

Chilean steam locomotive list

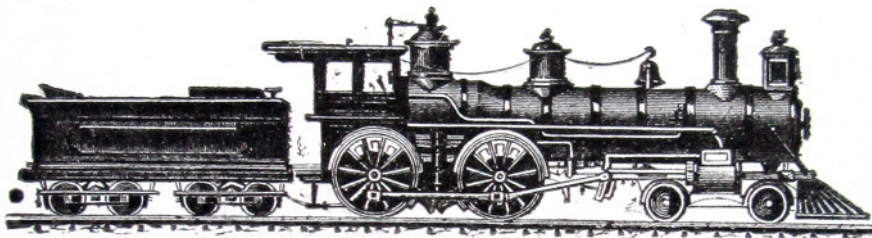
Part 5

All locos listed by builder, and index of locations

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This file can be found, along with the other four parts in the Chilean series
and single files for several smaller South American countries, at
<http://www.railwaysofthefarsouth.co.uk/05x03chileansteamlocos.html>



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 by David Sinclair and I 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 other parts too expanded all the way up to Arica.

The foundation was built upon an earlier Chilean list created by Allen Copeland and John Kirchner back in the 1990s. Additional information was originally added bit by bit to their work, until it became clear that a new structure was required. Thus the material was then divided into four parts by gauge, and with an 'Index by builders' later becoming a fifth file. Photographs were added in due course, 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 a large number of other researchers, including in particular Andrew Batory, Derek Hyland, Harold Middleton Nagel, Pablo Moraga Feliu, Martin Murray, Jens Schindler, John Schultz and Chris West. 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 1600+ 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 gradually the layout is being optimised 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 monthly 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**

Introducción

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. En las investigaciones hechas por David Sinclair y yo mismo para información tratando de aquel volumen, ha sido frustrante cuando no se podía identificar fácilmente las máquinas a vapor de Chile austral.

Una vez publicado el libro, teníamos más tiempo disponible para llenar unos espacios vacíos. Pero lentamente sería obvio que una lista de las máquinas de los fferc estatales de Chile (*EFE*) necesitaba cubrir el país completo para ser de utilidad, y así expandieron otras secciones por toda la distancia hasta Arica.

Este trabajo fue fundado sobre una lista hecha originalmente por Allen Copeland y John Kirchner en los años 1990. Inicialmente se incrementaba poco a poco la información en la lista hasta que fue claro que se necesitaba una estructura nueva. Se dividió el material en cuatro partes por ancho de vía; más tarde, fue hecho una quinta parte tratando de un índice de fabricantes. Se añadieron fotografías, que se mantienen en forma pequeña, en parte para reducir el tamaño de la carpeta y en parte para reducir el riesgo que los propietarios del derecho de autor pondrán objeciones. La intención de las imágenes es identificar las máquinas en otras fotografías. Cuando existen versiones puedan ser disponibles en museos o archivos, esto es notado específicamente para estimular a los lectores a comprar lo que necesitan de los quien cuidan estos dibujos técnicos o fotografías históricos.

Como se ha diseminado la noticia de esta obra, ha llegado ayuda de un gran número de investigadores, incluyendo especialmente Andrew Batory, Derek Hyland, Harold Middleton Nagel, Pablo Moraga Feliú, Martin Murray, Jens Schindler, John Schultz y Chris West. Es necesario expresar mis agradecimientos a su voluntad desinteresada en el compartimento de información e imágenes.

Aunque muchas de las fuentes escritas consultadas usan la lengua española, estas listas están solamente disponibles en inglés. Esta situación es por razón de mi falta de confianza bilingüe, pero también porque mantener sincronizado un documento de rápido cambio en dos lenguas distintas necesita mucho tiempo. Sin embargo, citas de documentos históricos han sido dejados en español. Se espera que en el futuro será posible hacer una versión totalmente en español.

Inspección detallada de estas páginas quedará un interés especialista, ¡aunque menos personas imprimirán todas las 1600+ páginas! Así las carpetas han sido diseñadas para ser leídas en una pantalla, con hipervínculos en la página de contenidos para ayudar descubrir cada sección. La densidad de la información será descorazonador para el curioso usando un celular. Lentamente se mejora el diseño para verlo sobre tabletas como ordenadores más grandes.

Será obvio que esta es una obra todavía en ejecución con adiciones en la web más o menos mensualmente. Comentarios, datos adicionales o imágenes y sugerencias para mejorar la maquetación serán apreciadas. Se puede comunicar con el autor en martincoombs11@gmail.com

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Notes

This file is intended to be used merely as an index to the preceding four parts. Thus there is only sufficient detail given here for a locomotive to be identified. If there are any conflicts in the information provided you should rely on parts 1 to 4 as appropriate, rather than this part 5 which has been gathered together by skimming information from those earlier parts.

The last column, for the page on which each loco can be found in the appropriate file, is currently blank in all cases. This is because the pages are continually changing as new information is found. When the data settles down to a more stable condition then the page numbers will be added as appropriate.

The total number of steam locos listed here is currently around 2740, and it is quite probable that additional engines not yet identified will bring the eventual total to well over 3000.

As in the other parts, any text in red (apart from the hyperlinks on the opposite page) indicates queries or conflicts which need to be resolved.

Version numbers: during the preliminary preparation of this file in September 2018, versions 0.1, 0.2, 0.3 and 0.4 were produced as material was added from each of parts 1 to 4. Once that task had been completed, the version number was altered directly to v2.16 to match the then current version numbers of the other four parts. The intention is that in future all the part versions will be upgraded simultaneously when sufficient new information makes that appropriate.

Abbreviations

<i>DOP</i>	= <i>Dirección de Obras Públicas</i> , ie the government public works agency		
<i>EFE</i>	= <i>Empresa de los Ferrocarriles del Estado</i> , the main state railways operator since 1884, though not the only one		
<i>ENFFCC / ENFE</i>	= Bolivian national railways company	<i>FCS</i>	= <i>Ferrocarril del Sur</i>
<i>FCAB</i>	= <i>Ferrocarril Antofagasta a Bolivia</i>	<i>FCSV</i>	= <i>Ferrocarril Santiago a Valparaiso</i>
<i>FCALP</i>	= <i>Ferrocarril Arica La Paz</i>	<i>FCTC</i>	= <i>Ferrocarril Trasandino Chileno</i>
<i>FCAT</i>	= <i>Ferrocarril Arica a Tacna</i>	<i>FCTpA</i>	= <i>Ferrocarril Trasandino por Antuco</i>
<i>FCCCiT</i>	= <i>Ferrocarril Curico, Chillán i Talcahuano</i>	<i>FCTpSM</i>	= <i>Ferrocarril Trasandino por San Martín</i>
<i>FCNC</i>	= <i>Ferrocarril Norte de Chile</i>	<i>RCN</i>	= <i>Red Central Norte</i>

Other parts of this work

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

- [Part 1](#) [Chilean broad gauge locos](#)
 - [Part 2](#) [Chilean intermediate gauge locos](#)
 - [Part 3](#) [Chilean metre gauge locos](#)
 - [Part 4](#) [Chilean sub-metric gauge locos](#)
 - [Part 5](#) [Chilean locos listed by builders](#)
 - [Part 6](#) [Ecuadorian locomotives](#)
 - [Part 7](#) [Bolivian locomotives](#)
 - [Part 8](#) [Paraguayan locomotives](#)
 - [Part 9](#) [Uruguayan locomotives](#)
 - [Part 10](#) [Venezuelan locomotives](#)
 - [Part 11](#) [Guianan locomotives](#)
 - [Part 12](#) [Colombian locomotives](#)
-

ALCo

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
38176	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 103	2	
38177	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 104	2	
38179	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 106	2	
38180	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 107	2	
38181	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 108	2	
38182	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 109	2	
38183	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 110	2	
38184	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 111	2	
38185	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 112	2	
38186	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 113	2	
38188	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 115	2	
38189	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 116	2	
38190	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 117	2	
38191	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 118	2	
38192	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 119	2	
38193	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 120	2	
38194	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 121	2	
38195	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 122	2	
38196	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 123	2	
38197	1905-6	2-6-4T	5'/Std.	Panama Canal construction, then rebuilt as 2-6-0STT, then regauged to standard gauge and sold to Chile Exploration Co. 124	2	
?	1906	2-6-0	5'/Std.	Panama Canal construction, then regauged to standard gauge and sold to Chile Exploration Co. ?	2	
?	1906	2-6-0	5'/Std.	Panama Canal construction, then regauged to standard gauge and sold to Chile Exploration Co. ?	2	
38445	1905	2-8-0	2' 6"	<i>FC de Aguas Blancas</i> 10 'BARSOLONA' , later 516	4	

41115	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 13</i>	'TARRAGONA', later 517	4
41116	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 14</i>	'GERONA', later 518	4
41130	1906	2-8-0	Metre	<i>FCAB 1?</i> then 401 ,	later to <i>ENFFCC / ENFE 606</i>	3
41131	1906	2-8-0	Metre	<i>FCAB 2?</i> then 402 ,	later to <i>ENFFCC / ENFE 607</i>	3
41132	1906	2-8-0	Metre	<i>FCAB 3?</i> then 403 ,	later to <i>ENFFCC / ENFE 608</i>	3
41133	1906	2-8-0	Metre	<i>FCAB 4?</i> then 404 ,	later to <i>ENFFCC / ENFE 609</i>	3
41212	1906	0-4-0T	?	via W. R. Grace & Co. for Calichera Railway, possibly Chile?		
44424	1909	2-8-0	Metre	<i>FCAB 5?</i> then 405 ,	later to <i>ENFFCC / ENFE 610</i>	3
44425	1909	2-8-0	Metre	<i>FCAB 6?</i> then 406 ,	later to <i>ENFFCC / ENFE 611</i>	3
44426	1909	2-8-0	Metre	<i>FCAB 7?</i> then 407 ,	later to <i>ENFFCC / ENFE 612</i>	3
44427	1909	2-8-0	Metre	<i>FCAB 8?</i> then 408 ,	later to <i>ENFFCC / ENFE 613</i>	3
44617	1908	2-8-0	2' 6"	<i>FCAB 45</i>	'CURICÓ' order S528	4
44618	1908	2-8-0	2' 6"	<i>FCAB 46</i>	'SAN CARLOS'	4
44619	1908	2-8-0	2' 6"	<i>FCAB 47</i>	'MALLECO'	4
44620	1908	2-8-0	2' 6"	<i>FCAB 48</i>	'TARAPACÁ'	4
44621	1908	2-8-0	2' 6"	<i>FCAB 49</i>	'COLCHAGUA'	4
44622	1908	2-8-0	2' 6"	<i>FCAB 50</i>	'ABRA'	4
44623	1908	2-8-0	2' 6"	<i>FCAB 63</i>	'EL BUITRE'	4
44624	1908	2-8-0	2' 6"	<i>FCAB 64</i>	'TACNA'	4
44625	1908	2-8-0	2' 6"	<i>FCAB 65</i>	'PAMPA'	4
44626	1908	2-8-0	2' 6"	<i>FCAB 66</i>	'SAN SALVADOR'	4
44627	1908	2-8-0	2' 6"	<i>FCAB 67</i>	'CONCEPCIÓN'	4
44628	1908	2-8-0	2' 6"	<i>FCAB 68</i>	'LA NORÍA'	4
44629	1908	2-8-0	2' 6"	<i>FCAB 69</i>	'ATACAMA'	4
44630	1908	2-8-0	2' 6"	<i>FCAB 70</i>	'CANTERAS'	4
44631	1908	2-8-0	2' 6"	<i>FCAB 85</i>	'COQUIMBO'	4
44632	1908	2-8-0	2' 6"	<i>FCAB 86</i>	'VALPARAISO'	4
44633	1908	2-8-0	2' 6"	<i>FCAB 87</i>	'BAQUEDANO'	4
44634	1908	2-8-0	2' 6"	<i>FCAB 88</i>	'RÍO MULATO'	4
44635	1908	2-8-0	2' 6"	<i>FCAB 89</i>	'PODEROSA'	4
44636	1908	2-8-0	2' 6"	<i>FCAB 90</i>	'SANTA ROSA'	4
44954	1908	2-6-0	Std.	Built for Peru as <i>FC Ilo a Moquegua 3 ILO</i> ', later sold to <i>FC Arica á Tacna 9</i>		2
52612	1916	0-4-0ST	2' 6"	Braden Copper Co. 19 , order J1874		4
52613	1916	0-4-0ST	2' 6"	Braden Copper Co. 20		4
54535	1914	2-8-0	Std.	Southern Rly.of Peru 93 , later <i>FC de Arica á Tacna 93</i>		2
54673	1914	2-8-0	Std.	Chile Exploration Co. ?		2
54674	1914	2-8-0	Std.	Chile Exploration Co. ?		2
55104	1915	0-6-0T	Std.	Bethlehem Chile Iron Mines Co. 4 , order S1037		2
55133	1915	0-6-0T	Std.	Bethlehem Chile Iron Mines Co. 5 , order S1100		2
58954?	1919	0-6-0T	2' 6"/1m	For Russia, regauged and sold to <i>FCALP</i> in 1926 5 , later <i>EFE 3140</i>		3
58955?	1919	0-6-0T	2' 6"/1m	For Russia, regauged and sold to <i>FCALP</i> in 1926 6 , later <i>EFE 3141</i>		3
59013 etc. See separate Montreal Locomotive Works page						
61573	1920	0-8-0	Std.	Bethlehem Chile Iron Mines Co. 8 , order S1306		2
61574	1920	2-8-0	Std.	Bethlehem Chile Iron Mines Co. 9 , order S1307		2
61712	1920	0-4-0ST	2' 0"	Paposo Railway 5 Order C601?		4
63146	1921	2-8-2	5' 6"	<i>EFE 721 Tipo 70</i>		1
63147	1921	2-8-2	5' 6"	<i>EFE 722 Tipo 70</i>		1

63148	1921	2-8-2	5' 6"	<i>EFE 723 Tipo 70</i>		1
63149	1921	2-8-2	5' 6"	<i>EFE 724 Tipo 70</i>		1
63150	1921	2-8-2	5' 6"	<i>EFE 725 Tipo 70</i>		1
63151	1921	2-8-2	5' 6"	<i>EFE 726 Tipo 70</i>		1
63152	1921	2-8-2	5' 6"	<i>EFE 727 Tipo 70</i>		1
63153	1921	2-8-2	5' 6"	<i>EFE 728 Tipo 70</i>		1
63154	1921	2-8-2	5' 6"	<i>EFE 729 Tipo 70</i>		1
63155	1925	2-8-2	5' 6"	<i>EFE 730 Tipo 70</i>		1
63156	1925	2-8-2	5' 6"	<i>EFE 731 Tipo 70</i>		1
63157	1925	2-8-2	5' 6"	<i>EFE 732 Tipo 70</i>		1
63158	1925	2-8-2	5' 6"	<i>EFE 733 Tipo 70</i>		1
63159	1925	2-8-2	5' 6"	<i>EFE 734 Tipo 70</i>		1
63160	1925	2-8-2	5' 6"	<i>EFE 735 Tipo 70</i>		1
63161	1925	2-8-2	5' 6"	<i>EFE 736 Tipo 70</i>		1
63162	1925	2-8-2	5' 6"	<i>EFE 737 Tipo 70</i>		1
63163	1925	2-8-2	5' 6"	<i>EFE 738 Tipo 70</i>		1
63164	1925	2-8-2	5' 6"	<i>EFE 739 Tipo 70</i>		1
63165	1925	2-8-2	5' 6"	<i>EFE 740 Tipo 70</i>		1
66560	1925	2-8-2	5' 6"	<i>EFE 742 Tipo 70</i>		1
66561	1925	2-8-2	5' 6"	<i>EFE 743 Tipo 70</i>		1
66562	1925	2-8-2	5' 6"	<i>EFE 744 Tipo 70</i>		1
66563	1925	2-8-2	5' 6"	<i>EFE 745 Tipo 70</i>		1
66564	1925	2-8-2	5' 6"	<i>EFE 746 Tipo 70</i>		1
66565	1925	2-8-2	5' 6"	<i>EFE 747 Tipo 70</i>		1
66566	1925	2-8-2	5' 6"	<i>EFE 748 Tipo 70</i>		1
66567	1925	2-8-2	5' 6"	<i>EFE 749 Tipo 70</i>		1
66568	1925	2-8-2	5' 6"	<i>EFE 750 Tipo 70</i>		1
66569	1925	2-8-2	5' 6"	<i>EFE 751 Tipo 70</i>		1
66570	1925	2-8-2	5' 6"	<i>EFE 752 Tipo 70</i>		1
66571	1925	2-8-2	5' 6"	<i>EFE 753 Tipo 70</i>		1
66687	1926	0-4-0T	2'0"	<i>Oficina Paposo 6</i>		4
69324	1940	4-8-2	5' 6"	<i>EFE 1101 Tipo 110</i>	Order S1823	1
69325	1940	4-8-2	5' 6"	<i>EFE 1102 Tipo 110</i>		1
69326	1940	4-8-2	5' 6"	<i>EFE 1103 Tipo 110</i>		1
69327	1940	4-8-2	5' 6"	<i>EFE 1104 Tipo 110</i>		1
69328	1940	4-8-2	5' 6"	<i>EFE 1105 Tipo 110</i>		1
69329	1940	4-8-2	5' 6"	<i>EFE 1106 Tipo 110</i>		1
69330	1940	4-8-2	5' 6"	<i>EFE 1107 Tipo 110</i>		1
69331	1940	4-8-2	5' 6"	<i>EFE 1108 Tipo 110</i>		1
69332	1940	4-8-2	5' 6"	<i>EFE 1109 Tipo 110</i>		1
69333	1940	4-8-2	5' 6"	<i>EFE 1110 Tipo 110</i>		1

The ex Panama locos for the Chile Exploration Co. were built in the Schenectady works, as were 44617-36, 54535, 54673-4, 55104, 55133, 61573-4, 63146-65, 66560-71, and 69324-33.

38445, 41115-6, 41130-3, 41212, 44424-7, 44954, and 52612-3, were built in the Rogers works.

58954-5, 61712, and 66687 were built in the Cooke works.

Andrew Barclay, of Kilmarnock

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1170	1909	0-4-0T	2' 6"?	Lagunas Syndicate Ltd, London	4	
1376	1914-5	0-6-2T	2' 6"	Liverpool Nitrate Co. 1	4	
1377	1914-5	0-6-2T	2' 6"	Liverpool Nitrate Co. 2 'MAPOCHO'	4	
1851	1925	0-4-0T	2' 6"?	Lagunas Syndicate Ltd., London	4	

Avonside Engine Co. of Bristol, formerly Slaughter Gruning

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
422...?	1861	4-4-0	5' 6"	<i>FC de Coquimbo 1 'COQUIMBO'</i>	1	
?	1861	4-4-0	5' 6"	<i>FC de Coquimbo 2 'ANDACOLLO'</i>	1	
?	1861	4-4-0	5' 6"	<i>FC de Coquimbo 3 'LAS CARDAS'</i>	1	
525?	1863	4-4-0	5' 6"	<i>FCSV 14 'MAPOCHO', later EFE 14, became Tipo 9</i>	1	
526?	1863	4-4-0	5' 6"	<i>FCSV 15 'RENCA', later EFE 15, became Tipo 9</i>	1	
527?	1863	4-4-0	5' 6"	<i>FCSV 16 'CHACABUCO', later EFE 16, became Tipo 8</i>	1	
528?	1863	0-4-2	5' 6"	<i>FCSV 17 'EL TABÓN', later 4-4-0, later EFE 17, became Tipo 6</i>	1	
529?	1863	0-4-2	5' 6"	<i>FCSV 18 'BATUCO', later 4-4-0, later EFE 18, became Tipo 6</i>	1	
530?	1863	0-4-2	5' 6"	<i>FCSV 19 'SAN RAMÓN', later 4-4-0, later EFE 19, became Tipo 6</i>	1	
617?	1863	0-4-2	5' 6"	<i>FCSV 20 'SAN PEDRO', later EFE 20, became Tipo 10</i>	1	
618?	1863	0-4-2	5' 6"	<i>FCSV 21 'LEBU', later 4-4-0, later EFE 21, became Tipo 6</i>	1	
619?	1863	0-4-2	5' 6"	<i>FCSV 22 'PASO HONDO', later EFE 22, became Tipo 10</i>	1	
425...?	1865	2-6-0T	5' 6"	<i>FC de Coquimbo 4 'LA SERENA'</i>	1	
?	1865	2-6-0T	5' 6"	<i>FC de Coquimbo 5 'LA COMPAÑÍA'</i>	1	
519...?	1865	2-6-0	5' 6"	<i>FC de Coquimbo 6 PANULCILLO'</i>	1	
?	1865	2-6-0	5' 6"	<i>FC de Coquimbo 7 'OVALLE'</i>	1	
?	1866	4-6-0	5' 6"	<i>FCSV 11 'COLINA', later EFE 11, became Tipo 8</i>	1	
?	1866	4-6-0	5' 6"	<i>FCSV 12 'LAMPA', later EFE 12, became Tipo 8</i>	1	
?	1866	4-6-0	5' 6"	<i>FCSV 13 'TIL-TIL', later EFE 13, became Tipo 8</i>	1	
?	1868	?	5' 6"	Not in FCS stock in 1875 but later <i>EFE 124 'PANGUILEMO'</i>	1	
?	1869	?	5' 6"	Not in FCS stock in 1875 but later <i>EFE 125 'ANGEL PRIETO Y CRUZ'</i>	1	
853-4?	1870	0-6-6-0T	Std.	Iquique Railway, then Nitrate Railways 9 'HERCULES'	2	
797	1869-702	4-0T	5' 6"	<i>FC de Coquimbo 8 'La HORMIGA' later 'VENCEDORA'</i>	1	
798	1869-702	4-0T	5' 6"	<i>FC de Coquimbo 8 'La ABEJA' later 'PORVENIR'</i>	1	
847	1871	4-6-0T	5' 6"	<i>FC de Coquimbo 10 'La HORMIGA'</i>	1	
848	1871	4-6-0T	5' 6"	<i>FC de Coquimbo 11 'La ABEJA'</i>	1	
849	1871	4-6-0T	5' 6"	<i>FC de Coquimbo 12 'La EMPRESA'</i>	1	
850	1871	4-6-0T	5' 6"	<i>FC de Coquimbo 13 'CONSTANCIA'</i>	1	
851-2	1871-2	0-6-6-0T	Std.	Pisagua Railway aka Nitrate Railways 10 'IQUIQUE'	2	
886-7	1871-2	0-6-6-0T	Std.	Iquique Railway aka Nitrate Railways 13	2	
888-9	1871-2	0-6-6-0T	Std.	Iquique Railway aka Nitrate Railways 14	2	
890-1	1871-2	0-6-6-0T	Std.	Iquique Railway aka Nitrate Railways 15	2	
892-3	1871-2	0-6-6-0T	Std.	Iquique Railway aka Nitrate Railways 16	2	
903-4	1871-2	0-6-6-0T	Std.	Pisagua Railway aka Nitrate Railways 11	2	
905-6	1871-2	0-6-6-0T	Std.	Pisagua Railway aka Nitrate Railways 12	2	
944-5	1871-2	0-6-6-0T	Std.	Nitrate Railways 17	2	
946-7	1871-2	0-6-6-0T	Std.	Nitrate Railways 18	2	
948-9	1871-2	0-6-6-0T	Std.	Nitrate Railways 19	2	
1024-5	1873	0-6-6-0T	Std.	Nitrate Railways 20	2	
1026-7	1873	0-6-6-0T	Std.	Nitrate Railways 21	2	
1028-9	1873	0-6-6-0T	Std.	Nitrate Railways 22	2	
1076	1875	4-4-0	5' 6"	<i>FCSV 39 'BELLA VISTA', later EFE 39, became Tipo 9</i>	1	
1077	1875	4-4-0	5' 6"	<i>FCSV 40 'BARÓN', later EFE 40, became Tipo 9</i>	1	
1078	1875	4-4-0	5' 6"	<i>FCSV 41 'EL SALTO', later EFE 41, became Tipo 9</i>	1	
1079	1875	4-4-0	5' 6"	<i>FCSV 42 'LA CRUZ', later EFE 42, became Tipo 9</i>	1	

1080	1875	4-4-0	5' 6"	<i>FCSV 43 'LAS VEGAS'</i> , later <i>EFE 43</i> , became <i>Tipo 9</i>	1
1081	1875	4-4-0	5' 6"	<i>FCSV 44 'CHAGRES'</i> , later <i>EFE 44</i> , became <i>Tipo 9</i>	1
1098	1876	4-4-0	5' 6"	<i>FCSV 45 'SAN ROQUE'</i> , later <i>EFE 45</i> , became <i>Tipo 9</i>	1
1099	1876	4-4-0	5' 6"	<i>FCSV 46 'CURIMÓN'</i> , later <i>EFE 46</i> , became <i>Tipo 9</i>	1
1100	1876	4-4-0	5' 6"	<i>FCSV 47 'QUILICURA'</i> , later <i>EFE 47</i> , became <i>Tipo 9</i>	1
1101	1876	4-4-0	5' 6"	<i>FCSV 48 'YUNGAI'</i> , later <i>EFE 48</i> , became <i>Tipo 9</i>	1
1102	1876	4-4-0	5' 6"	<i>FCSV 49 'CENTINELA'</i> , later <i>EFE 49</i> , became <i>Tipo 9</i>	1
1103	1876	4-4-0	5' 6"	<i>FCSV 50 'CABRITERÍA'</i> , later <i>EFE 50</i> , became <i>Tipo 9</i>	1
1104	1876	4-4-0	5' 6"	<i>FCSV 51 'LA CAMPAÑA'</i> , later <i>EFE 51</i> , became <i>Tipo 9</i>	1
1105	1876	4-4-0	5' 6"	<i>FCSV 52 'ALMENDRAL'</i> , later <i>EFE 52</i> , became <i>Tipo 9</i>	1
1106	1876	4-4-0	5' 6"	<i>FCSV 53 'ANGEL C. GALLO'</i> , later <i>EFE 53</i> , became <i>Tipo 9</i>	1
1107	1876	4-4-0	5' 6"	<i>FCSV 54 'I. WADDINGTON'</i> , later <i>EFE 54</i> , became <i>Tipo 9</i>	1
1108	1876	4-4-0	5' 6"	<i>FCSV 55 'M. COUSIÑO'</i> , later <i>EFE 55</i> , became <i>Tipo 9</i>	1
1109	1876	4-4-0	5' 6"	<i>FCSV 56 'JORGE LYON'</i> , later <i>EFE 56</i> , became <i>Tipo 9</i>	1
1182	1877	0-6-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta, 13 '?'</i> , to <i>FCAB</i>	4
1183	1877	0-6-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta, 14 '?'</i> , to <i>FCAB</i>	4
1195	1877	0-6-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta, 15 'A. EDWARDS'</i> , to <i>FCAB 1</i>	4
1196	1877	0-6-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta, 16 '?'</i> , to <i>FCAB</i>	4
1350	1893	0-6-2T	2' 6"	<i>FC de Junín 1? '?'</i>	4
1351	1893	0-6-2T	2' 6"	<i>FC de Junín 2? '?'</i>	4
1354	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 3 '?'</i>	4
1355	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 4 '?'</i>	4
1356	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 5 '?'</i>	4
1357	1894	0-6-2T	2' 6"	<i>FC de Junín 3? 'JUNÍN'</i>	4
1358	1894	0-6-2T	2' 6"	<i>FC de Junín 4? 'CAROLINA'</i>	4
1359	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 6 '?'</i>	4
1363	1895	0-6-2T	2' 6"	<i>FC de Junín 5? '?'</i>	4
1364	1895	0-4-0T	2' 6"	<i>FC de Junín 6? '?'</i>	4
1365	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 7 'ALFREDO'</i>	4
1366	1894	0-6-2T	2' 6"	via G. J. Leslie for <i>FC de Agua Santa 8 'CLARITA'</i>	4
1367	1895	0-6-2T	2' 6"	<i>FC de Junín 8? '?'</i>	4
1368	1895	0-6-2T	2' 6"	<i>FC de Junín 9? '?'</i>	4
1434	1901	0-4-0T	2' 0"	Alex Young & Co., destination unknown possibly Chile	4
1443	1904	0-4-0T	2' 6"	Alex Young & Co., for 'JRB Gatico'	4
1452	1902	0-6-0ST	Std.	Unknown buyer, then to Nitrate Railways 76 after 1908, later to Iquique port	2
1515	1906	0-6-2T	2' 6"	Reducto Nitrate Co. ' No. 2 HUASCAR '	4
1545	1908	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Rosario de Huara 'R. C. N. No. 1'</i>	4
1546	1908	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Rosario de Huara 'R. C. N. No. 2'</i>	4
1581	1910	0-4-2T	3' 6"	<i>FC Tocopilla a Toco 27</i>	2
1582	1910	0-4-2T	3' 6"	<i>FC Tocopilla a Toco 28</i>	2
1607	1911	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Rosario de Huara 'R. C. N. No. 3'</i>	4
1622	1912	0-6-2T	2' 6"	London Nitrate Co. ' L. N. C. 4' with crane attached, for <i>Oficina Celia Central?</i> Possibly for New Fortuna Nitrate Co.?	4
1649	1913	0-4-2T	2' 6"	New Tamarugal Nitrate Co. ' NTN 1'	4
1650	1913	0-4-2T	2' 6"	New Tamarugal Nitrate Co. ' NTN 2'	4
1651	1913	0-4-0T	2' 6"	for the Fortuna Nitrate Co. ' FORTUNA NITRATE CO. No. 1'	4

1652	1913	0-4-0T	2' 6"	for the Fortuna Nitrate Co. 'FORTUNA NITRATE CO. No. 2'	4
1653	1913	0-4-0T	2' 6"	for the Fortuna Nitrate Co. 'FORTUNA NITRATE CO. No. 3'	4
1673	1914	0-4-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Argentina</i> 'ARGENTINA No. 1'	4
1674	1914	0-4-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Argentina</i> 'ARGENTINA No. 2'	4
1675	1914	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> 'EL LOA No. 17'	4
1676	1914	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> 'EL LOA No. 18'	4
1702	1922	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Rosario de Huara</i> '?'	4
1736	1916	0-6-0T	2' 6"	Santa Catalina Nitrate Co. S. C.(?) N. Co. No. 1'	4
1737	1916	0-6-0T	2' 6"	Santa Catalina Nitrate Co. S. C.(?) N. Co. No. 2'	4
1739	1916	0-4-2T	2' 6"	San Sebastian Nitrate Co. 'SSN Co. No. 1'	4
1861	1920	0-6-0T	Metre	<i>FC de Puerto Bories</i> 'McLELLAND'	3
1885	1921	0-6-0T	2' 6"	Salar de Carmen Nitrate Syndicate 'SCNS No. 2'	4
1903	1920	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Puntilla de Huara</i> 'R. C. N. No. 4'	4
1904	1920	0-6-2T	2' 6"	Rosario Nitrate Co. for <i>Oficina Puntilla de Huara</i> 'R. C. N. No. 5'	4
1966	1925	0-6-2T	2' 6"	via Balfour Williamson for Chile RNC6	4
1967	1925	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> 'EL LOA' later at <i>Oficina Angamos?</i> 27	4
1970	1925?	0-4-2T	2' 6"	New Tamarugal Nitrate Co. 'La PATRIA No. 3'	4
1981	1926	0-4-2T	2' 6"	<i>Cía Salitrero Keryma</i> 'Cía S. K. No. 3'	4
2044	1918	0-4-2T	2' 6"	<i>Cía Salitrero Keryma</i> 'Cía S. K. No. 4'	4

Bagnall

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
523	1883	0-6-0	3' 6"	Lautaro Nitrate Co. via Schulte & Schumman ?	2	
524	1883	0-6-0	3' 6"	Lautaro Nitrate Co. via Schulte & Schumman ?	2	
1644	1901	0-4-0ST	2' 0"	via Mitrovich Bros., probably through Antofagasta	4	
1645	1901	0-4-0ST	2' 0"	via Mitrovich Bros., probably through Antofagasta	4	
1675	1902	0-4-0ST	2' 6"	via Mitrovich Bros. for Santiago Nitrate Co. ?	4	
1677	1902	0-4-0ST	2' 6"	via Mitrovich Bros. for Santiago Nitrate Co. ?	4	
1758	1905-6	0-4-0ST	2' 6"	via Mitrovich Bros. for Santiago Nitrate Co. ?	4	
1759	1905-6	0-4-0ST	2' 6"	via Mitrovich Bros. for Santiago Nitrate Co. ?	4	
1778	1905-6	0-4-0ST	2' 6"	via Mitrovich Bros. for unknown customer	4	
1807	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer 7	4	
1808	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer 8	4	
1809	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer 9	4	
1810	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer 10	4	
1823	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'ESMERALDA'	4	
1824	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'NINULA'	4	
1826	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer	4	
1827	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer	4	
1828	1906	0-6-0T	2' 6"	via Mitrovich Bros. for unknown customer	4	
1836	1906	0-6-0T	2' 6"	via Mitrovich Bros. to Caleta Coloso for unknown customer	4	
1837	1906	0-6-0T	2' 6"	via Mitrovich Bros. to Caleta Coloso for unknown customer	4	
1838	1906	0-6-0T	2' 6"	via Mitrovich Bros. to Caleta Coloso for unknown customer	4	
1841	1907	0-6-0T	3' 6"	Lautaro Nitrate Co. 'No. 9'	2	
1852	1907	0-4-2ST	2' 6"	to Iquique for unknown customer 'FORTUJA' , spares via Mitrovich Bros.	4	
1862	1907	0-4-2ST	2' 6"	Mitrovich Bros. 'LASTENIA'	4	
1871	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. '?'	4	
1872	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'PABLITO'	4	
1883	1908	0-4-0ST	Metre	Mitrovich Bros. probably for a nitrate oficina	3	
1888	1906	0-4-0ST	2' 6"	via Mitrovich Bros. to <i>Oficina Santa Laura</i> 'CHILENITA'	4	
1890	1911	0-4-0ST	2' 6"	via A. Trugeda & Co. for <i>Oficina Iris</i> 'PAMPINO'	4	
1914	19??	0-4-0ST	2' 6"	via Mitrovich Bros. eventually to <i>Oficina Franca</i> 'DIECIOCHO'	4	
1933	1907	0-6-0T	3' 6"	Lautaro Nitrate Co. 'No. 14'	2	
1951	1912	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'GEORGINA'	4	
1958	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'SLANO'	4	
1960	1906	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'PROGRESO'	4	
1996	1907	0-6-0T	3' 6"	Lautaro Nitrate Co. 'No. 16'	2	
2211	1923	2-6-2T	Metre	Lautaro Nitrate Co. 'RÍO LOA'	3	
2212	1923	2-6-2T	Metre	Lautaro Nitrate Co. 'RÍO SABRADOR'	3	
2213	1923	2-6-2T	Metre	Lautaro Nitrate Co. 'RÍO SALADO'	3	
2238	1924	2-6-2T	2' 6"	Lautaro Nitrate for <i>Oficina Chacabuco</i> 7/1	4	
2239	1924	2-6-2T	2' 6"	Lautaro Nitrate for <i>Oficina Chacabuco</i> 7/2	4	
2240	1924	2-6-2T	2' 6"	Lautaro Nitrate for <i>Oficina Chacabuco</i> 7/3	4	
2241	1924	2-6-2T	2' 6"	Lautaro Nitrate for <i>Oficina Chacabuco</i> 7/4	4	
2242	1924	2-6-2T	2' 6"	Lautaro Nitrate for <i>Oficina Chacabuco</i> 7/5	4	
2243	1924	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'EUGENIA'	4	

2244	1924	0-6-0T	2' 6"	Aguas Blancas Nitrate Co. 'MORENO'	4
2257	1925	0-6-2T	2' 6"	Salar de Carmen Nitrate Syndicate 'SCNS No. 3'	4
2276	1925	0-6-2T	2' 6"	Salar de Carmen Nitrate Syndicate 'SCNS No. 4'	4
2277	1925	0-6-2T	2' 6"	Salar de Carmen Nitrate Syndicate 'SCNS No. 5'	4

Baldwin Locomotive Works

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
The works numbers, running numbers and names of the first couple of dozen locos below are quoted in a number of different combinations by different sources.						
3519 possibly ' SAN CARLOS ' see below						
3520	1874	4-4-0	5' 6"	<i>FCCCiT 18 'LINARES'</i> , later <i>EFE 70</i> , became <i>Tipo 15</i> , used by <i>DOP</i> for many years, became <i>tipo 15</i>	1	
3521 possibly ' PARRAL ' see below.						
3522	1874	2-6-0?	5' 6"	<i>FCCCiT 19 'LONGAVI'</i> , later <i>EFE 112</i>	1	
35??	1874	4-4-0	5' 6"	<i>FCCCiT 21 'FEDERICO ARRÁZURIZ'</i> , then <i>FCS 20 'LIRCAI'</i> , later <i>EFE 103</i> or <i>105</i> , became <i>Tipo 15</i>	1	
3530	1874	4-4-0	5' 6"	<i>FCCCiT 13 'SAN ROSENDO'</i> , later <i>EFE 103</i> or <i>105</i> , used by <i>DOP</i> , became <i>tipo 15</i>	1	
3532 possibly ' ANGOL ' see below						
3533	1874	4-4-0	5' 6"	<i>FCCCiT 17 'PARRAL'</i> , later <i>EFE 103</i> or <i>111</i> , became <i>tipo 27</i>	1	
3534	1874	2-6-0	5' 6"	<i>FCCCiT 20 'SAN CARLOS'</i> , later <i>EFE 105</i> , became <i>tipo 15</i>	1	
3538	1874	2-6-0	5' 6"	<i>FCCCiT 15 'LOS ANJELES'</i> , later <i>EFE 109</i> , became <i>tipo 27</i>	1	
3539?	1874	2-6-0	5' 6"	<i>FCCCiT 23 TALCA'</i> , then <i>FCS 24 'COLCHAGUA'</i> , later <i>EFE 114</i>	1	1
3554	1874	4-4-0	5' 6"	<i>FCCCiT 14 'ANGOL'</i> , later <i>EFE 104</i> , became <i>tipo 15</i>	1	
3555	1874	4-4-0	5' 6"	<i>FCCCiT 22 'MAULE'</i> , then <i>FCS 22 'MAULE'</i> later <i>EFE 103</i> or <i>105</i> , became <i>Tipo 15</i>	1	
3556	1874	2-6-0	5' 6"	<i>FCCCiT 24 'VILLA MOLINA'</i> , later <i>EFE 113</i>	1	
3556	1874	2-6-0	5' 6"	<i>FCCCiT 16 'FEDERICO ARAUCO'</i> , later <i>EFE 110</i> , became <i>tipo 27</i>	1	1
3581	1874	4-4-0	5' 6"	<i>FCCCiT 8 'M. A. TOCORNAL'</i> , later <i>EFE 100?</i> , became <i>tipo 15</i>		1
3582	1874	4-4-0	5' 6"	<i>FCCCiT 9 'BERNARDO O'HIGGINS'</i> , later <i>EFE 101</i> , became <i>tipo 15</i>	1	
3584	1874	4-4-0	5' 6"	<i>FCCCiT 10 'ANIBAL PINTO'</i> , later <i>EFE 102?</i> , became <i>tipo 15</i>	1	
3585	1874	2-6-0	5' 6"	<i>FCCCiT 11 'ITATA'</i> , later <i>EFE 107</i> , became <i>tipo 27</i>	1	
3586	1874	2-6-0	5' 6"	<i>FCCCiT 12 'CHILLÁN'</i> , later <i>EFE 108</i> , became <i>tipo 27</i>	1	
6036	1882	2-6-0	5' 6"	<i>FCS 26 'CHORILLOS'</i> , later <i>EFE 88</i> , became <i>Tipo 21</i>	1	
6039	1882	2-6-0	5' 6"	<i>FCS 25 'JOSÉ T. de URMENETA'</i> , later <i>EFE 87</i> , became <i>Tipo 211</i>		
6040	1882	2-6-0	5' 6"	<i>FCCCiT 27 'MIRAFLORES'</i> , later <i>EFE 119</i> , became <i>tipo 21</i>	1	
6041	1882	2-6-0	5' 6"	<i>FCCCiT 28 LIMA'</i> , later <i>EFE 93</i>	1	
8215	1886	2-4-2	2' 6"/1m	<i>Cía. de Huanchaca de Bolivia, 20 '?</i> , to <i>FCAB 32</i> then <i>33</i> , (possibly <i>34</i>) regauged then <i>351</i>	4/3	
9770	1889	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia, 36 'RELÁMPAGO'</i> , to <i>FCAB 3</i>	4	
9773	1889	2-8-0TT	2' 6"	<i>Cía. de Huanchaca de Bolivia, 35 'SIERRA GORDA'</i> , to <i>FCAB 95</i>	4	
9846	1889	2-6-0TT	2' 6"	<i>Cía. de Huanchaca de Bolivia, 30 'OLLAGÜE'</i> , to <i>FCAB 71</i>	4	
9852	1889	2-6-0TT	2' 6"	<i>Cía. de Huanchaca de Bolivia, 31 'SAN PEDRO'</i> , to <i>FCAB 72</i>	4	
9855	1889	2-6-0TT	2' 6"	<i>Cía. de Huanchaca de Bolivia, 32 'SAN PABLO'</i> , to <i>FCAB 82</i>	4	
9859	1889	2-6-0TT	2' 6"/1m	<i>Cía. de Huanchaca de Bolivia, 34 'RÍO GRANDE'</i> , to <i>FCAB 84</i> , regauged to 1m	4	
9864	1889	2-6-0TT	2' 6"	<i>Cía. de Huanchaca de Bolivia, 33 'LOA'</i> , to <i>FCAB 83</i>	4	
10002	1889	4-4-0	5' 6"	<i>N&SACCo, DOP</i> (nos. uncertain), later <i>EFE 261 'LAUTARO'</i>	1	
10003	1889	4-4-0	5' 6"	<i>N&SACCo, DOP</i> (nos. uncertain), later <i>EFE 262 'PEÑAFLORES'</i>	1	
10006	1889	4-4-0	5' 6"	<i>N&SACCo, DOP</i> (nos. uncertain), later <i>EFE 263 'VALDIVIA'</i>	1	
10007	1889	4-4-0	5' 6"	<i>N&SACCo, DOP</i> (nos. uncertain), later <i>EFE 264 'TALAGANTE'</i>	1	

