (BLW letter dated 9-7-1920).

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

Ordered for ?

‘TORITO’ w/n ? Plinthed on a *huaca* mound within the Chiquitoy estate.

Hacienda Pampas

Background

3' 0" gauge. In Chicama valley near Trujillo. Estate and operations eventually absorbed by *Hacienda Casa Grande*.

0-4-0ST d/w 28", cyls. 8x12", built by Baldwin in 1896

Ordered 9-18-1896, Baldwin sales order no. 3933 by W. R. Grace & Co. for *Hacienda Pampas*. Date of trial 10-8-1896. Cost \$2,535. BLW class 04-10½C no. 79. Spec. is in vol. 20 p213. Wood fuel so Radley & Hunter stack. Mark on tank: ‘HACIENDA PAMPAS’. Window screens over windows, fuel slate on left side of cab.

1 w/n 15062 (Not 15026 as one source says)

Hacienda Roma

Background

3' 0" gauge. In Chicama valley near Trujillo. aka the Huanchaco railway.



Whilst this photo appears in Bob Whetham’s first volume it has also been published widely within Peru. There are seven saddle tank engines in this line-up, but the fourth in the row would appear to be an 0-4-0 tender loco. The first engine carries the name **‘ROMA’**.

Whilst the second and third locos are 0-4-4STs, the first, fifth, sixth, seventh and possibly the eighth would seem to be 0-4-OSTTs. That suggests that there were a number of engines at this location not yet identified.



Whilst this is a very poor quality image it does show an early 0-4-2T, possibly the fourth loco in the line above, seemingly with Rogers style domes.

0-4-0T d/w 28", cyls. 7x12", built by Baldwin in 1879

Ordered by Munoz y Espriella (BLW register book has this crossed out and replaced by Graham Rowe & Co.) for *Hacienda Roma*. BLW class 04-08C no. 3. Spec. is in vol. 9 p71. Radley & Hunter stack. Name '**Las MONJAS**' was crossed out and '**ALBERTO**' inserted in its place on spec. sheet. NB [AC] had the name '**VICTOR**' for this engine, whilst the relevant BLW register book has both '**VICTOR**' and '**ROMA**' crossed out. The book also has the class down as 4-14C no. 18, which is puzzling. Annotation: see Extra Order 4407 of September 1903. Also mention of this loco being similar to 04-11C no. 98 named '**GERÓNIMO**' for *Munoz y Espriella* which is in vol. 15 p113 but is not yet identified.

'ALBERTO' w/n 4541

0-4-0STT d/w 28", cyls. 9x14", built by Baldwin in 1898

Ordered 7-11-1898, Baldwin sales order no. 1294 by American Manufacturer's Export Association for Huanchaco RR, no running number but named '**HUANCHACO**'. Date of trial 10-1-1898. Cost \$3,485. To *Hacienda Roma*. BLW class 04-11C no. 169. Spec. is in vol. 21 p266. Radley & Hunter stack. Cab ash painted, with omnibus roof (whatever that is), window screens, and fuel slate on left side. "Herewith company's nameplate to be attached in a prominent place." See Extra Order 989 of Feb 1904.

1 'HUANCHACO' w/n 16242

0-4-4ST d/w 33", cyls. 9x16", built by Baldwin in 1902, 1905 and 1910

First one ordered 1-8-1902, 1-11-1902 & 1-17-1902, Baldwin sales order no. 5311 via Emilio F. Wagner for Huanchaco RR as no. **9 'TRUJILLO'**. Date of trial 2nd June 1902. Cost \$4,450. Then to Graham Rowe & Co. for *Hacienda Roma* no. **9 'TRUJILLO'**. Radley & Hunter stack. Name on brass plate on cab.

Second loco ordered 22nd November 1904, Baldwin sales order no. 6255 by Emilio F. Wagner for Huanchaco RR as no. **10**, named '**ASCOPE**'. Date of trial 3-23-1905. Cost \$4,400. Straight stack.

Third one ordered 2-18-1910, Baldwin sales order no. 8482 via William H. Knox & Co., Inc. for *Hacienda Chiquitoy*, Trujillo Province. Named '**CHIKUITOY**'. Cost \$3,900, date of trial 13th June 1910. Radley & Hunter stack. Sold via Graham Rowe & Co. for *Hacienda Roma*. (BLW letter dated 9-7-1920).

BLW class 08-12 1/3C nos. 2, 4 and 10. Specs. are in vols. 24 p282, 27 p236, and 36 p222.

9 'TRUJILLO' w/n 20510 Sold *Soc. Agric. Pucalá, Ltda.*, Chiclayo Province (BLW note 10-18-1929).

10 'ASCOPE' w/n 25369 Stored Casa Grande mill June 2005.

? w/n 34837



Hacienda Roma no. **9 'TRUJILLO'**. This is from Baldwin neg. no. 01618 at the Railroad Museum of Pennsylvania.

The fleet in 1908

Costa y Laurent lists just two locos for this railway, '**HUANCHACO**' and '**TRES PALOS**'. This suggests first that his data was actually collected a couple of years earlier and before the 1905 loco had arrived, but also that the locos listed above were not all classed as belonging to that railway, one of the smaller two possibly being allocated to a mill or estate rather than on the 'mainline'.

0-4-4ST d/w 37", cyls. 10x16", built by Baldwin in 1912 and 1915

First one ordered 11-22-1911, Baldwin sales order no. 9161 via William H. Knox & Co. Inc. for *Hacienda Roma*.

Date of trial 3-8-1912. Cost \$3,850.

Second one ordered 12-7-1914, Baldwin sales order no. 10409 via William H. Knox & Co. Inc. for *Hacienda Roma*.

Date of trial 1-6-1915. Cost \$3,800.

Third one ordered 12-7-1914, Baldwin sales order no. 10409 via William H. Knox & Co. Inc. for *Hacienda Roma*. Date of trial 1-6-1915. Cost \$3,850.

Fourth one ordered 7-10-1915, Baldwin sales order no. 10498 via William H. Knox & Co. Inc. for *Hacienda Roma*.

Date of trial 8-3-1915. Cost \$4,350. Extras ordered through Baldwin Extra Work Department No. 5545 dated 7-1915 for one set of grates, plain bars with drop plate for coal, and extras covered by XO-5231, dated 7-1915, shipped with locomotive.

Fifth one ordered 7-10-1915, Baldwin sales order no. 10498 via William H. Knox & Co. Inc. for *Hacienda Roma*.

Date of trial 8-3-1915. Cost \$4,350. Extras ordered through Baldwin Extra Work Department No. 5545 dated 7-1915 for one set of grates, plain bars with drop plate for coal, and extras covered by XO-5231, dated 7-1915, shipped with locomotive. Oil tank, bill 4310, Extra Order #8385 dated 1916.

BLW class 08-14 1/3C nos. 56-60. Specs. are in vols. 44 p213, and 54 p327-329. No road numbers to be applied, solely names. Radley & Hunter stacks. Saddle tank 300 gals. and rear tank 350 gals. for first one and 400 gals. for the other engines. Pilots to be fitted front and back. An erecting card drawing numbered 1031-538379 for the second and third of these is in the DeGolyer Library collection.

'PAIJÁN'	w/n 37579
'SALAVERRY'	w/n 41860
'MOCHE'	w/n 41861
'CHICAMA'	w/n 42233
'CHOCOPE'	w/n 42234



This image is from Baldwin negative 03853 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania. It will be noted that between the ordering of 'PAIJAN' above, and 'MOCHE' below, certain alterations had been made to the design.



2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1919 and 1921

First one ordered 28th Sept. 1917, Baldwin sales order no. 17123 via William H. Knox & Co. Inc. for *Hacienda Roma*. Date of trial 14th Jan. 1919. Cost \$19,850.

Second one ordered 28th Sept. 1917, Baldwin sales order no. 17123 via William H. Knox & Co. Inc. for *Hacienda Roma*. Date of trial 14th Jan. 1919. Cost \$19,850.

Third one ordered 11th Nov. 1920, Baldwin sales order no. F-20214 via Graham Rowe & Co. for *Hacienda Roma*. Date of trial 21st March 1921. Cost \$26,837.50.

BLW class 10-20E nos. 19-20 and 26. Specs. are in vol. 66 p177 and p179, Radley & Hunter stacks for first two engines. No running numbers. First two to have names on brass plates on cab sides, but third to merely have name painted on cab and a straight stack.

'ROMA'	w/n 51088	Later to <i>Hacienda Casa Grande</i> as their no. 21 .
'HUANCHACO'	w/n 51089	One of BLW 51089 or 54695 sold <i>Hacienda Casa Grande</i> as their no. 23 .
'GRAN CHIMÚ'	w/n 54695	One of BLW 51089 or 54695 sold <i>Hacienda Casa Grande</i> as their no. 23 .

Hacienda Zauzal

Background

3' 0" gauge. In the Chicama valley near Trujillo.

0-4-2STT d/w 30", cyls. 9x14", built by Baldwin in 1897

Ordered 5-5-1897 & 5-12-1897, Baldwin sales order no. 4036 for *Hacienda Sauzal* (sic). Date of trial 6-23-1897.

Cost \$4,300. Later given the number **1**. BLW class 06-12 1/3C no. 25. Spec. is in vol. 21 p30. Fuel English bituminous coal, name on brass plate, straight stack, 4-wheeled tender with tank 8' x 4' x 2'.

1 'PERU'

w/n 15370

Later went to *Hacienda Casa Grande*.



Supposedly a loco at one of the Chicama valley haciendas. The number plate shows '**2**' and the engine might well be by Porter.

14.3.5 *Larco Herrera Hermanos*

Background

3' 0" gauge. 102 km of track around sugar estates in Trujillo area. Owned the Haciendas Roma and Laredo until they were sold to Gildemeister in 1927 and 1937. Opened 1898 from Huanchaco northward, with a branch from Trujillo to Huanchaco built 1914. However, source [2] suggests that all track was lifted in 1925. No motive power details currently known.

The *Informaciones y memorias de la Sociedad de Ingenieros ... v.17 1915*. includes a page on don Victor Larco Herrera's proposed railway from Salaverry to the playa Buenos Aires, on pages 455-456. See <https://babel.hathitrust.org/cgi/pt?id=uc1.b2870095&view=1up&seq=519&skin=2021>

14.3.6 El FC Laredo á Menucocho / El FC Trujillo á Menucocho

Hacienda Laredo

Región de La libertad

19

Background

36.6 km. This was a sugar mill and estate near Trujillo.

"Laredo Colonial, de la ciudad de Trujillo del Peru

HISTORIA COLONIAL DE LAREDO EL FERROCARRIL DE TRUJILLO-LAREDO-GALINDO-MENOCUCHO

La hacienda Laredo, utilize los ferrocarriles para transportar la cana de azúcar con dirección al citado fundo azucarero, también lo utilizaban para llevar el personal de trabajadores de la citada hacienda, y conectaba las vías de Trujillo — Laredo — Galindo — Menocucho.

En su mejor momento llegó a tener hasta 11 máquinas, utilizando numeroso personal para el traslado y tendido del sistema de rieles, donde se cosechaba la caña de azúcar; siendo una de sus mejores locomotoras la máquina N° 8 que cargaba y jalaba hasta 12 vagones de cana de azúcar; y era operada por don Wenceslao Marquina y don Luis Torres. Los brequeros, eran trabajadores que corrían velozmente delante de las máquinas y su función principal era encaminar la dirección de los rieles, para que la locomotora pueda llegar a su destino deseado, estos desarrollaban su trabajo con bastante peligro.

El ferrocarril que partía de la hacienda Laredo hasta el anexo el Cortijo, tenía un recorrido que pasaba por la avenida Pumacahua (distrito del Porvenir) luego cortaba la acequia la Mochica; por el oeste, hasta llegar al Anexo el Cortijo. Las locomotoras traían la caña de azúcar de los campos del Cortijo hasta la hacienda Laredo.

El Sistema de ferrocarriles, fue construido por don Pedro Telmo Larrariaga, y tenía la medida de 0,914 de trocha; y 53 Km. de extensión, siendo inaugurada durante el gobierno de don Nicolás de Pierola, comenzando a operar alrededor del año 1896 y tenía como encargado de la administración a la Peruvian Corporation.

Las locomotoras cumplieron un importante papel en la industria azucarera, funcionando normalmente hasta el año 1966, para luego ser abandonadas poco a poco por los contratistas de la época, para dar paso a la implementación del sistema de carga de cana con los camiones de Trailers.

Fuente: Anuario estadístico del ministerio del Fomento y Obras Públicas de 1966, formaba parte del antiguo ferrocarril de Trujillo."

0-4-2ST d/w 30", cyls. 9x14", built by Baldwin in 1900

Ordered 9-22-1899, Baldwin sales order no. 4626 by Emilio F. Wagner for Mr. J. I. Chopitea for Hacienda Laredo as no. 1, named 'LAREDO'. Cost \$3,500. Date of trial 4-2-1900. [AC] BLW class 06-11 1/3C no. 44. Spec. is in vol. 22 p272. Brass plates to read 'LAREDO No. 1', Radley & Hunter stack. Equipped with two 12" diameter sprung buffers both front and back.

1¹ 'LAREDO' w/n 17625

0-4-0ST d/w ?, cyls. 6x10", built by Fowler in 1896

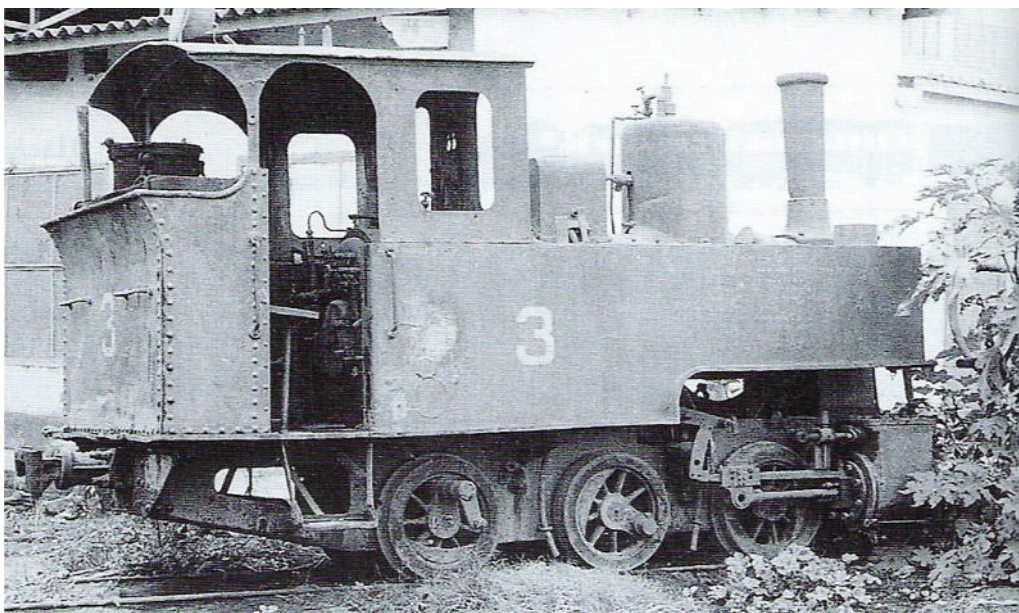
Ordered via H. Stokes for Hacienda Laredo as no. 2. Fowler list says 0-4-0ST, though Copeland says 0-6-0ST.

2¹ 'GALINDO' w/n 6958

0-6-0T d/w ?, cyls. ?, built by a German builder in ?

Ordered for ?

3 w/n ?



. Loco seemingly German but not yet identified. Photo by the late Bob Whetham in 1965.

0-6-0T d/w ?, cyls. ?, built by O&K in 1905 and 1909

First one ordered via Ludoweig & Co. for José Ignacio for *Hacienda Laredo*, and second via J. Y. Chopitea for *Hacienda Laredo*. Both 80hp.

4? w/n 1350

One of this pair seemingly present in 1965, converted to 0-6-0F.

5? w/n 3503



Loco converted to fireless, probably originally one of this pair of O&Ks.

Photo by the late Bob Whetham in 1965.

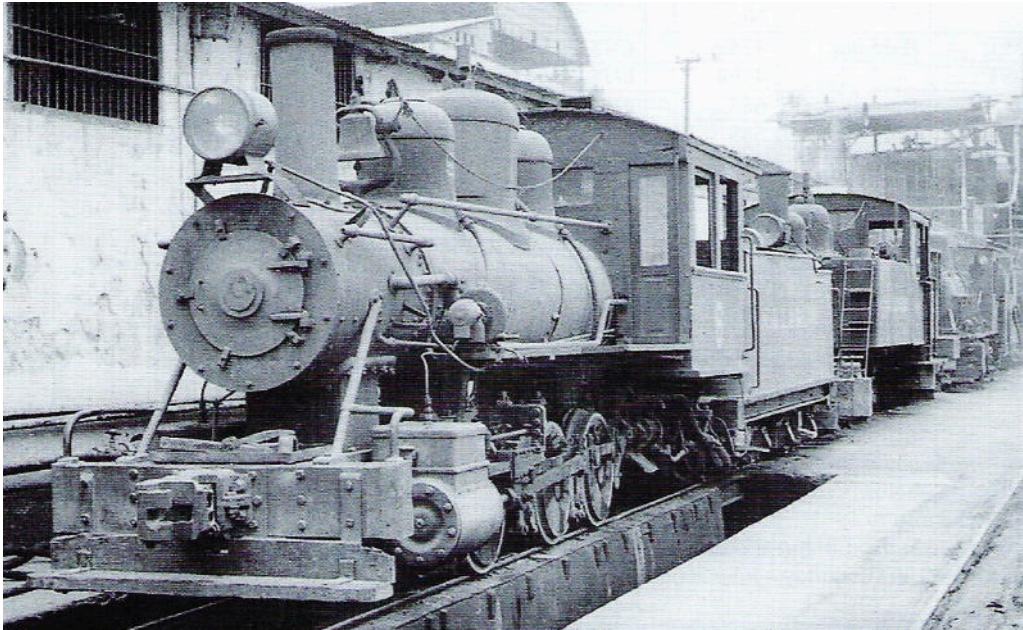
0-4-0F d/w ?, cyls. ?, built by O&K in 1909

Ordered via J. Y. Chopitea for *Hacienda Laredo*. 20hp.

? w/n 3545

0-6-0 d/w 34", cyls. 12x18", built by Davenport in 1916

Ordered via Emilio F. Wagner for *Hacienda Laredo*.



Hacienda Laredo no. **6**, Davenport 0-6-0 no. 1559, at the head of a line of locos in 1965. Photo by the late Bob Whetham.

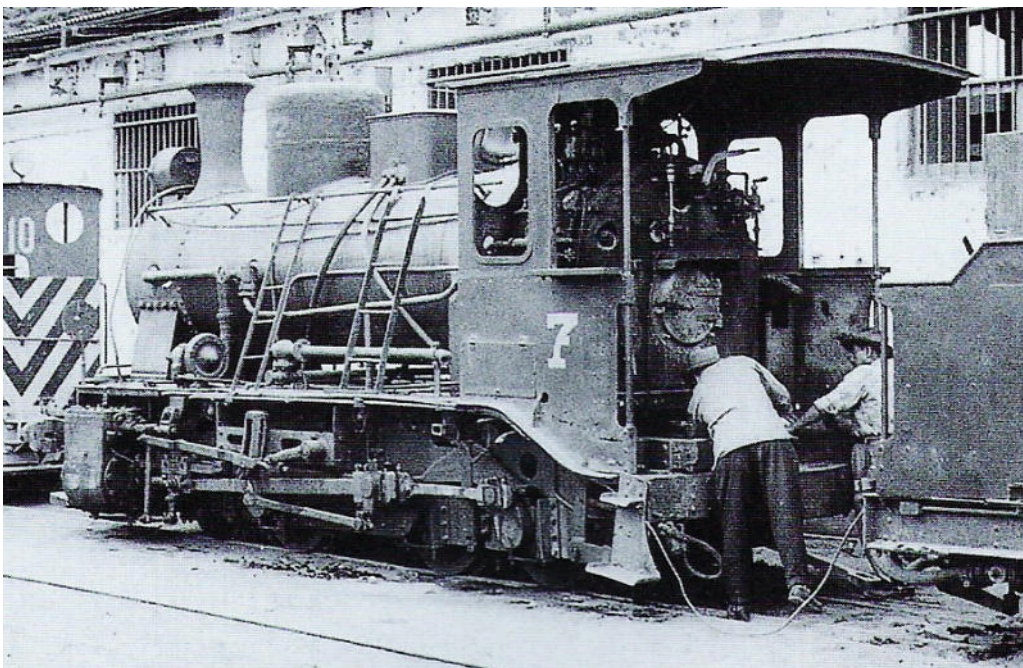
0-8-0 d/w ?, cyls. ?, built by O&K in 1913

Ordered via J. Y. Chopitea for *Hacienda Laredo*. 150hp. With Klien-Lindner articulation.

7 'LAREDO'

w/n 6598

Seemingly present in 1965.



Hacienda Laredo no. **7**, presumably with its tender partly visible to the right. Photo by the late Bob Whetham from 1965.

The fleet in 1925

Source [2] gives details for the Trujillo, Laredo & Menucocho railway, operated in connection with the Trujillo railway, listing under this heading:

- one 0-8-0 of 30 tons, presumably the 1913 O&K.
- two 2-4-0s of 16 tons each with 9x14" cylinders, very possibly actually 0-4-2s since the cylinder sizes are not correct for the early Trujillo railway 2-4-0s.
- and three 0-6-0s of 124, 12 and 8 tons. These might well be from the three varieties of that wheel arrangement listed

above.

0-10-0 d/w ?, cyls. ?, built by Jung in 1954

Ordered via Pacifico, Hamburg for *Hacienda Laredo*.

8	w/n 12064	Seemingly present in 1965.
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Nos. **9** and **10** were Hunslet diesels.

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

Ordered for ?

1²	w/n ?	Seemingly present in 1965.
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2²	w/n ?	Seemingly present in 1965.
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Locos present in 1965

The railway was still in use at this point and locos present at Laredo mill included:

1 x Davenport 0-6-0

2 x Porter 0-6-0Ts

1 x O&K 0-8-0

1 x Jung 0-10-0

1 x fireless 0-6-0 possibly converted from an O&K 0-6-0T.

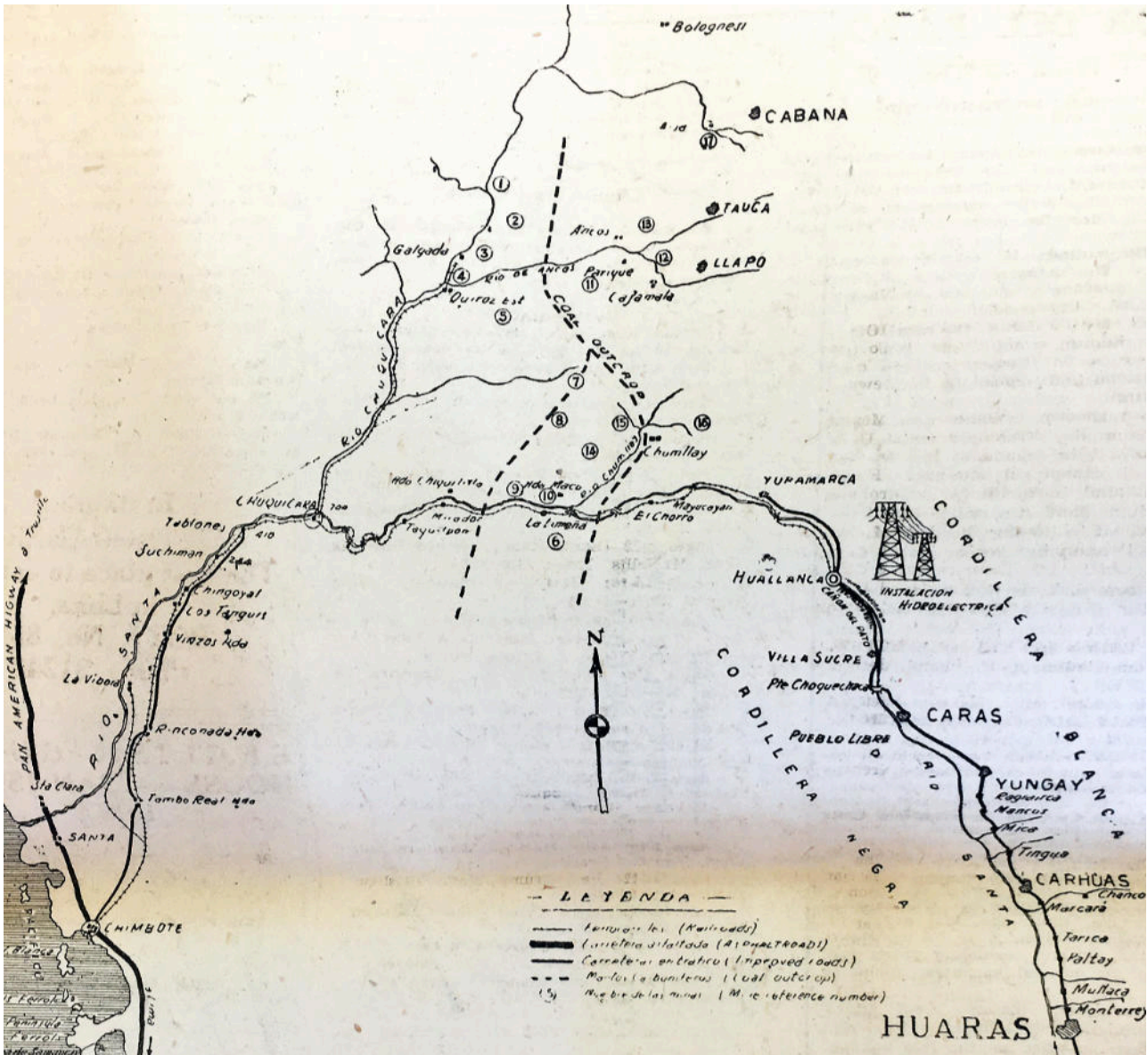
14.3.7 El FC de Chimbote
aka El FC Chimbote á Huaraz

Región de Ancash

1872-1944

El FC del Santa

1944-early 1970s



A sketch map of the Chimbote railway, as published in the English language *Peruvian Times* on June 15th 1945.

Background

3' 0" gauge. Thoughts of building a railway from the coast at Huaraz began in 1864 but it took until 1872 before the first section opened. By 1878 there were 150 km. of route, gradually stretching eastward toward an intended terminus at Recuay. However, that year's catastrophic floods destroyed considerable lengths, cutting the railway back to Tablones. The War of the Pacific almost immediately brought further problems.

The Peruvian Corporation took over this railway, along with others, in 1890. There was more flooding in 1891 but the railway was reopened to Tablones.

Various contractors attempted to rebuild further up the valley but with limited success. Construction by the govern-

ment restarted in 1917, opening for traffic to Huallanca in 1920. Apart from a 1 km. extension to an HEP site in the 1940s, this was the furthest extension of the railway towards its original intended destination of Recuay. A branch from Chuquicara towards Ancos and Cajabamba was also begun, though it only got as far as Wanda. Whilst the Peruvian Corporation ran the coastal end of the railway for several decades, economic developments (HEP, iron and steel, etc.) induced the government to create a Santa Corporation which could run all these projects and the whole combined railway as well. This took effect in 1944. The route was cut short to Chuquicara by flooding in 1970, and later that decade the remaining operating length was eventually closed.

The railway's name

A number of early engines were built for the *FC de Santa* or for the *FC del Puente*. Whilst these names are associated with the Chimbote area, their precise relationship to the *FC de Chimbote* in that early period has not yet been discovered. Much later, from the 1940s onward, the line was formally known as the *FC del Santa*, reflecting the name of the valley through which it passed.

2-6-0 d/w ?, cyls. 11x16", built by Danforth in 1872

Ordered for *FC de Chimbote*. One of the first pair was named 'CHIMBOTE'; the other name is not yet known. Of those two 'CHIMBOTE' was the one abandoned at Pampa Prieta in 1878, the other anonymous loco continuing in service, and then possibly sent elsewhere.

1 'CHIMBOTE'?	w/n 790	One of these two abandoned at Pampa Prieta in 1878, the other possibly sent elsewhere eg. to the <i>FC de Trujillo</i> . No mileage shown in 1891 [11, 1891 p430], but seemingly mentioned in an inspector's report that year, which see below. Not listed in mileage tables 1892-1898. Not shown in 1908 list.
2 'CHIMBOTE'?	w/n 791	One of these two abandoned at Pampa Prieta in 1878, the other possibly sent elsewhere eg. to the <i>FC de Trujillo</i> . No mileage shown in 1891 [11, 1891 p430], but seemingly mentioned in an inspector's report that year, which see below. Not listed in mileage tables 1892-1898. Not shown in 1908 list.
3? 'RECUAY'	w/n 794	Trapped at Pampa Prieta after the 1878 floods, and abandoned there for thirty years or more. Presumably then scrapped. No mileage shown in 1891 [11, 1891 p430], but seemingly mentioned in an inspector's report that year, which see below. Not listed in mileage tables 1892-1898. Not shown in 1908 list.

An attempt to persuade the railway to buy Fairlies

The April 1875 list of railways acquiring Fairlies, published in Engineering, and the 1876 Fairlie locomotive article in *Technische Mitteilungen*, both mention the Chimbote railway. Like a number of Fairlie's other claims, this may have been wishful thinking rather than an actual sale.

2-6-0 d/w 36¾", cyls. 15x16", built by Rogers in 1875

Ordered for *FC Chimbote á Huaraz*.

3²	w/n 2398	No mileage shown in 1891 [11, 1891 p430]. Ran 11800 km. in 1892 [11, 1892 p450]. Number shown in 1893, 1894 and 1895 mileage tables but no figure given
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		[11, 1893 p628] and [11, 1894 p412]. Ran 14780 km in 1896 [11, 1896 p680]. Ran 15004 km in 1897 [11, 1897 p570]. Ran 15317 km in 1898 [11, 1898 p570]. Ran 10700 km in 1901 [11, 1901 p750]. Not shown in 1908 list.
4	w/n 2399	Ran 1474 km. in 1891 [11, 1891 p430]. Not listed in 1892 mileage table [11, 1892 p450]. A report in the 1893 Anales lists this loco along with nos. 5 and 7, but it does not appear in the mileage table for that year. [11, 1893 p379]. Not listed in mileage tables for 1894-1898. 1900 inspection report, see below, states that this engine was in good condition [11, 1900 p382]. Listed in 1901 mileage table but no distance shown [11, 1901 p750]. Ran 6272 km in 1903 [11, 1903 p???]. In service in 1908 list. A 1912 inspection report [11, 1912B p63], contains the following: <i>Locomotora No. 4 en reparación general.</i>
5	w/n 2400	Ran 2592 km. in 1891 [11, 1891 p430]. Listed in 1892 mileage table but no distance shown [11, 1892 p450]. Ran 10098 km in 1893 [11, 1893 p628]. Ran 14100 km in 1894 [11, 1894 p412]. Ran 11764 km in 1895 [11, 1895 p238]. Listed in 1896 mileage table but no distance shown [11, 1896 p680]. Listed in 1897 mileage table but no distance shown [11, 1897 p570]. Listed in 1898 mileage table but no distance shown [11, 1898 p570]. 1900 inspection report, see below, states that this engine was in good condition [11, 1900 p382]. Ran 3745 km in 1903 [11, 1903 p???]. In service in 1908 list. A 1912 inspection report [11, 1912B p63], contains the following: <i>Locomotora No. 5 inutilizada por efecto del accidente.</i>
6	w/n 2402	Not listed in any 1890s mileage tables. Listed in 1901 mileage table but no distance shown [11, 1901 p750]. Listed in 1903 mileage table but as under repair [11, 1903 p???]. In service in 1908 list. A 1912 inspection report [11, 1912B p63], contains the following: <i>Locomotora No. 6 actualmente en servicio. Por el momento el ferrocarril sólo tiene en servicio la locomotora No. 6; pasamos a dar cuenta a US. del estado en que se encuentra. Esta locomotora, después de la última reparación general que sufrió, entró al servicio el 16 de setiembre de 1910; desde esa fecha ha hecho el siguiente recorrido kilométrico:</i> <i>Año 1910 3,274 kilómetros recorridos.</i> <i>Año 1911 5,661 " "</i> <i>Año 1912 5,130 " "</i> <i>Total 14,065</i> <i>Esto es la tercera parte del recorrido que debe hacer una locomotora antes de entrar en reparación general, que está fijado en el Reglamento General</i>

de Ferrocarriles en 50,000 kilómetros; pero ya sea que las reparaciones hechas en material tan viejo no sean eficaces, o que las últimas que se hicieron fuesen incompletas, lo cierto es que la locomotora No. 6 después de un recorrido pequeño ha quedado en condiciones de ser retirada del tráfico; sus llantas tienen 1½ pulgadas de desgaste; la caja de fuego está parchada en ambos lados y presenta filtraciones; en alguna de las reparaciones anteriores se suprimió el breque que antes tuvo en el tender como puede verse observando los marcos de los trucks; en general, todo su organismo está desgastado y necesita una seria reparación, que forzosamente habrá que postergar hasta fines de diciembre que quedará expedita la No. 4; entonces esta locomotora pasará a ser la única que haga el tráfico.

7

w/n 2403

Ran 1148 km. in 1891 [11, 1891 p430].

Not listed in 1892 mileage table [11, 1892 p450].

Number shown in 1893, 1894, 1895 and 1896 mileage tables but no figure given [11, 1893 p628], [11, 1894 p412] and [11, 1896 p680].

Listed in 1897 mileage table but no distance shown [11, 1897 p570].

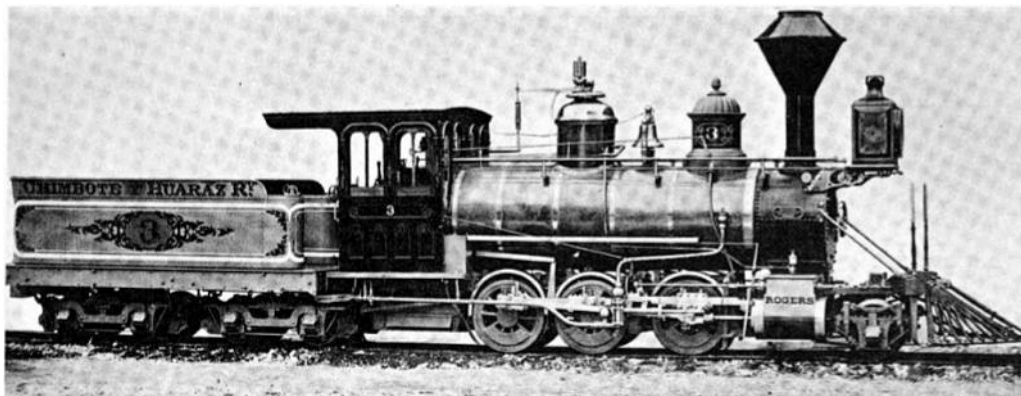
Listed in 1898 mileage table but no distance shown [11, 1898 p570].

1900 inspection report, see below, states that this engine was in good condition [11, 1900 p382].

Not shown in 1908 list.

Locos operating in 1899

Three locos were listed in 1899 but numbers not given, probably 3, 5 and 7 of which the only mileage was for the first engine at 16321 km.



FC de Chimbote á Huaraz no. 3 as illustrated in a Rogers catalog.



An undated photo of Rogers no. 5 on a goods train.

0-6-0T d/w ?, cyls. 10x15", built by Danforth Cooke in 1873 or 1875?

Ordered via D. L. & M. Co. (?) for Santa RR, Peru.

'SANTA' w/n 958

'LUISA G de DREYFUS' w/n 959



A Danforth photo of **'LUISA G. de DREYFUS'**. Note that despite the loco being ordered for the FC de Santa, the tanks are lettered as for the **'FERROCARRIL del PUENTE'**.

2-2-4T d/w 33", cyls. 7x12", built by Baldwin in 1875

[AC] says: Ordered 10-3-1874 for Chimbote Railway. Steam inspection car. Cost \$6,250. Date of trial 1-22-1875. To J. E. Dockendorff & Co. BLW class 08-8B no. 1. Spec. is in vol. 7 p123. Body/cab: ash, painted – highly finished inside with seats on three sides upholstered with leather, with seats for 8 persons, the seats to cover tanks, windows to drop and to have blinds. Coal box to carry coal for 50 miles, box placed on footboard behind engineers. Tank capacity 148 gallons, to be filled from footboard. Diamond stack.

? 'EMILIA'

w/n 3684

No mileage shown in 1891 [11, 1891 p430].

Not listed in mileage tables 1892-1898.

Not shown in 1908 list.

Elio Galessio [10] says destroyed by Chileans during the War of the Pacific, but not confirmed by any primary sources, and was possibly sent to *FC de Trujillo* to become their no. **13**.



This image is from Baldwin negative 00098 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

Possible Fairlie locos?

Donald Binns in his *Fairlie Articulated Locomotives – Volume 1 On the American Continent*, of 2001, [??] speculates that Avonside-built Fairlies nos. 1036-7, 1046-7 and 1048-9, were for this railway. However, no reference to them has cropped up while gathering information for this section and other sources, including the earliest Avonside list that I have seen, allocate them to the Ytuana railway in Brazil. Apparently, according to Binns, mention of three 46 ton machines being here was made in Robert Fairlie's *Technische Mitteilungen* article in 1876 and then in Heusinger von Waldeck's *Speciale Eisenbahntechnik* in 1883, so possibly the purchase of such locos had been contemplated at some point.

The floods of 1878

It was not only the standard gauge *FC Pacasmayo Guadalupe y Chilete* that was devastated by flooding in 1878. This line too was hard hit, with the section from Tablones to the Puente 5 at Km 105 being totally destroyed and two locos, 'CHIMBOTE' and 'RECUAY' being trapped at Pampa Prieta for the best part of thirty years. As a statement in the 1907 Anales makes clear: *En Pampa Prieta estan las locomotoras "Chimbote" y "Recuay" les faltan todos sus organos exteriores abandonadas a la intemperie durante 30 años, estan en completa ruina* [11, 1907B p76], and *Bajo la accion destructora del tiempo y de los vecinos del lugar, el material rodante que quedó interceptado por la destruccion de parte de la linea ha sufrido muchisimo, las dos locomotoras que estan en Pampa Prieta practicamente son invisibles; de las 6 bodegas y 20 carros de plataforma solo quedan las ruedas y trucks, es decir, las piezas que por su peso propio no han podido ser trasportadas a otro lugar* [11, 1907B p69] also [11, 1912A p69].

The War of the Pacific

A Chimbote historical web-page states: "*El día jueves 16 de setiembre de 1880, el chileno Patricio Linch [Lynch] destruyó las locomotoras estacionadas en la hacienda Puente, dinamitando las que estaban en la estación de Chimbote. Informaría así: "Pronto me embarcaré para seguir mi destino destruyendo antes el material rodante del ferrocarril."*

Sr. Galessio [10] says that all except four locos had been destroyed during the War of the Pacific, but he quotes no sources, had miscalculated the total number of locos as eleven, and had not noted the earlier loss of locos at Pampa Prieta in 1878.

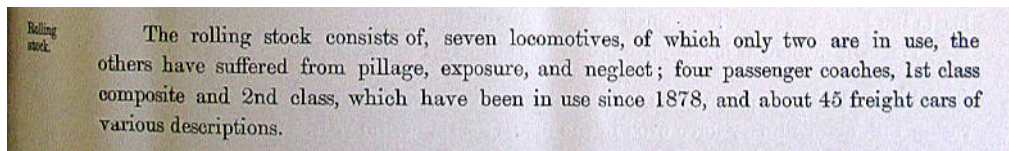
2-6-0T? d/w 30", cyls. 10x15", built by Danforth in 1881

Ordered by G. Murphy for *FC del Puente*.

? 'RINCONADA' w/n 1305

Liveseys' report in 1889

The English language reports produced by Livesey & Co. in 1889 include the statement that this railway possessed at that time seven locos of which only two were in use



An inspector's comments from 1892

The following was extracted from the report of A. Espinosa in the 1892 Anales: *Material rodante. — El que existe es suficiente para el trafico que hay en la actualidad. — El servicio se hace con 3 locomotoras (num. 4, 5 y 7) que estan en buen estado, y asi fueron entregadas por la Administracion fiscal, como consta de los inventarios de entrega. Las otras tres que figuran 'como compuestas' en el informe que con fecha 18 de Julio de 1891 paso al despacho de US. el representante de los Tenedores de Bonos (vease el capitulo "Datos diversos") — siento tener que decir que 'no han sido compuestas'!*

Una de ellas se encuentra desmontada en el taller desde antes de las avenidas y las otras dos que se encuentran interceptadas en el camino desde 1878, permanecen en ese mismo sitio tal como estaban antes, y tal como todas ellas figuran en los inventarios.

Identica cosa se afirma en el informe respecto a coches y carros diciendose que se han reparado todos, — lo que tampoco es correcto. [11,1892 p263].

It is difficult to understand why there should be only six locos mentioned here including the abandoned pair at Pampa Prieto. There had been eight engines delivered plus the *vaporcito* 'EMILIA'. The suspicion must be that after the line was cut short by the flooding a couple more of the locos were seen as redundant and were then transferred to other railways.

A summary report from 1900

An inspection report in the 1900 Anales [11, 1900 p382] includes the following paragraph: *Existen en buen estado de conservación y entretenimiento, las tres locomotoras números 4, 5 y 7, así como también los coches de primera y segunda clase, el mixto, bodegas, jaula y carros de plataforma, que constan en el inventario de la entrega que tengo á la vista; pero se hallan bastante deteriorados, pues nunca se les pinta, por cuya razón, sufren gran quebranto todos los elementos que constituyen el material.*

The fleet in 1908

LOCOMOTORAS										
No.	NOMBRE	Fabricante	Tipo	Fecha en la que entro al servicio por la vez.	Servicio que hace	PESOS Equipada para el servicio		Pares de ruedas acopladas	Presion normal de la caldera	Estado de conservación.
						de la locomotora	del tender			
4	No tiene	Rogers	Mogul	1873	Mix to	29.440 k.	14.138 k.	3	150 Lbs	Bueno
5	"	"	"	"	"	28.258	14 140	3	150 "	Reparada.
6	"	"	"	"	"	28.260	14 138	3	150 "	Bueno

2-8-0 d/w ?, cyls. ?, built by HanoMAG in 1910

Ordered for Santa Valley Railway, Peru.

? w/n 5743

? w/n 5744

? w/n 5745

0-6-0T d/w ?, cyls. ?, built by HanoMAG in 1910

Ordered for Santa Valley Railway, Peru.

? w/n 5746

? w/n 5747

Sub-letting a provisional service on the extension in 1912

Once the extension was well under way, permission to operate a provisional service thereon was granted to San Juan Limitada, which may have been the contractor. The 1912 Anales admin section tells that they had use of a small locomotive, though its precise identity is unknown: *Se resuelve: 1.º— Autorizase a la Empresa San Juan Limitada, para que por su cuenta y bajo su responsabilidad, establezca el tráfico provisional para carga de esa empresa en la seccion de Tablones al kilometro 104 del Ferrocarril de Chimbote a Recuay, haciendo use de la pequeña locomotora y material rodante de que dispone, quedando así mismo, autorizada para atender al servicio público conforme lo permitan aquellos elementos;.* [11, 1912A p110].

A severe shortage of power in 1912

The 1912 Anales, part 2, contains an inspection report on this railway [11, 1912B p59-64]. As usual comments on a particular loco, in this case no. **6** which was the only one in service, have been placed in that engine's own section. However, here are the more general comments: *Material rodante.— Consta de lo siguiente:*

Locomotoras.—Hay tres locomotoras que son: (4, 5 y 6). Ya sea que la Peruvian explote solamente la sección de Chimbote a Tablones, o la totalidad de la línea, la situación anormal que atraviesa este ferrocarril con una sola locomotora vieja en servicio, exige que se aumente su material rodante, por lo menos, con una locomotora nueva que ofrezca garantías para la regularidad del tráfico y que no necesite reparaciones tan frecuentes Como las viejas de que hoy dispone. Las locomotoras están provistas de frenos de mano que accionan sobre 4 de las 6 ruedas motrices, como en la línea hay pendientes fuertes (en Vinzos) convendría dotarlas de frenos de vapor que actúen sobre todas las ruedas motrices.

...

Reasumiendo lo expuesto, en el curso del presente informe, la Comisión, después de visitar detenidamente la sección Ce Chimbote a Tablones y apreciar el estado de la línea y del material rodante y las condiciones económicas de la Empresa, propone las siguientes obras que representan el minimum de las que son necesarias para la seguridad y regularidad del tráfico, tan defectuoso en la actualidad, Estas obras son:

...

4o.—Aumentar el material rodante, por lo menos, con una locomotora nueva.

5o. — Mejorar el agua de alimentación de las locomotoras extrayéndola del subsuelo por medio de los aereo motores que ha adquirido la Empresa.

...

7o. — Colocar breques de mano en los tenders de las locomotoras y dotarlas de frenos de vapor que actúen sobre todas las ruedas motrices.

...

An unknown government engine in use on construction work in 1918

The 1918 Anales reported on repairs that were needed for an unidentified government-owned loco that had been in use by a contractor [11, 1918Ap463]: *FERROCARRIL DE LIMEÑA A RECUAY, CONTRATO PARA LA REPARACIÓN DE LA LOCOMOTORA. El que suscribe toma en contrato las reparaciones de la locomotora del Gobierno, en el Ferrocarril de Chimbote a Recuay, en las condiciones siguientes:*

1o. — Reparare el caldero de repuesto que existe en La Limeña, componiendo todo lo que tenga en mal estado, cambiando los tubos y demas accesorios que esten inservibles; antes de poner los tubos nuevos, se rasqueteara interiormente el casco.

2o. — En la caja de fuego se instalara en la parrilla cuatro tubos de agua y un ventilador que permita quemar antracita.

3o. — Se aprovechara para estas reparaciones, todas las pietas que esten en estado de uso, tanto en el caldero de repuesto, como las del que esta en uso; y las que faltan, asi como la tuberia nueva, seran dadas por el Supremo Gobierno,

4o. — Se repararan todos los órganos de la mosion que esten en mal estado.

5o. — Es de cuenta del contratista desarmar la locomotora para refaccionarla y volverla a armar con el caldero de repuesto.

6o. — La locomotora compuesta sera entregada funcionando y probada a satisfaccion del ingeniero del Gobierno.

7o. — Por toda remuneracion el ingeniero del Gobierno abonara la cantidad de Lp. 75.0.00, en mensualidades proporcionadas al trabajo hecho.

8o. — El tiempo en que me comprometo a dejar expedita la locomotora para el servicio, es de tres meses contados desde la fecha.

La Limeña, 15 de junio de 1918, Lorenzo Arias.

Locos to be sold in 1918

The 1918 edition of the Anales, p461, states the following were to be sold, along with a long list of other items, following the construction work by the Empresa Minera San Juan Limitada:

Material rodante

Locomotora de 18 toneladas en uso actualmente, cuya reparación fué hecha por la Empresa Minera San Juan.....	1
Locomotora igual a la anterior, desarmada e incompleta.....	1
Carros-góndolas con capacidad para 10,000 kilos, en uso actualmente.....	3

These might have been the Danforth Cooke 0-6-0Ts of 1873, for there are no other identical locos which might have been as light as eighteen tonnes.

The fleet in 1925

Source [2], the US Dept. of Commerce report, states that there were four 2-6-0 locos with d/w 28". Two of them supposedly had cyls. 15x16", whilst the other two had cyls. of 13x16". It is not easy to reconcile these details with the list above.

4wh VBTG d/w 30", cyls. 6³/₄x9", built by Sentinel in 1926

Ordered for Chimbote railway. Oil-fired.

? w/n 6410

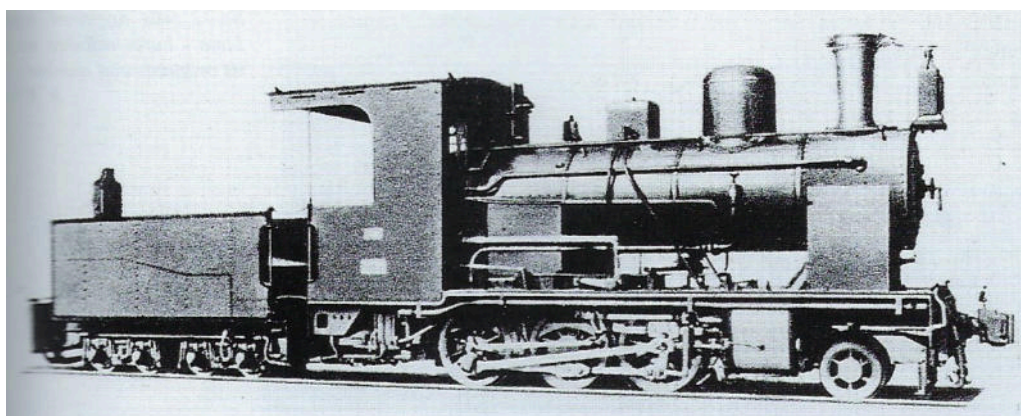
2-6-0 d/w ?, cyls. ?, built by Henschel in 1928

Ordered for Chimbote railway. It looks as though one of them was numbered **10**, and presumably the others were above or below that.

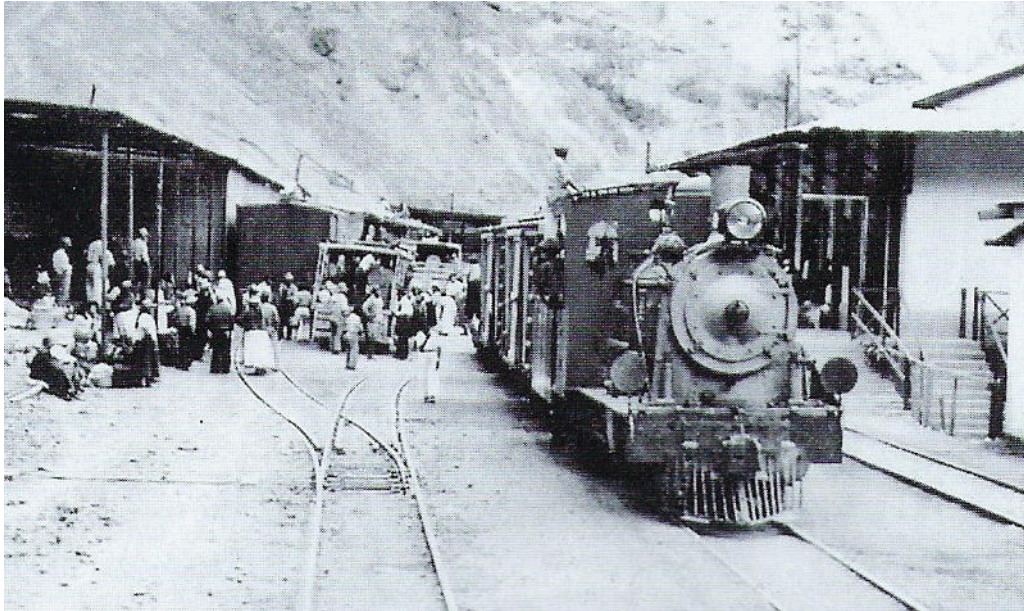
? w/n 21015

? w/n 21016

? w/n 21017



A builder's photo of one of the FC de Chimbote's three Henschel 2-6-0s.



One of the three Henschel 2-6-0s on a passenger train at an unidentified station.



