Part 18

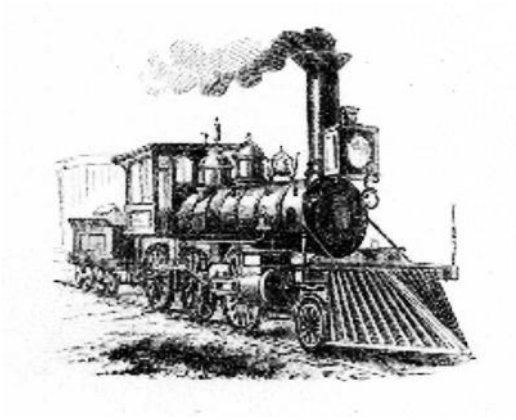
Industrial railways of Cuba steam locomotive list

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v1.04 October 2025

with particular thanks to Martin Murray, who loaned his own lists which proved invaluable in the creation of this file.

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



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

General introduction

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

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

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

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

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

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

This Cuban list

T

Introducción general

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

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

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

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

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

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

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

List of contents

Red text = hyper-links to appropriate pages.

		pages
18.0	**Alphabetical list of all known 20th century sugar mills**	11
18.1	**Sugar mills in the old province of Pinar del Río**	
	Nineteen locations, see list at beginning of section	24
18.2	**Sugar mills in the old province of La Habana**	
	Thirty-four locations, see list at beginning of section	65
18.3	**Sugar mills in the old province of Matanzas**	
	Sixty-seven locations, see list at beginning of section	137
18.4	**Sugar mills in the old province of Las Villas / Santa Clara**	
	One hundred locations, see list at beginning of section,	259
	including the *FC Caibarien á Morón* (see Central Narcisa)	
	and the *FC de Yaguajay* (see Central Vitoria)	
18.5	**Sugar mills in the old province of Puerto Principe / Camagüey**	
	Thirty-four locations, see list at beginning of section	471
18.6	**Sugar mills in the old province of Santiago del Cuba / Oriente**	
	Sixty-four locations, see list at beginning of section,	561
	including the Banes RR (see Central Boston),	
	the Chaparra RR (see Central Chaparra)	
	and the *FC de Tunas* (see Central Manatí)	
18.7	**Unidentified sugar loco owners**	
18.7.1	*Centrales/ingenios* not yet located	701
18.7.2	Mill-owning companies not yet located	709
18.7.3	Locos purchased via agents in Cuba but for	722
	customers not yet identified	
18.8	***MinAz* steam locos in running number order**	733
18.9	**Mineral railways**	
18.9.1	The Camoa Quarry Co.	748
18.9.2	*El FC de Cobre*, Cuba Copper Co.	749
18.9.3	The Cuban Portland Cement Co.	752

18.9.4 The Cuban Steel Ore Co. 753
18.9.5 The Juragua Iron Co. 755
18.9.6 The Niquero Nickel Co. 761
18.9.7 The Ponupo Manganese Co. 762
18.9.8 The Sigua Iron Co. 763
18.9.9 The Spanish-American Iron Co. 765

18.10 Other industrial railways 772

18.11 Unidentified locomotives 781

18.12 Appendices
18.12.1 List of Cuban sugar plantations in 1893 787
18.12.2 BLW erecting drawings at the DeGolyer Library 807


La Habana
Jibacoa
Matanzas
Cárdenas
Itabo
Corralillo
Concha
Sagua la Grande
Mariel
Artemisa
Güines
Unión
Batabano
Navajas
Bacunagua
Pinar del Río
Guane
Cayo Grande
Santo Domingo
Caibarien
Murga
Caracas
Carreno
Placetas
Cienfuegos
Sancti Spiritus
Trinidad
Casilda
Tunas
Isla de Piños
now Isla de la Juventud
The railways of Cuba
The western or 'Unidos' group
The CH de la Habana
El FC de Cárdenas y Jucaro
El FC de Matanzas á Sabanilla
El FC de Marianao
El FC del Oeste / Western Rly. of Havana
El FC Bahía de la Habana y Matanzas
The Cuban Central Railways
The Havana Central Railway
The eastern or 'Consolidados' group
The Cuba Railroad
The Cuba Northern Railways
The Camaguey and Nuevitas Railway
Espirituano Railroad
Guantanamo & Western RR Co.
Other standard gauge public railways, remaining independent
The Hershey Cuban Railroad
El FC de Tunas y Sancti Spiritus
The Guantanamo Railway
Triscornia Military RR
Trinidad RR
El FC Urbano y Omnibus in Havana
El FC y Almacenes de Deposito de Santiago de Cuba
The Cauto (military) Railway
El Ferro-Carril La Prueba
The Nipe Bay Company
Narrow gauge public railways
The Coliseo to Guamacaro branch of the FC de la Bahía de la Habana
El FC de San Cayetano á Viñales aka el FC Norte de Viñales
El FC Precioso to Siguapa port
The Sanchez branch of the FC de Matanzas
El Linea Juragua
The Central Portugalete railway, later the FC Caracas
El FC del Oeste del Sagua la Grande
El FC Mallorquin and el FC Carahatas
El FC Resulta
El FC Nazabal
El FC de Zaza later el FC Placetas á Caibarien
El FC de Caibarien á Morón
El FC Yaguajay
The Chaparra Railroad Co.
El FC de Gibara y Holguin
The Banes Railroad
El FC Ibanez
Caibarien
San Fernando
Morón
Jatibonico
Velasco
Sancti Spiritus
Tunas
Jucaro
Florida
Nuevitas
Camaguey
Marti
Gibara
Holguin
Santa Cruz del Sur
Gamboa
Cacocum
Río Cauto
Alto Cedro
Bayamo
Maroto
Guantánamo
Ponupo
Santiago de Cuba

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Dimensions

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

Photographs

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

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

Other parts of this work

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

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**
Part 13	**Peruvian standard gauge locomotives**
Part 14	**Peruvian narrow gauge locomotives**
Part 15	**Panamanian locomotives**
Part 16	**Central American countries locomotives**
Part 17	**Cuban public railway locomotives**
Part 18	**Cuban industrial railway locomotives**
Part 19	**Cuban locomotives listed by builders**
Part 20	**West Indian island locomotives (other than Cuba)**

18.0 An index to the 20th century sugar *centrales* listed in this file

This file lists each sugar mill and its steam locomotives, organised alphabetically within each of the original six Cuban provinces, beginning in the west and ending in the east. The alphabetical ordering is based on the old mill names, though with the post-1960 names known to most visitors also given in red. It has been done this way because all of the steam locos ordered for Cuba arrived during the era of the original mill names and the original provinces, and many of the contemporary information sources mention those names.
To aid correlation a full alphabetical list of both old and new names is set out below.

Original name or *MinAz* name	Old province	1960 no.	*MinAz* name or original name	Modern province	Track gauges	Sub-section
Abel Santamaria	SC/LV	407	**Constancia**	Villa Clara	2' 6"	18.4.17
Adela	SC/LV	401	**Heriberto Duquesne**	Villa Clara	3' 0", std.?	18.4.1
Adelaida	PP/Camagüey	501	**Enrique José Varona**	Ciego de Avila	Std.	18.5.1
Abraham Lincoln	Pinar del Río	101	**Artemisa/Lincoln/Andorra**	La Habana	2' 6", std.	18.1.2
Agabama	SC?	410?	**Escambray**		Std.	18.4.2
Agramonte	PP/Camagüey	502	**Ignacio Agramonte**	Camagüey	Std.	18.5.2
Aguada	SC/LV				Std.?	18.4.3
Aguadita	Matanzas				Std.	18.3.1
Álava/Regalado	Matanzas	301	**Mexico**	Matanzas	3' 0"?, std.	18.3.2
Alcorta	Matanzas				?	18.3.3
Alfredo Alvarez Mola	PP/Camagüey	516	**Najasa**	Camagüey	Std.	18.5.24
Algodonal	SdC/Oriente	601	**Salvador Rosales**	Santiago de Cuba	?	18.6.1
Algodones	SC/LV				Std.	18.4.4
Algodones	PP/Camagüey	503	**Orlando Gonzales Ramirez**	Ciego de Avila	Std.	18.5.3
Almeida/Hatillo	SdC/Oriente				1m., std.?	18.6.19
Alquizar/Fortuna	La Habana				2' 6"	18.2.1
Alta Gracia	PP/Camagüey				Std.	18.5.4
Altamira/Maria Luisa	SC/LV				2' 6"?, 3' 0"	18.4.5
Alto Cedro	SdC/Oriente	602	**Loynaz Hechevarría**	Holguin	3' 0", std.	18.6.3
Amancio Rodriguez	PP/Camagüey	510	**Francisco**	Las Tunas	2' 6", std.	18.5.15
Amazonas	SC/LV	402?			?	18.4.6
América	Pinar del Río				?	18.1.1
América	SdC/Oriente	603	**América Libre**	Santiago de Cuba	Std.	18.6.4
América Libre	SdC/Oriente	603	**América**	Santiago de Cuba	Std.	18.6.4
Amistad	La Habana	201	**Amistad con los Pueblos**	La Habana	Std.	18.2.2
Amistad con los Pueblos	La Habana	201	**Amistad**	La Habana	Std.	18.2.2
Andorra (ex **Lincoln/Artemisa**)	Pinar del Río	101	**Abraham Lincoln**	La Habana	2' 6", std.	18.1.2
Andreita	SC/LV	403	**Mal Tiempo**	Cienfuegos	2' 6", std.	18.4.7
Angelita	Matanzas				Std.	18.3.4
Antonia	La Habana			?	2' 6"	18.2.37E
Antilla	Matanzas			?	Std.	18.3.70E
Antonio Finalet	SC/LV	430	**Resulta**	Villa Clara	2' 6"	18.4.61
Antonio Gutieras	SdC/Oriente	611	**Delicias**	Las Tunas	?	18.6.14
Antonio Maceo	SdC/Oriente	621	**Maceo**	Holguin	Std.	18.6.27

Antonio Sanchez	SC/LV	409	**Covadonga**	Cienfuegos	3' 0", std.	18.4.19
Aracelio Iglesias	SC/LV	421	**Nela**	Sancti Spiritus	?	18.4.49
Armonia	Matanzas				Std.	18.3.5
Araujo/Nena	Matanzas	302	**Reynold García**	Matanzas	Std.	18.3.6
Argelia Libre	SdC/Oriente	622	**Manati**	Las Tunas	3' 0", std.	18.6.29
Argentina	PP/Camagüey	509	**Florida**	Camagüey	Std.	18.5.14
Argeo Martínez	SdC/Oriente	614	**Esperanza**	Guantánamo	2' 7½"	18.6.17
Arquimedes Colina	SdC/Oriente	620	**Mabay/Carmen**	Granma	2' 6", 3' 4"?	18.6.25
Artemisa (aka **Lincoln/Andorra**)						
	Pinar del Rio	101	**Abraham Lincoln**		2' 6", std.	18.1.2
Asturias/San Ignacio	Matanzas				Std.	18.3.48
Asturias	Matanzas	317	**San Ignacio / Asturias**		Std.	18.3.48
Asuncion	Pinar del Río				2' 8", 3' 0"	18.1.3
Augusto Cesar Sandino	Pinar del Río	105	**Mercedita**	La Habana	3' 0"	18.1.14
Australia	Matanzas	303	**Australia**	Matanzas	3' 6", Std.	18.3.7
Australia	Matanzas	303	**Australia**	Matanzas	3' 6", Std.	18.3.7
Averhoff	Matanzas				Std.	18.3.8
Baga	SC/LV				?	18.4.8
Baga a San Miguel	PP/Camagüey				NG?, std.	18.5.6
Baguanos	SdC/Oriente	604	**López Peña**	Holguin	Std.	18.6.5
Bahía Honda	Pinar del Río	102	**Harlem**	Pinar del Rio	?	18.1.4
Baltony	SdC/Oriente	605	**Los Reynaldos**	Santiago de Cuba	Std	18.6.6
Banes railway	SdC/Oriente	(See also '**Boston**' below)			3' 0"	18.6.8
Baragua	PP/Camagüey	504	**Ecuador**	Ciego de Avila	Std.	18.5.5
Bartolomé Masó	SdC/Oriente	615	**Estrada Palma**	Granma	3' 0", std.	18.6.18
Benito Juarez	SC/LV	450	**Zaza**	Villa Clara	3' 0"	18.4.96
Bolivia	PP/Camagüey	506	**Cunagua**	Ciego de Avila	Std.	18.5.10
Boris Luis Santa Coloma	La Habana	212	**San Antonio**	La Habana	2' 6", std.	18.2.28
Borjita	SdC/Oriente	606	**Paquito Rosales**	Santiago de Cuba	Std.	18.6.7
Boston	SdC/Oriente	607	**Nicaragua**	Holguin	3' 0", std.	18.6.8
Botona/Santa Catalina	SC/LV				NG?	18.4.80
Bramales	Pinar del Río				3' 0"?, std.	18.1.5
Brasil	PP/Camagüey	511	**Jaronú**	Camagüey	Std.	18.5.18
Braulio Coroneaux	SC/LV	415	**Macagua**	Villa Clara	2' 6", std.	18.4.38
Cabaiguen/Eden	SC/LV				Std.	18.4.9
Cacocum	SdC/Oriente	608	**Cristino Naranjo**	Holguin	Std.	18.6.9
Camaguey	PP/Camagüey				2' 6"	18.5.7
Camilo Cienfuegos	La Habana	205	**Hershey**	La Habana	Std.	18.2.10
Canarias/San German	SdC/Oriente	631	**Urbano Noris**	Holguin	Std.	18.6.46
Candido Gonzales	PP/Camagüey	519	**Santa Marta**	Camagüey	Std.	18.5.29
Cape Cruz	SdC/Oriente	609	**Luis E. Carracedo**	Granma	2' 6"	18.6.10
Caracas	SC/LV	404	**Ciudad Caracas**	Cienfuegos	2' 6", std.	18.4.10
Cardosa	SC/LV				Std.	18.4.11
Caridad	SC/LV				2' 5"	18.4.12
Carlos Baliño	SC/LV	446	**Ulacia**	Villa Clara	2' 6", std.	18.4.91
Carlos Caraballo	SC/LV	437	**Santa Catalina**	Villa Clara	NG?, std.	18.4.79
Carlos Manuel de Céspedes	PP/Camagüey	505	**Céspedes**	Camagüey	Std.	18.5.8
Carmen	Matanzas				2' 6", std.	18.3.9

Carmen	Matanzas				2' 6", std.	18.3.10
Carmen de Crespo	Matanzas				Std.	18.3.70E
CarmenMabay	SdC/Oriente	620	**Arquimedes Colina**	Granma	2' 6", 3' 4"?	18.6.25
Carmita	SC/LV	405	**Luis Arcos Bergnes**	Villa Clara	Std.	18.4.13
Carolina	Matanzas	304	**Granma**	Matanzas	2' 6", std.	18.3.11
Carolina	SC/LV				2' 6"	18.4.14
Catorce de Julio	SC/LV	416	**Manuelita**	Cienfuegos	2' 6", std.	18.4.40
Céspedes	PP/Camagüey	505	**Carlos Manuel de Céspedes**	Camagüey	Std.	18.5.8
Chaparra	SdC/Oriente	610	**Jesús Menéndez**	Las Tunas	3' 0"	18.6.11
Chile	SdC/Oriente	633	**Santa Ana**	Santiago de Cuba	Std.	18.6.52
Chiquitico Fabregat	SC/LV	432	**San Agustin**	Villa Clara	3' 0"	18.4.67
Ciego de Avila	PP/Camagüey				Std.	18.5.9
Cieneguita	SC/LV				2' 6"	18.4.15
Ciro Redondo	PP/Camagüey	515	**Morón**	Ciego de Avila	Std.	18.5.23
Ciudad Caracas	SC/LV	404	**Caracas**	Cienfuegos	2' 6", std.	18.4.10
Clotilde	Pinar del Río				?	18.1.6
Colombia	PP/Camagüey	507	**Elia**	Las Tunas	Std.	18.5.12
Colonia La Güira	Matanzas					18.3.70E
Colonos de Nueva Paz	La Habana				Std.	18.2.3
Colorado	Matanzas				3' 0"	18.3.12
Comandante Manuel Fajardo	La Habana	202	**Fajardo**	La Habana	Std.	18.2.5
Concepcion/Conchita	Matanzas	305	**Puerto Rico Libre**	Matanzas	2' 5", 3' 0", std.	18.3.13
Conchita/Concepcion	Matanzas	305	**Puerto Rico Libre**	Matanzas	2' 5", 3' 0", std.	18.3.13
Confluente	SdC/Oriente				2' 6"	18.6.12
Constancia	SC/LV	406	**Guillermo Moncada**	Cienfuegos	2' 6"	18.4.16
Constancia	SC/LV	407	**Abel Santamaria**	Villa Clara	2' 6"	18.4.17
Coronel Vega/Vegas	Matanzas					
Corazón de Jesús	SC/LV	408	**Mariana Grajales**	Villa Clara	2' 6"	18.4.18
Costa Rica	SdC/Oriente	613	**Ermita**	Guantánamo	1m.	18.6.16
Covadonga	SC/LV	409	**Antonio Sanchez**	Cienfuegos	3' 0", Std.	18.4.19
Cristino Naranjo	SdC/Oriente	608	**Cacocum**	Holguin	Std.	18.6.9
Cuba	Matanzas	306	**Cuba Libre**	Matanzas	3' 0", std.	18.3.14
Cuba Libre	Matanzas	306	**Cuba**	Matanzas	3' 0", std.	18.3.14
Cunagua	PP/Camagüey	506	**Bolivia**	Ciego de Avila	Std.	18.5.10
Cupey	SdC/Oriente				Std.	18.6.13
Dalidia	Matanzas				2' 6"	18.3.70E
Damuji/Ferrer	SC/LV				Std.	18.4.20
Damuji	SdC/Oriente				?	18.6.66E
Delicias	SdC/Oriente	611	**Antonio Guiteras**	Las Tunas	?	18.6.14
Diana	Matanzas				Std.	18.3.70E
Diez de Octubre	SC/LV	441	**Santa Rosa**	Villa Clara	2' 6", std.	18.4.85
Dolores	Matanzas	307	**Jaime López**	Matanzas	Std.	18.3.15
Dos Amigos	SdC/Oriente	612	**Francisco Castro Ceruto**	Granma	3' 0", std.?	18.6.15
Dos Hermanas	SC/LV				Std.	18.4.21
Dos Hermanos	SC/LV				2' 6", std.	18.4.22
Dos Marias	Camagüey				?	18.5.11

Dos Ríos	SdC/Oriente	625	**Palma**	Santiago de Cuba	Std.	18.6.36
Dos Rosas	Matanzas	308	**Humberto Alvarez**	Matanzas	2' 6"	18.3.16
Dulce Nombre de Jesús	Matanzas				3' 0"	18.3.17
Ecuador	PP/Camagüey	504	**Baragua**	Ciego de Avila	Std.	18.5.5
Eden/Cabaiguen	SC/LV					18.4.9
Eduardo Garcia Lavandero	Pinar del Río	103	**El Pilar**	La Habana	Std.	18.1.7
Elena	Matanzas	309	**Juan M. Quijano**	Matanzas	?	18.3.18
Elia	PP/Camagüey	507	**Colombia**	Las Tunas	Std.	18.5.12
El Indio	SC/LV				Std.	18.4.23
El Lugareño	PP/Camagüey	513	**Sierra de Cubitas**	Camagüey	2' 6"	18.5.21
Elpidio Gomez	SC/LV	425	**Portugalete**	Cienfuegos	2' 6", std.	18.4.54
El Trionfo	Matanzas					
Elizalde	Matanzas				Std.	18.3.19
El Pilar	Pinar del Río	103	**Eduardo Garcia Lavandero**	La Habana	Std.	18.1.7
El Pilar	PP/Camagüey					18.5.26
El Salvador	SC/LV				2' 6", std.	18.4.24
El Salvador	SdC/Oriente	629	**La Demajagua**	Granma	3' 0"	18.6.43
El Salvador	SdC/Oriente	638	**Soledad**	Guantánamo	3' 0"	18.6.60
El Vaquerito	SC/LV	439	**Santa Lutgarda**	Villa Clara	Std.	18.4.82
Emilio Cordova	SC/LV	420	**Nazabal/Patricio/ Marina**	Villa Clara	2' 6"	18.4.48
Enidio Díaz Machado	SdC/Oriente	636	**San Ramón**	Granma	3' 0"	18.6.56
Enrique Jose Varona	PP/Camagüey	501	**Adelaida**	Ciego de Avila	Std.	18.5.1
Enriqueta	Matanzas				3' 5"?,. std.	18.3.20
Ermita	SdC/Oriente	613	**Costa Rica**	Guantánamo	1m.	18.6.16
Escambray	SC/LV	410				
Escambray	SC/LV	410	**Agabama**		Std.	18.4.2
España	Matanzas	310	**España Republicana**	Matanzas	Std.	18.3.21
España Republicana	Matanzas	310	**España**	Matanzas	Std.	18.3.21
Espartaco	SC/LV	413	**Hormiguero**	Cienfuegos	2' 6", std.	18.4.29
Esperanza	Matanzas				Std.	18.3.22
Esperanza	Matanzas				2' 6"	18.3.23
Esperanza	SC/LV				2' 6"	18.4.25
Esperanza	SdC/Oriente	614	**Argeo Martínez**	Guantánamo	2' 7½"	18.6.17
Esteban Hernandez	Matanzas	311	**Guipuzcoa/Jirafa**	Matanzas	2' 6", std.	18.3.26
Estrada Palma	SdC/Oriente	615	**Bartolomé Masó**	Granma	3' 0", std.	18.6.18
Estrella	PP/Camagüey	508	**Republica Dominicana**	Camagüey	Std.	18.5.13
Fajardo	La Habana	202	**Comandante Manuel Fajardo**	La Habana	Std.	18.2.5
Fe	SC/LV	411	**José María Pérez**	Villa Clara	2' 6"?, std.	18.4.26
Feliz	Matanzas				Std.	18.3.24
Fernando de Dios	SdC/Oriente	639	**Tacajo**	Holguin	3' 0", std.	18.6.61
Ferrer/Damuji	SC/LV				Std.	18.4.20
Fidencia	SC/LV	412	**Juan Pedro Carbó Servia**	Villa Clara	Std.	18.4.27
Flora	Matanzas				Std.?	18.3.25

Florida	PP/Camagüey	509	**Argentina**	Camagüey	Std.	18.5.14
FNTA	SC/LV	444	**Trinidad**	Sancti Spiritus	3' 0", std.	18.4.89
Fortuna/Alquizar	La Habana				2' 6"	18.2.6
Francisco	PP/Camagüey	510	**Amancio Rodriguez**	Las Tunas	2' 6", std.	18.5.15
Francisco Castro Ceruto	SdC/Oriente	612	**Dos Amigos**	Granma	3' 0", std.?	18.6.15
Francisco Perez	SC/LV 436?	436	**San Pablo**	Villa Clara	3' 0"	18.4.76
Frank País	SdC/Oriente	640	**Tánamo**	Holguin	3' 0"	18.6.62
Fructuoso Rodriguez	Matanzas	312	**Limones**	Matanzas	2' 6", std.	18.3.32
Galope	Pinar del Río				Std.	18.1.8
George Washington	SC/LV	449	**Washington**	Villa Clara	Std.	18.4.95
Girardo	Pinar del Río				?	18.1.9
Gómez Mena/Teresa	La Habana	203	**Héctor Molina Riano**	La Habana	2' 0"?, std.	18.2.7
Granma	Matanzas	304	**Carolina**	Matanzas	2' 6", std.	18.3.11
Gratitud	SC/LV				2' 2", std.?	18.4.28
Gregorio Arlee Manalich	La Habana	207	**Mercedita**	La Habana	2' 6", std.	18.2.18
Guatemala	SdC/Oriente	626	**Preston**	Holguin	Std.	18.6.39
Guayabal	PP/Camagüey				?	18.5.16
Guillermo Moncada	SC/LV	406	**Constancia**	Cienfuegos	2' 6"	18.4.16
Guipuzcoa/Jirafa	Matanzas	311	**Esteban Hernandez**	Matanzas	2' 6", std.	18.3.26
Guira de Melena	La Habana				3' 6", std.	18.2.8
Habana	La Habana	204	**Habana Libre**	La Habana	2' 6", 3' 0"	18.2.9
Habana Libre	La Habana	204	**Habana**	La Habana	2' 6", 3' 0"	18.2.9
Haiti	PP/Camagüey	514	**Macareño**	Camagüey	Std.	18.5.22
Harlem	Pinar del Río	102	**Bahía Honda**	Pinar del Rio	?	18.1.4
Hatillo/Almeida	SdC/Oriente				1m., std.?	18.6.19
Héctor Infante	Oriente	628?	**Romelie**		?	18.6.42
Héctor Molina Riano	La Habana	203	**Gómez Mena/Teresa**	La Habana	2' 0"?, std.	18.2.7
Héctor Rodriguez	SC/LV	442	**Santa Teresa**	Villa Clara	2' 6", std.	18.4.86
Heriberto Duquesne	SC/LV	401	**Adela**	Villa Clara	3' 0", std.?	18.4.1
Hermanos Ameijeiras	SC/LV	435	**San José**	Villa Clara	3' 0", std.	18.4.73
Hershey	La Habana	205	**Camilo Cienfuegos**	La Habana	Std.	18.2.10
Honduras	SdC/Oriente	617	**Isabel**	Guantánamo	3' 0"	18.6.21
Horacio Rodriguez	Matanzas	323	**Triunfo**	Matanzas	NG?, std.	18.3.63
Hormiguero	SC/LV	413	**Espartaco**	Cienfuegos	2' 6", std.	18.4.29
Horqueta	Oriente				3' 0"	18.6.66E
Humberto Alvarez	Matanzas	308	**Dos Rosas**	Matanzas	2' 6"	18.3.16
Ifrain Alfonso	SC/LV	440	**Santa Maria**	Villa Clara	Std.	18.4.84
Ignacio Agramonte	PP/Camagüey	502	**Agramonte**	Camagüey	Std.	18.5.2
Isabel	SdC/Oriente	616	**Juan Manuel Márquez**	Granma	3' 0"	18.6.20
Isabel	SdC/Oriente	617	**Honduras**	Guantánamo	3' 0"	18.6.21
Jaguayal y Morón	PP/Camagüey				2' 6", std.	18.5.17
Jaguey Grande	Matanzas				?	18.3.27
Jaime López	Matanzas	307	**Dolores**	Matanzas	Std.	18.3.15
Jaronú	PP/Camagüey	511	**Brasil**	Camagüey	Std.	18.5.18
Jatibonico	PP/Camagüey	512	**Uruguay**	Las Tunas	Std.	18.5.19
Jesús	SC/LV				2' 10"	18.4.30

Jesús Maria	Matanzas				Std.	18.3.28
Jesús Menéndez	SdC/Oriente	610	**Chaparra**	Las Tunas	3' 0"	18.6.11
Jesús Rabi	Matanzas	314	**Por Fuerza**	Matanzas	Std.	18.3.40
Jibacoa/Madrazo	SdC/Oriente				?	18.6.28
Jicarita	Matanzas				?	18.3.29
Jirafa/Guipuzcoa	Matanzas	311	**Esteban Hernandez**	Matanzas	2' 6", std.	18.3.26
Jobabo	SdC/Oriente	618	**Perú**	Las Tunas	Std.	18.6.22
Jobo	La Habana				?	18.2.11
Jorge Prieto	SdC/Oriente	634	**Santa Cecilia**	Guantánamo	3' 0"	18.6.53
Josefita	La Habana	206	**Manuel Isla Perez**	La Habana	2' 6", std.	18.2.12
José María Pérez	SC/LV	411	**Fe**	Villa Clara	2' 6"?, std.	18.4.26
José Martí	Pinar del Río	108	**San Cristobal**	Pinar del Rio	Std.	18.1.18
José N. Figueredo	SdC/Oriente	627	**Río Cauto**	Granma	Std.	18.6.41
José R Riquelme	SC/LV	429	**Resolución**	Villa Clara	Std.	18.4.60
José Smith Comás	Matanzas	315	**Progreso**	Matanzas	NG?, std.	18.3.43
Juan Avila	Matanzas	320	**Santo Domingo**	Matanzas	Std.	18.3.58
Juan Manuel Márquez	SdC/Oriente	616	**Isabel**	Granma	3' 0"	18.6.20
Juan M. Quijano	Matanzas	309	**Elena**	Matanzas		18.3.18
Juan Pedro Carbó Servia	SC/LV	412	**Fidencia**	Villa Clara	Std.	18.4.27
Julia (see **La Julia**)						
Julio Antonio Melia	SdC/Oriente	623	**Miranda**	Santiago de Cuba	Std.	18.6.31
Julio Reyes Cairo	Matanzas	321	**Soledad**	Matanzas	2' 6", 3' 0", std.	18.3.61
Juragua	SC/LV				2' 6"	18.4.31
La Bosa	Matanzas				?	18.3.30
La Catalina	La Habana				?	18.2.4
La Ceiba	La Habana				2' 6"	18.2.37E
La Condesa (Luisa)	Matanzas					18.3.33
La Demajagua	SdC/Oriente	629	**El Salvador**	Granma	3' 0"	18.6.43
La Francia	Pinar del Río	104	**Sierra Maestre**	Pinar del Río	NG?, std.	18.1.10
La Gloria	Camaguey				?	18.5.20
La Julia	La Habana				?	18.2.13
La Julia	SC/LV				Std.	18.4.32
La Patría	SC/LV				?	18.4.33
La Patría	PP/Camagüey	517	**Patria o Muerte**	Ciego de Avila	2' 6", std.	18.5.25
La Vega	S/LVC	414	**Remberto Abad Alemán**	Sancti Spiritus	Std.	18.4.34
Las Cañas	Matanzas				2' 6"	18.3.31
Las Cañas	SdC/Oriente					
Lequeitio	SC/LV				2' 6",	18.4.35
Liberación	La Habana				?	18.2.14
Liberacion	La Habana	209?	**Portugalete**		2' 6", 3' 6"	18.2.23
Limones	Matanzas	312	**Fructuoso Rodriguez**	Matanzas	2' 6", std.	18.3.32
Lincoln (see **Andorra/Artemisa**)	Pinar del Río					
López Peña	SdC/Oriente	604	**Baguanos**	Holguin	Std.	18.6.5
Los Angeles/Porvenir	Matanzas					18.3.41
Los Caños	SdC/Oriente	619	**Paraguay**	Guantánamo	2' 6"	18.6.23
Los Palacios	Pinar del Río				Std.	18.1.11

Los Reynaldos	SdC/Oriente	605	**Baltony**	Santiago de Cuba	Std	18.6.6
Loteria	La Habana				2' 3½", std.	18.2.15
Loynaz Hechevarría	SdC/Oriente	602	**Alto Cedro**	Holguin	3' 0", std.	18.6.3
Lucia	Pinar del Río				3' 0"	18.1.12
Lucía	SdC/Oriente				2' 6", 3' 4"?	18.6.24
Lugareño (see **El Lugareño**)						
Luis Arcos Bergnes	SC/LV	405	**Carmita**	Villa Clara	Std.	18.4.13
Luisa (La Condesa)	Matanzas				?	18.3.33
Luisa y Antonia	SC/LV				2' 6"	18.4.36
Luis E. Carracedo	SdC/Oriente	609	**Cabo Cruz**	Granma	2' 6"	18.6.10
Lutgardita	SC/LV				?	18.4.37
Mabay/Carmen	SdC/Oriente	620	**Arquimedes Colina**	Granma	2' 6", 3' 4"?	18.6.25
Macagua	SC/LV	415	**Braulio Coroneaux**	Villa Clara	2' 6", std.	18.4.38
Macareño	PP/Camagüey	514	**Haiti**	Camagüey	Std.	18.5.22
Macareno	SdC/Oriente				Std.	18.6.26
Maceo	SdC/Oriente	621	**Antonio Maceo**	Holguin	Std.	18.6.27
Madrazo/Jibacoa	SdC/Oriente				?	18.6.28
Majagua	La Habana				?	18.2.16
Majagua/San Gonzalo	Matanzas				?	18.3.34
Mal Tiempo	SC/LV	403	**Andreita**	Cienfuegos	2' 6", std.	18.4.7
Manati	SdC/Oriente	622	**Argelia Libre**	Las Tunas	3' 0", std.	18.6.29
Manuel Anton Becio…)	SC/LV				Std.?	18.4.39
Manuel Isla Perez	La Habana	206	**Josefita**	La Habana	2' 6", std.	18.2.12
Manuel Martinez Prieto	La Habana	213	**Toledo**	La Habana	Std.	18.2.35
Manuel Sanguily	Pinar del Río	106	**Niagara**	Pinar del Rio	3' 0"	18.1.15
Manuel Tames	SdC/Oriente	630	**San Antonio**	Guantánamo	Std.	18.6.44
Manuelita	SC/LV	416	**Catorce de Julio**	Cienfuegos	2' 6", std.	18.4.40
Mapos	SC/LV				2' 6"	18.4.41
Maquina-Suplial-…	SC/LV				2' 6"	18.4.42
Marcelo Salado	SC/LV	428	**Reforma**	Villa Clara	3' 0", std.	18.4.58
Margarita y Teresa	La Habana				?	18.2.17
Margarita y Teresa	Matanzas				2' 3½"	18.3.35
Maria Antonia	SC/LV	417	**Veintiseis de Julio**	Villa Clara	Std.?	18.4.43
Maria Luisa/Altamira	SC/LV				2' 6"?, 3' 0"	18.4.5
Maria Victoria	SC/LV				?	18.4.44
Mariana Grajales	SC/LV	408	**Corazón de Jesús**	Villa Clara	2' 6"	18.4.18
Marimon	SdC/Oriente				?	18.6.30
Marina/Patricio/Nazabal	SC/LV	420	**Emilio Cordova**	Villa Clara	2' 6"	18.4.48
Mario Muñoz	Matanzas	324	**Zorrilla**		3' 0"	18.3.69
Marta Abreu	SC/LV	433	**San Francisco**	Cienfuegos	2' 6", std.	18.4.70
Mascota/San Lino	SC/LV				2' 6"	18.4.75
Máximo Gomez	PP/Camagüey	518	**Punta-Alegre**	Ciego de Avila	3' 0", std.	18.5.27
Melanio Hernandez	SC/LV	445	**Tuinúcú**	Sancti Spiritus	Std.	18.4.90
Mercedes	Pinar del Río				3' 0"?	18.1.13
Mercedes	Matanzas	313	**Seis de Agosto**	Matanzas	1m., std.	18.3.36
Mercedita	Pinar del Río	105	**Augusto Cesar Sandino**	La Habana	3' 0"	18.1.14
Mercedita	La Habana	207	**Gregorio Arlee**			

Mexico	Matanzas	301
Miranda	SdC/Oriente	623
Monona	SdC/Oriente	
Morón	PP/Camagüey	515
Najasa	PP/Camagüey	516
Naranjal	SC/LV	
Narcisa	SC/LV	418
Natividad	SC/LV	419
Nazabal/Patricio/Marina	SC/LV	420
Nela	SC/LV	421
Nena/Araujo	Matanzas	302
Niagara	Pinar del Río	106
Nicaragua	SdC/Oriente	607
Niquero	SdC/Oriente	624
Noel Fernandez	PP/Camagüey	520
Nombre de Dios	La Habana	
Nuestra Senora de Carmen	La Habana	
Nuestra Señora de los Mercedes	Matanzas	
Nuestra Señora de los Mercedes	Oriente	
Nueva Era	Pinar del Rio	
Nueva Luisa	Matanzas	
Nueva Paz	La Habana	
Obdulio Morales	SC/LV	418
Occidente	La Habana	208
Occitania	Matanzas	
Ofelia	Oriente	
Olimpo	Matanzas	
Oriente	SdC/Oriente	
Orlando Gonzales Ramirez	PP/Camagüey	503
Orlando Nodarse	Pinar del Río	109
Orozco	Pinar del Río	107
Osvaldo Herrera	SC/LV	423
Osvaldo Sanchez	La Habana	210
Pablo de la Torriente Brau	Pinar del Río	107
Pablo Noriega	La Habana	208
Palma (aka **Palma Soriano**)	SdC/Oriente	625
Palmarito	SdC/Oriente	
Panama	PP/Camagüey	523
Panchito Gomez Toro	SC/LV	434
Paraguay	SdC/Oriente	619
Parque Alto	SC/LV	422
Pastora	SC/LV	423
Patricio/Marina/Nazabal	SC/LV	420
Paquito Rosales	SdC/Oriente	606

Manalich	La Habana	2' 6", std.	18.2.18
Álava	Matanzas	3' 0"?, std.	18.3.2
Julio Antonio Melia	Santiago de Cuba	Std.	18.6.31
		?	18.6.32
Ciro Redondo	Ciego de Avila	Std.	18.5.23
Alfredo Alvarez Mola	Camagüey	Std.	18.5.24
		Std.	18.4.45
Obdulio Morales	Sancti Spiritus	2' 3½"	18.4.46
Siete de Noviembre	Sancti Spiritus	3' 0"	18.4.47
Emilio Cordova	Villa Clara	2' 6"	18.4.48
Aracelio Iglesias	Sancti Spiritus	?	18.4.49
Reynold García	Matanzas	Std.	18.3.6
Manuel Sanguily	Pinar del Rio	3' 0"	18.1.15
Boston	Holguin	3' 0", std.	18.6.8
Roberto Ramírez Delgado	Granma	3' 0"	18.6.33
Senado	Camagüey	2' 6", std.	18.5.31
		Std.	18.2.19
		2' 6"	18.2.20
		2' 6"	18.3.70E
		2' 6"	18.6.66E
		Std.	18.1.16
		Std.	18.3.37
		2' 6"	18.2.21
Narcisa	Sancti Spiritus	2' 3½"	18.4.46
Pablo Noriega	La Habana	Std.	18.2.22
		Std.	18.3.38
		?	18.6.34
		Std.	18.3.39
		Std.	18.6.35
Algodones	Ciego de Avila	Std.	18.5.3
San Ramón	La Habana	2' 10½"	18.1.19
Pablo de la Torriente Brau	Pinar del Rio	Std.	18.1.17
Pastora	Villa Clara		18.4.51
Providencia	La Habana	2' 6", std.	18.2.24
Orozco	Pinar del Rio	Std.	18.1.17
Occidente	La Habana	Std.	18.2.22
Dos Ríos	Santiago de Cuba	Std.	18.6.36
		?	18.6.37
Vertientes	Camagüey	Std.	18.5.35
San Isidro	Villa Clara	2' 6", std.	18.4.72
Los Caños	Guantánamo	2' 6"	18.6.23
	Cienfuegos	NG?, std.	18.4.50
Osvaldo Herrera	Villa Clara	2' 6"	18.4.51
Emilio Cordova	Villa Clara	2' 6"	18.4.48
Borjita	Santiago de Cuba	Std.	18.6.7

Patría (see **La Patría**)						
Patria ó Muerte	Camaguey		**Patria**		2' 6", std.	18.5.25
Pelayo/Rosario	La Habana	211	**Rubén Martinez Villena**	La Habana	Std.	18.2.26
Penucho Figueredo	SC/LV	426	**Purio**	Villa Clara	2' 6"	18.4.55
Pepito Tey	SC/LV	443	**Soledad**	Cienfuegos	2' 6"	18.4.88
Perseverancia	SC/LV	424	**Primero de Mayo**	Cienfuegos	2' 6", std.	18.4.52
Perú	SdC/Oriente	618	**Jobabo**	Las Tunas	Std.	18.6.22
Pilar (see **El Pilar**)	Pinar del Rio					
Pilar	Camaguey				Std.	18.5.26
Pojabo	SC/LV				?	18.4.53
Por Fuerza	Matanzas	314	**Jesús Rabi**	Matanzas	Std.	18.3.40
Portugalete	La Habana	209?	**Liberacion**		2' 6", 3' 6"	18.2.23
Portugalete	SC/LV	425	**Elpidio Gomez**	Cienfuegos	2' 6", std.	18.4.54
Porvenir/Los Angeles)	Matanzas				?	18.3.41
Presidente	Oriente				?	18.6.38
Preciosa	Matanzas				2' 6"	18.3.42
Preston	SdC/Oriente	626	**Guatemala**	Holguin	Std.	18.6.39
Primero de Enero	PP/Camagüey	524	**Violeta**	Ciego de Avila	Std.	18.5.36
Primero de Mayo	SC/LV	424	**Perseverancia**	Cienfuegos	2' 6", std.	18.4.52
Progreso	Matanzas	315	**José Smith Comás**	Matanzas	NG?, std.	18.3.43
Providencia	La Habana	210	**Osvaldo Sanchez**	La Habana	2' 6", std.	18.2.24
Puerto	Matanzas	316	**Puerto Libre**	Matanzas	Std.	18.3.44
Puerto Libre	Matanzas	316	**Puerto**	Matanzas	Std.	18.3.44
Puerto Rico Libre	Matanzas	305	**Conchita/Concepcion**	Matanzas	2' 5", 3' 0", std.	18.3.13
Punta-Alegre	PP/Camagüey	518	**Máximo Gomez**	Ciego de Avila	3' 0", std.	18.5.27
Purio	SC/LV	426	**Penucho Figueredo**	Villa Clara	2' 6"	18.4.55
Purisima Concepción	SC/LV				2' 5"	18.4.97E
Quentin Banderas	SC/LV	427	**Ramona**	Villa Clara	3' 0"	18.4.56
Quijano	La Habana				?	18.2.25
Rafael Freyre	SdC/Oriente	635	**Santa Lucia/Reloj**	Holguin	2' 6"	18.6.54
Rafael Reyes	SdC/Oriente	641	**Union**	Santiago de Cuba	3' 0", std.	18.6.65
Ramona	SC/LV	427	**Quentin Banderas**	Villa Clara	3' 0"	18.4.56
Ramón Balboa	SC/LV	431	**San Agustin**	Cienfuegos	3' 0"	18.4.66
Ramón Ponciano	SC/LV	438	**Santa Isabel**	Sancti Spiritus	2' 6", std.	18.4.81
Ranulfo Leyva	SdC/Oriente	637	**Sofia**	Granma	Std.	18.6.59
Redemcion	SC/LV				2' 6"	18.4.57
Reduncion	PP/Camagüey				?	18.5.28
Reforma	SC/LV	428	**Marcelo Salado**	Villa Clara	3' 0", std.	18.4.58
Regalado/Álava	Matanzas	301	**Mexico**	Matanzas	3' 0"?, std.	18.3.2
Regla	SC/LV				?	18.4.59
Reglita	Matanzas				Std.	18.3.45
Reloj/Santa Lucia	SdC/Oriente	635	**Rafael Freyre**	Holguin	2' 6"	18.6.54
Remberto Abad Alemán	S/LVC	414	**La Vega**	Sancti Spiritus	Std.	18.4.34
Rene Fraga	Matanzas	319	**Santa Rita**	Matanzas	2' 6", std.	18.3.57
Republica Dominicana	PP/Camagüey	508	**Estrella**	Camagüey	Std.	18.5.13
Resolución	SC/LV	429	**José R Riquelme**	Villa Clara	Std.	18.4.60
Resulta	SC/LV	430	**Antonio Finalet**	Villa Clara	2' 6"	18.4.61

Rey	SdC/Oriente				?	18.6.40
Reynold García	Matanzas	302	**Araujo/Nena**	Matanzas	Std.	18.3.6
Río Cauto	SdC/Oriente	627	**José N. Figueredo**	Granma	Std.	18.6.41
Roberto Ramírez Delgado	SdC/Oriente	624	**Niquero**	Granma	3' 0"	18.6.33
Rodas	SC/LV				Std.?	18.4.62
Romelie	SdC/Oriente				?	18.6.42
Rosalia	SC/LV				3' 0", std.	18.4.63
Rosa Maria	SC/LV				3' 0"	18.4.64
Rosario/Pelayo	La Habana	211	**Rubén Martinez Villena**	La Habana	Std.	18.2.26
Rosario	Matanzas				Std.?	18.3.46
Rubén Martinez Villena	La Habana	211	**Rosario/Pelayo**	La Habana	Std.	18.2.26
Salvador (see **El Salvador**)						
Salvador Rosales	SdC/Oriente	601	**Algodonal**	Santiago de Cuba	?	18.6.1
San Agustin	La Habana				Std.	18.2.27
San Agustin	SC/LV	431	**Ramón Balboa**	Cienfuegos	3' 0"	18.4.66
San Agustin	SC/LV	432	**Chiquitico Fabregat**	Villa Clara	3' 0"	18.4.67
San Anton de la Union	SC/LV				3' 0"	18.4.65
San Antonio	La Habana	212	**Boris Luis Santa Coloma**	La Habana	2' 6", std.	18.2.28
San Antonio	La Habana					18.2.37E
San Antonio	SC/LV				3' 6"	18.4.68
San Antonio de Redor	SdC/Oriente	630	**Manuel Tames**	Guantánamo	Std.	18.6.44
San Carlos	SdC/Oriente				3' 0"	18.6.45
San Cayetano	Matanzas				Std.?	18.3.47
San Cristobal	Pinar del Río	108	**José Martí**	Pinar del Rio	Std.	18.1.18
San Cristobal	SC/LV				Std.	18.4.69
San Francisco	SC/LV	433	**Marta Abreu**	Cienfuegos	2' 6", std.	18.4.70
San Francisco de Asis	SC/LV				2' 6"	18.4.71
San Germán/Canarias	SdC/Oriente	631	**Urbano Noris**	Holguin	Std.	18.6.46
San Gonzalo/Majagua	Matanzas				?	18.3.34
San Ignacio/Asturias	Matanzas	317			Std.	18.3.48
San Isidro	La Habana				?	18.2.29
San Isidro	SC/LV	434	**Panchito Gomez Toro**	Villa Clara	2' 6", std.	18.4.72
San Joaquin	Pinar del Río				2' 5"	18.1.22
San José	La Habana				2' 6", std.	18.2.30
San José	SC/LV	435	**Hermanos Ameijeiras**	Villa Clara	3' 0", std.	18.4.73
San José	SC/LV				NG?, std.	18.4.74
San Juan Bautista	Matanzas				NG?	18.3.49
San Lino/Mascota	SC/LV				2' 6"	18.4.75
San Manuel	SdC/Oriente				2' 6"	18.6.47
Santa Marta	PP/Camagüey	519	**Cándido Gonzalez**	Camagüey	Std.	18.5.29
San Miguel	Matanzas				?	18.3.50
San Miguel	SdC/Oriente				2' 6"/2' 7"?	18.6.48
San Nicolas de A	La Habana				Std.	18.2.31

San Pablo	SC/LV 436?	436	**Francisco Perez**	Villa Clara	3' 0"	18.4.76
San Pedro	SC/LV				2' 6"	18.4.77
San Rafael	Matanzas				NG?	18.3.51
San Ramón	Pinar del Río	109	**Orlando Nodarse**	La Habana	2' 10½"	18.1.19
San Ramón	La Habana				3' 0"	18.2.32
San Ramón	SdC/Oriente	632?	?	Granma	2' 5½"	18.6.49
San Sebastian	SdC/Oriente				?	18.6.50
San Vicente	Matanzas				2' 5½", std.	18.3.52
San Vicente	SdC/Oriente				Std.?	18.6.51
Santa Amalia	Matanzas	318	**Victoria de Yaguajay**	Matanzas	Std.	18.3.53
Santa Ana de los Mapos	SC/LV				Std.?	18.4.78
Santa Ana	SdC/Oriente	633	**Chile**	Santiago de Cuba	Std.	18.6.52
Santa Catalina	Matanzas				Std.	18.3.54
Santa Catalina	Matanzas				Std.?	18.3.55
Santa Catalina	SC/LV	437	**Carlos Caraballo**	Villa Clara	NG?, std.	18.4.79
Santa Catalina/Botona	SC/LV				NG?	18.4.80
Santa Cecilia	SdC/Oriente	634	**Jorge Prieto**	Guantánamo	3' 0"	18.6.53
Santa Filomena	Pinar del Río				Std.	18.1.20
Santa Gertrudis	Matanzas				2' 6", std.	18.3.56
Santa Isabel	SC/LV	438	**Ramón Ponciano**	Sancti Spiritus	2' 6", std.	18.4.81
Santa Lucia/Reloj	SdC/Oriente	635	**Rafael Freyre**	Holguin	2' 6"	18.6.54
Santa Lutgarda	SC/LV	439	**El Vaquerito**	Villa Clara	Std.	18.4.82
Santa Lutgarda	SC/LV				?	18.4.83
Santa Maria	SC/LV	440	**Ifrain Alfonso**	Villa Clara	Std.	18.4.84
Santa María	SdC/Oriente				NG?, std.	18.6.55
Santa Marta	PP/Camagüey	519	**Candido Gonzales**	Camagüey	Std.	18.5.29
Santa Regina	SdC/Oriente	636	**Enidio Díaz Machado**	Granma	3' 0"	18.6.56
Santa Rita	La Habana				Std.	18.2.33
Santa Rita	Matanzas	319	**Rene Fraga**	Matanzas	2' 6", std.	18.3.57
Santa Rosa	SC/LV	441	**Diez de Octubre**	Villa Clara	2' 6", std.	18.4.85
Santa Rosa	SdC/Oriente				3' 0"	18.6.57
Santa Teresa	SC/LV	442	**Héctor Rodriguez**	Villa Clara	2' 6", std.	18.4.86
Santisima Trinidad (several)	Matanzas				2' 5"	18.3.70E
Santisima Trinidad	SC/LV				2' 5"	18.4.87
Santo Domingo	Matanzas	320	**Juan Avila**	Matanzas	Std.	18.3.58
Santo Tomás	PP/Camagüey				Std.	18.5.30
Saratoga	Matanzas				Std.	18.3.59
Seis de Agosto	Matanzas	313	**Mercedes**	Matanzas	1m., std.	18.3.36
Senado	PP/Camagüey	520	**Noel Fernandez**	Camagüey	2' 6", std.	18.5.31
Sergio Gonzalez	Matanzas	322	**Tinguaro**	Matanzas	Std.	18.3.62
Siboney	PP/Camagüey	521	**Siboney**	Camagüey	Std.	18.5.32
Siboney	PP/Camagüey	521	**Siboney**	Camagüey	Std.	18.5.32
Sierra de Cubitas	PP/Camagüey	513	**El Lugareño**	Camagüey	2' 6"	18.5.21
Siete de Noviembre	SC/LV	419	**Natividad**	Sancti Spiritus	3' 0"	18.4.47
Sierra Maestre	Pinar del Río	104	**La Francia**	Pinar del Río	NG?, std.	18.1.10
Simon Bolivar	SC/LV	448	**Vitoria**	Sancti Spiritus	2' 3½", std.	18.4.94

Simon Fruit	SdC/Oriente				NG?	18.6.58
Socorro	Matanzas				Std.	18.3.60
Sofia	SdC/Oriente	637	**Ranulfo Leyva**	Granma	Std.	18.6.59
Soledad	Matanzas	321	**Julio Reyes Cairo**	Matanzas	2' 6", 3' 0", std.	18.3.61
Soledad	SC/LV	443	**Pepito Tey**	Cienfuegos	2' 6"	18.4.88
Soledad	SdC/Oriente	638	**El Salvador**	Guantánamo	3' 0"	18.6.60
Stewart	PP/Camagüey	522	**Venezuela**	Ciego de Avila	Std.	18.5.33
Tacajo	SdC/Oriente	639	**Fernando de Dios**	Holguin	3' 0", std.	18.6.61
Tánamo	SdC/Oriente	640	**Frank País**	Holguin	3' 0"	18.6.62
Teresa/Gomez Mena	La Habana	203	**Héctor Molina Riano**	La Habana	2' 0"?, std.	18.2.7
Teresa	SdC/Oriente				3' 0"	18.6.63
Tinguaro	Matanzas	322	**Sergio Gonzalez**	Matanzas	Std.	18.3.62
Tivo-Tivo	La Habana				?	18.2.34
Toledo	La Habana	213	**Manuel Martinez Prieto**	La Habana	Std.	18.2.35
Tolón de Valiente, see Valiente	Matanzas					18.3.66
Tranquilidad	SdC/Oriente				?	18.6.64
Trinidad	SC/LV	444	**FNTA**	Sancti Spiritus	3' 0", std.	18.4.89
Triunfo	Matanzas	323	**Horacio Rodriguez**	Matanzas	NG?, std.	18.3.63
Triunvirato	Matanzas				2' 6"	18.3.64
Tuinúcú	SC/LV	445	**Melanio Hernandez**	Sancti Spiritus	Std.	18.4.90
Ulacia	SC/LV	446	**Carlos Baliño**	Villa Clara	2' 6", Std.	18.4.91
Unidad	SC/LV	447	**Unidad Proletaria**	Villa Clara	Std.	18.4.92
Unidad Proletaria	SC/LV	447	**Unidad**	Villa Clara	Std.	18.4.92
Union	Matanzas				3' 0", std.	18.3.65
Union	SdC/Oriente	641	**Rafael Reyes**	Santiago de Cuba		18.6.65
Urbano Noris	SdC/Oriente	631	**San Germán/ Canarias**	Holguin	Std.	18.6.46
Uruguay	PP/Camagüey	512	**Jatibonico**	Las Tunas	Std.	18.5.19
Valiente	Matanzas				Std.	18.3.66
Vegas/Coronel Vega	Matanzas				Std.?	18.3.67
Velasco	Camaguey				?	18.5.34
Venezuela	PP/Camagüey	522	**Stewart**	Ciego de Avila	Std.	18.5.33
Veintiseis de Julio	SC/LV	417	**Maria Antonia**	Villa Clara	Std.?	18.4.43
Vertientes	PP/Camagüey	523	**Panama**	Camagüey	Std.	18.5.35
Victoria	Matanzas				2' 6", std.	18.3.68
Victoria de Yaguajay	Matanzas	318	**Santa Amalia**	Matanzas	Std.	18.3.53
Villaruel	La Habana				?	18.2.36
Vitoria	SC/LV	448	**Simon Bolivar**	Sancti Spiritus	2' 3½", std.	18.4.94
Violeta	SC/LV				Std.	18.4.93
Violeta	PP/Camagüey	524	**Primero de Enero**	Ciego de Avila	Std.	18.5.36
Virginia	Pinar del Río				Std.	18.1.21
Washington	SC/LV	449	**George Washington**	Villa Clara	Std.	18.4.95
Zaza	SC/LV	450	**Benito Juarez**	Villa Clara	3' 0"	18.4.96
Zorrilla	Matanzas	324	**Mario Muñoz**		3' 0"	18.3.69

Duplicates

Note that a few of the names listed above are duplicated. It can be extremely difficult in such cases to work out which locomotives worked at which location. Therefore, whilst scraps of information are being analysed, locos for the following names of ingenios/centrales have been concentrated at these numbered sub-sections:

San Cristobal 18.1.18
Santa Catalina 18.4.79

Sugar cane rail systems with distinct names

The Banes RR	Operated by Central Boston	See sub-section 18.6.8
El FC de Caibarien á Morón	Operated by Central Narcisa	See sub-section 18.4.46
The Chaparra RR	Operated by Central Chaparra	See sub-section 18.6.11
El FC de Tunas y Santo Espiritu	Operated by Central Manati	See sub-section 18.6.29
El FC de Yaguajay	Operated by Central Vitoria	See sub-section 18.4.94

18.1 Sugar mill railways in the old province of Pinar del Río

A list of nineteen 20th century *centrales* in the old province of Pinar del Río

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Central América			18.1.1
Central Andorra/Lincoln/Artemisa	101	Abraham Lincoln	18.1.2
Central Artemisa, see Andorra			
Central Asunción			18.1.3
Central Bahía Honda	102	Harlem	18.1.4
Central Bramales			18.1.5
Central Clotilde			18.1.6
Central El Pilar	103	Eduardo Garcia Lavendero	18.1.7
Central Galope			18.1.8
Central Girardo			18.1.9
Central La Francia	104	Sierra Maestra	18.1.10
Central Lincoln, see Andorra			
Central Los Palacios			18.1.11
Central Lucía			18.1.12
Central Mercedes			18.1.13
Central Mercedita	105	Augusto César Sandino	18.1.14
Central Niagara	106	Manuel Sangully	18.1.15
Central Nueva Era			18.1.16
Central Orozco	107	Pablo de la Torriente Brau	18.1.17
Central San Cristobal	108	José Marti	18.1.18
Central San Joaquin			18.1.22
Central San Ramón	109	Orlando Nodarse	18.1.19
Central Santa Filomena			18.1.20
Central Virginia			18.1.21

In addition a new central named 30 de Noviembre was built at San Cristobal and opened in 1980. However, there has been no suggestion that steam traction was used there so it has not been included in the following catalogue.

18.1.1 Central América, at Cabañas

Background

1907: No railway.

1913 [9]: not listed.

1956 [34]: not listed.

Eventually downgraded to become a colonia of Central Orozco 107 Pablo de la Torriente Brau [35].

18.1.2 Central Andorra (ex Lincoln, ex-Artemisa), at Artemisa
later Mill 101 Abraham Lincoln

Background

Opened 1917. May have been known as Central Lincoln and/or Artemisa at times. Probably renamed from Lincoln to Andorra around 1920.
1922 [9]: Operating, owned by Cia. Azuc. Andorra SA.
1927 [4]: 23 km. in a loop leaving and returning to the mill – 3 locos, 43 cars.
1943 [32]: Operating, owned by Central Andorra SA.
1946 [4]: 5 locos.
1948 [4]: 20 km., 3 locos, 83 cars.
1956 [34]: actively crushing.
1959 [4]: 23 km., 3 locos, 90 cars.
In modern province of Artemisa.
Paragraphs from : https://historiacuba.wordpress.com/2016/03/30/centrales-de-cuba-central-andorra/
"*El central Andorra se encontraba ubicado en Artemisa, Pinar del Río. Se terminó de construir por ¨Manuel Galdo y Compañía¨ para Manuel Gutiérrez en 1917 y comenzó su primera zafra en enero del año siguiente. Fue uno de los nueve centrales, junto al América, el Báguanos, el Niágara, el Occidente, el Patria y el Santa Isabel que esa compañía construyera en el país. El que luego fuera poderoso hacendado, José Manuel Casanova Diviñó lo había administrado en su primera molienda.*
Antes de Andorra también se había conocido al central por Artemisa y Lincoln, nombre al que retornaría tras su nacionalización por el gobierno cubano.
Tuvo el Andorra varios dueños hasta 1955 en que fue adquirido por el presidente Fulgencio Batista en sociedad con su amigo Gastón Godoy, presidente del Banco de los Colonos y de la Cámara de Representantes de la República. Sin embargo, públicamente, al frente de la firma que administraba el central, Industrias Andorra SA, aparecían Martha Fernández y Rubén Batista, esposa e hijo del presidente. Cuando estos nuevos propietarios se hicieron con el central, este padecía de fuertes problemas financieros que siguió arrastrando hasta la huida de sus nuevos dueños en la madrugada del 1ro de enero de 1959.
Más que un central era el Andorra un gran complejo fabril que se había organizado para aprovechar los subproductos de la caña: Poseía una moderna refinería, instalada en 1933 – 34, pero con una pequeña capacidad de producción y una también pequeña destilería, construida en 1943. Además fue la primera fábrica de azúcar en la que se instaló una planta de levadura de destilería y de sirope por el procedimiento Reich en 1950.
El Andorra tenía en 1958 una capacidad de producción diaria de 185 000 @ lo que lo convertía en el central No. 102 en este rubro. Empleaba a 3 000 trabajadores en zafra y poseía 338 caballerías de tierra propia. Sin embargo, su rendimiento industrial se contaba entre los más bajos entre las fábricas de azúcar del país.
Tras el triunfo de la Revolución Cubana el central fue confiscado por el Ministerio de Recuperación de Bienes Malversados, junto con todas las propiedades de la familia Batista y poco después fue renombrado como Abraham Lincoln.
Permaneció moliendo por casi cincuenta años más, pero fue cerrado temporalmente durante la llamada Tarea Alvaro Reynoso a finales de la década del 2000, nunca másvolvió a moler."

2' 6" gauge regauged to standard in 1971. [5, 2nd ed.]

Gauge 2' 6"

0-6-0T d/w ?, cyls. ?, built by Glover in 1906

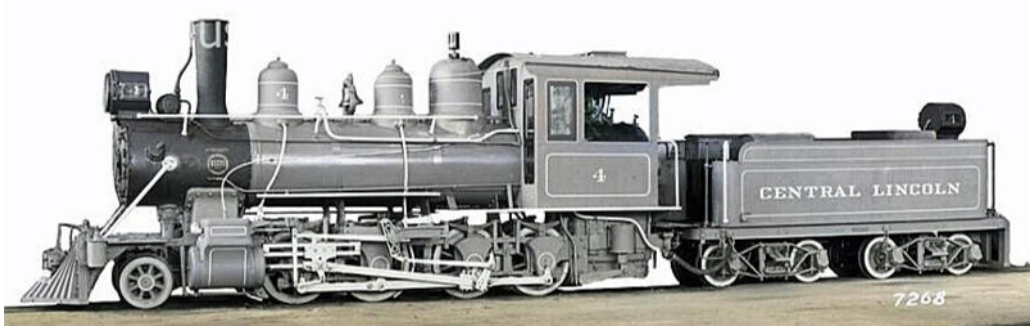
Ordered by ?
1 w/n 81410

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

Ordered by Cia. Azuc. Central Lincoln.

BLW class 10-20E no. 22. Spec. is in vol. 64 p 48. outside frames, mark on tank: 'CENTRAL LINCOLN'. 2' 6" gauge.

4 w/n 52433



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07268.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Andorra.

Gauge 2' 6". BLW class 10-20E no. 24. Spec. is in vol. 63 p 358. Dup. of 10-20E no. 22. Tank side: 'CENTRAL ANDORRA'.

5 w/n 53812 Sold to Central Providencia no **8**.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered by ('Cia. Azuc. Central Lincoln' crossed out and replaced by) Central Andorra .

BLW class 10-34E no. 2083. Spec. is in vol. 63 p 360. Dup. of 10-34E no. 2057. Mark on tank: 'CENTRAL LINCOLN' crossed out, and replaced by 'CENTRAL ANDORRA'.

2 w/n 53824 Replacement boiler by XO-66827 in 1927.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly as no. **45** (not delivered). Diverted by VIW in Cuba to Central Stewart as no. **11**. Sold to Central Andorra, PdR.

VIW class 7-54-A1.

? w/n 3004 Returned to Central Stewart / 522 Venezuela. Became *MinAz* no. **1902** at that location.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918 **Delivered here new**

Ordered by Cuba Northern Rly. as no. **33** but not delivered. Sold by VIW in April 1920 to Central Andorra as no. **33**; name changed to Central Abraham Lincoln and loco renumbered **12** (or maybe **1**).

VIW class 7-54-A1.

33 w/n 2893 Later sold/transferred to Central El Pilar / 103 Eduardo Garcia Lavandero. Became *MinAz* no. **1704**. Later transferred to Central Mercedita / 207 Gregorio Arlee Manalich. NB Connelly's VIW list gives cyls. as 19x24", but Lehmuth's list shows 19x26".

2-6-0 d/w 52½", cyls. 19x24", built by Baldwin in 1901

Ordered for Alabama & Vicksburg RR **439**(?) later **411**. Sold to BR&L **1158** and on via Mora & Zayas Commercial Co. then to Central Artemisa **1** (later as Central Andorra **1).**

A&VRR no. **411** was BLW class 8-32D no. 624. Spec. is in vol. 23 p 232.

1 w/n 19362

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1919

Ordered for Central Progreso **1 'CONSUELO'**, later to Central Andorra **3.**

BLW class 8-28D no. 319. Spec. is in vol. 64 p 99. Dup. of 8-28D no. 318. mark on tank: 'CENTRAL PROGRESO', roof over front end of tender.

3 w/n 52514

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Mercedita PdR **1**, later to Central Andorra **1.**

BLW class 10-34E no. 2078. Spec. is in vol. 64 p 60. mark on tank: 'CENTRAL MERCEDITA',

1 w/n 53147

Additional loco/s reported at this location by visitors in recent years

0-4-0 d/w ?, cyls. ?, built by Baldwin in 1925

Ordered for ? Had been no. **4**.

1301 w/n ? (XO1050 of 1925) In dismantled state here in 1995 [5]. Parts only in 1997.

18.1.3 Central Asunción, at Cabañas

Background

Founded 1800.

1893: Plantation owned by Juan Pedro y Baró ; 131 Compostela, Havana. Location given as Quiebra Hacha.

1907: “Short line. 200 feet, including sidings. Gauge, 32 inches. Weight of rails, 35 lbs. to the yard. Rolling stock: Twelve flat cars with uprights for hauling cane. No locomotives.”

1913 [4]: 5 km. 1 loco on 3' 0" gauge.

1913 [9]: Operating, owned by Juan Pedro Baro.

1916 [9]: Operating, owned by Cuban-American Sugar Co., but not grinding in 1917, and then closed

1956 [34]: not listed.

Had been downgraded to become a colonia of Central Mercedita Mill 105 Augusto César Sandino and Central San Ramón Mill 109 Orlando Nodarse [35].

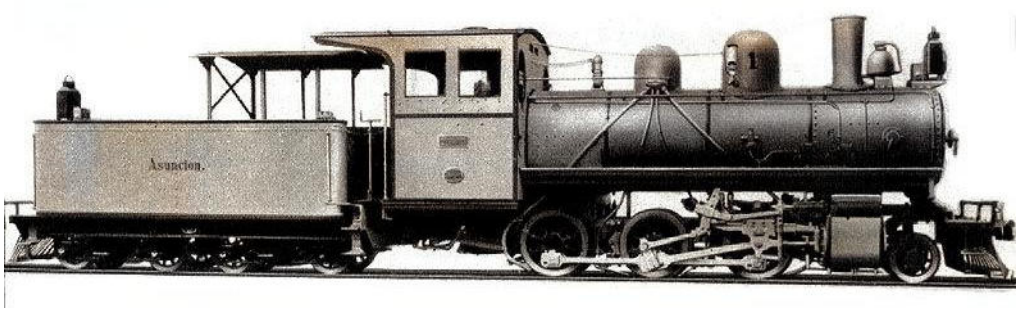
Gauge 2' 8"

Gauge 3' 0"

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

Ordered for

? w/n



?

18.1.4 Central Bahia Honda, at Bahía Honda
later Mill 102 Harlem

Background

Built 1864, rebuilt 1902. Originally Ingenio Gerardo.
1914 [4]" 0.3 km.
1938 [4]: 10 km., 4 locos.
1943 [32]: Operating, owned by Cia. Azuc. del Noroeste SA.
1956 [34]: actively crushing. [4] says NG abandoned in 1950s.
In modern province of Pinar del Río.

Leach 2nd edition says all steam gone by 1960.

18.1.5 Central Bramales, at Cabañas

Background

1893: Plantation owned by Alfredo Labarriere ; 2A Virtudes, Havana. Location given as Bahia Honda.
1907: “Single track to pier on Cabañas Bay, about 2 miles. Pier 160 feet long of ground rock and ends in a wooden pier about 57 feet. Double tracks run to pier. Rolling stock: One locomotive and 47 flat cars.”
1909 [2]: “Situated at Cabanas. Four and three-eighths miles of plantation railroad running from the wharf to the sugar mill and from the sugar mill to the cane fields. Gauge, 57 inches ; weight of rail, 37 pounds ; rolling stock, 1 locomotive and 47 flat cars.”
1913 [9]: Operating, owned by Juan Alfredo Labarrere.
1914 [4]: 7 km.
1916 [9]: Operating, owned by Cia. Azuc. Nacional.
1956 [34]: not listed.
After 1916 downgraded to become a colonia of Central Orozco Mill 107 Pablo de la Torriente Brau [35].

Gauge 3' 0"?

Standard gauge

0-6-0T d/w ?", cyls. ??", built by Henschel in 1912 Delivered here new

Ordered for Central Bramales.

? w/n 11618

18.1.6 Central Clotilde, at Mariel

Background

Possible had previously been Central Mercedes?

1922 [9]: Operating, owned by Carlos Bacallao, but not grinding 1922.

1956 [34]: not listed.

Eventually downgraded to become a colonia of Central Mercedita Mill 105 Augusto César Sandino and Central San Ramón Mill 109 Orlando Nodarse [35].

18.1.7 Ingenio (El) Pilar, at Artemisa
later Mill 103 Eduardo García Lavandero

Background

1893: Plantation owned by Fermín Goicoechea ; 44 Bernaza, Havana. Location given as Artemisa.
Opened 1902.
1901 [18]: 5 km. of standard gauge, 1 loco and 6 cars, 70 lb. rail.
1907: "From mill, two miles, and connects with Western R. R. of Havana between Artemisa and Cañas. Standard gauge. Rolling stock: One locomotive and six flat cars."
1913 [9]: Operating, owned by F. de Goicochea.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Pedro Laborde.
Built/rebuilt in 1937.
1943 [32]: Operating, owned by Cia. Azuc. Pilar SA.
1956 [34]: actively crushing.
In modern province of Artemisa.
NB Note that the Baldwin spec. books make a clear distinction between this Central Pilar in Pinar del Rio province, and the other Central El Pilar in Camaguey province. However, others thought differently, as the following paragraphs demonstrate.
Paragraphs from : https://historiacuba.wordpress.com/2017/07/15/central-el-pilar-centrales-de-cuba/
"*El central El Pilar, ubicado en Artemisa, Pinar del Río, era, en 1958, el No. 66 del país por su capacidad de producción que ascendía a 270 000 @ de caña diarias, pero con un rendimiento industrial por debajo de la media del país. Empleaba unos 3 000 trabajadores en zafra y poseía 329 caballerías de tierras.*
No se conoce con exactitud el año de su fundación, pero todas las fuentes coinciden en que ocurrió antes de 1850 y su primer propietario fue Miguel Chapottín, pasando posteriormente durante la década de 1870 al vizcaíno Francisco Durañona, a quien algunos atribuyen su fundación. Durañona, propietario también de los ingenios Toledo y Antonia, tenía tres hijas que se casaron con tres de los cinco hermanos Goicochea Peiret, propietarios de los ingenios Providencia y San José, uno de los cuales, Fermín (casado con su hija en 1891) se convertiría en su propietario trece años después de su fallecimiento el 8 de enero de 1878.
En 1913 trabajaban para el central 300 colonos que cultivaban las variedades de caña cristalina y morada en 250 caballerías de caña. Como era costumbre en la época no se utilizaban en su cultivo ni fertilizantes ni regadío. Para el transporte de la caña se servía El Pilar de la red de tráfico del ferrocarril del Oeste.
La maquinaría del ingenio en ese año de 1913 constaba de doce transbordadores en los campos, uno en el central, una desfibradora seguida de dos molinos Fletcher, catorce defecadoras con capacidad de 9 200 galones, un evaporador de triple efecto de 7 500 pies, dos tachos de punto Fletcher y Cail, un cristalizador abierto con capacidad de 225 sacos y 250 carritos con 1 250 sacos de cabida; catorce centrífugas sistema Hepworth y Weston, cinco calderas sistema multitubular, cinco hornos corrientes y una caldera de Babcock & Wilcox para carb'on, con un total de 1 200 caballos de fuerza.
Fermín Goicochea – senador de la República entre 1913 y 1921 – lo vendió en 1918 por $900 000 a Pedro Laborde Martino, ciudadano francés, cuyos herederos lo conservaron hasta 1929 en que pasó a la «Compañía Azucarera Artemisa SA» que a su vez lo traspasó en 1937 al general del Ejército Libertador Rafael Montalvo. Tras el fallecimiento de este último en 1947 José Carmona asumió la presidencia del central.
El magnate Julio Lobo, quien entonces estaba casado con Maria Esperanza Laza, sobrina del general Montalvo, lo adquirió en 1951 en sociedad con las familias Cacicedo y Escogedo, con los que lo mantendría hasta 1953 en que adquirió el control total.
Como otros centrales de Lobo, El Pilar tenía altos pasivo con otras empresas de su propiedad, pero su situación general era buena. En 1954 y 1955 sufrió pérdidas por $58 000 y $42 000 respectivamente; pero al año siguiente alcanzó

utilidades por $248 000.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado y renombrado como central Eduardo García Lavandero.
Durante la reestructuración de la industria azucarera cubana llevada a cabo en la década del 2000 por el antiguo Ministerio del Azúcar el central fue demolido."

Standard gauge



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07180.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1923

Ordered by American Sugar Refining Co. for Central Jaronu no. **62**. Sold to Central El Pilar PdR.
BLW class 10-30D no. 687. Spec. is in vol. 64 p 36. Dup. of 10-30D no. 676. mark on tank: 'CENTRAL JARONU'.

2	w/n 57010	Became *MinAz* no. **1504** at this location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Mercedita (which one?) as no. **1 'ENRIQUE PASCUAL'**. Sold to Central El Pilar.
BLW class 10-34E no. 2078. Spec. is in vol. 64 p 60. Lehmuth says went to Central Andorra as no. **5** rather than to here. Mark on tank sides: 'CENTRAL MERCEDITA'. Name-plates (XO 490-1920).

?	w/n 53147	Became *MinAz* no. **1705** at this location. In steam here in 1994 [5]. Still in existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1926 **Delivered here new**

Ordered for BLW Locomotive Works, Havana, ie. for stock. Sold to Central El Pilar.
BLW class 10-34E no. 2133. Spec. is in vol. 78 p 19. Brass plates 'CENTRAL PILAR' to be supplied, suitable for attaching to sides of tank. no road number mentioned.

103	w/n 59220	Sold to Central Senado. Became *MinAz* no. **1844** at that location. In existence 1995. Supposedly converted to fireless. Lehmuth says went to Ingenio Panama, then Central Noel Fernandez. Was that before or after its time at Central Senado.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 **Delivered here new**

Ordered by Central El Pilar as nos. **7** and **8**.
VIW class 7-54-A2.

7	w/n 3119	One source says was originally from *FC de Guantanamo* as no. **20**. Sold to Guantanamo Sugar Co. as no. **20**.
8	w/n 3122	Sold to Central Covadonga as no. **8**. Became *MinAz* no. **1726** at that location (Central Covadonga / 409 Antonio Sanchez).

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1921 **Delivered here new**

Ordered for Central El Pilar as no. **9** later **21**.

VIW class 7-51-D.

9	w/n 3150	Lehmuth mentions Fundacion MacFarlane but relevence not clear. Became *MinAz* no. **1706** at this location. Present here 1994 [5].

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918

Ordered by Cuba Northern Rly. as no. **33** but not delivered. Sold by VIW in April 1920 to Central Andorra as no. **33**; name changed to Central Abraham Lincoln and loco renumbered **12** (or maybe **1**). Later sold/transferred to Central El Pilar / 103 Eduardo Garcia Lavandero.

VIW class 7-54-A1.

12	w/n 2893	Became *MinAz* no. **1704**. In use here 1993 [5]. Later transferred to Central Mercedita / 207 Gregorio Arlee Manalich. NB Connelly's VIW list gives cyls. as 19x24", but Lehmuth's list shows 19x26".

2-6-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **8** later **14**, later to Central Pilar PdR.

BLW class 10-30E no. 223. Spec. is in vol. 78 p 61.

?	w/n 58540

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered originally for Central Caribe **2**, but delivered for Central El Pilar (which one?) as no. **9**. Was this for Central Pilar or El Pilar?

BLW class 10-34E no. 2098. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL PILAR'.

9	w/n 54215

0-4-0ST d/w 37", cyls. 12x18", built by Baldwin in 1919 **Delivered here new**

Ordered for Central El Pilar as no. **4**. Which El Pilar?

BLW class 4-18C no. 118. Spec. is in vol. 64 p 90. Cab door to be omitted from left side of cab. Coal box to be extended along entire left side of cab. Saddle tank extending over smokebox. Mark on tank sides: 'CENTRAL EL PILAR'.

4	w/n 52086	Became *MinAz* no. **1104** at this location. OoS in 1994.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1919 **Delivered here new**

Ordered for Central El Pilar PdR as nos. **3** and **5**.

BLW class 10-30E nos. 153-154. Spec. is in vol. 64 p 92. Which El Pilar? Mark on tank sides: 'CENTRAL EL PILAR'.

3	w/n 52193	Became *MinAz* no. **1601** at this location. Present here in 1994 [5].
5	w/n 52194	

2-6-0 d/w 50", cyls. 16x24", built by ALCo in 1904

Ordered via Manuel Caragol for Central Amistad, as no. **2** later **23** later **26**. Became *MinAz* no. **1302** at that location, then transferred to Central Pilar / Eduardo Garcia Lavandero.

1302	w/n 30235	Present here 1994 [5].

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Pilar PdR **16 'DOMINGO LEON'**. Note distinction between Central Pilar in PdR and Central El

Pilar in Camaguey.
BLW class 10-34E no. 2095. Spec. is in vol. 64 p 97. mark on tank: 'CENTRAL PILAR'
? w/n 54076 later to Central Estrella **16**

2-8-0 d/w 50"?, cyls. 20x24", built by Baldwin in

Ordered for Central Toledo **12**, later to Central Pilar.
BLW class 10-34E no. 2064. Spec. is in vol. 64 p 200. Dup. of 10-34E nos. 2055-2056, mark on tank: 'CENTRAL TOLEDO'.
? w/n 52913 Became MinAz no. **1805.** In steam here in 1994 [5].

2-6-2? d/w ?, cyls. ?, built by Baldwin in 1920

Ordered by ? (BLW 53584 was a 4-6-2 ordered for the Havana Central Railway as no. **67**, and supposedly sold later to a Central Avala wherever that was.) Leach 2nd ed. [5] places this engine here at one stage.
If this was genuinely BLW no. 53584 then the class was 12-34¼D no. 61. Spec. is in vol. 66 p 43. Dimensions were d/w 62" and cyls. 20x26". If, however, this was definitely a 2-6-2 then its identity is still unknown.
15 w/n 53584

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

Ordered by ?. Leach 2nd ed. [5] places this engine here at one stage.
? w/n ?

Additional loco/s reported at this location by visitors in recent years

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

Ordered by S.. H. Conkin for Central Mercedita **A**.
BLW class 4-14C no. 261. Spec. is in vol. 44 p 296.
1105 w/n 38604 In dismantled state here in 1985, later scrapped [5].

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920/3

Ordered for Central Andorra as no. **2**.
BLW class 10-34E nos. 2083. Spec. is in vol. 63 p 360.
1801 w/n 53824? (XO668 of 1923) Derelict here in 1994 and 1997 [5].

2-8-0 d/w ?, cyls. ?, built by VIW in 1918

Ordered for *FC del Norte* **34** but not delivered; sold by VIW to Central Poleo Marianao **?.**
1806 w/n 2898 Derelict here in 1994 [5].

18.1.8 Central Galope, San Juan y Martinez

Background

Opened 1916.

1916 [9]: Operating, owned by Cia. Azuc. Central Galope. NB Output estimate for 1917 but no output listed for previous years.

1922 [9]: Operating, owned by Central Galope SA.

1939 [4]: 12 km.?, 4 locos. Gauge ?

1943 [32]: Operating, owned by Cia. Agricola Manacos.

Closed [], possibly in 1930 though that conflicts with source [32]. [4] says closed after 1939.

1956 [34]: not listed.

Standard gauge

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1919 Delivered here new

Ordered by Central Galope.

BLW class 8-30D nos. 706. Spec. is in vol. 64 p 16. Tank sides: 'CENTRAL GALOPE'.

1	w/n 52342	

2-6-0 d/w 50(or 52?)", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Galope.

BLW class 8-30D nos. 716-717. Spec. is in vol. 64 p 18. Tank sides: 'CENTRAL GALOPE'.

2	w/n 53877	Sold to Central Algodones. Became *MinAz* no. **1563** at that location. In existence 1995.
3	w/n 53878	New BLW boiler 1924. Sold to Central Union, or possibly to Central Algodones?). Became *MinAz* no. **1673** at that location. In existence 1995.

18.1.9 Central Gerardo, at Cabañas.

Background

1907: No railroad.

1913 [9]: Operating, owned by Vicente Cagigal.

1916 [9]: Operating, owned by Cia. Azuc. Hispano-Cubano Nueva Era.

1922 [9]: Operating, owned by Peterson, Barker & Gill.

May have been renamed as Central Bahía Honda; see section 18.1.4.

1956 [34]: not listed.

18.1.10 Central La Francia, at Los Palacios
later Mill 104 Sierra Maestra

Background

Opened 1916. Possibly known as Central Virginia at one time.
1922 [9]: Operating, owned by Cuban Sugar Mills Co. In pueblo Los Palacios.
In modern province of Pinar del Río.
1943 [32]: Operating, owned by La Francia Sugar.
1956 [34]: actively crushing.
1962 [35]: Closed and demolished.

Gauge 2' 6"?

0-6-0T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1919

Ordered by Russian Towns and Cities Union **95**. Not delivered. These were sold to many different customers, including Central La Francia.

6 w/n 58947 Became *MinAz* no. **1???** at this location.

Standard gauge

4-6-0 d/w 57", cyls. 18x24", built by Baldwin in 1890

Ordered by Central RR of Georgia as no. **652** later **1342** then **1303**; sold to Georgia Car & Loco as **348**, Atlanta, Ga and on to Cuban Sugar Mills Corp, Havana, Cuba for Central Virginia as no. **2**, Los Palacios, Pinar del Rio, Cuba; later to Central La Francia as no. **1**, Leach 2nd ed. [5] places this engine here at one stage.
BLW class 10-30D no. 246? Spec. is in vol. 16 p 10.

1 w/n 10786

4-6-0 d/w 54", cyls. 18x24", built by Schenectady in 1894

Ordered by Dominion Construction as no. 20; then sold to Toronto, Hamilton & Buffalo RR as no. 20, later sold to San Juan Sugar, Cuba. Leach 2nd ed. [5] places this engine here at one stage.