10008	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 265</i> 'MELIPILLA'	1
10009	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 266</i> '?'	1
10010	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 267</i> '?'	1
10011	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 268</i> 'ANTILHUE'	1
10013	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 269</i> 'MALLOCO'	1
10017	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 270</i> '?'	1
10020	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 271</i> '?'	1
10021	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 272</i> 'SAN JOSÉ', leased to <i>FC de Freire a Cunco</i> (?) around 1931	1
10022	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 273</i> 'OSORNO'	1
10023	1889	4-4-0	5' 6"	N&SACCo, <i>DOP</i> (nos. uncertain), later <i>EFE 274</i> 'SAN VICENTE'	1
10122	1889	0-6-0	5' 6"	<i>EFE 194</i> 'MATUCANA'	1
10125	1889	0-6-0	5' 6"	<i>EFE 195</i> 'LO ESPEJO', loaned to <i>Obras Puerto de San Antonio</i> around 1923	1
10126	1889	0-6-0	5' 6"	<i>EFE 196</i> 'AGUILA', loaned to <i>Obras Puerto de San Antonio</i> around 1923	1
10130	1889	0-6-0	5' 6"	<i>EFE 197</i> 'CONDOR'	1
10131	1889	0-6-0	5' 6"	<i>EFE 198</i> 'HUEMUL'	1
10464	1889	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 39 'LINARES', to <i>FCAB 76</i>	4
10469	1889	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 37 'BOLIVAR', to <i>FCAB 81</i>	4
10470	1889	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 38 'SAN MARTÍN', to <i>FCAB 77</i>	4
10942	1890	2-4-2	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 40 'OLAUETA', to <i>FCAB 33</i>	4
10943	1890	2-4-2	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 41 'TOMÁS FRIAS', to <i>FCAB 34</i>	4
10944	1890	2-4-2	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 42 'SANTA CRUZ', to <i>FCAB 33 5</i>	4
10984	1890	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 43 'TARIJA', to <i>FCAB 73</i>	4
10988	1890	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 44 'TUPIZA', to <i>FCAB 74</i>	4
10995	1890	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 47 'ABEJA', to <i>FCAB 4</i>	4
10997	1890	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 45 'BENI', to <i>FCAB 75</i>	4
10998	1890	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 46 'HORMIGA', to <i>FCAB ?</i>	4
11426	1890	2-6-0STT	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 48 'LIPEZ', to <i>FCAB 78</i>	4
11436	1890	2-6-0STT	2' 6"/1m	<i>Cía. de Huanchaca de Bolivia</i> , 49 'CHOROLQUE', to <i>FCAB 79</i> , regauged to 1m	4/3
11437	1890	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 50 'SAN VICENTE', to <i>FCAB 80</i>	4
11601	1891	2-4-0	Metre	<i>FC del Llano del Maipo 1</i> 'PIRQUE'	3
12398	1892	2-4-2ST	2' 6"	<i>FC de Agua Santa 1</i>	4
12399	1892	2-4-2ST	2' 6"	<i>FC de Agua Santa 2</i>	4
12404	1891-2	0-4-0T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 2 location 'PLAYA BLANCA'	4
12405	1891-2	0-4-0T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 3 location 'PLAYA BLANCA'	4
12414	1892	2-6-0	Metre	<i>FC del Llano del Maipo 2</i> 'LLANO DE MAIPO'	3
12633	1892	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 54 'CHALLAPATA', to <i>FCAB 97</i>	4
12635	1892	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 53 'COLQUECHACA', to <i>FCAB 96</i>	4
12667	1892	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 55 'SEVARNYO', to <i>FCAB 98</i>	4
12752	1892	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 51 'ARDILLO', to <i>FCAB 7</i>	4
12753	1892	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 52 'ORUGA', to <i>FCAB 8</i>	4
12754	1892	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 53 'VICUNA', to <i>FCAB 9</i>	4
13009	1892	0-4-0T	2' 6"	May have visited Chile for a mining exhibition in 1894	4
13352	1893	0-4-0T	2' 6"	May have visited Chile for a mining exhibition in 1894 'CHILE'	4
13995	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4

13996	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
13997	1894-5	0-6-0T	2' 6"	<i>Cía. de Huanchaca de Bolivia, 5 location 'PLAYA BLANCA'</i>	4
14111	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14112	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14113	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14114	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14115	1894	2-4-2ST	2' 6"	Possibly for Ingenio Ceiba ' MASCOTA ', ie not for Chile	4
14220	1895	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia, 56 'ALPACA', to FCAB 10</i>	4
14221	1895	0-6-2T	2' 6"	<i>Cía. de Huanchaca de Bolivia, 57 'VELOZ', to FCAB 11</i>	4
14236	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14237	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14238	1894-5	2-4-2ST	2' 6"	<i>FC de Agua Santa ?</i>	4
14301	1894-5	0-4-0ST	2' 6"	<i>Cía. de Huanchaca de Bolivia, 4 location 'PLAYA BLANCA' later 1</i>	4
14369	1895	4-4-0	5' 6"	EFE 235	1
14370	1895	4-4-0	5' 6"	EFE 236	1
14371	1895	4-6-0	5' 6"	EFE 239	1
14372	1895	4-6-0	5' 6"	EFE 240	1
14461	1895	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 58 'VULCANO', to FCAB 92</i>	4
14462	1895	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 59 'VENUS', to FCAB 93</i>	4
14463	1895	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 60 'APOLO', to FCAB 94</i>	4
14464	1895	4-4-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 61 'MINERVA', to FCAB 43</i>	4
14465	1895	4-4-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 62 'JUPITER', to FCAB 44</i>	4
14468	1895	4-4-0	5' 6"	EFE 243 , used by DOP	1
14469	1895	4-4-0	5' 6"	EFE 244	1
14470	1895	4-4-0	5' 6"	EFE 245	1
14471	1895	4-4-0	5' 6"	EFE 246	1
14474	1895	?	Metre	Tomas Stllman Talcahuano	3
17341	1900	0-6-2T	3' 6"	Lautaro Nitrate Co. ' LAUTARO 7 '	2
17461	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 64 'ORURO', to FCAB 99</i>	4
17462	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 65 'FRANSISCO ARGANDOÑA', to FCAB 100</i>	4
18388	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 67 'VICTORIA', to FCAB 101</i>	4
18389	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 68 'UNIÓN', to FCAB 102</i>	4
18390	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 69 'FUERZA', to FCAB 103</i>	4
18391	1900	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 70 'TRABAJO', to FCAB 104</i>	4
18510	1900	0-4-2T	Metre	<i>FC de Mina Loreto 'LORETO'</i>	3
18511	1900	2-6-0	Metre	<i>FC del Llano del Maipo 3 'MELCHOR CONCHA y TORO'</i>	3
19437	1901	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 71 'POLAPI', to FCAB 105</i>	4
19438	1901	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 72 'ADELANTE', to FCAB 106</i>	4
19439	1901	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 73 'EXITO', to FCAB 107</i>	4
19440	1901	2-8-0	2' 6"	<i>Cía. de Huanchaca de Bolivia, 74 'RESERVA', to FCAB 108</i>	4
19678	1901	0-4-0T	5' 6"	<i>Cía. de Gas de Santiago 'JOSÉ TOMÁS URMENETA'</i>	1
19942	1901	2-8-0	5' 6"	EFE 277	1
19943	1901	2-8-0	5' 6"	EFE 278	1
19944	1901	2-8-0	5' 6"	EFE 279	1
19945	1901	2-8-0	5' 6"	EFE 280	1
19946	1901	2-8-0	5' 6"	EFE 281	1
19947	1901	2-8-0	5' 6"	EFE 282	1

19956	1902	2-8-0	5' 6"	<i>EFE 291</i> , for Las Cardas section of Coquimbo railway, later 646	1
19957	1902	2-8-0	5' 6"	<i>EFE 292</i> , for Las Cardas section of Coquimbo railway, later 647	1
20211	1902	0-6-2T	5' 6"	<i>EFE 283</i> , but to <i>DOP</i> as 117 for a while	1
20212	1902	0-6-2T	5' 6"	<i>EFE 284</i> , but to <i>DOP</i> for a while as 118 'CULLINCO'	1
20213	1902	0-6-2T	5' 6"	<i>EFE 285</i> , but to <i>DOP</i> as 119 for a while	1
23533	1904	2-4-2ST	Std.	<i>FC de Copiapó 1</i> , later <i>EFE 19A</i>	2
23534	1904	2-4-2ST	Std.	<i>FC de Copiapó 2</i> , later <i>EFE 20A</i>	2
23826	1904	0-4-0T	Std.	Pedro Perfetti probably for one of his nitrate <i>oficinas</i> , ' VICTORIA '	2
23948	1904	2-6-0	Metre	<i>FC del Llano del Maipo 4 'RAMÓN SUBERCASEAUX'</i>	3
24444	1904	2-8-0	2' 6"	<i>FC de Aguas Blancas 4 'MATIAS GRANJA'</i> then ' RESERVA ', later 524	4
24756	1904	2-6-0	Metre	via Beeche Duval & Co. to country unknown	
25022	1905	2-6-0	Metre	<i>DOP? 8</i> , then 50, 46, 291?, 492 , and finally <i>EFE 3046</i> , on <i>FCIP</i> became <i>Tipo L</i>	3
25997	1905	0-6-2T	Metre	<i>FC Trasandino por Antuco 1 'JOSÉ MANUEL BALMACEDA'</i> , later <i>EFE 3121</i>	3
26016	1905	0-6-2T	Metre	<i>FC Trasandino por Antuco 2 'JOSÉ IGNACIO VERGARA'</i> , later <i>EFE 3117</i>	3
27257	1903	2-4-2T	2' 6"	<i>Cía. Comercial y Salitrera La Aguada 1</i>	4
27258	1903	2-4-2T	2' 6"	<i>Cía. Comercial y Salitrera La Aguada 2</i>	4
27319	1906?	2-6-0	Metre	<i>DOP? 48?</i> , 14, 94, 493 , later <i>EFE 3048?</i> became <i>Tipo L</i>	3
27995	1906	2-8-0	2' 6"	<i>FCAB 79 'PORTEZUELO'</i> later 113	4
28029	1906	2-8-0	2' 6"	<i>FCAB 80 'CUEVITAS'</i> later 114	4
28030	1906	2-8-0	2' 6"	<i>FCAB 81 'SALINAS'</i> later 115	4
28276	1906	2-8-0	2' 6"	<i>FCAB 82 'CENTRAL'</i> later 116	4
28277	1906	2-8-0	2' 6"	<i>FCAB 83 'CERE'</i> later 117	4
28282	1906	2-8-0	2' 6"	<i>FCAB 84 'CEBOLLAR'</i> later 118	4
29719	1906	0-4-2T	Metre	<i>FC de Mina Loreto 2? 'PUNTA ARENAS'</i>	3
30407	1907?	0-8-0T	Metre	For <i>FCALP</i> construction 20 '?' , then <i>DOP ? '?'</i> , then?	3
30452	1907?	2-6-0	Metre	For <i>FCALP</i> construction 12 '?' , then <i>DOP ? 'RICARDO COX MÉNDEZ'</i> , then?	3
30473	1907?	2-6-0	Metre	For <i>FCALP</i> construction 11 '?' , then <i>DOP ? '?'</i> , then?	3
30474	1907?	2-6-0	Metre	For <i>FCALP</i> construction 10 '?' , then <i>DOP 4? '?'</i> , then?	3
31735	1907	2-6-0	5' 6"	<i>EFE 467</i> became <i>tipo 55</i>	1
31736	1907	2-6-0	5' 6"	<i>EFE 468</i> became <i>tipo 55</i>	1
31737	1907	2-6-0	5' 6"	<i>EFE 469</i> became <i>tipo 55</i>	1
31738	1907	2-6-0	5' 6"	<i>EFE 470</i> became <i>tipo 55</i>	1
31739	1907	2-6-0	5' 6"	<i>EFE 471</i> became <i>tipo 55</i>	1
31740	1907	2-6-0	5' 6"	<i>EFE 472</i> became <i>tipo 55</i>	1
31741	1907	2-6-0	5' 6"	<i>EFE 473</i> became <i>tipo 55</i>	1
31742	1907	2-6-0	5' 6"	<i>EFE 474</i> became <i>tipo 55</i>	1
31743	1907	2-6-0	5' 6"	<i>EFE 475</i> became <i>tipo 55</i>	1
31744	1907	2-6-0	5' 6"	<i>EFE 476</i> became <i>tipo 55</i>	1
31804	1907	2-6-0	5' 6"	<i>EFE 477</i> became <i>tipo 55</i>	1
31805	1907	2-6-0	5' 6"	<i>EFE 478</i> became <i>tipo 55</i>	1
31806	1907	2-6-0	5' 6"	<i>EFE 479</i> became <i>tipo 55</i>	1
31818	1907	2-6-0	5' 6"	<i>EFE 480</i> became <i>tipo 55</i>	1
31819	1907	2-6-0	5' 6"	<i>EFE 481</i> became <i>tipo 55</i>	1

31820	1907	2-6-0	5' 6"	<i>EFE 482</i> became <i>tipo 55</i>	1
31821	1907	2-6-0	5' 6"	<i>EFE 483</i> became <i>tipo 55</i>	1
31845	1907	2-6-0	5' 6"	<i>EFE 484</i> became <i>tipo 55</i>	1
31895	1907	2-6-0	5' 6"	<i>EFE 485</i> became <i>tipo 55</i>	1
31915	1907	0-6-0T	5' 6"	<i>EFE 487</i> became <i>tipo 56</i>	1
31916	1907	0-6-0T	5' 6"	<i>EFE 488</i> became <i>tipo 56</i>	1
31947	1907	0-6-0T	5' 6"	<i>EFE 489</i> became <i>tipo 56</i>	1
31948	1907	0-6-0T	5' 6"	<i>EFE 490</i> became <i>tipo 56</i>	1
31949	1907	0-6-0T	5' 6"	<i>EFE 491</i> became <i>tipo 56</i>	1
32019	1907	2-6-0	5' 6"	<i>EFE 486</i> became <i>tipo 55</i>	
32845	1908	2-4-0	Std.	Built for Peru as <i>FC Ilo a Moquegua 3 'DOCOCHA'</i> , later sold to <i>FC Arica á Tacna 1</i>	2
32983	1908	2-6-0	Std.	Built for Peru as <i>FC Ilo a Moquegua 2 'MOQUEGUA'</i> , later sold to <i>FC Arica á Tacna 2</i>	2
33194	1909	0-4-0ST	Metre	<i>Apostadero Naval de Talcahuano 8</i>	3
33195	1909	0-6-0T	Metre	<i>Apostadero Naval de Talcahuano 9</i>	3
33196	1909	0-6-0T	Metre	<i>Apostadero Naval de Talcahuano 10</i>	3
33858	1909	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue 'LAURELA'</i> , later 25 after merger with <i>FC de Arauco</i>	1
34795	1910	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue 'RAFAEL ERRÁZURIZ ECHAURREN'</i> , later ?? after merger with <i>FC de Arauco</i>	1
36431	1911	2-6-0	Metre	<i>FC del Llano del Maipo 5 'MAGDALENA VICUÑA'</i>	3
37894	1912	2-6-0	5' 6"	<i>Allard Dolfus Sillard et Wiriot</i> contractor ' LUZ ', later probably <i>EFE 492 Tipo 55</i>	1
39067	1913	2-4-2ST	2' 6"	<i>FC de Agua Santa 21</i>	4
39068	1913	2-4-2ST	2' 6"	<i>FC de Agua Santa 22</i>	4
39069	1913	2-4-2ST	2' 6"	<i>FC de Agua Santa 23</i>	4
39687	1913	4-6-0	5' 6"	<i>EFE 588</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39746	1913	4-6-0	5' 6"	<i>EFE 589</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39750	1913	4-6-0	5' 6"	<i>EFE 590</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39751	1913	4-6-0	5' 6"	<i>EFE 591</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39752	1913	4-6-0	5' 6"	<i>EFE 592</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39753	1913	4-6-0	5' 6"	<i>EFE 593</i> , became <i>Tipo 60</i> , then <i>61</i>	1
39754	1913	4-6-0	5' 6"	<i>EFE 594</i> , became <i>Tipo 61</i>	1
39755	1913	4-6-0	5' 6"	<i>EFE 595</i> , became <i>Tipo 61</i>	1
39756	1913	4-6-0	5' 6"	<i>EFE 596</i> , became <i>Tipo 61</i>	1
39757	1913	4-6-0	5' 6"	<i>EFE 597</i> , became <i>Tipo 61</i>	1
39773	1913	2-6-2T	Std.	Chile Exploration Co. 1 , with second tender	2
40912	1892	2-8-0	Metre	<i>FC del Llano del Maipo 6 '??'</i>	3
40955	1913	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue 'QUILACHANQUIN'</i> , later 27? after merger with <i>FC de Arauco</i>	1
40956	1913	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue 'LEBU'</i> , later ?? after merger with <i>FC de Arauco</i>	1
42134	1915	0-4-0WT	60cm	<i>Societe des Mines de Cuivre de Naltagua 6</i>	4
42559	1915	0-8-0T	60cm	Lautaro Nitrate Co. 17 , later probably to <i>FC Militar ?</i>	4
42696	1915	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María '19'</i>	4
42697	1915	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María '20'</i>	4

42698	1915	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> '21'	4
42866	1915	0-4-0T	Metre	<i>Fabrica de cemento El Melón</i> ?	3
43337	1916	2-8-2zT	Metre	<i>FCALP 24</i> , then 75 , later <i>EFE 3355</i> (Built as 0-8-2T)	3
44229	1915	0-8-0T	60cm	Lautaro Nitrate Co. 18 , later probably to <i>FC Militar</i> ?	4
44797	1917	0-4-0T	2' 6"	The Alianza Company ' ALIANZA '	4
44824	1917	0-4-2T	Metre	<i>FC de Mina Loreto</i> ' MAGALLANES '	3
45071	1917	2-6-6-2	Metre	<i>FC de Potrerillos</i> 201	3
45106	1917	2-6-2T	Metre	<i>FC de Potrerillos</i> 1	3
45107	1917	2-8-0	Metre	<i>FC de Potrerillos</i> 101	3
45544	1917	2-6-2T	Std.	Chile Exploration Co. 2 , with low level Janney couplers for NG wagons on fireman's side	2
45572	1917	0-6-2T	3' 6"	Lautaro Nitrate Co. ' 19 '	2
45915	1917	2-6-2T	5' 6"	<i>FC de Arauco</i> 26 ' PRESIDENTE SANFUENTES '	1
45996	1917	0-6-0ST	5' 6"	<i>FC de Arauco</i> 27 ' ALIDA ', or 45986?	1
?	?	0-6-2T	5' 6"	Coquimbo railway?, later <i>DOP</i> then <i>EFE 644</i> became <i>Tipo 68</i>	1
?	?	0-6-2T	5' 6"	Coquimbo railway?, later <i>DOP</i> then <i>EFE 645</i> became <i>Tipo 68</i>	1
46494	1917	0-6-6-0T	1m/3' 6"	Built for USSR 101 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 101	2
46495	1917	0-6-6-0T	1m/3' 6"	Built for USSR 102 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 102	2
46496	1917	0-6-6-0T	1m/3' 6"	Built for USSR 103 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 103	2
46497	1917	0-6-6-0T	1m/3' 6"	Built for USSR 104 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 104	2
46529	1917	0-6-6-0T	1m/3' 6"	Built for USSR 105 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 105	2
46531	1917	0-6-6-0T	1m/3' 6"	Built for USSR 107 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 107	2
46603	1917	0-6-6-0T	1m/3' 6"	Built for USSR 108 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 108	2
46604	1917	0-6-6-0T	1m/3' 6"	Built for USSR 109 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 109	2
46605	1917	0-6-6-0T	1m/3' 6"	Built for USSR 110 , but sold to Anglo-Chilean Cons. Nitrate Ltd. (FCTT) and regauged 110	2
47434	1917	2-6-2T	Metre	Antofagasta Nitrate Co. 1	3
47435	1917	2-6-2T	Metre	Antofagasta Nitrate Co. 2	3
48195	1918	0-6-6-0	Metre	<i>FCALP</i> ? '?', 21 ?, then 25 , later <i>EFE 3625</i>	3
48196	1918	0-6-6-0	Metre	<i>FCALP</i> ? '?', 22 ?, then 26 , later <i>EFE 3627</i>	3
48219	1918	0-6-6-0	Metre	<i>FCALP</i> ? '?', 23 ?, then 24 , later <i>EFE 3624</i> ?	3
50879	1918	0-6-0T	2' 6"	<i>Cía Salitrero Keryma</i> 1 ' KERYMA ' ?	4
51268	1919	0-6-2T	3' 6"	Lautaro Nitrate Co. ' 20 '	2
51748	1919	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón 110 , 7 , 3307 , became <i>Tipo V</i>	3
51791	1919	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón 111 , 8 , 3308 , became <i>Tipo V</i> , later to <i>FCALP</i> as adhesion only numbered 3408	3
51839	1919	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón 112 , 9 , 3309 , became <i>Tipo V</i>	3
51870	1919	2-6-2T	Metre	<i>FCALP</i> 1 , later to <i>ENFFCC</i> / <i>ENFE</i> 104	3
52814	1920	2-8z-2T	Metre	<i>FCALP</i> 26 then 76 , sold to <i>EFE</i> in 1927.	3
52852	1920	2-6-2T	Metre	Antofagasta Nitrate Co. 3 ' CSA Oficina J. F. Vegara '	3

52853	1920	2-6-2T	Metre	Antofagasta Nitrate Co. 4 'CSA Oficina J. F. Vegara'	3
53206	1920	2-8-2	Std.	Nitrate Railways 91	2
53229	1920	2-8-2	Std.	Nitrate Railways 92	2
53246	1920	2-8-2	Std.	Nitrate Railways 93	2
53247	1920	2-8-2	Std.	Nitrate Railways 94	2
53248	1920	2-8-2	Std.	Nitrate Railways 95	2
53249	1920	2-8-2	Std.	Nitrate Railways 96	2
55089	1921	2-8-2	Metre	<i>EFE Tipo W 3501</i>	3
55090	1921	2-8-2	Metre	<i>EFE Tipo W 3502</i>	3
55091	1921	2-8-2	Metre	<i>EFE Tipo W 3503</i>	3
55092	1921	2-8-2	Metre	<i>EFE Tipo W 3504</i>	3
55093	1921	2-8-2	Metre	<i>EFE Tipo W 3505</i>	3
55094	1921	2-8-2	Metre	<i>EFE Tipo W 3506</i>	3
55095	1921	2-8-2	Metre	<i>EFE Tipo W 3507</i>	3
55096	1921	2-8-2	Metre	<i>EFE Tipo W 3508</i>	3
55097	1921	2-8-2	Metre	<i>EFE Tipo W 3509</i>	3
55098	1921	2-8-2	Metre	<i>EFE Tipo W 3510</i>	3
56379	1921	2-8-2	Metre	<i>EFE Tipo W 3511</i>	3
56381	1921	2-8-2	Metre	<i>EFE Tipo W 3512</i>	3
56382	1921	2-8-2	Metre	<i>EFE Tipo W 3513</i>	3
56383	1921	2-8-2	Metre	<i>EFE Tipo W 3514</i>	3
56384	1921	2-8-2	Metre	<i>EFE Tipo W 3515</i>	3
56385	1921	2-8-2	Metre	<i>EFE Tipo W 3516</i>	3
56386	1921	2-8-2	Metre	<i>EFE Tipo W 3517</i>	3
56425	1921	2-8-2	Metre	<i>EFE Tipo W 3518</i>	3
56426	1921	2-8-2	Metre	<i>EFE Tipo W 3519</i>	3
56427	1921	2-8-2	Metre	<i>EFE Tipo W 3520</i>	3
56428	1921	2-8-2	Metre	<i>EFE Tipo W 3521</i>	3
56429	1921	2-8-2	Metre	<i>EFE Tipo W 3522</i>	3
56430	1921	2-8-2	Metre	<i>EFE Tipo W 3523</i>	3
56431	1921	2-8-2	Metre	<i>EFE Tipo W 3524</i>	3
56454	1923	2-8-2	Metre	<i>EFE Tipo W 3525</i>	3
56455	1923	2-8-2	Metre	<i>EFE Tipo W 3526</i>	3
56456	1923	2-8-2	Metre	<i>EFE Tipo W 3527</i>	3
56457	1923	2-8-2	Metre	<i>EFE Tipo W 3528</i>	3
56458	1923	2-8-2	Metre	<i>EFE Tipo W 3529</i>	3
56459	1923	2-8-2	Metre	<i>EFE Tipo W 3530</i>	3
56460	1923	2-8-2	Metre	<i>EFE Tipo W 3531</i> , initially with booster	3
56461	1923	2-8-2	Metre	<i>EFE Tipo W 3532</i>	3
56462	1923	2-8-2	Metre	<i>EFE Tipo W 3533</i>	3
56463	1923	2-8-2	Metre	<i>EFE Tipo W 3534</i>	3
56464	1923	2-8-2	Metre	<i>EFE Tipo W 3535</i>	3
57078	1923	2-8z-2T	Metre	<i>FCALP 27 'FRANSISCO MARDONES'</i> then 77, sold to <i>EFE</i> in 1927.	3
58041	1924	2-8-2	Std.	Nitrate Railways 103	2
58042	1924	2-8-2	Std.	Nitrate Railways 104	2
58066	1924	2-8-2	Std.	Nitrate Railways 105	2
58067	1924	2-8-2	Std.	Nitrate Railways 106	2

58068	1924	2-8-2	Std.	Nitrate Railways 107	2
58069	1924	2-8-2	Std.	Nitrate Railways 108	2
58312	1925	2-8-2T	Std.	Chile Exploration Co. 61	2
58313	1925	2-8-2T	Std.	Chile Exploration Co. 62	2
58314	1925	2-8-2T	Std.	Chile Exploration Co. 63	2
58315	1925	2-8-2T	Std.	Chile Exploration Co. 64	2
58316	1925	2-8-2T	Std.	Chile Exploration Co. 65	2
58317	1925	2-8-2T	Std.	Chile Exploration Co. 66	2
58318	1925	2-8-2T	Std.	Chile Exploration Co. 67	2
58319	1925	2-8-2T	Std.	Chile Exploration Co. 68	2
58320	1925	2-8-2T	Std.	Chile Exploration Co. 69	2
58321	1925	2-8-2T	Std.	Chile Exploration Co. 70	2
58322	1925	2-8-2T	Std.	Chile Exploration Co. 71	2
58323	1925	2-8-2T	Std.	Chile Exploration Co. 72	2
58376	1925	2-8-2	Metre	<i>FC de Potrerillos</i> 50	3
58377	1925	2-8-2	Metre	<i>FC de Potrerillos</i> 51	3
58412	1925	2-6-2T	Metre	<i>FC de Potrerillos</i> 2	3
58431	1925	2-8-2	Metre	<i>FC de Potrerillos</i> 52	3
58635	1925	2-8-2	Std.	Nitrate Railways 109	2
58636	1925	2-8-2	Std.	Nitrate Railways 110	2
58637	1925	2-8-2	Std.	Nitrate Railways 111	2
58638	1925	2-8-2	Std.	Nitrate Railways 112	2
58639	1925	2-8-2	Std.	Nitrate Railways 113	2
58640	1925	2-8-2	Std.	Nitrate Railways 114	2
58955	1926	2-8-0	Metre	<i>FC de Potrerillos</i> 102	3
59470	1926	2-8-0	Metre	<i>FC de Potrerillos</i> 103	3
59471	1926	2-8-2	Metre	<i>FC de Potrerillos</i> 53	3
61106	1929	4-8-2	5' 6"	<i>EFE 801 Tipo 80</i>	1
61107	1929	4-8-2	5' 6"	<i>EFE 802 Tipo 80</i>	1
61108	1929	4-8-2	5' 6"	<i>EFE 803 Tipo 80</i>	1
61109	1929	4-8-2	5' 6"	<i>EFE 804 Tipo 80</i>	1
61110	1929	4-8-2	5' 6"	<i>EFE 805 Tipo 80</i>	1
61111	1929	4-8-2	5' 6"	<i>EFE 806 Tipo 80</i>	1
61112	1929	4-8-2	5' 6"	<i>EFE 807 Tipo 80</i>	1
61113	1929	4-8-2	5' 6"	<i>EFE 808 Tipo 80</i>	1
61114	1929	4-8-2	5' 6"	<i>EFE 809 Tipo 80</i>	1
61115	1929	4-8-2	5' 6"	<i>EFE 810 Tipo 80</i>	1
61116	1929	4-8-2	5' 6"	<i>EFE 811 Tipo 80</i>	1
61117	1929	4-8-2	5' 6"	<i>EFE 812 Tipo 80</i>	1
61118	1929	2-8-2	Metre	<i>EFE Tipo W 3536</i> , initially had booster	3
61119	1929	2-8-2	Metre	<i>EFE Tipo W 3537</i>	3
61120	1929	2-8-2	Metre	<i>EFE Tipo W 3538</i>	3
61121	1929	2-8-2	Metre	<i>EFE Tipo W 3539</i> , initially had booster	3
61122	1929	2-8-2	Metre	<i>EFE Tipo W 3540</i>	3
61798	1934	2-8-2	Metre	<i>EFE Tipo W 3541</i>	3
61799	1934	2-8-2	Metre	<i>EFE Tipo W 3542</i>	3
61800	1934	2-8-2	Metre	<i>EFE Tipo W 3543</i>	3
61801	1934	2-8-2	Metre	<i>EFE Tipo W 3544</i>	3

61802	1934	2-8-2	Metre	<i>EFE Tipo W 3545</i>	3
61803	1934	2-8-2	Metre	<i>EFE Tipo W 3546</i>	3
61804	1934	2-8-2	Metre	<i>EFE Tipo W 3547</i>	3
61805	1934	2-8-2	Metre	<i>EFE Tipo W 3548</i>	3
61806	1934	2-8-2	Metre	<i>EFE Tipo W 3549</i>	3
61807	1934	2-8-2	Metre	<i>EFE Tipo W 3550</i>	3
62241	1937	4-8-2	5' 6"	<i>EFE 813 Tipo 80</i>	1
62242	1937	4-8-2	5' 6"	<i>EFE 814 Tipo 80</i>	1
62243	1937	4-8-2	5' 6"	<i>EFE 815 Tipo 80</i>	1
62244	1937	4-8-2	5' 6"	<i>EFE 816 Tipo 80</i>	1
62245	1937	4-8-2	5' 6"	<i>EFE 817 Tipo 80</i>	1
62246	1937	4-8-2	5' 6"	<i>EFE 818 Tipo 80</i>	1
62247	1937	4-8-2	5' 6"	<i>EFE 819 Tipo 80</i>	1
62422	1940	4-8-2	5' 6"	<i>EFE 820 Tipo 80</i>	1
62423	1940	4-8-2	5' 6"	<i>EFE 821 Tipo 80</i>	1
62424	1940	4-8-2	5' 6"	<i>EFE 822 Tipo 80</i>	1
62425	1940	4-8-2	5' 6"	<i>EFE 823 Tipo 80</i>	1
62426	1940	4-8-2	5' 6"	<i>EFE 824 Tipo 80</i>	1
62427	1940	2-8-2	Metre	<i>EFE Tipo W 3551</i>	3
62428	1940	2-8-2	Metre	<i>EFE Tipo W 3552</i>	3
62429	1940	2-8-2	Metre	<i>EFE Tipo W 3553</i>	3
62430	1940	2-8-2	Metre	<i>EFE Tipo W 3554</i>	3
62431	1940	2-8-2	Metre	<i>EFE Tipo W 3555</i>	3
62432	1940	2-8-2	Metre	<i>EFE Tipo W 3556</i>	3
73102	1947	4-8-2	5' 6"	<i>EFE 825 Tipo 80</i>	1
73103	1947	4-8-2	5' 6"	<i>EFE 826 Tipo 80</i>	1
73104	1947	4-8-2	5' 6"	<i>EFE 827 Tipo 80</i>	1
73105	1947	4-8-2	5' 6"	<i>EFE 828 Tipo 80</i>	1
73106	1947	4-8-2	5' 6"	<i>EFE 829 Tipo 80</i>	1
73107	1947	4-8-2	5' 6"	<i>EFE 830 Tipo 80</i>	1
73108	1947	4-8-2	5' 6"	<i>EFE 831 Tipo 80</i>	1
73109	1947	4-8-2	5' 6"	<i>EFE 832 Tipo 80</i>	1
73110	1947	4-8-2	5' 6"	<i>EFE 833 Tipo 80</i>	1
73111	1947	4-8-2	5' 6"	<i>EFE 834 Tipo 80</i>	1
73112	1947	4-8-2	5' 6"	<i>EFE 835 Tipo 80</i>	1
73113	1947	4-8-2	5' 6"	<i>EFE 836 Tipo 80</i>	1

Balfour Lyon

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
–	1905-6	4-4-0	5' 6"	<i>EFE 334 'R. SOTOMAYOR'</i>	1	
–	1905-6	4-4-0	5' 6"	<i>EFE 335 'J. LAZCANO'</i> , used by <i>DOP</i>	1	
–	1905-6	4-4-0	5' 6"	<i>EFE 336 'F. VALDÉZ L.'</i>	1	
–	1905-6	4-4-0	5' 6"	<i>EFE 337 'D. PORTALES'</i>		1
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 133</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 292</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 293</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 294</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 295</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 296</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 297</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 298</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 299</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 300</i> became <i>Tipo 20</i>	1	
–	1909	4-4-0	5' 6"	into service 1912 <i>EFE 301</i> became <i>Tipo 20</i>	1	
–	1910	4-4-0	5' 6"	<i>EFE 83</i> became <i>Tipo 20</i>	1	
–	1910	4-4-0	5' 6"	<i>EFE 291</i> became <i>Tipo 20</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 3</i> , became <i>Tipo 57</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 11</i> , became <i>Tipo 57</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 12</i> , became <i>Tipo 57</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 13</i> , became <i>Tipo 57</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 22</i> , became <i>Tipo 57</i>	1	
–	1914	2-6-0	5' 6"	<i>EFE 417</i> , became <i>Tipo 57</i>	1	

A Balfour Lyon catalogue of machinery imported and/or constructed around 1880, shows a sketch of a 4-4-0T. However, it is not known whether this was a design actually built by BL or merely an 1880 equivalent of 'clip art'.