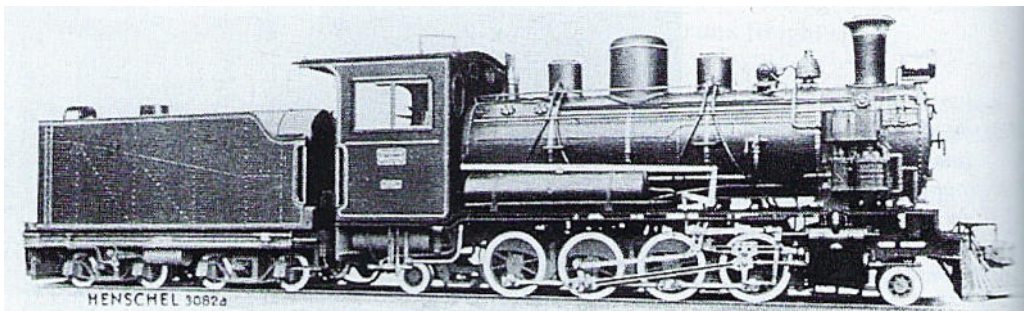
FC de Chimbote, later FC del Santa no. 10 in 1953. Photographer unknown.

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

Ordered for ?

? w/n 21263

? w/n 21264



One of the pair of Henschel 2-8-2s for the FC de Chimbote.

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

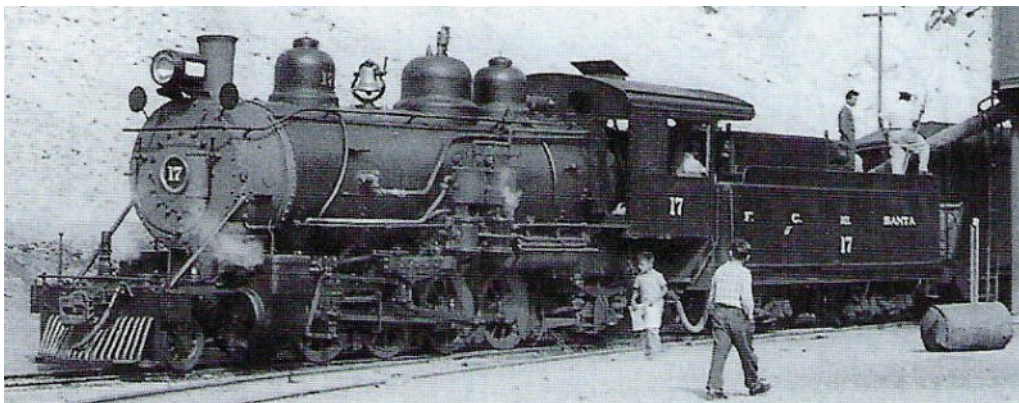
[AC] says: First two ordered 3-24-1915, Baldwin sales order no. 10452 for Sumpter Valley Ry. as nos. 16-17, Baker, Oregon. Cost \$10,000. Date of trial 5-5-1915. Baldwin property plates on engine and tender. Withdrawn 1-1-1943

and 8-1-1944. Sold 10-25-1944 Dulien Steel Co. for Govt. of Peru for *FC del Santa* nos. **16-17**. Third one ordered 10-6-1915, Baldwin sales order #10654 for Sumpter Valley Ry. no. **18**, Baker, Oregon. Cost \$10,300. Date of trial 1-27-1916. Baldwin property plates on engine and tender. Withdrawn 1-1-1943. Sold 10-25-1944 Dulien Steel Co. for Govt. of Peru for *FC del Santa* no. **18**. BLW class 12-28¼E nos. 15-17. Specs. are in vols. 51 pp360 and 362. Built with 'old fashioned' diamond stacks. 'All extra weight of engine to be eliminated'.

16 w/n 42073
17 w/n 42074
18 w/n 42815



No. 17 seen in a photo from 1964 or earlier taken by Vin Morgan.

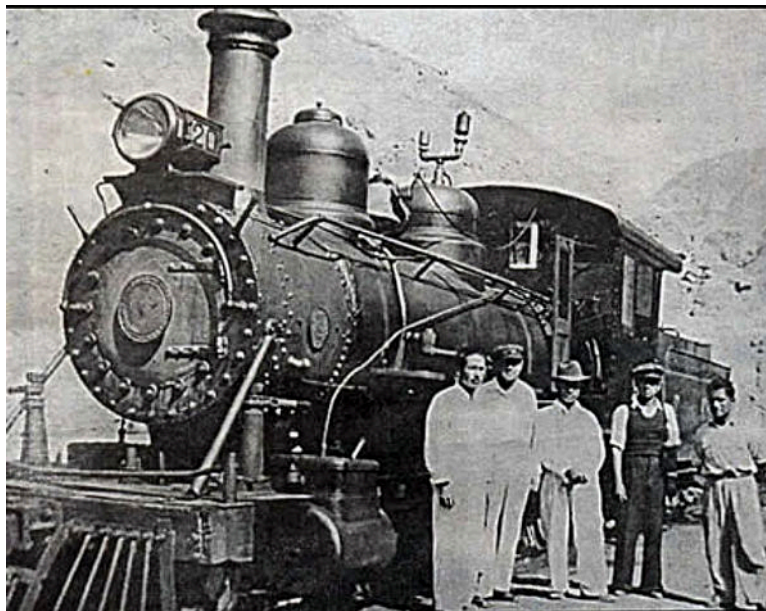


No. 17 at Chuquicara and wearing *FC del Santa* livery.

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

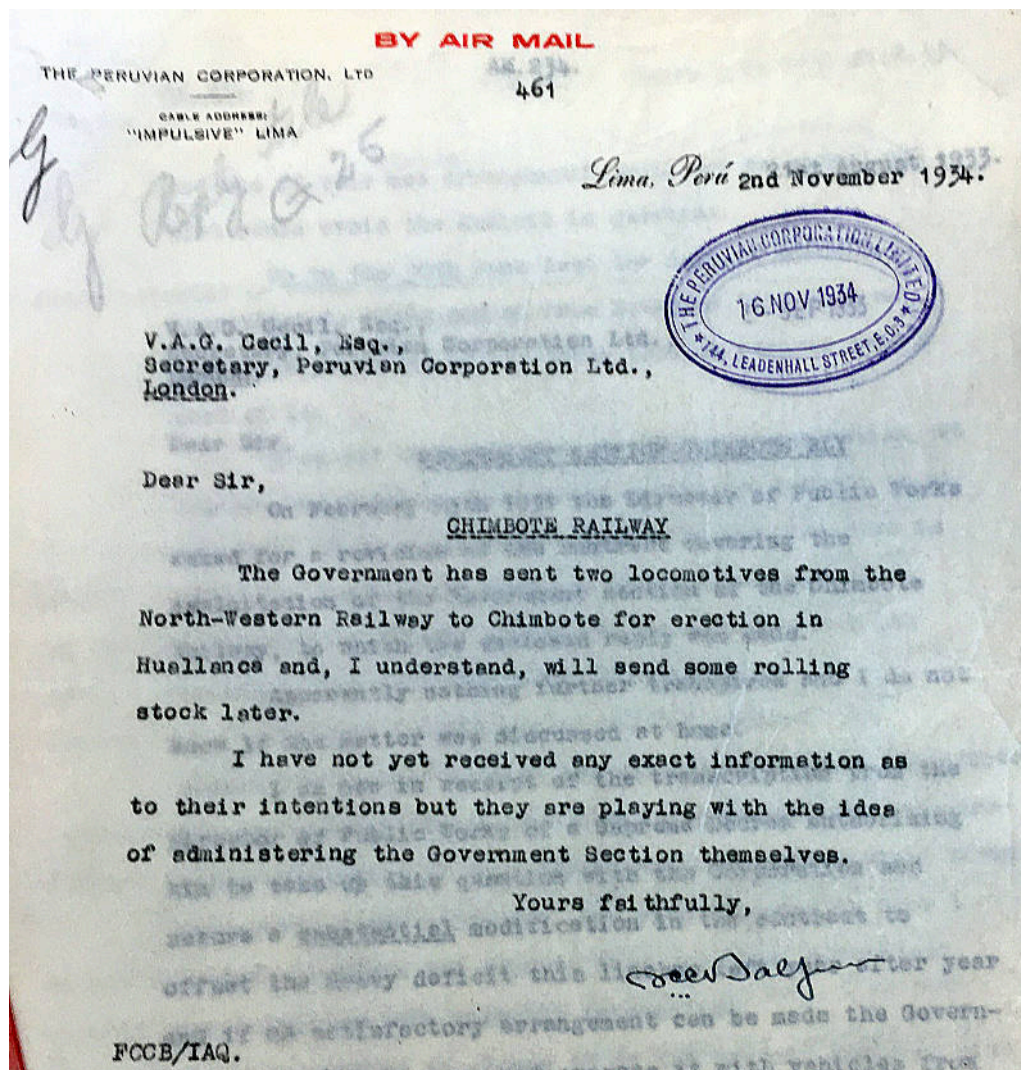
Ordered for ?

20 w/n ?



Locos for the government-owned upper end of the line

The following letter suggests that the government had locomotives at the upper end of this railway independently of the Peruvian Corporation fleet.



Change of ownership

In 1944 the Peruvian Corporation sold their Chimbote to Tablones section of this railway to the Peruvian Government

in order that it could be combined with the extension up to La Galgada which was already managed by the Santa Corporation (*Corporación Peruana del Santa*). A press announcement of this reported that the ex Peruvian Corporation assets included five steam locomotives and two switching locos. This was confirmed by an official list:

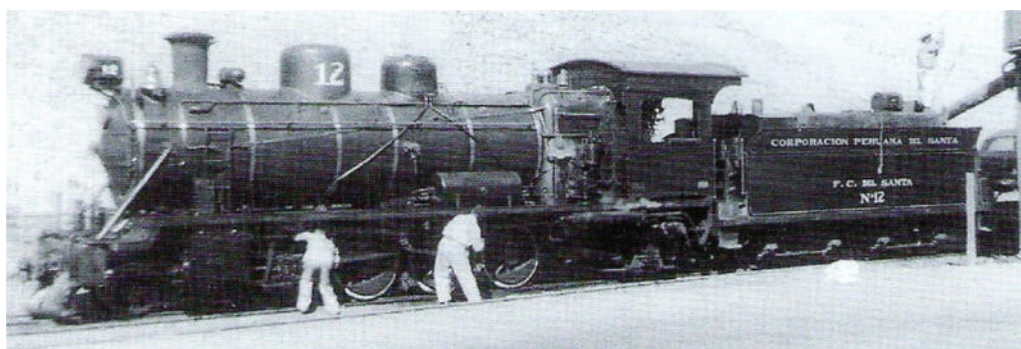
<u>Locomotoras</u>	
<u>Nos. 4, 5, 6 y 7</u>	
Fabricantes:	Rogers Loco. Works - 1873
Tipo:	2-6-0 para Pasajeros y Carga
Peso:	Ks. 29,440
Tender:	Capacidad: 4,994 kilos Agua 4,500 " Combustible
Peso total Locomotora y Tender: 45,690 kilos.	
<u>No. 18</u>	
Fabricantes:	Baldwin - 1919
Tipo:	2-6-0 para pasajeros y carga
Peso:	Ks. 28,200
Tender:	Capacidad: 6,378 kilos Agua 5,000 " Combustible
Peso total Locomotora y Tender: 42,425 kilos.	
<u>No. 8</u>	
Fabricantes:	Orenstein & Koppel - 1922
Tipo:	de patio
Peso:	Ks. 7,544
Capacidad:	200 Galones Agua 200 Kilos Combustible
<u>No. 1</u>	
Fabricantes:	Hunslet Engine Co.
Tipo:	0-4-0 de patio
Peso:	Ks. 11,380
Capacidad:	45 Galones Combustible

2-8-2 d/w ?, cyls. ?, built by Henschel in 1950

Ordered for *FC Lima á Lurin* nos. **11** and **12**. Then to *FC del Santa* as **11²** and **12²**.

11² w/n 26402 Eventually on to *FC Cuzco á Santa Ana* as no. **121**.

12² w/n 26403 Eventually on to *FC Huancayo á Huancavelica* as no. **109**.



This photo by the late Bob Whetham shows Henschel 2-8-2 no. **12**
labelled as for the Corp. Peruana del Santa.

14.3.8 *El FC Noroeste del Perú*

In its earliest years this railway tended to be known under the
FC Lima á Huacho

title inherited from its standard gauge predecessor.

Región de Lima

1911-1964



A share certificate for the NorthWestern Railway Company of Peru,
as found on the blog of Sr. Elio Galessio at
<https://trenesdelperu.blogspot.com/>

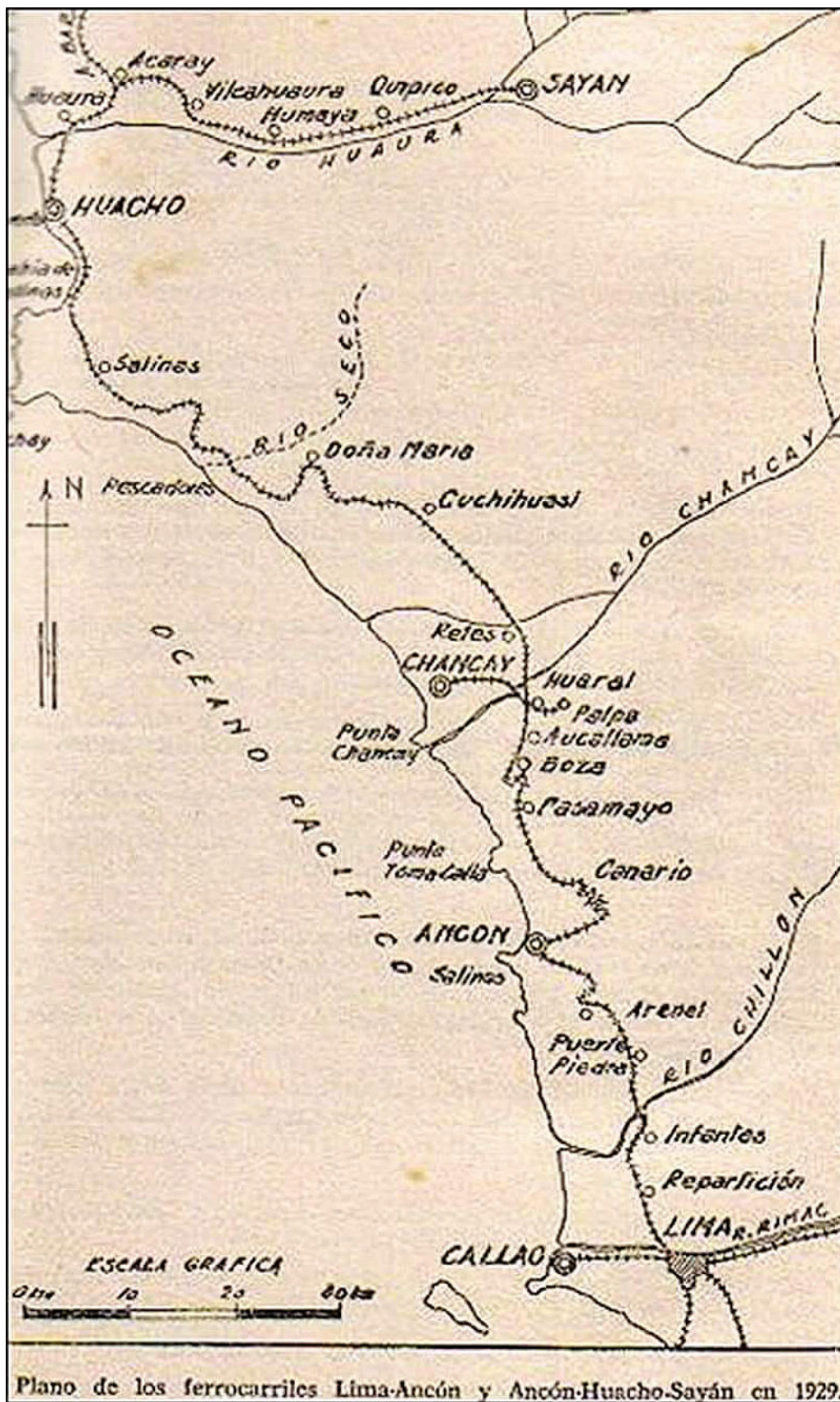
Background

3' 0" gauge. This was planned to start from Lima and run parallel to the standard gauge line between Lima and Ancón. The target was to reach Sayán. Concession granted 1906 but work only began in 1911. Construction had begun from Ancón and the section back to Lima was never built. The route north of Ancón avoided the difficult cliff section near Pasamayo which had been so tricky for the standard gauge, but ended up with a tortuous system of loops to gain height instead. Most traffic was at the north end, with only the salt pans at Salinas and the port of Chancay further south.

There was a big report on this railway in source [18] volume 15, in 1915, pp190-209.

The government took over ownership in 1921. Electrification was proposed but not acted upon. A branch from Supé to Barranca was built in 1928.

Everything was closed by 1964.



4-8-0 d/w 39", cyls. 17x20", built by NBL Atlas Works in 1911

Ordered for FC Noroeste del Peru.

1 ^a 'ANCÓN'?	w/n 19560	Later renumbered 21?
2 'CHANCA'?	w/n 19561	Later renumbered 22?
3 'HUACHO'?	w/n 19563	Under repair in latter part of 1912 [11, 1912A p168]. Later renumbered 23?
4 'PASAMAYO'?	w/n 19564	Later renumbered 24?

NB [EG] gives the names as 'LIMA', 'CHANCA', 'HUACHO', and 'ANCÓN'.

A considerable number of dimensions were given in the 1912 Anales, part 2, on pages 88-89: *Exposición del mecánico Inspección de las locomotoras Nos. 1, 2, 3 y 4, destinadas a trenes de pasajeros y carga.*

Sistema: North British. Cilindro: 17" diámetro X 20" de carrera x 0m.432 x 0m.508. Peso de Locomotora con su tender inclusive, en funcionamiento 75 Tons. Ruedas acopladas sin pestaña fronteriza pares 4. Truck de la máquina con movimiento lateral ruedas pares 2. Base de los cuatro pares de ruedas acopladas 3m.280. Base de los tres pares de ruedas acopladas 2.190. Base total del centro del truk a la última rueda motriz 5.180. Diámetro exterior de las ruedas motriz, llanas inclusive 0.980. Diámetro exterior de ruedas del truk motriz llanas 0.680. Espesor de llantas en las ruedas acopladas 00.64. Espesor de llantas del truk 0.064. Ancho de llantas en las ruedas sin pestaña fronteriza 0.153. Ancho de llantas en las ruedas restantes sin considerar la pestaña 0.101. Espesor de las pestañas en llantas cuando nuevas 0.025. Desgaste en las llantas escasamente 4. Espesor de pestañas 0.005.

Tender: Marco largo 5m.52 x 2.30 de ancho. Truk dos: de dos pares de ruedas cada uno. Base de centro a centro de truk 3m. 51. Capacidad para agua 10 Tons. galones 25.000. Capacidad para carbón 280 pies cúbicos 8 Tons.

Frenos: Auto Vaccum Brake, sistema Gresham and Graven, combinado con freno a vapor. El autovaccum brake es de aplicación general, tanto al convoy como al tender de la máquina y el freno a vapor es aplicable a las ruedas motriz de la máquina únicamente. Aparte del autovaccum brake, el tender cuenta con un freno auxiliar a mano que es manejado en los casos de alguna interrupción en el autovaccum brake.

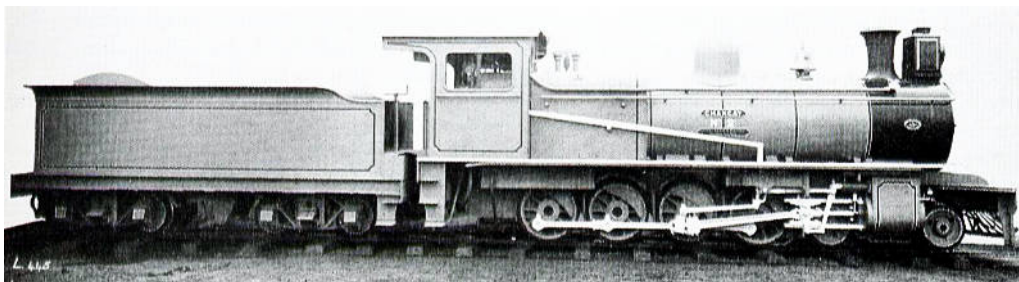
Areneros: Cada máquina cuenta con dos pequeños, uno a cada lado, colocado bajo las plataformas de manera que solo sirve a las ruedas fronterizas y de capacidad muy pequeña; 2 pies cúbicos de arena en cada uno.

Calderos: Tipo Waggon top superficie plana. Caja fuego, cielo plano, dimensiones 2.44, 1.31 y 0.92 altura.

Planchas de la Caja fuego, todas de cobre. Tubos flues 0.045 diámetro, bronce blando en número de 227.

Incrustaciones escasamente. Parches ninguno. Presión estimada 175 libras por pulgada cuadrada.

Estado general bueno Inspección verificada en las locomotoras 5, 6 y 7 destinadas a servicio de construcción y cambios.



FCNOP no. 2 'CHANCAY', as seen in a Hawthorn Leslie photo.



0-6-0T d/w 37½", cyls. 12½x18", built by Hawthorn Leslie in 1911

Ordered for FC Noroeste del Peru.

5 'SAYÁN' w/n 2866

6 'HUARAL' w/n 2867

7 'HUAURA'

w/n 2868

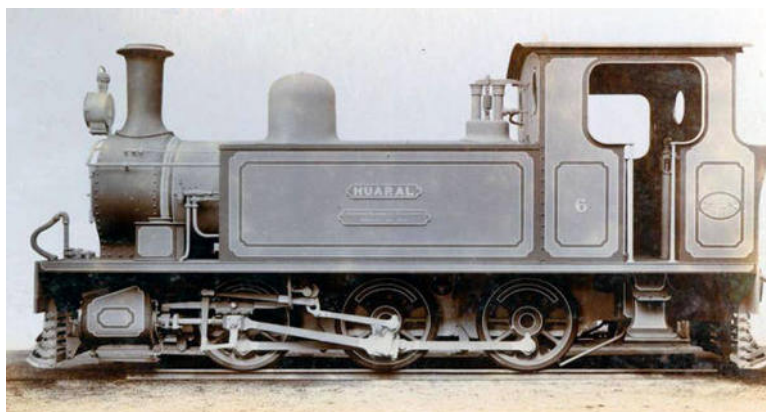
A considerable number of dimensions were given in the 1912 Anales, part 2, on pages 88-89: *Máquinas Nos. 5, 6 y 7*. [In the Anales volume each of these three locos was listed separately, but as the dimensions were almost all identical, they have been combined here to save space.]

Sistema R. W. Hawthorn Leslie Co. Leeds; Cilindros 0.32-0.457-12½ pulgadas diámetro 18 pulgadas, de carrera; Peso de la Locomotora en función Tonds 20; Ruedas acopladas con pestañas todas, pares 3; Base de las ruedas acopladas 2.590; Diámetro de las ruedas acopladas, llantas inclusive 0.930; Espesor de las llantas 0.057; Ancho total de las llantas, inclusive pestaña 0.128

Ancho de la pestaña cuando nueva, estado primitivo 0.025; Desgaste de las llantas escasamente; Desgaste de las pestañas 0.005; Carbonera con capacidad para Toneladas 4; Tank para agua con capacidad para Toneladas 5. Frenos; Auto Vaccum, sistema Gresham and Graven igual al de las máquinas 1, 2, 3 y 4.

Areneros: Exactamente igual al de la locomotora No. 5.

Caldero; Tipo Waggon top, superficie plana; Caja fuego de cobre con planchas de espesor 3-8; Tubos de bronce blando, diámetro 0.038 en números de 114 Incrustaciones, escasamente Parches ninguno; Ampolladuras, una en el lado izquierdo hacia abajo que sobresale del nivel de la plancha. 0.025 y en una extensión de 0.20 a 0.26,, con este motivo se ha producido una rajadura en una extensión de 0.15 la que ha sido reparada por medio de pequeños stays de cobre en toda su extensión, cubriendo así dicha rajadura.; Estado general de la caja de fuego, regular; Presión estimada, 165 libras por pulgada cuadrada.



A Hawthorn Leslie builder's photo of no. 6 'HUARAL'.

2-8-0 d/w 33", cyls. 13x18", built by Vulcan Iron Works in 1920

Ordered by Vulcan Steel Products (D) for FC Huancaya-Cuzco as no. 1 'IZCUCHACA' ; VIW boiler no. 3469. diverted or transferred to FC del Noroeste.

1st? w/n 3025 [EG] gives number as 8.

A brief comment in 1912, and a response from the management

The 1912 Anales, part 2, contains a report on this railway [11, 1912B pp]. There was only a single paragraph on the engines: Material rodante.—*Al respecto, ya he manifestado a US. mi opinión, es de buena calidad, pero las máquinas están muy estropeadas por el excesivo trabajo; y, como decía en mis anteriores informes, conviene que al recibir la línea sean revisadas por un mecánico competente. Todas las máquinas las han traído a Ancón donde las van a reparar.*

This prompted the following response from the manager of the line: *Material rodante:—Como decía en mis informes anteriores el material rodante es de buena calidad, pero está muy estropeado; a las locomotoras se les ha tenido en trabajo constante y pesado y sin lavar convenientemente sus calderas, y si algún lavado se ha hecho ha sido sin la suficiente presión del chorro de agua, para que pueda arrastrar los sedimentos dejados por la producción del vapor, y no dudo que muchos de los tubos de los calderos, así como las cajas de fuego, estén dañadas y éste tendrá que exigir durante la explotación, mayores y más costosas reparaciones que las que estaría el Estado obligado a sostener, si se entregara el material rodante en buenas condiciones. Tengo que insistir nuevamente en lo que he dicho en mis*

anteriores informes, que mis conocimientos sobre mecánica solo son generales; no puedo ni debo asumir responsabilidades sobre un ramo de ingeniería al que no me he dedicado, y solo estoy obligado a hacer indicaciones sobre cosas que he podido observar durante la construcción de los ferrocarriles, donde he trabajado y suplico nuevamente al Supremo Gobierno se sirva mandar un ingeniero mecánico, competente y con experiencia suficiente para poder informar sobre el estado del rodante.

...

Soy de opinión que puede entregarse provisionalmente la línea al tráfico público, debiendo el Supremo Gobierno tomar las medidas que crea conveniente para obligar a la Compañía concesionaria:

...

i) Sustituir los guarda ganado por otras de mayor duración; los colocados no duran dos meses.

...

l) Reconstruir el edificio de la maestranza por ser débil y reforzar el de la sala de máquinas; debiendo, en todo caso, hacerles cimientos de albañilería en lugar de las estacas en que descansan los pilares.

m) Rechazar las locomotoras que, según el ingeniero mecánico que nombre el Supremo Gobierno, no estén debidamente reparadas.

...

There was then a more detailed examination of the locomotive fleet:

Renumbering

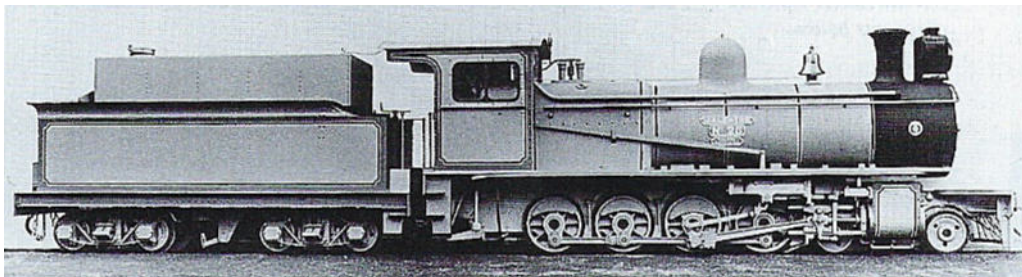
If the additional 4-8-0s listed below were delivered from new bearing numbers in the 20s, it would suggest that the renumbering happened prior to 1923, possibly so that they could all be numbered together.

4-8-0 d/w 39", cyls. 17x20", built by NBL Atlas Works in 1923 and 1926

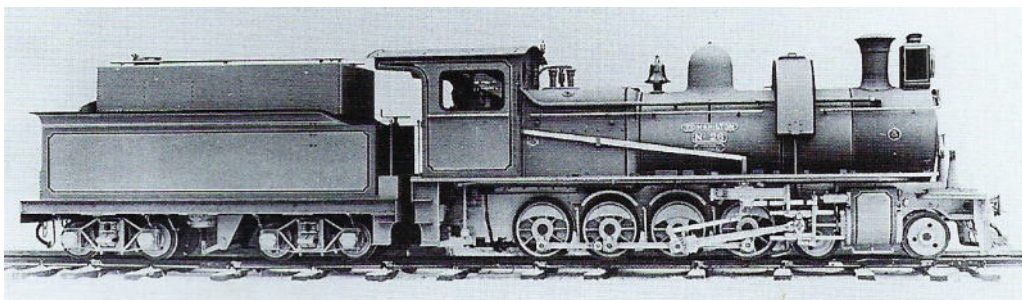
Ordered for *FC Noroeste del Peru*.

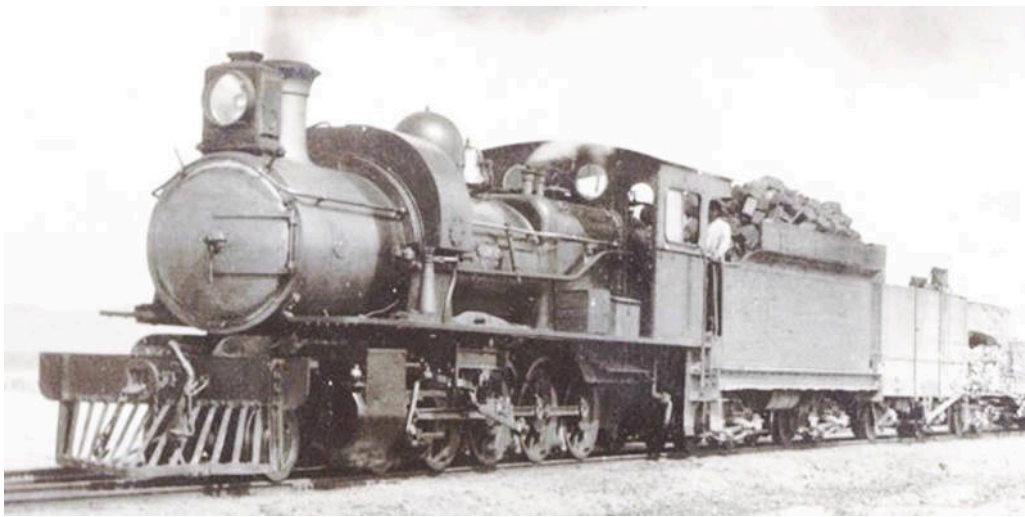
25 'JALENTRE' w/n 23056

26 'T. J. HAMILTON' w/n 23371



FC Noroeste nos. **25**, above, and **26**, below. Note the oil tanks on the tenders and, in the case of no. **26**, the boiler-mounted saddle sand-box.

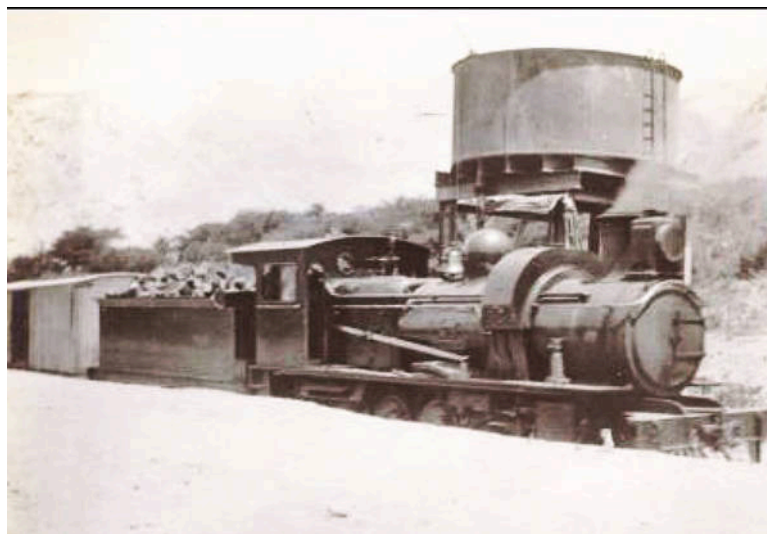




This is FCNOP 4-8-0 no. **26 'T. J. HAMILTON'**, identifiable by its saddle sand-box. Note the 4-wheeled water cart wagon behind the tender.



A puzzling postcard view taken at the Puente de Huaura, showing one of the 4-8-0s clearly with a saddle sandbox but bearing the number 2 on its cabside.



The fleet in 1925

The US Dept. of Commerce report states that there were nine locos on the railway in 1925 but gives no details. That figure matches precisely the locos listed above, allowing for the fact that no. **26** had not yet been built.

[EG] December 2012 quotes an old railwayman as saying “The original locomotives were seven all of English manufacture. There were three small locomotives in daily service and for port loading, which were parked in the railway yard, they were numbered **5, 6** and **7**. There were also a total of six route locomotives, the largest of which could carry up to 300 tons of weight. These were Nos. **21, 22, 23, 24, 25** and **26**. All of them, except for the last one, were fired with coal. No. **26** used oil. Later, in 1928 new locomotives of North American brand arrived, these were the N°. **8, 9** and **10**, of intermediate size and the N°. **51** and **52**, of much greater tonnage. In 1958 the fleet was completed with locomotive No. **6**, also of North American manufacture.” (translation of) “

2-8-2 d/w 43", cyls. 17x22", built by Baldwin in 1927

Ordered 5-18-1927, Baldwin sales order #F-27014 by Peruvian Government for *FC de Huancayo a Ayacucho* nos. **5-6**. Named ‘**PRESIDENTE LEGUÍA**’ and ‘**HUANCAMELICA**’. Cost \$28,700 each. Date of trials 7-1927. Later to *FC Noroeste* by 1932. BLW class 12-28¾E nos. 39-40. Spec. is in vol. 79 p188. [EG] says these were numbered **9** and **10** whilst on this railway.

?	w/n 60100	Later to <i>FC Lima a Lurin</i> as their no. 72 .
?	w/n 60101	Later to <i>FC Huancayo Huancavelica</i> as their no. 106 .

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

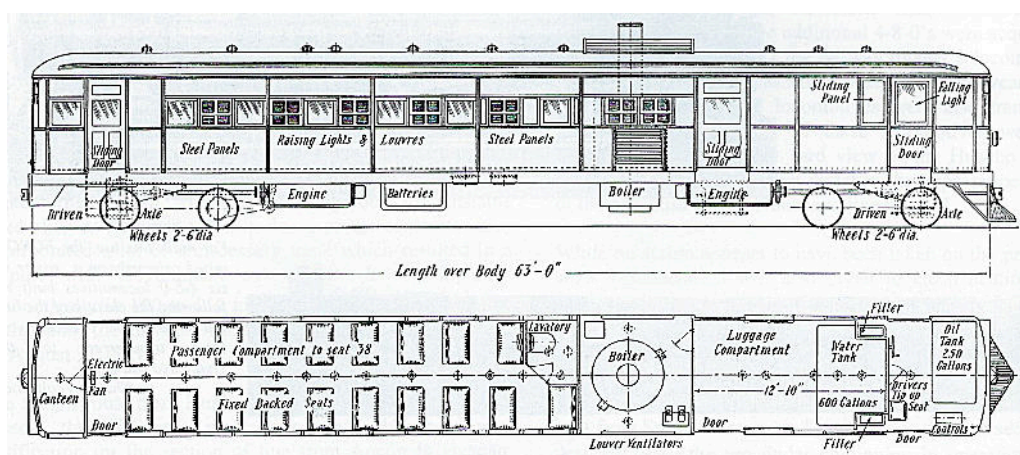
Ordered for ?	Baldwin 2-8-2 no. 58011 had been on the <i>FC Lima á Lurin</i> as no. 51 , see section 14.3.11.
51	w/n ?
52	w/n ?

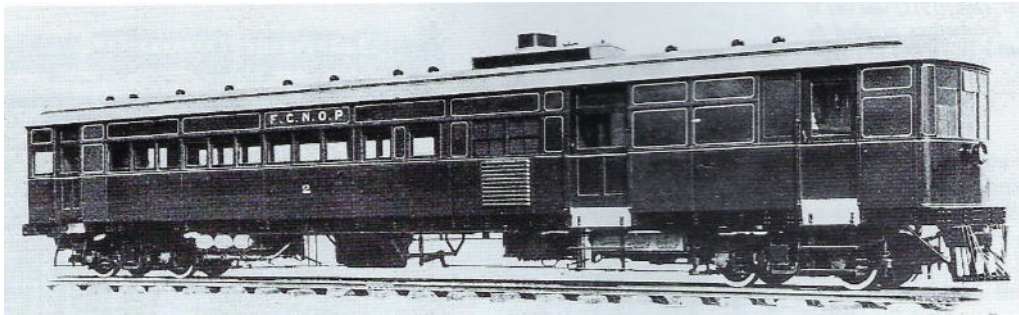
? d/w ?, cyls. ?, built by ? in ?

Ordered for ?	Arrived here in 1958.
6	w/n ?

Bogie steam railcar d/w 30", cyls. 6¾x9", built by Sentinel in 1927 and 1928

Ordered for ?	Second railcar had 6x7" cylinders. Both were 200hp.
1	w/n 6289
2	w/n 7564





Report of visit in 1931

A letter in the Peruvian Corporation archive held by University College, London, at The National Archives in Kew records what was seen when the Loco Superintendent of the FCC visited the *FC Nor-Oeste* on 3rd-4th February 1931.

SENTINEL CARS There are two, one of 200 HP and the other of 100 HP. The 200 HP set is being withdrawn for heavy boiler repairs. The 100 HP set will then take its place but looks very dirty and neglected in the Engine Room.

LOCOMOTIVES Details There are six 20 class Engines for heavy freight the last of which were built in 1925 by the North British Locomotive Co. and are of a good type. There are also five small tank Engines built by Hawthorn Leslie about 1911 which are used on branch work and carry an auxiliary tank. They are generally pretty well run down on mechanism and, according to the Government Inspector's report in October last, the Fireboxes and Tubes are in bad order. This item requires a more careful inspection of the Boilers themselves and the records. Tyre wear is extremely rapid as also wear on side rod bushes.

FUEL OIL Fuel Oil is used and is being burnt quite well.

Locomotives moved to Huallanca

A letter displayed at the tail end of the previous section suggests that two engines were taken from here in 1934 to be erected at Huallanca and used on the upper end of the Chimbote railway which was being extended at the time. Their identities have not yet been ascertained, but they might well have included one or more of the Hawthorn Leslie tanks.

14.3.9 *El FC Mina Ragra á Ricran*

Región de Pasco

1920?-

Background

3' 0" gauge. 29 km. This was a railway in two parts with a 7km. lake in between. 25 km in total. 5 km from the Mina Ragra to the lake, and then from Casa Lagunas to meet the Cerro de Pasco railway at Ricran.

The first owner was the Foundation Company of New York, and later the Vanadium Corporation of America,

0-4-0ST d/w 24", cyls. 8x12", built by Davenport in 1920

Ordered for The Foundation Co. for Peru.

1	w/n 1794
2	w/n 1795
3	w/n 1833
4	w/n 1834
5	w/n 1841

The fleet in 1925

Source [2] gives the loco fleet as comprising five engines, 0-4-0 saddle tanks, weighing 10 tons each and with cylinders of 6x10".

0-6-0T d/w ?, cyls. 12x16"?, built by Porter in 1944

Ordered via Defense Plant Corporation for the Vanadium Corporation of America.

?	w/n 7615
----------	----------

There were also two Plymouth diesels.

14.3.10 *El FC Tambo del Sol á Pachitea* aka the Amazon Pacific Railway or *el FC á Ucayali*

Región de Pasco

1919-1930s?

Background

3' 0" gauge. There had long been hopes of building railways into the Amazon basin to open it up. *The Railway Times* of Nov. 2nd 1912, p454, reported that the Ucayali Construction Co. formed for this purpose, had signed a contract in New York and was shortly to begin construction from Goyllarisquisga to Huánuco. This attempt started in 1916 by building 20 km of road that was then re-purposed in 1919 as a railway, though not an ideal one with its extreme gradients. The eventual hope had been to reach the Ucayali river at Pucallpa, 500 km away.

Eventually the narrow gauge project was declared a failure and it reverted to being a road. Further detail can be found in an article by Bob Whetham published in *The Narrow Gauge* in 2013 [12].

In 2025 the *Huachón Huancabamba comité* page on Facebook published the following relevant information (followed by paragraphs about the later standard gauge scheme which are reproduced in sub-section 13.3.2 of the Peruvian standard gauge file.).

“FERROCARRIL TAMBO DE SOL –OXAPAMPA - PUCALLPA

El padre misionero Bernardino Gonzáles, nacido en Barcelona (España) el 19 de agosto de 1831, notable predicador, maestro de música y de Derecho Canónico, autor del folleto contra el liberalismo de Quimper y de “Paginas Razonables”, contra las “Paginas Libres” de Gonzáles Prada; explorador de los valles de Huancabamba y de Palcazú, fue quien en su folleto “Ojeada a la montaña “lanza la idea de construir un ferrocarril desde la planicie de Junín hasta Huancabamba y Palcazú. Su amistad con Nicolás de Pierola le permitió conseguir un aporte económico para abrir una trocha entre Ninacaca y Oxapampa.

Ya en la era republicana, el ferrocarril llegó a Cerro de Pasco en 1904.

El presidente de la República, con el Decreto Ley del 30 de marzo de ese mismo año, dispuso el estudio del primer ferrocarril al oriente. Se plantearon tres alternativas: La Primera de Oroya a Tarma y Chanchamayo; La Segunda de Tambo de Sol a Pozuzo y Pucallpa; y la tercera del asiento carbonífero de Goyllarizquizga a Huánuco y Sangarayacu –Aguaitía.

Terminados los estudios en 1908 se eligió a la segunda como la más factible. La junta departamental de Junín en 1916 emprendió la construcción de un camino de herradura a fin de abastecer de materiales a la futura vía.

El gobierno de José Pardo encargó los estudios de una carretera, con trazo de ferrocarril, al Ing. Carlos Guillermo Hartman en noviembre de 1917, con el nombre de carretera “Ninacaca – Pachitea”.

El gobierno de Augusto B. Leguía continuó la obra hasta 1929. Se llegó a construir el tramo, Tambo del Sol – Huachón, con enrielladura de trocha angosta, pero los sucesos políticos de aquellos tiempos paralizaron la obra, quedando abandonada hasta 1949.”

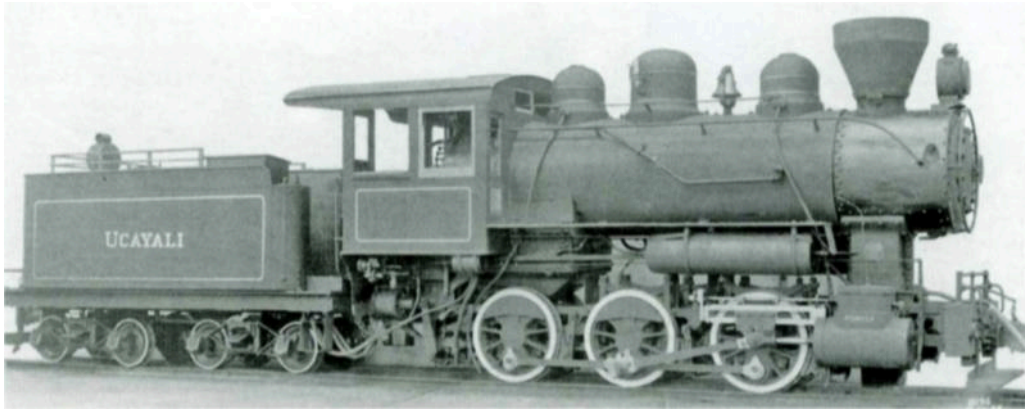
For the later 1950s attempt to build a standard gauge route to the east, please see section 13.3.2 of the standard gauge Peruvian locos file.

0-6-0 d/w 44", cyls. 15x24", built by Porter in 1924

Ordered via Emiliano F. Wagner for *FC Tambo de Sol al Pachitea*. Porter boiler #3244.

? ‘UCAYALI’

w/n 6930

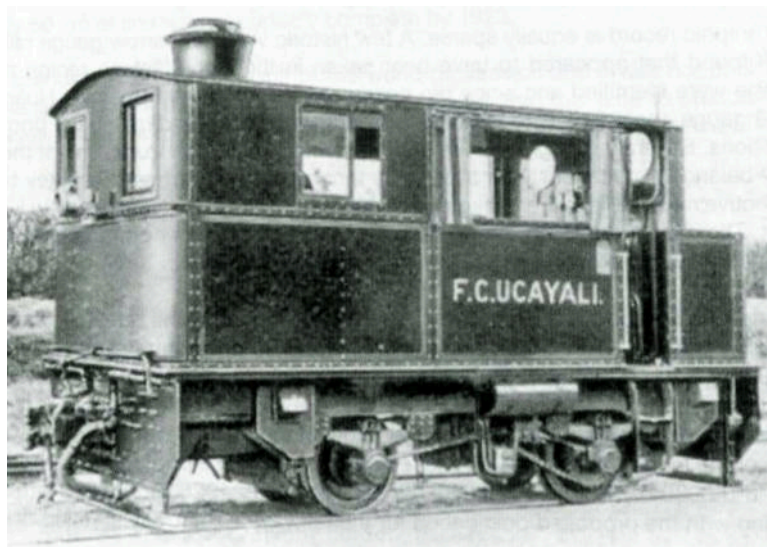


A Porter builder's photo as published in *The Narrow Gauge* issue 226 of 2013.

4wVBT d/w 30", cyls. 6¾x9", built by Sentinel in 1926

Ordered for *FC Tambo de Sol a Pachitea*.

? w/n 6238



A Sentinel builder's photo as published in *The Narrow Gauge* issue 226 of 2013.

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

Ordered for ?

? w/n ?

? w/n ?

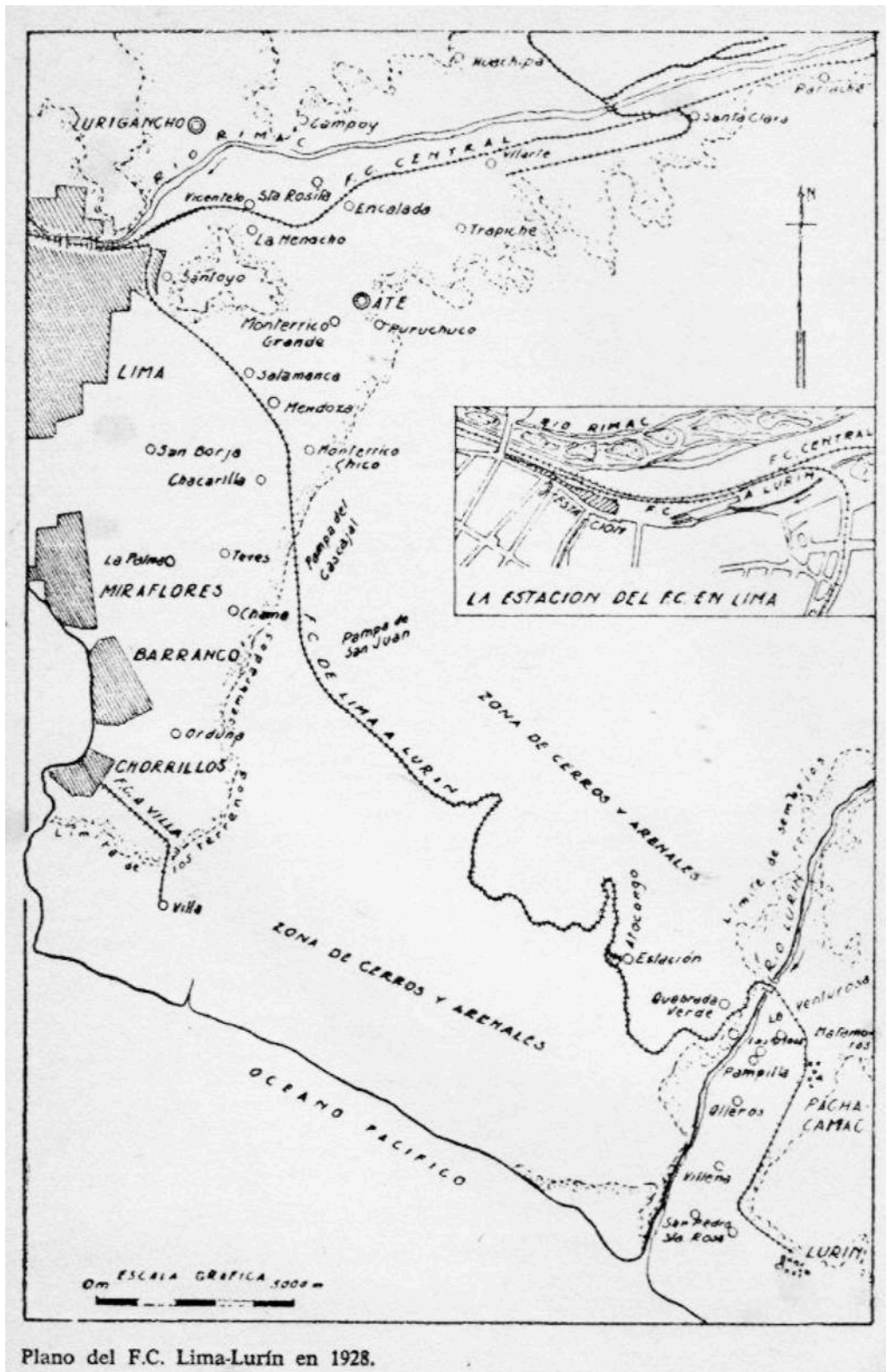
The fleet in 1932

AC reported that in 1932 the railway had four steam locomotives, three railcars, three passenger cars and seven freight cars. The status of the steam locomotives was described as "paralysed".

14.3.11 *El FC Lima á Chilca* *later El FC Lima á Lurin*

Región de Lima

1915-1960s



Background

3' 0" gauge. It had originally been intended that there would be a standard gauge railway from Lima through Lurin on its way to Pisco and then up to Ayacucho. It has been reported that a certain amount of work was done in the 1870s on the first 58 km.

A new 3' 0" gauge scheme got going at around the time of the First World War, and on a completely different route further inland. The bridges were cast-offs from the *FC Central*. The first trains reached Lurin in December 1918. The completed line was handed to the Peruvian Corporation to operate, but after only fourteen years the government took the line back under its wing in 1932.

Closure came in 1964, though full trains had given way to railcars alone by 1961.

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1913 and 1917

First one ordered 4-8-1913, Baldwin sales order no. 9866 for *FC de Lima a Chilia*. Cost L1,940. Date of trial 5-27-1913. Mark on tank: 'F. C. DE LIMA Á CHILCA'. Couplers: Sharon MCB full size. Second one ordered 5-17-1917 *FC de Lima a Lurin*. Cost \$18,450. Date of trial 10-26-1917. BLW class 10-22E nos. 56 and 76. Specs. are in vols. 44 p215, and 66 p181. Mark on tank: 'FERROCARRIL DE LIMA Á LURÍN'. Name painted on sides of cab.