2? w/n 4252

4-6-0C camelback d/w 61½", cyls. 20x24", built by Baldwin in 1890

Ordered by Philadelphia & Reading RR as no. **557** later **534**, class L1a; sold to Central La Francia as no. **3**,
BLW class 10-34D no. 21. Spec. is in vol. 16 p 1.

3 w/n 10708

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921 **Delivered here new**

Ordered for Central La Francia.
BLW class 08-30D nos. 721-722. Spec. is in vol. 64 p 44. Tank sides: 'CENTRAL LA FRANCIA'. Details to be so that loco can easily be changed to burn coal. Connelly has d/w as 50".

4 w/n 54235
5 w/n 54236

0-4-2ST d/w 24(or 26?)", cyls. 7x12", built by Baldwin in 1921

Ordered for Central La Francia, but name crossed out, replaced by Central San Cristobal S. A. PdR **3**. May never

have run here.
BLW class 4-10½C no. 139. Spec. is in vol. 64 p 126. mark on tank: 'CENTRAL LA FRANCIA' crossed out but not replaced by any alternative. Ditto for running number.
6 w/n 54257

0-6-0T d/w 30½", cyls. 11x16", built by ALCo in 1925 **Delivered here new**

Ordered by Central La Francia. Originally 750mm gauge. Leach 2nd ed. [5] places this engine here at one stage. See above under 2' 6" gauge. Did this arrive here as an NG loco, or had it been regauged to standard before arrival?
6 w/n 58947

18.1.11 Central Los Palacios, at Los Palacios

Background

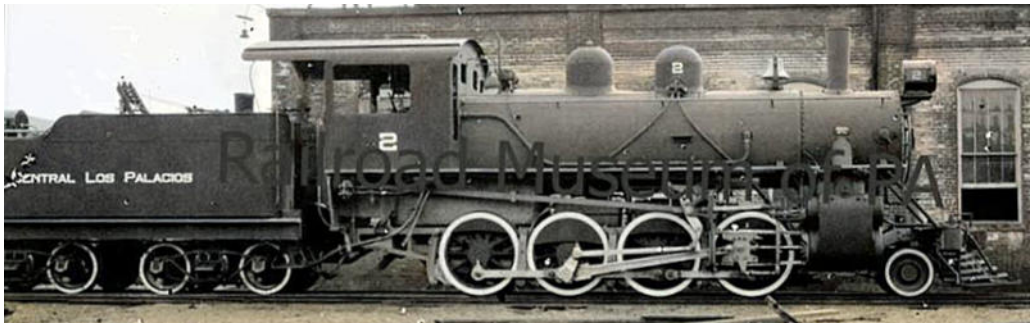
1922 [9]: Operating, owned by Ramón Balsinde. No figures prior to 1921, and not grinding 1922 owing to a fire.
1956 [34]: not listed.

Standard gauge

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Ordered via Zayas Abreu Commercial for Central Los Palacios, as nos. **1** and **2**.

1	w/n 62507	Sold to Central Palma / 625 Dos Rios. Became *MinAz* no. **1670** at that location. Transferred to Central Union / 641 Rafael Reyes.
2	w/n 62508	Sold to Central Alava / 301 Mexico. Became *MinAz* no. **1514** at that location. Transferred to Central Santa Amalia / 318 Victoria de Yaguajay.



18.1.12 Central Lucía, at Boca del Rio Banes

Background

This needs checking to ensure that it really is in this province.

1909 [2]: “Situated near Boca del Rio Banes. Five miles of narrow-gauge road connecting the sugar mill with the wharf at Boca del Rio Banes. The road also extends southwest 6 miles from the sugar mill to Encarnacion. Gauge, 36 inches; weight of rail, 35 pounds; rolling stock, 2 locomotives, 4 box cars, 2 tank cars, and 40 flat cars.“

1956 [34]: not listed.

Gauge 3' 0"

2-6-0 d/w 36", cyls. 12x18", built by Rogers in 1894

Ordered by M. F. Ruiz for Perfecto Lacosta, Cuba.

‘CENTRAL LUCIA’ w/n 4999

18.1.13 Central Mercedes, at ?

Background

Eventually downgraded to become a colonia of Central Mercedita Mill 105 Augusto César Sandino and Central San Ramón Mill 109 Orlando Nodarse [35].

18.1.14 Central Mercedita, at Cabañas
later Mill 105 Augusto César Sandino

Background

1893: Plantation owned by Ernesto Longa ; 22 Salud, Havana. Location given as Cabañas.
Opened 1902, but based on earlier ingenio.
1907: "Railway to Cabañas Bay, about 1½ miles. Wooden dock. Road extends to San Juan Bautista (Cabañas) and cane fields, six miles in all. Gauge, 36 inches. Weight of rail, 45 lbs. per yard. Rolling stock. One locomotive and 50 flat cars with uprights for hauling cane."
1908 [4]: 6 miles, 1 loco, 50 cars.
1909 [2]: "Situated near Cabanas Bay. Six miles of narrow-gauge road running from the sugar mill San Juan Bautista to the plantation wharf at Cabanas Bay. There are several sidings. Gauge, 38 inches; weight of rail, 45 pounds; rolling stock, 1 locomotive and 50 flat cars."
One source says built 1910.(?)
1913 [9]: Operating, under name 'Mercedita', owned by Mercedita Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cuban-American Sugar Co.
1927-37 [4]: 39 km., 5 locos, 160 cars.
1943 [32]: Operating, owned by Cuban American Sugar Co.
1956 [34]: actively crushing.
1959 [4]: 39 km., 4 steam locos (2 BLW, 1 ALCo, 1 Henschel).

Gauge 3' 0"

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1892

Ordered via Zozaya & Co. for Mercedita Sugar Co. at Central Adela originally as no. **2**, then to Central Mercedita, PdR.
BLW class 8-20D no. 89. Spec. is in vol. 14 p 84. mark on tank? 'ADELA'.

2	w/n 12998	Became *MinAz* no. **1114** at this location. In existence here 1995 but dismantled.

2-8-0 d/w ?, cyls. ?, built by Porter in 19??

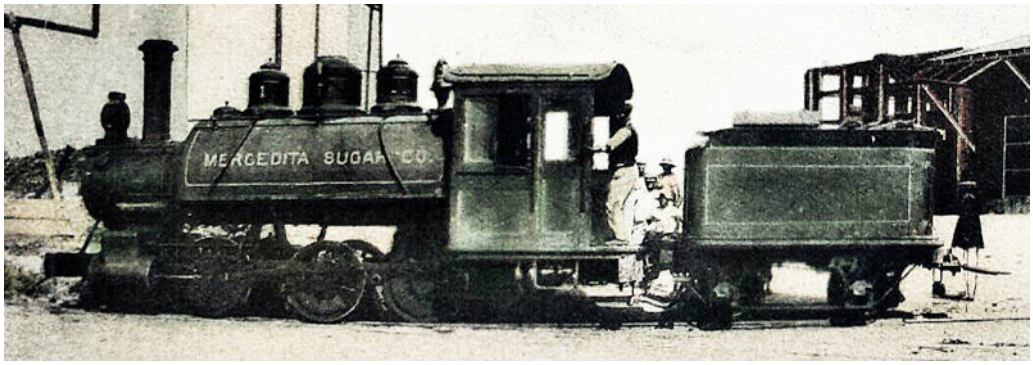
Ordered for Manati Sugar Co.

?	w/n ?

0-6-0(STT?) d/w 37", cyls. 13x18", built by Baldwin in 1905

Ordered by Mercedita Sugar Co. Lehmuth says went first to Mercedita Sugar Co. in Puerto Rico.
BLW class 6-20D no. 29. Spec. is in vol. 27 p 94. mark on tank: 'MERCEDITA SUGAR CO.', straight stack. Leach 2nd ed. [5] says later rebuilt as 2-6-0.

1	w/n 25214	Became *MinAz* no. **1209** at this location. AHW says last worked in 1992. In existence here 1995. Derelict 1997.



Very probably the loco listed above, but not yet proven.

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

Ordered by Cuban American Sugar **3.**

BLW class 8-24D no. 219. Spec. is in vol. 44 p 282. mark on tank: 'MERCEDITA SUGAR COMPANY', details to be similar to 6-20D no. 29.

3	w/n 39006	

2-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1913

Ordered via Cuban American Sugar Co., for Mercedita Sugar Co.

BLW class 8-18D no. 141. Spec. is in vol. 49 p 34. Minor details to be same as on 8-24D no. 219, including lettering. mark on tank: 'MERCEDITA SUGAR CO.'

3	w/n 40595	Became *MinAz* no. **1210** at this location, but only in the early 1990s, the number having previously been allocated to a loco at Central San Ramón / 109 Orlando Nodarse [5]. In existence here 1995. Moved to Lenin Park railway as no. **3**. and then returned? [5]

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915

Ordered for Cuban Central railways as no. **07**. Sold to Mercedita Sugar Co.

BLW class 10-22E no. 68. Spec. is in vol. 54 p 161.

?	w/n 42690	Became *MinAz* no. **1382** at this location. In existence 1995, but suffered a spectacular boiler explosion at some point. In use here 1993 and 1997.

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

Ordered by Central Altamira, M, as no. **5**. Then to Central Maria Luisa, M. Sold to Mercedita Sugar Co. Lehmuth says was at Central Adela, SC/LV, after C. Maria Luisa. MM says diverted by BLW to Central Luisa Maria.

BLW class 10-24E no. 208. Spec. is in vol. 64 p 190.

5	w/n 54233	Became *MinAz* no. **1424** at this location. Dismantled here in 1995. Reportedly had been brought from Central Adela 401 Heriberto Duquesne after 1991.

2-6-0T d/w 37", cyls. 13x20", built by Baldwin in 1923

Ordered by Central Niagara as no. **3**. Sold to Mercedita Sugar Co. as no. **2.** Later to Lenin Park Railway as no. **2**. Came (back?) here from Lenin Park. May never have had a *MinAz* no. [5]

BLW class 8-20D no. 173. Spec. is in vol. 64 p 80.

2	w/n 56920	In existence here 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07648-3. However, whilst the tender is clearly inscribed 'CENTRAL MERCEDITA' it is not yet confirmed whether it was at this location or the other of the same name.

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

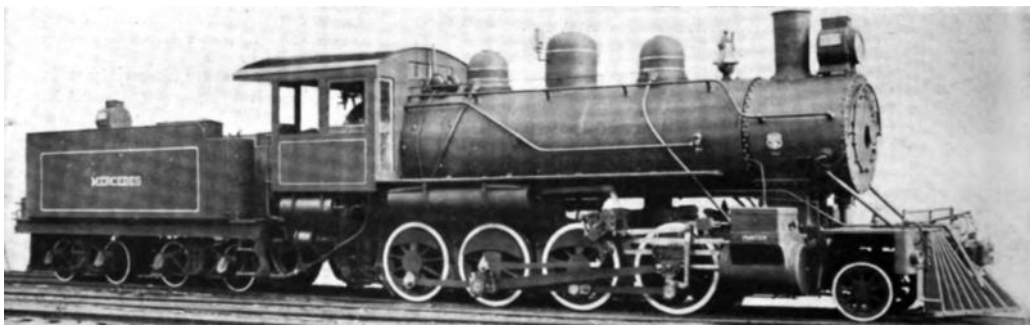
Ordered by Paro for Central 'Chonchita' at Alacranes. Supposedly for 3' 0" / 914 mm gauge. Later sent/sold to Central Mercedita / 105 Augusto Cesar Sandino.

? w/n 12429 Became *MinAz* no. **1405** at this location. In existence here 1994 and 1997.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1919

Ordered by CCR for *FC Unido de Caibarien* **018**. Sold to Central Tanamo, O. Later worked at Central Mercedita / 105 Augusto Cesar Sandino. Became *MinAz* no. **1404** at this location.

1404 w/n 58746 In existence here 1994 and 1997.. Source [5] queries the identify of this engine and suggests a mix-up between it and loco **1309** at Central Providencia 210 Osvaldo Sanchez.



0-4-0 d/w 29", cyls. 9x16", built by Baldwin in 1913 **Delivered here new**

Ordered for Cuban American Sugar for Central Mercedita PdR **4,**

BLW class 4-14C no. 266. Spec. is in vol. 53 p 1. mark on tank: 'MERCEDITA SUGAR CO.'

4 w/n 39631

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1921

Ordered for Central Niagara **1**, later to Central Mercedita PdR,

BLW class 8-12D no. 20. Spec. is in vol. 64 p 78. mark on tank: 'CENTRAL NIAGARA'

? w/n 55198

Additional 3' 0" gauge locos reported at this location by visitors in recent years

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1920

Ordered by Cuban - American Sugar Co. for Central Chaparra **35**.

BLW class 8-24D no. 250. Spec. is in vol. 64 p 269.

1312 w/n 53236 Derelict here in 1980, gone by 1985.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1916

Ordered for Central San José no. **3**.

BLW class 10-24E nos. 191. Spec. is in vol. 54 p 177.

1350 w/n 43394 In existence here in 1994. Had arrived from Central 435 Hermanos Ameijeiras in 1993. In use 1997. Locally numbered **3** in early 1990s.

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

Ordered by ? Leach 2nd ed. [5] places this engine here at one stage.

5 w/n ?

Standard gauge

2-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered for Central Mercedita PdR **1**,

BLW class 10-34E no. 2078. Spec. is in vol. 64 p 60. mark on tank: 'CENTRAL MERCEDITA',

? w/n 53147 Later to Central Andorra **1.**

18.1.15 Central Niagara, at Bahia Honda
later Mill 106 Manuel Sangully

Background

Opened 1921. Named Santa Rita for a period?
1922 [9]: Operating, owned by M. Galdo. No figures prior to 1922. Built 1921.
Mario A. Monzón posted the following notes to the FB group "CENTRALES AZUCAREROS DE CUBA"Auge y Caída" on June 10th 2024: "*A propósito de la duda de algunos sobre si el central NIÁGARA(Manuel Sanguily) tuvo vías ferreas , aqui les va su secuencia a traves de los años. En 1927 tenía 20km de vía estrecha , 2 locomotoras . 70 carros jaula de caña y 10 casillas para azucar. Posteriormente en 1937 solo tuvo 11km. En el año 1947 se mantuvo la cifra de 20 Kms pero se le agregó otra locomotora y sumaron 5 carros de caña más para un total de 75 . sin embargo en el año 1959 tuvo 10km , tres locomotoras , de ellas dos de vapor marca Bladwin y una diésel marca Whitcom , 50 carros de caña y 10 casillas para azúcar. Según el manual de las vías estrechas en Cuba en la Industria azcucarera , en 1990 el central dejó de tener ferrocarril.*"
1927 [4]: 20 km., 2 locos, 80 cars.
1937 [4]: 11 km.
1943 [32]: Operating, owned by Cia. Azuc. Niagara SA.
1946 [4]: 20 km., 3 locos, 75 cars.
1956 [34]: actively crushing.
1959 [4]: 10 km., 2 BLW steam locos, 60 cars.
In modern province of Pinar del Río.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/13/central-niagara-centrales-de-cuba/
"*El central Niágara, ubicado en Consolación del Norte, Pinar del Río, era el más moderno de los quince centrales más pequeños de Cuba – el número 156 por su capacidad de molienda de apenas 136 000 @ de caña diarias -, tenía un rendimiento industrial en la media del país, 154 caballerías de tierras propias y daba empleo a 1 300 trabajadores en tiempo de zafra.*
Se fundó en 1921 por Manuel Galdo Mariño, quien fue su propietario hasta 1948, entonces era administrado por sus hijos Alberto y Gustavo.
Galdo había constituido en 1894 la «Manuel Galdo y Compañía» que operaba la «Fábrica de Maquinaria Azucarera» ubicada en Cárdenas que diseñaría y construiría nueve centrales en Cuba entre 1914 y 1921, entre ellos el Andorra, el América, el Báguanos, el Occidente, el Patria, el Santa Isabel y el propio Niágara, levantado en plena crisis de la industria azucarera.
En 1958 el Niágara era propiedad de Rafael Águila Sarduy que lo había adquirido en 1948 y lo operaba bajo la razón de Azucarera Carmen Rita SA. Sus hijos William, Eudaldo, Percy y Rafael eran respectivamente vicepresidente, tesorero, vicetesorero y secretario.
Según la Comisión Técnica Azucarera de 1951 sus costos eran de $15.90 pesos por saco de 325 libras, por debajo de la media nacional de $17.87, por lo que su producción resultaba rentable y sus activos totales estaban valorados en $990 348 pesos.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Manuel Sanguily.
Durante la famosa «zafra de los diez millones» en 1970 el Sanguily fue el central más eficiente del país y uno de los que sobrecumplió las metas impuestas por las autoridades cubanas en su afán de lograr tan fabulosa cantidad de azúcar.
En la actualidad es uno de los tres centrales de Pinar del Río, junto al Harlem (antiguo central Bahía Honda) y el 30 de Noviembre que aún se mantiene moliendo en esa provincia."

Gauge 3' 0"

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1921 **Delivered here new**

Ordered by Central Niagara.

BLW class 08-12D no. 20. Spec. is in vol. 64 p 78. mark on tank: 'CENTRAL NIAGARA'

1 w/n 55198 Later to Central Mercedita PdR.



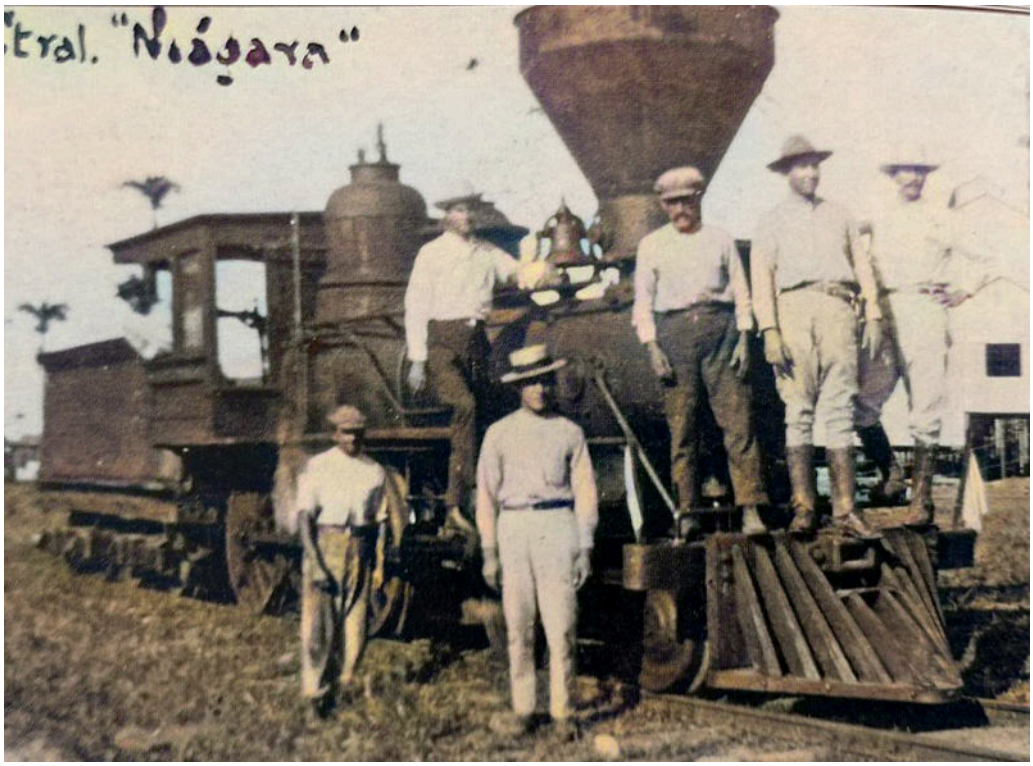
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08204-1.

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

Ordered by ?.

BLW class 08-?C no. ?. Spec. is in vol. ? p ?.

2? w/n ?



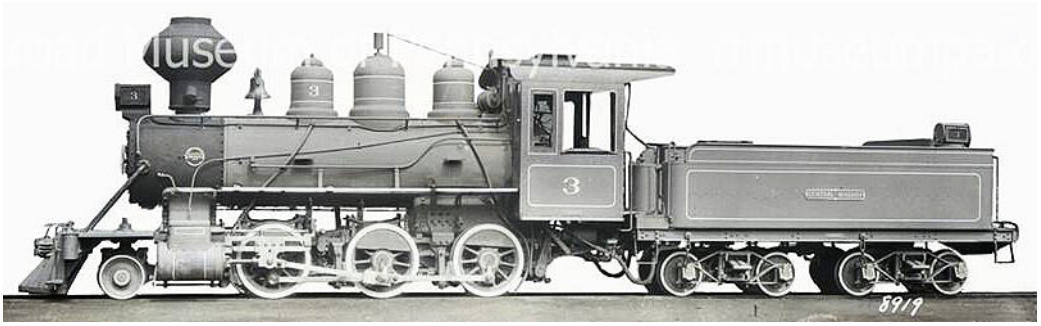
This photo posted by Mario Monzon is clearly captioned 'Central Niagara' but the loco is unidentified. It would appear to be a Baldwin 4-4-0, probably much older than the other two engines at this location and possibly second-hand from a public railway.

2-6-0 d/w 38", cyls. 13x20", built by Baldwin in 1923 **Delivered here new**

Ordered by Central Niagara **3**.

BLW class 08-20D no. 173. Spec. is in vol. 64 p 80. Rushton stack, mark on tank: 'CENTRAL NIAGARA'

3 w/n 56920 Sold to Mercedita Sugar Co. as no. **2**, became *Minaz* no. **?**. Later to Lenin Park Railway as no. **2**. In existence 1995.


3
3
5919

18.1.16 Central Nueva Era, at ??

Background

Nothing yet known.

Mill probably closed by 1946.

1956 [34]: not listed.

Standard gauge

2-8-0 d/w 50", cyls. 17x24", built by VIW in 1916 Delivered here new

Ordered via Koppel agency for Central Nueva Era as no. **1**.

VIW class 7-50-E.

1 w/n 2562

18.1.17 Central Orozco, at Cabañas
later Mill 107 Pablo de la Torriente Brau

Background

Built 1813 or maybe 1859.

1907: “Two miles to pier on Cabañas Bay. Not ballasted. Double track on pier and sidings. Gauge. 57 inches. Weight of rails, 35 lbs. Rolling stock: Twenty-five cars. No locomotives.”

1909 [2]: “Situated near Cabanas. One and seven-eighths miles of standard-gauge road, running from the sugar mill to the pier at Cabanas Bay. Gauge, 57 inches; weight of rail, 35 pounds ; rolling stock, 25 cars. Cars pulled by oxen.”

1913 [9]: Operating, Owned by Cia. Azucarera Central Orozco.

1916 [9]: Operating, owned by Cia. Azuc. Nacional.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Cia. Central Orozco SA.

1956 [34]: actively crushing.

In modern province of Pinar del Río.

Paragraphs from : https://historiacuba.wordpress.com/2016/09/09/central-orozco-centrales-de-cuba/

“*El central Orozco, ubicado en Cabañas, Pinar del Río, era el número 64 del país por su capacidad de molienda que ascendía a 272 000 @ de caña diarias pero con un rendimiento industrial bajo. Empleaba 3050 trabajadores en zafra y 284 caballerías de tierras propias.*

Era propiedad principal de José Manuel Casanova de Soto en sociedad con María Teresa Castro, Antonio Pérez Echemendía (que lo administraba) y Manuel Docampo Real.

José Manuel Casanova, padre del propietario y presidente de la «Azucarera Bramales SA» que operaba el central, había trabajado como peón en el propio central y había administrado otros tres ingenios antes de comprarlo en 1928. Había sido, además, presidente a la Asociación Nacional de Hacendados de Cuba y el más destacado de los dirigentes de la corporación desde 1933 hasta su muerte el 22 de diciembre de 1949.

El Orozco era un central muy antiguo, pues había sido fundado por franceses con anterioridad a 1810, aunque algunas fuentes plantean que entre 1813 y 1819. Otras publicaciones señalan que en 1859 se llamaba Providencia y pertenecía a Mariano Averhoff pero no hay constancia. Antes de la Guerra del 95 era propiedad de Matías Averhoff, quien también poseía el central Averhoff, en Aguacate, que pasó a la propiedad de Ramón Pelayo, quien lo demolió al comprarse después el central Rosario.

A partir de 1895 pasó a la propiedad de Cipriano Picaza Llano, quien lo mantuvo hasta 1899 (este sería quien lo bautizaría como Orozco en honor a su pueblo natal en Bilbao); de 1902 a 1905 perteneció a Federico Galbán; constituyéndose en 1906 la «Compañía Azucarera Central Orozco SA» de la que Ignacio Nazábal, español, presidente de «Compañía Azucarera de La Habana», corredora de Azúcar, era su vicepresidente, pasando en 1913 a la propiedad de los hermanos cubanos Picaza. También habían sido sus propietarios Salvador Guedez y los Gómez Mena. Desde los años 30 hasta los 50 Jorge Alonso Patiño había sido su vicepresidente. En 1928, al ser adquirido por José Manuel Casanova este le incorporó las tierras del demolido central Bramales.

En ese entonces el movimiento de carga de azúcar se hacia por mar hacia La Habana por medio de goletas , lanchas. El central contaba con un parque de cuatro locomotoras, dos Baldwin de 50 y 45 toneladas y dos Henschel de 20 y 12 toneladas respectivamente; todas funcionaban con carbón de piedra. La línea férrea era de 56 pulgadas de ancho con carril de 60 libras en yardas, era utilizada además, para el movimiento de 22 carros de madera de 15 toneladas, que junto a otros de 86 se utilizaban en el trasiego de la caña. Los de 5 y 10 toneladas se usaban a estas alturas para el traslado de la caña a través de la bahía de Cabañas.

Para el movimiento del azúcar se usaban 18 planchas de 50 sacos cada una. El abastecimiento de caña estaba conformado por las caballerías de tierras propias y otras arrendadas por la compañía, además, de las procedentes de los antiguos ingenios de la periferia de la bahía de Cabañas, Herradura, Asentista, San Claudio, Rojas y San Agustín con su embarcadero Cayo Juan Tomas.

Según la Comisión Técnica Azucarera en 1951 sus costos eran de $15.90, por saco de 325 libras, por debajo de la media de $17.87 y sus activos totales estaban valorados $2 812 400 pesos.
Tras el triunfo de la Revolución Cubana fue nacionalizado por el gobierno de la Isla que lo renombró como central Pablo de la Torriente Brau. En 2002 se anunció que el central Orozco no molería más y sería demolido."

Standard gauge

0-6-0T d/w 33", cyls. 12x16", built by VIW in 1907 Delivered here new

Ordered for Central Orozco.
VIW class 7-24.

1	w/n 1177	Became *MinAz* no. **1101** at this location. Present here in 1994 [5]. Preserved by 1997.

2-6-0 d/w 38", cyls. 13x18", built by VIW in 1915 Delivered here new

Ordered via Oscar Cintas for Central Orozco.
VIW class 7-33.

2 'MARIA JOSEFA'	w/n 2421	Became *MinAz* no. **1102** at this location. Present here in 1994 [5]. Dismantled by 1997.

2-6-0 d/w 38", cyls. 13x18", built by Baldwin in 1920 Delivered here new

Ordered by Central Orozco.
BLW class 08-20D no. 165. Spec. is in vol. 64 p 87. Rushton stack, mark on tank: 'CENTRAL OROZCO'

5	w/n 54052	Became *MinAz* no. **1103** at this location. In use here 1994 and 1997 [5].

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1910

Ordered by Czarnikow Rionda & Co. for Central Gomez Mena as no. **5 'GOMEZ MENA'**. Sold to Central Orozco, may have still been no. **5**.
BLW class 8-30D no. 663?. Spec. is in vol. 36 p 196.

5	w/n 35462	Became *MinAz* no. **1505** at this location. In use here 1994 [5] and 1997.

2-6-4?T d/w 48", cyls. 16x24", built by Rogers in 1894

Ordered by *FC Unidos*, as **'PELAYO'** or **'CELAYO'**. Sold to Central Orozco. Possibly built as a 2-6-2T.

?	w/n 5000	Rebuilt to 2-6-0 and numbered as *MinAz* no. **1501** at this location. Present here in 1994 [5] and 1997.

2-6-0 d/w ?", cyls. ??", built by Henschel in 1920

One of a pair ordered via Tillmann & Co. in Havana. Original purchasers not certain but one ended up here and the other (18030) at Central Australia.

?	w/n 18029	Became *MinAz* no. **1703** at this location. Seemingly not present here in 1994 [5] but in use here 1997 [5, 2nd ed.].

2-6-0 d/w 50", cyls. 16x24", built by ALCo in 1908

Ordered for A. Gomez Mena as no. **5**, though possibly not for this location. Sold to Central San Cristobal / 108 Jose Marti, PdR.

5	w/n 45659	Became *MinAz* no. **1401** at this location. Seemingly not present here in 1994 [5]. But under repair 1997 [5, 2nd ed.]

2-6-0 d/w 50", cyls. 18x24", built by VIW in 1920

Ordered for Central Naranjal as no. **1**. Sold to Central Najasa, C, as no. **1**. Sold to Central Agabama, SC/LV, as no. **2**. Sold to Central Orozco, PdR, as no. **2**.

VIW class 7-51-E.

2	w/n 3081	Became *MinAz* no. **1662** at this location. Present here in 1994 [5] and in use 1997.

0-6-0T d/w ?, cyls. ?, built by Henschel in 1912?

Ordered by Central Bramales. Leach 2nd ed. [5] places this engine here at one stage.

?	w/n 11618

18.1.18 Central San Cristóbal, at San Cristobal
later Mill 108 José Martí

NB There is another Central San Cristóbal in sub-section 18.4.69,
but all locos have been listed here until the two fleets can be divided.
The other Central San Cristobal also seems to have had solely standard gauge track.

Background

Opened 1920.
1922 [9]: Operating, owned by Central San Cristobal SA.. No figures prior to 1921. Built 1920.
1943 [32]: Operating, owned by Cia. Azuc. San Cristobal SA.
1956 [34]: actively crushing.
In modern province of Pinar del Río.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/25/central-san-cristobal-centrales-de-cuba/
"*El central San Cristóbal, situado en San Cristóbal, Pinar del Río, era, en 1958, el central No. 58 del país por su capacidad de producción ascendente a 300 000 @ de caña diarias. Tenía un rendimiento industrial bajo, cuatro caballerías de tierras propias y empleaba a 2 500 trabajadores en zafra. Contaba, además, con la segunda refinería más grande de Cuba.*
Se encontraba en tierras del antiguo hato de Puercos Gordos que databa del siglo XVII y había formado parte hasta 1886 del Vinculo de Fernandina, extenso latifundio de más de 5 000 caballerías reunido por Gonzalo Herrera Beltrán de Santa Cruz, primer Conde de Fernandina.
Se fundó en 1920 por el coronel del Ejército Libertador cubano Rafael Peña. Al quebrar este a consecuencia del crack bancario de 1921 pasó, junto con otros nueves centrales, al control de «The National City Bank» operado por la subsidiaria «General Sugar Company». En 1944 lo venderían junto con el Santa Rosa, el San Isidro y el Santa Rita.
El 23 de julio de 1944 fue adquirido por Julio Lobo en sociedad con con Simeón Ferro Martínez e Ignacio Carvajal por 1.8 millones de pesos. Ferro era el presidente y Lobo el vice.
No tenía cañas de la administración y se abastecía totalmente de colonos que tenían sembradas 300 caballerías, de las que, un 70 % eran de la variedad Media Luna 3/18 y POJ – 2878. El 45 % de las cañas se tiraba en carretas al chucho y de allí al central en ferrocarril privado, el resto se transportaba por camiones.
Su administrador era Ignacio Carvajal Cuervo, hijo de Ignacio Carvajal Olivares. Su refinería fundada en 1948 era la segunda mayor del país – después de la del central Hershey – con una capacidad diaria de 10 000 quintales.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central José Martí.
Durante la reestructuración de la industria azucarera cubana en los años 2000 el antiguo Ministerio del Azúcar decidió la paralización del central y su desactivación. Primero quedó solo como refinería de azúcar y después ya no quedó nada.
En la actualidad sólo se conserva activo un almacén de azúcar del central 30 de Noviembre y el taller de maquinado. En la planta alta de las oficinas del central que se encontraban sobre el antiguo comedor obrero se construyó, posteriormente, una fábrica de bombones artesanales. En el bloque de oficinas de tres plantas que antes sirviera al central funcionan hoy las oficinas de la UEB de la Empresa Agropecuaria José Martí."

Standard gauge

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1919 Delivered here new

Ordered for Central San Cristobal PdR (clearly stated on spec. page), as no. **1**.
BLW class 8-30D no. 708. Spec. is in vol. 64 p 128. mark on tank: 'CENTRAL SAN CRISTOBAL'.

1	w/n 52662	Sold to Central San Isidro (which one?) In service in 1937.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1921 **Delivered here new**

Ordered for Central La Francia as no. **6**, but name crossed out, replaced by Central San Cristobal S. A., immediately sold on to Central San Cristobal PdR as no. **3**. MM says diverted by BLW to Central Santa Catalina.
BLW class 4-10½C no. 139. Spec. is in vol. 64 p 126. mark on tank: 'CENTRAL LA FRANCIA' crossed out but not replaced by any alternative. Ditto for running number so suggestion of **3** must have come from another source.

3	w/n 54257	

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1920

Ordered by Central San Cristobal, PdR, as no. **4**. but actually went to Central Céspedes **6.**
BLW class 10-30E no. 165. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL'

4	w/n 54021	Sold to Yaganabos (?) no. **6**. (I don't know what this means, possibly Yaguajay).

2-6-0 d/w 50", cyls. 16x24", built by ALCo in 1908

Ordered for A. Gomez Mena as no. **5**, though possibly not for Central Gomez Mena. Sold to Central San Cristobal / 108 Jose Marti, PdR. Became *MinAz* no. **1401** at that location.

1401	w/n 45659	Later transferred to Central Orozco / 107 Pablo de la Torriente Brau, PdR. In use there in 1994 [5].

0-4-ST0 d/w 33", cyls. 10x16", built by Baldwin in 1920

Ordered for Central San Cristobal as no. **3 'BATEY'**.
BLW class 4-14C no. 316. Spec. is in vol. 64 p 160. Dup. of 4-14C no. 270, mark on tank: 'SAN CRISTOBAL'

3 'BATEY'	w/n 53762	Sold to Central Santa Catalina as **4 'BATEY'**. On road in 1923.

0-4-0T d/w 38", cyls. 14x22", built by VIW in 1920

Ordered via Koppel Co. for Central San Cristobal as no. **1**.
VIW class 7-41-A1.

1	w/n 3068	Sold to Central Santa Rosa. Later sold to Central Cardosa as no. **1** or maybe **3**.

0-4-0ST d/w 38", cyls. 14x22", built by VIW in 1923

Ordered via Cuba Plantation Inc. for Central San Cristobal as no. **2**.
VIW class 7-41-A1.

2	w/n 3287	

2-8-0 d/w 50", cyls. 18x24", built by VIW in 1920

Ordered for Central San Cristobal as no. **1³**.
VIW class 7-51-D.

1³	w/n 3090	Sold/transferred to Central Rosario / 211 Ruben Martinez Villena. Became *MinAz* no. **1502** at that location. But here out of use in 1991 [5].

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1920

Ordered for Central San Cristobal, (which one?), as nos. **2** and **1** but sold so never worked here.
BLW class 10-30E no. 161-162. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL', but on second engine changed to 'SOUTHERN SUGAR CO.'.

1	w/n 53954	Sold straight on to Central San Germán **2**.
2	w/n 53955	Actually went to Southern Sugar Co. for Central Union **1**, later sold to Central Fidencia **8**. MM says sold to Central Cespedes as no. **6**.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Progreso M as **2 'ANGELINA'**. Sold to Central San Cristobal.
BLW class 10-34E no. 2085 . Spec. is in vol. 64 p 157 straight stack, mark on tank sides: 'CENTRAL PROGRESO'.

?	w/n 53802	Became *MinAz* no. **1701** at this location. In use here 1991 [5].

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1921

Ordered for Central Washington **8**, but sold straight on to Central Manati **101**, then to Central San Cristobal,
BLW class 4-14C no. 308. Spec. is in vol. 64 p 335. Dup. of 4-14C no. 270, mark on tank: 'WASHINGTON' changed to 'MANATI SUGAR COMPANY'

?	w/n 54314	

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly. as no. **44**. Diverted by VIW in Cuba to Hershey Sugar Co. for *FC Hershey Cubano* as intended no. **10** but not delivered there either. Sold to Central Florida as no. **6**. Sold to Central San Cristobal.
VIW class 7-54-A1.

?	w/n 3003	Became *MinAz* no. **1710**.

Additional loco/s reported at this location by visitors in recent years

2-8-0 d/w ?, cyls. ?, built by VIW in 1919

Ordered for *FC del Norte* **40** but not delivered, sold by VIW to Central Rosario **?** sold to Hershey Cuban RR **10.**

1702	w/n 2999	Present here in 1991 [5].

2-6-0 d/w ?, cyls. ?, built by Henschel in 1920

Ordered for Tillmann & Co. for Cuba.

1703	w/n 18029	In existence here in 1993 [5].

18.1.19 Plantation San Ramón, at Mariel
later Mill 109 Orlando Nodarse

Background

Opened 1902.
1908 [4]: 9 miles, 2 locos, 30 or 50 cars.
1913: Operating, owned by A. Balsinde.
1909 [2]: "Industrial and Mineral Cuban Co. Railway: Situated near Guanajay. This narrow-guage road runs from the wharves at Mariel through the village to San Juan Bautista (Guanajay). The road passes the sugar mill San Ramon. Rolling stock, 6 cars. Central San Ramon railway: Situated near Guanajay. Two and one-half miles of narrow-gauge road, running from the sugar mill to Mariel. Two branches run from the sugar mill; one is 6¼ miles long and runs from the sugar mill to Jabaco, and the other is 5 miles long and runs from the sugar mill to San Juan Bautista (Guanajay). Gauge, 36 inches; rolling stock, 2 locomotives and 30 cane cars."
1916 [9]: Operating, owned by A. Balsinde.
1922 [9]: Operating, owned by Central San Ramon SA.
1927 [4]: 30 km., 25 cars.
1937 [4]: 37 km., 3 locos, 160 cars.
1943 [32]: Operating, owned by Central San Ramon SA.
1946 [4]: 6 locos, 130 cars.
1956 [34]: Actively crushing.
1959 [4]: 33 km., 3 locos (2 BLW 1 ALCo), 142 cars.
1984 [5]: rail traffic on the 2' 10" gauge ceased this year, and by 1990 network was all 2' 6" gauge.
In modern province of Artemisa.

Gauge 875mm / 2' 10½"

2-6-2ST d/w 36"", cyls. 11x18", built by Baldwin in 1907

Ordered for "Cuba Minera Industrial of Mariel". Leach 2nd ed. [5] places this engine here at one stage.
BLW class 10-16¼D no. 8. Spec. is in vol. 31 p 136, gauge 2' 10", straight stack, no name, number or mark on tank.
? w/n 32397

2-6-0 d/w 37", cyls. 13x18", built by Baldwin in 1915 Delivered here new

Ordered for Central San Ramón PdR. Gauge 2' 10".
BLW class 8-20D no. 159. Spec. is in vol. 54 p 70. mark on tank: 'CENTRAL SAN RAMÓN', R&H stack,
2 w/n 42216 Became *MinAz* no. **1210** here. Out of use here 1985 [5] but scrapped by 1990. Number **1210** reused at Central Mercedita 105 Augusto Cesar Sandino in 1991 [5].



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05483-1.



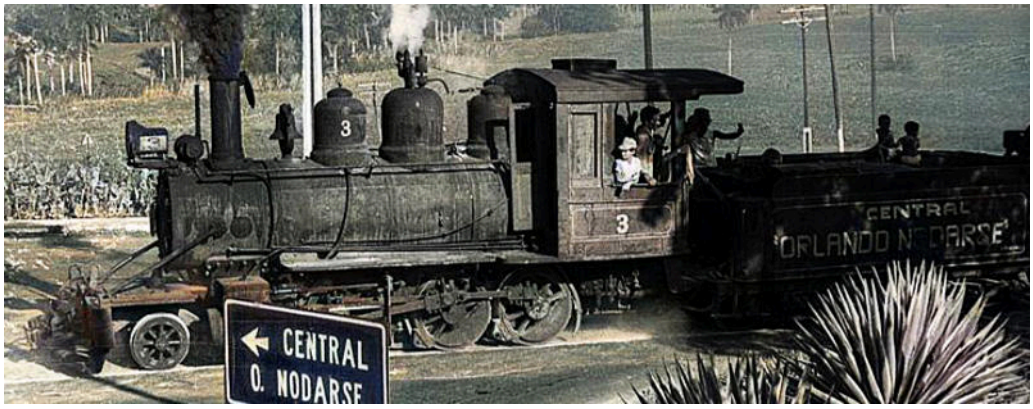
It seems highly likely that this 2-6-0 was Ingenio San Ramón no. **2** as operating in 1928. The photo, taken by Robert S. Platt, and in the USGS archive at the University of Wisconsin,was labelled as showing a train at the Finca Río Hondo. However, other photos (see next page) were clearly taken on this railway and at almost the same time.

2-6-0 d/w 37", cyls. 13x18", built by Baldwin in 1917 **Delivered here new**

Ordered by Central San Ramón PdR. 2' 10" gauge.

BLW class 8-20D no. 162. Spec. is in vol. 63 p 431. Dup. of 8-20D no. 159, R&H stack, mark on tank: 'CENTRAL SAN RAMÓN'

3	w/n 47237	Became *MinAz* no. **1211** here. Out of use here 1985 [5] but scrapped by 1990.



0-6-2T d/w 33", cyls. 9x16", built by Baldwin in 1923 **Delivered here new**

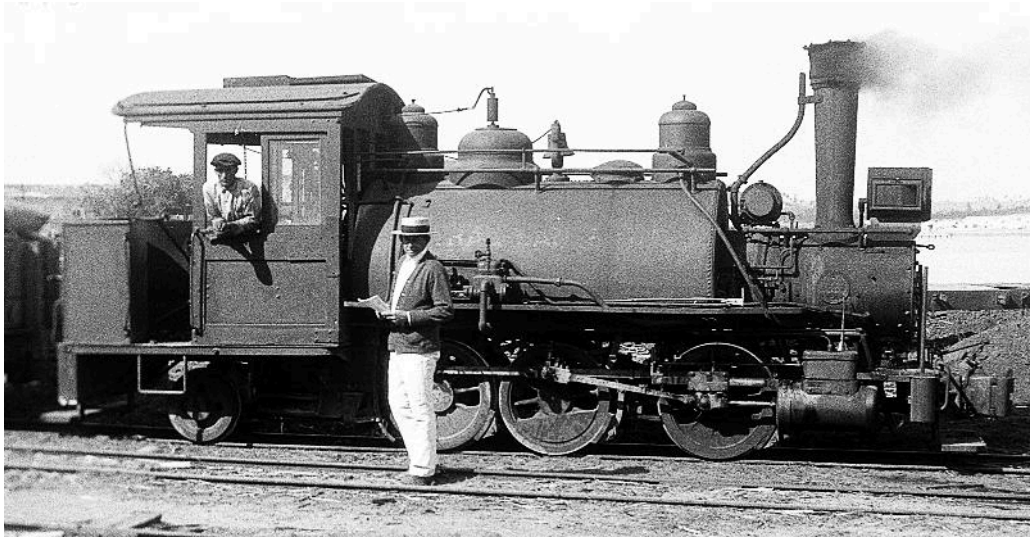
Ordered by Central San Ramón PdR. 2' 10" gauge.

BLW class 8-12 1/3D no. 15. Spec. is in vol. 64 p 151. Lettering to be same as 8-20D no. 162, mark on tank: 'CENTRAL SAN RAMÓN'

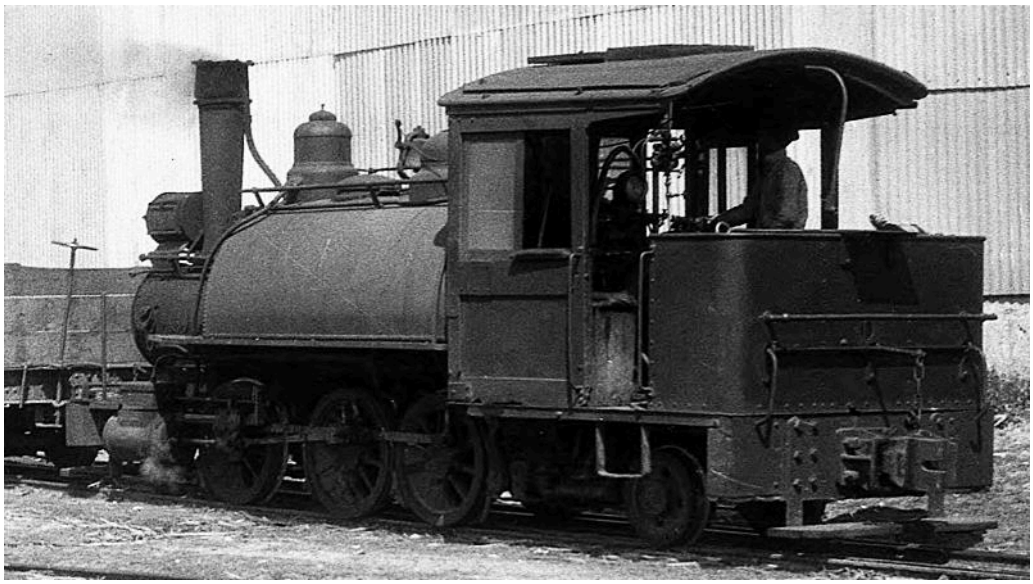
4 w/n 56639 Became *MinAz* no. **1115** here. Out of use here 1988 [5] but scrapped by 1990.



No. **4** when new. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08803 (though the one on the museum's image database is totally washed out.).



Two pics of the above engine switching the wharves at Mariel in 14th February 1928. From the Robert S. Platt collection in the archives of the American Geographical Society at the University of Wisconsin Milwaukee.



18.1.20 Ingenio Santa Filomena, at Corral Falso

Background

1901 [18]: 2 km. of standard gauge, 60 lb. rail, no locos, use those of Matanzas and Cardenas y Jucaro RRs. 12 cars.
1956 [34]: not listed.
NB location uncertain; there is certainly a Corral Falso east of Pinar del Rio, but that doesn't match with the mainline railways mentioned.

Standard gauge.

18.1.21 Ingenio Virginia, at Los Palacios

Background

1916 [9]: Operating, owned by Cuba Sugar Mills Corporation.
1956 [34]: not listed.

Standard gauge

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1890

Ordered for Savannah & Western RR as no. **652**, sold 1892 to Central of Georgia RR as **1342** later **1303**, then sold in 1917 to Georgia Car & Locomotive as no. **348** and sold on to Cuban Sugar Mills Corp. for Central Virginia, PdR. BLW class 10-30D no. 246? Spec. is in vol. 16 p 10.

2 w/n 10786 Later to Central La Francia as no. **1**.

18.1.22 Additional older mills in the old Pinar del Río province

noted as having locomotives since the fore-going list index was created.
In due course these will be inserted in the correct places in the index.

Central San Joaquin, at Las Pozas

Background

1893: owned by Joaquin de Miers.

Gauge 2' 5" (75cm?)

2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1891 Delivered here new

Ordered via K&P for Joaquin de Miers for Central San Joaquin.
BLW class 8-14D no. 7. Spec. is in vol. 17 p 104. R&H stack, mark on tank: 'CENTRAL SAN JOAQUIN'. painting: carmine & gold.
1 'ELENA' w/n 12275

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891

Ordered via R. M. Miles & Co. for Central San Joaquin. NB Possibility it might have gone to one of the other Centrales San Joaquin.
BLW class 6-14D or 6-16D no. 22. Spec. is in vol. 17 p 128. R&H stack, mark on tank: none, R&H stack,
3 'NINA' w/n 12276

18.2 Sugar mill railways in the old province of La Habana

List of thirty-five 20th century *ingenios / centrales* in the old province of La Habana

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Central Alquizar			18.2.1
Ingenio Amistad	201	Amistad con los Pueblos	18.2.2
Ingenio Antonia			18.2.37E
Central Colonos de Nueva Paz			18.2.3
Ingenio La Catalina			18.2.4
Central Fajardo	202	Commandante Manuel Fajardo	18.2.5
Ingenio Fortuna			18.2.6
Central Gomez Mena	203	Hector Molina Riano	18.2.7
Ingenio Guira de Melena			18.2.8
Ingenio Habana	204	Habana Libre	18.2.9
Central Hershey	205	Camilo Cienfuegos	18.2.10
Ingenio (San Miguel de) Jobo			18.2.11
Ingenio Josefita	206	Manuel Isla Perez	18.2.12
Central La Ceiba			18.2.37E
Ingenio La Julia			18.2.13
Cenytral Liberación			18.2.14
Central Loteria			18.2.15
Ingenio Majagua			18.2.16
Ingenio Margarita y Teresa			18.2.17
Ingenio Mercedita	207	Gragorio Arlee Manalich	18.2.18
Ingenio Nombre de Dios			18.2.19
Ingenio Nuestra Señora de Carmen			18.2.20
Central Nueva Paz			18.2.21
Central Occidente	208	Pablo Noriega	18.2.22
Ingenio Portugalete	209	Liberación	18.2.23
Ingenio Providencia	210	Osvaldo Sanchez	18.2.24
Ingenio Quijano			18.2.25
Ingenio Rosario	211	Ruben Martinez Villena	18.2.26
Ingenio San Agustin			18.2.27
Ingenio San Antonio	212	Boris Luis Santa Coloma	18.2.28
Ingenio San Antonio			18.2.37E
Ingenio San Isidro			18.2.29
Ingenio San José			18.2.30
Ingenio San Nicolas del Alcorta			18.2.31
Central San Ramón			18.2.32
Ingenio Santa Rita			18.2.33
Central Teresa, see Gomez Mena			
Ingenio Tivo-Tivo			18.2.34
Central Toledo	213	Manuel Martinez Prieto	18.2.35
Central Villaruel			18.2.36

18.2.1 Central Alquizar (later? Fortuna), at Alquizar

Background

May have been operated jointly with Central Fortuna [4].
1879 [4]: 1.8 km. of 'Rodriguez' portable track.
1914 [4]: 5 km., 1 Glover loco.
1917 [4]: 4 locos.
1922 [9]: Operating, owned by Cia. Azuc. Alquizar. Not grinding in 1922. Then closed between 1924 and 1926.
1956 [34]: not listed.

2' 6" gauge

0-4-4T d/w ?", cyls. 10x14", built by Glover in 1917

Ordered for Central Fortuna. Leach 2nd ed. [5] places this engine here at one stage, which is logical if the two mills had indeed been working together.

4 w/n 101434

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1921

Ordered for Central Fortuna Alquizar LH **5**, NB Spec. page made out for Ingenio Alquizar but crossed out and Central Caracas inked in. May never have worked here.
BLW class 10-18E no. 17. Spec. is in vol. 64 p 325. mark on tank: 'CENTRAL ALQUIZAR' running number shown as **4**.

4	w/n 54251	Sold to Central Manuelita as no. **5**. Sold to Central Caracas as no **4³**.

18.2.2 Ingenio Amistad, at Güines
later Mill 201 Amistad con los Pueblos

Background

1893: Plantation owned by J. Romero y Ca. Location given as Guines.
Built 1906.
1907: "Railroad to Rio Seco, 5 kilometers. and switch runs to main line at Alfonso. Standard gauge. Weight of rails. 60 to 80 lbs. Rolling stock, 2 locomotives and 60 cane cars."
1909 [2]: "Situated near Guines. The road is made up of two spurs, and has a total length of 9 3/8 miles. One spur runs from the sugar mill to U. H. R. R. between Güines and Madruga and the other runs from the sugar mill to the U. H. R. R. at Rio Seco Station. Gauge, standard ; weight of rail, 60 pounds ; rolling stock, 2 locomotives and 60 cane cars."
1913 [9]: Operating, owned by Andres Gomez Mena.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Andres Gomez Mena.
1943 [32]: Operating, owned by Nueva Cia. Azuc. Gomez Mena SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.

Gauge 2' 6" Just a possibility inferred by Manuel Carazol having supplied other locos for this mill.

0-4-0T d/w 26", cyls. 7x12", built by ALCo in 1906

Ordered via Manuel Carazol, might have come here.

? w/n 41487

Standard gauge.

0-4-2T d/w 42", cyls. 13x18", built by Baldwin in 1882 Delivered here new

Ordered via J. S. Aguirre for Central Amistad**,**
BLW class 6-20 1/3C 1, vol 11 p 110. No mark on tank, no number, diamond stack, to run on short curves, as much play as possible for truck,

? 'MARÍA' w/n 6468

2-6-0 d/w 50", cyls. 16x24", built by ALCo in 1904 and 1905 Delivered here new

Ordered via Manuel Caragol for Central Amistad, first one as no. **2** later **23** later **26**; second one as no. **4** later **24.**

2	w/n 30235	Became *MinAz* no. **1302** at this location,, then transferred to Central El Pilar / Eduardo Garcia Lavandero.
4	w/n 38900	Became *MinAz* no. **1303** at this location. Present in 1994 and in use in 1997.

0-4-0ST d/w 37", cyls. 11x16", built by Baldwin in 1888

Ordered by K&P for M. Salindez / Central Galindez-Matilda(?) as **1**. Sold to Central Amistad 1923 and received new boiler.
BLW class 4-16C 81 vol 14 p 217. Mark on tank: 'MATILDE', R&H stack,

?	w/n 9683	Became *MinAz* no. **1106** at this location. Plinthed at Guines since 1994 at latest. Apparently carries BLW XO plates 598 of 1923.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919

Ordered by Central Toledo.
BLW class 10-34E nos. 2055-6, and 2064 Spec. is in vol. 64 p 196, 200 and 204. mark on tank: 'CENTRAL TOLEDO' in all cases.

10	w/n 52195	Sold to Central Amistad, became *MinAz* no. **1803** at that location. In existence 1995 and under repair 1997.
11	w/n 52245	Sold to Central Amistad, became *MinAz* no. **1804** at that location. In existence 1995 and in use 1997.
12	w/n 52913	Sold to Central Amistad, became *MinAz* no. **1805** at that location. In existence 1995 and in use 1997.

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1920

Ordered by Warner Sugar Refining Ltd. for Central Gomez Mena as no. **6** and **7**. Sold to Central Amistad.
BLW class 8-32D no. 802-803. Spec. is in vol. 64 p 20. mark on tank: 'CENTRAL GOMEZ MENA, CUBA'.

5	w/n 53822	Later to Central San Antonio LH **5**
6	w/n 53823	Became *MinAz* no. **1707** at this location. In existence 1995. In use 1997.

2-6-0 d/w 54", cyls. 19x24", built by ALCo in 1910

Ordered via Czarnikow Rionda, possibly for this location, with no. **3**. Later working here with no. **33**.

33	w/n 49086	Later working at Central Rosario / 211 Ruben Martinez Villena. Became *MinAz* no. **1509**. Later returned here. In existence 1995. Derelict 1997.

2-6-0 d/w ?, cyls. 19x24", built by Porter in 1916

Ordered via M. Tillmann & Co. for Central Toledo **3,** later at Central Amistad / 201 Amistad con los Pueblos**.**

?	w/n 5747	Became **1712** at this location. Later went to Central Josefita / 206 Manuel Isla Perez. Though [5, edition 2] says was under repair here in 1997.

2-8-0 d/w ?, cyls. ", built by Baldwin in1920

Ordered for Dos Hermanos Sugar Co. **1,** sold to *FC de Tunas* **62 /** Central Manatí **62,** and later at Central Amistad, but others sources locate it at Central Rosario where it became **1602**.
BLW class 10-30E no. 178. Spec. is in vol. 64 p 353.

?	w/n 54229

Additional loco/s reported at this location by visitors in recent years

None.

18.2.3 Central Colonos de Nueva Paz, at Nueva Paz

Background

1922 [9]: Operating, owned by Central Colonos SA.
1956 [34]: not listed.

Standard gauge

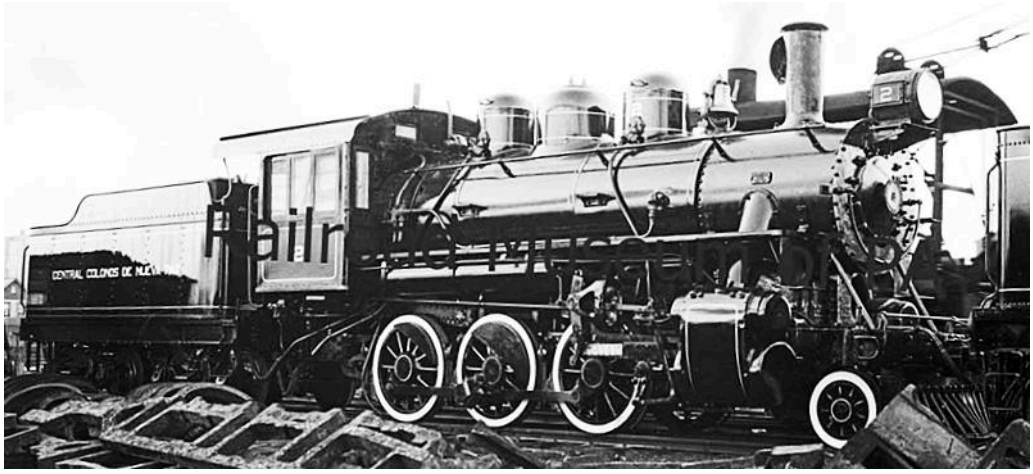
2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Ordered for Colonos de Nueva Paz, as nos. **2** and **3**.

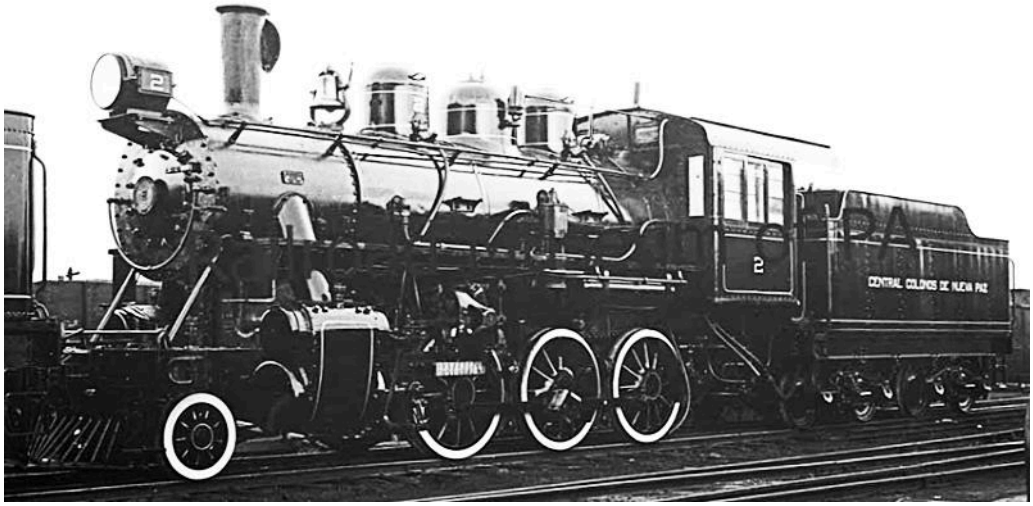
2	w/n 62097	Sold/transferred to Central Portugalete / 425 Elpidio Gomez. Became *MinAz* no. **1630** at that location. Transferred to Central Caracas / 404 Ciudad Caracas.
3	w/n 62098	Sold/transferred to Central Caracas / 404 Ciudad Caracas. Became *MinAz* no. **1725** at that location.



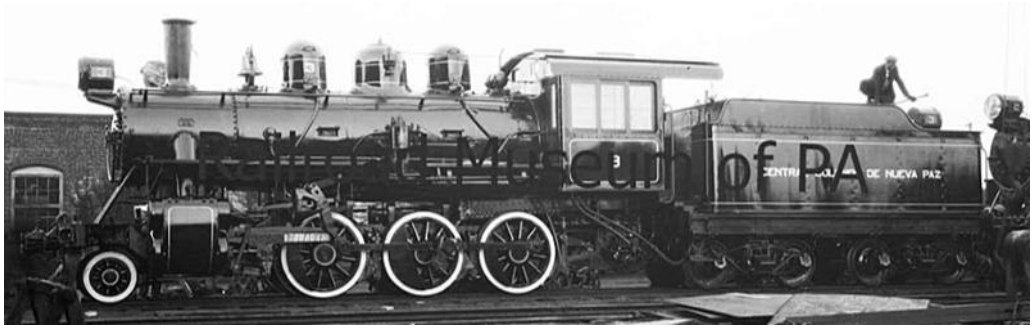
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34281.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34282.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34283.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34296.

18.2.4 Ingenio La Catalina, at Recreo

Background

1909 [2]: “Situated near Recreo. One mile of standard-gauge track running from the sugar mill to the Itabo branch of the Cardenas division of the U. H. R. R. Rolling stock, 1 locomotive and 20 cane cars.”
1956 [34]: not listed.

18.2.5 Central Fajardo, at San Antonio de los Baños
later Mill 202 Commandante Manuel Fajardo

Background

Opened 1802.
1893: Plantation owned by Benito Arxer; 3 Obrapía, Havana. Location given as Punto Gabriel.
1901 [18]: 2½ km. of 1.6m tracks, no locos as uses those of Oeste railway, 9 cars.
1907: "Switch two kilometers. Joins with the main line. Spur also joins plantation with Western Railway station at Gabriel. Standard gauge. Weight of rail. 60 lbs. No rolling stock."
1913 [9]: Operating, owned by Benito Arxer.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Toledo.
1956 [34]: Actively crushing.
In modern province of Mayabeque.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/20/central-fajardo-centrales-de-cuba/
"*El central Fajardo, ubicado en San Antonio de los Baños, La Habana, era un central pequeño – el 151 del país por su capacidad de molienda de 150 000 @ de caña diarias -, un rendimiento industrial de los más bajos, 1 300 trabajadores empleados en zafra y 55 caballerías de tierras propias.*
Era el 5to central más antiguo entre los conocidos, pues había sido fundado en 1802 por el catalán Domingo Fajardo. Había pertenecido a Antonio Díaz y sus herederos hasta 1860 en que pasó a ser propiedad de Jacinto González – Larrinaga Benítez, quien fuera coronel de las Milicias de La Habana, Síndico del Ayuntamiento de la ciudad, miembro de la Real Sociedad Económica de Amigos del País, consejero de la Administración, presidente de la Junta Directiva del Ferrocarril de La Habana a Matanzas, del que era copropietario principal y de varias propiedades rústicas y urbanas en San Antonio de los Baños, donde residía. El central estaba a nombre de su hijo político Sebastián Ignacio de Laza. Felipe Ruiz Hernández lo compró en 1874 y lo vendió 1890 a Benito Arxer Viade, español, quien lo mantuvo hasta 1924. En esos años el general del Ejército Libertador y exvicepresidente de la República, Emilio Núñez aparecía como presidente de la «Compañía Azucarera Central Fajardo». Entonces pasó a la propiedad de la familia Rodríguez Lanza, manteniéndose sin moler diez años entre 1925 y 1935, en esa época también perteneció a Fernando Lobeto Miguel, propietario de la Tabacalera Lobeto.
Durante la Guerra de Independencia el General en Jefe del Ejército Libertador cubano, Máximo Gómez Báez se alojó en su casa de vivienda el 12 de enero de 1896, unos días después de sostener combate cerca de Ceiba del Agua y despedir al Lugarteniente General, Antonio Maceo que partía a invadir Pinar del Río.
En 1934 fue adquirido por Manuel Aspuru, propietario también de los centrales San Agustín y Toledo quien lo conservó hasta su nacionalización. Aspuru operaba el Fajardo junto con el Toledo bajo la razón social de Compañía Azucarera Central Toledo.
A finales de 1958 los propietarios del central anunciaron la instalación cerca del central de dos plantas para producir plywood y madera prensada. En la primera se invertirían $700 000 pesos e importaría la materia prima de América Central y emplearía 140 trabajadores; la de madera prensada comenzaría a fines de ese año utilizando marabú y otras maderas blandas; dando empleo a 120 trabajadores.
Tras el triunfo de la Revolución Cubana de 1959 el central Fajardo fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central como Comandante Manuel Fajardo. En la actualidad el central pertenece al municipio de Quivicán, provincia de Mayabeque y sigue moliendo administrado por el grupo azucarero AZCUBA. Como norma es de los primeros en arrancar a moler en las antiguas provincias habaneras y en la zafra de 2014 produjo 17 000 toneladas de azúcar refino de alta calidad."

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Fajardo.

BLW class 10-34E no. 2102. Spec. is in vol. 64 p 9. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL FA-JARDO'.

3	w/n 54067	Sold to Central Australia. Became *MinAz* no. **1513** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Pennsylvania RR Juniata Shops in 1893

Ordered for Philadelphia & Erie RR as no. **2141**, sold 1898 to PRR as no. **1803**, then **6298**, of class H3b. Sold 1915 to SI&E as no. **1011**, and on to Central Fijaro (may have meant Fajardo) as no. **2**? Leach 2nd ed. [5] places this engine here at one stage.

1?	w/n 213	

18.2.6 Ingenio Fortuna, at Alquizar

Background

May have been operated jointly with Central Alquizar [4].

1893: Plantation owned by José García Barbón ; 546 Cerro, Havana. Location given as Alquizar.

1913 [9]: Operating, owned by Miguel C. Palmer.

1916 [9]: Operating, owned by Palmer-Ferrera, possibly same person as previous line.

1922 [35]: Closed and demolished.

Gauge 2' 6"

0-4-4T d/w ?", cyls. 10x14", built by Glover Machine Works in 1917 Delivered here new

Ordered for Central Fortuna. NB Central Alquizar had a Glover loco in 1914, but it cannot have been this one.

? w/n 101434

18.2.7 Central Gomez Mena aka Central Teresa, at San Nicolas later Mill 203 Hector Molina Riano

Background

1893: Plantation Teresa owned by Ramiro López de Mendoza. Location given as San Nicolas.
1901 [18]: 17 km. of track (gauge unknown), 20 lb. rail, 3 locos and 150 cars.
1907: "Thirty kilometers. Standard gauge. Weight of rails. 60 lbs. Rolling stock : Two locomotives and 60 cars. Three tank cars."
1909 [2]: "Situated near San Nicolas. Eighteen and three-quarter miles of road. It runs to Guana, near the south coast, and connects with the U. H. R. R. Gauge, standard ; Weight of rail, 60 pounds; rolling stock, 2 locomotives, 60 cane cars, and 3 tank cars."
1913 [9]: Operating, owned by Andres Gomez Mena.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Andres Gomez Mena.
1943 [32]: Operating, owned by Nueva Cia. Azuc. Gomez Mena SA.
1956 [34]: Actively crushing.

Gauge 3' 0"

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1909 Delivered here new?

Ordered by Hugh Kelly & Co., Cuba, for Central Teresa. For this Central Teresa or that in Oriente?
BLW class 6-18D no. 29. Spec. is in vol. 36 p 190. 3' 0" gauge. straight stack, mark on tank: 'CENTRAL TERESA R. R.'.

5 w/n 33801

Standard gauge.

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

4? w/n ?

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

13 w/n ?

0-4-4T d/w 42", cyls. 12x16", built by Pittsburgh in 1894

Ordered for Manhattan Rly. as no. **240**. Sold 1905 to Ingenio Gomez Mena.

1? w/n 1520

2-6-0 d/w 50", cyls. 16x24", built by ALCo in 1908

Ordered for A. Gomez Mena as no. **5**, though possibly not for this location.

5 w/n 45659 Sold to Central San Cristobal / 108 Jose Marti, PdR. Became *MinAz* no. **1401** at that location. Later transferred to Central Orozco / 107 Pablo de la Torriente Brau, PdR.

2-6-0 d/w 50", cyls. 18x24"", built by Baldwin in 1910 Delivered here new

Ordered via Czarnikow-Rionda Co. for Senor Gomez Mena **5**,
BLW class 8-30D no. 663. Spec. is in vol. 36 p 196. straight stack, marke on tank: none.

5 'GOMEZ MENA'	w/n 35462	Sold to Central Orozco, may have still been no. **5**. Became *MinAz* no. **1505** at that location. In existence 1995.

2-8-0 d/w 37", cyls. 15x20", built by VIW in 1918 Delivered here new

Ordered for Central Gomez Mena as no. **3** later **14**.
VIW class 7-44-B.

3	w/n 2792	Later history may well have included exchanges between Central Gomez Mena / 203 Hector Molina Riano and Central Mercedita / 207 Gregorio Arlee Manalich. Became *MinAz* no. **1304** during those stays at one or other of the locations.

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1920 Delivered here new

Ordered by Warner Sugar Refining Ltd. for Central Gomez Mena **6**.
BLW class 8-32D no. 802. Spec. is in vol. 64 p 20. mark on tank: 'CENTRAL GOMEZ MENA, CUBA'.

6	w/n 53822	Sold to Central Amistad **5**, and then to Central San Antonio, may have been no. **7**. Became *MinAz* no. **1604** at that location. In existence 1995.
7	w/n 53823	Sold to Central Amistad **6**. Became *MinAz* no. **1707** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07693-1.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1910

Ordered via Czarnikow Rionda as no. **9**. Gauge standard. Destination unknown. Was later working at Central Gomez Mena / 203 Hector Molina Riano as *MinAz* no. **1506**.

1506	w/n 49475	Out of use 1997.

2-8-0 d/w 44", cyls. 18x24", built by ALCo in 1925

A stock loco sold to a Central Luando (??) as no. **2**. Sold/transferred to Central Gomez Mena / 203 Hector Molina Riano.

?	w/n 65194	Became *MinAz* no. **1603** at this location. Transferred to Central Josefita / 206 Manuel Isla Perez.

0-6-0T d/w 43½", cyls. 15x22", built by Baldwin in 1879

Ordered for Central RR of NJ as no. **1**.Sold 1899 to A. S. Males & Co. Sold 1906 to SI&E as no. **413**, and on to Russell & Oliver of Belmont, NC. Sold 1917 to SI&E as no. **1195**, then to Pedro Gomez Mena in Cuba (presumably a relative of Andres Gomez Mena, but for this location or a different one?)
BLW class no. . Spec. is in vol. p .

? w/n 4639

Additional loco/s reported at this location by visitors in recent years

None.

18.2.8 Ingenio Güira de Melena, at Guira de Melena

Background

1916 [9]: Operating, owned by Cia. Azuc. Guira de Melena.
1922 [9]: Operating, owned by Toronto Sugar Co.
1922 [35]: Closed and demolished.

Gauge 2' 6"

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919 Delivered here new

Ordered for Central Guira **4**,
BLW class 10-22E no. 88. Spec. is in vol. 64 p 22. mark on tank: 'CENTRAL GUIRA' NB spec. page definitely shows gauge as 2' 6", not 3' 6" as Lehmuth has.

4 w/n 52574 later to Central Providencia **4** where became *MinAz* no. **1310.**

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Guira (this one?), but diverted to Chattanooga Traction Co., then to Tennessee, Alabama & Georgia Ry **100**, then to Georgia Car & Loco **701**, Atlanta, Ga., finally to Greenville & Northern Ry no. **15**, Greenville, SC.
BLW class 10-34E no. . Spec. is in vol. p .

(?) w/n 54065

0-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Caribe **1**, sold on to Central Guira **1**,
BLW class 10-34E no. 2097. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL GUIRA', but probably then changed again.

1 w/n 54214 and on to Central Santa Isabel LV/SC **3**, later to Central Santa Ana

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18.2.9 Ingenio Habana, at Hoyo Bonito Colorado
later Mill 204 Habana Libre

Background

In Caimito. Opened 1902. Possibly known as Central Lucia for a period.
1913 [9]: Operating, owned by Havana Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Central Habana.
1943 [32]: Operating, owned by Cia. Habana SA.
1956 [34]: Actively crushing.
In modern province of Artemisa.

Gauge 2' 6"

0-4-4T d/w 36", cyls. 9x14", built by VIW in 1904

Ordered by Central Santa Lucia as no. **2**. NB 3' 0" gauge, which is a puzzle at that location. Became Central Habana Libre no. **3**.
VIW class 7-5-A.

3	w/n 602	Became *MinAz* no. **1???** at this location.

Gauge 3' 0"

2-6-0 d/w 40", cyls. 13x18", built by Lima in 1913 Delivered here new

Ordered via K&P for Central Habana Sugar Co. [R&LHSB no. 124 p77]

1	w/n 1325	

2-6-0 d/w 38", cyls. 13x18", built by VIW in 1917 Delivered here new

Ordered by Central Havana as no. **4**.
VIW class 7-33,

4	w/n 2761	Eventually transferred to Lenin Park Railway as no. **1**.

0-4-0T d/w ?, cyls. ", built by BMAG in 1924 Delivered here new

Ordered for Central Habana **5,** Uwe Bergmann suggests was 3' 6" gauge.

5	w/n 8434	



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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

2 w/n 2?

0-4-4T d/w 36", cyls. 9x14", built by VIW in 1904

Ordered for Central Santa Lucia O as no. **2**. Leach 2nd ed. [5] places this engine here at one stage.

VIW class 7-5-A.

3 w/n 602

18.2.10 Central Hershey, at Santa Cruz del Norte
later Mill 205 Camilo Cienfuegos

Background

Built 1918.
1922 [9]: Operating, owned by Hershey Corporation.
1943 [32]: Operating, owned by Hershey Corporation.
1956 [34]: Actively crushing.
In modern province of Mayabeque.

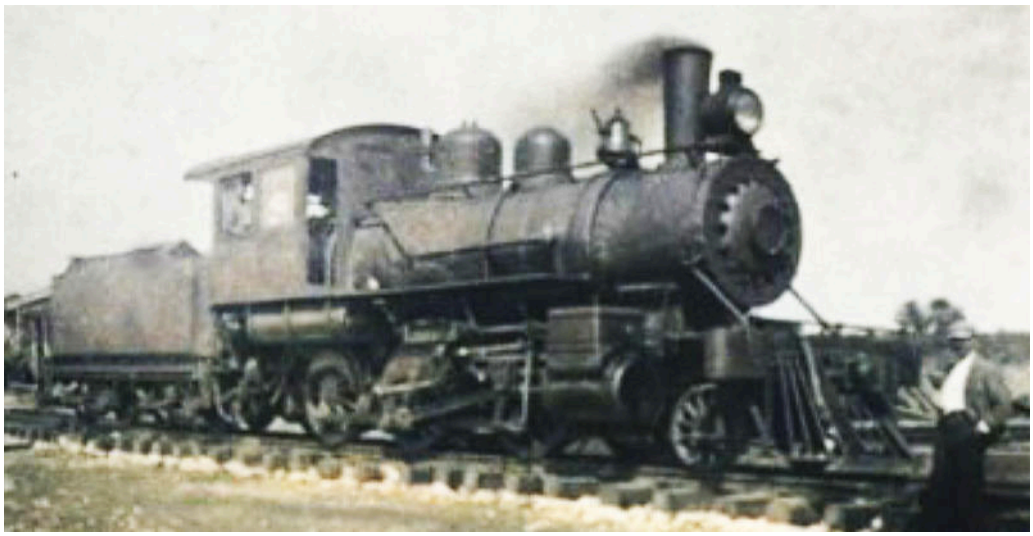
NB There may be some confusion between locos for Central Hershey and those for the Hershey railway. See section 17.11.3 in the Cuba Public Railways file for those.

Standard gauge.

0-4-2ST d/w 33", cyls. 11x16", built by VIW in 1917 Delivered here new

Ordered by Hershey Corporation for Central Hershey.
VIW class 7-18. Fitted with Ames boiler.

1-S w/n 2724 Lehmuth's VIW list has a cryptic reference suggesting that this loco might have moved on to the Hanna Coal Co.



The locos pictured above and below are both supposed to have been Central Hershey no. **1**, but they are clearly not the same engine, and neither of them is the 0-4-2ST listed above as no. **1**.



2-8-0 d/w 40", cyls. 17x20", built by Lima in 1910

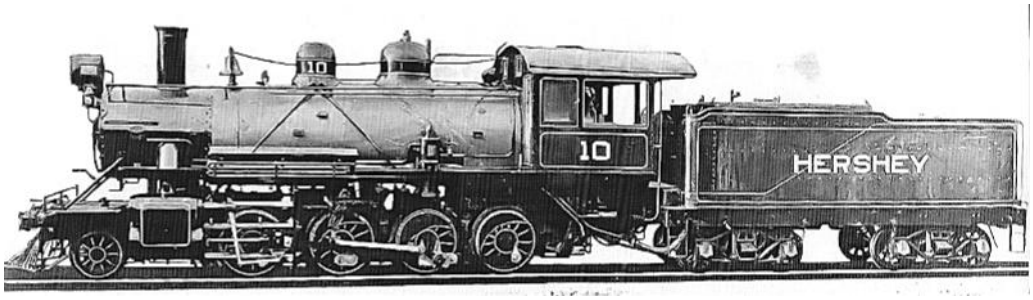
Ordered for Rich Lumber, Wanakena, NY, as no. **5**. Sold to Cranberry Lake RR as no. **5**. Sold to A. Cooper Metal of Rochester, NY. Then to SI&E as no. **1255** in 1917, and on to Central Hershey as no. **5**.

5 w/n 1015

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 **Delivered here new**

Ordered via Jose Lezama for Central Limones **16**. Not delivered. Diverted by VIW to Hershey as no. **10**.
VIW class 7-54-A2.

10 w/n 3094 Sold to Central Rosario as no. **8**. Given new VIW boiler in 1925. Sold to Central Florida as no. **6**. Eventually did go to Central Limones as no. **16**. Sold to Central Baragua / 504 Ecuador. Became *MinAz* no. **1903** at that location.



18.2.11 Ingenio (San Miguel de?) Jobo, at Guines

Background

1893: Plantation owned by Marañón y Hermano ; Sevilla.. Location given as San Nicolás, which is south-east of Guines.
1907: “No railway. Switch to main line of the United Rys. of Havana. ”
1909 [2]: “Situated near Las Vegas. One-quarter mile of standard-gauge track connects the mill with the side track of the U. H. R. R. passing the mill. No rolling stock.”
1913 [9]: Operating, owned by Pedro Laborde.
1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.
1956 [34]: not listed.
Eventually downgraded to become a colonia of Central Amistad Mill 201 Amistad con los Pueblos and Central Providencia 210 Osvaldo Sanchez [35].

Possibly gauge 2' 3½" if the loco below was for here

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1889

Ordered via K&P for Mr. B. Duran. NB only suggested as coming here because of the mark on tank.
BLW class 8-14D no. 4, spec. is in vol 15 p199. mark on tank and cab: ‘JOBO ROSADO’, R&H stack, painting dark brown & gold, 4-wheeled tender,
? w/n 10372

18.2.12 Ingenio Josefita, at Nueva Paz
later Mill 206 Manuel Isla Perez

Background

Built 1863.
1893: Plantation owned by Antonio Flores Estrada. Location given as Los Palos, which is part of Nueva Paz.
1901 [18]: 6 km. of standard gauge, 60 lb. rail, no locos or cars as uses those of United Rlys.
1907: "switch one kilometer. connects with main line of the United Rys. of Havana. There is also an unused track of standard gauge road running to the old finca "Navarra." Standard gauge. Weight of rails. 60 lbs. per yd. Rolling stock: Two locomotives, one small and another large. No cars."
1909 [2]: "Situated near Los Palos. A switch one-half mile long, running from the L^. H. R. R. to the sugar mill. There is also an unused piece of road running to the finca Xavarra. Gauge, standard; weight of rail, 60 pounds; rolling stock, 2 locomotives."
1913 [9]: Operating, owned by Ricardo Martinez.
1916 [9]: Operating, owned by S. Caleavecchia.
1922 [9]: Operating, owned by Ricardo Martinez.
1943 [32]: Operating, owned by Central Josefita SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.

Gauge 2' 6"

2-4-0 d/w 33", cyls. 9x16", built by Baldwin in 1912

Ordered via American Trading Co. for Central Nueva Paz LH. Leach 2nd ed. [5] places this engine here at one stage, BLW class 6-12C no. 7. Spec. is in vol. 44 p 258. mark on cab: 'CENTRAL NUEVA PAZ', mark on tank: 'CENTRAL NUEVA PAZ – PALOS'. outside frames, pilot on back of tender, 2' 6" gauge.

?	w/n 38098	

2-6-0 d/w 33", cyls. 12x16", built by VIW in 1916 **Delivered here new**

Ordered via Oscar B. Cintas for Central Josefita as no. **5**.
VIW class 7-20.

5	w/n 2492	Sold to Central Mercedita / Gregorio Arlee Manalich. Became *MinAz* no. **1305** at that location.

Standard gauge.

0-4-2T d/w 42", cyls. 13x18", built by Baldwin in 1882

Ordered by Don Juan S. Aguirre as **'MARIA'**. Sold to Aballi Calcarecchia & Co.. Sold to Central Josefita as no. **2**.
BLW class 6-20 1/3C no. 1. Spec. is in vol. 11 p 110.

2	w/n 6468	Became *MinAz* no. **1107** at this location. Still in existence 1995 & 1996.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Josefita. spec. page actually has purchaser as Cia. Azuc. Antilla S. A.
BLW class 10-34E no. 163. Spec. is in vol. 64 p 137. Dup. of 10-30E no. 153. mark on tank: 'JOSEFITA'

3	w/n 53956	later to Central Baguanos as no. **7**. then to Central Antilla M as no. **7**.

0-4-4T d/w ?", cyls. 14x20", built by Porter in 1905

Ordered via Czarnikow McDougall for Central Jesus Maria,. later at Central Lavandero(?) where became **1205,** Transferred to Central Josefita, H.

1205 w/n 3356 Present in 1994. In use 1996.