Barclays & Co., Kilmarnock
NB Not Andrew Barclay which see above.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
These locos sent to Peru, but may have gone south to Tarapacá						
261	1879	/ T	?	via W. & J. Lockett for Peru ' VIRGINIA ', spares sent until 1906	4	
268	1880	? T	?	via (W. & J. Lockett?) for Peru, spares sent until 1894	4	
302	1883	? T	?	via W. & J. Lockett for Lima, Peru ' QUISQUE ', spares sent until 1927 to Lima	4	
?	1880	0-4-0ST?	?	? but later taken prisoner by Chileans	4	
?	1880	0-4-0ST?	?	? but later taken prisoner by Chileans	4	
?	1880	0-4-0ST?	?	? but later taken prisoner by Chileans	4	
?	1880	0-4-0ST?	?	? but later taken prisoner by Chileans	4	

Beyer, Peacock of Gorton, Manchester

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2399	1885	2-6-0T	3' 6"	Ordered for <i>FC de Taltal</i> , but on completion sold to Br. Govt. for Egypt		
2400	1885	2-6-0T	3' 6"	Ordered for <i>FC de Taltal</i> , but on completion sold to Br. Govt. for Egypt		
4562	1904	2-6-0T	3' 6"	<i>FC de Taltal 27</i>	2	
4563	1904	2-6-0T	3' 6"	<i>FC de Taltal 28</i>	2	
4564	1904	2-6-0T	3' 6"	<i>FC de Taltal 29</i>	2	
4565?	1905	2-6-0T	3' 6"	<i>FC de Taltal 30</i> , possibly BP 4595	2	
4566?	1905	2-6-0T	3' 6"	<i>FC de Taltal 31</i> , possibly BP 4595	2	
5617	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 51 later 451	3	
5618	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 52 later 452	3	
5619	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 53 later 453	3	
5620	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 54 later 454	3	
5621	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 55 later 455	3	
5622	1913	0-6-2+0-6-2	Metre	<i>FCAB</i> cab forward Meyer 56 later 456	3	
6291	1926	2-8-2+2-8-2	Std.	Nitrate Railways 120	2	
6292	1926	2-8-2+2-8-2	Std.	Nitrate Railways 121	2	
6293	1926	2-8-2+2-8-2	Std.	Nitrate Railways 122	2	
6414	1928	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC 912</i> , later on <i>FCIPH</i>	3	
6415	1928	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC 913</i> , later on <i>FCIPH</i>	3	
6416	1928	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC 914</i>	3	
6481	1928	2-8-2+2-8-2	Std.	Nitrate Railways 123	2	
6482	1928	2-8-2+2-8-2	Std.	Nitrate Railways 124	2	
6483	1928	2-8-2+2-8-2	Std.	Nitrate Railways 125	2	
6524	1928	4-8-2+2-8-4	Metre	<i>FCAB G1</i> then 390 , later to <i>ENFFCC / ENFE 909</i>	3	
6525	1928	4-8-2+2-8-4	Metre	<i>FCAB G2</i> then 391 , later to <i>ENFFCC / ENFE 901</i>	3	
6526	1928	4-8-2+2-8-4	Metre	<i>FCAB G3</i> then 392 , later to <i>ENFFCC / ENFE 902</i>	3	
6550	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1511 but borrowed by <i>FCAB</i> during WW2	3	
6551	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1512 but borrowed by <i>FCAB</i> during WW2	3	
6552	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1513 but borrowed by <i>FCAB</i> during WW2	3	
6553	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1514 but borrowed by <i>FCAB</i> during WW2	3	
6554	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1515 but borrowed by <i>FCAB</i> during WW2	3	
6555	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1516 but borrowed by <i>FCAB</i> during WW2	3	
6556	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1517 but borrowed by <i>FCAB</i> during WW2	3	
6557	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1518 but borrowed by <i>FCAB</i> during WW2	3	
6558	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1519 but borrowed by <i>FCAB</i> during WW2	3	
6559	1929	4-6-2+2-6-4	Metre	Cordoba Central Rly. 1520 but borrowed by <i>FCAB</i> during WW2	3	
6570	1929	4-6-2+2-6-4	Metre	Buenos Aires Midland Rly. 101 but borrowed by <i>FCAB</i> during WW2	3	
6571	1929	4-6-2+2-6-4	Metre	Buenos Aires Midland Rly. 102 but borrowed by <i>FCAB</i> during WW2	3	
7420	1950	4-8-2+2-8-4	Metre	<i>FCAB 393</i> , later to <i>ENFFCC / ENFE 903</i>	3	
7421	1950	4-8-2+2-8-4	Metre	<i>FCAB 394</i> , later to <i>ENFFCC / ENFE 904</i>	3	
7422	1950	4-8-2+2-8-4	Metre	<i>FCAB 395</i> , later to <i>ENFFCC / ENFE 905</i>	3	
7423	1950	4-8-2+2-8-4	Metre	<i>FCAB 396</i> , later to <i>ENFFCC / ENFE 906</i>	3	
7424	1950	4-8-2+2-8-4	Metre	<i>FCAB 397</i> , later to <i>ENFFCC / ENFE 907</i>	3	
7425	1950	4-8-2+2-8-4	Metre	<i>FCAB 398</i> , later to <i>ENFFCC / ENFE 908</i>	3	

Black Hawthorn

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
45	1867	0-4-2T	3' 6"	<i>FC de Tongoy</i> '?'	2	
46	1867	0-4-2T	3' 6"	<i>FC de Tongoy</i> '?'	2	
322	1874	0-4-0ST	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> ' CHAMBEQUE '	2	
644	1881	0-4-0ST	Metre	Ordered via F. Youle & Co., London, but may have gone to <i>FC de Elqui</i> ?	3	
669	1882	0-4-0ST	Metre	Ordered via Matheus Richards & Co., London, for Chile, and may have gone to <i>FC de Elqui</i> ?	3	
671	1882	0-4-0ST	Metre	Ordered via Matheus Richards & Co., London. Confirmed as <i>FC de Elqui</i> ? Later to <i>DOP</i> ' VICTORINO A. LASTARRÍA '	3	
705	1882-3	0-6-0ST	Std.	<i>FC de Arica á Tacna</i> ? '?'	2	
751	1883	4-6-0	Metre	<i>FC de Elqui</i> 1 ' COQUIMBO ' or ' ELQUI ' became <i>Tipo J</i>	3	
752	1884	4-6-0	Metre	<i>FC de Elqui</i> 2 ' La SERENA ' became <i>Tipo J</i>	3	
767	1870	0-4-0STic	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> ' HORMIGA '	2	
837	1885	0-4-0STic	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> ' ABEJA '	2	
878	1886	4-6-0	Metre	<i>FC de Elqui</i> 3 ' La RIVADAVIA ' became <i>Tipo J</i>	3	
895	1887	0-2-2ST	2' 1"	Copiapó Mining Co.	4	
1015	1890	0-4-0STic	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> ' MOSCA '	2	

Borsig

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
5335	1903	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman</i> 1	4	
5336	1903	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman</i> 2	4	
5337	1903	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman</i> 3	4	
5338	1903	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman</i> 4	4	
5366	1904	0-4-0T	Metre	via Griese of Hamburg for Chile unknown customer 1	3	
5367	1904	0-4-0T	Metre	via Griese of Hamburg for Chile unknown customer 2	3	
5507	1905	2-6z-2T	Metre	<i>FCTC 4</i> , later <i>EFE 3324</i>	3	
5508	1905	2-6z-2T	Metre	<i>FCTC 5</i> , later <i>EFE 3325</i>	3	
5514	1905	0-6-0	5' 6"	<i>EFE 317</i> 'E. VALDÉS LECAROS'	1	
5515	1905	0-6-0	5' 6"	<i>EFE 318</i> 'R. BASCUNAN'	1	
5516	1905	0-6-0	5' 6"	<i>EFE 319</i> 'I. M. INFANTE'	1	
5517	1905	0-6-0	5' 6"	<i>EFE 320</i> 'MIGUEL IGNACIO COLLAO'	1	
5518	1905	0-6-0	5' 6"	<i>EFE 321</i> 'A. EDWARDS'	1	
5519	1905	0-6-0	5' 6"	<i>EFE 322</i> 'JUAN E. CLARK'	1	
5520	1905	0-6-0	5' 6"	<i>EFE 323</i> 'C. BORDALLI+'	1	
5521	1905	0-6-0	5' 6"	<i>EFE 324</i> 'R. AGUILERA+'	1	
5522	1905	0-6-0	5' 6"	<i>EFE 325</i> 'TOMÁS MAY+'	1	
5538	1905	0-6-0	5' 6"	<i>EFE 326</i> 'S. VILLALOBOS+'	1	
5539	1905	0-6-0	5' 6"	<i>EFE 327</i> 'C. SCHNAKE+' or maybe 'C. SCHANKE+'	1	
5540	1905	0-6-0	5' 6"	<i>EFE 328</i> 'S. SEGOVIA+'	1	
5541	1905	0-6-0	5' 6"	<i>EFE 329</i> 'H. GODOY+'	1	
5557?	1905	2-6-0	Metre	<i>EFE 338?</i> , later ?, became <i>Tipo H</i>	3	
5558?	1905	2-6-0	Metre	<i>EFE 339?</i> , later ?, became <i>Tipo H</i>	3	
5562	1905	4-4-0	5' 6"	<i>EFE 330</i> 'J. RIESCO'	1	
5563	1905	4-4-0	5' 6"	<i>EFE 331</i> 'F. ERRÁZURIZ ECHAURREN'	1	
5564	1905	4-4-0	5' 6"	<i>EFE 332</i> 'A. ZANARTU'	1	
5565	1905	4-4-0	5' 6"	<i>EFE 333</i> 'ELÍAS FERNÁNDEZ ALBANO'	1	
5566	1905	2-6-0	Metre	<i>DOP 340</i> 'RODULFO A. PHILIPPI', later on <i>FCIP</i> as <i>EFE ?</i> , became <i>Tipo H</i>	3	
5567	1905	2-6-0	Metre	<i>EFE 341</i> , later <i>DOP</i> , then <i>EFE 39, 3039</i> , became <i>Tipo H</i>	3	
5573	1905	0-4-0T	Metre	via Griese of Hamburg for Chile unknown customer		3
5574	1905	0-4-0T	Metre	via Griese of Hamburg for Chile unknown customer		3
5646	1905	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman</i> 5	4	
5654	1905	4-4-0	5' 6"	<i>EFE 352</i> 'C. WALKER'	1	
5655	1905	4-4-0	5' 6"	<i>EFE 353</i> 'M. MONTT'	1	
5656	1905	4-4-0	5' 6"	<i>EFE 354</i> 'ANTONIO VARAS'	1	
5657	1905	0-6-0	5' 6"	<i>EFE 342</i> 'E. KOERNER'	1	
5658	1905	0-6-0	5' 6"	<i>EFE 343</i> 'I. SOTOMAYOR'	1	
5659	1905	0-6-0	5' 6"	<i>EFE 344</i> 'E. VILLEGAS'	1	
5660	1905	0-6-0	5' 6"	<i>EFE 345</i> 'A. McPHERSON+'	1	
5661	1905	0-6-0	5' 6"	<i>EFE 346</i> 'A. MARTINEZ+'	1	
5662	1905	0-6-0	5' 6"	<i>EFE 347</i> 'JULIO BAÑADOS ESPINOZA+'	1	
5663	1905	0-6-0	5' 6"	<i>EFE 348</i> 'I. M. OSORIO+'	1	
5664	1905	0-6-0	5' 6"	<i>EFE 349</i> 'I. M. AHUMADA+'	1	
5665	1905	2-6-0T	5' 6"	<i>EFE 350</i> 'THOMAS BLACKWELL+'	1	

5666	1905	2-6-0T	5' 6"	<i>EFE 351</i> 'EUSEBIO LILLO'	1	
5685	1905	0-4-0T	Metre	via Griese of Hamburg for Chile unknown customer		3
5686	1905	0-4-0T	2' 6"	via Schlubach & Co of Hamburg for Chile ' CHORILLOS ' perhaps for Bolivia or Peru	4	
5765	1905	4-4-0	5' 6"	<i>EFE 355</i>	1	
5766	1905	4-4-0	5' 6"	<i>EFE 356</i>	1	
5767	1905	4-4-0	5' 6"	<i>EFE 357</i>	1	
5768	1905	4-4-0	5' 6"	<i>EFE 358</i>	1	
5769	1905	4-4-0	5' 6"	<i>EFE 359</i> 'I. R. GUTIÉRREZ'	1	
5770	1905	4-4-0	5' 6"	<i>EFE 360</i>	1	
5771	1905	0-6-0	5' 6"	<i>EFE 361</i>	1	
5772	1905	0-6-0	5' 6"	<i>EFE 362</i>	1	
5773	1905	0-6-0	5' 6"	<i>EFE 363</i>	1	
5774	1905	0-6-0	5' 6"	<i>EFE 364</i>	1	
5775	1905	0-6-0	5' 6"	<i>EFE 365</i>	1	
5776	1905	0-6-0	5' 6"	<i>EFE 366</i>	1	
5777	1905	0-6-0	5' 6"	<i>EFE 367</i>	1	
5778	1905	0-6-0	5' 6"	<i>EFE 368</i>	1	
5779	1905	0-6-0	5' 6"	<i>EFE 369</i>	1	
5780	1905	0-6-0	5' 6"	<i>EFE 370</i>	1	
5781	1905	0-6-0	5' 6"	<i>EFE 371</i>	1	
5782	1905	0-6-0	5' 6"	<i>EFE 372</i>	1	
5783	1905	0-6-0	5' 6"	<i>EFE 373</i>	1	
5784	1905	0-6-0	5' 6"	<i>EFE 374</i>	1	
5785	1905	0-6-0	5' 6"	<i>EFE 375</i> 'M. ESCOBER+'	1	
5786	1905	0-6-0	5' 6"	<i>EFE 376</i>	1	
5787	1905	0-6-0	5' 6"	<i>EFE 377</i>	1	
5788	1905	0-6-0	5' 6"	<i>EFE 378</i> 'E. OPAZO+'		1
5789	1905	0-6-0	5' 6"	<i>EFE 379</i> 'M. TANEZ+'	1	
5790	1905	0-6-0	5' 6"	<i>EFE 380</i>	1	
5791	1905	0-6-0	5' 6"	<i>EFE 381</i>	1	
5792	1905	0-6-0	5' 6"	<i>EFE 382</i>	1	
5793	1905	2-6-0	Metre	<i>DOP/EFE 383</i> , later 40, 3040 , became <i>Tipo H</i>	3	
5794	1905	2-6-0	Metre	<i>DOP 384</i> 'MANUEL J. HENRIQUEZ', later <i>EFE ?</i> , became <i>Tipo H</i>	3	
5838	1905	2-6-0	Metre	<i>DOP/EFE 385</i> , later 8, 90, 37, 3037 , became <i>Tipo H</i>	3	
5857	1905	2-6-0	Metre	<i>DOP/EFE 386</i> , later 38, 3038 , became <i>Tipo H</i>	3	
5896	1905	2-6-2T	Metre	<i>DOP/EFE</i> for <i>FC de Coquimbo</i> ' MARQUESA 15 ', later 387? , 41, 44, 3044 became <i>Tipo K</i> , loaned to <i>Fabrica de cemento El Melón</i>	3	
5897	1905	2-6-2T	Metre	<i>DOP/EFE</i> for <i>FC de Coquimbo</i> ' MARQUESA 16 ', later 386? , 45, 3045 became <i>Tipo K</i>	3	
5918	1906	0-6-0	5' 6"	<i>EFE 388</i>	1	
5919	1906	0-6-0	5' 6"	<i>EFE 389</i>	1	
5920	1906	0-6-0	5' 6"	<i>EFE 390</i>	1	
5921	1906	0-6-0	5' 6"	<i>EFE 391</i>	1	
5922	1906	0-6-0	5' 6"	<i>EFE 392</i>	1	
5923	1906	0-6-0	5' 6"	<i>EFE 393</i>	1	
5924	1906	0-6-0	5' 6"	<i>EFE 394</i>	1	

5925	1906	0-6-0	5' 6"	<i>EFE 395</i>	1
5926	1906	0-6-0	5' 6"	<i>EFE 396</i>	1
5927	1906	0-6-0	5' 6"	<i>EFE 397</i>	1
5928	1906	0-6-0	5' 6"	<i>EFE 398</i>	1
5929	1906	0-6-0	5' 6"	<i>EFE 399</i>	1
5930	1906	0-6-0	5' 6"	<i>EFE 400</i>	1
5931	1906	0-6-0	5' 6"	<i>EFE 401</i>	1
5932	1906	0-6-0	5' 6"	<i>EFE 402</i>	1
5933	1906	0-6-0	5' 6"	<i>EFE 403</i>	1
5934	1906	0-6-0	5' 6"	<i>EFE 404</i>	1
5935	1906	0-6-0	5' 6"	<i>EFE 405</i>	1
5936	1906	0-6-0	5' 6"	<i>EFE 406</i>	1
5937	1906	0-6-0	5' 6"	<i>EFE 407</i>	1
5938	1906	0-6-0	5' 6"	<i>EFE 408</i>	1
5939	1906	0-6-0	5' 6"	<i>EFE 409</i>	1
5940	1906	0-6-0	5' 6"	<i>EFE 410</i>	1
5941	1906	0-6-0	5' 6"	<i>EFE 411</i>	1
5942	1906	0-6-0	5' 6"	<i>EFE 412</i>	1
5943	1906	0-6-0	5' 6"	<i>EFE 413</i>	1
5944	1906	0-6-0	5' 6"	<i>EFE 414</i>	1
5945	1906	0-6-0	5' 6"	<i>EFE 415 'I. A. ALMAZA+'</i>	1
5946	1906	0-6-0	5' 6"	<i>EFE 416 'B. MITRE'</i>	1
5947	1906	0-6-0	5' 6"	<i>EFE 417 'DOMINGO SARMIENTO'</i>	1
5948	1906	0-6-0	5' 6"	<i>EFE 418 'A. EUREO'</i>	1
5949	1906	0-6-0	5' 6"	<i>EFE 419 'R. ESCOBAR'</i>	1
5950	1906	0-6-0	5' 6"	<i>EFE 420</i>	1
5951	1906	0-6-0	5' 6"	<i>EFE 421</i>	1
5952	1906	2-6-0	Metre	<i>DOP/EFE 422, later EFE ?, became Tipo H</i>	3
5953	1906	2-6-0	Metre	<i>DOP/EFE 423, later EFE ?, became Tipo H</i>	3
5954	1906	2-6-0	Metre	<i>DOP/EFE 424, later EFE ?, became Tipo H</i>	3
5955	1906	2-6-0	Metre	<i>DOP/EFE 425, later EFE ?, became Tipo H</i>	3
5956	1906	2-6-0	Metre	<i>DOP/EFE 426 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
5957	1906	2-6-0	Metre	<i>DOP/EFE 427 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
5958	1906	2-6-0	Metre	<i>DOP/EFE 428 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
5959	1906	2-6-0	Metre	<i>DOP/EFE 429 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
5960	1906	2-6-0	Metre	<i>DOP/EFE 430 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
5961	1906	2-6-0	Metre	<i>DOP/EFE 431 for Calera to Chañaral, later EFE ?, became Tipo P</i>	3
6010	1906	2-6-0	5' 6"	<i>Sindicato de Obras Públicas 3, then DOP</i>	1
6029	1907	4-6-0	5' 6"	<i>EFE 446</i>	1
6030	1907	4-6-0	5' 6"	<i>EFE 447</i>	1
6031	1907	4-6-0	5' 6"	<i>EFE 448</i>	1
6032	1907	4-6-0	5' 6"	<i>EFE 449</i>	1
6033	1907	4-6-0	5' 6"	<i>EFE 450</i>	1
6034	1907	4-6-0	5' 6"	<i>EFE 451</i>	1
6035	1906	2-8-0	5' 6"	<i>EFE 432</i>	1
6036	1906	2-8-0	5' 6"	<i>EFE 433</i>	1
6037	1906	2-8-0	5' 6"	<i>EFE 434</i>	1
6038	1906	2-8-0	5' 6"	<i>EFE 435</i>	1

6039	1906	2-8-0	5' 6"	<i>EFE 436</i>	1
6040	1906	2-8-0	5' 6"	<i>EFE 437</i>	1
6041	1906	2-8-0	5' 6"	<i>EFE 438</i>	1
6042	1906	2-8-0	5' 6"	<i>EFE 439</i>	1
6043	1906	2-8-0	5' 6"	<i>EFE 440</i>	1
6044	1906	2-8-0	5' 6"	<i>EFE 441</i>	1
6045	1906	2-8-0	5' 6"	<i>EFE 442</i>	1
6046	1906	2-8-0	5' 6"	<i>EFE 443</i>	1
6047	1906	2-8-0	5' 6"	<i>EFE 444</i>	1
6048	1906	2-8-0	5' 6"	<i>EFE 445</i>	1
6063	1905	2-6z-4T	Metre	<i>FCTC 6</i> , later <i>EFE 3326</i>	3
6073	1907	0-4-0T	750mm	Via M. Gleisner & Co., Possibly to <i>Oficina Alemania ?</i>	4
6148	1906	0-4-0T	3' 0"	via Griese of Hamburg to <i>Cía. Salitrera H. B. Sloman 6</i>	4
6289	1907	2-6-0	5' 6"	<i>Sindicato de Obras Públicas 4</i> , then <i>DOP</i>	1
6483	1907	0-4-0T	750mm	via Schlubach & Co., Possibly to <i>Oficina Alemania ?</i>	4
6501	1907	0-4-0T	3' 6"	Via Griese of Hamburg to <i>Oficina Chile ?</i>	2
6502	1907	0-4-0T	3' 6"	Via Griese of Hamburg to <i>Oficina Chile ?</i>	2
6503	1907	0-4-0T	3' 6"	Via Griese of Hamburg to <i>Oficina Chile ?</i>	2
6658	1908	0-6-0	5' 6"	<i>EFE 457</i>	1
6659	1908	0-6-0	5' 6"	<i>EFE 458</i>	1
6660	1908	0-6-0	5' 6"	<i>EFE 459</i>	1
6661	1908	0-6-0	5' 6"	<i>EFE 460</i>	1
6662	1908	0-6-0	5' 6"	<i>EFE 461</i>	1
6663	1907-8	2-6-0	Metre	<i>DOP/EFE 452</i> for Talca - Constitucion, later <i>EFE 9, 4009, 3111</i> , became <i>Tipo T</i>	3
6664	1907-8	2-6-0	Metre	<i>DOP/EFE 453</i> for Talca - Constitucion, later <i>EFE 18, 4018, 3112</i> , became <i>Tipo T</i>	3
6665	1907-8	2-6-0	Metre	<i>DOP/EFE 454</i> for Talca - Constitucion, later <i>EFE 35, 4035, 3113</i> , became <i>Tipo T</i>	3
6666	1907-8	2-6-0	Metre	<i>DOP/EFE 455</i> for Talca - Constitucion, later <i>EFE 37, 4037, 3114</i> , became <i>Tipo T</i>	3
6667	1907-8	2-6-0	Metre	<i>DOP/EFE 456</i> for Talca - Constitucion, later <i>EFE 54, 4054, 3115</i> , became <i>Tipo T</i>	3
6676	1907-8	0-4-0T	Metre	via Gleisner of Hamburg for Chile unknown customer	3
6677	1907-8	0-4-0T	Metre	via Gleisner of Hamburg for Chile unknown customer	3
6777	1908	0-6-0T	Metre	via Gleisner of Hamburg for <i>FCALP</i> construction 1 (possibly <i>SOP</i>), later to operating railway?, and later to <i>EFE 3130</i>	3
6782	1908	0-4-0T	Metre	via H. Folsch & Co. of Hamburg for Chile unknown customer	3
6783	1908	0-4-0T	Metre	via H. B. Slomann & Co. of Hamburg for Chile unknown customer	3
6827	1908	0-4-0T	3' 0"	via Griese of Hamburg to unknown customer possibly <i>H. B. Sloman</i>	4
6828	1908	0-4-0T	3' 0"	via Griese of Hamburg to unknown customer possibly <i>H. B. Sloman</i>	4
6922	1908	0-4-0T	Metre	via H. Folsch & Co. of Hamburg for Chile unknown customer	3
7059	1909	0-4-0T	750mm	via Schlubach & Co., (or Gleisner?) Possibly to <i>Oficina Alemania ?</i>	4
7109	1909	2-8-0	Metre	<i>FCALP 3</i> later 36 , then <i>EFE ?</i>	3
7110	1909	2-8-0	Metre	<i>FCALP 4</i> later 37 , then <i>EFE ?</i>	3
7111	1909	2-8-0	Metre	<i>FCALP 5</i> later 38 , then <i>EFE ?</i>	3
7272	1911	0-4-0T	3' 0"	via Schumacher & Wulff, Santiago	4
7389	1908	4-6-0	5' 6"	<i>EFE 18</i> became <i>Tipo 59</i>	1

7740	1911	0-4-0T	750mm	via Barnett & Co., Antofagasta, Possibly to <i>Oficina Alemania ?</i>	4
7889	1911	0-4-4-0T	60cm	via Schumacher & Wulff, possibly to <i>Soc. Carbonifera de Mafil ?</i>	4
7963	1911	0-4-0T	Metre	via H. Folsch & Co. of Hamburg for Chile unknown customer	3
8089	1911	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue 'RAMÓN RABAL'</i> , later <i>??</i> after merger with <i>FC de Arauco</i>	1
8090	1911	2-6-0	5' 6"	<i>Cía. Carbonifera de los Ríos de Curanilahue '??'</i> , later <i>??</i> after merger with <i>FC de Arauco</i>	1
8235?	19??	0-6-0T?	Metre	<i>FCTpSM 'COLLILELFU'</i> , later <i>EFE 3119</i> , or alternatively was an 0-4-0T for an unknown customer	3
?	19??	0-6-0T	Metre	<i>FCTpSM 'GRACIELA'</i> , later <i>EFE 3120</i>	3
8344	1912	0-4-0T	Metre	<i>Oficina Morena?</i> via Folsch & Co. to Taltal	3
8977	1914	0-4-0T	Metre	via H. Folsch & Co. of Hamburg for Taltal	3
11602	1929	0-4-0T	3' 0"	Dlaman & Co. for Joyabahn Chile?	4
11861	1925	2-8-2	Metre	<i>FCALP 40</i> , later <i>EFE 3570</i>	3
11862	1925	2-8-2	Metre	<i>FCALP 41</i> , later <i>EFE 3571</i>	3
11863	1925	2-8-2	Metre	<i>FCALP 42</i> , later <i>EFE 3572</i>	3
11864	1925	2-8-2	Metre	<i>FCALP 43</i> , later <i>EFE 3573</i>	3
11865	1925	2-8-2	Metre	<i>FCALP 44</i> , later <i>EFE 3574</i>	3
11866	1925	2-8-2	Metre	<i>FCALP 45</i> , later <i>EFE 3575</i>	3
12221	1930	0-6-0	Metre	<i>Cía. Salitrera de Taltal ?</i>	3
13982	1930	Boiler for		<i>Oficina Rica Aventura</i> which might imply that this oficina owned Borsig locos	
14003	1931	2-6-2T	Metre	<i>Fabrica de cemento El Melón ?</i>	3

J. F. Cail, of Denain, France

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2466	1898	4-8-0	2' 6"	<i>Cia. Huanchaca de Bolivia</i> , for the <i>FCAB 63 'CARNOT'</i>	4	

FCCCiT / EFE Concepción workshops

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
–	1887	2-6-0	5' 6"	<i>EFE 123 'MALLECO'</i>	1	

**Cooke, also known as Danforth, Cooke & Co.
Paterson, New Jersey**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
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The early part of Connelly's Cooke list is very incomplete.

489	1866	4-6-4T	Std.	Iquique Rly, aka the Nitrate Railways, 7 'YQUIQUE' , later 57 , then 62	2	
762	1871	2-6-0	Std.	(From Peru to the) Iquique Railway, aka the Nitrate Railways 1 , later 59 , then 65	2	
762?	1871	2-6-0?	Std.	From Peru to the Iquique Railway, aka the Nitrate Railways 2 , later 60 , then 66	2	

FC Ilo & Moquegua 2-6-0s were Cooke 772-4 built in 1871. They might well have been commandeered by the Chilean army and then sold to Nitrate Railways.

2748	1902	4-6-0	5' 6"	EFE 283	1	
2749	1902	4-6-0	5' 6"	EFE 284	1	
2750	1902	4-6-0	5' 6"	EFE 285	1	
2751	1902	4-6-0	5' 6"	EFE 286	1	
2752	1902	4-6-0	5' 6"	EFE 287	1	
2753	1902	4-6-0	5' 6"	EFE 288	1	
2754	1902	4-6-0	5' 6"	EFE 289	1	
2755	1902	4-6-0	5' 6"	EFE 290	1	

Corpet Louvet

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	1880?	0-6-0T	Metre	Original owner unknown, later to <i>DOP/EFE 2, 99, 14, 3014</i>	3	
?	1880?	0-6-0T?	Metre	Original owner unknown, later to <i>DOP/EFE ?, 3015</i>	3	

**Couillet, Société Anonyme Usines Métallurgiques du Hainaut
in Couillet, Charleroi, Belgium**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
899	1887	0-4-0T	50/60cm	via Société Anonyme Decauville, Corbeil (FNr. 53), für l'Hippodrome de Paris 'L'AVENIR' /1xxx Schuchard - Denis Papin, Chile 'AZUNCIÓN'	4	

James Cross & Co.
of Sutton Engine Works, St. Helens

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
19	1866	?	4' 2"	<i>FC de Carrizal i Carro Blanco. 8 ‘?’</i>	2	
20	1866	?	4' 2"	<i>FC de Carrizal i Carro Blanco. 9 ‘?’</i>	2	
21	1866	?	4' 2"	<i>FC de Carrizal i Carro Blanco. 10 ‘?’</i>	2	

Davenport

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
894	1909	0-6-2T	600mm	<i>Lezaeta y Duran Hermanos 7?</i> , later to <i>DOP</i> and then <i>EFE 49</i>	4	
895	1909	0-6-2T	600mm	<i>Lezaeta y Duran Hermanos 8?</i> , later to <i>DOP</i> and then <i>EFE 50</i>	4	

Decauville Ainé

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
81	1889-0	0-4-0T	60cm	for Valentin Lambert, <i>Ecole d'Agriculture</i> , Chile for Parque Quinta Normal 'JOSÉ MANUEL BALMACEDA'		4

**Dick Kerr
of Kilmarnock, Scotland**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	?	0-4-0ST	2' 6"?	Borax Consolidated Ltd. 'ASCOTAN'.	4	

There is also a possibility that Barr Morrison, a Dick Kerr predecessor in Kilmarnock, supplied a narrow gauge 0-4-0 to the La Esperanza Nitrate Co. around 1883.

Dübs of Glasgow

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
399	1870	0-6-0T	3' 6"	<i>FC de Chañaral 1</i>	2	
400	1870	0-6-0T	3' 6"	<i>FC de Chañaral 2</i>	2	
401	1870	0-6-0T	3' 6"	<i>FC de Chañaral 3</i>	2	
402	1870	0-6-0T	3' 6"	<i>FC de Chañaral 4</i>	2	
403	1870	0-4-0T	3' 6"	<i>FC de Chañaral 5</i>	2	
2319	1887	2-6-0T	3' 6"	<i>FC de Taltal 9</i>	2	
2320	1887	2-6-0T	3' 6"	<i>FC de Taltal 10</i>	2	
2561	1890	4-4-0	5' 6"	<i>EFE 185 'ARTURO PRAT'</i>	1	
2562	1890	4-4-0	5' 6"	<i>EFE 186 'CARLOS CONDELL'</i>	1	
2563	1890	4-4-0	5' 6"	<i>EFE 187 'IGNACIO SERANO'</i>	1	
2564	1890	4-4-0	5' 6"	<i>EFE 188 'ERNESTO RIQUELME'</i>	1	
2565	1890	4-4-0	5' 6"	<i>EFE 189 'SARJENTO ALDEA'</i>	1	
2566	1890	4-4-0	5' 6"	<i>EFE 190 'PATRICIO LYNCH'</i>	1	
2567	1890	4-4-0	5' 6"	<i>EFE 191 'BLANCO ENCALADA'</i>	1	
2568	1890	4-4-0	5' 6"	<i>EFE 192 'COCHRANE'</i>	1	
2569	1890	4-4-0	5' 6"	<i>EFE 193 'ESMERALDA'</i>	1	
2742	1891	0-6-0T	5' 6"	Built for <i>FC de Parcocha</i> but delivered to <i>EFE 219</i>	1	
2745	1891	0-6-0T	5' 6"	Built for <i>FC de Parcocha</i> but delivered to <i>EFE 220</i>	1	
2746	1891	0-6-0T	5' 6"	Built for <i>FC de Parcocha</i> but delivered to <i>EFE 221</i>	1	
3160	1894	2-6-0T	3' 6"	<i>FC de Taltal 19</i>	2	
3161	1894	2-6-0T	3' 6"	<i>FC de Taltal 20</i>	2	
3162	1894	2-6-0T	3' 6"	<i>FC de Taltal 21</i>	2	
3163	1894	2-6-0T	3' 6"	<i>FC de Taltal 22</i>	2	
3182	1895	0-6-4T	3' 6"	<i>FC de Taltal</i> cab-forward 23	2	
3183	1895	0-6-4T	3' 6"	<i>FC de Taltal</i> cab-forward 24	2	

Maschinenfabrik Esslingen

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
3477	1908	0-6z-8-0T	Metre	<i>FCTC 9</i> then 10 , later <i>EFE 3350</i>	3	
3561	1910	08z-2T	Metre	<i>FCALP 1</i> later 76 , then <i>EFE 3310</i>	3	
3562	1910	08z-2T	Metre	<i>FCALP 2</i> later 77 , then <i>EFE 3311</i>	3	
3606	1911	08z-2T	Metre	<i>DOP 31</i> '?', then <i>RCN 1</i> later <i>EFE 3301</i> , regauged 1944 to 5' 6"	3/1	
3607	1911	08z-2T	Metre	<i>DOP 32</i> ' RAMÓN BARROS LUCO ', then <i>RCN 2</i> later <i>EFE 3302</i> , regauged 1944 to 5' 6"	3/1	
3608	1911	08z-2T	Metre	<i>DOP 33</i> '?', then <i>RCN 3</i> later <i>EFE 3303</i> , later 3403 adhesion only for <i>FCALP</i> ?	3	
3609	1911	08z-2T	Metre	<i>DOP 34</i> '?', then <i>RCN 4</i> later <i>EFE 3304</i> , later 3404 adhesion only	3	
3623	1911	0-6z-8-0T	Metre	<i>FCTC 11</i> , later <i>EFE 3351</i>	3	
3666	1911	08-2zT	Metre	<i>DOP 35</i> '?', then <i>RCN 5</i> later <i>EFE 3305</i> , later 3405 adhesion only	3	
3667	1911	08-2zT	Metre	<i>DOP 36</i> '?', then <i>RCN 6</i> later <i>EFE 3306</i> , later 3406 adhesion only	3	
4127	1923	2-8-2zT	Metre	<i>FCALP 28</i> ' ALFREDO BALMACEDA ', then 78 , later <i>EFE 3315</i>	3	
4128	1923	2-8-2zT	Metre	<i>FCALP 29</i> '?', then 79 , later <i>EFE 3316</i>	3	
4153	1925	2-8-2zT	Metre	<i>FCALP 80</i> , later <i>EFE 3317</i>	3	
4154	1925	2-8-2zT	Metre	<i>FCALP 81</i> , later <i>EFE 3318</i>	3	
4155	1925	2-8-2zT	Metre	<i>FCALP 82</i> , later <i>EFE 3319</i>	3	
4188	1927	2-8-2zT	Metre	<i>FCALP 83</i> , later <i>EFE 3320</i>	3	
4231	1930	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón etc. 12 3312 , <i>Tipo Ua</i> , later leased to <i>FCALP</i>	3	
4232	1930	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón etc. 13 3313 , <i>Tipo Ua</i> , later leased to <i>FCALP</i>	3	
4233	1930	2-8z-2T	Metre	<i>EFE</i> for Palquico-Socavón etc. 14 3314 , <i>Tipo Ua</i> , later leased to <i>FCALP</i>	3	
4294	1935	2-8-2	5' 6"	<i>EFE 906 Tipo 90</i>	1	
4295	1935	2-8-2	5' 6"	<i>EFE 907 Tipo 90</i>	1	
4296	1935	2-8-2	5' 6"	<i>EFE 908 Tipo 90</i>	1	
4297	1935	2-8-2	5' 6"	<i>EFE 909 Tipo 90</i>	1	
4298	1935	2-8-2	5' 6"	<i>EFE 910 Tipo 90</i>	1	
4299	1935	2-8-2	5' 6"	<i>EFE 911 Tipo 90</i>	1	
4300	1935	2-8-2	5' 6"	<i>EFE 912 Tipo 90</i>	1	
4301	1935	2-8-2	5' 6"	<i>EFE 913 Tipo 90</i>	1	
4302	1935	2-8-2	5' 6"	<i>EFE 914 Tipo 90</i>	1	
4303	1935	2-8-2	5' 6"	<i>EFE 915 Tipo 90</i>	1	
4963	1950	2-8z-2T	Metre	<i>FCALP 3330</i> , <i>Tipo Ua</i> ,	3	
4964	1950	2-8z-2T	Metre	<i>FCALP 3331</i> , <i>Tipo Ua</i> ,	3	
4965	1950	2-8z-2T	Metre	<i>FCALP 3332</i> , <i>Tipo Ua</i> ,	3	

**Fairlie Engine & Steam Carriage Co.
Hatcham, london**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
5	1870	0-6-6-0T	Std.	Iquique Railway, then Nitrate Railways ' TARAPACÁ ', later 8 , then 73		2

Fowler

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
3589	1878	0-4-0ST	3' 6"	Via Duncan Fox & Co., may have come to Chile	2	
4666	1883	2-4-0T	2' 0"	via W. & J. Lockett perhaps to Chile, Greig & Beadon jackshaft drive	4	
4667	1883	2-4-0T	2' 0"	via W. & J. Lockett perhaps to Chile, Greig & Beadon jackshaft drive	4	
4709	1884	2-4-0T	1' 10"	via Rose Innes & Co.	4	
4901	1884	4-6-0T	Std.	Nitrate Railways 42	2	
4902	1884	4-6-0T	Std.	Nitrate Railways 43	2	
4903	1884	4-6-0T	Std.	Nitrate Railways 44	2	
4904	1884	4-6-0T	Std.	Nitrate Railways 45	2	
4950	1885	4-6-0T	Std.	Nitrate Railways 46	2	
4950	1885	4-6-0T	Std.	Nitrate Railways 47	2	
4951	1885	4-6-0T	Std.	Nitrate Railways 48	2	
4952	1885	4-6-0T	Std.	Nitrate Railways 49	2	
4953	1885	4-6-0T	Std.	Nitrate Railways 50	2	
5231	1886	0-4-2ST	2' 6"	via Rose Innes & Co. to Chile, replacement boiler in 1894 was ordered by South American Steamship Co. in Valparaiso	4	
5326	1887	0-6-2ST	5' 6"	<i>FC de Arauco</i> 4 ' ARAUCO ', possibly 1 originally	1	
5327	1887	0-6-2ST	5' 6"	<i>FC de Arauco</i> 3 ' CORONEL ', possibly 2 originally	1	
5328	1887	0-6-2ST	5' 6"	<i>FC de Arauco</i> 5 ' CONCEPCIÓN ' then ' LAUTARO ', possibly 3 originally	1	
5342	1887	0-4-2ST	2' 6"	Primitiva Nitrate Co. ?	4	
5343	1887	0-4-2ST	2' 6"	Primitiva Nitrate Co. ?	4	
5344	1888	0-4-2ST	2' 6"	Primitiva Nitrate Co. ' BLUELER '?	4	
5496	1887	0-4-0ST	5' 6"	<i>FC de Arauco</i> 1 ' SAN PEDRO ', possibly 4 originally	1	
5497	1887	0-4-0ST	5' 6"	<i>FC de Arauco</i> 2 ' SAN JOSÉ ', possibly 5 originally	1	
5556	1888	2-6-2T	Std.	Nitrate Railways 50	2	
5557	1888	2-6-2T	Std.	Nitrate Railways 51	2	
5558	1888	2-6-2T	Std.	Nitrate Railways 52	2	
5559	1888	2-6-2T	Std.	Nitrate Railways 53	2	
5560	1888	2-6-2T	Std.	Nitrate Railways 54 Probably lost at sea	2	
5561	1888	2-6-2T	Std.	Nitrate Railways 55 Probably lost at sea	2	
5563	1888	0-4-0ST	Std.	Nitrate Railways 56? , later Col. North Constr. Co?, then <i>DOP?</i>	2	
5564	1888	0-4-0ST	Std.	Nitrate Railways 57 , later Col. North Constr. Co?, then <i>DOP?</i>	2	
5565	1888	0-4-2ST	2' 6"	Primitiva Nitrate Co. ? Boiler sent out separately from remainder	4	
5686	1888	0-4-2ST	2' 0"	Liverpool Nitrate Co. ?	4	
5829	1888	0-4-0ST	Std.	Nitrate Railways Lost at sea	2	
5830	1888	0-4-0ST	Std.	Nitrate Railways Lost at sea	2	
5831	1888	0-4-0ST	Std.	Nitrate Railways 4	2	
5832	1888	0-4-0ST	Std.	Nitrate Railways 5	2	
5833	1888	0-4-0ST	Std.	Nitrate Railways 6	2	
5841	1889	0-4-2ST	2' 6"	Primitiva Nitrate Co. ?	4	
5936	1889	0-4-2ST	2' 0"	Liverpool Nitrate Co. ?	4	
5937	1889	0-4-2ST	2' 0"	Liverpool Nitrate Co. ?	4	
5947	1889	0-4-2ST	2' 6"	London Nitrate Co. ?	4	
5948	1889	0-4-2ST	2' 6"	London Nitrate Co. ?	4	
5949	1889	0-4-2ST	2' 6"	via W. & J. Lockett to unknown customer possibly in Chile	4	