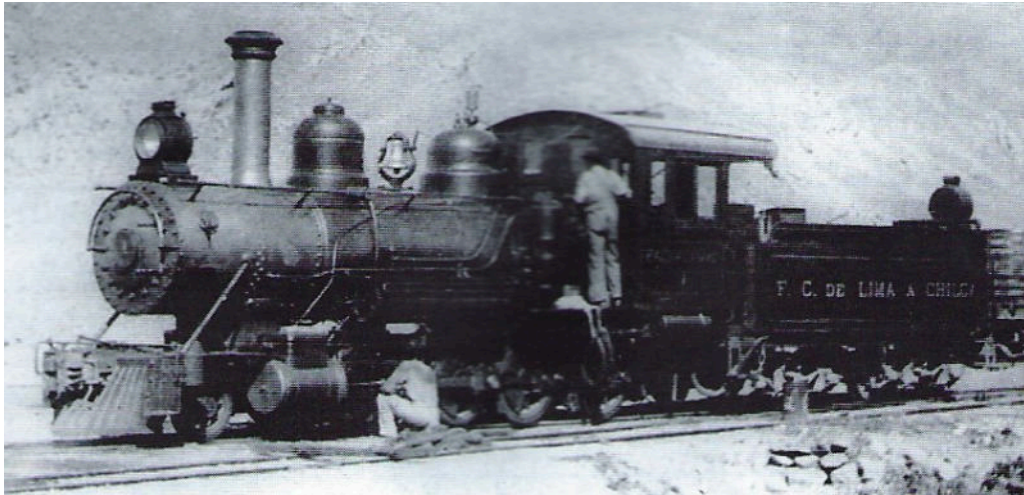
1 'PACHACAMAC' w/n 39904 There is a very detailed list of the features of this loco in the 1913 Anales [11, 1913A p342-5].

Following on from the ordering of no. **2 'LURÍN'** as an oil-burner in 1917, see below, the 1918 Anales reported the decision to convert no. **1** to the same fuel [11, 1918A p338]: *ADAPTACION DE UNA LOCOMOTORA PARA USO DE PETROLEO* Lima 6 de mayo de 1918. *Visto el oficio del Representante de la Peruvian Corporation, relativo a las reparaciones de la locomotora "Pachacamac" No. 1, del Ferrocarril de Lima a Lurin; Se resuelve: Autorizase al Representante de la Peruvian Corporation, a fin de que disponga lo conveniente para que la iudicada locomotora sea adaptada al use del petroleo; pasándo en su oportunidad la respectiva cuenta para su abono.*

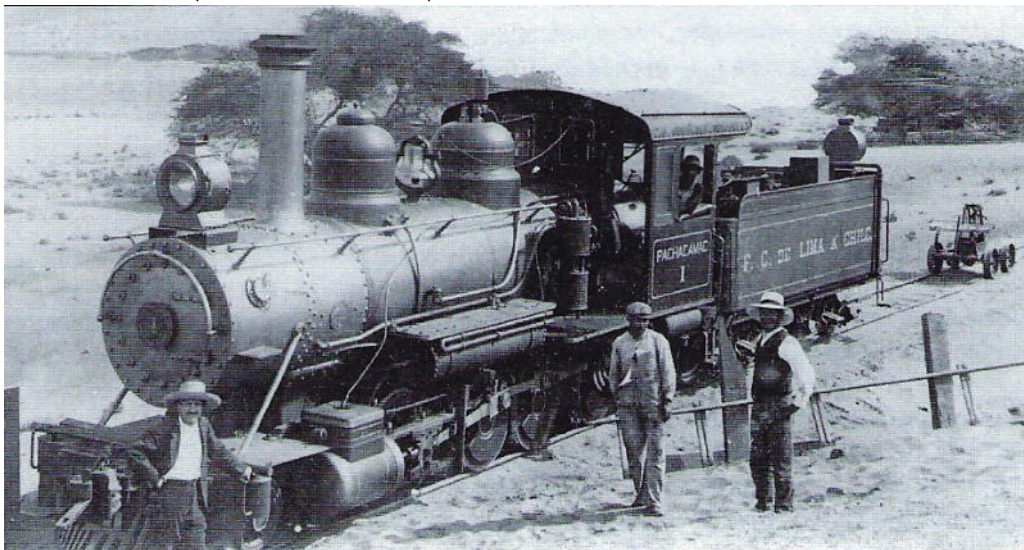
Also in the 1918 Anales: *REPUESTOS PARA EL MATERIAL RODANTE Descripción De la fábrica Baldwin Locomotiva Co. para la locomotora No. 1. Número del fabricante: 39904. Fecha: Mayo 1913. 1 Un juego de llantas, consistente en cuatro llantas con pestaña, cuatro llantas sin pestaña y 2 llantas de truck delantero. 2 Un juego de muelles para una locomotora, compuesta de muelles motrices y muelles de truck delantero. 3 Un juego de muelles de truck para un tender. 4 Inyectores «Monitor» N" 5*

2² 'LURÍN' w/n 46769 Notes in the 1917 Anales [11, 1917 p244] give information about the ordering of this engine and show that it was to be built to burn oil: *AUTORIZACIÓN PARA ADQUIRIR UNA NUEVA LOCOMOTORA* Lima, 25 de mayo de 1917. *Requiriendo el servicio de tráfico del Ferrocarril de Lima a Lurin la adquisicia de una locomotora mas y visto el cablegrama del Consul del Peru en New York con el que manifiesta que el precio actual de una igual a la "Pachacamac", comprada en 1913 a The Baldwin Locomotive Works, de Philadelphia, es de 47,350 dollars, puesta en dicho puerto. Se resuelve: Autorizase al Ministro de Fomento para que, por intermedio del Cónsul del Perú en New York, adquiera de la indicada fabrica una locomotora de las mismas características de la "Pachacamac", comprada el año 1913; debiendo el Despacho de Hacienda impartir las órdenes del caso para que el referido Consul abone el importe de ella, sean 47,350 dollars y efectile los gastos que demande su traslacion hasty el Callao, con cargo a la partida número 6095 del Presupuesto General vigente. Regístrese y comuníquese. Rúbrica del Presidente de la Republica.--Soso.* *SE MANDA ADAPTAR ESTA LOCOMOTORA PARA EL EMPLEO DE PETRÓLEO* 'Lima, 9 de julio de 1917. Siendo conveniente que la locomotora

mandada adquirir por suprema resolucion del 25 de mayo ultimo, para el Ferrocarril de Lima a Lurin, se construya para utilizar petroleo como combustible; y manifestando el Cónsul del Peril en New York que, con esta modification, la locomotora costara, mil cien dollars mas, sobre el precio de 17,350 dollars, primitivamente fijado; Se resuelve: Autorizase al Ministerio de Hacienda, para que ordene al Consul del Peru en New York, el abono de los mil cien dollars (\$ 1,400) suplementarios, que costara adaptar para el consumo de petroleo la locomotora mandada adquirir para el Ferrocarril de Lima a Lurin. por resolucion suprema de 25 de mayo Ultimo.



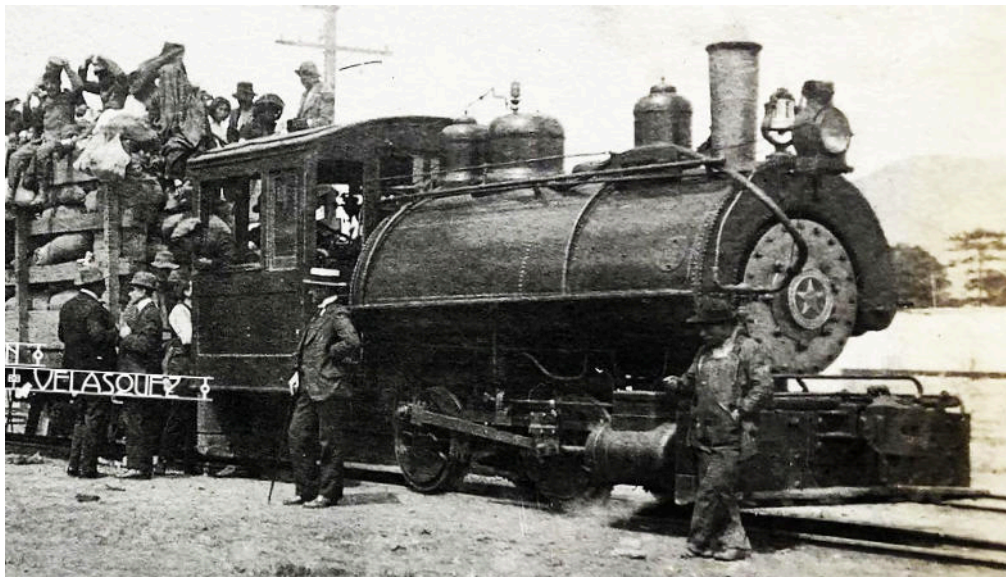
Two views, above and below, of FC Lima a Chilca no. 1 'PACHACAMAC'.



0-4-0ST d/w 29", cyls. 10x16", built by Baldwin in 1913

Ordered 2-19-1913, Baldwin sales order no. 9833 for Baldwin stock. Sold 10-3-1913 on order no. 9833-A to *FC de Lima a Chilca*. Cost \$3,600, date of trial 4-1-1913. BLW class 04-14C no. 263. Spec. is in vol. 53 p1-2.

2¹ 'CONSTRUCTORA'? w/n 39554 Correspondence about the erection of this engine is in [11, 1913A pp345-6]. Used for construction and then transferred to *FC Huancayo Huancavelica* as their no. 1?



No. 2 moves from the coast to the mountains

The move of 0-4-0ST no. 2 to Huancayo was recorded in the 1919 Anales volume [11, 1919 p372]: *IMPORTE DEL MATERIAL RODANTE TRASLADADO AL FERROCARRIL DE HUANCAYO A AYACUCHO* Lima, 29 de diciembre de 1919. *Habiendose tomado del Ferrocarril de Lima a Lurin una locomotora, dos carras de plataforma y uno de cajon para utilizarlos en la enrielladura del de Huancayo a Ayacucho, cuyo importe en la actualidad asciende a la cantidad de Lp. 1050.0.00, según la valorización que han efectuado los ingenieros del Estado al servicio de la Direction de Obras Pablicas; y Debiendo hacerse los cargos respectivos en las cuentas de cons-truccion de los mencionados Ferrocarriles; Se dispone: Rebajase de la cuenta correspondiente al Ferrocarril de Lima a Lurin la cantidad de mil cincuenta libras (Lp. 1050.0.00), importe del material rodante trasladado con destino a los trabajos del de Huancayo a Ayacucho, a cuya cuenta debe cargarse dicha suma. Registre y comuníquese. Olivares.*

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

Ordered for ?

3

w/n ?

2-8-2 d/w 44", cyls. 19x20", built by ALCo Schenectady in 1920 and 1927

First one ordered on ALCo o/n S-1205 by E. Nash & Waltzen, Ltd. for *Hacienda Casa Grande* as their no. 13. Sold to *FC de Lima a Lurin* as no. 4. Second one ordered on ALCo o/n S-1605 by Peruvian govt. for *FC de Lima a Lurin* as no. 5.

4

w/n 61555

Later to *FC Cuzco-Santa Ana* as no. 128. Renumbered there as no. 120.

5 'PRESIDENTE LEGUIA'

w/n 67539

Later renumbered 71. [AC] says scrapped in Lima.



NB Do not confuse this ALCo 2-8-2 named 'PRESIDENTE LEGUIA' with the Baldwin 2-8-2 carrying the same name that is listed below.

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

Ordered for ?

6

w/n ?

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

Ordered for

7	w/n ?
8	w/n ?
9	w/n ?
10	w/n ?

2-8-2 d/w ?, cyls. ?, built by Henschel in 1950

Ordered for *FC de Lima a Lurin* as nos. **11** and **12**.

11	w/n 26402	Later to <i>FC del Santa</i> as their no. 11 . Then to <i>FC Cuzco-Santa Ana</i> as 129 .
12	w/n 26403	Later to <i>FC del Santa</i> as no. 12 . Then to <i>FC Huancayo Huancavelica</i> as 109 .

Renumbering?

At some point there seems to have been a renumbering, probably at the same time as similar renumberings on other government-owned lines. So far the only known locos on the railway after this are no. **71**, the ex no. **5** listed above, and the two engines shown below.

2-8-2 d/w 44", cyls. 19x20", built by Baldwin in 1924

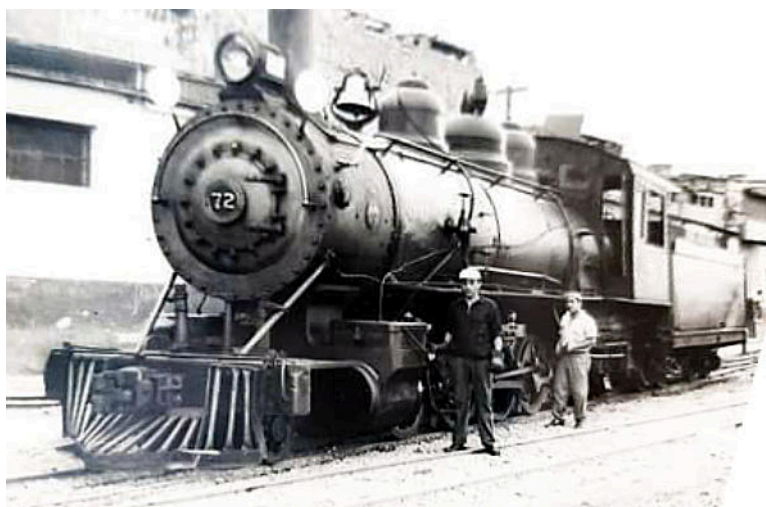
Ordered 6-17-1924, Baldwin sales order no. F-24039 by Peruvian Govt. for *FC del Cuzco y Santa Ana* as their no. **3** 'INGENIERO VIÑAS'. Cost \$24,600. Date of trial 9-3-1924. To *FC de Lima a Lurin* as no. **51**. BLW class 12-24¼E no. 3. Spec. is in vol. 72 p91.

51	w/n 58011	Later to <i>FC Cuzco-Santa Ana</i> as no. 123 (not 122 as others have said).
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2-8-2 d/w 43", cyls. 17x22", built by Baldwin in 1927

Ordered 5-18-1927, Baldwin sales order no. F-27014 by Peruvian Govt. for *FC de Huancayo a Ayacucho* no. **5** 'PRESIDENTE LEGUIA'. Cost \$28,700, date of trial 7-1927. BLW class 12-24¼E no. 5-6. Spec. is in vol. 78 p207. Later to *FC de Lima a Lurin* as no. **72**.

72	w/n 60100	Sent to <i>FC Huancayo Huancavelica</i> for parts after abandonment of <i>FC Lima á Lurin</i> .
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The fleet in 1932

AC states that statistics for 1932 list the following equipment, 3 locomotives, 6 passenger cars and 136 freight cars of various types.

The locomotives in 1961

AC explains that all freight traffic had disappeared by the end of the 1950s, and that by 1961 only railcars were being operated. “The Henschel locomotive was gone, and ALCO built 2-8-2 No. **71** as well as its standby, Baldwin built No. **72** were out of service. Two eight wheel railcars appeared to be the only operational equipment. Locomotive No. **72** was shipped to Huancayo where it was stripped for parts, while No. **71** was left in Lima and scrapped there.”

14.3.12 *El FC Huancayo á Ayacucho*

Región de Junín y Huancavelica

1922-1925?

El FC Huancayo á Huancavelica

1925-2010

(now rebuilt to standard gauge)

Background

3' 0" gauge. 129km. long. Construction of a standard gauge railway between Huancayo and Cuzco began in 1908 with the intention of linking the *FC Central* and the *FC del Sur*. Work extended for 18 km. south of Huancayo, and the first 16 km. even saw trains for a few months. However, in 1919 a decision was made to adopt the 3' 0" gauge for this railway. The original section was regauged and further work meant that in 1922 a total of 50 km could be opened to traffic.

On reaching the 77 km. mark at La Mejorada, a further decision saw the destination change, from Ayacucho on the original route toward Cuzco, to Huancavelica which would bring economies and greater traffic. The town of Huancavelica (129 km) was reached in 1926.

Work continued southward, and rails were laid at least as far as Lachoc at Km. 153. The aim was to head over the Chonta Pass toward Castrovireña.

The decision to regauge

On August 29th 1919 a resolution was made to regauge the first fourteen km. of this railway to the 3' 0" gauge for reasons of economy, and to continue the construction on that gauge. The resolution is available at [11, 1919 p449].

No. 1 arrives from the coast

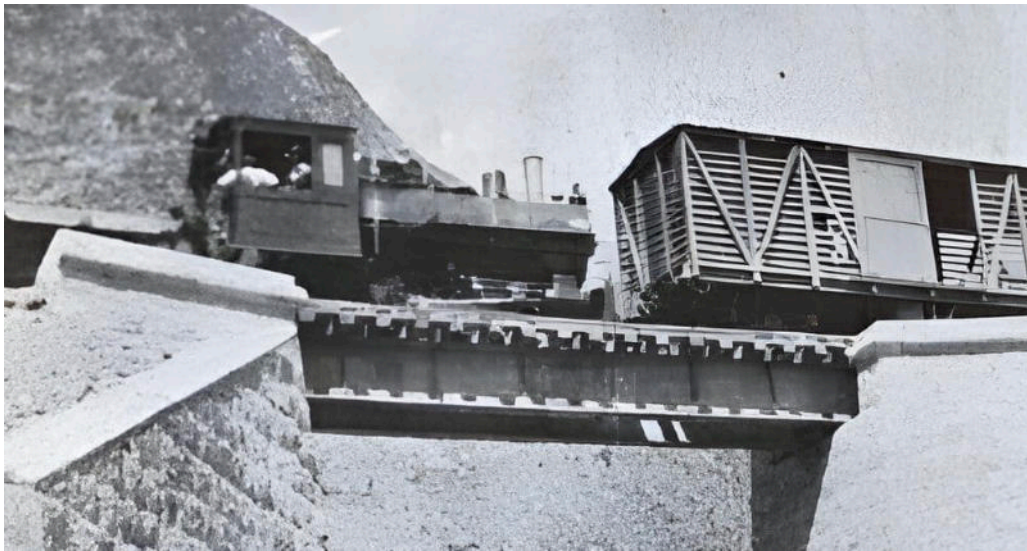
The move of *FC Lima á Lurin* 0-4-0ST no. 2 to Huancayo where it became no. 1 was recorded in the 1919 Anales volume [11, 1919 p372]: *IMPORTE DEL MATERIAL RODANTE TRASLADADO AL FERROCARRIL DE HUANCAYO A AYACUCHO* Lima, 29 de diciembre de 1919. *Habiéndose tomado del Ferrocarril de Lima a Lurin una locomotora, dos carras de plataforma y uno de cajon para utilizarlos en la enrielladura del de Huancayo a Ayacucho, cuyo importe en la actualidad asciende a la cantidad de Lp. 1050.0.00, según la valorización que han efectuado los ingenieros del Estado al servicio de la Direction de Obras Pablicas; y Debiendo hacerse los cargos respectivos en las cuentas de cons-truccion de los mencionados Ferrocarriles; Se dispone: Rebajase de la cuenta correspondiente al Ferrocarril de Lima a Lurin la cantidad de mil cincuenta libras (Lp. 1050.0.00), importe del material rodante trasladado con destino a los trabajos del de Huancayo a Ayacucho, a cuya cuenta debe cargarse dicha suma.*

Registrese y comuniquese. Olivares.

0-4-0ST d/w 29", cyls. 10x16", built by Baldwin in 1913

[AC] says: Ordered 2-19-1913, Baldwin sales order #9833 for Baldwin stock. Sold 10-3-1913 on BLW sales order no. 9833-A to *FC de Lima a Chilca*. Cost \$3,600. Date of trial 4-1-1913. Was later no. 2. Name of railway changed to *FC Lima a Lurin*. Used for construction. Sent to *FC Huancayo a Ayacucho* as no. 1. BLW class 04-14C no. 263. Spec. is in vol. 53 p 1 and 2.

1 w/n 39554



Almost certainly the Baldwin no. **1**, ex FC Lima -Lurin, seen on the Habaschacra bridge at Km. 92. Photo from *El Ferrocarril a Huancavelica, Opiniones Tecnicas, Discursos, Mapas y Fotografias Conmemorativas de la Inauguraction*, 1927.

2-6-0 d/w 43", cyls. 17x20", built by Baldwin in 1921 and 1924

First two ordered 7-20-1920, Baldwin sales order #F-20175 by Government of Peru for *FC de Huancayo a Ayacucho* as their nos. **2-3**. Cost \$34,400 each. Date of trial 12-2-1920. [AC] Third one ordered 5-9-1924, Baldwin sales order #F-24026 by Government of Peru for *FC de Huancayo a Ayacucho* as no. **4**. Cost \$22,900. Date of trial 6-5-1924. [AC] BLW class 08-28D nos. 325-6 and 332. Specs. are in vols. 66 p185 and 72 p88. Names to be painted on tank sides as shown below. Locos set up for oil-burning from new. Note on spec. sheets: 'Locos will be operated up to an altitude of 15,000 ft.'

2 'AYACUCHO'	w/n 54261	Renumbered 102 ?	[14] says was stripped for repairs in 1977.
3 'HUANCAYO'	w/n 54262	Renumbered 103 ?	[14] says was in service in 1977. Preserved at Huancayo mainline station bearing the number 112 .
4 'TELLERIA'	w/n 57796	Renumbered 104 ? or 101 ?	[14] suggests was renumbered 101 , and was in use in 1977.



This image is from Baldwin negative 07825-1 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

The fleet in 1925

Source [2], the usual US Dept. of Commerce report, stated that the railway at that time possessed three 2-6-0s and one 0-4-0 switcher. That perfectly matches those listed above, though the report wrongly gives the Baldwin class of the moguls as 8-24D. Source [17] published in 1927 confirms the presence of these engines.

2-8-2 d/w 43", cyls. 17x22", built by Baldwin in 1927

Ordered 5-18-1927, Baldwin sales order #F-27014 by Government of Peru for *FC de Huancayo a Ayacucho* as nos. **5-6**. Cost \$28,700. Date of trial 7-1927. Sent to *FC Noroeste* nos. unknown by 1932; then first loco to *FC Lima a Lurin* as no. **72**. and second loco back to *FC Huancayo á Huancavelica* as no. **106**. [AC] BLW class 12-28¼E nos. 39 and 40. Spec. is in vol. 79 p188. Erecting card drawings numbered 362-12BX 12542 and 362-12AX 12541 are in the DeGolyer Library collection.

5 ‘PRESIDENTE LEGUIA’ w/n 60100

6 ‘HUANCAVELICA’ w/n 60101 Later returned here as no. **106**. [14] says was dumped as irreparable by 1977.



This image is from Baldwin negative 10036 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

2-6-2T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1919

Ordered 1917 ALCo o/n no. C-517 by ALCo Sales Co. for Russian Countries & Towns Union as no. **123** and **129**. Built as 0-6-0T, for 750mm gauge. Order cancelled and locomotive stored. Rebuilt to 2-6-2T and sold on sales orders no. X-328 and no. X-320 to W. R. Grace & Co. for *FC Huancayo-Huancavelica*. Shipped 28th and 25th June 1928.

7 ‘JUNIN’ w/n 58975 Scrapped 1955.

8 w/n 58981



The photo shows a stationary boiler at Huancayo shed in 1975. This has so far not been precisely identified. However, the bar frames appear to have come from a 6-coupled loco although there were only four wheels remaining in place. The rearward extension of the frames imply that it had been a 2-6-2 and the side tank holding the fuel oil suggests that it might have been a tank engine. The obvious conclusion is that it was the remains of one of the ex-Russian ALCo locos. Certainly the shape of the tank matches that shown in a photo towards the tail end of section 12.7.2 of the Colombian steam locos file in this series, for a similar ex-Russian order loco was supplied to the *FC de Cúcuta*.

An early mystery

Copeland points out that the following locomotive is listed as built for the *FC Huancayo-Cuzco*. See the next section

on the *FC Cuzco Santa Ana* for correspondence on the ordering of this engine. 1920 was when the railway south from Huancayo was regauged to 3' 0", and it sounds as though the loco was to be delivered to Huancayo rather than Cuzco. However, it may have been re-directed to the *FC Noroeste* without ever reaching Huancayo. The name Izcuchaca is that of an area in Huancavelica province.

2-6-0 d/w 33", cyls. 13x18", built by Vulcan Iron Works in 1920

Ordered via Vulcan Steel Products for the *FC Huancayo-Cuzco*.

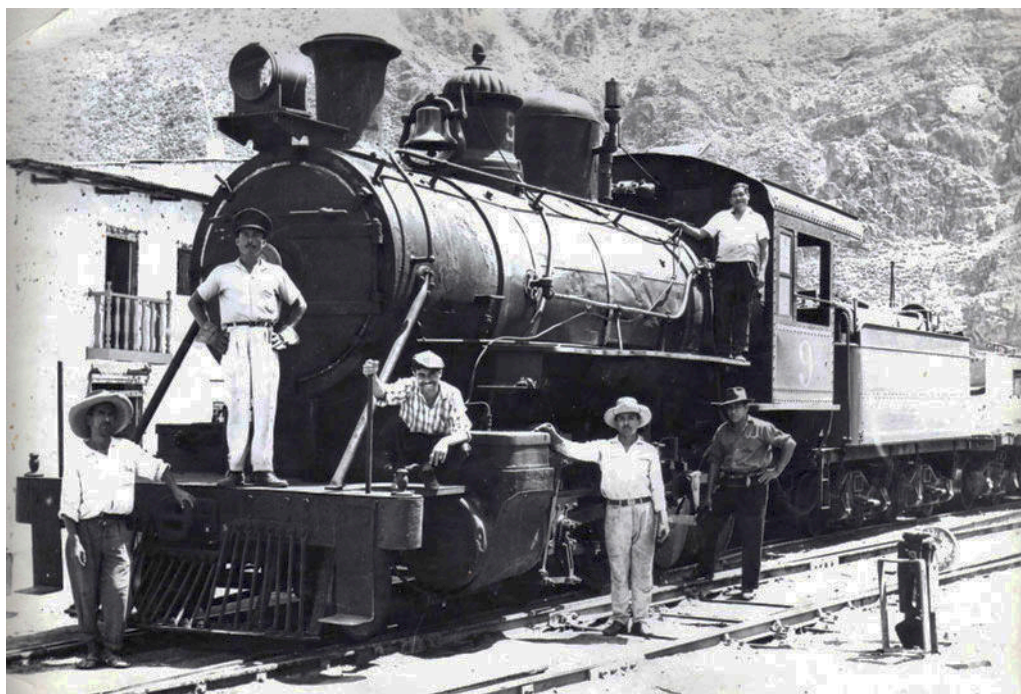
1 'IZCUCHACA' w/n 3025

2-8-0 d/w 37", cyls. 16x20", built by Brooks in 1898

Ordered on Brooks o/n no. 656 for Colorado & Northwestern Ry. Co. nos. **31-32**; name changed 3-1909 to Denver Boulder & Western RR nos. **31-32**. Line abandoned 8-21-1919. Sold 8-1919 Morse Brothers Equipment Co. (D), Denver, Colorado. Sold 2-1921 Colorado & Southern Ry. nos. **75-76**. Retired 8-25-1943. Sold 3-1945 Morse Brothers Equipment Co. (D), Denver, Colo. Sold 1948 via Cerro de Pasco Corp. to *FC Huancayo-Huancavelica* probably as nos. **9** and **10**. [AC] Connolly's Brooks list confirms.

9? w/n 2969 Scrapped 1960.

10? w/n 2970 Scrapped 1960.



Whilst this engine is clearly numbered **9**, and might well be a 2-8-0, it looks a little more modern than to have been built in 1898. The *FC Lima-Lurin* also had an unidentified loco no. **9**, so that is another possibility. Note the added Rogers style sand-dome.

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

Ordered via Government of Peru for *FC Huancayo á Huancavelica*.

11 w/n 26483 Renumbered **104**. [14] says was in service in 1977.

12 w/n 26484 Renumbered **105**, then to *FC Cuzco á Santa Ana* as **105** but then renumbered there as **122**.

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

A 1950 photograph shows a locomotive numbered **6** with a short smokebox and the bell located behind the first sand dome. Possibly this could be one of the ex-Sumpter Valley engines? [AC]

6² w/n ?

0-6-0T d/w ?, cyls. ?, built by Henschel in 1928

Ordered via Ferrostaal for Peru. Boiler was found at Huancavelica [AC]. Nothing else known.

? w/n 19689

The roster after the renumbering

Allen Copeland lists the following locos as in the fleet after the renumbering that probably took place in the early 1950s. This list needs to be treated somewhat warily; the running numbers for the first three engines are not in the same order as listed above, and no. **106** (the erstwhile no. **6**) that had departed some years earlier may only have returned after the renumbering had taken place.

No.	Wheels	Diameter	Cylinders	Builder	Works no.	
101	2-6-0	d/w 43"	cyls. 17x20"	Baldwin	57796	Under repair Aug. 1969 [19]. Listed as present in source [8] in 1974.
102	2-6-0	d/w 43"	cyls. 17x20"	Baldwin	54261	Listed as present in source [8] in 1974.
103	2-6-0	d/w 43"	cyls. 17x20"	Baldwin	54262	In service 1969 [19]. Listed as present in source [8] in 1974.
104	2-8-2			Henschel	26483	Listed as present in source [8] in 1974.
105	2-8-2			Henschel	26484	
106	2-8-2	d/w 43"	cyls. 17x22"	Baldwin	60101	Listed as present in source [8] in 1974. Painted yellow at that time.



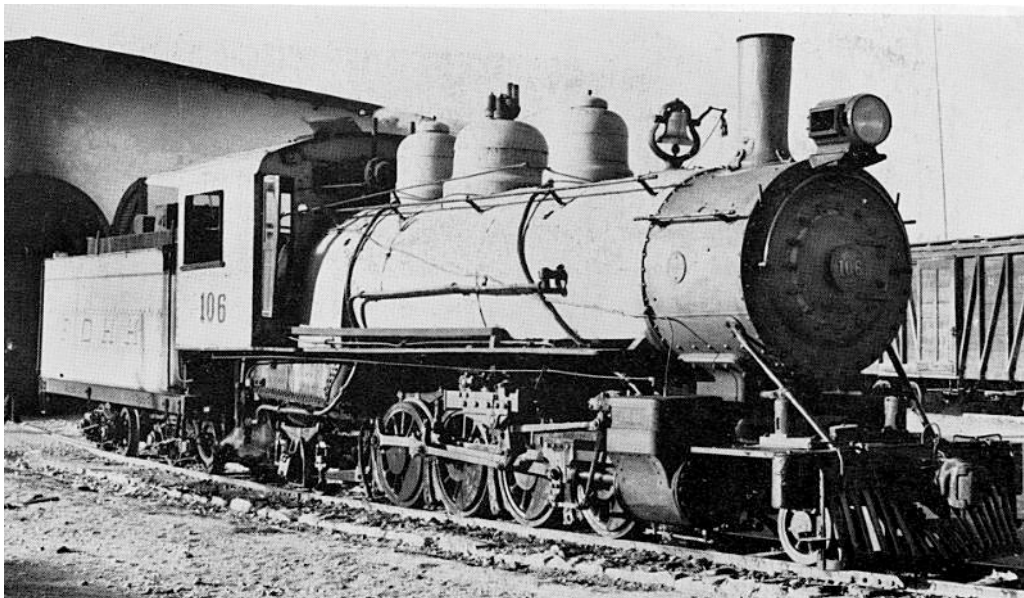
FCHH 2-6-0 no. **103** standing in a station during its afternoon journey back to Huancayo one day in April 1975. The rear springs appear to be a little tired.



A view of the cab of no. **103** in 1975.



2-8-2 no. **104** leaves Huancayo in April 1975. Note the additional sand-dome when compared with no. **109** on the following page.



The photo was found in Mills and Christian's *World of South American Steam*, published in 1974, and shows no. **106** in a yellow livery early in the 1970s.

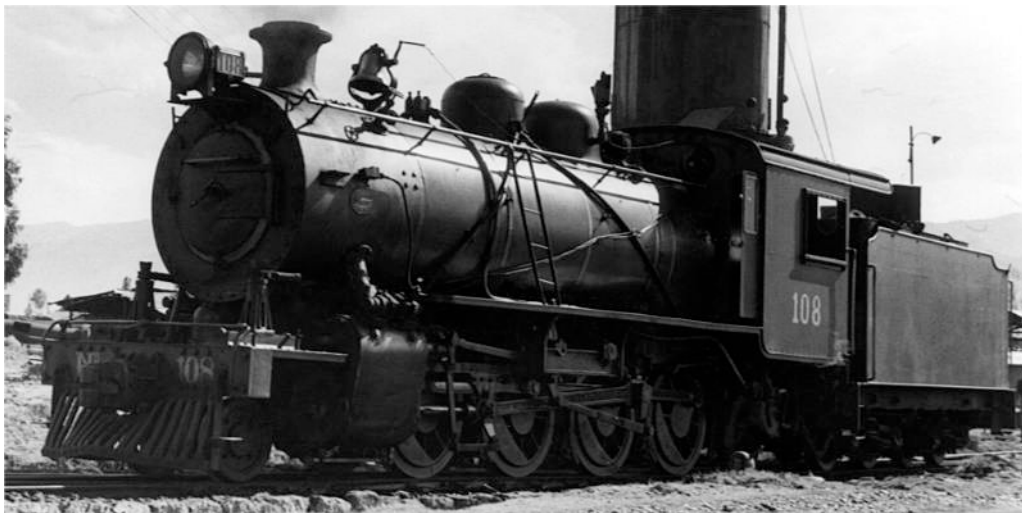
Later arrivals

The engines listed below seem to have arrived after the renumbering.

2-8-0 d/w ?4", cyls. 18½x24", built by Hunslet in 1936 and 1947

First one ordered by Robert Hudson for Melving Domes Whitson Crown Ltd. for the Peruvian govt. for the *FC de Trujillo* as no. **22**. Later renumbered **30** and joined as no. **31** by the second one which had been ordered again by the Peruvian govt. for Trujillo. The first was transferred in 1948 to the *FC Huancayo a Huancavelica* as no. **107**, followed at some point by the second loco which became no. **108**. [AC]

107	w/n 1795	Listed as present in source [8] in 1974. [14] says was stripped for repairs in 1977. Stored in Huancayo Shops.
108	w/n 3413	In service in 1969 [19]. Listed as present in source [8] in 1974. [14] says was in service in 1977.



A photo of FCHH no. **108**, probably at Huancayo. Image from Garth Samuel's collection by courtesy of Richard Pelham.



An undated view of no. **107** on the turntable at Huancavelica, by Oscar Ardiles Almeida.

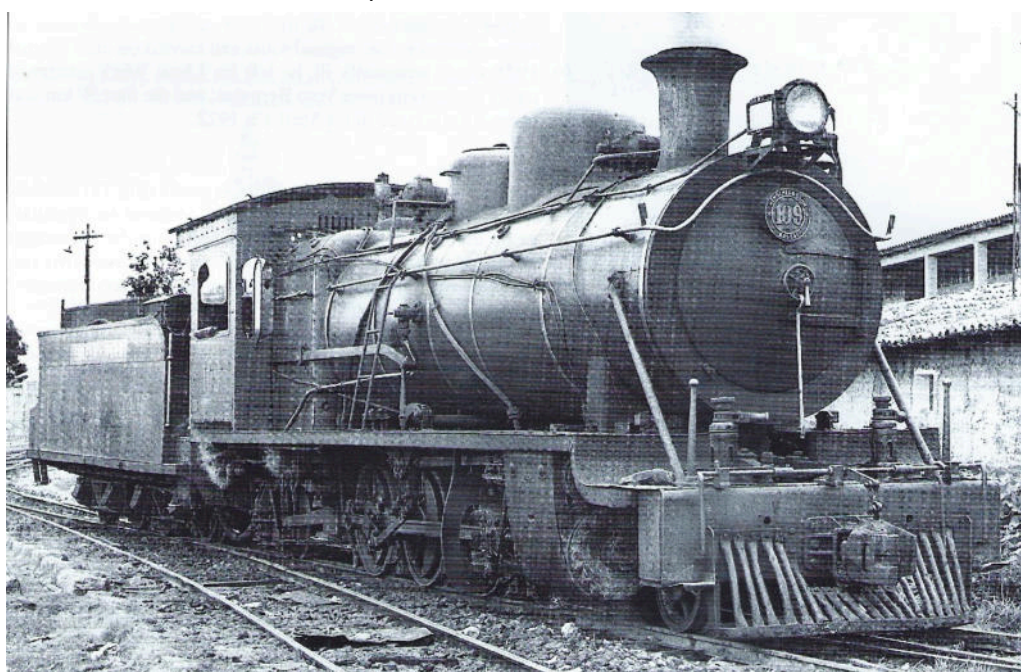
2-8-2 d/w ?, cyls. ?, built by Henschel in 1950

Ordered by govt. of Peru for the *FC Lima a Lurin* as no. **12**; then to the *FC del Santa* as no. **12**; eventually to the *FC Huancayo á Huancavelica* as no. **109**. [AC]

109	w/n 26403	Under repair Aug. 1969 [19]. Listed as present in source [8] in 1974. [14] says was under-going minor repairs in 1977.
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FCHH no. **109**, left side view by Martin Coombs in 1975, and right side view by the late Bob Whetham in 1978.



The fleet at the end of steam

One of the line's original Baldwin built 2-6-0s was still in service when the diesels arrived in 1978, accompanied by a pair of Henschel 2-8-2s and two ex-Trujillo railway Hunslet 2-8-0s.

14.3.13 *El FC Cuzco á Santa Ana*

Región de Cuzco

1920-1972

**Taken over by *ENAFER* and renamed *FC de Cuzco á Machu Picchu*
or the *Ferrocarril del Sur Oriente***

1972-

Background

3' 0" gauge. Construction began to the 750mm gauge in 1918, see section 14.5.6, but was changed to 3' 0" in 1920 for reasons of standardisation. The mainline never did reach Santa Ana, though even in the 1970s it was extended from Chaullay to Quillabamba. This did not last long, as in the 1990s a major landslide just beyond Machu Picchu closed the far end of the line for good.

Like the *FC Lima á Lurin* the railway had been handed to the Peruvian Corporation to operate, only to be taken back again by the government in 1932.

The railway still provides a passenger service to Macchu Pichu, but has recently been regauged to standard.

0-6-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by Graham, Rowe & Co., Lima as 750mm gauge. Presumed sent to Cuzco for construction work on *FC Cuzco-Santa Ana*. Later converted to 914mm gauge, and used by *FC Cuzco-Santa Ana* as a switcher. Built for 750mm gauge, and regauged to 3' 0" around 1920 when decision made that the railway should be built to this gauge. 60hp.

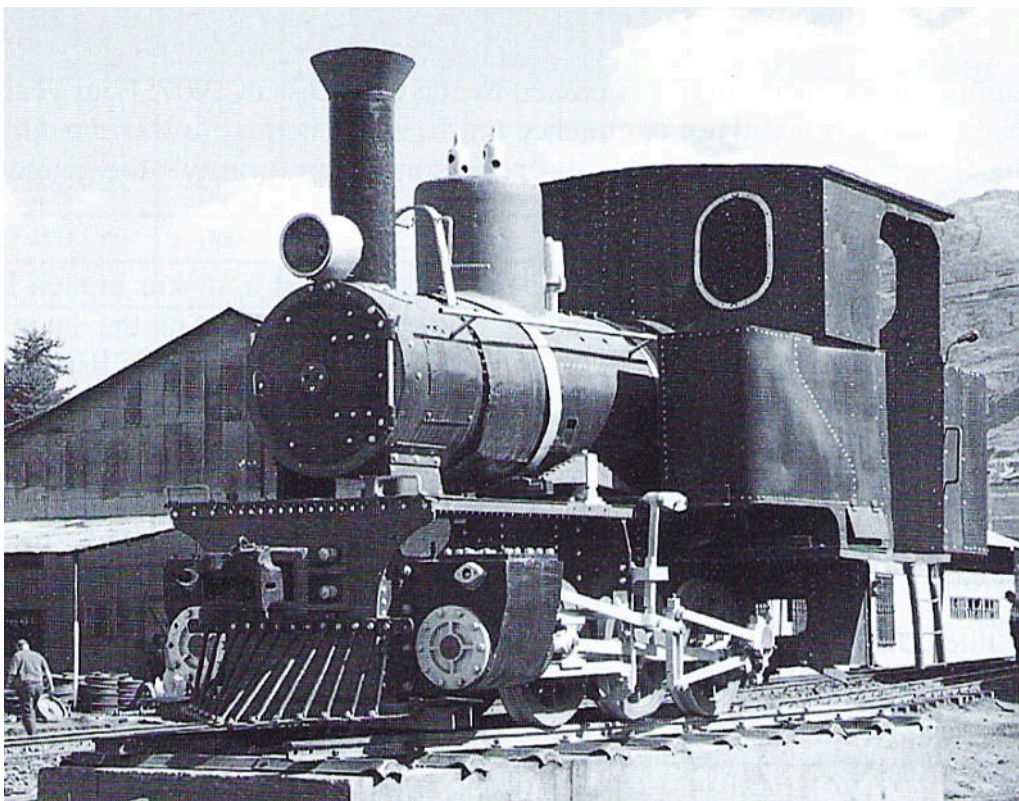
?

w/n 4623

Eventually placed on display at Cusco Wanchaq station.



A German-built 0-6-0T – probably the one listed above – on shed at Cuzco in April 1975. The crude chimney suggests that the loco was being cosmetically tidied up for display at the time, and the partial number on the cabside tends to imply that sheet metal from one of the other locos had been used in this process.



The ex-750mm gauge O&K as photographed on its plinth by the late Bob Whetham.

Thoughts on loco purchases 1919

Contrato de 1 locomotora de 13 x 18 "Craden"

Lima, 27 de junio de 1919.

Necesitandose proveer de material rodante al Ferrocarril del Cuzco a Santa Ana; y,

Vista la propuesta del representante de la "Vulcan Steel Products Company; Inc.", para proporcionar locomotoras del tipo Consolidation 13 x 18 que figuran en el catalogo con el nombre de "Craden", al precio de oro 23,050, puestos a bordo Mollendo;

Manifestando los ingenieros del Estado don Fernando Carbajal y don José G. Voto Bernales, que esta clase de locomotoras esta sujeta a las especificaciones formuladas por el ingeniero mecanico de la Dirección de Obras Públicas, para las que deben adquirirse para el ferrocarril mencionado, y quo su precio es aceptable;

Se resuelve:

Contratase con la "Vulcan Steel Products Company, Inc.", de New York, la adquisicion de una locomotora tipo Consolidation 13 x 18 de la clase "Craden", con sujecion a las características a que se ha hecho referencia, por la cantidad de veintitres mil novecientos cincuenta dollars (\$ oro amer. 23,050), puesta a bordo Mollendo. El pago de este cantidad se efectuará de conformidad con el convenio celebrado con dicha Compañía para suministrar materiales ferroviarios al Estado.

Regístrese y comuníquese.

Rúbrica del Presidente de la Republica.

Arrese.

...

Se dispone adaptar esta locomotora para el Ferrocarril a Ayacucho

Lima, setiembre 5 de 1919.

Habiendase contratado por resolucion de 27 de junio con la "Vulcan Steel Products Company, Inc.", de New York, la adquisición de una locomotora para el ferrocarril del Cuzco a Santa Ana; y, necesitandose con mas urgencia de este material para la Linea de Huancayo a Ayacucho, con el fin de que se pueda proceder a la enrielladura;

Se resuelve:

Autorizase al Ministerio de Fomento, para que disponga lo conveniente a fin de que la locomotora en referencia se

construya para via de tres pies y la dedique al servicio del Ferrocarril de Huancayo a Ayacucho. Registre y comuniquese. Rubrica del Presidente Previsorio de la Republica. León.

2-8-0 d/w 33", cyls. 13x18", built by Vulcan Iron Works in 1920

Ordered via Vulcan Steel Products for *FC Huancaya-Cuzco* as no. 1 '**IZCUCHACA**'; see correspondence above; VIW boiler no. 3469. but diverted or transferred to *FC del Noroeste*. It seems likely that this loco never actually worked on this railway.

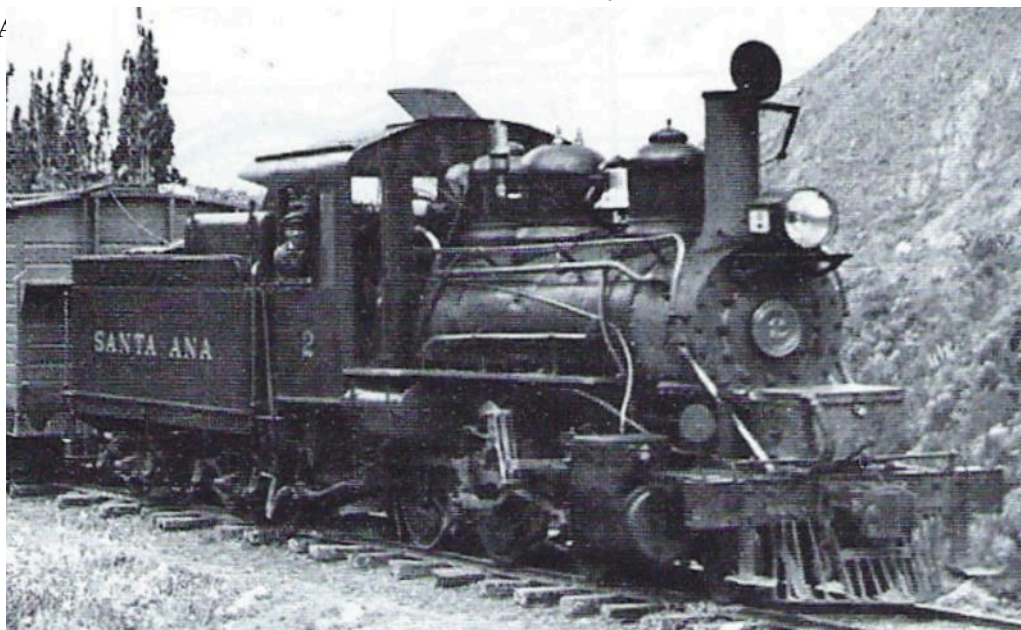
1 'IZCUCHACA' w/n 3025

2-6-0 d/w 38", cyls. 13x18", built by Baldwin in 1921

Ordered by Govt. of Peru for *FC Cuzco á Santa Ana*. BLW class 08-20D nos. 166-167. Spec. is in vol. 66 p183. 'Locos will be operated at an altitude of up to 15,000 ft.' Fitted with Gresham & Craven vacuum brake and also Le Chatelier counter-pressure brake. MCB automatic couplings.

1 'CUZCO' w/n 54267 Renumbered **120¹**. OoS by 1965.

2 'SANTA ANA'



No. 2 '**SANTA ANA**', showing that originally the names were prominently displayed on the tender sides.



FCCSA no. 1 '**CUZCO**' at the head of some ceremonial train, perhaps for the opening of a section of route.



This image supposedly shows the aftermath of an accident on the FCCSA in 1950.

The loco would appear to have been a 2-6-0. no further details are known.

2-8-2 d/w 37", cyls. 15x20", built by Baldwin in 1924 and 1926

Ordered by Govt. of Peru for *FC Cuzco á Santa Ana*. BLW class 12-24¼E nos. 3, 5 and 6. Specs. are in vols. 72 p91, and 78 p207. Others have said that **3** became **122** and **4** became **123**, but the photo below belies that.

3 'INGENIERO VIÑAS' w/n 58011 Renumbered **123**¹.

In November 2009 Sr. Elio Galessio reported that this engine was in store in a shed at the Saylla station 10km south of Cuzco. However, this is not mentioned in the 1999 PeruRail contract [15].

4 'La CONVENCION' w/n 59205 Renumbered **122**¹?

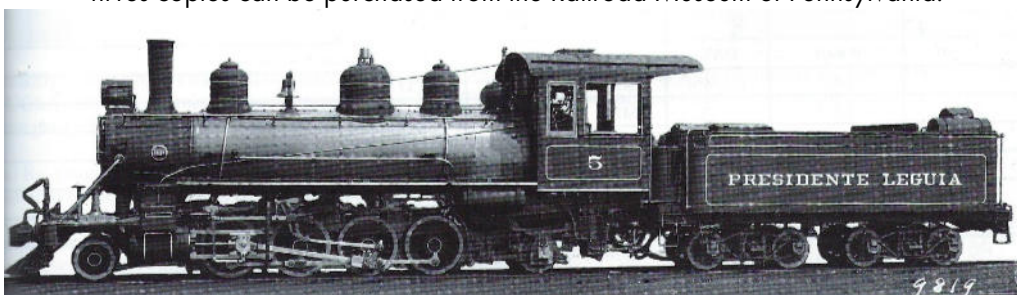
Listed as stored damaged in source [8] in 1974. [14] suggests probably was in dump at Poroy with other locos in 1977.

5 'PRESIDENTE LEGUIA' w/n 59206 Renumbered **124**.

Listed as present in source [8] in 1974. In service 1978 renumbered **102**. Now preserved in the Parque Reducto in Lima.



No. **3 'INGENIERO VIÑAS'**. This image is from Baldwin negative 09286 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.



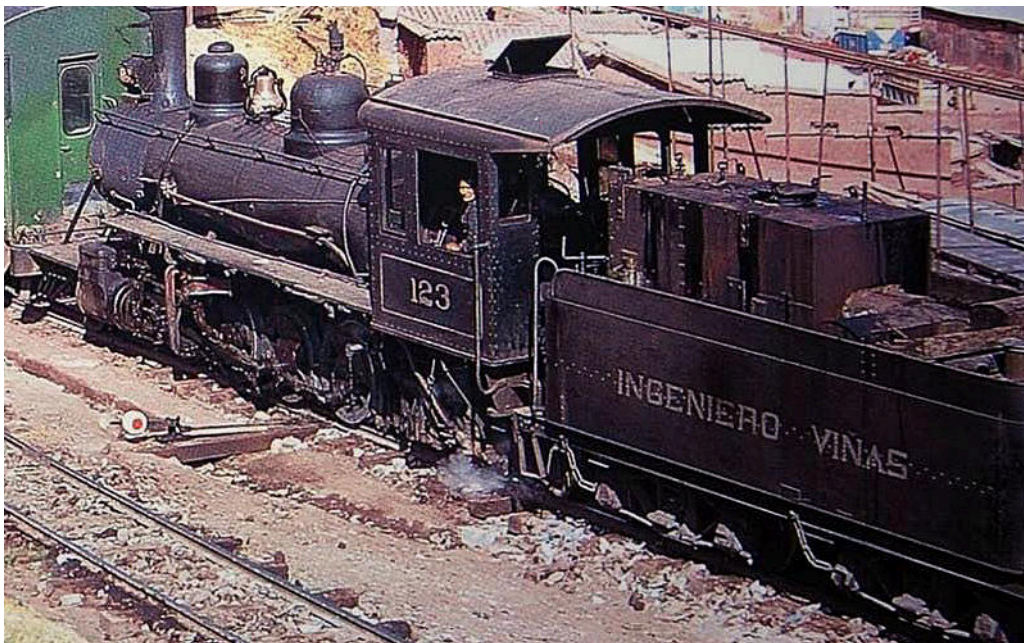
No. **5 'PRESIDENTE LEGUIA'**.



FCCSA no. **3** in Cuzco around 1960.



This loco is clearly painted as **123 'INGENIERO VIÑAS'**, thus conflicting with other reports which have the loco named thus as being renumbered as **122** on arrival at Cuzco from the FCLL.



No. 123 'INGENIERO VIÑAS' seen at Cuzco in 1970 by Brian Wolstoncroft.



This 1972 photo by Harold Navé is something of a puzzle. It shows no. **124**, as confirmed by cabside and the smokebox plate, but with its tender bearing the '**La CONVENCION**' name. Did that result from merely a tender swop or from an exchange of names?



No. 5 'PRESIDENTE LEGUIA' as now preserved in the Parque Reducto, Miraflores, Lima.