2-4-2T d/w 40", cyls. 13x22", built by Rogers in 1894

Ordered by *FC Unidos* as **? 'MARGARITA y TERESA'**. Sold to Central Josefita.

? w/n 5007 Became *MinAz* no. **1208** at this location. Dismantled in 1994 and 1996.

2-8-0 d/w 44", cyls. 18x24", built by ALCo in 1925

A stock loco sold to Central Luando as no. **2**. Sold/transferred to Central Gomez Mena / 203 Hector Molina Riano. Became *MinAz* no. **1603** at that location. Transferred to Central Josefita / 206 Manuel Isla Perez.

1603 w/n 65194 In steam 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Parque Alto Sugar Co. **1**, BLW class 10-30E no. 176. Spec. is in vol. 64 p 353. sold to Manati Sugar Co. **61,** Sold to Central Josefita.

1 w/n 54227 Supposedly sold to Hershey Cuban RR **11**. However, became *MinAz* no. **1708** at this location. In existence 1995. In use 1997.

Additional loco/s reported at this location by visitors in recent years

2-6-0 d/w 50", cyls. 19x24", built by Porter in 1916

Ordered for Wonham Sugar & Bates for M. Tillman & Co. for Central Toledo no. **3**. Later at Central Amistad / 201 Amistad con los Pueblos.

1712 w/n 5747 In steam 1994.

2-8-0 d/w ?, cyls. 20x24", built by Porter in 1917

Ordered for M. Tillman & Co., Havana.

1802 w/n 6053 Dismantled in 1994. AHW [38] also records it here.

18.2.13 Ingenio La Julia, at Batabano

Background

1901 [18]: 20 km. of 2' 6" gauge, 30 lb. rail, 1 loco and 66 cars.

1907: “Narrow gauge. connects with San Antonio de las Vegas. Gauge, 30 inches. Weight of rails, 34 lbs. per yd. Rolling stock: No locomotives, 12 narrow gauge cane cars.”

1909 [2]: “Situated near Duran. A narrow-gauge road from the sugar mill to San Antonio de las Vegas. Gauge, 30 inches; weight of rail, 34 pounds ; rolling stock, 12 cane cars.”

1913 [9]: Operating, owned by Cia. Azucarera Central La Lucia.

1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.

1922 [9]: Operating, owned as previous line.

1926 [35]: Closed and demolished.

18.2.14 Ingenio Liberación, at San José de las Lajas

Background

1962 [35]: Closed and demolished this year.

18.2.15 Central Lotería, at Jaruco

Background

1907: “Narrow gauge road connects with United Rys., and runs through Carmen to Loteria, about 3½ kilometers long. Gauge, 30 inehes. Weight of rail. 30 lb. per yd. Roiling stock: Two engines, 50 freight ears and 2 passenger cars.”
1909 [2]: “Situated near Jaruco. A road pertaining to the Carmen and Loteria sugar mills and running from kilometer 42, Havana and Matanzas line of the U. H. R. R., through Carmen to Loteria. At Loteria the road divides into three branches. One runs to San Antonio, one to Carraballo, and one to a plantation south of Mamey Duro, at which point the road again connects with the U. H. R. R. There is also a short branch running from Carmen to a near-by plantation. Gauge, 30 inches ; weight of rail, 30 pounds ; rolling stock, 2 locomotives, 50 freight cars, and 2 passenger cars.”
1913 [9]: Operating, owned by Cia. Anonima Pedro Fernandez de Castra.
1916 [9]: Operating, owned as previous line.
1917 [35]: Closed and demolished.

NB This mill operated in conjunction with the nearby Central Carmen, hence the joint name on loco tanks.

Gauge 70cm / 2' 3½"

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1905

Ordered via K&P for K&P for Agustin Fuller for Pedro Fernandez de Castro **1 ‘P. F. C.’**,
BLW class 8-14D no. 12. Spec. is in vol. 18 p 269. Gauge 2' 5½"? but not legible on spec. page. mark on tank: ‘CARMEN Y LOTERIA’, R&H stack.
1 ‘P. F. C.’ w/n 13738

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1905 Delivered here new

Ordered via K&P for Pedro F. de Castro for Central Loteria **2 ‘P. F. C.’**
BLW class 8-18D no. 119. Spec. is in vol. 28 p 194. mark on tank: ‘CARMEN Y LOTERIA’, straight stack.
2 ‘P. F. C.’ w/n 27155

Gauge 2' 6"

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1916 Delivered here new

Ordered for Central Loteria (a Nuestra)? **3,**
BLW class 8-18D no. 144. Spec. is in vol. 54 p 60. mark on tank: ‘CENTRAL CARMEN Y LOTERIA’, mark on cab-sides: ‘P. F. C.’ on brass plate. Details to be same as for 8-18D no. 119. Two sandboxes, handrail round top of tender, and roof over tender.
3 w/n 43335 Present 1985. Had become *MinAz* no. **1135**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05890-1.

Standard gauge

18.2.16 Ingenio Majagua, at Gabriel

Background

1909 [2]: “Situated near Gabriel. One and seven-eighths miles of road running from the sugar mill to the Western Railway of Havana. Gauge, standard ; weight of rail, 60 pounds ; rolling stock, 9 cane cars.”
1956 [34]: not listed.

18.2.17 Ingenio Margarita y Teresa, at San Nicolas

Background

1901 [18]: ¾ km. of standard gauge, 60 lb. rail, 1 locos, use cars of United Rlys.

1956 [34]: not listed.

18.2.18 Ingenio Mercedita, at Guines
later Mill 207 Gregorio Arlee Mañalich

Background

Built 1863.
1893: Plantation owned by Enrique Pascual. Location given as Melena del Sur, which is west of Guines.
1901 [18]: 15 miles of 2' 6" gauge, 75 lb. rail, 2 locos and 120 cars.
1907: "A narrow gauge track connecting with main line near Palenque. Weight of rail. 30 list. per yd. Rolling stock: Two locomotives and 120 cars."
1909 [2]: "Situated near Melena. Road runs from the sugar mill to a point near Palenque. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 2 locomotives and 100 cane cars."
191 [9]3: Operating, owned by Enrique Pascal.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Nueva Cia. Azuc. Gomez Mena SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.

Gauge 2' 6"

0-40-0IST d/w ?", cyls. 4½x7½", built by Bagnall in 1880

Ordered via Pascual Bros., Cuba. as **'CLARA'**. Leach 2nd ed. [5] places this engine here at one stage.

?	w/n 285	

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1920, 1923 and 1924

Ordered by Central Senado as no. **16**.
BLW class 10-22E no. 105. Spec. is in vol. 72 p 24. Sold to Central Mercedita.

?	w/n 57791	Became *MinAz* no. **1365**. Still in existence 1995. Under repair 1997.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1900

Ordered by Mosle Bros. for Bernabe Sanchez for Central Senado as no. **7 'GUILLERMO SCHUMANN'**. Sold to Central Mercedita / Gregorio Manalich,
BLW class 10-24½E no. 102. Spec. is in vol. 23 p 154. No mark on tank, R&H stack.

?	w/n 18371	Became *MinAz* no. **1308** at this location. Still in existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1912 **Delivered here new**

Ordered by S. H. Conklin Co. for Central Mercedita LH.
BLW class 10-22E no. 53. Spec. is in vol. 44 p 298. mark on tank: 'CENTRAL MERCEDITA'

4	w/n 38802	Became *MinAz* no. **1306** at this location. Still in existence 1995. In use 1997.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1920

Ordered by Central Manuelita as no. **5**. Sold to Central Macagua. Sold to Central Mercedita.
BLW class 8-22D no. 359. Spec. is in vol. 64 p 53.

?	w/n 53339	Became *MinAz* no. **1338** at this location, or possibly still at Central Manuelita / 416 Catorce de Julio. Still in existence 1995. In use

1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Mercedita LH.

BLW class 10-22E no. 95. Spec. is in vol. 64 p 58. Dup. of 10-22E no. 53, mark on tank: 'CENTRAL MERCEDITA'

2 'ENRIQUE PASCUAL' w/n 53685 Became *MinAz* no. **1307** at this location. Still in existence 1995. In use 1997.

2-6-0 d/w 33", cyls. 12x16", built by VIW in 1916

Ordered via Oscar B. Cintas for Central Josefita as no. **5**. Sold to Central Mercedita / Gregorio Arlee Manalich.

VIW class 7-20.

? w/n 2492 Became *MinAz* no. **1305** at this location. Derelict 1996.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1917

Ordered by Central San Jose on 3' 0" gauge. Became *MinAz* no. **1351** at that location. Transferred to Central Mercedita / 207 Gregorio Arlee Manalich.

BLW class 10-24E no. 193. Spec. is in vol. 54 p 179.

1351 w/n 45070 Rebuilt to 2' 6" gauge 1992. in service 1993. In existence 1995. In use 1997.

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1906

Ordered for Cia. Azuc. de Guines for Central Providencia H **2**, Later to Central Mercedita H.

BLW class 8-20D no. 124. Spec. is in vol. 30 p 129. mark on tank: 'CENTRAL PROVIDENCIA', straight stack.

? w/n 29278 Became *MinAz* no. **1202** at this location, deerelict in 1984, present in 1994.

Additional 2' 6" gauge loco/s reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1898

Ordered for Central Santa Gertrudis **4**,

BLW class 8-18D no. 91, spec. is in vol. 21 p 277.

7? w/n 16290 Became *Minaz* no. **1109** (or possibly **1202**). Derelict 1994 and 1997.

0-6-0ST d/w 30", cyls. 9x14", built by Manning Wardle in 1873

Ordered by the *FC de la Bahía de la Habana* for the Coliseo to Guamacaro branch. **1 'GUAMACARO',** Sold to Central Mercedita, Macena del Sur, La Habana Province, as no. **5**.

5 w/n 440 Derelict 1994. Out of use 1996.
Later became *MinAz* no. **0007** after conversion to diesel power. Loco still exists, after reinstallation of the boiler, and is now in the Havana railway museum.

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by Rogers in 1892

Ordered by Hoadley & Co. for Antonio Galindez for 'Santa Rita de Antonio Galindez', at Central Mercedita.

?	w/n 4647	Became *MinAz* no. **1403** at this location. In use 1997.

0-6-0T d/w 49", cyls. 17x24", built by Baldwin in 1907

Ordered by *FC Unidos* as no. **P14** later **129**, sold to Central Mercedita.
BLW class 6-28D no. 220. Spec. is in vol. 30 p 164.

?	w/n 29986	Became *MinAz* no. **1709** at this location. Dismantled 19993. Still in existence 1995.

2-6-0 ex 0-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1919

Ordered by ("Laurentino Garcia for" crossed out) Central Progreso as **1 'CONSUELO'**. Lehmuth says sold to Central Andorra as no. **3** before being sold to here. Sold to Central Mercedita.
BLW class 8-28D no. 319. Spec. is in vol. 64 p 99. Dup. of 8-28D no. 318. straight stack, mark on tank: 'CE|NTRAL PROGRESO', name on brass plates on cab sides.

?	w/n 52514	Became *MinAz* no. **1402** at this location. Still in existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new?**

Ordered by Central Mercedita (this one or the other one?). Lehmuth says then sold to Central Andorra as no. **5**.
BLW class 10-34E no. 2078. Spec. is in vol. 64 p 60. straight stack, mark on tank: 'CENTRAL MERCEDITA'. Dup. of 10-34E no. 2057.

1	w/n 53147	Sold to Central El Pilar. Became *MinAz* no. **1705** at that location. Still in existence 1995.

0-4-2T d/w 37", cyls. 14x22", built by VIW in 1916 **Delivered here new**

Ordered for O. Cintas for Central Mercedita **1**, Macena del Sur.
VIW class 7-41-A.

1	w/n 2578	Later went to Ingenio Rosario LH. Became *MinAz* no. **1201**. Present in 1994.

0-6-0ST d/w 49", cyls. 17x24", built by Lima in 1912

Ordered by Cuban Central Rlys. as no. **P21**, later became *FC Unidos* no. **131**. Classified as switching 0-6-0 in 1930. Sold to Central Mercedita.
Lehmuth gives d/w as 44".

?	w/n 1465	Became *MinAz* no. **????** at this location.

2-8-0 d/w 37", cyls. 15x20", built by VIW in 1918

Ordered for Central Gomez Mena as no. **3** later **14**.
VIW class 7-44-B.

3	w/n 2792	Later history may well have included exchanges between Central Gomez Nina / 203 Hector Molina Riano and Central Mercedita / 207 Gregorio Arlee Manalich. Became *MinAz* no. **1304** during those stays at one or other of the locations. Present here in 1995.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918

Ordered by Cuba Northern Rly. as no. **33** but not delivered. VIW class 7-54-A1. Sold by VIW in April 1920 to Central Andorra as no. **33**; name changed to Central Lincoln and loco renumbered **12** (or maybe **1**). Later sold/transferred to Central El Pilar / 103 Eduardo Garcia Lavandero. Became *MinAz* no. **1704**. Later transferred to Central

Mercedita / 207 Gregorio Arlee Manalich. NB Connelly's VIW list gives cyls. as 19x24", but Lehmuth's list shows 19x26".

1704 w/n 2893

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 Delivered here new

Ordered for Central Mercedita LH as no. **2**.

VIW class 7-54-A2.

2 w/n 3114 Sold to Central Santa Teresa, SC/LV, as no. **8**. Sold to Central San Isidro, SC/LV. Sold/transferred to Central Fidencia / 412 Juan Pedro Carbo Servia. Became *MinAz* no. **1728** at that location.

0-6-0ST d/w 48", cyls. 17x24", built by Baldwin in 1907

Ordered by United Railways of Havana Ltd. as no. **P14** later **129**? Then to Central Mercedita.

BLW class 6-28D no. 220. Spec. is in vol. 30 p164. Mark on tank: 'FCUH'.

? w/n 29986 Became *MinAz* no. **1709** at this location. In existence 1995.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1898

Ordered via K&P for Central Santa Gertrudis, later to Central Mercedita LH **4,**

BLW class 8-18D no. 91. Spec. is in vol. 21 p 277. name on cab: 'A. G. M.', mark on tank: 'SANTA GERTRUDIS', R&H stack,

4 w/n 16290

0-4-0T d/w 30", cyls. 10x16", built by Baldwin in 1912 Delivered here new

Ordered for S. H. Conkin Co. **A,** Probably for this Mercedita since S. H. Conkin Co. bought other locos for here.

BLW class 4-14C no. 261. Spec. is in vol. 44 p 296. mark on tank: 'CENTRAL MERCEDITA'

? w/n 38604

18.2.19 Ingenio Nombre de Dios, at Güines

Background

1893: Plantation owned by Alberto Ortiz Location given as Guines.
1901 [18]: 2 km. of standard gauge, 75 lb. rail, no locos or cars as uses United Rlys, stock.
1907: "Switch to Palenque and Guines. Standard gauge. Rolling stock: One engine, no cars."
1909 [2]: "Situated near Guines. A switch running from the U. H. R. R. between Palenque and Güines to the sugar mill. Gauge, standard ; rolling stock, 1 locomotive."
1913 [9]: Not listed.
1916 [9]: Operating, owned by Ignacio Pla.
1922 [9]: Operating, owned by Cia. Central Nombre de Dios SA.
Mill closed down sometime between 1924 and 1933.
1956 [34]: not listed.
Eventually downgraded to become a colonia of Central Amistad Mill 201 Amistad con los Pueblos and Central Providencia 210 Osvaldo Sanchez [35].

Standard gauge.

2-6-0 d/w 48", cyls. 16x24", built by Baldwin in 1890

Ordered by Egypt Railway Co. as no. **1**,; sold 1893 to Raleigh & Western RR of Comstock, North Carolina, again as no. **1**. Sold 1908 to Georgia Car & Locomotive as their no. **81**; and on to the Piedmont Railway in Thomasville NC where it was no. **11**. Sold 1910 to the Sanford and Troy RR, then in 1912 to the Raleigh Charleston & Southern RR, in 1914 to the Acme Machine Works were it returned to being numbered **1**; to Southern Iron & Equipment in 1916, their no. **1086**, and finally to the Central Nombre de Dios in 1917 where it carried the number **2**.
BLW class 8-26D no. 97. Spec. is in vol. 16 p 121.
2 or **1**? w/n 11313

4-6-0 d/w 51", cyls. 19x26", built by Schenectady in 1889

Ordered by Colorado Midland RR as no. **43**, sold to Birmingham Rail & Locomotive, and sold on to the Central Nombre de Dios.
3 w/n 2929

2-6-0 d/w 62", cyls. 18x26", built by Richmond in 1893

Ordered by Richmond, Fredericksburg & Potomac RR no. **15³**. Sold 1915 to Georgia & Florida RR as no. **44**, In 1917 went via SI&E no. **1222**, to Central Nombre de Dios.
2 w/n 2369

18.2.20 Ingenio Nuestra Señora del Carmen, at Jaruco



Background

Built 1870.

1893: Plantation owned by Rafael Fernández de Castro. Location given as Jaruco.

1913 [9]: Operating, owned by Pedro Fernandez de Castro.

1916 [9]: Operating, owned by Cia. Anon. Pedro Fernandez de Castro.

1922 [9]: Operating, owned as previous line. Possibly owned by Hershey Corp. by then [4].

1925 [35]: Closed and demolished.

Rail transport possibly provided by nearby Central Loteria [4], 2' 6" gauge.

In modern province of Mayabeque.

Gauge 2' 6"



Obviously not a good photo of loco no. **2** at this mill, but it does confirm that it was here where tenders bore the inscription 'CARMEN Y LOTERIA' presumably because two mills were working together.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1919 Delivered here new

Ordered by Central Nuestra Senora de Carmen.

BLW class 8-18D no. 155. Spec. is in vol. 64 p 83. Dup. of 8-18D no. 144, mark on tank: 'NRA. SRA. DEL CARMEN', mark on cabsides: 'P. F. C.' on brass plate with raised letters. 2' 6" gauge.

4 w/n 52586 Sold to Central Constancia as no. **2**.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1924 **Delivered here new**

Ordered by Central Nuestra Señora del Carmen,

BLW class 8-18D no. 162. Spec. is in vol. 72 p 15. Dup. of 8-18D no. 155, mark on tank: 'NTRA. SRA. DE CARMEN', brass plates on cabsides: **'P. F. C.'**

5 w/n 57797 Later to Central Paraguay, then to Central Santa Lucia / Rafael Freyre. Derelict 1995.



5 'P.F.G.' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09216-1.

18.2.21 Central Nueva Paz, at Nueva Paz

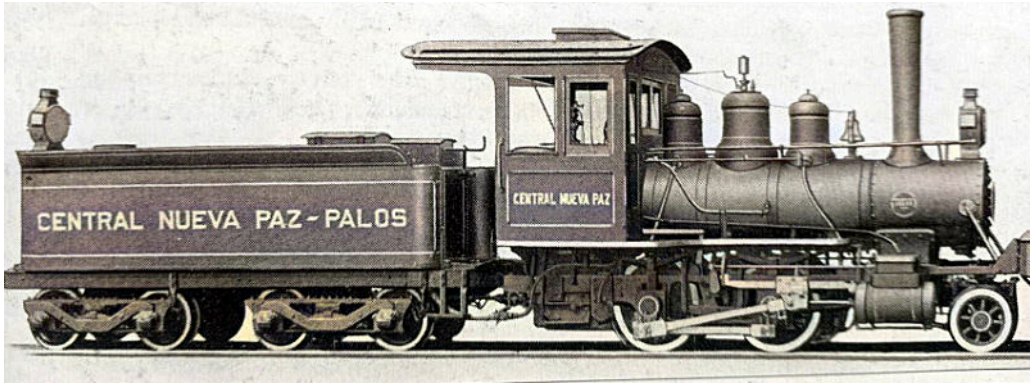
Background

NB Los Palos was a suburb of the town of Nueva Paz.
1901 [18]: 10 km of 2' 6" gauge, 16 lb. rail, 1 loco and 30 cars.
1907: “Eighteen miles. Including switches. Narrow gauge. Weight of rails. 10 lbs. Rolling stock: One 9-ton locomotive and one 12-ton locomotive, 160 cars, 50 box cars, and 100 flat cars.”
1909 [2]: “Situated near Las Vegas. Eighteen miles of road connecting with the U. H. R. R. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 2 locomotives, 60 box cars, and 100 flat cars.”
1913 [9]: Operating, owned by Soc. Anonima Central Nueva Paz.
1916 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Josefita Mill 206 Manuel Isla Perez [35].

Gauge 2' 6"

2-4-0 d/w 33", cyls. 9x16", built by Baldwin in 1912 Delivered here new

Ordered by American Trading Co. for Central Nueva Paz.
BLW class 6-12C no. 7. Spec. is in vol. 44 p 258. mark on cab: ‘CENTRAL NUEVA PAZ’, mark on tank: ‘CENTRAL NUEVA PAZ – PALOS’. outside frames, pilot on back of tender, 2' 6" gauge.
? w/n 38098



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04071.

18.2.22 Central Occidente, at Quivicán
later Mill 208 Pablo Noriega

Background

Built 1916. Possibly known as Central Mi Rosa for a period.
1916 [9]: Operating, owned by Central Occidente SA.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Güira Marrera SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.
Paragraphs from : https://historiacuba.wordpress.com/2016/10/09/central-occidente-centrales-de-cuba/
"*El central Occidente, ubicado en Quivicán, La Habana, era el tercer central más pequeño del país por su reducida capacidad de molienda que apenas ascendía a 80 000 @ diarias, un rendimiento industrial por debajo de la media nacional, 125 caballerías de tierras propias y 850 trabajadores empleados en zafra.*
En 1958 era propiedad de Mercedes Morales Calvo, su presidenta, que lo operaba a través de la «Compañía Azucarera Güiro Marrero SA». El Dr. José Miguel Argote, casado con Irene, la hija de la propietaria, era el administrador. Mercedes Calvo era uno de los seis hijos de Vidal Morales Flores de Apodaca, quien había fundado el central en el año 1917. Vidal, quien fuera senador de la República, y presidente de la Asociación Nacional de Hacendados de Cuba, había construido el central utilizando la torre del antiguo ingenio Mi Rosa.
El central Occidente había sido propiedad conjunta de su fundador con varios familiares y socios y había sido heredado por su viuda María Antonia Calvo Herrera, quien lo vendió a la «Compañía Industrial Agrícola Occidente», cuyo presidente y principal accionista era Saturnino Parajón Amaro, fallecido en 1931. En esa misma época, entre 1925 y 1928, José Manuel Casanova Diviñó había sido su copropietario y vicepresidente.
Sin embargo, como el pago había quedado pendiente desde 1926 debido a las dificultades provocadas por el gran ciclón de es año, el 20 de octubre de 1930, María Antonio Calvo puso juicio de desahucio logrando que se reintegrara a su propiedad el 5 de julio. Durante años fue dirigido por José María Chacón y Carbonell, esposo de Mercedes Morales, quien falleciera a finales de los años 50.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Pablo Noriega.
Central Pablo Noriega en 1981. A la izquierda se puede observar parte de la nace de la fábrica de papel Cuba - 9
Central Pablo Noriega en 1981. A la izquierda se puede observar parte de la nace de la fábrica de papel Cuba – 9
En 1981 se convirtió en uno de los abastecedores se Cuba – 9, una planta semicomercial con capacidad de producción de 34 toneladas de pulpa de papel y otras 14 de pulpa para disolver que utilizaba el bagazo de caña como materia prima. La industria había sido construida gracias a la financiación del Programa de las Naciones Unidas para el desarrollo (PNUD).
Como la mayoría de los centrales de la antigua provincia Habana el Pablo Noriega (antiguo Occidente) fue primero paralizado (en el año 2002) y luego demolido. Hoy sus cañas se muelen en el cercano central Manuel Fajardo (antiguo central Fajardo)."

Standard gauge

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920 Delivered here new

Ordered for Central Occidente as no. **1**.
VIW class 7-51-D.

1	w/n 3130	Sold to Central Boston, O, as no. **111**. Sold to Central Baltony, O. Sold to Central Preston, O. Sold/transferred to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1679** at that location.

Leach 2nd edition says last steam loco, **1679**, transferred away by 1960.

18.2.23 Ingenio Portugalete, at San José de las Lajas later Mill 209 Liberación

Background

Built 1862.

1893: Plantation owned by Manuel Calvo. Location given as San Jose de las Lajas.

1913 [9]: Operating, owned by Manuel Otaduy.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Cia. Proprietario Portugalete SA.

1956 [34]: Actively crushing.

1962 [35]: Closed and then demolished, before new name could be introduced.

In modern province of Mayabeque.

\Paragraphs from : https://historiacuba.wordpress.com/2017/09/06/central-portugalete-san-jose-de-las-lajas-centrales-de-cuba/

"*El central Portugalete, situado en San José de las Lajas, La Habana, era, en 1958, el No. 125 del país por su capacidad de producción que ascendía a 180 000 @ de caña diarias. Contaba con una refinería y una destilería, pero tenía un rendimiento industrial bajo. Empleaba 1 500 trabajadores en zafra y controlaba 208 caballerías de tierra.*

Se fundó en 1862 por Manuel Calvo Aguirre, nacido en Portugalete, Vizcaya, España. Su familia lo mantuvo hasta el año 1904 en que fue comprado por los herederos de Antonio López López, «Marqués de Comillas», apareciendo en Cuba. en algunas ocasiones, bajo el nombre de Manuel Otaduy, representante en la Isla de la «Compañía Trasatlántica Española», propiedad de aquel, y en otras de Claudio López Brú, hijo del «Marqués de Comillas», a quien sustituyó al frente de la naviera.

En 1913 sembraba el central la variedad cristalina sin fertilizantes ni regadío como era costumbre en la época y para su tiro se servía de una red de 3 km de ferrocarril de vía ancha, 3 km de ferrocarril de vía estrecha, 30 fragatas y dos locomotoras.

Su maquinaria se componía en ese entonces de un basculador hidráulico y una desmenuzadora, seguidos por un juego de tres trapiches, seis defecadoras con capacidad de 24 000 galones, dos evaporadores de triple efecto con 11 000 pies de superficie calórica, tres tachos de punto con 515 sacos de capacidad, 15 cristalizadores abiertos con 1 025 sacos de cabida, 16 centrífugas y una batería de calderas con 1 200 caballos, compuesta de seis multitubulares en tres hornos.

A partir de 1930 pasó a R. Benítez y después a sus herederos y Salvador Gómez fue su presidente y administrador general entre 1937 y 1948, y Vicente Domínguez el tesorero.

Había sido operado por la «Compañía Agrícola de Cuatro Caminos SA» que, al fracasar, pasó a ser controlada por dos bancos bajo la razón de «Portugalete Sugar Co.» y más tarde a la propiedad de «Compañía Propietaria del Central Portugalete SA».

El 31 de marzo de 1949 fue comprado por el senador de la República y exministro de Educación de Ramón Grau San Martín, José Manuel Alemán Casharo, quien lo presidió hasta su fallecimiento en marzo de 1950, cuando lo sustituyó José Santeiro Penabad, padre de su viuda Elena Santeiro García quien lo había heredado y luego vendió a la firma norteamericana «M. Golodetz y Compañía», radicada en Nueva York y Londres, que controlaba «West Indian Trading Company» (corredores de azúcar) y «Compañía Atlántica de Almacenes y Transporte SA», ambas establecidas en Cuba y presididas por Domingo Burés Ayala. El presidente era Salvador García Fernández, hombre de confianza de Burés; Armelio del Monte Oms era el vicepresidente y Faustino Leal el secretario.

Desde la zafra de 1955 operaba la «Refinería Fortecha» que había sido trasladada al central desde su antiguo emplazamiento en Puentes Grandes.

Su abastecimiento de cañas era en un 28 % de colonos establecidos en las tierras del central y el resto de colonos en tierras propias o arrendadas, el 62 % de las cuales se tiraba a chuchos del ferrocarril público y el resto por carretas y

camiones. El central sembraba en 1958 las variedades POJ – 2878, POJ – 2691, ML 3/18, Mayagüez 275 y Puerto Rico 263.
Sus activos totales se estimaban en $2 500 000. Según la Comisión Técnica Azucarera en 1951 sus costos eran de $16.30 por cada saco de 375 libras, por debajo de la media del país de $17.87.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo Gobierno de la Isla."

2' 6" gauge

2-6-0 d/w 38", cyls. 13x18", built by VIW in 1905 Delivered here new

Ordered via Manuel Stadey of Havana for Central Portugalete LH.

542? w/n 760 Sold? to Central Portugalete / Elpidio Gomez, SC/LV. NB Does this mean the loco was actually at the other C. Portugalete from new?

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1909 Delivered here new

Ordered for Escarza, Viuda y Hijos for Central Portugalete LH **3 'BABITA',**
BLW class 8-18D no. 126. Spec. is in vol. 39 p 170. Dup. of 8-18D no. 112. mark on tank: 'CENTRAL PORTUGALETE – 1909'

3 'BABITA' w/n 33535



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03078.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1911 Delivered here new

Ordered for Escarza, Viuda y Hijos for Central Portugalete LH,
BLW class 8-18D no. 131. Spec. is in vol. 39 p 170. Dup. of 8-18D no. 126. mark on tank: 'CENTRAL PORTUGALETE – 1911'

4 'DON SOTERO' w/n 36776

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1912 Delivered here new

Ordered for Central Portugalete LH **5,**
BLW class 8-18D no. 136. Spec. is in vol. 44 p 302. mark on tank: 'CENTRAL PORTUGALETE – 1912', Dup. of 8-18D no. 131.

5 w/n 38458

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1917 Delivered here new

Ordered by Central Portugalete LH.
BLW class 10-18E no. 12 . BLW class 10-18E no. 12. Spec. is in vol. 54 p 145. Details to be same as 8-18D no. 136. mark on tank: 'F. C. C. P(?).', front number plate to carry inscription 'CENTRAL PORTUGALETE – 1917'

6 'FELA' w/n 45829

2-6-0 d/w 36", cyls. 14x20", built by Baldwin in 1915

Ordered for Central San Lino **5 'PURA',**
BLW class 10-22E no. 65. Spec. is in vol. 54 p 157. Details similar to 8-16D no. 42, diamond stack, outside frames, mark on tank: 'CENTRAL SAN LINO', later to Central Portugalete LH **7.**
7 w/n 42232

0-6-0T d/w ?", cyls. ??", built by Henschel in 1912 **Delivered here new?**

Ordered for CF Central Porugalete. Leach 2nd ed. [5] places this engine here at one stage.
Merte's Henschel list gives gauge as standard.
2 w/n 11615

2-6-0 d/w ?", cyls. ??", built by Henschel in 1920

Ordered via Kuntze & Jurgens for Cuba (both). Leach 2nd ed. [5] places this engine here at one stage.
Merte's Henschel list gives wheels as 0-4-0T (ie. Bt).
? w/n 18047 or 18048? See mill 605.

18.2.24 Ingenio Providencia, at Güines
later Mill 210 Osvaldo Sanchez

Background

Built 1796.
1893: Plantation owned by Pascual Goicoechea. Location given as Guines.
1901 [18]: 12 km. of 2' 6" gauge, 45 lb. rail, 2 locos and ? cars. Also 5 miles of portable railway with 1 loco and 25 cars.
1907: "Standard gauge, seven kilometers to Palenque. Also narrow gauge. 30 inches. to Cabeza de Roca and Santa Teresa, Calizas, Barranquito. near Melena. Weight of rail on standard gauge track. 40 lb. per yd. Weight of rail on narrow gauge track, 35 lb. Rolling stock: Two standard gauge engines and 41 cars, and 3 narrow gauge engines and eighty-five cane cars for narrow gauge."
1909 [2]: "Situated near Guines. Four and three-eighths miles of road running from the sugar mill to the railroad station at Palenque. Gauge, standard; weight of rail, 45 pounds; rolling stock, 2 locomotives and 41 cane cars. There is also a narrow-gauge line running to Cabeza de Vaca and Santa Teresa, and to Cajayas and Barranquito. Gauge, 30 inches; weight of rails, 35 pounds; rolling stock, 3 locomotives and 85 cane cars."
1913 [9]: Operating, owned by Cia. Azucarera de Guines.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. de Guines SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.
Paragraphs from : https://historiacuba.wordpress.com/2016/05/09/centrales-de-cuba-central-providencia/
"*El central Providencia se fundó en 1800, por lo que era uno de los cuatros más antiguos que aún se mantenían produciendo azúcar en 1958. Se encontraba ubicado en el término municipal de Güines en la provincia La Habana.*
Su primer propietario y fundador fue el ilustre Francisco de Arango y Parreño, I Marqués de la Gratitud, diputado a las Cortes Españolas, Ministro del consejo de Indias y miembro honorario de la Sociedad de Amigos del País, entre otros muchos honores. A él se debe la introducción en gran escala de negros esclavos en Cuba, la supresión del monopolio del tabaco, la libertad de comercio y el fomento de la caña de azúcar como principal actividad económica del país.
Arango y Parreño fomentó, además el ingenio La Ninfa, luego demolido; pero fue el Providencia el que lograron conservar sus herederos hasta la década de 1870 en que pasó a manos de otros propietarios.
En 1902 fue comprado por una firma controlada por la familia Aspuru, que al producirse el triunfo de la Revolución en 1959 todavía lo conservaba. Manuel Aspuru San Pedro, propietario también de los centrales Fajardo y Toledo – ambos en La Habana – aparecía en ese entonces como su dueño, operándolo bajo la razón de Compañía Azucarera de Güines SA.
Era el Providencia un central mediano – el No. 73 entre por su tamaño entre los existentes en el país – pero con un rendimiento industrial bajo de 12.13; empleaba 2600 trabajadores en zafra y poseía 534 caballerías de tierra en el mismo término municipal de Güines.
Tras el triunfo de la Revolución el central fue nacionalizado y renombró como central Osvaldo Sánchez. El central se mantuvo moliendo por casi cuarenta años más hasta 1997 en que detuvo sus maquinarias definitivamente. En 2002 comenzó a ser desmantelado definitivamente y sus activos pasaron a la empresa agropecuaria que se creó como heredera del central."

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1904 Delivered here new

Ordered by Cia. Azuc. de Guines for Central Providencia **1.**
BLW class 8-16D no. 55. Spec. is in vol. 27 p 156. mark on tank: 'CENTRAL PROVIDENCIA', R&H stack. Note duplication of the number **1** across two gauges.

1, or **4**?	w/n 24846	Sold to *FC de Atlamaxac* in Maxico as no. **1**. Sold to *FC Mexicano* in 1909 as no. **4**.

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1906 Delivered here new

Ordered for Cia. Azuc. de Guines for Central Providencia H **2**,
BLW class 8-20D no. 124. Spec. is in vol. 30 p 129. mark on tank: 'CENTRAL PROVIDENCIA', straight stack.

2	w/n 29278	Sold to *FC de Atlamaxac* in Mexico as no. **2**. Later in the *FC Mexicano* fleet. On the other hand Lehmuth thinks it went to Central Mercedita LH.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01941-1.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919

Ordered by Central Guira as no. **4**, Sold to Cia. Azuc. de Guines for Central Providencia **4**.
BLW class 10-22E no. 88. Spec. is in vol. 64 p 22. mark on tank: 'CENTRAL GUIRA'.

4?	w/n 52574	Became *MinAz* no. **1310** at this location. In existence 1995. In use 1997.

2-6-0 d/w 38", cyls. 12x16", built by Baldwin in 1916 Delivered here new

Ordered by Central Providencia **5**.
BLW class 8-18D no. 143. Spec. is in vol. 54 p 58. mark on tank: 'CENTRAL PROVIDENCIA',

5	w/n 43122	

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1920 Delivered here new

Ordered by Central Providencia.
BLW class 10-18E no. BLW class 10-18E no. 16 . Spec. is in vol. 64 p 101. outside frames, mark on tank: 'CENTRAL PROVIDENCIA',

6	w/n 53402	Became *MinAz* no. **1110** at this location. In existence 1995. Out of service 1997.

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

2 or possibly **4** or **5**	w/n ?	May have become **1111**. Derelict 1981, later scrapped?

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1912

Ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Senado (or maybe Central Santa Lucia?) as no. **9 'ALVARADO SANCHEZ'**. Later sold to Central Providencía.

Gauge 2' 6". BLW class 10-22E no. 52. Spec. is in vol. 44 p 252.

? w/n 37822 Became *MinAz* no. **1364** at this location. In existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919

Ordered by Central San Isidro as no. **10**.

BLW class 10-22E no. 79. Spec. is in vol. 64 p 139. Sold to *Cia. Azuc. de Guines* at Central Providencia, as their no. **10**. 2' 6" gauge.

10 w/n 52262 Became *MinAz* no. **1347** at this location. In existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1920

Ordered for Central Andorra **5**,

BLW class 10-20E no. 24. Spec. is in vol. 63 p 358. Dup. of 10-20E no. 22. outside frames, mark on tank: 'CENTRAL ANDORRA'. Later to Central Providencia **8**,

8 w/n 53812 Became MinAz no. **1203**. Present in 1981, but gone by 1985.

Additional 2' 6" gauge locos reported at this location by visitors in recent years

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

Ordered for ?

2 w/n ? Became *MinAz* no. **1111**? Derelict 1981, later scrapped?

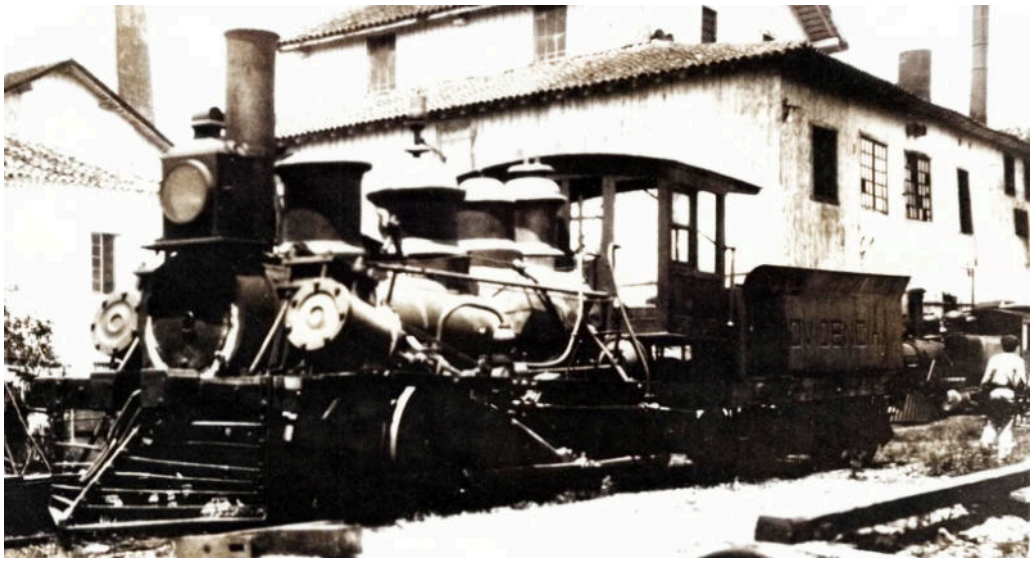
2-8-0 d/w ?, cyls. ?, built by ALCo in ?

Ordered for ? Latterly carried plates from **1404** at Central 105.

Could be ALCo 45558 or 48936.

? w/n ? Became MinAz no. **1309**. Out of use 1994. In use 1997.

Standard gauge



A Baldwin flexible beam 0-8-0 seen here in 1904.

2-6-2T d/w 44", cyls. 15x22", built by Baldwin in 1904 Delivered here new

Ordered by Cia. Azuc. de Guines for Central Providencia **1**.
BLW class 10-24¼D no. 47. Spec. is in vol. 27 p 157. mark on tank: 'CENTRAL PROVIDENCIA', straight stack.
1 w/n 24839 Sold to Central Rosario / 211Ruben Martinez Villena. Became *MinAz* no. **1411** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01940.

2-6-0 d/w ?", cyls. 19x24", built by Porter in 1916

Ordered via Wonham Sugar & Bates for M. Tillman & Co. for Central Toledo. Sold to Central Providencia / Osvaldo Sanchez.
3 w/n 5747 Became *MinAz* no. **1712?** at this location.

2-6-0 d/w 50", cyls. 20x24", built by VIW in 1913

Ordered via Ernst Weiner for Central Socorro as no. **6 'DON PEDRO'**. Sold to Central Conchita, M, as no. **89**. Sold to Central Progreso, M, as Cuban Cane Co. no. **89**. Moved to Central Providencia / 210 Osvaldo Sanchez.
VIW class 7-55.
89 w/n 2080 Became *MinAz* no. **1609** at this location. Out of use 1997.

2-4-4T d/w 40", cyls. 13x22", built by Rogers in 1894 and 1895

Ordered by *FC Unidos* as **3 'PROVIDENCIA'**. Sold to Central Providencia.
Carried BLW XO 3397 plates from 1919.
? w/n 5009 Became *MinAz* no. **1204** at this location. Present 1994.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1912 **Delivered here new**

Ordered via Czarnikow Rionda for Central Providencia **10** or **310**?
? w/n 52036 Became *MinAz* no. **1507** at this location. In use 1994. In use 1997.

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Baguanos **5**, later to Central Toledo, then to Central Providencia,
BLW class 8-30D no. 709. Spec. is in vol. 63 p 372. Dup. of 8-30D no. 686, mark on tank: 'CENTRAL BA-GUANOS',
? w/n 52789 Later to Central Australia

2-4-2ST d/w ?", cyls. ??", built by Baldwin in 1923

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .
7 w/n EO787

Additional standard gauge loco reported at this location by visitors in recent years

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for West Indies Sugar Finance Co. for Central Cupey O as no. **3**, then to Central Alto Cedro, BLW class 10-30E no. 172. Spec. is in vol. 63 p 374. straight stack, mark on tank: 'COMPAÑÍA AZUCARERA "EDEN"', lettering to be same as 8-30D no. 725 which was for Central Carmita.

1681 w/n 53884 Under repair 1997, having come from mill 621?

18.2.25 Ingenio Quijano, at Marianao

Background

1907: “No railway.”

1913 [9]: Operating, owned by Manuel Tobias.

1956 [34]: Not listed.

18.2.26 Ingenio Rosario, at Aguacate
later Mill 211 Ruben Martinez Villena

Background

Built 1851.

1893: Plantation owned by Guillermo y Pedro Morales. Location given as Aguacate.

1901 [18]: 12 km. of standard gauge, 60 lb. rail, 1 loco and 44 cars.

1909 [2]: "Situated near Aguacate. Fifteen and five-eighths miles of road. A branch running to Via Cruces and Juquete connects with the U. H. R. R. at kilometer 60. Gauge, standard ; weight of rail, 62 pounds; rolling stock, 2 locomotives and 64 cane cars."

1913 [9]: Operating, owned by R. Pelayo.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Rosario Sugar Co.

1943 [32]: Operating, owned by Rosario Sugar Co.

1956 [34]: Actively crushing.

In modern province of Mayabeque.

Paragraphs from : https://historiacuba.wordpress.com/2016/05/27/central-rosario-centrales-de-cuba/

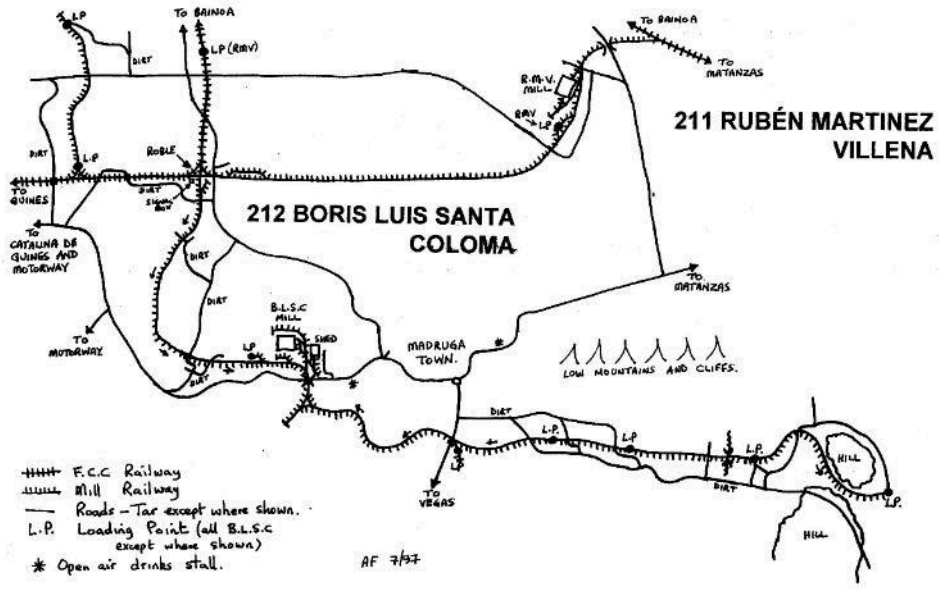
"*El central Rosario se fundó en 1851 por el español Pedro Morales Armenteros en Aguacate, La Habana; pasando luego, a finales de siglo, a ser controlado por Ramón Pelayo Torriente, millonario banquero español que había sido dueño del demolido central Averhoff y que ya en el siglo XX sería honrado con los títulos de Marqués de Valdecilla, y Grande de España.*

En la década de 1910 el central pasó a ser propiedad de la firma norteamericana The Rosario Sugar Company que se en 1930 lo vendió a The Hershey Industrial School que a su vez lo vendió en 1946 a Azucarera Atlántica del Golfo SA junto a sus otros dos centrales el Hershey y el San Antonio. Finalmente, en 1958, fue adquirido por su último propietario en la República, el millonario cubano Julio Lobo Olavarría.

Era operado el central en 1958 por la Rosario Sugar Company, bajo el control de Lobo; tenía una capacidad de molienda de 200 000 @ diarias que lo convertían en el No. 109 en capacidad entre los existentes en el país, empleaba 1750 trabajadores en zafra y poseía 582 caballerías de tierra propia. Se trataba de una empresa rentable que en 1958 generó utilidades por valor de 181 000 pesos, no obstante su rendimiento industrial era bajo en comparación con la media del país.

Tras el triunfo de la Revolución cubana de 1959 el central fue nacionalizado y se renombró como Rubén Martínez Villena.

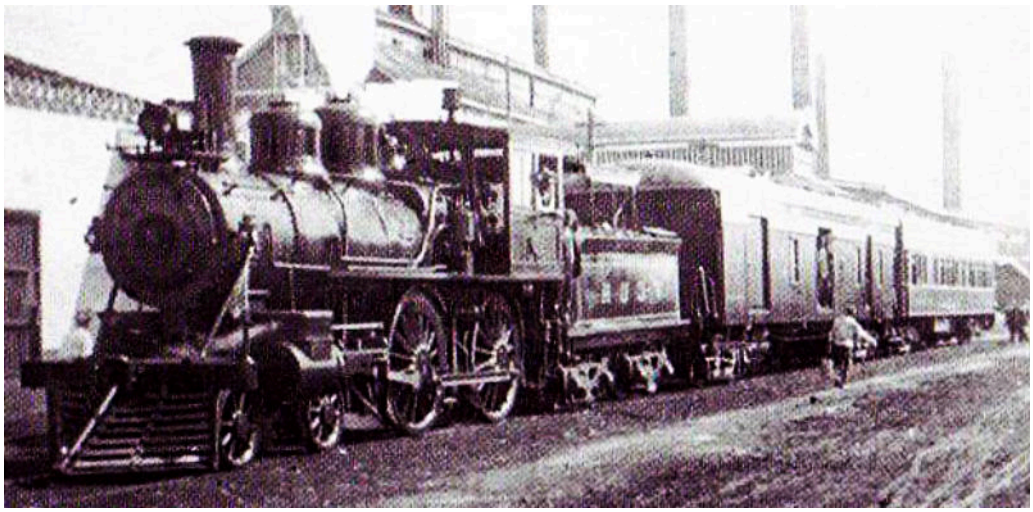
El central se mantuvo moliendo por cuarenta años, hasta que por la crisis de la industria azucarera en el país el gobierno cubano decidió pararlo y posteriormente demolerlo."



Standard gauge.



This undated photo would appear to show a 2-6-4T bearing the number **1** at one or other of the Centrales Rosario.



Whilst this photo was also captioned as having been taken at Central Rosario, and the background confirms that it was indeed taken at a sugar mill, the identity of the loco, and whether it was in the mill fleet or that of a mainline company, is as as yet uncertain.

0-4-2T? d/w 35", cyls. 10x16", built by Baldwin in 1878

Ordered by F. F. Ibanez (possibly but not certain for Central San Cristobal) as no. **1**. Sold to Central Rosario. Lehmuth says went to Central San Isidro / Ruben Martines Villena. NB spec. page confirms this was built to standard gauge, not 2' 6" as Lehmuth suggests.
BLW class 6-14 1/3C no. 2. Dup. of 6-14 1/3C no. 1. Spec. is in vol. 9 p 48 mark on tank: 'FRANco. F. IBAÑEZ FABRICA DE ABONOS'. Diamond stack.

4	w/n 4502	Became *MinAz* no. **1112**. Still existed 1995 and 1997.

2-8-0 d/w 42(or 44?)", cyls. 18x22(or 24?)", built by Baldwin in 1920

Ordered by Central Violeta as no. **5**. Sold to Central Rosario / 211 Ruben Martinez Villena. as no. **11**.
BLW class 10-30E no. 164. Spec. is in vol. 64 p 211. Dup. of 10-30E no. 144, mark on tank: 'CENTRAL VIOLETA', centre line of boiler to be 6" higher than on 10-30E no. 137 built for Central Moron,

11	w/n 54051	Became *MinAz* no. **1605** at this location. In existence 1995. Under repair 1997.

2-4-0 d/w ?", cyls. ?x?", built by Henschel in 1912 **Delivered here new**

Ordered by Schwab and Thilmann for Central Rosario.

?	w/n 11677	Became *MinAz* no. **1207** at this location. Present 1994. In use 1997

2-8-0 d/w ?", cyls. ??", built by VIW in 1920

Ordered for Cuba Northern RR as nos. **42-44**. Not delivered. First two went to Hershey Sugar for Central Rosario. Third one was to have gone to Hershey Sugar but not delivered, went to Central Florida as no. **6**, then to Central Toledo as no. **10**, latterly became Minaz **1710** at Central Costa Rica. Leach 2nd ed. [5] places all these engines here at one stage.

?	w/n 3000
?	w/n 3001
?	w/n 3002

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered via Jose Lezama for Central Limones **16**. Not delivered. Diverted by VIW to Hershey as no. **10**. Sold to Central Rosario as no. **8**. (Might have been the other Rosario in Matanzas).
VIW class 7-54-A2.

8	w/n 3094	Given new VIW boiler in 1925. Sold to central Florida as no. **6**. Eventually did go to Central Limones as no. **16**. Sold to Central Baragua / 504 Ecuador. Became *MinAz* no. **1903** at that location.

2-6-0 d/w 54", cyls. 19x24", built by ALCo in 1910

Ordered via Czarnikow Rionda, possibly for Central Amistad, with no. **3**. Later working there with no. **33**. Later working at Central Rosario / 211 Ruben Martinez Villena.

?	w/n 49086	Became *MinAz* no. **1509**. Later returned to Central Amistad / 201 Amistad con los Pueblos.

2-8-0 d/w 50", cyls. 18x24", built by VIW in 1920

Ordered for Central San Cristobal as no. **1³**. Sold/transferred to Central Rosario / 211 Ruben Martinez Villena.
VIW class 7-51-D.

1³	w/n 3090	Became *MinAz* no. **1502** at this location. In use 1997.

2-6-0 ex-0-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1917

Six ordered by John Marsch contractor, but only two delivered to him. Others sold elsewhere including two to *FC Norte*. This one sold to Cuba Cane Sugar **55**, rebuilt as 2-6-0 for Central Mercedes M **100.**
BLW class 6-26D no. 111. Spec. is in vol. 53 p 3.

?	w/n 44919	Became *MinAz* no. **1411** at this location. In existence 1995, and in use 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Dos Hermanos as no. **1**. Standard gauge. Some sources say went to *FC de Tunas* **62**/Central Manatí **62**, and then to Central Amistad. Sold to Central Rosario / 211 Ruben Martinez Villena.
BLW class 10-30E no. 178. Spec. is in vol. 64 p 353.

1	w/n 54229	Became *MinAz* no. **1602** at this location. In existence 1995. Out of use 1997.

2-6-2T d/w 44", cyls. 15x22", built by Baldwin in 1904

Ordered by Cia. Azuc. de Guines for Central Providencia as no. **1**. Sold to Central Rosario / Ruben Martinez Villena.
BLW class 10-24¼D no. 47. Spec. is in vol. 27 p 157. mark on tank: 'CENTRAL PROVIDENCIA', straight stack.

?	w/n 24839	Became *MinAz* no. **1311** at this location, and recorded as such by Leach. In existence 1995 and in use 1997. Lehmuth says *MinAz* no. was **1411**., but AHW [38] says was **1311**.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1906

Ordered by Cuban Central Railways Ltd. as no. **104**. became United Rlys. of Havana **600.** Sold to Central Rosario / 211 Ruben Martinez Villena as **36**.
Numbers **104-105** were BLW class 10-30E nos. 100-101 with spec. in vol. 30 p148. Clerestory roofed cab. Mark on tank: 'F.C.C.'.

36	w/n 29616	Built 1906. Became *MinAz* no. **1508** at this location. In existence 1995 but with non-original boiler. DErelict 19997.

Additional loco/s reported at this location by visitors in recent years

0-4-2T ex 0-4-0ST d/w 37", cyls. 14x22", built by VIW in 1916

Ordered by O. B. Cintas, possibly for Central Mercedita LH.
VIW class 7-41-A.

?	w/n 2578	Became *MinAz* no. **1201**. Present in 1994, but dismantled by 1997.

0-4-0T d/w ?, cyls. ? :, built by Henschel in 1920

Ordered for ?

?	w/n 18044	Became *MinAz* no. **1206**. Out of use 1994 and 1997.

2-8-0 d/w ?", cyls. ??", built by VIW in 1919

Ordered via ?

1702	w/n 2999	Under repair 1997.

18.2.27 Ingenio San Agustin, at Bejucal

Background

1893: Plantation owned by Mariano de la Torre. Location given as Quivican.
1901 [18]: 9 km. of standard gauge, 30 lb. rail. 1 loco, 2 cars.
1907: "Switch 9 kilometers to station of Quivican on the United Rys. of Havana. Gauge. standard. Weight of rails. 60 lbs. Rolling stock: One locomotive and 8 cars."
1909 [2]: "Situated near Quivican. A switch, 5 miles long, running from the station of Quivican to the sugar mill. Gauge, standard; weight of rail, 60 pounds; rolling stock, 1 locomotive and 8 cane cars."
1913 [9]: Operating, owned by Central San Agustin Sugar Co.
1916 [9]: Operating, owned as previous line.
1956 [34]: Not listed.

Standard gauge

2-6-2T d/w 44", cyls. 15x22", built by Baldwin in 1908 Delivered here new

Ordered by Galban & Co. for Central San Agustin as no. **4** (?).
BLW class 10-24¼D no. 69. Spec. is in vol. 32 p 302. mark on tank: 'CENTRAL SAN AGUSTIN', no road number.
4? w/n 32990

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1916 Delivered here new

Ordered by Galban & Co. for Central San Agustin as no. **2**.
BLW class 10-28E no. 106. Spec. is in vol. 54 p 189. mark on tank: 'CENTRAL SAN AGUSTIN', NB spec. page implies was for the Central San Agustin at Quivican in LH province, probably this one.
2 w/n 43684 Sold to Central Toledo **9**. On that road in 1919.

18.2.28 Ingenio San Antonio, at Madrugas
later Mill 212 Boris Luis Santa Coloma

Background

1893: Plantation owned by Fernando Perez.. Location given as San Nicolas.
Built 1921 (?)
1907: "Switch to Madrugas station, United Rys. of Havana, 2 kilometers. Standard gauge. Weight of rails, 60 lbs. No rolling stock."
1909 [2]: "Situated near Madruga. A switch one mile long, running from the U. H. R. R. at Madruga to the sugar mill. Gauge, standard; weight of rail, GO pounds; no rolling stock."
1913 [9]: Operating, owned by Cia. Azucarera Gomez Mena.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Gomez Mena SA.
1956 [34]: Actively crushing.
In modern province of Mayabeque.
Paragraphs from : https://historiacuba.wordpress.com/2016/10/08/central-san-antonio-centrales-de-cuba/
"*El central San Antonio, ubicado en Aguacate, La Habana, era el número 68 del país por su capacidad de molienda ascendente a 267 000 @ de caña diarias, un rendimiento industrial en la media del país, 383 caballerías de tierras propias y 2610 trabajadores en zafra.*
Existe contradicción sobre el año de su fundación que algunos sitúan en 1860 y otros en 1880. Según los primeros en los años 60 del siglo XIX era propiedad conjunta de Rafaela O´Farrill, Matilde Chappotín y Bonifacio de la Cuesta, hasta 1862 en que Ricardo O´Farrill le compró a Matilde Concepción la cuarta parte, manteniéndose, entonces, hasta 1895 en poder de los O´Farrill. Así, en 1874 era propiedad de Juan Espinosa y Ricardo O´Farrill, en 1883 de José Ricardo O´Farrill. En 1890 los hermanos O´Farrill lo hipotecaron pasando en 1895 a ser propiedad de «J. Fernández y Cía» y Ricardo Corso.
En 1915 el central pertenecía al acaudalado Pedro Gómez Mena – banquero, hermano de Andrés y padre de Manuel Gómez Waddington, propietario del central Vitoria – quien, por ese entonces poseía, además, los centrales Gómez Mena y Amistad.
Según el «Portafolio Azucarero» editado en ese año, el central San Antonio, controlaba ese año 35 caballerías de cañas de la administración, 225 sembradas por colonos del ingenio y 30 de tierras cansadas y potreros. Sembraba las variedades cristalina, morada, colorada y blanca y no empleaba ni fertilizantes ni regadío. El San Antonio disponía en 1915 de 30 km de líneas de ferrocarril de vía ancha y se servía de cuatro locomotoras y 72 jaulas para caña. Durante la zafra de 1915 molió 125 000 @ de caña diarias (con el tiempo duplicaría esa capacidad). Dispuso en es momento de un basculador hidráulico y una desmenuzadora, seguidos de un juego de cuatro trapiches, seis defecadoras de 36 000 galones de capacidad, 2 triple efectos y un Pauly con 19 000 pies de superficie calórica, 4 tachos de punto con 2 200 pies de superficie calórica, 19 cristalizadores abiertos con 4 750 sacos de cabida, 34 centrífugas escocesas; una batería de calderas con 2 400 caballos de fuerza, compuesta de 16 multitubulares de ocho hornos, sistema Nacional. Contaba, además, con un laboratorio.
En la zafra de 1913 el central San Antonio fabricó 158 470 sacos de azúcar de 325 libras. Su rendimiento industrial ese año fue de 11.44, un poco inferior al logrado en la siguiente molienda en que se elevó a 11.88. En esa zafra de 1914 – 1915, el central produjo, sin embargo, menos azúcar, pues el total de sacos de 325 libras sólo alcanzó 142 072.
Posteriormente fue comprado por «The Herhsey Industrial School» la cual el 5 de marzo de 1946 lo vendería, junto con los centrales Hershey y Rosario, a la «Azucarera Atlántica del Golfo» que, a su vez, lo vendería a finales de 1957 al magnate azucarero Julio Lobo Olavarría. El acuerdo de venta estableció cuatro pagos de Lobo, tres de los cuales

vencieron después de 1959 y le ocasionaron serios problemas tras la nacionalización de sus centrales, pues se vio obligado a liquidarlos en parte.
Tras el triunfo de la Revolución de 1959 el central fue nacionalizado por el nuevo gobierno de Cuba que lo renombró como central Boris Luis Santa Coloma.
En la actualidad es uno de los pocos centrales azucareros de la antigua provincia Habana que aún se mantiene moliendo."

2' 6" gauge

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1920

Ordered by Central San Antonio PdR, but .
BLW class 8-16D no. 81. Spec. is in vol. 64 p 116. 4-wheeled tender, mark on tank: 'C. SN. ANTONIO' 2' 6" gauge.
3 w/n 53728 later to Central Constancia LV **2**

2-8-0 d/w 37", cyls. 13x18", built by Baldwin in 1925 **Delivered here new**

Ordered by Central San Antonio LH.
BLW class 10-20E no. 30. Spec. is in vol. 78 p 46. mark on tank: 'CENTRAL SAN ANTONIO' 2' 6" gauge.
4 w/n 58791 Sold to Central Resulta as no. **4**. Sold to Central Dos Rosas as no. **9**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09655.

Gauge 3' 0"?

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered for Czarnikow Rionda for Cuba Cane Sugar Co for Central El Lugareño **1**, gauge 3' 0".
BLW class 8-18D no. 148. Spec. is in vol. 54 p 64. mark on tank: 'CENTRAL EL LUGAREÑO' and on line beneath: 'C. C. S. C.' R&H stack,
? w/n 44345 later to Central Alava **7**,

Standard gauge.

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1920

Ordered by Warner Sugar Refining Ltd. for Central Gomez Mena **6**. Sold to Central San Antonio, may have been no. **5** or **7**. Lehmuth says went to Central Amistad as no. **5** before going on to Central San Antonio LH **5**.
BLW class 8-32D no. 802. Spec. is in vol. 64 p 20. mark on tank: 'CENTRAL GOMEZ MENA, CUBA'.
5 or possibly **7** w/n 53822 Became *MinAz* no. **1604** at this location. In existence 1995. Out of use 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918

Ordered by Cuba Northern Rly as no. **34** but not delivered. Sold by VIW in June 1920 to Central Poleo Marianao as no. **?.** Sold to Central Toledo as no. **8**. Became *MinAz* no. **1806** at that location? Transferred to Central San Antonio / 212 Boris Luis Santa Coloma.

VIW class 7-54-A1.

1806 w/n 2898 In use 1997.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1907

Ordered via Czarnikow McDougall as no. **2**. Gauge standard. Later worked at Central San Antonio / 212 Boris Luis Santa Coloma, and may even have been ordered for that location.

? w/n 44702 Became *MinAz* no. **1510** at this location. In use 1994 and 1997.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1907

Ordered via Czarnikow Rionda as no. **4** for unknown customer. Gauge standard. Later worked at Central San Antonio / 212 Boris Luis Santa Coloma, and may even have been ordered for that location.

? w/n 52035 Became *MinAz* no. **1511** at this location. Present 1994. Out of use 1997.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1917

Ordered for Pedro Gomez, wherever that was, as no. **5**. AHW [38] says was built for this mill. Gauge standard. Later worked at Central San Antonio / 212 Boris Luis Santa Coloma, as no. **5**, and may even have been ordered for that location.

? w/n 56995 Became *MinAz* no. **1512** at this location. In existence 1995. Derelict 1997.

2-8-0 d/w 50", cyls. 19x26", built by ALCo in 1920 **Delivered here new**

Ordered via Manuel Gomez Mena for Central San Antonio, as no. **1**.

1 w/n 62099 Became *MinAz* no. **1711** at this location. In use 1994 and 1997.

2-6-0 d/w 48", cyls. 18x24"", built by VIW in 1921 **Delivered here new**

Ordered via Oscar B Cintas for Central San Antonio LH **6 'GOMEZ MENA'**.

VIW class 7-51-E.

6 w/n 3143 Became *MinAz* no. **1606** at this location. In use 1994 and 1997.

Additional loco/s reported at this location by visitors in recent years

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Progreso M as no. **2 'ANGELINA'**.

BLW class 10-34E no. 2085. Spec. is in vol. 64 p 157. straight stack, mark on tank: 'CENTRAL PROGRESO', name to be on cast brass plates on cabsides.

1701 w/n 53802 In use 1997.

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

Ordered via ? Arrived from mill 621 in Feb. 1997.

1756 w/n ? Out of use 1997.

18.2.29 Ingenio San Isidro, at Güines

Background

1907: “A short track about 500 feet from cane fields to mill. Gauge, 4 feet 8 inches. Weight of rall, 50 lbs. No rolling stock.”

1956 [34]: Not listed.

18.2.30 Ingenio San José, at Güines

Background

1893: Plantation owned by Carolina Lacoste. Location given as Melena del Sur.
1907: “Narrow gauge road. 6 kilometers, connects mill with La Luisa- 11 kilometers in all, and connects with main line of the United Rys. at Melena del Sur. Gauge, 30 inches. Weight of rails, 30 lbs. per yd. Rolling stock: Three locomotives and three cars.”
1909 [2]: “Situated near Melena. A standard-gauge switch running from the station at Melena to the sugar mill and a narrow-gauge line, 3¾ miles long, running from the sugar mill to La Luisa. This line connects with the narrow-gauge railroad running through Melena del Sur. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 1 locomotive and 33 cars.”
1913 [9]: Operating, owned by Enrique Pascual.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Mercedita Mill 207 Gregorio Arlee Manalich [35].

Gauge 2' 6"

Standard gauge

18.2.31 Ingenio San Nicolás del Alcorta, at Recreo

Background

1909 [2]: “Situated near Recreo. Three-quarters of a mile of standard-gauge track running from the sugar mill to the railroad between Recreo and Colon. No rolling stock.”
1956 [34]: Not listed.

Standard gauge

18.2.32 Central San Ramón, at Guanajay

Background

1907: “Nine miles, owned by the Cuban Industrial and Mineral Co.; extends from San Juan Baustista through Central San Ramon to Mariel. The branch line, 2 kilometers to "finca," "Mendiva." Gauge, 36 inches. Weight of ralls. 35 lbs. to the yd. Rolling stock: Two locomotives and 50 flat cars for carrying sugar and asphalt. The rolling stock belongs to the company; the owner of mill owns 25 extra cars.”
1913 [9]: not listed.
1956 [34]: Not listed.

NB neither of the other Centrales San Ramón used 3' 0" gauge.

Gauge 3' 0"

4-4-0 d/w 42", cyls. 12x16", built by Baldwin in 1877

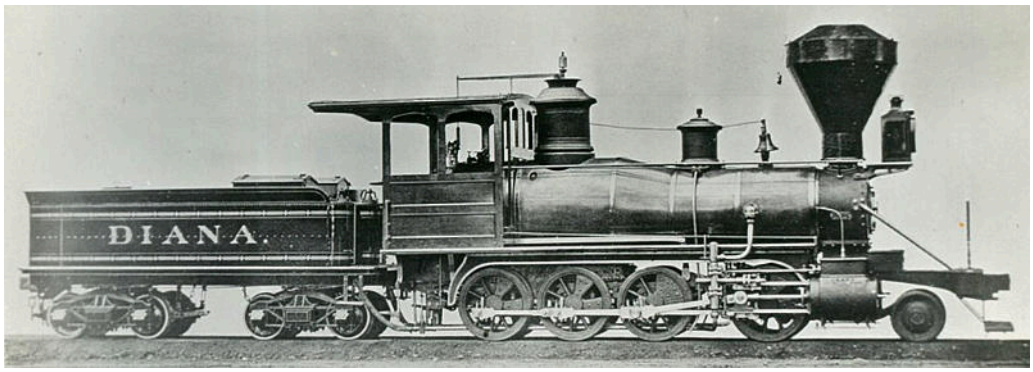
Ordered for Indianapolis, Delphi & Chicago RR as no. **4** or possibly **5 ‘ROWLAND HUGHES’**, then to Yoeman-Hagler Co #4 “A M McCOY”, sold to Hoosac Tunnel & Wilmington RR as no. **4 ‘MONROE BRIDGE’**. Sold 1886 to San Ramon sugar plantation (not necessarily this one, but gauge and date is right).
BLW class 8-16C no. 23?, spec. in vol. 8 p216?

?	w/n 4201	

2-8-0 d/w 36", cyls. 15x20", built by Grant in 1881 and 1882 **Delivered here new**

Ordered by Central San Ramón (presumably this one as was built for 3' 0" gauge).

‘DIANA.’	w/n ?	Sold 1929 to Central Santa Lucia.



The Grant 2-8-0 **‘DIANA’**, built in 1881. The photo, from the Thomas Norell Collection at the Smithsonian Institution, was very kindly supplied by Robert Dubits.

2-8-0 d/w ?", cyls. ?", built by Grant in 1882

Ordered for Toledo, Cincinnati & Saint Louis RR as no. **65** and **66**. Sold to Dayton & Ironton RR, then to Hoosac Tunnel & Wilmington as no. **9 ‘MOUNTAIN MILLS’**, and as no. **10 ‘WILMINGTON’.**

?	w/n [1537]	Eventually sold to San Ramón Sugar.
?	w/n [1539]	Eventually sold to San Ramón Sugar.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1904

Ordered via Sussdorf Zaldo & Co. as no. **1**. 3' 0" gauge. (This is the only one of the three C. San Ramon's to use 3' 0" gauge.)
BLW class 8-16D no. 53. Spec. is in vol. 26 p 262. R&H stack, mark on tank and cab: ‘SAN RAMON’, 4-wheeled tender.

1 'SAN RAMON' w/n 23709

18.2.33 Ingenio Santa Rita, at Madruga

Background

1893: Plantation owned by Antonio Galindez. Location given as Madruga.
1901 [18]: 3½ km. of standard gauge, 22 lb. rail, 2 locos, 21 cars.
1907: "A switch 2 kilometers to Sabana Roble, and connecting with the United Rys. of Havana. Standard gauge. Weight of rails, 60 lbs. Rolling stock: Two locomotives and 21 cars."
1909 [2]: "Situated near Sabana Robles. Switch running from the railroad at Sabana Robles to the mill. Gauge, standard; weight of rail, 60 pounds ; rolling stock, 2 locomotives and 21 cane cars."
1913 [9]: not listed.
1956 [34]: Not listed.

Standard gauge.

Central Teresa or Gomez Mena, at Nueva Paz later Mill 203 Hector Molina Riano

See Central Gomez Mena in sub-section 18.2.7

18.2.34 Ingenio Tivo-Tivo, at Tivo-Tivo

Background

1893: Plantation owned by Sebastian Ulacia. Location given as Campo Florido.

1901 [18]: 1 km of 1.5m track, 15lb. rail, no locos, no cars.

1956 [34]: Not listed.

18.2.35 Central Toledo, at Marianao
later Mill 213 Manuel Martínez Prieto

Background

Built 1738, rebuilt 1927.
1901 [18]: 10 km. of standard gauge, 30 lb. and 60 lb. rails, 1 loco and 40 cars.
1907: "Railway runs from Almendarres on the United Rys. of Havana. and two small tracks connect with other parts of the plantation. Standard gauge. Weight of rail. 60 lbs. Rolling stock: Two engines and a number of cars."
1909 [2]: "Situated near Marianao. Seven and one-half miles of road, connecting with the Guanajay line of the Havana Central Railroad and with the Insular Railway (part of the Havana Electric Railway). Gauge, standard; weight of rail, 60 pounds; rolling stock, 2 locomotives and a few cane cars."
1913 [9]: Operating, owned by Cia. Azucarera Central Toledo.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Toledo SA.
1956 [34]: Actively crushing.
In modern province of El Ciudad de la Habana.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/20/central-toledo-centrales-de-cuba/
"*El central Toledo, ubicado en el barrio de Los Quemados, en Marianao, en La Habana, era el más antiguo de los centrales conocidos en Cuba pues su fundación databa del siglo XVII. Era el 23er central del país por su capacidad de producción que ascendía a 450 000 @ de caña diarias, pero con un bajo rendimiento industrial. Empleaba a 4 200 trabajadores en zafra y poseía la 6ta refinería más grande de Cuba; además, controlaba 1 102 caballerías de tierra. Existe constancia de la existencia en el lugar de un ingenio desde el el 2 de diciembre de 1675 con el nombre de San Andrés, fundado por Diego Franco de Castro, director del coro eclesiástico. En 1762, Juana de Sotolongo compró la finca y fundo en ella el ingenio Nuestra Señora del Carmen que 1783 aparecía bajo la propiedad de Gabriel González de Álamo, cuyos descendientes lo mantuvieron hasta el siglo XIX.*
En 1850 el conde de Santovenia lo vendió a Marcelino del Allo y en 1858 pasó a la copropiedad de Francisco Durañona, José Pascual de Goicochea Belerdi y Antonio Tuero hasta 1865 en que se disolvió la sociedad y pasó a ser propiedad única del primero. Algunos autores señalan que fue el 23 de marzo de 1856 cuando el central pasó a la propiedad de Durañona, quien lo bautizó como Toledo, sitio de su nacimiento.
Como sus tres hijas se casaron con tres de los cinco hermanos Goicochea Peiret, propietarios de los ingenios Providencia y San José e hijos de su antiguo socio, tras su fallecimiento el 8 de enero de 1878 se mantuvo bajo la propiedad de los herederos de ambos, quienes lo vendieron en 1909 a Manuel Aspuru Isasi, quien fue su presidente hasta 1917 en que le sustituyó su hijo.
Su capacidad fue ampliada en 1918 cuando se le montó un tándem Fulton; en 1933 se le instaló la refinería basada en carbón activado y, en 1954, seis unidades para la filtración de licores. El Toledo vendía sus siropes a Estados Unidos y su refinería tenía una capacidad de 7 000 qq diarios. La mayor parte de sus cañas se encontraban en Bauta, Caimito y en menor medida en Marianao, Boyeros y San Antonio de los Baños.
Manuel Aspuru construyó en el central un estadio donde se promocionaba la práctica del beisbol y el softbol y donde desde 1947 existía la Liga Amateur Libre del Central Toledo. En febrero de 1955 el vicepresidente de los Estados Unidos, Richard Nixon, durante su visita a Cuba, visitó el central por varios días en compañía de Manuel Aspuru quien le prodigó un fastuoso recibimiento.
En 1958 era operado por su propietario bajo la razón de Compañía Azucarera Central Toledo, que también comprendía al central Fajardo.
Tras el triunfo de la Revolución de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Manuel Martínez Prieto, un obrero del Toledo que había sido asesinado por las fuerzas represivas del gobierno de Fulgencio Batista en marzo de 1958.

En los últimos años de la década de 1970 y primeros de la de 1980, el Central Manuel Martínez Prieto se contaba entre los 16 ingenios del país que producían azúcar refino. Ya entonces mostraba signos de ineficiencia, pues en el quinquenio 1976 – 1980, incumplió su plan de producción en cuatro de los cinco años y, aunque produjo 250 564 toneladas, tuvo un déficit de 40 000. El central habanero trabajaba a base de petróleo, lo que elevaba aún más su incosteabilidad y al estar situado en las afueras de La Habana presentaba serios problemas de inestabilidad en el personal, pues los obreros tendían a abandonarlo en busca de ofertas de trabajo más atractiva.
Durante la reestructuración de la industria azucarera cubana conocida como Tarea Álvaro Reynoso en la década del 2000 se decidió paralizar el central y desmantelarlo. Su refinería se trasladó entonces para las inmediaciones del central Mario Múñoz (antiguo central Zorrilla).
La Casa Blanca del Central Toledo, conocida por ese nombre, pues siempre estuvo pintada de ese color, era la residencia de Manuel Aspuru cuando pernoctaba en el ingenio.
Se trataba de una gran mansión que ocupaba una manzana de extensión. Fue allí donde, durante la década de 1950, se hospedo el vicepresidente de Estados Unidos Richard Nixon durante su visita a la Isla.
Tras la expropiación del central Toledo por el Gobierno de Cuba, la Casa Blanca se convirtió sede de las oficinas del ingenio. Al crearse el Instituto Superior Politécnico José Antonio Echeverría (ISPJAE), la dirección del central cedió el inmueble a la nueva universidad.
En la década de 1980 el Martínez Prieto y el ISPJAE se encontraban enzarsados en una disputa legal por la propiedad del inmueble que ya presentaba un avanzado deterioro debido al abandono y la falta de mantenimiento."

Standard gauge

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

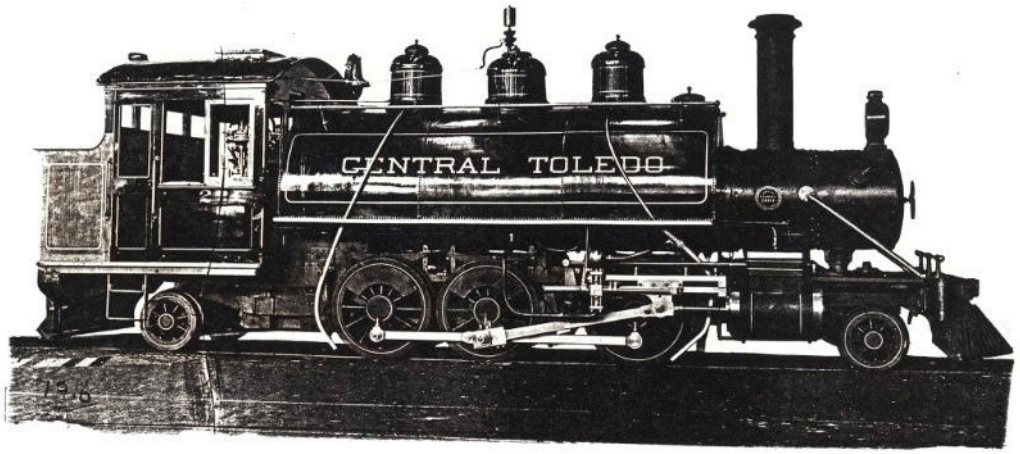
Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .
7 w/n ?

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1916

Ordered via Galban & Co. for Central San Agustin, Quivican, LH, as no. **2**. Later to Central Toledo as no. **9**.
BLW class 10-28E no. 106. Spec. is in vol. 54 p .190. Straight stack, mark on tank: 'CENTRAL SAN AGUSTIN',
9 w/n 43684

2-6-2T d/w 44", cyls. 15x22", built by Baldwin in 1904 Delivered here new

Ordered by K&P for Francisca M. Durañoña for Central Toledo **2 'SILVIA'**,
BLW class 10-24¼D no. 46. Spec. is in vol. 27 p 104. mark on tank: 'CENTRAL TOLEDO', straight stack.
2 'SILVIA' w/n 24614 Sold to Central Reforma, became *MinAz* no. **1343** at that location. In existence 1995.



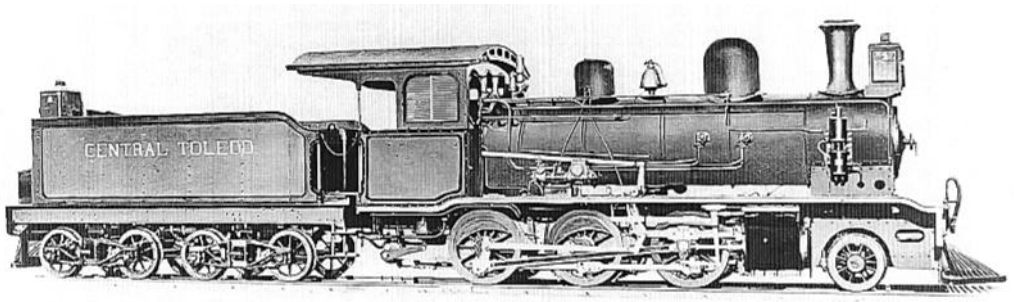
2-6-0 d/w ?, cyls. ?, built by O&K in 1911 Delivered here new

Ordered for Juan Aspuru for Central Toledo 'Marinas'.

250 hp.

? 'JUAN ASPURU'? w/n 4992

? w/n 5119



2-6-0T d/w ?, cyls. ?, built by O&K in 1913 Delivered here new

Ordered for Juan Aspuru for Central Toledo 'Marinas'.

? w/n 6025

2-6-0 d/w 50", cyls. 19x24", built by Porter in 1916 Delivered here new

Ordered via Wonham Sugar & Bates for M. Tillman & Co. for Central Toledo.

3 w/n 5747 Later movements uncertain, recorded at Central Providencia / 210 Osvaldo Sanchez, at Central Amistad / 201 Amistad con los Pueblos, and at Central Josefita / 206 Manuel Isla Perez, became **1712.**

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1916

Ordered by Galban & Co. for Central San Agustin as no. **2**. NB spec. page implies was for the Central San Agustin at Quivican in LH province. Sold to Central Toledo. On road in 1919.

BLW class 10-28E no. 106. Spec. is in vol. 54 p 189. mark on tank: 'CENTRAL SAN AGUSTIN',

? w/n 43684

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919 Delivered here new

Ordered by Central Toledo.

BLW class 10-34E nos. 2055-6, 2064, and 2103-4. Spec. is in vol. 64 p 196, 200 and 204. mark on tank: 'CENTRAL TOLEDO' in all cases.

10	w/n 52195	Sold to Central Amistad, became *MinAz* no. **1803** at that location. In existence 1995.
11	w/n 52245	Sold to Central Amistad, became *MinAz* no. **1804** at that location. In existence 1995.
12	w/n 52913	Sold to Central Amistad, became *MinAz* no. **1805** at that location. In existence 1995.
16	w/n 54138	Sold to Central Santa Amalia, became *MinAz* no. **1813** at that location. In existence 1995.
17	w/n 54139	Sold to Central Carolina, became *MinAz* no. **1714** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07768-1.

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Baguanos as no. **5**. Sold to Central Toledo.
BLW class 8-30D no. 709. Spec. is in vol. 63 p 372. Dup. of 8-30D no. 686, mark on tank: 'CENTRAL BA-GUANOS'

?	w/n 52789	Lehmuth says went to Central Providencia before reaching C. Australia. Later sold to Central Australia. Became *MinAz* no. **1607** at that location. In existence 1995.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly. as no. **44**. Diverted by VIW in Cuba to Hershey Sugar Co. for *FC Hershey Cubano* as no. **10** but not delivered there either. Sold to Central Florida as no. **6**. Later moved to Central Toledo as no. **10** .
VIW class 7-54-A1.

10	w/n 3003	Sold to Central Ermita / 613 Costa Rica. Became MinAz no. **1710** at that location.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918

Ordered by Cuba Northern Rly as no. **34** but not delivered. Sold by VIW in June 1920 to Central Poleo Marianao as no. **?.** Sold to Central Toledo as no. **8**.
VIW class 7-54-A1.