5950	1889	0-4-2ST	2' 6"	via W. & J. Lockett to unknown customer possibly in Chile	4
5951	1889	0-4-2ST	2' 6"	via W. & J. Lockett to unknown customer possibly in Chile	4
5953	1889	0-6-2ST	5' 6"	<i>FC de Arauco</i> 6 'LOTA'	1
6039	1888	2-6-2T	Std.	Nitrate Railways 54	2
6040	1888	2-6-2T	Std.	Nitrate Railways 55	2
6042	1889	0-4-0ST	Std.	Nitrate Railways 7	2
6043	1889	0-4-0ST	Std.	Nitrate Railways 8	2
6295	1890	2-6-2T	Std.	Nitrate Railways 56	2
6296	1890	2-6-2T	Std.	Nitrate Railways 57	2
6297	1890	2-6-2T	Std.	Nitrate Railways 58	2
6298	1890	2-6-2T	Std.	Nitrate Railways 59	2
6299	1891	2-6-2T	Std.	Nitrate Railways 60	2
6300	1891	2-6-2T	Std.	Nitrate Railways 61	2
6341	1890	0-4-2T	2' 6"	<i>Oficina Carolina</i> 'CAROLINA'	4
6525	1895	0-4-2ST	2' 6"	London Nitrate Co. ?	4
6689	1892	0-4-2ST	2' 0"	Liverpool Nitrate Co. ?	4
6696	1892	0-4-2ST	2' 6"	Lagunas Syndicate ?	4
6697	1892	0-4-2ST	2' 6"	Lagunas Syndicate ?	4
6698	1894?	0-4-2ST	2' 6"	Lagunas Syndicate ?	4
6699	1894?	0-4-2ST	2' 6"	Lagunas Syndicate ?	4
6700	1894	0-4-2ST	2' 6"	Lagunas Syndicate ?, later to Angela Nitrate Co. Ltd. ?	4
6897	1894	0-6-0T	Std.	Nitrate Railways 67	2
6898	1894	0-6-0T	Std.	Nitrate Railways 68	2
6899	1894	0-6-0T	Std.	Nitrate Railways 69	2
6900	1894	0-6-0T	Std.	Nitrate Railways 70	2
6953	1895	0-4-2ST	2' 0"	Liverpool Nitrate Co. ?	4
7295	1894	0-4-2ST	2' 6"	Lagunas Syndicate for <i>Oficina Lagunas North no. 3 ?</i>	4
7296	1894	0-4-2ST	2' 6"	Lagunas Syndicate for <i>Oficina Lagunas South no. 2 ADELA'</i> ?	4
7297	1894	0-4-2ST	2' 6"	Lagunas Syndicate for <i>Oficina Lagunas South no. 2 'JOSÉ'</i>	4
7299	1894	0-4-2ST	2' 6"	Lagunas Syndicate for <i>Oficina Lagunas South no. 2 ?</i>	4
11413	190?	0-4-2ST	2' 6"	via E. F. Clarke to Lagunas Syndicate for <i>Oficina Lagunas Central ?</i>	4
11414	190?	0-4-2ST	2' 6"	via E. F. Clarke to Lagunas Syndicate for <i>Oficina Lagunas Central ?</i>	4
11574	1908	0-4-2T	2' 6"	via Balfour Williamson for Chile for unknown customer	4
11575	1908	0-4-2T	2' 6"	via Balfour Williamson for Chile for unknown customer	4
11759	1909	0-4-0ST	2' 6"	Colorado Nitrate Co. ?	4
12081	1909	0-4-0ST	2' 6"	Colorado Nitrate Co. ?	4
13533	1912	0-4-2T	2' 6"	Liverpool Nitrate Co. ?	4
13534	1912	0-4-2T	2' 6"	Liverpool Nitrate Co. ?	4
14668	1894	0-4-2ST	2' 6"	Angela Nitrate Co. Ltd. ?	4
16167	1924	0-6-0T	2' 6"	Liverpool Nitrate Co. ? for <i>Oficina San Donato</i>	4
16211	1924	0-6-0T	2' 6"	Liverpool Nitrate Co. ?	4
16212	1924	0-6-0T	2' 6"	Liverpool Nitrate Co. ?	4

**Glover Machine Works
of Marietta, Georgia**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
121636	1918	0-4-2T	2' 6"	B. J. Antofagasta & Co., via Mejillones	4	

Hagans of Erfurt

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
177	1884	0-6-0T	5' 6"	Sugar refinery Bernstein at Viña del Mar -----	1	

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Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
4344	1905	0-8-0T	2' 6"	<i>Oficina Oriente</i> ' ORIENTE '	4	
4567	1910	0-4-0WT	Metre	Estancia San Gregorio ' MARÍA ' ?	3	
4629	1906	0-6-0T	750mm	via Saavedra Benard & Co.	4	
4673	1906	0-6-0T	750mm	via Saavedra Benard for unknown customer	4	
4695? or 4673?	1906	0-4-0TT	Metre	via R. Dolberg of Hamburg for <i>FCTpSM</i> ' SAN MARTÍN ', later <i>EFE 3118</i>	3	
4849	1907	0-4-0T	60cm	via Arthur Koppel for Chile, <i>DOP</i> ?	4	
4850	1907	0-4-0T	60cm	via Arthur Koppel for Chile, <i>DOP</i> ?	4	
5158	1907-8	0-4-0T	60cm	<i>DOP</i> ? ' GRACIELA '	4	
5216	1908	0-6-0T	5' 6"	<i>EFE 462</i>	1	
5217	1908	0-6-0T	5' 6"	<i>EFE 463</i>	1	
5218	1908	0-6-0T	5' 6"	<i>EFE 464</i>	1	
5219	1908	0-6-0T	5' 6"	<i>EFE 465</i>	1	
5220	1908	0-6-0T	5' 6"	<i>EFE 466</i>	1	
5376	1908	0-4-0T	60cm	<i>DOP 2</i> '?' or possibly Paposo railway?	4	
5377	1908	0-4-0T	60cm	<i>DOP 3</i> '?' or possibly Paposo railway?	4	
5392	1909	2-6-0	Metre	<i>DOP</i> for <i>FC de Coquimbo 549</i> , later <i>EFE 32, 3032</i> became <i>Tipo G</i>	3	
5393	1909	2-6-0	Metre	<i>DOP</i> for <i>FC de Coquimbo 550</i> , later <i>EFE 33, 3033</i> became <i>Tipo G</i>	3	
5394	1909	2-6-0	Metre	<i>DOP</i> for <i>FC de Coquimbo 551</i> , later <i>EFE 34, 3034</i> became <i>Tipo G</i>	3	
5395	1909	2-6-0	Metre	<i>DOP</i> for <i>FC de Coquimbo 552</i> , later <i>EFE 35, 3035</i> became <i>Tipo G</i>	3	
5396	1909	2-6-0	Metre	<i>DOP</i> for <i>FC de Coquimbo 553</i> , later <i>EFE 36, 3036</i> became <i>Tipo G</i>	3	
6602	1912	4-6-0	5' 6"	<i>EFE 550</i> , became <i>Tipo 58</i>	1	
6603	1912	4-6-0	5' 6"	<i>EFE 551</i> , became <i>Tipo 58</i>	1	
6604	1912	4-6-0	5' 6"	<i>EFE 552</i> , became <i>Tipo 58</i>	1	
6605	1912	4-6-0	5' 6"	<i>EFE 553</i> , became <i>Tipo 58</i>	1	
6606	1912	4-6-0	5' 6"	<i>EFE 554</i> , became <i>Tipo 58</i>	1	
6607	1912	4-6-0	5' 6"	<i>EFE 555</i> , became <i>Tipo 58</i>	1	
6608	1912	4-6-0	5' 6"	<i>EFE 556</i> , became <i>Tipo 58</i>	1	
6609	1912	4-6-0	5' 6"	<i>EFE 557</i> , became <i>Tipo 58</i>	1	
6610	1912	4-6-0	5' 6"	<i>EFE 558</i> , became <i>Tipo 58</i>	1	
6611	1912	4-6-0	5' 6"	<i>EFE 559</i> , became <i>Tipo 58</i>	1	
6776	1913	0-6-6-0	Metre	<i>FCALP 17</i> ' ARICA ', then 20 , later <i>EFE 3620</i>	3	
6777	1913	0-6-6-0	Metre	<i>FCALP 18</i> ' La PAZ ', then 21 , later <i>EFE 3621</i>	3	
6778	1913	0-6-6-0	Metre	<i>FCALP 19</i> ' VIACHA ', then 22 , later <i>EFE 3622</i>	3	
6779	1913	0-6-6-0	Metre	<i>FCALP 20</i> ' PUQUIOS ', then 23 , later <i>EFE 3623</i>	3	
6944	1913	2-8-0	Metre	<i>EFE</i> for <i>Red Sur 75, 24, 31, ?</i> became <i>Tipo S</i>	3	
9231	1920	0-4-0T	60cm	via Sloman & Co. for Chile	4	
9232	1920	0-4-0T	60cm	via Sloman & Co. for Chile	4	
10374	1924	0-6-0T	?	via Valparaiso	1	
10376	1926-7	0-8-0T	2' 6"	<i>FC de Tacora 1</i> ' MARÍA ' or ' DON JORGE '	4	
10432	1925	0-6-0T	2' 6"	for Chile	4	
10486	1926-7	0-8-0T	2' 6"	<i>FC de Tacora 2</i> ' CHUPIQUINA ' or ' ELENA '	4	

R. & W. Hawthorn, and later R. & W. Hawthorn Leslie

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
869	1853-4	4-4-0	Std.	<i>FC de Arica á Tacna ? ‘?’</i>	2	
870	1853-4	4-4-0	Std.	<i>FC de Arica á Tacna ? ‘?’</i>	2	
871	1853-4	4-4-0	Std.	<i>FC de Arica á Tacna ? ‘?’</i>	2	
872	1853-4	4-4-0	Std.	<i>FC de Arica á Tacna ? ‘?’</i>	2	
873?						
984	1856	2-4-0	5' 6"	<i>FCS 1 ‘MONTT’, later EFE 4-4-0 67, became Tipo 13</i>	1	
985	1856	0-6-0	5' 6"	<i>FCS 2 ‘VARAS’.</i>	1	
1093	1860	4-6-0	Std.	<i>FC de Chañarillo 22 ‘PABELLÓN’, later EFE 6A</i>	2	
1094	1860	4-6-0	Std.	<i>FC de Chañarillo 23 ‘CHAÑARCILLO’, later EFE 7A</i>	2	
1190	1863	4-6-0	Std.	<i>FC de Chañarillo 24 ‘JOAQUIN TOCORNÁL’, later EFE 8A</i>	2	
1285	1866	0-6-0	5' 6"	<i>FCS 13 ‘CHILENA’, later EFE 2-6-0 83 ‘LINDEROS’</i>	1	
1324	1864	?	Std.	<i>FC de Chañarillo</i>	2	
1465	1869	4-4-0	Std.	<i>FC de Arica á Tacna 1 ‘?’</i>	2	
1466	1869	4-4-0	Std.	<i>FC de Arica á Tacna 2 ‘?’</i>	2	
1480	1869	4-4-0	Std.	<i>FC de Arica á Tacna 3? ‘?’</i>		2
1545	1871-2	4-4-0	Std.	<i>FC de Arica á Tacna 4 ‘?’</i>	2	
1546	1871-2	4-4-0	Std.	<i>FC de Arica á Tacna 5 ‘?’</i>	2	
?	1873	0-4-0ST	Std.	Purchaser unknown, later to Nitrate Railways 56	2	
1896	1881-3	4-6-0	Std.	<i>FC de Copiapó 31 ‘WALTON W. EVANS’, later EFE 15A with added tanks</i>	2	
2021	1885	2-6-0	Std.	<i>FC de Arica á Tacna 6 ‘?’</i>	2	
2140	1889	0-6-0T	Metre	<i>FCTC 1 ‘JOSÉ MANUEL BALMACEDA’, later EFE 50, 3050 became Tipo K</i>		3
2141	1889	0-6-0T	Metre	<i>FCTC 2 ‘VICUÑA MACKENNA’</i>		3
2674	1907	2-8-2	2' 6"	<i>FCAB 119 ‘JULACA’</i>	4	
2675	1907	2-8-2	2' 6"	<i>FCAB 120 ‘CHITA’</i>	4	
2676	1907	2-8-2	2' 6"	<i>FCAB 121 ‘QUEHUA’</i>	4	
2677	1907	2-8-2	2' 6"	<i>FCAB 122 ‘HUARI’</i>	4	
2678	1907	2-8-2	2' 6"	<i>FCAB 123 ‘PAZNA’</i>	4	
2679	1907	2-8-2	2' 6"	<i>FCAB 124 ‘POOPO’</i>	4	
2680	1907	2-8-2	2' 6"	<i>FCAB 125 ‘MACHACAMARCA’</i>	4	
2681	1907	2-8-2	2' 6"	<i>FCAB 126 ‘POTOSI’</i>	4	
2682	1907	2-8-2	2' 6"	<i>FCAB 127 ‘LA PAZ’</i>	4	
2683	1907	2-8-2	2' 6"	<i>FCAB 128 ‘SANTIAGO’</i>	4	
2708	1907	4-4-0	Std.	<i>FC de Copiapó 32, later EFE 16A</i>	2	
2709	1907	4-4-0	Std.	<i>FC de Copiapó 33, later EFE 17A</i>	2	
2710	1907	4-4-0	Std.	<i>FC de Copiapó 34, later EFE 18A</i>	2	
2813	1910	4-8-0	Metre	<i>FCALP 8, later 19, then EFE ?</i>	3	
2814	1910	4-8-0	Metre	<i>FCALP 6, later 17, then EFE ?</i>	3	
2822	1910	4-8-0	Metre	<i>FCALP 7, later 18, then EFE ?</i>	3	
2862	1911	0-6-0T	5' 6"	Chilean Eastern Central Rly. 1 , later EFE 650 Tipo 56A	1	
2863	1911	0-6-0T	5' 6"	Chilean Eastern Central Rly. 2 , later EFE 651 Tipo 56A	1	
2874	1911	0-6-0T	Metre	<i>FCALP first used by contractors 9, later 2</i>	3	
2875	1911	0-6-0T	Metre	<i>FCALP first used by contractors 10, later 3</i>	3	
2901	1912	2-6-0	5' 6"	Chilean Eastern Central Rly. 5 , later EFE 586 , became Tipo 57A	1	

2902	1912	2-6-0	5' 6"	Chilean Eastern Central Rly. 6 , later <i>EFE 587</i> , became <i>Tipo 57A</i>	1	
2943	1912	2-8-2	2' 6"/1m	<i>FCAB 161</i> , regauged to 1m		4/3
2944	1912	2-8-2	2' 6"/1m	<i>FCAB 162</i> , regauged to 1m		4/3
2945	1912	2-8-2	2' 6"/1m	<i>FCAB 163</i> , regauged to 1m		4/3
2946	1912	2-8-2	2' 6"/1m	<i>FCAB 164</i> , regauged to 1m		4/3
2947	1912	2-8-2	2' 6"/1m	<i>FCAB 165</i> , regauged to 1m		4/3
2948	1912	2-8-2	2' 6"/1m	<i>FCAB 166</i> , regauged to 1m		4/3
2949	1912	2-8-2	2' 6"/1m	<i>FCAB 167</i> , regauged to 1m		4/3
2950	1912	2-8-2	2' 6"/1m	<i>FCAB 168</i> , rebuilt as 2-8-2T 1 , regauged to 1m	4/3	
2951	1912	2-8-2	2' 6"/1m	<i>FCAB 169</i> , regauged to 1m		4/3
2952	1912	2-8-2	2' 6"/1m	<i>FCAB 170</i> , regauged to 1m		4/3
3747	1929	4-8-2T	Metre	<i>FCAB 181</i>	3	
3748	1929	4-8-2T	Metre	<i>FCAB 182</i>	3	
3749	1929	4-8-2T	Metre	<i>FCAB 183</i>	3	

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Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	1855	0-4-2	5' 6"	<i>FCSV 1 'EMPRESA'</i> , later 4-4-0, later <i>EFE 1</i> (or by R&WH?), became <i>Tipo 1</i>	1	
?	1855	0-4-2	5' 6"	<i>FCSV 2 'VENCEDORA'</i> , later <i>EFE 2</i> , became <i>Tipo 2</i>	1	
?	1855	0-4-2	5' 6"	<i>FCSV 3 'OBSTÁCULOS'</i> , later <i>EFE 3</i> , became <i>Tipo 2</i>	1	
?	1855	0-4-2	5' 6"	<i>FCSV 4 'ADELANTE'</i> , later 4-4-0, later <i>EFE 4</i> , became <i>Tipo 3</i> , used by <i>DOP</i>	1	
?	1855	0-4-2	5' 6"	<i>FCSV 5 'RECOMPENSA'</i> , later 4-4-0, later <i>EFE 5</i> , became <i>Tipo 3</i>	1	
?	1855	0-4-2	5' 6"	<i>FCSV 6 'PORVENIR'</i> , later 0-4-4T, later <i>EFE 6</i> , became <i>Tipo 4</i>	1	
?	1856	0-4-2	5' 6"	<i>FCSV 7 'VALPARAISO'</i> , later 0-4-4T, later <i>EFE 7</i> , became <i>Tipo 5</i>		1
?	1856	0-4-2	5' 6"	<i>FCSV 8 'QUILLOTA'</i> , later 4-4-0, later <i>EFE 8</i> , became <i>Tipo 6</i>	1	
?	1856	0-4-2	5' 6"	<i>FCSV 9 'ACONCAGUA'</i> , later 4-4-0, later <i>EFE 9</i> , became <i>Tipo 7</i>	1	
?	1856	0-4-2	5' 6"	<i>FCSV 10 'SANTIAGO'</i> , later <i>EFE 10</i> , became <i>Tipo 5</i>	1	
364	1866	0-4-0T	3' 6"	<i>FC de Tongoy 'TONGOY'</i>	2	
365	1866	0-4-0T	3' 6"	<i>FC de Tongoy '?'</i>	2	
366	1866	0-4-0T	3' 6"	<i>FC de Tongoy '?'</i>	2	
386	1868	4-4-0	5' 6"	<i>FCSV 23 'LLAI-LLAI'</i> , later <i>EFE 23</i> , became <i>Tipo 6</i>	1	
388	1868	4-4-0	5' 6"	<i>FCSV 25 'VICHICULEN'</i> , later <i>EFE 25</i> , became <i>Tipo 6</i>	1	
389	1868	4-4-0	5' 6"	<i>FCSV 26 'RABUCO'</i> , later <i>EFE 26</i> , became <i>Tipo 6</i>	1	
390	1868	4-4-0	5' 6"	<i>FCSV 27 'ARANDA'</i> , later <i>EFE 27</i> , became <i>Tipo 6</i>	1	
391	1868	4-4-0	5' 6"	<i>FCSV 28 'LIMACHE'</i> , later <i>EFE 28</i> , became <i>Tipo 6</i>	1	
395	1868	4-4-0	5' 6"	<i>FCSV 29 'VIÑA del MAR'</i> , later <i>EFE 29</i> , became <i>Tipo 6</i>	1	
396	1868	4-4-0	5' 6"	<i>FCSV 30 'QUILPUE'</i> , later <i>EFE 30</i> , became <i>Tipo 6</i>	1	
397	1868	4-4-0	5' 6"	<i>FCSV 31 'PEÑA BLANCA'</i> , later <i>EFE 31</i> , became <i>Tipo 6</i>	1	
398	1868	4-4-0	5' 6"	<i>FCSV 32 'LA CALERA'</i> , later <i>EFE 32</i> , became <i>Tipo 6</i>	1	
399	1868	4-4-0	5' 6"	<i>FCSV 33 'OCHOA'</i> , later <i>EFE 33</i> , became <i>Tipo 6</i>	1	
387	1868	4-4-0	5' 6"	<i>FCSV 34 'MONTENEGRO'</i> , later <i>EFE 34</i> , became <i>Tipo 6</i>	1	
400	1868	4-4-0	5' 6"	<i>FCSV 24 'MAQUIS'</i> , later <i>EFE 24</i> , became <i>Tipo 6</i>	1	
425	1872			Supposed to have gone to Chile, and H. L. Ahrons thought it became <i>FCSV/EFE</i> no. 37. Hawthorn supplied parts and kits of parts for various rebuilds, such as converting <i>FCSV</i> nos. 17-22 from 0-4-2s to 4-4-0s, and it may well be that some of these ended up being used to create new locos.		

Henschel und Sohn

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	1874	0-6-2T?	5' 6"?	<i>FC de Arauco</i> , 13 'ADELINA' . Possibly not by Henschel.	1	
2682	1888	0-4-0WT	5' 6"	J. C. Schuchard, Barmen for Chile, ? <i>FC Concepción a Penco</i> 'CONCEPCIÓN'	1	
2683	1888	0-4-0WT	5' 6"	J. C. Schuchard, Barmen for Chile, ? <i>FC Concepción a Penco</i> 'PENCO' ?	1	
6489	1903	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. to <i>FCAB 5 'TACNA'</i> , <i>FC Caleta Coloso a Aguas Blancas 5</i>	4	
6490	1903	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. to <i>FC Caleta Coloso a Aguas Blancas 7</i> 'CARMEN' ? later 503	4	
6710	1904	0-4-0T	2' 6"	via Gebr. Vorwerk & Co.	4	
6711	1904	0-4-0T	2' 6"	via Gebr. Vorwerk & Co.	4	
6712	1904	0-4-0T	2' 6"	via Gebr. Vorwerk & Co.	4	
7065	1904	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Chile	4	
7070	1905	0-4-0T	5' 6"	via Gebr. Vorwerk & Co. for Chile	1	
7218	1905	0-6-0T	60cm	<i>Comp. Nacional Carbonifera</i> ? at Lebu	4	
7263	1906			Replacement boiler for 'Pencobahn'		
7491	1907	0-6-0T	2' 6"	<i>FCAB 6 'CARLOTITA'</i> ?, later 504 then 502	4	
7492	1906	0-4-0T	5' 6"	via <i>Gebr. Vorwerk</i> for Chile		1
7493	1906	0-4-0T	60cm	<i>DOP</i> later <i>EFE 53 5053</i>	4	
7549	1906	0-6-0T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 17 'TOCOPILLA'</i>	4	
7550	1906	0-6-2T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 16 'SANTIAGO'</i>	4	
7551	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 11 'BILBAO'</i> , later 519	4	
7606	1906	0-4-0T	Metre	via M. Samuel & Co. of London for Chile unknown customer	3	
7753	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 12 'LEVIDA'</i> , later 520	4	
7754	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 15 'GALICIA'</i> , later 521	4	
7958	1907	0-6-2T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 18 'H. de ASTORECA'</i>	4	
7959	1907	0-6-2T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 19 'ASTURIAS'</i>	4	
7960	1907	0-6-0T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 21 'YOLANDA'</i> , later 501	4	
7995	1907	0-4-0T	2' 6"	via Gebr. Vorwerk & Co., possibly to Chile?		
8353	1906	0-6-2T	2' 6"	<i>FC Caleta Coloso a Aguas Blancas 25 'ARAGON'</i>	4	
8354	1906	0-6-2T	2' 6"	Ordered by <i>Cía. Salitrera Nueva Castilla</i> ? but delivered to <i>FC Caleta Coloso a Aguas Blancas 26 'BALEARES'</i>	4	
8355	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 23 'VALENCIA'</i> , later 522	4	
8356	1906	2-8-0	2' 6"	<i>FC de Aguas Blancas 24 'ANDALUCIA'</i> , later 523	4	
8842	1908	0-4-0T	2' 6"	via Gebr. Vorwerk & Co., possibly to Chile?	4	
9851	1909	0-6-0T	60cm	<i>DOP 1 'TRABAJADORA'</i> , then to <i>EFE</i>	4	
9852	1909	0-6-0T	60cm	<i>DOP 2 'SABOYA'</i> , then to <i>EFE</i>	4	
9853	1909	0-6-0T	60cm	<i>DOP 3 'COLBÚN'</i> , then to <i>FC Militar</i>	4	
9963	1910	0-6-0T	60cm	<i>Comp. Nacional Carbonifera</i> ? at Lebu	4	
10702	1911	2-6-0	Metre	<i>FCNC 5 'QUETA'</i> later 1005 , then to <i>FCIP</i> ?	3	
10703	1911	2-6-0	Metre	<i>FCNC 6 'DOÑA INÉS'</i> later 1006 , then to <i>FCIP</i> ?	3	
10704	1911	2-6-0	Metre	<i>FCNC 7 'PEDRO de VALDIVIA'</i> later 1007 , then to <i>FCIP</i> ?	3	
10705	1911	2-6-0	Metre	<i>FCNC 8 'DIEGO de ALMAGRO'</i> later 1008 , then to <i>FCIP</i> ?	3	
10706	1912	2-6-0	Metre	First used by Griffiths & Co 11. , then by <i>RCN</i> , later <i>EFE</i> ?, became <i>Tipo Q</i>	3	

10707	1912	2-6-0	Metre	First used by Griffiths & Co 12. , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo Q</i>	3
10708	1912	2-6-0	Metre	First used by Griffiths & Co 13. , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo Q</i>	3
10709	1912	2-6-0	Metre	First used by Griffiths & Co 14. , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo Q</i>	3
10710	1912	2-6-0	Metre	First used by Griffiths & Co 15. , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo Q</i>	3
10969	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 9 ‘?’ for <i>FCNC</i> then to operational railway 9 , later 1009 , then to <i>EFE 98</i> , later to <i>FCIPH ?</i> became <i>Tipo T</i>	3
10970	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 10 ‘?’ for <i>FCNC</i> then to operational railway 10 , later 1010 , then to <i>EFE 99</i> became <i>Tipo T</i>	3
10971	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 11 ‘?’ for <i>FCNC</i> then to operational railway 11 , later 1011 , then to <i>FCIP</i>	3
10972	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 12 ‘?’ for <i>FCNC</i> then to operational railway 12 , later 1012	3
10973	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 13 ‘?’ for <i>FCNC</i> then to operational railway 13 , later 1013	3
10974	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 14 ‘?’ for <i>FCNC</i> then to operational railway 14 , later 1014 , then to <i>EFE 100</i> became <i>Tipo T</i>	3
10975	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 15 ‘?’ for <i>FCNC</i> then to operational railway 15 , later 1015 , then to <i>EFE 101</i> became <i>Tipo T</i>	3
10976	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 16 ‘?’ for <i>FCNC</i> then to operational railway 16 , later 1016 , then to <i>EFE 102</i> became <i>Tipo T</i>	3
10977	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 10 ‘?’ for <i>FCNC</i> then to operational railway 17 , later 1017 , then to <i>FCIP ?</i>	3
10978	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 18 ‘?’ for <i>FCNC</i> then to operational railway 18 , later 1018 , then to <i>FCIP ?</i>	3
10979	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 19 ‘?’ for <i>FCNC</i> then to operational railway 19 , later 1019 , then to <i>FCIPH ?</i>	3
10980	1911	2-6-0	Metre	MacDonald, Gibbs & MacDougall contractor 20 ‘?’ for <i>FCNC</i> then to operational railway 20 , later 1020 , then to <i>FCIP ?</i>	3
11080	1912	2-6-0	Metre	First used by Griffiths & Co 16. , then by <i>RCN</i> , later <i>EFE 76, 3076</i> , became <i>Tipo Q</i>	3
11081	1912	2-6-0	Metre	First used by Griffiths & Co 17 , then by <i>RCN</i> , later <i>EFE 77, 3077</i> , became <i>Tipo Q</i>	3
11082	1912	2-6-0	Metre	First used by Griffiths & Co 18 , then by <i>RCN</i> , later <i>EFE 78, 3078</i> , became <i>Tipo Q</i>	3
11083	1912	2-6-0	Metre	First used by Griffiths & Co 19 , then by <i>RCN</i> , later <i>EFE 79, 3079</i> , became <i>Tipo Q</i>	3
11084	1912	2-6-0	Metre	First used by Griffiths & Co 20 , then by <i>RCN</i> , later <i>EFE 80, 3080</i> , became <i>Tipo Q</i>	3
11131	1912	0-4-0T	750mm	Vorwerk & Co. for Chile, for unknown customer	4

11154	1912	0-6-0T	Metre	<i>Pto. de San Antonio ?</i>	3
11155	1912	0-6-0T	Metre	<i>Pto. de San Antonio ?</i>	3
11156	1912	0-6-0T	Metre	<i>Pto. de San Antonio ?</i>	3
11188	1912	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Antofagasta	4
11189	1912	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Antofagasta	4
11190	1912	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Antofagasta	4
11191	1912	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Antofagasta	4
11290	1912	2-6-0	5' 6"	<i>EFE 560</i> , became <i>Tipo 57</i>	1
11291	1912	2-6-0	5' 6"	<i>EFE 561</i> , became <i>Tipo 57</i>	1
11292	1912	2-6-0	5' 6"	<i>EFE 562</i> , became <i>Tipo 57</i>	1
11293	1912	2-6-0	5' 6"	<i>EFE 563</i> , became <i>Tipo 57</i>	1
11294	1912	2-6-0	5' 6"	<i>EFE 564</i> , became <i>Tipo 57</i>	1
11295	1912	2-6-0	5' 6"	<i>EFE 565</i> , became <i>Tipo 57</i>	1
11296	1912	2-6-0	5' 6"	<i>EFE 566</i> , became <i>Tipo 57</i>	1
11297	1912	2-6-0	5' 6"	<i>EFE 567</i> , became <i>Tipo 57</i>	1
11298	1912	2-6-0	5' 6"	<i>EFE 568</i> , became <i>Tipo 57</i>	1
11299	1912	2-6-0	5' 6"	<i>EFE 569</i> , became <i>Tipo 57</i>	1
11300	1912	2-6-0	5' 6"	<i>EFE 570</i> , became <i>Tipo 57</i>	1
11301	1912	2-6-0	5' 6"	<i>EFE 571</i> , became <i>Tipo 57</i>	1
11302	1912	2-6-0	5' 6"	<i>EFE 572</i> , became <i>Tipo 57</i>	1
11303	1912	2-6-0	5' 6"	<i>EFE 573</i> , became <i>Tipo 57</i>	1
11304	1912	2-6-0	5' 6"	<i>EFE 574</i> , became <i>Tipo 57</i>	1
11305	1912	2-6-0	5' 6"	<i>EFE 575</i> , became <i>Tipo 57</i>	1
11306	1912	2-6-0	5' 6"	<i>EFE 576</i> , became <i>Tipo 57</i>	1
11307	1912	2-6-0	5' 6"	<i>EFE 577</i> , became <i>Tipo 57</i>	1
11308	1912	2-6-0	5' 6"	<i>EFE 578</i> , became <i>Tipo 57</i>	1
11309	1912	2-6-0	5' 6"	<i>EFE 579</i> , became <i>Tipo 57</i>	1
11358	1912	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Chile	4
11405	1912	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. to <i>Cía. Salitrera Poderosa</i> , at <i>Oficina Savona ?</i>	4
11406	1912	0-6-0T	750mm	via Gebr. Vorwerk & Co.	4
11407	1912	0-6-0T	750mm	via Gebr. Vorwerk & Co.	4
11408	1912	0-6-0T	750mm	via Gebr. Vorwerk & Co.	4
11698	1913	0-4-0T	750mm	<i>Oficina Araucana</i> (owned by Lautaro Nitrate?) ?	4
11713	1913?	2-6-0	Metre	<i>FCALP 11</i> , then 30 , later to Bolivia 101 , then 503	3
11714	1913?	2-6-0	Metre	<i>FCALP 12</i> , then 31 , later <i>EFE 3231</i>	3
11715	1913?	2-6-0	Metre	<i>FCALP 13</i> , then 32 , later <i>EFE 3232</i>	3
11716	1913?	2-6-0	Metre	<i>FCALP 14</i> , then 33 , later to Bolivia 102 , then 504	3
11717	1913?	2-6-0	Metre	<i>FCALP 15</i> , then 34 , later <i>EFE 3233</i>	3
11718	1913?	2-6-0	Metre	<i>FCALP 16</i> , then 35 , later to Bolivia 103 , then 505	3
11739	1912	2-6-0	5' 6"	<i>EFE 580</i> , became <i>Tipo 57</i>	1
11740	1912	2-6-0	5' 6"	<i>EFE 581</i> , became <i>Tipo 57</i>	1
11741	1912	2-6-0	5' 6"	<i>EFE 582</i> , became <i>Tipo 57</i>	1
11742	1912	2-6-0	5' 6"	<i>EFE 583</i> , became <i>Tipo 57</i>	1
11743	1912	2-6-0	5' 6"	<i>EFE 584</i> , became <i>Tipo 57</i>	1
11744	1912	2-6-0	5' 6"	<i>EFE 585</i> , became <i>Tipo 57</i>	1
11891	1913	2-8-2	2' 6"/1m	<i>FCAB 171</i> , regauged to 1m	4/3
11892	1913	2-8-2	2' 6"/1m	<i>FCAB 172</i> , regauged to 1m	4/3

11893	1913	2-8-2	2' 6"/1m	FCAB 173, regauged to 1m	4/3
11894	1913	2-8-2	2' 6"/1m	FCAB 174, regauged to 1m	4/3
11895	1913	2-8-2	2' 6"/1m	FCAB 175, regauged to 1m	4/3
11896	1913	2-8-2	2' 6"/1m	FCAB 176, regauged to 1m	4/3
11897	1913	2-8-2	2' 6"/1m	FCAB 177, regauged to 1m	4/3
11898	1913	2-8-2	2' 6"/1m	FCAB 178, regauged to 1m	4/3
11899	1913	2-8-2	2' 6"/1m	FCAB 179, regauged to 1m	4/3
11900	1913	2-8-2	2' 6"/1m	FCAB 180, regauged to 1m	4/3
11943	1913	0-4-0T	Std.	Unknown buyer, via Gebr. Vorwerk & Co. to Iquique ?	2
11944	1913	0-4-0T	Std.	Unknown buyer, via Gebr. Vorwerk & Co. to Iquique ?	2
12192	1913-4	0-4-0T	2' 6"	via Gebr. Vorwerk & Co. for Chile	4
12230	1913	0-6-0T	2' 6"	Cía. Salitrera Progrese/Progreso ?	4
12231	1913	0-6-0T	2' 6"	Cía. Salitrera Progrese/Progreso ?	4
12294	1913	0-4-0T	750mm	via Gebr. Vorwerk & Co. for Chile	4
12305	1913	0-4-0WT	5' 6"	Azucaría Penco 'OLGA' or 'LAURITA'?	1
12335	1913	0-6-2T	750mm	via Gebr. Vorwerk & Co. for Eugenio Sibie 5	4
12336	1913	0-6-2T	750mm	via Gebr. Vorwerk & Co. for Eugenio Sibie ?	4
12510	1913	0-4-0T	5' 6"	via Gebr. Vorwerk for Chile	1
12511	1913	0-4-0T	2' 6"	Oficina Perseverancia ?	4
12544	1914	2-8-0	Metre	FCAB 57 later 357, then ENFFCC /ENFE 614	3
12545	1914	2-8-0	Metre	FCAB 58 later 358, then ENFFCC /ENFE 615	3
12546	1914	2-8-0	Metre	FCAB 59 later 359, then ENFFCC /ENFE 616	3
12547	1914	2-8-0	Metre	FCAB 60 later 360, then ENFFCC /ENFE 617	3
12748	1914	4-6-2	Metre	FCAB 33 later 333, then to ENFFCC / ENFE 756	3
12749	1914	4-6-2	Metre	FCAB 34 later 334, then to ENFFCC / ENFE 751	3
12750	1914	4-6-2	Metre	FCAB 35 later 335, then to ENFFCC / ENFE 752	3
12751	1914	4-6-2	Metre	FCAB 36 later 336, then to ENFFCC / ENFE 753	3
12906	1914	0-6-0T	Metre	For Antofagasta unknown customer	3
13077	1914	0-4-0T	60cm	via L. Lagarrigue of Santiago	4
13078	1914	0-4-0T	60cm	via L. Lagarrigue of Santiago	4
18305	1921	2-8-0	Metre	FCAB 61 later 361	3
18306	1921	2-8-0	Metre	FCAB 62 later 362	3
18307	1921	2-8-0	Metre	FCAB 63 later 363	3
18308	1921	2-8-0	Metre	FCAB 64 later 364	3
18309	1921	2-8-0	Metre	FCAB 65 later 365	3
18310	1921	2-8-0	Metre	FCAB 66 later 366, possibly 181 at one stage?	3
18311	1921	2-8-0	Metre	FCAB 67 later 367, possibly 182 at one stage?	3
19143	1922	0-4-0T	2' 6"	Vefaspor for Chile, or perhaps for Vefaspor & Shahabad Cement in India	4
19144	1922	0-4-0T	2' 6"	Vefaspor for Chile, or perhaps for Vefaspor & Shahabad Cement in India	4
19284	1922	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for unknown customer	4
19737	1922	0-6-2T	2' 6"	Oficina Castilla ?	4
19738	1922	0-6-2T	2' 6"	Oficina Castilla ?	4
20277	192?	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. , for Chile?	4
20302	1924	0-6-2T	Metre	via Gebr. Vorwerk for Chile unknown customer	3
20343	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20351	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4

20352	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20353	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20354	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20422	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20423	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20608	1925	0-6-0T	5' 6"	via <i>Gebr. Vorwerk</i> for Chile	1
20639	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20652	1924	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20671	1926	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for Iquique	4
20708	1927	0-6-0T	2' 6"	via Gebr. Vorwerk & Co. for <i>Oficina La Granja ?</i>	4
20747	1926	2-8-2T	Metre	via Th. Wille of Hamburg for Chile unknown customer	3
20992	1928	0-4-0T	Metre	for Antofagasta ?	3
21014	1928	0-6-2T?	Metre	<i>Cía. Salitrera Nueva?</i> via Gebr. Vorwerk & Co. (<i>FCAB?</i>)	3
21126	1928	0-4-0T	Metre	Port of Iquique construction 1	3
21127	1928	0-4-0T	Metre	Port of Iquique construction 2	3
21128	1928	0-4-0T	Metre	Port of Iquique construction 3	3
21129	1928	0-4-0T	Metre	Port of Iquique construction 4	3
21130	1928	0-4-0T	Metre	Port of Iquique construction 5	3
21131	1928	0-4-0T	Metre	Port of Iquique construction 6	3
21202	1928	0-6-0T	2' 6"	via Gebr. Vorwerk & Co.	4
21213	1928	4-6-2	Metre	<i>FCAB 37</i> later 337 , then to <i>ENFFCC / ENFE 754</i>	3
21214	1928	4-6-2	Metre	<i>FCAB 38</i> later 338 , then to <i>ENFFCC / ENFE 755</i>	3
21280	1928-9	0-6-2T	Metre	For <i>FCAB?</i> or subsidiary?	3
21324	1929	0-6-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?	4
21325	1929	0-6-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?	4
21326	1929	0-6-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?	4
21327	1929	0-6-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?	4
21328	1929	0-6-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?	4
21426	1929	0-6-0T	5' 6"	<i>Hafen Valparaiso</i>	1
21427	1929	0-6-0T	5' 6"	<i>Hafen Valparaiso</i>	1
21630	1930	0-4-0T	Metre	via Ph. Holzmann for Chile unknown customer	3
21631	1930	0-4-0T	Metre	via Ph. Holzmann for Chile unknown customer	3
22741	1936	4-8-4	5' 6"	<i>EFE 1001 'ALEMANIA' Tipo 100</i>	1
22742	1936	4-8-4	5' 6"	<i>EFE 1002 'CHILE'? Tipo 100</i>	1
22743	1936	4-8-4	5' 6"	<i>EFE 1003 Tipo 100</i>	1
22744	1936	4-8-4	5' 6"	<i>EFE 1004 Tipo 100</i>	1
22745	1936	4-8-4	5' 6"	<i>EFE 1005 Tipo 100</i>	1
22746	1936	4-8-4	5' 6"	<i>EFE 1006 Tipo 100</i>	1
22747	1936	4-8-4	5' 6"	<i>EFE 1007 Tipo 100</i>	1
22748	1936	4-8-4	5' 6"	<i>EFE 1008 Tipo 100</i>	1
22749	1936	4-8-4	5' 6"	<i>EFE 1009 Tipo 100</i>	1
22750	1936	4-8-4	5' 6"	<i>EFE 1010 Tipo 100</i>	1

Hudswell Clarke

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
389	?	0-4-0ST	Metre	Huena Piden Colliery & Railway Co. 'HUENA PIDEN No. 1' , later to <i>EFE? ?</i> , possibly became <i>Red Sur tipo G</i>	3	
409	1893	0-4-0T	5' 6"	For L. M & Co., Valparaiso 'AJAX' , via Lever Murphy?	1	
782	1906	0-6-2T	2' 6"/1m	<i>FCAB 55 'LASTENIA'</i> , later 5 , regauged to 1m, then to <i>Fabrica de cemento El Melón ?</i>	4/3	
783	1906	0-6-2T	2' 6"/1m	<i>FCAB 56 'ANITA'</i> , later 6 , regauged to 1m		4/3
787	1907	2-8-2	2' 6"/1m	<i>FCAB 139 'LEONOR'</i> , regauged to 1m	4/3	
788	1907	2-8-2	2' 6"/1m	<i>FCAB 140 'MARÍA'</i> , regauged to 1m	4/3	
837	1909	0-4-2T	2' 1"	Copiapó Mining Co. 'C. M. C. No. 2'	4	
1009	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 138 'VALPARAISO' may have been sold off at end of contract	1	
1010	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 139 'SANTIAGO' may have been sold off at end of contract	1	
1027	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 140 'MIRAMAR' , later <i>Barriga, Wachholtz y Alessandri</i> contractor on Lago Ranco branch construction	1	
1053	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 141 'BARÓN' may have been sold off at end of contract	1	
1076	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 144 'BELLAVISTA' may have been sold off to a colliery in Coronel or Lota area 3	1	