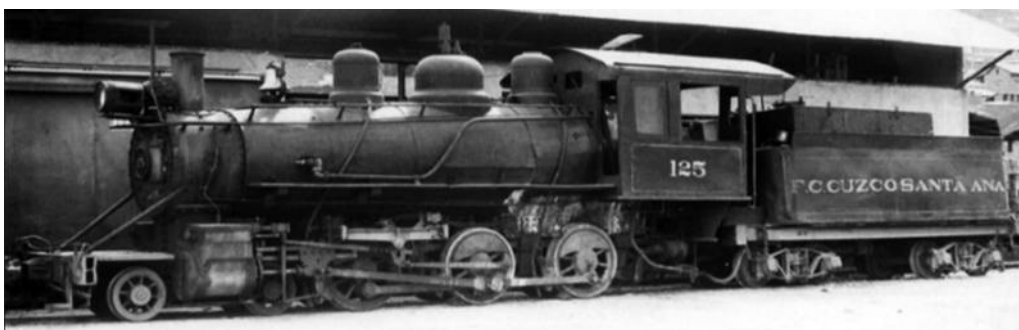
The fleet in 1925

Source [2] reported that the railway at that time possessed two 2-6-0s and one 2-8-2 (the first of the three listed immediately above).

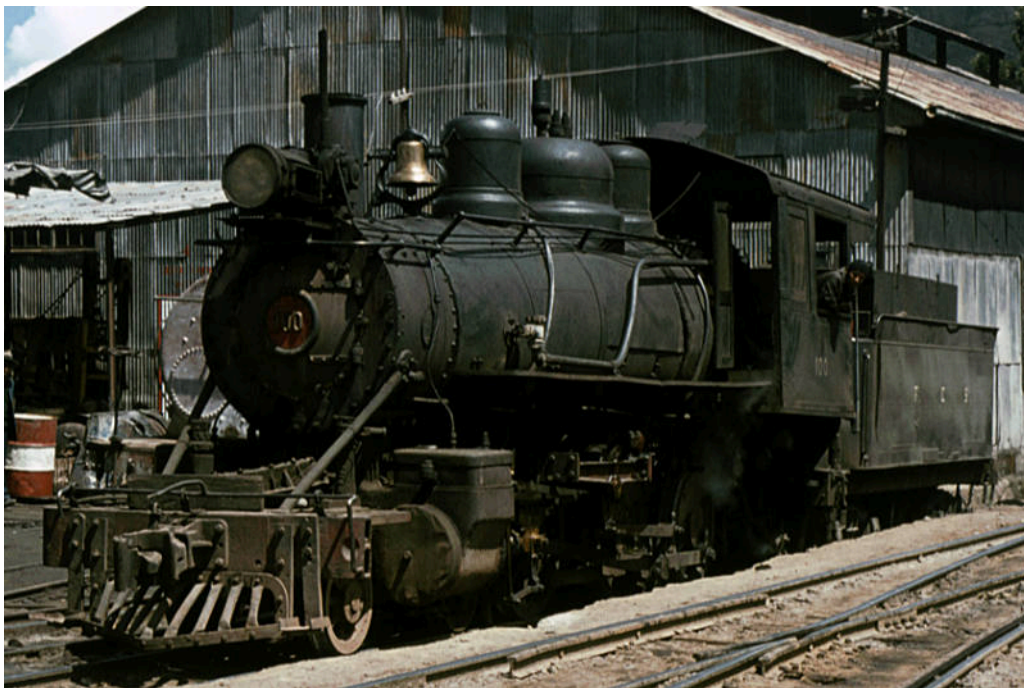
4-6-0 d/w 42", cyls. 16x20", built by Baldwin in 1916

[AC] says: Ordered 10-16-1915, Baldwin sales order #10655 for Sumpter Valley Ry. no. **50**, Baker, Oregon. Cost \$8,600. Date of trial 2-5-1916. Wood burner. Baldwin property plates on engine and tender. Out of service 12-31-1941. Sold 10-25-1944 via Dulien Steel Products Co. (dealer), Seattle, Washington. For Government of Peru for *FC Cuzco-Santa Ana* no. **125**. Later renumbered **100**. BLW class 10-26D no. 328. Spec. is in vol. 51 p357. Built with diamond stack.

125	w/n 42865	Later renumbered 100 . Listed as present in source [8] in 1974. Seen in steam by MC in 1975. [14] says was in dump at Poroy with other locos in 1977.
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No. **125** in an undated view.

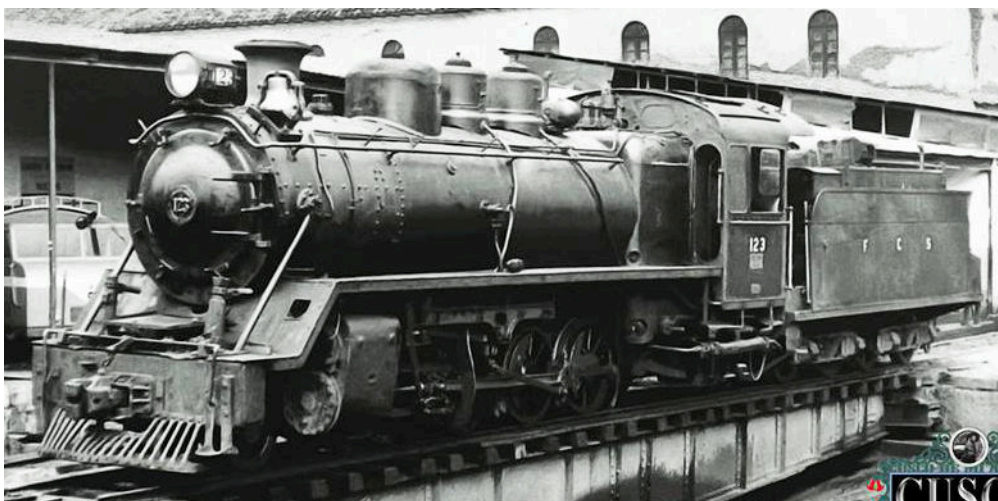


No. **100** shunting at Cuzco in April 1975.

2-8-2 d/w ?, cyls. ?, built by Henschel in 1955

Ordered by Govt. of Peru for *FC Cuzco á Santa Ana*. Note that Henschel works number 26444 is lower than that for a 1951 loco listed below (26484, no. **105** later **122**²). It may of course be that numbers left vacant after some other order had been cancelled had belatedly been reused.

126 w/n 26444 Later renumbered **123**² by 1977 when it was in service [14]. Listed as present in source [8] in 1974.
Renumbered **0996** by ENaFer in 1982 [Robert Hilton].
Preserved in the Urpiña children's park in Cuzco.



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

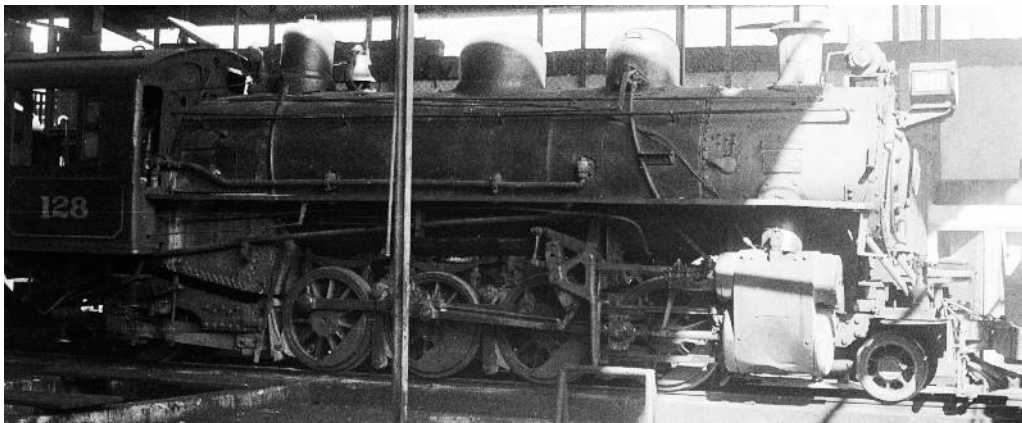
Ordered for ?

127 w/n ?

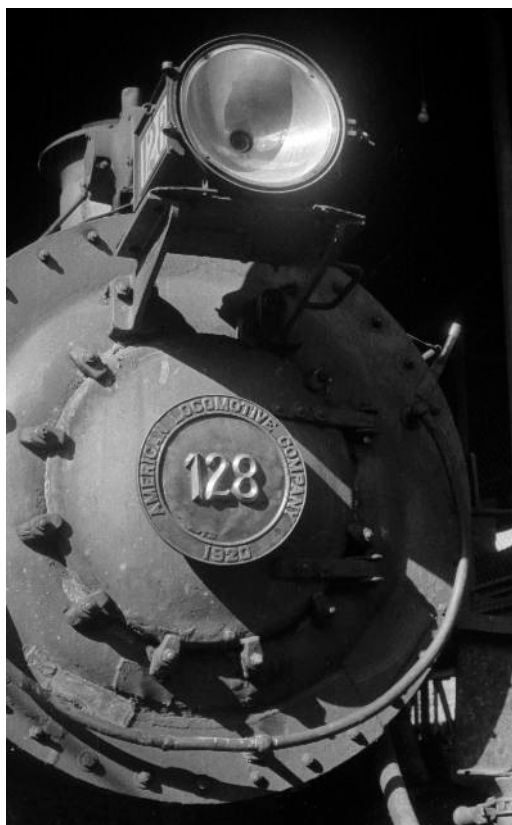
2-8-2 d/w 44", cyls. 19x20", built by ALCo Schenectady in 1920

[AC] says: Ordered on ALCo o/n #S-1205 by E. Nash & Waltzen for *Hacienda Casa Grande* no. **13**; to *FC Lima á Lurin* no. **4**; to *FC Cuzco-Santa Ana* no. **127** (no. **128** was probably meant).

128 w/n 61555 Later renumbered **120**². Listed as present in source [8] in 1974. [14] suggests probably was in dump at Poroy with other locos in 1977.



No. **128** on shed at Cuzco. The rear sand dome would appear to have come from a Baldwin loco. This image and that immediately below were found in the ETH Zurich archive.



No. **128**'s front number-plate, presumably the original background and peripheral lettering saying 'AMERICAN LOCOMOTIVE COMPANY', but having had the central numbers changed at least twice.

2-8-2 d/w ?, cyls. ?, built by Henschel in 1950

[AC] says: Ordered for *FC Lima a Lurin* no. **11**; to *FC del Santa* no. **11**; to *FC Cuzco-Santa Ana* as no. **129**.

129 w/n 26402 Later renumbered **121**². Listed as present in source [8] in 1974.
Renumbered **0994** by ENaFer in 1982 [Robert Hilton].

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

Ordered for *FC Huancayo á Huancavelica* as their no. **105**. Then to *FC Cuzco á Santa Ana* in 1972 as no. **105**.

105 w/n 26484 Listed as present in source [8] in 1974. Later renumbered **122**² by 1977 when it was in service [14].
Renumbered **0995** by ENaFer in 1982 [Robert Hilton].
Now a historic monument See [15 page 2128].



The erstwhile no. **122** as renumbered **0995** by *ENaFer* in 1982. The photo was taken at El Arco in 1984 by Robert Hilton who kindly gave permission for it to be reproduced here.



No. **0995** seen in store more recently.

14.3.14 Hacienda Tomasiri north of Tacna

Background

3' 0" gauge. The Hacienda Tomasiri exploited an irrigated valley floor north of Tacna. Nothing else is known about this. It looks as though Fred Harman interpreted 'Arica' in the MW order book as 'Africa'.

2-4-0ST d/w 30", cyls. 9½x14", built by Manning Wardle in 1886

Ordered via Hainsworth Watson & Co. of Birkenhead, for shipment to Arica.

'TOMASIRI' w/n 1002



This Manning Wardle 2-4-0ST was supplied via Arica. Fred Harman's MW book suggests that it went to Africa, but given Hainsworth Watson's known allegiances and the loco name this is much more likely to have been Arica.

N ^o	Class	Gauge	Remarks.
1002	Special	3' 0"	Sent away Oct 1886
25000			This is a special Saddle Tank engine with cylinders 9½" diameter and 14" stroke, having four coupled wheels 2' 6" diameter, and a two wheeled bogie in front, with wheels 1' 10" diam. fitted with Cab, & fuel tank on top of Tank for storing wood fuel. Heating surface = 370 sq feet, or 32 ft in Dia & 288 ft in 66 Tubes 2" out. diameter Grate area = 4.85 sq feet. Capacity of Tank 350 gallons. Rigid wheel base 4' 1" and from centre of trailing axle to centre of Bogie 7' 3". This engine has adjusting wedges for the coupled wheels, & special regulator with double criss valves & special Steam pump (Marine), with 300 feet of India rubber hose, in lengths of 15 feet was also fitted on this engine, but ought to have been a larger size, as it was found to be too small when tried. The buffers were sent loose, as the centres could not be given, & were the ordinary small kind, with wrought iron cages. Cylinders: The exhaust pipe branch on LK cylinder projects 7/16" beyond the cylinder flange, owing to a fault in the casting, this must be particularly noted in case of duplicates required, either LK cylinder, or a new exhaust pipe, as the drawings & tracings only show how it ought to have been, & not as the above mentioned flange really is. For crosshead & gudgeon see copy book page 277. For further particulars see drawings & tracings order N^o 25000. The pair of Travelling screw jacks, & American head lamp, also supplied with the engine. Name 'TOMASIRI' brass plate 3½" diam. D & A Sale N^o 25000

These Manning Wardle notes mention a number of features of this one-off design.

14.4 An 800mm gauge railway

14.4.1 *El FC Bayóvar á Reventazón*

Región de Piura

1903-1920 or maybe until 1942

Background

80cm gauge. 42 km. railway from a pier at Bayovar to sulphur mines at Punta Aguja. Authority granted 1899 and line opened 1903. Extended later to a total of 45 km. Operated by the *Sindicato Sechura Azufrera*.

Closed 1920.

Some sources list this line as one metre gauge.

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

Ordered for ? Two listed in 1908 but no details given apart from weight 10 tonnes each.

1? w/n ?

2? w/n ?

The fleet in 1908

Two engines were reported in the railway's possession in 1908.

The fleet in 1925

The US report stated that the mines had closed and that the railway was therefore not in operation. As of 1924 it had possessed two locos.

14.5 2' 6" or 750mm gauge railways

Listed from north to south

14.5.1 *El FC Tumbes á Puerto Pizarro* *aka El FC Tumbes a La Palizada*

Región de Tumbes

1909-1940s

Background

2' 6" gauge. This railway was built to link the town of Tumbes with a new port at La Palizada, later renamed as Puerto Pizarro. Work began in 1907 and was completed by 1909. Its length was 11 km., and whilst a branch to Zarumilla was planned, it never came to fruition. Goods traffic was made up mainly of cattle, charcoal and fruit, but as a result of its limited length and of competition from a nearby road the line never made a profit. When the port silted up it became impossible for larger ships to dock. Eventually railway operations ceased, the rails and sleepers being removed in 1949.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1908

Ordered 6-1-1908, Baldwin sales order #7840 for *FC Tumbes a Puerto Pizarro*. Cost \$6,150 each. Date of trials 7-28 1908. BLW class 08-16D nos. 65-66. Spec. is in vol. 32 p261. Fuel: wood, Radley & Hunter stack, mark on tank: 'F. C. de TUMBES Á LA PALIZADA'. Woodrack around top of tank. Estimated to haul 150 tons cars and lading up straight grade of 1%. Max grade 1%. Extra heavy springs.

A report in the 1916 *Anales* volume [11,1916 pp80-82] sets out a number of dimensions of these engines:

Locomotoras: Nos. 1 y 2 — Tipo "Mogul", Ambas locomotoras son de iguales dimensiones y sus características son:

Ancho de la vía: 75 centímetros. Combustible: leña. Cilindros de 11" de diámetro x 16" de carrera.=0.m28 x 0.m41.

Ruedas motrices 92 centímetros de diámetro. Base de las ruedas motrices 2m.54. Base total con trucks 4111.37.

Peso de la máquina en servicio: sobre las ruedas motrices 29000 libras.=13340 kilos. Peso sobre trucks inclusive

35000 libras =16130 kilos. Peso del tender en servicio 24000 libras =11111 kilos. Capacidad del tender, agua 1200

glns. Fuerza de tracción 6830 libras =3147'5 libras. Caldera.—Tipo "Striagth Top". Diámetro 34" = 0m. 86 Caja de fuego lm 20 longitud x 0m. 51 de ancho. Tubos de 11/2" diarn. =0m.04 x 2m.36 de longitud. y en número de 94.

Caloría—Caja de fuego 41.3 pies cuadrados Tubos 282.0 pies cuadrados, Total 323.3 pies cuadrados.

1 'TUMBES'

w/n 32887

The report of an inspection in 1916 [11, 1916 pp80-82] had this to say about this engine: *Locomotora Na 1 —*

Se inspeccionó esta locomotora en factoria, encontrandose que sólo tenia una manguera para dar agua al inyector, la que se encontraba en malas condiciones, y no ha sido posible cambiarla por otra mejor, por no haberla en almacen. Chimenea de la locomotora:—No tiene ninguna, por haberse destruido con el uso, y no se ha cambiado por carecer de materiales para hacer otra nueva en su reemplazo. Tubo para vapor seco:—Este ha sido extraido de la locomotora para ser reparado, porque perdía mucha agua mezclada con el vapor que va a los cilindros; despues de su reparacion ha quedado en magnificas condiciones.

Parrillas de la hoguera:—Las cuatro parrillas centrales se encuentran en malas condiciones y pronto se tendran que cambiar. Se examinaron los cilindros, la mosion para dar movimiento las valvulas, bielas, y demas órganos de la locomotora, y se encontró todo en buen estado de

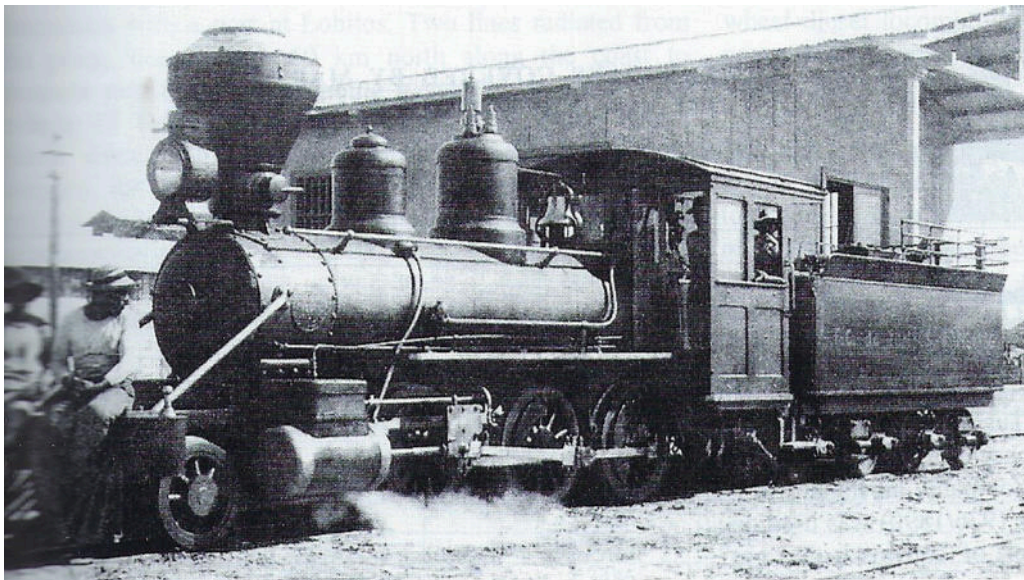
conservación. Finalmente se examinó la caja de fuego, encontrándola en buen estado, no así los tubos, que había al rededor de dos docenas con las puntas muy gastadas y pronto deben ser cambiados. Tender de la maquina:—Se examinó el tender en todas sus partes y se encontró en buenas condiciones.

Eventually sold to *Hacienda Pomalca* as their no. 8.

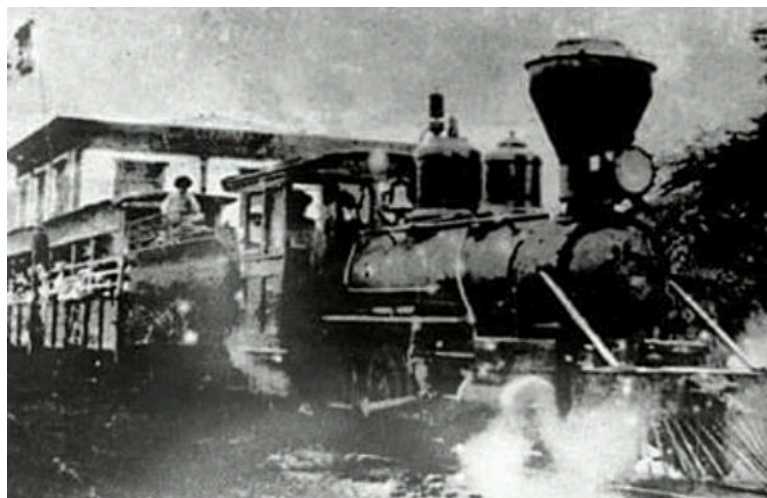
2 'PUERTO'

w/n 32888

The report of an inspection in 1916 [11, 1916 pp80-82] had this to say about this engine: *Locomotora N°. 2 Esta locomotora es la que hace el servicio, mientras se consiga reparar los desperfectos de la N°. 1 y su estado es exactamente al de la N°. 1, con solo la diferencia de que la chimenea podra soportar corto tiempo de servicio, dadas sus malas condiciones, y el tubo para vapor seco debe ser reparado como se hizo en la N°. 1, pues en la actualidad tiene macho pase de agua a los cilindros, y esto puede dar lugar al desgaste de estos y ocasionar mayor consumo de combustible durante cada viaje que haga la locomotora.*



FC Tumbes a la Palizada no. 2. A photo from the collection of the late Bob Whetham, source [5] volume 1 page 9.



One of the pair of 2-6-0s on a passenger train.

Inspection report in 1916

As well as the comments on individual locos, the report of an inspection in 1916 [11, 1916 pp80-82] had this to say more generally: *Informe sobre la inspeccion del material rodante*

Lima, 15 de setiembre de 1916.

Señor Director: Cumpliendo con lo ordenado por US. para que estudie las reparaciones que requiere el material rodante, como tambien el llevar a cabo una inspection en el Ferrocarril de Túmbes a Puerto Pizarro, teniendo en cuenta las mismas instrucciones impartidas al suscrito cuando llevó a cabo la inspection del Ferrocarril de Ilo a Moquegua, debo manifestar a US. que tan luego llegue a Túmbes, procedi a dar cumplimiento, dando los resultados que paso a narrar.

Mi primera labor fúe examinar el estado de las locomotoras y el resto del material rodante, demostrado en las siguientes exposiciones.

Despues de examinadas las locomotoras y el material rodante, me dedique a tomar el inventario del almacen de materiales en Factoria, a inspeccionar el estado de las maquinas del taller de reparaciones y a inventariar las existencias de las herramientas y útiles de maestranza, encontrando en el inventario primitivo pequenos errores en el numero de cinceles, motones, lubricadores; (que no hay) errores que creo provienen de mala redaction.

Posteriormente me dedique al servicio del tráfico, servicio de agua, Factoria, Materiales, Almacen, Via y Muelle de Puerto Pizarro, tal como queda expuesto mas adelante.

...

Deficiencias de las locomotoras:—El estado de conservación de las locomotoras, aparte de los defectos anotados, es bueno, lo que he podido observar, por haber recorrido la linea en diversas ocasiones, estando la locomotora N°. 2 en servicio. Debo llamar la atención que se debe dotar a las dos unicas maquinas, de las mangueras que les falta para la alimentacion de los inyectores, como tambien de las chimeneas que necesitan, pues de lo contrario, puede llegar el momento en que por falta de ellas, se pueda paralizar el trafieo. Con respecto a los modelos de las parrillas y zapatas para los breques de locomotoras, el Sr. ingeniero Paz Soldan debe saber de ello, pues asi me lo manifesto el maquinista Chunga, actualmente en el Ferrocarril de Tumbes.

Lubricantes:—La lubricacion de los cilindros de las locomotoras, se ha estado haciendo con grasa o manteca y como esta clase de lubricantes es perjudicial a los cilindros, por contener acidos que corroen las paredes, debo manifestar a US. que conviene suprimirla del todo, y en su reemplazo usarse aceite de Valvolin de buena calidad. Igualmente no se debe usar petr6leo, como sucede en la actualidad que lo emplean para la lubricacion de las chumaceras de las bielas y cajones, como tambien en las articulaciones de la mosion, debiendose, a mi juieio, usar aceites de maquina de buena calidad.

...

Lavado de locomotoras.—Por datos tomados en la factoria, se tiene en conocimiento que sólo se han lavado las calderas de las locomotoras empleando agua del mismo tender, sin presion alguna, con motivo de haber estado la bomba principal descompuesta. Hoy que dejo la bomba en cuestión funcionando correctamente, he insinuado que deben ser llevadas las locomotoras al lado de la bomba y lavarse alli las calderas retirandose todos los tapones que tenga la caldera a fin de que el agua pueda lavar debidamente el cielo de la caja de fuego.

Libro de reparaciones.—No se ha llevado nunguno, y por tanto no se puede conocer las reparaciones hechas a las maquinas, carro y bombas de agua; con este motivo ha dejado el suscrito establecido este servicio, solo falta que se lleve a la practica, por ser de interes y obligatorio. (Art. 29 R. G. de F.)

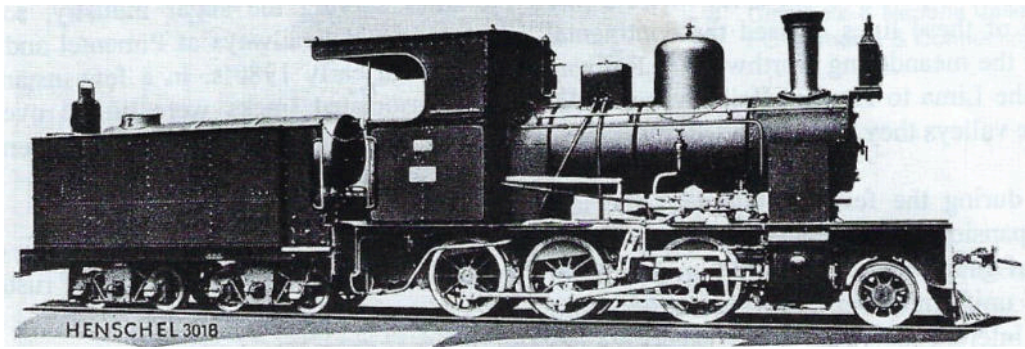
The fleet in 1925

The US report lists solely two mogul locomotives weighing 30 tons each including tender and with cylinders of 11x23". Allowing for the cylinder stroke being obviously wrong, not a rare occurrence in that document, these are presumably the two engines listed above.

2-6-0 d/w ?, cyls. ?, built by Henschel in 1925

Ordered new for FC Tumbes a Puerto Pizarro. Oil burner, with cylindrical tank in tender bunker space.

3 ‘DELGADO’? w/n 21015 Eventually sold to Hacienda Pomalca as their no. 9 ‘RICARDO BELA PIEDRA DELGADO’ or ‘RICARDO de la PIEDRA DELGADO’.



FC Tumbes á Puerto Pizarro no. 3 'DELGADO'. Note the cylindrical oil tank in the tender.

14.5.2 Oilfield lines

Región de Piura

La Cía. Petroleos Lobitos Ltda. El FC Lobitos a El Tablazo

Background

2' 6" gauge. 34 km long. The British-owned Lobitos Oil Co. worked around a port at Lobitos. Two lines ran from this point, one leading 60 km. north to Mancora, and the other climbing a steep 42 km. route to El Tablazo (also called El Alto on maps). This was probably the full extent of the network.

Other estimates of the route lengths are: Talara-Negritos-Talara 93 km, and Lobitos-El Tablazo-El Alto 34 km.

The International Petroleum Co., IPC, also had a total of 160 km of lines.

Lobitos to El Tablazo was in intermittent use as late as 1957 but may well have closed when the IPC took over in 1958.

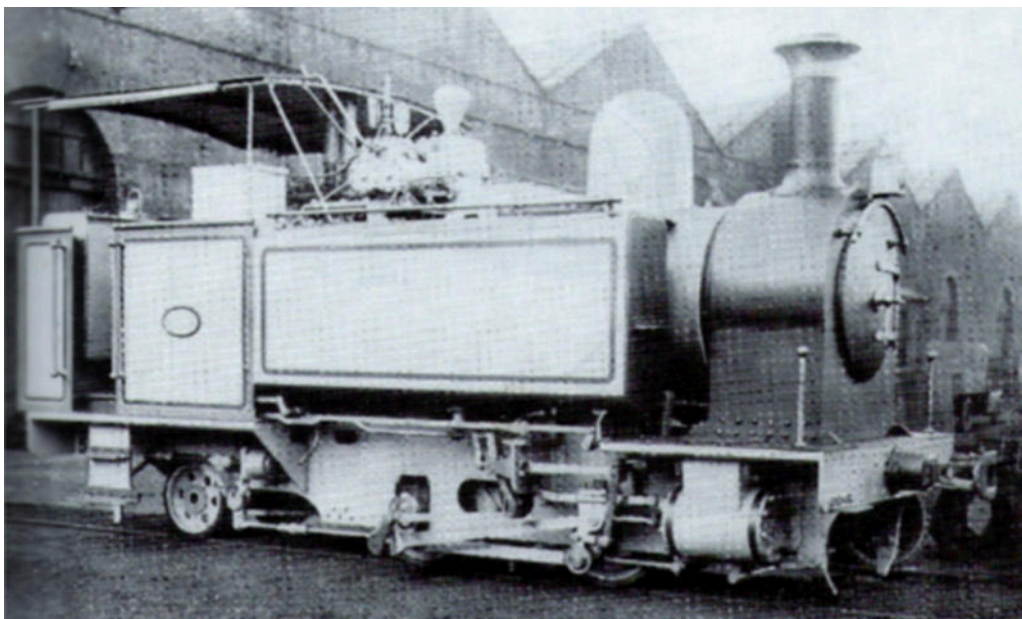
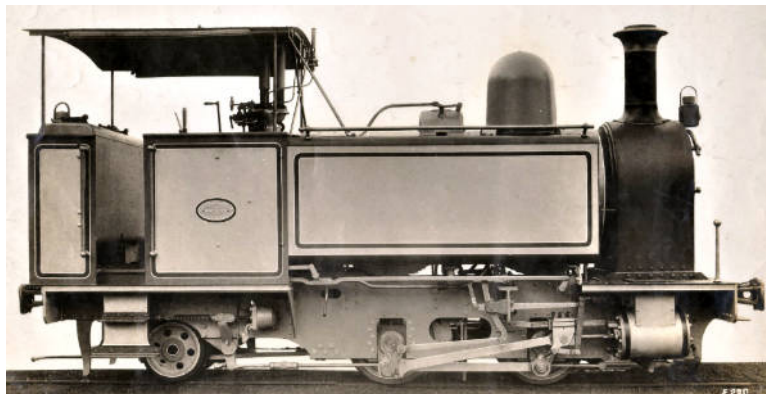
Confirmation is needed as to whether these lines were actually 2' 6" gauge or 75cm.

0-4-2T d/w 28", cyls. 9½x14", built by Yorkshire Engine in 1925

Ordered via McDonald Gibbs & Co. for Lobitos Development Railway.

? w/n 2093

? w/n 2094



Another builders' photo collected by the late Bob Whetham and displayed in source [5] volume 1 page 11. Note the reciprocating pump mounted above the firebox and not seen in the previous photo.

Two Hunslet diesels were purchased in 1947.

International Petroleum Co. Ltd. Talara oilfields

Background

75cm gauge, Eventually 93 km long from Talara to Negritos and back to Talara, and with a 34 km branch to El Tablazo and El Alto. British interests acquired the land and its mining rights in 1888. Then the La Brea and Parinas Estate was purchased by the London & Pacific Petroleum Co. In 1914, the London & Pacific Petroleum Co., Ltd. the Lagunitas Oil Co. and the West Coast Fuel Oil Co. were amalgamated to form the International Petroleum Co. The HQ was in Toronto, Canada, but the company was controlled by Standard Oil of New Jersey.

One of the most significant structures on the railway was a 488-metre tunnel built to improve transportation between Negritos and the refinery and port of Talara. Before the tunnel was completed, it was necessary to use a cable hoist incline to transfer material over a steep range of hills that separated the rail system on either side. Although very narrow, the tunnel was also used by road vehicles. The two models of transport were accommodated on many field routes by laying asphalt strips on either side of the rails so that vehicles could straddle the track. Frequent turnouts allowed for two-way traffic. The Baldwin 0-4-2T's were stationed at Negritos, since they were too large for the tunnel.

The system extended to 130km. of route and even ran a weekly shoppers' train to Negritos. Closure seems to have come gradually and, whilst the railway as such had closed by 1950, local tracks around Talara port remained in use into the '60s.

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

Ordered for ? Taubeneck's Bell notes state that this loco was recorded in 1925 as owned by the London & Pacific Petroleum Co, a Standard Oil subsidiary.

? w/n ?

0-4-2T d/w ?, cyls. 7½x12", built by Kerr Stuart in 1902

Ordered via Matheson & Co. via L. L. P. Co. Ltd. for International Petroleum Co.

1 w/n 799

0-4-2ST d/w ?, cyls. 6x9", built by Kerr Stuart in 1907

Ordered via Matheson & Co. via L. L. P. Co. Ltd. for International Petroleum Co.

2 w/n 998

0-4-2T d/w ?, cyls. ?, built by Hunslet in 1911 and 1914

Ordered via Matheson & Co. via L. L. P. Co. Ltd. for International Petroleum Co.

3 w/n 1080

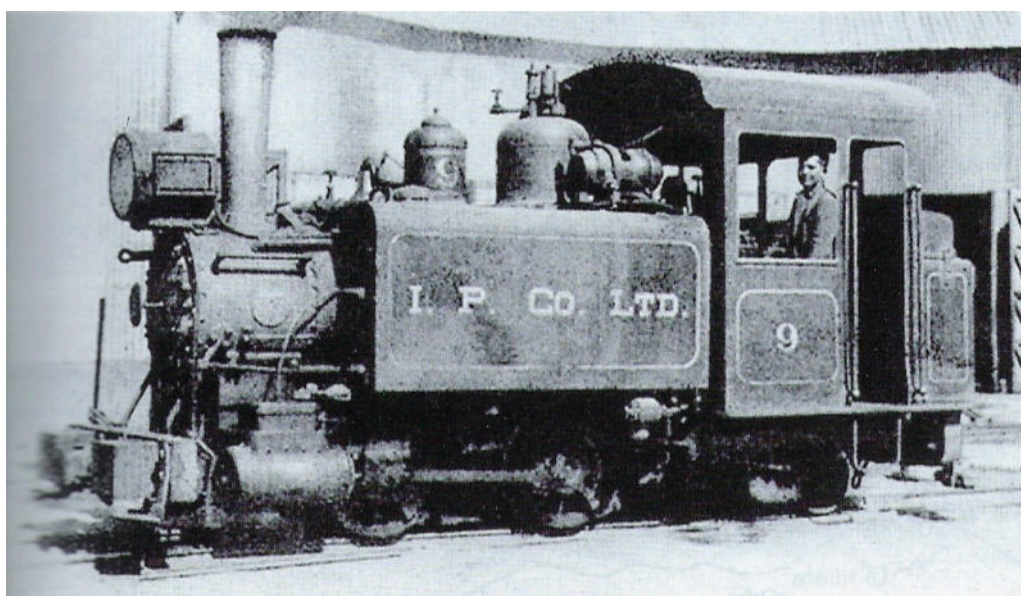
4 w/n 1150

Nos. 5 and 6 were Baldwin gas mechanical locos.

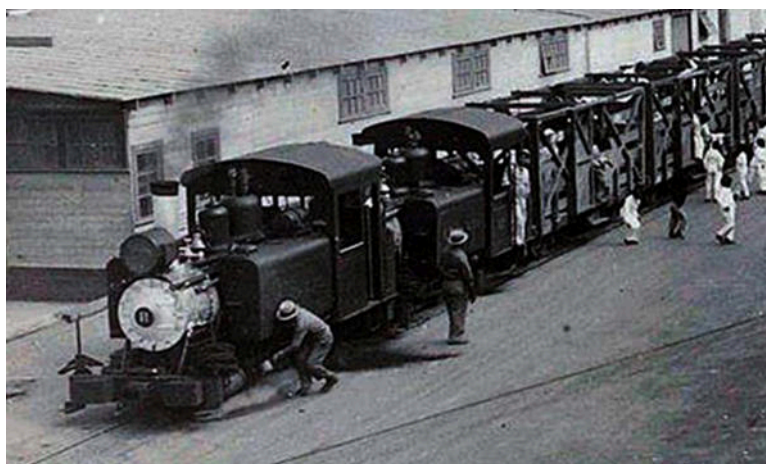
0-4-2TT d/w 30", cyls. 9x14", built by Baldwin in 1920, 1921 and 1924

Ordered via International Petroleum Co. Ltd. for London & Pacific Petroleum Co. BLW class 06-11 1/3C nos. 58, and 61 to 67. Specs. are in vols. 66 pp164-168, and 72 p94. Mark on tanks: 'L. & P. P. Co.', fuel: oil. 8-wheeled tenders. Oak dumb buffers 43" apart and faced with steel plate. The spec. sheet for locos **10** to **12** specified that only two tenders should be supplied though all locos should have the tender connections fitted. Last two to have 'I.P. Co. Ltd.' on sides of tanks. Tanks to be galvanised. There is an erecting card drawing for the first of these engines numbered 528A-93 9827 in the DeGolyer Library collection, and another numbered 520-35 10501 for the locos numbered **10-12**.

7	w/n 52791	
8	w/n 53304	Later sold to Hacienda Cayalti as no. 12 ? Regauged to 60cm.
9	w/n 53305	Later sold to Hacienda Cayalti as no. 13 ? Regauged to 60cm.
10	w/n 54762	Later sold to Hacienda Cayalti? Regauged to 60cm.
11	w/n 54763	Later sold to Hacienda Cayalti? Regauged to 60cm.
12	w/n 54764	Later sold to Hacienda Cayalti? Regauged to 60cm.
14	w/n 57766	
15	w/n 57767	



IPCo no. **9**. This version of the image, from the collection of the late Bob Whetham, replaces a previous slightly less good photo.





The fleet in 1925

The US report lists the Bell, one of the two Kerr Stuarts, the Hunslet pair and the first three of the Baldwins. Interestingly it also mentions a large number of road motor cars which straddled the track, possibly hauling rail wagons whilst doing so.

Nos. **13** and **16** were Baldwin gas mechanical locos, whilst nos. **17** upward were diesels.

14.5.3 *El FC Piura á Catacaos*

Región de Piura

1889-1937

Background

76cm gauge, 10.3 km long. Proposed as a *ferrocarril a sangre* in 1886. Opened 1889.

Report in [18] volume 8 1906: Ferrocarriles, by Norberto Ellinger, pp37-46.

“En el Perú existen dos pequeños ferrocarriles de 2'6"; el de Piura á Catacaos, construido por la casa Arthur Koppel, ahora 16 años, y el que ha suministrado la misma casa para el valle de Tambo, por cuenta del Sr. Lira, el año último. El primero de estos, deja buena utilidad, despachandose hoy dos trenes, en cada dirección, cuando antes sólo salía uno; y de seguir así, es seguro que responderá á todas las exigencias del tráfico, en lo sucesivo. Si se hubiese adoptado la vía normal, los gastos de explotación habrían sido mas altos, dejando pérdida en vez de utilidad. Aunque estos ferrocarriles no tienen la importancia que el del Ucayali, donde hay que trasportar mucho más carga en terreno difícil y con una longitud mayor, permiten sin embargo, formarse concepto cabal sobre la conveniencia de la trocha preconizada en este artículo. Así, por ejemplo, en el F. C. de Piura á Catacaos, existen en uso locomotoras de 30 H. P. solamente, pudiendo emplearse, sobre rieles de 16 kilos, unas de construcción especial de 200 HP. y aún más, que pueden desarrollar una velocidad hasta de 35 kilómetros por hora.”

In 1925 operated by the Peruvian Corporation for the *Cía. Irrigadora de Piura*. Plans were drawn up for an 11.6-km. extension southwards to La Manuela, but no work was done. All closed in 1937.

0-4-0T d/w 580mm, cyls. 160xm300m, built by Jung in 1889 and 1903

Ordered via Arthur Koppel, Berlin for *FC Piura a Catacos*. In service Oct 1889, July 1890, and Sept. 1903. 30hp. Cyls. probably not 14x16" as quoted by a secondary source.

1 ‘CATACAOS’	w/n 56	Described in detail in the 1889 Anales thus: <i>En cuanto al material rodante basta mencionar especialmente la magnifica locomotora "Catacaos" en actual servicio; algo cansada ya, si, porque sola hace todo el trabajo, habiendo la otra "Piura" llegado averiada; actualmente esta, refaccionandose.</i> <i>La locomotora "Catacaos" pesa vacia kilos 4,400; cargada con agua, leña y demos equipo, maquinista fogoneros kls. 6,400; tiene 790 kilogramos de potencia efectiva de traction y arrastra 150 toneladas brutas horizontalmente y 50 toneladas al uno por ciento de subida. El diametro de los cilindros es 160 m.; el golpe de piston 300 m.; el diametro de las ruedas es 580 m. hace en su andar normal regular 40 a 45 revoluciones; los ejes distan 1,100 pies. Va armado el caldero de planchas de 9 m. de grosor, con 67 tubos de 38 m. por exterior y 33.5 m. interior. La parrilla tiene 0 m.2 32; la superficie calentada 16 m.2 pies. Trabaja hasta con 12 atmosferas sobre presión y fue probada con 18 atmosferas; marca 20 atmosferas el manometro. El caldero esta unido de dos llaves de prueba, la mas baja a 100 m. y la mas alta a 150.m. sobre la cubierta de la caja de fuego; y lleva adema.1 el tubo de agua, corriente en toda locomotora. Sin carro-tanque por separado, carga el combustible (leña algarrobo) de que se provee, sobre la misma maquina al alcance del maquinista desde su puesto, y lleva su provision de agua, en dos tanquitos debajo del caldero.</i> <i>En cuanto a los coches, carros, velocipedos en servicio; ya hoy nada puedo agregar, pues todo el material rodante es bueno, y esta armado debidamente, siendo tan solo de sentir que la suma elegancia y delicadeza en la</i>
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construction de todo el equipo de esta linea, exigen un servicio muy concienzudo y esmerado. Es deber mio en estelugar; constatar que el actual maquinista German Salazar, hijo del pais, que maneja y conduce la "Catacaos" junto con su segundo, tambien del pais; adiestrado que ha sido en toda conciencia en la con-duccion de esta locomotora y de los trenes que arrastra, la maneja con tanta prudencia, entendimiento y seguridad hoy, coma el mismo señor Buttner quien se lo ha enseñado como su maestro y en su calidad de Ingeniero de la Fabrica de Koppel en Berlin. Y varios otros jovenes mecanicos, empleados en la factoria provisional de Castilla (Estación) han salido bien aprovechados, durante el tiempo de la construccion de esta Linea, que les ha servido de escuela practica. La locomotora de que hablamos, peso bien poco relativamente al gran trabajo que presta; es de muy facil manejo en todos sus movi-mientos y manipulaciones, hace vapor con sumo, facilidad y en muy poco tiempo. Todo su material es bien sólido y de resistencia; pero condiciona siempre un trato esmerado, entendido, concienzudo. Cargando la locomotora su agua de presion en cajones bajos con el peso de esta, distribuido sobre todo el marco en que descansa el aparejo la armación toda, produce un consiguiente andar quieto, seguro de la locomotora; calidad excelente y disponible en lugares donde abundando el agua, nutridor de las maquinas, de buena calidad, no se tanque separado.

Con todo, con aquellas ventajas y reposando la locomotora en tres puntos, se acomoda ella facil y completamente a la trama, haciendo casi imposible un descarrilamiento mismo, dado el caso de estar mal condicionada la via y mal anivelada, como con frecuencia suele acontecer en vias ferreas nuevas por asentarse todabia. Finalmente los breques son excelentes, y obedecen casi instantaneamente y los de la locomotora y de los carros.

Acompaño un planito del riel, de los tornillos "Tire Fonds" y del clavo de riel, perno en tamaño natural, como tambien un planito explicativo del ferrocarrilito y superficie.

Antes de concluir me es grato mencionar que en el curso de mis trabajos y estudios sobre el terreno, he tenido la mas bondadosa aco-jida, por parte de la Empresa y de sus empleados y principalmente del senor Buttner Ingeniero de la casa constructora en Berlin; de modo, que con el auxilio y las facilidades de todo genero he podido llevar a cabo el objeto de mi comisión para la fecha de la inauguracion del ferrocarril, prefijada por la Empresa. He tratado en este informe tan solo de las obras existentes con-cluidas; y en cuanto a sus anexos, la autoridad politica del Departamento de Piura en vista de los compromisos de la concesión y de las prescripciones del Reglamento General de Ferrocarriles, podria disponer su cumplimiento debido; todo salvo mejor disposición superior. Dios guarde a US.

FEDERICO HOHAGEN [11, 1889 p428-9].

Distances run: 1891 6100 km.; 1892 18020 km.; 1893 18720 km.; 1894 15240 km.; 1895 17800 km., 1896 8420 km., 1897 8160 km., 1898 8920 km. 1899 7380 km., 1901 7260 km.

Listed in 1903 mileage table but distance not available [11, 1903 ???].

In service in 1908 list.

Under repair in 1889 as mentioned above.

Distances run: 1891 7600 km.; 1892 16060 km.; 1893 13880 km.; 1894 16920 km.; 1895 13920 km., 1896 7780 km., 1897 8120 km., 1898 7460 km., 1899 8760 km., 1901 8660 km.

Listed in 1903 mileage table but distance not available [11, 1903 ???].

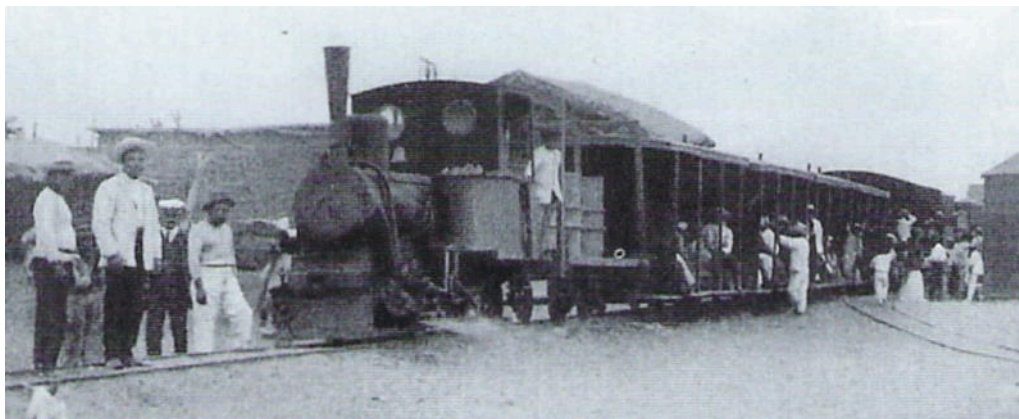
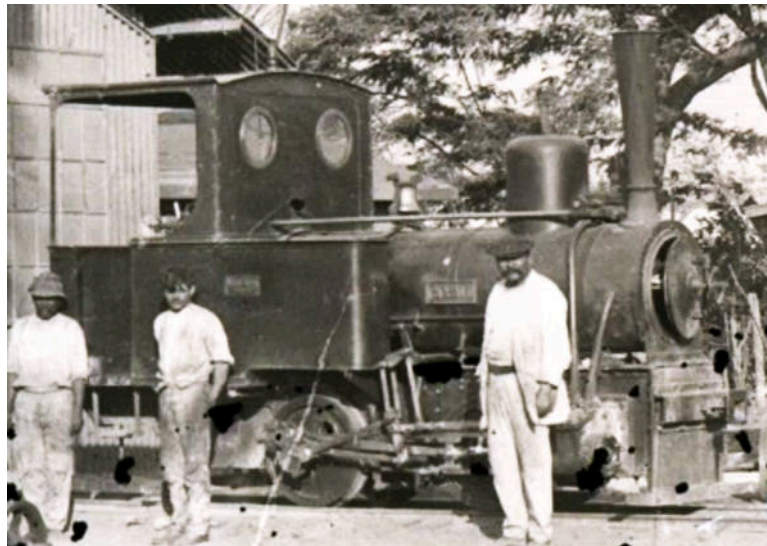
In service in 1908 list.

3 'GRAU'

w/n 630

Listed in 1903 mileage table but distance not available [11, 1903 ???].

In service in 1908 list. *Almirante Miguel Grau Seminario*, born in Paíta in 1834, was a highly celebrated Peruvian naval officer.



Another view of one of the three Jung 0-4-OWTs, this time in a view at a station found by the late Bob Whetham.

The fleet in 1908

LOCOMOTORAS

N.º	NOMBRE	Fabricante	Tipo	Fecha en la que entro al servicio por la vez.	Servicio que hace	PESOS		Pares de ruedas acopladas	Presión normal de la caldera	Estado de conservación.
						Equipada para el servicio de la locomotora	del tender			
1	Catacaos	A. Koppel	Pequeño	Otbre. 27-1889	10 dias	7 Tonds.	½ Tonds.	2 pares	8 atmósferas	Bueno
2	Plura' ...	"	"	Julio 23-1890	10 dias	"	"	"	"	"
3	Grau	"	"	Setbre. 8-1903	10 dias	"	"	"	"	"

? (4-coupled) d/w ?, cyls. 10x18", built by a US builder in ?

Ordered for ?

4

w/n ?

Not listed in 1908.

The fleet in 1925

Source [2] gives the roster as:

Three Koppel engines of 7 tons each, being 4-coupled "and with cyls. 6 7/8"x 14"". It will be noted that these dimensions differ from those given in the 1889 report and possibly the third Jung engine was larger than the previous two.

One American loco of 18 tons, 4-coupled and with 10x18" cylinders.

The cylinder size shown for the US-built loco listed above came from this source.

14.5.4 *El FC y Muelle de Eten*

Región de Lambayeque

Background

Mostly standard gauge, but for some reason this 75cm gauge loco was delivered.

0-4-0T d/w 26", cyls. 9x12", built by Rogers in 1900

Ordered via Cardenas & Co. for the *FC y Muelle de Eten*, Lambayaque, Peru. Connelly's Rogers list says gauge was 2' 9.875" (860mm) but Bob Lehmuth's list has gauge as 75cm.

'SANTA CLARA' w/n 5647

14.5.5 *El FC de las Minas de Huarón*

Región de Pasco

Background

75cm gauge. The line ran 30 km west from the CdP at Shelby to the San José de Huarón smelter, and possibly 13 km. further to the Huarón mines though that section may have been 50cm gauge.

The mines produced lead, silver and zinc. Opened 1912 by the *Compagnie des Mines de Huaron* and operated until at least the mid 1960s.

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

Ordered for ? [AC] says illustrated in Davenport catalogue. Nothing suitable found in Connelly's Davenport list.

'HUARON' w/n ?

0-6-0 d/w 29½", cyls. 7x12", built by Porter in 1918

Ordered via Crownshield Trading Corporation for *Compagnie de Mines de Huaron*. 4-wheeled tenders.