8	w/n 2898	Became *MinAz* no. **1806** at that location? Transferred to Central San Antonio / 212 Boris Luis Santa Coloma.



The loco shed at Central Toledo after a hurricane.

18.2.36 Central Villaruel, at Canasí

Background

Built 1858.

1893: Plantation Villarueda owned by José Hernández Blanco. Location given as Canasí. Which spelling is correct?

1956 [34]: Not listed.

1970: Closed and demolished?

In modern province of Mayabeque.

18.2.37 Additional mills in the old La Habana province

noted as having locomotives since the fore-going list index was created.
In due course these will be inserted in the correct places in the index.

Ingenio Antonia, at Aguacate

Background

1893: Plantation owned by Pilar D. de Otamendi . Location given as Aguacate.

Gauge 2' 6"

0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1883

Ordered by K&P as **'CARMEN'** for Sr. Olamendi. Sold to Ingenio Antonia.

BLW class 6-18D no. 4. Spec. in vol. 11 p 271. Mark on tank: 'INGENIO ANTONIA', no number, R&H stack, 4-wheeled tender.

'CARMEN' w/n 7022



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34328.

Ingenio La Ceiba

Background

In the 1894 list in source [37] as at Calabazar on south side of Habana city.

Gauge 2' 6"

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1889 **Delivered here new**

Ordered F. S. Lamadrid for Ingenio Ceiba.

BLW class 6-10 1/3C no. 30. Spec. is in vol. 15 p 210. mark on tank: none, R&H stack,

1 'INGENIO CEIBA' w/n 10427

2-6-0 d/w 30", cyls. 8x12", built by Baldwin in 1889 **Delivered here new**

Ordered F. S. Lamadrid for Ingenio Ceiba.

BLW class 8-10D no. 1. Spec. is in vol. 16 p 217. Mark on tank: none, diamond stack, 2' 6" gauge.

2 'CEIBA' w/n 11580

2-6-0 d/w 30", cyls. 8x12", built by Baldwin in 1894 **Delivered here new**

Ordered by Maicas & Co. for Ingenio La Ceiba.
BLW class 8-10D no. 1. Spec. is in vol. 16 p 217. Mark on tank: none, diamond stack, 2' 6" gauge.
2 'MASCOTA' w/n 14115??? (NB 14115 went to the ACNC in Chile)

Central San Antonio, at Alquizar

Background

In the 1894 list in source [37] as at Alquizar and owned by Mamerto Pulido. Note that Alquizar is in the far west of the old La Habana province whilst Madrugas is in the east, and thus there is not likely to be any mix-up with the other Central San Antonio listed under sub-section 18.2.28.

Gauge 2' 10"

0-4-0T d/w 28", cyls. 8x12", built by Porter in 1882 Delivered here new

Ordered via W. C. Allison dealer in Pa. for Ingenio San Antonio, Cuba,
'MAMERTO PULIDO' w/n 503 Gauge 2' 10" but later regauged to 3' 0"?

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1883

Ordered Mamerto Pulido, Cuba.
BLW Class 6-11 1/3C no. 7. Spec. in vol. 11 p262. R&H stack,
2 'SAN ANTONIO' w/n 7001

18.3 Sugar mill railways in the old province of Matanzas

List of sixty-eight 20th century *ingenios/centrales* in the old province of Matanzas

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Ingenio Aguadita			18.3.1
Ingenio Álava	301	México	18.3.2
Ingenio Alcorta			18.3.3
Ingenio Angelita			18.3.4
Central Antilla			18.3.70E
Central Armonia			18.3.5
Ingenio Araujo	302	Raynold Garcia	18.3.6
Central Asturias, see San Ignacio			
Ingenio Australia	303	Australia	18.3.7
Ingenio Averhoff			18.3.8
Ingenio Carmen			18.3.9
Central Carmen			18.3.10
Central Carmen de Crespo			18.3.70E
Central Carolina	304	Granma	18.3.11
Central Colonia La Gúira			18.3.70E
Central Colorado			18.3.12
Central Concepción, see Conchita			
Ingenio Conchita	305	Puerto Rico Libre	18.3.13
Ingenio Coronel Vega, see Vegas			
Central Cuba	306	Cuba Libre	18.3.14
Central Dalidia			18.3.70E
Ingenio Diana			18.3.70E
Ingenio Dolores	307	Jaime López	18.3.15
Central Dos Rosas	308	Humberto Alvarez	18.3.16
Central Dulce Nombre de Jesús			18.3.17
Ingenio Elena	309	Juan M. Quijano	18.3.18
Ingenio Elizalde			18.3.19
Ingenio Enriqueta			18.3.20
Ingenio España	310	España Republicana	18.3.21
Ingenio Esperanza			18.3.22
Ingenio Esperanza			18.3.23
Central Feliz			18.3.24
Ingenio Flora			18.3.25
Ingenio Guipúzcoa	311	Esteban Hernández	18.3.26
Central Jaguey Grande			18.3.27
Central Jesús María			18.3.28
Central Jicarita			18.3.29
Central Jirafa, see Guipuzcoa			
Ingenio La Bosa			18.3.30
Central Las Cañas			18.3.31
Central La Condesa, see Luisa			
Central Limones	312	Fructuoso Rodríguez	18.3.32
Central Los Angeles, see Porvenir			

Ingenio Luisa ó La Condesa			18.3.33
Ingenio Majagua ó San Gonzalo			18.3.34
Ingenio Margarita y Teresa			18.3.35
Central Mercedes	313	Seis de Agosto	18.3.36
Central Nena, see Araujo			
Ingenio Nuestra Señora de los Mercedes			18.3.70E
Central Nueva Luisa			18.3.37
Ingenio Occitania			18.3.38
Ingenio Olimpo			18.3.39
Central Pelayo, see Rosario			
Ingenio Por Fuerza	314	Jesús Rabi	18.3.40
Ingenio Porvenir ó Los Angeles			18.3.41
Central Preciosa			18.3.42
Ingenio Progreso	315	José Smith Comás	18.3.43
Central Puerto	316	Puerto Libre	18.3.44
Central Regalado, see Álava			
Ingenio Reglita			18.3.45
Ingenio Rosario ó Pelayo			18.3.46
Central San Cayetano			18.3.47
Ingenio San Ignacio ó Asturias	317	Asturias	18.3.48
Central San Juan Bautista			18.3.49
Ingenio San Miguel			18.3.50
Ingenio San Rafael			18.3.51
Ingenio San Vicente			18.3.52
Ingenio Santa Amalia	318	Victoria de Yaguajay	18.3.53
Ingenio Santa Catalina			18.3.54
Ingenio Santa Catalina			18.3.55
Ingenio Santa Gertrudis			18.3.56
Ingenio San Gonzalo, see Majagua			
Ingenio Santa Rita	319	Rene Fraga	18.3.57
Central Santo Domingo	320	Juan Ávila	18.3.58
Ingenio Santisima Trinidad			18.3.70E
Ingenio Saratoga			18.3.59
Central Socorro			18.3.60
Ingenio Soledad	321	Julio Reyes Cairo	18.3.61
Ingenio Tinguaro	322	Sergio Gonzales	18.3.62
Central Tolon de Valiente, see Valiente			
Ingenio El Trionfo	323	Horacio Rodriguez	18.3.63
Central Triunvirato			18.3.64
Ingenio Unión			18.3.65
Central Valiente			18.3.66
Ingenio Vegas			18.3.67
Ingenio Victoria			18.3.68
Central Zorrilla	324	Mario Muñoz	18.3.69

There must also have been a mill renamed **Central William Soler** which closed in 1962, located at Jaguey Grande, and possibly numbered 309, 316 or 317. I don't know its original name.

Early sugar mills at Jaguey Grande included Santa Ana, Dueñas, Rosario, Los Alpes, Perla, Santa Catalina, Adelaida, Niágara, Australia and Combate. However, by the beginning of the final war of independence only Rosario and Australia remained, and the former was burnt to the ground during the fighting.

18.3.1 Ingenio Aguadita, at Colón

Background

1901 [18]: 8½ km., standard gauge, 40 lb. rail, 2 locos, 10 cars.
1907: “Three and one-half miles to main line west of Macagua. One and one-half mile branch to colonia. Standard gauge. Weight of rails, 80 lbs. Rolling stock: Two locomotives and 12 cars.”
1909 [2]: “Situated near Macagua. Spur, 2½ miles long, from U. H. R. R. to sugar mill. Gauge, standard ; rolling stock, 2 locomotives and 12 cane cars. ”
1913 [9]: Operating, owned by Central Aguadita Cia. Azucarera.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Zorrilla 324 Mario Munoz [35].

Standard gauge

18.3.2 Ingenio Álava / Regalado, at Colón
later Mill 301 Méjico

Background

Built 1836 / 1845.

1907: “Railway runs to Banaguises and Colonias. Standard gauge. Weight of rails. 80 lbs. Rolling stock: Seven engines, 66 small cane cars and 68 large cars.”

1909 [2]: “Situated near Banaguises. Twelve miles of road running from the sugar mill to various colonias and connecting with the U. H. R. R. One branch runs to Banaguises, one to the finca Havana, and one to the finca Conchita. Gauge, standard; weight of rail, 70 pounds; rolling stock, 7 locomotives, 66 small cars, 68 large cars, and 4 tank cars.”

1913 [9]: Operating, owned by Zulueta y Gamiz Bros.

1916 [9]: Operating, owned by Cuba Cane Sugar Corp.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo SA.

1956 [34]: Actively crushing.

In modern province of Matanzas.

Paragraphs from : https://historiacuba.wordpress.com/2016/04/15/centrales-de-cuba-central-alava/

“*No existe certeza sobre el año de fundación del central Álava de San José de los Ramos, Matanzas – algunos lo fijan en 1820, otros en fechas más tardías como 1831 ó 1845 – pero todos están de acuerdo en que su fundador fue el magnate Julián de Zulueta, quien logró convertirlo en uno de los más grandes centrales del país en el siglo XIX.*

Fuel el Álava uno de los primeros cuatro centrales que a mediados de 1850 estableció el sistema Rilliex de múltiple efecto de vapor y uno de los tres que todavía permanecía bajo la propiedad de la familia Zulueta al comenzar el siglo XX (al final sólo conservarían el central Zaza).

En 1915 los Zulueta lo vendieron a la “Cuban Cane Sugar Corporation” que en su época fuera la mayor firma azucarera del mundo con 18 centrales. Tras la quiebra de ésta compañía durante la década de 1920 pasaría a ser controlado por la Compañía Azucarera Atlántica del Golfo, del grupo Rockefeller, Sullivan & Cronwell, quienes controlaban, además, los centrales Conchita y Mercedes (también en Matanzas) y el Lugareño y el Stewart en Camagüey; y eran en 1958 el segundo grupo más importante dentro de los productores de azúcar de Cuba.

El Álava era en ese año 1958 el 29no central por su capacidad de molienda diaria que ascendía a 340 000 @, poseía un rendimiento industrial bajo de 12.42 y empleaba pocos trabajadores en zafra, apenas 958; sin embargo, era un gran propietario de tierras con un total de 2052 caballerías.

Tras el triunfo de la Revolución de 1959 el Álava fue nacionalizado y rebautizado como México. Se mantuvo moliendo por más de cuarenta años hasta que durante la Tarea Álvaro Reynoso, que reestructuró la industria azucarera cubana, se decidió paralizarlo. Sin embargo a diferencia de otros centrales de la zona que fueron demolidos, el México volvería a moler, tras siete años paralizado, aunque con rendimientos muy bajos.”

The earlier owner, don Julian de Zulueta Amondo, is described as follows: *https://historiacuba.wordpress.com/2017/01/03/julian-de-zulueta-y-amondo/ “Julián de Zulueta Amondo fue una de las figuras más descollantes de la oligarquía integrista en Cuba durante el siglo XIX y el principal comerciante y tratante de esclavos, con sucursales en Londres y en Cádiz. Devino en un gran propietario de ingenios, como era habitual en los negreros y comenzó la trata de coolíes. Como hábil hombre de negocios previó la abolición y se preparó adecuadamente a través de reformas tecnológicas en sus propiedades.*

Nació en Anúcita, Álava el 9 de enero de 1814. En su vida fue honrado con los títulos de Marqués de Álava y Vizconde de Casa Blanca; fue coronel de milicias, coronel de voluntarios, cónsul del Real Tribunal de Comercio, Consejero de Administración de Hacienda y Alcalde Municipal de La Habana en 1860, 1870, 1874 y 1876, Regidor y Teniente Alcalde en varios años, diputado a Cortes por Álava en 1876, Senador Vitalicio del Reino y Gobernador Político Interino de Cuba.

Zulueta de Amondo fue propietario de seis centrales: el Zaza, en Remedios y el España, el Habana, el Vizcaya, el Santa Rita y el Álava, todos en la zona de Colón. El central Álava, fundado por él llegaría a ser el primero de los grandes centrales y uno de los cuatro en establecer en los años 50 del siglo XIX el sistema Rilliex de múltiple efecto de vapor y que en 1915 sus herederos vendieran a la "Cuban Cane Coroporation".
Integró el grupo de los más poderosos tratantes de esclavos, prestamistas y hacendados españoles que adquirieron el Diario de la Marina y lo convirtieron en su vocero. Fue, además, uno de los accionistas del Ferrocarril de Marianao; construyó con su peculio personal el ferrocarril de Caibarién a Zaza, que impulsó el desarrollo del antiguo poblado de Las Coloradas, el cual en 1887 se convertiría en un barrio de Camajuaní nombrado Zulueta en su honor. También se agenció la contrata para el derribo de las murallas de La Habana donde una de las calles surgidas en el área que ocupaba recibiría su nombre.
Se casó tres veces: La primera con Francisca Dolores Samá Mota, de la Casa de los Marqueses de Marianao – hija de su socio en la trata Jaime Samá Martí – con quien tuvo cuatro hijos; y las otras dos veces con las hermanas Juliana y María Ruiz de Gámiz Zulueta, ambas sobrinas suyas con quienes tuvo, respectivamente, dos y seis hijos. Falleció el 6 de mayo de 1878 como consecuencia de una caída de caballo.
Varios de sus hijos y nietos se desposaron con familias de linaje en España: Su hija Josefa Zulueta Sama, se casó con Francisco Romero Robledo, Ministro de Gobernación de España; su hijo Eduardo con María Reina Latorre de la Casa de los Condes de Oricaín; su hijo Ernesto, diputado a Cortes por La Habana y fallecido en 1919 en Bilbao con María Isasi Mugritio, hija del I Marqués de Bambio; su hija Elvira, por su parte, se desposó con Ricardo de Agustín, Conde de Dávila y su hijo Alfredo con María del Carmen Enríquez, Condesa de Puebla de Portugal.
Sus nieta Maria del Rosario Zulueta Urquiazu fue III Condesa de la Torre Antigua de Orúe desde 1924; su nieta María Amalia se casó con Francisco Sáenz de Tejada Olozaga II Barón de Benazque y su nieto Luis se contrajo nupcias con María Victoria García Loygori, III Duque de Vista Hermosa, IX Conde de Vista Hermosa y III Vizconde de la Vega.
*Bibliografía consultada: * Jiménez Soler, Guillermo. Los propietarios de Cuba 1958. Ciencias Sociales. 4ta Edición. La Habana. 2014."*

Gauge 3' 0"?

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered for Czarnikow Rionda for Cuba Cane Sugar Co for Central El Lugareño **1**, later to Central San Antonio H **1**, later to Central Alava **7**,
BLW class 8-18D no. 148. Spec. is in vol. 54 p 64. mark on tank: 'CENTRAL EL LUGAREÑO' and on line beneath: 'C. C. S. C.' R&H stack, gauge 3' 0".

7 w/n 44345 A Baldwin derelict here in 1994 might have been this engine. 1996 derelict on its side. Leach 2nd ed. [5] gives original running numb er as **55**.

Standard gauge

0-4-0T? d/w ?", cyls. 8x16", built by Neilson in 1852

Ordered by Leach 2nd ed. [5] places this engine here at one stage.
? w/n 58

4-4-0 d/w 40", cyls. 14x18", built by Baldwin in 1861

Ordered by Julian de Zulueta for ? Possibly for here?
BLW class 15C, vol 3 p164.
1 'ALAVA' w/n 990

2-6-0 d/w 44", cyls. 14x22", built by Baldwin in 1889 **Delivered here new**

Ordered via Krajewski & Pesant for Ingenio Alava.

BLW class 8-22D 136 vol 15 p164. Mark on tank: 'INGENIO ALAVA', R&H stack, no name or number.

1	w/n 10377	Later sold to Cuba Cane Sugar Co. as their no. **4**, at Central Mexico, and became *MinAz* no. **1212** at that location. Derelict 1997.

2-6-0 d/w 36", cyls. 11x16", built by Danforth in 1876-7

Ordered via K&P for Julian de Zulueta. Leach 2nd ed. [5] places this engine here at one stage.

2 w/n 1018



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00419.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1893 **Delivered here new**

Ordered via Pablo Gamiz for Central Alava M **3 'ALAVA'**,

BLW class 10-34E no. 1435. Spec. is in vol. 19 p 46. R&H stack,

3	w/n 13834	

2-6-0 d/w ?", cyls. ?x?", built by SA Thiriau in Belgium in 1905 **Delivered here new**

Ordered by Paul Boulanger of Cuba.

5	w/n 67	Latterly carried Baldwin XO152 plates of 1920, probably because of replacement BLW boiler.
6	w/n 68	Later became *MinAz* no. **1406**? Latterly moved to mill 315 Jose Smith Comás.
7	w/n 69	Later became *MinAz* no. **1407** Latterly carried w/n XO 153 of 1920? possibly because was fitted with a replacement Baldwin boiler. Derelict 1997.



Supposedly one of the Thiriau engines late in its life, **6** later **1406**,
and after fitting with a Baldwin boiler.

2-6-0 d/w 52", cyls. 19x24", built by Baldwin in 1906 Delivered here new

Ordered via Enrique de Zulueta for Ingenio Alava.
BLW class 8-32D no. 717. Spec. is in vol. 29 p 232. mark on tank: 'INGENIO ALAVA', straight stack.
7 w/n 29496

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. as no. **73**. Sold to Central Álava / 301 Mexico.
? w/n 54844 Became *MinAz* no. **1515**. Later transferred to Central 303 Australia.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1915

Ordered via Czarnikow Rionda as no. **4**. Gauge standard. Later worked at Central Alava / 301 Mexico, and may even have been ordered for that location.
4? w/n 55282 Became *MinAz* no. **1313** at this location. Rebuilt as a 2-6-2T at some point. Later transferred to Central Limones / 312 Fructuoso Rodriguez.

0-6-0T d/w 44", cyls. 19x24", built by ALCo Cooke in 1919

Ordered by Havana Central Rly. Ex-HC **P27-P30**. Later *FC Unidos* no. **140.** Classified as switching 0-6-0 in 1930. Sold to Central Alava / 301 Mexico.
? w/n 58750 Originally Havana Central no. **P30**. Became *MinAz* no. **1608** at this location. Later transferred to Central Mercedes / 313 Seis de Agosto.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered via Zayas Abreu Commercial for Central Los Palacios, as no. **2**. Sold to Central Alava / 301 Mexico.
? w/n 62508 Became *MinAz* no. **1514** at this location. Transferred to Central Santa Amalia / 318 Rafael Reyes.

0-4-2T d/w 33", cyls. 11x16", built by Baldwin in 1913 Delivered here new

Ordered via K&P for Ingenio Alava **8,**
BLW class 6-16 1/3C no. 65. Spec. is in vol. 49 p 32. mark on tank: none, but name on cabsides 'ALAVA',
8 w/n 40545

Additional loco/s reported at this location by enthusiasts in recent years

None

18.3.3 Ingenio Alcorta, at Martí

Background

1907: “Three-quarters mile, connects with main line between Recreo and Colon. Spur strikes main line near Recreo. Standard gauge. No rolling stock. Main line in Matanzas is the United Railways of Havana or connections, such as the Cardenas and Jucaro or Matanzas and Sabanillas R. Rs.”

1913 [9]: not listed.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central España Mill 310 España Republicana [35].

18.3.4 Ingenio Angelita, at Marti

Background

1907: “Standard gauge spur. 24 miles, connects with main line at Villalba. Weight of rails, 50 lbs. per yd. Estate owns locomotives, cars or rolling stock. ”

1909 [2]: “Situated near Recreo. A spur 2¼ miles long running from the railroad at Villalba Station to the sugar mill. Gauge, standard; weight of rail, 55 pounds; no rolling stock.”

1913 [9]: not listed.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Guipuzcoa Mill 311 Esteban Hernandez [35].

Standard gauge

2-6-0 d/w 44", cyls. 14x22", built by Baldwin in 1893 Delivered here new

Ordered via K&P for Ingenio Angelita of Cuban Cane Sugar **1**.

BLW class 8-22D no. 163. Spec. is in vol. 15 p 164.

1 w/n 13812



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00662.

18.3.5 Central Armonia, at Bolondrón

Background

1893: Plantation owned by Francisco Cuadra. Location given as Bolondrón.
1901 [18]: 4 km, standard gauge, no locos, 14 cars.
1907: “Private railroad, about 4 kilometers. Connects "batey" with Bolondron. Standard gauge. Weight of rails, 60 lbs. to the yd. One small locomotive and 21 cane cars.”
1909 [2]: “Situated near Bolondron. Two and one-third miles of road running from the sugar mill to the station at Bolondron. Gauge, standard; weight of rail, 60 pounds; rolling stock, 1 locomotive and 24 cane cars.”
1913 [9]: Operating, owned by E. L. Sanborn.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Central Armonia. Not grinding 1922. Possibly closed down 1921.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].
NB In 1894 there had been four other Ingenio Armonías, at Colón, Nueva Paz, Quintana and Sagua.

Standard gauge.

0-4-0ST d/w 61", cyls. 15x24", built by Baldwin in 1872 Delivered here new

Ordered via S. W. Welsh for Central Armonia de Mora y Ona.
BLW class 8C no. 11. Spec. is in vol. 6 p120. Tank lettering: ‘Ingenio Armonia, de Mora y Oña’ as on engines for Rio ??aude RR.
? w/n 2949

0-4-0T Motor d/w 34", cyls. 9x10" (dimensions as built), built by Baldwin in 1878

Ordered by New York Elevated RR no. **93**, then to Manhattan Rly. no. **93**, rebuilt d/w 42", cyls. 11x16", then to Ingenio Armonio. Came here in 1893?
BLW class 4-11C no. 37. Spec. is in vol. 9 p .44. straight stack, mark on tank: ‘THE N. Y. ELEVATED R.R.’.
? w/n 4494

0-4-4T d/w 42", cyls. 11x16", built by NYLW in 1886

Ordered for Manhattan Railway as no. **93²**. Sold to Ingenio Armonia in 1905.
? w/n 144

18.3.6 Ingenio Araujo (formerly Nena), Manquito, at Calimete
later Mill 302 Reynold García

Background

1901 [18]: 1¾ km. of standard gauge, 70 lb. rail, no locos or cars as use those of Cardenas y Jucaro railway.
1907: "Standard gauge to Manguita, then to the ingenio "Esperanza." Connects with main line at Cardenas. Weight of rails, 80 lbs. Mill owns no locomotives, cars or rolling stock."
1909 [2]: "Situated near Manguito. This road runs from Manguito to the sugar mill and from there to the ingenio Esperanza. From Esperanza the road runs east to the Cardenas line of the U. H. R. R. There are 4 miles of track. Gauge, standard ; rolling stock, 20 cane cars."
1913 [9]: Operating, owned by Feliciano Risech.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Agricola Araujo SA.
1956 [34]: Actively crushing.
In modern province of Matanzas.

Standard gauge.

2-4-2T d/w 40", cyls. 12x16", built by Porter in 1915 Delivered here new

Ordered via M. Tillman & Co. for Ingenio Araujo.

1 w/n 5764

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1920

Ordered byCentral Araujo crossed out, and replaced by Santa Clara Sugar Co. for Central Mabay **?** May never have worked here.
BLW class 8-28D no. 322. Spec. is in vol. 63 p 362. mark on tank: 'CENTRAL ARAUJO' .

5 w/n 53856 Sold to Central Mabay. Became *MinAz* no. **1384** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07721.

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1916

Built for Serbia, not delivered on account of WWI. Diverted via José Lopez Rodriguez for Central España, M, as no. **3**. Sold/transferred to Central Araujo as no. **3**.
VIW class 7-50-D.

3 w/n 2566 Became *MinAz* no. **1518** at this location. Present in 1994. In use 1997.

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1918

Ordered via Koppel agency for Central La Vega as no. **2**. Sold to Central Australia as no. **2**. Sold/transferred to Central Araujo / 302 Reynold Garcia.

VIW class 7-50-D.

2 w/n 2787 Became *MinAz* no. **1408** at this location. Seen dismantled in 1997.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Cespedes as no. **4**. Sold to Central Araujo, M, as no. **4**.

VIW class 7-51-D.

4 w/n 3134 Sold to Central Estrella / 508 Republica Dominicana. Became *MinAz* no. **1747** at that location.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1907

Ordered for Cuban Sugar Refining Co. as no. **4**. for Central Nueva Luisa SC/LV as no. 4. Sold to Central Tinguaro as no. **?**. On road in 1924. Sold to Central Araujo.

BLW class 8-30D no. 642. Spec. is in vol. 31 p 74. Straight stack, mark on tank: 'CENTRAL NUEVA LUISA', mark on cab: 'C. S. R. Co.'.

? w/n 32083 Became *MinAz* no. **1517** at this location. In existence in 1995. In use 1997.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1905

Ordered for Cuban-American Sugar Co. for Central Tinguaro **5**, later to Central Araujo **6.**

BLW class 8-30D no. 627. Spec. is in vol. 28 p 119. mark on tank: 'THE CUBAN-AMERICAN SUGAR CO.' with a lower line: 'YNGENIO TINGUARO', straight stack.

6 w/n 26466 Became *MinAz* no. **1516** at this location. In dismantled state 1993 and 1997.

Additional loco/s reported at this location by visitors in recent years

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1919

Ordered for Central Cunagua 16,

BLW class 10-30D no. 666, spec. page in vol. 63 p 399. mark on tank: 'CENTRAL CUNAGUA' in raised letters on brass plates. straight stack.

1 w/n 52100 Became MinAz no. **1525**. Last seen in use 1990. Dismantled in 1994.

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

Ordered for ? Later at mill 318 Victoria de Yaguajay. In use there 1994. On loan to Mill 302 in 1997.

1594 w/n ?

18.3.7 Ingenio Australia, at Jaguey Grande
later Mill 303 Australia

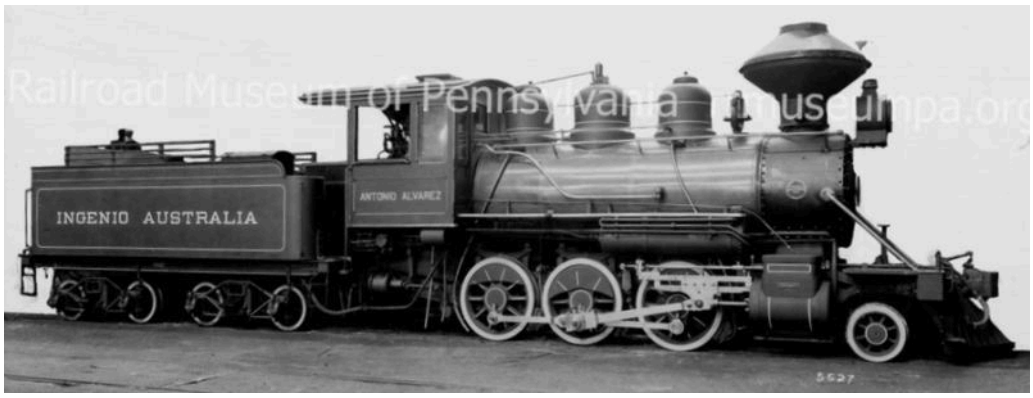
Background

Built 1863 by Jose Maria and Antonio Mora. Possibly known as Central Jaguey Grande for a period.
1901 [18]: 11 km., 60 lb. rail, 1 loco, 50 cars.
1907: "Standard gauge; 8¾ miles. Connects with Jaguey-Murga branch of the United Rys. Also connects with San Isidro Colony. Weight of rails, 80 lbs. Rolling stock: An old-fashioned locomotive and 50 small cane cars."
1909 [2]: "Situated near Jaguey Grande. Eight and three-quarter miles of road running from the sugar mill to the Jaguey branch of the U. H. R. R. Gauge, standard; rolling stock, 1 old-style locomotive and 50 small cane cars. "
1913 [9]: not listed.
1915 new Australia mill built next to the old mill by Messrs. Eugenio and Alberto Alvarez.
1922 [9]: Operating, owned by Cia. Azuc. Australia.
1943 [32]: Operating, owned by Cia. Azuc. Jaguey Grande SA.
1956 [34]: Not listed.
In modern province of Matanzas.

Standard gauge

2-6-0 d/w 45", cyls. 17x20", built by Baldwin in 1915 Delivered here new

Ordered by Central Australia.
BLW class 8-28D no. 307. Spec. is in vol. 54 p 105. mark on tank: 'INGENIO AUSTRALIA', R&H stack.
1 'ANTONIO ALVAREZ' w/n 42299 Rebuilt to standard gauge? Became *MinAz* no. **1593** at this location. In use 1994, and still in existence 1995. In steam 19997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05527-1.

2-4-2ST d/w 33", cyls. 10x16", built by Baldwin in 1915 Delivered here new

Ordered by Central Australia **1 'BATEY'** (though spec. page doesn't mention number).
BLW class 8-14¼C no. 31. Spec. is in vol. 54 p 40. mark on tank: 'INGENIO AUSTRALIA', R&H stack.
1 'BATEY' w/n 42346 Converted to 2-4-0 diesel numbered **4110**. Present 1994. In use 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05528.

2-6-0 d/w 45", cyls. 17x20", built by Baldwin in 1916 **Delivered here new**

Ordered by Central Australia.

BLW class 8-28D no. 309 . Spec. is in vol. 54 p 109. mark on tank: 'INGENIO AUSTRALIA'. Dup. of 8-28D no. 307.

3 with name **'TOMÁS ALVAREZ'** crossed out. w/n 42975 Became *MinAz* no. **1314**. Derelict 1994 and 1975.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1919 **Delivered here new**

Ordered for Central Australia **5 'ALBERTO ALVAREZ',**

BLW class 8-22D no. 351. Spec. is in vol. 63 p 364. Rushton stack, mark on tank: 'INGENIO AUSTRALIA' as on 8-22D no. 309.

5 'ALBERTO ALVAREZ' w/n 52102 Converted to diesel? Present 1994 and 1996. *MinAz* no. unknown.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for North American Sugar for Central Narcisa , but not delivered. Diverted to become **6 'PEDRO URQUITA BEA'** at Central Auatralia, but still not delivered. Stored at BLW 14 years, sold 1934 to Birmingham Rail & Locomotive **1224**, and sold on to North Louisiana & Gulf RR as no. **27**.

BLW class 10-34E no. 2089. Spec. is in vol. 63 p 366. was to have had mark on tank: 'CENTRAL AUSTRALIA'.

6 w/n 53825

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

Ordered by Guedes Sugar Co. possibly for this mill. Certainly ended up here later.

? w/n 12428 Became *MinAz* no. **1716** at this location. In use 1994 and 1997..

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Baguanos as no. **5**. Sold to Central Toledo. Some say went to Central Providencia, Later sold to Central Australia.

BLW class 8-30D no. 709. Spec. is in vol. 63 p 372. Dup. of 8-30D no. 686, mark on tank: 'CENTRAL BA-GUANOS'.

? w/n 52789 Became *MinAz* no. **1607** at this location. In use 1994 and still in existence 1995. In steam 1997.

2-6-0 d/w ?", cyls. ??", built by Henschel in 1920

One of a pair ordered via Tillmann & Co. in Havana. Original purchasers not certain but one ended up here and the other (18029) at Central Orozco, PdR.

? w/n 18030 Became *MinAz* no. **1620** at this location. In use 1994. Present 1997.

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. as no. **73**. Sold to Central Álava / 301 Mexico. Became *MinAz* no. **1515**. Later transferred to Central 303 Australia.

1515 w/n 54844 Under repair 1994. Under repair 1997.

0-4-4T d/w 44", cyls. 13/21x18", built by Rhode Island in 1893

Ordered for Lake St. Elevated RR as no. **6 'JOHN A.'**. Rebuilt as simple with cyls. 14x18". Sold 1899 to Tuscaloosa Belt Rly. as no. **6**?, passed on to Birmingham & Gulf Rly. & Navigation. Sold 1915 to SI&E as no. **1021** and on to Kratzer Cured Lumber Co. as their no. **15**. 1918 went back to SI&E as no. **1348** and via Quaker City Supply to Cia. Azuc. Central Australia.

? w/n 2939

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1918

Ordered via Koppel agency for Central La Vega as no. **2**. Sold to Central Australia as no. **2**.

VIW class 7-50-D.

2 w/n 2787 Sold/transferred to Central Araujo / 302 Reynold Garcia. Became *MinAz* no. **1408** at this location.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Fajardo **3**. Sold to Central Australia.

BLW class 10-34E no. 2102. Spec. is in vol. 64 p 9.

? w/n 54067 Became *MinAz* no. **1513** at this location. In steam 1994. In existence 1995. In use 1997.

Additional loco/s reported at this location by enthusiasts in recent years

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

Ordered for ?

BLW class no. . Spec. is in vol. p .

? w/n ? Out of use 1994.

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

Ordered via ?

BLW class no. . Spec. is in vol. p .

1613 w/n XO7165 Derelict 1997. Last seen in use 1990.

18.3.8 Ingenio Averhoff, at Aguacate

Background

1901 [18]: 2¾ km., standard gauge, 45 lb. rail, no locos or cars as use those of United Rlys.
1907: “Switch one-half kilometer, joining United Rys. Also connects between Aguacate and Bainoa stations. Standard gauge. Weight of rail, about 60 lbs. Rolling stock: One small locomotive, no cars.”
1909 [2]: “Situated near Aguacate. One-quarter mile spur running from the sugar mill to the U. H. R. R. between Bainoa and Aguacate. Gauge, standard; weight of rail, 60 pounds; rolling stock, 1 locomotive. ”
1913 [9]: not listed.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Rosario Mill 211 Ruben Martinez Villena and Central San Antonio 212 Boris Luis Santa Coloma [35].

Standard gauge

18.3.9 Ingenio Carmen, at Jaruco

NB In 1894 there had been eleven Ingenios/Centrales Carmen identified in the *Cuba Illustrated* list. In the circumstances pinning down where particular engines worked can be difficult.

Background

1907: “A switch, standard gauge, connects with the United Rys. of Havana. Narrow gauge road from Carmen-Loteria to "Loteria." about 2½ kilometers. Branches to San Antonio and Caraballos. Gauge, 30 inches. Weight of rails, 30 lbs. Rolling stock: Two engines, 53 cane cars, and 2 passenger cars.”

1909 [2]: “Situated near Jaruco. There is a switch from kilometer 42 of the Havana-Matanzas line of the U. H. R. R. to the mill and a narrow-gauge road (Carmen-Loteria) running from Carmen to Loteria. The gauge of the switch is standard, that of the Carmen-Loteria is narrow. (See Loteria.) Rolling stock, 2 locomotives, 50 freight cars, and 2 passenger cars.”

1913 [9]: not listed.

1956 [34]: Not listed.

One of this Carmen pair eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

Gauge 2' 6"

Standard gauge

18.3.10 Central Carmen, at Pedro Betancourt

Background

1893: Plantation owned by Emilio Céspedes. Location given as Jopvellanos.
1901 [18]: 1¼ km., standard gauge, 60 lb rail, no locos or cars as use those of *FC de Matanzas*.
1907: "Two railways, one standard and narrow gauge, 60 meters long. ending in Navajas-Murgas branch road, and one, standard gauge, 5 kilometers, running to finca San Miguel. Latter road does not touch main line. Weight of rail. 80 lbs. per yd. for standard gauge, and 25 lbs. per yd. for narrow gauge. Rolling stock: Two tank cars, and cars, etc., of United Rys. of Havana."
1909 [2]: "Situated near Navajas. Consists of ½ mile of standard-gauge and 3 1/8 miles of narrow-gauge road. The standard-gauge portion runs from the sugar mill to the Jaguey branch of the U. H. R. R. The narrow-gauge portion runs from the mill to the San Miguel sugar mill. Weight of rail, standard, 80 pounds, and narrow, 25 pounds; rolling stock, standard, 5 tank cars, and narrow, 2 locomotives and 32 cars."
1913 [9]: Operating, owned by Arenal y Lamadrid.
1956 [34]: Not listed.
One of this Carmen pair eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

Gauge 2' 6"

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1889

Ordered by K&P for José M. Crespo for Central Carmen. This was probably for the Central Carmen at Unión de Reyes, as that was later owned by the Viuda de Crespo (ie. Crespo's widow). Whether that was this location is uncertain as Navajas is well east (say 20km) of Union de Reyes, nearer to Pedro Betancourt.
BLW class 6-11D 14 vol 15 p167. Spec. is in vol. 15 p 167. 2' 6" gauge. mark on tank: 'CENTRAL CARMEN', R&H stack, 4-wheeled tender, painting: dark brown & gold..
'LEON CRESPO' w/n 10381

Standard gauge

18.3.11 Central Carolina, at Bemba
later Mill 304 Granma

Background

1907: “Combination standard and narrow gauge side tracks from United Rys. of Havana to plantation. Weight of rail, 50 lbs. for standard gauge, and 30 lbs. for narrow gauge. Rolling stock: One narrow gauge engine, and cars from the United Rys. of Havana,”
1909 [2]: “Situated near Coliseo. A combination standard and narrow-gauge track, 1 mile in length, runs from Coliseo on the U. H. R. R. to the sugar mill. Weight of rail, standard, 50 pounds, and narrow, 30 pounds; rolling stock, 1 narrow- gauge locomotive.”
1913 [9]: Operating, owned by Manuel Flores.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. de Guamacaro SA.
In modern province of Matanzas.
1947-8 [33]: 9 km. via ancha; 2 locomotoras Baldwin; 100 wagons owned by company.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/28/central-carolina-centrales-de-cuba/
“*El central Carolina en Coliseo, Matanzas, era el número 94 del país por su capacidad de producción ascendente a 225 000 @ de caña diarias, un rendimiento industrial entre los mejores 50 ingenios de Cuba, 2 000 trabajadores empleados en zafra y 407 caballerías de tierras propias.*
Fue fundado en el año 1907. El cubano Manuel Flores Pedroso fue su propietario hasta el crack de 1921 en que pasó al control de la «Compañía Azucarera Guamacaro» (seguiría operando bajo esa razón hasta su nacionalización por el gobierno de Cuba), administrado por Juan Padrón. Aparentemente después, Flores lo arrendaría hasta el año 1946. De 1939 a 1943 había pertenecido al ingeniero Carlos García Beltrán, propietario del central Mabay, y en 1947 a José Gasch Prieto y Manuel Rodríguez Dans que se convirtieron respectivamente en su presidente y vicepresidente hasta 1950 en que fue comprado por los hermanos Miranda Blanco. Mario, Guillermo y Gustavo Miranda Blanco eran, respectivamente, presidente, vicepresidente y tesorero.
Según la Comisión Técnica Azucarera de 1951 se trataba de un central rentable: sus costos de producción eran de $15.75 por cada saco de azúcar de 325 libras (por debajo de la media nacional que era de $17.87) y sus activos estaban valorados en $1 688 131 pesos.
Tras el triunfo de la Revolución Cubana de 1959 el central Carolina fue nacionalizado por el gobierno de la Isla que lo renombró como Central Granma.
Durante la reestructuración de la industria azucarera cubana llevada a cabo en los años 2000 el central Granma fue paralizado y posteriormente demolido.”

Gauge 2' 6"

2-4-4T d/w 33", cyls. 10x16", built by VIW in 1910 Delivered here new

Ordered for Carolina Sugar plantation **2 ‘RAMONA’**,
VIW class 7-12,
2 ‘RAMONA’ w/n 1614

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919/1920

Ordered by Central Toledo **17**. Sold to Central Carolina **2**.
BLW class 10-34E no. 2104. Spec. is in vol. 64 p 204. Dup. of 10-34E no. 2064, mark on tank: 'CENTRAL TOLEDO' .

2	w/n 54139	Became *MinAz* no. **1714** at this location. In use 1994, in existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1925

Stock loco purchased by Central Progreso as no. **2** or maybe **4**. BLW Havana stock loco (acc. to Connelly) but then sold to Central Carolina. Did it ever work at C. Progreso?
BLW class 10-34E no. 2130. Spec. is in vol. 78 p 43. Dup. of 10-34E no. 2121. mark on tank sides: 'CENTRAL PROGRESO' on brass plates. straight stack.

?	w/n 58486	Became *MinAz* no. **1713** at this location. In use 1994, in existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1916

Ordered by *FC Unidos de Habana*, presumably for the Cuban Central Rlys, where it ran as no. **112**. Sold to Central Carolina / 304 Granma.

?	w/n 56660	Became *MinAz* no. **1519** at this location. In use 1994 and 1997.

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1920 **Delivered here new**

Ordered by Central Carolina as no. **1**.
VIW class 7-51-E.

1 'MANUEL FLORES'	w/n 3079	Sold to Central Conchita as no. **1**. Sold/transferred to Central Cuba / 306 Cuba Libre. Became *MinAz* no. **1520** at that location.

2-8-0 d/w 54", cyls. 22x26", built by Baldwin in 1919

Ordered by Cuba RR as no. **312**.
BLW class 10-38E no. 3705. Spec. is in vol. 66 p 31. Mark on tank: 'CUBA'.

?	w/n 52488	Sold to Central Limones at unknown date. Connelly and others on the other hand says it came to Central Carolina. Became *MinAz* no. **1812**. at this location. Under repair 1994, In existence 1995. In use 1997.

Additional loco/s reported at this location by visitors in recent years

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

Ordered for ? At one point was at Central España?

1615	w/n ?	Derelict 1994 and 1997.

18.3.12 Central Colorado, at Calimete

Background

Nothing yet known.

Mill closed down by 1946 according to Leach [5, 2nd ed.]

1956 [34]: Not listed.

Gauge 3' 0"

0-4-4T d/w 28", cyls. 7x12", built by VIW in 1907 Delivered here new

Ordered by Frank Davies for Central Colorado. The name **'COLORADO'** recorded by others was probably merely the owner's name painted on the tank.

VIW class 7-1-A.

1 w/n 1145

18.3.13 Ingenio Conchita / Concepción, at Alacranes
later Mill 305 Puerto Rico Libre

Background

Built 1823.
1901 [18]: 51 km., 2' 6" gauge, 2 locos, 136 cars.
1907: "Two standard gauge roads. One, two miles long, connects with Alacranes branch of the Matanzas R. R., and the other. 3½ miles long. direct to Union. Weight of rail, 60 lbs. No rolling stock. Small narrow gauge road runs into the swamps. Weight of rail of this road, 30 lbs. Gauge, 29 inches. Rolling stock: Two locomotives and 200 cane cars."
1909 [2]: "Situated near Alacranes. Consists of 36¼| miles of narrow-gauge and 1 1/8 miles of standard gauge road. The narrow-gauge portion runs from the sugar mill to Cocodrillo and has branches to Majagua, Esperanza, and Cruces. The standard-gauge portion runs around the mill and is the property of the U. H. R. R. Gauge, 29 inches; weight of rails, 30 pounds; rolling stock, 5 locomotives and 200 cane cars (narrow gauge)."
1913 [9]: Operating, owned by Juan Pedro Baró.
1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo SA.
1956 [34]: Actively crushing.
In modern province of Matanzas.
Paragraphs from : https://historiacuba.wordpress.com/2016/07/13/central-conchita-centrales-de-cuba/
"*El central Conchita, ubicado en Alacranes, Matanzas, era en 1958 el 43ro en importancia del país por su capacidad diaria de molienda de 350 000 @ de caña. Tenía sin embargo uno de los rendimientos industriales más bajos entre los centrales existentes (el 146). Empleaba 2271 trabajadores en zafra y poseía 1097 caballerías de tierra propias.*
Fue fundado en 1823 por Bartolomé Casañas. En 1858 adoptó el nombre de Concepción y pasó a la propiedad del millonario Domingo Aldama. Al finalizar la década de 1880 se encontraba entre los cinco centrales más grandes del país.
En los albores de la República de Cuba perteneció a Juan Pedro Baró y fue, junto con el demolido central Asunción, uno de los dos que poseyó en la década de 1910 hasta que José López Rodríguez «Pote» se lo compró por 3 500 000 pesos junto con el Asunción, vendiéndolos al poco tiempo por 6 000 000 a la Cuban Cane Sugar Corporation en una transacción que le dejó más de dos millones de pesos de ganancias en apenas seis meses.
Fue, junto al central Mercedes, la industria azucarera cubana donde primero se instalaría un laboratorio para combatir la mosca lixophaga.
En 1958 era operado por la Compañía Azucarera Atlántica del Golfo, continuadora de los intereses en Cuba de la Cuban Cane Sugar Corporation, la cual operaba, además, otros cinco centrales: Álava y Mercedes en Matanzas y el Lugareño, Morón y Stewart, en Camagüey.
Tras el triunfo de la Revolución Cubana el central Conchita fue nacionalizado por el Estado cubano junto a otros centrales, de propiedad norteamericana y se le cambió su nombre por el de Puerto Rico Libre.
Desde entonces el central fue uno de los lugares obligados de peregrinación de todas las personalidades pro independentistas puertorriqueñas que visitaban Cuba, hasta el año 2002 en que, en medio, del redimensionamiento de la industria azucarera cubana se decidió primero paralizarlo y posteriormente demolerlo."

Gauge 75cm? / 2' 5½"

0-6-0T d/w 28", cyls. 9x14", built by Baldwin in 1885

Ordered by J. M. Ceballos & Co. for Ingenio Conchita **2**, May never have worked here.
BLW class 6-11D no. 9, spec. is in vol. 12 p 209. Mark on tank: 'CONCHITA' crossed out and replaced by 'SAN JUAN'. R&H stack,

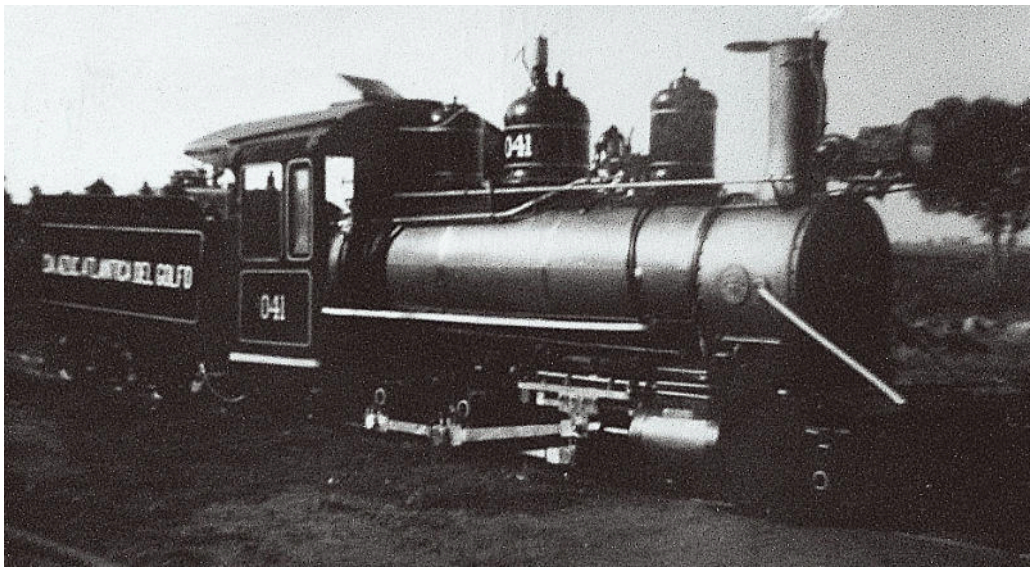
2 w/n 7705

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1901 **Delivered here new**

Ordered by K&P for Juan Pedro for Ingenio Conchita **5 'MARIA'**.
BLW class 8-18D no. 95. Spec. is in vol. 24 p 114. mark on tank: 'INGENIO CONCHITA', straight stack. Gauge 2' 5".
5 'MARIA' w/n 19639

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1905 **Delivered here new**

Ordered by K&P for Juan Pedro y Baró for Central Conchita **6 'FIFILLE'**,
BLW class 8-18D no. 117. Spec. is in vol. 28 p 106. mark on tank: 'CONCHITA', straight stack.
6 'FIFILLE' w/n 26299





These two photos both shows a narrow gauge 2-6-0 numbered **041** at Central Conchita during the *Cia. Azuc. Atlantico del Golfo* era. Its precise identity is as yet unknown

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Gauge 3' 0"

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

Ordered by Paro for Central 'Chonchita' at Alacranes. Probably for this location, but supposedly for 3' 0" / 914 mm gauge, though that doesn't match with the locos above.

? w/n 12429 Later sent/sold to Central Mercedita / Augusto Cesar Sandino, where became *MinAz* no. **1405**.

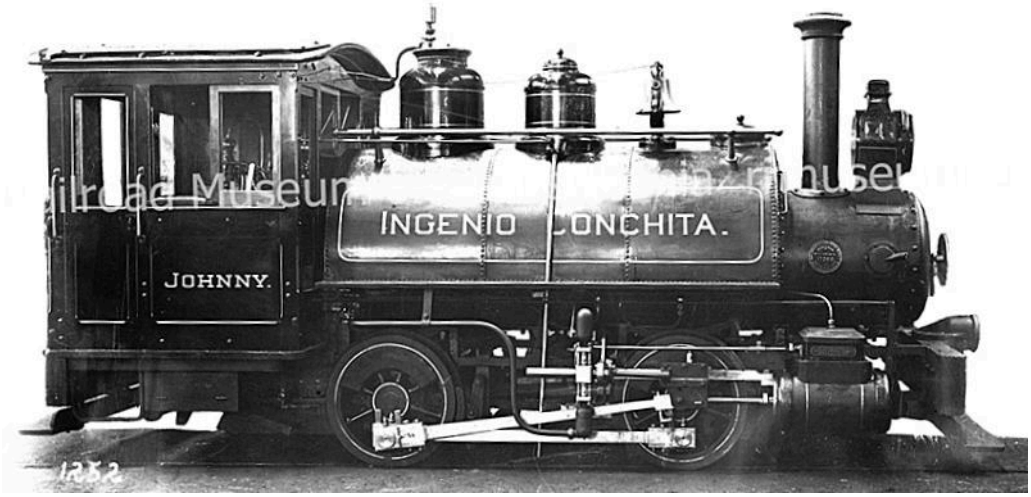
Standard gauge

0-4-0ST d/w 33", cyls. 9x16", built by Baldwin in 1899 Delivered here new

Ordered via Krajewski & Pesant for Ingenio Conchita.

BLW class 4-12C no. 37. Spec. is in vol. 22 p 189. mark on tank: 'INGENIO CONCHITA', straight stack, painting: dark brown with gilt bands.

4 'JOHNNY' w/n 17300 New boiler 1925 (XO 1049-25). Later renumbered **3**. An 0-4-0ST ex no. **3** probably numbered **1116** was present in 1994 and may have been this engine. Out of use 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 01252.



The same loco in service, but now with turbo-generator and electric headlight. Bracing bars from smokebox to front bufferbeam have also been added, possibly to assist with the weight of the newly-added auto-coupler,

and the wheels seem to have different balance weights. Finally, a new steel cab has different windows and more rounded eaves.

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1914 **Delivered here new**

Ordered by Juan Pedro Baro for Ingenio Conchita.
BLW class 4-14C no. 270. Spec. is in vol. 49 p 30. Details to be same as on 4-12C no. 37. mark on tank and cab-sides: 'CONCHITA',

6 w/n 41244



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04934.

2-6-0 d/w 50", cyls. 20x24", built by VIW in 1913

Ordered via Ernst Weiner for Central Socorro as no. **6 'DON PEDRO'**. Sold to Central Conchita, M, as no. **89**.
VIW class 7-55.

89 w/n 2080 Sold to Central Progreso, M, as Cuban Cane Co. no. **89**. Moved to Central Providencia, LH, / 210 Osvaldo Sanchez. Became *MinAz* no. **1609** at that location. Present 1994.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Violeta as no. **112**. Sold to Central Conchita,
BLW class 10-34E no. 2107. Spec. is in vol. 64 p 251-2. straight stack, mark on tank: 'CUBA CANE SUGAR CORPORATION', running numbers not to appear on tender, tender to be of long low design.

112? w/n 54286 Became *MinAz* no. **1718** at this location. In existence 1996. Under repair 1997.

2-8-0 d/w 48", cyls. 19x24", built by VIW in 1913

Ordered via Don Pedro Arenal for Central Socorro as no. **7**. Sold to Central Conchita, M, **7.**
VIW class 7-53-A.

7 w/n 2255 Became Cuba Cane Sugar Corp. no. **173**. Then became *MinAz* no. **1717** at this location. Gone by 1994? Scrapped?

0-4-0T d/w ?", cyls. ??", built by O&K in 1910

Ordered via Salvador Guedes, Habana. Sold to Central Conchita / Puerto Rico Libre, possibly when the nearby Central Feliz closed around 1920. Leach 2nd ed. [5] places this engine here at one stage.

? w/n 4391

2-6-0 d/w 40", cyls. 15x20", built by VIW in 1915

Ordered via Oscar B. Cintas for Guades Sugar Co. for the nearby Central Feliz as **5 'ANGELICA'**. Sold to Central Conchita / Puerto Rico Libre, possibly when Central Feliz closed around 1920.

VIW class 7-43-C.

?	w/n 2470	Became *MinAz* no. **?** at this location.

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

Ordered by Central (El) Salvador. Sold/transferred to Central Conchita / Puerto Rico Libre.

?	w/n 12373	Became *MinAz* no. **1409** at this location. Present 1994. In use 1997.
82?	w/n 12374	Frames and boiler only present 1996.

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1920

Ordered by Central Carolina as no. **1 1 'MANUEL FLORES'**. Sold to Central Conchita as no. **1**.

VIW class 7-51-E.

1	w/n 3079	Sold/transferred to Central Cuba / 306 Cuba Libre. Became *MinAz* no. **1520** at that location.

2-6-0 d/w 50", cyls. 19x24", built by VIW in 1910

Ordered via Central Cuba Sugar Co. for Central Saratoga as no. **1**. Sold to Central Conchita, M, as no. **?.**

VIW class 7-53-E.

?	w/n 3136	Sold to Central Santo Domingo / 320 Juan Avila. Became *MinAz* no. **1721** at that location.

2-8-0 d/w 54", cyls. 22x26", built by Baldwin in 1919

Ordered by Cuba RR as no. **322**.

BLW class 10-38E no. 3703-3715. Spec. is in vol. 66 p 31. Mark on tank: 'CUBA'.

322	w/n 52567	Sold to Central Conchita at unknown date. Became *MinAz* no. **1901** at this location. Present 1994. In use 1997.

Additional loco/s reported at this location by visitors in recent years

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

Ordered for ? Had been at Central Mercedes M at one point?

1527	w/n ?	In use 1994 and 1997.

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

Ordered for ?

82	w/n 12374	Derelict 1994.

Images of locos owned by the *Cia. Azuc. Atlantico del Golfo*

These may not necessarily have operated at Central Conchita.


192
CIA. AZUC. ATLANTICA DEL GOLFO

18.3.14 Central Cuba, at Pedro Betancourt
later Mill 306 Cuba Libre

Background

Built 1902.
1913 [9]: Operating, owned by Central Cuba Sugar Co.,
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Cuba.
1956 [34]: Actively crushing.
In modern province of Matanzas.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/15/central-cuba-centrales-de-cuba/
"*El central Cuba, ubicado en Pedro Betancourt, Matanzas, era el número 22 del país según su capacidad de molienda que ascendía a 500 000 @ de caña diarias, empleaba 4 335 trabajadores en zafra y poseía 1356 caballerías de tierra propias. Era, además, uno de los treinta centrales de la Isla que se dedicaban a la cría de razas selectas de ganado. No se conoce la fecha exacta de su fundación que algunas fuentes sitúan en 1865 cuando varios pequeños ingenios se unieron en uno más grande nombrado Piraña. A principios del siglo XX era propiedad de Leandro Soler, pasando en 1904 a manos de sus herederos. Hasta 1906 fue conocido como central Filomena y hasta 1909 como central Enriqueta.*
El coronel del Ejército Libertador cubano José Miguel Tarafa lo adquirió ese último año y lo renombró como Cuba. Tarafa lo colocó bajo el control de «The Central Cuba Sugar Company», junto con los otros tres centrales de su propiedad sitos en la provincia de Matanzas: el Flora, en Bolondrón, el Santo Domingo en Unión de Reyes y el Saratoga en Sabanilla del Comendador. En 1917 le adicionó al cuba los ingenios Sarataga y Flora y algunas fincas circundantes.
Tras la muerte del coronel Tarafa pasó a manos de sus herederos José Miguel, Josefina y Laura Tarafa Govín, y Alicia de Mendoza, viuda de Antonio, todos directores de la «Azucarera central de Cuba» que operaba también el central Santo Domingo. Jorge Barroso Govín del Piñar era su presidente y José Terrad fungía comovicepresidente.
El gobierno cubano nacionalizó el central tras el triunfo de la Revolución de 1959 y lo renombró como central Cuba Libre.
En 2004, durante el proceso de reestructuración de la industria azucarera de la Isla se decidió paralizar el central Cuba y ponerlo en conservación; sin embargo a partir del 2007 comenzó a carroñearse y ya en 2010 se dio la orden de desmantelarlo. El central fue desmontado y excepto tres, exhibidas en el Museo Azucarero de Cárdenas, el resto de sus antiguas locomotoras de vapor fueron picadas para venderse como chatarra. Luego de su demolición las cañas del Cuba Libre pasaron a ser molidas por los centrales Mario Muñoz y René Fraga."

Standard gauge

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered by Central Cuba.
BLW class 8-30D no. 743-745. Spec. is in vol. 78 p 25. Dup. of 8-30D no. 708, mark on tank: 'CENTRAL CUBA'

1	w/n 58800	Became *MinAz* no. **1610**. In existence 1995. In use 1994 and 1997.
2	w/n 58801	Became *MinAz* no. **1611**. In existence 1995. In use 1997.
3	w/n 58802	Became *MinAz* no. **1612**. In existence 1995. In use 1994 and 1997.

2-6-0 d/w 52", cyls. 19x26", built by Baldwin in 1927 Delivered here new

Ordered for Central Cuba Sugar Co. no. **8**,
BLW class 8-32D no. 810. Spec. is in vol. 79 p 30. mark on tank: 'CENTRAL CUBA'

8 w/n 60212 Became *MinAz* no. **1808**. In use 1994 and 1997.

2-6-0 d/w 50", cyls. 18(or 17?)x24", built by VIW in 1916

Ordered for Serbia, but not delivered. Purchased for Central Adelaida as no. **2 'ISABEL'**. Sold/transferred to Central Cuba / 306 Cuba Libre.

VIW class 7-51-E. or maybe 7-50D

? w/n 2573 Became *MinAz* no. **1410** at this location. In use 1994 and 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918

Ordered by Cuba Northern Rly. as no. **32** but not delivered. Sold by VIW in April 1920 to Central Cuba as no. **5**.

VIW class 7-54-A1. NB Connelly's VIW list gives cyls. as 19x24", but Lehmuth's list shows 19x26".

5 w/n 2892 Became *MinAz* no. **1???** at this location.

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1920

Ordered by Central Carolina as no. **1 'MANUEL FLORES'**. Sold to Central Conchita as no. **1**. Sold/transferred to Central Cuba / 306 Cuba Libre.

VIW class 7-51-E.

1 w/n 3079 Became *MinAz* no. **1520** at this location. In use 1994. Out of use 1997.

2-6-0 d/w 50", cyls. 19x24", built by VIW in 1920 **Delivered here new**

Ordered by Central Sugar Co. for Central Cuba as no. **6**.

VIW class 7-53-E.

6 w/n 3138 Sold via Maritrop Trading Co. to Central Santo Domingo /320 Juan Avila. Became *MinAz* no. **1720** at that location.

Additional loco/s reported at this location by enthusiasts in recent years

None.

18.3.15 Ingenio Dolores, at Pedro Betancourt
later Mill 307 Jaime López

Background

Built 1823.
1901 [18]: 3 km., 1 loco, 7 cars.
1907: "From mill to Medina, about 3¼ miles long. Standard gauge, and belongs to plantation. Three locomotives and seven cane cars. Standard gauge branch from Matanzas road at Navajas, 6¼ miles long. Telephone line follows track. Rail, 90 lbs."
1909 [2]: "Situated near Jovellanos. Four and three-eighths miles of road running from the sugar mill to Medina on the U. H. R. R., and also connecting with the Atrevido branch of the U. H. R. R. Gauge, standard ; weight of rail, 50 pounds ; rolling stock, 3 locomotives and 7 cars."
1913 [9]: Operating, owned by Melchor Gaston.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Successors to Melchor Gaston.
1943 [32]: Operating, owned by Ingenio Dolores SA.
1956 [34]: Actively crushing.
In modern province of Matanzas.

Standard gauge

2-6-0 d/w 50(or 52?)", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Dolores as no. **4**.
BLW class 8-30D no. 719. Spec. is in vol. 64 p 327. Dup. of 8-30D no. 706, mark on tank: 'INGENIO DOLORES'
4 w/n 53918 Sold to Central Santa Rita **4**. Became *MinAz* no. **1532** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07725.

0-4-2 d/w ?", cyls. ??", built by Baldwin? in 1920?

Ordered via ?
BLW class no. . Spec. is in vol. p . Leach 2nd ed. [5] places this engine here at one stage.
20 w/n ?

18.3.16 Central Dos Rosas, at Cardenas
later Mill 308 Humberto Álvarez

Background

Built 1830.

1907: "Narrow gauge from Vega to narrow gauge road running to Siguapa, and joining the Camarioca narrow gauge at Dolores. Gauge, 30 inches. Weight of rails very variable, mostly 25 lbs.. Cars, number not stated, hauled by oxen,"

1909 [2]: "Situated near Cardenas. Two and one-half miles of narrow-guage road runs from the colonia Dolores and connects at the Dolores cane loader with a spur of the Ingenio Preciosa Railway. A branch, 1¼ miles long, runs from the sugar mill to the Siguapa branch of the Preciosa Railway."

1913 [9]: Operating, owned by Cardenas-American Sugar Co.

1916 [9]: Operating, owned as previous line, possibly working jointly with Central Preciosa.

1922 [9]: Operating, owned by the Hires Sugar Co.

1943 [32]: Operating, owned by Hires Sugar Co.

1947-8 [33]: 30 km. via de 30"; 112 carros de acero, 19 de madera y 4 locos Baldwin.

1956 [34]: Actively crushing.

In modern province of Matanzas.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1912 Delivered here new

Ordered for J. G. White Engineering for Cardenas American Sugar, for Central Dos Rosas **1,**

BLW class 8-18D no. 139. Spec. is in vol. 44 p 306. mark on tank: 'CARDENAS-AMERICAN SUGAR Company', and on the second line 'DOS ROSAS' and on a third line: '1'. On the cab sides in small letters: 'DOS ROSAS', outside frames.

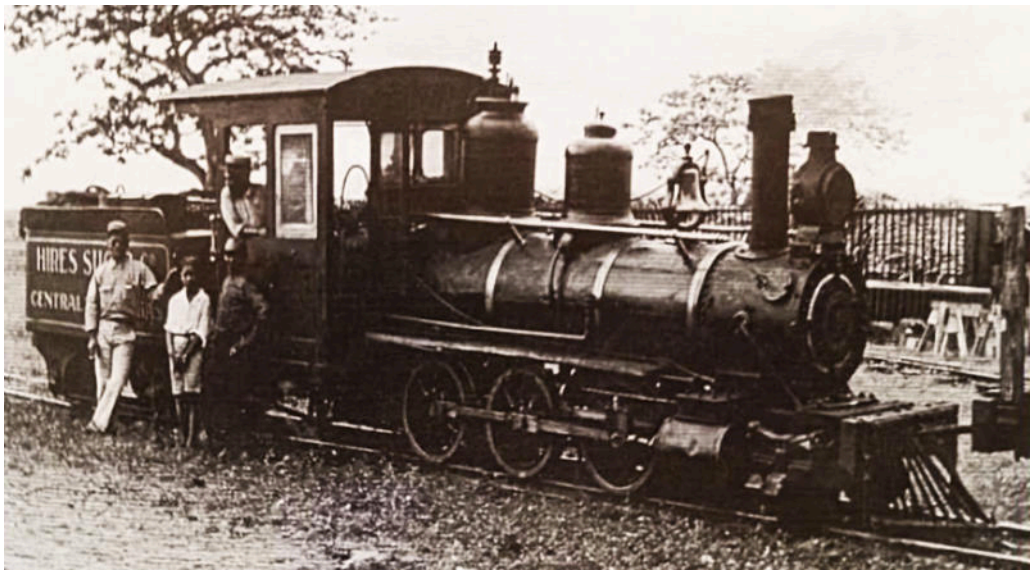
1 w/n 38695

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1914 Delivered here new

Ordered by J. G. White Engineering for Cardenas American Sugar for Central Dos Rosas **2**

BLW class 8-18D no. 142. Spec. is in vol. 54 p 56. Dup. of 8-18D no. 139, mark on tank: 'CARDENAS-AMERICAN SUGAR COMPANY' with enlarged initial letters, and on cabsides: 'DOS ROSAS', straight stack.

2 w/n 41587 Derelict 1980, later scrapped?



A small 2-6-0 of the Central Dos Rosas is seen in this rather distorted picture.

Its precise identity has not yet been ascertained.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1920

Ordered by Cuba Cane Sugar for Central El Lugareño as no. **100** later no. **1**. Sold to Central Dos Rosas.
BLW class 8-18D no. 157. Spec. is in vol. 64 p 50. Dup. of 8-18D no. 150. mark on tank: 'CUBA CANE SUGAR CORPORATION'. Gauge 2' 6".

5 w/n 53006 Became *MinAz* no. **1213** at this location (Central Humberto Alvarez). Out of use 1992. In existence 1995. Derelict 1996.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1905

Ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Santa Lucia **8 'CARLOS SANCHEZ'**, sold to Central Senado as no. **8**, Later sold to Central Dos Rosas **6**.
BLW class 10-22E no. 39. Spec. is in vol. 28 p 64. no mark on tank, R&H stack.

6 w/n 26193 Became *MinAz* no. **1315**. at this location. Out of use 1992. In existence 1995. Out of use 1997.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1925

Ordered by Central San Antonio, LH, as no. **4**. Possibly sold to Central Resulta as no. **9**. Sold to Central Dos Rosas as no. **9**?
BLW class 10-20E no. 30. Spec. is in vol. 78 p 46. mark on tank: 'CENTRAL SAN ANTONIO'

9 w/n 58791 Became *MinAz* no. **1242**. at this location. Under repair 1994. In existence 1995. Out of use 1997.



This is supposedly Central Dos Rosas no. **9**, later to become *MinAz* no. **1242**.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1916

Ordered via Juan de Dios de Ona for Central Resulta as no. **5**. Sold to Central Dos Rosas as no. **10**.
Gauge 2' 6".

10 w/n 2571 Became *MinAz* no. **1356** at this location. Under repair 1994. Out of use 1997.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1905

Ordered by Galban & Co. for Central Preciosa **2**, later to Central Dos Rosas / 308 Humberto Alvarez **2.**

BLW class 8-18D no. 118. Spec. is in vol. 28 p 154. mark on tank: ‘CENTRAL PRECIOSO’, R&H stack.
2 w/n 26988

Additional loco/s reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1901

Ordered for Krajewski & Pesant, for A. G. Mendoza for Ingenio Santa Gertrudis, 6.
BLW class 8-18D no. 96, spec. is in vol. 24 p 112.
? w/n 19677 Derelict 1992 and 1995. Probably *MinAz* no. **1118**.

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

Ordered for ?
? w/n ? Derelict 1980, later scrapped?

18.3.17 Central Dulce Nombre de Jesús, at Colón

Background

1901 [18]: 4½ km. of standard gauge and 4km. of narrow gauge (2' 6"), no. of locos, 1 on each gauge, or maybe 10 or more but that is unlikely, numbers falling off edge of printed area. CArs, none on sstandard gauge and 16? on narrow gauge.
1907: "Standard gauge. Spur connects with main line of United Rys. of Havana 3 miles east of Macagua. Standard gauge engine on spur. Narrow gauge road, 6½ miles, runs to small colonies. Rolling stock: Two locomotives, one standard and one narrow gauge; 20 cane cars for narrow gauge."
1909 [2]: "Situated near Macagua. A standard-gauge spur, 4 miles long, runs from the sugar mill to the U. H. R. R. There is also 4 miles of narrow-gauge road running from the sugar mill to the cane fields. Rolling stock, 1 standard and 1 narrow gauge locomotive. "
1913 [9]: Operating, owned by Ruix, Secada y Cia.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Central Dulce Nombre SA.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Zorrilla 324 Mario Munoz [35].

Gauge 3' 0"

NB Notes above say 2' 6" for the narrow gauge, but Connelly's BLW list gives 3' 0" for these locos

2-6-0 d/w 36", cyls. 9x16", built by Baldwin in 1893 Delivered here new

Ordered by Vionnet & Co. for Central Dulce Nombre de Jesus.
BLW class 8-12D no. 7. Spec. is in vol. 18 p 192. mark on tank: 'CENTRAL DULCE NOMBRE DE JESUS', R&H stack, Gauge 3' 0".

1	w/n 13334	Sold to Central Zorrilla, Matanzas, as no. **4**.

2-6-0 d/w 37", cyls. 12x16", built by VIW in 1907 Delivered here new

Ordered by Central Dulce Nombre de Jesús.
Gauge 3' 0". VIW class 7-23.

2 'RAFAELA'	w/n 1171	Replacement boiler by VIW in 1924. Sold to Central Zorrilla, M, as no. **2**.

2-8-0 d/w 30", cyls. 12x16", built by VIW in 1915 Delivered here new

Ordered via Oscar B. Cintas for Central Dulce Nombre de Jesus.
VIW class 7-21.

'MARIA LUISA'	w/n 2460	Sold to Central Zorrilla as no. **3**.

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1919 Delivered here new

Ordered by Central Dulce Nombre de Jesús.
BLW class 8-12D no. 19. Spec. is in vol. 63 p 411. mark on tank: 'CENTRAL DULCE NOMBRE DE JESÚS', Rushton stack. Gauge 3' 0".

1 'EULALIA'	w/n 52316	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07207-1.

Standard gauge

18.3.18 Ingenio Elena, at Matanzas
later Mill 309 Juan M. Quijano

Background

1907: “No railroad; 1,000 feet of narrow gauge track. Ten small flat cars.”
1913 [9]: Operating, owned by Jaen, Oteiza y Hermanos.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Sob. de Bea y Cia.
1943 [32]: Operating, owned by Sr. Agustin Arrieta.
1956 [34]: Actively crushing.
1970 [35]: Closed and then demolished.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/16/central-elena-centrales-de-cuba/
“*El central Elena, ubicado en Canasí, Matanzas, era uno de los dos centrales más pequeños de Cuba – apenas 80 000 @ diarias de capacidad de molienda – y un rendimiento industrial entre los más bajos del país. Poseía 191 caballerías de tierras propias y sólo 550 trabajadores.*
Estaba arrendado a la «Compañía Azucarera Central Elena» que era propiedad de los hermanos Gerardo, Carlos y Jorge Fundora Fernández quienes se desempeñaban, respectivamente, como presidente, vicepresidente y tesorero – administrador general. Gerardo era, además, administrador auxiliar del central Cuba, propiedad de la familia Tarafa (que era adminitrado por su padre Gerardo Fundora Cabrera) y administrador del central Santo Domingo propiedad también de los Tarafa.
El Elena era propiedad de la familia Solaún, integrada por cuatro hermanos: Dolores, María, María de los Ángeles y Críspulo Solaún Grande que, junto con su madre, María de los Ángeles Grande lo habían heredado en 1910 a la muerte de su padre Críspulo Solaún Arechaera.
Fue el primer central que poseyó el poderoso clan Rionda. Fue fundado en 1850 por Francisco Rionda Polledo, el mayor de los hermanos Rionda que bautizó el ingenio en honor de su esposa Elena de la Torriente, hija del acaudalado banquero y terrateniente Cosme de la Torriente Gándara; pero, desde 1891 había pasado a la propiedad de «Grande Solaún y Cía» y poco después a la de Críspulo Arechaera.
La familia Solaún lo había arrendado en varias ocasiones: a «Jaen, Oteiza y Hermanos» hasta después del crack de 1921 en que pasó a administrarlo Miguel Solaún; entre 1924 y 1930 a «Urquiza y Bea SA»; a finales de los años 30 a Agustín Arrieta y después de 1953 a Gerardo Fundora.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el Gobierno de Cuba que lo renombró como central Juan Manuel Quijano.”

Leach 2nd edition implies may never have had a loco-worked rail system.

18.3.19 Ingenio Elizalde, at Isabel

Background

1901 [18]: 5 km. of standard gauge, 65 lb. rail, no locos or cars as use those of *FC de Matanzas*.
1956 [34]: Not listed.

Standard gauge.

2-6-0 d/w 44", cyls. 14x22", built by Baldwin in 1891 Delivered here new

Ordered by Alberto Broch for Central Elizalde.

BLW class 8-22D no. 159. Spec. is in vol. 16 p 203. Mark on tank: 'ELIZALDE' above 'ALBERTO BROCH'., straight stack.

1'ELIZALDE' w/n 12283

18.3.20 Ingenio Enriqueta, at Pedro Betancourt

Background

1907: “Standard gauge branch of the United Railways, about 3 miles long. connects ingenio with Pedro Betancourt and Navajas. Branch lines are wired overhead for electric trolleys, but electric motive power not now used. Weight of rails, 80 lbs.”

1909 [2]: “Situated near Corral Falso. Three and one-sixth miles of standard-gauge road. One branch runs from the sugar mill to Navajas, where it joins the U. H. R. R. Another branch joins the same road at Corral Falso and also near Arratia. Rolling stock, 6 cane cars.”

1913 [9]: not listed.

1956 [34]: Not listed.

Possible loco, 3' 5" gauge

0-4-0T d/w 27", cyls. 9x12", built by Rogers in 1879

Ordered by Fabri & Chauncy, NY. This is just a guess. It may not have come to Cuba.

2 ‘ENRIQUETA’ w/n 2529

Standard gauge

18.3.21 Ingenio España, at Colón
later Mill 310 España Republicana

Background

1901 [18]: 5 km. of standard gauge, 1 loco, 6 cars. 70 lb. rail.
1907: "Runs three miles to main line C&JRR. 700 yds. of sidings. Rolling stock : Two locomotives, no cars, and 80 lb. rails. "
1909 [2]: "Situated near Perico. A standard-guage road, 3 miles long, running from the sugar mill to the Cardenas division of the U. H. R. R. Weight of rail, 70 pounds; rolling stock, 2 locomotives."
1913 [9]: Operating, owned by Zulueta y Gamiz Hermanos
1916 [9]: Operating, owned by Jose L. Rodriguez.
1922 [9]: Operating, owned by Cia. Nacional de Azucs. Cubanos.
1956 [34]: Actively crushing.
Cia. de Ingenios Azucareras Matanzas SA.
In modern province of Matanzas.

Standard gauge

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1884

Ordered for Central RR & Banking Co of Georgia as no. **137** later **1301**, sold to Joseph Brothers in 1905, and on to Robert Russell, Belmont, NC. Then sold to Southern Iron & Equip as no. **1194**, Atlanta, Ga. Transferred to Sales as **1198**. Sold on to A J Twiggs & Sons as no. **44**, Augusta, Ga. in 1917. Sold to Central España as no. **6**.
BLW class 10-30D no.124. Spec. is in vol. 12 p 95. Built for 5' 0" gauge, extended smokebox, Payton's patent stack, mark on tank: 'C. C. R.'.

6 w/n 7404

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

Ordered via ?
BLW class no. . Spec. is in vol. p . Leach 2nd ed. [5] places this engine here at one stage.

9 w/n ?

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1901

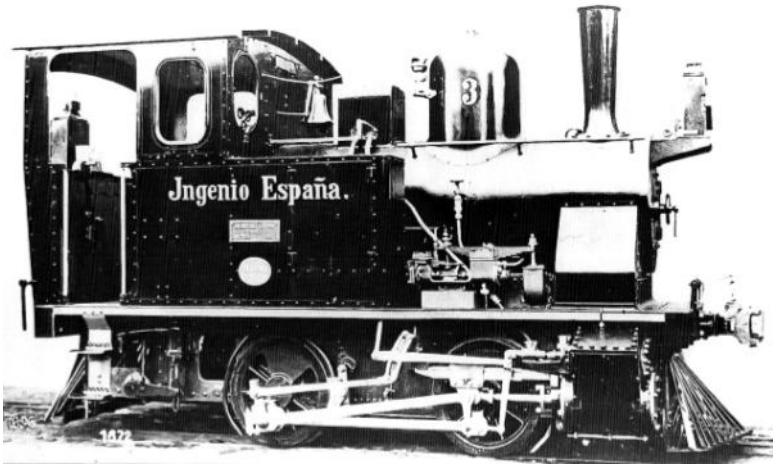
Ordered for Matanzas RR, as nos. **12²** and **14²**. Leach 2nd ed. [5] places these engines here at one stage.
BLW class 10-34E nos 1612-3. Spec. is in vol. 24 p 116. straight stack, mark on tank: 'MATANZAS'.

13 w/n 19640
14 w/n 19641

0-4-0T d/w ?", cyls. ??", built by Henschel in 1913 Delivered here new

Ordered for Ingenio España as nos. **?** and **3**.

?	w/n 12485	Possibly it was this one that became *MinAz* no. **1119**?
3	w/n 12496	Sold/transferred to Central Santa Rita / 319 Rene Fraga. Became *MinAz* no. **1119** at that location.



0-4-0T d/w 30", cyls. 10x16", built by VIW in 1915 Delivered here new

Ordered by José Lopez Rodriguez for Central España.
VIW class 7-8-1.

4	w/n 2382	Became *MinAz* no. **1120** at this location. Present in 1986, gone by 1994. Moved to training school near Agramonte.

2-8-0 d/w 44", cyls. 17x24", built by VIW in 1916 Delivered here new

Ordered via José Lopez Rodriguez for Central España, M, as no. **1**. VIW class 7-50-E.

1	w/n 2448	

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915 Delivered here new

Built for Serbia, not delivered on account of WWI. Diverted via José Lopez Rodriguez for Central España, M, as nos. **2** and **3**.
VIW class 7-50-D.

2	w/n 2439	Built 1915. Became *MinAz* no. **1521** at this location. Out of use 1988, gone by 1994. But derelict here 1997.
3	w/n 2566	Built 1916. Sold/transferred to Central Araujo as no. **3**. Became *MinAz* no. **1408** at that location.

0-4-0T d/w 30", cyls. 11x16", built by VIW in 1916

Ordered for Central Adelaida as no. **1 'MARIA TERESA'**. Sold to Central España, M.
VIW class 7-14-1.

1 'MARIA TERESA'	w/n 2531	Then sold to Central 508 Republica Dominicana, C. Be came *MinAz* no. **1???** at that location.

2-8-0 d/w 37", cyls. 15x20", built by VIW in 1918

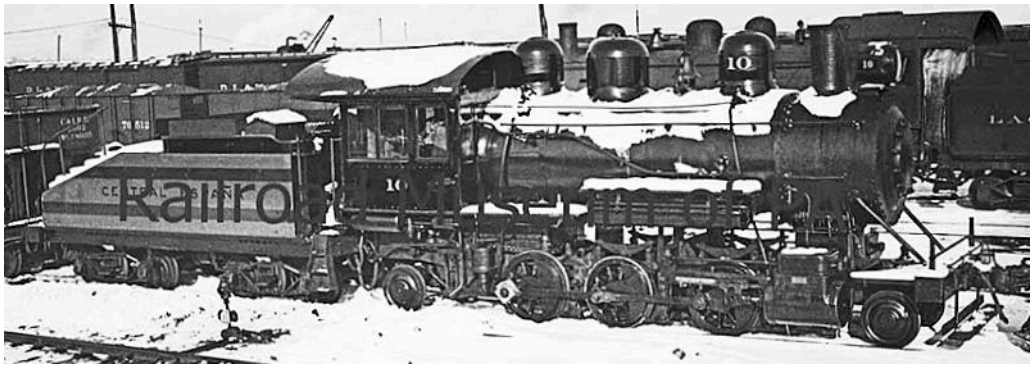
Ordered for Central España, but diverted by VIW to Central Cunagua as no. **14**.
VIW class 7-44-B,

?	w/n 2773	Ran at Central Canagua / 506 Bolivia.



Superheated Consolidation for Central Espana Plantations

7 'JOSÉ LÓPEZ RODRIGUEZ' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34304.

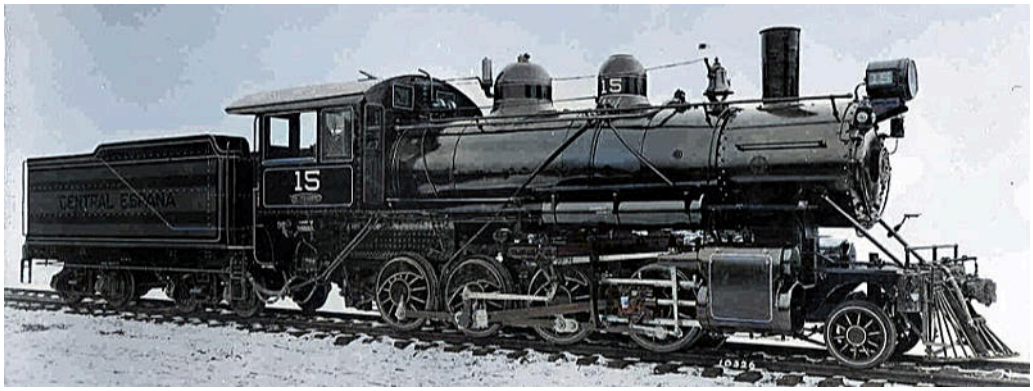


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34309.