**T. Hughes & Co.
of Loughborough**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	1863?	?	4' 2"	<i>FC de Carrizal y Cerro Blanco, 11 'VALLENAR'</i>	2	
?	1863?	?	4' 2"	<i>FC de Carrizal y Cerro Blanco, 11 'FICIRINA'</i>	2	

Hunslet Engine Co.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
878	1905	0-6-4T	2' 6"/1m	FCAB 1 'CHILE', later 12 , regauged to 1m	4/3	
879	1905	0-6-4T	2' 6"/1m	FCAB 2 'VALDIVIA', later 13 , regauged to 1m	4/3	
880	1905	0-6-4T	2' 6"/1m	FCAB 3 'MEJILLONES', later 14 , regauged to 1m	4/3	
888	1906	2-8-2	2' 6"	FCAB 75 'BOQUETTE', later 109 , then sold to Boquete Nitrate Co., then to Penon Nitrate Co.	4	
889	1906	2-8-2	2' 6"	FCAB 76 'POLPANA', later 110	4	
890	1906	2-8-2	2' 6"	FCAB 77 'CONCHI', later 111	4	
891	1906	2-8-2	2' 6"	FCAB 78 'UYUNI', later 112 , then sold to Boquete Nitrate Co.	4	
907	1906	0-6-4T	2' 6"/1m	FCAB 4 'CARMEN ALTO', later 15 , regauged to 1m	4/3	
908	1906	0-6-4T	2' 6"	FCAB 5 'CARACOLES', later 16 , later to FC Aguas Blancas 506	4	
909	1906	0-6-4T	2' 6"	FCAB 7 'CHUQUICAMATA', later 17 , later to FC Aguas Blancas 507	4	4
910	1906	0-6-4T	2' 6"	FCAB 8 'COLLAHUASI', later 18 , later to FC Aguas Blancas 508	4	
911	1906	0-6-4T	2' 6"	FCAB 10 'CHARCOTE', later 19	4	
912	1906	0-6-4T	2' 6"/1m	FCAB 11 'CHIGUANA', later 20 , regauged to 1m		4
922	1907	2-8-2	2' 6"	FCAB 129 'AUSONIA' later rebuilt to 2-8-0	4	
923	1907	2-8-2	2' 6"	FCAB 130 'RIVIERA' later rebuilt to 2-8-0	4	
924	1907	2-8-2	2' 6"	FCAB 131 'FICOMENTA' later rebuilt to 2-8-0	4	
925	1907	2-8-2	2' 6"	FCAB 132 'CARMEN' later rebuilt to 2-8-0	4	
926	1907	2-8-2	2' 6"	FCAB 133 'LUISIS' later rebuilt to 2-8-0	4	
927	1907	2-8-2	2' 6"	FCAB 134 'CANDELARIO' later rebuilt to 2-8-0	4	
928	1907	2-8-2	2' 6"	FCAB 135 'FLORENCIA' later rebuilt to 2-8-0	4	
929	1907	2-8-2	2' 6"	FCAB 136 'ACONCAGUA' later rebuilt to 2-8-0	4	
930	1907	2-8-2	2' 6"	FCAB 137 'AURELIA' later rebuilt to 2-8-0	4	
931	1907	2-8-2	2' 6"	FCAB 138 'CELIA' later rebuilt to 2-8-0	4	
945	1907	0-6-4T	2' 6"/1m	FCAB 21 'COCHRANE', rebuilt to 0-6-2T, regauged to 1m, then to contractor in Arica	4/3	
946	1907	0-6-4T	2' 6"/1m	FCAB 22 'COBIJA', rebuilt to 0-6-2T, regauged to 1m	4/3	
947	1907	0-6-4T	2' 6"/1m	FCAB 23 'PEINETA', rebuilt to 0-6-2T, regauged to 1m		4/3
948	1907	0-6-4T	2' 6"/1m	FCAB 24 'PLACILLA', rebuilt to 0-6-2T, regauged to 1m		4/3
949	1907	0-6-4T	2' 6"/1m	FCAB 25 'LATORRE', rebuilt to 0-6-2T, regauged to 1m, then to contractor in Arica	4/3	
950	1907	0-6-4T	2' 6"/1m	FCAB 26 'URIBE', rebuilt to 0-6-2T, regauged to 1m	4/3	
958	1908	2-8-0	2' 6"/1m	FCAB 141 'REINA', regauged to 1m	4/3	
959	1908	2-8-0	2' 6"/1m	FCAB 142 'PELACIA'?, regauged to 1m		4/3
960	1908	2-8-0	2' 6"/1m	FCAB 143 'CARLOTA', regauged to 1m		4/3
961	1908	2-8-0	2' 6"/1m	FCAB 144 'ALESA', regauged to 1m	4/3	
962	1908	2-8-0	2' 6"/1m	FCAB 145 'MERCURIO', regauged to 1m		4/3
963	1908	2-8-0	2' 6"/1m	FCAB 146 'DIANA', regauged to 1m	4/3	
964	1908	2-8-0	2' 6"/1m	FCAB 147 'FLORA', regauged to 1m	4/3	
965	1908	2-8-0	2' 6"/1m	FCAB 148 'NEPTUNO', regauged to 1m		4/3
966	1908	2-8-0	2' 6"/1m	FCAB 149 'SATORNO', regauged to 1m		4/3
967	1908	2-8-0	2' 6"/1m	FCAB 150 'MAGALLANES', regauged to 1m	4/3	
1040	1910	0-6-4T	Metre	First used by Griffiths & Co. 1 , then to RCN and EFE 11, 21, 3021	3	
1044	1910	0-6-4T	Metre	First used by Griffiths & Co. 2 , then to RCN and EFE 12, 22, 3022	3	
1047	1910	0-6-4T	Metre	First used by Griffiths & Co. 3 , then to RCN and EFE 13, 23, 3023	3	

1048	1910	0-6-4T	Metre	First used by Griffiths & Co. 4 , then to <i>RCN</i> and <i>EFE 14, 24, 3024</i>	3
1049	1910	0-6-4T	Metre	First used by Griffiths & Co. 5 , then to <i>RCN</i> and <i>EFE 15, 25, 3025</i>	3
1050	1910	0-6-4T	Metre	First used by Griffiths & Co. 6 , then to <i>RCN</i> and <i>EFE 16, 26, 3026</i>	3
1057	1910	0-6-4T	Metre	First used by Griffiths & Co. 7 , then to <i>RCN</i> sold to <i>FCALP</i> , later <i>EFE 3027</i>	3
1058	1910	0-6-4T	Metre	First used by Griffiths & Co. 8 , then to <i>RCN</i> and <i>EFE 18, 28, 3028</i>	3
1059	1910	0-6-4T	Metre	First used by Griffiths & Co. 9 , then to <i>RCN</i> and <i>EFE 19, 29, 3029</i>	3
1062	1911	0-6-4T	Metre	MacDonald, Gibbs & MacDougall contractor 1 'ANITA' for <i>FCNC</i> construction then to operational railway 1 , later 901	3
1063	1911	0-6-4T	Metre	MacDonald, Gibbs & MacDougall contractor 2 'FREDA' for <i>FCNC</i> construction then to operational railway 2 , later 902	3
1064	1910	0-6-4T	Metre	First used by Griffiths & Co. 10 , then to <i>RCN</i> and <i>EFE 20, 30, 3030</i>	3
1065	1911	0-6-4T	Metre	MacDonald, Gibbs & MacDougall contractor 3 'MARÍA' for <i>FCNC</i> construction then to operational railway 3 , later 903 , later to <i>FCIP 3060</i> , then to <i>FCALP</i>	3
1066	1911	2-8-0	2' 6"	<i>FCAB 151</i> , regauged to 1m	4
1067	1911	2-8-0	2' 6"	<i>FCAB 152</i> , regauged to 1m	4
1078	1911	0-6-4T	Metre	MacDonald, Gibbs & MacDougall contractor 4 'EDITH' for <i>FCNC</i> construction then to operational railway 4 , later 904 , later to <i>FCIP 3061</i> , then to <i>FCALP</i>	3
1102	1912	2-8-4T	Metre	<i>FCAB 101</i> then 411 , later to <i>ENFFCC / ENFE 551</i>	3
1103	1912	2-8-4T	Metre	<i>FCAB 102</i> then 412 , later to <i>ENFFCC / ENFE 552</i>	3
1105/6?	1912	0-6-2T	Metre	via <i>Astorexa y Cía.</i> to <i>Oficina la Granja 'FELISA'?</i>	3
1357	1920?	4-6-0T	2' 6"	ex-WD loco sent to Chile/Bolivia by Beverley Peace & Partners, to Huanchaca Co. for <i>FC Uyuni a Pulacayo WD 3241</i>	4
1359?	1920?	4-6-0T	2' 6"	ex-WD loco sent to Chile/Bolivia by Beverley Peace & Partners, to Huanchaca Co. for <i>FC Uyuni a Pulacayo WD 3243</i> or possibly to London Nitrate Co. ?	4
1365?	1920?	4-6-0T	2' 6"	London Nitrate Co. ?	4
1367	1920?	4-6-0T	2' 6"	ex-WD loco sent to Chile/Bolivia by Beverley Peace & Partners, to Huanchaca Co. for <i>FC Uyuni a Pulacayo WD 3251</i> , later bought by <i>EFE</i> and regauged at MSB for <i>Red Sur</i> 60cm gauge branches	4
1368?	1920?	4-6-0T	2' 6"	ex-WD loco sent to Chile/Bolivia by Beverley Peace & Partners, to Huanchaca Co. for <i>FC Uyuni a Pulacayo WD 3252</i>	4
1373	?	4-6-0T	2' 6"	via Beverley Peace & Partners for <i>Oficina Iris 'WD 3257'</i>	4
1374	1920?	4-6-0T	2' 6"	ex-WD loco sent to Chile/Bolivia by Beverley Peace & Partners, to Huanchaca Co. for <i>FC Uyuni a Pulacayo WD 3258</i> , later bought by <i>EFE</i> and regauged at MSB for <i>Red Sur</i> 60cm gauge branches	4
1453	19204	4-6-0T	2' 6"	London Nitrate Co. 'FRANK TOBIN' , for <i>Oficina Puntunchara?</i>	4
1480	1924	2-8-0	2' 6"	<i>Oficina Rica Aventura 1 'RITA'</i>	4
1481	1924	2-8-0	2' 6"	<i>Oficina Rica Aventura 11 'WLADIMIRO'</i> possibly ordered by Penan Nitrate Co.	4

Arnold Jung

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
273	1896	0-6-0T	2' 6"	<i>FC de Cerro Gordo a Challacollo ?</i> Later to an oficina?	4	
274	1896	0-6-0T	2' 6"	<i>FC de Cerro Gordo a Challacollo ?</i> Later to an oficina?	4	
397	1899	0-4-2T	60cm	eventually to <i>Soc. Agricola y Madera Neltume</i> ' GUACOLDA '	4	
586	1902	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4	
606	1902	0-6-0+T?	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4	
1079	1907	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
1080	1907	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
1188	1907	0-4-0T	60cm	via Arthur Koppel for Chile	4	
1191	1907	0-6-0T	60cm	via Arthur Koppel for Chile	4	
1192	1907	0-4-0WT	60cm	via Arthur Koppel, <i>Mina Pilpilco 7</i> ' FRESIA '	4	
1193	1907	0-6-0T	60cm	via Arthur Koppel for Chile	4	
1199	1907	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
1200	1907	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
1215	1907	0-4-0T	60cm	via Arthur Koppel for Chile	4	
1296	1910	0-4-0T	60cm	via O&K for Chile	4	
1306	1909	0-6-2T	60cm	<i>DOP 1</i> ' PRESIDENTE MONTT ', to <i>FC Militar</i>	4	
1307	1909	0-6-2T	60cm	<i>DOP 2</i> ' ALBERTO MACKENNA ', to <i>FC Militar 4</i>	4	
1350	1909	0-6-2T	60cm	<i>DOP 1</i> ' PRESIDENTE PEDRO MONTT ', to <i>EFE</i>	4	
1351	1909	0-6-2T	60cm	<i>DOP 2</i> ' VICENTE MENDÉZ URREJOLA ', to <i>EFE</i>	4	
1517	1910	0-4-0T	60cm	via O&K for Chile	4	
1518	1910	0-6-0T	60cm	via M. Gildemeister for Chile	4	
1709	1911	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4	
1710	1911	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4	
1773	1912	0-4-0T	750mm	via <i>Bahnindustrie AG</i> of Hanover for Chile	4	
1804	1912	0-4-0T	3' 0"	via R. Dolberg for Chile	4	
1805	1912	0-4-0T	3' 0"	via R. Dolberg for Chile	4	
1852	1912	0-6-0T	60cm	<i>DOP 17</i> ' ENRIQUE DÖLL ', then to <i>EFE</i> became <i>tipo b</i>	4	
1853	1912	0-6-0T	60cm	<i>DOP 18</i> ' VICTOR KLEIN ', then to <i>EFE</i> became <i>tipo b</i>	4	
1854	1912	0-6-0T	60cm	<i>DOP 19</i> ' ALEJANDRO BERTRAND ', then to <i>EFE</i> became <i>tipo b</i>	4	
1855	1912	0-6-0T	60cm	<i>DOP 20</i> ' MATILDA ' later ' ACEVEDA '?, then to <i>EFE</i> became <i>tipo b</i>	4	
1856	1912	0-6-0T	60cm	<i>DOP 21</i> ' MARÍA LUISA ', then to <i>EFE</i> became <i>tipo b</i>	4	
1857	1912	0-6-0T	60cm	<i>DOP 22</i> ' VITALIA ', then to <i>EFE</i> became <i>tipo b</i>	4	
1858	1912	0-6-0T	60cm	<i>DOP 23</i> '?', then to <i>EFE</i> became <i>tipo b</i>	4	
1859	1912	0-4-0T	60cm	<i>DOP 24</i> ' FRESIA ', then to <i>EFE</i> became <i>tipo c</i>	4	
1860	1912	0-4-0T	60cm	<i>DOP 25</i> ' GUACOLDA ', then to <i>EFE</i> became <i>tipo c</i>	4	
1861	1912	0-4-0T	60cm	<i>DOP 26</i> ' TEGUALDA ', then to <i>EFE</i> became <i>tipo c</i>	4	
1862	1912	0-4-0T	60cm	<i>DOP 27</i> ' GLAURA ', then to <i>EFE</i> became <i>tipo c</i>	4	
1975	1913	2-8-0	Metre	???, later <i>EFE 70, 54, 93, 3093</i> , became <i>Tipo S</i>	3	
1976	1913	2-8-0	Metre	???, later <i>EFE 71, 55, 94, 3094</i> , became <i>Tipo S</i>	3	
1977	1913	2-8-0	Metre	???, later <i>EFE 72, 56, 95, 3095</i> , became <i>Tipo S</i>	3	
1978	1914	2-8-0	Metre	???, later <i>EFE 73, 57, 96, 3096</i> , became <i>Tipo S</i>	3	
1979	1914	2-8-0	Metre	???, later <i>EFE 74, 58, 97, 3097</i> , became <i>Tipo S</i>	3	
2034	1913	0-6-2T	60cm	<i>DOP ?</i> '?', to <i>EFE</i>	4	

3354	1925	0-4-0WT	3' 0"	via Gutmann Maurer & Co. eventually to <i>Celulosa Arauco y Constitución</i> '?'	4
3355	1925	0-4-0WT	3' 0"	via Gutmann Maurer & Co. eventually to <i>Celulosa Arauco y Constitución</i> '?'	4
3501	1925	0-6-0T	60cm	via H. Folsch for nitrate works ' <i>Sagewerk Long-Long</i> ' ' La CAROLINA '?	4
4639	1929	0-6-2T	60cm	<i>EFE 5058</i>	4
4640	1929	0-6-2T	60cm	<i>EFE 5059</i>	4
4641	1929	0-6-2T	60cm	<i>EFE 5060</i>	4
4666	1929	0-4-0WT	5' 6"	<i>FAMAE</i> military factories	1
4667	1929	0-4-0WT	5' 6"	<i>FAMAE</i> military factories	1
8051	1937	0-4-0T	60cm	via R. Peterson & Co. for Chile	4

Kerr Stuart

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
73	1893	0-4-0ST	60cm	'AUTLAGAS' possibly for Bolivia	4	
74	1893	0-4-0ST	60cm	'COLQUECHACA' possibly for Bolivia	4	
75	1893	0-4-0ST	60cm	'CONSUELO' possibly for Bolivia	4	
86	1894	0-4-0T	60cm	'?' possibly for Bolivia	4	
87	1895?	0-4-0T	60cm	'La UNIFICADE' possibly for Bolivia	4	
684	1900	0-4-0ST	2' 6"	Anglo-Chilean Nitrate & Railway Co. 2 'LORD ROBERTS?' possibly an 0-4-2T	4	
816	1903	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 21 'TOCOPILLA', sold to <i>FC de Taltal</i> 57 ?	2	
817	1903	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 20	2	
853	1904	0-4-2T	2' 6"	via Grace Bros. for Iquique 'TRINIDAD'	4	
879	1905	0-4-2TT	2' 6"	Borax Consolidated Co. 'AURORA'	4	
881	1907	0-4-2TT	2' 6"	Borax Consolidated Co. 'CEBOLLAR'	4	
884	1905	0-4-2ST	2' 6"	via Grace Bros. for Chile 'JUAN'	4	
1048	1908	0-4-2TT	2' 6"	Borax Consolidated Co. 'LONDRES'	4	
1174	1911	0-4-2TT	2' 6"	Borax Consolidated Co. 'La ESTRELLA'	4	
1204	1911	0-4-0TT	Std.	Railmotor loco for <i>FC Arica á Tacna</i> 7	2	
1205	1911	0-4-0TT	Std.	Railmotor loco for <i>FC Arica á Tacna</i> 8	2	
1273	1912	2-6-0TT	2' 6"	Borax Consolidated Co. 'La LUNA'	4	
4071	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 1	3	
4072	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 2	3	
4073	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 3	3	
4074	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 4	3	
4075	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 5	3	
4076	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 6	3	
4077	1919	0-4-2T	Metre	<i>Admin. del Pto. de Antofagasta</i> 7	3	

Kilmarnock Engineering

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
515	1921	0-6-2T	3' 6"	Lautaro Nitrate Co., later <i>FC de Taltal</i> . Builder uncertain.		2

Kitson of Leeds

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
635	1858	4-4-0	Std.	<i>FC de Copiapó 9 'G. WWHEELRIGHT'</i>	2	
636	1858	4-4-0	Std.	<i>FC de Copiapó 10 'DIEGO CARVALLO'</i>		2
637	1858	4-4-0	Std.	<i>FC de Copiapó 11 'JOSÉ M. MONTT'</i>	2	
638	1858	4-4-0	Std.	<i>FC de Copiapó 12 'DOMINGO VEGA'</i>	2	
761	1861	4-4-0	Std.	<i>FC de Copiapó 13 'MANUEL CARRIL'</i>	2	
3185	1889	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 1</i>	2	
3186	1889	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 2</i>	2	
3187	1889	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 3</i>	2	
3188	1890	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 4</i>	2	
3233	1890	4-4-0	5' 6"	<i>EFE 165 'SANTA FÉ', to FC de Arauco by 1908</i>	1	
3234	1890	4-4-0	5' 6"	<i>EFE 166 'CANDELARIA'</i>	1	
3235	1890	4-4-0	5' 6"	<i>EFE 167 'COLLIPULLI'</i>	1	
3236	1890	4-4-0	5' 6"	<i>EFE 168 'LOS SAUCES'</i>	1	
3237	1890	4-4-0	5' 6"	<i>EFE 169 'IMPERIAL'</i>	1	
3238	1890	4-4-0	5' 6"	<i>EFE 170 'CHILOÉ', to FC de Arauco by 1908</i>	1	
3239	1890	4-4-0	5' 6"	<i>EFE 171 'MAGALLANES'</i>	1	
3240	1890	4-4-0	5' 6"	<i>EFE 172 'COVADONGA', used by DOP</i>		1
3532	1894	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco 10, later to FC de Taltal 60</i>	2	
3533	1894	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco 11 Lost at sea</i>	2	
3534	1894	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco 11</i>	2	
3535	1894	2-6-2T	3' 6"	<i>FC Tocopilla a Toco 13</i>	2	
3536	1894	2-6-2T	3' 6"	<i>FC Tocopilla a Toco (14) Lost at sea</i>	2	
3601	1895	2-6-2T	3' 6"	<i>FC Tocopilla a Toco 14, later to FC de Taltal 46</i>	2	
3604	1895	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco 12, later to FC de Taltal 57</i>	2	
3613	1895	2-6-2T	3' 6"	<i>FC Tocopilla a Toco 15, later to FC de Taltal 43</i>	2	
3977	1900	0-4-2T	3' 6"	<i>FC Tocopilla a Toco 16</i>	2	
3978	1900	0-4-2T	3' 6"	<i>FC Tocopilla a Toco 17</i>	2	
4108	1902	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 18</i>	2	
4109	1902	4-8-4T	3' 6"	<i>FC Tocopilla a Toco 19</i>	2	
4288	1904	0-6-6-0T	3' 6"	<i>FC de Taltal 50</i>	2	
4340	1905	2-6-2T	3' 6"	<i>FC Tocopilla a Toco 22, later to FC de Taltal 44</i>	2	
4432	1906	0-6-6-0T	3' 6"	<i>FC de Taltal 51</i>	2	
4433	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 52</i>	2	
4434	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 53</i>	2	
4488	1907	0-8z-6z-0T	Metre	<i>FCTC 7, later EFE 3347</i>	3	
4504	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 54</i>	2	
4505	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 55</i>	2	
4506	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 56</i>	2	
4512	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 57</i>	2	
4513	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 58</i>	2	
4514	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 59</i>	2	
4515?	1907	0-6-6-0T	3' 6"	<i>FC de Taltal 60? Doubtful whether this loco came to Taltal</i>	2	
4534	1908	2-6+6-4T	2' 6"	<i>FCAB 36 'HERCULES', later 38</i>	4	
4598	1908	0-8z-6z-0T	Metre	<i>FCTC 8, later EFE 3348</i>	3	

4653	1909	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 23	2	
4654	1909	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 24 , later to <i>FC de Taltal</i> 51	2	
4655	1909	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 25 , later to <i>FC de Taltal</i> 61	2	
4656	1909	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 26 , later to <i>FC de Taltal</i> 59	2	
4664	1909	0-8z-6z-0T	Metre	<i>FCTC</i> 9 , later <i>EFE</i> 3349	3	
4735	1910	2-6-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 29	2	
4736	1910	2-6-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 30	2	
4839	1911	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 31	2	
4840	1911	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 32 , later to <i>FC de Taltal</i> 32	2	
4841	1912	2-6+6-2T	2' 6"	<i>FCAB</i> 37	4	
4843	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 27 , later regauged to 1m, became <i>ENFE</i> 553		4/3
4844	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 28 , later regauged to 1m, became <i>ENFE</i> 554		4/3
4845	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 29 , later regauged to 1m, later to <i>FC de Taltal</i>	4/3	
4846	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 30 , later regauged to 1m, later to <i>FC de Taltal</i>	4/3	
4847	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 31 , later regauged to 1m	4/3	
4848	1911	2-8-4T	2' 6"/1m	<i>FCAB</i> 32 , then 42 , later regauged to 1m	4/3	
4853	1911	2-6-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 36	2	
4854	1911	2-6-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 37	2	
4857	1911	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 33 , later to <i>FC de Taltal</i> 45	2	
4858	1911	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 34	2	
4859	1911	2-6-2T	3' 6"	<i>FC Tocopilla a Toco</i> 35	2	
4860	1912	2-8-2	Metre	<i>FCAB</i> 409 , later to <i>ENFFCC</i> / <i>ENFE</i> 601 or 2	3	
4861	1912	2-8-2	Metre	<i>FCAB</i> 410 , later to <i>ENFFCC</i> / <i>ENFE</i> 601 or 2	3	

Krauss of Munich

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
4685	1901	0-6-0T	60cm	via Arthur Koppel for Chile	4	
4840	1903	0-4-0T	60cm	via Arthur Koppel for Chile	4	
5005	1904	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
5134	1904	0-6-0T	5' 6"	via <i>J. Schuback & Sohne</i> for Chile	1	
5282	1905	0-6-0T	5' 6"	via <i>J. Schuback & Sohne</i> for Chile	1	
5613	1906	0-4-0WT	5' 6"?	<i>Cía. Azucarera Internacional</i> , later CRAV 13	1	
5686	1907	0-6-0T	5' 6"	via <i>J. Schuback & Sohne</i> for Chile	1	
5935	1908	0-6-0T	5' 6"	via <i>J. Schuback und Sohne</i> , possibly for Chile?	1	

Krupp of Essen

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1463	1935	2-8-2	5' 6"	<i>EFE 901 Tipo 90</i>	1	
1464	1935	2-8-2	5' 6"	<i>EFE 902 Tipo 90</i>	1	
1465	1935	2-8-2	5' 6"	<i>EFE 903 Tipo 90</i>	1	
1466	1935	2-8-2	5' 6"	<i>EFE 904 Tipo 90</i>	1	
1467	1935	2-8-2	5' 6"	<i>EFE 905 Tipo 90</i>	1	
1562	1936	0-4-0T	5' 6"	Puerto Montt port, later owned by <i>EmPorChi</i>	1	
1792	1938	0-6-0T	5' 6"	Valparaiso port 5 , later owned by <i>ENAP Refinaría de Concon</i>	1	
1793	1938	0-6-0T	5' 6"	Valparaiso port 6 , possibly owned later by <i>ENAP Refinaría de Concon</i>	1	

La Meuse

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2178	1911	0-4-0T?	750mm?	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ?	4	
2179	1911	0-4-0T?	750mm?	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ?	4	

Lever Murphy y Cía.

Lever, Murphy & Co. were based in Caleta Abarca in Viña del Mar. They had been renamed in 1903 as *Fundicion de Chile SA*, and were then purchased by the *Cía. Galvanizadora de Fierro* who formed the *Sociedad de Maestranzas y Galvanizaciones* in 1906.

See https://es.wikipedia.org/wiki/Sociedad_de_Maestranzas_y_Galvanización for more details of the takeover. Locomotive manufacture ceased in 1917. The company continued until reorganised as the *Cía. de Maestranzas y Galvanizaciones* in 1922, then was purchased by the United States Steel Products Company in 1926 and finally liquidated in 1936.

At least one LM loco was exported outside Chile; 'MARGARETA' built in 1903 for a sugar hacienda in Peru.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1	1887	4-4-0	5' 6"	<i>EFE 126</i> 'JOSÉ M. BALMACEDA' then 'La CONSTITUCIÓN', supposedly the first steam loco built in Chile.	1	
2	1888	4-4-0	5' 6"	<i>EFE 127</i> 'CALETA ABARCA'	1	
3	1888	4-4-0	5' 6"	<i>EFE 128</i> 'I. M. URMENETA'	1	
4	1888	4-4-0	5' 6"	<i>EFE 129</i> 'J. WHEELRIGHT', used by <i>DOP</i>	1	
5	1888	4-4-0	5' 6"	<i>EFE 130</i> 'MIRAMAR', used by <i>DOP</i>	1	
6	1888	4-4-0	5' 6"	<i>EFE 131</i> 'QUINTA'	1	
7	1888-9	2-6-0	5' 6"	<i>EFE 139</i> 'GUÍNDOS'	1	
8	1888-9	2-6-0	5' 6"	<i>EFE 140</i> 'GRANEROS'	1	
9	1888-9	2-6-0	5' 6"	<i>EFE 141</i> 'CAUQUÉNES'	1	
10	1888-9	2-6-0	5' 6"	<i>EFE 142</i> 'ROSARÍO'	1	
11	1888-9	2-6-0	5' 6"	<i>EFE 143</i> 'HUAÍQUILLO'		1
12	1888-9	2-6-0	5' 6"	<i>EFE 144</i> 'CAMARÍCO'	1	
13	1888-9	2-6-0	5' 6"	<i>EFE 145</i> 'SAN RAFAEL'	1	
14	1888-9	2-6-0	5' 6"	<i>EFE 146</i> 'SAN JAVIER'	1	
15	1888-9	2-6-0	5' 6"	<i>EFE 147</i> 'ACHIBUENO'	1	
16	1888-9	2-6-0	5' 6"	<i>EFE 148</i> 'MEMBRILLO'	1	
17	1888-9	2-6-0	5' 6"	<i>EFE 149</i> 'TUMBEL'	1	
18	1888-9	2-6-0	5' 6"	<i>EFE 150</i> 'VICTORIA'	1	
–	1899	4-6-0	Metre	<i>DOP 23</i> 'FEDERICO ERRÁZURIZ', later <i>EFE</i> ? became <i>Tipo M or N</i>	3	
–	1899	4-6-0	Metre	<i>DOP 24</i> '?', later <i>EFE</i> ? Goods loco	3	
–	1899	4-6-0	Metre	<i>DOP 25</i> '?', later <i>EFE</i> ? Goods loco	3	
–	1899	4-6-0	Metre	<i>DOP 26</i> 'JUAN M. SIMPSON', later <i>EFE</i> ? became <i>Tipo M Or N</i> Goods loco	3	
–	1899	4-6-0	Metre	<i>DOP 27</i> 'VALENTÍN MARTÍNEZ', later <i>EFE</i> ? Goods loco	3	
–	1899	4-6-0	Metre	<i>DOP 28</i> '?', later <i>EFE</i> ? Passenger loco	3	
–	1899	4-6-0	Metre	<i>DOP 29</i> 'JULIO BAÑADOS ESPINOZA', later <i>EFE</i> ? Passenger loco	3	
–	1899	4-6-0	Metre	<i>DOP 30</i> '?', later <i>EFE</i> ? Passenger loco	3	
–	1899	4-6-0	Metre	<i>DOP 31</i> 'GUILLERMO MATTA', later <i>EFE</i> ? Passenger loco	3	
–	1899	4-6-0	Metre	<i>DOP 32</i> '?FERNANDO LAZCANO', later <i>EFE</i> ? Passenger loco	3	
–	?	0-6-0T	5' 6"	Talcahuano port	1	
–	?	0-6-0T	5' 6"	Talcahuano port	1	
–	?	0-6-0T	5' 6"	Talcahuano port	1	
–	?	0-6-0T	5' 6"	Talcahuano port	1	

–	?	?	5' 6"?	Talcahuano	1
–	?	0-6-0T	5' 6"	Sugar refinery Bernstein at Viña del Mar 'HERCULES'	1
–	?	4-6-0T	5' 6"	Sugar refinery Bernstein at Viña del Mar	1

The article at https://es.wikipedia.org/wiki/Lever,_Murphy_&_Co. states that the company had built around thirty-four locos by 1906, twenty-eight of them for the *EFE*. Thirty-five are listed above, but it is possible that the industrial engines have been over-counted or that one or two of the latter were built later.

Reformed as the *Sociedad de Maestranzas y Galvanizaciones* in 1906

–	1909	4-4-0	5' 6"	<i>EFE 91</i> became <i>Tipo 20</i>	1
–	1909	4-4-0	5' 6"	<i>EFE 105</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 302</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 303</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 304</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 305</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 306</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 307</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 308</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 309</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 310</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 311</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 312</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 313</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 314</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 315</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 338</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 339</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 340</i> became <i>Tipo 20</i>	1
–	1911	4-4-0	5' 6"	<i>EFE 341</i> became <i>Tipo 20</i>	
–	1912	4-4-0	5' 6"	<i>EFE 383</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 384</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 385</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 386</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 387</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 422</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 423</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 424</i> became <i>Tipo 20</i>	1
–	1912	4-4-0	5' 6"	<i>EFE 425</i> became <i>Tipo 20</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 426</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 427</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 428</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 429</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 430</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 431</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 598</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 599</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 600</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 601</i> , became <i>Tipo 57</i>	1
–	1913	2-6-0	5' 6"	<i>EFE 602</i> , became <i>Tipo 57</i>	1

-	1913	2-6-0	5' 6"	<i>EFE 603</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 604</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 605</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 606</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 607</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 608</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 609</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 617</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 618</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 619</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 620</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 621</i> , became <i>Tipo 57</i>	1
-	1913	2-6-0	5' 6"	<i>EFE 622</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 267</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 268</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 452</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 453</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 454</i> , became <i>Tipo 57</i>	1
-	1914	2-6-0	5' 6"	<i>EFE 455</i> , became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 623</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 624</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 625</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 626</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 627</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 628</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 629</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 630</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 631</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 632</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 633</i> became <i>Tipo 57</i>	1
-	1914-6	2-6-0	5' 6"	<i>EFE 634</i> became <i>Tipo 57</i>	1

Lima Locomotive Works of Lima, Ohio

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
925	1904	3tr Shay	Metre	<i>FCTC</i> construction work 3 , then on operating railway	3	
1021	1905	2-6-0	Metre	Ordered for the <i>Cía. Agrícola é Industrial Nueva Italia</i> but transferred to the <i>DOP 100</i> , later <i>EFE 40</i> then 3040 became <i>Tipo I</i>	3	
1032	1906	2-6-0	5' 6"	via W. R. Grace & Co. to Chile 1	1	
1033	1906	2-6-0	5' 6"	via W. R. Grace & Co. to Chile 2	1	
1054	1907	0-6-0?	2' 6"	<i>Minas de Cobre de Gatico</i> ?	4	
1065	1908	2-6-2ST	5' 6"	Built for <i>FC de Arauco</i> ? ' CURANILAHUE ' but delivered? to <i>EFE 170</i> became <i>Tipo 34</i>	1	
1066	1908	2-6-2ST	5' 6"	Built for <i>FC de Arauco</i> ? ' PENCO ' but delivered? to <i>EFE 165</i> became <i>Tipo 34</i> , Sold to <i>Dirección Obras Maritimas</i> 1932	1	
1074	1905	2-6-0	Metre	via Spencer & Waters, <i>DOP 15</i> ? ' NAHUELBUTA ', later <i>EFE 3041</i> ? became <i>Tipo I</i>	3	
1075	1908	4-4-0	5' 6"	P. Rosselot 1 ' QUEPE ', later <i>EFE 610</i> , became <i>Tipo 62</i>	1	
1076	1908	4-4-0	5' 6"	P. Rosselot 2 ' REMOLINOS ', later <i>EFE 611</i> , became <i>Tipo 62</i>	1	
1077	1908	4-4-0	5' 6"	P. Rosselot 3 ' CHAHUILCO ', later <i>EFE 612</i> , became <i>Tipo 62</i>	1	
1078	1908	4-4-0	5' 6"	P. Rosselot 4 ' LLANQUIHUE ', later <i>EFE 613</i> , became <i>Tipo 62</i>	1	
1099	1908	4-4-0	5' 6"	P. Rosselot 5 ' PRESIDENTE PEDRO MONTT ', later <i>EFE 614</i> , became <i>Tipo 63</i>	1	
1100	1908	4-4-0	5' 6"	P. Rosselot 6 ' MINISTRO HEVÍA RIQUELEME ', later <i>EFE 614</i> , became <i>Tipo 63</i>	1	
1101	1908	4-4-0	5' 6"	P. Rosselot 7 ' VICENTE PERÉZ ROSALES ', later <i>EFE 614</i> , became <i>Tipo 63</i>	1	
1102	1908	4-4-0	5' 6"	P. Rosselot 8 ' MANUEL ANTONIO MATTA ', later <i>EFE 643</i> , became <i>Tipo 63</i>	1	
1612	1905-6	3tr Shay	Std.	Nitrate Railways 71	2	
1677	1906	2tr Shay	2' 6"	<i>FC Caleta Coloso a Aguas Blancas</i> 22 ' R. SOTOMAYOR '	4	
1771	1906	2tr Shay	2' 6"	Braden Copper Co. 3 , or 22 ' RAFAEL SOTOMAYOR '	4	
1813	1907	3tr Shay	Std.	Nitrate Railways 72	2	
1914	1907	3tr Shay	Metre	<i>SOP</i> for <i>FCALP</i> construction 30 , then Sir John Jackson (Chile) Ltd 4? , later to operating railway	3	
1915	1907	3tr Shay	Metre	<i>SOP</i> for <i>FCALP</i> construction 31 , then Sir John Jackson (Chile) Ltd 4? , later to operating railway	3	
2256	1909	2tr Shay	2' 6"	Braden Copper Co. 4	4	
2257	1909	2tr Shay	2' 6"	Braden Copper Co. 5	4	
2289	1910	3tr Shay	Metre	<i>DOP</i> for <i>Long. Sección Sur</i> construction 27	3	
2290	1910	3tr Shay	Metre	<i>DOP</i> for <i>Long. Sección Sur</i> construction 28	3	
2291	1910	3tr Shay	Metre	<i>DOP</i> for <i>Long. Sección Sur</i> construction 29	3	
2380	1910	2tr Shay	2' 6"	via Spencer & Waters for <i>Cía. Salitrera de Taltal</i> 1?		4
2381	1910	2tr Shay	2' 6"	via Spencer & Waters for <i>Cía. Salitrera de Taltal</i> 2?		4
2420	1911	2tr Shay	2' 6"	Braden Copper Co. 6	4	
2454	1911	3tr Shay	5' 6"	Chilian Eastern Central Railway 3 , later <i>EFE 648</i>	1	
2462	1911	2tr Shay	2' 6"	Braden Copper Co. 7	4	
2468	1911	3tr Shay	5' 6"	Chilian Eastern Central Railway 4 , later <i>EFE 649</i>	1	
2520	1912	2tr Shay	2' 6"	Braden Copper Co. 8	4	

2592	1912	2tr Shay	2' 6"	Braden Copper Co. 9	4
2690	1913	2tr Shay	2' 6"	<i>Oficina La Granja</i> ' COLOSO '	4
2753	1914	3tr Shay	2' 6"	Braden Copper Co. 10	4
2781	1914	2tr Shay	2' 6"	<i>Oficina Tricolor</i> , ' TRICOLOR No. 1 '	4
2782	1914	2tr Shay	2' 6"	<i>Oficina Tricolor</i> , ' TRICOLOR No. 2 '	4
2796	1917	2tr Shay	2' 6"	On <i>FC Central Dominicano 14</i> , then to Valparaiso for unknown customer	4
2801	1914	3tr Shay	2' 6"	Braden Copper Co. 12	4
2873	1916	2tr Shay	2' 6"	Braden Copper Co. 16	4
2874	1916	2tr Shay	2' 6"	Braden Copper Co. 17	4
2875	1916	2tr Shay	2' 6"	Braden Copper Co. 18	4
2876	1916	3tr Shay	2' 6"	Braden Copper Co. 14	4
2877	1916	3tr Shay	2' 6"	Braden Copper Co. 15	4
2895	1917	2tr Shay	2' 6"	<i>Oficina Sargento Aldea</i> ' SARGENTO ALDEA No. 1 '	4
2896	1917	2tr Shay	2' 6"	<i>Oficina Sargento Aldea</i> ' SARGENTO ALDEA No. 2 '	4
2897	1917	2tr Shay	2' 6"	<i>Oficina Sargento Aldea</i> ' SARGENTO ALDEA No. 3 ', though Shay locos website says was to have originally been named ' ARTURO PRAT '	4
3013	1918	3tr Shay	2' 6"	Braden Copper Co. 19	4
3072	1920	2tr Shay	Std.	ex Lima switcher, then <i>Oficina Paposo 6</i>	2
3341	1929	3tr Shay	2' 6"	Braden Copper Co. 20	4

Maestranza San Bernardo

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
–	1925	2-8-2	5' 6"	<i>EFE 741 Tipo 70</i> , probably assembled from spare parts	1	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3557</i> ' PRESIDENTE RIOS '	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3558</i> ' PRESIDENTE CERDA '	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3559</i> ' PRESIDENTE VIDELA '	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3560</i>	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3561</i>	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3562</i>	3	
–	1945	2-8-2	Metre	<i>EFE Tipo W 3563</i>	3	
–	1947?	4-8-2	5' 6"	<i>EFE 837 Tipo 80</i> , probably assembled from spare parts	1	
–	1947?	4-8-2	5' 6"	<i>EFE 838 Tipo 80</i> , probably assembled from spare parts	1	
–	1947?	4-8-2	5' 6"	<i>EFE 839 Tipo 80</i> , probably assembled from spare parts	1	

Maffei of Munich

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2897	1908	0-6-0T	2' 6"	via Arthur Koppel for Chile	4	
4336	1928	0-4-0WT	60cm	via <i>Ferrostaal GMBH</i> possibly for Las Raices Tunnel contract	4	
4337	1928	0-4-0WT	60cm	via <i>Ferrostaal GMBH</i> possibly for Las Raices Tunnel contract, one source suggests numbered CMV 2	4	
4341	1929	0-6-0WT	60cm	via <i>Ferrostaal GMBH</i> for unknown customer	4	
4342	1929	0-6-0WT	60cm	via <i>Ferrostaal GMBH</i> for unknown customer	4	
4343	1929	0-6-0WT	60cm	via <i>Ferrostaal GMBH</i> for unknown customer	4	
4344	1929	0-6-0WT	60cm	via <i>Ferrostaal GMBH</i> for unknown customer	4	
4347	1929	0-4-0T	750mm	via F. Bade for Chile unknown customer	4	

Manning Wardle of Leeds

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
115	1864	0-4-0ST	4' 6"	Puchoco Coal Co. '?'	2	
158	1865	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 1 'ADELANTE'	2	
159	1865	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 4 'GUNDIAN'	2	
160	1865	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 3 'HUASCO'	2	
161	1865	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 2 'CARRIZAL'	2	
215	1866	0-6-0ST	3' 6"	<i>FC de Tongoy</i> 'MINERO'	2	
216	1866	0-6-0ST	3' 6"	<i>FC de Tongoy</i> 'OVALLE'	2	
217	1866	0-6-0ST	3' 6"	<i>FC de Tongoy</i> 'HERCULES'	2	
233	1867-8	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 5 'MONDACA'	2	
234	1867-8	0-6-0ST	4' 6"	<i>FC de Carrizal i Carro Blanco.</i> 6 'CHAÑARCITO'	2	
303	1870	0-4-0ST	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'DON LUIS'	2	
383	1871	0-4-0ST	4' 6"	Puchoco Coal Co. '?'	2	
497	1874	0-4-0ST	2' 6"	via Bates Stokes & Co., Valparaiso, 1. From 1908 owned by <i>FC de Arauco</i> 21 'MARITA'	4	
507	1874	0-4-0ST	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> 'PLAYA CHICA'	4	
521	1874	0-4-0ST	3' 0"	via Fawcett Preston & Co, possibly for Chile 'PIONEER'	4	
558	1874	0-4-0ST	3' 0"	via Fawcett Preston & Co, possibly for Chile 'THE LORD WALDEN'	4	
580	1876	0-4-0ST	3' 6"	<i>Soc. Carbónifera de Magallanes</i> 1	3	
682	1877	0-4-0ST	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> 'F. W. S.'	4	
790	1881	0-6-0T	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> '?'	4	
824	1882	0-6-0T	3' 0½"	via Lyon & Bowman of Valparaiso, unknown customer '?'	4	
877	1883	0-4-0ST	2' 6"	via Chas. Cowan of Birkenhead, 'ROSITA' . From 1900 owned by <i>FC de Arauco</i> 15 'ROSITA'	4	
878	1883	0-4-0ST	2' 6"	via Fawcett Preston to Anglo-Chilean Nitrate & Railway Co. 'GUI'	4	
879	1883	0-4-0ST	2' 6"	via Fawcett Preston to Anglo-Chilean Nitrate & Railway Co. 'TATO'	4	
954	1874	0-4-0ST	2' 6"	via Rose Innes of Birkenhead, 'ELVIRA' . From 1908 owned by <i>FC de Arauco</i> 23 'ELVIRA'	4	
1011	1887	0-6-0T	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> '?'	4	
1107	1888	0-4-0ST	3' 6"	<i>FC Tocopilla a Toco</i> 6	2	
1124	1889	0-6-0ST	5' 6"	<i>FC de Arauco</i> 7 'LARAQUETE'	1	
1125	1889	0-6-0ST	5' 6"	<i>FC de Arauco</i> 8 'COLCURA'	1	
1126	1889	0-4-0ST	3' 6"	<i>FC Tocopilla a Toco</i> 7	2	
1131	1889	0-4-0ST	2' 6"	via Fawcett Preston to Anglo-Chilean Nitrate & Railway Co. 1 'TOCO'	4	
1132	1889	0-4-0ST	2' 6"	via Fawcett Preston to Anglo-Chilean Nitrate & Railway Co. 'SANTA ISABEL'	4	
1139	1889	0-6-4T	3' 6"	<i>FC Tocopilla a Toco</i> 5? 'EDWARD SQUIRE'	2	
1163	1890	0-6-0T	3' 0½"	via <i>Errazuriz i Hijos</i> of Valparaiso, unknown customer 'TAMAYA'	4	
1234	1891	0-6-0T	5' 6"	<i>FC de Coronel a Buen Retiro</i> 'BUEN RETIRO'	1	
1253	1892	0-6-0ST	5' 6"	<i>FC de Coronel a Buen Retiro</i> 'La REVOLUCIÓN'	1	
1266?	?	0-4-0ST	5' 6"	ex contractor and <i>DOP?</i> , later <i>EFE</i> 493 became <i>Tipo</i> 67	1	
1281?	?	0-4-0ST	5' 6"	ex contractor and <i>DOP?</i> , later <i>EFE</i> 638 became <i>Tipo</i> 67	1	

Above locos probably named **'JOSÉ ANTONIO VADILLO'** and **'MANUEL OSSA'** whilst on construction work, but which bore which name is unknown.