1 w/n 6202

2 w/n 6203

3 w/n 6204

0-4-0T d/w ?, cyls. ?, built by Franco-Belge in 1922

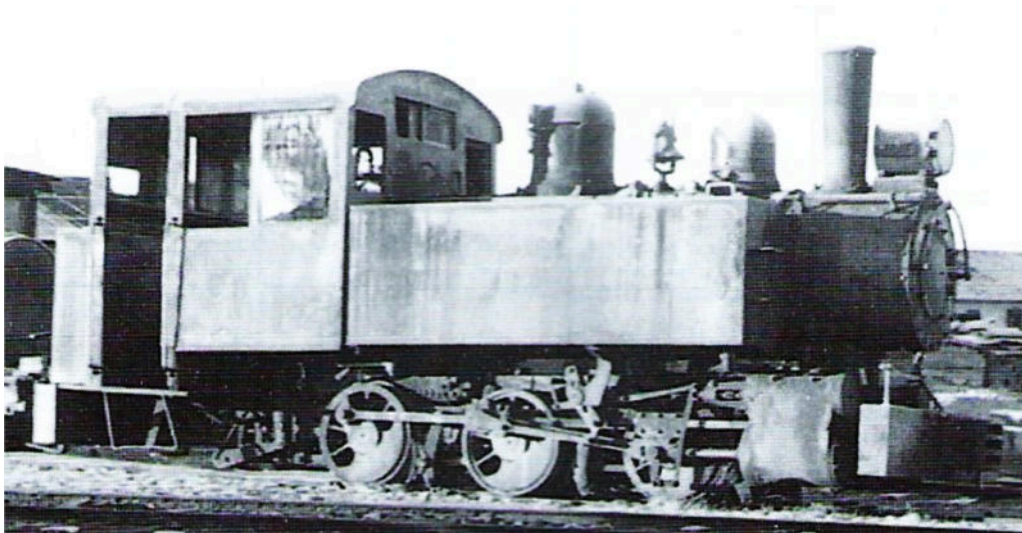
Ordered for *Compagnie de Mines de Huaron*.

4? w/n 2295

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

Ordered for ?

? w/n ? [AC] says: Side tank locomotive. Observed out of service at Shelby, 5-2006.



The above 0-6-0T was as seen at Shelby in 1965 by Bob Whetham, but may well be the same engine that is mentioned above as surviving there in 2006.

The fleet in 1925

Source [2] states that the railway owned three 25 ton Porter locos with cylinders of 8x14". However, note that the gauge was given as being 1 metre.

14.5.6 *El FC Cuzco á Santa Ana*

Región de Cuzco

Background

Construction began on the 2' 6" gauge, but then a decision was taken to continue on the 3' 0" gauge.

0-6-0T d/w ?, cyls. ?, built by O&K in 1911

[AC] says: Ordered by Graham, Rowe & Co., Lima as 750mm gauge. Presumed sent to Cuzco for construction work on *FC Cuzco-Santa Ana*. 60hp.

? w/n 4623 Later converted to 914mm gauge, and used by *FC Cuzco-Santa Ana* as switcher. Eventually placed on display at Cusco Wanchaq station.

Proposed mainline engines 1912

The 1912 Anales part 2 contains details of the locomotives that it was proposed to acquire for the operation of the line once it had been built [11, 1912 pp229-230]:

Material rodante.

Locomotoras.—Carros de carga y pasajeros. En el capítulo V. en que estudiamos la explotación del ferrocarril, consideramos en el equipaje que será necesario para el tráfico lo siguiente:

1 Locomotora tender de 60 H. P.

4 Locomotoras tender 150 H. P.

4 Coches de pasajeros.

4 Bodegas de equipaje.

5 Carros de plataforma.

4 carros abiertos y

4 carros cubiertos.

Sus características son:

Designación. Locomotora tender de 3 ejes acoplados y 60 H. P. trabajando con carbón.

Vía 0,75 m. l.; Diám. de los cilindros 0,24; Carrera del pistón 0,35; Capacidad del tender 950 litros; Capacidad de la carbonera 600 litros; Peso de servicio 12 tons; Velocidad máxima 25 Kms; Velocidad media 14 kms; Radio mínimo que puede pasar. 45 m; Largo (de la locomotora 4,90 ; Ancho de la locomotora 2,10; Alto de la locomotora 3,10.

Locomotora tender doble compound con 2 juegos de 2 de ejes acoplados y 150 H. P. trabajando con carbón.

Vía 0,75 m; Diámetro de los cilindros 0.23; Carrera del pistón 0,35; Capacidad del tender 2,300 litros; Capacidad de la carbonera 800; Peso en servicio 21 (tonnes); Velocidad máxima 27; Velocidad media 14; Radio mínimo que puede pasar 45.

...

En este supuesto y elegida la trocha de 0m.75, examinemos cual sería el peso del riel conveniente para el tráfico.

Si empleamos rieles de 21 kg. de peso por metro lineal con durmientes espaciados a 0m.660 pueden correr maquinas tender, clase doble compound hasta de 38 toneladas de peso máximo en servicio; en el supuesto de que toda la linea hasta Santa Ana no tenga más de 4% de gradiente, ni menos de 45m. de radio y compensando la gradiente en las curvas, se puede remolcar hasta 60 toneladas de carga fuera del peso de la locomotora. El tren rodante se compondría, pues, de locomotora tender, 4 carros de 4 toneladas cada uno (tara) y la carga útil trasportada o sean 40 toneladas. De modo que al año se necesitarán:

10,000 : 40 = 250 trenes o 21 trenes mensuales.

Empleando rieles de 15 kgs. de peso por metro lineal con durmientes colocados cada 0m.660 pueden correr máquinas de tender clase do-ble compound de 22 Tm. de peso máximo en servicio; en el supuesto, de que toda la línea hasta Santa Ana no tenga más de 4% de gradiente ni menos de 45m. de radio y compensando la gradiente en las curvas se

pueden remolcar 34 Tm. fuera del peso de la locomotora. El tren rodante se come ondria, pues, de locomotora tender, carros de 4 toneladas cada uno (tara) y 20 toneladas de carga útil. Así, pues, al año se necesitarán:

10,000 : 20 = 500 trenes o 42 trenes mensuales.

Se observa, pues, que así los gastos de explotación se aumentan considerablemente en 100% en el futuro, en tanto que si se prefiere el riel de 21 kgs. con relación al de 15 kgs. el aumento en el capital de costo solo es de 25%. razón por la que creo sea más aparente para trocha de 0m.75 el riel de 21 kgs. de peso por metro lineal. Sin embargo, como el material del Ferrocarril a Santa Ana ha sido ya comprado en una extensión de 20 km. con rieles de 15 kgs. todos nuestros presupuestos y condiciones de explotación que establecemos después se refieren a este tipo.

22o.—Número de locomotoras y carros para carga y pasajeros. De las 10,000 toneladas de carga a trasportar anualmente, pueden considerarse:

7,250 toneladas en el sentido de Santa Ana-Cuzco

2,250 " " " " a " Cuzco-Santa Ana

10,000 toneladas. Lo que daría una relación de 1:4 entre la exportación e importación, por consiguiente, de los 42 trenes mensuales que hemos visto que se necesitan para mover las 10,000 toneladas anuales, hay que suponer:

32 trenes mensuales en dirección al Cuzco.

10 " " " " a Santa Ana.

El establecimiento del tráfico en esta forma obligará a disponer de gran número de locomotoras y carros. En la práctica, pues, conviene un servicio más uniforme con dos trenes al día, uno de subida al Cuzco y otro de bajada que contempla también el caso de mayor desarrollo para la importación. En resumen, pues, habrá que contar con 60 trenes mensuales, este servicio podría implantarse, por lo menos, con dos locomotoras del siguiente tipo:

Clase doble compound.-150 HP.—Peso en servicio 21 Tm. (Véase material rodante); pero teniendo en cuenta que debe considerarse para la seguridad de la explotación una locomotora de reserva y otra en reparación, debemos fijar el número de locomotoras:

4 locomotoras doble compound de 150 HP.

...

Locomotoras.—El tipo de máquina que se emplearía en la ruta «Baja Ancha», sería una «Consolidation Compound», con un peso de 100 toneladas y con una fuerza de tracción de 25,700 libras, y que en una gradiente al 3%, arrastraría un peso bruto de 342 toneladas, o una carga neta detrás de la locomotora de 242 toneladas. En una gradiente al 3.50% arrastraría 194 toneladas.

En la línea de «El Arco», habrá una máquina de 60 HP. y 4 de 15'0 HP. La primera tendrá una fuerza de tracción de 4,500 libras y las segundas aproximadamente 7.300 libras. El peso total de servicio de las de 60 HP. es 13 toneladas y de las de 150 HP. 21 toneladas. Soy de idea que no será necesario considerar la máquina 60 HP. en el movimiento de carga. El siguiente es el tonelaje de la locomotora de 150 H. P.:

Gradiente — Tonelaje total con máquina --: Tonelaje bruto detrás máquina — Carga neta —

3.70%	80	59	39	Cuzco a Santa Ana
4.65%	65	44	30	
3.50%	84	63	42	Santa Ana a Cuzco
4.55%	66	45	30	
3.55%	83	62	41	Id.

14.5.7 El FC Ensenada á Pampa Blanca

Región de Arequipá

1906-1968

Background

Built 1906, by Victor Felipe Lira from *Hacienda Pampa Blanca* for 20 km. to estación La Ensenada on the *FC del Sur*. In the Tambo valley.

Costa y Laurent in 1908 [1] wrote:

“Don Víctor F. Lira construyó en 1905, con dineros propios, una línea de 20 kilómetros entre la estación «La Ensenada», del Ferrocarril de Moliendo á Arequipa y su hacienda «Pampa Blanca», en el valle de Tambo, que además del servicio privado de ese fundo, está destinada á hacer servicio público.

Las tarifas para su explotación se aprobaron el 6 de junio de 1906: y el 8 del mismo mes y año, previa inspección técnica, quedó autorizado el concesionario para poner la línea al tráfico público.

...

El Ferrocarril es del sistema Koppel.”

MATERIAL RODANTE

— LOCOMOTORAS —

2 Americanas	Peso	12,000	kilogramos c/u.
2 Inglesas.....	„	5,000	„ „

— COCHES —

2 De 40 asientos cada uno.....	Peso	1,000	kilos c/u.
--------------------------------	------	-------	------------

— CARROS —

32 — Dimensiones 4.72 x 1 x 85 m.	„	1,000	kilos c/u.
--	---	-------	------------

The above image is from Costa y Laurent in 1908

Source [21] states: “*La hacienda Pampa Blanca*

El valle de Tambo está íntimamente ligado al apellido Lira, y este llegó a su apogeo con la producción azucarera en las haciendas de Pampa Blanca y Chucarapi. La hacienda Pampa Blanca asombró por su apariencia en la época de los años 1920, manteniéndose conservada a través del tiempo con sus estructuras raras para la época, gracias al gusto refinado y recreativo de su gestor y dueño, el señor Víctor Felipe Lira Goycolea; hombre de gran sensibilidad social, benefactor y filántropo; accionista del canal de Panamá y hombre de gran visión, a quien se le debe la construcción del Asilo de Ancianos de Arequipa (que lleva su nombre) y una iglesia de estilo gótico, para festejar a la Virgen de la Inmaculada Concepción cada 8 de diciembre.

Víctor F. Lira modernizó su ingenio azucarero y construyó un ferrocarril de trocha angosta, de Pampa Blanca a la estación de La Ensenada. Pampa Blanca molía la caña de Chucarapi y elaboraba azúcar hasta que se enemistaron y Chucarapi instaló su propio ingenio y ferrocarril. El señor Lira construyó un barrio para los empleados y otro para los obreros con agua potable en las casas.” This helps to explain why it can be difficult to distinguish between the locomotives of Hacienda Pampa Blanca (of 2' 6" or 750mm gauge) and those later owned by Hacienda Chucarapi (probably of 2' 0" or 60cm gauge). See sub-section 14.

Source [22] gives more detail, as follows: “*El 28 de octubre de 1906, se inauguró el puente de acero sobre el río Tambo para el ferrocarril de trocha angosta, construido durante el año de 1905. Este puente de manufactura norteamericana sistema “Pratt Trough Trus” de cuatro tramos sostenidas por cuatro columnas de cemento y acero; con una longitud de ciento cinco metros y ocho cercas de 2.70 metros de alto, tablero de 3.10 de ancho y a 3.80 metros sobre el río en tiempos de estiaje. Esta línea férrea cruzaba 110 acequias y desagües habiéndose construido en*

cada cruce una alcantarilla. También se instaló un tanque de agua de fierro cilíndrico montado sobre cuatro rieles y un poste de fierro fundido con base de cemento.

También Víctor F. Lira adquirió las pequeñas locomotoras a vapor que fueron denominadas: Número 1, 2, y 3. Las Números 1 y 2 fueron locomotoras tender americanas marca "Porter" y la Número 3 más grande que las otras dos también de la misma marca. Para 1930, las dos primeras locomotoras tenían 24 años de uso y la tercera 14 años de trabajo.

Víctor F. Lira también compró cuatro coches, uno tipo abierto con cuatro bancas transversales, cuatro ejes y ruedas de acero, dos de siete bancas, dos ejes y ruedas de fierro, y otro tipo cerrado con dos bancas longitudinales, balcones y diez ventanas, este de uso exclusivo de la familia Lira, los anteriores para los pasajeros del valle de Tambo.

El servicio de carga de azúcar de este ferrocarril era complementado con el transporte de pasajeros, que se realizaba una vez por semana en un coche de madera y con ventanas. Entre la hacienda Pampa Blanca y la estación de La Ensenada existieron paraderos intermedios en Cocachacra, Santo Domingo, Veracruz Grande, El Arenal y Guardiola para recoger pasajeros y también carga. Víctor F. Lira compró 50 carros de acero, dos truques, ruedas de acero con cuatro barandas de fierro, cada carro con capacidad para 5 toneladas. Por otro lado, Víctor F. Lira compró de Justo Ponce, el 23 de agosto de 1906, terrenos en la Ensenada y "una casita que queda a la derecha del camino que va a La Punta y el extremo del sitio donde estuvo situado el triángulo de la empresa de los ferrocarriles del sur" (ARA, escribano José García Bedoya 1806, f. 128 r.). Esta propiedad sirvió de almacén del azúcar y subproductos en la estación de La Ensenada."

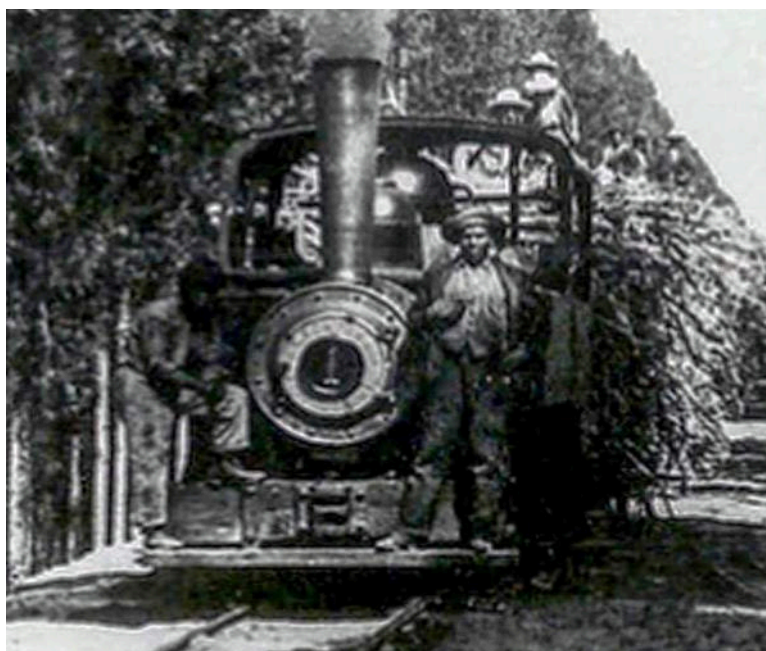
Railway abandoned and probably destroyed after the agrarian reform of 1968.

0-4-0T d/w ?", cyls. 8x14", built by Porter in 1905

Ordered via W. R. Grace & Co., probably for this location. Lehmuth's Porter list gives the gauge as 2' 5½", ie 750mm.

? w/n 3193

? w/n 3194



No. 1 on a cane train, with the high steam dome very clearly visible. Whilst these two photos show very similar engines, probably both of them by Porter, there are differences, such as the slimmer chimney seen on no. 1 above.



This Porter 0-4-0T bears the name '**VICTOR FELIPE**' on its tanks, thus confirming its ownership by Sr. Victor Felipe Lira at Hacienda Pampa Blanca. The front number-plate bears the number **2**, as do the cabsides.

? d/w ?, cyls ?, built by a British builder in ?

Ordered for ? Nothing is known of this pair, and presdumably they were OoS by about 1915 when the new Porter 0-4-0T no. **3** was purchased.

? w/n ?
? w/n ?

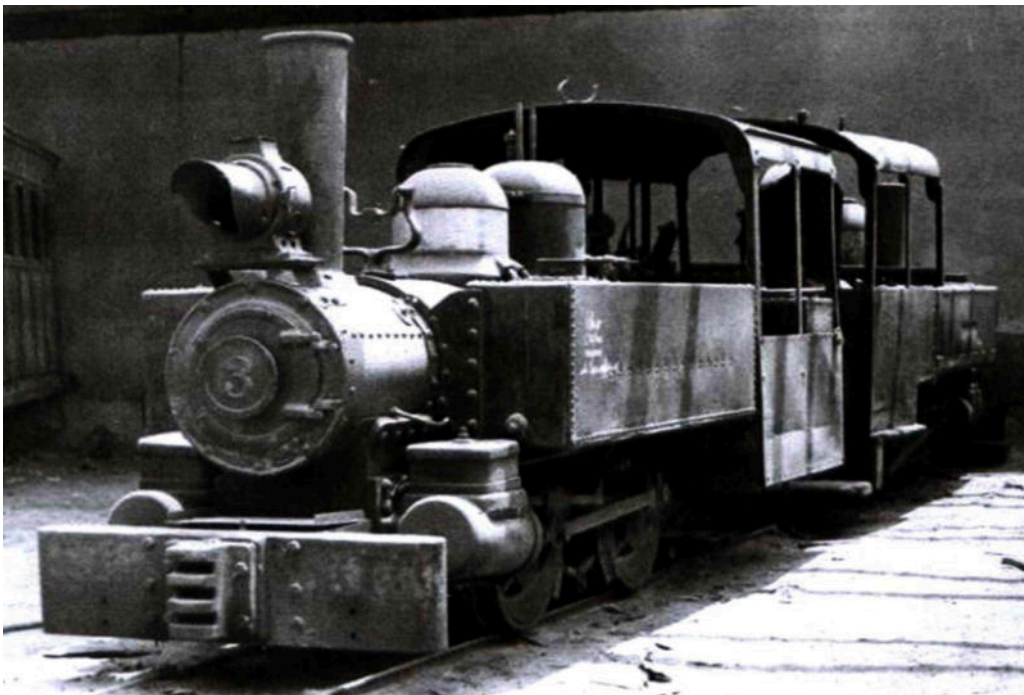
The fleet in 1908

The 1908 list of Sr. Costa y Laurent states that there were two 12 tonne American locos and two 5 tonne 'Inglesas'.

0-4-0T d/w ?, cyls. ?, built by Porter around 1915

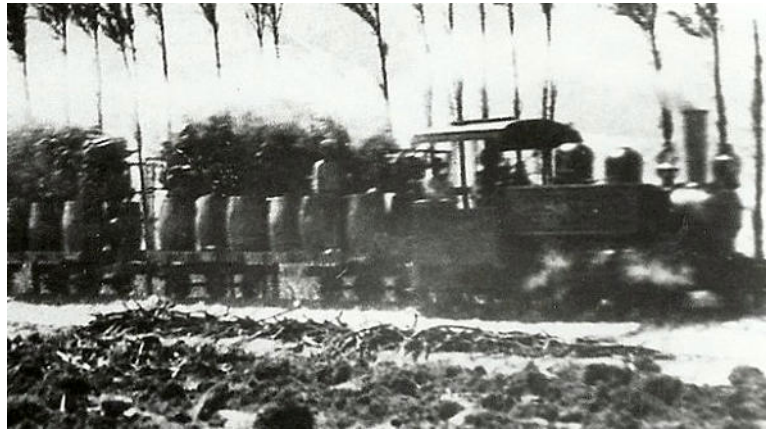
Ordered for ?

3 w/n ?



This photo was found labelled as being at Hacienda Chucurapi, but these Porter locos were more probably those next door at Hacienda Pampa Blanca. No. **3** is in the foreground and probably no. **1** behind,

illustrating that nos. **1** and **2** had the top line of the tanks continuing through to the cab, and domes that were of greatly differing heights. No. **3** on the other hand had a lower line to the top of the cab panels and domes of almost equal height.



No. **3**, at a guess, since the cab panels are lower than the tanks and the two domes are not dissimilar in height.

The fleet in 1925

Four 'Koppel' locos of 12 tonnes each were mentioned [2], though by then the adjacent Hacienda Chucurapi had its own rail system which did use O&K engines.

14.5.8 The short-term regauging of part of the standard gauge

FC Ilo á Moquegua

Background

An *FC del Sur* letter from Mollendo in 1906 reporting on this railway says:

“In 1880 it was partly destroyed by the Chilians and has not been in use since, although some ten years ago a man named Valez relaid a portion of it to a 2' 6" gauge, but the engine purchased to work it would not climb the grades, and it was abandoned.”

and later:

“The first sixteen miles of the road has been altered from a 4' 8½" gauge to a 2' 6" gauge by moving one rail.”

14.6 700 or 690 mm gauge railways

14.6.1 Hacienda Pomalca

Región de Lambayeque

1916-1957



Background

700mm gauge. 2' 3½" gauge. 43 km long. Chiclayo area. Sugar cane transport. Disused by 1967 though equipment still present.

0-4-0ST d/w 13¾", cyls. 4½x7½", built by Bagnall in 1895

Ordered via Appleby Brothers, Leicester for Hacienda Pomalca.

1? 'PEPITO' w/n 1443

0-4-0ST d/w ?, cyls. ?, built by Baldwin in 1901

Ordered via E. F. Wagner.

2? 'CARMEN' w/n 18776



This image is from Baldwin negative 01429 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

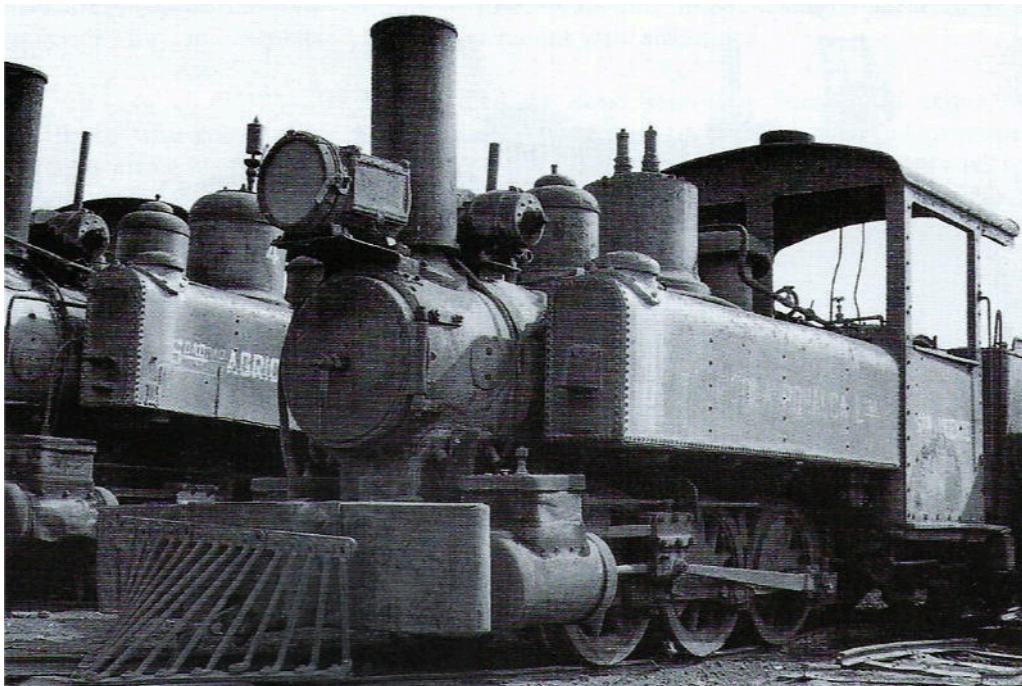
0-6-0TT d/w 28", cyls. 9x14", built by Baldwin in 1903, 1915 and 1919

First one ordered 8-18-1903, Baldwin sales order no. 5842 by J. M. Ceballos & Co. for *Hacienda Pomalca*. Date of trial 11-23-1903. Cost \$3,600. Second one ordered 4-26-1915, Baldwin sales order no. 10462 by Pedro Martinto for Sociedad Agricola Pomalca, Ltda. for *Hacienda Pomalca*, though strangely the BLW class index says was for *Soc. Agric. Pulala*. Date of trial 6-2-1915. Cost \$4,150. Third loco ordered 12-24-1917, Baldwin sales order no. 17139 via Fox Brothers & Co. for *Sociedad Agricola Pomalca, Ltda.* for *Hacienda Pomalca*. Date of trial 1-14-1919. Cost \$10,100. Second and third locos also had 'fuel car' tenders. BLW class 06-11D nos. 23, 114 and ?. Specs. are in vols. 26 p197, 54 p334, and ????. Four-wheeled tenders. Fuel wood, Radley & Hunter stacks. Erecting card drawing for first engine is 466A-27 4647 in DeGolyer Library collection, and for second loco is 1031-67 8485.

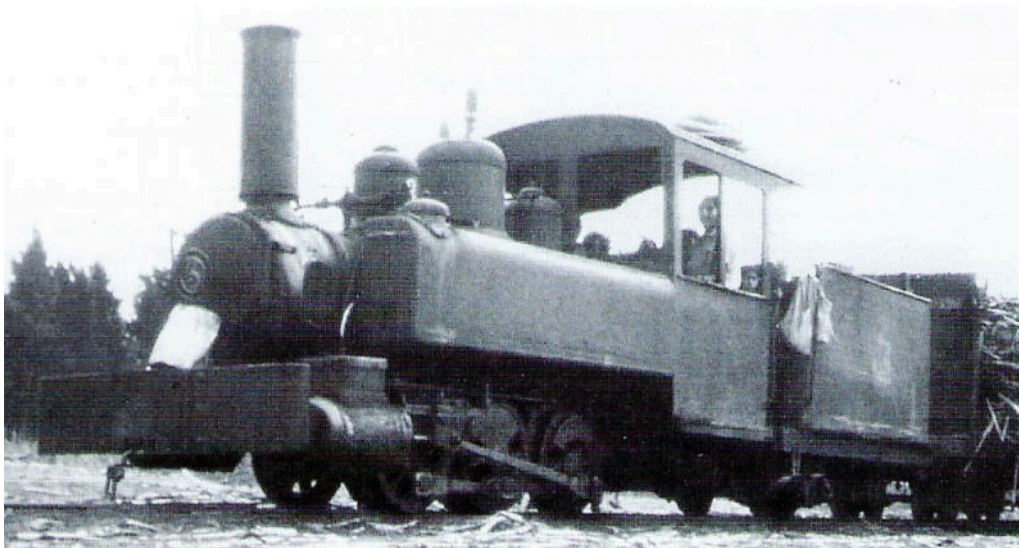
2 'SAN VICENTE' w/n 23260

3 'SAN AGUSTIN' w/n 42135

4 'SAN SALVADOR' w/n 51047



Hacienda Pomalca no. **2 'SAN VICENTE'**, in 1967, by Bob Whetham.



Another of Bob Whetham' pictures, Hacienda Pomalca no. 3 'SAN AGUSTIN'.

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

Ordered for ?

5 w/n ?

6 w/n ?



Hacienda Pomalca no. 5 in the foreground, with no. 4 to the left.

A photo by the late Bob Whetham.



This cropped view of the Hacienda Pomalca yard shows loco no. 6 to have been an American-built 0-6-0STT with a name on its cabside.

0-4-0TT d/w ?, cyls. ?, built by Couillet in ?

Ordered for ?

7? w/n ?



The Couillet 0-4-0TT no. 7 lying derelict in the late 1960s.



The possible Couillet loco in a photo from Rob Dickinson's International Steam website at <https://www.internationalsteam.co.uk/>



This clearly shows the Couillet loco as no. 7 but also with a name beginning 'LIB...', presumably '**LIBERTAD**' as listed for a different no. 7 below.

0-4-0TT d/w ?, cyls. 9x14", built by ALCo Cooke in 1917

Ordered on ALCo o/n no. C-445 for stock. Sold via Anglo-American Bank Ltd. for Hacienda Pomalca.

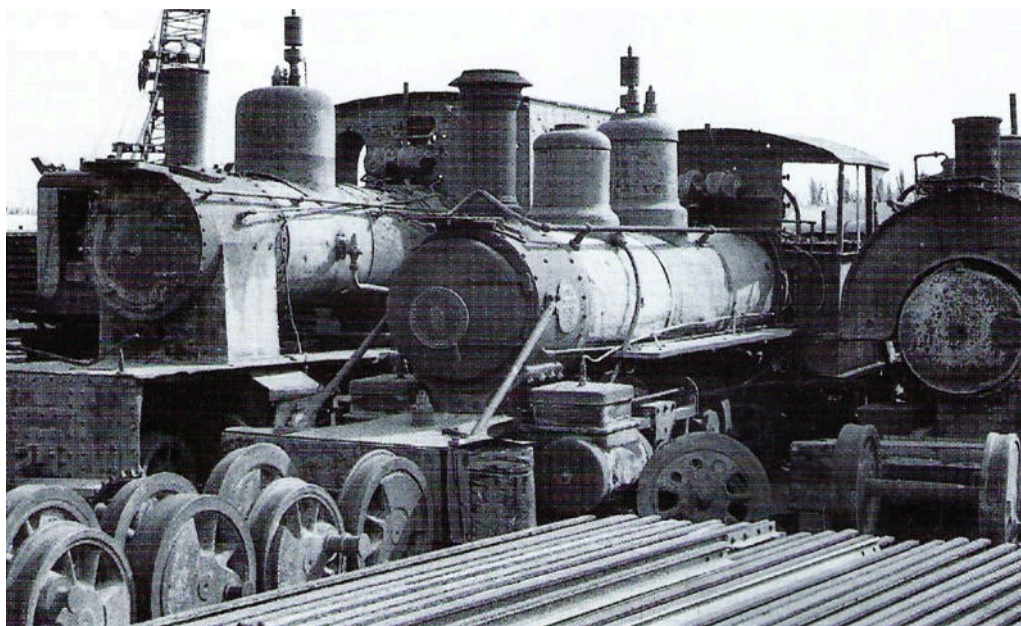
7 '**LIBERTAD**' w/n 55808 On display at Pomalca?

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1908

Ordered 6-1-1908, Baldwin sales order no. 7840 for *FC Tumbes a Puerto Pizarro* as no. 1 '**TUMBES**'. Cost \$6,150.

Date of trial 7-28-1908. Sold to Hacienda Pomalca. BLW class 08-16D no. 65. Spec. is in vol. 32 p261. Gauge must presumably have been narrowed from 2' 6" to 700mm.

8 w/n 32887



The loco in the centre is no. **8**, as listed immediately above, whilst that on the left is no. **9**, and the saddle tank to the right is probably one of the pair of Baldwins listed further down.

2-6-0 d/w ?, cyls. ?, built by Henschel in 1925

Ordered for *FC Tumbes a Puerto Pizarro* as no. '**RICARDO de la PIEDRA DELGADO**'. [RM] suggested that this loco had originally been named '**DELGADO**' and on arrival here was renamed '**RICARDO de la PIEDRA**'.

9 w/n 21015

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

Built for ?. Was 36" gauge, stored at Pimentel in Jan 1967 and said to be ex-Pomalca no. **10**.

10 w/n ?

Also stored on property in 1967, but not numbered in the Pomalca scheme:

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

Ordered for ?

? w/n ?

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

Ordered for ?

? w/n ?

0-6-0T d/w ?, cyls. ?, built by French or Belgian builder in ?

Ordered for ?

'**MERCEDES**' w/n ?

0-4-0TT d/w ?, cyls. ?, built by Couillet in 1890?

Ordered for ?Hacienda Zorritos, then to Hacienda Pomalca on 70cm tracks. Worked here from 1916 to 1975 [EG].

7 w/n ?

An unidentified 2-6-0?

Whilst there are 2-6-0s by Baldwin, and indeed Henschel, listed above, the US-built mogul shown below has an old style ringed sand-dome which would not have been fitted to a 1908 BLW product.



Photo posted by Agustin Davila Davila to the *Antiguas fotos de Chiclayo* page on Facebook, and forwarded by Sr. Julio Gamboa.
Photo probably dates from 1967.



This photo is also supposed to have been taken at the Hacienda Pomalca. The loco does not appear to be that shown above, as this one has a more enclosed back to the cab.



An overview of a yard at Hacienda Pomalca, with a large tender loco
to the right and also steam traction or maybe ploughing engines also visible.

14.6.2 *El FC Mineral de Cailloma*

Región de Arequipá

Background

700mm gauge, or possibly 600mm. 12 km. route connecting the Cailloma Mining Co.'s mines near Arequipá to an ore plant at San Ignacio.

Reported out of use in 1927, but listed in Government statistics for 1932 as having two locos and 16 *plataformas*. The railway operated until the 1960s or later with locos being purchased from Brookville as late as 1968.

Only small diesel locos known.

14.7 2' 0" or 600mm gauge railways

14.7.1 *El FC Aduana de Iquitos*

Región de Loreto

1904?-1934 or 1935?

Background

60cm gauge. Ran from Iquitos port and *aduana* to a *balneario* at Moronacocho. Goods and passengers.

AC says: "The port had two piers, one fixed and the other floating. Cargo was handled directly from the ship to the floating pier where it was loaded on to small railway cars and lifted by steam crane to the upper, fixed pier. The cars were then hauled to the custom house."

Closed in mid 1930s.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1904

Ordered for *FC Aduana de Iquitos*.

1 'MORONACOA' w/n 413 Survives in Iquitos.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1906

Ordered for *FC Aduana de Iquitos*.

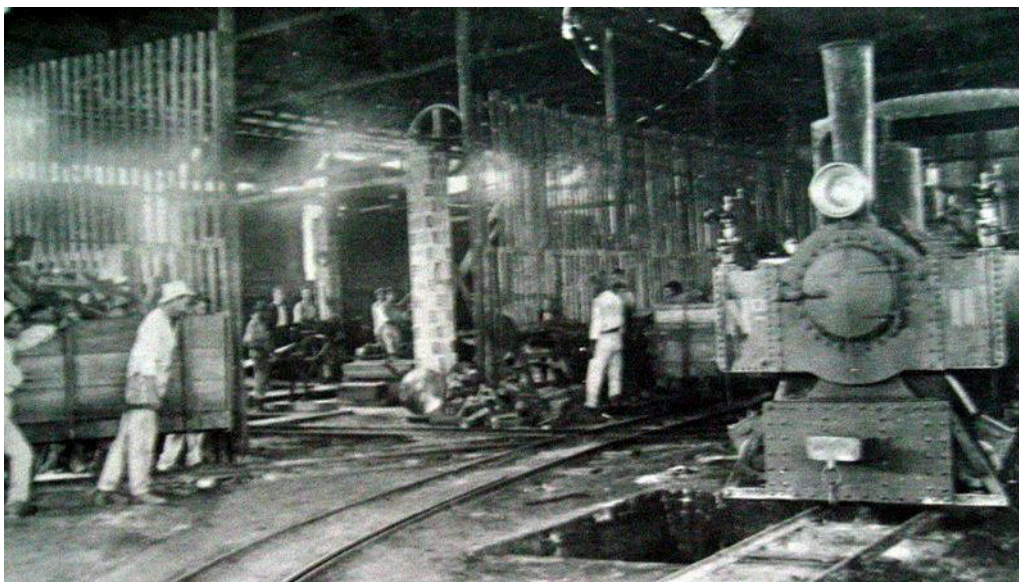
2 'ARANA' w/n 445

0-4-0T d/w ?, cyls. ?, built by a German builder in ?

Ordered for ?

3? w/n ?

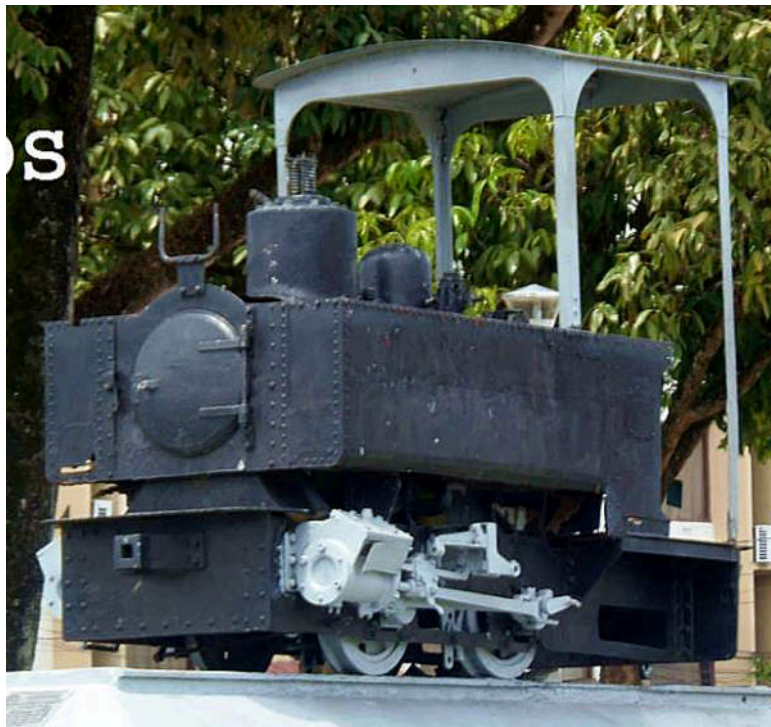




One of the Decauville engines in what was presumably the works. On the front of the loco's tanks is the inscription. '**No. II**'. This might well be in Roman numerals, ie. meaning No. **2**, or might just possibly be '**No. 11**', though that would require there to have been many more engines than have previously been suspected.



The third loco looks as though it was probably by O&K.



One of the Iquitos Decauvilles survives on a plinth, though clearly its chimney does not.

14.7.2 The Zorritos oilfield

Región de Piura



The letterhead of the Faustino Piaggio petroleum company at Zorritos.

Background

60cm gauge. At Quebrada Tusillal. Very short: 0.7 km. between gas plant and port. Eventually owned by Faustino Piaggio Co.

0-4-0T d/w ?, cyls. ?, built by Couillet/Decauville in 1890

Built by Couillet no. 976 in 1890 for Decauville; via Ayulo. Gas Plant.

'INQUISITOR' w/n 89

14.7.3 Haciendas near Chiclayo

Región de Lambayeque

Hacienda Cayalti

Background

2' 0" gauge. 37, 66 or 77 km. length, depending on source. The Saña or Zaña valley near Chiclayo. A concession was granted in 1903 to allow the Aspillaga brothers to construct a 37 km. railway from the Port of Eten to their sugar hacienda at Cayalti. While it was mainly an industrial railway, it also carried passengers and in 1925 had one 'Pullman' car as well as two first class cars, two second class cars and one composite car.

The line is reported to have closed in 1979. Another source says it ran from 1904 to 1970.

"LO QUE TODO BUEN CAYALTILLANO DEBE SABER EL ORIGEN DE NUESTRO CAYALTI:

La Negociación Cayalti fue fundada por Don Ramón Aspillaga el año de 1860, al mismo tiempo que fundaba la Negociación el Palto. En la primera, situada en el valle de Zaña de la provincia de Chiclayo del Departamento de Lambayeque, fue donde comenzaron la explotación de caña de azúcar para la fabricación de chancaca y las plantaciones de arroz; y en menor escala también sembríos de algodón arbóreo del país. La segunda, situada en el valle de Cóndor de la provincia de Ica del Departamento de Ica, está dedicada exclusivamente al cultivo de algodón y panllevar.

Fallecido don Ramón Aspillaga, muy jóvenes sus hijos don Antero, don Gustavo, don Ramón y don Ismael Aspillaga y Barrera, vieron la dirección de ambos fundos y más tarde, graduado de ingeniero, se unió a ellos el hermano menor don Baldomero Aspillaga y Barrera.

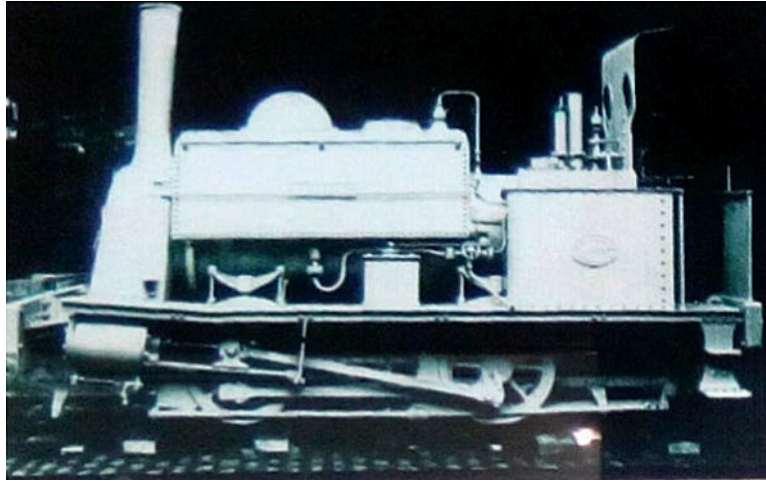
Los montes espesos e insalubres de Cayalti fueron poco a poco dominados extendiéndose los sembríos de caña e importándose maquinaria inglesa, tanto para la elaboración de azúcar como para el cultivo de los suelos, llegando al Departamento de Lambayeque las primeras máquinas aradoras a vapor, que como las máquinas para el Ingenio de Azúcar y para el Alambique Alcohol. fueron desembarcadas en la caleta de Chérrepe, por el sistema de balsas y luego llevadas a Cayalti en trinquivales y carretas tiradas por yuntas. Los productos de Cayalti, durante años, fueron llevados a la misma caleta de Chérrepe y después al Combo para ser embarcados en el Ferrocarril de Chiclayo a Puerto Eten, hasta que en 1904 Cayalti construyó su ferrocarril directo hasta el Puerto Eten, con una extensión total de 37 kilómetros de vía angosta, el cual presta sus valiosos servicios hasta la fecha.

Obreros chinos al principio y luego los primeros trabajadores que bajaron de nuestras serranías fueron la mano de obra que contribuyó a los iniciales desarrollos de este nuevo centro de trabajo que a través de los años habría de convertirse en uno de los más florecientes ingenios azucareros del Departamento de Lambayeque.

El esfuerzo y el tesón de sus dirigentes salvaron las repetidas crisis que ha soportado la industria azucarera peruana, y mejoraron periódicamente sus instalaciones industriales; se aumentó la población urbana, se construyó hospital y colegios, iglesia y casas para empleados. En 1882 se construyó la hermosa casa hacienda de Cayalti, hasta hoy un modelo de casa de campo, situada simétricamente al centro de la población, con todas las oficinas Industriales a un lado, y al otro las numerosas calles para su población obrera y sus familias. Se establecieron huertas y se construyó la Plaza de Mercado, para el abastecimiento de la población, y un bien establecido servicio en el Departamento de Cajamarca abastece hasta hoy el camal de Cayalti, con la carne y otros productos necesarios para la vida y la buena conservación de los trabajadores de Cayalti y sus familias.

Publicado en 1944.

Archivo: Oliva Comunicaciones."



This photo, which was captioned 'Cayalti - Nord', at a guess shows a very early one of the hacienda's engines, but this is not yet certain.

0-4-2STT d/w ?, cyls. 8½x12", built by Fowler in 1903 (1-2), 1905 (3), 1915? (5), 1916 (?+?), 1920 (?), 1923 (?) and ? (15)

Ordered via H. Kendall & Co. for Hacienda Cayalti.

1 'SOFIA' w/n 9789

2 'ISABEL' w/n 9790 The IRS Fowler list shows the name as **'ISMAEL'**.

A tender was ordered separately at this point, Fowler no. 10135.

3 'CAYALTI' w/n 10363

5 'M. R. PRYOR' w/n 14607? (Fowler 14607 was ordered via Henry Kendall & Sons)

Another tender was ordered separately at this point by Henry Kendall & Sons, presumably for here, Fowler no. 14607.

? '?' w/n 14638) These four locos

? '?' w/n 14855) presumably took

? '?' w/n 15541) the four unused

? **'BALDOMERO'** w/n 16026) numbers **6, 7, 8** and **9**.

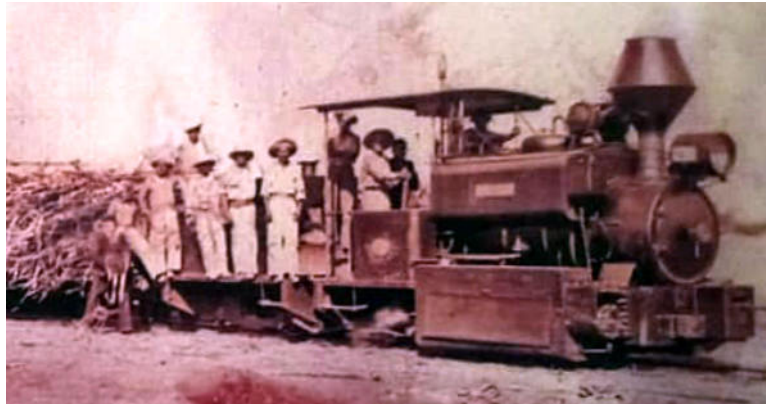
Another tender was ordered separately at this point by Henry Kendall & Sons, for the Aspillaga brothers, Fowler no. 16128, supposedly named **'SOFIA'**.

15 w/n ? [AC] suggests probably came from Supé. [5] comments that this was the only one of these Fowlers with a full cab.

One of the photos below suggests that one of these Fowlers was named **'MARÍA ANTONIETA'**, but precisely which is unknown.



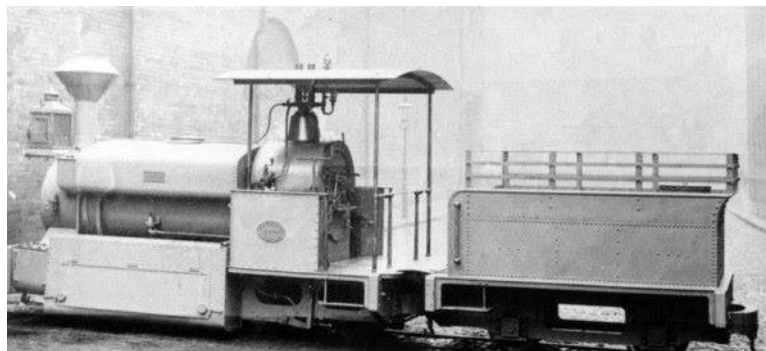
Hacienda Cayalti no. **5**, one of the Fowler 0-4-2STTs, as running in 1950. This photo, the two immediately below, and two others further down, are by courtesy of Sr. Julio Gamboa, from the exhibition in the museum in the old hacienda house. (Fotos cortesía de Enrique Vásquez Quevedo, Jefe



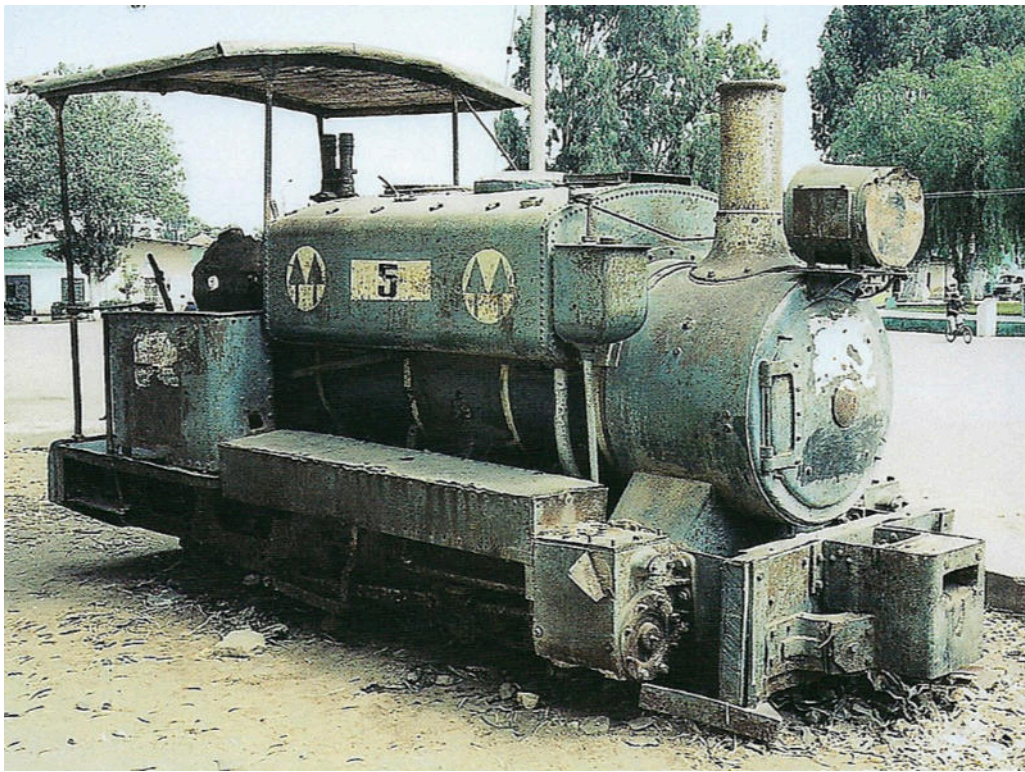
A very similar photo, but this time showing loco no. 6, and with a diamond stack.



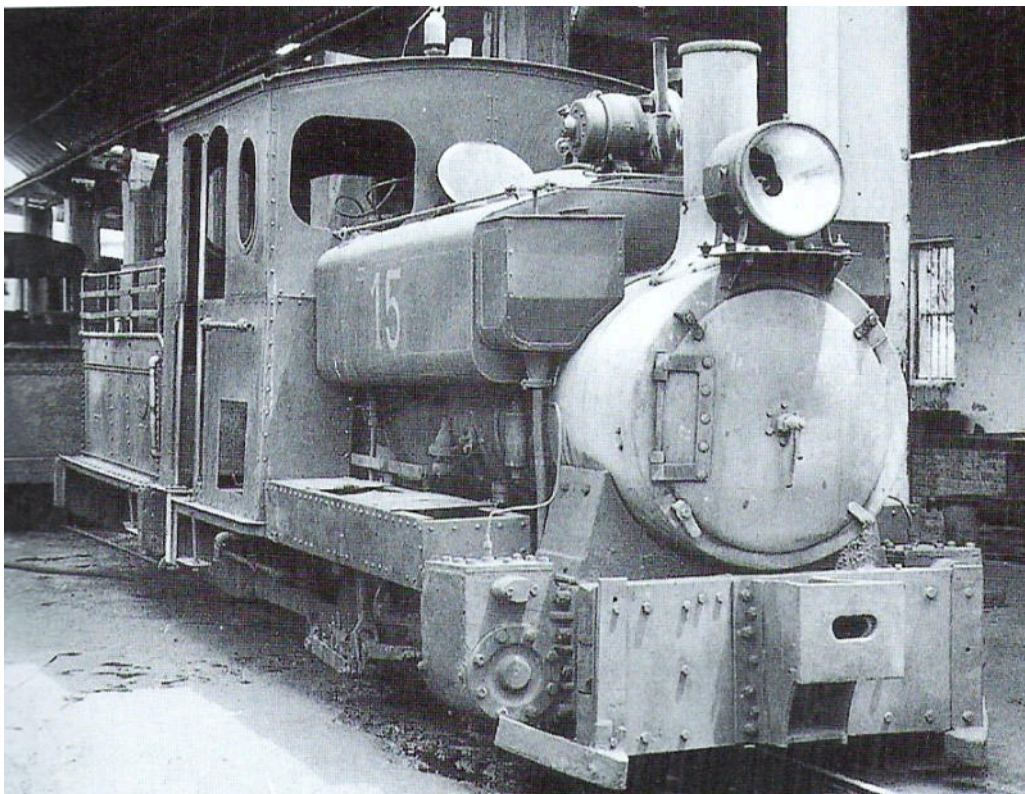
Another of the Fowlers, captioned as being a loco named 'MARÍA ANTONIETA'.