2-6-0 d/w 48", cyls. 19x26", built by VIW in 1921 **Delivered here new**

Ordered via Oscar B. Cintas for Central España as no. **15**.
VIW class 7-54-A2.

15	w/n 3144	Sold to Central Mercedes, M, as no. **15**. Sold/transferred to Central Santa Amalia / 318 Victoria de Yaguajay. Became *MinAz* no. **1811** at that location.



2-8-0 d/w 46", cyls. 18x24", built by VIW in 1921

Ordered for Central España as no. **16**, but diverted to Central Vertientes as no. **2**.
VIW class 7-51-D.

(16)	w/n 3148	Sold via Maritrop Trading Co. to Central Algodones / 503 Orlando Gonzalez Ramirez. Became *MinAz* no. **1836** at that location.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 **Delivered here new**

Ordered by Cuba Northern Rly. Lehmuth says was built for *FC Norte* but diverted by VIW to Central España, M, as

no. **17**.
VIW class 7-54-A1.

17	w/n 3088	Sold to Central Mercedes, M. as no. **17**. Sold/transferred to Central Por Fuerza / 314 Jesus Rabi. Became *MinAz* no. **1810** at that location.

0-4-0T d/w 30½", cyls. 10x16", built by VIW in 1919 Delivered here new

Ordered via Rivera, Toro & von Wistern for Central España.
VIW class 7-8-1.

?	w/n 2961	Sold/transferred to Central Progreso / 315 Jose Smith Comás. Became *MinAz* no. **1121** at that location.

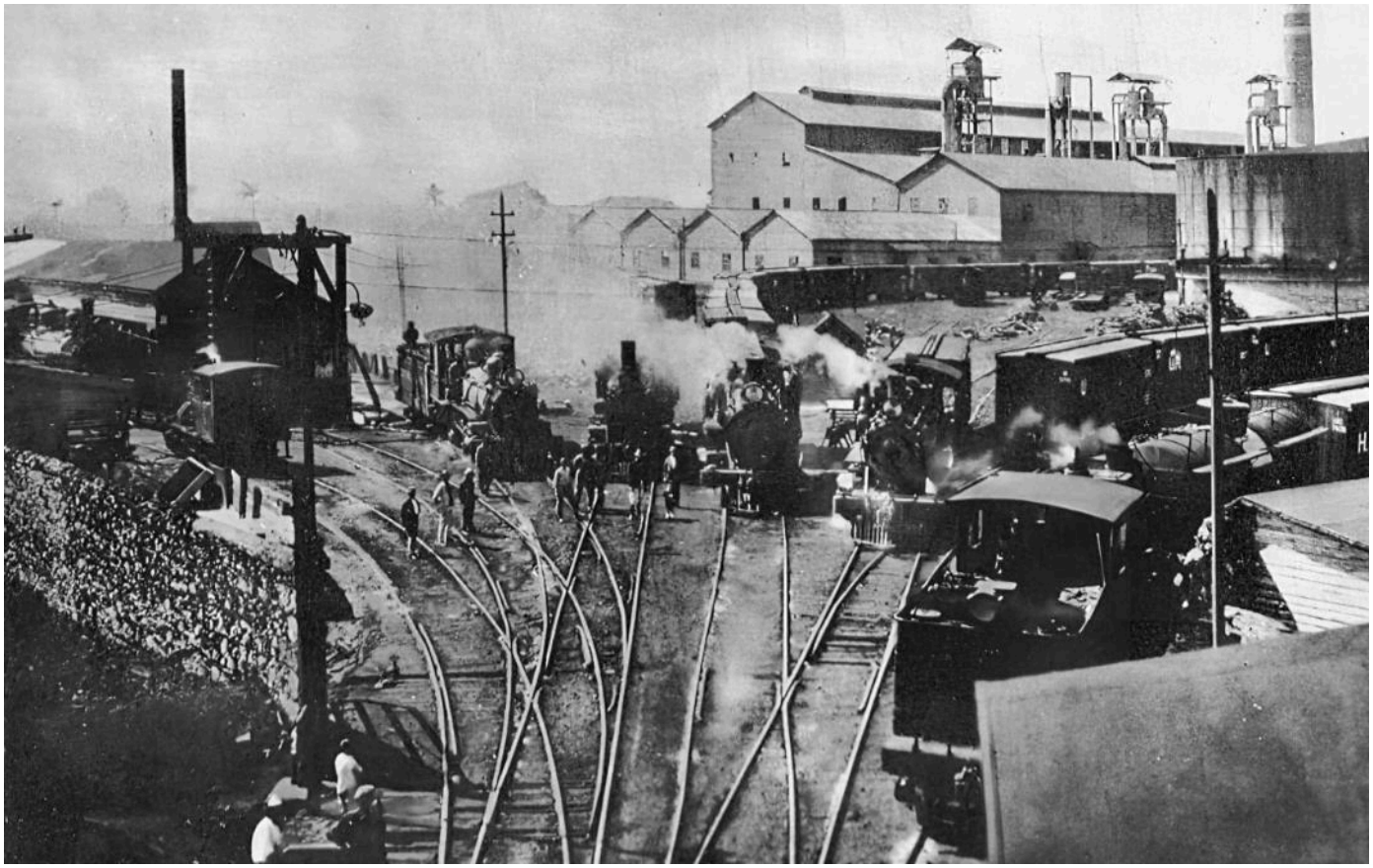
2-8-2 d/w 51", cyls. 22x28", built by ALCo Brooks in 1925

Ordered by *FC de Cuba* as no. **354**. Sold to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1911**. Transferred to Central España / 310 España Republicana. Numbered **51**? Leach speculates that this might be ALCo 66031 but with boiler from ALCo 66287 (see Leach 2nd edition p 29).

1911	w/n 66287	Out of use 1988, gone by 1994. But derelict here 1997 on its side.

Additional loco/s reported at this location by visitors in recent years

None



18.3.22 Ingenio Esperanza, at Colón

Background

1901 [18]: (might be referring to the other Esperanza) 3½ km. of standard gauge, no locos or cars as uses those of Cardenas y Jucaro RR.
1907: "Plantation branch 500 yds, Line joins Araujo RR. 800 yds. of sidings. No rolling stock. "
1909 [2]: "Situated near Manguito. Small branch from sugar mill to Ingenio Araujo railway."
1913 [9]: Operating, owned by Manuel Carreño (NB This may refer to next entry.).
1916 [9]: Operating, owned as previous line, and same comment applies.
1922 [9]: Operating, owned by Cia. Azuc. Central Esperanza.
Leach 2nd edition says mill closed 1921.
1956 [34]: Not listed.

Gauge 3' 0"

2-4-4T d/w 36", cyls. 10x16", built by VIW in 1911

Ordered for Central Esperanza, but Lehmuth locates this ingenio at Guantanamo.
VIW class 7-12.
1 'PATRICK' w/n 1825

Standard gauge

4-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Esperanza as no. **7**, By no means certain that it was this particular C. Esperanza, but all the others seem to have been narrow gauge.
BLW class 10-34E no. 2090. Spec. is in vol. 63 p 415. Dup. of 10-34E no. 2080, mark on tank: 'C. A. O. C.' on brass plates.

7	w/n 53693	Sold to Central Preston as no. 7. Sold to Central Limones. Became *MinAz* no. **1849** at that location. In existance 1995.

NB Just a couple of years after this standard gauge no. **7** arrived, one of the four Central Esperanzas purchased a 80cm / 2' 7½" gauge loco numbered **8**. It is at least possible that these were for the same location.

18.3.23 Ingenio Esperanza, at Quemados de Guines

Background

1907: “Ten miles. Gauge, 30 inches. Weight of rails, 30 to 35 lbs. to the yard. Rolling stock: One locomotive and 90 cane cars for hauling cane and wood.”
1956 [34]: Not listed.

Gauge 2' 6"

18.3.24 Central Feliz, at Bolondrón

Background

1901 [18]: 5½ km. of standard gauge, 60 lb. rail, 1 Rogers loco, 8 cars. Condition of everything good.
1907: "Two miles of standard railway to main line of United Rys. of Havana. Weight of rail, 70 lbs. per yd. Rolling stock: One locomotive and 15 cane cars, each 26,000 lbs. cap."
1909 [2]: "Situated near Bolondron. Two miles of standard-gauge track running from the sugar mill to the U. H. R. R. at kilometer 39, and from this point to colonia San Jose de Olano, 1 mile west. Weight of rail, 70 pounds ; rolling stock, 1 locomotive and 15 cane cars."
1913 [9]: Operating, owned by S. A. S. Guedes.
1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.
1922 [9]: Operating, owned as previous line. In 1922 cane would be ground at Central Conchita.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Conchita 305 Puerto Rico Libre and Central Santo Domingo 320 Juan Avila [35].

Standard gauge

2-6-0 d/w 40", cyls. 15x20", built by VIW in 1915 Delivered here new

Ordered via Oscar B. Cintas for Guades Sugar Co. for Central Feliz as **5 'ANGELICA'**.
VIW class 7-43-C.

5 'ANGELICA'	w/n 2470	Sold to Central Conchita / Puerto Rico Libre. Became *MinAz* no. **?** at that location.

18.3.25 Ingenio Flora, at Guira de Macurigues

Background

1901 [18]: 1 km of standard gauge, 58 lb. rail, no locos or cars as uses those of *FC de Matanzas*.

1909 [2]: "Situated near Giiira. A short standard-gauge spur, one-half mile long, runs from mill to U. H. R. R. There are two other spurs. One is 1¼ miles long and runs to the Matanzas division, U. H. R. R., and the other is 3 1/8 miles long and runs to Manguito, where it connects with the Cardenas division of the U. H. R. R."

1913 [9]: Operating, owned by Flora Sugar Co.

1916 [9]: Operating, owned by Central Cuba Sugar Corporation.

1922 [9]: Operating, owned as previous line. Not grinding 1922.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

18.3.26 Ingenio Guipúzcoa / Jirafa, at Marti
later Mill 311 Esteban Hernández

Background

Built 1863.
1907: "Standard gauge, one mile to main line. Narrow gauge road, 6½ miles, runs to colonia. Rolling stock: Two narrow gauge locomotives and 90 cane cars."
1909 [2]: "Situated near Hato Nuevo. Six and one-half miles of standard-gauge road running from the sugar mill to colonia Victoria. Several narrow-gauge tracks running from the sugar mill into the cane fields. Rolling stock, 2 locomotives and 90 cane cars (narrow gauge)."
1913 [9]: Operating, owned by Manuel Arocena.
1916 [9]: Operating, owned by Sobrinos de Arocena.
1922 [9]: Operating, owned as previous line.
1947-8 [33]: *65 km. via 30" y 15 km. via ancha de 3 carriles. 3 locos carbón y 2 diesel. 290 carros acero para caña y 30 carros cerrados 35 ton. para transporte azucar al sub-puerto del Central.*
1956 [34]: Actively crushing.
In modern province of Matanzas.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 14x20", built by VIW? in 1905 Delivered here new

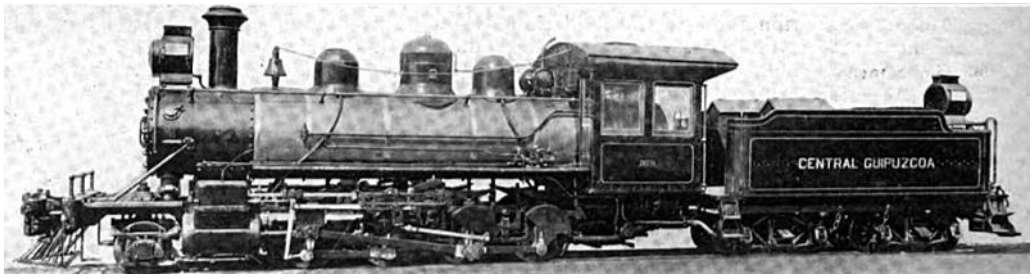
Ordered via Agustin Fuller for Central Guipuzcoa.
VIW class 7-36-2.

1 'MANUEL ARECERO' w/n 750? Later was Central Esteban Hernandez no. **3**. Became *MinAz* no. **1???** at this location. No. **2** at one period? Converted to diesel? Under repair 1980, later scrapped?

2-8-0 d/w 36", cyls. 14x22", built by VIW in ?

Ordered for Manati Sugar Co.

2 w/n ?



2-8-0 d/w 36", cyls. 14x20", built by VIW in 1915 Delivered here new

Ordered via Oscar B. Cintas for Central Guipúzcoa.
VIW class 7-36-A.

3 'NICASIA' w/n 2459 Became *MinAz* no. **1616** at this location. Out of use 1994 and 1997.

0-4-0T d/w 30", cyls. 9x14", built by VIW in 1917 Delivered here new

Ordered by Central Guipuzcoa.
VIW class 7-5.

1 'MANUELITA' w/n 2688 Became *MinAz* no. **1214**. Seen dismantled 1994 and 1995.

2-8-0 d/w 30", cyls. 14x20", built by VIW in 1917 **Delivered here new**

Ordered by Central Guipuzcoa.
VIW class 7-36-A.

2 'JOSEFA'	w/n 2706	Scrapped by 1980?

0-4-0T d/w 30", cyls. 9x14", built by VIW in 1919 **Delivered here new**

Ordered by Frank Davies for Central Guipuzcoa.
VIW class 7-5-2.

2 'PAQUITA'	w/n 2891	Became *MinAz* no. **1215** at this location. Seen dismantled 1994 and 1997.

0-4-0T d/w 30½", cyls. 9x14", built by VIW in 1923 **Delivered here new**

Ordered via Oscar Cintas for Central Guipuzcoa.
VIW class 7-5-2..

3 'PAQUITA'	w/n 3354	Became *MinAz* no. **1316** at this location. Present 1980, later scrapped?

2-6-2T d/w 42", cyls. 14x20", built by Porter in 1919

Ordered via Young & Hyde Co. for Central Macagua, SC/LV **2 'HAYAGAN'**. Sold to Central Guipuzcoa, SC/LV, as no. **2**.

2	w/n 6241	Became *MinAz* no. **1225** at this location but may never have carried the number. Out of use 1994 and 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915

Ordered for Central Lequeitio **7 'MORAIMA'**,
BLW class 10-22E no. 66. Spec. is in vol. 54 p 159. Details similar to 10-22E no. 15, mark on tank: 'CENTRAL LEQUEITIO', railing around top of tender.

072	w/n 42479	Out of use 1994 and 1997.

Additional 2' 6" gauge loco/s reported at this location by visitors in recent years

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

Ordered for ?

2	w/n ?	Under repair 1980, converted to diesel?

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Havana Central RR Co. for Cuban Central Rlys. Ltd. no. **35**.
BLW class 10-18E no. 14. Spec. is in vol. 54 p 150. Dup. of 10-18E nos. 10 and 11, straight stack, outside frames, markl on tank: 'F. C. DE C.'.

9	w/n 44285	Derelict in 1980, later scrapped?

Standard gauge

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1919 **Delivered here new**

Ordered for Central Guipuzcoa as no. **6**.

VIW class 7-51-E.

6	w/n 3006	Sold to Central Santa Isabel as no. 6**.** later **3.** Became *MinAz* no. **1???** at that location.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1924 **Delivered here new**

Built for Vulcan Locomotive Sales Cuba, and sold to Central Guipuzcoa as no. **8**.

VIW class 7-36-A.

8	w/n 3495	Became *MinAz* no. **1522** at this location. Out of use 1994 and 1997.

Additional standard gauge loco/s reported at this location by visitors in recent years

None.

18.3.27 Jagüey Grande, at ?

18.3.28 Central Jesús María, at Cidra

Background

1907: “To San Francisco de Paula, and connects with the United Rys, of Havana. Standard gauge. Weight of rails, 60 lbs. per yd. Rolling stock: One 80 h.p. engine, and 14 freight cars, 25,000 cap.”
1909 [2]: “Situated near Matanzas. Standard-gauge road running from the sugar mill to San Francisco de Paula, where it connects with the Benavides branch of the U. H. R. R. Rolling stock, 1 locomotive and 15 freight cars.”
1913 [9]: Operating, owned by Segundo Botet.
1916 [9]: Operating, owned by Matanzas-American Sugar Co.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Limones 312 Fructuoso Rodriguez and Central El Trionfo 323 Horacio Rodriguez [35].

Standard gauge

0-4-4T d/w ?", cyls. 14x20", built by Porter in 1905

Ordered via Czarnikow McDougal & Co. for Central El Pilar, or maybe for Central Jesus Maria,

1 later **6**	w/n 3356	Later at Central Lavandero(?) where became *MinAz* no. **1205.** Sold/ transferred to Central Santa Rita / Rene Fraga, M. Became *MinAz* no. **1524** at that location. Derelict there 1995. later at Central Josefita / 206 Manuel Isla Perez **1205.**

2-6-2T d/w 46", cyls. 17x24", built by Porter in 1915 **Delivered here new**

Ordered via J. G. White Engineering Co. for Matanzas American Sugar Co. **2** for Central Jesus Maria?

2	w/n 5741	Sold to Central Mercedes, M, as no. **5**.

18.3.29 Central Jicarita, at Bolondrón

Background

1907: “Spur connects main line at Bolondron. Standard gauge. Weight of rails, 70 lbs. per yd. No rolling stock.”

1909 [2]: “Situated near Bolondron. A standard-gauge spur. 1¾ miles long, runs from Bolondron Station, on the Matanzas division, U. H. R. R., to the sugar mill. No rolling stock.”

1913 [9]: Operating, owned by M. Diaz.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

18.3.30 Ingenio La Bosa, at Jovellanos

Background

1909 [2]: “Situated near Jovellanos. One-quarter mile of standard-gauge track running from the railroad to the sugar mill. No rolling stock.”

1956 [34]: Not listed.

18.3.31 Central Las Cañas, at Alacranes

Background

1901 [18]: 22 km. of 2' 6" gauge, 18 lb. rail, 2 locos and 212 cars.

1909 [2]: "Situated near Alacranes. Thirteen and one-half miles of road running from the sugar mill to the settlement named Tinajita and connecting with the U. H. R. R. at Union. A siding runs to Estante. Gauge, standard; weight of rail, 30 pounds ; rolling stock ; 2 locomotives and 42 cane cars."

1956 [34]: Not listed.

Gauge 2' 6"

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1886 Delivered here new

Ordered via K&P for Central Las Cañas as **2 'JUAN POEY'**. sold to Herederes de Poey, then to Central Patricio ? or maybe to Central Patria.

BLW class 6-16D no. 17. Spec. is in vol. 13 p 142. 4-wheeled tender, mark on tank: 'LAS CAÑAS', R&H stack. Gauge 2' 6".

2 'JUAN POEY' w/n 8238



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00305.

18.3.32 Central Limones, at Matanzas
later Mill 312 Fructuoso Rodríguez

Background

Built 1901-2?

1901 [18]: 15 km. of standard gauge, 30 lb. rail, 4 locos and 801 cars.

1907: "Standard gauge; connects mill with Limones. Intermediate narrow gauge track. Plantation also owns 6 kilometers of narrow gauge road, running to colonias. Weight of rails, 30 lbs. Rolling stock: Four locomotives, one standard gauge and three narrow gauge; 120 small cars and 46 large cars."

1909 [2]: "Situated near Limonar. A combination standard and narrow-gauge track, 6 miles long, runs from the sugar mill to the railroad station at Limonar. In addition, three narrow-gauge branches run from the sugar mill into the cane fields. Weight of rail, standard, 60 pounds, and narrow, 30 pounds. Rolling stock, 1 standard and 3 narrow-gauge locomotives, 120 small and 46 large cane cars."

1913 [9]: Operating, owned by Viuda de E. Terry.

1916 [9]: Operating, owned by J. Y. Lezama.

1922 [9]: Operating, owned by Banco Nacional de Cuba.

1943 [32]: Operating, owned by Hernandez y Garcia.

1956 [34]: Actively crushing.

In modern province of Matanzas.

Gauge 2' 6"

0-6-2T d/w 28", cyls. 8x12", built by Baldwin in 1885 Delivered here new

Ordered via K&P by E. Terry for Central Limones.

BLW class 8-10 1/3D no. 1. Spec. in vol. 12 p 200. Mark on tank: 'YNGo. LIMONES', R&H stack.

1 'TOMÁS TERRY' w/n 7668 Sold to Central Juragua as no. **1**. Became *MinAz* no. ?



'TOMÁS TERRY' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00262.

0-6-0 d/w 36", cyls. 13x16", built by Baldwin in 1888 Delivered here new

Ordered via K&P for Emilio Terry for Central Limones.

BLW class 6-20D 9 vol 14 p 208. Certainly carried K&P plate, R&H stack.

2 'ODETTE' w/n 9594 Sold to Central Juragua as no. 2. Became *MinAz* no. ?



'ODETTE' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00361.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1893 **Delivered here new**

Ordered by Macias & Co. for Emilio Terry for Central Limones **'TERESA'.** May have worked at Central Juragua for a while.

BLW class 10-18E no. 6. Spec. is in vol. 18 p 106. mark on tank: 'CENTRAL LIMONES', R&H stack. Gauge 2' 6".

'TERESA' w/n 13187

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1894

Ordered for Agustin Fuller for Central Juragua **1 'TERESINA'**, later Central Limones **3,**

BLW class 8-14D no. 17. Spec. is in vol. 19 p 7.

3 w/n 14092

Standard gauge



0-4-0ST Motor d/w 38", cyls. 10x14", built by Baldwin in 1878

Ordered for NY Elevated RR as no. **47**. Then to Manhattan Rly as no. **47**. Sold to Lutcher-Moore Cypress Lumber Co. as **??** in 1892. Sold to Central Limones. Lehmuth clearly thinks it was no. 4403 that was sold on from Lutcher & Moore Cypress in Louisiana to Central Limones.

BLW class 4-14C no. 14. Spec. is in vol. 8 p 211. Connelly has dimensions as d/w 42" and cyls. as 12x16".

1? w/n 4402/3? An 0-4-0ST was derelict here in 1996, on its side. Possibly this one?

0-4-4T d/w 48", cyls. 14x18", built by Baldwin in 1886

Ordered by Suburban Rapid Transit Co. as their no. **3**, sold 1891 to Manhattan Rly. as no. **338**, then in 1899 to T. K. Scott of Milledgeville, Georgia, as no. **8**(?), then to Southern Iron & Equipment as no. **541**, and on to Tuscaloosa Belt RR no. **4** in 1907. Became Birmingham & Gulf Rly. & Navigation no. **4**, then to SI&E no. **1022**, on to Watauga Ex-

tract Co. of Elizabethtown, Tennessee, as no. **10**, and finally to Central Limones as no. **2**.
BLW class 8-22 1/3C no. 9. Spec. is in vol. 13 p 82. Leach (2nd ed.) says rebuilt as 0-4-0 at some point.
1 w/n 8048

2-6-0 d/w 63", cyls. 18x24", built by Baldwin in 1890

Ordered by Richmond Fredericksburg & Potomac RR as their no. **1³**, sold 1915 to Georgia & Florida RR as no. **42**. Sold 1917 to Southern Iron & Equipment, their no. **1225**, and sold on in 1917 to Central Limones where became no. **3**.
BLW class 8-30D no. 369 Spec. is in vol. 15 p 269.
3 w/n 10798

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1899

Ordered by Vicksburg, Shreveport & Pacific RR as **304**, later **334**, sold to Alabama & Vicksburg RR as **334**. Sold 1917 to Southern Iron & Equipment, their no. **1233** (or **1223?)**, and sold on in 1917 to Central Limones where became no. **4**.
BLW class 8-32D no. 571. Spec. is in vol. 22 p 182.
4 w/n 17287

2-6-0 d/w 54", cyls. 17x22", built by Baldwin in 1876

Ordered for *FC Oeste de Cuba* as no. **14** later **39**. Sold to Central Limones as no. **5**.
BLW class 8-28D no. 33. Spec. is in vol. 8 p 56. R&H stack, mark on tank: 'OESTE'.
5 w/n 4032

2-6-0 d/w 56", cyls. 18x24", built by Grant in 1881

Ordered by Cleveland, Columbus, Cincinnati & Indianapolis RR as no. **78**, later renumbered **609**, then **6314**. Rebuilt 1909. Sold 1917 to Southern Iron & Equipment as no. **1215**, and on to Central Limones.
10 w/n 1344 (NB Grant lists vary. Best has this loco as 1447, but Connelly, Weber and O'Connor show 1344 as here)

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1883

Ordered by New York West Shore & Buffalo RR class C no. **126**, became West Shore RR **126**, sold 1886 to New York Ontario & Western RR class O no. **80**. Sold 1917 to Southern Iron & Equipment as their no. **1227**. Sold December 1917 to Central Limones.
BLW class 10-34E no. 364. Spec. is in vol. 11 p 235. straight stack.
11 w/n 7044

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
12 w/n ?

0-4-2T d/w 35", cyls. 12x16", built by Baldwin in 1890

Ordered by Metropolitan Street Railway Atlanta as no. **9**; sold to Atlanta Consolidated Street Railway; then to Flovilla & Indian Springs RR as their no. **9**; then in 1918 to Southern Iron & Equipment as no. **1377**; on in 1919 to William Y. Westervelt for the Floville & Indian Springs RR. It quickly returned to SI&E and was sold in 1920 to Central Limones as no. **13**.
BLW class 6-18 1/3C no. 21. Spec. is in vol. 16 p 149.
13 w/n 11411

2-6-0 d/w 53½", cyls. 19x24", built by Baldwin in 1901

Ordered by Alabama & Vicksburg RR as **409**, later **438**, sold by 1926 to Central Limones where became no. **14?**
BLW class 8-32D no. 600. Spec. is in vol. 23 p 232. Straight stack.

14?	w/n 18720	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered by José Ignacio Lezema Reyes, for Central Limones.
BLW class 10-34E no. 2063. Spec. is in vol. 64 p 46 Dup. of 10-34E no. 2062. mark on tank: 'CENTRAL LIMONES'.

15	w/n 52912	

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 Delivered here new

Ordered via Jose Lezama for Central Limones.
VIW class 7-54-A2.

16 (arrival much delayed)	w/n 3094	Not delivered. Diverted by VIW to Hershey no. **10**. Sold to Central Rosario as no. **8**. Given new VIW boiler in 1925. Sold to central Florida as no. **6**. Eventually did come to Central Limones as no. **16**. Sold to Central Baragua / 504 Ecuador. Became *MinAz* no. **1903** at that location.
17	w/n 3102	Later sold/transferred to Central Baragua / 504 Ecuador. Became *MinAz* no. **1904** at that location.
18	w/n 3103	Became MinAz no. **?** at this location.

0-4-4T d/w 42", cyls. 12x16", built by Baldwin in 1878

Ordered by NY Elevated RR, rebuilt 1886 by BLW as d/w 38" cyls. 10x14", leased to Manhattan Rly. then P. McManus Co., sold 1907 to BR&L, on to R. W. Wier Lumber, then to Lutcher Moore Cypress Lumber Co. of Cuba, then to Central Limones as no. **1**, Connelly says on road in 1923.
BLW class 8-18?C no. . Spec. is in vol. p .

1	w/n ?	

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1918

Ordered by Central Cunagua as no. **12**, sold at unknown date to Central Limones **?**.
BLW class 10-30D no. 665. Spec. is in vol. 63 p 396.

?	w/n 50996	Became *Minaz* no. **1526**. In steam 1994, in existence 1995. On loan to mill 306 in 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Esperanza as no. **7**, sold to United Fruit Co. at Central Preston as no. **7**, and regauged to standard there, then sold on to Central Limones where became no. **?**.
BLW class 10-34E no. 2090. Spec. is in vol. 63 p 415.

?	w/n 53693	Became *MinAz* no. **1849** at this location. In use 1994, in existence 1995. Under repair 1997.

2-6-2T d/w 44", cyls. 15x22", built by Rogers in 1894

Ordered by *FC Unidos*, as no. **1 'CARMEN'.** Sold to Central Limones.

?	w/n 5001	Became *MinAz* no. **1216**?. In steam 1994. Leach's list says this was a 2-4-2T rebuilt to a 2-4-0, but both Connelly and Lehmuth's Rogers lists have it built as a 2-6-2T. There seems to be some confusion with the next engine listed below.

2-4-4T d/w 40", cyls. 13x22", built by Rogers in 1895

Ordered by *FC Unidos* as **? 'SAN AGUSTIN'** Sold to Central Limones.

?	w/n 5036	Rebuilt as 2-4-0, became *MinAz* no. **1216**? at that location. But present here in 1997.

2-6-2T ex 2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1915

Ordered via Czarnikow Rionda as no. **4**, but for where? Gauge standard. Later worked at Central Alava / 301 Mexico, and may even have been ordered for that location. Became *MinAz* no. **1313** at this location. Rebuilt as a 2-6-2T at some point. Later transferred to Central Limones / 312 Fructuoso Rodriguez.

?	w/n 55282	Became **1313.** In steam 1994, in existence 1995. On loan to mill 319 in 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly as no. **46** but not delivered. Sold by VIW to Central Limones as no. **15.**

VIW class 7-54-A1.

15	w/n 3005	Became *MinAz* no. **1???** at this location.

2-8-0 d/w 54", cyls. 22x26", built by Baldwin in 1919

Ordered by Cuba RR. as nos. **310** and **312**.

BLW class 10-38E no. 3703 and 3705. Spec. is in vol. 66 p 31. Mark on tank: 'CUBA'.

310	w/n 52486	Sold to Central Limones at unknown date. Became *MinAz* no. **1809**. Derelict 1994 and 1997.
312	w/n 52488	Sold to Central Limones at unknown date. Connelly on the other hand says it went to Central Carolina. Became *MinAz* no. **1812**.

0-4-4T d/w 42", cyls. 12x16", built by Pittsburgh in 1892

Ordered for Manhattan Rly no. **47**, then in 1906 to P. Manus of Vineyard, Pa.,via BR&L, then in 1907 to R. W. Wier Lumber Co., Houston, Texas. via GC&L no. **264**. 1918 to Frank Drew, Live Oak, Florida. then on to Central Limones?, reported solely by Weber.

?	w/n 1321	

Additional locos reported at this location by visitors in recent years

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1914

Ordered for ?

BLW class 4-14C no. 270. Spec. is in vol. 49 p 30.

1117	w/n 41244	Derelict 1994 and 1997.

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

Ordered for ?

1217	w/n ?	Derelict 1994 and 1996.

2-8-0 d/w ?,. cyl;s. ?, built by ALCo in ?

Ordered for *FCC* as no. 10501 according to AHW [38] who is also the sole source for it being here.

1594	w/n ?	

18.3.33 Ingenio Luisa ó La Condesa, at Matanzas

Background

1907: “No railway.”

1913 [9]: Operating, owned by Central Luisa Sugar Co.

1916 [9]: Operating, owned by Lezama y Menendez.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Limones 312 Fructuoso Rodriguez and Central El Trionfo 323 Horacio Rodriguez [35].

18.3.34 Ingenio Majagua ó San Gonzalo, at Union de Reyes

Background

1907: “Three kilometers in length; connects with Union de Reyes. Gauge, standard. Weight of rails, 60 lbs. per yd. No rolling stock.”

1909 [2]: “Situated near Union de Reyes. A standard-gauge spur, 2 miles long, runs from the U. H. R. R. at Union to the sugar mill. No rolling stock. ”

1913 [9]: not listed.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Conchita 305 Puerto Rico Libre and Central Santo Domingo 320 Juan Avila [35].

18.3.35 Ingenio Margarita y Teresa, at Alacranes

Background

1901 [18]: 3 km. of 2' 3½" gauge, 60 lb. rail, no locos or cars as uses those of United Rlys.

1956 [34]: Not listed.

18.3.36 Central Mercedes, at Calimete
later Mill 313 Seis de Agosto

Background

1907: "Spur about one-eighth of mile to Manguito. Connects with tracks of the Cardenas & Jucaro Railway. Standard gauge. Weight of rails, 80 lbs. No rolling stock."
1909 [2]: "Situated near Guareiras. Standard-gauge spur to sugar mill. No rolling stock."
1913 [9]: Operating, owned by Central Mercedes Co.
1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo SA.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/06/central-mercedes-centrales-de-cuba/
"*El central Mercedes, ubicado en Manguito, Matanzas, era el 49no central del país por su capacidad de producción de 325 000 de caña diarias. Empleaba el Mercedes 2 568 trabajadores en zafra y poseía 987 caballerías de tierras propias. Antes de 1958 también se le conoció como central Nuestra Señora de la Merced, y central Carrillo.*
Fue fundado en 1855 por el cubano Antonio Carrillo Albornoz, aunque otras fuentes sitúan el acto fundacional en 1853 por el mismo propietario que lo nombro Mercedes en honor de su hija. Después pasaría a la propiedad de Andrés Carrillo de Albornoz quien en 1901 lo vendió por $400 000 a la «Compañía Cubana Central Mercedes», propiedad de Miguel Arango, Regino Truffin e Ignacio Almagro.
En 1915 estuvo entre los centrales comprados por la «Cuban Cane Sugar Corporation», que en su época fuera la mayor compañía azucarera del mundo, y fue uno de los que mantuvo bajo su control su sucesora, la «Compañía Azucarera Atlántica del Golfo».
En 1917 la Cuban Cane ensayó en sus tierras la máquina para corta caña Luce. Los propietarios de la Atlántica del Golfo, por su parte, transformaron el sistema de manipulación y envase de azúcar, sustituyendo a los carretilleros por rastrillos mecánicos conductores de sacos; instalaron un clarificador Gavre; e incrementaron la capacidad de la casa de calderas con la instalación de dos nuevos condensadores y el montaje de un tacho con revolvedor Webre; lo que trajo como consecuencia una mayor producción y un mejor rendimiento industrial del ingenio.
Tras el triunfo de la Revolución Cubana fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central 6 de agosto en honor a la fecha de la intervención de los centrales.
Fue uno de los primeros centrales en dejar de moler caña en la provincia de Matanzas tras la crisis económica de los años 90 en la Isla y tan temprano como en 1993 comenzó su desactivación."

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1916

Ordered via Mosle Bros. for Central Senado. Sold to Central Mercedes M.
BLW class 10-34E no. 2050. Spec. is in vol. 54 p 210. No lettering or numbering mentioned on spec. page.

?	w/n 44461	Sold to Central Santo Domingo. Became *MinAz* no. **1807** at that location. In existence 1995.

2-6-2T d/w ?", cyls. 17x24", built by Porter in 1915

Ordered via J. G. White Engineering Co. for Matanzas American Sugar Co. Sold to Central Mercedes, M, as no. **5**.

5	w/n 5741	Sold/transferred to Central Santa Rita / Rene Fraga, M. Became *MinAz* no. **1524** at that location.

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

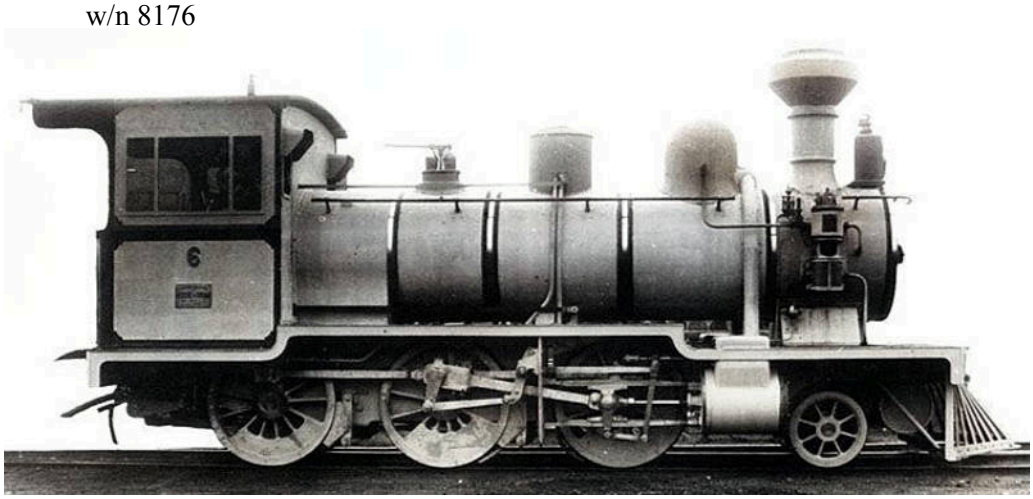
Ordered by Central Mercedes.

?	w/n 7619	Sold/transferred to Central Soledad / 321 Julio Reyes Cairo, and became *MinAz* no. **1123**.

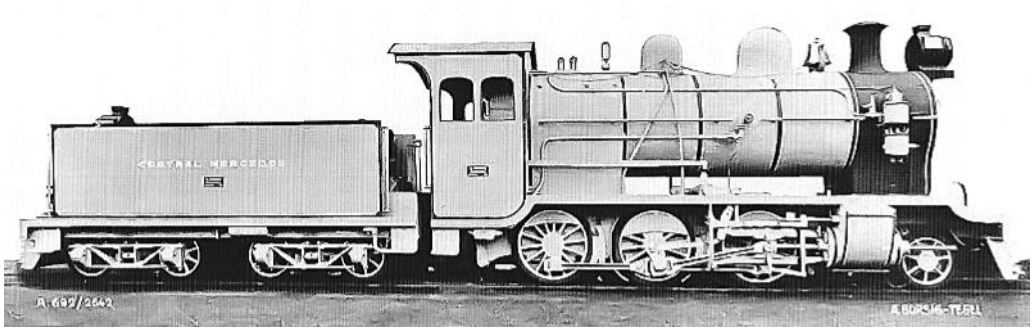
2-6-0 d/w ?", cyls. ?x?", built by Borsig in 1910 and 1911 **Delivered here new**

Ordered by Central Mercedes M.

?	w/n 7857
?	w/n 8176



Not yet confirmed that this is one of the above pair, though it looks very much like a Borsig photo.



However, the late Uwe Bergmann reckoned that this rather larger machine was one of the two Borsig moguls at this location.

2-8-0 (or 0-8-0 as Lehmuth says?) d/w ?", cyls. 20x24", built by Porter in 1916 **Delivered here new**

Ordered via M. Tillman & Co. for Cuba Cane Sugar Co. for Central Mercedes, Manguito, Matanzas.

6?	w/n 5811

0-4-0 d/w ?", cyls. ?x?", built by Henschel in 1912

Ordered by Central Mercedes (might have been the other one in Pinar del Rio).

?	w/n 11651

0-6-0T d/w 44", cyls. 19x24", built by ALCo Cooke in 1919

Ordered by Havana Central Rly. Ex-HC **P27-P30**. Originally Havana Central no. **P30**. Later *FC Unidos* no. **140.** Classified as switching 0-6-0 in 1930. Sold to Central Alava / 301 Mexico. Became *MinAz* no. **1608** at that location. Later transferred to Central Mercedes / 313 Seis de Agosto.

1608	w/n 58750	However, derelict here in 1994 and 1997..

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by *FC del Norte* **33²** but not delivered, Lehmuth says was built for *FC Norte* but diverted by VIW to Central España, M, as no. **17**. Sold to Central Mercedes, M. as no. **17**.
VIW class 7-54-A1.

17	w/n 3088	Sold/transferred to Central Por Fuerza / 314 Jesus Rabi. Became *MinAz* no. **1810** at that location.

2-6-0 d/w 48", cyls. 19x26", built by VIW in 1921

Ordered via Oscar B. Cintas for Central España as no. **15**. Sold to Central Mercedes, M, as **15**.
VIW class 7-54-A2.

15	w/n 3144	Sold/transferred to Central Santa Amalia / 318 Victoria de Yaguajay. Became *MinAz* no. **1811** at that location.

0-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1917

Ordered for John Marsch contractor but not delivered, Batch of six for John Marsch but four sold to various purchasers, inc. Cuba Cane Sugar Corp., sold to Cuba Cane Sugar **55**, rebuilt as 2-6-0 for Central Mercedes M **100**
BLW class 6-26D no. 111, Spec. is in vol. 53 p 3. mark on tank: 'CUBA CANE SUGAR CORPORATION',

100	w/n 44919	

Additional loco/s reported at this location by visitors in recent years

4-6-0? d/w 54", cyls. 18x24", built by ALCo in 1904

Ordered for ? Cardenas & Jucaro Rly No **7** or **8**?

1412	w/n 30189 or 30190	Derelict 1994 and 19997..

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

Ordered for Cuban Central RR No **107** ,
BLW class 10-30E no. 116. Spec. is in vol. 36 p 200.

1528	w/n BLW 35324	Out of use 1994, rebuilding halted. Out of use 1997.

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1917

Ordered for Cuba Cane Sugar Co No **7** at Central Morón.
BLW class 10-30E no. 144, spec. is in vol. 54 p 197.

1617	w/n 46532	Present 1994. Dererlict 1997.

?-?-0 d/w ?, cyls. ?, built by ? in 19

Ordered for ?

1822	w/n ?	

Ingenio Nena, at Manguito
see 18.3.6 Ingenio Araujo

Background

1901 [18]: 1¾ km. of standard gauge, 70 lb. rail, no locos or cars as use those of Cardenas y Jucaro railway.

18.3.37 Central Nueva Luisa, at Jovellanos

Background

1901 [18]: (‘Luisa at Jovellanos’) 1½ km. of standard gauge, no locos or cars as they use *FC de Matanzas* stock.
1907: “Three railways; one to Navajas, 7 miles; another, 500 yards, to Madam, and a third, the Cardenas and Jucaro R. R. Standard gauge. Weight of rails, 30 lbs. per yd. Rolling stock: Two locomotives, 110 cane cars, 4 tank cars, and one auto car.”
1909 [2]: “Situated near Jovellanos. Consists of 10 miles of standard-gauge road. One line runs from the mill to Jovellanos, where it joins the Cardenas division of the U. H. R. R. ; another runs from the mill to Madan, where it joins the Matanzas division of the U. H. R. R. ; and a third line joins the Atrevido branch of the Matanzas division, U. H. R. R. Rolling stock 2 locomotives, 110 cane cars, and 4 tank cars.”
1913 [9]: Operating, owned by The Cuban Sugar Refining Co.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Soledad 321 Julio Reyes Cairo and Central Santa Amalia 318 Victoria de Yaguajay [35].

Standard gauge

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1904 Delivered here new

Ordered for Cuban Sugar Refining Co. for Central Nueva Luisa **2,**
BLW class 8-30D no. 625. Spec. is in vol. 27 p 95. mark on tank: ‘CENTRAL NUEVA LUISA’ and on the line below: ‘C. S. R. CO.’ straight stack.
2 w/n 24810

18.3.38 Ingenio Occitania, at Colón

Background

1907: “One mile spur connects with main line at Macagua. Standard gauge. Weight of rails, 80 lbs. Rolling stock. One locomotive and 30 cane cars, auge, from mill to Camarones, 2½ miles, connecting with main line. Telephone line follows track. Another line, 6 miles, connecting cane fields, and another, three-quarters mile, to main line of the Jovellanos-Matanzas R. R. Standard gauge. Weight of rails, 80 lbs. No rolling stock.”
1909 [2]: “Situated near Colon. About 1 mile of standard-gauge road running from the sugar mill to Macagua, where it joins the U. H. R. R. Rolling stock, 1 locomotive and 30 cars.”
1913 [9]: not listed. Leach says mill closed down in this year.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Zorrilla 324 Mario Munoz [35].

Standard gauge

2-6-0 d/w 52", cyls. 16x24", built by Rogers in 1894

Ordered via Henry A. Himley for Central Occitania, Macagua, Villa Clara (?).

1 w/n 5002

18.3.39 Ingenio Olimpo, at Carlos Rojas

Background

1909 [2]: “Situated about 5 miles west of Cimarrones. Seven and one-half miles of standard-gauge road. Five and five-eighths miles of the road runs from Cimarrones Station on the U. H. R. R. to kilometer 171 of the U. H. R. R., between Madan and Tosca. This portion passes the sugar mill. One and seven-eighths miles of road forms a siding at Tosca and runs north to the finca San Juan. No rolling stock.”

1913 [9]: Operating, owned by Soc. Anon. Central Azucarera Olimpo.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Soledad 321 Julio Reyes Cairo and Central Santa Amalia 318 Victoria de Yaguajay [35].

18.3.40 Ingenio Por Fuerza, at Colón
later Mill 314 Jesús Rabí

Background

Possibly known as Central Santa Fecunda for a period.
1901 [18]: 15 km. of standard gauge, 60 lb. rail, 1 loco, no cars as Cardenas and Matanzas cars hired as needed.
1907: "Standard gauge, about 15 kilometers. Branch to Cumanayaguas, about 2½ kilometers, and to main line at Calimete and Amarillas. Weight of rail, 80 lbs. Rolling stock: One locomotive and one car."
1909 [2]: "Situated near Calimete. Nine and three-eighths miles of standard-gauge road connecting with both the Cardenas and the Matanzas divisions of the U. H. R. R. A branch 1½ miles long runs from the sugar mill to Cumanay-agua, and another runs to the main line between Calimete and Amarillas. Rolling stock, 1 locomotive and 1 car."
1913 [9]: Operating, owned by Arias y San Ticiete.
1916 [9]: Operating, owned by La Paz Sugar Co.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Agricola Indarra SA.
1956 [34]: Actively crushing.

Standard gauge

0-6-0T d/w 42", cyls. 16x22", built by Baldwin in 1876

Ordered by Richmond, Fredericksburg & Potomac RR as **1 'T. L. COURTNEY'**, rebuilt as 'dummy' **D**, OoS by 1903, then here.
BLW class 6-26D no. 5. Spec. is in vol. 8 p 51. straight stack, but a diamond stack top sent out a year later for retro-fitting. Spec. page has detail implying that was built with an overall roof as motor/dummy from the start.

1	w/n 4035	

4-4-0 d/w 63", cyls. 17x24", built by Baldwin in 1882

Ordered for St. Paul, Minneapolis & Manitoba RR as no. **108**, then to Montana Central RR as no. **10**. Returned to St. Paul, Minneapolis & Manitoba as **108**, and became Great Northern RR no. **108**. Sold to Central Porfuerza as **2**.
BLW class 8-28C no. 376. Spec. is in vol. 10 p 265. diamond stack.

2	w/n 6182	

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1912

Ordered for Stewart Sugar Co. as no. **7**. Sold to Central Por Fuerza.
BLW class 10-30E no. 127. Spec. is in vol. 44 p 288. R&H stack, mark on tank: 'STEWART SUGAR COMPANY'.

1	w/n 38095	Became *MinAz* no. **1529** at this location. OoS 1994. In existence 1995. In use 1997.

2-6-0 d/w 48" or possibly 54", cyls. 19x24", built by Danforth Cooke in 1891

Ordered for Evansville & Terre Haute RR as no. **50**. Sold 1893 to Louisville Evansville & Saint Louis RR as no. **50**. Became Southern Rly. no. **2100** and rebuilt with d/w 48". Sold 1912 to Augusta Southern RR as no. **21**? Sold to Georgis & Florida RR as no. **21**. Sold 1917 to SI&E as their no. **1221**. And sold on to Central Por Fuerza.

?	w/n 2114	Became *MinAz* no. **1413** at this location. OoS 1994. In existence 1996. Dismantled for repair 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly. Lehmuth says was built for *FC del Norte* **33**[2] but diverted by VIW to Central España

M, as no. **17**. Sold to Central Mercedes M. as no. **17**. Sold/transferred to Central Por Fuerza / 314 Jesus Rabi.
VIW class 7-54-A1. AHW [38] says was built for the Comoa quarry as no. **17**.

17	w/n 3088	Became *MinAz* no. **1810** at this location. Present 1994. In steam 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1922

Ordered via Czarnikow Rionda for Central Elia as no. **5.** Sold to Central Por Fuerza / 314 Jesus Rabi.

?	w/n 62621	Became *MinAz* no. **1414** at that location. However, present here 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1916 **Delivered here new**

Ordered by Mosle Bros. for Central Por Fuerza as no. **3**.
BLW class 10-34E no. 2049. Spec. is in vol. 54 p 208. mark on tank: 'LA PAZ SUGAR COMPANY'

3	w/n 44223	Sold to Central Covadonga **11**. Became *MinAz* no. **1624** at that location. In existence 1995.

Additional locos reported at this location by visitors in recent years

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

Ordered for

?	w/n ?	Derelict 1990. Gone by 1997?

18.3.41 Ingenio Porvenir ó Los Angeles, at Matanzas

Background

1907: “No railway.”
1913 [9]: Operating, owned by Cia. Azuc. Ingenio Porvenir.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Central Porvenir SA.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Conchita 305 Puerto Rico Libre and Central Santo Domingo 320 Juan Avila [35].

Standard gauge

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1920 Delivered here new

Ordered via Konig Bros. & Co. for Central Porvenir **2,**
BLW class 8-24D no. 256. Spec. is in vol. 64 p 331. mark on tank: ‘CENTRAL PORVENIR’.
? w/n 53779

18.3.42 Central Preciosa, at Cárdenas

Background

1907: “Narrow gauge, from mill to Camarioca, and to plantation “La Carmela”, about 11 kilometers. Weight of rail, 35 lbs. per yd. Fifty-five cars, and 18 small ones pushed by hand. Another narrow gauge road runs to Siguapa, and to wharf, about 5 kilometers. Weight of rail, 30 lbs. per yd. Cars hauled by oxen or mules.”
1909 [2]: “Situated near Cardenas. Narrow-gauge road running from the sugar mill to the wharf at Siguapa, on Cardenas Bay, and from the sugar mill to colonia La Coronela ; total length, 10¼ miles. A narrow-gauge road of the ingenio Dos Rosas connects these two branches. Gauge, 36 inches ; weight of rail, 30 pounds; rolling stock, 2 locomotives, 55 cane cars, and 18 hand cars.”
1913 [9]: Operating, owned by Cardenas-American Sugar Co.
1916 [9]: Operating, owned as previous line, possibly working jointly with Central Dos Rosas.
1956 [34]: Not listed.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1905 Delivered here new

Ordered by Galban & Co. for Central Preciosa **2**, later to Central Dos Rosas / 308 Humberto Alvarez **2**
BLW class 8-18D no. 118. Spec. is in vol. 28 p 154. mark on tank: ‘CENTRAL PRECIOSO’, R&H stack.
2 w/n 26988

18.3.43 Ingenio Progreso, at Cárdenas
later Mill 315 José Smith Comás

Background

1907: "Narrow gauge railway 8 kilometers, to neighboring colonias. Mill is practically on line of Cardenas and Jovellanos line. Rolling stock: One locomotive and 25 cars."
1909 [2]: "Situated near Cardenas. One and one-half miles of standard-gauge road running from the sugar mill to the Jucaro line of the U. H. R. R. Rolling stock, 1 locomotive and 25 standard-gauge cars. Five miles of narrow-gauge track runs from the sugar mill into the surrounding cane fields. "
1913 [9]: Operating, owned by Bango y Garcia.
1916 [9]: Operating, owned by Laurentino Garcia.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Consolidated Sugar Co. SA.
1947-8 [33]: Owned by Cia. Azuc. Progreso SA, *21 km. de ferrocarril tipo standard; 3 locos Baldwin y 1 loco Porter; 100 carros de hierro de 30 ton.*
1956 [34]: Actively crushing.

Gauge 2' 6"

Standard gauge

0-4-0ST d/w 30", cyls. 10x16", built by Porter in 1909 **Delivered here new**
Ordered via Kates & Co. for Central Progreso.
? w/n 4437 Became *MinAz* no. **1122** at this location. In use 1997.



0-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1919 **Delivered here new**
Ordered for Central Progreso **1 'CONSUELO'**,
BLW class 8-28D no. 319. Spec. is in vol. 64 p 99. Dup. of 8-28D no. 318. mark on tank: 'CENTRAL PROGRESO', roof over front end of tender.
1 'CONSUELO', w/n 52514 Sold to Central Mercedita. Became *MinAz* no. **1402** at that location.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**
Ordered for Central Progreso as **2 'ANGELINA'**.

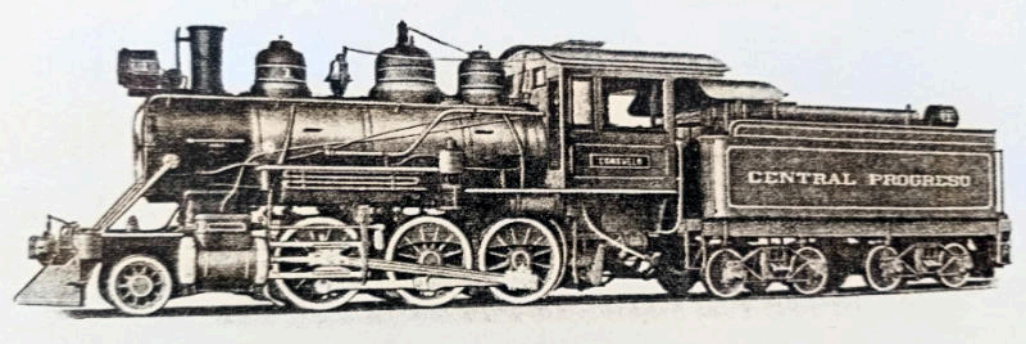
BLW class 10-34E no. 2085. Spec. is in vol. 64 p 157. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL PROGRESO'

2 'ANGELINA'	w/n 53802	Sold to Central San Cristobal / 108 Jose Marti. Became *MinAz* no. **1701** at that location. In existence 1995.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered for Central Progreso.
BLW class 8-30D no. 741-742. Spec. is in vol. 78 p 40. Dup. of 8-30D no. 708, mark on tank: 'CENTRAL PROGRESO'

1	w/n 58654	Became *MinAz* no. **1530** at this location. In use 1994. In existence 1995. In use 1997.
2	w/n 58655	Became *MinAz* no. **1531** at this location. In use 1994. In existence 1995.



2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1925

Ordered for stock, sold to Central Progreso **4**. BLW Havana stock loco but then sold to Caribbean Sugar Co. for Central Macareno. Did it ever work there? Lehmuth just has it for here, as no. **4**, not for C. Macareno.
BLW class 10-34E no. 2130. Spec. is in vol. 78 p 43. Dup. of 10-34E no. 2121, mark on tank: 'CENTRAL PROGRESO',

4	w/n 58486	Sold to Central Carolina / 304 Granma. Became *MinAz* no. **1713** at that location. En existence 1995.

2-6-0 d/w 50", cyls. 20x24", built by VIW in 1913

Ordered via Ernst Weiner for Central Socorro as no. **6 'DON PEDRO'**. Sold to Central Conchita, M, as no. **89**. Sold to Central Progreso, M, as Cuban Cane Co. no. **89**.
VIW class 7-55.

89	w/n 2080	Moved to Central Providencia LH / 210 Osvaldo Sanchez. Became *MinAz* no. **1609**. at that location.

0-4-0T d/w 30½", cyls. 10x16", built by VIW in 1919

Ordered via Rivera, Toro & von Wistern for Central España. Sold/transferred to Central Progreso / 315 Jose Smith Comás.
VIW class 7-8-1.

?	w/n 2961	Became *MinAz* no. **1121** at this location. Dismantled 1994 and 1997.

0-6-0T d/w 44", cyls. 19x24", built by ALCo Brooks in 1916

Ordered by Havana Central Rly. Ex-HC **P24-P26**. Classified as switching 0-6-0 in 1930. Originally Havana Central no. **P25**. Sold to Central Puerto / 316 Puerto Libre. Became *MinAz* no. **1715** at that location. Later transferred to Central Progreso / 315 Jose Smith Comas.

1715	w/n 56714	Derelict 1994 and 1997.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1920

Ordered for Central Adelaida as no. **5 'ALEJANDRITE'**. Sold/transferred to Central Progreso / 315 Jose Smith Comás.

VIW class 7-49-B.

? w/n 3075 Became *MinAz* no. **1415** at this location. Present 1994. In use 1997.

Additional standard gauge loco reported at this location by visitors in recent years

2-6-0 d/w ?, cyls. ?, built by Borsig? in 1910-11?

Ordered for ?

Carried a BLW XO 151 plate from 1920.

1406 w/n 7857 or 8176? Derelict 1994.

2-6-0 d/w ?", cyls. ?x?", built by SA Thiriau in Belgium in 1905

Ordered by Paul Boulanger of Cuba. Originally at Central Alavá / 301 Mejico as no. **5** with two others. Latterly transferred here to Central 315 Jose Smith Comás.

1406 w/n 68 Derelict 1997.

18.3.44 Central Puerto, at Matanzas
later Mill 316 Puerto Libre

Background

1907: “Standard gauge. About five kilometers from mill to Socorro, about 3 kilometers west. Road extends from Socorro to Jibacoa. Weight of rail. 50 lbs. per yd. Rolling stock: Two locomotives and 32 cars.”
1909 [2]:“ Situated near Arco de Canasi. Three miles of standard-gauge road running from the warehouses at the head of Canasi Bay to the sugar mill and from the sugar mill to Socorro. Rolling stock, 2 locomotives and 22 flat cars.”
1913 [9]: Operating, owned by Jose Avendaño.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Josefina Fernandez Blanco, Viuda de Avendaño.
1956 [34]: Actively crushing.
1970 [35]: Closed and then demolished.

Standard gauge

0-6-0T d/w 44", cyls. 19x24", built by ALCo Brooks in 1916

Ordered by Havana Central Rly. Ex-HC **P24-P26**. Classified as switching 0-6-0 in 1930. Originally Havana Central no. **P25**. Sold to Central Puerto / 316 Puerto Libre.

?	w/n 56714	Became *MinAz* no. **1715** at this location. Later transferred to Central Progreso / 315 Jose Smith Comas.

2-8-0 d/w 40", cyls. 17x20", built by Lima in 1905

Ordered for Rich Lumber Co. NY / Cranberry Lake RR **5**, eventually sold via SI&E **1255** to Hershey Cuban RR **5**[1], later via Jose Averdano, dealer in Havana, to Central Puerto.

?	w/n 1015

18.3.45 Ingenio Reglita, at Colón

Background

1901 [18]: 3½ km. of standard guge, 55 lb. rail, 1 loco and 8 cars.
1907: “Railway from mill through Perico to Colonia “Santa Elena," 2½ kilometers: other branches 6½ kilometers. Weight Of rail. 60 and 50 lbs. per yd. Gauge, standard. Rolling stock: 2 locomotives and 32 cars,”
1909 [2]: “Situated 2^ miles southeast of Perico. Nine miles of standard-gauge road connecting the sugar mill with Perico station. Weight of rail, 50 and 60 pounds; rolling stock, 2 locomotives and 32 cane cars.”
1913 [9]: Operating, owned by A. and S. Sardina.
1916 [9]: Operating, owned by S. Sardina.
1922 [9]: Operating, owned by Cia. Nacional de Azucares Cubanos. Not grinding 1922. Cane would be ground at Central España.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central España Mill 310 España Republicana [35].

Standard gauge

4-6-0 d/w 49", cyls. 18x24", built by Rhode Island in 1889

Ordered via Macon Construction Co. as no. **26** for Georgia Southern & Florida RR, as no. **26** later **126**. Went for a period to Hawkinsville & Florida Southern RR as no. **37**, but later returned. Sold to Georgia Car & Locomotive in 1911 as no. **154**. Sold on to C. W. Lane Contractors as no. **22**, then back to GC&L as no. **389**, before going to Central Reglita in 1918 possibly via A. M. Puente & Co. in Havana.

1 w/n 2134

2-6-0 d/w 56", cyls. 18x24", built by Cleveland, Columbus, Cincinnati & Indianapolis RR in 1883

Ordwered for Cleveland, Columbus, Cincinnati & Indianapolis RR no. **635** later **335**, sold 1889 to New York Central RR as **6338**. rebuilt 1910, sold 1917 via SI&E no. **1205**, to Central Reglita as no. **3**.

3 w/n ?

18.3.46 Ingenio Rosario or Pelayo, at Aguacate

Background

1907: “Railway is 30 kilometers. connecting with United Rys. Standard gauge. Weight of rails. 62 lbs. Per yd. rolling stock: 2 locomotives and 64 cane cars.”
1913 [9]: not listed.
1956 [34]: Not listed.

Standard gauge

18.3.47 Central San Cayetano, at Matanzas

Background

1901 [18]: 1 km. of standard gauge, 60 lb. rail, no locos or cars as those of Matanzas RR are used.

1907: “600 metres of standard gauge track connects Batey with Matanzas R. R. Weight of rail, 60 lbs. per yd. No rolling stock.”

1909 [2]: “Situated near Cidra. Short standard-gauge spur running from U. H. R. R. to sugar mill. No rolling stock. ”

1913 [9]: Operating, owned by A. Cuñal.

1916 [9]: Operating, owned by J. I. Lezama.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Limones 312 Fructuoso Rodriguez and Central El Trionfo 323 Horacio Rodriguez [35].

18.3.48 Ingenio San Ignacio, formerly Asturias, at Jaguey Grande later Mill 317 Asturias

Background

Built 1859.

1907: “Track connects Agramonte with mill; Is about 1½ miles long. A branch line covering cane fields is about 1½ miles. Standard gauge. Weight of rails, 30 lb. Rolling stock: One locomotive and 25 cars.”

1909 [2]: “Situated near Agramonte. Two and one-half miles of standard-gauge track running from Agramonte to the sugar mill. Rolling stock, 1 locomotive and 17 cars.”

1913 [9]: Operating, owned by B. Urbistondo y Cia.

1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.

1922 [9]: Operating, owned by Cia. Azuc. San Ignacio.

1956 [34]: Actively crushing.

In modern province of Matanzas.

Leach 2nd edition says mill closed before receiving new name. Last steam transferred away by 1959.

Standard gauge

18.3.49 Central San Juan Bautista, at Matanzas

Background

1907: “Narrow gauge track 500 yds. Rolling stock: 10 flat cane cars.”

1909 [2]: “Situated near Canasi. Small tramway used to carry cane from carts to the mill. Of no military value.”

1913 [9]: Operating, owned by Cia. Anon. Central San Juan Bautista.

1916 [9]: Operating, owned by Hershey Corp.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Hershey Mill 205 Camilo Cienfuegos [35].

Gauge ?

4-6-0 d/w 54" cyls. 18x24", built by Schenectady in 1894

Ordered for Dominion Construction Co. as no. **20**. Sold in 1919 to San Juan Sugar Co., Cuba. Was this at this location?

? w/n 4252

18.3.50 Ingenio San Miguel, at Guira de Macurijes

Background

1901 [18]: 1½ km.of standard gauge, 65 lb. rail, no locos or cars.

1956 [34]: Not listed.

18.3.51 Central San Rafael, at Bolondrón

Background

1907: “Standard gauge, connects with Bolondron. Weight of rails, 60 lbs. per yard. No rolling stock. Narrow-gauge road with 30-lb. rails to colonias. The rolling stock, narrow gauge, one locomotive and 70 cars.”
1909 [2]: “Situated near Bolondron. One and one-quarter miles of standard-gauge track from sugar mill to Bolondron. From the sugar mill, 5 5/8 miles of narrow-gauge road runs to the colonia Montana and three-eighths mile to the colonia Guachinango. Rolling stock, 1 locomotive and 70 cane cars (narrow gauge).”
1913 [9]: Operating, owned by Azucarera Bolondron.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

Gauge ?

18.3.52 Ingenio San Vicente, at Jovellanos

Background

1893: owned by Sainz y Sainz.
1907: "From mill to main line. 1½ kilometers east of Jovellanos. Two miles of switches at the batey. Standard gauge. Weight of rail, 50 and 55 lbs. Rolling stock: One locomotive and 2 cars."
1909 [2]: "Situated near Jovellanos. Four and one-half miles of standard-gauge road from the sugar mill to the U. H. R. R. near Jovellanos. Rolling stock, 1 locomotive, 15 freight cars, and 1 passenger coach, "
1913 [9]: Operating, owned by the Cuban Commercial & Industrial Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Soledad 321 Julio Reyes Cairo and Central Santa Amalia 318 Victoria de Yaguajay [35].

Gauge 75cm / 2' 5½" (For this central San Vicente or the other one 18.6.51?)

0-4-4RT d/w 29", cyls. 8x14", built by Baldwin in 1905 and 1907

Ordered via Ernst Weiner & Co. for Central San Vicente **2** and **3**,
BLW class 8-10 1/3C no. 5. Spec. is in vol. 28 p 256. mark on tank: 'CENTRAL SAN VICENTE', straight stack.

2 w/n ?
3 w/n ?

Gauge 2' 6"

0-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1891 Delivered here new

Ordered for J. Sainz & Co. **1 'SAN VICENTE'** .
BLW class 6-14D no. 31. Spec. is in vol. 17 p 145. mark on tank: 'J. SAINZ Y COMPAÑIA', painting: colour of Russia leather (dark red) & gold, R&H stack.

1 'SAN VICENTE' w/n 12302

Standard gauge

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered by Czarnikow Rionda & Co. for Central San Vicente as no. **3**.
BLW class 10-28E no. 135. Spec. is in vol. 64 p 301. Dup. of 10-28E no. 119, mark on tank: 'CENTRAL SAN VICENTE' and on a second line: 'DE' followed by a third line saying: 'MANUEL RUBIO',

3 w/n 54250 Sold to Cia. Azuc. Elia as no **5** **'ELIA'**. Sold to Francisco Sugar Co. Sold to Central Manuelita as no. **5**. Then to Francisco Sugar Co. as no. **3**. Order of locations not certain.

18.3.53 Ingenio Santa Amalia, at Jovellanos
later Mill 318 Victoria de Yaguajay

Background

1907: "Branch line of the United Rys. of Havana. Runs from Coliseo to mill. Standard gauge. Weight of rails. 60 lbs. No rolling stock."
1909 [2]: "Situated near Coliseo. Three-quarters of a mile of standard-gauge road from the railroad station of Coliseo to the sugar mill. No rolling stock."
1913 [9]: Operating, owned by Menendez, Martinez y Cia.
1916 [9]: Operating, owned by Laurentino Garcia.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Coliseo SA.
1947-8 [33]: Same owner as 1943: *Dos locomotoras grandes tipo Mogul; 120 carros con jaulas de dos compartimentos de 20 toneladas; una locomotora de patio para servicio de batey.*
1956 [34]: Actively crushing.
In modern province of Matanzas.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/23/central-santa-amalia-centrales-de-cuba/
"*El central Santa Amalia, ubicada en Coliseo, Matanzas, era el número 90 del país por su capacidad de molienda ascendente a 225 000 @ de caña diarias, un rendimiento industrial mediano, 136 caballerías de tierras propias y 2 000 trabajadores empleados en zafra. Tenía anexa una destilería.*
Se trataba de un ingenio antiguo que, según algunas fuentes, había sido fundado en el año 1843 y, según otras en 1843. A comienzos del siglo XX pertenecía a Taylor Comink, pasando en 1904 a Bango y García y en 1909 a «Menéndez, Martínez y Compañía», en 1913 a «García Menéndez y Compañía» y en 1914 al control total del español Laurentino García Alonso que se reorganizó como «Laurentino García SA». García lo había comprado en 1908 a sus propios propietarios norteamericanos y en 1915 lo había reconstruido totalmente.
Laurentino era propiedad, en sociedad con Pedro Arenal, de otros dos centrales: el Socorro y el Progreso, que perdieron durante el crack bancario de 1921; conservando su hijo Laurentino García Amechazurra la propiedad del Santa Amalia hasta mediados de los años 20.
Alrededor de 1925 se constituyó la «Compañía Azucarera Santa Amalia» que desde la baja azucarera tras el fin de la Primera Guerra Mundial contrajo fuertes deudas con «The Trust Company of Cuba» que, finalmente, en 1931, se adjudicó la «Compañía Azucarera Coliseo SA», heredera de la anterior. En 1933 y 1934 perteneció a «Gattorno y Cossío», y desde finales de los 30 y hasta 1944, fue propiedad de la familia Rionda, comprándolo en 1945 la firma «Hernández y García» que tenía arrendado el central Limones y el central Araujo desde el año anterior.
En 1958 seguía siendo propiedad de la familia Hernández González: El presidente era Rafael Hernández; María Luisa González, su madre, era la vicepresidenta; sus dos hermanos, Carlos y Robert era, respectivamente, tesorero y vicetesorero.
El Santa Amalia se mantuvo sin moler entre 1930 y 1933 y entre 1934 y 1935 molió poco. Su destilería, fundada en 1944, era una de las más pequeñas del país, con sólo 4 755 galones de capacidad.
Tras el triunfo de la Revolución Cubana de 1959 el central Santa Amalia fue nacionalizado por el gobierno cubano que lo renombró como central Victoria de Yaguajay. En la década del 2000, durante la reestructuración de la industria azucarera cubana, el central fue paralizado y posteriormente demolido."

Standard gauge

0-4-0T d/w 37", cyls. 12x18", built by Baldwin in 1919 Delivered here new

Ordered for Central Santa Amalia **'CUCÚ'**.
BLW class 4-18C no. 120. Spec. is in vol. 64 p 153. mark on tank: 'CENTRAL SANTA AMALIA'

'CUCÚ' w/n 52511

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1919 **Delivered here new**

Ordered for Central Santa Amalia.

BLW class 8-28D no. 318. Spec. is in vol. 64 p 155. mark on tank: 'CENTRAL SANTA AMALIA', roof over front end of tender,

1 'ISABEL' w/n 52513

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919

Ordered by Central Toledo as no. **16**. Sold to Central Santa Amalia.

BLW class 10-34E no. 2103. Spec. is in vol. 64 p 204.

? w/n 54138 Became *MinAz* no. **1813** at this location. In existence 1995. Present 1997.

2-6-0 d/w 48", cyls. 19x26", built by VIW in 1921

Ordered via Oscar B. Cintas for Central España as no. **15**. Sold to Central Mercedes, M, as no. **15**. Sold/transferred to Central Santa Amalia / 318 Victoria de Yaguajay.

VIW class 7-54-A2.

? w/n 3144 Became *MinAz* no. **1811** at this location. In steam 1994. Present 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered via Zayas Abreu Commercial for Central Los Palacios, as no. **2**. Sold to Central Alava / 301 Mexico. Became *MinAz* no. **1514** at that location. Transferred to Central Santa Amalia / 318 Rafael Reyes.

1514 w/n 62508 Out of use 1994. Dismantled 1997.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1906

Ordered by Cuba RR as no. **45**. Later renumbered **104** Sold to Central Santa Amalia as no. **45**.

BLW class 10-30D no. 479. Spec. is in vol. 29 p 175. Mark on tank: 'CUBA'.

45 w/n 29392 Became *MinAz* no. **1533** at this location. In existence/ derelict 1995. Derelict 1997 on its side.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Santa Amalia.

BLW class 10-34E no. 2084. Spec. is in vol. 64 p 157. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL SANTA AMALIA'

3 'AMELIA MARÍA' w/n 53801



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07709-1.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1905

Ordered for Cuban Central Rlys. **101,** became *FC Unidos* **44,** later to Central Santa Amalia **44.**

BLW class 10-30E no. 29. Spec. is in vol. 28 p 69. mark on tank: 'F. C. C.'

? w/n 26103 . Became **1536**. Gone by 1994.

Additional loco/s reported at this location by visitors in recent years

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

Ordered for ?

1 w/n ? Later became *MinAz* no. **1594**. In use 1994. On loan to Mill 302 in 1997, or maybe to mill 312.

2-8-0 d/w ?, cyls. ?, built by VIW in 1916

Ordered for ? Solely recorded here by AHW [38].

1614 w/n 2448

18.3.54 Ingenio Santa Catalina, at Marti

Background

1907: “Standard gauge, one mile. connects with U. Rls. of H. Weight of rail, 75 and 80 lbs. Rolling stuck: One locomotive and cars.”

1913 [9]: not listed.

1956 [34]: Not listed.

One of this Santa Catalina pair eventually downgraded to become a colonia of Central España Mill 310 España Republicana [35].

Standard gauge

18.3.55 Ingenio Santa Catalina, at Pedro Betancourt

Background

1901 [18]: 2 km of standard gauge, 60 lb. rail, no locos or cars as use those of *FC de Matanzas*.

1907: “connects with Pedro Betancourt. Standard gauge. Branch about 900 yds. No rolling stock.”

1909 [2]: “Situated near Corral Falso. Small standard-gauge spur from Corral Falso to the sugar mill. No rolling stock.”

1913 [9]: not listed.

1956 [34]: Not listed.

One of this Santa Catalina pair eventually downgraded to become a colonia of Central España Mill 310 España Republicana [35].

18.3.56 Ingenio Santa Gertrudis, at Marti

Background

1901 [18]: 7 km of standard gauge and 30 km of 2' 6" gauge, standard gauge rail 60 lb. and NG rail 30 lb. 2 SG locos and 2 NG locos (all by Baldwin), 40 SG cars and 80 NG cars. Locos and cars also rented from Cardenas and Jucaro RR during the zafra.
1907: "Standard gauge. Line connects with United Railways of Havana at Banaguises. Two standard gauge engines and 40 cars, one tank car, three narrow gauge engines and 130 cars."
1909 [2]: "Situated near Banaguises. Twenty-one and one-quarter miles of standard and narrow gauge road. The standard-gauge portion runs from Banaguises to the sugar mill, and the narrow-gauge portion consists of branches running from the sugar mill into the cane fields. Gauge, narrow, 30 inches ; rolling stock, 2 large locomotives and 1 small locomotive, 40 cane cars, and 4 tank cars, standard gauge, and 3 locomotives and 130 cars, narrow gauge."
1913 [9]: Operating, owned by Soc. Anon. Central Santa Gertrudis.
1916 [9]: Operating, owned by Cuba Cane Sugar Corporation.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.

Gauge 2' 6"

0-4-2 d/w 28", cyls. 8x12", built by Baldwin in 1882 Delivered here new

Ordered via A. G. Mendoza for Central Santa Gertrudis **1 'STA. GERTRUDIS'** crossed out and replaced by **'MERCEDES'**,
BLW class 6-8 1/3C 12, vol 11 p 108. Mark: 'STA. GERTRUDIS', Stacks: R&H for wood and Diamond for coal.
? w/n 6458 Did not work here.

0-4-2 d/w 28", cyls. 8x12", built by Baldwin in 1882 Delivered here new

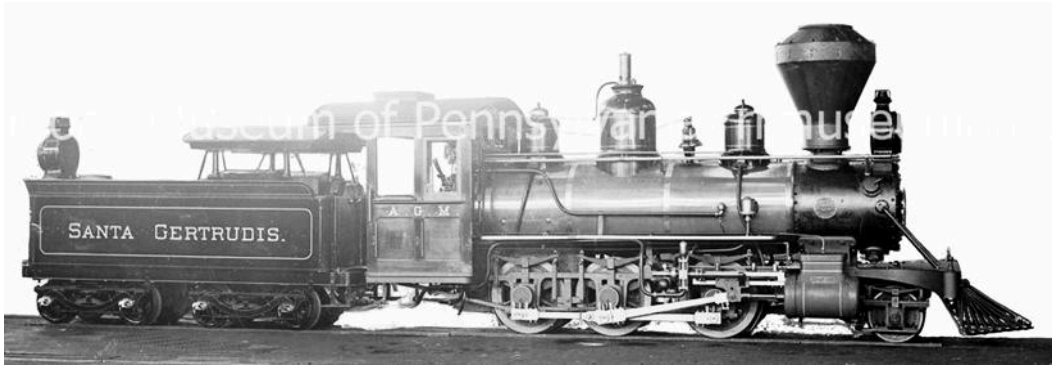
Ordered via A. G. Mendoza for Herederos de Poey, Central Santa Gertrudis **1 'Las CAÑAS',**
BLW class 6-10 1/3C 16 vol 11 p267. Mark on tank: 'STA. GERTRUDIS', R&H stack,
1 'Las CAÑAS' w/n 6998

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1889 Delivered here new

Ordered by Ingenio Santa Gertrudis via Krajewski & Pesant and M. Mendoza.
BLW class 8-14D 3 vol 15 p162. Mark on tank: 'INGENIO SANTA GERTRUDIS', no number or name. R&H stack, painting: carmine & gold as Havana RR.
? w/n 10275

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1898 Delivered here new

Ordered by K&P for Ingenio Santa Gertrudis estate.
BLW class 8-18D no. 91. Spec. is in vol. 21 p 277. name on cab: 'A. G. M.', mark on tank: 'SANTA GERTRUDIS', R&H stack, 2' 6" gauge.
? w/n 16290 Sold to Ingenio Mercedita LH as no. **4**.



Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 01118.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1908 **Delivered here new**

Ordered by Ingenio Santa Gertrudis via K&P for A. G. de Mendoza.
BLW class 8-18D no. 123. Spec. is in vol. 32 p 284. mark on tank: 'SANTA GERTRUDIS', R&H stack. 2' 6" gauge.
4 w/n 32934



Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 02727.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1901 **Delivered here new**

Ordered by K&P for A. G. de Mendoza for Ingenio Santa Gertrudis **6**.
BLW class 8-18D no. 96. Spec. is in vol. 24 p 112. mark on tank: 'SANTA GERTRUDIS', mark on cab: 'A. G. M.'
R&H stack. 2' 6" gauge.
6 w/n 19677

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1913 **Delivered here new**

Ordered by Ingenio Santa Gertrudis via American Trading Co.
BLW class 8-18D no. 140. Spec. is in vol. 44 p 262. Mostly dup. of 8-18D no. 123. mark on tank: 'SANTA GER-TRUDIS'. Probably 2' 6" gauge.
2 w/n 40084

Standard gauge

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1893 **Delivered here new**

Ordered by A. G. Mendoza for Ingenio Santa Gertrudis estate.
BLW class 8-28D no. 128 and 129. Spec. is in vol. 18 p 87. Mark on tank: 'SANTA GERTRUDIS BANAGÜISES', name on cab panel: 'A. G. DE M.', straight stack, painting: dark red & gold. duplex steam pump on running board

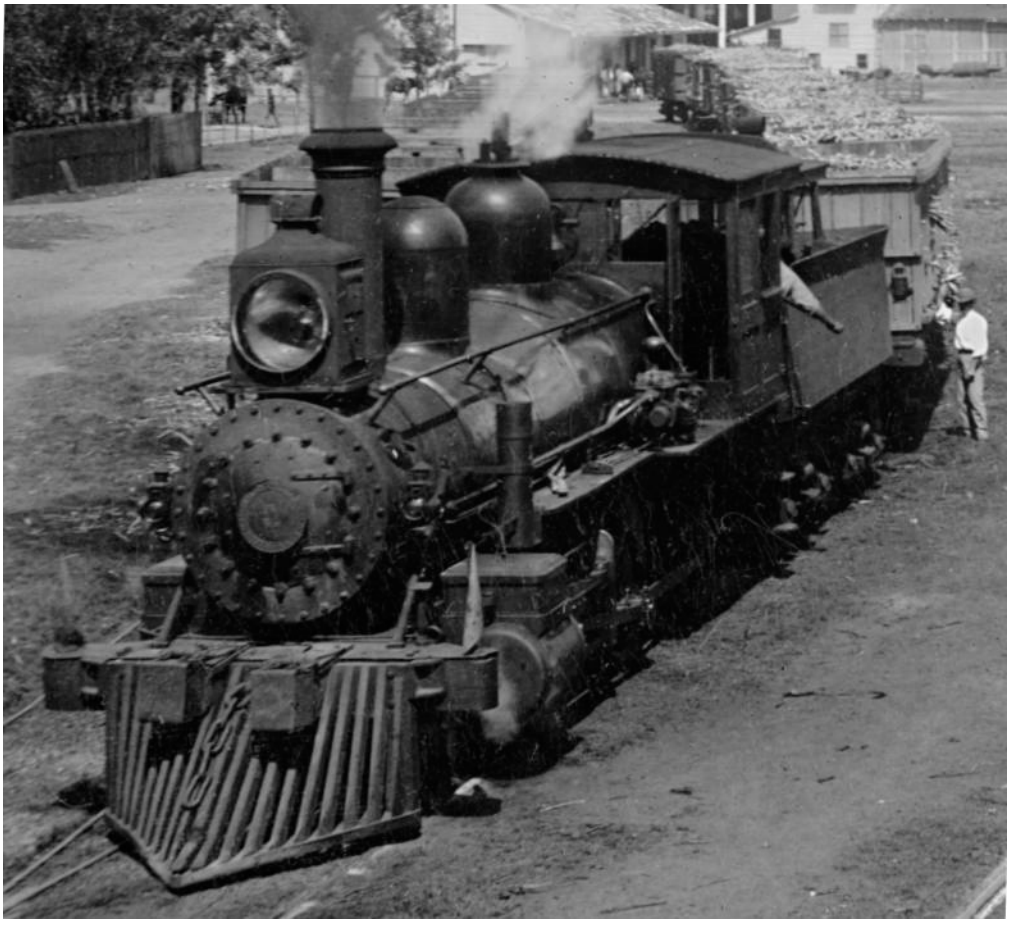
(which can be seen in the second photo below), rear sand-boxes beneath running board.

1 w/n 13142

3 w/n 12997



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00652. The 'A. G. DE M.' on the cabside presumably refers to A. G. de Mendoza through whom some of the ingenio's locos were purchased, but whether he was merely an agent or the establishment's actual owner is not known.



This engine, supposedly seen at the Central Santa Gertrudis, was very ptobably the same as that shown above in the builders' pic. There are only minor changes, including the dumb buffers, the twin panels beneath the cab windows and a taller sandbox.