1296	1895	0-4-0ST	2' 6"	via Balfour Williamson to Anglo-Chilean Nitrate & Railway Co. 'BURNS'	4
1297	1895	0-4-0ST	2' 6"	via Balfour Williamson to Anglo-Chilean Nitrate & Railway Co. 'HUMBERSTONE'	4
1375	1898	2-4-0T	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'BENJAMIN SQUELLA'	2
1458	1899	0-6-0T	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> '?'	4
1505	1900	0-4-0ST	2' 6"	via Balfour Williamson to Anglo-Chilean Nitrate & Railway Co. 'PRIMITIVA'	4
1506	1900	0-4-0ST	2' 6"	via Balfour Williamson to Anglo-Chilean Nitrate & Railway Co. 'VALPARAISO'	4
1545	1902	0-6-0T	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> '?'	4
1639	1904	0-4-0ST	5' 6"	<i>Cía. de Gas de Santiago</i> 'BLAS VIAL'	1
1688	1906	0-4-0ST	2' 6"	New Paccha & Jazpampa Nitrate Co. 'No. 1 NORTH'	4
1688	1906	0-4-0ST	2' 6"	New Paccha & Jazpampa Nitrate Co. 'No. 2 BURCH'	4
1695	1906	0-4-0ST	2' 6"	Esperanza Nitrate Co. 'ESPERANZA No. 1'	4
1696	1906	0-4-0ST	2' 6"	Esperanza Nitrate Co. 'ESPERANZA No. 2'	4
1707	1906	2-4-0T	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'PLAYA NEGRA'	2
1715	1907	0-6-0T	3' 0"	<i>FC de Coronel a Boca Maule i Puchoco</i> '?'	4
1724	1907	0-6-0ST	5' 6"	Arauco Company. 19 'SANTA'	1
1764	1910	0-6-2T	2' 6"	Colorado Nitrate Co. ?	4
1765	1910	0-6-2T	2' 6"	Colorado Nitrate Co. ?	4
1770	1911	0-4-0ST	5' 6"	<i>Cía. de Gas de Santiago</i> 'GUILLERMO EDWARDS'	1
1797	1912	0-6-0ST	5' 6"	Arauco Company. 25 'ARNALDO REID'	1
1805	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 136 'SALINAS' may have been sold off at end of contract	1
1806	1912	0-6-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, 137 'VIÑA del MAR' may have been sold off at end of contract	1
1851	1914	2-4-0T	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'LOTILLA'	2
1855	1917	0-4-0ST	2' 6"	New Paccha & Jazpampa Nitrate Co. '?'	4
1908	1917	0-4-0ST	2' 6"	Anglo-Chilean Nitrate & Railway Co. '?'	4
1909	1917	0-4-0ST	2' 6"	Anglo-Chilean Nitrate & Railway Co. '?'	4
1932	1919	2-4-0T	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'PLAYA BLANCA'	2
1979	1919	0-4-0ST	2' 0"	Liverpool Nitrate Co. ?	4
1983	1920	0-6-0T	5' 6"	<i>FC de Coronel a Buen Retiro</i> 'YOBILO'	1
1987	1920	0-4-0ST	4' 6"	<i>Cía. de Explotadora de Lota y Coronel</i> 'CHAMBEQUE II'	2
2029	1923	0-6-2T	2' 6"	Liverpool Nitrate Co. ?	4
2032	1924	0-6-2T	2' 6"	Liverpool Nitrate Co. ?	4
2033	1924	0-6-2T	2' 6"	Liverpool Nitrate Co. ?	4
2037	1924	0-4-2ST	2' 6"	via Grace Bros. for Iquique	4
2038	1924	0-6-2T	2' 6"	Liverpool Nitrate Co. ?	4
2041	1924	0-4-2ST	2' 6"	via British & Foreign Machine Co. for Iquique	4

Merryweather of London

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1065	1890	0-2-2T	Metre	Inspection car for <i>FCTC</i>	3	
?	?	0-4-0T	Std.	Inspection car for <i>FC de Copiapó?</i>	2	

Mitsubishi Heavy Industries

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
741	1952	4-8-2	5' 6"	<i>EFE 840</i> became <i>Tipo 80</i>	1	
742	1952	4-8-2	5' 6"	<i>EFE 841</i> became <i>Tipo 80</i>	1	
743	1952	4-8-2	5' 6"	<i>EFE 842</i> became <i>Tipo 80</i>	1	
744	1952	4-8-2	5' 6"	<i>EFE 843</i> became <i>Tipo 80</i>	1	
745	1952	4-8-2	5' 6"	<i>EFE 844</i> became <i>Tipo 80</i>	1	
746	1952	4-8-2	5' 6"	<i>EFE 845</i> became <i>Tipo 80</i>	1	
747	1952	4-8-2	5' 6"	<i>EFE 846</i> became <i>Tipo 80</i>	1	
748	1952	4-8-2	5' 6"	<i>EFE 847</i> became <i>Tipo 80</i>	1	
749	1952	4-8-2	5' 6"	<i>EFE 848</i> became <i>Tipo 80</i>	1	
750	1952	4-8-2	5' 6"	<i>EFE 849</i> became <i>Tipo 80</i>	1	
751	1952	4-8-2	5' 6"	<i>EFE 850</i> became <i>Tipo 80</i>	1	
752	1952	4-8-2	5' 6"	<i>EFE 851</i> became <i>Tipo 80</i>	1	
753	1952	4-8-2	5' 6"	<i>EFE 852</i> became <i>Tipo 80</i>	1	
754	1952	4-8-2	5' 6"	<i>EFE 853</i> became <i>Tipo 80</i>	1	
755	1952	4-8-2	5' 6"	<i>EFE 854</i> became <i>Tipo 80</i>	1	
756	1952	4-8-2	5' 6"	<i>EFE 855</i> became <i>Tipo 80</i>	1	
757	1952	4-8-2	5' 6"	<i>EFE 856</i> became <i>Tipo 80</i>	1	
758	1952	4-8-2	5' 6"	<i>EFE 857</i> became <i>Tipo 80</i>	1	
759	1952	4-8-2	5' 6"	<i>EFE 858</i> became <i>Tipo 80</i>	1	
760	1952	4-8-2	5' 6"	<i>EFE 859</i> became <i>Tipo 80</i>	1	
767	1953	4-8-2	5' 6"	<i>EFE 860</i> became <i>Tipo 80</i>	1	
768	1953	4-8-2	5' 6"	<i>EFE 861</i> became <i>Tipo 80</i>	1	
769	1953	4-8-2	5' 6"	<i>EFE 862</i> became <i>Tipo 80</i>	1	
770	1953	4-8-2	5' 6"	<i>EFE 863</i> became <i>Tipo 80</i>	1	
771	1953	4-8-2	5' 6"	<i>EFE 864</i> became <i>Tipo 80</i>	1	
772	1953	4-8-2	5' 6"	<i>EFE 865</i> became <i>Tipo 80</i>	1	
773	1953	4-8-2	5' 6"	<i>EFE 866</i> became <i>Tipo 80</i>	1	
774	1953	4-8-2	5' 6"	<i>EFE 867</i> became <i>Tipo 80</i>	1	
775	1953	4-8-2	5' 6"	<i>EFE 868</i> became <i>Tipo 80</i>	1	
776	1953	4-8-2	5' 6"	<i>EFE 869</i> became <i>Tipo 80</i>	1	
783	1953	2-6-2	5' 6"	Probably for Lota company / <i>FC de Arauco</i>	1	
784	1953	2-6-2	5' 6"	Probably for Lota company / <i>FC de Arauco</i>	1	

Montreal Loco Works Canada

Locos were numbered in the ALCo list, but are shown separately here.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
59013	1919	2-8-2	5' 6"	<i>EFE 701</i> became <i>Tipo 70</i>	1	
59014	1919	2-8-2	5' 6"	<i>EFE 702</i> became <i>Tipo 70</i>	1	
59015	1919	2-8-2	5' 6"	<i>EFE 703</i> became <i>Tipo 70</i>	1	
59016	1919	2-8-2	5' 6"	<i>EFE 704</i> became <i>Tipo 70</i>	1	
59017	1919	2-8-2	5' 6"	<i>EFE 705</i> became <i>Tipo 70</i>	1	
59018	1919	2-8-2	5' 6"	<i>EFE 706</i> became <i>Tipo 70</i>	1	
59019	1919	2-8-2	5' 6"	<i>EFE 707</i> became <i>Tipo 70</i>	1	
59020	1919	2-8-2	5' 6"	<i>EFE 708</i> became <i>Tipo 70</i>	1	
59021	1919	2-8-2	5' 6"	<i>EFE 709</i> became <i>Tipo 70</i>	1	
59022	1919	2-8-2	5' 6"	<i>EFE 710</i> became <i>Tipo 70</i>	1	
59023	1919	2-8-2	5' 6"	<i>EFE 711</i> became <i>Tipo 70</i>	1	
59024	1919	2-8-2	5' 6"	<i>EFE 712</i> became <i>Tipo 70</i>	1	
59025	1919	2-8-2	5' 6"	<i>EFE 713</i> became <i>Tipo 70</i>	1	
59026	1919	2-8-2	5' 6"	<i>EFE 714</i> became <i>Tipo 70</i>	1	
59027	1919	2-8-2	5' 6"	<i>EFE 715</i> became <i>Tipo 70</i>	1	
59028	1919	2-8-2	5' 6"	<i>EFE 716</i> became <i>Tipo 70</i>	1	
59029	1919	2-8-2	5' 6"	<i>EFE 717</i> became <i>Tipo 70</i>	1	
59030	1919	2-8-2	5' 6"	<i>EFE 718</i> became <i>Tipo 70</i>	1	
59031	1919	2-8-2	5' 6"	<i>EFE 719</i> became <i>Tipo 70</i>	1	
59032	1919	2-8-2	5' 6"	<i>EFE 720</i> became <i>Tipo 70</i>	1	

**Naismith Wilson
of Patricroft, Manchester**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
208	1881	0-6-0T	3' 6"	<i>FC de Taltal, 1</i>		2
209	1881	0-6-0T	3' 6"	<i>FC de Taltal, 2</i>		2
210	1881	0-6-0T	3' 6"	<i>FC de Taltal, 3</i>		2
211	1881	0-6-0T	3' 6"	<i>FC de Taltal, 4</i>	\	2
212	1881	0-6-0T	3' 6"	<i>FC de Taltal, 5</i>		2
213	1881	0-6-0T	3' 6"	<i>FC de Taltal, 6</i>		2
214	1881	0-6-0T	3' 6"	<i>FC de Taltal, 7</i>		2
215	1881	0-6-0T	3' 6"	<i>FC de Taltal, 8</i>		2

Neilson, later Neilson Reid & Co.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2381	1878	2-4-0T	Metre	<i>FC de Elqui 4 'La COMPAÑÍA', later to DOP 'El MOLLE', later EFE 3016</i>	3	
3950	1889	4-4-0	5' 6"	<i>EFE 181 'NOS'</i>	1	
3951	1889	4-4-0	5' 6"	<i>EFE 182 'PAINE'</i>	1	
3952	1889	4-4-0	5' 6"	<i>EFE 183 'ANGOSTINA' or 'ANGOL'</i>	1	
3953	1889	4-4-0	5' 6"	<i>EFE 184 'CHIMBARONGO'</i>	1	
5207	1897	0-4-0T	2' 6"	The Alianza Company 1	4	
5208	1897	0-4-0T	2' 6"	The Alianza Company 2	4	
5209	1897	0-4-0T	2' 6"	The Alianza Company 3	4	
5903	1897	0-4-0T	2' 6"	The Alianza Company 4	4	

**Richard Norris & Son
Pittsburgh**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
454	1850	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 1 'COPIAPÓ'	2	
?	1851	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 2 'CHAÑARCILLO'	2	
?	1852	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 3 'TRES PUNTAS'	2	
?	1851	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 4 'CHILE'	2	
?	1854	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 5 'CORONEL GANA'	2	
?	1854	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 6 'CORONEL GOYENECHÉ'	2	
?	1854	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 7 'WALTON W. EVANS'	2	
?	1854	4-4-0	4' 8½"	<i>FC de Copiapó,</i> 8 'A. EDWARDS'	2	

North British Locomotive Company

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
16027	1904	0-6-2T	3' 6"	Lautaro Nitrate Co. 8	2	
16209	1904	2-6-0T	3' 6"	<i>FC de Taltal</i> 25	2	
16210	1904	2-6-0T	3' 6"	<i>FC de Taltal</i> 26	2	
16509	1904	0-4-0T	2' 6"	Reducto Nitrate Co. ' REDUCTO No. 1 '	4	
16898	1905	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Anita</i> 1	4	
17262	1906	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Luisis</i> ' 1 '?	4	
17368	1906-7	0-4-0T	2' 6"	New Tamarugal Nitrate Co. for <i>Oficina La Palma</i> 1	4	
17667	1906	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> ' 1 '	4	
17668	1906	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María</i> ' 2 '	4	
17852	1906	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Luisis</i> ' No. 1 OFICINA LUISIS '	4	
18047	1907	0-4-0T	2' 6"	New Tamarugal Nitrate Co. for <i>Oficina La Palma</i> 2	4	
18312	1908	0-6-2T	3' 6"	Lautaro Nitrate Co. 12	2	
18377	1908	0-6-2T	3' 6"	Lautaro Nitrate Co. 13	2	
18403	1908	0-4-0T	2' 6"	The Alianza Company 5	4	
18449	1908	4-6-0	5' 6"	<i>EFE 534</i> became <i>Tipo 58</i>	1	
18450	1908	4-6-0	5' 6"	<i>EFE 535</i> ' OMER HUET ' became <i>Tipo 58</i>	1	
18451	1908	4-6-0	5' 6"	<i>EFE 536</i> became <i>Tipo 58</i>	1	
18452	1908	4-6-0	5' 6"	<i>EFE 537</i> ' FEDERICO STUVEN ' became <i>Tipo 58</i>	1	
18453	1908	4-6-0	5' 6"	<i>EFE 538</i> became <i>Tipo 58</i>	1	
18454	1908	4-6-0	5' 6"	<i>EFE 539</i> became <i>Tipo 58</i>	1	
18455	1908	4-6-0	5' 6"	<i>EFE 540</i> became <i>Tipo 58</i>	1	
18456	1908	4-6-0	5' 6"	<i>EFE 541</i> became <i>Tipo 58</i>	1	
18457	1908	4-6-0	5' 6"	<i>EFE 542</i> became <i>Tipo 58</i>	1	
18458	1908	4-6-0	5' 6"	<i>EFE 543</i> became <i>Tipo 58</i>	1	
18459	1908	4-6-0	5' 6"	<i>EFE 544</i> became <i>Tipo 58</i>	1	
18460	1908	4-6-0	5' 6"	<i>EFE 545</i> became <i>Tipo 58</i>	1	
18461	1908	4-6-0	5' 6"	<i>EFE 546</i> became <i>Tipo 58</i>	1	
18462	1908	4-6-0	5' 6"	<i>EFE 547</i> became <i>Tipo 58</i>	1	
18463	1908	4-6-0	5' 6"	<i>EFE 548</i> became <i>Tipo 58</i>	1	
18464	1908	2-6-0	5' 6"	<i>EFE 494</i> became <i>Tipo 57</i>	1	
18465	1908	2-6-0	5' 6"	<i>EFE 495</i> became <i>Tipo 57</i>	1	
18466	1908	2-6-0	5' 6"	<i>EFE 496</i> became <i>Tipo 57</i>	1	
18467	1908	2-6-0	5' 6"	<i>EFE 497</i> became <i>Tipo 57</i>	1	
18468	1908	2-6-0	5' 6"	<i>EFE 498</i> became <i>Tipo 57</i>	1	
18469	1908	2-6-0	5' 6"	<i>EFE 499</i> became <i>Tipo 57</i>	1	
18470	1908	2-6-0	5' 6"	<i>EFE 500</i> became <i>Tipo 57</i>	1	
18471	1908	2-6-0	5' 6"	<i>EFE 501</i> became <i>Tipo 57</i>	1	
18472	1908	2-6-0	5' 6"	<i>EFE 502</i> became <i>Tipo 57</i>	1	
18473	1908	2-6-0	5' 6"	<i>EFE 503</i> became <i>Tipo 57</i>	1	
18474	1908	2-6-0	5' 6"	<i>EFE 504</i> became <i>Tipo 57</i>	1	
18475	1908	2-6-0	5' 6"	<i>EFE 505</i> became <i>Tipo 57</i>	1	
18476	1908	2-6-0	5' 6"	<i>EFE 506</i> became <i>Tipo 57</i>	1	
18477	1908	2-6-0	5' 6"	<i>EFE 507</i> became <i>Tipo 57</i>	1	
18478	1908	2-6-0	5' 6"	<i>EFE 508</i> became <i>Tipo 57</i>	1	
18479	1908	2-6-0	5' 6"	<i>EFE 509</i> became <i>Tipo 57</i>	1	

18480	1908	2-6-0	5' 6"	<i>EFE 510</i> became <i>Tipo 57</i>	1
18481	1908	2-6-0	5' 6"	<i>EFE 511</i> became <i>Tipo 57</i>	1
18482	1908	2-6-0	5' 6"	<i>EFE 512</i> became <i>Tipo 57</i>	1
18483	1908	2-6-0	5' 6"	<i>EFE 513</i> became <i>Tipo 57</i>	1
18484	1908	2-6-0	5' 6"	<i>EFE 514</i> became <i>Tipo 57</i>	1
18485	1908	2-6-0	5' 6"	<i>EFE 515</i> became <i>Tipo 57</i>	1
18486	1908	2-6-0	5' 6"	<i>EFE 516</i> became <i>Tipo 57</i>	1
18487	1908	2-6-0	5' 6"	<i>EFE 517</i> became <i>Tipo 57</i>	1
18488	1908	2-6-0	5' 6"	<i>EFE 518</i> became <i>Tipo 57</i>	1
18489	1908	2-6-0	5' 6"	<i>EFE 519</i> became <i>Tipo 57</i>	1
18490	1908	2-6-0	5' 6"	<i>EFE 520</i> became <i>Tipo 57</i>	1
18491	1908	2-6-0	5' 6"	<i>EFE 521</i> became <i>Tipo 57</i>	1
18492	1908	2-6-0	5' 6"	<i>EFE 522</i> became <i>Tipo 57</i>	1
18493	1908	2-6-0	5' 6"	<i>EFE 523</i> became <i>Tipo 57</i>	1
18494	1908	2-6-0	5' 6"	<i>EFE 524</i> became <i>Tipo 57</i>	1
18495	1908	2-6-0	5' 6"	<i>EFE 525</i> became <i>Tipo 57</i>	1
18496	1908	2-6-0	5' 6"	<i>EFE 526</i> became <i>Tipo 57</i>	1
18497	1908	2-6-0	5' 6"	<i>EFE 527</i> became <i>Tipo 57</i> , later rebuilt to <i>Tipo 57R</i>	1
18498	1908	2-6-0	5' 6"	<i>EFE 528</i> became <i>Tipo 57</i>	1
18499	1908	2-6-0	5' 6"	<i>EFE 529</i> became <i>Tipo 57</i>	1
18500	1908	2-6-0	5' 6"	<i>EFE 530</i> became <i>Tipo 57</i> , later rebuilt to <i>Tipo 57R</i>	1
18501	1908	2-6-0	5' 6"	<i>EFE 531</i> became <i>Tipo 57</i>	1
18502	1908	2-6-0	5' 6"	<i>EFE 532</i> became <i>Tipo 57</i>	1
18503	1908	2-6-0	5' 6"	<i>EFE 533</i> became <i>Tipo 57</i>	1
18757	1908	0-4-0ST	2' 6"	via S&R for <i>Oficina Carmen 'CARMEN No. 1'</i> , later at <i>Oficina Anita?</i>	4
18758	1908	0-4-0ST	2' 6"	via S&R for <i>Oficina Carmen 'CARMEN No. 2'</i>	4
18759	1908	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Curico 'CURICO No. 1'</i>	4
19315	1911	0-4-0T	2' 6"	Pan de Azucar Nitrate Co., <i>Oficina Pan de Azucar 1</i>	4
19316	1911	0-4-0T	2' 6"	Pan de Azucar Nitrate Co., <i>Oficina Pan de Azucar 2</i>	4
19320	1911	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Luisis '3'</i>	4
19371	1911	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María? 'OFICINA MARIA No. 3'</i>	4
19372	1911	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Curico 'OFICINA CURICO No. 3'</i>	4
19428	1911	2-8-0	2' 6"/1m	<i>FCAB 153</i> , regauged to 1m	4/3
19429	1911	2-8-0	2' 6"/1m	<i>FCAB 154</i> , regauged to 1m	4/3
19430	1911	2-8-0	2' 6"/1m	<i>FCAB 155</i> , regauged to 1m	4/3
19431	1911	2-8-0	2' 6"/1m	<i>FCAB 156</i> , regauged to 1m	4/3
19432	1911	2-8-0	2' 6"/1m	<i>FCAB 157</i> , regauged to 1m , sold to <i>FC de Taltal</i>	4/3
19433	1911	2-8-0	2' 6"/1m	<i>FCAB 158</i> , regauged to 1m	4/3
19434	1911	2-8-0	2' 6"/1m	<i>FCAB 159</i> , regauged to 1m	4/3
19435	1911	2-8-0	2' 6"/1m	<i>FCAB 160</i> , regauged to 1m	4/3
19707	1912	0-4-0T	2' 6"	Esperanza Nitrate Co. ' ESPERANZA No. 3'	4
19708	1912	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Angamos 'ANGAMOS No. 1'</i>	4
20236	1913	0-6-2T	3' 6"	Lautaro Nitrate Co. 15	2
20282	1913	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Candelaria 13</i>	4
20283	1913	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Candelaria 14</i>	4
20284	1913	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Candelaria 15</i>	4
20285	1913	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Candelaria 16</i>	4

20287	1913	0-4-0ST?	2' 6"	<i>Oficina Bellavista 1</i>	4
20288	1913	0-4-0ST?	2' 6"	<i>Oficina Bellavista 2</i>	4
20971	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 200</i> but order cancelled	3
20972	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 201</i> but order cancelled	3
20973	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 202</i> but order cancelled	3
20974	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 203</i> but order cancelled	3
20975	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 204</i> but order cancelled	3
20976	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 205</i> but order cancelled	3
20977	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 206</i> but order cancelled	3
20978	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 207</i> but order cancelled	3
20979	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 208</i> but order cancelled	3
20980	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 209</i> but order cancelled	3
20981	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 210</i> but order cancelled	3
20982	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 211</i> but order cancelled	3
20983	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 212</i> but order cancelled	3
20984	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 213</i> but order cancelled	3
20985	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 214</i> but order cancelled	3
20986	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 215</i> but order cancelled	3
20987	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 216</i> but order cancelled	3
20988	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 217</i> but order cancelled	3
20989	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 218</i> but order cancelled	3
20990	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 219</i> but order cancelled	3
20991	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 220</i> but order cancelled	3
20992	1915	0-6-2+0-6-2Metre		<i>FCAB cab forward Meyer 221</i> but order cancelled	3
21064	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21065	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21066	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21067	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21068	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21069	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21070	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21071	1915?	4-6-2	Metre	<i>FCAB</i> but order cancelled	3
21076?	1915	0-4-0T	2' 6"	The Alianza Company 6	4
21108	1915	4-8-2T	3' 6"	<i>FC de Taltal 40</i> , but order cancelled	2
21109	1915	4-8-2T	3' 6"	<i>FC de Taltal 41</i> , but order cancelled	2
21110	1915	4-8-2T	3' 6"	<i>FC de Taltal 42</i> , but order cancelled	2
21111	1915	4-8-2T	3' 6"	<i>FC de Taltal 43</i> , but order cancelled	2
22941	1922	0-4-0T	2' 6"	The Alianza Company 7	4
22942	1922	0-4-0T	2' 6"	The Alianza Company 8	4
23153	1925	0-4-0T	2' 6"	via Strain & Robertson to Anthony Gibbs & Sons Ltd, for unknown customer ?	4
23154	1925	0-4-0T	2' 6"	via Strain & Robertson to Anthony Gibbs & Sons Ltd, for unknown customer ?	4
23155	1924	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Cecilia 'EL LOA No. 26'</i>	4
23208	1925	0-4-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina María '28'</i>	4
23289	19025	0-4-0T	2' 6"	New Tamarugal Nitrate Co. for <i>Oficina La Palma 'La PALMA No. 3'</i>	4
23290	1925	0-4-0T	2' 6"	via S&R to Anthony Gibbs & Sons, possibly for The Alianza Company? <i>'CALA CALA No. 3'</i>	4

23298	1925	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC 910</i> , later on <i>FCIPH</i>	3
23299	1925	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC 911</i> , later on <i>FCIPH</i>	3
23372	1926	0-4-0ST?	2' 6"	<i>Oficina Bellavista 3</i>	4
23562	1927	2-8-4T	Metre	<i>FCAB 33</i>	3
23563	1927	2-8-4T	Metre	<i>FCAB 34</i>	3
23564	1927	2-8-4T	Metre	<i>FCAB 35</i>	3
23565	1927	2-8-4T	Metre	<i>FCAB 36</i>	3
23566	1927	2-8-4T	Metre	<i>FCAB 37</i>	3
23567	1927	2-8-4T	Metre	<i>FCAB 38</i>	3
23568	1927	2-8-4T	Metre	<i>FCAB 39</i>	3
23569	1927	2-8-4T	Metre	<i>FCAB 40</i>	3
23570	1927	2-8-4T	Metre	<i>FCAB 41</i>	3
23571	1927	2-8-4T	Metre	<i>FCAB 42</i>	3
23572	1927	2-8-4T	Metre	<i>FCAB 43</i>	3
23573	1927	2-8-4T	Metre	<i>FCAB 44</i>	3
23574	1927	2-8-4T	Metre	<i>FCAB 45</i>	3
23575	1927	2-8-4T	Metre	<i>FCAB 46</i>	3
23576	1927	2-8-4T	Metre	<i>FCAB 47</i>	3
23577	1927	2-8-4T	Metre	<i>FCAB 48</i>	3
23578	1927	2-8-4T	Metre	<i>FCAB 49</i>	3
23579	1927	2-8-4T	Metre	<i>FCAB 50</i>	3
23580	1927	2-8-4T	Metre	<i>FCAB 51</i>	3
23581	1927	2-8-4T	Metre	<i>FCAB 52</i>	3

Orenstein & Koppel of Berlin

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
806	1901	0-4-0T	60cm	via Gossler? Possibly for Chile?	4	
1187	1904	0-4-0WT	2' 6"	<i>Mines de cuivre de Magallanes</i> at Cutter Cove	4	
1188	1904	0-4-0WT	2' 6"	<i>Mines de cuivre de Magallanes</i> at Cutter Cove	4	
1598	1905	0-6-0T	2' 6"	for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1608	1905	0-4-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
1754	1906	0-6-0T	60cm	via Poepke & Luer of Valparaiso?	4	
1773	1906	0-6-0T	2' 6"	via Arthur Koppel for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1774	1906	0-6-0T	2' 6"	via Arthur Koppel for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1931	1906	0-6-0T	2' 6"	for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1932	1906	0-6-0T	2' 6"	for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1933	1906	0-6-0T	2' 6"	for A. Joung of Chile (for Alexander Young? see 2004 below)	4	
1964	1906	0-4-2T	2' 6"	<i>Oficina Peña Chica ?</i>	4	
2000	1906	0-6-0T	60cm	via Roepke & Luer of Valparaiso?	4	
2004	1906	0-6-0T	2' 6"	for Alexander Young of Chile	4	
2032	1906	0-8-0T	2' 6"	<i>Oficina Oriente ?</i>	4	
2113	1907	0-4-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4	
2336	1907	0-4-2T	2' 6"	<i>Oficina Peña Chica ?</i>	4	
2337	1907	0-4-2T	2' 6"	<i>Oficina Peña Chica ?</i>	4	
2341	1907	0-4-2T?	2' 6"	via Arthur Koppel for Chile		
2420	1907	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
2505	1907	0-4-2T	2' 6"	<i>Oficina Peña Chica ?</i>	4	
2549	1907	0-4-0T	2' 6"	<i>Oficina Peña Chica ?</i>	4	
2579	1907	0-8-0T	60cm	Lautaro Nitrate Co. 10? , later possibly to <i>FC Militar ?</i>	4	
2580	1907	0-8-0T	60cm	Lautaro Nitrate Co. 11? , later possibly to <i>FC Militar ?</i>	4	
2580	1907	0-8-0T	60cm	Chilean Army, then presumably to <i>FC Militar</i>	4	
2836	1908	0-6-0T?	60cm	via Moro & Lukinovic of Iquique?	4	
2837	1908	0-6-0T?	60cm	via Moro & Lukinovic of Iquique?	4	
3073	1908	0-4-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3074	1908	0-4-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3075	1908	0-4-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3170	1908	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3621	1909	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3622	1909	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3638	1909	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3639	1909	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3948	1910	0-6-0T	2' 6"/1m	<i>Cía. de Salitreras de Antofagasta ?</i> , later regauged to 1m.		4
3949	1910	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3950	1910	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4	
3962	1910	0-4-0T	60cm	<i>DOP ?</i>	4	
3963	1910	0-4-0T	60cm	<i>DOP ?</i>	4	
3971	1910	2-6-0	Metre	<i>DOP 21</i> , then used by Howard Synd., then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3	

3972	1910	2-6-0	Metre	<i>DOP 22</i> , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3
3973	1910	2-6-0	Metre	<i>DOP 23</i> , then sold to Howard Synd. and eventually back to <i>DOP</i> , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3
3974	1910	2-6-0	Metre	<i>DOP 24</i> then sold to Howard Synd. and eventually back to <i>DOP</i> , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3
3975	1910	2-6-0	Metre	<i>DOP 25</i> , then sold to Howard Synd. and eventually back to <i>DOP</i> , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3
3976	1910	2-6-0	Metre	<i>DOP 26</i> , then by <i>RCN</i> , later <i>EFE ?</i> , became <i>Tipo O</i>	3
3992?	1910?	0-4-2T	60cm	<i>Lezaeta i Duran Hermanos</i> contractor, then to <i>DOP</i> and later <i>EFE 52 5052</i> became <i>tipo f</i>	4
4067	1910	0-4-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4243	1910	0-4-0T	750mm	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ?	4
4248	1910	0-4-0WT	60cm	<i>Stumpfoll Hermanos</i> , Osorno ?	4
4399	1912	0-6-0T	2' 6"	<i>Cía. Salitrera Lastenis ?</i>	4
4480	1912	0-6-0T	Metre	MacDonnell, Gibbs & MacDougall contractor	3
4690	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4711	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4712	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4713	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4714	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
4902	1911	0-4-0T	570mm	via Saavedra Benard of Valparaiso	4
4916	1911	0-6-0T	60cm	via Moro & Lukinovic of Iquique?	4
4975?/5824?		0-4-0WT	Metre	<i>Frigorífico Puerto Sara ?</i>	3
4993	1911	0-8-0T	2' 6"	<i>Oficina Oriente ?</i>	4
4975?	1911	0-4-0WT	60cm	<i>Dirección del Territorio Maritimo</i> at Punta Arenas, for Cabo Raper lighthouse railway? Tunnel type loco	4
5057	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
5058	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
5059	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
5060	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
5070	1911	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>	4
5084	1911	0-4-0WT	2' 6"	Amelia Nitrate Co. Ltd. ?	4
5085	1911	0-4-0WT	2' 6"	Amelia Nitrate Co. Ltd. ?, later to <i>Cemento Cerro de Polpaico SA ?</i>	4
5144	1911	0-4-0T	60cm	via Eduardo Charone of Santiago?	4
5196	1911	0-6-0T	750mm?	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ? O&K list says built to 1m gauge	4
5197	1911	0-6-0T	750mm?	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ? O&K list says built to 1m gauge	4
5198	1911	0-6-0T	750mm?	<i>Les Hauts Forneaux et Acieries de Chile</i> , in Corral ? O&K list says built to 1m gauge	4
5201	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 21 '?'</i> then 1021	3
5202	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 22 '?'</i> then 1022 , later to <i>FCIP ?</i>	3
5203	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 23 'TACNA'</i> then 1023 , later to <i>EFE</i> on loan 103? became <i>Tipo T</i>	3
5204	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 24 '?'</i> then 1024 , later to <i>FCIP ?</i>	3
5205	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 25 '?'</i> then 1025 , later to <i>EFE</i> on loan 104 became <i>Tipo T</i>	3
5206	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 26 '?'</i> then 1026 , later to <i>FCIP ?</i>	3

5207	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 27</i> '?' then 1027 , later to <i>EFE</i> on loan 105 became <i>Tipo T</i>	3
5208	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 28</i> '?' then 1028 , later to <i>FCIP</i> ?	3
5209	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 29</i> '?' then 1029 , later to <i>EFE</i> on loan 106 became <i>Tipo T</i>	3
5210	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 30</i> '?' then 1030 , later to <i>EFE</i> on loan 107 , then to <i>FCIP</i> became <i>Tipo T</i>	3
5211	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 31</i> '?' then 1031 , later to <i>EFE</i> on loan 108 became <i>Tipo T</i>	3
5212	1912	2-6-0	Metre	<i>DOP</i> for <i>FCNC 32</i> '?' then 1032 , later to <i>EFE</i> on loan 109 became <i>Tipo T</i>	3
5261	1912	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
5262	1912	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
5263	1912	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
5264	1912	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
5265	1912	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
5285	1912	0-4-0T	750mm	for Paschonen of Chile, to run on wooden rails	4
5349	1912	0-4-0T	5' 6"	via <i>Saavedra, Benard y Cía.</i> Valparaiso	1
5376	1912	0-4-0WT	2' 6"	<i>Amelia Nitrate Co. Ltd. 'AMELIA'</i>	4
5377	1912	0-4-0WT	2' 6"	<i>Amelia Nitrate Co. Ltd. 'LONDON'</i>	4
5461	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 33</i> (?) then 1033	3
5462	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 34</i> (?) then 1034	3
5463	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 35</i> (?) then 1035 , later to <i>FCIPH</i>	3
5464	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 36</i> (?) then 1036	3
5465	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 37</i> (?) then 1037	3
5466	1912	0-6-0T	Metre	<i>DOP</i> for <i>FCNC 38</i> (?) then 1038	3
5492	1912	0-6-0T	2' 6"	for Brüna & Co., suggested to be in Chile	4
5493	1912	0-6-0T	2' 6"	for Brüna & Co., suggested to be in Chile	4
5711	1912	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 1?</i>	4
5712	1912	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 2?</i>	4
5785	1912	0-4-0T	750mm	<i>Gildemeister y Cía.</i> possibly for a nitrate oficina ' ALVINO '	4
5814	1912	0-6-0WT	2' 6"	<i>Cía. Salitrera María Teresa de Aguas Blancas</i> ?	4
5815?	1912?	0-6-0T	60cm	via <i>Saavedra Benard</i> to <i>Lezaeta y Duran Hermanos</i> contractor, later to <i>DOP</i> then <i>EFE 5051?</i>	4
5824	1912	0-4-0T	Metre	<i>Frigorifico Puerto Sara?</i> see 4975 above	3
5868	1912	0-4-2T	2' 6"	<i>Oficina Peña Chica</i> ?	4
6072	1913	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6073	1913	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6074	1913	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6147	1913	0-6-0T	60cm	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6186	1914	0-8-0T	60cm	<i>FC Militar 1</i> , and occasionally use elsewhere	4
6187	1914	0-8-0T	60cm	<i>FC Militar 2</i> , and occasionally use elsewhere	4
6188	1914	0-8-0T	60cm	<i>FC Militar 3</i> , and occasionally use elsewhere	4
6189	1914	0-8-0T	60cm	<i>FC Militar 4</i> , and occasionally use elsewhere	4
6190	1914	0-8-0T	60cm	<i>FC Militar 5</i> , and occasionally use elsewhere	4
6191	1914	0-8-0T	60cm	<i>FC Militar 6</i> , and occasionally use elsewhere	4
6286	1913	0-6-0T	60cm	via <i>Ramon J. Nieto 'PONTEVEDRA'</i>	4
6292	1912	0-4-0T	60cm	via <i>Saavedra Benard</i> for <i>Coronel?</i>	4