One of the Fowlers before despatch from Leeds.



Hacienda Cayalti no. **5** plinthead. Photo by the late Bob Whetham. NB This picture appears on the back cover of his *Railways of Peru* vol. 1, but captioned as if at Hacienda Cartavio.



Hacienda Cayalti no. **15** with a full cab. Photo by the late Bob Whetham.

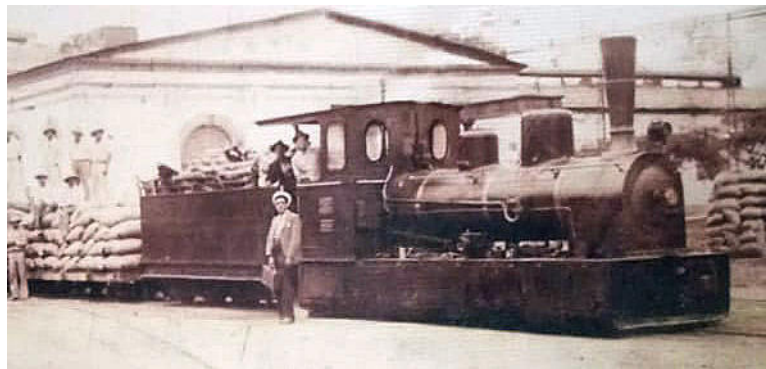


Hacienda Cayalti no. **5**, as preserved. It looks as though the tender has been placed on the plinth facing the wrong way.

0-8-0 d/w ?, cyls. ?, built by O&K in 1912

Ordered for *Hacienda Cayalti*. 100hp. A photo in [5, p34] suggests that it had tramway style motion covers.

4 'ASPILLAGA' w/n 5343



Loco no. **4**. Photo courtesy of Sr. Julio Gamboa. Source as mentioned above.



Hacienda Cayalti no. **4** off the rails. Photo from the late Christopher Walker's collection.

0-4-2TT d/w 30", cyls. 9x14", built by Baldwin in 1920-1

Ordered for International Petroleum Co. at Negritos as their nos. **8-12?** on 75cm gauge. Later to *Hacienda Cayalti*, where they were regauged to 60cm and given tenders. BLW class 06-11 1/3C nos. 61-65. Only no. **13** has been positively identified. [AC] says: Ordered 4-19-1920, Baldwin sales order #F-20088 by International Petroleum Co. Ltd. for London & Pacific Petroleum Co. Ltd. as no. **9**, Negritos, Peru. Cost \$11,150. Date of trial 6-10-1920. To *Hacienda Cayalti* as no. **13**. The IPC had eight of these, their nos. **7** to **15**, which were Baldwin nos 52791, 53304-5, 54762-4 and 57766-7. [AC] suggests that all except the first and the last two came to Hacienda Cayalti.

10 w/n ?

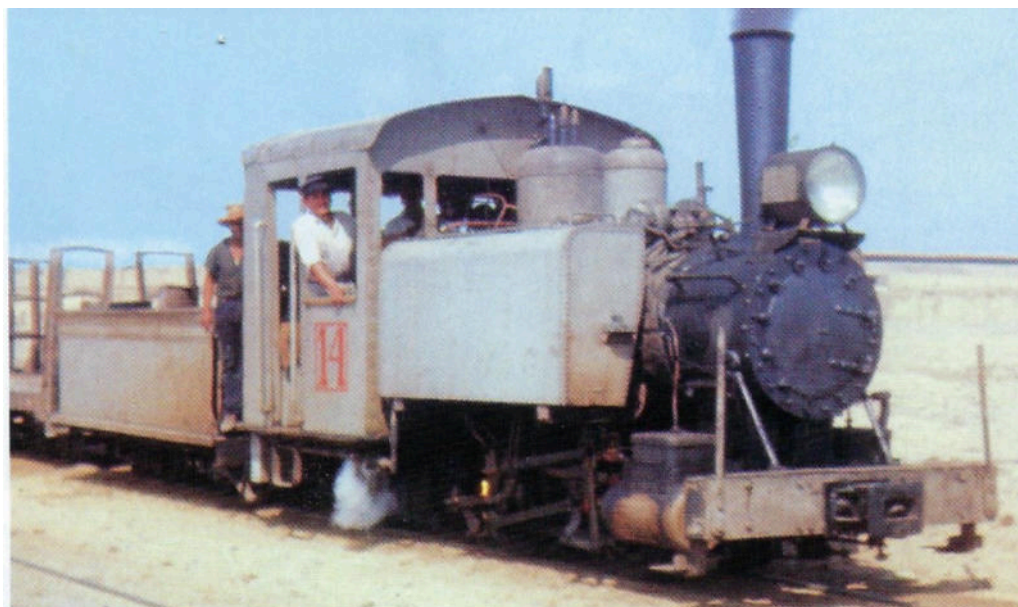
- 11 w/n ?
- 12 w/n ?
- 13 'SAN GUSTAVO' w/n 53305 Ex IPCo no. 9. A photo in [5] vol. 1 p34 shows this engine with a very professional-looking bogie tender. Where did that come from?
- 14 w/n ?



Hacienda Cayalti no. **13 'SAN GUSTAVO'**. One wonders what the tender came from. Photo by the late Bob Whetham.



Loco no. **12**, ex International Petroleum Co. Photo courtesy of Sr. Julio Gamboa.



Hacienda Cayalti no. **14** on a train. Photo by Thomas Walsh.

The fleet in 1925

The US report states that the railway had ten engines at that time, weighing 18 tons each, but gives no further details.

0-6-0T d/w ?, cyls. ?, built by a German builder in ?

Ordered for ?

?

w/n ?



Hacienda Tumán

Background

Chiclayo area. 60cm gauge. Hacienda Tumán owned by the Pardo Brothers, In 1898 the plantation had 15 km. of track and 233 cane cars.

0-4-2ST d/w ?, cyls. ?, built by Decauville in 1897

Ordered by Ayulo y Pardo for Hacienda Tuman. Date of trial 9-15-1897.

1? 'TORRES PAZ' w/n 218



"Puente San José sobre el río Lambayeque, Fue construido por el Ing. Emeterio Perez con el objetivo de transportar productos de la hacienda Tuman, Propiedad de la señora M. B. de Pardo .

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

Ordered for ?

2

w/n ?

0-6-0STT d/w 26", cyls. 9x12", built by Baldwin in 1901 (3), 1911 (4), 1914 (5), 1915 (6), and 1916 (7-8)

First one ordered 5-17-1901 & 5-24-1901, Baldwin sales order no. 5112 for J. M. Ceballos & Cie. Dr. Jose Pardo for Hacienda Tuman. Date of trial 12-27-1901. Cost \$3,200. Remainder all ordered in turn via G. Amsinck & Co. for Hacienda Tuman. BLW class 06-12D nos. 21, 23, 29, 50 and 51-52. Specs. are in vols. 24 p148, 39 p275, 49 p137 and 54 pp338-340. Locos were all to have front number-plates with HACIENDA TUMAN' around outside.

3 'ELIAS AGUIRRE' w/n 19879

4 w/n 36433

5 w/n 41076

6 w/n 42564

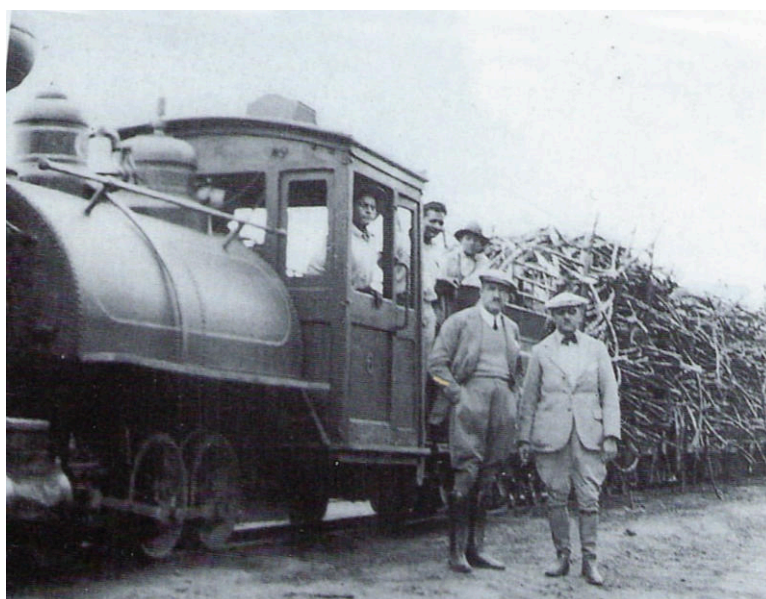
A photo in [5] vol. 1 p32 seems to show no. **6** with a tender attached.

7 w/n 42726

8 w/n 42727



Hacienda Tumán no. **6**, seemingly retro-fitted with a Rushton stack, and possibly with a name beginning 'NEG...' on the tender.



Hacienda Tuman no. **6** in service in 1933. Photo from the collection

of the late Bob Whetham via source [5].



Soc. Agrícola Pucalá Ltda.

Background

Gauge confirmed as 1' 11 5/8", ie. 60cm, by Baldwin spec page vol.54 p342. The operator of a sugar mill.

0-6-0ST d/w 26", cyls. 9x12", built by Baldwin in 1911 and 1917

First one ordered 8-24-1911, Baldwin sales order no. 9106 for Sociedad Agrícola "Pucala" Limitada. Lettered "SOCIEDAD AGRICOLA "PUCALA" LIMITADA (S.A.). Date of trial 10-3-1911. Cost \$3,800. Second one ordered 10-9-1916, Baldwin sales order no. 11168 for Sociedad Agrícola "Pucala" Limitada. Lettered "SOCIEDAD AGRICOLA "PUCALA" LIMITADA (S.A.) Date of trial 12-12-1916. Cost \$4,350. BLW class 06-12D nos. 24 and 66. Specs. are in vols. 39 p271 and 54 p342.

1 'MANUEL MARÍA' w/n 37055

2 'EMILIA' w/n 44662 On display in Pucalá.

[AC] states that BLW documentation has the following engine moving here in 1929. However, this loco was 3' 0" gauge.

0-4-4ST d/w 33", cyls. 9x16", built by Baldwin in 1902

Ordered for *Hacienda Roma* as their no. 9 'TRUJILLO'.

9 'TRUJILLO' w/n 20510

Hacienda Pátapo

Background

Not clear whether the gauge of internal tracks was 60cm or, more probably, 3' 0".

Unidentified loco

The following picture was published on the Pro Patapo page on Facebook with the following caption:

"LOS PILARES - PÁTAPPO 1948.

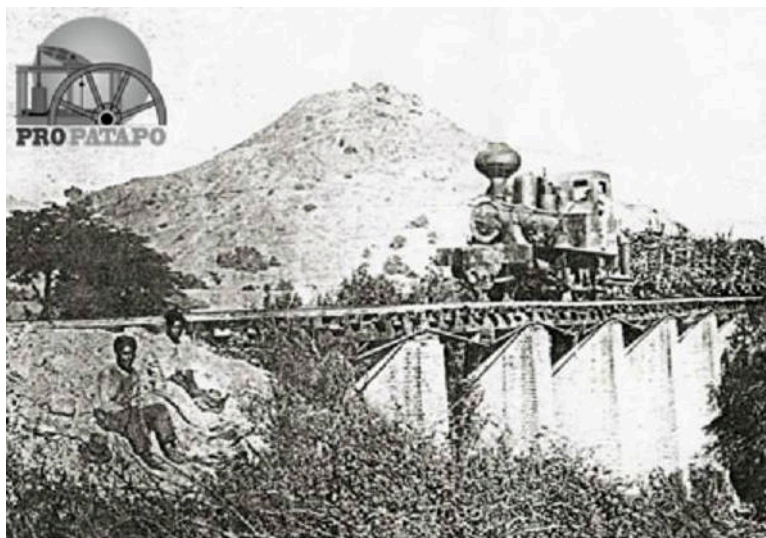
Era una estructura monumental de ladrillo y concreto reforzado construida para salvar el desnivel que había en la entrada a Pátapo, viniendo de Pucalá. La línea fija estaba tendida sobre estos pilares y era un verdadero espectáculo

ver las locomotoras cargadas de caña desplazarse teniendo al "Cerro Mirador" como testigo. Esta imponente obra de ingeniería ha desaparecido completamente, pero en su momento fue expresión de la grandeza de nuestro pueblo."

"THE PILLARS - PATAPO 1948.

It was a monumental structure of brick and reinforced concrete built to bridge the gap at the entrance to Pátapo, coming from Pucalá. The fixed line was stretched out on these pillars and it was a real spectacle to see the locomotives loaded with cane moving around with the "Cerro Mirador" as a witness. This imposing work of engineering has completely disappeared, but at the time it was an expression of the greatness of our town."

Was this a Hacienda Pátapo y Tulipe train or Hacienda Pucalá, or even Hacienda Pro?



A well tank loco with Rushton stack crosses the Los Pilares viaduct.



Hacienda Pátapo no. 7.

"LAS LOCOMOTORAS DE LA HACIENDA PÁTAPO:

La hacienda Pátapo tenía 10 Km. de línea fija, extendida a lo largo de los diferentes cuarteles de caña, que servían para poder transportar la caña hacia el ingenio ubicado en la entrada de Pátapo, desde donde hoy es el autocine. De igual manera, existía una línea móvil conocida como "La Portátil", que se ensamblaba en diferentes lugares, de

acuerdo al cronograma de quema y cosecha. Se adentraba a los diferentes campos, desde donde se sacaba la caña en carritos ferroviarios que tenían una capacidad de 2 toneladas y media cada uno. Ya en la línea principal, eran llevados por una locomotora de propiedad de la hacienda. Había 7 locomotoras que podían movilizar hasta 15 carros por viaje (37,5 toneladas). Cada una era conducida por un maquinista, acompañado de un fogonero que tenía el trabajo de alimentar la caldera, en cuyo interior contenía agua, la cual se calentaba hasta formar vapor. Debía de asegurarse que la caldera se encuentre herméticamente cerrada para que el vapor generara la presión que se necesitaba.”

14.7.4 *Hacienda Tambo Real*

Región de Ancash

Background

Later known as *Societe Agricola Tambo Real Ltda.* (Thorn & Company).

0-4-0ST d/w 18 7/8", cyls. 6x9", built by Bagnall in 1897

Ordered via Hurst Nelson & Co. for *Hacienda Tambo Real*.

1 'TAMBO REAL' w/n 1507

14.7.5 El FC Supé á Barranca y Alphas

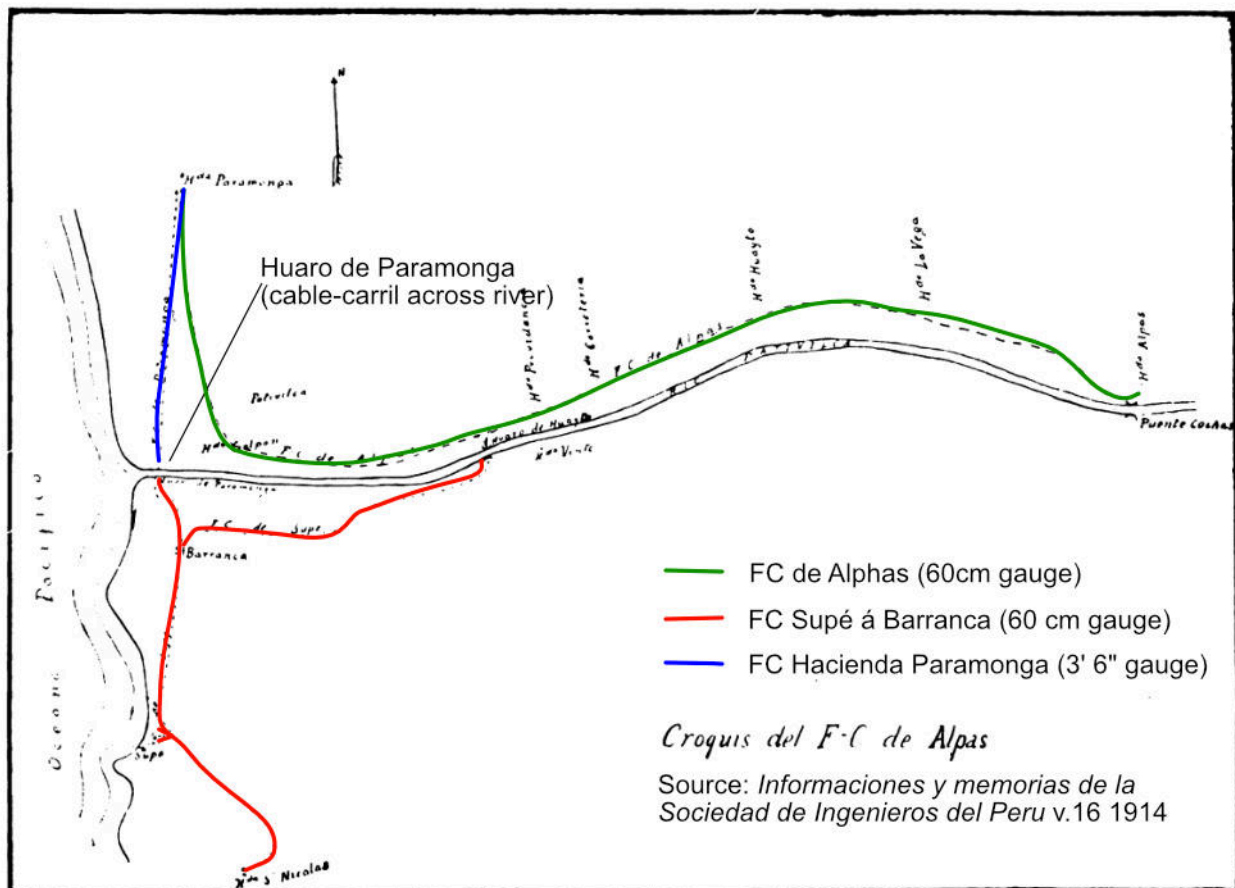
Región de Lima

1903-1950s?

Background

60cm gauge. Opened 1903 from Supé port to Barranca and Patavilca, 5.6 km. Later run by the *Empresa del FC Supé á Barranca*, with an extension 10 km. to *Hacienda Huaito*. Eventually total length of 54 km. Connections to private systems of the *Hacienda Paramonga* and *Hacienda San Nicolas* which were of 3' 6" gauge but had a third rail where necessary for access by 60 cm gauge trains.

Operations ceased in the 1950s.



An early report in 1903

An inspection whilst the railway was under construction [11, 1903 p493] included the comment: *Material rodante. Consta de 1 locomotora John Fowler & Cia de 11 y toneladas de peso, tanque superior de buena calidad y que funciona perfectamente, segun he tenido oportunidad de observarlo recorriendo en ella la via.*

0-4-2ST d/w ?, cyls. 8½x12", built by Fowler in 1903, 1907 and 1912

Ordered new for FC Supé a Barranca, in the case of the second loco via E. Ayulo.

1 'GENERAL VIDAL' w/n 9727 Also had a tender. This was the only loco in service in the 1908 list, supposedly making two journeys per day.

2 'FELIPE POMAR' w/n 11382

3 'PEDRO BASCONES' w/n 13192

The fleet in 1908

LOCOMOTORAS

No.	NOMBRE	Fabricante	Tipo	Fecha en la que entró al servicio por la vez.	Servicio que hace	PESOS Equipada para el servicio		Pares de ruedas acopladas	Presión normal de la caldera	Estado de conservación.
						de la locomotora	del tender			
9727	"Guri Vidal"	John Fowler & Co.	Inglés	Julio 5-1903	Dos viajes al día en una extensión de 12 kms.	11,500 kgs.	700 kilos cargado con capacidad para 200 galones de agua	2 pares 24" de diámetro	120 lbs	regular

Inspection report in 1911

Te inspector's report summarises the loco situation as: *Material rodante.—Este es sumamente deficiente, y como se vera en seguida, no se encuentra en condiciones muy buenas; las unidades de que constan son:*

Dos locomotoras inglesas, de los talleres de John Fowler & Co., de un peso en condiciones de marcha de 11 toneladas, y con un poder de traccion de 190 toneladas en terreno a nivel. Ambas son del tipo de tanque superior y se encuentran bastante descuidadas, necesitandose inspeccionarlas y repararlas de una manera general. La 'General Vidal' tiene completamente inservibles las llaves testigos del caldero, maltratada la palanca de admisión, la que carece de los resortes de retención, y en general de un mal funcionamiato aparente de todos sus organos. Cosa analoga pasa con la 'Felipe Pomar', a excepción de los defectos senalados para la palanca de admisión. [11, 1911A p144]. The same paragraphs were repeated in the 1912 Anales [11, 1912B p75].

0-6-0T d/w ?, cyls. ?, built by O&K in 1913

Ordered for FC de la Repartición a Alphas.

4 w/n 6259

5 w/n 6971 60hp



This photo was taken on the pier at Supé in 1947. Whilst it clearly shows an O&K loco, apparently known by the nickname 'CABALLEROSITA', whether it was an 0-6-0T as listed above, or an 0-4-0T, cannot be made out.

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

Ordered for ?

6

w/n ?

The fleet in 1925

"The rolling stock consists of 6 locomotives (Fowler and Koppel)..." [2].

0-8-0T d/w 27", cyls. 10x14", built by Baldwin in 1925

Ordered 10-21-1924, Baldwin sales order no. F-24061 for *Empresas de los Ferrocarriles de Supe y Barranca y a Reparticion a Alphas*. Cost \$9,750. Date of trial 12-1-1924. BLW class 08-14E no. 10. Spec. is in vol. 72 p100. Oil burner.

7

w/n 58135



This image is from Baldwin negative 09401 and hi-res copies can be purchased from the Railroad Museum of Pennsylvania.

14.7.6 *Hacienda Humaya*

Región de Lima

Background

Gauge 60cm, confirmed in BLW spec. sheet vol. 27 p278. At Huacho in the Huara valley near Lima.

0-4-0TT d/w ?, cyls. ?, built by Decauville in 1881

Ordered for Salinas plantation, Peru, but name suggests that it might have been for here.

‘HUMAYA’ w/n 6 but actually Couillet 532

0-4-0ST d/w 24", cyls. 8x12", built by Baldwin in 1905

Ordered via J. M. Ceballos & Co. for *Hacienda Humaya*. BLW class 04-10½C no. 102. Spec. is in vol. 27 p278.

Radley & Hunter stack. Name on plates, no number. All springs to be one plate heavier than normal. Erecting card drawing is 670A-33 in DeGolyer Library collection. NB Drawings list gives loco name as **‘JULIA’**.

‘JULIA’ w/n 25560

14.7.7 *El FC Casapalca á El Carmen*

Región de Lima

Background

60 cm gauge. The El Carmen Mining Co. [AC] says this railway used only animal power. Opened 1900, to join the El Carmen Mining Co. to the Casapalca station of the *FC Central*, where the company had its smelter. 4 km long and built using Koppel materials. The railway was not operating in 1925 [2].

A description in 1900

The 1900 Anales volume contains a summary of the railway [11, 1900 p375-6]. There is no mention of locomotives.

14.7.8 Cailloma mines to San Ignacio

Región de Arequipá

Background

60cm gauge. 19 km. from Cailloma Mining Co. silver mines to ore plant at San Ignacio. Not in operation in 1925. Locomotive details at present unknown.

14.7.9 *El FC Ensenada a Pampa Blanca*

Región de Arequipá

See sub-section 14.5.7 as this location seems to have used 2' 6" or 750mm gauge, rather than 2' 0" / 600mm.

14.7.10 *El FC Ensenada Chucarapi y Cocotea*

Región de Arequipá

1924-

Background

60cm gauge. Built 1922 from estación La Ensenada on the *FC del Sur* to *Hacienda Chucarapi* which had a sugar cane processing plant. Ran parallel to Sr. Lira's pre-existing 2' 6" gauge railway (See sub-section 14.5.7) to Pampa Blanca. From 1924 carried passengers. Source [21] explains that the owners of Haciendas Pampa Blanca and Chucarapi had fallen out, hence the duplication of the route.

0-4-0T d/w ?, cyls. ?, built by O&K in 1922 and 1924

First two ordered via Gildemeister & Co. for *Hacienda Chucarapi*. Third ordered via Testamentaria Romana for *Hacienda Chucarapi*. Fourth ordered via Gildemeister & Co. for 'Kunden en Mollendo'. 50hp.

1? 'COCRACHACRA' w/n 9921

2? 'VERA CRUZ' w/n 9922 Now in the UK since 2012, at Willenhall or maybe moved on?

3? 'CHUCARAPI' w/n 10701 Now in the UK since 2012, at Willenhall or maybe moved on?



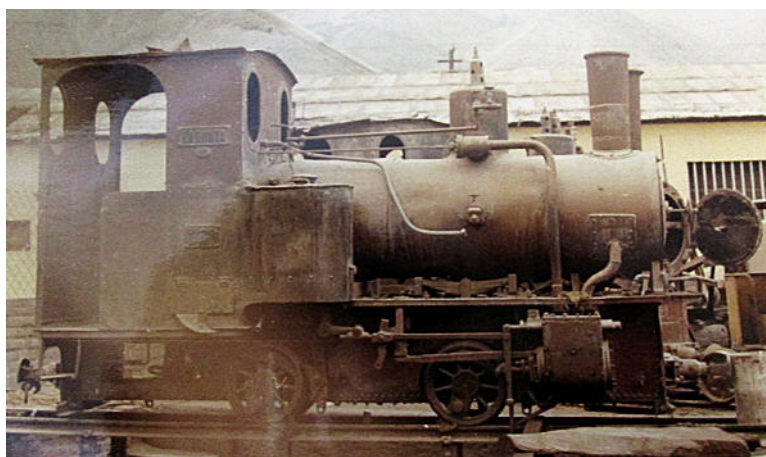
This photo comes from a different source, the <http://www.chucarapi.com.pe/> website of the present-day Central Azucarera Chucarapi Pampa Blanca SA.

The image clearly shows an O&K 0-4-0T engine on a train of sack sugar.

0-4-0T d/w ?, cyls. ?, built by O&K in 1924

Ordered via Testamentaria Romana for *Hacienda Chucarapi*.

4? 'La PUNTA' w/n 10705 [Merte's O&K list] says first one supplied to Gildemeister in Mollendo. NB Not likely to be 10795 as [EG] lists.



No. **4** as seen in May 1978.

0-6-0T d/w ?, cyls. ?, built by O&K in 1924

5? **'ENSENADA'** w/n 11009 Now in the UK, at Willenhall or maybe moved on? This may be the 0-6-0T that has recently moved to the Bedford Steam Engine Preservation Society at Clifton in Bedfordshire.

0-4-0WT d/w ?, cyls. ?, built by Henschel in 1923

Ordered via Ferrostahl for *Hacienda Chucarapi*. Henschel type 'Santer'.

6 **'EI CANTO'** w/n 20252 [EG] says was Henschel 21106, which was a Henschel type 'Fabia' for Peru, but see worksplate photo below. Preserved at Parque Amistad, Lima, with name **'MICAELA'**.



Nos. **7** to **11** seem to have been diesels.

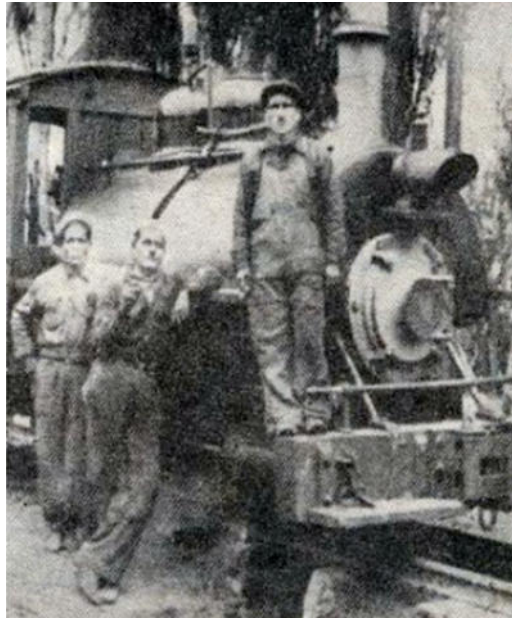
The fleet in 1925

The US report states that there were ten locomotives, of 10 tons each and with cylinders of 6x10". However, [EG] lists five more petrol and diesel locos, numbered **7** to **11**, all dating from the late 1950s or thereabouts. If there had been other steam locos in earlier years it seems likely that there was then a renumbering, for it is extremely improbable that only the higher numbered locos were withdrawn to be replaced by diesels.

[AC] says: In 1978, 0-4-0WT's named **'ENSENADA'**, **'VERA CRUZ'**, **'La PUNTA'** and **'COPACHACRA'** were out of service. The Henschel 0-4-0WT was also there. Elio Galessio reported in June 2009 that three O&Ks, two 0-4-0Ts and one 0-6-0T, still survived in a yard in San Luis in Lima. All the above loco names refer to places in the Tambo valley. Two or more of the O&Ks were later exported to the UK in 2012, and stored in a yard at Willenhall pending sale to restorers.

Additional photos

The following images were also supposedly taken at Hacienda Chucurapi, but the US-built loco/s are very different from the O&K and Henschel engines listed above.



A US-built saddle tank engine, of unknown provenance and running number.



A US-built saddle tank, possibly the same as in the previous photo, bearing the name '**STA. MARÍA**'.

14.7.11 *Hacienda Buen Pastor*

Región de Lima

Background

Owned by the *Sociedad Agrícola San Agustín Pardo y Ugartechea*. Location unknown. There are locations known as Buen Pastor in the town of Nazca south of Ica, and in the El Porvenir district of Trujillo.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1902

Ordered via Ayulo y Cía. for *Hacienda Buen Pastor*.

‘BUEN PASTOR’ w/n 351

14.7.12 *Cía. Agrícola el Milagro SA*

Región de ?

Background

500mm gauge. The photo below has been widely circulated. It shows a small O&K loco, probably on 60cm gauge track, and with the above company name visible on the building behind. *Compania Agrícola el Milagro S.A.*, Planta Officio Lino in Peru, delivered to Soc. Agrícola, Puente Pietra, Peru and used at Santa Rosa de Chinchu).

“The location is not yet certain; there are several ‘El Milagro’s in Peru, for example a Hacienda El Milagro at Ica in the south, a settlement El Milagro in Huanchaco in the Departamento of La Libertad near Trujillo, and another at Cajamarca.”

0-4-0T d/w ?, cyls ?, built by O&K in 1910

Ordered for ?

? w/n 10431



This is a conventional small O&K 0-4-0T but note the rather short chimney.
There appears to be a name-plate on the cabside, above a second plate
possibly from the supplying agent.

14.8 500mm gauge railways

14.8.1 *Hacienda lines*

Hacienda Chuquitanta

Background

Chillon valley near Lima. North-west side of Lima conurbation. Now swallowed up in conurbation.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1884, 1890 and 1892

First two ordered via E. Ayulo & Co. for Rodriguez, Peru, presumably for *Hacienda Chuquitanta*. Third one also ordered via E. Ayulo Y Co., but for Thomas Valle. The 'names' of the first locos may well have been applied to show ownership rather than as proper names.

- | | | |
|-------------------------|---------|--|
| 1? 'CHUQUITANTA' | w/n 36 | Actually built by Couillet as their no. 810. Was preserved in Lima but now in UK and in operation on the Richmond Light Railway. |
| 2? 'CHUQUITANTA' | w/n 105 | Actually Couillet no. 992. |
| 3? 'DECAUVILLE'? | w/n 162 | |

This is a good place to make the point that not everything written on the sides of an engine is its name! In this case the 'names' recorded by various later historians for the first two locos were probably merely the name of the hacienda. However, they have been left here in case there is any different history.



Hacienda Chuquitanta no. 1, Decauville 36 and Couillet 810, as restored in the UK and seen running on the Ffestiniog Railway in 2017. Note that whilst the word '**CHUQUITANTA**' is nowadays used as the locomotive's name, originally it was the name of the sugar estate on which the engine worked. The engine has now been regauged to 60cm from its original 50cm gauge.

Hacienda Monte Rico Grande

Background

Gauge given in Baldwin spec. sheet as 1' 7.68". Later owned by the Societe Agrícola Carapongo Ltda., which also owned a plantation called the *Hacienda Carapongo*. Eastern side of Lima, and now seemingly swallowed up in the urban area.

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

Ordered for ?

1 w/n ?

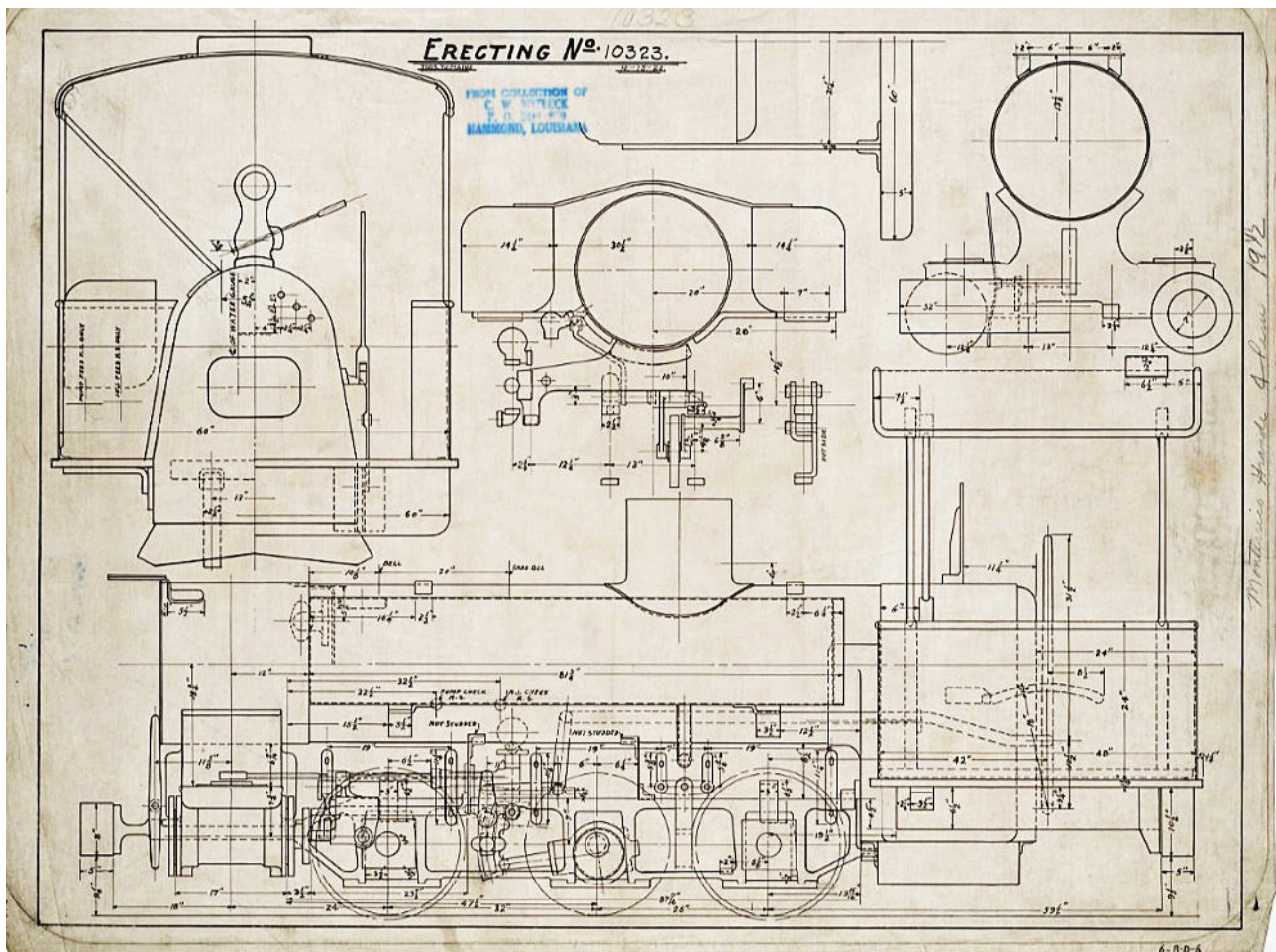
2 w/n ?

0-6-0T d/w 22", cyls. 7x10", built by Baldwin in 1908 and 1920

First one ordered 3-24-1908, Baldwin sales order no. 7809 via *Compania Monte Rico Grande* for Hacienda Monte Rico no. 3. Cost \$2,830. Date of trial 5-20-1908. Not lettered. Second loco ordered 8-6-1920, Baldwin sales order no. F-20185 by *Compania Monte Rico Grande* for Hacienda Monte Rico no. 4. Cost \$10,400. Date of trial 11-11-1920. Not lettered. Both were BLW class 06-08D nos. 3 and 6. Specs. are in vols. 31 p229 and 66 p172. Both had open cabs with canopies. Straight stacks, no front number plates.

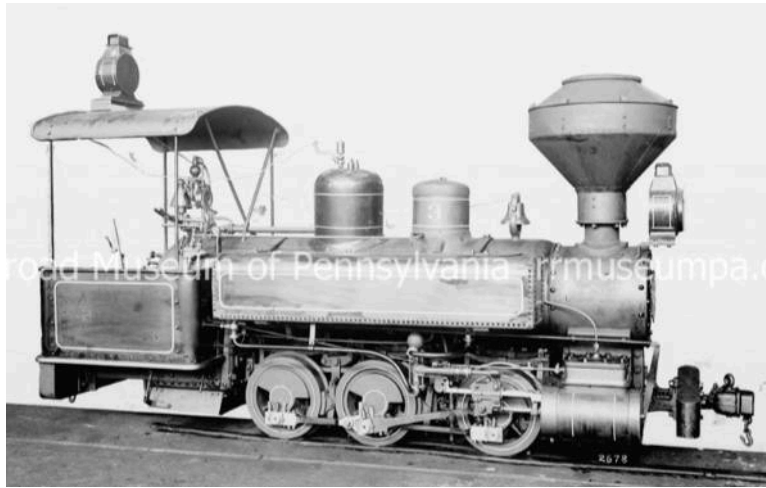
3 w/n 32796

4 w/n 54087 Later went to *Soc. Agr. Casponga Ltda.*

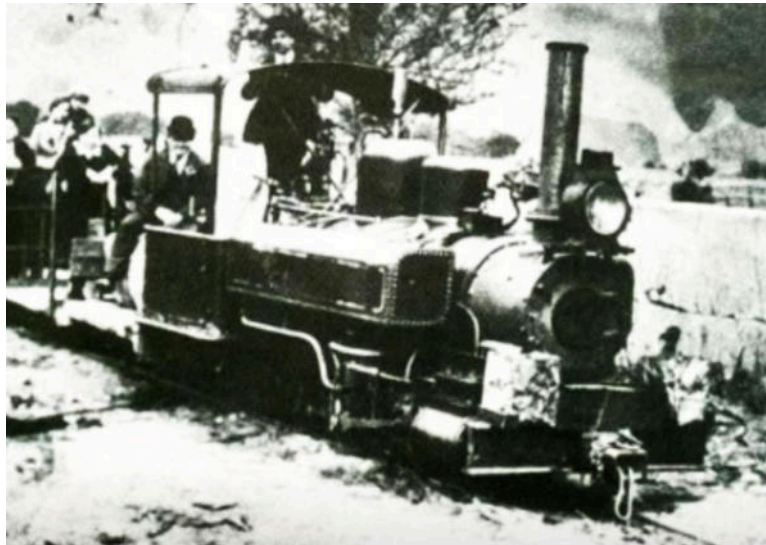


A Baldwin erecting card drawing for Hacienda Monte Rico Grande no. 4 of 1920.

Found in the De Golyer Library online archive.



Note the Radley & Hunter stack, not as originally fitted.



In this view a straight stack is in place.

Hacienda Pro

Background

Chillon valley near Lima. North-west side of Lima conurbation, just east of Hacienda Chuquitanta. Now swallowed up in conurbation.

0-4-0T d/w ?, cyls. ?, built by O&K in 1926

Ordered by Gildermeister & Co. for Eulogio Fernandini Co. Possibly this was for a mine, since Fernandini also had mining interests. 20hp.

?

w/n 11294

The loco is preserved, and now on 60cm gauge, at Santiago de Surco in Lima. A display board there states that it was originally supplied to Hacienda Pampa Blanca to work from there to the port of Punta de Bombón, and later was to be found at Hacienda Chucurapi. All this requires confirmation.



These three photos very kindly supplied by Sr. Julio Gamboa.



Hacienda Punta Piedra

Background

Punta Piedra area. Location not yet ascertained. Owned by Soc. Agrícola Punta Piedra.

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

Ordered for ? 10hp.

? w/n 10431

Hacienda San Guillermo

Background

50cm gauge. Piura province. This was a cotton plantation.

0-6-0T d/w 22", cyls. 7x12", built by Baldwin in 1916

Ordered 12-13-1915, Baldwin sales order no. 10807 for Pedro Martinto for Hacienda San Guillermo. Cost \$3,375. Date of trial 2-5-1916. Built as oil burner. Parts to convert to coal sent on Baldwin Extra Work order no. 10962 dated December, 1915. BLW class 06-08D no. 4. Spec. is in vol. 54 p331. Springs to have seven plates instead of six.

1 'SAN GUILLERMO' w/n 42868

14.9 Unidentified locomotives

3' 6" gauge

0-6-0ST d/w ?, cyls. 10.5x18" built by Fowler in 1894

Ordered via W & J. Lockett for Henry Swaine Later at San Jacinto?

? w/n 7025

0-4-0ST d/w ?, cyls. 9x14", built by Fowler in 1894

Ordered via E. Ayulo & Co. for unknown customer. 3' 6" gauge.

? w/n 7154

0-4-0ST d/w ?, cyls. 9x14", built by Fowler in 1912

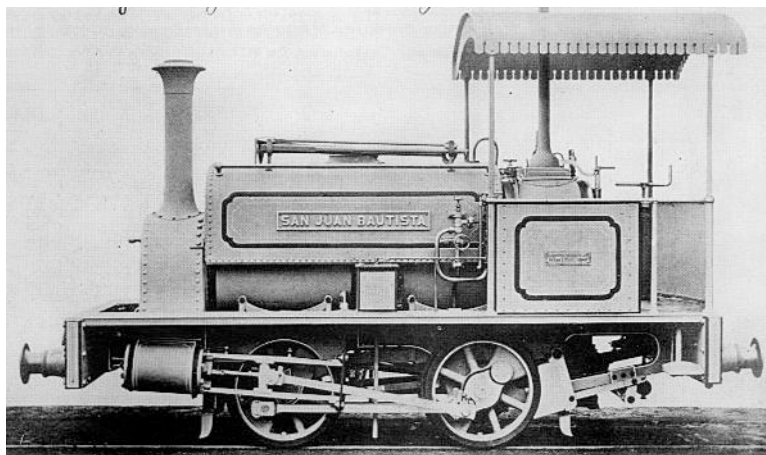
Ordered via P. Martinto for unknown customer. 3' 6" gauge.

? w/n 13452

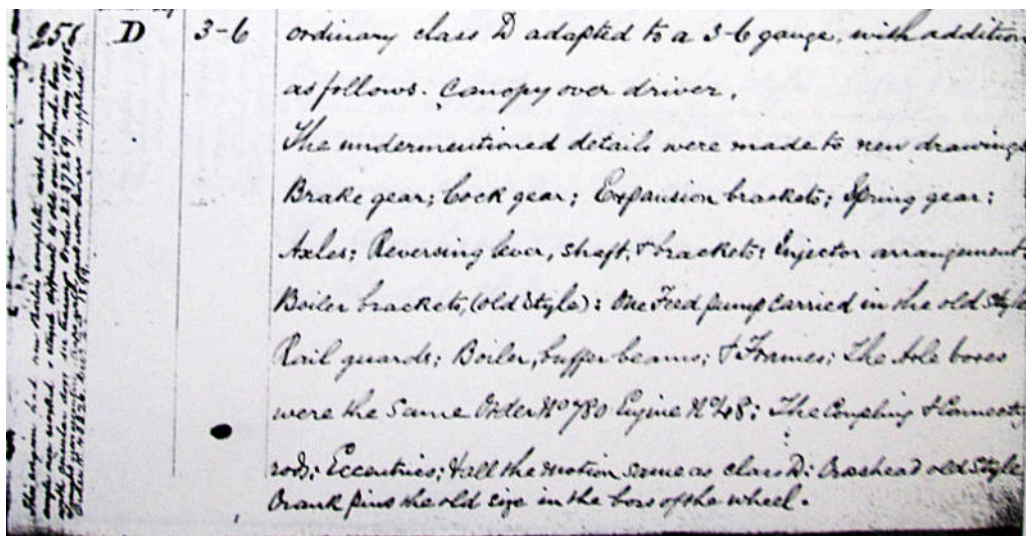
0-4-0ST d/w 32", cyls. 8x14", built by Manning Wardle in 1868

Ordered via Fry & Miers for unknown customer. 3' 6" gauge. Altered MW class D.

? 'SAN JUAN BAUTISTA' w/n 258



Manning Wardle builder's photo, via Fred Harman's
Locomotives built by Manning Wardle & Co. vol. 1.



0-4-0ST d/w 36", cyls. 10x16", built by Yorkshire Engine in 1873

Ordered for 'Peruvian Railway', 3' 6" gauge. Order E38. "2 locomotive tank engines, for Mr. Cahill"

? w/n 210
? w/n 211

3' 0" gauge

0-4-0ST d/w ?, cyls. 6x10", built by Fowler in 1896

Ordered via H Stokes for Peru

? w/n 6958

0-6-0 d/w ?, cyls. 12x18", built by Davenport in 1916

Ordered via Emilio F. Wagner Lima Peru. 8w tender, 3' 0" gauge.

? w/n 1559

0-4-2ST d/w ?, cyls. 9x14", built by Fowler in 1896

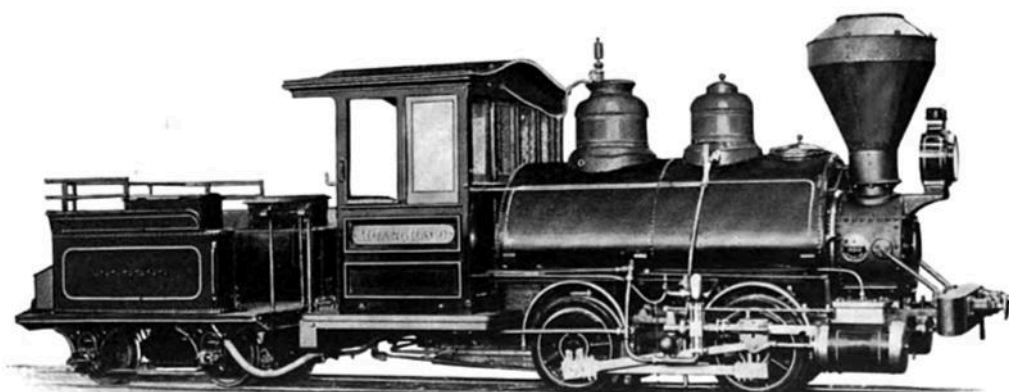
Ordered via Bartlett / Wells & Aitken for Hacienda Las Palmas

'CHRISTINE' w/n 7698

0-4-0STT d/w 28", cyls. 9x12", built by Baldwin in ?

Ordered via the American Manufacturers' Export Association for Peru. BLW class 4-11C no. 169. Details in Baldwin *Record of Recent Construction* no. 10.

'HUANCHACA' w/n ?



Record of Recent Construction, No. 10. Page 31.

BALDWIN LOCOMOTIVE WORKS.		
Class 4-11 C, 169.	FOUR-COUPLED LOCOMOTIVE	Gauge, 3' 0"
FOR THE AMERICAN MANUFACTURERS' EXPORT ASSOCIATION. (FOR PERU.)		
GENERAL DIMENSIONS.		
CYLINDERS.	Thickness of Sheets, Crown $\frac{1}{2}$ "	WHEEL-BASE.
Diameter 9"	Thickness of Sheets, Tube $\frac{1}{4}$ "	Driving 4' 8"
Stroke 12"		Total Engine 4' 8"
Valve Plain.		Total Engine and Tender 18' 6 $\frac{1}{2}$ "
BOILER.	TUBES.	WEIGHT.
Diameter 28"	Number 54	IN WORKING ORDER.
Thickness of Sheets $\frac{1}{2}$ "	Diameter 1 $\frac{1}{4}$ "	On Drivers 10,000 lbs.
Working Pressure 160 lbs.	Length 7' 1 $\frac{1}{2}$ "	Total Engine 10,000 lbs.
Fuel Wood and Coal.	HEATING SURFACE.	Total Engine and Tender 28,000 lbs.
FIRE-BOX.	Fire-box 28.6 sq. ft.	TENDER.
Material Steel.	Tubes 148.2 sq. ft.	Tender Wheels, Diameter 20"
Length 37 $\frac{1}{2}$ "	Total 176.8 sq. ft.	Journals 2 $\frac{1}{2}$ " x 5"
Width 22 $\frac{1}{2}$ "	Grate Area 5.86 sq. ft.	Tank Capacity, Tender 250 gal.
Depth 33"	DRIVING WHEELS.	Tank Capacity, on Boiler 300 gal.
Thickness of Sheets, Sides $\frac{1}{4}$ "	Diameter, Outside 28"	Weight, Empty 6,000 lbs.
Thickness of Sheets, Back $\frac{1}{4}$ "	Diameter of Centre 24"	SERVICE.
	Journals 4" x 6"	Switching.

Original from



Whilst the nationally-owned 3' 0" gauge lines latterly had a number of engines numbered from 100 upward, none is known between **109** and **120**. This one on the other hand bears the number **114**. Photo reportedly taken in 1935.

2' 10" gauge

0-6-0T d/w ?, cyls. 10x14", built by Porter in 1915

Ordered via Pedro Martinto, Lima, Peru. 34" gauge.

? w/n 5743

2' 6" gauge

0-4-0IST? d/w ?", cyls. 4½x7½", built by Bagnall in 1881

Ordered via Bates Stokes & Co. and dispatched 1884 via Straits (ie. of Magellan) for a plantation. Gauge 2' 6". Bates Stokes certainly acted as agents for the West Coast, and Peru is the first country north of the straits where plantations might be found.

'?' w/n 418

0-4-0ST d/w 13 3/8", cyls. 4½x7½", built by Bagnall in 1908

Ordered via for unknown customer but recorded in later parts orders as working at same location as the loco above. Gauge 2' 6".

'?' w/n 418

0-6-0T d/w ?, cyls. ?, built by Baldwin in 1897

Ordered via G. Amsinck & Co. Gauge 2' 6".

'VELASQUEZ' w/n 15558

2' 0" or 60cm gauge

An O&K 0-4-0T, probably 60cm gauge. It was in Cesar's de Miraflores hotel bar but later was in the *COFIDE* building.