18.3.57 Ingenio Santa Rita, at Colón
later Mill 319 René Fraga

Background

Built 1845.
1901 [18]: Both standard and 2' 6" gauge tracks, lengths illegible. 2 locos, 44 cars.
1907: “Narrow gauge. Runs south to colonia "Cerro Blanco," and connects with Matanzas R. R., about 3¼ miles long. Three sidings. Weight of rails: 25 lbs. Rolling stock: Two locomotives and 26 cars.”
1909 [2]: “Situated near Colon. Six and seven-eighths miles of narrow-gauge track running from the sugar mill to Pinion. There is a short branch to San Rafael. Rolling stock, 2 locomotives and 26 cars.”
1913 [9]: Operating, owned by Cia. Esperanzas.
1916 [9]: Operating, owned by Cia. Caobillas.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central Santa Rita SA.
1956 [34]: Actively crushing.
Eventually downgraded to become a colonia of Central Rosario Mill 211 Ruben Martinez Villena and Central San Antonio 212 Boris Luis Santa Coloma [35].
In modern province of Matanzas.
Paragraphs from : https://historiacuba.wordpress.com/2017/11/03/central-santa-rita-centrales-de-cuba/
“*El central Santa Rita, situado en Agramonte, Matanzas, era en 1958, el 113 del país por su capacidad de molienda diaria que ascendía a 200 000 @ de caña. Tenía un rendimiento industrial bajo, 245 caballerías de tierras propias y daba empleo a 1 600 trabajadores en zafra.*
Se fundó en el año 1845 por José Baró, quien lo bautizó en honor de su hija, manteniéndose bajo el control de sus herederos hasta 1913 en que pasó a ser propiedad de la Compañía Azucarera Caobillas, de capital cubano, que quebrara durante el crack bancario de 1921. Pasó entonces a manos del The National City Bank y fue uno de los cuatros centrales con los que este banco creó su subsidiaria “General Sugar Company”, que vendieron después, junto con los centrales San Cristóbal, Santa Rosa y San Isidro.
Sembraba en 1913 las variedades de caña cristalina y cinta, empleando fertilizantes para su cultivo, lo que era muy poco usual en la época. Para su transporte se servía de una red de 12 kilómetros de vía estrecha, más de 60 fragatas y una locomotora.
Su maquinaria se componía entonces de una descargadora y una desmenuzadora, seguidas de un juego de tres trapiches; diez defecadoras con 20 500 galones de cabida; un evaporador de triple efecto y otro de cuádruple efecto con 7 000 pies de superficie calórica; dos tachos de punto con 275 sacos de cabida y 4 500 pies de superficie calórica, ocho cristalizadores abiertos de 160 sacos cada uno, doce centrífugas sistema Watson y Hepworth y una batería de calderas con 1 500 caballos de fuerza.
Había pertenecido a Jacinto Pedroso Hernández y su socio Alberto de Armas hasta 1928 en que el primero le vendió su parte al segundo. Debido a pleitos judiciales que envolvieron a Pedroso, estuvo embargado por el municipio Agramonte de 1934 a 1937, designándose en ese entonces a Luis de Armas Fernández como administrador judicial y Mario de Armas como administrador.
En 1958 pertenecía a la familia de Armas. Alberto de Armas Martín y sus dos hijos, Luis y Mario de Armas Fernández eran, respectivamente, presidente, vicepresidente y administrador general. El primero había sido mayordomo del presidente de la República Mario García Menocal y presidente del Banco Territorial durante el crack bancario.
Tras el triunfo de la Revolución Cubana de 1959 el central fue expropiado y se le cambió el nombre por el de central René Fraga. En la actualidad es uno de los pocos de la provincia de Matanzas que todavía se mantiene moliendo.”

Gauge 2' 6"

Standard gauge

2-4-2T d/w 33", cyls. 10x16", built by Porter in 1915 **Delivered here new**

Ordered via M. Tillman & Co. for Ingenio Santa Rita.

2	w/n 5773	

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Dolores as no. **4**. Sold to Central Santa Rita.

BLW class 8-30D no. 719. Spec. is in vol. 64 p 327. Dup. of 8-30D no. 706, mark on tank: 'INGENIO DOLORES'.

4	w/n 53918	Became *MinAz* no. **1532** at this location. Out of use 1994. In existence 1995. Present 1997.

2-6-2T d/w 46", cyls. 17x24", built by Porter in 1915

Ordered via J. G. White Engineering Co. for Matanzas American Sugar Co. for Central Jesus Maria? **2**. Sold to Central Mercedes, M, as no. **5**. Sold/transferred to Central Santa Rita / 319 Rene Fraga, M.

?	w/n 5741	Became *MinAz* no. **1524** at this location. Present 1994. Under repair 1997.

0-4-0T d/w ?", cyls. ??", built by Henschel in 1913

Ordered for Ingenio España as no. **3**. Sold/transferred to Central Santa Rita / Rene Fraga.

?	w/n 12496	Became *MinAz* no. **1119** at this location. Out of use 1994 and 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Bought new for Central Morón as no. **103**. Sold to Central Washington as no. **?** Sold/transferred to Central Santa Rita / 319 Rene Fraga.

BLW class 10-34E no. 2068-2073. Spec. is in vol. 64 p 289. mark on tank: 'CUBA CANE SUGAR CORPORATION'.

103?	w/n 52969	Became *MinAz* no. **1820** (at this location, or possibly at Central George Washington before transfer. In existence 1995. In use 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Santa Rita.

BLW class 10-30E no. 168. Spec. is in vol. 64 p 173. Dup. of 10-30E no. 153, mark on tank: 'CENTRAL SANTA RITA'.

6	w/n 54100	Became *MinAz* no. **1618** at this location. In use 1994, in existence 1995. Out of use 1997.

Additional loco/s reported at this location by visitors in recent years

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1917

Ordered for Central Jagueyal **6**,

BLW class 10-30E no. 146, spec. is in vol. 54 p 197.

1719	w/n 46534	In steam 1994. Under repair 1997.

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

Ordered for ?

1723 w/n ? Out of use 1994. Derelict 1997.

18.3.58 Central Santo Domingo, at Union de Reyes
later Mill 320 Juan Ávila

Background

1907: "Branch to Union de Reyes from batey, a distance of 7 kilometers. 4½ of which are on the plantation and belong to it. Standard gauge. Weight of rails: 70 lbs. Rolling stock: One locomotive. 29 cane cars. Fuel: Coal."
1909 [2]: "Situated near Union de Reyes. Five miles of standard-gauge road running from the sugar mill to Union de Reyes, on the U. H. R. R. A branch starts at kilometer 2 and terminates at the sugar mill Santa Rosa. Weight of rail, 75 pounds ; rolling stock, 1 locomotive and 29 cane cars."
1913 [9]: Operating, owned by Central Cuba Sugar Co.
1916 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Cuba.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/15/central-santo-domingo-centrales-de-cub
"*El central Santo Domingo, situado en Unión de Reyes, Matanzas, tenía una capacidad de molienda de 200 000 @ de caña diarias, un rendimiento industrial por encima de la media del país y 338 caballerías de tierras propias. En zafra daba empleo a 2 000 trabajadores.*
Se trataba de un central muy antiguo, pues había sido fundado en el año 1805 por Gonzalo Alfonso, propietario también de los ingenios Santa Rosa, San José, Concepción y Armonía, pasando por herencia a su nieto Miguel Aldama a quien le fue embargado por el gobierno español durante la Guerra de los Diez Años.
Durante la década del 30 del siglo XIX el ingenio Santo Domingo fue golpeado por dos acontecimientos que hicieron descender su producción: una epidemia de cólera en la que perdió el 75 % de su dotación de esclavos y la represión de la llamada «Conspiración de la Escalera» que fue particularmente brutal en la región matancera.
Desmontaje del central Juan Ávila de Unión de Reyes
De 1902 a 1912 fue propiedad de José María Blanco, pasando ese año al control de la la «Central cuba Sugar Co», que regentaba los centrales propiedad del coronel del Ejército Libertador cubano José Miguel Tarafa. eEl central estuvo inactivo entre los años 1931 y 1934 y a la muerte de Tarafa pasó a la propiedad de sus herederos José Miguel, Josefina y Laura Tarafa Govín, y Alicia de Mendoza, viuda de Antonio, todos directores de la «Azucarera central de Cuba» que operaba también el central Cuba. Jorge Barroso Govín del Piñar era su presidente y José Terrad fungía como administrador.
El gobierno cubano nacionalizó el central tras el triunfo de la Revolución de 1959 y lo renombró como central Juan Ávila.
En las últimas zafras que hizo la situación del central Juan Ávila se tornó muy difícil pues no alcanzaba la mano de obra y la maquinaria se paralizaba constantemente por falta de caña de azúcar. Por esa razón fue paralizado y comenzó a ser desmontado a partir del año 2005 durante la llamada Tarea Álvaro Reynoso."

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1916

Ordered by Mosle Bros. for Central Senado, later to Central Mercedes M, later to Central Santo Domingo.
BLW class 10-34E no. 2050. Spec. is in vol. 54 p 210. No lettering or numbering mentioned on spec. page.

?	w/n 44461	Became *MinAz* no. **1807** at this location. In styeam 1994. In existence 1995. In use 1997.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1906

Ordered by Cuba RR as no. **41** and **44** later **103**. Sold to Central Santo Domingo as nos. **?**.
BLW class 10-30D nos. ??? and 478. Spec. is in vol. 29 p 175. A number of changes from earlier locos specified at

this point, eg. now to have a full deck cab. Ditto.

?	w/n 29115	On road in 1923. Became *MinAz* no. **1535** at this location. Out of use 1994, In existence 1995. Derelict 19997.
?	w/n 29391	(Boiler exploded 1926) Became *MinAz* no. **1534** at this location. In steam 1994. Derelict 1995. Present 1997.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1919

Ordered by *FC Unidos* for Cuban Central Rlys., as no. **268**. Sold to Central Caracas. Sold/transferred to Central Santo Domingo / 320 Juan Avila. Became *MinAz* no. **1814** probably whilst at Central Caracas.

1814	w/n 60539?	Out of use 1994. Derelict 1997.

2-6-0 d/w 50", cyls. 19x24", built by VIW in 1910

Ordered via Central Cuba Sugar Co. for Central Saratoga as no. **1**. Sold to Central Conchita, M, as no. **?.** Sold to Central Santo Domingo / 320 Juan Avila.

VIW class 7-53-E.

?	w/n 3136	Became *MinAz* no. **1721** at this location. Present 1994. In use 1997.

2-6-0 d/w 50", cyls. 19x24", built by VIW in 1920

Ordered by Central Sugar Co. for Central Cuba as no. **6**. Sold via Maritrop Trading Co. to Central Santo Domingo /320 Juan Avila.

VIW class 7-53-E.

6	w/n 3138	Became *MinAz* no. **1720** at this location. In use 1994 and 1997.

2-6-0 d/w 62", cyls. 19x24", built by NYLW in 1890

Ordered for NY, Ontaro & Western RR as no. **109**. Sold 1913 to SI&E as no. **907**, and on to J. M. Griffin Lumber as no. **2 'DELORIANA'**. Sold 1914 to SI&E as no. **961**. Sold on to Middletown & Unionville RR as no. **1**. Returned to SI&E in 1917 and sold on to Central Santo Domingo (Cuba Cane Sugar Co.)

2	w/n 565	Carrying BLW XO 412 of 1923, possibly after being fitted with a replacement BLW boiler. Derelict 1994 carrying no. **76**. Derelict and on side 1997.

Additional loco reported at this location by visitors in recent years

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1921

Ordered for Cuba Cane Sugar Co. no. 112 for Central Violeta.

BLW class 10-34E no. 2097, spec. is in vol. 64 p 251.

1718	w/n 54286	Out of use 1994.

18.3.59 Ingenio Saratoga, at Bolondrón

Background

1907: “Railway is 2 kilometers of branch road to Guira. Standard gauge; 60-lb. rails. No rolling stock.”

1909 [2]: “Situated near Limonar. The branch road to Guira of the U. H. R. R. ends one-half mile from the sugar mill.”

1913 [9]: Operating, owned by Central Cuba Sugar Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned as previous line.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Conchita 305 Puerto Rico Libre and Central Santo Domingo 320 Juan Avila [35].

Standard gauge

2-6-0 d/w 50", cyls. 19x24", built by VIW in 1910 Delivered here new

Ordered via Central Cuba Sugar Co. for Central Saratoga as no. **1**.

VIW class 7-53-E.

1	w/n 3136	Sold to Central Conchita, M, as no. **?.** Sold to Central Santo Domingo / 320 Juan Avila. Became *MinAz* no. **1721** at that location.

18.3.60 Central Socorro, at Pedro Betancourt

Background

1907: "Eighteen kilometers. standard gauge. Runs to Pedroco. and across the Navajos-Murgas R. R. Weight of rails: 70 lb. Rolling stock: Engines, 80 cane cars and 80 tank cars. Fuel: Coal."
1909 [2]: "Situated 5 miles south of Navajas. There are two branches. One is 8½ miles long and runs from the sugar mill to finca San Jose de Marcos, near Isabel, crossing the U. H. R. R. at Pedroso. The other starts at Isabel, passes the sugar mill of Isabel, turns toward the sugar mill Elizalde, and ends at the old sugar mill Santa Sofia. This branch is 5½ miles long. Gauge, standard; rolling stock, 3 locomotives, 80 cane cars, and 8 tank cars."
1913 [9]: Operating, owned by Pedro Arenal.
1916 [9]: Operating, owned by Cuba Cane Sugar Corp.
1922 [9]: Operating, owned as previous line. May have closed down at end of this season.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Cuba 306 Cuba Libre [35].

Standard gauge

2-6-0 d/w 40", cyls. 13x18", built by Baldwin in 1901

Ordered by Francisco Sugar Co. for Central Elia as **1**. Sold to Cuba Cane Sugar Co., Later possibly sold to Central Socorro as no. **8**.
BLW class 8-20D no. 112. Spec. is in vol. 24 p 16. mark on tank: 'F. S. CO.', mark on cabsides?: 'FRANCISCO', R&H stack.

8	w/n 19183	Sold to Central Elia as no. **1**.

2-6-0 d/w 50", cyls. 20x24", built by VIW in 1913 **Delivered here new**

Ordered via Ernst Weiner for Central Socorro.
VIW class 7-55.

6 'DON PEDRO'	w/n 2080	Sold to Central Conchita, M, as no. **89**. Sold to Central Progreso, M, as Cuban Cane Co. no. **89**. Moved to Central Providencia, H, /Osvaldo Sanchez. Became *MinAz* no. **1609**. at that location.

2-8-0 d/w 48", cyls. 19x24", built by VIW in 1913 **Delivered here new**

Ordered via Don Pedro Arenal for Central Socorro as no. **7**.
VIW class 7-53-A.

?	w/n 2255	Sold to Central Conchita, M, as no. **7.** Became Cuba Cane Sugar Corp. no. **173**. Then became *MinAz* no. **1717** at that location.

2-6-0 d/w ?", cyls. ??", built by O&K in 1910

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

?	w/n 4363	

18.3.61 Ingenio Soledad, at Jovellanos
later Mill 321 Julio Reyes Cairo

Background

Built 1814.
1901 [18]: 10½ km. of 2' 6" gauge, 60 lb. rail, 1 loco and 50 cars.
1907: "Thirteen miles narrow gauge. Runs to La Flora. about 2½ miles on the Cardenas and Recreo R. R. Gauge. 30 inches. Weight of rails: 35 lbs. Rolling stock: four locomotives and 72 cars. There is standard gauge spur from mill to the C. & J. R. R."
1909 [2]: "Situated near Jovellanos. Consists of 7½ miles of narrow-gauge road and 1 mile of standard-gauge road. The narrow-gauge road runs from the sugar mill to a point near San Anton. Gauge, 30 inches; weight of rails, 30 pounds; rolling stock 4 locomotives and 72 cars. The standard-gauge portion runs from the sugar mill to the U. H. R. R. near Jovellanos. No rolling stock."
1913 [9]: Operating, owned by Dolores P. de Fernandez.
1916 [9]: Operating, owned by Cuba Cane Sugar Corp.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo.
1956 [34]: Actively crushing. Leach 2nd ed. [5] says 3' 0" gauge closed by 1955.
In modern province of Matanzas.
Paragraphs from : https://historiacuba.wordpress.com/2017/11/06/central-soledad-centrales-de-cuba/
"*El central Soledad, situado en Jovellanos, Matanzas, era, en 1958, el No. 75 del país por su capacidad de molienda que ascendía a 260 000 @ de caña diarias. Tenía un rendimiento industrial bajo, empleaba a 2 500 trabajadores en zafra y poseía 528 caballerías de tierras propias.*
Era propiedad de Estanislao del Valle Grau, quien poseía, además, el central Natividad. Este lo presidía y su hijo Antonio del Valle Goicochea era su tesorero. El central Natividad pertenecía a la familia – que estaba emparentada con los Iznaga – desde el año 1860 y el Soledad desde 1950. Del Valle Grau era también un poderoso ganadero, directivo de la Corporación Ganadera de Cuba, y gran colono, con cuotas de caña en los centrales Natividad y Stewart.
Se desconoce el año de la fundación del central Soledad, aunque algunos aseguran que se remonta a la década de 1820. A finales del siglo XIX había pertenecido a Dolores Pérez de Fernández, quien lo vendió en 1915 por $2 000 000 a la Cuban Cane Sugar Corporation.
En 1913 el Soledad sembraba la variedad de caña cristalina, empleando fertilizantes para su cultivo, lo que resultaba muy poco común en la época. Disponía para su transporte de una red de 30 kilómetros de ferrocarril de vía estrecha, 145 jaulas y tres locomotoras.
Su maquinaria se componía entonces de un basculador lateral y una desmenuzadora, seguidos de un juego de seis trapiches, seis defecadoras de 5 000 galones de cabida cada una; un evaporador de triple efecto con 16 500 pies de superficie calórica, tres tachos de punto de 314 sacos de cabida, doce cristalizadores abiertos de 110 sacos cada uno; 14 centrífugas de 40" y 6 de 30" y una batería de calderas con 2 200 caballos de fuerza, compuesta de siete multitubulares y cuatro de Nayer en seis hornos.
Tras la quiebra de la Cuban Cane fue rematado por $4 000 000 y pasó a la propiedad de la "Compañía Azucarera Atlántica del Golfo". Junto con el Perseverancia era uno de los centrales más pequeños de la compañía y uno de los primeros que vendió cuando comenzó a deshacerse de sus centrales en la década de 1950.
Según la Comisión Técnica Azucarera de 1951, sus costos eran de $16.55 por cada saco de 325 libras, o sea, por debajo de la media de $17.87 y sus activos estaban valorados en cerca de $2 000 000 de pesos.
Tras el triunfo de la Revolución Cubana de 1959 el central fue expropiado por el nuevo Gobierno de la Isla que lo renombró como central Julio Reyes Cairo. El ingenio molió hasta la reestructuración de la industria azucarera cubana de los años 2000, conocida como Tarea Álvaro Reynoso. En ese momento se decidió paralizarlo y poco después fue demolido."

Gauge 2' 6"

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1917 and 1919 Delivered here new?

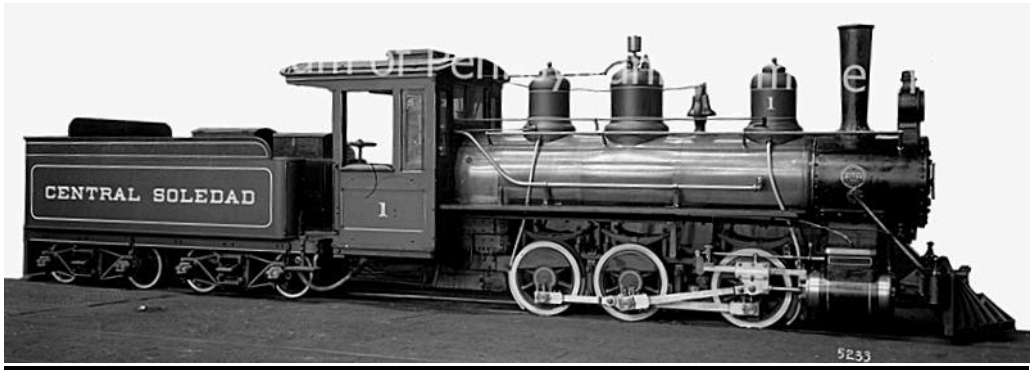
Ordered by Ingenio Central Soledad, last one for Soledad Sugar Co. The first two were bought to replace company's previous locos nos. **1** and **6** which were 6-16D no. 69 and 8-18D no. 147. Leach 2nd Ed. has these as 3' 0" gauge.
BLW class 8-18D no. 150-151. Spec. is in vol. 63 p 428. Dups. of 8-18D no. 148, which was for Central El Lugareño (possibly should have read 8-18D no. 147 which was also for Central Soledad). Gauge 2' 6". straight stack, mark on tank: 'CENTRAL SOLEDAD' and on line beneath: 'C. C. S. C.'

1 w/n 47284
6 w/n 47285
7 w/n 52163

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916 Delivered here new?

Ordered for Central Soledad (sam,e one as previous batch of locos above, and for CCSC so probably this mill)
BLW class 8-18D no. 147. Spec. is in vol. 54 p 62. As many parts as possible to be compatible with 6-16D no. 69.
Gauge 2' 6". straight stack, mark on tank: 'CENTRAL SOLEDAD C. C. S. C.'

6 w/n ?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05233-1.
NB Could be at one of other C. Soledads.

2-8-0 d/w 46", cyls. 14x20", built by Baldwin in1906

Ordered for Central Hormiguero **5**, later to Central Soledad M,
BLW class 10-22E no. 44. Spec. is in vol. 30 p 128. Iron roof over front of tender, mark on tank: 'HORMIGUERO', stack of cast iron bootleg pattern.

? w/n 29277 then to Central Constancia LV.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1910

Ordered for Emilio Terry for Central Caracas **14 'TERESA'**, later to Central Soledad M.
BLW class 10-20E no. 11. Spec. is in vol. 36 p 192-3. mark on tank: 'F.C. DE CARACAS',

? w/n 35459

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1920 Delivered here new

Ordered for Central Soledad M **9**, later **09**?,
BLW class 8-18D no. 158. Spec. is in vol. 64 p 245. Dup. of 8-18D no. 157, mark on tank: 'CENTRAL SOLEDAD' and on line below: 'C. C. S. C.' Leach 2nd Ed. has this as 3' 0" gauge.

09 w/n 53872

Which loco was this?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06133-1.

0-4-0ST d/w ?", cyls. ??", built by Davenport in 1906

Ordered for Wood Brothers & Hamilton, W Malteford, NY. Sold to Southern Iron & Equip as no. 953, and on to Harrison Cannon Logging no. 2, Whitehall, S C. How did it get here?

Leach 2nd ed. [5] places this engine here at one stage. Leach 2nd Ed. and Lehmuth's Davenport list have this as 3' 0" gauge.

? w/n 339

Standard gauge

2-8-0 d/w 51", cyls. 13/21x24", built by Baldwin in 1891

Ordered by Buffalo Rochester & Pittsburgh RR as no. **53**[2]; Sold to V. V. Lebedjeff Engineering Co. and on to Cuba Cane Sugar Co. for Central Cacocum. Sold on 1924 to Central Soledad.

Vauclain compound. Originally BLW class 10-20/36E no. 12. Spec. is in vol. 17 p 147 Sold 1917 to Southern Iron & Equipement (no. **1175**) where rebuilt as a simple with cyls. 20x24".

185 w/n 12317 Became *MinAz* no. **1722** at this location. Derelict 1992, 1995 and 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for "Cia. Azuc. Cienfuegos Sugar for Central Mascota" crossed out, nevertheless seemingly to that destination as **11** under some sort of lease arrangement, Sold to Central Cespedes. Sold to Central Soledad.

BLW class 10-30E no. 170-171. Spec. is in vol. 64 p 56. mark on tank: 'THE BALDWIN LOCOMOTIVE WORKS, PARA LA' then on second line: 'CIA. AZUCARERA CIENFUEGOS, S. A.' and on third line: 'CENTRAL MASCOTA' and finally on a fourth line: 'RODAS'.

? w/n 54225 Became *MinAz* no. **1646** at this location. In use 1994, In existence 1995. Present 1997. Lehmuth says went to C. Santa Ana rather than to C. Soledad.

0-6-2T d/w ?", cyls. ?x?", built by Borsig in 1911

Ordered by Central Mercedes M. Sold/transferred to Central Soledad / 321 Julio Reyes Cairo.

? w/n 7619 Became *MinAz* no. **1123** at this location. Under repair 1994. Present 1997.

2-4-0T d/w ?", cyls. ??", built by Henschel in 1913

Ordered for La Julia (but note there was another central with that name in La Habana province.). Later went to Central Soledad / Julio Reyes Cairo.

? w/n 12445 Became *MinAz* no. **1124** at this location. Present 1994. In use 1997.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1915

Ordered by Czarnikow Rionda, as no. **3**. Was this for this location or originally for somewhere else?

3? w/n 55281 Became *MinAz* no. **1619** at this location. In steam 1994, In existence 1995.

Additional locos reported at this location by visitors in recent years

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1924

Ordered for ?

BLW class no. . Spec. is in vol. p .

1416 w/n XO 862 of 1924 Derelict 1994 and 1997.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Cuba **2**,

BLW class 8-30D no. 744, spec. is in vol. 78 p 25.

1611 w/n 58801 In steam 1994, on loan from mill 321.

2-8-0 d/w 44", cyls. 17x24", built by VIW in 1916

Ordered by José Lopez Rodriguez for Central España **1**,

VIW class 7-50-E,

1614 w/n 2448 Present 1994. In use 1997.

2-6-0 d/w ?", cyls. ??", built by ALCo in 1915

Ordered via ?

1619 w/n 55281 Present 1997.

18.3.62 Ingenio Tinguaro, at Colón
later Mill 322 Sergio Gonzáles

Background

Built 1840.

1907: “Twenty-three miles. standard gauge; connects with the Cardenas & Jucaro R. R. at Pipian. Weight of rails, 80 lbs. Rolling stock. Three locomotives and 160 cane cars. Five tank cars.”

1909 [2]: “Situated near Colon. Twenty-three miles of standard-gauge road. One line runs from the sugar mill to Pijuan and the other runs from Calimete to Zarabanda and has two small branches. Rolling stock, 3 locomotives, 1 electric railroad motor car, 160 cane cars, and 5 tank cars.”

1913 [9]: Operating, owned by Tinguaro Sugar Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Cuban-American Sugar Co.

1943 [32]: Operating, owned by The Cuban American Sugar Co.

1956 [34]: Actively crushing.

In modern province of Matanzas.

Paragraphs from : https://historiacuba.wordpress.com/2017/11/06/central-tinguaro-centrales-de-cuba/

“*El central Tinguaro, situado en Perico, Matanzas, era el No. 31 de Cuba por su capacidad de producción que ascendía a 450 000 @ de caña diarias. Su rendimiento industrial se encontraba en la media del país; daba empleo a 2 400 trabajadores en zafra y poseía 558 caballerías de tierra.*

Era uno de los 14 ingenios cubanos propiedad de Julio Lobo Olavarría. Estaba presidido por José García Linares, Lobo era el vice, Eladio Ramírez el secretario y Hermenegildo Torres Trujillo el tesorero.

Había sido fundado en 1840 por Francisco Diago, uno de los cinco hermanos varones de la familia Diago que establecieron ingenios en la zona de Colón. El central fue heredado por la hija del fundador, Maria Luisa Diago, quien en 1877 lo vendió al alemán Carlos Rossum, quien había trabajado como maquinista y luego como administrador del central. Al terminar la Guerra del 95, Rossum lo vendió a un intermediario, que a su vez lo traspasó a la “Cuban American Sugar Company”.

El norteamericano Robert Bradley Hawley, corredor de bolsa y propietario de un central azucarero en Luisiana, lo compró en 1899, junto al demolido Nueva Luisa, con los que fundaría en 1906, tras agregarle otros ingenios, The Cuban American Sugar Mills Company.

En 1913 el central sembraba la variedad de caña cristalina, empleando fertilizantes para su cultivo, lo que no era, para nada, usual en su época. Para su transporte se servía de una red de 43 km de ferrocarril de vía ancha, 122 fragatas y tres locomotoras.

Su maquinaria se componía por ese entonces de un trasbordador y una desmenuzadora, seguidos de un juego de cuatro trapiches. Contaba con defecación continua Deming, un evaporador de cuádruple efecto de 20 000 pies de superficie calórica, cinco tachos de punto, 18 cristalizadores cerrados, 20 centrífugas Watson y una batería de calderas con 3 600 caballos, compuesta de ocho multitubulares y tres Climax en 11 hornos.

Tras sufrir un incendio en 1943, el Gobierno instó a la compañía a repararlo y reconstruirlo para su puesta en marcha. Al negarse la empresa propietaria fue intervenido y puesto en marcha por las autoridades cubanas. El propio presidente de la República, Fulgencio Batista, acompañado de sus ministros, visitaría el central para inaugurar la siguiente zafra bajo control estatal.

Poco después el Gobierno de Cuba obligó a sus propietarios a venderlo, ocasión en que fue adquirido por Julio Lobo y sus asociados, quienes reembolsaron al Estado cubano un cuarto de millón de pesos por las reparaciones que habían realizado en el ingenio.

Desde el momento en que adquirió el central Tinguaro, Julio Lobo sintió especial predilección por él. Comenzó por modernizarlo por completo y lo convirtió en su sitió de descanso preferido, donde organizaba lujosas recepciones para los empresarios, políticos y artistas de Hollywood que a menudo lo visitaban.

Tras el triunfo de la Revolución Cubana de 1959 el central Tinguaro fue expropiado por el nuevo Gobierno de la Isla que lo renombró como central Sergio González. El ingenio no sobrevivió la reestructuración de la industria azucarera cubana de la década del 2000, conocida como Tarea Álvaro Reynoso, y, tras paralizar su maquinaria fue demolido."

Standard gauge

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1904

Ordered for Cuban American Sugar Co. as no. **4**. Later renumbered? as no. **6**. On road in 1924.
BLW class 8-30D no. 624. Spec. is in vol. 27 p 95. mark on tank: 'THE CUBAN-AMERICAN SUGAR CO.' and on the line below: 'YNGENIO TINGUARO', straight stack.

4 later **6**	w/n 24565	

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1905

Ordered for Cuban American Sugar Co. as no. **5**. On road in 1924.
BLW class 8-30D no. 627. Spec. is in vol. 28 p 119. mark on tank: 'THE CUBAN-AMERICAN SUGAR CO.' with a lower line: 'YNGENIO TINGUARO', straight stack.

5	w/n 26466	later to Central Araujo **6**

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1907

Ordered for Cuban American Sugar Co. as no. **4**. Sold to Central Tinguaro as no. **?**. On road in 1924.
BLW class 8-30D no. . Spec. is in vol. p .

?	w/n 32083	Sold to Central Araujo. Became *MinAz* no. **1517** at that location. In existence in 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cuban American Sugar for Unidad Sugar Co. as no. **4**. Sold to Central Tinguaro as no. **8**.
BLW class 10-34E no. 2096. Spec. is in vol. 64 p 285. mark on tank: 'CENTRAL UNIDAD',

8	w/n 54066	On road in 1924.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1904

Ordered for Cuban Sugar Refining Co. for Central Nueva Luisa as **2**. Sold to Central Tinguaro as no. **?**.
BLW class 8-30D no. 625. Spec. is in vol. 27 p 95. mark on tank: 'CENTRAL NUEVA LUISA' with a lower line: 'C. S. R. Co.',

2	w/n 24810	

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1919 **Delivered here new**

Ordered via Cuban American Sugar Co. as no. **8** for Central Tinguaro.
BLW class 8-30D no. 687. Spec. is in vol. 64 p 279. mark on tank: 'TINGUARO SUGAR COMPANY'.

8 later **4**?	w/n 52204	Sold to Unidad Sugar Co. **6**.

0-4-2T d/w 36", cyls. 11x16", built by Baldwin in 1882 **Delivered here new**

Ordered for Carlos La Rosa for Central Tinguaro **'TINGUARO'**,
BLW class 6-16 1/3C 15, vol 11 p120. No running number, Diamond stack,

1	w/n 6466	

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920

Ordered for (Liberty Export & Import Corp crossed out) West India Sugar Finance Corp. for Central Santa Ana **102,** Later sold to Central Tinguaro?

BLW class 8-30D no. 713. Spec. is in vol. 64 p 406. Dup. of 8-30D no. 676, mark on tank: ‘SANTA ANA SUGAR CO.’

? w/n 53586

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Cuban American Sugar for Central Unidad **3**, later to Central Tinguaro **9.**

BLW class 8-30D no. 715. Spec. is in vol. 64 p 282. Dup. of 8-30D no. 687, mark on tank: CENTRAL UNIDAD’, tender to be 3' 0" longer and 8" higher than previous engines.

? w/n 53587

Additional loco reported at this location by visitors in recent years

2-6-2ST d/w ?", cyls. ??", built by ALCo in ?

Ordered via ?

147? w/n? Derelict 1997.

18.3.63 Ingenio (El) Triunfo, at Matanzas
later Mill 323 Horacio Rodríguez

Background

1907: “Narrow; connects mill with Coliseo. Road now being converted into standard gauge. Rolling stock: Two locomotives and 56 cars. Weight of rails, 30 lbs.”
1909 [2]: “Situated near Coliseo. Eleven and one-quarter miles of combination standard and narrow-gauge road running from the sugar mill to the station of Coliseo on the U. H. R. R. Weight of narrow-gauge rails, 30 pounds; narrow-gauge rolling stock, 2 locomotives and 56 cane cars.”
1913 [9]: Operating, owned by Viuda de E. Soetlo.
1916 [9]: Operating, owned by Juan Menendez.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Jaime Marzol.
1956 [34]: Actively crushing.
In modern province of Matanzas.

Leach 2nd edition says no steam known here.

Gauge ?

Standard gauge

18.3.64 Central Triunvirato, at Cidra

Background

1901 [18]: 7 km. of 2' 6" gauge, and 1 km of standard gauge, 42 lb. rail, 2 locos, 42 cars.
1907: "Standard gauge, 5% kilometers. Weight of rails, 30 lbs. Gauge, 30 inches. Rolling stock: One locomotive and 40 cane cars."
1909 [2]: "Situated near Cidra. Three and three-quarter miles of narrow-gauge road running from the sugar mill to colonia San Antonio near the Canimar River. Gauge, 30 inches; weight of rail, 30 pounds ; rolling stock, 1 locomotive and 40 cane cars. A standard-gauge spur of the U. H. R. R. runs to the sugar mill."
1913 [9]: Operating, owned by Sons of A. M. de Alfonso.
1916 [9]: Operating, owned by Antonio M. Prieto.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Limones 312 Fructuoso Rodriguez and Central El Trionfo 323 Horacio Rodriguez [35].

Gauge 2' 6"

2-6-0 d/w 36", cyls. 14x16", built by Baldwin in 1892

Ordered via Vionnet & Co. for Hyos de Antonia Madan de Alfonso **2 'TRIUNVIRATO'**.
BLW class 8-22D no. 160. Spec. is in vol. 17 p 178. Gauge 2' 6".

2 'TRIUNVIRATO' w/n 13080 — Sold to North American Sugar Co. for Central Narcisa as no. **15**. Rebuilt to 2' 3½" gauge. Became *MinAz* no. **1227** at that location. Derelict 1994-5.

18.3.65 Ingenio Unión, west of Colón

Background

1901 [18]: (supposedly near Nuevitas – was it this location?) 4 km of 3' 0" gauge, 2 locos, 60 cars.
1907: "Eighteen kilometers, narrow gauge, to colonias. Other branches to colonias. Weight of rails, 30 and 35 lbs. Rolling stock: Two locomotives and 76 cars. Standard gauge spur connects with main line of the Cardenas & Jucaro R. R. and sidings."
1909 [2]: "Situated near Agramonte. Ten miles of narrow-gauge road running from the sugar mill to the finca Modela has three small branches. The road is connected with the U. H. R. R. by means of a combination standard and narrow-gauge track. Gauge, 36 inches; rolling stock, 2 locomotives and 40 cane cars."
1913 [9]: Operating, owned by Successors of Jose Lezama y Larrea.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Colonos lease-holders.
Mill closed by 1946 [5, 2nd ed.]
1956 [34]: Not listed.

Gauge 3' 0"

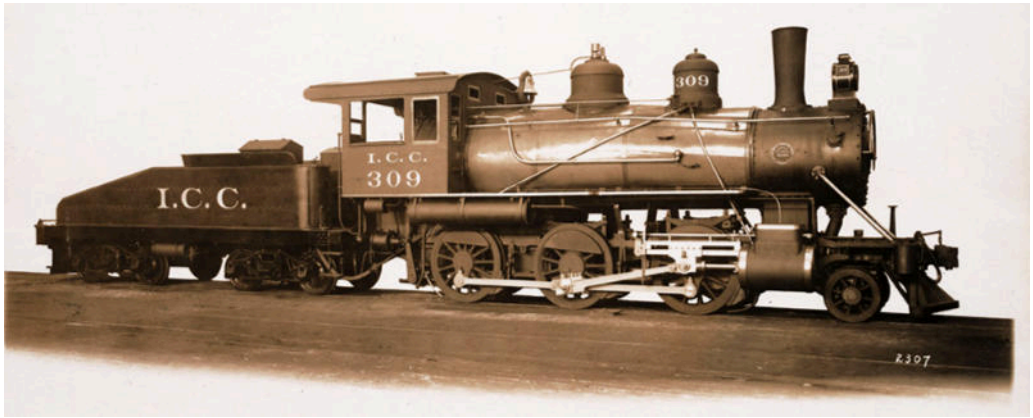
0-4-0ST d/w 33", cyls. 12x16", built by Baldwin in 1915

Ordered by Central Union.
BLW class 4-18C no. 106. Spec. is in vol. 54 p 27. 3' 0" gauge.
6 w/n 42352

Standard gauge

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1916 Delivered here new

Ordered for Stock, then sold via Melchoir Armstrong & Duncan for Central Union M **7,**
BLW class 8-32D no. 795 and 797. Spec. is in vol. 54 p 127 and 129. The first loco of this pair was ordered through the extra work dept. and was to be built from spare parts originally made for the Isthmian Canal Commission, second loco possibly the same. mark on tanksides: 'CENTRAL UNION'. Straight top tender.
? w/n 42931
? w/n 43723



This was one of the Isthmian Canal Commision Baldwin 2-6-0s in the 3xx series. These two will have looked very similar, though with flat-topped tenders.

2-6-0 d/w ?", cyls. ??", built by O&K in 1910 Delivered here new

Ordered for Sucession de José Lezania and Larrea at Central Union, Cuba

? w/n 4426

18.3.66 Central (Tolón de) Valiente, at Alacranes

Background

1907: “Standard gauge spur to Matanzas R. R., west of Union de Reyes. Weight of rails. 75 lbs. Rolling stock: Two locomotives and 25 cane cars.”

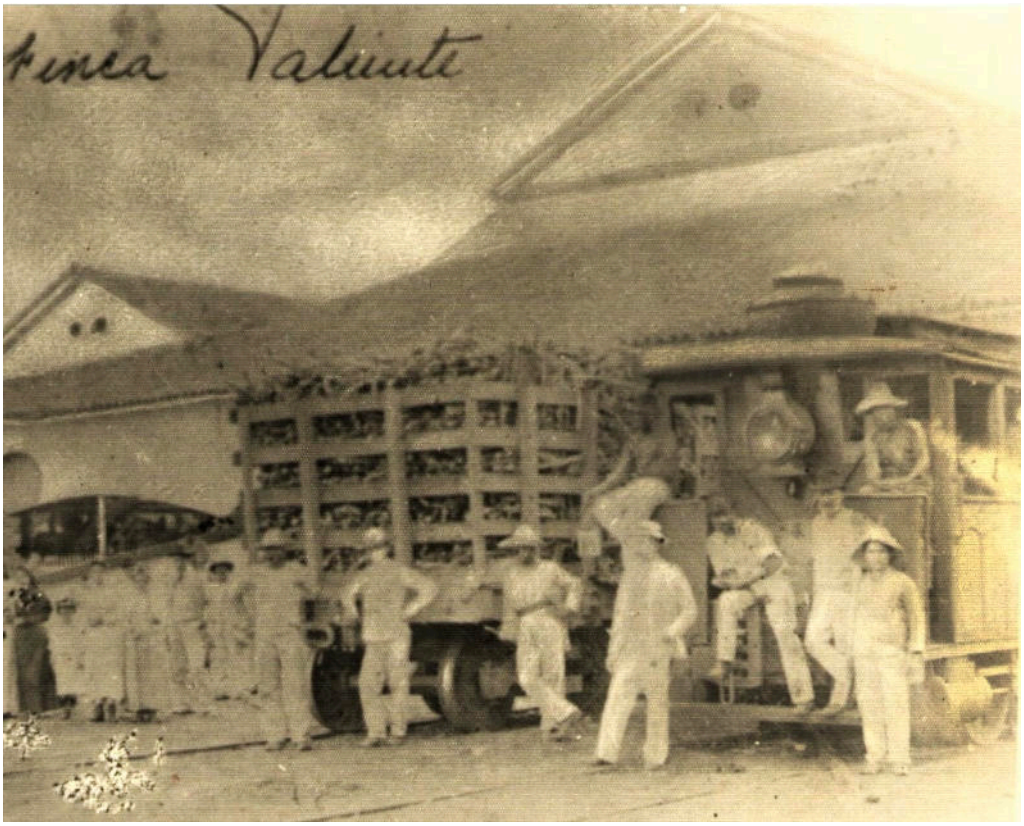
1909 [2]: “Situated near Alacranes. One and one-half miles of standard-gauge road runs from the sugar mill to the U. H. R. R. at Union de Reyes. Rolling stock, 2 locomotives and 25 cane cars. ”

1913 [9]: not listed.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Conchita 305 Puerto Rico Libre and Central Santo Domingo 320 Juan Avila [35].

Standard gauge



This 1882 photo at the Ingenio Tolón de Valiente at Alacranes shows a steam tram loco. Unusually it possesses a Radley & Hunter stack within its bodywork, possibly a modification to facilitate use in the cane yard since such steam tram locos usually had straight stacks during their original careers in city streets.

18.3.67 Ingenio Vegas (or Coronel Vega?), at Colón

Background

1907: “Not grinding. Track 1½ miles long through plantation, connecting the Cardenas lines with Guareiras-Manguito line. No rolling stock.”

1909 [2]: “Situated 3 miles south of Guareiras. One and one-half miles of standard-gauge road joining the two branches of the public railroad running from Guareiras to Manguito. No rolling stock.”

1913 [9]: not listed.

1956 [34]: Not listed.

18.3.68 Ingenio Victoria, at Jovellanos

Background

1907: “Branch road to main line of the Jovellanos R. R. Standard gauge. Weight of rails, 80 lbs. Rolling stock: One locomotive and no cars.”
1909 [2]: “Situated near Jovellanos. The sugar mill is connected with the U. H, R. R. by means of a standard-gauge spur. A small spur runs from the sugar mill into the cane fields. Rolling stock, 1 locomotive.”
1913 [9]: not listed.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Soledad 321 Julio Reyes Cairo and Central Santa Amalia 318 Victoria de Yaguajay [35].

2' 6" gauge

0-6-0 d/w 28", cyls. 10x16", built by Baldwin in 1888

Ordered by Eduardo Mora (of?) Sagua la Grande, as no. **1 ‘VICTORIA’**. Provisional allocation to this location is solely on the basis of the name.
BLW class 6-14D no. 22. Spec. is in vol. 14 p 224. R&H stack, 2' 6" gauge.
1 ‘VICTORIA’ w/n 9655

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

Ordered by ?
BLW class no. . Spec. is in vol. p .
2 ‘?’ w/n ????



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00654.



2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1893 **Delivered here new**

Ordered by Ingenio Victoria, Pablo Gamiz.

BLW class 10-18E no. 1. Spec. is in vol. 16 p 147. 2' 6" gauge.

3 w/n 11375

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1890

Ordered by Maicas & Co. for Central Victoria, (supposedly for use on *FC Caibarien a Morón* but that was Central Victoria and was 2' 3" gauge, so unlikely) as no. **4**.

BLW class 10-24E no. 147. Spec. is in vol. 19 p 49. mark on tank: 'CENTRAL VICTORIA', straight stack, 2' 6" gauge.

4 w/n 13839

18.3.69 Central Zorrilla, at Los Arabos
later Mill 324 Mario Muñoz

Background

1943 [32]: Operating, owned by *Azucarera Dulce Nombre SA*. Possibly known as Central Dulce Nombre de Jesus for a period, then as Central Loft.
1956 [34]: Actively crushing.
1962 [35]: Closed and demolished before it could receive its new name.
In modern province of Matanzas.

Gauge 3' 0"

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1919

Ordered for Central Dulce Nombre de Jesus M as no. **1 'EULALIA'**. Sold to Central Zorilla as **1**.
BLW class 8-12D no. 19. Spec. is in vol. 63 p 411. Rushton stack, mark on tanks: 'CENTRAL DULCE NOMBRE DE JESÚS'.
1 w/n 52316

2-6-0 d/w 37", cyls. 12x16", built by VIW in 1907

Ordered by Central Dulce Nombre de Jesús. Sold to Central Zorrilla, M, as no. **2**.
Gauge 3' 0". VIW class 7-23. Replacement boiler by VIW in 1924.
2 w/n 1171

2-8-0 d/w 30", cyls. 12x16", built by VIW in 1915

Ordered via Oscar B. Cintas for Central Dulce Nombre de Jesus as **'MARIA LUISA'**. Sold to Central Zorrilla as no. **3**.
VIW class 7-21.
3 w/n 2460 Became *MinAz* no. **?** at this location.

2-6-0 d/w 36", cyls. 9x16", built by Baldwin in 1893

Ordered by Vionnet & Co. for Central Dulce Nombre de Jesus. Sold to Central Zorrilla, Matanzas, as no. **4**.
BLW class 8-12D no. 7. Spec. is in vol. 18 p 192. mark on tank: 'CENTRAL DULCE NOMBRE DE JESUS', R&H stack, Gauge 3' 0".
4 w/n 13334

18.3.70 Additional mills in the old Matanzas province

noted since the fore-going list index was created as having had locomotives .
In due course these will be inserted in the correct places in the index.

Central Antilla

Background

In the 1894 list in source [37]. At Colón in the old Matanzas province.
Probably owned by Antilla Sugar Estates / Cia. Azuc. Antilla, who also owned the Central Baguanos.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new?**

Ordered for Cia. Azuc. Antilla S. A. Worked at Central Josefita **3**, later to Central Baguanos **7**, later to Central Antilla **7,**
BLW class 10-34E no. 163. Spec. is in vol. 64 p 137. Dup. of 10-30E no. 153. mark on tank: 'JOSEFITA'.
3 w/n 53956

Central Carmen (de Crespo)

Background

Not in the 1894 list in source [37] under this name, though there were eleven Centrales Carmen. One of them, at Union de Reyes, was owned by Maria Teresa Baltranena, viuda de Crespo. This would have been in the old Matanzas province. On the other hand Lehmuth has this central located in Oriente province.

Standard gauge

0-4-0T d/w 33", cyls. 9x16", built by Baldwin in 1892 **Delivered here new**

Ordered via Rafael Estrada for Ingenio Central Carmen de Crispo (sic).
BLW class 4-12C no. 24. Spec. is in vol. 18 p 995. mark on tank: 'CENTRAL CARMEN DE CRESPO', painting: carmine and gold, R&H stack.
1 w/n 13039

0-4-4T d/w 36", cyls. 12x16", built by VIW in 1904 **Delivered here new**

Ordered via Frank Davies for Central Carmen de Crispo as no. **2**.
Gauge 3' 0". VIW class 7-22.
2 w/n 615

Central Dalidia, at Cardenas

Gauge 2' 6"

0-4-2T d/w 27", cyls. 8x12", built by Davenport in 1905 **Delivered here new**

Ordered for Central Dalidia, Cardenas.
? w/n 279

Ingenio Diana, at Navajas near Pedro Betancourt

Background

In 1893-4 there was an Ingenio Diana at Navajas in Matanzas province, owned by Sucesion de Cristina Baro.

Standard gauge

0-8-0 d/w 48", cyls. 19x24", built by Baldwin in 1889 Delivered here new

Ordered by R. M. Miles & Co. for Juan Soler for Ingenio Diana.
BLW class 8-32E no. 1. Spec. is in vol. 15 p 191. straight stack, slope-back tender. "Details throughout as far as pos. like Matanzas 10-34Es." mark on tank: 'YNGO. DIANA'.
1 'La CONDESA' w/n 10449



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00429.

Central Colonia La Güira, at San Pedro Mayabon

Background

I

Gauge 2' 6"

0-4-0T d/w 24", cyls. 6x12", built by Baldwin in 1915 Delivered here new?

Ordered by Domingo Ramirez, Cuba.
BLW class 4-6C no. 13. Spec. is in vol. 54 p 13. mark on tank: 'COLONIA LA GÜIRA', no number or name.
1 w/n 42688

2-4-0 d/w 33", cyls. 10x16", built by Baldwin in 1916 Delivered here new?

Ordered for Domingo Ramirez.
BLW class 6-14C no. 10. Spec. is in vol. 54 p 32. R&H stack, wood rack on tank, unusual painting of tender as if a hand bearing an envelope inscribed: Domingo Ramirez:- Cuba, COLONIAS "La Guira y Media Flor" San Pedro Mayabón
2 w/n 43959

Ingenio Nuestra Señora de los Mercedes

Background

In 1877 there was an Ingenio Nuestra Senora de la Merced, at Colon, Palmilla.
In 1893-4 there was an ingenio Nuestra Senora de las Mercedes at Palmilla, owned by Andres Carrillo.
Query: was this in Matanzas province or in Oriente?

Gauge 2' 6"

2-6-0 d/w ?", cyls. 9x14", built by Porter in 1882

Ordered via A. Y. LaGuardia, Havana, for Ingenio Nuestra Señora de los Mercedes.
? w/n 471

Ingenio Santisima Trinidad, at Guamacaro in Limonar?

Background

Limonar is southeast of Matanzas
1877: mill operating this year. Owned by D. Manuel Martinez Rico.

There was another ingenio with the same name at Alquizar.
1877: mill operating this year. Owned by Herederos de Joaquin Marquetti y Antonio Maria C.

The 1893-4 list [37] includes five mills of this name, at:

Jaruco	Owned by Saturnino Lastro
Jovellanos	Owned by M. Pontoni y Cia.
Sabanilla	Owned by Francisco A. Barthelt
Sagua	Owned by Condesa viuda de Moré
Tapaste	Owned by Marques de la Real Proclamacion

Gauge 2' 5"

0-6-0 d/w 22", cyls. 7x10", built by Baldwin in 1881 Delivered here new

Ordered via J. A. Pesant for Ingenio Santisima Trinidad.
BLW class 6-8D 1 vol 10 p 160. Mark on tank: 'Santisima Trinidad', diamond stack supplied for coal firing, and R&H stack for wood., 4-wheeled tender,
1 'La CONDESA' w/n 5459



Ingenio Santissima Trinidad. **1 'SANTISIMA'**.

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1882

Ordered via A. Pesant **1** and **2.** Solely speculation as to whether they came here, based on gauge and mark on tanks. BLW class 6-11D no. 6. Spec. in vol. 11 p 137. Mark on tanks: 'SANTISIMA TRINIDAD', R&H stacks, front wheels cross equalised, 4-wheeled tender, shortest curves 60' radius.

1 w/n 6459

2 w/n 6460

18.4 Sugar mill railways in the old province of Santa Clara / Las Villas

An alphabetical list of ninety-eight 20th century *ingenios/centrales* and other relevant locations in the old province of Santa Clara, later Las Villas

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Central Adela	401	Heriberto Duquesne	18.4.1
Central Agabama			18.4.2
Central Aguada			18.4.3
Central Algodones			18.4.4
Central Altamira			18.4.5
Central Amazonas	402	Escambray?	18.4.6
Central Andreita	403	Mal Tiempo	18.4.7
Ingenio Baga			18.4.8
Central Cabaiguan / Eden			18.4.9
Central Caracas	404	Ciudad Caracas	18.4.10
Central Cardosa			18.4.11
Central Caridad			18.4.12
Central Carmita	405	Luis Arcos Bergnes	18.4.13
Ingenio Carolina			18.4.14
Ingenio Cieneguita			18.4.15
Central Constancia/Confluente	406	Guillermo Moncada	18.4.16
Central Constancia	407	Abel Santamaria	18.4.17
Central Corazón de Jesús	408	Mariana Grajales	18.4.18
Ingenio Covadonga	409	Antonio Sanchez	18.4.19
Central Damuji			18.4.20
Central Dos Hermanas			18.4.21
Central Dos Hermanos			18.4.22
Ingenio El Indio			18.4.23
Ingenio El Salvador			18.4.24
Ingenio Esperanza			18.4.25
Central Fé	411	José María Pérez	18.4.26
Central Fidencia	412	Juan Pedro Carbo Serviá	18.4.27
Ingenio Gratitud			18.4.28
Central Hormiguero	413	Espartaco	18.4.29
Ingenio Jesús			18.4.30
Central Juragua			18.4.31
Ingenio La Julia			18.4.32
Central La Patría			18.4.33
Central La Vega	414	Remberto Abad Alemán	18.4.34
Ingenio Lequeitio			18.4.35
Ingenio Luisa y Antonia			18.4.36
Ingenio Lutgardita			18.4.37
Ingenio Macagua	415	Braulio Coroneaux	18.4.38
Ingenio Manuel Anton Becio de Morales			18.4.39
Central Manuelita	416	Catorce de Julio	18.4.40
Ingenio Mapos			18.4.41

Maquina-Suplial-Cochinas			18.4.42
Central Maria Antonia	417	Veintiseis de Julio	18.4.43
Ingenio Maria Victoria			18.4.44
Central Naranjal			18.4.45
Central Narcisa	418	Obdulio Morales	18.4.46
Central Natividad	419	Siete de Noviembre	18.4.47
Central Nazabal	420	Emilio Córdova	18.4.48
Central Nela	421	Aracelio Iglesias	18.4.49
Central Parque Alto	422	?	18.4.50
Central Pastora	423	Osvaldo Herrera	18.4.51
Central Perseverancia	424	Primero de Mayo	18.4.52
Ingenio Pojabo			18.4.53
Ingenio Portugalete	425	Elpidio Gómez	18.4.54
Ingenio Purio	426	Perucho Figueredo	18.4.55
Ingenio Purisima Concepción (several)			18.4.97E
Ingenio Ramona	427	Quintin Banderas	18.4.56
Ingenio Redemción			18.4.57
Central Reforma	428	Marcelo Salado	18.4.58
Ingenio Regla			18.4.59
Ingenio Resolución	429	José R. Riquelme	18.4.60
Central Resulta	430	Antonio Finalet	18.4.61
Ingenio Rodas			18.4.62
Central Rosalia			18.4.63
Ingenio Rosa María			18.4.64
Ingenio San Anton de la Unión			18.4.65
Ingenio San Agustin	431	Ramón Balboa	18.4.66
Central San Agustin	432	Chiquitico Fabregat	18.4.67
Ingenio San Antonio			18.4.68
Ingenio San Cristobal			18.4.69
Central San Francisco	433	Marta Abreu	18.4.70
Ingenio San Francisco de Asis			18.4.71
Ingenio San Isidro	434	Panchito Gómez Toro	18.4.72
Central San José	435	Hermanos Ameijeiras	18.4.73
Central San José			18.4.74
Central San Lino			18.4.75
Ingenio San Pablo	436	Francisco Perez	18.4.76
Ingenio San Pedro			18.4.77
Central Santa Ana de los Mapos			18.4.78
Ingenio Santa Catalina	437	Carlos Caraballo	18.4.79
Ingenio Santa Catalina			18.4.80
Central Santa Isabel	438	Ramón Ponciano	18.4.81
Ingenio Santa Lutgarda	439	El Vaquerito	18.4.82
Ingenio Santa Lutgarda			18.4.83
Ingenio Santa Maria	440	Efrain Alfonso	18.4.84
Ingenio Santa Rosa	441	Diez de Octubre	18.4.85
Central Santa Teresa	442	Héctor Rodriguez	18.4.86
Ingenio Santisima Trinidad			18.4.87

Ingenio Soledad	443	Pepito Tey	18.4.88
Central Trinidad	444	FNTA	18.4.89
Central Tuinucú	445	Melanio Hernández	18.4.90
Ingenio Ulacia	446	Carlos Baliño	18.4.91
Ingenio Unidad	447	Unidad Proletaria	18.4.92
Central Violeta			18.4.93
Central Vitoria	448	Simón Bolivar	18.4.94
Ingenio Washington	449	George Washington	18.4.95
Ingenio Zaza	450	Benito Juárez	18.4.96

410 and 422 are missing from the above list. There had also been mills renamed in 1960 as **Central Batalla de Peralejo** (located at Rodas and closed 1962) and **Central Hiram Rojas** (located at Jatibonico and closed 1962). They might have borne those numbers.

Was there a Central Indio in this province?

18.4.1 Central Adela, at Remedios
later Mill 401 Heriberto Duquesne

Background

Built 1868.
1901 [18]: 16 km mainline, 5 km branches, 3' 0" gauge, 40 lb. rail, 3 Baldwin locos in good condition, 72 cars.
1907: "Thirty kilometers; narrow gauge, 35 inches. Connects with Cuban Central. Weight of rail, 30 and 40 lbs. Rolling stock: Five locomotives and 122 flat cars."
1909 [2]: "Situated near Remedios. Fifteen and one-half miles of narrow-gauge road starts from kilometer 15 of the Cuban Central Railroad, passes the sugar mill, and runs into the cane fields. Gauge, 36 inches; weight of rail, 30 to 40 pounds ; rolling stock, 5 locomotives and 122 flat cars."
1913 [9]: Operating, owned by Zarago y Rodriguez.
1916 [9]: Operating, owned by Zaragay y Rodriguez.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Corporacion Comercial e Industrial Cubana SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/03/21/centrales-de-cuba-central-adela/
"*El central Adela (hoy Central Heriberto Duquesne) se encuentra ubicado en Remedios, Villa Clara (antigua provincia de Las Villas).*
Se llamaba Adela en honor de una de las hijas de los más antiguos propietarios que, al morir su padre, heredó parte de la fábrica de azúcar.
Durante la República el Adela llegaba a emplear unos 2000 trabajadores en zafra; tenía una capacidad de producción de 240 000 @ y poseía, además, una destilería y 381 caballerías de tierra propia. Sus últimos dueños la familia Zárraga operaban el central a través de la Compañía Azucarera Central Adela SA.
El central fue fundado en el año 1873 por el coronel del Ejército Español, José Vergara, quien era propietario también del central Convenio y había fomentado el central Fidencia; aunque otras fuentes sitúan el acto fundacional un poco antes en 1868, e incluso en el central se conserva una campana de bronce con esa fecha grabada.
En 1875 el Adela pasaría a ser propiedad de Francisco Artaza, quien lo adquirió en sociedad con su sobrino Juan Antonio Zárraga, cuya familia conservó la fábrica de azúcar hasta su nacionalización por el Estado cubano.
A partir de 1915, con la incorporación a la Directiva del central de Marcos Zárraga que había estudiado en Europa, se introdujeron grandes mejoras hasta llegar a electrificarse por completo en 1954.
Durante la crisis de 1920 como consecuencia de las deudas acumuladas los Zárraga habían perdido el control del central Adela y del a flota que poseían en Caibarién a favor del Royal Bank of Canada, pero se habían mantenido administrándolo hasta 1940 en que lograron rehacerse con la propiedad de la empresa.
En 1944 estos le instalaron una destilería, la 13era mayor del país, nombrada Santa Fe que operaban bajo la razón de Compañía Industrial Zumaquera SA y que tenía una capacidad de producción de 8111 galones de alcohol absoluto.
Tras el triunfo de la Revolución Cubana el central fue nacionalizado y su control pasó a manos del Estado cubano que lo rebautizó como Heriberto Duquesne.
Fue de los centrales que tuvo la suerte de sobrevivir al parcial desmontaje de la industria azucarera cubana llevado a cabo a partir de 2002 y todavía se mantiene moliendo."

Gauge 3' 0"

0-4-0T d/w 28", cyls. 8x12", built by Baldwin in 1893 Delivered here new

Ordered for Richard McNamee & Co. for Central Adela LV **1 'ADELA',**
BLW class 4-10½C no. 71. Spec. is in vol. 19 p 52. R&H stack,

1 w/n 13844

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1892 Delivered here new

Ordered for Zozaya & Co. for Central Adela **2 'ADELA'**,
BLW class 8-20D no. 89. Spec. is in vol. 14 p 84.
2 w/n 12998 later to Central Mercedita PdR **2** where became **1114**

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1894 Delivered here new

Ordered for Zozaya & Co. for Central Adela LV **3 'ADELA',**
BLW class 10-22E no. 16. Spec. is in vol. 19 p 63. straight stack.
3 w/n 14052

2-8-0 d/w 36", cyls. 14½x20", built by Baldwin in 1902 Delivered here new

Ordered via Zozaya & Co. **4 'ADELA',**
BLW class 10-23E no. 32. Spec. is in vol. 25 p 132. mark on tank: 'ADELA', tender roof, R&H stack,
4 'ADELA' w/n 21308 Became *MinAz* no. **1318** at this location. Out of use 1991, gone by 1994?

2-8-0 d/w 36", cyls. 14½x20", built by Baldwin in 1906 Delivered here new

Ordered for Zarrage & Co. for Central Adela **5,**
BLW class 10-22E no. 45. Spec. is in vol. 30 p 150. Mark on tank & cab: 'ADELA No. 5' and below that '1906'
5 w/n 29764 Scrapped by 1980. Possibly numbered **1418**.

2-8-0 d/w 36", cyls. 14½x20", built by Baldwin in 1908 Delivered here new

Ordered for Zarraga & Co. for Central Adela **6 'ADELA',**
BLW class 10-22E no. 46. Spec. is in vol. 32 p 234. mark on tank: 'ZARRAGA & RODRÍGUEZ, S. EN C.', roof over tank.
6 w/n 32813

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1919 and 1920 Delivered here new

Ordered by Central Adela.
BLW class 10-24E no. 202 and 207. Spec. is in vol. 63 p 349 and 351. mark on tank: 'CENTRAL ADELA'. Dup. of 10-24E no. 198. outside frames
7 'CORALIA' w/n 52379 Scrapped by 1980. Possibly numbered **1417**.
8 'FÉ ZARRAGA' w/n 53830 Became **1319**. Out of use 1991, gone by 1994?



7 'CORALIA' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07221.

2-8-0 d/w 37", cyls. 14x20", built by Baldwin in 1916

Ordered for Central San Agustin at Caibarien LV/SC **3 'ANGELÍNA'**, later to Central Adela **?**
BLW class 10-22E no. 71. Spec. is in vol. 54 p 164. Details similar to 10-22E no. 44, outside frames, mark on tank:

‘CENTRAL SAN AGUSTIN, S. A.’, boot-leg pattern cast-iron stack.

? w/n 43729 Became **1317**. Out of use 1991, gone by 1994?

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

Ordered for Ordered for Central Altamira **5**, but Central named changed so went to Cia. Azuc. (Central) Maria Luisa **6**, BLW class 10-24E no. 208. Spec. is in vol. 64 p 190. mark on tank originally to be ‘CENTRAL ALTAMIRA’ but probably changed. later to Central Adela

6 w/n 54233

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered for Central Zaza **3**, later to Central Adela.

BLW class 10-22E no. 91. Spec. is in vol. 64 p 223. outside frames, mark on tank: ‘INGENIO ZAZA’, cab roof extending 34" over tender.

? w/n 53107 Became **1325**. Out of use 1991, gone by 1994?

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1919

Ordered for Central San Agustin LV **6² ‘DIGNA’**, later to Central Adela **6.**

BLW class 10-26E no. 414. Spec. is in vol. 64 p 120. mark on tank: ‘CENTRAL SAN AGUSTIN S. A.’

? w/n 52632 Became **1419**. Tender survived 1991, but gone by 1994?

2-6-0 d/w ?", cyls. ??", built by O&K in 1910

Ordered via I. Sorzaya, Carreras, Cuba. Leach 2nd ed. [5] places this engine here at one stage.

Built originally for 865mm gauge. 40 hp.

1 w/n 4265

Additional loco/s reported at this location by visitors in recent years

None

18.4.2 Central Agabama, at Agabama

Background

1943 [32]: Operating, owned by Escambray Sugar Co. SA.
1956 [34]: Actively crushing.
1962 [35]: Closed and then demolished.
Parqagraphs from : https://historiacuba.wordpress.com/2017/07/19/central-escambray-centrales-de-cuba/
"*El central Escambray, ubicado en Fomento, Las Villas, era un central pequeño (el 143 del país), con una capacidad de producción diaria de 160 000 @, pero con uno de los rendimientos industriales más altos del país. Empleaba a 2 130 trabajadores en zafra y apenas poseía tierra, sólo una caballería. Era uno de los 14 centrales que pertenecía al magnate azucarero julio Lobo.*
Se fundó en 1921 con el nombre de Agabama, uno de los últimos construidos en Cuba durante la República. En 1926 fue adquirido por la familia Lobo, siendo el primer central adquirido por estos.
Vicente Domingo Fumero lo había operado hasta 1947 en que José García Linares – un ejecutivo vinculado a Julio Lobo – y Mario Montoro Saladrigas, su cuñado, ocuparon, respectivamente, la presidencia y vicepresidencia, mientras Lobo figuraba como vocal.
Según la Comisión Técnica Azucarera de 1951 sus costos eran de $18.90 por cada saco de 325 libras, el más alto entre los centrales cubanos y sus activos se encontraban valorados en $1 316 835.
Su situación financiera era mala: En 1956 su posición corriente era deficitaria, aunque mejoró algo en 1957 en que registró algunas utilidades."

Standard gauge

2-6-0 d/w 49", cyls. 17x24", built by Baldwin in 1883

Ordered by Santiago de Cuba RR Co. as **5 'El CRISTO'.** (FC Sabanilla y Maroto). To Central Agabama as no. **1**, Fomento, Santa Clara .
BLW class 8-28D no. 69. Spec. is in vol. 11 p 162.

1	w/n 6645	In service 1924 (Connelly's BLW list).

2-6-0 d/w 50", cyls. 18x24", built by VIW in 1920

Ordered for Central Naranjal as no. **1**. Sold to Central Najasa, C, as no. **1**. Sold to Central Agabama, SC/LV, as no. **2**.
VIW class 7-51-E.

2	w/n 3081	Sold to Central Orozco, PdR, as no. **2**. Became *MinAz* no. **1662** at that location.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921

Ordered by Central Rosalia **2**.
BLW class 8-30D no. 724. Spec. is in vol. 64 p 108. mark on tank: 'CENTRAL ROSALIA', later (? Rosalia is crossed out on spec. page and over-written as Agabama) to Central Agabama **2** in 1925.

2	w/n 54237	

18.4.3 Central Aguada, at Cienfuegos

Background

1901 [18]: 1 km, standard gauge, no locos or cars as use those of FC Cardenas y Jucaro.

1907: “Five and eight-tenths miles to Aguada; 4¾ miles, Aguada to Galeon. Standard gauge. Weight of rail, 40 and 50 lbs. One engine and 28 cane cars rented from Cuban Central R. R.“

1909 [2]: “Situated near Cienfuegos. Two and four-fifths miles of standard-gauge road runs from the sugar mill to the Cuban Central Railroad at Aguada. There is also a branch running southwest from the Perseverancia Railroad to Galleon. Weight of rail, 40 and 50 pounds ; rolling stock, rented from Cuban Central Railroad.”

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Perseverancia 424 Primero de Mayo [35].

18.4.4 Central Algodones, at Niajagua

Background

1913 [9]: Operating, owned by Central Algodones Co.

1956 [34]: Not listed.

Standard gauge



Or maybe at the C. Algodones iin Camaguey.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34289.

18.4.5 Central Altamira (later Central Maria Luisa), at Camajuaní



Background

1901 [18]: 2¾ km., 2' 6" gauge, ? locos, ? cars (unreadable).
1907: "Ten miles, being a branch from Zulueta. Narrow gauge. Weight of rails, 35 to 50 lbs. Rolling stock: Two locomotives and 70 cars."
1909 [2]: "Situated near Caibarien. Seven miles of narrow-gauge road running from the sugar mill to Zulueta, on the Cuban Central Railroad. There are also two branches running into the cane fields. Gauge, 36 inches; weight of rail, 35 to 50 pounds; rolling stock, 2 locomotives, 1 passenger car, 1 freight car, and 34 cane cars."
1913 [9]: Operating, owned by Cia. Azuc. Altamira.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Maria Luisa.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Fe 411 Jose Maria Perez [35].

Gauge 3' 0"

2-8-0 d/w 36", cyls. 15x18", built by Baldwin in 1880

Ordered by D&RG as no. **51 'SOUTH ARKANSAS'**, class 56, sold 1908, to Cia. Azuc. de Altamira, withdrawn 1917.
BLW class 10-24E no. 54. Spec. is in vol. 10 p 1. Gauge 3' 0". diamond stack,
8 w/n 4990 Scrapped 1917.

2-8-0 d/w 36", cyls. 15x18", built by Baldwin in 1880

Ordered by D&RG as no. **71[1] 'PACIFIC SLOPE'**, sold 1886 to D&RGW as **71**, sold 1891 to Rio Grande Southern RR, then to Carolina & North Western RR as no. **230**, sold 1902 to Gainesville Jefferson & Southern RR, then to Gainesville Midland as **230**, sold 1914 to SI&E as **969**, then to Cia. Azuc. de Altamira as no. **3**.
BLW class 10-24E no. 75. Spec. is in vol. 10 p 1. diamond stack.
3 w/n 5136

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1905 Delivered here new

Ordered for K&P for Viuda e Hijos de Ortiz for Central Altamira, **2 'ANTONIO ORTIZ'**,
BLW class 8-20D no. 119. Spec. is in vol. 28 p 107. mark on tank: 'INGENIO ALTAMIRA', R&H stack.

?	w/n 26941	

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

Ordered by Central Altimira **5** and **6** but Central named changed so went to Cia. Azuc. (Central) Maria Luisa **5** and **6?**, Second loco sold on to Central Tanamo as no. **2**. mark on tank originally to be 'CENTRAL ALTAMIRA' but changed to 'TANAMO RAILWAY'
BLW class 10-24E no. 208. Spec. is in vol. 64 p 190. mark on tank originally to be 'CENTRAL ALTAMIRA' but probably changed.

5	w/n 54233	Sold to Mercedita Sugar Co., became Central Augusto Cesar Sandino *MinAz* no. **1424**. one source says went to Central Adela. Derelict 1995.
6	w/n 54234	So didn't actually work here.

18.4.6 Central Amazonas, at Sancti Spiritus
later Mill 402 Escambray?

Background

1943 [32]: Operating, owned by Cia. Agricola Sancti Spiritus SA. Possibly known as Central Santa Ana de los Mapos for a period, then as Central Mapos.
1956 [34]: Actively crushing.
Leach (2nd ed.) says the mill closed before it could receive its new name, which is in any case unconfirmed.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/01/central-amazonas-centrales-de-cuba/
"*El central Amazonas era uno de los quince más pequeños de los que existían en Cuba (el 153 por su capacidad de molienda de 150 000 @ diarias), un rendimiento industrial mediano, 1 500 trabajadores en zafra y 218 caballerías de tierra propia en Sancti Spíritus, Las Villas.*
A lo largo de su existencia este central fue conocido por varios nombres Mapos (hasta 1891), San Antonio Mapos (1895), Mapos (entre 1910 – 1920), Santa Ana de los Mapos (1921 – 1925), Amazonas (hasta 1960) y finalmente Irán Rojas Acosta.
Era operado a través de la Compañía Azucarera Amazonas, propiedad principal de Antonio Miyares López, su presidente, quien también controlaba los centrales Najasa y San Pablo.
No está clara la fecha de su fundación que las fuentes sitúan el siglo XIX y erróneamente algunas en 1910. Desde el siglo XIX hasta el siglo XX perteneció a la familia del Valle Iznaga, desde que 1860 perteneciera a Modesto del Valle, teniente coronel del ejército español nacido en la villa de Sancti Spíritus, Gobernador Político y Militar de Trinidad y alcalde de Sancti Spíritus en 1834, 1837, 1841, 1844 y 1850 y diputado a Cortes; quien era, además, propietario del central San Fernando en la jurisdicción de Sancti Spíritus y del Natividad que conservaría su familia.
A mediados de la década de 1870 el central pasó Natividad Iznaga de Acosta y en 1889 era copropiedad de José María del Valle Iznaga y de M. Castiñeira y Compañía. Durante la Guerra de Independencia de Cuba, el 16 de noviembre de 1895, José María del Valle se entrevistó con el General en Jefe del Ejército Libertador Cubano, Máximo Gómez y le solicitó permiso para que el Amazonas moliera, lo que provocó un gran disgusto en el general dominicano quien fiel a su política de no permitir zafra no accedió.
De 1900 a 1920 permaneció bajo el control de la compañía norteamericana Mapos Central Sugar Company, administrado por Geo P. anderson, perteneciente a las entonces pequeñas refinerías de Claus Spreckels de California, que se convertiría en los años 50 en la mayor industria remolachera de los Estados Unidos. Tras el crack de 1921 pasó a ser propiedad de la Compañía Azucarera del Valle de Lersundi, administrado por Ricardo del Valle.
En la década del 30 volvió a cambiar de manos y junto al central Caracas cayó bajo el control de The First National Bank of Boston y luego en 1934 pasó a la propiedad de Ramón Prado, luego a FSA Chateauvieux y, antes de finalizar el decenio a Amado Andrés Satorre.
Jacobo Lobo lo compró en 1945 a la Compañía Agrícola Sancti Spíritus SA y, más tarde, ante la posible quiebra del central, se suicidó. Al final su hermano Julio, uno de los hombres más ricos de Cuba, lo rescataría para sus sobrinos.
La última operadora del central tenía fuertes deudas con el Banco Agrícola e Industrial y era además cliente del Banco de la Construcción, el Banco de los Colonos y Banco Gelats.
Fue uno de los primeros centrales cubanos nacionalizados por el Estado cubano tras el triunfo de la Revolución de 1959, pues resultó confiscado por la Resolución No. 2841 del Ministerio de Recuperación de Bienes Malversados el 23 de febrero de 1960.
Tras su nacionalización fue rebautizado como central Irán Rojas Acosta."

Gauge 2' 6"

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

Ordered for Mapos Central Sugar & Co. Leach 2nd ed. [5] places this engine here at one stage.

? w/n 6848

18.4.7 Central Andreita, at Las Cruces
later Mill 403 Mal Tiempo

Background

1907: “About 170 kilometers. Narrow gauge. Connects with main line at Cruces. Branch to San Francisco. Weight of rails, 30 lbs. to the yd. Rolling stock: Four narrow gauge or small plantation locomotives, 250 sugar cane cars, and 2 box cars 30 x 4 feet.”

1909 [2]: “Situated near Cruces. Twenty and five-eighths miles of standard and narrow-gauge road. The narrow-gauge portion, 18¾ miles long, starts at the sugar mill and forms two branches, one terminating at Martiva and the other at Teresa. These branches have spurs running into the cane fields. Weight of rails, 30 pounds; rolling stock, 4 locomotives, 2 freight cars, and 250 cane cars. A standard-gauge spur 1 7/8 miles long runs from the railroad at Cruces to the sugar mill. ”

1913 [9]: Operating, owned by Central Andreita Cia. Azuc.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Central Andreita Cia. Azuc. SA.

1956 [34]: Actively crushing.

In modern province of Cienfuegos.

Gauge 2' 6"

0-6-0 d/w 33", cyls. ", built by Baldwin in 1889 Delivered here new

Ordered for Lino Montalvo for Central Andreita **‘AGRICOLA’** ,

BLW class 6-12D 11 vol 15 p183. Mark on tank: ‘CENTRAL ANDREITA CRUCES’ in oval panel. stack straight with ornamental top.,

‘AGRICOLA’ w/n 10423

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1892 Delivered here new

Ordered by Vionette & Co. for Central Andrieta **2**.

BLW class 6-16D no. 27. Spec. is in vol. 16 p 201.

2 w/n 12416

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1893 Delivered here new

Ordered by Vionnet & Co. for Lino Montalvo for Central Andreita.

BLW class 8-16D no. 33. Spec. is in vol. 18 p 129. R&H stack, Gauge 2' 6".

3 ‘JUAN MIGUEL’ w/n 13155 later to Central San Isidro LV.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1905 Delivered here new

Ordered by K&P for Laureano F. Gutierrez for Central Andreita.

BLW class 10-18E no. 8 and 9. Spec. is in vol. 28 p 108. mark on tank: ‘CENTRAL ANDREITA’, straight stack with copper top.

4 w/n 26791 Gauge 2' 6". Became *MinAz* no. **1125**? Went elsewhere?

5 w/n 29761

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1910 and 1920 Delivered here new

Ordered by K&P for Laureano F. Gutierrez for Central Andreita.

BLW class 10-20E nos. 12 and 25. Specs. are in vol. 36 p 211, and in vol. 64 p 1. mark on tank: ‘CENTRAL AN-

DREITA'

6	w/n 35782	Sold to Central Soledad, became *MinAz* no. **1220** there. In existence 1994 and 1995.
7	w/n 53879	Became *MinAz* no. **1221** here at Mal Tiempo. In existence 1995. Under repair 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1909

Ordered via Mosle Bros. for Bernabe Sanchez Adan, as **1 'BERNABE SANCHEZ'**, sold to Central Senado; Sold to Central Andrieta,

BLW class 10-22E no. 47. Spec. is in vol. 44 p 250. outside frames, R&H stack.

1	w/n 33500	Became *MinAz* no. **1320**. at this location. In use 1994, In existence 1995 and 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1913

Ordered by Central San Isidro/Destillera el Infierno as no. **1**. Sold to Central Andrieta. NB Lehmuth has this sold to Central Constancia as **1 'DISTILLERA QUINFIGUEROS'** instead of to Central Andrieta.

BLW class 10-22E no. 57. Spec. is in vol. 44 p 320. outside frames, mark on tank: 'CENTRAL SAN ISIDRO',

?	w/n 40224	Became *MinAz* no. **1321** at this location. In use 1994, In existence 1995. In use 1997.

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

Ordered by Central Ulacia Cia. Azuc. as their no. **3**. Sold to Central Andreita / Mal Tiempo as *MinAz* no. **1345**. NB Lehmuth has this sold to Central Pastora no. **5**, instead of to Central Andrieta.

BLW class 10-22E no. 100. Spec. is in vol. 64 p 207. outside frames, mark on tank: 'CENTRAL ULACIA',

1345	w/n 54011	Still in existence here 1994 and 1995. In use 1997.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1915

Supposedly ordered by Central San Lino as **5 'PURA'**, though the spec. page actually shows Central Portugalete **3 'BABITA'** as the original purchaser. Eventually sold to Central Andrieta.

BLW class 8-18D no. 126. Spec. is in vol. 39 p 172. 2' 6" gauge.

?	w/n 33535	According to one source it became *MinAz* no. **1332** at this location, but Leach's list disagrees. In existence in 1995. However, see aslso sub-section 18.4.17

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered by Central San Isidro as no. **12**. Sold to Central Andrieta.

BLW class 10-22E no. 98. Spec. is in vol. 64 p 142. Dup. of 10-22E no. 79 except to have straight stack. outside frames, mark on tank: 'CENTRAL SAN ISIDRO', 2' 6" gauge.

?	w/n 53864	Became *MinAz* no. **1355** at this location. In use 1994, In existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1903

Ordered by Central Caracas as no. **4 'TOMÁS TERRY'**. Sold to Central Andrieta.

BLW class 10-22E no. 35. Spec. is in vol. 26 p 167. mark on tank: 'FERRO-CARRIL DE CARACAS', Gauge 2' 6".

?	w/n 23282	Becoming *Minaz* no. **1322** at this location. Rebuilt before 1980 with parts from **1331**, including boiler and plates BLW 29277 of 1906. Original boiler then went to 1323. Dismantled for repair 1994, In existence 1996. In use 1997.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1925

Ordered by Central Caracas as no. **15** . Sold later to Central Andreita / 403 Mal Tiempo
BLW class 10-20E no. 28. Spec. is in vol. 78 p 28. Gauge 2' 6".

? w/n 58646 Becoming *Minaz* no. **1238** at this location. Dismantled 1994, Derelict 1995 and 1996.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1911

Ordered for American Trading Co. for Central Santa Rosa **2**, later to Central Andrieta.
BLW class 10-20E no. 14. Spec. is in vol. 44 p 268. mark on tank: '**VILLA CLARA'.**

? w/n 37268

Additional 2' 6" gauge locos reported at this location by visitors in recent years

2-6-0 ex 2-6-2T d/w 37", cyls. 13x18", built by Baldwin in 1917

Ordered for Guantanamo Sugar Co. for Central Los Caños **7**.
BLW class 10-20¼D no. 25, spec. is in vol. 54 p 131.

1218 w/n 46159 Present 1989, later scrapped?

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1911

Ordered for Central San Agustin, Cienfuegos, 6.
BLW class 10-20E no. 13, spec. is in vol. 39 p 195.

1234 w/n 37081 Scrapped by 1989.

2-8-0 d/w 36", cyls.14x20", built by Baldwin in 1916

Ordered for Central San Lino **6 'AMALIA'**,
BLW class 10-22E no. 72, spec. is in vol. 54 p 166.

1330 w/n 43851 Out of use 1994.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915

Ordered for Central San Lino **5**,
BLW class 10-22E no. 65, spec. is in vol. 54 p 157.

1332 w/n 42232 Dismantled 1994.

Standard gauge

2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1924

Ordered via West Indian Fruit & Steamship Co. for Manati Sugar Co. Sold to Central Andreita / 403 Mal Tiempo.