6346	1913	0-6-0WT	2' 6"	<i>Cía. Salitrera María Teresa de Aguas Blancas</i> 'MARÍA TERESA'	4
6518	1913	0-6-2T	60cm	<i>DOP 29</i> '?' , then to <i>FC Militar 29</i>	4
6525	1913	0-4-0WT	2' 6"	Amelia Nitrate Co. Ltd. '?' , later to <i>Cemento Cerro de Polpaico SA</i> ?	4
6526	1913	0-4-2T	2' 6"	<i>Oficina Peña Chica</i> ?	4
6553	1913	0-6-0T	2' 6"	<i>Oficina Augusta Victoria</i> ?	4
6554	1913	0-6-0T	2' 6"	<i>Oficina Augusta Victoria</i> ?	4
6628	1913	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 3?</i>	4
6629	1913	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 4?</i>	4
6632	1913	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 5?</i>	4
6633	1913	0-4-0WT	60cm	Construction of <i>Puerto de San Antonio No. 6?</i>	4
6648	1913	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago	4
6649	1913	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago	4
6650	1913	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago	4
6720	1913	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6721	1913	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
6725	1912	0-4-0WT	5' 6"	For Chile	1
6728	1913	0-6-0T	60cm	Enrique Döll contractor	4
6730	1913	0-4-0WT	2' 6"	via Marinkovic Goich & Co. for <i>Oficina Adriatico</i> ?	4
6819	1914	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago	4
6831	1913	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago	4
6891	1913	0-4-0WT	2' 6"	Amelia Nitrate Co. Ltd. '?'	4
6962?	1913	0-4-0WT	Metre	<i>FC de Puerto Bories</i> 'GUACOLDA' later 'VALDES VERGARA'	3
6988	1914	0-6-0T	60cm	via Gildemeister & Co. for Tocopilla?	4
6989	1914	0-6-0T	60cm	via Gildemeister & Co. for Tocopilla?	4
6992	1914	0-6-0WT	2' 6"	<i>Cía. Salitrera María Teresa de Aguas Blancas</i> ?	4
7120	1914	0-6-2T	60cm	<i>DOP ?</i> '?' , then to <i>EFE 54 5054</i> became <i>tipo h</i>	4
7130	1913-4	0-4-0WT	2' 6"	<i>Oficina Adriatico</i> ?	4
7489	1920	0-6-0WT	60cm	<i>Comunidad Quellón</i> distillery ?	4
7490	1920	0-6-0WT	60cm	<i>Comunidad Quellón</i> distillery ?	4
7506	1914	0-4-0WT	2' 6"	<i>Oficina Adriatico</i> ?	4
7524	1914	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina, siezed and may not have reached Chile	4
7525	1914	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina, siezed and may not have reached Chile	4
7627	1914	0-6-0T	60cm	via Gildemeister & Co. of Valparaiso	4
7768	1914	0-8-0T	2' 6"	for Soc. Ind. de Atacama via Valparaiso, which company may have been based in Copiapó	4
9317	1920	0-4-0T?	60cm	via Gildemeister of Valparaiso	4
9394	1921	0-6-0T	Metre	via Gildemeister Valparaiso, later rebuilt to 60cm gauge and to <i>Area Tissue SA</i> , Puente Alto	3/4
9402	1920	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta</i> ?	4
9405	1920	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4
9436	1920	0-6-0T	60cm	via Gildemeister & Co.	4
9448	1920	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4
9451	1920	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4
9463	1921	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina	4
9550	1921	0-6-0T	2' 6"	<i>Oficina Peña Chica</i> ?	4
9551	1921	0-6-0T	2' 6"	<i>Oficina Peña Chica</i> ?	4

9590	1924	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina		4
10077	1926	2-6-0T	Metre	<i>Emp. Constr. del Pto. de Antofagasta 10?</i>		3
10078	1926	2-6-0T	Metre	<i>Emp. Constr. del Pto. de Antofagasta ?</i>		3
10079	1926	2-6-0T	Metre	<i>Emp. Constr. del Pto. de Antofagasta ?</i>		3
10191	1923	0-4-0T	60cm	via Louis Lagarrigue & Co. of Santiago		4
10479	1923	0-6-0T	3' 0"	Gildemeister & Co. for customer in Valparaiso		4
10491	1923	0-8-0T	3' 0"	To/via H. B. Sloman & Co. to <i>Oficina Brac/Victoria</i>	?	4
10492	1923	0-8-0T	3' 0"	To/via H. B. Sloman & Co. to <i>Oficina Brac/Victoria</i>	?	4
10679	1923	0-4-0T	50cm	via Gildemeister & Co. Valparaiso		4
10736	1924	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>		4
10737	1924	0-6-0T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>		4
10858	1924	0-4-0T	60cm	for lager Valparaiso		4
10878	1924	0-6-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina		4
10887	1924	0-4-0T	2' 6"	Gildemeister y Cía. possibly for a nitrate oficina		4
10929	1925	0-6-0T	2' 6"	for Lager Iquique, ie. for stock in Iquique		4
11047	1925	0-6-2T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>		4
11048	1925	0-6-2T	2' 6"	<i>Cía. de Salitreras de Antofagasta ?</i>		4
11066	1925	0-6-2T	2' 6"	<i>Cía. Salitrera Galicia '?</i>		4
11350	1927	0-6-6-0T	60cm	<i>FC Militar</i>		4
11391	1927	0-6-2Ts	Metre	via Baburizza & Co. possibly for Lautaro Nitrate ?		3
11392	1927	0-6-2Ts	Metre	via Baburizza & Co. possibly for Lautaro Nitrate ?		3
11483	1927	0-4-0T	60cm	via H. Moller of Hamburg, Chilehaus		4
11861	1929	0-10-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?		4
11862	1929	0-10-0T	2' 6"	Santiago Sabioncello & Co. Ltd. ?		4
12372	1931	0-6-2T	60cm	<i>EFE 5061 tipo h</i>		4
12686	1935	0-6-0WT	60cm	<i>Comunidad Quellón</i> distillery ?		4
12855	1936	0-4-0WT	60cm	<i>Dep. de Riego ?</i> , Ing. Valenzuela, Santiago, but perhaps later sold for use in Lota.		4
13306	1944	0-6-6-0T	60cm	For the <i>FC Militar</i> but owing to WW2 never reached Chile, instead being used in Poland by the <i>PKP Tyy 9-691</i>		4
13307	1944	0-6-6-0T	60cm	For the <i>FC Militar</i> but owing to WW2 never reached Chile, instead being used in Poland by the <i>PKP Tyy 9-692</i>		4
13308	1944	0-6-6-0T	60cm	For the <i>FC Militar</i> but owing to WW2 never reached Chile, instead being used in Poland by the <i>PKP Tyy 9-693</i>		4

**Peckett
of Bristol**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1129	1907	0-4-2ST	2' 6"	via E. F. Clarke to Iquique for unknown customer	4	
1145	1907	0-4-0ST	Metre	via E. F. Clarke for Iquique for unknown customer	3	
1157	1907	0-4-2ST	2' 6"	via E. F. Clarke to Iquique for unknown customer	4	
1158	1907	0-4-2ST	2' 6"	via E. F. Clarke to Iquique for unknown customer	4	
1710	1926	0-4-0ST	5' 6"	S.Pearson & Son for Valparaiso port contract, ? '?' may have been sold off at end of contract, possibly to Chilectra	1	

Porter

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
3176	1905	0-6-2T	2' 6"	via W. R. Grace & Co. For Chile?	4	
3714	1906	0-6-0	2' 6"	Braden Copper Co. ?	4	
3856?	1907	0-6-2T	4' 2"	Works no. seems unlikely. <i>FC de Carrizal i Carro Blanco. 5 '??'</i> , later regauged to 1m	2	
4242	1908	2-4-0	Metre	Ingersoll Rand Co., possibly compressed air locos for summit tunnel of <i>FCTC</i> ?	3	
4243	1908	2-4-0	Metre	Ingersoll Rand Co., possibly compressed air locos for for summit tunnel of <i>FCTC</i> ?	3	
4995?	1911	0-4-0ST?	2' 0"	via Hagerman Trading Co. possibly to quarry at Niebla near Valdivia ?	4	
5032	1912	0-4-0T	2' 0"	via Hagemayer Trading Co. <i>Germain y Sierra</i> contractors ' LAURITA '	4	
5033	1912	0-4-0ST?	2' 0"	via Hagemayer Trading Co.	4	
5215	1912	0-4-0T	2' 6"	via W. R. Grace & Co. via NY NY, but may not have been for Chile	4	
5469	1914	0-4-0T	Std.	Bethlehem Chile Lime Co. ?	2	
5534	1914	0-4-0T	2' 6"	Braden Copper Co. ?	4	
5535	1914	0-4-0T	2' 6"	Braden Copper Co. ?	4	
5549	1914	0-6-0ST	Std.	Chile Exploration Co. 2?	2	
5550	1914	0-6-0ST	Std.	Chile Exploration Co. 3?	2	
5551	1914	0-6-0ST	Std.	Chile Exploration Co. 4?	2	
5552	1914	0-6-0ST	Std.	Chile Exploration Co. 5?	2	
5553	1914	0-6-0ST	Std.	Chile Exploration Co. 6?	2	
5586	1917	0-4-0CA	30"	Chile Exploration Co. ? smelter and refining plant comp. air loco	4	
5587	1917	0-4-0CA	30"	Chile Exploration Co. ? smelter and refining plant comp. air loco	4	
5598	1917	0-4-0CA	30"	Chile Exploration Co. ? smelter and refining plant comp. air loco	4	
5699	1915	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5700	1915	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5701	1915	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5702	1915	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5970	1917	0-4-0ST	30"	Chile Exploration Co. ? smelter and refining plant loco	4	
5971	1917	0-4-0ST	30"	Chile Exploration Co. ? smelter and refining plant loco	4	
5987	1914	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5988	1914	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5989	1914	0-6-0ST	Std.	Chile Exploration Co. ?	2	
5991	1917	0-4-0	2' 0"	<i>Fabrica de Cemento El Melón ?</i>	4	
6029	1917	0-8-0T	2' 6"	DuPont Nitrate Co. ?	4	
6134	1918	2-8-2T	Std.	Nitrate Railways 87	2	
6135	1918	2-8-2T	Std.	Nitrate Railways 88	2	
6136	1918	2-8-2T	Std.	Nitrate Railways 89	2	
6137	1918	2-8-2T	Std.	Nitrate Railways 90	2	
6144	1918	0-6-0T	2' 6"	DuPont Nitrate Co. ?	4	
6145	1918	0-6-0T	2' 6"	DuPont Nitrate Co. ?	4	
6500	1920	2-8-2T	Std.	Chile Exploration Co. 90	2	
6501	1920	2-8-2T	Std.	Chile Exploration Co. 91	2	
6502	1920	2-8-2T	Std.	Chile Exploration Co. 92	2	
6503	1920	2-8-2T	Std.	Chile Exploration Co. 93	2	
6504	1920	2-8-2T	Std.	Chile Exploration Co. 94	2	

Rheinmetall of Dusseldorf

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1001	1925	0-6-0T	2' 6"	<i>FC de Tacora 1</i> , or maybe 3 'TACORA'		4
1002	1925	0-6-0T?	2' 6"	Also for Chile, but the only evidence for it having gone to the <i>FC de Tacora</i> is that 1001 carries the boiler from 1002		4

Robert Stephenson, and later Hawthorn

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1787	1869	0-6-0	Std.	Nitrate Rlys, 3? , Kirtley style double-framed loco	2	
2291	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 1 '? , to <i>FCAB</i>	4	
2292	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 2 '? , to <i>FCAB</i>	4	
2293	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 3 '? , to <i>FCAB</i>	4	
2294	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 4 '? , to <i>FCAB</i>	4	
2295	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 5 '? , to <i>FCAB</i>	4	
2296	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 6 '? , to <i>FCAB</i>	4	
2297	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 7 '? , to <i>FCAB</i>	4	
2298	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 8 '? , to <i>FCAB</i>	4	
2299	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 9 '? , to <i>FCAB</i>	4	
2300	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 10 '? , to <i>FCAB</i>	4	
2301	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 11 '? , to <i>FCAB</i>	4	
2302	1876	4-6-0	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 12 '? , to <i>FCAB</i>	4	
2400	1882	? T	2' 6"	<i>FC de Patillos</i> , according to note in P. C. Dewhurst archive	4	
2449	1877	4-2-4-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 18 '? , to <i>FCAB 54</i>	4	
2450	1877	4-2-4-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 19 '? , to <i>FCAB 55</i>	4	
2622	1887	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 23 'PULACAYO' , to <i>FCAB 56</i>	4	
2623	1887	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 24 'CERRILOS' , to <i>FCAB 57</i>	4	
2624	1887	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 25 'BELISARIO PERO' , to <i>FCAB 58</i>	4	
2633	1888	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 26 'MARIANO RAMIREZ' , to <i>FCAB 54</i>	4	
2634	1888	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 27 'PULACAYO' , to <i>FCAB 55</i>	4	
2635	1888	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 28 'PULACAYO' , to <i>FCAB 61</i>	4	
2636	1888	4-6-0	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 29 'PULACAYO' , to <i>FCAB 62</i>	4	
2685	1889	2-6-4T	5' 6"	<i>FC de Arauco 9 'CAÑETE'</i>	1	
2686	1889	2-6-4T	5' 6"	<i>FC de Arauco 10 'BIO-BIO'</i>	1	
2687	1889	2-6-4T	5' 6"	<i>FC de Arauco 11 'COLICO'</i>	1	
2688	1889	2-6-4T	5' 6"	<i>FC de Arauco 12 'CONCEPCIÓN'</i>	1	
3047	1900	2-6-4T	5' 6"	<i>FC de Arauco 14 'PEUMO'</i>	1	
3211	1906	2-6-4T	5' 6"	<i>FC de Arauco 16 'ROBERTO'</i>	1	
3257	1907	2-6-4T	5' 6"	<i>FC de Arauco 17 'LEPEL'</i>		1
3282	1907	2-6-4T	5' 6"	<i>FC de Arauco 18 'GRIFFIN'</i>	1	
3350	1908	2-6-4T	5' 6"	<i>FC de Arauco 20 'PRESIDENTE MONTT'</i>	1	
3362	1908	2-6-4T	5' 6"	<i>FC de Arauco 22 'DOMINGO GANA'</i>	1	
3500	1912	2-6-4T	5' 6"	<i>FC de Arauco ? 'AGUSTIN EDWARDS'</i>	1	
3501	1912	2-6-4T	5' 6"	<i>FC de Arauco 24? 'PRESIDENTE LUCO'</i>	1	
7415	1948	0-4-0ST	Std.?	<i>Cía. Carbónifera y Industria de Lota ?</i> (may have been 4' 6" gauge)	2	
7473	1948	0-4-0ST	Std.?	<i>Cía. Carbónifera y Industria de Lota ?</i> (may have been 4' 6" gauge)	2	

**Robey & Co.
of Lincoln**

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?				via Rose Innes agents to unknown customer.	4	
?				via Rose Innes agents to unknown customer.	4	

Rogers

Note that no list has ever been found showing builders' numbers for Rogers locomotives constructed between 1856 and 1872. Numbers from 688 to 2152 were allocated by Chas Fisher from a sales and shipment list but are merely guesses. These numbers are commonly quoted but have no historical authority. They are quoted in Connelly's Rogers list in brackets and I have done the same here.

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
(727)	1856	4-4-0	5' 6"	<i>FCS 4 'SAN BERNARDO'</i> , later <i>EFE 76</i> , became <i>Tipo 17</i>	1	
(728)	1856	4-4-0	5' 6"	<i>FCS 3 'SANTIAGO'</i> , later <i>EFE 62 'PELEQUEN'</i> , became <i>Tipo 13</i>	1	
(847)	1856	4-4-0	5' 6"	<i>FCS 5 'MAIPU'</i> , later <i>EFE 4-4-0TT 61 'REQUÍNOA'</i> , became <i>Tipo 13</i>	1	
(848)	1856	4-4-0	5' 6"	<i>FCS 6 'RANCAGUA'</i> , later <i>EFE 63 'MAIPU'</i> , became <i>Tipo 12</i> , used by <i>DOP</i>	1	
(912)	1860	4-4-0	Std.	<i>FC de Copiapó 14 'JOSÉ SANTOS'</i> , later <i>EFE 2A</i>		2
(932/940)	1860	4-4-0T	5' 6"	<i>FCS 7 'MAPOCHO'</i> , later <i>EFE 0-4-2T 117 'PELEQUEN'</i> Connelly's Rogers list gives works number 940 rather than 932	1	
(997)	1861	4-4-0	5' 6"	<i>FCS 8 'RENGO'</i> , later <i>EFE 64</i> , became <i>Tipo 13</i>	1	
(998)	1861	4-4-0	5' 6"	<i>FCS 9 'SAN FERNANDO'</i> , later <i>EFE 77</i> , became <i>Tipo 12</i> , used by <i>DOP</i>	1	
(1013)	1862	2-2-0T	5' 6"	<i>FCS 10 'RELÁMPAGO'</i> ,	1	
(1030)	1861	4-6-0	5' 6"	Meiggs, then <i>FCSV</i> , then <i>FCS 12 'CONTRATISTA'</i> , later <i>EFE 82</i>		1
(1047)	1862	4-4-0	5' 6"	<i>FCS 11 'TINGUIRIRICA'</i> , later <i>EFE 121</i>		1
(1256)	1865	4-4-0	Std.	<i>FC de Copiapó 16</i>	2	
(1260)	1865	4-4-0	Std.	<i>FC de Copiapó 17</i>	2	
(1261)	1865	4-4-0	Std.	<i>FC de Copiapó 18</i>	2	
(1264)	1865	0-4-0T	Std.	<i>FC de Copiapó 15 'V. SUBERCASEAUX'</i> , later <i>EFE 5A</i>	2	
(1393)	1865	2-6-0	Std.	<i>FC de Copiapó 19</i>	2	
(1396)	1865	2-6-0	Std.	<i>FC de Copiapó 20</i>	2	
(1475)	1867	2-2-0T	Std.	<i>FC de Copiapó 21</i>	2	
(1532?)	1868	4-4-0	5' 6"	<i>FCS 14 'CURICO'</i> , later <i>EFE 78</i> , became <i>Tipo 18</i> , used by <i>DOP</i>	1	
(1569)	1868	2-6-0	Std.	Built for the <i>FC Mejias y Arequipa</i> in Peru but diverted to <i>FC de Arica á Tacna ? 'MORRO'</i>	2	
(1570)	1868	2-6-0	Std.	Built for the <i>FC Mejias y Arequipa</i> in Peru but diverted to <i>FC de Arica á Tacna ? 'TACORA'</i>	2	
(1666)	1869	2-2-0T	Std.	<i>FC de Copiapó 25 'TOMÁS G. GALLO'</i> , later <i>EFE 9A</i> , then 3200 , eventually regauged to 1 metre	2	
(1717)	1870	2-6-0T	3' 6"	<i>FC de Tongoy 8 'CAMPANIL'</i>	2	
(1721)	1870	4-4-0	5' 6"	<i>FCCCiT 2 'CONCEPCIÓN'</i> , later <i>EFE 97</i> , leased to <i>FC Lebu a Los Sauces</i> by 1923	1	
(1722)	1870	2-6-0	5' 6"	<i>FCCCiT 1 'TALCAHUANO'</i> , later <i>EFE 106</i>	1	
(1770)	1870	2-6-0T	3' 6"	<i>FC de Tongoy 9 'PIZARRO'</i>	2	
(1900)	1871	4-4-0	5' 6"	<i>FCS 15 'PALMILLA'</i> , later <i>EFE 79</i> , became <i>Tipo 12</i> , used by <i>DOP</i>	1	
(1907)	1871	4-2-0T	Std.	<i>FC de Copiapó 26 'GREGORIO OSSA'</i> , later <i>EFE 10A</i>	2	
(1908)	1871	4-2-0T	Std.	<i>FC de Copiapó 27 'MATIAS COUSIÑO'</i> , later <i>EFE 11A</i>	2	
(1910)	1871	4-2-0T	Std.	<i>FC de Copiapó 28 'JOSÉ FRANCISCO GANA'</i> , later <i>EFE 12A</i>	2	

(1929)	1871	4-4-0	5' 6"	<i>FCCCiT</i> 6 'YUMBEL' then 'FEDERICO ERRÁZURIZ', later <i>EFE</i> 98	1
(1932)	1871	4-4-0	5' 6"	<i>FCCCiT</i> 7 'BULNÉS', later <i>EFE</i> 99, used by <i>DOP</i>	1
(1938)	1871	2-6-0	5' 6"	<i>FCCCiT</i> 3 'HUALQUI', later <i>EFE</i> 94	1
(1939)	1871	2-6-0	5' 6"	<i>FCCCiT</i> 4 'TALCAMÁVIDA', later <i>EFE</i> 95	1
(1941)	1871	2-6-0	5' 6"	<i>FCCCiT</i> 5 'MALVOA', later <i>EFE</i> 96	1
(1980?)	1871	2-6-2T	Std.	<i>FC de Copiapó</i> 26? 'COPIAPÓ'	2
1980?	1871	2-6-0T	Std.	<i>FC de Copiapó</i> 29? 'J. J. VALLEJO', later <i>EFE</i> 13A	2
(2032)	1872	0-4-4T	5' 6"	Ex <i>FC Ilo a Moquegua?</i> , <i>FCSV</i> 60 'PLACILLA', later <i>EFE</i> 60, became <i>Tipo</i> 11bis	1
2193	1873	2-4-4T	Std.	<i>FC de Copiapó</i> 30? 'ALLAN CAMPBELL', later <i>EFE</i> 14A	2
2303	1873	4-4-0	5' 6"	<i>FCS</i> 16 'TENÓ', later <i>EFE</i> 65, became <i>Tipo</i> 13	1
2309	1873	4-4-0	5' 6"	<i>FCS</i> 17 'CACHAPOAL', became <i>Tipo</i> 18, later <i>EFE</i> 80	1
2354	1873	2-6-0	2' 6"	<i>FC Patillos a Lagunas</i> 3 'EL LEÓN'	4
2356	1873	2-6-0	2' 6"	<i>FC Patillos a Lagunas</i> 4 'EL TORO'	4
2379	1874	2-6-0	5' 6"	<i>FCS</i> 18 'TALCA', later <i>EFE</i> 69, became <i>Tipo</i> 19	1
2380	1874	2-6-0	5' 6"	<i>FCS</i> 19 'LONTUE', later <i>EFE</i> 85, became <i>Tipo</i> 19	1
2393	1875	2-2-0T	5' 6"	<i>FCCCiT</i> 25 'CABALLERO' then 'QUILAPAN, later <i>EFE</i> 115	1
3171	1883	4-4-0	5' 6"	<i>FCCCiT</i> 27 'TACNA', but lost at sea	1
3172	1883	4-4-0	5' 6"	<i>FCCCiT</i> 28 'ARICA', but lost at sea	1
3173	1883	4-4-0	5' 6"	<i>FCCCiT</i> 29 'BUIN', but lost at sea	1
3174	1883	4-4-0	5' 6"	<i>FCCCiT</i> 30 'LINDEROS', but lost at sea	1
3204	1883	0-6-0	5' 6"	<i>FCCCiT</i> then <i>FCS</i> 2 'VARAS' (2nd of that number), later <i>EFE</i> 122	1
3309	1883	4-4-0?	5' 6"	<i>FCCCiT</i> 27 'BUIN', but allocated to <i>FCS</i> , later <i>EFE</i> 71, became <i>Tipo</i> 16	1
3311	1883	2-6-0	5' 6"	<i>FCCCiT</i> then <i>FCS</i> 28 'La INDUSTRIA', later <i>EFE</i> 89, became <i>Tipo</i> 21, used by <i>DOP</i>	1
3313	1883	2-6-0	5' 6"	<i>FCCCiT</i> 30 'SAN FRANCISCO', became <i>Tipo</i> 21, later <i>EFE</i> 90	1
3314	1883	2-6-0	5' 6"	<i>FCCCiT</i> 29, later <i>EFE</i> 81, 86 or 105 'BENJAMIN VICUÑA MACKENNA', became <i>Tipo</i> 18	1
3315	1883	2-6-0	5' 6"	<i>FCCCiT</i> 31, later <i>EFE</i> 81, 86 or 105 'GULTRO', became <i>Tipo</i> 19	1
3401	1883	2-6-0	5' 6"	<i>FCCCiT</i> but used by <i>DOP?</i> , later <i>EFE</i> 91 or 116 'HOSPITAL', became <i>Tipo</i> 20?	1
3405	1883	2-6-0	5' 6"	<i>FCCCiT</i> but used by <i>DOP?</i> , later <i>EFE</i> 91 or 116	1
3441	1883	4-4-0	5' 6"	<i>FCCCiT</i> 27 'TACNA', but immediately became <i>EFE</i> 72 'TACNA', became <i>Tipo</i> 16	1
3442	1883	4-4-0	5' 6"	<i>FCCCiT</i> 28 'ARICA', but immediately became <i>EFE</i> 73 'ARICA', became <i>Tipo</i> 16	1
3443	1883	4-4-0	5' 6"	<i>FCCCiT</i> 29 'BUIN', but immediately became <i>EFE</i> 74 'DOMINGO SANTA MARÍA', became <i>Tipo</i> 16	1
3444	1883	4-4-0	5' 6"	<i>FCCCiT</i> 30 'LINDEROS', but immediately became <i>EFE</i> 75 'J. J. PERÉZ', became <i>Tipo</i> 16	1
3446	1884	0-6-0T	5' 6"	<i>FCCCiT</i> but immediately became <i>EFE</i> 92 'CUNACO', became <i>Tipo</i> 22	1
3473	1884	4-4-0	5' 6"	<i>FCCCiT</i> extensions 1 'ARAUCANA', later <i>EFE</i> 132	1
3474	1884	4-4-0	5' 6"	<i>FCCCiT</i> extensions 2 'GUANACO', later <i>EFE</i> 133	1
3475	1884	2-6-0	5' 6"	<i>FCCCiT</i> extensions 3 'ESPERANZA', later <i>EFE</i> 134	1
3476	1884	2-6-0	5' 6"	<i>FCCCiT</i> extensions 4 'ILUSTRACIÓN', later <i>EFE</i> 135	1

3479	1884	2-6-0	5' 6"	<i>FCCCiT</i> extensions 5 'CONSTANCIA' , later <i>EFE</i> 136	1
3480	1884	2-6-0	5' 6"	<i>FCCCiT</i> extensions 6 'ARTESANO' , later <i>EFE</i> 137	1
3481	1884	2-6-0	5' 6"	<i>FCCCiT</i> extensions 7 'INMIGRANTE' , later <i>EFE</i> 138	1
?	1884	4-4-0	5' 6"	Unknown contractor, later <i>EFE</i> 105 'SAN CARLOS'	1
3689	1886	0-6-0T	2' 0"?	Paposo Railroad ' ANSELMO MORAGA '	4
3709	1887	0-4-4T	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 22 'RAYO' , to <i>FCAB</i> 33 then 31	4
3713	1887	2-4-2	2' 6"	<i>Cía. de Huanchaca de Bolivia</i> , 21 'HUANCHACA' , to <i>FCAB</i> 32 then 42	4
4859	1893	0-6-0ST	5' 6"	<i>EFE</i> 199	1
4860	1893	0-6-0ST	5' 6"	<i>EFE</i> 200	1
4861	1893	0-6-0ST	5' 6"	<i>EFE</i> 201	1
4862	1893	0-6-0ST	5' 6"	<i>EFE</i> 202	1
4863	1893	0-6-0ST	5' 6"	<i>EFE</i> 203	1
4864	1893	0-6-0ST	5' 6"	<i>EFE</i> 204	1
4865	1893	0-6-0ST	5' 6"	<i>EFE</i> 205	1
4866	1893	0-6-0ST	5' 6"	<i>EFE</i> 206	1
4951	1893	4-6-0	5' 6"	<i>EFE</i> 207 'JUAN R. VARGAS'	1
4952	1893	4-6-0	5' 6"	<i>EFE</i> 208	1
4953	1893	4-6-0	5' 6"	<i>EFE</i> 209	1
4954	1893	4-6-0	5' 6"	<i>EFE</i> 210	1
4955	1893	4-6-0	5' 6"	<i>EFE</i> 211	1
4956	1893	4-6-0	5' 6"	<i>EFE</i> 212 , used by <i>DOP</i>	1
4957	1893	4-6-0	5' 6"	<i>EFE</i> 213	1
4958	1893	4-6-0	5' 6"	<i>EFE</i> 214	1
4959	1893	4-6-0	5' 6"	<i>EFE</i> 215	1
4960	1893	4-6-0	5' 6"	<i>EFE</i> 216	1
4961	1893	4-6-0	5' 6"	<i>EFE</i> 217	1
4962	1893	4-6-0	5' 6"	<i>EFE</i> 218	1
5041	1895	4-4-0	5' 6"	<i>EFE</i> 237 , leased to <i>Apostadero Naval de Talcahuano</i> 1932	1
5042	1895	4-4-0	5' 6"	<i>EFE</i> 238	1
5043	1895	4-6-0	5' 6"	<i>EFE</i> 241	1
5044	1895	4-6-0	5' 6"	<i>EFE</i> 242	1
5085	1895	4-6-0	5' 6"	<i>EFE</i> 247	1
5086	1895	4-6-0	5' 6"	<i>EFE</i> 248	1
5087	1895	4-6-0	5' 6"	<i>EFE</i> 249	1
5088	1895	4-6-0	5' 6"	<i>EFE</i> 250	1
5089	1895	4-6-0	5' 6"	<i>EFE</i> 251	1
5092	1895	4-6-0	5' 6"	<i>EFE</i> 252	1
5093	1895	4-6-0	5' 6"	<i>EFE</i> 253	1
5094	1895	4-6-0	5' 6"	<i>EFE</i> 254	1
5095	1895	4-6-0	5' 6"	<i>EFE</i> 255	1
5096	1895	4-6-0	5' 6"	<i>EFE</i> 256	1
5097	1895	4-6-0	5' 6"	<i>EFE</i> 257	1
5098	1895	4-6-0	5' 6"	<i>EFE</i> 258 , used by <i>DOP</i>	1
5099	1895	4-6-0	5' 6"	<i>EFE</i> 259	1
5100	1895	4-6-0	5' 6"	<i>EFE</i> 260	1
5189	1897	2-4-0	Metre	<i>DOP</i> 18 'PALOS QUEMADOS' , later rebuilt to 2-4-2, then <i>EFE</i> 298, 47, 18, 17, 3017	3

5190	1897	2-8-0	Metre	<i>DOP 19</i> ‘CATAPILCA’, later <i>EFE 298?</i> , 1, 81, 3081 , became <i>Tipo R</i>	3
5191	1897	2-8-0	Metre	<i>DOP 20</i> ‘La LIGUA ’, later <i>EFE 299, 2, 82, 3082</i> , became <i>Tipo R</i>	3
5192	1897	2-8-0	Metre	<i>DOP 21</i> ‘Los VILOS ’, for a while ‘ LADISLAO ERRÁZURIZ ’, later <i>EFE 300, 3, 83, 3083</i> , became <i>Tipo R</i>	3
5193	1897	2-8-0	Metre	<i>DOP 22</i> ‘ CAVILOLÉN ’, later <i>EFE 4, 84, 3084</i> , became <i>Tipo R</i>	3
5544	1900	2-8-0	2’ 6”	<i>Cía. de Huanchaca de Bolivia, 66</i> ‘ PORVENIR ’, to <i>Huanchaca Co.</i>	4
5647	1900	2-8-0	Metre	<i>DOP 33</i> ‘ INCA ’, later <i>EFE 303, 5, 85, 3085</i> , became <i>Tipo R</i>	3
5648	1900	2-8-0	Metre	<i>DOP 34</i> ‘ PUEBLO HUNDIDO ’, later <i>EFE 304, 6, 86, 3086</i> , became <i>Tipo R</i>	3
5649	1900	2-8-0	Metre	<i>DOP 35</i> ‘ CHAÑARAL ’, later <i>EFE 305, 7, 87, 3087</i> , became <i>Tipo R</i>	3
5650	1900	2-8-0	Metre	<i>DOP 36</i> ‘ ATACAMA ’, later <i>EFE 306, 22, 88, 3088</i> , became <i>Tipo R</i>	3
5651	1900	2-8-0	Metre	<i>DOP 37</i> ‘ OVALLE ’, later <i>EFE 307, 23, 89, 3089</i> , became <i>Tipo R</i>	3
5652	1900	2-8-0	Metre	<i>DOP 38</i> ‘ LA PALOMA ’, later <i>EFE, 33, 90, 3090</i> , became <i>Tipo R</i>	3
5653	1900	2-6-0	5’ 6”	<i>EFE 275</i> ‘ DIEGO HALL ’	1
5654	1900	2-6-0	5’ 6”	<i>EFE 276</i> ‘ C. HILLMAN ’, used by <i>DOP</i>	1
5701	1905	2-8-0	2’ 6”	<i>FC de Aguas Blancas 2</i> ‘ LAURITA ’, later 514	4
5702	1905	2-8-0	2’ 6”	<i>FC de Aguas Blancas 3</i> ‘ ZARINA ’, later 515	4
6270	1905	0-6-2ST	2’ 6”	<i>FC de Aguas Blancas 8</i> ‘ VALPARAISO ’, later 511 , or 0-6-0T?	4
6271	1905	0-6-2ST	2’ 6”	<i>FC de Aguas Blancas 9</i> ‘ IQUIQUE ’, later 512 , or 0-6-0T? The last loco numbered in the Rogers series, before ALCo took over.	4

St Leonard of Liege

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
895	1891	0-6-0T	Metre	<i>DOP, 1 'TOMÁS ECHEVARRÍA'</i> later <i>EFE Red Norte, 62, 12,</i> then 3012?		3
896	1891	0-6-0T	Metre	<i>DOP, 2 '?',</i> later <i>EFE Red Norte,</i> later <i>EFE Red Norte, ?</i>		3
897	1891	0-6-0T	Metre	<i>DOP, 3 'RICARDO CUMMING'</i> later <i>EFE Red Norte,</i> later <i>EFE Red Norte, 59, 9, 11,</i> then 3011?		3
898	1891	0-6-0T	Metre	<i>DOP, 4 'VICENTE DÁVILA LARRAÍN'</i> later <i>EFE Red Norte,</i>		3
899	1891	0-6-0T	Metre	<i>DOP, 5 'DOMINGO V SANTA MARÍA',</i> later <i>EFE Red Norte,</i>		3
900	1891	0-6-0T	Metre	<i>DOP, 6 '?',</i> later <i>EFE Red Norte,</i>		3

FCS / EFE Santiago workshops

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
–	1877	4-4-0	5' 6"	<i>FCS 21 'CLARO'</i> , later <i>EFE 66</i> , became <i>Tipo 13</i>	1	
–	1888	4-4-0	5' 6"	<i>EFE 76 'SAN BERNARDO'</i> , used by <i>DOP</i>	1	
–	1886	2-6-0	5' 6"	<i>EFE 122 'VARAS'</i> . (Possibly built by Lever Murphy)	1	
–	1888	4-4-0	5' 6"	<i>EFE 124 'PANGUILEMO'</i> , used by <i>DOP</i>	1	
–	1894	4-6-0	5' 6"	<i>EFE 223</i> (Possibly built in Concepción workshops)	1	
–	1894	4-6-0	5' 6"	<i>EFE 224</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 225</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 226</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 227</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 228</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 229</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 230</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 231</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 232</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 233</i> (Possibly built at Caleta Abarca)	1	
–	1894	4-6-0	5' 6"	<i>EFE 234</i> (Possibly built at Caleta Abarca)	1	
–	1900	4-4-0	5' 6"	<i>EFE 120 'RANCAGUA'</i>	1	
–	1903	0-6-0	5' 6"	<i>EFE 316 'JORGE BRUNTON'</i>	1	

Saronno Esslingen

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
479	1913	0-4z-10-0T	Metre	<i>FCALP</i> , 21 'JOSÉ MANUEL BALMACEDA'	3	
480	1913	0-4z-10-0T	Metre	<i>FCALP</i> , 22 'JERMÁN RIESCO'	3	
481	1913	0-4z-10-0T	Metre	<i>FCALP</i> , 23 'DOMINGO SANTA MARÍA'		3

Schneider of Le Creusot

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2556	1893-4	4-4-0	Metre	<i>EFE 8</i> '(PEDRO?) AMADO PISSIS', later <i>EFE 4027</i> then 3004? Became <i>Tipo B</i>	3	
2557	1893-4	4-4-0	Metre	<i>EFE 9</i> '?', later <i>EFE 4028</i> then 3005? Became <i>Tipo B</i>	3	
2558	1893-4	4-4-0	Metre	<i>EFE 10</i> 'IGNACIO VALDIVIA', later <i>EFE 4029</i> then 3006? Became <i>Tipo B</i>	3	
2559	1893-4	4-4-0	Metre	<i>EFE 11</i> 'ANDRES A. GORBEA', later <i>EFE 4030</i> then 3007? Became <i>Tipo B</i>	3	
2560	1893-4	4-4-0	Metre	<i>EFE 12</i> 'POYE MONTT', later <i>EFE 4031</i> then 3008? Became <i>Tipo B</i>	3	
2561	1893-4	2-8-0	Metre	<i>EFE 13</i> 'WALDO SILVA', later <i>EFE ?</i> Became <i>Tipo E ?</i> on <i>Red Sur</i>	3	
2561	1893-4	2-8-0	Metre	<i>EFE 14</i> 'RAMÓN BARROS LUCO', later <i>EFE ?</i> Became <i>Tipo E</i> 4032	3	
2561	1893-4	2-8-0	Metre	<i>EFE 15</i> '?', later <i>EFE 51, 90, 18, 3018</i> , Became <i>Tipo E</i>	3	
2561	1893-4	2-8-0	Metre	<i>EFE 16</i> '?', later <i>EFE 52, 91, 19, 3019</i> , Became <i>Tipo E</i>	3	
2561	1893-4	2-8-0	Metre	<i>EFE 17</i> '?', later <i>EFE 53, 92, 20, 3020</i> , Became <i>Tipo E</i>	3	

Schwartzkopf / BMAG

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
9226	1928	2-10-2	Metre	<i>FCIP 7</i> , later <i>EFE 3707</i>	3	
9227	1928	2-10-2	Metre	<i>FCIP 8</i> , later <i>EFE 3708</i>	3	
9228	1928	2-10-2	Metre	<i>FCIP 9</i> , later <i>EFE 3709</i>	3	
9229	1928	2-10-2	Metre	<i>FCIP 10</i> , later <i>EFE 3710</i>	3	
9230?	1928	2-10-2	Metre	<i>FCIP 11</i> , later <i>EFE 3711</i>	3	

NB There may have been more of these locos, possibly from 9223 to 9234.