0-4-0 d/w ?, cyls. 5x8", built by Porter in 1901

Ordered for Andes Mining of Peru. 2' 0" gauge.

? w/n 2309

? w/n 2310

0-6-0T d/w ?, cyls. 8x14", built by Porter in 1917 and 1924.

Ordered via Pedro Martinto, Lima, Peru. 60cm gauge.

? w/n 6019 oil burner

? w/n 6862



The location, and even the nationality of this image is unknown. The photo sometimes appears in Chile, but does not appear to show any known railway in that country. The gauge is very narrow and was probably 60cm. The locomotive would appear to be by Porter, and might even be one of those listed immediately above. One version of the photo bore the date 1890, but the loco was probably built rather later than that.

Unknown gauge

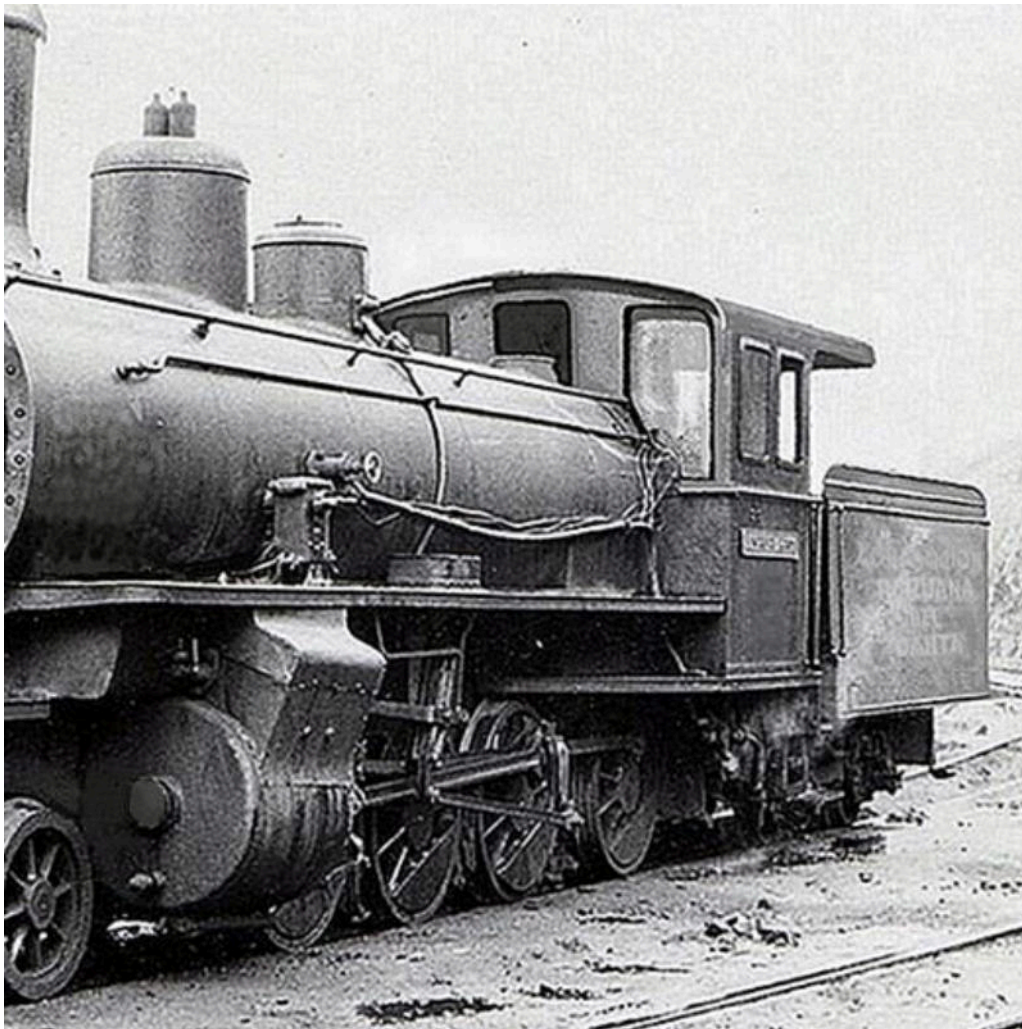
0-4-2T? d/w ?, cyls. 5½x? ", built by Fowler in 1879

Ordered for/via A. Sommarajo, Peru.

? w/n 3766

Unidentified locos in the Chiclayo area

A blog covering the Chiclayo area displayed this image without a caption. <http://literaturaenlambayeque.blogspot.com/2010/06/imagenes-de-nostalgia-de-chiclayo.html> The 0-4-0ST numbered **5** in the foreground is certainly not the no. **5** of the *FC de Pimentel* which had a rather shorter saddle tank.



This probably German-built 2-8-0 was spotted on a Peruvian website. It rather looks as though it was a cross compound, with the large low pressure cylinder visible in the photo. The only Peruvian narrow gauge 2-8-0s for which there are no known photos were three built by Hanomag in 1910 for the Chimbote railway (see section 14.3.7). Note that the faint lettering on the tender side appears to have been added to the photo digitally and rather poorly, for it does not match the plane of the metal.



A serious derailment to an American-built loco on what would appear to be a 3' 0", metre or 3' 6" gauge railway, possibly around 1930. The engine has its dome over the firebox, implying an older design, and the boiler length and visible connecting rod suggest that it might have been a 2-6-0 or 4-4-0. This image appears on the Facebook page *Antiguas Fotos de Chiclayo* as having occurred on the railway between Chiclayo and the Hacienda Pátapo possibly in the 1950s.

14.10 Railways of unknown gauge

Chorrillos to Hacienda Villa

Background

“Pedro Paz Soldán y Unanue, better known as Juan de Arona, in his book on the spas of the south of Lima published in 1894, tells us about a short line that started approximately from the Chorrillos fire station, where the great station of the *FC Inglés* was located. It traveled the length of the current Huaylas Avenue to reach a curve and reach the Hacienda Villa.

It was 30 inches wide or 0.75 m and apparently had a steam locomotive but the haulage was done mainly with animals. We do not know anything else about this mysterious line, nor who was the owner, nor when it was built or stopped operating, etc. Apparently it was opened after the war to serve the hacienda because it does not appear in the plans prior to this one, but this is only an assumption. Does anyone have any data?”

Borax Consolidated Ltd.

Background

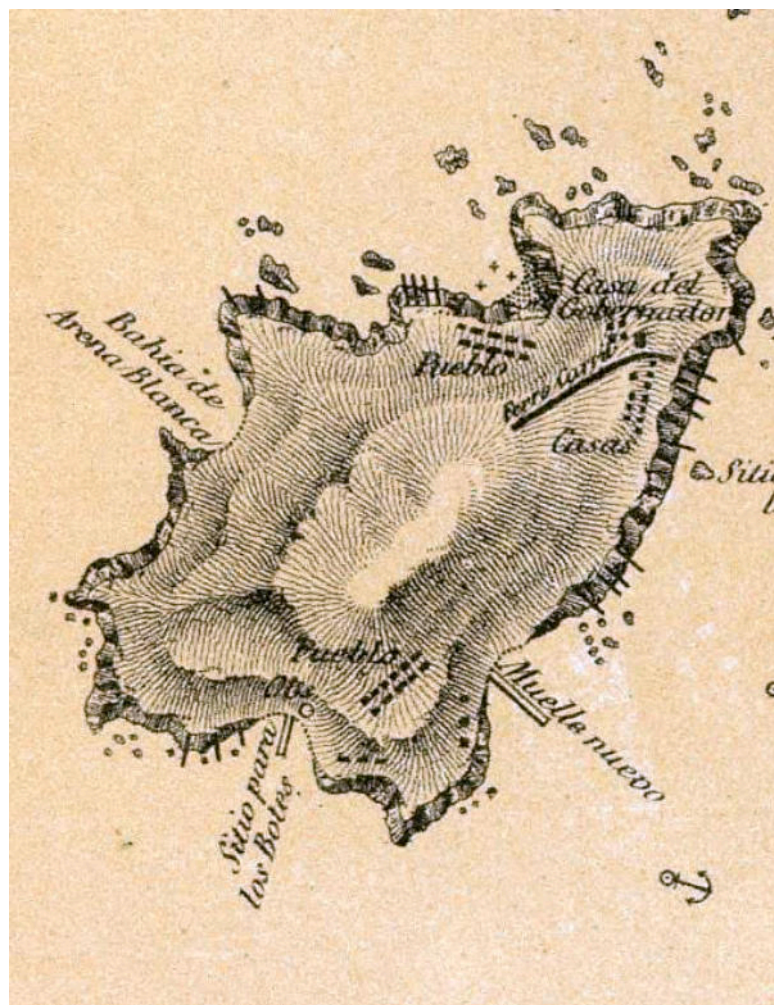
This British-owned company worked borax deposits at Salinas which was near the Cañaguas station of the *FC del Sur*. There was discussion in 1905 about constructing a short railway from the deposits to the station [11, 1905B p232]. The gauge is unknown, though Borax Consolidated operated an extensive steam-worked 2' 6" gauge system up at Ascotan on the *FCAB* further south. The concession was to include the words: *El Concesionario podra construir el ferrocarril de via normal si asi lo considerase conveniente*.

It seems likely that eventually an aerial ropeway (*alambre-carril* or *andarivel*) was built.

The Chincha islands guano railways

Background

Gauge unknown. These may well have been merely hand-worked *ferrocarriles a sangre*, but are mentioned here for completeness.



14.11 Appendices

14.11.1 The Wikipedia page on Peruvian sugar estates

https://es.wikipedia.org/wiki/Haciendas_azucareras_de_Per%C3%BA

Las haciendas azucareras de Perú fueron fincas (generalmente de gran extensión) dedicadas a la siembra y procesamiento de la caña de azúcar. Existieron desde el siglo XVI (fundadas por los jesuitas)¹ hasta la reforma agraria de Perú en el que fueron expropiadas por las iniciativas del general Juan Velasco Alvarado (a partir de 1969).²

The sugar estates of Peru were farms (generally large extensions) dedicated to the planting and processing of sugar cane. They existed from the 16th century (founded by the Jesuits)¹ until the agrarian reform in Peru in which they were expropriated by the initiatives of General Juan Velasco Alvarado (from 1969).²

Índice

- 1 Historia
- 2 Principales haciendas azucareras
- 3 Véase también
- 4 Referencias

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- 1 Story
- 2 Main sugar estates
- 3 See also
- 4 References

Historia

La primera hacienda azucarera jesuita fue adquirida en Huacho y tenía por nombre "Vilcahuaura"¹ que tenía peones indios los cuales ganaban hasta 40 pesos anuales.³ :83 Las ganancias se usaban para cubrir los gastos del Colegio del Cercado.¹ Luego de la expulsión de los Jesuitas, Vilcahuaura pasaría a ser propiedad Pedro Carrillo, de Sebastián del Castillo, luego de las familias Salinas y Gallo, hasta la Reforma Agraria.

The first Jesuit sugar hacienda was acquired in Huacho and was called "Vilcahuaura"¹ which had Indian laborers who earned up to 40 pesos annually.³ :83 The profits were used to cover the expenses of the Cercado College.¹ Later After the expulsion of the Jesuits, Vilcahuaura would become the property of Pedro Carrillo, of Sebastián del Castillo, then of the Salinas and Gallo families, until the Agrarian Reform.

Juan Bayón de Campomanes fue el primer "encomendero" en comprar grandes extensiones de tierra en el valle de Huaura, entre ellas la hacienda Vilcahuaura, la cual fue heredada a su hijo en 1594 y vendida a Pedro de Castro Isasiga al siguiente año.³:29

Juan Bayón de Campomanes was the first "encomendero" to buy large tracts of land in the Huaura Valley, including the Vilcahuaura hacienda, which was inherited from his son in 1594 and sold to Pedro de Castro Isasiga the following year. 3:29

Para esas fechas (1594) en el Perú ya había cuatro trapiches que molían caña y producían azúcar.⁴

By those dates (1594) in Peru there were already four mills that ground cane and produced sugar.⁴

En 1684 les donaron a los jesuitas otra hacienda: "San Juan de la Pampa" ubicada cerca de Huaura con una extensión de 700 hectáreas, cuyas ganancias eran usadas para cubrir los gastos de la Casa de los Sesamparados.

In 1684 they donated another hacienda to the Jesuits: "San Juan de la Pampa" located near Huaura with an extension of 700 hectares, whose profits were used to cover the expenses of the Casa de los Sesamparados.

Las guerras de la Independencia y las luchas caudillistas causaron muchos destrozos en el campo. Tanto por las luchas como por las levass que reducían la mano de obra y la confiscación de caballos y mulas.⁵

The wars of Independence and the caudillo struggles caused much damage in the countryside. Both due to the fights and the levies that reduced the workforce and the confiscation of horses and mules.⁵

En 1834 la empresa británica Gibbs & C°. realizó, de manera experimental, un embarque de unas 280 toneladas de azúcar en el bergantín "Pacífico" para el mercado inglés. Aunque el ejemplo de Gibbs no fue seguido, las haciendas azucareras peruanas buscaron otras formas de comercio especialmente con la manufactura de ron.⁶

In 1834 the British company Gibbs & C°. carried out, in an experimental way, a shipment of about 280 tons of sugar in the brig "Pacífico" for the English market. Although Gibbs's example was not followed, the Peruvian sugar estates sought other forms of trade, especially with the manufacture of rum.

A partir de la segunda mitad del siglo XIX, la guerra civil norteamericana en la década de 1860 destruyó los cañaverales del sur de Estados Unidos creando una crisis mundial por escasez de azúcar. Este hecho dio la oportunidad al desarrollo de los productores peruanos quienes se beneficiaron de ese boom por varios años.⁵

Beginning in the second half of the 19th century, the American Civil War in the 1860s destroyed the sugar cane fields of the southern United States, creating a global sugar shortage crisis. This fact gave the opportunity to the development of Peruvian producers who benefited from this boom for several years.⁵

Pasada la guerra civil y cuando Europa, Francia en especial, temerosa de tener que depender de los productores extranjeros ante los posibles bloqueos desarrolló la producción de azúcar de remolacha y tumbó los mercados azucareros de quienes habían sido sus proveedores entre ellos, Perú.⁵ De otro lado, la crisis económica una vez post-bonanza del guano (con la consecuente caída del crédito internacional y la inflación monetaria) se sumó con la guerra con Chile que terminó con la derrota peruana terminó por impactar fuertemente a las haciendas azucareras las cuales o pagaban (y entraban en graves problemas económicos) y no pagaban (y sufrían los incendios de reclamo).⁵

After the civil war and when Europe, France in particular, fearful of having to depend on foreign producers in the face of possible blockades, developed beet sugar production and knocked down the sugar markets of those who had been its suppliers, including Peru.⁵ On the other hand, the once post-guano bonanza economic crisis (with the consequent drop in international credit and monetary inflation) was added to the war with Chile that ended with the defeat of Peru, which ended up having a strong impact on the sugar estates, which or they paid (and entered into serious economic problems) and did not pay (and suffered from reclamation fires).⁵

Sin embargo, a finales del XIX aún eran muchas las haciendas y los ingenios que estaban en actividad y tan solo en el valle de Chicama operaban veinticinco de ellas con producción plena.⁷ Según el censo de J. B. Martinet (1877) 240 haciendas de la costa de Perú sembraban caña, y de éstas, la mitad podían ser consideradas modernas. Las otras compartían el cultivo de la caña con otros productos. En ese mismo trabajo de Martinet, éste afirmaba que "los brazos que emplea la industria azucarera en el Perú son los brazos mercenarios contratados en las costas de Asia. Se estima que para la explotación de una hacienda que cultiva 500 hás. de caña de azúcar son necesarios 400 a 500 chinos, alrededor de 150 pares de bueyes y 100 caballos o mulas".⁸

However, at the end of the 19th century there were still many haciendas and mills that were active and only in the Chicama Valley twenty-five of them operated with full production.⁷ According to the census by J. B. Martinet (1877) 240 haciendas in the coast of Peru planted cane, and of these, half could be considered modern. The others shared the cultivation of cane with other products. In the same work by Martinet, he affirmed that "the arms used by the sugar industry in Peru are the mercenary arms hired on the coasts of Asia. It is estimated that for the exploitation of a farm that cultivates 500 hectares of sugar cane 400 to 500 Chinese are necessary, around 150 pairs of oxen and 100 horses or mules".⁸

A principios del siglo XX, los hacendados se vieron forzados a vender a las nuevas organizaciones capitalistas que estaban deseosas "de acelerar la producción a fin de neutralizar la caída de los precios". En el valle de Chicama, entre los años 1900 y 1910 más de catorce haciendas fueron adquiridas por dos gigantes emergentes de la industria: los her-

manos Larco (relacionadas con la familia de José A. Larco y con estrechas relaciones con Graham, Rowe and Co.9) y los Gildemeister.¹⁰

At the beginning of the 20th century, the landowners were forced to sell to the new capitalist organizations that were willing "to speed up production in order to neutralize the fall in prices." In the Chicama Valley, between 1900 and 1910, more than fourteen haciendas were acquired by two emerging industry giants: the Larco brothers (related to the José A. Larco family and close ties to Graham, Rowe and Co. 9) and the Gildemeisters.¹⁰

El 24 de junio de 1969, con el decreto de la ley que desató el proceso de la reforma agraria, provocó que alrededor de 11 millones de hectáreas fueran adjudicados a cooperativas y comunidades campesinas. Las cooperativas agrarias de producción (CAP) fueron formadas en las haciendas agrícolas de la costa como propiedad colectiva de los trabajadores agrícolas.

On June 24, 1969, with the decree of the law that unleashed the agrarian reform process, it caused around 11 million hectares to be awarded to cooperatives and peasant communities. Agricultural production cooperatives (CAPs) were formed on coastal farms as the collective property of farm workers.

Los complejos agroindustriales de la costa fueron los primeros en ser expropiados por esta reforma y el 24 de junio de 1969 tanques, jeeps y camiones con soldados armados ingresaron a las azucareras de la costa norte para tomar las instalaciones y desalojar a sus propietarios, avanzando así, según Enrique Mayer, en la toma de los "privilegios de la oligarquía terrateniente nacional".^{2:344–345}

The agro-industrial complexes on the coast were the first to be expropriated by this reform and on June 24, 1969 tanks, jeeps and trucks with armed soldiers entered the sugar mills on the north coast to take over the facilities and evict their owners, thus advancing, according to Enrique Mayer, in the seizure of the "privileges of the national landowning oligarchy".^{2:344–345}

Principales haciendas azucareras

En La Libertad se encontraban:

Cartavio (Grace)
Casa Grande (Gildemeister)
Santa Catalina- Chiclin (Larco)
Roma (Larco)
Sintuco (Orbegoso)
Chiquitoy (De Orbegoso)
Laredo (Chopitea)
Facalá (Albrecht)
Sausal (Albrecht)

En Lambayeque:

Tumán (Pardo)
Pomalca (de la Piedra)
Cayaltí (Aspillaga)
El Choloque (Muro)
La pared (Muro)
Batán Grande (Aurich)

En Lima:

Andahuasi (Salinas)
Humaya (Salinas)

Main sugar estates

In La Libertad were:

In Lambayeque:

In Lima:

Paramonga (Grace) hoy (Wong)
Villa (De Lavalle)
Vilcahuara (Fam Gallo)

En Cañete:

Arona (Alayza)

In Cañete

Véase también

República Aristocrática
Reforma agraria peruana

See also

Aristocratic Republic
Peruvian agrarian reform

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14.11.2 Baldwin erecting drawings for Peruvian 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 Peruvian 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
276-3AX	7124	Banco de Peru & Londres		1911	06-14D 45		SE
276-3X	7128	Banco del Peru y Londres	12	1911	06-14D 45		CS
670A-33	5082	Ceballos (J. M.) & Co.					
		for Hac. Humaya	1 'JUILIA'	1905	04-10½C 102	0-4-0	SE/CS 3
669-23	4561	J. M. Ceballos & Co.	7	1903	04-14C 139	0-4-0	SE/CS 3
466A-27	4647	J. M. Ceballos & Co.	2	1903	06-11D 23	0-6-0	SE/CS 3
466A-87	4177	J. M. Ceballos & Co.	'ROSARIO'	1902	06-16D 59	0-6-0	SE/CS 3
674A-7	4105	FC Central del Peru	36-37	1901	08-30D 607-608	2-6-0	SE/CS 3
673A-55	4702	FC Central del Peru	43-46	1904	08-30D 616-619	2-6-0	SE/CS 3
670A-37	6226	FC Cerro de Pasco	200-201	1908	04-26C 122-123	0-4-0	SE/CS 3
467A-24	5840	FC Cerro de Pasco	40	1906	08-30D 640	2-6-0	SE/CS 3
472A-67	5841	FC Cerro de Pasco	10-12, 14	1907	12-34¼E 1-2, 5-6	2-8-2	SE/CS 3
198-16AX	7702	FC Cerro de Pasco	40-41	1912	12-34¼E 21-22	2-8-2	SE 34x88
198-16X	7703	FC Cerro de Pasco	40-41	1912	12-34¼E 21-22	2-8-2	CS 33x91
473A-61	6264	FC Ilo a Moquegua	3	1908	06-20C 7	2-4-0	SE/CS 3
465A-55	6247	Monte Rico Grande	3	1908	06-08D 3	0-6-0	SE/CS 3
520-18	10323	Monte Rico Grande	4	1920	06-08D 6	0-6-0	SE/CS 4

473-16	5420	Peruvian Corporation Ltd.	60-61	1906	10-00 36/56E 1-2		2-8-0	SE/CS	3
5000A-29		Tracing 44414 Peruvian Corporation							
		Ltd. (proposal)		1921	10-30E		2-6-0	SE + Tend	3
362-12AX	12541	Peruvian Government	5-6	1927	12-28¼E	39-40	2-8-2	SE	26x66
1031-67	8485	Sociedad Agricola							
		Pomalca Ltd.	3	1915	06-11D	114	0-6-0	SE/CS	3
473A-85	6300	Tambo de Mora a							
		Chincha Alta	3 'SUNAMPE'	1908	04-14C	223	0-4-0	SE/CS	3
470A-69	5177	Trujillo	14	1905	08-18½C	114	4-4-0	SE/CS	3
465-21	3883	Wagner, Emilio F.	2	1901	04-11C	185	0-4-0	SE/CS	3
465-55	3622	Wagner, Emilio F.	1 'LAREDO'	1900	06-11 1/3C	44	0-4-2	SE/CS	3

14.12 Index to all Peruvian steam locos by builder

Please note that this index is currently very incomplete as Perú had a large number of unidentified locomotives. It is hoped that in due course some of the gaps can be filled.

Works no.	Year	Wheels	Gauge	Owner and number and name	Section no.
ALCo					
27625	1903	2-8-0	Std.	<i>FC Cerro de Pasco 1 later 100 later 8</i>	13.3.1
27626	1903	2-8-0	Std.	<i>FC Cerro de Pasco 2 later 101 later 9</i>	13.3.1
28308	1903	2-6-0	Std.	<i>FC Cerro de Pasco 3 later 50</i>	13.3.1
28309	1903	2-6-0	Std.	<i>FC Cerro de Pasco 4 later 51</i>	13.3.1
28310	1903	2-6-0	Std.	<i>FC Cerro de Pasco 5 later 52</i>	13.3.1
28311	1903	2-6-0	Std.	<i>FC Cerro de Pasco 6 later 53</i>	13.3.1
39909	1906	0-6-0ST	Std.	<i>FC del Sur 47</i>	13.4.3
39910	1906	0-6-0ST	Std.	<i>FC del Sur 48</i>	13.4.3
39911	1906	0-6-0ST	Std.	<i>FC del Sur 49</i>	13.4.3
39912	1906	4-8-0	Std.	<i>FC del Sur 50</i>	13.4.3
39913	1906	4-8-0	Std.	<i>FC del Sur 51</i>	13.4.3
39914	1906	4-8-0	Std.	<i>FC del Sur 52</i>	13.4.3
39915	1906	4-8-0	Std.	<i>FC del Sur 53</i>	13.4.3
39916	1906	4-8-0	Std.	<i>FC del Sur 54</i>	13.4.3
39917	1906	4-8-0	Std.	<i>FC del Sur 55</i>	13.4.3
39918	1906	4-8-0	Std.	<i>FC del Sur 56</i>	13.4.3
39919	1906	4-8-0	Std.	<i>FC del Sur 57</i>	13.4.3
39920	1906	4-8-0	Std.	<i>FC del Sur 58</i>	13.4.3
39921	1906	4-8-0	Std.	<i>FC del Sur 59</i>	13.4.3
41185	1907	2-8-0	Std.	<i>FC del Sur 60</i>	13.4.3
41186	1907	2-8-0	Std.	<i>FC del Sur 61</i>	13.4.3
41187	1907	2-8-0	Std.	<i>FC del Sur 62</i>	13.4.3
41188	1907	2-8-0	Std.	<i>FC del Sur 63</i>	13.4.3
41189	1907	2-8-0	Std.	<i>FC del Sur 64</i>	13.4.3
41190	1907	2-8-0	Std.	<i>FC del Sur 65</i>	13.4.3
41191	1907	2-8-0	Std.	<i>FC del Sur 66</i>	13.4.3
41192	1907	2-8-0	Std.	<i>FC del Sur 67</i>	13.4.3
41193	1907	2-8-0	Std.	<i>FC del Sur 68</i>	13.4.3
41194	1907	2-8-0	Std.	<i>FC del Sur 69</i>	13.4.3
41195	1907	2-8-0	Std.	<i>FC del Sur 70</i>	13.4.3
41196	1907	2-8-0	Std.	<i>FC del Sur 71</i>	13.4.3
41197	1907	2-8-0	Std.	<i>FC del Sur 72</i>	13.4.3
41198	1907	2-8-0	Std.	<i>FC del Sur 73</i>	13.4.3
41199	1907	2-8-0	Std.	<i>FC del Sur 74</i>	13.4.3
41200	1907	2-8-0	Std.	<i>FC del Sur 75</i>	13.4.3
41201	1907	2-8-0	Std.	<i>FC del Sur 76</i>	13.4.3
41202	1907	2-8-0	Std.	<i>FC del Sur 77</i>	13.4.3
41203	1907	2-8-0	Std.	<i>FC del Sur 78</i>	13.4.3
41204	1907	2-8-0	Std.	<i>FC del Sur 79</i>	13.4.3

41205	1907	2-8-0	Std.	<i>FC del Sur 80</i>	13.4.3
41206	1907	2-8-0	Std.	<i>FC del Sur 81</i>	13.4.3
41207	1907	2-8-0	Std.	<i>FC del Sur 82</i>	13.4.3
41208	1907	2-8-0	Std.	<i>FC del Sur 83</i>	13.4.3
41209	1907	2-8-0	Std.	<i>FC del Sur 84</i>	13.4.3
41509-41518		4-6-0	Std.	<i>FCC or FCS ?</i>	
41529	1906	4-6-0	Std.	<i>FC Paita á Piura 6</i>	13.1.1
44954	1908	2-6-0	Std.	<i>FC Ilo á Moquegua 1 ‘ILO’ later to FCAT</i>	13.5.2
52817	1913	2-8-2	Std.	<i>FC Central 100</i>	13.2.3
52818	1913	2-8-2	Std.	<i>FC Central 101</i>	13.2.3
52819	1913	2-8-2	Std.	<i>FC Central 102</i>	13.2.3
52820	1913	2-8-2	Std.	<i>FC Central 103</i>	13.2.3
52821	1913	2-8-2	Std.	<i>FC Central 104</i>	13.2.3
52822	1913	2-8-2	Std.	<i>FC Central 105</i>	13.2.3
54533	1914	2-8-0	Std.	<i>FC del Sur 90</i>	13.4.3
54534	1914	2-8-0	Std.	<i>FC del Sur 91</i>	13.4.3
54535	1914	2-8-0	Std.	<i>FC del Sur 92</i>	13.4.3
54536	1914	2-8-0	Std.	<i>FC del Sur 93 later to FCAT</i>	13.4.3
54634	1914	2-8-0	3’ 0”	<i>FC de Pimentel 9 ‘VIRGILIO del ORSO’</i>	14.3.1
54635	1914	2-8-0	3’ 0”	<i>FC de Pimentel 10 ‘JUAN CUGLIFORLI’</i>	14.3.1
54786	1914	0-4-2T?	Std.	<i>FC Pisco á Ica 6 ‘?’</i>	13.5.1
55019	1914	0-6-0STT	3’ 0”	<i>Hacienda Chiclin 1</i>	14.3.4
55096	1914	0-6-0STT	3’ 0”	<i>Hacienda Chiclin 2</i>	14.3.4
55808	1917	0-4-0TT	70cm	<i>Hacienda Pomalca 7 ‘LIBERTAD’</i>	14.6.1
56185	1916	2-8-0	Std.	<i>FC Cerro de Pasco 7 later 67</i>	13.3.1
56186	1916	2-8-0	Std.	<i>FC Cerro de Pasco 8 later 68</i>	13.3.1
58742	1919	2-8-0	Std.	<i>FC Cerro de Pasco 5 later 65</i>	13.3.1
58743	1919	2-8-0	Std.	<i>FC Cerro de Pasco 6 later 66</i>	13.3.1
61545	1920	2-8-2	3’ 0”	<i>Hacienda Casa Grande 11</i>	14.3.4
61546	1920	2-8-2	3’ 0”	<i>Hacienda Casa Grande 12</i>	14.3.4
61547	1920	2-8-2	3’ 0”	<i>Hacienda Casa Grande 13</i> <i>later to FCLL 4 then to FCCSA</i>	14.3.4
61555	1920	2-8-2	3’ 0”	<i>FC Lima á Lurin 4,</i> <i>later FCCSA 127 or 128</i>	14.3.11 14.3.13
64391	1923	2-6-0	3’ 0”	<i>Hacienda Cartavio 6</i>	14.3.4
64998	1923	2-6-0	3’ 0”	<i>FC de Trujillo 19</i> <i>later to FC de Pimentel 15 ‘J. GERVASIT’</i>	14.3.3 14.3.1
66096	1924	2-8-0	3’ 0”	<i>FC de Trujillo 20 later to Hac. Casa Grande 22</i>	14.3.3
66097	1924	2-8-0	3’ 0”	<i>FC de Trujillo 21 later to Hac. Casa Grande 23</i>	14.3.3
66576	1925	2-8-0	Std.	<i>FC Cerro de Pasco 3 later 63</i>	13.3.1
66577	1925	2-8-0	Std.	<i>FC Cerro de Pasco 4 later 64</i>	13.3.1
67393	1927	2-6-0	3’ 6”	<i>Hacienda Paramonga 6 ‘UPACA’</i>	14.1.3
67539	1927	2-8-2	3’ 0”	<i>FC Lima á Lurin 5 ‘PRESIDENTE LEGUIA’</i>	14.3.11
68286	1930	2-8-0	Std.	<i>FC Cerro de Pasco 1 later 61</i>	13.3.1
68287	1930	2-8-0	Std.	<i>FC Cerro de Pasco 2 later 62</i>	13.3.1
71331	1944	2-8-0	Std.	<i>FC Central 55 later 80</i>	13.2.3
71332	1944	2-8-0	Std.	<i>FC Central 56 later 81</i>	13.2.3

Bagnall

1443	1895	0-4-0T	70cm	<i>Hacienda Pomalca 1? ‘PEPITO’</i>	14.6.1
1507	1897	0-4-0ST	2’ 0”	<i>Hacienda Tambo Real 1 ‘TAMBO REAL’</i>	14.7.4
2355	1930	0-6-0ST	Std.	<i>FC Central 32</i>	13.2.3
2356	1930	0-6-0ST	Std.	<i>FC Central 33</i>	13.2.3
2357	1930	0-6-0ST	Std.	<i>FC Central 34</i>	13.2.3

Baldwin

1793	1868	4-6-0	Std.	<i>FC Mejía y Arequipá 4 ‘TAMBO’ later 5</i>	13.4.1
2525	1871	2-6-0	Std.	<i>FC Arequipá y Puno 5 ‘MARAVILLAS’</i>	13.4.2
2526	1871	0-4-0	Std.	<i>FC Mejía y Arequipá 23 ‘MARIPOSA’</i>	13.4.1
2527	1871	2-6-0	Std.	<i>FC Arequipá y Puno 6 ‘SUMBAY’</i>	13.4.2
2528	1871	0-6-0	Std.	<i>FC Mejía y Arequipá 15 ‘AMAZONA’</i>	13.4.1
2529	1871	0-4-0	Std.	<i>FC Mejía y Arequipá 24 ‘TIGRECITO’</i>	13.4.1
2533	1871	0-6-0	Std.	<i>FC Mejía y Arequipá 16 ‘TIERRA CALIENTE’</i>	13.4.1
2553	1871	2-4-4RT	Std.	<i>FC Mejía y Arequipá 18 ‘BUENA VISTA’</i>	13.4.1
2557	1871	2-4-4RT	Std.	<i>FC Mejía y Arequipá 17 ‘OCCIDENTAL’</i>	13.4.1
2683	1871-2	2-6-0	Std.	<i>FC Ilo á Moquegua 6 ‘LOCUMBA’</i>	13.5.2
2686	1871-2	2-6-0	Std.	<i>FC Ilo á Moquegua 7 ‘HUARACANI’</i>	13.5.2
2691	1871-2	2-6-0	Std.	<i>FC Ilo á Moquegua 8 ‘OTORA’</i>	13.5.2
3678	1874	4-4-0	Std.	<i>FC Paíta á Piura 1 ‘PAYTA’</i>	13.1.1
3679	1874	4-4-0	Std.	<i>FC Paíta á Piura 2 ‘PIURA’ later ‘SULLANA’</i>	13.1.1
3680	1874	4-4-0	Std.	<i>FC Paíta á Piura 3 ‘F. BLUME’ later ‘PIURA’</i>	13.1.1
3684	1875	2-2-4T	3’ 0”	<i>FC de Chimbote ? ‘EMILIA’</i>	14.3.7
3688	1875	2-6-0	3’ 0”	<i>FC de Trujillo 3 ‘MOCHE’</i>	14.3.3
3690	1875	2-6-0	3’ 0”	<i>FC de Trujillo 4 ‘CHICAMA’ later ‘SALAVERRY’</i>	14.3.3
3780	1875	2-6-0	3’ 0”	<i>FC de Trujillo 5 ‘SALAVERRY’ later ‘CHICAMA’</i>	14.3.3
3781	1875	2-6-0	3’ 0”	<i>FC de Trujillo 6 ‘TRUJILLO’ then ‘CHOCOPE’</i>	14.3.3
				<i>later FC de Pimentel 16</i>	14.3.1
4228	1878	4-4-0	Std.	<i>FC y M de Eten 6 ‘HUASCAR’</i>	13.1.2
4349	1878	0-4-0T	3’ 0”	<i>FC de Chicama ‘CARTAVIO’ later 1</i>	14.3.4
4368	1878	0-4-0T	3’ 0”	<i>FC de Chicama ‘ELENA’ later 2</i>	14.3.4
4454	1878	4-4-0	3’ 0”	<i>FC de Trujillo 7 ‘ASCOPE’</i>	14.3.3
				<i>later to FC de Pimentel 3</i>	14.3.1
4456	1878	0-4-2T	3’ 0”	<i>For FC de Trujillo but no sign ever arrived</i>	14.3.3
4458	1878	4-4-0	3’ 0”	<i>FC de Trujillo 8 ‘LIBERTAD’</i>	14.3.3
				<i>later to FC de Pimentel 4 ‘PUCALA’</i>	14.3.1
4499	1878	0-4-2T	3’ 0”	<i>For FC de Trujillo but no sign ever arrived</i>	14.3.3
4541	1879	0-4-0T	3’ 0”	<i>Hacienda Roma ‘ALBERTO’</i>	14.3.4
5317	1880	2-6-0	3’ 0”	<i>Bell’s Gap RR, later to FC de Pimentel 10</i>	14.3.1
5882	1881	0-4-2RT	3’ 0”	<i>For FC de Trujillo 9 ‘MANUELITA’</i>	14.3.3
11475	1890	0-4-0ST	Std.	<i>FC Central 1 ‘CONSTRUCTORA’</i>	13.2.3
13477	1893	0-4-0ST	3’ 0”	<i>FC de Chicama ‘GORDON’</i>	14.3.4
15062	1896	0-4-0ST	3’ 0”	<i>Hacienda Pampas 1, taken over by Hac. Casa Grande</i>	14.3.4
15325	1897	0-4-0ST	3’ 0”	<i>FC de Chicama ‘LEGGATT’</i>	14.3.4
15370	1897	0-4-2STT	3’ 0”	<i>Hacienda Sauzal 1 ‘PERU’</i>	14.3.4
15809	1898	0-4-2RT	3’ 0”	<i>For FC de Trujillo 10 ‘SANTA CATALINA’</i>	14.3.3
15910	1898	0-4-0ST	3’ 0”	<i>Hacienda Chicamita ‘CHICAMITA’</i>	14.3.4

16242	1898	0-4-0STT	3' 0"	Hacienda Roma 1 'HUANCHACO'	14.3.4
17625	1900	0-4-2ST	3' 0"	Hacienda Laredo 1 'LAREDO'	14.3.6
18776	1901	0-4-0ST	70cm	Hacienda Pomalca 2 'CARMEN'	14.6.1
18793	1901	0-4-0T	Std.	FC Central 38 'GUADALUPE'	13.2.3
19878	1901	2-6-0	Std.	FC Central 36 'MOROCOCHA'	13.2.3
19879	1901	0-6-0ST	2' 0"	Hacienda Tumán 3 'ELIAS AGUIRRE'	14.7.3
19941	1901	2-6-0	Std.	FC Central 37 'TICLIO'	13.2.3
20047	1902	0-4-0ST	3' 0"	FC de Chicama 5 'SAPLAN'	14.3.4
20234	1902	0-6-0STT	3' 6"	Hacienda Paramonga 1 'ROSARIO'	14.1.3
20510	1902	0-4-4T	3' 0"	FC Huanchaco 9 'TRUJILLO'	
				later to Hacienda Roma 9 'TRUJILLO'	14.3.4
22762	1903	0-4-0ST	Std.	FC y M de Eten 7 '?	13.1.2
23260	1903	0-6-0TT	70cm	Hacienda Pomalca 2 'SAN VICENTE'	14.6.1
23829	1904	2-6-0	Std.	FC Central 43 'DESAMPARADOS'	13.2.3
23830	1904	2-6-0	Std.	FC Central 44 'VERRUGAS'	13.2.3
23877	1904	2-6-0	Std.	FC Central 45 'INFIERNILLO'	13.2.3
23878	1904	2-6-0	Std.	FC Central 46 'GALERA'	13.2.3
25369	1905	0-4-4ST	3' 0"	FC Huanchaco 10 'ASCOPE' later to Hac. Roma, then to Hac. Casa Grande 8 'CHOCOPE'	14.3.4
25560	1905	0-4-0ST	60cm?	Hacienda Humaya 'JULIA'	14.7.6
26201	1905	4-4-0	3' 0"	FC de Trujillo 14 'OTUZCO'	14.3.3
27606	1906	2-8-0	Std.	FC del Sur 60	13.4.3
27607	1906	2-8-0	Std.	FC del Sur 61	13.4.3
30078	1907	2-8-2	Std.	FC Cerro de Pasco 10	13.3.1
30125	1907	2-8-2	Std.	FC Cerro de Pasco 11	13.3.1
30129	1907	2-6-0	Std.	FC Cerro de Pasco 40, later to FC Central 47	13.2.3
32270	1907	2-8-2	Std.	FC Cerro de Pasco 12	13.3.1
32271	1907	2-8-2	Std.	FC Cerro de Pasco 14	13.3.1
32720	1908	0-4-0ST	Std.	FC Cerro de Pasco 200	13.3.1
32721	1908	0-4-0ST	Std.	FC Cerro de Pasco 201	13.3.1
32796	1908	0-6-0T	50cm	Hacienda Monte Rico Grande 3	14.8.1
32845	1909	2-4-0	Std.	FC Ilo á Moquegua 3 'PACOCCHA'	13.5.2
32887	1908	2-6-0	2' 6"	FC Tumbes á Puerto Pizarro 1 'TUMBES'	14.5.1
32888	1908	2-6-0	2' 6"	FC Tumbes á Puerto Pizarro 2 'PUERTO'	14.5.1
32983	1908	2-6-0	Std.	FC Ilo á Moquegua 2 'MOQUEGUA' later to FCAT	13.5.2
32989	1908	0-4-0ST	Metre	FC Tambo de Mora á Chinchá Alta 3 'SUNAMPE'	14.2.3
34837	1910	0-4-4ST	3' 0"	Hacienda Chiquitoy 'CHIQUITOY'	14.3.4
				later to Hacienda Roma.	
35189	1910	4-4-0	Std.	FC y M de Eten 8 'MONSEFU'	13.1.2
36433	1911	0-6-0ST	2' 0"	Hacienda Tumán 4	14.7.3
36797	1911	0-6-0TT	3' 6"	Hacienda San José 2 'SAN JOSÉ'	
				later to Hacienda San Jacinto	14.1.2
37055	1911	0-6-0ST	2' 0"	Soc. Agrícola Pucalá Ltda. 1 'MANUEL MARÍA'	14.7.3
37579	1912	0-4-4ST	3' 0"	Hacienda Roma 'PAIJÁN'	14.3.3
37601	1912	0-6-0STT	3' 6"	Hacienda Paramonga 2 'PARAMONGA'	14.1.3
39122	1913	2-8-2	Std.	FC Cerro de Pasco 40	13.3.1
39123	1913	2-8-2	Std.	FC Cerro de Pasco 41	13.3.1
39554	1913	0-4-0ST	3' 0"	FC Lima á Chilca/Lurin 2 'CONSTRUCTORA'	14.3.11

				later to <i>FCHH</i> as 1	14.3.13
39904	1913	2-8-0	3' 0"	<i>FC Lima á Chilca/Lurin</i> 1 'PACHACAMAC'	14.3.11
40735	1913	0-4-2ST	Std.	<i>FC y M de Eten</i> 9 'PIMENTEL'	13.1.2
41076	1914	0-6-0ST	2' 0"	<i>Hacienda Tumán</i> 5	14.7.3
41513	????			<i>FCC</i> then to <i>FCCdP</i> ?	
41860	1915	0-4-4ST	3' 0"	<i>Hacienda Roma</i> 'SALAVERY'	14.3.4
41861	1915	0-4-4ST	3' 0"	<i>Hacienda Roma</i> 'MOCHE'	14.3.4
42073	1928	2-8-2	3' 0"	<i>FC de Chimbote</i> 16	14.3.7
42074	1928	2-8-2	3' 0"	<i>FC de Chimbote</i> 17	14.3.7
42135	1915	0-6-0TT	70cm	<i>Hacienda Pomalca</i> 3 'SAN AGUSTIN'	14.6.1
42233	1915	0-4-4ST	3' 0"	<i>Hacienda Roma</i> 'CHICAMA'	14.3.4
42234	1915	0-4-4ST	3' 0"	<i>Hacienda Roma</i> 'CHOCOPE'	14.3.4
42564	1915	0-6-0ST	2' 0"	<i>Hacienda Tumán</i> 6	14.7.3
42726	1916	0-6-0ST	2' 0"	<i>Hacienda Tumán</i> 7	14.7.3
42727	1916	0-6-0ST	2' 0"	<i>Hacienda Tumán</i> 8	14.7.3
42865	1916	4-6-0	3' 0"	Sumpter Valley RR 50 , later to <i>FC Cuzco á Santa Ana</i> 125 then 100	14.3.13
42868	1916	0-6-0T	50cm	<i>Hacienda San Guillermo</i> ? 'SAN GUILLERMO'	14.8.1
43718	1916	0-6-0STT	3' 6"	<i>Hacienda Paramonga</i> 3 'La FORTALEZA'	14.1.3
42815	1928	2-8-2	3' 0"	<i>FC de Chimbote</i> 18	14.3.7
44662	1917	0-6-0ST	2' 0"	<i>Soc. Agricola Pucalá Ltda.</i> 'EMILIA'	14.7.3
44954	1908	2-6-0	Std.	<i>FC Ilo á Moquegua</i> 1 'ILO'	13.5.2
46769	1917	2-8-0	3' 0"	<i>FC Lima á Chilca/Lurin</i> 2 'LURIN'	14.3.11
46969	1917	2-6-0	Std.	<i>FC Paita á Piura</i> 8 'SOJO'	13.1.1
51047	1919	0-6-0TT	70cm	<i>Hacienda Pomalca</i> 4 'SAN SALVADOR'	14.6.1
51088	1919	2-8-0	3' 0"	<i>FC Roma á Huanchaco</i> 'ROMA' later to <i>Hac. Roma</i> then <i>Hac. Casa Grande</i> 21	14.3.4
51089	1919	2-8-0	3' 0"	<i>FC Roma á Huanchaco</i> 'HUANCHACO' later to <i>Hac. Roma</i> then <i>Hac. Casa Grande</i> ? 23	14.3.4
52169	1919	0-4-0ST	Metre	<i>FC Tambo de Mora á Chíncha Alta</i> 4 'ALMAGRO'	14.2.3
52624	1920	0-4-2ST	3' 0"	<i>FC de Pimentel</i> 5 'CHICLAYO'	14.3.1
52791	1920	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 7	14.5.2
53304	1920	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 8	14.5.2
53305	1920	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 9 later to <i>Hacienda Cayalti</i> 13	14.7.3
54087	1920	0-6-0T	50cm	<i>Hacienda Monte Rico Grande</i> 4	14.8.1
54261	1921	2-6-0	3' 0"	<i>FC Huancayo á Huancavelica</i> 2 'AYACUCHO'	14.3.12
54262	1921	2-6-0	3' 0"	<i>FC Huancayo á Huancavelica</i> 3 'HUANCAYO'	14.3.12
54267	1921	2-6-0	3' 0"	<i>FC Cuzco á Santa Ana</i> 1 'CUZCO'	14.3.13
54268	1921	2-6-0	3' 0"	<i>FC Cuzco á Santa Ana</i> 2 'SANTA ANA'	14.3.13
54695	1921	2-8-0	3' 0"	<i>FC Roma á Huanchaco</i> 'GRAN CHIMU' later to <i>Hac. Roma</i> then <i>Hac. Casa Grande</i> ? 23	14.3.4
54762	1921	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 10	14.5.2
54763	1921	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 11	14.5.2
54764	1921	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 12	14.5.2
54856	1921	2-8-0	Std.	<i>FC Paita á Piura</i> 9 'MIRAFLORES'	13.1.1
57093	1923	2-6-0	3' 6"	<i>Hacienda Paramonga</i> 5 'E. CANAVAL'	14.1.3
57766	1924	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 14	14.5.2

57767	1924	0-4-2TT	2' 6"	London & Pacific Petroleum Co. 15	14.5.2
57796	1924	2-6-0	3' 0"	<i>FC Huancayo á Huancavelica</i> 4 'TELLERIA'	14.3.12
58008	1924	0-6-2ST	3' 6"	<i>Hacienda Infantas</i> 6 'UNION'	
				later to <i>Hacienda Paramonga</i> 6 'HUAYTO'	14.1.2
58011	1924	2-8-2	3' 0"	<i>FC Cuzco á Santa Ana</i> 3 'INGENIERO VIÑAS'	14.3.13
				later to <i>FC Lima á Lurin</i> 51 , then back to <i>FCCSA</i>	14.3.11
58135	1925	0-8-0T	60cm	<i>FC Supé á Barranca y Alphas</i> 7	14.7.5
58236	1925	2-6-0	3' 0"	<i>FC de Pimentel</i> 6 'SALTUR'	14.3.1
58311	1925	2-6-0	Std.	<i>FC Pisco á Ica</i> 9 'MIGUEL CABALLERO'	13.5.1
58975	1919	2-6-2T	3' 0"	For Russia but not delivered, then to <i>FC Huancayo á Huancavelica</i> 7 'JUNIN'	14.3.12
58981	1919	2-6-2T	3' 0"	For Russia but not delivered, then to <i>FC Huancayo á Huancavelica</i> 8	14.3.12
59205	1926	2-8-2	3' 0"	<i>FC Cuzco á Santa Ana</i> 4 'La CONVENCION'	14.3.13
59206	1926	2-8-2	3' 0"	<i>FC Cuzco á Santa Ana</i> 5 'PRESIDENTE LEGUIA'	14.3.13
59809	1927	2-8-2	Std.	<i>FC Ilo á Moquegua</i> 5 'PRESIDENTE LEGUIA'	13.5.2
60100	1927	2-8-2	3' 0"	<i>FC Huancayo á Ayacucho</i> 5 'PRESIDENTE LEGUIA'	
				later to <i>FC Noroeste del Perú</i> ? Then to <i>FCLL</i> 72?	14.3.11
60101	1927	2-8-2	3' 0"	<i>FC Huancayo á Ayacucho</i> 6 'HUANCAVELICA'	
				later to <i>FC Noroeste del Perú</i> ? Then to <i>FCLL</i> 72?	14.3.11
69433	1943	2-8-2	3' 0"	<i>Hacienda Casa Grande</i> 17	14.3.4
69434	1943	2-8-2	3' 0"	<i>Hacienda Casa Grande</i> 18	14.3.4
69435	1943	2-8-2	3' 0"	<i>Hacienda Casa Grande</i> 19	14.3.4

Balfour Lyon

?	?	0-6-0T	3' 6"	<i>Hacienda San José</i> 1 'SUTE' or maybe 'MARGUERITE'	14.1.2
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Andrew Barclay

657	1889	0-4-0ST	3' 6"	<i>FC Cerro Azul á Cañete</i> ?	14.1.7
684	1891	0-4-0ST	3' 0"	<i>FC de Chicama</i> 3	14.3.4
685	1891	0-4-0ST	3' 0"	<i>FC de Chicama</i> 4	14.3.4
1327	1913	0-6-0TT	3' 6"	<i>Hacienda San Jacinto</i> 'HUACATAMBO'	14.1.2
1558	1917	0-6-0ST	3' 6"	<i>FC Cerro Azul á Cañete</i> ?	14.1.7
1591	1917	0-6-0ST	3' 6"	<i>FC Cerro Azul á Cañete</i> ?	14.1.7
1868	1925	0-6-0T	3' 6"	<i>Hacienda San Jacinto</i> 'SAN GREGORIO'	14.1.2
2330	1953	0-6-2TT	3' 6"	<i>Hacienda San Jacinto</i> 'SANTA ROSA'	14.1.2

Barclay & Co. of Kilmarnock

261	1879	0-4-0ST	3' 6"	<i>Hacienda San Jacinto</i> 'VIRGINIA'	14.1.2
268	1880	0-4-0ST?	?	Via W. & J. Lockett for? ?	14.9
302	1883	0-4-0ST	3' 6"	<i>Hacienda San Jacinto</i> 'QUISQUE'	14.1.2

Bell geared locos

?	pre1925	4wh	2' 6"	<i>FC Talara y Negritos</i> oilfield line ?	14.5.2
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Beyer Peacock

5182	1909	0-4-0WT	Std.	<i>FC Central</i> 31	13.2.3
5183	1909	0-4-0WT	Std.	<i>FC Central</i> 32	13.2.3

5184	1909	0-4-0WT	Std.	<i>FC Central 33</i>	13.2.3
5680	1913	0-4-0WT	Std.	<i>FC Central 25</i>	13.2.3
5681	1913	0-4-0WT	Std.	<i>FC Central 26</i>	13.2.3
6626	1929	2-8-2+2-8-2	Std.	<i>FC Central 122</i>	13.2.3
6627	1929	2-8-2+2-8-2	Std.	<i>FC Central 123</i>	13.2.3
6628	1930	2-8-2+2-8-2	Std.	<i>FC Central 124</i>	13.2.3
6730	1931	2-8-2+2-8-2	Std.	<i>FC Central 125 'COCHRANE'</i>	13.2.3
6776	1934	2-8-0	Std.	<i>FC Central 40 later 200</i>	13.2.3
6777	1934	2-8-0	Std.	<i>FC Central 41 later 201</i>	13.2.3
6778	1934	2-8-0	Std.	<i>FC Central 42 later 202</i>	13.2.3
6791	1935	2-8-0	Std.	<i>FC Central 43 later 203</i>	13.2.3
6792	1935	2-8-0	Std.	<i>FC Central 44 later 204</i>	13.2.3
6793	1935	2-8-0	Std.	<i>FC Central 45 later 205</i>	13.2.3
6830	1937	2-8-0	Std.	<i>FC Central 46 later 206</i>	13.2.3
6831	1937	2-8-0	Std.	<i>FC Central 47 later 207</i>	13.2.3
6832	1937	2-8-0	Std.	<i>FC Central 48 later 208</i>	13.2.3
6833	1937	2-8-0	Std.	<i>FC del Sur 110 later 80</i>	13.4.3
6876	1937	2-8-0	Std.	<i>FC del Sur 111 later 81</i>	13.4.3
6918	1939	2-8-0	Std.	<i>FC del Sur 112</i>	13.4.3
7212	1946	2-8-0	Std.	<i>FC Central 49 later 209</i>	13.2.3
7213	1946	2-8-0	Std.	<i>FC Central 50 later 210</i>	13.2.3
7214	1946	2-8-0	Std.	<i>FC Central 51 later 211</i>	13.2.3
7215	1946	2-8-0	Std.	<i>FC Central 52 later 212</i>	13.2.3
7216	1946	2-8-0	Std.	<i>FC Central 53 later 213</i>	13.2.3
7217	1946	2-8-0	Std.	<i>FC Central 54 later 214</i>	13.2.3
7218	1946	2-8-0	Std.	<i>FC del Sur 106</i>	13.4.3
7219	1946	2-8-0	Std.	<i>FC del Sur 107</i>	13.4.3
7220	1946	2-8-0	Std.	<i>FC del Sur 108</i>	13.4.3
7221	1946	2-8-0	Std.	<i>FC del Sur 109</i>	13.4.3
Plus others???					
7314	1950	2-8-0	Std.	<i>FC Central 215</i>	13.2.3
7315	1950	2-8-0	Std.	<i>FC Central 216</i>	13.2.3
7316	1950	2-8-0	Std.	<i>FC Central 217</i>	13.2.3
7317	1950	2-8-0	Std.	<i>FC Central 218</i>	13.2.3
7318	1950	2-8-0	Std.	<i>FC Central 219</i>	13.2.3
7319	1950	2-8-0	Std.	<i>FC Central 220</i>	13.2.3
7320	1950	2-8-0	Std.	<i>FC Central 221</i>	13.2.3
7321	1950	2-8-0	Std.	<i>FC Central 222</i>	13.2.3
7322	1950	2-8-0	Std.	<i>FC del Sur 200 later 250</i>	13.4.3
7323	1950	2-8-0	Std.	<i>FC del Sur 201 later 251</i>	13.4.3
7324	1950	2-8-0	Std.	<i>FC del Sur 202 later 252</i>	13.4.3
7325	1950	2-8-0	Std.	<i>FC del Sur 203 later 253</i>	13.4.3
7605	1950	2-8-0	Std.	<i>FC Central 223</i>	13.2.3
7606	1953	2-8-0	Std.	<i>FC Central 224</i>	13.2.3
7607	1953	2-8-0	Std.	<i>FC Central 225</i>	13.2.3
7608	1953	2-8-0	Std.	<i>FC Central 226</i>	13.2.3
7609	1953	2-8-0	Std.	<i>FC Central 227</i>	13.2.3
7610	1953	2-8-0	Std.	<i>FC Central 228</i>	13.2.3

7611	1953	2-8-0	Std.	<i>FC Central 229</i>	13.2.3
7612	1953	2-8-0	Std.	<i>FC Central 230</i>	13.2.3
7613	1952	2-8-0	Std.	<i>FC del Sur 204</i> later 254	13.4.3
7614	1952	2-8-0	Std.	<i>FC del Sur 205</i> later 255	13.4.3
7615	1952	2-8-0	Std.	<i>FC del Sur 206</i> later 256	13.4.3
7616	1952	2-8-0	Std.	<i>FC del Sur 207</i> later 257	13.4.3
7617	1952	2-8-0	Std.	<i>FC del Sur 208</i> later 258	13.4.3
7618	1952	2-8-0	Std.	<i>FC del Sur 209</i> later 259	13.4.3
7619	1952	2-8-0	Std.	<i>FC del Sur 210</i> later 260	13.4.3
7620	1951?	2-8-0	Std.	<i>FC Cerro de Pasco 71</i>	13.3.1
7621	1951?	2-8-0	Std.	<i>FC Cerro de Pasco 72</i>	13.3.1
7622	1951?	2-8-0	Std.	<i>FC Cerro de Pasco 73</i>	13.3.1
7683	1953?	2-8-0	Std.	<i>FC Cerro de Pasco 74</i>	13.3.1
7684	1953?	2-8-0	Std.	<i>FC Cerro de Pasco 75</i>	13.3.1
7777	1953?	2-8-0	Std.	<i>FC Cerro de Pasco 76</i>	13.3.1
7778	1953?	2-8-0	Std.	<i>FC Cerro de Pasco 77</i>	13.3.1
7779	1953?	2-8-0	Std.	<i>FC Cerro de Pasco 78</i>	13.3.1

Black Hawthorn

45	1868	0-4-2T	3' 6"	<i>FC Cerro Azul á Cañete ?</i>	14.1.7
46	1868	0-4-2T	3' 6"	<i>FC Cerro Azul á Cañete ?</i>	14.1.7
705	1882-3	0-6-0ST	Std.	<i>FC Arica á Tacna ?</i>	13.5.4
1052	1891	4-2-0T	3' 6"	E. Ayulo & Co., Paris, for Supé, Peru. 'ENRIQUETA'	14.?????