? w/n 65192 Became *MinAz* no. **1621** at this location. Transferred to Central Caracas / 404 Ciudad Caracas.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **127**. Sold to Central Andreita / 403 Mal Tiempo.

? w/n 62661 Became *MinAz* no. **1537** at that location. Transferred to Central Covadonga / 409 Antonio Sanchez.

18.4.8 Ingenio Baga, at Santa Clara

Background

1907: “No railroad.”

1956 [34]: Not listed.

18.4.9 Central Cabaiguan (later Central Edén), at Cabaiguan

Background

1916 [9]: Operating, owned by Cias. Azuc. Cabaiguan.
1922 [9]: Operating, owned by Cia. Azuc. Edén.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central La Vega 414 Remberto Abad Aleman [35].

Standard gauge

2-6-0 d/w 48", cyls. 17x24", built by Baldwin in 1916 Delivered here new

Ordered by Iriondo & Koch for Central Cabaiguan as no. **1**.
BLW class 8-28D no. 312. Spec. is in vol. 54 p 113. mark on tank: 'CENTRAL CABAIGUAN'.

1	w/n 44440	Sold to Central Patría as no. **3**, where on road in 1924.



2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Cabaiguan as no. **1** and **2**. Sold to Central Carmita, 1923.
BLW class 8-30D no. 725-726. Spec. is in vol. 63 p 377. name on tank: 'COMPAÑÍA AZUCARERA "EDEN"' NB spec. page has Central Cabaiguan crossed out and replaced by Central Carmita, so transfer may have been right from start.

1 or **2**	w/n 53704	Became *MinAz* no. **1539** at that location. In existence 1995.
2 or **1**	w/n 53719	

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Cabaiguan as no. **3 'EDEN'**.
BLW class 10-30E no. 172. Spec. is in vol. 63 p 374. Dup. to 10-30E no. 153. mark on tank: 'COMPAÑÍA AZUCARERA "EDEN"'

3	w/n 53884	Later sold via West Indies Sugar Finance Co. later to Central Cupey, and then to Central Alto Cedro. Sold to Central Maceo. Became *MinAz* no. **1681** at that location. In existence 1995. Lehmuth has it sold to Central Cupey before ending up at Central Alto Cedro.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07734.

18.4.10 Central Caracas, at Santa Isabel de las Lajas
later Mill 404 Ciudad Caracas

Background

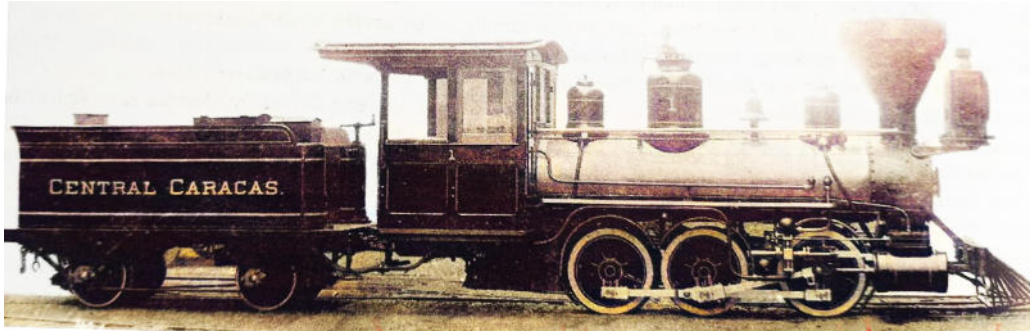
Built 1861.
1901 [18]: 98 km., 2' 6" gauge, 40 lb rail, 16 locos (of which 12 by Baldwin), 702 cars.
1907: “About 180 kilometers. Narrow gauge, 30 inches. Broad gauge from Cuban Central lines to the west for about half mile. Weight of rail, 30, 40 and 60 lbs. per yd. Rolling stock, 12 locomotives, all good, and of 50-ton; 300 cane cars, and 69 sugar cars, 150 small iron cars, 4 passenger cars, 40 "casillas,' capacity 2500 lbs., 6 “planchas" or flat cars.”
1909 [2]: “Situated near Santa Isabel de las Lajas. One hundred and eleven miles of narrow-gauge road, running from the sugar mill to various portions of the plantation. Gauge, 30 inches; rolling stock, 12 locomotives, 4 passenger cars, 300 cane cars, and 150 small iron cane cars. A standard-gauge spur one-half mile long runs from the sugar mill to the Cuban Central Railroad.”
1913 [9]: Operating, owned by Emilio Terry and brother.
1916 [9]: Operating, owned by Caracas Sugar and RR Co.
1922 [9]: Operating, owned by Caracas Sugar Co.
1943 [32]: Operating, owned by Cia. Agricola Caracas SA.
1956 [34]: Actively crushing.
2' 6" gauge relaid to standard around 1970.
In modern province of Cienfuegos.
Paragraphs from : https://historiacuba.wordpress.com/2017/04/26/central-caracas-centrales-de-cuba/
“*El central Caracas (hasta 1926 se llamó Ciudad Caracas), ubicado en Santa Isabel de las Lajas, Las Villas, era el número 47 del país por su capacidad de producción ascendente a 350 000 @ de caña diarias, un rendimiento industrial alto para la media del país, 3 500 trabajadores empleados en zafra y 349 caballerías de tierras propias.*
Se fundó en el año 1854 por Manuel Rodríguez del Rey con el nombre de Santa Sabina. De 1862 a 1914 fue uno de los sietes centrales que poseyeron Tomás Terry y sus herederos, de los cuales, todos menos éste y el Limones fueron posteriormente demolidos; y, durante la década de 1910 habían estado bajo la razón social de «Caracas Sugar & Railroad Company».
En controlaba 402 caballerías de tierras propias y arrendaba otras 429, de las cuales sembraba de caña 222 del central (111 por colonos y 111 por la administración) y 274 de las arrendadas. El resto se destinaba a potreros, siembras de henequén y descanso. El central cultivaba en ese entonces la variedad cristalina y como era habitual en los ingenios cubanos de la época no empleaba fertilizantes ni regadío.
Para el transporte se servía de una red de 44 km. de ferrocarril de vía estrecha y 91 km. de vías de servicio público, 520 fragatas y 14 locomotoras. Su maquinaria contaba en esos años con dos descargadoras y dos demenuzadoras, seguidas de dos juegos de tres trapiches, 18 defecadoras con 40 000 galones de cabida, tres evaporadores de triple efecto con 22 000 pies de superficie calórica; tres tachos de punto con 600 sacos de cabida; 24 cristalizadores abiertos con 3 200 sacos de cabida; 37 centrífugas y una batería de calderas con 3 000 caballos de fuerza, compuesta de dos calderas Babcock y cuatro «Puerco Espín» en cinco hornos.
En la zafra de 1913 el ingenio fabricó 187 139 sacos de azúcar de guarapo y 3 984 sacos de azúcar de miel para un total de 191 123 sacos de 325 libras. Al año siguiente la producción fue 139 192 sacos, de estos 138 316 de 304 libras y el resto de 325.
Durante el crack bancario de 1921 pasó del control de «American Cuban States Corporation», administrada por Tedodoro Brooks, al de «Compañía Azucarera Caracas», administrada por Walter Armsby. Edwin Atkins, quien poseía, además, el Soledad y el San Agustín, había sido su propietario a mediados de los años 1920, mientras que, a mediados de los años 1930 había pertenecido, junto al Amazonas, al «The First National Bank of Boston».
Frank Roberts, casado con Matilde Mendoza, había sido su propietario desde mediado de los años 1930 hasta 1946

en que fue adquirido por la familia Cacicedo en sociedad con la familia Escagedo. en un principio lo habían comprado junto con Julio Lobo, manteniendo la sociedad hasta 1953 en que este les vendiera su parte y les comprara las de los Cacicedo y Escagedo en El Pilar.
Esteban y Felipe Cacicedo Gutiérrez eran, respectivamente, presidente y vicepresidente de «Central Caracas SA», la operadora del central; Gregorio garcía y Gregorio Escagedo Salmón eran, respectivamente, tesorero y director general.
Según la Comisión Técnica Azucarera en 1951 sus costos eran de $15.35 por cada saco de 325 libras – por debajo de la media nacional que era de $17.87 – y sus activos totales se valoraban en $4 051 138.
Tras el triunfo de la Revolución Cubana los dueños realizaron una gran inversión en el central para modernizar el que ya era un central rentable. Ese año el Caracas muele 29 200.861 arrobas de caña y fabrica 382 192 sacos de azúcar. En 1960 smuele 30 256 90 arrobas de caña con una producción de 400 378 sacos de azúcar.
Al ser nacionalizado el central deja de ser administrador Manuel Antonio Pastrana Fernández, quien lo había dirigido durante 14 años, bajo la sociedad de Cacicedo-Escagedo. Entonces el central volvería a su nombre antiguo de Ciudad Caracas.
Entre 1961 a 1970 se realizaron mejoras técnicas y de maquinarias en el central, lo cual trajo mayor capacidad de molienda y mejores resultados. En 1962, 405 205 sacos de 250 lb; en 1965, 511 146 sacos; en 1967, 619 520 sacos. El Caracas fue uno de los centrales que cumplió con su plan de producción durante la llamada «Zafra de los Diez Millones» en 1970.
Fue el Caracas uno de los centrales cubanos que sobrevivió a la reestructuración de la industria llevada a cabo por el desaparecido Ministerio del Azúcar en la década del 2000. En la actualidad continúa moliendo y fabrica azúcar blanca para el consumo nacional."

Gauge 2' 6"

0-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1889 Delivered here new

Ordered by Central Caracas via Krajewski & Pesant.
BLW class 6-14D 25 vol 15 p165. Mark on tank: 'CENTRAL CARACAS', R&H stack, 2' 6" gauge.
1 'LEON CRESPO' w/n 10375



2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1890 Delivered here new

Ordered for K&P for Emilio Terry for Central Caracas **2 'ANTONIA'** ,
BLW class 8-16D no. 27. Spec. is in vol. 16 p 152. Mark on tank: 'CENTRAL CARACAS, R&H stack, NB Leach 2nd ed. p 36 says this was an 0-4-4T, but the photo below contradicts this.
2 'ANTONIA' w/n 11389 Sold to SI&E as no. **622**, and on for scrap.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00476.

0-4-4T d/w 36", cyls. 11x16", built by Baldwin in 1890 **Delivered here new**

Ordered for K&P for Emilio Terry for Central Caracas **3 'PANCHITO',**

BLW class 8-10 1/3C no. 1. Spec. is in vol. 16 p 153. Mark on tank: 'CENTRAL CARACAS, R&H stack,

3 'PANCHITO' w/n 11388



2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1893 **Delivered here new**

Ordered by Macias & Co. for Emilio Terry for Central Caracas.

BLW class 8-18D no. 80. Spec. is in vol. 18 p 105. mark on tank: 'CENTRAL CARÁCAS', R&H stack. Gauge 2' 6".

5 'ROGUE PUG' w/n 13141

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1893 **Delivered here new**

Ordered by Macias & Co. for Emilio Terry for Central Caracas.

BLW class 10-18E nos. 4 and 5. Spec. is in vol. 18 p 106. mark on tank: 'CENTRAL CARÁCAS', R&H stack. Gauge 2' 6".

6 'NATHALIE' w/n 13135

7 'ODETTE' w/n 13136

0-4-0ST d/w 33", cyls. 10x14", built by Baldwin in 1890 **Delivered here new**

Ordered by Macias & Co. for Emilio Terry for Central Caracas.

BLW class 4-14C no. 104. Spec. is in vol. 18 p 159. R&H stack, 2' 6" gauge.

8 'CARACAS' w/n 13163 new BLW boiler 1922 with plates EO656. Derelict 1981, then scrapped?

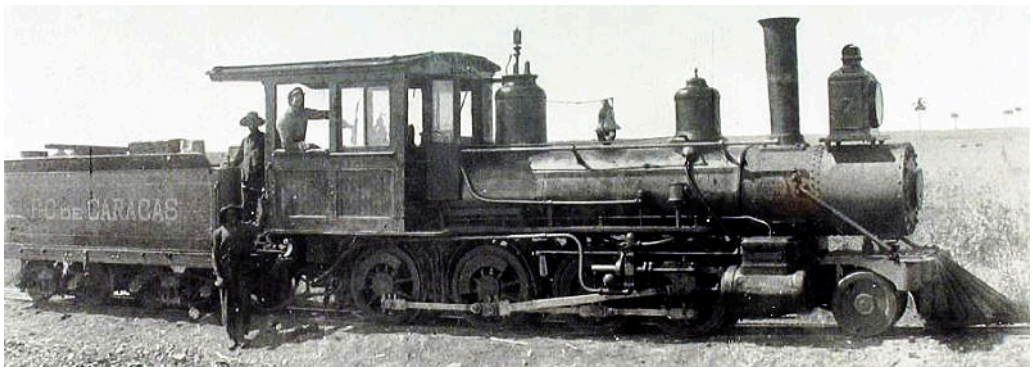
2-8-0 d/w 36", cyls. 12 or 13x18", built by Baldwin in 1894, 1904, 1909, 1910 and 1912 **Delivered here new**

Ordered by: 1st one: Maicas & Co. for Emilio Terry for Central Caracas **9 'CHENONCEAU'**.
2nd one: Emilio Terry y Hermano for Central Caracas **11 'TERESA'**,
3rd one: Emilio Terry & brother for Central Caracas/*FC de Caracas* **12 'SILVIA',**
4th one: Emilio Terry & brother for *FC de Caracas* **13 'La GALLA GUTIERREZ',**
5h one: Emilio Terry for Central Caracas **14 'TERESA'**,
6h one: Emilio Terry for Central Caracas **15**,
1st one: BLW class 10-20E no. 10. Spec. is in vol. 19 p 172.
2nd one: BLW class 10-18E no. 7. Spec. is in vol. 26 p 204. mark on tank: 'FERRO-CARRIL DE CARACAS', straight stack.
3rd one: BLW class 10-18E no. 10. Spec. is in vol. 33 p 13. mark on tank: 'F C DE CARACAS'.
4th one: BLW class 10-18E no. 11. Spec. is in vol. 33 p 13.
5h one: BLW class 10-20E no. 11. Spec. is in vol. 36 p 192-3. mark on tank: 'F.C. DE CARACAS'.
6h one: BLW class 10-20E no. 16. Spec. is in vol. 44 p 312. mark on tank: 'FERROCARRIL DE CARACAS', outside frames,

9 'CLEMENCEAU' or **'CHENONCEAU'**	w/n 14106	Sold to Central Cuban Rlys. as no. **05**. Became United Rlys of Havana no. **777**.
11 'TERESA'	w/n 23586	1904. 12x18" cylinders. Possibly wrecked, as supposedly a replacement no. **11** constructed in railway's shops in 1907. However, Connelly's BLW list says sold to Emilio Terry y Hermanos.
12 'SILVIA'	w/n 34048	1909. 12x18" cyls.
13 'L. FALLA GUTIERREZ'	w/n 34150	1910. 12x18" cylinders.
14 'TERESA'	w/n 35459	1910. Sold to Central Soledad M.
15	w/n 38663	1912. later to Central Resolucion **10.**



These would appear to be two early examples of Baldwin class 10-18E 2-8-0s, though the dome on the second one is not of Baldwin style. Note the sand-dome-mounted bell on the first one. Neither of them has been precisely identified.



2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1903 **Delivered here new**

Ordered by Central Caracas.
BLW class 10-22E no. 35. Spec. is in vol. 26 p 167. Mark on tank: 'FERRO_CARRIL DE CARACAS'. straight stack with copper top. Gauge 2' 6".

4² 'TOMÁS TERRY' w/n 23282 1903. Sold to Central Andrieta, eventually becoming *Minaz* no. **1322** at Central Mal Tiempo. In existence 1996.

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1911

Ordered via Galban & Co. for Central El Lugareño **5**, later to Central Caracas **5².**
BLW class 8-14D no. 27. Spec. is in vol. 39 p 197. mark on tank: 'CENTRAL EL LUGAREÑO', R&H stack.

5 w/n 37054

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Cuban Central Rly. as nos. **35-36**. Sold to Central Caracas at unknown date.
BLW class 10-18E no. 14-15. Spec. is in vol. 54 p 150. 2' 6" gauge.

? w/n 44285

? w/n 44286 Later sold on to Central Soledad. Became *MinAz* no. **1162** at that location. Derelict 1995.

2-8-0 d/w 37", cyls. 13x18", built by Baldwin in 1925

Ordered by ? Ordered via Emilio Terry & Bros.
BLW class 10-20E no. 27 and 28. Spec. is in vol. 78 p 28. mark on tank: 'CARACAS', Gauge 2' 6", Connelly's BLW list gives cyls. as 13x18".

14 w/n 58645

15 w/n 58646 Later went to Central Andrieta, becoming Mal Tiempo *MinAz* no. **1238**. Derelict there in 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09599.

Additional 2' 6" loco reported at this location by visitors in recent years

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

Ordered for ?

? w/n XO 656 of 1922? Derelict 1981, then scrapped ?

Gauge 3' 0"?

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1921

Ordered for Central Fortuna Alquizar H **5**, NB Spec. page made out for Ingenio Alquizar but crossed out and Central

Caracas inked in. later to Central Manuelita **5**, then to Central Caracas **4³ .**
BLW class 10-18E no. 17. Spec. is in vol. 64 p 325. mark on tank: 'CENTRAL ALQUIZAR' running number shown as **4**.

4 w/n 54251

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

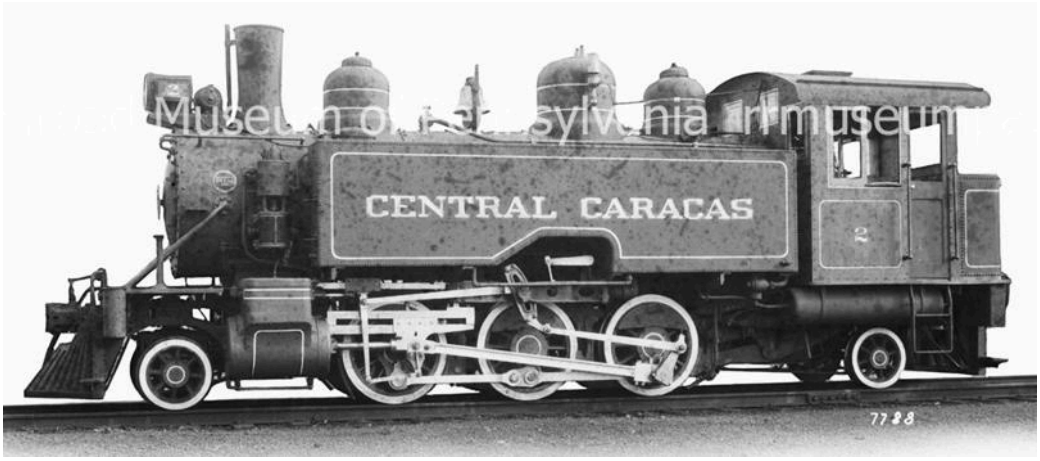
Ordered by Central Caracas.
BLW class 10-30E no. 160, spec. in vol. 63 p 381-2, Dup. of 10-30E no. 153, mark on tank: 'CENTRAL CARACAS'

1 w/n 53726 Became *Minaz* no. **1724** at this location. In existence 1995. Present 1997.

2-6-2T d/w 44", cyls. 17x24", built by Baldwin in 1921 Delivered here new

Ordered by Central Caracas.
BLW class 10-28¼D no. 150. Spec. is in vol. 63 p 379. mark on tank: 'CENTRAL CARACAS'. Later became tender engine?

2 w/n 54230 Became *MinAz* no. **1538** at this location. Out of use 1994. Present 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07788.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1920

Ordered by Havana Central Rly./*FC Unidos* as nos. **299** and **309**. Classified as heavy consolidation in 1930. Sold to Central Caracas / 404 Ciudad Caracas.

? w/n 62035 Became *MinAz* no. **1???** at this location. Derelict 1981, then scrapped?

? w/n 62045 Became *MinAz* no. **1???** at that location.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered for Colonos de Nueva Paz, as nos. **2** and **3**. First one sold/transferred to Central Portugalete / 425 Elpidio Gomez. Became *MinAz* no. **1630** at that location. Both then ended up at Central Caracas / 404 Ciudad Caracas.

1630 w/n 62097 Out of use 1994 and 1997.

? w/n 62098 Became *MinAz* no. **1725** at this location. Present 1997.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1919

Ordered by *FC Unidos* for Cuban Central Rlys., as no. **268** and **269**. Sold to Central Caracas.

?	w/n 60539	Became *MinAz* no. **1814** probably whilst at Central Caracas. Sold/ transferred to Central Santo Domingo / 320 Juan Avila.
?	w/n 60540	Sold to Central Caracas. Became *MinAz* no. **1815** at this location. Out of use 1992.

2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1924

Ordered via West Indian Fruit & Steamship Co. for Manati Sugar Co. Sold to Central Andreita / 403 Mal Tiempo. Became *MinAz* no. **1621** at that location. Transferred to Central Caracas / 404 Ciudad Caracas.

1621	w/n 65192	Out of use 1994. Present 1997.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1920

Ordered for Central Manuelita LV **5**, later to Central Macagua (CG queries this), then to Central Caracas.

BLW class 8-22D no. 359. Spec. is in vol. 64 p 53. Dup. of 8-22D no. 339. mark on tank: 'CENTRAL MANUEL-ITA' . Later transferred to Central Caracas.

?	w/n 53339	

The Caracas railway

Note that unlike other mill-owned public railways such as the *FC de Tunas* or the Banes Railroad, the 2' 6" gauge *FC de Caracas* is also covered in the Cuba public railway file in this series. This is because it was latterly officered and run by the *FCUH* rather than by the sugar company.

18.4.11 Central Cardosa, at San Cristobal

Background

Possibly known as Central San Cristobal for a period.
1907: “No railway.”
1913 [9]: Not listed.
Mill closed down between 1924 and 1933 according to Leach.
1956 [34]: Not listed.

Standard gauge

0-4-0T d/w 38", cyls. 14x22", built by VIW in 1920

Ordered via Koppel Co. for Central San Cristobal as no. **1**. Sold to Central Rosa or Santa Rosa. (might have been the other Santa Rosa in Oriente). Sold to Central Cardosa as no. **1** or maybe **3**. Leach 2nd ed. p 36 says it was no. **2** here. Leach 2nd ed. p 36 speculates that this loco might have been at Central San Cristobal / 108.
VIW class 7-41-A1.
1 w/n 3068

18.4.12 Ingenio/Central Caridad, at Rancho Veloz

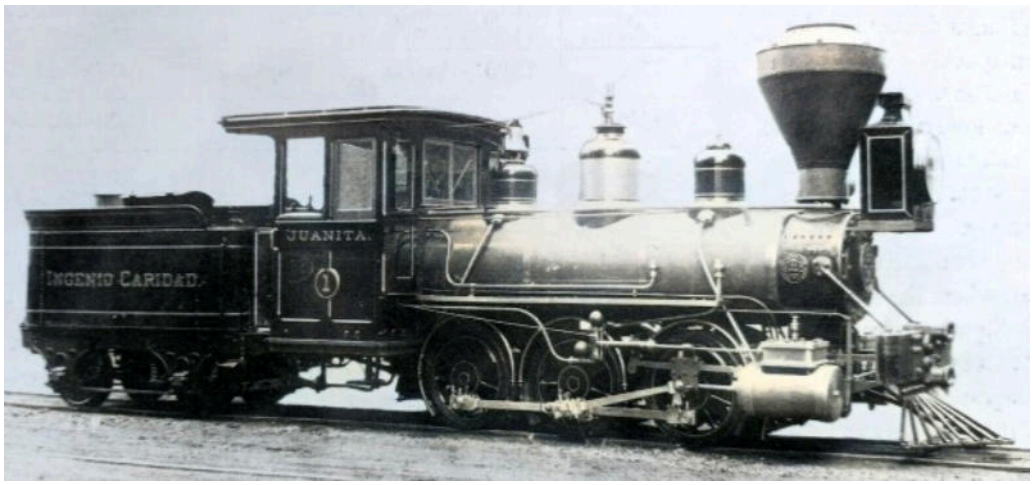
Background

1907: “Railway of Central "Caridad" runs to Rancho Veloz and to cane fields, 2½ miles. Narrow gauge, 30 inches. Weight of rails, 30 and 35 lbs. to the yd. Rolling stock: 2 locomotives and 80 cars for hauling cane.”
1909 [2]: “Situated near Rancho Veloz. Two miles of standard gauge and 5 5/8 miles of narrow-gauge road. The standard-gauge portion runs to the railroad at Pozas. Gauge, 29 inches; weight of rail, 25 and 35 pounds; rolling stock, 2 locomotives and 80 cane cars.”
1913 [9]: Operating, owned by Estate of Juana Pascual.
1916 [9]: Operating, owned by Domingo Leon.
Mill closed down in 1918 according to Leach.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Ramona 427 Quintin Banderas [35].

Gauge 2' 5"

0-6-0 d/w 30", cyls. 9x14"", built by Baldwin in 1888 Delivered here new

Ordered for K&P for ? Carreras at Ingenio Caridad **1 ‘JUANITA’,**
BLW class 6-11D 13 vol 14 p 228. Mark on tank: ‘INGENIO CARIDAD’, R&H stack not over 9' 6".
1 ‘JUANITA’ w/n 9681



2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1891 Delivered here new

Ordered for K&P for Viuda de J. P. Carreras for Ingenio Caridad **2,**
BLW class 8-14D no. 6. Spec. is in vol. 17 p 103. Mark on tank: ‘INGENIO CARIDAD’, R&H stack.
2 w/n 12269

2-6-0 d/w ", cyls. ", built by O&K in 1910

Ordered for (Identical to O&K 5139 of 1911 which went to the Cia. Azuc. de Carahatas)
3 w/n 4373



18.4.13 Ingenio Carmita, at Vueltas
later Mill 405 Luis Arcos Bergnes

Background

1907: "No railway."
1913 [9]: Operating, owned by Successors of Vicente Perez Llameda.
1916 [9]: Operating, owned by Perez y Hermanos.
1922 [9]: Operating, owned by Gerardo Machado. Will not grind in 1922. Cane will be ground at Central Santa Lutgarda.
1943 [32]: Operating, owned by Cia. Comercial La Habana SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/14/central-carmita-centrales-de-cuba/
"*El central Carmita, ubicado en Vueltas, Camajuaní, Las Villas, era un central pequeño (el 130 del país por su capacidad de producción de 175 000 @ de caña diarias), un rendimiento industrial de los más bajos del país, 107 caballerías de tierras propias y pocos trabajadores empleados en zafra, apenas 393.*
Entre los años 1880 y 1895 se llamó central Santa Ana, en 1899 Central Verdugo y sólo a partir de 1907 se conoció como Carmita.
Se construyó sobre el antiguo trapiche Verdugón, fundado antes de 1860 que molió hasta poco antes de 1895, pero existe confusión sobre el año de su puesta en marcha que algunas fuentes sitúan en 1874 por José Belén Fernández y otros en 1880 por los sucesores de Eduardo Machado. En 1883 pasó a la propiedad de estos y de Eleuterio Machado, quienes eran propietarios también del central RemediosEn 1889 a Celestino Gómez, en 1891 a Vicente Pérez Llanedo cuya familia lo mantuvo hasta 1917 en que pasó a ser propiedad de Ángel Pérez López Silvero.
Ese mismo año pasó a ser controlado por el brigadier del Ejército Libertador Cubano Gerardo Machado Morales, futuro presidente de la República de Cuba, en sociedad con Manuel Hernández Leal. En 1920 Machado se hizo con el control total del central y el 6 de diciembre de 1921 constituyó la firma Compañía Azucarera Central Carmita SA que traspasó a sus herederos.
En 1958 éstos aún conservaban el Carmitan que, sin embargo operaba con dificultades económicas deade hacía varios años: José Emilio Obregón, que estaba casado con Elvira, una de las hijas de Machado fungía como presidente; Bertha, otra de las hijas del general era la vicepresidenta; Baldomero Grau Triana, casado con la tercera hija era el secretario; y Juan López Oña, casado con Josefina, hija de Obregón y nieta de Machado era vicepresidente y administrador general.
Tras el triunfo de la Revolución Cubana fue nacionalizado por el gobierno de la Isla que lo renombró como central Luis Arcos Bergnes. En el año 2002, durante la reestructuración de la industria azucarera cubana el central fue paralizado y luego demolido."

Standard gauge

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1917

Ordered by Cuban Cane Sugar Co. for Central Morón as no. **8**. Sold to Central Washington / Central George Washington. Became *MinAz* no. **1755**, then transferred to Central Carmiuta / 405 Luis Arcos Bergnes.
BLW class 10-30E no. 145. Spec. is in vol. 54 p 198. Lehmuth gives d/w as 44" but spec.page demurs.

1755	w/n 46533	In existence here 1995. Present 1997. Leach says by 1996 was carrying plates (and boiler?) BLW 58538 that had been on **1751**.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Cabaiguan as no. **1**[2] and **2**. Sold on to Central Carmita. NB spec. page has Central Cabaiguan

crossed out and replaced by Central Carmita, so transfers may have been right from start.
BLW class 8-30D no. 725-726. Spec. is in vol. 63 p 377. name on tank: 'COMPAÑÍA AZUCARERA "EDEN"'

1²	w/n 53704	Became *MinAz* no. **1539** at this location. In use 1993, In existence 1995. In use 1997.
2	w/n 53719	Leach has this as no. **1**.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1923 Delivered here new

Ordered for BLW stock in Havana, sold to Central Carmita.
BLW class 10-34E no. 2121. Spec. is in vol. 72 p 4. mark on tank: 'CENTRAL CARMITA', mark on cabsides: 'CENTRAL CARMITA' on brass plates,

8	w/n 57403	Became *MinAz* no. **1622** at this location. In existence here 1994-5. In use 1997.

2-6-0 d/w 42", cyls. 17x24", built by VIW in 1919

Ordered by Jose Lopez for Central Santa Lutgarda **2 'INGUITA'**,
VIW class 7-50-D, However AHW [38] has this as built by ALCo at an unknown date.

?	w/n 2979	later to Central Carmita / 405 Luis Arcos Bergnes to become **1541**, though note that Leach shows **1541** as being also at mill 411, and it is also listed as being at Ingenio Carolina (sub-section 18.4.14) just a couple of pages on from here. Present here 1997.

Additional loco reported at this location by visitors in recent years

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1924

Ordered for Cia. Azuc. Central Ferrer 15,
BLW class 8-30D no. 737, spec. is in vol. 72 p 1.

1540	w/n 58133	In steam 1994.



18.4.14 Ingenio Carolina, at Palmira

Background

1907: “Four kilometers to Cienfuegos Bay. Gauge, 30 inches. Weight of rail, 30 lbs. Rolling stock: No locomotives; two small box cars and 40 small cane cars. Cars are hauled by oxen.”
1909 [2]: “Situated near Cienfuegos, Four miles of narrow-gauge road running from the sugar mill to Cienfuegos Bay. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 2 box cars and 40 cane cars. Oxen used to pull the cars.”
1913 [9]: Operating, owned by Estaban Cacicedo.
1956 [34]: Not listed.

Gauge 2' 6"

2-4-4T d/w 33", cyls. 10x16", built by VIW in 1910 Delivered here new

Ordered by Central Carolina.
VIW class 7-12.
2 ‘RAMONA’ w/n 1614

Standard gauge

2-6-0 d/w 42", cyls. 17x24", built by VIW in 1919

Ordered via José Lopez for Central Santa Lutgarda as no. **2**. Sold to Central Fe / 411 Jose Maria Perez. Sold to Central Carmita / 405 Luis Arcos Bergnes.
VIW class 7-50-D.
? w/n 2979 Became *MinAz* no. **1541** at this location.

18.4.15 Ingenio Cieneguita, at Rodas

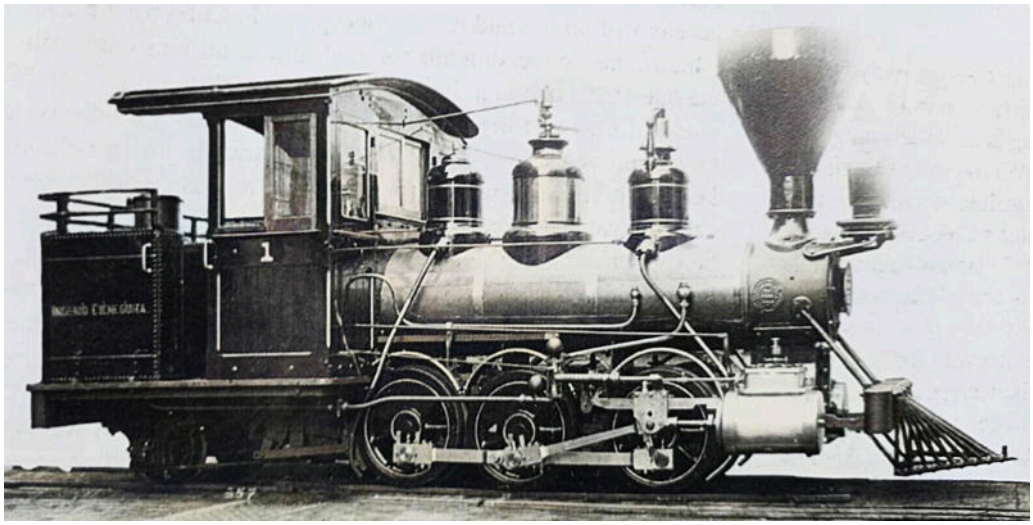
Background

1907: “Connects with Cieneguita, Callecito and Martin. About 35 miles. Gauge, 30 inches. Weight of rail, 30 lbs. to the yd. Rolling stock: 4 locomotives and 133 cane cars; six box cars and 9 flat cars. The Callecito branch runs to Cienfuegos Bay. This narrow gauge railroad connects at Anton Recio with the Juragua R. R.”
1909 [2]: “Situated near Rodas. Thirty miles of narrow-gauge railroad. The road consists of two branches. One branch runs from the sugar mill to Calecito on Cienfuegos Bay, and the other runs from the sugar mill to finca Unguelito. Each branch is 15 miles long. The road connects with the Juragua Railroad at Anton Recio. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 4 locomotives, 6 box cars, 9 flat cars, and 133 cane cars.”
1913 [9]: Operating, owned by Nicholas Castaño.
1916 [9]: Operating, owned by Cieneguita Comp. Azuc.
1922 [9]: Operating, owned by Central Cieneguita SA.
1943 [32]: Operating, owned by Successors de Nicolas Castaño SA.
Mill closed down by 1944?
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Constancia/Confluente 406 Guillermo Moncada [35].

Gauge 2' 6"

0-6-2RT d/w 28", cyls. 8x12", built by Baldwin in 1888 Delivered here new

Ordered by Fermin de Sola via K&P as **1**.
BLW class 8-10 1/3D no. 2. Spec. in vol. 14 p 197. Mark on tank: ‘INGENIO CIENEGUITA’, R&H stack.
1 w/n 9565



0-6-4T d/w 30", cyls. 9x14", built by Baldwin in 1889 Delivered here new

Ordered by K&P for Fermin de Sola for Ing. Cieneguita as **‘CIENEGUITA 1**’.
BLW class 10-11 1/3D 1, vol 15 p163. Mark on tank: ‘INGENIO CIENEGUITA’, R&H stack, 2' 6" gauge.
2, later **1**? w/n 10374

2-6-0 d/w 36", cyls.13x18", built by Baldwin in 1891, 1910 and 1915 Delivered here new

First one ordered by K&P for Fermin de Sola for Central Cieneguita.
BLW class 8-20D no. 81. Spec. is in vol. 17 p 102. Mark on tank: ‘INGENIO CIENEGUITA’, R&H stack,
Second one ordered by Central Cieneguita **5** later **4²**, though spec. page gives no. as **4,**

BLW class 8-20D no. 136. Spec. is in vol. 36 p 209. mark on tank: 'INGENIO CIENEGUITA' Dup. of 8-20D no. 51 or 81?

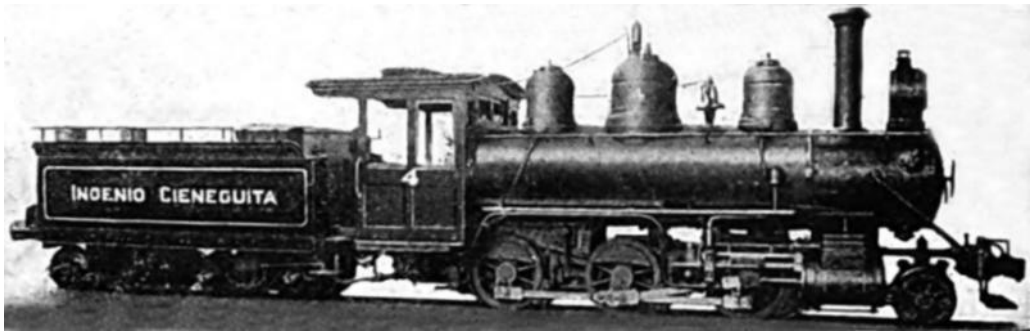
Third one ordered by Central Cieneguita **3²**,

BLW class 8-20D no. 160. Spec. is in vol. 54 p 72. mark on tank: 'CENTRAL CIENEGUITA',

3 'FERMIN de SOLA'	w/n 12343	Later renumbered **5**?. Connelly's BLW list says this was for the Dominican Republic, but Lehmuth confirms Cuba.
4	w/n 35132	
3	w/n 42231	Sold to Central San Isidro LV as no. **5**.



No. **3 'FERMIN de SOLA'** with short smokebox and a Radley & Hunter stack.
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – Gen negative 00567.



No. **4** with an extended smokebox and a straight stack.

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1901 **Delivered here new**

Ordered by Augustin Fuller for Ingenio Cieneguita.

BLW class 8-20D no. 114. Spec. is in vol. 24 p 99. mark on tank 'JURAGUA', 2' 6" gauge.

4 'JURAGUA' w/n 19743

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1889

Ordered by Viuda de Goytisolo as **1 'SAN AGUSTIN'**. NB Not necessarily for Central Lequeitio , but purchased by same Viuda de Goytisolo as other locos there. Lehmuth says then went to Central San Agustin SC/LV as no. **1**, (though that might be confusion with the loco name) before Sold to Central Cieneguita as no. **13**.

BLW class 8-16D no. 24. Spec. is in vol. 12 p 226. R&H stack.

13	w/n 9898	Sold to Cia. Azucarera (de ????) for Central Carmita / 405 Luis Arcos Bergnes as no. **1**.

18.4.16 Ingenio Constancia, at Confluente / Encrucijada
later Mill 406 Guillermo Moncada

There were several Central Constancias. It is not yet clear which locomotives were operated by each one. At present most engines are listed in sub-section 18.4.17 until their precise ownership can be pinned down.

Background

Built 1902.
1907: "Short spur from main line of Cuban Central R. R. Standard gauge. Weight of rail, 70 lbs. per yd. Rolling stock: 20 cane cars, capacity 60,000 lbs."
1909 [2]: "Situated near Encrucijada. A short standard-gauge spur runs from the Cuban Central Railroad to the sugar mill. Weight of rails, 60 pounds; rolling stock, 20 cane cars."
1913 [9]: Operating, owned by Colonial Sugar Co. (or as below).
1943 [32]: Operating, owned by Cia. Agricola Encrucijada SA.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/30/central-constancia-encrucijada-centrales-de-cuba/
"*El central Constancia de Encrucijada, Las Villas (existió otro central Constancia en Abreu), era el número 101 del país por su capacidad de molienda ascendente a 220 000 @ de caña diarias. Tenía un rendimiento industrial en la media del país, 71 caballerías de tierras propias y 1700 trabajadores empleados en zafra.*
Se fundó en el año 1857. En 1860 pertenecía a Juan Manuel López y a partir de 1874 a Manuel López, pasando en 1878 a la propiedad de Ignacio Larrondo, cuya familia lo mantuvo hasta 1908 (entre 1878 y 1883 operó bajo la razón de «Ignacio Larrondo y Compañía»; en 1899 pasó a Manuel Larrondo, quien lo mantuvo hasta 1904 en que pasó a ser presidido por Ignacio Larrondo, quien en 1906 lo legó a sus herederos).
Entre 1908 y 1921 estuvo controlado por la «Constancia Sugar Company», una compañía inglesa, que en ese último año lo arrendó a la «Compañía Agrícola de Sagua» hasta alrededor de 1930. Fue uno de los centrales, junto al Narcisa, el Parque Alto y el demolido Dos Hermanas, operado por por los hermanos George y Albert Fowler, presidente y vicepresidente, respectivamente, desde principios del siglo XX hasta mediados de los años 30. En 1936 pasó a la «Compañía Agrícola de Encrucijada SA».
A finales de los años 30 la familia Luzárraga arrendó el central que operó bajo la razón de «Azucarera Encrucijada SA» hasta su nacionalización por el Estado cubano. Mamerto Luzárraga Echeverría era el presidente de la compañía y Ramón Luzárraga Garay, el vice.
En el año 1928 comenzaría a trabajar en el central como purgador de caña, Jesús Menéndez Larrondo, quien con el paso de los años se convertiría en el principal líder sindical de los trabajadores azucareros cubanos y representante a la Cámara.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Abel Santamaría, en honor al segundo jefe del asalto al Cuartel Moncada, que había nacido en el central en 1927."

Gauge 2' 6"

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1878 Delivered here new?

Ordered via Maitland Philps & Co.
BLW class 6-10 12/3C no. 2. Spec. is in vol. 8 p 257. Gauge 2' 6", diamond stack, name: 'CONSTANCIA', mark on tank: none, painting: lake color.
1 'CONSTANCIA' w/n 4404



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00030.

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1880 **Delivered here new**

Ordered via E. F. Cabado Co. for Central Constancia.

BLW class 6-11 1/3C no. 3. Spec. is in vol. 10 p 62. Diamond stack, mark on tank: none. Number plate: blank.

2 'LABERINTO' w/n 5127

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891 **Delivered here new**

Ordered via E. F. Cabada & Co., but for where?

BLW class 8-16D no. 30. Spec. is in vol. 17 p 165. mark on tank: 'DOS HERMANOS',

3 'TOMASITO' w/n 12340

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1883 **Delivered here new**

Ordered via E. F. Cabado Co. for Central Constancia.

BLW class 8-18D no. 58. Spec. is in vol. 12 p 19. R&H stack, no mark on tank.

4 'EMILIA' w/n 7062

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1884 **Delivered here new**

Ordered via E. F. Cabado Co. for Central Constancia.

BLW class 8-18D no. 66. Spec. is in vol. 12 p 135. Dup. of 8-18D no. 58. R&H stack, Iron cab sent later as an XO in 1890.

5 'MARIANA' w/n 7526

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1886 **Delivered here new**

Ordered via ?

BLW class 6-10 1/3C no. 19. Spec. is in vol. 13 p 15. diamond stack, no mark on tank.

6 'LUISA' w/n 7803

2-6-0 d/w 37", cyls. 14x18", built by ALCo in 1909 **Delivered here new**

Ordered by Cuban American Sugar Co. for Central Constancia.

10 w/n 46656

2-4-2T possibly built as 0-4-2T d/w 33", cyls. 11x16", built by ALCo in 1909 **Delivered here new**

Ordered by Cuban American Sugar Co. for Central Constancia.

Gauge 2' 6".

11 w/n 46657 Rebuilt as 0-4-0 diesel for Central Constancia / 406 Guillermo Moncada as no. **2** later **4122**.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1915 **Delivered here new**

Ordered by Cuban American Sugar for Central Constancia LV/SC **14.**

BLW class 8-22D no. 339. Spec. is in vol. 54 p 82. mark on tank: 'CENTRAL CONSTANCIA', omit wood rack from top of tender. Gauge 3' 0"!??

14 w/n 42208 Latterly at Central Constancia / 406 Guillermo Moncada as *MinAz* no. **1222**. Out of use 1990. Gone by 1996?

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1917 **Delivered here new**

Ordered for Central Constancia.

BLW class 8-18D no. 152. Spec. is in vol. 64 p 226. straight stack, mark on tank: 'F. C. DE CONSTANCIA'.

1² w/n 47283

0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1918 **Delivered here new**

Ordered for Alapeff Mining Co. no. **1**, Russia. Not delivered and diverted to Central Constancia. Built for 750mm gauge.

BLW class 6-18D no. 47. Spec. is in vol. 64 p 228. straight stack, mark on tank: 'F. C. DE CONSTANCIA'.

2 w/n 47803

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1919 **Delivered here new**

Ordered for Cuban American Sugar for Central Constancia LV/SC **15,**

BLW class 8-22D no. 352. Spec. is in vol. 64 p 254. Dup. of 8-22D no. 339, outside frames, mark on tank: 'CENTRAL CONSTANCIA'.

15 w/n 52378 Latterly at Central Constancia / 406 Guillermo Moncada as *MinAz* no. **1223**. Out of use 1990. Gone by 1996?

0-4-4T d/w ?", cyls. ??", built by Baldwin in 1882

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

BLW class no. . Spec. is in vol. p .

12 w/n ?

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1906

Ordered for Central Hormiguero **5**, later to Central Soledad M, then to Central Constancia LV/SC.

BLW class 10-22E no. 44. Spec. is in vol. 30 p 128. Iron roof over front of tender, mark on tank: 'HORMIGUERO', stack of cast iron bootleg pattern.

? w/n 29277 Latterly at Central Constancia / 406 Guillermo Moncada as *MinAz* no. **1331**. Dismantled 1980, and parts used to rebuild **1322**. Gone by 1996?

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1919

Ordered for Central Nuestra Senora del Carmen **4**, later to Central Constancia **2.**

BLW class 8-18D no. 155. Spec. is in vol. 64 p 83. Dup. of 8-18D no. 144, mark on tank: 'NRA. SRA. DEL CARMEN', mark on cabsides: 'P. F. C.' on brass plate with raised letters.

5 w/n 52586 Latterly at Central Constancia / 406 Guillermo Moncada as *MinAz* no. **1226** ex **5**. Preserved 1990 and 1997.



This heavily retouched image could be from either of the Constancia centrales.

Additional loco/s reported at this location by visitors in recent years

2-6-0 d/w 38", cyls. 13x18", built by Porter in 1920

Ordered by Wonham, Bates & Goode for Central Pastora **4**.

?	w/n 6594	Became **1140** at Central Constancia / 406 Guillermo Moncada. Out of use 1984. Gone by 1996?

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1883 and 1884

Ordered via Elisha Atkins & Co. for Central Covadonga. First one lost at sea during delivery.

BLW class 6-16D nos. 10 and 12. Spec. is in vol. 11 p 256. name : **'CLOTILDE',** R&H stack, no mark on tank, painting: tuscan brown & gold.

(**4 'CLOTILDE'**)	w/n 7075	Lost at sea.
4 'CLOTILDE'	w/n 7472	Later went to Central Constancia / 406 Guillermo Moncada as **4** and became *MinAz* no. **1163**. Out of use 1990, preserved 1994.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1920

Ordered for Central San Agustin **7**,

BLW class 10-20E no. 23, spec. is in vol. 64 p 78.

?	w/n 52914	Became **1235** at Central Constancia / 406 Guillermo Moncada. Present 1980, gone by 1984.

0-6-0 later 2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1883

Ordered for Reed Ruiz & Co. for Central Senado **'REDENCION'**.

BLW class 6-16D no. 8, spec. is in vol. 11 p 125.

3	w/n 6639	Latterly at Central Constancia / 406 Guillermo Moncada. Derelict 1980. Gone by 1996. Probably had been **1127**.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1903

Ordered for Colonial Sugars Co. **8**,

BLW class 8-18D no. 111, spec. is in vol. 26 p 158.

3	w/n 23222	Latterly at Central Constancia / 406 Guillermo Moncada. Derelict 1980. Gone by 19996?

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1904

Ordered for Colonial Sugars Co. **9**,

BLW class 8-18D no. 114, spec. is in vol. 27 p 88.

4	w/n 24617	Latterly at Central Constancia / 406 Guillermo Moncada. Derelict 1980. Gone by 1996. Probably had been **1128**.

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

Ordered for ?

2	w/n	Latterly at Central Constancia / 406 Guillermo Moncada. Converted to diesel and numbered **4122**.

0-6-0 d/w ?, cyls. ?, built by Baldwin in 1885

Ordered for ?

BLW class 6-16D no. 13. Spec. is in vol. 12 p 187. name : **'INES',** R&H stack, no mark on tank, painting: tuscan brown & gold. Dup. of 6-16D no. 12.

4	w/n 7691	Bec ame *MinAz* no. **1163**? Out of use 1990. Preserved by 1996 but carrying plates BLW 7472.

18.4.17 Central Constancia, at Rodas / Abreus

later Mill 407 Abel Santamaria

There were several Central Constancias. It is not yet clear which locomotives were operated by each one, so all have been listed in this sub-section until ownership can be precisely pinned down.

Background

Built 1857.

1907: "Road with sidings, is about 42½ miles long. Connects with Santa Clara, Castillito and Yaguaramas, also Horquito. Gauge, 30 inches. Weight of rail, 30 lbs. to the yd. Relling stock: Nine locomotives, 405 cane cars, 18 flat cars and one passenger car."

1909 [2]: "Situated near Kodas. Forty-two and one-half miles of narrow-gauge road connecting Constancia with Santa Clara, Castillito, Yaguaramas, and Horquita. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 9 locomotives, 1 passenger car, 18 flat cars, and 405 cane cars."

1913 [9]: Operating, owned by Constancia Sugar Co. (or as above)

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Cuban-American Sugar Co.

1943 [32]: Operating, owned by the Cuban-American Sugar Co.

1956 [34]: Actively crushing.

In modern province of Villa Clara.

Paragraphs from : https://historiacuba.wordpress.com/2016/03/26/centrales-de-cuba-central-constancia/

"*El central Constancia, ubicado en Abreus, Las Villas, fue fundado en 1857 por Martín Felipe Apezteguía y Apasecha y se mantuvo en manos de sus descendientes hasta la última década del siglo XIX en que progresivamente pasó a ser controlado por la estadounidense "Constancia Sugar Company".*

A la muerte del fundador el ingenio pasó a ser administrado por su viudad, Josefa Mariana Tarafa, enérgica mujer, emprendedora y capaz que nombró como apoderado al médico y hacendado trinitario Justo Germán Cantero, autor del libro «Los Ingenios», que tuvo su primera edición en 1857 y cuyas ilustraciones en colores, obra del pintor francés Eduardo Laplante, aún despiertan la admiración de los que lo consultan.

Josefa Mariana Tarafa falleció en New York, Estados Unidos, en 1860. En su testamento nombró como tutor del heredero de la fortuna familiar, Julio de Apezteguía, al hijo de su primer matrimonio Eduardo del Camino quien de esa forma controlaría los negocios del Constancia hasta el año 1867. Durante su gestión la familia adquiriría el ingenio Laberinto, cuyas tierras colindaban con el Constancia y le permitieron engrandecerse.

Durante la zafra de 1862 el ingenio produjo 2 000 bocoyes que equivalían a 6 000 cajas de azúcar de 425 libras lo que apenas bastó para cubrir los gastos de operación del negocio. Tan baja producción se debió a la epidemia de viruela que afectó a la dotación de esclavos del Constancia y que causó una gran mortandad en ella. En las zafras anteriores, de 1859 y 1860, la producción había sido de 2127 y 2150 bocoyes, respectivamente.

La conveniente proximidad del río Damuji permitía al Constancia utilizar esta vía fluvial para transportar sus azúcares hasta la bahía de Jagua y abaratar considerablemente los costos en comparación con los que tenían que afrontar otros ingenios.

La eficiente gestión de Eduardo del Camino – quien reunía «(..) todas las virtudes y ninguno de los vicios asociados a los hacendados cubanos» (1) – dio paso a la de su medio hermano Julio de Apezteguía, Marqués de Apesteguía, dirigente del Partido Conservador, diputado a las Cortes e hijo del fundador lo convirtió en el mayor del mundo y uno de los más eficientes. Fue el único central de la región de Cienfuegos que en 1896 pudo hacer zafra, pues las influencias de su propietario le valieron para que el gobierno español le situara 1700 soldados para su defensa.

Sería el Constancia el primer central cubano en instalar los cristalizadores en movimiento y en inyectar miles a los azucares de primer lance en los tachos.

El «Portafolio Azucarero 1913 – 1914» sitúa al Constancia con 1 449 de tierras, de ellas 150 cultivadas de caña por la administración y colonos, y el grueso, 1 299 de montes, potreros, tierras en descanso y tierras en preparación para sembrar. Por ese entonces disponía de 60 colonos cubanos y 20 españoles, cultivando 115 caballerías independientes y parte de las 150 del central, haciendo un total de 265 caballerías de caña molida en la zafra de 1913. En esa zafra el Constancia molió 120 000 @ de caña por día, con rendimiento promedio de 50 000 @ por caballería y produjo 121 384 sacos de azúcar de 325 libras. En la zafra de 1914 produjo 102 897 sacos de 325 libras.

Las «Memorias de la zafra de 1917 – 1918» señalan que el central poseía una capacidad productiva de 250 000 sacos de 13 @. En la zafra de 1920 – 1921 el Constancia molió 17 521 564 @ de caña y produjo 156 857 sacos de 13 @. Durante estos años los principales puestos del central: jefe de fabricación, jefe de maquinaria y administrador se mantuvieron ocupados siempre por norteamericanos.

La fuerte crisis económica de 1929 y los bajos precios del azúcar en el mercado mundial provocaron que el gobierno de Cuba comenzara a aplicar la política de restringir las zafras asignando cuotas de molienda a los centrales. Desde ese momento el Constancia asumió la cuota del demolido central Cienaguita pero aún así en 1935 hizo una zafra corta pues apenas produjo 66 107 sacos de 325 libras.

A mediados de los años 30 pasó a ser controlado de Robert Bradley, propietario de "The Cuban American Sugar Mills Company" quien lo compró junto con la refinería de Granmercy en Louisiana y que lo vendería durante la década de 1940.

Fulgencio Batista lo compró en 1949, junto con Francisco Blanco y constituyó la firma Rancho Veloz Sugar Company para operarlo. Durante la propiedad de éstos se produjo la mayor zafra republicana del central, pues en 1952 elaboró 343 556 sacos de 325 libras.

En ese año 1952 el central molió 40 170 611 @ de caña, correspondientes a 808.80 caballerías cortadas en 159 días de zafra, de ellos 139 de molienda efectiva, con un promedio de trabajadores en la industria y el campo de 4 150 hombres.

En 1957 sufrió graves daños por un incendió producto de un sabotaje. En ese momento era el 36to central por su capacidad de molienda diaria de 430 000 arrobas, aunque con un bajo rendimiento industrial de 12.25. Empleaba hasta 3000 trabajadores en zafra y poseía 392 caballerías de tierras propias.

En 1959 el central Constancia contaba con una red ferroviaria de 97 km de vía estrecha y otros 18 km de «Cía Cañera de Las Villas»; 10 locomotoras diesel quemadoras de petróleo, las dos más pesadas de 34 toneladas; 334 carros de caña entre 12 y 15 toneladas de capacidad, de ellos 223 de acero y 111 con camas de madera; así como 70 carros entre planchas, casillas, tanques, cigüeñas y 11 carros de línea para usos diversos.

La capacidad de almacenaje alcanzaba los 180 000 sacos y la producción de ese año 1959 fue de 273 184 sacos de azúcar de 325 libras. El producto se embarcaba en patanas por el río Damují hasta los barcos anclados en el puerto de Cienfuegos a una distancia de 16 km. Para el trasporte la empresa contaba con cuatro patanas y un remolcador propios.

Tras el triunfo de la Revolución fue nacionalizado por el Estado cubano y se le cambió el nombre por el de central Guillermo Moncada.

El antiguo Constancia sobrevivió a la primera fase de la reestructuración de la industria azucarera en 2002, conocida como Tarea Alvaro Reynoso; pero no rebasó la segunda y fue cerrado definitivamente en 2006.

Relación de propietarios:

1 – Apezteguía, Arrechea y Cía (1839 – 1847)
2 – Viuda de Apezteguía (1850 – 1860)
3 – Eduardo del Camino (1862 – 1883)
4 – Apezteguía y Hermanos (1889 – 1891)
5 – Sindicato Americano (1895 – 1898)
6 – Julio Apezteguía (1899 – 1900)
7 – Constancia Sugar Co. (1901 – 1921)
8 – The Colonial Sugar Co. (1922 – 1935)
9 – Cuban American Sugar Co. (1938 – 1946)

10 – Cuban American Sugar Mills Co. (1945 – 1947)
11 – Rancho Veloz Sugar Co. (1947 – 1960)"

Gauge 2' 6"

Need to analyse which locos really went to which C. Constancia.

2-6-0 d/w 40", cyls. 12x16", built by Porter in 1883

Ordered via E. F. Cabada & Co. for Central Constancia **3 'ELENA'**. Was it for this Central or the following one?
3 'ELENA' w/n 547

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1883 and 1884

Ordered by E. F. Cabada & Co. as **4 'EMILIA'** and **5 'MARIANA'**. Connelly says second one to Daimuir Co. Then both to Constancia Sugar Co., or possibly changed hands at original location. Central Constancia. Then to Cuban American Sugar Co., but again may not have changed location.
BLW class 8-18D nos. 58 and 66. Spec. is in vol. p . May have been regauged to 3' 0". See full details under previous sub-section.
4 'EMILIA' w/n 7062
5 'MARIANA' w/n 7526 Became *MinAz* no. **1???**.

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1886

Ordered by E. F. Cabada & Co. as **6 'LUISA'**. Then to Constancia Sugar Co., or possibly changed hands at original location. Central Constancia. Then to Cuban American Sugar Co., but again may not have changed location.
BLW class 6-10 1/3C no. . Spec. is in vol. p . May have been regauged to 3' 0". See full details under previous sub-section.
6 'LUISA' w/n 7803 Became *MinAz* no. **1???**.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891

Ordered for E. F. Cabada & Co. for Central Constancia **3 'TOMESITO'**,
BLW class 8-16D no. 30. Spec. is in vol. 17 p 165. mark on tank: 'DOS HERMANOS', R&H stack. See full details under previous sub-section.
3 'TOMESITO' w/n 12340



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05181.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1917

Ordered by Cia. Azuc. del Central Constancia **1.**
BLW class 8-18D no. 152. Spec. is in vol. 64 p 226. Dup. of 8-18D no. 147, mark on tank: 'F. C. DE CONSTANCIA' Gauge 2' 6".

1 w/n 47283

0-4-0 d/w 33", cyls. 12x16", built by Baldwin in 1918

Ordered by (Alapaeff Mining Co. **2**, later sold to)?? but spec. page gives Constancia Sugar Co. for Constancia Sugar Co. as the initial purchaser **2.**

BLW class 6-18D no. 47. Spec. is in vol. 64 p 228. Dup. of 6-18D nos. 44 and 45. mark on tank: 'F. C. DE CONSTANCIA'.

2 w/n 47803

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered by Central Constancia **3**.

BLW class 10-22E no. 93. Spec. is in vol. 64 p 230. Dup. of 10-22E no. 75, outside frames, mark on tank: 'CENTRAL CONSTANCIA', details to be arranged so that loco can easily be regauged to 3' 0".

3 w/n 53633 Sold to Garcia Beltran Co. for Central San José. Rebuilt to 3' 0" gauge. Became *MinAz* no. **1323** at that location. Derelict 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered by Central Constancia LV/SC **4**.

BLW class 10-22E no. 94. Spec. is in vol. 64 p 230. Dup. of 10-22E no. 75, outside frames, mark on tank: 'CENTRAL CONSTANCIA', details to be arranged so that loco can easily be regauged to 3' 0".

4 w/n 53654 Sold to Garcia Beltran Co. but not recorded working after that. Connelly says on road in 1932 but not clear where.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1920

Ordered for Central San Antonio LH **3**,

BLW class 8-16D no. 81, spec. is in vol. 64 p 116. 4-wheeled tender, mark on tank: 'C. SN. ANTONIO'

2 w/n 53728 Latterly at Central Constancia / 407 Abel Santamaría. Preserved 1994 and 1997. Had been *MinAz* no. **1129**?

Additional 2' 6" gauge loco reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1909

Ordered for Central Portugalete **3 'BABITA'**,

BLW class 8-18D no. 126, spec. is in vol. 39 p 172.

1 w/n 33535 Latterly at Central Constancia / 407 Abel Santamaría. Derelict 1980, later scrapped? Preserved 19997?

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Fowler Estates for Central Constancia LV **5**, but delivered to Central Santa Catalina **2 'EDWARD G. ABREU'**

BLW class 10-30E no. 177. Spec. is in vol. 64 p 353. Dup. of 10-30E no. 153,

5 w/n 54228 Sold to Central Santa Catalina. On road in 1921.

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1919

Ordered for J. G. White Engineering for Central Sugar Corp. for Central Fe **6**,
BLW class 8-30D no. 705. Spec. is in vol. 64 p 233. Dup. of 8-30D no. 677, mark on tank: 'CENTRAL SUGAR CORPORATION',

?	w/n 52341	later to Central Constancia / 407 Abel Santamaria where became **1425** . Under repair 1994. Out of use 1997.

Additional standard gauge locos reported at this location by visitors in recent years

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

Ordered for ?
BLW class no. . Spec. is in vol. p .

?	w/n	Latterly at Central Constancia / 407 Abel Santamaría. Became *MinAz* no. **1580**. Gone by 1994?

2-8-0 d/w 46", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **14**,
BLW class 10-30E no. 223, spec. is in vol. 78 p 61.

?	w/n 58540	Latterly at Central Constancia / 407 Abel Santamaría. Became *MinAz* no. **1752**. Derelict 1994 and 1997.

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

Ordered for ?

?	w/n	Latterly at Central Constancia / 407 Abel Santamaría. Became *MinAz* no. **1764**. Rebuilt with a BLW boiler and carrying plates from 53728. Out of use 1994. Gone by 1996.

18.4.18 Central Corazón de Jesús, at Sagua la Grande
later Mill 408 Mariana Grajales

Background

1907: "No railroad."
1913 [9]: Operating, owned by Amezaga & Co.
1916 [9]: Operating, owned by M. V. de Ona Amezaga.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Corazon de Jesus SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/22/central-corazon-de-jesus-centrales-de-cuba/
"*El central Corazón de Jesús, ubicado en Sagua la Grande, Las Villas, era un central pequeño, el 121 del país por su capacidad de producción de 180 000 @ de cañas diarias, con un rendimiento industrial bajo, 1 550 trabajadores en zafra y 153 caballerías de tierras propias.*
Desde 1895 había pertenecido a «Amézaga y Comapñía», una firma comercial de Cárdenas y Matanzas, en unión de Arechavaleta, ambos de origen vasco, la que se desarrollara a partir de la firma de «José Baró y Cía» y que había pasado al giro del azúcar tras haber comenzado en el de la ferretería.
En 1913 pasó a la propiedad de María Victoria Oña, viudad de Amézaga, quien en 1926 lo perdió en una hipoteca no satisfecha. Estuvo prácticamente paralizado desde 1927 hasta 1933. Francisco Blanco Calás se lo arrendó en 1937 a los herederos de Ernesto Gaye, que lo había adquirido en 1930, y se los compró definitivamente en 1948.
Blanco Calás era dueño, además, del central Ulacia y accionista de la «Compañía Atlántica del Golfo» el mayor consorcio azucarero norteamericano de Cuba.
Tras el triunfo de la Revolución Cubana de 1959 el central Corazón de Jesús fue nacionalizado por el gobierno de la Isla que lo renombró como central Mariana Grajales.
El central fue paralizado en 2002 en medio de la reestructuración de la industria azucarera cubana y posteriormente demolido."

Standard gauge

2-6-2T d/w ?", cyls. ??", built by ALCo Cooke in 1919 Delivered here new

Stock loco purchased via American Trading Co. for Central Corazon de Jesús as no. **2**.

2	w/n 60922	Later renumbered **4**.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1919 Delivered here new

Ordered via American Trading Corp. for Central Corazon de Jesus, as no. **3**.

3	w/n 58778	Later worked at Central Santa Teresa / 442 Hector Rodriguez. Became *MinAz* no. **1730** at that location. Transferred to Central Washington / 449 George Washington where became **1639** .

0-4-0T d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Stock loco purchased for Central Corazon de Jesús as no. **4**.

4	w/n 62416	



Railroad Museum of PA

Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34299.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1924

Ordered for Azuc. Central Ferrer as no. **15** before coming here, whilst Lehmuth says was Central Catalina no. **15**. BLW class 8-30D no. 737. Spec. is in vol. 72 p 1. Spec. page explicitly headed as for Central Ferrer, and mark on tanks to be 'CENTRAL FERRER', number to be **15**. straight stack. Dup. of 8-30D no. 718.

? w/n 58133 Became *MinAz* no. **1540**. Derelict 1995. Dismantled 1996, gone by 1997.

2-4-0TT d/w 44", cyls. 14x24", built by Baldwin in 1925

Ordered by Central Santa Marta as their no. **1**. Sold to Central Corazon de Jesus, and rebuilt as 2-4-0(?).
BLW class 6-22C no. 12. Spec. is in vol. 78 p 55. Spec. page explicitly headed as for Central Santa Marta, and mark on tanks to be 'CENTRAL SANTA MARTA', oil tank on left side of cab.

? w/n 58438 Became *MinAz* no. **1224**. Dismantled for repair 1994. In existence 1995. Dismantled 1996, gone by 1997.

Additional loco/s reported at this location by visitors in recent years

None

18.4.19 Ingenio Covadonga, at Cienfuegos
later Mill 409 Antonio Sánchez

Background

Built 1903.

1907: “Connects with United Railways and Cuban Central. Standard gauge. Weight of rails, 50 and 60 lbs. Rolling stock: 3 locomotives, and rents cars as needed from Cardenas and Jucaro R. R. 50 flat cars prepared for hauling cane. There are 12½ miles of track running from Santa Fe, where it connects with public R. R. to the batey of the Ingenio "Rosario." Three branches extend into the Cienega de Zapata.”

1909 [2]: “Situated near Aguada de Pasajeros. Twelve and one-half miles of standard-gauge road running from Santa Fe to Rosario. The road runs from Santa Fe to the sugar mill and from that point three branches extend to the Cienaga de Zapata. Connection is made with the Cuban Central Railroad and U. H. R. R. at Santa Fe. Weight of rail, 60 to 80 pounds; rolling stock, 2 locomotives and 60 flat cane cars.”

1913 [9]: Operating, owned by Soc. Anon. Central Covadonga.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Manuel Carreño.

1943 [32]: Operating, owned by Cia. Azuc. Jacuma SA.

1956 [34]: Actively crushing.

In modern province of Cienfuegos.

3' 0" gauge

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1883 and 1884 Delivered here new

Ordered via Elisha Atkins & Co. for Central Covadonga. First one lost at sea during delivery.

BLW class 6-16D nos. 10 and 12. Spec. is in vol. 11 p 256. name : **‘CLOTILDE’,** R&H stack, no mark on tank, painting: tuscan brown & gold.

(**4 ‘CLOTILDE’**)	w/n 7075	Lost at sea.
4 ‘CLOTILDE’	w/n 7472	Later went to Central Constancia / 406 Guillermo Moncada as **4** and became *MinAz* no. **1163**. Out of use 1990, preserved 1994.

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1891

Ordered for *Cia. Unida de los FC de Caibarien* as no. **7 ‘R. ARGUELLES’** and **8 ‘PABLO GAMIZ’**, and became Cuban Central Railways nos. **08** and **09**. Sold to Central Covadonga.

BLW class 8-20D nos. 79 and 85, with spec. page at vol. 17 p 9. Mark on tank: none. R&H stack.

?	w/n 11845
?	w/n 12332

Standard gauge

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1892

Ordered for *FC Sagua la Grande* as nos. **21** and **22**, became Cuban Central Railways nos. unknown. Sold to Central Covadonga probably before 1911.

BLW class 8-30D no. 459-460. Spec. is in vol.18 p 83. Mark on tank: ‘F.C. DE S. LA G.’. Roof over forward end of tender. Cab to be 6 or 7" higher than on 8-30D nos. 304, 305.

?	w/n 12970
?	w/n 12971

4-6-0 d/w 62", cyls. 18x24", built by Baldwin in 1897

Ordered for NY Philadelphia & Norfolk RR as no. **18** (or **18**?), later PRR no. **018** (or **6518**?). Sold 1916 to Southern Iron & Equipment as no. **1040**, and on to Central Covadonga.

BLW class 10-30D no. 352 . Spec. is in vol. 19 p 223. straight stack.

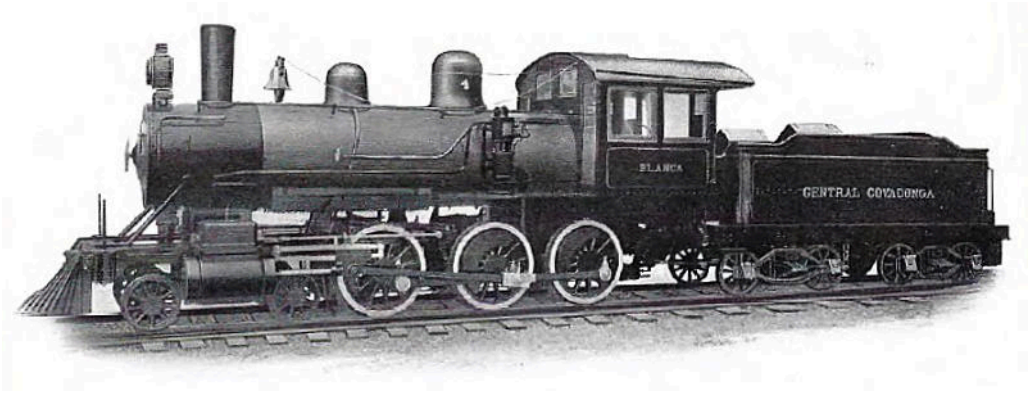
10 'ANA LOUISE' w/n 15160

4-6-0 d/w 50", cyls. 16x24", built by VIW in 1912 **Delivered here new**

Ordered by Central Covadonga as no. **4 'BLANCA'**.

VIW class 7-49-A-1.

4 'BLANCA' w/n 1839 Sold to Central Esperanza, O. as no. **4**? But Lehmuth then has the loco back here as *MinAz* no. **????**.



2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1916

Ordered by Mosle Bros. for Central Por Fuerza as no. **3**, sold to Central Covadonga.

BLW class 10-34E no. 2048 or 2049. Spec. is in vol. 54 p 208. mark on tank: 'LA PAZ SUGAR COMPANY'

11 w/n 44223 Became *Minaz* no. **1624** at this location. In existence 1994-1995. In use 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Miranda Sugar Co. for Central Miranda as no. **9**. Sold to Central Covadonga post-1937.

BLW class 10-30E no. 175. Spec. is in vol. 64 p 360.

? w/n 54054 Became *Minaz* no. **1625** at this location. In use 1994 and 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Central El Pilar as no. **8**. Sold to Central Covadonga as no. **8**.

VIW class 7-54-A2.

8 w/n 3122 Became *MinAz* no. **1726** at this location (Central Covadonga / 409 Antonio Sanchez). Present 1994. Under repair 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **127**. Sold to Central Andreita / 403 Mal Tiempo. Became *MinAz* no. **1537** at that location. Transferred to Central Covadonga / 409 Antonio Sanchez.

1537 w/n 62661 Present 1994.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered by Central San Agustin as no. **1**. Standard gauge. Which San Agustin had standard gauge? Sold to Central Portugalete / 425 Elpidio Gomez. Became *MinAz* no. **1629** at that location. Transferred to Central Covadonga / 409

Antonio Sanchez.

1629	w/n 62415	Present 1994. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Cia. Azuc. Naranjal for Central Naranjal as no. **2**. Sold on to Central Miranda and on road in 1937. Sold to Central Covadonga.

BLW class 10-34E no. 2076. Spec. is in vol. 64 p 367. Dup. of 10-34E no. 2057, mark on tank: 'Central Naranjal' but changed to 'MIRANDA SUGAR COMPANY'

2	w/n 53799	Became *MinAz* no. **1623** at this location. In steam 19994. In existence 1995. In use 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Miranda Sugar Co. for Central Miranda as no. **30.** On road in 1937. Sold to Central Covadonga / 409 Antonio Sanchez.

BLW class 10-30E no. 167. Spec. is in vol. 64 p 62. straight stack, with 'DOMINGO LEON' plates, and mark on tank: 'CENTRAL RAVONA'.

?	w/n 54054	Became *MinAz* no. **1625** at this location. In existence 1995.

Additional loco/s reported at this location by visitors in recent years

None.

18.4.20 Central Damuji (ex Ferrer), at Palmira

Background

1924: probably owned by Cia. Azuc. Central Ferrer. Possibly known as Central Dos Hermanos for a period, but see below.
1943 [32]: Operating, owned by Cia. Azuc. Jagua SA.
Mill closed down by 1944?
1956 [34]: Not listed.

This company also seems to have owned a Central Catalina.

Gauge 2' 6"

0-6-0 d/w ?", cyls. 8x14", built by Porter in 1889

Ordered via Nicholas S. Acea, Dos Hermanos, Cuba, as no. **1 'TOMISITA'**. Leach 2nd ed. [5] places this engine here at one stage, possibly gained a *MinAz* no. here.
? w/n 1056

Standard gauge

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1924

Ordered for Cia. Azuc. Central Ferrer for Central Catalina as no. **15**. Sold to Central Corazon de Jesús.
BLW class 8-30D no. 737. Spec. is in vol. 72 p 1. Dup. 8-30D no. 718, mark on tank: 'CENTRAL FERRER'
15 w/n 58133 Became *MinAz* no. **1540** at that location. In existence 1995.

2-6-0 d/w ?, cyls. ?, built by ALCo in 1920

Ordered for Central Dos Hermanos as no. **4**. Standard gauge. Sold to Central Damuji as no. **4**.
4 w/n 62414

18.4.21 Central Dos Hermanas, at Las Cruces

Background

1901 [18]: 7 km. of standard gauge, 60 lb. rail, no locos or cars (use those from Cuban Central rlys.
1907: “Connects with Cienfuegos R. R. The Santa Rosalia and Pedroso branches connect with the Cuban Central at Ranchuelo. Four kilometers, standard gauge. Eight kilometer branch, standard gauge, to Santa Rosalia and Pedroso colonies. Weight of rail, 60 lbs. to the yd. Locomotives and cars belong to Cuban Central.”
1909 [2]: “Situated near Cruces. Five and seven-eighths miles of standard-gauge road. One branch, 1¼ miles long, runs from the sugar mill to the Cuban Central Railroad. The other branch is known as the Santa Rosalia and Pedroso Branch and connects with the portion of the Cuban Central Railroad running into Ranchuelo. Weight of rail, 60 pounds; no rolling stock.”
1913 [9]: Operating, owned by Dos Hermanas Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Financiera y de Valores SA.
1956 [34]: Not listed.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1921

Ordered for Fowler Estates for Dos Hermanas Sugar Co. **1**, but delivered to Manati Sugar Co. **62,**
BLW class 10-30E no. 178. Spec. is in vol. 64 p 353. Dup. of 10-30E no. 153,
? w/n 54229

18.4.22 Central Dos Hermanos, at Palmira

Background

1907: “Railway 16 miles, to Damaja River. Gauge, 30 inches. Weight of rails, 30 lbs. to yd. Rolling stock: 3 locomotives and 917 cars and 8 flat cars.”

1909 [2]: “Situated near Palmira. Sixteen miles of narrow-gauge road running from the sugar mill to the Damuji River and into the cane fields. Gauge, 30 inches; weight of rail, 30 pounds; rolling stock, 3 locomotives, 8 flat cars, and 117 cane cars.”

1913 [9]: Operating, owned by Trustees of Mrs. F. T. Acea.

1916 [9]: Operating, owned by Albaceas F. Tostes.

1922 [9]: Operating, owned by Jose Ferrer.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Manuelita 416 Catorce de Julio [35].

Paragraphs from : https://historiacuba.wordpress.com/2016/10/17/central-dos-hermanos-centrales-de-cuba/

“*El central Dos Hermanos se encontraba ubicado en el barrio de Arango, término municipal de Palmira, en la antigua provincia de Santa Clara.*

Se fundó en el año 1839 por los hermanos Antonio y Nicolás Jacinto Acea Pérez (de ahí su nombre de Dos Hermanos), naturales de Santa Marta de Ortigueira, España, que arribaron a Cienfuegos desde Nueva Paz, en La Habana, durante los primeros años de la fundación de esa villa. Los Acea comenzaron por fomentar un cafetal en el barrio de Arango, pero pronto giraron al negocio azucarero y fomentaron además del Dos Hermanos el central Manuelita.

El central fue pasando con el paso del siglo a los distintos herederos de los Acea, los cuales se ligaron por enlaces matrimoniales con las familias más influyentes de la de Cienfuegos y se convirtieron en grandes benefactores de la ciudad. El último heredero del clan de los Acea fue Francisca Toste – viuda de Nicolás Acea de los Ríos (con el cual se extinguió el apellido Acea en Cienfuegos) – a cuya muerte el central Dos Amigos, junto con todos los bienes de la familia pasó a ser administrado por los albaceas de la familia.

En la zafra de 1859 el Dos Amigos produjo 1 342 bocoyes y 1 300 en la de 1860.

El «Portafolio Azucarero», editado por la Secretaría de Agricultura en 1915, revela que en esa fecha el central Dos Hermanos disponía de 170 caballerías de tierras, de las cuales 100 se sembraban de caña, 70 estaban destinadas a potreros y el resto eran de tierras cansadas. Trabajaban para el central 64 colonos, la mayoría cubanos, que cultivaban 55 caballerías propias y el centenar del central, haciendo un total de 155 que eran las que molía el ingenio. La cantidad de caña por caballería oscilaba entre un máximo de 40 000 @ y un mínimo de 25 000.

Se sembraba en las tierras adscritas al Dos hermanos la caña de la variedad cristalina en la cual no se empleaban ni fertilizantes ni regadío. Para su traslado a las instalaciones del central contaba con 32 km de ferrocarril de vía estrecha, 80 fragatas y tres locomotoras.

Durante la zafra de 1913 el central molió 70 000 @ de caña diarias. Su maquinaria se componía, en ese entonces, de una desmenuzadora seguida de un juego de dos trapiches; 12 defecadoras de 800 galones cada una; un evaporador de triple efecto con 11 000 pies de superficie calórica; 2 tachos de punto con 240 sacos de capacidad; 500 carritos de cinco sacos cada uno; 14 centrífugas y una batería de calderas con 1 200 caballos, compuesta de seis multitubulares en tres hornos.

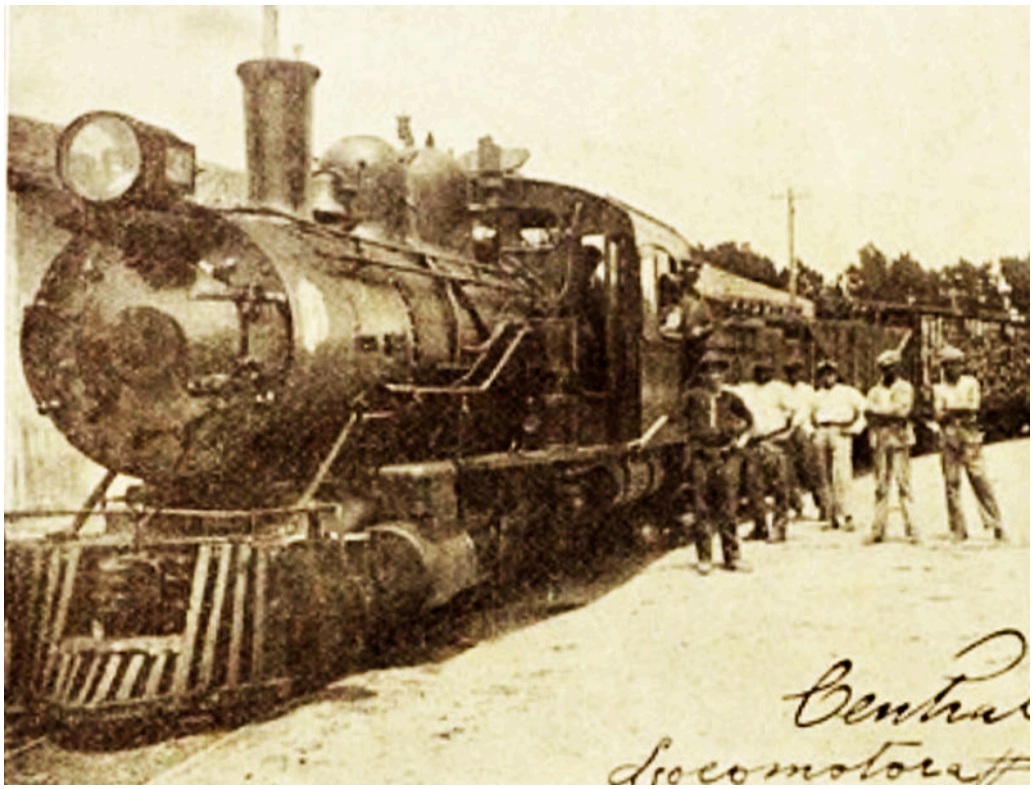
En la zafra de 1913 fabricó 41 526 sacos de azúcar de guarapo y 3 726 sacos de azúcar de miel, haciendo un total de 45 252 sacos de 325 libras. El rendimiento industrial fue, sin embargo, bajo, de apenas 9.97. Este rendimiento mejoró un poco en la zafra del año siguiente en la que el central produjo 41 430 sacos de 325 libras, correspondientes a: 38 151 de azúcar de guarapo y 3 279 de azúcar de miel.

Durante la década de 1920 haría sus mejores zafras: en 1921 – 1922 llegaría a 66 481 sacos con un rendimiento industrial aceptable de 11.56; en 1928 – 1929, que sería su última zafra produciría 55 037 sacos.