Sentinel Cammell

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
5640	1925	4w+4	Std.	Nitrate Railways 11 steam railmotor	2	
5642	1925	4w+4	Std.	Nitrate Railways 12 steam railmotor	2	
5656	1925	4w+4	Std.	Nitrate Railways 13 steam railmotor	2	
8983	1934	4w+4	Std.	<i>FC Central del Perú</i> 2 , rebuilt with diesel engine 1938, then to <i>FC Arica Tacna</i> no. ???	2	
8985	1934	4w+4	Std.	<i>FC Central del Perú</i> 4 , rebuilt with diesel engine 1938, then to <i>FC Arica Tacna</i> no. ???	2	
8986	1934	4w+4	Std.	<i>FC Central del Perú</i> 5 , rebuilt with diesel engine 1938, then to <i>FC Arica Tacna</i> no. ???	2	
?	1936	4w+4	Std.	<i>FC Central del Perú</i> 6 , rebuilt with diesel engine 1938, then to <i>FC Arica Tacna</i> no. 257	2	
?	1936	4w+4	Std.	<i>FC Central del Perú</i> 7 , rebuilt with diesel engine 1938, then to <i>FC Arica Tacna</i> no. 261	2	

Sharp Stewart
originally of Manchester, then later in Glasgow

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
2002	1869-700-6-0T		Std.	Iquique or Pisagua Rly, then Nitrate Railways 4 , later 24	2	
2485	1875	0-6-0ST	Std.	Otdered by Oxelösund - Västmanland Rly in Sweden but delivered to Nitrate Railways ?, later ?	2	
2562	1875-6	0-6-0T	Std.	Nitrate Railways 26	2	
2563	1875-6	0-6-0T	Std.	Nitrate Railways 27	2	
2603	1875-6	0-6-0T	Std.	Nitrate Railways 28	2	
2604	1875-6	0-6-0T	Std.	Nitrate Railways 29	2	
2605	1875-6	0-6-0T	Std.	Nitrate Railways 30	2	
2606	1875-6	0-6-0T	Std.	Nitrate Railways 31	2	
2607	1875	0-6-0T	Std.	Nitrate Railways ?, later possibly 25	2	
3032	1882	2-6-2T	2' 6"	<i>Cía. de Salitres y FFCC de Antofagasta</i> , 17 'DON MIGUEL' , to FCAB 2 'SALDIAS'	4	
3166	1883	2-6-0T	Std.	Nitrate Railways 38 (sub-contracted to Yorkshire Engine Co.)	2	
3167	1883	2-6-0T	Std.	Nitrate Railways 39 (sub-contracted to Yorkshire Engine Co.)	2	
3168	1883	2-6-0T	Std.	Nitrate Railways 40 (sub-contracted to Yorkshire Engine Co.)	2	
3169	1883	2-6-0T	Std.	Nitrate Railways 41 (sub-contracted to Yorkshire Engine Co.)	2	
3359	1886	2-6-0T	3' 6"	<i>FC de Tongoy</i> ? 'CAMPANIL'	2	
3378	1886	2-6-0T	3' 6"	<i>FC de Tongoy</i> ? 'PIZARRO'	2	
3420	1886	2-6-0T	3' 6"	<i>FC de Tongoy</i> ? '?'	2	
3581	1890	4-6-0	3' 6"	<i>FC de Chañaral</i> 6	2	
3582	1890	4-6-0	3' 6"	<i>FC de Chañaral</i> 7	2	
3590	1890	0-4-2	5' 6"	<i>EFE</i> 173 'ELANTERIO RAMIREZ'	1	
3591	1890	0-4-2	5' 6"	<i>EFE</i> 174 'TARAPACÁ'	1	
3592	1890	0-4-2	5' 6"	<i>EFE</i> 175 'LOS MAYOS'	1	
3593	1890	0-4-2	5' 6"	<i>EFE</i> 176 'MARGA MARGA'	1	
3594	1890	0-4-2	5' 6"	<i>EFE</i> 177 'CON CON'	1	
3595	1890	0-4-2	5' 6"	<i>EFE</i> 178 'SIETE de ENERO'	1	
3596	1890	0-4-2	5' 6"	<i>EFE</i> 179 'LOS LOROS'	1	
3597	1890	0-4-2	5' 6"	<i>EFE</i> 180 'PANQUHUE'	1	
3900	1893	0-6-2T	3' 6"	Lautaro Nitrate Co. 'LAUTARO 5'	2	
3982	1894	0-6-2T	3' 6"	Lautaro Nitrate Co. 'LAUTARO 6' maybe 'CATALINA No. 6'	2	

Smoschewer of Breslau

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
		0-6-0WT	60cm	(Loco supposedly by Smoschewer but now identified as a Maffei), at Quinta Normal Museum		4

Tubize Belgium

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
1667	1910	0-8-0T	Std.	Nitrate Railways 77 , built to work back-to-back	2	
1668	1910	0-8-0T	Std.	Nitrate Railways 78 , built to work back-to-back	2	
1669	1910	0-8-0T	Std.	Nitrate Railways 79 , built to work back-to-back	2	
1670	1910	0-8-0T	Std.	Nitrate Railways 80 , built to work back-to-back	2	
1801	1914	0-8-0T	Std.	Nitrate Railways 81	2	
1802	1914	0-8-0T	Std.	Nitrate Railways 82	2	
1803	1914	0-8-0T	Std.	Nitrate Railways 83	2	
1804	1914	0-8-0T	Std.	Nitrate Railways 84	2	
1805	1920	0-8-0T	Std.	Nitrate Railways 85	2	
1806	1920	0-8-0T	Std.	Nitrate Railways 86	2	

Valparaiso workshops, *FCSV* and later *EFE*

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
–	1872	0-4-2	5' 6"	<i>FCSV 35 'ESPOSICIÓN'</i> , later <i>EFE 35</i> , became <i>Tipo 10</i>	1	
–	1872	0-4-2	5' 6"	<i>FCSV 36 'PORTEÑA'</i> , later <i>EFE 36</i> , became <i>Tipo 6</i>	1	
–	1872	0-4-2	5' 6"	<i>FCSV 37 'LOS ANDES'</i> , later <i>EFE 37</i> , became <i>Tipo 6</i>	1	
–	1872	0-4-2	5' 6"	<i>FCSV 38 'SAN FELIPE'</i> , later <i>EFE 38</i> , became <i>Tipo 9</i>	1	
–	1883	0-4-4T	5' 6"	<i>FCSV 57 'CHILENA'</i> , later <i>EFE 57</i> , became <i>Tipo 4</i>	1	
–	1873	0-6-4T	5' 6"	<i>FCSV 58 'ARDILLO'</i> , later <i>EFE 58</i> , became <i>Tipo 11</i>	1	
–	1876	0-6-0T	5' 6"	<i>FCSV 59 'ABEJA'</i> , later <i>EFE 59</i> , became <i>Tipo 11</i>	1	
–	1887	4-4-0	5' 6"	<i>EFE 67 'MONTT'</i> , leased to <i>FC Quintero</i> around 1930	1	
–	1886	4-4-0	5' 6"	<i>EFE 82 'CONTRATISTA'</i>	1	
–	1886	2-6-0	5' 6"	<i>EFE 116 'LAJA'</i>	1	
–	1887	4-4-0	5' 6"	<i>EFE 125 'ANGEL PRIETO Y CRUZ'</i>	1	
–	1896	4-4-0	5' 6"	<i>EFE 222 'RECREO'</i>	1	
–	1910	4-4-0	5' 6"	<i>EFE 549 'CENTENARIO'</i> became <i>Tipo 6?</i>	1	

Vulcan Foundry of Newton-le-Willows

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
638	1872	0-4-4-0T	2' 6"	<i>FC Patillos a Lagunas 1 'PATILLOS'</i>	4	
639	1872	0-4-4-0T	2' 6"	<i>FC Patillos a Lagunas 2 'LAGUNAS'</i>	4	
682	1873	0-4-4-0T	2' 6"	<i>FC Patillos a Lagunas 5 'IQUIQUE'</i>	4	
683	1873	0-4-4-0T	2' 6"	<i>FC Patillos a Lagunas 6 'TARAPACÁ'</i>	4	
1258	1889	2-6-2T	3' 6"	<i>FC de Taltal 11</i>	2	
1259	1889	2-6-2T	3' 6"	<i>FC de Taltal 12</i>	2	
1260	1889	2-6-2T	3' 6"	<i>FC de Taltal 13</i>	2	
1261	1889	2-6-2T	3' 6"	<i>FC de Taltal 14</i>	2	
1262	1889	2-6-2T	3' 6"	<i>FC de Taltal 15</i>	2	
1263	1889	2-6-2T	3' 6"	<i>FC de Taltal 16</i>	2	
1270	1890	2-6-0	5' 6"	<i>EFE 151 'ÑIQUÉN'</i>	1	
1271	1890	2-6-0	5' 6"	<i>EFE 152 'QUILACOYA'</i>	1	
1272	1890	2-6-0	5' 6"	<i>EFE 153 'CHICUAYANTE'</i>	1	
1273	1890	2-6-0	5' 6"	<i>EFE 154 'DIUQUÍN'</i>	1	
1274	1890	2-6-0	5' 6"	<i>EFE 155 'COIGUE'</i>	1	
1275	1890	2-6-0	5' 6"	<i>EFE 156 'MULCHÉN'</i>	1	
1276	1890	2-6-0	5' 6"	<i>EFE 157 'ROBLERÍA'</i>		1
1277	1890	2-6-0	5' 6"	<i>EFE 158 'MININCO'</i>	1	
1278	1890	2-6-0	5' 6"	<i>EFE 159 'TRINTRE'</i>	1	
1279	1890	2-6-0	5' 6"	<i>EFE 160 'QUILQUÉN'</i>	1	
1280	1890	2-6-0	5' 6"	<i>EFE 161 'TRIGAL', used by DOP</i>	1	
1281	1890	2-6-0	5' 6"	<i>EFE 162 'TRAIGUÉN'</i>	1	
1282	1890	2-6-0	5' 6"	<i>EFE 163 'ERCILLA'</i>	1	
1283	1890	2-6-0	5' 6"	<i>EFE 164 'CAUTÍN'</i>	1	
1397	1893	2-6-0T	3' 6"	<i>FC de Taltal 17</i>	2	
1398	1893	2-6-0T	3' 6"	<i>FC de Taltal 18</i>	2	
6166	1954	4-8-2	Metre	<i>FCAB 347, became ENFFCC / ENFE 817</i>	3	
6167	1954	4-8-2	Metre	<i>FCAB 348, became ENFFCC / ENFE 818</i>	3	
6168	1954	4-8-2	Metre	<i>FCAB 350, became ENFFCC / ENFE 820</i>	3	
6169	1954	4-8-2	Metre	<i>FCAB 349, became ENFFCC / ENFE 819</i>	3	
6170	1954	4-8-2	Metre	<i>FCAB 201</i>	3	
6171	1954	4-8-2	Metre	<i>FCAB 202, became ENFFCC / ENFE 821</i>	3	
6172	1954	4-8-2	Metre	<i>FCAB 203</i>	3	
6173	1954	4-8-2	Metre	<i>FCAB 204</i>	3	
6174	1954	4-8-2	Metre	<i>FCAB 205</i>	3	
6175	1954	4-8-2	Metre	<i>FCAB 206, became ENFFCC / ENFE 822</i>	3	
6176	1954	4-8-2	Metre	<i>FCAB 341, became ENFFCC / ENFE 811</i>	3	
6177	1954	4-8-2	Metre	<i>FCAB 342, became ENFFCC / ENFE 812</i>	3	
6178	1954	4-8-2	Metre	<i>FCAB 343, became ENFFCC / ENFE 813</i>	3	
6179	1954	4-8-2	Metre	<i>FCAB 344, became ENFFCC / ENFE 814</i>	3	
6180	1954	4-8-2	Metre	<i>FCAB 345, became ENFFCC / ENFE 815</i>	3	
6181	1954	4-8-2	Metre	<i>FCAB 346, became ENFFCC / ENFE 816</i>	3	

The Vulcan Iron Works Wilkes Barre, Pennsylvania

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
815	1906	0-4-0T	2' 6"	via Elmenhorst & Co. to Iquique, then to M M Iquique?	4	
1078	1908	0-4-0T	2' 6"	<i>Minas de Cobre de Gatica</i> 'GATICA 2'	4	
1414	1909	0-6-0ST	Metre	<i>Germain y Sierra</i> contractor 1 'LAURITA', later <i>EFE</i> ?	3	
1415	1909	0-6-0ST	Metre	<i>Germain y Sierra</i> contractor 2 'OLGITA', later <i>EFE</i> ?	3	
1626	1910	2-6-0	Metre	<i>Germain y Sierra</i> contractor 3 '?', later <i>EFE</i> ?	3	
1627	1910	2-6-0	Metre	<i>Germain y Sierra</i> contractor 4 '?', later <i>EFE</i> ?	3	
?	19??	0-6-0	Metre	<i>Germain y Sierra</i> contractor ? '?', later <i>EFE</i> ?	3	
1885	1914	0-4-2ST	5' 6"	<i>Germain y Sierra</i> 1 'GONZALO URREJOLA', later <i>EFE</i> 640? became <i>Tipo</i> 65	1	
1886	1914	0-4-2ST	5' 6"	<i>Germain y Sierra</i> 2 'JUAN CASTELLAN', later <i>EFE</i> 641? became <i>Tipo</i> 65	1	
2182	1914	0-4-2ST	5' 6"	<i>Germain y Sierra</i> 3 'JUAN LUIS SANFUENTES', later <i>EFE</i> 642? became <i>Tipo</i> 65	1	
2187	1913	2-4-2ST	5' 6"	<i>Germain y Sierra</i> 4 'JAVIER EYZAGUIRRE', later <i>EFE</i> 639 became <i>Tipo</i> 66	1	
2296	1914	2-6-0	5' 6"	<i>Germain y Sierra</i> 6 'LOUIS SERRANO', later <i>EFE</i> 634 became <i>Tipo</i> 64	1	
2297	1914	2-6-0	5' 6"	<i>Germain y Sierra</i> 7 'CARLOS SYMMES', later <i>EFE</i> 635 became <i>Tipo</i> 64	1	
2307	1914	2-6-0	5' 6"	<i>Germain y Sierra</i> 8 'GABRIEL QUIROS', later <i>EFE</i> 636 became <i>Tipo</i> 64	1	
2308	1914	2-6-0	5' 6"	<i>Germain y Sierra</i> 9 'ALEJANDRO GUZMAN', later <i>EFE</i> 637 became <i>Tipo</i> 64	1	
2321	1914	2-4-2T	2' 6"	DuPont Nitrate Co. ?	4	
2581	1916	0-4-0ST	Std.	Ordered by Chile Exploration Co. ? but not delivered. Resold to customer in USA	2	
2582	1916	0-4-0ST	Std.	Ordered by Chile Exploration Co. ? but not delivered. Resold to customer in USA	2	
2590	1916	0-4-0ST	Std.	Ordered by Chile Exploration Co. ? but not delivered. Resold to customer in USA	2	
2591	1916	0-4-0ST	Std.	Ordered by Chile Exploration Co. ? but not delivered. Resold to customer in USA	2	
2700	1917	0-4-0T	Std.	Chile Exploration Co. ?	2	
2703	1917	0-4-0T	30"	Chile Exploration Co. ? smelter and refining plant loco	4	
2704	1917	0-4-0T	30"	Chile Exploration Co. ? smelter and refining plant loco	4	
2783	1918	0-4-0ST	2' 6"	Braden Copper Co. ?	4	
2784	1918	0-4-0ST	2' 6"	Braden Copper Co. ?	4	
2807	1917	0-4-0T	30"	Chile Exploration Co. ? smelter and refining plant loco	4	
2836	1917	0-4-0ST	30"	Chile Exploration Co. L376 smelter and refining plant loco	4	
2837	1917	0-4-0ST	30"	Chile Exploration Co. L377 smelter and refining plant loco	4	
2877	1918	0-4-0ST	2' 6"	Braden Copper Co. ?	4	
3063	1920	0-6-0T	2' 6"	<i>Cia. Salitrera El Loa</i> for <i>Oficina Cecilia</i> ? 'CECILIA'	4	
3108	1920	0-6-0T?	2' 6"	<i>Societe Salitrero y Commercial</i> ?, location unknown	4	

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The Yorkshire Engine Company of Meadowhall, Sheffield

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
175	1874	0-6-6-0T	Std.	Nitrate Railways 23		2
219?	1874	0-6-6-0T	Std.	Nitrate Railways 32 (Works number uncertain but between 219-28)		2
220?	1874	2-6-6-2T?	Std.	Nitrate Railways 33 (Works number uncertain but between 219-28)		2
221?	1874	2-6-6-2T?	Std.	Nitrate Railways 34 (Works number uncertain but between 219-28)		2
222?	1874	2-6-6-2T	Std.	Nitrate Railways 35 (Works number uncertain but between 219-28)		2
223?	1874	2-6-6-2T	Std.	Nitrate Railways 36 (Works number uncertain but between 219-28)		2
224?	1874	2-6-6-2T	Std.	Nitrate Railways 37 (Works number uncertain but between 219-28)		2
368	1883	2-6-0T	Std.	Nitrate Railways 38 (sub-contracted from Sharp Stewart)		2
369	1883	2-6-0T	Std.	Nitrate Railways 39 (sub-contracted from Sharp Stewart)		2
370	1883	2-6-0T	Std.	Nitrate Railways 40 (sub-contracted from Sharp Stewart)		2
371	1883	2-6-0T	Std.	Nitrate Railways 41 (sub-contracted from Sharp Stewart)		2
427	1889	0-4-0ST	Std.	Nitrate Railways 58 , later 2		2
442	1890	0-6-6-0T	Std.	Nitrate Railways 63		2
443	1890	0-6-6-0T	Std.	Nitrate Railways 64		2
446	1891	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 8		2
447	1891	0-6-6-0T	3' 6"	<i>FC Tocopilla a Toco</i> 9		2
554	1898	0-6-0T	Metre	War Office, then to <i>FCTC</i> construction work 0 , thereafter?		3
555	1898	0-6-0T	Metre	War Office, then to <i>FCTC</i> construction work ? , thereafter?		3
791	1904	0-6-2T	2' 6"	<i>FC de Junín</i> ?? '??'		4
792	1904	0-6-2T	2' 6"	<i>FC de Junín</i> ?? ' RECUERDO '		4
834	1905-6	0-6-6-0T	2' 6"	<i>FC de Junín</i> ?? ' SAN ANTONIO '		4
835	1905-6	0-6-6-0T	2' 6"	<i>FC de Junín</i> ?? ' COMPANÍA '		4
940	1908	0-6-6-0T	Std.	Nitrate Railways Nicholls type Meyers 74		2
941	1908	0-6-6-0T	Std.	Nitrate Railways Nicholls type Meyers 75		2
1941	1924	4-8-4T	Std.	Nitrate Railways 97		2
1942	1924	4-8-4T	Std.	Nitrate Railways 98		2
1943	1924	4-8-4T	Std.	Nitrate Railways 99		2
1944	1924	4-8-4T	Std.	Nitrate Railways 100		2
1945	1924	4-8-4T	Std.	Nitrate Railways 101		2
1946	1924	4-8-4T	Std.	Nitrate Railways 102		2
1947	1923	0-4-2T	Metre	via Baburizza & Co. to unknown purchaser possibly Lautaro Nitrate ?		3
2554	1955	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC</i> 915 , later on <i>FCIPH</i>		3
2555	1955	2-8-2	Metre	<i>FCAB</i> for use on <i>FCNC</i> 916 , later on <i>FCIPH</i>		3

Unknown

Works No.	Year	Wheels	Gauge	Purchaser, running number, name, and later owner etc.	Part	Page
?	1907?	4-4-0	5' 6"	<i>EFE 492</i> Possibly assembled from spare parts? became <i>Tipo 15</i>	1	
?	?	0-6-0T?	5' 6"	<i>Compañía Cervecerías Unidas Limache</i> , German-built	1	
?	?	0-4-0WT	5' 6"	<i>Fabrica de Cartuchos del Ministerio de Guerra</i> , German-built	1	

Index of loco owners, operators and locations

As the files continue to grow, page numbers have not been specified. Instead, the section reference is set out at the right hand side of each entry. The first number in each reference is the file number – **1, 2, 3** or **4** – depending on the gauge, followed by the section and sub-section numbers. The contents page in each file has hyper-links which will take you direct to the appropriate pages.

NB At present this index does not include the multitude of individual nitrate *oficinas* that possessed 2' 6" gauge railways. Whilst many of these can be found in sub-section 4.2.8 of the sub-metric gauge locos file, adding them to this index will first require some thought if it is to be done efficiently.

A

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<i>EmPorChi Antofagasta</i>	Metre	3.5.4
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<i>Cía de Refinaría de Azúcar de Viña del Mar (CRAV)</i>	5' 6"	1.6.3
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<i>FFCC de Carrizal i Cerro Blanco</i>	3' 6"	2.3.1
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<i>Cía. Minera de Challacollo</i>	2' 6"	4.4.7

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<i>FC de Potrerillos – Andes Copper</i> Mining Company	Metre	3.3.6
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<i>Rafinaría de Concon</i>	5' 6"	1.6.3
<i>Lezaeta y Duran Hermanos</i> contractors	60cm	4.9.5
<i>FC del establecimiento de la Compañía de Explotadora de Lota y Coronel</i>	4' 6"	2.2.1
<i>FC de Coronel a Boca Maule i Puchoco</i>	3' 0"	4.1.1
<i>FC de Copiapó</i>	4' 8½"	2.1.1
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<i>FC Mineral de Chuquicamata – Chile</i> Exploration Co.	4' 8½"	2.1.5
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<i>Cía. Salitrera El Loa</i>	2' 6"	4.3.2
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<i>EmPorChi Antofagasta</i>	Metre	3.5.4
<i>EmPorChi Puerto Arica</i>	2' 6"	4.5.3
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	2' 6"	4.3.3
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<i>FC del establecimiento de la Compañía de Explotadora de Lota y Coronel</i>	4' 6"	2.2.1
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<i>Cía. Salitrera Galicia</i>	2' 6"	4.3.2
<i>Cía. de Gas de Santiago</i>	5' 6"	1.6.5
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	2' 0"	4.9.2
<i>Compañía Cervecerías Unidas</i> Limache	5' 6"	1.4.4
<i>Cía. de Minas de Cobre de Catemu, at Llay-Llay</i>	60cm	4.9.3
<i>FC Lebu a Los Sauces – Chilean Eastern Central Railway Co.</i>	5' 6"	1.4.5
<i>Cía. Carbonífera de Lebu</i>	?	4.11
Lezaeta y Duran Hermanos , contractors	60cm	4.9.5
Cabo Raper lighthouse railway	60cm	4.9.5
Liverpool Nitrate Co.	2' 6"	4.3.3
<i>FC del Llano del Maipo</i>	Metre	3.3.2
W. J. Lockett , agents	2' 6"	4.3.3
	2' 0"	4.9.5
London Nitrate Co.	2' 6"	4.3.3
Chilean Longitudinal Railway – <i>FC Lonjitudinal Sur</i>	Metre	3.1.3
<i>FC de Mina Loreto</i>	Metre	3.4.2
<i>FC Los Alamos a Trihueco</i>	2' 0"	4.9.1
<i>Cía. Carbonífera y Industria de Lota</i>	4' 8½"?	2.1.7
	4' 6"	2.2.1
<i>FC de la Compañía de Explotadora de Lota y Coronel</i>	4' 6"	2.2.1
	5' 6"	1.4.6
<i>Mina Lota</i>	60cm	4.9.1
M		
MacDonald Gibbs & MacDougall Chile , contractor	Metre	3.5.1
<i>La Soc. Carbonífera de Mafil</i>	60cm?	4.9.1
<i>Soc. Carbónífera de Magallanes</i>	3' 6"?	2.4.6
<i>FC del Llano del Maipo</i>	Metre	3.3.2
<i>Cía. Manufacturera de Papeles y Cartones SA, Puente Alto</i>	60cm	4.9.4
<i>FC de Maquegua a Laraquete</i>	2' 6"	4.4.6
Matthews, Richards & Co. , possibly agents	Metre	3.5.6
<i>FC de Mejillones a Caracoles</i>	Metre?	3.3.1
<i>FC Melipilla a Ibacache</i>	2' 6"	4.2.7
<i>Fabrica de cemento 'El Melón' and Mina Navio</i>	Metre	3.5.5
<i>FC Militar – Puente Alto a El Volcán</i>	60cm	4.8.2
<i>FC Mineral de Chuquicamata – Chile Exploration Co.</i>	4' 8½"	2.1.5
The Copiapó Mining Co.	2' 1"	4.7.1
Andes Copper Mining Company – <i>FC de Potrerillos</i>	Metre	3.3.6
<i>FC de Mina Loreto</i>	Metre	3.4.2
<i>Mina Lota</i>	60cm	4.9.1
<i>Cía. de Minas de Cobre de Gatico, also at Cobija</i>	2' 6"	4.2.4
<i>Le Societe des Mines de cuivre de Naltagua</i>	60cm	4.9.3
<i>Fabrica de cemento 'El Melón' and Mina Navio</i>	Metre	3.5.5
<i>Mina Pilpilco</i>	60cm	4.9.3
<i>La Fabrica de Cartuchos del Ministerio de Guerra</i>	5' 6"	1.6.4
Mitrovich Bros. , Engineers.	Metre	3.5.6
	2' 6"	4.3.3
<i>FC de Monte Aguila – FC Trasandino por Antuco</i>	Metre	3.1.8

<i>FC Ilo a Moquegua</i> locos (Peru)	5' 6"	1.1.1
	4' 8½"	2.1.4
<i>Oficina Morena</i>	Metre	3.5.2
<i>Señor Adolfo Moreno</i>	Metre	3.5.5
<i>Cía. de Muelles de la Población de Vergara</i>	5' 6"	1.6.2
N		
<i>Le Societe des Mines de cuivre de Naltagua</i>	60cm	4.9.3
National Nitrate Railways of Peru	4' 8½"	2.1.4
	Detailed appendix	2.5.2
<i>Apostadero Naval de Talcahuano</i>	5' 6"	1.6.2
<i>Mina Navio</i> and the <i>Fabrica de cemento 'El Melón'</i>	Metre	3.5.5
New Paccha & Jazpampa Nitrate Co.	2' 6"	4.3.4
Niebla quarry near Valdivia	2' 0"	4.9.3
<i>Soc. Agricola y Madera Neltume</i>	60cm	4.9.5
The Nitrate Railways dynasty of companies	4' 8½"	2.1.4
Nitrate Railways Ltd.	4' 8½"	2.1.4
	Detailed appendix	2.5.1
Aguas Blancas Nitrate Co.	2' 6"	4.3.1
Amelia Nitrate Co.	2' 6"	4.3.1
Angela Nitrate Co.	2' 6"	4.3.1
Anglo-Chilean Nitrate & Railway Co.	2' 6"	4.3.1
Colorado Nitrate Co.	2' 6"	4.3.2
DuPont Nitrate Co.	2. 6"	4.3.2
El Boquete Nitrate Co.	2' 6"	4.3.2
Esperanza Nitrate Co.	2' 6"	4.3.2
Liverpool Nitrate Co.	2' 6"	4.3.3
London Nitrate Co.	2' 6"	4.3.3
New Paccha & Jazpampa Nitrate Co.	2' 6"	4.3.4
Pan de Azucar Nitrate Co.	2' 6"	4.3.4
Primitiva Nitrate Co.	2' 6"	4.3.4
Reducto Nitrate Co.	2' 6"	4.3.4
Rosario Nitrate Co.	2' 6"	4.3.4
Salar de Carmen Nitrate Syndicate	2' 6"	4.3.4
San Sebastian Nitrate Co.	2' 6"	4.3.4
Santa Catalina Nitrate Co.	2' 6"	4.3.4
Santiago Nitrate Co.	2' 6"	4.3.4
Tamarugal Nitrate Co. , also New Tamarugal...	2' 6"	4.3.4
Nitrate producer , Alianza Co.	2' 6"	4.3.1
Nitrate producer , <i>Cía. Salitrero Constanca</i>	2' 6"	4.3.2
Nitrate producer , <i>Cía. Salitrera El Loa</i>	2' 6"	4.3.2
Nitrate producer , <i>Cía. Salitrera Galicia</i>	2' 6"	4.3.2
Nitrate producer , <i>Cía. Salitrera Keryma</i>	2' 6"	4.3.2
Nitrate producer , <i>Cía. Comercial y Salitrera La Aguada</i>	2' 6"	4.3.3
Nitrate producer , Lagunas Syndicate	2' 6"	4.3.3
Nitrate producer , <i>Cía. Salitrera Lastenia</i>	2' 6"	4.3.3
Nitrate producer , <i>Cía. Salitrera Nueva Castilla</i>	2' 6"	4.3.4
Nitrate producer , <i>Santiago Sabioncello y Cía.</i>	2' 6"	4.3.4

<i>Sres. Astoreca y Urruticoechea, nitrate producers</i>	2' 6"	4.3.1
Lautaro Nitrate Co.	3' 6"	2.4.5
	Metre	3.5.2
	2' 6"	4.3.3
	2' 0"	4.9.2
FC del Norte de Chile (FCNC)	Metre	3.1.4
'Colonel North Construction Co.'	4' 8½"?	2.1.7
North & South American Construction Co.	5' 6"	1.6.1
	Metre	3.5.1
	Detailed appendix	1.8.1
<i>Cía. Salitrera Nueva Castilla</i>	2' 6"	4.3.4
<i>La Sociedad Nueva Italia</i>	Metre	3.5.5
O		
<i>Sindicato de Obras Públicas</i>	5' 6"	1.6.1
	Metre	3.5.1
Oficinas , large number with 2' 6" gauge locos	2' 6"	4.3.1-4
Oficinas, full list of all known	Detailed appendix	4.12.1
Oficina Chile	???	2.4.5
Oficina Franca	60cm	4.9.2
Oficina La Granja	Metre	3.5.2
Oficina Morena	Metre	3.5.2
Oficina Paposo	4' 8½"	2.1.7
	Metre	3.5.2
Osorno, Stumpfoll Hermanos , timber merchant and furniture maker	60cm	4.9.4
P		
Pan de Azucar Nitrate Co.	2' 6"	4.3.4
<i>Cía. Manufacturera de Papeles y Cartones SA, Puente Alto</i>	60cm	4.9.4
Oficina Paposo	4' 8½"	2.1.7
	Metre	3.5.2
Paposo railway, north of Taltal	60cm	4.9.2
Parque Quinta Normal	60cm	4.8.3
<i>FC Patillos – Lagunas</i>	2' 6"	4.2.1
Pay-Belfi , contractor in Arica	Metre	3.5.1
Beverley Pease & Partners , agents?, Antofagasta	2' 6"	4.5.4
<i>Cía. Salitrero Pedro Perfetti</i>	???	2.1.7
Azucaría Penco	5' 6"	1.6.3
<i>La Cía. Nacional de los Ferrocarriles Salitreros de Perú</i>	4' 8½"	2.1.4
<i>FC de Peumo a Quilachanquin</i>	2' 6"	4.4.7
Mina Pilpilco	60cm	4.9.1
<i>FC Iquique a Pintados</i>	Metre	3.1.7
<i>FC Pisagua a Sal de Obispo</i>	4' 8½"	2.1.4
<i>Cemento Cerro Blanco de Polpaico SA</i>	2' 6"	4.5.2
Iquique port	4' 8½"	2.1.7
Talcahuano port	5' 6"	1.6.2
Valparaiso port	5' 6"	1.6.2
FC de Potrerillos – Andes Copper Mining Company	Metre	3.3.6

Primitiva Nitrate Co.	2' 6"	4.3.4
<i>FC de Curanilahue a Puerto Yane (proposed)</i>	Metre	3.4.3
The Puchoco Coal Company	4' 6"	2.2.1
<i>FC de Coronel a Boca Maule i Puchoco</i>	3' 0"	4.1.1
<i>Las Minas de Puchoco, dela sucesion Jorje Rojas Miranda</i>	2' 6"	4.4.5
<i>FC de Yungay Barrancas y Pudahuel</i>	2' 6"	4.2.7
<i>FC Militar – Puente Alto a El Volcán</i>	60cm	4.8.2
<i>Cía. Manufacturera de Papeles y Cartones SA, Puente Alto</i>	60cm	4.4.3
FC Puerto Bories	Metre	3.5.3
<i>Empresa Constructora del Puerto de Antofagasta</i>	Metre	3.5.4
<i>EmPorChi Puerto Arica</i>	2' 6"	4.5.3
Puerto de Constitución	Metre	3.5.4
<i>EmPorChi Puerto Coquimbo</i>	Metre	3.5.4
Port of Iquique construction	Metre	3.5.4
Puerto de San Antonio	5' 6"	1.6.2
Puerto de San Antonio construction	Metre	3.5.4
<i>Frigorífico Puerto Sara</i>	Metre	3.5.3
<i>FC de Curanilahue a Puerto Yane (proposed)</i>	Metre	3.4.3
<i>Frigorífico Hoeneisen in Punta Arenas</i>	Metre	3.5.3
<i>Carbonifera Los Copihues de Pupunahue S. A.</i>	?	4.11
<i>Fabrica de agua mineral 'Vichy Quilipin', at Putagan</i>	60cm	4.9.4
Q		
<i>Destilatorio Quellón, on Chiloé</i>	60cm	4.9.4
<i>FC de Peumo a Quilachanquin</i>	2' 6"	4.4.7
<i>Parque Quinta Normal</i>	???	4.8.3
<i>FC de Quintero (metre gauge)</i>	Metre	3.3.4
<i>FC de San Pedro al Puerto de Quintero (broad gauge)</i>	5' 6"	1.6.2
R		
<i>FC Rancagua al Teniente – Braden Copper Co.</i>	2' 6"	4.2.6
<i>Cía de Refinaría de Azucar de Viña del Mar (CRAV)</i>	5' 6"	1.6.3
<i>Rafnaría de Concon</i>	5' 6"	1.6.3
Reducto Nitrate Co.	2' 6"	4.3.4
Renaico -Victoria construction locos	5' 6"	1.1.4
<i>Cía de los Ríos de Curanilahue</i>	5' 6"	1.4.4
<i>FC de Rosario a Guacarhue</i>	2' 6"	4.2.7
Rosario Nitrate Co.	2' 6"	4.3.4
<i>Don Pedro Rosselot contractor</i>	5' 6"	1.6.1
S		
Salar de Carmen Nitrate Syndicate	2' 6"	4.3.4
<i>Pisagua a Sal de Obispo railway</i>	4' 8½"	2.1.4
<i>La Companía Nacional de los Ferrocarriles Salitreros de Perú</i>	4' 8½"	2.1.4
<i>Cía. de Salitres y FFCC de Antofagasta, see FC Antofagasta a Bolivia</i>		
<i>Cia de Salitreras de Antofagasta</i>	60cm	4.9.2
<i>Cía. Salitrera de Taltal</i>	Metre	3.5.2
	2' 6"	4.3.4

<i>Cía. Salitrero Pedro Perfetti</i>		2.1.7
<i>La Cía. de Salitres y FC de Junin</i>	2' 6"	4.2.4
<i>Cía. Salitrera de Tarapacá y Antofagasta (CoSaTÁN)</i>	2' 6"	4.3.4
<i>Puerto de San Antonio</i>	5' 6"	1.6.2
<i>Puerto de San Antonio construction</i>	Metre	3.5.4
	60cm	4.9.5
<i>Estancia San Gregorio</i>	Metre	3.5.3
<i>FC Trasandino por San Martín</i>	Metre	3.1.9
<i>FC de San Pedro al Puerto de Quintero</i>	5' 6"	1.6.2
San Sebastian Nitrate Co.	2' 6"	4.3.4
Santa Catalina Nitrate Co.	2' 6"	4.3.4
Santiago Nitrate Co.	2' 6"	4.3.4
<i>FC de Santiago a Melipilla</i>	5' 6"	1.5.2
<i>Compañía del FC de Santiago a Valparaiso</i>	5' 6"	1.1.1
<i>Santiago Sabioncello y Cía.</i>	2' 6"	4.3.4
<i>Sindicato de Obras Públicas</i>	5' 6"	1.6.1
	Metre	3.5.1
ASMAR shipyard	5' 6"	1.6.2
<i>La Sociedad Nueva Italia</i>	Metre	3.5.5
South American Steamship Co.	2' 0"	4.9.5
Arturo Squire, loco engineer, notes written by	Detailed appendix	1.5.2
<i>Stumpfoll Hermanos, timber merchant and furniture maker, Osorno</i>	60cm	4.9.4
<i>FC del Sur</i>	5' 6"	1.1.2
T		
<i>FC Tacna Arica</i>	4' 8½"	2.1.3
<i>FC de Tacora</i>	2' 6"	4.4.1
<i>Apostadero Naval de Talcahuano</i>	5' 6"	1.6.2
Appendix on tenders for new locos in 1927	Metre	3.7.4
Talcahuano port	5' 6"	1.6.2
<i>FC de Taltal</i>	3' 6"	2.4.3
Paposo railway, north of Taltal	2' 6"	4.3.4
	60cm	4.9.2
<i>Cía. Salitrera de Taltal</i>	3' 6"	3.3.6
Tamarugal Nitrate Co., also New Tamarugal...	2' 6"	4.3.4
<i>FC de Unión de Tarapacá</i>	4' 8½"	2.1.4
<i>Cía. Salitrera de Tarapacá y Antofagasta (CoSaTÁN)</i>	2' 6"	4.3.4
<i>FC Rancagua al Teniente – Braden Copper Co.</i>	2' 6"	4.2.6
<i>Stumpfoll Hermanos, timber merchant and furniture maker, Osorno</i>	60cm	4.4.3
<i>FC Tocopilla al Toco – Anglo-Chilean Cons. Nitrate</i>	3' 6"	2.4.4
<i>FC de Tongoy</i>	3' 6"	2.4.2
<i>FC Electrico de Cruz Grande al Tofo</i>	4' 8½"	2.1.6
Angol-Traiguén construction locos	5' 6"	1.1.4
<i>FC Trasandino por Antuco / FC de Monte Aguila</i>	Metre	3.1.8
<i>FC Trasandino Chileno</i>	Metre	3.1.6
<i>FC Trasandino por San Martín</i>	Metre	3.1.9
<i>FC Los Alamos a Trihueco</i>	60cm	4.9.1

U		
<i>FC de Unión de Tarapacá</i>	4' 8½"	2.1.4
Unidentified locos	5' 6"	1.7
	4' 8½"	2.1.8
	3' 6"	2.4.6
	Metre	3.6
	3' 0" or 90cm	4.1.2
	2' 6" or 75cm	4.6
	60cm, 57cm or 50cm	4.10
Unknown gauge railways	Unknown gauge	4.11
V		
Niebla quarry near Valdivia	2' 0"	4.9.3
Valparaiso port	5' 6"	
1.6.2		
<i>Cía. de Muelles de la Población de Vergara</i>	5' 6"	1.6.2
<i>Fabrica de agua mineral 'Vichy Quilipin'</i> , at Putagan	60cm	4.9.4
Renaico- Victoria construction locos	5' 6"	1.1.4
<i>Cía de Refinaría de Azucar de Viña del Mar (CRAV)</i>	5' 6"	1.6.3
<i>FC Militar – Puente Alto a El Volcán</i>	60cm	4.8.2
W		
Wellman Iron & Steel?	2' 6"	4.5.3
X		
Y		
<i>FC de Jañes (or Caleta Yane) a Huena Piden</i>	Metre	3.4.1
<i>FC de Yungay Barrancas y Pudahuel</i>	2' 6"	4.2.7
Z		
<i>Sr. José Zagal</i> , private collection in the Cajón del Maipo	60cm	4.9.5