Birmingham RCW Co.

7779	1936	Bogie railcar	Std.	<i>FC Central 7</i>	13.2.3
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BMAG

8322	1924	2-6-2	3' 0"	<i>Hac. Casa Grande 14</i> later to <i>FC de Pimentel 4</i>	14.3.1
8323	1924	2-6-2	3' 0"	<i>Hac. Casa Grande 10 'ARICA'</i> later to <i>FC de Pimentel 3</i>	14.3.4 14.3.1
8364	1925	geared 2 bogie 3' 0"		<i>Hacienda Casa Grande ?</i>	14.3.4
8365	1925	geared 2 bogie 3' 0"		<i>Hacienda Casa Grande ?</i>	14.3.4
8719	1925	geared 2 bogie 3' 0"		<i>Hacienda Casa Grande ?</i>	14.3.4

Borsig

7845	1911	2-4-0	3' 6"	<i>Hacienda Casa Grande ?</i> later regauged to 3' 0"	14.1.1
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Brooks

2969	1898	2-8-0	3' 0"	Colorado & NW Rly., eventually to <i>FCHH</i> probably as 9	14.3.12
2970	1898	2-8-0	3' 0"	Colorado & NW Rly., eventually as <i>FCHH</i> probably as 10	14.3.12

Couillet

532	1881	0-4-0ST	60cm?	<i>Hacienda Humaya 'HUMAYA'</i> See also Decauville 6	14.7.6
810	1884	0-4-0T	50cm	<i>Hacienda Chuquitanta 1? 'CHUQUITANTA'</i> See also Decauville 36	14.8.1
992	1890	0-4-0T	50cm	<i>Hacienda Chuquitanta 2? 'CHUQUITANTA'</i>	14.8.1

Danforth Cooke

747	1871	4-4-0	Std.	<i>FC Lima y Huacho</i> 6	13.2.1
748	1871	0-2-4RT	Std.	<i>FC Lima y Huacho</i> 5 ‘HUACHO’	13.2.1
750	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 1 ‘YURA’	13.4.2
751	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 2 ‘UYUPAMPA’	13.4.2
752	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 3 ‘CAÑAGUAS’	13.4.2
753	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 4 ‘COLCA’	13.4.2
754	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 7 ‘TAYATAYA’	13.4.2
755	1871	2-6-0	Std.	<i>FC Arequipá y Puno</i> 8 ‘TITICACA’	13.4.2
771	1871	2-6-0	Std.	<i>FC Lima y Oroya</i> 5 ‘SURCO’	13.2.3
772	1871	2-6-0	Std.	<i>FC Ilo á Moquegua</i> ‘?’	13.5.2
773	1871	2-6-0	Std.	<i>FC Ilo á Moquegua</i> ‘?’	13.5.2
774	1871	2-6-0	Std.	<i>FC Ilo á Moquegua</i> ‘?’	13.5.2
?	1871	2-6-0	Std.	<i>FC Mejía y Arequipá</i> 25 ‘DON QUIJOTE’	13.4.3
?	1871	2-6-0	Std.	<i>FC Mejía y Arequipá</i> 26 ‘SANCHO PANZA’	13.4.3
790	1872	2-6-0	3' 0"	<i>FC de Chimbote</i> 1 ‘CHIMBOTE’?	14.3.7
791	1872	2-6-0	3' 0"	<i>FC de Chimbote</i> 2 ‘CHIMBOTE’?	14.3.7
794	1872	2-6-0	3' 0"	<i>FC de Chimbote</i> 3 ‘RECUAY’?	14.3.7
795	1871	2-6-0	Std.	<i>FC Lima y Oroya</i> 6 ‘MATUCANA’	13.2.3
801	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 7 ‘SAN MATEO’	13.2.3
802	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 8 ‘PARAC’	13.2.3
821	1873	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 4 ‘MAGDALENA’	13.1.3
822	1873	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 5 ‘CACERES’	13.1.3
894	1872	2-4-0	3' 0"	<i>FC Trujillo</i> but not delivered	14.3.3
895	1872	2-4-0	3' 0"	<i>FC Trujillo</i> but not delivered	14.3.3
958	1875	0-6-0T	3' 0"	<i>FC de Santa</i> ‘SANTA’	14.3.7
959	1875	0-6-0T	3' 0"	<i>FC de Santa</i> ‘LUISA G. de DREYFUS’	14.3.7
1014	1875	0-6-0	3' 0"	Hawaii unused then sold to <i>Hacienda Lurifico</i> 1?	14.3.2
1015	1875	0-6-0	3' 0"	Hawaii unused then sold to <i>Hacienda Lurifico</i> 2?	14.3.2
1016	1875	0-6-0	3' 0"	Hawaii unused then sold to <i>Hacienda Lurifico</i> 3?	14.3.2
1305	1881	2-6-0T?	3' 0"	<i>FC de Santa</i> ‘RINCONADA’	14.3.7

Davenport

315	1904	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 20	13.3.1
316	1904	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 21	13.3.1
317	1904	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 22	13.3.1
342	1905	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 23	13.3.1
514	1906	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 24	13.3.1
515	1906	0-4-0ST	Std.	<i>Cerro de Pasco Mining Co.</i> 25	13.3.1
1559	1916	0-6-0	3' 0"	<i>Hacienda Laredo</i> 6	14.3.6
1794	1920	0-4-0ST	3' 0"	<i>FC Mina Ragra á Ricran</i> 1	14.3.9
1795	1920	0-4-0ST	3' 0"	<i>FC Mina Ragra á Ricran</i> 2	14.3.9
1833	1920	0-4-0ST	3' 0"	<i>FC Mina Ragra á Ricran</i> 3	14.3.9
1834	1920	0-4-0ST	3' 0"	<i>FC Mina Ragra á Ricran</i> 4	14.3.9
1841	1920	0-4-0ST	3' 0"	<i>FC Mina Ragra á Ricran</i> 5	14.3.9
1844/6/7	1920	2-4-2T	3' 0"	<i>Cia. Trans de Petroleo</i> , later to <i>Hac. Casa Grande</i> ?	

				later to <i>FC de Pimentel</i> 17 ‘ALBERTO VARGASI’	14.3.1
2174	1930?	0-4-0ST	Std.	<i>FC Cerro de Pasco ?</i>	13.3.1
2175	1930?	0-4-0ST	Std.	<i>FC Cerro de Pasco ?</i>	13.3.1
and more later.					

Decauville

6	1881	0-4-0ST	60cm?	<i>Hacienda Humaya ‘HUMAYA’</i> See also Couillet 532	14.7.6
36	1884	0-4-0T	50cm	<i>Hacienda Chuquitanta 1? ‘CHUQUITANTA’</i> See also Couillet 810	14.8.1
89	1890	0-4-0T	60cm	Zorritos oilfield ‘INQUISITOR’	14.7.2
105	1890	0-4-0T	50cm	<i>Hacienda Chuquitanta 2? ‘CHUQUITANTA’</i> See also Couillet 992	14.8.1
162	1892	0-4-0T	50cm	<i>Hacienda Chuquitanta 3? ‘DECAUVILLE’</i>	14.8.1
218	1897	0-4-2ST	60cm	<i>Hacienda Tumán 1? ‘TORRES PAZ’</i>	14.7.3
351	1902	0-4-0T	60cm	<i>Hacienda Buen Pastor ‘BUEN PASTOR’</i>	14.7.10
413	1904	0-4-0T	60cm	<i>FC Aduana de Iquitos 1 ‘MORONACocha’</i>	14.7.1
445	1906	0-4-0T	60cm	<i>FC Aduana de Iquitos 2 ‘ARANA’</i>	14.7.1

Dübs

687	1874	0-4-0T	?	London Banking Association for ? ‘INEZ’	?
688	1874	0-4-0T	?	London Banking Association for ? ‘?’	?
689	1874	0-4-0T	?	London Banking Association for ? ‘?’	?

Fowler

3766	1879	0-4-2T?	?	A Sommarajo, Peru ?	?
6958	1896	0-4-0ST	3’ 0”	<i>Hacienda Laredo 2 ‘GALINDO’</i>	14.3.6
7025	1894	0-6-0ST	3’ 6”	<i>FC Cerro Azul á Cañete ‘La QUEBRADA’</i> later to <i>Hacienda San Jacinto ‘SAN JACINTO’</i>	14.1.7 14.1.2
7154	1894	0-4-0ST	3’ 6”	E. Ayulo & Co. for Peru but location unknown ?	14.9
7698	1896	0-4-2ST	3’ 0”	Bartlett Wells & Aitlen for <i>Hacienda Las Palmas ‘CHRISTINE’</i>	14.3. ???
9727	1903	0-4-2ST	60cm	<i>FC Supé á Barranca y Alphas 1 ‘GENERAL VIDAL’</i>	14.7.5
9789	1903	0-4-2STT	2’ 0”	<i>Hacienda Cayalti 1 ‘SOFÍA’</i>	14.7.3
9790	1903	0-4-2STT	2’ 0”	<i>Hacienda Cayalti 2 ‘ISABEL’</i>	14.7.3
10363	1905	0-4-2STT	2’ 0”	<i>Hacienda Cayalti 3 ‘CAYALTI’</i>	14.7.3
11382	1907	0-4-2ST	60cm	<i>FC Supé á Barranca y Alphas 2 ‘FELIPE POMAR’</i>	14.7.5
?	190?	0-4-2STT	2’ 0”	<i>Hacienda Cayalti 5 ‘M. R. PRYOR’</i>	14.7.3
13192	1912	0-4-2ST	60cm	<i>FC Supé á Barranca y Alphas 3 ‘PEDRO BASCONES’</i>	14.7.5
13452	1912	0-4-0ST	3’ 6”	P. Martinto for Peru but location unknown ?	14.9
14638	1916	0-4-2STT	2’ 0”	<i>Hacienda Cayalti ?</i>	14.7.3
14855	1916	0-4-2STT	2’ 0”	<i>Hacienda Cayalti ?</i>	14.7.3
15541	1920	0-4-2STT	2’ 0”	<i>Hacienda Cayalti ?</i>	14.7.3
15855	1921	0-4-0ST	3’ 6”	<i>FC Cerro Azul á Cañete ‘La QUEBRADA’</i>	14.1.7
16026	1923	0-4-2STT	2’ 0”	<i>Hacienda Cayalti ? ‘BALDOMERO’</i>	14.7.3
?	19??	0-4-2STT	2’ 0”?	Supé?, later to <i>Hacienda Cayalti ?</i>	14.7.3

Franco-Belge

2295	1922	0-4-0T	75cm	<i>FC de las minas de Huarón ?</i>	14.5.5
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Grant

1244	1879	?-4-?	?	? in Peru ?
1245	1879	?-4-?	?	? in Peru ?

Thomas Green

161	1891	0-4-0ST	Std.	Mr. Mathewson, 24 ‘El CHIQUITO’ for <i>FCLCC</i>	13.2.2
192	1892	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for ? ?	
223	1896	0-4-0ST	Std.	Lima Railways Co. (<i>FCLCC</i>) 17 ‘BELLAVISTA’	13.2.2
224	1896	0-4-0ST	Std.	Lima Railways Co. (<i>FCLCC</i>) 26 ‘BARRANCO’	13.2.2
228	1897	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for ? ?	
277	1897	0-4-0ST	Std.	Lima Railways Co. (<i>FCLCC</i>) 27 ‘La LEGUA’	13.2.2
300	1902	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Lima Railway? ?	
358	1903	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Callao Harbour Board 10	13.2.4
365	1904	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Callao Harbour Board 9	13.2.4
439	1906	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Callao Harbour Board 8	13.2.4
482	1908	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for ? ?	
483	1908	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Callao Harbour Board 3	13.2.4
625	1920	0-4-0ST	Std.	<i>Soc. Gen. de Paris</i> , for Callao Harbour Board 6	13.2.4

HanoMAG

5743	1910	2-8-0	3’ 0”	<i>FC de Chimbote</i> ?	14.3.7
5744	1910	2-8-0	3’ 0”	<i>FC de Chimbote</i> ?	14.3.7
5745	1910	2-8-0	3’ 0”	<i>FC de Chimbote</i> ?	14.3.7
5746	1910	0-6-0T	3’ 0”	<i>FC de Chimbote</i> ?	14.3.7
5747	1910	0-6-0T	3’ 0”	<i>FC de Chimbote</i> ?	14.3.7
8205?	1921	0-4-0T	3’ 0”	<i>Hacienda Casa Grande</i> 1	14.3.4

R. & W. Hawthorn

869	1853-4	4-4-0	Std.	<i>FC Arica á Tacna</i> 1	13.5.4
870	1853-4	4-4-0	Std.	<i>FC Arica á Tacna</i> 2	13.5.4
871	1853-4	4-4-0	Std.	<i>FC Arica á Tacna</i> 3	13.5.4
872	1853-4	4-4-0	Std.	<i>FC Arica á Tacna</i> 4	13.5.4
1022	1858	0-4-2	Std.	<i>FC Lima Callao y Chorrillos</i> 6 ‘CHORRILLOS’	13.2.2
1023	1858	0-4-2	Std.	<i>FC Lima Callao y Chorrillos</i> 5 ‘MIRAFLORES’	13.2.2
1073	1859	4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 9 ‘La MAGDALENA’	13.2.2
1465	1869?	4-4-0	Std.	<i>FC Arica á Tacna</i> 1 ‘?’	13.5.4
1466	1869?	4-4-0	Std.	<i>FC Arica á Tacna</i> 2 ‘?’	13.5.4
1480	1869	0-4-0ST	Std.	<i>FC Arica á Tacna</i> 3 ‘?’ later to NRC	13.5.4
1500	1870	4-4-0?	Std.	<i>FC Lima Callao y Chorrillos</i> 12 ‘DOS de MAYO’	13.2.2
1545	1869?	4-4-0	Std.	<i>FC Arica á Tacna</i> 4 ‘?’	13.5.4
1546	1869?	4-4-0	Std.	<i>FC Arica á Tacna</i> 5 ‘?’	13.5.4
1589	1872	4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 13 ‘PARDO’	13.2.2
1590	1872	4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 14 ‘PRADO’	13.2.2
1640	1874	4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 15 ‘CANDAMO’	13.2.2
1641	1874	4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 16 ‘OYAGUE’	13.2.2

Hawthorn Leslie

2021	1885	2-6-0	Std.	<i>FC Arica á Tacna 6</i>	13.5.4
2355	1896	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 2 ‘LIMA’</i>	13.2.2
2356	1896	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 4 ‘CALLAO’</i>	13.2.2
2866	1911	0-6-0T	3’ 0”	<i>FC Noroeste del Perú 5 ‘SAYÁN’</i>	14.3.8
2867	1911	0-6-0T	3’ 0”	<i>FC Noroeste del Perú 6 ‘HUARAL’</i>	14.3.8
2868	1911	0-6-0T	3’ 0”	<i>FC Noroeste del Perú 7 ‘HUAURA’</i>	14.3.8

Henschel

19689	1928	0-6-0T	3’ 0”	<i>FC Huancayo á Huancavelica ?</i>	14.3.12
20252	1923	0-6-0T	60cm	<i>Hacienda Chucurapi ‘El CANTO’ later ‘MICAELA’</i>	14.7.9
21015	1928	2-6-0	75cm	<i>FC Tumbes á Puerto Pizarro 3, later to</i>	14.5.1
				<i>Hac. Pomalca ‘RICARDO de la PIEDRA DELGADO’</i>	14.6.1
21016	1928	2-6-0	3’ 0”	<i>FC de Chimbote ?</i>	14.3.7
21017	1928	2-6-0	3’ 0”	<i>FC de Chimbote ?</i>	14.3.7
21263	1928	2-8-2	3’ 0”	<i>FC de Chimbote ?</i>	14.3.7
21264	1928	2-8-2	3’ 0”	<i>FC de Chimbote ?</i>	14.3.7
26402	1950	2-8-2	3’ 0”	<i>FC Lima á Lurin 11</i>	14.3.11
				<i>later to FC de Chimbote 11 later to FCCSA 121</i>	14.3.7
26403	1950	2-8-2	3’ 0”	<i>FC Lima á Lurin 11</i>	14.3.11
				<i>later to FC de Chimbote 12 later to FCHH 109</i>	14.3.7
26444	1955	2-8-2	3’ 0”	<i>FC Cuzco á Santa Ana 126 later 123</i>	14.3.13
26483	1951	2-8-2	3’ 0”	<i>FC Huancayo á Huancavelica 11 then 104</i>	14.3.12
26484	1951	2-8-2	3’ 0”	<i>FC Huancayo á Huancavelica 12 then 105</i>	14.3.21
				<i>later to FCCSA as 105 then 122</i>	14.3.13

Hudswell Clarke

1626	1929	0-4-0ST	Std.	<i>FC Pacasmayo, Guadalupe y Chilete 12</i>	13.1.3
1850	1951	0-6-0	3’ 0”	<i>FC de Pimentel 8 ‘ROSALIA de PIEDRA’</i>	14.3.1
1851	1951	0-6-0	3’ 0”	<i>FC de Pimentel 12 ‘PAMPA GRANDE’</i>	14.3.1

Hunslet

1080	1911	0-4-2T	2’ 6”	<i>International Petroleum Co. 3</i>	14.5.2
1150	1914	0-4-2T	2’ 6”	<i>International Petroleum Co. 4</i>	14.5.2
1495	1927	0-6-0ST	Std.	<i>FC del Sur 46, later FC Central 46</i>	13.4.3
1651	1930	0-6-0ST	Std.	<i>FC del Sur 44, later FC Central 44</i>	13.4.3
1652	1930	0-6-0ST	Std.	<i>FC del Sur 45, later FC Central 45</i>	13.4.3
1795	1936	2-8-0	3’ 0”	<i>FC de Trujillo 22 later 30</i>	14.3.3
				<i>later to FCHH 107</i>	14.3.12
1876	1938	0-6-0ST	Std.	<i>FC del Sur 43</i>	13.4.3
3413	1947	2-8-0	3’ 0”	<i>FC de Trujillo 31</i>	14.3.3
				<i>later to FCHH 108</i>	14.3.12
3507	1948	0-6-0ST	Std.	<i>FC del Sur 43</i>	13.4.3
3690	1950	0-6-0ST	Std.	<i>FC del Sur 40</i>	13.4.3
3868	1956	2-8-0	3’ 0”	<i>FC de Trujillo 32</i>	14.3.3

Jung

56	1889	0-4-0T	2’ 6”	<i>FC Piura á Catacaos 1 ‘CATACAOS’</i>	14.5.3
57	1889	0-4-0T	2’ 6”	<i>FC Piura á Catacaos 2 PIURA’</i>	14.5.3

630	1903	0-4-0T	2' 6"	<i>FC Piura á Catacaos 3 'GRAU'</i>	14.5.3
12064	1954	0-10-0	3' 0"	<i>Hacienda Laredo 8</i>	14.3.6

Kerr Stuart

998	1907	0-4-2ST	2' 6"	<i>FC Talara y Negritos oilfield line 2</i>	14.5.2
1204	1911	0-4-0TT	Std.	<i>FC Arica á Tacna 7</i>	13.5.4
1205	1911	0-4-0TT	Std.	<i>FC Arica á Tacna 8</i>	13.5.4

Kitson

3695	1897	0-6-2T	Std.	<i>FC Lima Callao y Chorrillos 5 'JUBILEE'</i>	13.2.2
3696	1897	0-6-2T	Std.	<i>FC Lima Callao y Chorrillos 6 'VICTORIA'</i>	13.2.2
5393	1925	0-6-2T	Std.	<i>FC Lima Callao y Chorrillos 7 '?'</i>	13.2.2
				One of these later <i>FC Paita á Piura 10</i>	13.1.
5394	1925	0-6-2T	Std.	<i>FC Lima Callao y Chorrillos 8 '?'</i>	13.2.2

Lima

2628	1912	2 truck Shay	Std.	<i>FC Vitor á Sotillo 1?</i>	13.4.4
3167	1921	2 truck Shay	3' 0"	<i>Hacienda Cartavio 1</i>	14.3.4
3202	1922	2 truck Shay	3' 0"	<i>Hacienda Cartavio 2</i>	14.3.4
3323	1928	2 truck Shay	3' 0"	<i>Hacienda Cartavio 3</i>	14.3.4

Manning Wardle

114	1865	0-4-0ST	Std.	Peruvian govt. 'HERMANA' later to <i>FCLCC</i>	13.2.3
231	1867	0-4-0ST	Std.	Pacific Steam Co., Callao, Peru 'PACIFIC'	13.
246	1868	4-2-0ST	3' 6"	E. Woods, Peru but location unknown	14.9
258	1868	0-4-0ST	3' 6"	Fry & Miers, Lima, Peru 'SAN JUAN BAUTISTA'	14.
278	1869	0-6-0ST	3' 6"	Wyman & Harrison, Cerro de Pasco Railway, Peru 1?	14.
279	1869	0-6-0ST	3' 6"	Wyman & Harrison, Cerro de Pasco Railway, Peru 2?	14.
288	1870	0-4-0ST	Std.	The Lima Railway Co., (<i>FCLCC</i>) 11 'NIÑA'	13.2.2
322	1870	0-4-0ST	Std.	Pacific Steam Navigation Co. Ltd. 'EI CHIQUITO'	
				later to <i>FCLCC</i>	13.
348	1871	0-4-0ST	Std.	T. Brassey & Co., Callao, Peru 'BRASSEY'	13.2.4
349	1871	0-4-0ST	Std.	Dreyfus Freres & Co. for Peruvian govt. 'CHUCUITO'	13.2.4
				Later to <i>FCLCC</i>	
389	1872	0-4-0ST	Std.	Cohen Bonas & Bros., for Peruvian govt. 'OLIVERA'	13.
393	1872	0-6-0ST	Std.	T. Brassey & Co., Callao docks, Peru ?	13.2.4
402	1872	0-6-0ST	Std.	Thos. Brassey & Co., Callao docks, Peru ?	13.2.4
443	1873	0-4-0ST	Std.	Ismay Imrie & Co., Callao, Peru 'JESUS'	13.8
632	1876	0-4-0ST	3' 6"	J. C. Thurn & Sons for <i>Hacienda Infantas 3 'CAUDIVILLA'</i>	14.1.5
925	1884	0-4-0ST	3' 6"	J. C. Thurn & Sons for <i>Hacienda Infantas 4 'PAMPA LIBRE'</i>	14.1.5
1002	1886	2-4-0ST	3' 0"	<i>Hacienda Tomasiri</i> , Tacna 'TOMASIRI'	14.3.14
1044	1888	0-6-0ST	Std.	Lima Railway Co., later <i>FCLCC 19 'EI COMERCIO'</i>	13.2.2

North British

18602	1908	2-8-0	Std.	<i>FC Central 59</i>	13.2.3
18603	1908	2-8-0	Std.	<i>FC Central 60</i>	13.2.3
18604	1908	2-8-0	Std.	<i>FC Central 61</i>	13.2.3
18605	1908	2-8-0	Std.	<i>FC Central 62</i>	13.2.3

18606	1908	2-8-0	Std.	<i>FC Central 63</i>	13.2.3
18607	1908	2-8-0	Std.	<i>FC Central 64</i>	13.2.3
18608	1908	2-8-0	Std.	<i>FC Central 65</i>	13.2.3
18609	1908	2-8-0	Std.	<i>FC Central 66</i>	13.2.3
18610	1908	2-8-0	Std.	<i>FC Central 67</i>	13.2.3
18611	1908	2-8-0	Std.	<i>FC Central 68</i>	13.2.3
18612	1908	2-8-0	Std.	<i>FC Central 69</i>	13.2.3
18613	1908	2-8-0	Std.	<i>FC Central 70</i>	13.2.3
18614	1908	2-8-0	Std.	<i>FC Central 71</i>	13.2.3
18615	1908	2-8-0	Std.	<i>FC Central 72</i>	13.2.3
18616	1908	2-8-0	Std.	<i>FC Central 73</i>	13.2.3
18617	1908	2-8-0	Std.	<i>FC Central 74</i>	13.2.3
18618	1908	2-8-0	Std.	<i>FC Central 75</i>	13.2.3
18619	1908	2-8-0	Std.	<i>FC Central 76</i>	13.2.3
18620	1908	2-6-2T	Std.	<i>FC Central 80</i>	13.2.3
18621	1908	2-6-2T	Std.	<i>FC Central 81</i>	13.2.3
18622	1908	2-6-2T	Std.	<i>FC Central 82</i>	13.2.3
18623	1908	2-6-2T	Std.	<i>FC Central 83</i>	13.2.3
18624	1908	2-6-2T	Std.	<i>FC Central 84</i>	13.2.3
18625	1908	2-6-2T	Std.	<i>FC Central 85</i>	13.2.3
19560	1911	4-8-0	3' 0"	<i>FC Noroeste del Perú 1 'ANCÓN' or 'LIMA'?</i>	14.3.8
19561	1911	4-8-0	3' 0"	<i>FC Noroeste del Perú 2 'CHANCAY'</i>	14.3.8
19563	1911	4-8-0	3' 0"	<i>FC Noroeste del Perú 3 'HUACHO'</i>	14.3.8
19564	1911	4-8-0	3' 0"	<i>FC Noroeste del Perú 4 'PASAMAYO' or 'ANCÓN'?</i>	14.3.8
23056	1923	4-8-0	3' 0"	<i>FC Noroeste del Perú 25 'JALENTRE'</i>	14.3.8
23371	1926	4-8-0	3' 0"	<i>FC Noroeste del Perú 26 'T. J. HAMILTON'</i>	14.3.8

Orenstein & Koppel

1350	1905	0-6-0T	3' 0"	<i>Hacienda Laredo 4?</i>	14.3.6
3503	1909	0-6-0T	3' 0"	<i>Hacienda Laredo 5?</i>	14.3.6
3545	1909	0-4-0F	3' 0"	<i>Hacienda Laredo ?</i>	14.3.6
4623	1911	0-6-0T	75cm	<i>FC Cuzco á Santa Ana ?, later regauged to 3' 0"</i>	14.5.7 14.3.13
5343	1912	0-8-0	2' 0"?	<i>Hacienda Cayalti 4 'ASPILLAGA'</i>	14.7.3
6259	1913	0-6-0T	60cm	<i>FC Supé á Barranca y Alphas 4</i>	14.7.5
6598	1913	0-8-0	3' 0"	<i>Hacienda Laredo 7</i>	14.3.6
6655	1913	0-4-2T	3' 0"	<i>FC de Pimentel 2</i>	14.3.1
6971	1913	0-6-0T	60cm	<i>FC Supé á Barranca y Alphas 5</i>	14.7.5
7148	1914	2-8-0	3' 0"	<i>FC de Pimentel 1 'PIMENTEL'</i>	14.3.1
9921	1922	0-4-0T	60cm	<i>FC Ensenada Chucurapi y Cocotea ? 'COCACHACRA'</i>	14.7.9
9922	1922	0-4-0T	60cm	<i>FC Ensenada Chucurapi y Cocotea ? 'VERA CRUZ'</i>	14.7.9
10431	1923	0-4-0T	50cm	<i>Hacienda Punta Piedra ?</i>	14.8.1
10630	1925	0-6-0T	3' 6"	<i>FC Cerro Azul á Cañete ?</i>	14.1.7
10701	1924	0-4-0T	60cm	<i>FC Ensenada Chucurapi y Cocotea ? 'CHUCURAPI'</i>	14.7.9
10705	1924	0-6-0T	60cm	<i>Hacienda Chucurapi ? 'La PUNTA'</i>	14.7.9
10823	1924	0-4-0F	3' 0"	<i>Hacienda Casa Grande 15?</i>	14.3.4
10824	1924	0-4-0F	3' 0"	<i>Hacienda Casa Grande 16?</i>	14.3.4
10849	1924	2-4-0	Metre	<i>FC Tambo de Mora á Chinchá Alta 5</i>	14.2.3

10874	1924	0-4-0T	3' 0"	<i>Hacienda Casa Grande 2</i>	14.3.4
11009	1924	0-6-0T	60cm	<i>Hacienda Chucurapi ? 'ENSENADA'</i>	14.7.9
11190	1926	0-6-0T	3' 6"	<i>FC Cerro Azul á Cañete ?</i>	14.1.7
11294	1926	0-4-0T	50cm	<i>Hacienda Pro ?</i>	14.8.1
12164	1930	0-4-0F	3' 0"	<i>Hacienda Casa Grande 24</i>	14.3.4

Porter

129	1872	2-4-0	3' 0"	Cairo & St. Louis RR but delivered to <i>FC Salaverry á Trujillo</i> as 2 'TRUJILLANA'	14.3.3
179	1873	0-6-0	3' 0"	Colorado Central RR but delivered to <i>FC Salaverry á Trujillo</i> as 1 'BALTA'	14.3.3
2309	1901	0-4-0	2' 0"	Andes Mining of Peru ?	14.7.???
2310	1901	0-4-0	2' 0"	Andes Mining of Peru ?	14.7.???
3193	1905	0-4-0ST	75cm?	<i>FC Ensenada á Pampa Blanca ?</i>	14.4.7
3194	1905	0-4-0ST	75cm?	<i>FC Ensenada á Pampa Blanca ?</i>	14.4.7
5223	1912	0-4-0STT	Std.	<i>FC Paita á Piura 7</i>	13.1.1
5743	1915	0-6-0	2' 10"	Pedro Martinez/Martinto?, Lima, Peru ?	?
6019	1917	0-6-0	60cm	Pedro Martino/Martinto? ?	?
6202	1918	0-6-0	75cm	<i>FC de las minas de Huarón 1</i>	14.5.5
6203	1918	0-6-0	75cm	<i>FC de las minas de Huarón 2</i>	14.5.5
6204	1918	0-6-0	75cm	<i>FC de las minas de Huarón 3</i>	14.5.5
6930	1924	0-6-0	3' 0"	<i>FC Tambo del Sol al Pachitea ? 'UCAYALI'</i>	14.3.10
7615	1944	0-6-0T	3' 0"	<i>FC Mina Ragra á Ricran ?</i>	14.3.9

Rogers

(1256)	1865	4-4-0	Std.	<i>FC de Copiapó later to FC Lima y Huacho ?</i>	13.2.1
(1260)	1865	4-4-0	Std.	<i>FC de Copiapó later to FC Lima y Huacho ?</i>	13.2.1
(1261)	1865	4-4-0	Std.	<i>FC de Copiapó later to FC Lima y Huacho ?</i>	13.2.1
(1475)	1867	0-2-2T	Std.	<i>FC de Copiapó 21 later to FC Lima y Huacho ?</i>	13.2.1
(1547)	1868	4-6-0	Std.	<i>FC Mejía y Arequipá 1 'EI CONQUISTADOR'</i>	13.4.1
(1560)	1868	4-6-0	Std.	<i>FC Mejía y Arequipá 2 'EI INCA'</i>	13.4.1
(1561)	1868	4-6-0	Std.	<i>FC Mejía y Arequipá 3 'HIJO del SOL'</i>	13.4.1
(1569)	1868	4-6-0	Std.	<i>FC Mejía y Arequipá but delivered to FCAT 'MORRO'</i>	13.4.1
(1570)	1868	4-6-0	Std.	<i>FC Mejía y Arequipá but delivered to FCAT 'TACORA'</i>	13.4.1
(1591)	1869	2-6-0	Std.	<i>FC Mejía y Arequipá 5 'AREQUIPÁ'</i>	13.4.1
(1592)	1869	2-6-0	Std.	<i>FC Mejía y Arequipá 6 'MEJIA'</i>	13.4.1
(1594)	1869	4-4-0	Std.	<i>FC Lima y Huacho 1 'LIMA'</i>	13.2.1
(1595)	1869	2-6-0	Std.	<i>FC Lima y Huacho 2 'ANCÓN'</i>	13.2.1
(1596)	1869	2-6-0	Std.	<i>FC Lima y Huacho 3 'CHANCAY'</i>	13.2.1
(1597)	1869	2-6-0	Std.	<i>FC Mejía y Arequipá 7 'MOLLENDÓ'</i>	13.4.1
(1598)	1869	2-6-0	Std.	<i>FC Mejía y Arequipá 8 'ISLAY'</i>	13.4.1
(1629)	1869	2-2-0T	Std.	<i>FC Mejía y Arequipá 30 'La JOYA'</i>	13.4.1
(1639)	1869	4-6-0	Std.	<i>FCMyA delivered to FC Lima y Oroya 1 'OROYA'</i>	13.2.3
(1649)	1869	2-2-0T	Std.	<i>FC Pisco á Ica 8 'CABALLITO'</i>	13.5.1
(1654)	1869	2-2-0T	Std.	<i>FC Lima y Huacho 4 'CABALLITO'</i>	13.2.1
(1715)	1870	2-6-0	Std.	<i>FC Pisco á Ica 1 'PISCO'</i>	13.5.1
(1756)	1870	4-4-0	Std.	<i>FC y M de Eten 1 'GARCIA'</i>	13.1.2
(1757)	1870	4-4-0	Std.	<i>FC y M de Eten 2 'ALTHAUS'</i>	13.1.2

(1758)	1870	4-4-0	Std.	<i>FC Pisco á Ica</i> 3 ‘YCA’ later 3 ‘ICA’	13.5.1
(1764)	1870	0-4-0T	Std.	<i>FC Lima y Oroya</i> 1 ‘EI GIGANTITO’ later 22	13.2.3
(1792)	1870	4-4-0	Std.	<i>FC y M de Eten</i> 3 ‘MEIGGS’	13.1.2
(1812)	1870	0-4-0T	Std.	<i>FC y M de Eten</i> 4 ‘EI VENADITO’	13.1.2
(1813)	1870	2-6-0	Std.	<i>FCLyO</i> delivered to <i>FCMyA</i> 10 ‘VITOR’	13.4.1
(1814)	1870	2-2-0T	Std.	<i>FC y M de Eten</i> 5 ‘EI GUINABÍ’	13.1.2
(1832)	1870	2-6-0	Std.	<i>FC Lima y Oroya</i> 2 ‘LIMA’	13.3.3
(1851)	1870	2-6-0	Std.	<i>FC Lima y Oroya</i> 3 ‘CALLAO’	13.3.3
(1870)	1871	2-6-0	Std.	<i>FC Ilo á Moquegua</i> ‘ILO’	13.5.2
(1875)	1871	2-6-0	Std.	<i>FC Ilo á Moquegua</i> ‘MOQUEGUA’	13.5.2
(1878)	1871	2-4-0	Std.	<i>FC Lima y Huacho</i> 7 ‘CHILLON’	13.2.1
(1887)	1871	2-6-0	Std.	<i>FC Lima y Oroya</i> 4 ‘COCACHACRA’	13.3.3
(1880)	1871	2-4-0	Std.	<i>FC Lima y Huacho</i> 8 ‘PASAMAYO’	13.2.1
(1888)	1871	2-2-0T	Std.	<i>FC Lima y Huacho</i> 9 ‘W. GRAÑA’	13.2.1
(1889)	1871	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 3 ‘La VIÑA’	13.1.3
(1892)	1871	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 2 ‘PACASMAYO’	13.1.3
(1893)	1871	0-4-0T	Std.	<i>FC Ilo á Moquegua</i> 5 ‘ALERTA’	13.5.2
(1894)	1871	0-4-0	Std.	<i>FC Mejía y Arequipá</i> 28 ‘ECONOMISTA’	13.4.1
(1895)	1871	0-4-0ST	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 9 ‘RELÁMPAGO’	13.1.3
(1896)	1871	0-4-4T	Std.	<i>FC Lima y Oroya</i> 5 ‘SURCO’ later 24 ‘FAVORITA’	13.2.3
(1899)	1871	0-4-4T	Std.	<i>FC Arequipá y Puno</i> 9 ‘EXPLORADOR’ later 27 ‘AREQUIPEÑA’	13.4.2
(1901)	1871	2-6-0	Std.	<i>FC LyO</i> delivered to <i>FCyP</i> 3 ‘CANAGUAS’	13.4.2
(1903)	1871	2-2-0T	Std.	<i>FC Lima y Huacho</i> 10 ‘COL. PALTA’	13.2.1
(1904)	1871	2-6-0	Std.	<i>FC LyO</i> delivered to <i>FCyP</i> 4 ‘COLCA’	13.4.2
(1916)	1871	2-6-0	Std.	<i>FC LyO</i> delivered to <i>FCyP</i> 7 ‘TAYATAYA’	13.4.2
(1978)	1871	2-4-4T	Std.	<i>FC Mejía y Arequipá</i> 21 ‘URUBAMBA’	13.4.1
(1979)	1871	2-4-4T	Std.	<i>FC Mejía y Arequipá</i> 22 ‘CARABAYA’	13.4.1
(2032)	1871	0-4-4T	Std.	<i>FC Ilo á Moquegua</i> 4 ‘EI HUANACO’	13.5.2
(2039)	1872	0-4-0T	Std.	<i>FC Lima y Oroya</i> ‘TIGRECITO’ later 22	13.2.3
(2044)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 9 ‘HATANCOLLA’	13.4.2
(2047)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 10 ‘PUNO’	13.4.2
(2048)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 11 ‘HUALLATA’	13.4.2
(2049)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 12 ‘ILPA’	13.4.2
(2050)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 13 ‘MISTI’	13.4.2
(2073)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 14 ‘JULIACA’	13.4.2
(2075)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 15 ‘CABANILLAS’	13.4.2
(2076)	1872	2-6-0	Std.	<i>FC Arequipá y Puno</i> 16 ‘CHARCHANI’	13.4.2
(2078)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 9 ‘JUNÍN’	13.2.3
(2081)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 10 ‘TARMA’	13.2.3
(2109)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 12 ‘SAN LORENZO’	13.2.3
(2110)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 13 ‘SANTO DOMINGO’	13.2.3
(2113)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 14 ‘SAN FRANCISCO’	13.2.3
(2116)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 15 ‘SAN FELIPE’	13.2.3
(2117)	1872	2-6-0	Std.	<i>FC Lima y Oroya</i> 16 ‘SAN JUAN’	13.2.3
2220	1873	0-4-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 10 ‘RAYO’	13.1.3
2353	1873	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 5 ‘GUADALUPE’	13.1.3
2355	1873	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete</i> 6 ‘CONTRATISTA’	13.1.3

2357	1873	2-6-0	Std.	<i>FC Pacasmayo, Guadalupe y Chilete 7 ‘PERUANA’</i>	13.1.
2398	1872	2-6-0	3’ 0”	<i>FC de Chimbote 3</i>	14.3.7
2399	1872	2-6-0	3’ 0”	<i>FC de Chimbote 4</i>	14.3.7
2400	1872	2-6-0	3’ 0”	<i>FC de Chimbote 5</i>	14.3.7
2402	1872	2-6-0	3’ 0”	<i>FC de Chimbote 6</i>	14.3.7
2403	1872	2-6-0	3’ 0”	<i>FC de Chimbote 7</i>	14.3.7
2441	1876?	4-4-0T	Std.	<i>FC Callao Lima y Oroya 17 ‘MANCO CAPAC’</i> later 17 ‘GUADALUPE’	13.2.3
2442	1876	4-4-0T	Std.	<i>FC Callao Lima y Oroya 18 ‘ATAHUALPA’</i> later 18 ‘VILLEGAS’	13.2.3
2444	1876	4-4-0T	Std.	<i>FC Callao Lima y Oroya 19 ‘La PALMA’</i>	13.2.3
2446	1876	4-4-0T	Std.	<i>FC Callao Lima y Oroya 20 ‘MONSERRATE’</i>	13.2.3
2447	1876	4-4-0T	Std.	<i>FC Callao Lima y Oroya 21 ‘VITERBO’</i>	13.2.3
4191	1878	0-4-2T	Std.	<i>FC y M de Eten ‘FERREÑAFE’</i>	13.1.2
4413	1890	4-4-0	Std.	<i>FC Callao Lima y Oroya 30 ‘La LIMEÑA’</i>	13.2.3
4414	1890	0-4-2T	Std.	<i>FC Callao Lima y Oroya 29 ‘CHALACA’</i> then <i>FC y M de Eten 4 ‘La CHALACA’</i>	13.2.3 13.1.2
5280	1898	0-4-2ST	Metre	<i>FC Tambo de Mora á Chinchá Alta 1 ‘CHINCHA’</i>	14.2.3
5410	1899	0-4-2ST	Metre	<i>FC Tambo de Mora á Chinchá Alta 2 ‘TAMBO de MORA’</i>	14.2.3
5411	1899	2-4-2ST	Std.	<i>FC Paíta á Piura 5 ‘HUACHA’</i>	13.1.1
5550	1900	2-6-0	Std.	<i>FC Central 34 ‘YAULI’</i>	13.2.3
5552	1900	2-6-0	Std.	<i>FC Central 35 ‘CERRO de PASCO’</i>	13.2.3
5647	1900	0-4-0T	75cm	<i>FC y Muelle de Eten ‘SANTA CLARA’</i>	14.5.4
6000	1903	2-6-0	Std.	<i>FC Central 39 ‘SALTACUNA’</i>	13.2.3
6001	1903	2-6-0	Std.	<i>FC Central 40 ‘OCTARA’</i>	13.2.3
6002	1903	2-6-0	Std.	<i>FC Central 41 ‘CHAUPICHACA’</i>	13.2.3
6003	1903	2-6-0	Std.	<i>FC Central 42 ‘HUANCAYO’</i>	13.2.3

Sentinel

6238	1926	4whVBT	3’ 0”	<i>FC Tambo del Sol al Pachitea ?</i>	14.3.10
6289	1927	Bogie railcar	3’ 0”	<i>FC Noroeste del Perú 1</i>	14.3.8
6410	1926	4whVBTG	3’ 0”	<i>FC de Chimbote ?</i>	14.3.7
7564	1928	Bogie railcar	Std.	<i>FC Noroeste del Perú 2</i>	13.3.7
7779	1929	Bogie railcar	Std.	<i>FC Central 1</i>	13.2.3
8983	1934	Bogie railcar	Std.	<i>FC Central 2</i>	13.2.3
8984	1934	Bogie railcar	Std.	<i>FC Central 3</i>	13.2.3
8985	1934	Bogie railcar	Std.	<i>FC Central 4</i>	13.2.3
8986	1934	Bogie railcar	Std.	<i>FC Central 5</i>	13.2.3
9098	1936	Bogie railcar	Std.	<i>FC Central 6</i>	13.2.3
9099	1936	Bogie railcar	Std.	<i>FC Central ?</i>	13.2.3

Sharp Stewart

3611	1890	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 20 ‘El PRESIDENTE’</i>	13.2.2
3612	1890	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 21 ‘El CONGRESO’</i>	13.2.2
3613	1890	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 22 ‘La REPÚBLICA’</i>	13.2.2
3614	1890	0-6-0ST	Std.	<i>FC Lima Callao y Chorrillos 23 ‘La/El PERUANA/O’</i>	13.2.2

Robert Stephenson

755	1850	2-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 1 ‘CALLAO’	13.2.2
756	1850	2-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 3 ‘OYAGUE’	13.2.2
757	1850	2-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 4 ‘CASTILLA’	13.2.2
817	1852	2-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 2 ‘LIMA’	13.2.2
1408	1861-2	2-4-0T	Std.	<i>FC Lima Callao y Chorrillos</i> 7 ‘SURCO’	13.2.2
1815	1867	2-4-0/4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 8 ‘CANDAMO’	13.2.2
1816	1867	2-4-0/4-4-0	Std.	<i>FC Lima Callao y Chorrillos</i> 9 ‘MAGDALENA’	13.2.2

Vulcan Foundry

680	1873	0-4-4-0T Fairlie	3’ 0”	<i>FC de Pimentel</i> 1 ‘BALTA’	14.3.1
679	1873	0-4-4-0T Fairlie	3’ 0”	<i>FC de Pimentel</i> 2 ‘PIMENTEL’	14.3.1
678	1873	0-4-4-0T Fairlie	3’ 0”	<i>FC de Pimentel</i> 3 ‘CHICLAYO’	14.3.1

Vulcan Iron Works

655	1905	2-4-0	3’ 6”	<i>Hacienda Casa Grande</i> ?	14.1.1
2930	1919	0-4-0T	Std.	<i>FC Huancayo á Ayacucho</i> , delivered to <i>FCIM</i> as no. 4	13.3.2
3025	1920	2-8-0	3’ 0”	<i>FC Huancayo – Cuzco</i> , diverted <i>FC Noroeste del Perú</i> 1 or 8?	14.3.8
3877	1928	0-6-0ST	Std.	Frederick Snare Corp. for Callao Harbour Works 11	13.2.4
3878	1928	0-6-0ST	Std.	Frederick Snare Corp. for Callao Harbour Works 12	13.2.4
3879	1928	0-6-0ST	Std.	Frederick Snare Corp. for Callao Harbour Works 13	13.2.4
4661	1949	0-4-0F	3’ 0”	<i>Hacienda Casa Grande</i> 25	14.3.4
4734	1953	0-4-0ST	Std.	<i>FC Cerro de Pasco</i> 210	13.3.1
4735	1953	0-4-0ST	Std.	<i>FC Cerro de Pasco</i> 211	13.3.1

Yorkshire Engine Co.

2038	1925	4-8-2	Std.	<i>FC Central</i> 110	13.2.3
2039	1925	4-8-2	Std.	<i>FC Central</i> 111	13.2.3
2040	1925	4-8-2	Std.	<i>FC Central</i> 112	13.2.3
2041	1925	4-8-2	Std.	<i>FC Central</i> 113	13.2.3
2042	1925	4-8-2	Std.	<i>FC Central</i> 114	13.2.3
2093	1925	0-4-2T	2’ 6”	<i>La Cía. Petroleos Lobitos Ltda.</i> ?	14.5.2
2094	1925	0-4-2T	2’ 6”	<i>La Cía. Petroleos Lobitos Ltda.</i> ?	14.5.2