Ya por esas fechas el central Dos Amigos había perdido toda relación con los Aceas, pues los albaceas de éste que se habían hecho cargo del ingenio a la muerte de su viuda Francisca Toste lo habían vendido en 1919 a José Ferrer

Sirés, un acaudalado catalán, que se había enriquecido con el comercio y había llegado a ser dueño de la empresa que operaba los tranvías en la ciudad de Cienfuegos.
Ferrer Sirés constituyó la Cía Azucarera Central Ferrer SA para operar el antiguo central Dos Amigos que, a partir de ese momento se conocerá como central Ferrer. Mantendrá este nombre el antiguo ingenio hasta el año 1927 en que al constituirse la Cía Azucarera Damují SA pasará a llamarse central Damují. Sería esta la última denominación del ingenio fundado por los Acea, pues como consecuencia del gran crack de 1929 ya ese año no hizo zafra; fue paralizado y al poco tiempo demolido."

Gauge 2' 6"



0-6-0 d/w ?", cyls. 8x14", built by Porter in 1889 **Delivered here new**
Ordered via Nicolas S. Acea, for Central Dos Hermanos at Santa Clara as no. **1 'TOMISITA'**.
1 'TOMISITA' w/n 1056 Became *MinAz* no. **???** at this? location.

2-6-0 d/w ?", cyls. 11x16", built by Porter in 1889 **Delivered here new**
Ordered via S. H. Payne & Son, NY, for Central Dos Hermanos as no. **3 'PANCHITA'**.
3 'PANCHITA' w/n 1149 Became *MinAz* no. **???** at this? location.

0-4-2T d/w ?", cyls. 7x12", built by Porter in 1890 **Delivered here new**
Ordered via S. H. Payne & Son, NY, for Central Dos Hermanos.
? w/n 1206

Standard gauge

2-6-0 d/w ?, cyls. ?, built by ALCo in 1920 **Delivered here new**
Ordered for Central Dos Hermanos as no. **4**. Standard gauge.

4 w/n 62414 Sold to Central Damuji as no. **4**.

2-8-0 d/w 44?", cyls. 18x24?", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Dos Hermanos as no. **1**.

Standard gauge. BLW class 10-30E no. 178. Spec. is in vol. 64 p 353.

1 w/n 54229 Later at Central Manati / *FC de Tunas* as no. **62**. Possibly also at Central Amistad? Sold to Central Rosario / 211 Ruben Martinez Villena. Became *MinAz* no. **1602** at that location. In existence 1995.

Central Edén (previously Central Cabaiguan)
see sub-section 18.4.9 a few pages back, at Cabaiguan

Background

See Central Cabaiguan, above.

18.4.23 Ingenio El Indio, at Cienfuegos

Background

1907: “Switch to Matanzas R. R. and one to the Cardenas & Jucaro R. R. at Aguada. No rolling stock. ”

1909 [2]: “Situated near Esles. One standard-gauge spur runs from the sugar mill to the Matanzas division and one to the Cardenas division of the U. H. R. R. at Aguada. No rolling stock.“

1913 [9]: not listed.

1956 [34]: Not listed.

18.4.24 Ingenio El Salvador, at Quemados de Güines

Background

1901 [18]: 18 km. of 2' 6" gauge, 25 lb. rail, 2 locos and 40 cars.
1907: "Narrow gauge and connects with Cuban Central Railway at El Salvador. Gauge, 28 inches for two kilometers and 19 kilometers of 30-inch gauge. Weight of rails, 30 lbs. Rolling stock: Three locomotives and 95 cane cars."
1909 [2]: "Situated near Quemado de Guines. Eleven and seven-eighths miles of narrow-gauge road. Gauge, 28 inches and 36 inches ; rolling stock, 3 locomotives and 95 cane cars, "
1913 [9]: Operating, owned by heirs of Cespedes, owners Llorente Bros.
1916 [9]: Operating, owned as previous line., not grinding in 1917.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central San Isidro 434 Panchito Gomez Toro and Central Resolucion 429 Jose R. Riquelme [35].

Gauge 2' 6"

0-4-2T d/w ?", cyls. 4½x?", built by Fowler in 1879 Delivered here new

Ordered via E. Cespedes for Ingenio El Salvador.
'LITTLE BEAUTY' w/n 3821

0-4-2T d/w ?", cyls. 7x10", built by Fowler in 1891

Ordered via E. Cespedes. Leach 2nd ed. [5] places these engines here at one stage. Gauge and presence here not confirmed.
? w/n 5944

2-6-0 d/w ?", cyls. ??", built by Baldwin in 1884

Ordered via ? Leach 2nd ed. [5] places these engines here at one stage. Gauge and presence here not confirmed. BLW nos. probably wrong as those given here were 4-4-0s for the Madison & Portage RR and the MKT, and in any case were much earlier than 1884.
BLW class 8-14D no. . Spec. is in vol. p .
? w/n 4037
? w/n 4038

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1893 Delivered here new

Ordered by Central El Salvador.
BLW class 8-14D no. 15. Spec. is in vol. 19 p 35. 2' 6" gauge. R&H stack, mark on tank: 'CENTRAL El SALVADOR'.
1 'ROSA' w/n 13811

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1894 Delivered here new

Ordered by K&P for Emilio Cespedes for Central El Salvador **2 'SILVIA'.** BLW class 8-16D no. 38. Spec. is in vol. 19 p 97. mark on tank: 'CENTRAL EL SALVADOR' R&H stack. 2' 6" gauge.
2 'SILVIA' w/n 13975

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906 Delivered here new

Ordered for Central El Salvador.
Gauge 2' 6". BLW class 8-16D no. 60. Spec. is in vol. 30 p 162. mark on tank: 'CENTRAL EL SALVADOR', 4-wheeled tender.

3	w/n 29802	Sold to Central Santa Rosa **4**.

Standard gauge

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

Ordered by Central (El) Salvador. Might have been the other one with this name.

?	w/n 12373	Sold/transferred to Central Conchita / Puerto Rico Libre, and became *MinAz* no. **1409**.
?	w/n 12374	

18.4.25 Ingenio Esperanza, at Quemados de Güines

Background

1907: “Gauge, 30 inches. Weight of rails, 30 and 35 lbs. to the yd. Rolling stock: One locomotive and 90 cane cars for hauling cane and wood.”
1909 [2]: “Situated near Guines. Thirteen and three-quarters miles of narrow-gauge road. The main line begins at the piers at Playa de Carahatas and ends at the barrio Caguagua, near the station of the narrow-gauge branch of the Cuban Central Railroad. Gauge, 30 inches; weight of rail, 30 and 35 pounds ; rolling stock, 1 locomotive and 90 cane cars.”
1913 [9]: Operating, owned by Successors de Francia.
1916 [9]: Operating, owned by Comp. Azuc. de Carahatas, did not grind in 1915-1917.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Ramona 427 Quintin Banderas [35].
Eventually downgraded to become a colonia of Central San Isidro 434 Panchito Gomez Toro and Central Resolucion 429 Jose R. Riquelme [35].

NB In 1893 there had been two Ingenios named Esperanza close to Sagua La Grande:

Esperanza	Sagua	Herederos de Ramón Francia ; 21 Amargura, Havana.
Esperanza	Sagua	Lutgarda Reyes de Martínez Quintana ; 43 Campanario, Havana.

This was presumabnly the first of them.

Gauge 2' 6"

0-6-2T d/w 30", cyls. 9x14", built by VIW in 1906

Ordered via Agustin Fuller for ‘Esperanza Sagua’ in Cuba. NB It is only a guess that this loco came here, though the gauge is right.
VIW class 7-5-C.

? w/n 993

18.4.26 Central Fé, at Camajuani
later Mill 411 José María Pérez

Background

Built 1867.

1907: “Railway owned by Cuban Central and Cuban R. R. About three miles. Telephone follows track. Branch of the Cuban Central runs also to batey and to Central "JULIA." Standard gauge. Weight of rails, 70 lbs. per yd. No locomotives. Locomotives are furnished as needed by the Cuban Central R. R. Plantation owns 10 cane cars.”

1909 [2]: “Situated near Camajuani. Three and one-eighth miles of standard gauge road running from the sugar mill to the colonia Santa Ana. A spur of the Cuban Central Railroad runs from the mill to the sugar mill Julia. Rolling stock, 60 cane cars. Locomotives are obtained from the Cuban Central Railroad.”

1913 [9]: Operating, owned by I. M. Espinoza.

1916 [9]: Operating, owned by Central Sugar Corp.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Cia. Azuc. Central Fé SA.

1956 [34]: Actively crushing.

In modern province of Villa Clara.

Paragraphs from : https://historiacuba.wordpress.com/2016/09/13/central-fe-centrales-de-cuba/

“*El central Fe, ubicado en Camajuaní, Las Villas, era el número 63 del país por su capacidad de producción ascendente 320 000 @ de caña de azúcar diarias, pero con un rendimiento industrial por debajo de la media del país. Empleaba 2 600 trabajadores en zafra y poseía 639 caballerías de tierras propias.*

Se fundó en 1863 por «Ariosa y Gutiérrez Hoyo», y era propiedad entonces de Guillermo Gutiérrez y de Ariosa. Otras fuentes sitúan su fundación en 1865, habiendo pertenecido desde 1874 hasta 1883 a Guillermo Ariosa Gutiérrez, pasando en 18898 a Gumersindo Gutiérrez, según unos, y en los 80, según otros al cubano José María Espinosa Font, quien sería senador de la República de 1909 a 1913 y Secretario de Comunicaciones durante el gobierno del presidente Gerardo Machado, y lo controlaría hasta 1918.

Espinosa adquirió los centrales Floridano (antes Rageta) y Matilde que habían hecho su última molienda antes de la Guerra del 95 y unió sus tierras al Fe. En 1915 construyó la capilla del central que fue inaugurada y bendecida por la alta jerarquía católica del país.

En su comienzo, la mano de obra empleada por el Fe era fundamentalmente esclava y al abolirse la esclavitud en Cuba, comenzaron a utilizarse trabajadores asalariados.

El Fe fue uno de los centrales que estuvo bajo el control de la «Sugar Plantation Operating Company» subsidiaria del «The Royal Bank of Canada» y el primero que el banco canadiense vendió.

En 1958 era propiedad de Julián de Zulueta Besson quien controlaba la mayoría de sus acciones – el resto pertenecía a su esposa María Abrisqueta – que lo operaba bajo la razón de Azucarera Camajuaní SA. Tenía una situación económica satisfactoria y según la Comisión Técnica Azucarera de 1951 sus costos por saco de 325 libras se encontraban por debajo de la media nacional. En 1958 sus activos totales ascendían a $4 783 000 pesos.

Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central José María Pérez.

A partir de entonces se realizaron algunas reformas en el central: se instaló un clarificador de gran capacidad, electrificado, un vaso para el bagazo, un tanque para agua de 500 00 galones de capacidad, se construyeron nuevos hornos, se instaló un nuevo tacho y dos turbo-generadores, cuatro silos tolvas para embarcar azúcar a granel directo al ferrocarril, un nuevo támden y dos molinos, así como una nueva planta eléctrica. Todo ésto permitió que el central rompiera su récord de producción en la zafra de 1978.

El central José María Pérez, antiguo Fe, sobrevivió a la reestructuración de la industria azucarera cubana llevada a cabo durante la década del 2000 y es uno de los centrales que en la actualidad todavía hace zafra en la región de Las Villas.”

Gauge 2' 6"

Gauge 3' 0"

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1892

Ordered by K&P for Caibarien RR.

BLW class 10-22E no. 12, spec. is in vol. 18 p 91. Confirmed for 3' 0" gauge.

? w/n 13083 Became **1340** but may never have carried number. Derelict 1981. Later disappeared.

Standard gauge

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1914 **Delivered here new**

Ordered by Jose Maria Espinoza for Central Fe.

BLW class 8-30D no. 677 . Spec. is in vol. 54 p 117-8. Mark on tanks: 'CENTRAL FE'.

1 'VISITA' w/n 41746 Lehmuth says sold to Central Ramona, and became *MinAz* no. **1628**.

0-6-2ST d/w 37", cyls. 13x18", built by Baldwin in 1916 **Delivered here new**

Ordered for Central Fe.

BLW class 8-20 1/3D no. 55. Spec. is in vol. 54 p 76. Mark on tanks: 'CENTRAL FE'. Details to be similar to 8-30D no. 677, Pilots front and rear. See also Central Fidencia on next page.

3 'LUTGARDA' w/n 44426



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06127.

0-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1919 **Delivered here new**

Ordered for J. G. White Engineering for Central Sugar Corp. for Central Fe **6**,

BLW class 8-30D no. 705. Spec. is in vol. 64 p 233. Dup. of 8-30D no. 677, mark on tank: 'CENTRAL SUGAR CORPORATION',

6 w/n 52341 later to Central Constancia / 407 Abel Santamaria where became **1425**

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered via Welch, Fairchild & Co. for Central Sugar Corp. for Central Fe **7**, Transferred to Central Fidencia. Kept same number? Lehmuth says went to Central Santa Teresa as no. **7**, rather than to Central Fidencia.
BLW class 10-30E no. 156. Spec. is in vol. 64 p 326. mark on tank: 'CENTRAL FE'. Connelly gives d/w as 38?" and cyls as 18x20".

7	w/n 53148	Became *MinAz* no. **1727** at that location. In existence 1995.

2-8-0 d/w 44", cyls. 16x22", built by Baldwin in 1920 **Delivered here new**

Ordered by Jose Maria Espinoza for Central Sugar Corp. for Central Fe **8.**
BLW class 10-26E no. 412. Spec. is in vol. 64 p 238. Dup. of 10-26E no. 336, mark on tank: 'CENTRAL FE'.

8	w/n 53282	Out of use 1994.

2-6-0 or 0-6-0ST? d/w 42", cyls. 17x24", built by VIW in 1919

Ordered via José Lopez for Central Santa Lutgarda as no. **2**. Sold to Central Fe / 411 Jose Maria Perez.
VIW class 7-50-D.

?	w/n 2979	Sold to Central Carmita 405 Luis Arcos Bergnes. Became *MinAz* no. **1541** at that location. However, here later but scrapped by 1981; plates later carried by 1541 at mill 405.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **6** later **12**, later to Central Fe **9.**
BLW class 10-30E no. 220. Spec. is in vol. 78 p 61. mark on tank (brass plates): 'COMPAÑÍA AZUCARERA VERTIENTES',

9	w/n 58538	or possibly to Central Washington where became **1751**

Additional loco/s reported at this location by visitors in recent years

None.

18.4.27 Central Fidencia, at Placetas
later Mill 412 Juan Pedro Carbó Serviá

Background

Possibly known as Central Convenio for a period.
1907: “One and one half miles, joining with the Cuban Central and Cuba Co.; joins Cuban Central R. R. at San Andres. Standard gauge. Weight of rails, 60 and 65 lbs. per yard. Rolling stock: No locomotives and 8 new cane cars.”
1909 [2]: “Situated near Placetas. A standard gauge spur, 1½ miles long, runs from the Cuban Central Railroad to the sugar mill. Weight of rail, 60 pounds ; rolling stock, 8 cane cars. No locomotives.”
1913 [9]: Operating, owned by Domingo Leon.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Sagua Placetas Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Convenio SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/01/central-fidencia-centrales-de-cuba/
“*El central Fidencia, ubicado en Placetas, Las Villas, era el No. 100 del país por su capacidad de producción ascendente a 230 000 @ de caña diarias, un rendimiento industrial bajo, 1 900 trabajadores en zafra y 253 caballerías de tierras propias.*
Se fundó, probablemente, en 1874 por José Vergara Iñarra, quien también había sido propietario del central Convento y había fundado en 1873 el central Adela que vendería en 1875, aunque otros sitúan su fundación en 1880 y otros en 1875. Se llamó Convenio en 1875 y en 1903 adoptó el de Fidencia.
Según algunos había pertenecido al rico hacendado José Baró, pasando a principios de la década de 1880 a sus herederos en sociedad con el coronel del ejército español José Vergara y a finales de ese decenio a la propiedad única de este último y sus herederos.
Su hijo vendió el central en 1900 a Domingo Léon González quien lo nombró como su esposa: Fidencia, convirtiéndose en uno de los seis centrales que llegó a poseer (Caridad, Fidencia, Ramona, San Pedro, Pilar y Estrella) antes de su quiebra durante la crisis de 1920.
En 1913 el central controlaba 112 caballerías de tierras, de las cuales se sembraban de caña 35 por la administración y 25 por colonos, destinándose las otras a diferentes usos. El Fidencia molía, además, la caña de otros 163 colonos que cultivaban otras 214 caballerías, las que unidas a las del central sumaban 274 caballerías en total para un peso de 13 762 381 @ de caña molidas ese año, con un rendimiento de 50 000 @ por caballería.
El ingenio sembraba la variedad cristalina y, como era común en la época no utilizaba fertilizantes ni regadío para su cultivo.
Para el transporte de la caña se servía de 18 km de ferrocarril de vía ancha, 9 fragatas y una locomotora.
La maquinaria del Fidencia, constaba, en ese año de 1913, de un basculador lateral, sistema Arango, y de una desmenuzadora, seguidos de un juego de tres trapiches, cuatro defecadoras de 5 000 galones cada una, un evaporador de triple efecto de 15 000 pies de superficie calórica, tres tachos de punto con 345 sacos de cabida, doce cristalizadores abiertos de 180 sacos cada uno, 18 centrífugas y una batería de calderas con 1 800 caballos, compuesta de nueve multitubulares en seis hornos.
Durante la zafra de 1913 el Fidencia fabricó 112 408 sacos de azúcar de 325 libras y en la de 1914, 89 975 sacos del mismo peso.
Después del crack de 1921 pasó a la propiedad de la «Compañía Azucarera Sagua – Placetas», administrado por Francisco León. Domingo León mantuvo intereses en el central hasta su fallecimiento en 1943.
Entre 1930 y 1936 se mantuvo inactivo, reiniciando su molienda operado por Gregorio Escagedo. A finales de la década de 1930 se encontraba presidido por Claudio González de Mendoza, mientras Alberto Pérez Valdés fungía como tesorero.

En 1958 pertenecía el Fidencia a la familia Escagedo, quienes también tenían participación en el central Caracas que compartían con la familia Cacicedo. Gregorio Escagedo Salmón era su presidente y sus dos hijos: Gregorio y Marcos Millán Escagedo García eran, respetivamente, vicepresidente y tesorero. Los Escagedo habían adquirido el central en 1945 en sociedad con Julio Lobo a quien habían comprado su parte del negocio en 1947.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como Juan Pedro Carbó Serviá."

Standard gauge

0-6-0T d/w 36", cyls. 13x18", built by VIW in 1912 Delivered here new

Ordered via Ernst Wiener for Central Fidencia. Note repetition of number and name five years later.
VIW class 7-31-2.

1 'TIFA'	w/n 2048	Became *MinAz* no. **1???** at this location.

0-6-2T d/w 37", cyls. 13x18", built by Baldwin in 1916 Delivered here new

Ordered for Central Fidencia. Transferred to Central Fe? See also Central Fe on previous page.
BLW class 8-20 1/3D no. 55. Spec. is in vol. 54 p 76.

3 'LUTGARDA'	w/n 44426	

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1920

Ordered via Central Sugar Corp. for Central Fe as no. **7**. Transferred to Central Fidencia. Kept same number?
BLW class 10-30E no. 156. Spec. is in vol. 64 p 236. Dimensions might have been d/w 44" and cyls. 18x24".

7	w/n 53148	Became *MinAz* no. **1727** at this location. In existence 1994-1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919

Ordered for Central San Cristobal as no. **1** . Sold (straight on) to Central Fidencia. Lehmuth says it spent time at Central Union in Oriente as their no. **1** before arriving here, but see mark on tanks applied by BLW below.
BLW class 10-34E no. 2062. Spec. is in vol. 64 p 11. Dup. of 10-34E no. 2057. mark on tank: 'CENTRAL FIDENCIA', no. **10** and with 'DOMINGO LEON' plates.

10	w/n 52663	Gone by 1997?

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Central San Cristobal, (which one?), as no. **2**. but actually went to Southern Sugar Co. for Central Union **1**, Sold to Central Fidencia.
BLW class 10-30E no. 162. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL' but changed to 'SOUTHERN SUGAR CO.'

8	w/n 53955	

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1911

Ordered by Cuba Co. for Cuba RR as no. **66** later **136?**. Later sold to Central Santa Marta/519 Candido Gonzales. Later became *MinAz* no. **1666**, then transferred to Central Fidencia/412 Juan Pedro Carbo Servía.

1666	w/n 50233	Derelict 1994, upside down.

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1917 Delivered here new

Ordered via Koppel agency for Central Fidencia. as no. **1 'TIFA'**.
VIW class 7-50-D.

1 'TIFA'	w/n 2711	Sold to Central Algodones as no. **5**. Became *MinAz* no. **1595** at that location. Transferred to Central 447 Unidad Proletaria with same

MinAz no. Later transferred to Central 412 Juan Pedro Carbo Servia as no. **1421**.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered for Central Mercedita as no. **2**. Sold to Central Santa Teresa, SC/LV, as no. **8**. Sold to Central San Isidro, SC/LV. Sold/transferred to Central Fidencia / 412 Juan Pedro Carbo Servia.
VIW class 7-54-A2.

?	w/n 3114	Became *MinAz* no. **1728** at this location. Present 1994. In use 1997.

2-6-0 d/w 46", cyls. 16x24", built by ALCo in 1922 Delivered here new

Ordered via E. Atkins & Co. for Punta Alegre Sugar Co. to Central Fidencia as nos. **9** and **10**.
Gauge standard.

9	w/n 62715	
10	w/n 62716	Became *MinAz* no. **1427** at this location. Under repair 1994. Dismantled 1996.

Additional loco/s reported at this location by visitors in recent years

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

Ordered for ?
VIW class ?

3	w/n ?	Derelict 1994. Also numbered 34014. Possibly had been *MinAz* no. **1353**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Central San Cristobal, sold to Central San German **1**,
BLW class 10-30E no. 161, spec. is in vol. 64 p 135.

1627	w/n 53954	Derelict 1993, 1994 and 1996, no wheels.

18.4.28 Ingenio Gratitud, at Santo Domingo

Background

1907: “Branch of the United Rys. of Havana runs south from Manacas to ingenio, 3½ miles. Standard gauge. A narrow gauge railway through cane fields. Gauge, 26 inches. Weight of rail, 40 lbs. Rolling stock: One engine and 35 cane cars.”

1909 [2]: “Situated near Manacas. One and one-half miles of narrow-gauge road, running from the sugar mill into the cane fields. Gauge, 26 inches ; Aveight of rail, 40 pounds ; rolling stock, 1 locomotive and 35 cane cars. A standard-gauge spur, 3½ miles long, runs from the U. H. R. R. at Manacas to the sugar mill.”

1913 [9]: Operating, owned by Astiz Goicoechea & Co.

1916 [9]: Operating, owned by Ortiz Goicoechea, did not grind 1914-1917.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Washington 449 George Washington [35].

Gauge 2' 2"

Standard gauge

18.4.29 Central Hormiguero, at Palmira
later Mill 413 Espartaco

Background

Built 1851.

1901 [18]: 30 km. of 2' 6" gauge, 40 lb. rail, 4 locos and 150 cars.

1907: “Narrow gauge, 30 inches. Weight of rail, 50 lbs. per yd. Rolling stock: Five locomotives, 158 cane cars and 11 flat cars.”

1909 [2]: “Situated near Hormiguero. Fifty miles of narrow-gauge road. Gauge, 30 inches; weight of rail, 50 pounds; rolling stock, 5 locomotives, 11 flat cars, and 158 cane cars.”

1913 [9]: Operating, owned by Hormiguero Central Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Central Hormiguero SA.

1943 [32]: Operating, owned by Central Hormiguero SA.

1956 [34]: Actively crushing.

In modern province of Cienfuegos.

Paragraphs from : https://historiacuba.wordpress.com/2017/08/01/central-hormiguero-centrales-de-cuba/

“*El central Hormiguero, ubicado en San Fernando de Camarones, Las Villas, era el número 41 del país por su capacidad de molienda, ascendente a 450 000 @ de caña diarias. Poseía un rendimiento industrial en la media del país, empleaba 3 300 trabajadores en zafra y no poseía tierras propias.*

Se fundó en el año 1839 por Fermín de Gorozábal, fundador del Colegio de Abogados de Cienfuegos y Villaclara y máximo impulsor del proyecto de construcción en la década de 1840 del proyecto de construcción de un ferrocarril que uniera esas dos ciudades del centro de Cuba.

Con posterioridad, y antes de 1861, el norteamericano Elías Ponvert Malibrant lo heredó de su madrastra, quien, a su vez, era tía de su esposa Luisa Maximina Terry Ysady, sobrina de Tomás Terry. Ponvert, tras fracasar en sus negocios bancarios de Nueva York decidió mudarse para el ingenio, que convertiría en uno de los mayores y más modernos de su época.

Durante la Guerra de los Diez Años el central fue quemado por el Ejército Libertador cubano y durante la Guerra del 95 la columna invasora, dirigida por Antonio Maceo y Máximo Gómez acampó en sus cercanías tras haber infligido una gran derrota al ejército español en la batalla de Mal Tiempo.

El central se incorporó como compañía norteamericana en 1890, manteniéndose los principales intereses en poder de los Ponvert, quienes, durante esa misma década habían instalado en él, por primera vez, un horno para quemar bagazo verde.

En 1913 el central poseía 211 caballerías de tierras propias y arrendaba otras 667, de las cuales sembraba de caña 377 y destinaba el resto a diferentes usos. Contaba con 500 colonos y en ese año de 1913 molió 21 130 742 @ de caña para un promedio de 60 000 @ por caballería.

Sembraba el central la variedad de caña cristalina y, como era común en la época, no empleaba para su cultivo ni fertilizantes ni regadío. Para el transporte de la misma se servía de 35 km de ferrocarril de vía estrecha, 221 fragatas y siete locomotoras.

Su maquinaria se componía en esa época de una desmenuzadora, seguida de un juego de cuatro trapiches, catorce decantadoras de 2 500 galones de cabida, un evaporador de cuádruple efecto y otro de triple efecto con una superficie calórica de 19 000 pies en tres tachos de punto don 650 sacos de cabida; 22 cristalizadores abiertos con 150 sacos de cabida; 39 centrífugas y una batería de calderas con 2 700 caballos de fuerza, compuesta de cuatro Babcock & Wilcox en cuatro hornos.

Elie y Tony Ponvert, hijos Elías y residentes en Nueva York, estaban al frente de la empresa desde la década de 1930 y mantuvieron la propiedad hasta el año 1954 en que se la vendieron a Fernando de la Riva.

Tras el triunfo de la Revolución Cubana de 1959 el central fue intervenido (los hermanos de la Riva eran conocidos

asociados en varios importantes negocios con el derrocado presidente Fulgencio Batista) y puesto bajo la administración del Instituto Nacional de Reforma Agraria (INRA); luego sería nacionalizado y pasaría a ser propiedad del Estado cubano con el nombre de central Espartaco.
Durante las décadas de 1970 y 1980 el Espartaco se mantuvo entre los mejores centrales del país en cuanto a rendimiento industrial, situación que comenzó a cambiar tras la crisis generada por la caída del campo socialista y la desaparición de la Unión Soviética.
En 1983 pasa a ser el CAI (Complejo Agro-Industrial) Espartaco. El central se mantuvo en producción durante muchas zafras y aportando energía al Sistema Eléctrico Nacional.
Alrededor del año 1992 queda instituido el Consejo Popular Espartaco cuyo nombre hace referencia al CAI Espartaco ubicado en sus demarcaciones y que dio origen a su principal asentamiento el batey Espartaco.
Entre 2002 y 2004, durante el proceso de reestructuración de la industria azucarera cubana, se paraliza el central y posteriormente se procede a su demolición."

Gauge 2' 6"

0-4-2T d/w 30", cyls. 8x12", built by Porter in 1885 Delivered here new

Ordered via Frank L. Froment, NYC, for Central Hormiguero.
Originally 2' 8" gauge.

1 'La CACHIMBA' w/n 677 — Became *MinAz* no. **1???** at this location. Displayed in park since 1990 with diesel engine in bunker.

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1889 Delivered here new

Ordered via William T. Bridges for L. M. Gillet for Central Hormiguero **2 'HORMIGUERO'**.
BLW class 6-16D 20 vol 15 p214. mark on tank none, R&H stack,

2 w/n 10432

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1891 Delivered here new

Ordered by Hormiguero Central Co. for Central Hormiguero **3**, later to Central Manuelita **3**, became **1133** back at Central Hormiguero / 413 Espartaco.
BLW class 10-18E no. 3. Spec. is in vol. 17 p 88. Mark on tank: 'HORMIGUERO', painting: black & gold, straight stack with brass top. roof over front part of tank & coal space. Gauge 2' 6".

3 w/n 12273 — Became *MinAz* no. **1133** at this location.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1895, 1906, 1911, 1915 and 1919 Delivered here new

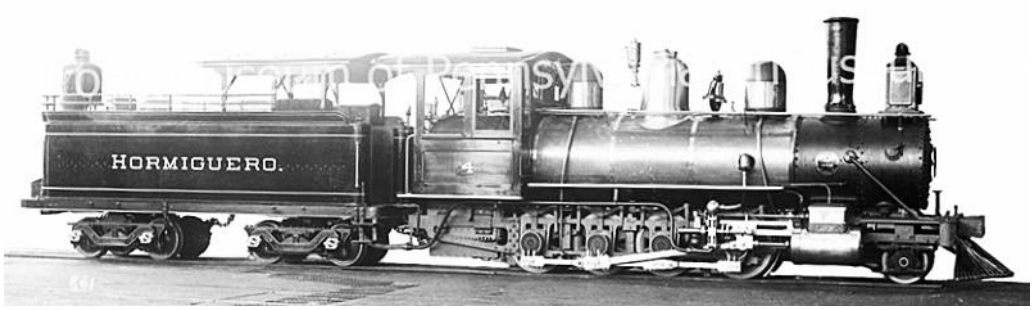
Ordered: first one via Krajewski & Pesant for Central Hormiguero **4**.
BLW class 10-22E no. 19. Spec. is in vol. 20 p 28. mark on tank: 'HORMIGUERO',
second one BLW class 10-22E no. 44. Spec. is in vol. 30 p 128. Iron roof over front of tender, mark on tank: 'HORMIGUERO', stack of cast iron bootleg pattern.
third one BLW class 10-22E no. 50. Spec. is in vol. 39 p 199. mark on tank: 'HORMIGUERO'.
fourth one BLW class 10-22E no. 62. Spec. is in vol. 54 p 151. Dup. of 10-22E no. 50, roof over tender, mark on tank: 'HORMIGUERO'. mention of location's locos numbered **4, 5** and **6** being 10-22E nos. 19, 44 and 50.
last one BLW class 10-22E no. 84. Spec. is in vol. 64 p 320. bootleg pattern stack, pilot and wheels to be painted red, livery: black and gold, lettering same as 10-22E no. 62, mark on tank: 'HORMIGUERO'

4 w/n 14436 — Became *MinAz* no. **1326** at this location. In existence 1994-1997.
5 w/n 29277 — later to Central Soledad M, then to Central Constancia LV.
6 w/n 37142 — Became *MinAz* no. **1327** at this location. In existence 1994-1995. In use 1997.

7	w/n 42093	Became *MinAz* no. **1328** at this location. In use 1994, In existence 1995 and 1997.
8	w/n 52573	Became *MinAz* no. **1329** at this location. In use 1994, In existence 1995. In use 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02247-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00861.

0-4-0F d/w ?", cyls. ??", built by O&K in 1914 Delivered here new

Ordered for Central Hormiguero.

Gauge 2' 6".

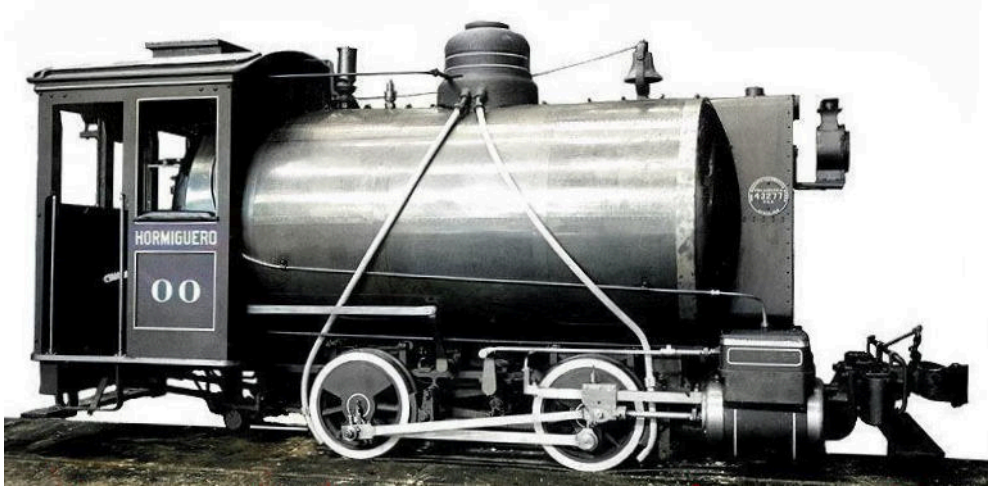
0	w/n 6854	Became *MinAz* no. **1130** at this location. Present 1994. In use 1997.

0-4-0T d/w 28", cyls. 13x18", built by Baldwin in 1916 Delivered here new

Ordered by Central Hormiguero.

BLW class 4-20C no. 52. Spec. is in vol. 54 p 29. mark on cabsides: 'HORMIGUERO'

00	w/n 43277	Became *MinAz* no. **1131** at this location. In use 1994. In existence 1995. In use 1997.



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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

Rebuilt as a diesel.

4136 w/n ?

Standard gauge

2-6-0 d/w 50(or 54?)", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Hormiguero Central Corp. for Central Hormiguero **9.**

BLW class 8-30D no. 720. Spec. is in vol. 64 p 318. mark on tank: 'HORMIGUERO', pilot and wheels to be painted red, livery: black and gold, lettering same as 10-22E no. 84.

9 w/n 54024



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07762-1.

Additional loco/s reported at this location by visitors in recent years

None.

18.4.30 Ingenio Jesús, at Quemados de Guines

Background

1907: “Three miles. Motive power, oxen. Gauge, 34 inches. Weight of rails, 34 lbs. to the yd. Rolling stock: No locomotives and 45 cane cars.”

1909 [2]: “Situated near Quemado. One and one-quarter miles of narrow-gauge road running from the sugar mill to the Sabanilla or Eco plantation. Gauge, 34 inches; weight of rail, 20 pounds; rolling stock, 45 cane cars. Oxen used to haul cars.”

1913 [9]: not listed.

1956 [34]: Not listed.

Gauge 2' 10"

18.4.31 Central Juragua, at Cienfuegos

Background

1907: “Narrow gauge. Weight of rails, 30 lbs. per yd. Rolling stock: Six locomotives. 1 passenger car, 1 baggage car, 8 box cars, and 170 cane cars.”
1913 [9]: Operating, owned by Estate of Antonio Terry.
1916 [9]: Operating, owned by Santa Clara Sugar Co.
1922 [9]: Operating, owned by Santa Clara Sugar Co. Will not grind in 1922.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Constancia/Confluente 406 Guillermo Moncada [35].

Gauge 2' 6"

2-6-0 d/w ?", cyls. 8x14", built by Porter in 1890 Delivered here new

Ordered via S. H. Payne & Son for Don Antonio y Terry at Central Juragua? **1**
1 ‘JURAGUA’ w/n 1216

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1893

Ordered by Central Juragua **7**, NB Unlikely. 13187 is listed by BLW register and by Connelly as going to Central Rly of Brazil, only Lehmuth has it here.
BLW class 10-18E no. . Spec. is in vol. p .
7 w/n 13187 later to Central Limones **7**

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1894 Delivered here new

Ordered by Agustin Fuller for Central Juragua **1 ‘TERESINA’**, though others say as no. **3**, later **2** then back to **3**. Lehmuth has it as Central Juragua no. **1**, though with the name as shown here.
BLW class 8-14D no. 17. Spec. is in vol. 19 p 7. Gauge 2' 6".
3 ‘TERESINA’ w/n 14092 Lehmuth says sold to Central Limones as no. **3**.

0-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1906 Delivered here new

Ordered for Central Juragua **6 ‘NICKY’,**
BLW class 8-20D no. 123. Spec. is in vol. 30 p 155. mark on tank: ‘NICKY’, straight stack,
6 ‘NICKY’ w/n 29740

18.4.32 Ingenio La Julia, at Camajuani

Background

1901 [18]: 8 km. of standard gauge, no locos or stock as use Cuban Central Rly. stock.
1907: “Branch of the Cuban Central Railroad. Five miles of narrow gauge road cover plantation. Weight of rails, 75 lbs. per yd. Rolling stock: Engines as needed are rented; 10 or 12 cars.”
1909 [2]: “Situated near Camajuani. Five miles of narrow-gauge road runs from the sugar mill to Salamanca. Part of this road is used by the ingenio Santa Fe. Weight of rail, 75 pounds; rolling stock, 10 cane cars. ”
1913 [9]: Operating, owned by Estate of Pentre sisters.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Estate of Pestre Sisters.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Fe 411 Jose Maria Perez [35].

Standard gauge

2-4-0T d/w ?", cyls. ??", built by Henschel in 1913

Ordered for La Julia (but note there is another central with that name in La Habana province.).

?	w/n 12445	Later went to Central Soledad / Julio Reyes Cairo, where became *MinAz* no. **1124**.

18.4.33 Central La Patría, at Ranchuelo

Background

1907: “No railway. The mill is near San Juan de la Yeras, where there are railroad connections.”

1913 [9]: not listed.

1956 [34]: Not listed.

18.4.34 Central La Vega, at Guayos
later Mill 414 Remberto Abad Alemán

Background

Opened around 1917.
1916 [9]: Operating, owned by La Vega Sugar Co.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Agricola de Guayos SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.

Leach 2nd edition says last three steam locos transferred or scrapped by 1959.

Standard gauge

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1918

Ordered for Central Algodones (or maybe Central La Vega, were they under same owners?).
BLW class 10-30E no. 148. Spec. is in vol. 63 p 354. Dup. of 10-30E nos. 144-146, mark on tank: 'LA VEGA SUGAR COMPANY'

1	w/n 47545	

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1918 Delivered here new

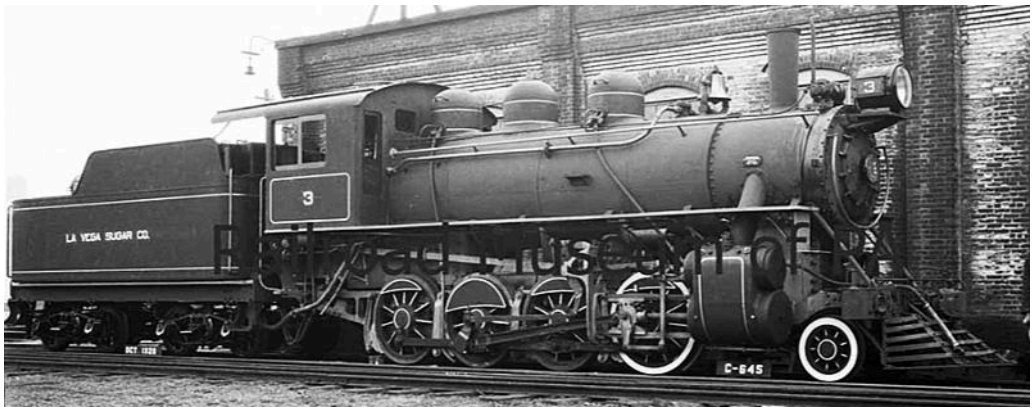
Ordered via Koppel agency for Central La Vega as no. **2**.
VIW class 7-50-D.

2	w/n 2787	Sold to Central Australia as no. **2**. Sold/transferred to Central Araujo / 302 Reynold Garcia. Became *MinAz* no. **1408** at that location.

2-8-0 d/w 50", cyls. 18(or 17?)x24", built by ALCo in 1920 Delivered here new

Ordered by La Vega Sugar Co. for Central La Vega as no. **3**.

3	w/n 62544	Sold to Central Tuinucu / 445 Melanio Hernandez as no. **7**. Became *MinAz* no. **1553** at that location.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34294.

18.4.35 Ingenio Lequeitio, at Rodas

Background

1894: Owned by Agustin de Goytisolo.NB Ingenio San Agustin at Cartagena was owned at this time by the Viuda de Goytisolo at the same address in Cienfuegos.
1901 [18]: 24 km. of 2' 6" gauge, 30 lb. rail, 3 locos and 200 cars.
1907: “Railway, thirty miles. Runs from Lequeito to Turquino; connects there with lines of the Caracas ingenio; runs to Ojo de Agua, and to Colonia "Dolores;” a branch to Sacramento, "La Caoba" and Salto de San Augustin. Narrow gauge, 30 inches. Weight of rails, 30 and 40 lbs. per yd. Rolling stock: Four locomotives, 134 narrow gauge cars, some 60 small cars, and a few box cars.”
1909 [2]: “Situated near Rodas. Thirty miles of narrow-gauge road extending to the north of Ojo de Agua and connecting with the Rodas branch of the Cuban Central Railroad. Rolling stock, 4 locomotives and 60 small and 130 large cane cars.”
1913 [9]: Operating, owned by Domingo Nazabal.
1916 [9]: Operating, owned by Cuba Cane Sugar Corp.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Manuelita 416 Catorce de Julio [35].
Paragraphs from : https://historiacuba.wordpress.com/2016/10/03/central-lequeitio-centrales-de-cuba/
“*El central Lequeitio se fundó en el año 1847 en el barrio de Cartagena, en Rodas, Las Villas. Embarcaba su producción por el río Damují y la exportaba al extranjero por el puerto de Cienfuegos.*
Su fundador fue Agustín Goytisolo quien fuera director de la Sociedad de Ferrocarriles y Centrales Reunidos. En la zafra de 1859 produjo 700 bocoyes y en la de 1860, 1000. En 1899 fue reconstruido como ingenio central.
En los años 1913 – 1914 el “Portafolio Azucarero” lo recoge como de propiedad española, contando con unas 150 caballerías y con facilidades ferroviarias consistentes en 45 Km de vía estrecha, 160 fragatas y 5 locomotoras.
En 1913 molió 150 000 @ de caña por día y fabricó 156 528 sacos de 325 libras, con rendimientos en azúcar del 11.33 %. Al año siguiente el rendimiento promedio de caña por caballería fue de 40 000 @ y produjo 150 200 sacos de 325 libras con un rendimiento de azúcar de 11.13 %.
Realizó sus últimas zafras en 1920 – 1921 y 1921 – 1922, produciendo 168 453 y 112 648 sacos respectivamente. Aunque su última zafra fue más modesta que la anterior el rendimiento industrial fue más alto en casi un punto porcentual. Sin embargo, esto no evitó que fuera barrido por la crisis económica que sufría el país y la Cuban Cane Sugar Company, su última propietaria, determinara su cierre definitivo.
Listado de propietarios:
– A. Arce y A. Goytisolo (1847 – 1855)
– Agustín Goytisolo (1859 – 1894)
– Sociedad de Ferrocarriles y Centrales Reunidos (1895)
– Sociedad Centrales San Agustín y Lequeitio (1900 – 1903)
– Domingo Nazábal (1905 – 1912)
– Cía Azucarera Central Lequeitio (1913 – 1914)
– Cuban Cane Sugar Co. (1916 – 1922)”

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1888 and 1889 Delivered here new

First one: Agustin Goytisolo Co. **‘LEQUEITIO’,**
BLW class 8-16D 19 , vol 12 p 226. no mark on tank or number, R&H stack,
Second one ordered by Agustin Goytisolo as **‘ESTANISLAS 2’**, possibly then to US for A. B. Wolverton, Three States Lumber as no. 5?, then to Central Lequeitio,

BLW class 8-16D 23 vol 12 p 226. Ditto to 7693.
Third one: Viuda de Goytisolo **1 'SAN AGUSTIN'**, Presumably to Ingenio Lequeitio.
BLW class 8-16D 24 vol 12 p 226. Ditto to 7693.

1 'LEQUEITIO'	w/n 7693	
2 'ESTANISLAA'	w/n 9541	Sold to A. B. Wolverton. Sold to Three States Lumber as no. **5**? Sold to Cia. Azuc. Central Lequeitio.
1 'SAN AGUSTIN',	w/n 9898	Sold to Central Cieneguita as no. **13**. Sold to Cia. Azucarera (de ????).

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891 **Delivered here new**

Ordered by Viuda de Goytisolo for Central Lequeitio **3 'LEQUEITIO'**,
BLW class 8-16D no. 29. Spec. is in vol. 17 p 156. mark on tank: none, R&H stack.
3 w/n 12330

0-4-4T d/w 33", cyls. 9x16", built by Baldwin in 1892

Ordered by *FC del Oeste de SlG* **3,** became *FC Unido de Caibarien* **7²**, and on to Cuban Central Railways as no. **012**. Then sold to Central Lequeitio as no. **2**.
BLW class 8-12 1/3C no. 1. Spec. is in vol. 18 p 89. mark on tank: 'F. C. DEL O. DE S. LA G.', R&H stack,
2 w/n 13020

2-6-0 d/w 36", cyls. 11(or 12?)x16", built by Baldwin in 1904 **Delivered here new**

Ordered by (possibly via K&P for D. Ulacia e Hijo) for Viuda de Goytisolo for Central Lequeitio Cia. Azuc.
BLW class 8-18D no. 113. Spec. is in vol. 27 p 65. mark on tank: 'CENTRAL LEQUEITIO', straight stack.

4	w/n 24490	Later renumbered **5**, acc. to Connelly.

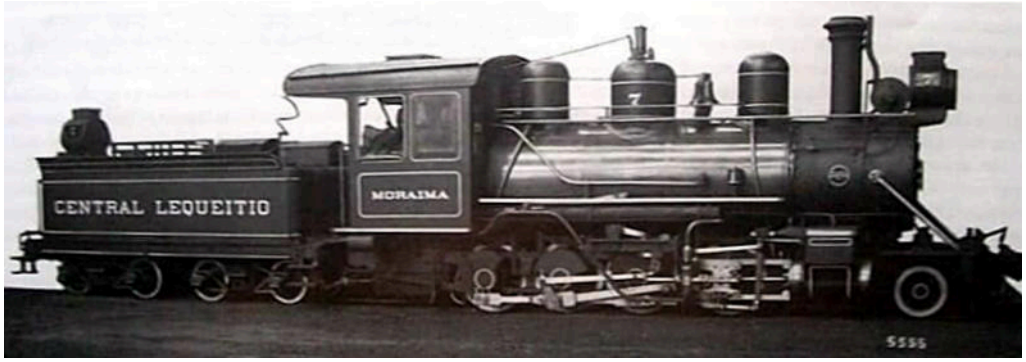
2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1912 **Delivered here new**

Ordered by Central Lequeitio.
BLW class 10-20E no. 15. Spec. is in vol. 44 p 310. smokebox to be 9" longer than on 10-20E no. 13, mark on tank: 'CENTRAL LEQUEITIO', outside frames,
6 w/n 38476

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915 **Delivered here new**

Ordered by Central Lequeitio.
BLW class 10-22E no. 66. Spec. is in vol. 54 p 159. Detsils similar to 10-22E no. 15, mark on tank: 'CENTRAL LEQUEITIO', railing around top of tender.

7 'MORAIMA'	w/n 42479	Later to Central Guipuzcoa **072**



18.4.36 Ingenio Luisa y Antonia, at Sierra Morena

Background

1909 [2]: “Situated near Rancho Veloz. Two and one-half miles of narrow-gauge road on the plantation. Gauge, 30 inches; weight of rail, 25 to 30 pounds; rolling stock, 1 locomotive and 25 cane cars. ”
1913 [9]: Operating, owned by Successors of F. Cabello.
1916 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Ramona 427 Quintin Banderas [35].

Gauge 2' 6"

0-6-0 d/w 28", cyls. 10x12", built by Baldwin in 1893 Delivered here new

Ordered by Viuda de Goytisola acc. to one source, but spec. page says ordered via Leon y Dominguez for Ingenio Luisa y Antonia,
BLW class 6-14D no. 32, spec. in vol. 19 p 34. Duplicate of 6-14D no. 16, R&H stack. no number or name, mark on tank: ‘LUISA Y ANTONIA’, R&H stack,
? w/n 13822

18.4.37 Ingenio Lutgardita, at Carahatas

Background

1913 [9]: Operating, owned by Cia. Azuc. de Carahatas.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Marcelino Garcia. Will not grind in 1922.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central San Isidro 434 Panchito Gomez Toro and Central Resolucion 429 Jose R. Riquelme [35]. Was this location the same as Central Jesus?

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered for Cia. Azuc. de Carahatas for Centrales San Francisco y Lutgardita for Central Carahatas **1**,
BLW class 8-16D no. 68. Spec. is in vol. 36 p 215. Generally dup. of 8-16D no. 56. Generally dup. of 8-16D no. 56. mark on tank: 'CIA. AZUCARERA DE CARAHATAS', R&H stack. Central Lutgardita was certainly at Carahatas, but which Central San Francisco is being referred to here?

1 w/n 35776 Later to Central San Isidro LV **4.**

18.4.38 Ingenio Macagua, at Calabazar
later Mill 415 Braulio Coroneaux

Background

Built 1870.
1907: “No railway.”
1913 [9]: Operating, owned by Estate of Domingo Betharto.
1916 [9]: Operating, owned by Heirs of Manuel C. Vda. de Bathart.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Macagua SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/16/central-macagua-centrales-de-cuba/
“*El central Macagua, ubicado en Calabazar de Sagua, Las Villas, era un central pequeño, con una capacidad de producción de apenas 160 000 @ de caña diarias; el cuarto rendimiento industrial más bajo del país pero con bastantes trabajadores empleados en zafra 1 300 y 154 caballerías de tierras propias.*
Desde su fundación en 1870 había pertenecido a la familia Berhart. Luis Berhart Otahora era su presidente en 1958 y lo operaba bajo la razón de «Compañía Azucarera Central Macagua SA»; Jorge y Domingo Berhart Álvarez eran tesorero – administrador general y superintendente general respectivamente.
El central fue fundado por el francés Domingo Beharte y entre 1874 y 1891 se llamó Managua. Había pertenecido desde su fundación a Duarte y Beharte, pasando en 1889 a Domingo Beharte; en 1895 a Juan Beharte; en 1901 a «Beharte y Hermanos»; en 1904 a los «Herederos de Beharte y Hermanos» y desde 1908 a 1925 a «Herederos de Domingo Beharte».
A partir de 1925 hasta 1930 es Domingo y Luis Beharte y en 1937 Edelmira Álvarez, viuda de Domingo, lo sustituye y Luis Berthart pasa a ser su presidente. No molió en las zafras de 1933 y 1934.
La familia Beharte hizo lo posible por modernizar el central desde el comienzo: En 1914 fue instalada una demoledora, una máquina Hardie Tynes de 26 x 48, que movía un molino de3 5 x 72 y en 1919 fue montada una demoledora de 34 x 42 movida por una máquina Hamilton Corliss de 24 x 42 y un primer y segundo molino de 34 x72 movidos por una máquina de la misma marca anterior.
En 1930 llegó al central un clarificador de tipo mayor para sustituir el antiguo trompo que era una pieza de museo. Dos años antes, en el 1928 la familia Beharte había comprado el demolido central San Antonio, propiedad de Vicente González Abreu para utilizar parte de su maquinaria al Macagua, entre ellas las centrífugas de tercera, el tacho denominado Francés, tanques cristalizadores y dos bombas al vacío.
En las zafras de 1933 y 1934 el central estuvo paralizado y sus cañas fueron molidas en el central Santa Lugarda. La caña era tirada por cuadrillas de bueyes y carretas desde las colonias Manzanares, Guamá, Hayagán del propio batey del Macagua.
El fuerte ciclón del 33 derribó la antigua torre del central Macagua que era de forma cuadrada y armazón de ladrillos lo que obligó a los dueños a levantar una nueva y fue aprovechado, además, para realizar otras reformas en el ingenio.
Hasta 1920 el Macagua utilizó el vapor producido por los hornos para mover la maquinaría, pero luego se trajo una planta eléctrica con turbinas de 300 KW cada una y se comenzó la electrificación del central, que quedó completa al instalarse otra planta de 500 KW. Sin embargo la electricidad generada en la industria no se utilizaba en el alumbrado del batey que dependía de una planta de gasolina que funcionaba algunas horas de la noche.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el gobierno de la Isla que lo renombró como central Braulio Coroneaux.
Fue demolido entre los años 2002 y 2004 durante el proceso de reestructuración de la industria azucarera cubana.”

Gauge 2' 6"

0-4-4T d/w 38", cyls. 13x18", built by Porter in 1916 Delivered here new

Ordered via M. Tillman & Co., Havana, for Ingenio Macagua, SC/LV.

1 w/n 5917 Became *MinAz* no. **1???** at this location.

2-6-2 d/w 42", cyls. 14x20", built by Porter in 1919 Delivered here new

Ordered via Young & Hyde Co. for *FC de Macagua*, SC/LV.

2 'HAYAGAN' w/n 6241 Sold to Central Guipuzcoa, SCV/LV, as no. **2**. Became *MinAz* no. **1225** at that location. Converted to diesel.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1920

Ordered for Central Manuelita LV **5**, later to Central Macagua (CG queries this),

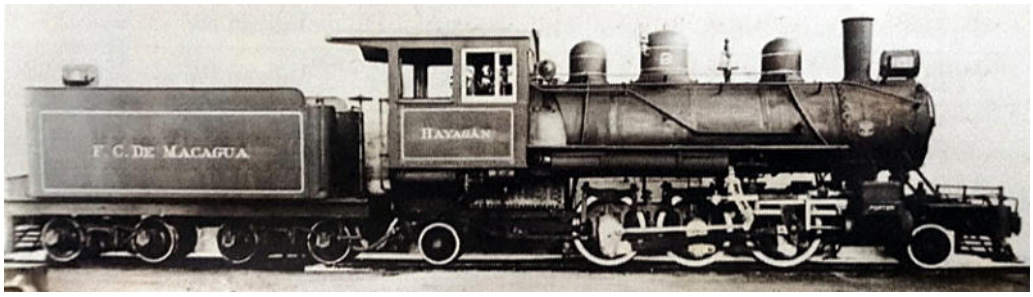
BLW class 8-22D no. 359. Spec. is in vol. 64 p 53. Dup. of 8-22D no. 339. mark on tank: 'CENTRAL MANUEL-ITA',

5 w/n 53339 then to Central Caracas

2-8-2 d/w ?", cyls. 16x18", built by Porter in 1920

Ordered for Central Macagua, but not delivered, or maybe returned. Rebuilt and sold 1927 to Central Pasto Viejo in Puerto Rico. Later converted to metre gauge for Central Juncos.

3 w/n 6601



No. **2 'HAYAGÁN'**.

0-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1894

Ordered for Mosle Bros. for Bernabe Sanchez Adan for Central Senado **6 'PEDRO SANCHEZ DOLZ'**, one source says rebuilt as standard gauge 2-6-0 for Central Macagua **2²**, but Leach has this still as 2' 6" gauge and numbered **9**, later numbered **1332** supposedly in error.

BLW class 6-20D no. 12. Spec. is in vol. 19 p 107. mark on tank 'YNGo. SENADO', R&H stack,

2 w/n 14022 *MinAz* no. **1132** but carried **1332** in error. Preserved 1997.

Additional 2' 6" gauge loco/s reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1904

Ordered for Central Manuelita **4**.

BLW class 8-18D no. 112, spec. is in vol. 27 p 52.

1144 w/n 24318 Gone by 1994.

Standard gauge

2-6-0 d/w 52"", cyls. 16x24", built by Rogers in 1894

Ordered via Henry A. Himley for Central Occitania Macagua, Villa Clara, Cuba. This location or another?
1 w/n 5002

Additional standard gauge loco/s reported at this location by visitors in recent years

None

18.4.39 Ingenio Manuel Anton Becio de Morales, at Real Campiña

Background

1909 [2]: “Situated near Real Campiña. Seven miles of standard-gauge road, leaving the Jucaro line, Cardenas division of the U. H. R. R. at La Rosita and running to the Cienaga de Zapata at Guanal Grande. Rolling stock, 50 cane cars. Locomotives obtained from the U. H. R. R. ”

1956 [34]: Not listed.

18.4.40 Central Manuelita, at Palmira
later Mill 416 Catorce de Julio

Background

Built 1830.
1907: "Three and one-quarter miles to Cuban Central at Damajú. Gauge, 30 inches. Weight of rails, 30 lbs. Rolling stock: Four locomotives and 100 cane cars; 10 flat cars."
1909 [2]: "Situated near Palmira. Eighteen and three-quarter miles of narrow-gauge road running from the sugar mill to various fincas and to the Damuji River. Gauge, 30 inches; weight of rail, 30 pounds ; rolling stock, 4 locomotives, 1 cattle car, 10 flat cars, and 100 cane cars."
1913 [9]: Operating, owned by Falla y Monasterio.
1916 [9]: Operating, owned by Central Manuelita SA.
1922 [9]: Operating, owned by Cia. Azuc. Central Manuelita.
1943 [32]: Operating, owned by Central Manuelita Cia. Azuc. SA.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.

Paragraphs from : https://historiacuba.wordpress.com/2017/08/09/central-manuelita-centrales-de-cuba/
"*El central Manuelita, ubicado en Palmira, Las Villas, era, en 1958, el número 85 del país por su capacidad de producción, ascendente a 220 000 @ de caña diarias, un rendimiento industrial mediano y 93 caballerías de tierras propias.*
Se fundó en 1840 por Antonio y Nicolás Jacinto Acea, españoles. Entre 1860 y 1905 perteneció a Nicolás Acea y su esposa Manuela Hernández de Rivera y a sus herederos. En 1905 fue adquirido por «Falla y Monasterio».
En 1913 el central controlaba 250 caballerías de tierras, de las cuales se sembraban de caña 50 por la administración e igual número por parte de colonos del ingenio, el resto se dedicaba a potreros o se encontraban en descanso. También se abastecía de otras 150 caballerías de caña que compraba a colonos independientes.
Sembraba las variedades cristalina y cinta y, cosa poco usual en la época, empleaba fertilizantes para su cultivo.
Para el transporte del producto el ingenio se servía de una red de 40 km. de ferrocarril de vía estrecha, 126 fragatas y tres locomotoras.
Durante la zafra de 1913 molió 84 000 @ de caña diarias, gracias a su maquinaria que se componía de: Una descargadora y una desmenuzadora, seguidas de un juego de tres trapiches, 19 defecadoras continuas y dos grandes comunes con 27 000 galones de cabida, dos evaporadores de triple fecto con 14 000 pies de superficie calórica; dos tachos de punto con 150 sacos de cabida cada uno; ocho cristalizadores abiertos de 110 sacos; 18 centrífugas Weston y una batería de calderas con 2 300 caballos, compuesta por cuatro multitubulares y tres pailas Babcock & Wilcox en cuatro hornos.
En 1958 era uno de los siete centrales que pertenecía a la Sucesión de Falla Gutiérrez, el 2do grupo más importante entre los hacendados cubanos.
Sus cañas eran de la variedad POJ-2878 y POJ-2727. Se abastecía en un 70 % de colonos libres y el 30 % de controlados, con un rendimiento de cañas de 40 000 @ por caballería.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central 14 de Julio.
En la actualidad continúa moliendo y es uno de los centrales más eficientes del país."

Gauge 2' 6"

0-4-4T d/w 36", cyls. 9½x14", built by Porter in 1888

Ordered by Pioneer Iron Works for Central Manuelita **1 'MANUELITA'**. May not have been for this location, though

the gauge is the same.
4 wh. tender
1 'MANUELITA' w/n 949

2-6-0 d/w ?", cyls. 12x16", built by Porter in 1890 Delivered here new

Ordered via S. H. Payne, NY, for Central Manuelita.
2 w/n 1141

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1893, 1904 and 1920 Delivered here new

First one: K&P for Javier Reguera for Central Manuelita **3.**
BLW class 8-18D no. 88. Spec. is in vol. 19 p 5. mark on tank: CENTRAL MANUELITA', R&H stack,
Second one: ordered by Central Manuelita **4**.
BLW class 8-18D no. 112. Spec. is in vol. 27 p 52. mark on tank: 'CENTRAL MANUELITA', R&H stack,
Third one: Central Manuelita LV **5**,
BLW class 8-22D no. 359. Spec. is in vol. 64 p 53. Dup. of 8-22D no. 339. mark on tank: 'CENTRAL MANUELITA'

3	w/n 13791	
4	w/n 24318	
5	w/n 53339	Larger cylinders: 14x18", Some sources say went to Central Macagua and then to Central Caracas. Sold to Central Mercedita. Became *MinAz* no. **1338** at that or maybe this location. Still in existence 1995.

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1921

Ordered by Central Fortuna Alquizar LH **5**, or maybe **4**. NB Spec. page made out for Ingenio Alquizar but crossed out and Central Caracas inked in. Sold to Central Manuelita.
BLW class 10-18E no. 17. Spec. is in vol. 64 p 325. mark on tank: 'CENTRAL ALQUIZAR' running number shown as **4**.

5	w/n 54251	Lehmuth says sold to Central Caracas as no. 4^3. But latterly certainly back here as **1134** and present in 1985. Gone by 1996.

Additional 2' 6" gauge locos reported at this location by visitors in recent years

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1891

Ordered for Central Hormiguero **3**.
BLW class 10-18E no. 3, spec. is in vol. 17 p 88.
1133 w/n 12273 Present 1985. Gone by 1996.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1916

Ordered for Central Loteria **3**.
BLW class 8-18D no. 144, spec. is in vol. 54 p 60.
1135 w/n 43335 Present 1985. Gone by 1996.

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1917

Ordered for Central Portugalete **6**,
BLW class 10-18E no. 12, spec. is in vol. 54 p 145.
1141 w/n 45829 Out of use 1994 and derelict 1996, upside down.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1909

Ordered for Emilio Terry y Hermanos **12**,
BLW class 10-18E no. 10, spec. is in vol. 33 p 13.
1153 w/n 34048 Present 1985. Gone by 1996.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1911

Ordered by American Trading Co. for Central Santa Rosa **2**.
BLW class 10-20E no. 14, spec. is in vol. 44 p 268.
1219 w/n 37268 Out of use 1990. Cab only seen 1996.

Cab of loco **1372** from mill 629 also present in 1996.

Standard gauge

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered by Czarnikow Rionda & Co. for Central San Vicente as no. **3**. Sold to Cia. Azuc. Elia as no **5 'ELIA'**. Sold to Francisco Sugar Co. Sold to Central Manuelita.
BLW class 10-28E no. 135. Spec. is in vol. 64 p 301. Dup. of 10-28E no. 119, mark on tank: 'CENTRAL SAN VICENTE' and on a second line: 'DE' followed by a third line saying: 'MANUEL RUBIO',
? w/n 54250 Lehmuth says sold to (Central) Francisco Sugar Co. as no. 3.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1891

Ordered for Central Hormiguero **3**, later to Central Manuelita **3**, became **1133** back at Central Hormiguero / 413 Espartaco.
BLW class 10-18E no. 3. Spec. is in vol. 17 p 88. Mark on tank: 'HORMIGUERO', painting: black & gold, straight stack with brass top. roof over front part of tank & coal space.
? w/n

18.4.41 Ingenio Mapos, at Sancti Spiritus

Background

1913 [9]: Operating, owned by Mapos Sugar Co.
1916 [9]: Operating, owned as previous line.
1956 [34]: Not listed.

Gauge 2' 6"

2-4-0TT d/w ?", cyls. ??", built by O&K in 1913 Delivered here new

Ordered for Mapos Central Sugar Co..
Gauge 2' 6".
? w/n 6848

0-6-0 d/w 30", cyls. 10x14", built by Porter in 1917 Delivered here new

Ordered via Henry R. Teepe, NYC, for Mapos Central Sugar Co., Cuba.
4 w/n 5950

18.4.42 Maquina - Suplial - Cochinas

Background

1909 [2]: “About 1| miles long. Gauge, 30 inches; no rolling stock.”

1956 [34]: Not listed.

18.4.43 Central Maria Antonia, at Santo Domingo
later Mill 417 Veintiséis de Julio

Background

1907: “Short spur of standard gauge railway connects with Cuban Central Railway. Weight of rail, 80 lbs. No rolling stock.”
1909 [2]: “Situated near Santo Domingo. A standard-gauge spur runs from the Cuban Central Railroad to the sugar mill. No rolling stock.”
1913 [9]: Operating, owned by Juan Ayuela.
1916 [9]: Operating, owned by Heirs of Arche Alba y Gonzales.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by West Indies Trading Co.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs fromm : https://historiacuba.wordpress.com/2016/11/08/central-maria-antonia-centrales-de-cuba/
“*El central María Antonia, ubicado en Santo Domingo, Las Villas, era uno de los dos más pequeños de Cuba – el otro era el Elena – con una capacidad de producción diaria de apenas 80 000 @ y una refinería anexa que era también la más pequeña de las existentes en la Isla (1500 qq diarios). Tenía un bajo rendimiento industrial, empleaba 1 240 trabajadores en zafra y poseía 38 caballerías de tierras propias.*
Se fundó en 1867 por José Gutiérrez con el nombre de Casualidad y en 1874 pasó a sus herederos; en 1883 a «Herederos de José Gutiérrez y Hermanos» y, finalmente, en 1908 a la familia Arche al ser comprado por Juan Arche quien se mantuvo al frente del mismo hasta 1916.
Sin embargo, algunas fuente atribuyen su propiedad a comienzos de la década de 1910 al vizcaíno José María Beguiristaín, propietario entonces de destilerías, del central San Isidro y exportador de azúcar. Por esta época estuvo administrado por «Urrutia, Egaña y Compañía», un agente comisionista de azúcar para la casa «Almagro y Compañía» de La Habana, importadora de carbón con muelles propios en Cárdenas, que administraba los centrales Guipúzcoa, Por Fuerza y Dulce Nombre, propiedad de Ricardo Urrutia, Román Egaña y Eusebio Mayol en sociedad con Pedro Huici y Eulalia e Inés Izurrieta.
Según el «Portafolio Azucarero» publicado en 1914, el central María Antonia poseía en ese entonces 75 caballerías de tierras propias de las cuales se cultivaba caña por parte de la administración en 51, 20 se destinaban a potreros y cuatro se encontraban en descanso. Contaba además el central con 96 caballerías más cultivadas por colonos independientes que les vendían sus cañas, para un total de 147 caballerías de caña de la variedad cristalina molida en la zafra de 1913.
Durante esta zafra el central María Antonia molió 55 000 @ por día y produjo 55 276 sacos de azúcar de 325 libras. Contaba en esa época con un basculador lateral y una desmenuzadora, seguida de un juego de tres trapiches, cinco defecadoras de 5 000 galones; un evaporador de cuádruple efecto con 10 000 pies de superficie calórica; tres tachos de punto con 550 sacos de cabida; seis cristalizadores abiertos de 150 sacos cada uno; 16 centrífugas sistema Labourdette y una batería de calderas con 1 600 caballos de fuerza compuesta de ocho multitubulares en cuatro hornos. Contaba también con un laboratorio propio.
En 1918 aparecía el central María Antonia bajo la propiedad de «Alba y González» hasta 1920 en que pasó a la propiedad de «Herederos de Arche» y posteriormente a finales de los años 1930 a Rafael Arche quien lo arrendó a la entonces «Compañía Azucarera Esperanza SA».
Manuel García Herrera lo arrendó a «Hermanos Arche y Herederos» y en 1958 lo operaba bajo la razón de «Azucarera María Antonia SA».
No molió entre 1903 – 1905, de 1914 a 1915 y de 1925 a 1931.
Fue el único central de la Isla que no fue nacionalizado tras el triunfo de la Revolución Cubana de 1959, pues los propietarios que lo arrendaban eran varios y recibían sumas muy pequeñas debido a la pequeña capacidad de pro-

ducción del central. Su nombre en cambio sí se varió a central 26 de Julio.
En medio la reestructuración de la industria azucarera cubana el antiguo central María Antonia detuvo sus máquinas definitivamente en el año 2002 y posteriormente fue demolido."

Leach 2nd edition says no steam recorded here.

Central Maria Luisa (previously Central Altamira)
see sub-section 18.4.5 a few pages back, at Camajuaní

Background

See Central Altamira, above.

18.4.44 Ingenio María Victoria, at Aguada de Pasajeros

Background

1913: Operating, owned by Miguel Diaz.

1916 [9]: Operating, owned by Cuba Cane Sugar Corp.

1922 [9]: Operating, owned as previous line.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Perseverancia 424 Primero de Mayo [35]. Was this central linked to Central Aguada?

Central Mascota (previously Central San Lino)
see sub-section 18.4.75 a few pages further on, at Rodas

Background
See Central San Lino, below.

18.4.45 Central Naranjal, at Fomento

Background

1922 [9]: Operating, owned by Cia. Azuc. Naranjal SA. Seemingly first operated in 1921, not grinding in 1922. Cane will be ground at Central San Isidro.
1956 [34]: Not listed.

Standard gauge

2-6-0 d/w 50", cyls. 18x24", built by VIW in 1920 Delivered here new

Ordered for Central Naranjal as no. **1**.
VIW class 7-51-E.

1	w/n 3081	Sold to Central Najasa, C, as no. **1**. Sold to Central Agabama, SC/LV, as no. **2**. Sold to Central Orozco, PdR, as no. **2**. Became *MinAz* no. **1662** at that location.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07710.

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1920 Delivered here new

Ordered by Cia. Azuc. Naranjal as **'BATEY'**.
BLW class 4-34C no. 3. Spec. is in vol. 64 p 365. Dup. of 4-34C no. 1, mark on steam reservoir: 'CENTRAL NARANJAL'

'BATEY'	w/n 53808	Sold to Central Cespedes as no. **7**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07726-1.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered by Cia. Azuc. Naranjal as nos. **2** and **3**. First one: Cia. Azuc. Naranjal S. A. for Central Naranjal **2**, but may have been sold on during construction to Central Miranda **11.**
BLW class 10-34E no. 2076. Spec. is in vol. 64 p 367. Dup. of 10-34E no. 2057, mark on tank: 'Central Naranjal' but

changed to ‘MIRANDA SUGAR COMPANY’ .
Second one: Cia. Azuc. Naranjal S. A. for Central Naranjal **3**,
BLW class 10-34E no. 2079. Spec. is in vol. 64 p 367. Ditto. mark on tank: ‘CENTRAL NARANJAL’

2	w/n 53799	Sold to Central Miranda and on road in 1937. Sold to Central Covadonga. Became *MinAz* no. **1623** at that locvation. In existence 1995.
3	w/n 53800	later to Central Vertientes, then to Central Estrella.

18.4.46 Central Narcisa, at Yaguajay
later Mill 418 Obdulio Morales

and *El FC de Caibarien á Morón*

Background

1901 [18]: 82 km. of 2' 3¾" gauge, 40 lb. rail, 4 locos and 214 cars. Has own exit to sea.
1907: "To Cayo Akto and San Augustin; about 42 kilometers. Gauge, 27¾ inches. Weight of rails, 40 lbs. per yd. Rolling stock: Five locomotives, 200 sugar cane cars, 10 flat freight cars, and 2 passenger wagons."
1913 [9]: Operating, owned by North-American Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by North American Sugar Co. SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.
El FC de Caibarien á Morón built by M. C. Artis and owned by Central Narcisa, which furnished motive power.
70cm / 2' 3 ¾" gauge. 52 miles of track in 1950. 16 steam locos.

Gauge 70cm / 2' 3½"

2-6-0 d/w 36", cyls. 12x18", built by Rogers in 1890 Delivered here new

Ordered via R. M. Miles & Co. for Central Narcisa.
1 'NARCISA' w/n 4397



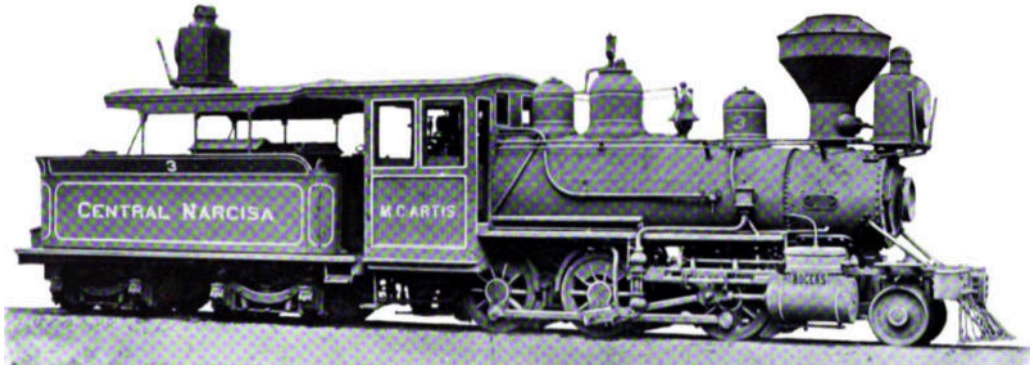
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34322.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1890 Delivered here new

Ordered by K&P for B. Duran for Central Narcisa 2 **'MANACAL'**,
BLW class 8-18D no. 72. Spec. is in vol. 16 p 159. R&H stack,
2 'MANACAL' w/n 11440

2-6-0 d/w 36", cyls. 12x18", built by Rogers in 1891 Delivered here new

Ordered via R. M. Miles & Co. for Central Narcisa.
3 'M. C. ARTIS' w/n 4610 Became *MinAz* no. **1???** at this location.



2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1905 **Delivered here new**

Ordered by Narcisa Estate (first one via Henry W. Peabody & Co.).

BLW class 10-22E no. 40. Spec. is in vol. 28 p 87. R&H stack, no mark on tank.

5 'DON ALVARO' w/n 26253 Became *MinAz* no. **1335** at this location. Derelict 1994, In existence 1995. Derelict 1997.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1908 and 1912 **Delivered here new**

First one ordered by North American Sugar Co. for Central Narcisa **6 'DICK'** (*FC Caibarien a Morón*).

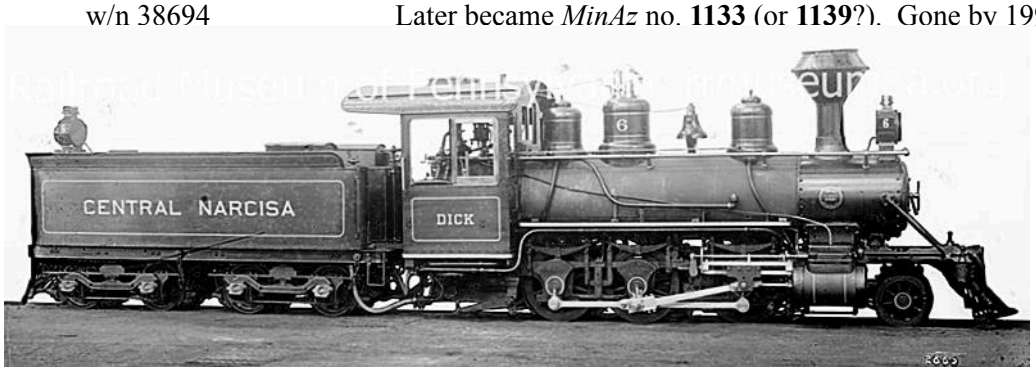
BLW class 8-18D no. 125. Spec. is in vol. 32 p 9. mark on tank: 'CENTRAL NARCISA', diamond stack,

Second one ordered by North American Sugar Co. for Central Narcisa **7 'NUNU'**.

BLW class 8-18D no. 138. Spec. is in vol. 44 p 290. mark on tank: 'CENTRAL NARCISA',

6 'DICK' w/n 33067 Sold to Central Vitoria by 1919, as their no. **6**. Later became *MinAz* no. **1138**.

7 'NUNU' w/n 38694 Later became *MinAz* no. **1133** (or **1139**?). Gone by 1997?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02885-1.

0-4-2TT? d/w ?", cyls. ??", built by O&K in 1911 **Delivered here new**

Ordered via Baldomero Braceras for Central Narcisa.

Gauge 705mm. 70HP. The O&K list just gives wheels as 2/3TT.

? w/n 5169

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1916 **Delivered here new**

Ordered by *FC de Caibarien a Moron* for Central Narcisa. d/w 37", cyls. 16x20",

BLW class 10-26E no. 399. Spec. is in vol. 54 p182. mark on tank sides 'CAIBARIEN á MORON', loco to be designed to be converted to 3' 0" gauge later, outside frames,

8 'LINA' w/n 44065 Later became *MinAz* no. **1542**. AHW [38] says suffered boiler explosion in 1991. Frame only surviving 1994. Frame then possibly

reused to rebuild BLW 53847 (*Minaz* no. **1420**), see below.
Scrapped by 1996.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1917, 1919 and 1920 Delivered here new

Ordered via North American Sugar Co., for *FC Caibarien a Moron*.

BLW class 10-22E no. 75, 85 and 96. Spec. are in vol. 64 pp 384-5, 386-7 and 388-9. Spec. for no. **17** said that it was to be designed so that it could later be converted to 3' 0" gauge.

First one: details to be similar to 10-26E no. 399. loco to be designed so that it could be converted to 3' 0" gauge at a later time, outside frames, mark on tank: 'CAIBARIEN A MORON', name not mentioned on spec. page.

Second one: Dup. of 10-22E no. 75, loco to be designed so that it could be converted to 3' 0" gauge at a later time, outside frames, mark on tank: 'CAIBARIEN A MORON', name not mentioned on spec. page.

Third one: Supposedly ordered by *FC Caibarien a Morón* as **6 'PEDRO PABLO'** later **16 'CAMILO CIENFUEGOS'**, loco to be designed so that it could be converted to 3' 0" gauge at a later time. outside frames, mark on tank: 'CAIBARIEN A MORON', name not mentioned on spec. page.

9 'AIMEE'	w/n 46768	Later renamed **'ANTONIO GUITERAS'**. Became Central Narcisa no. **9**, then Central Victoria no. **9**, eventually *MinAz* no. **1363** at mill 448 Simon Bolivar. In service there 1995, but also recorded here in 1994.
16	w/n 52414	Connelly gives this as originally North American Sugar Co. no. **6**, and then as named **'PEDRO PABLO'** and later **'CAMILO CIENFUEGOS'** on this railway, but see note above suggesting that it was the third of these engines which bore those names. Later became *MinAz* no. **1333.** In existence 1995. In use 1997.
17 'DON ALVARO'	w/n 53655	Possibly had been built as an 0-8-0. Renamed **'JOAQUIN PANECA'**. Later became *MinAz* no. **1334** at Central Narcisa / 418 Obdulio Morales. In use 1994. Present 1997.



Central Narcisa no. **9 'AIMEE'**, after conversion to oil fuel.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1918 Delivered here new

Ordered by *FC Caibarien á Morón* as no. **10**.

VIW class 7-36-A.

10	w/n 2782	Became *MinAz* no. **1336** at this location. Derelict 1994. Gone by 1996?



2-6-0 ex-0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1918 **Delivered here new**

Ordered by Central Narcisa for use on *FC Caibarien a Morón.* (North American Sugar Co.).
First one was BLW class 6-18D no. 48. Spec. is in vol. 64 p 382. Dup. of 6-18D nos. 44-45. mark on tank: 'CAIBARIEN Á MORON', the spec. page has an inked-in note say that a front pony truck had been supplied under XO 9399 of 25th Nov. 1918 for one of these locos, so maybe at least one was converted to a 2-6-0.
Second one was Central Narcisa **12** for *FC Caibarien a Moron.*
BLW class 6-18D no. 49. Spec. is in vol. 64 p 382.
Third one was Central Narcisa **13** for *FC Caibarien a Moron*,
BLW class 6-18D no. 50. Spec. is in vol. 64 p 382. Leach says these were built to 750mm gauge.

11	w/n 48683 or 46638?	
12	w/n 49554	Rebuilt as 2-6-0? Later became *MinAz* no. **1136**. Derelict 1980, later scrapped?
13	w/n 49555	Rebuilt as 2-6-0. Became *MinAz* no. **1137** at this location. Derelict 1994-1995. Gone by 1996.

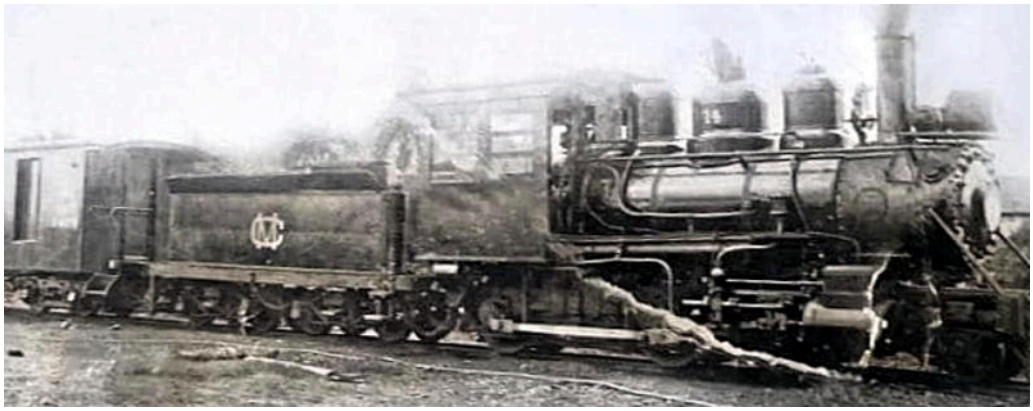


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06862-1.

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

Ordered by ?

14	w/n ?



2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1920 Delivered here new

Ordered by Central Vitoria for *FC Caibarien a Moron*, as no. **7**.

BLW class 10-22E no. 89. Spec. is in vol. 64 p 217. 2' 3 1/2" gauge. straight stack, mark on tank: 'CENTRAL VITORIA', details to be same as on 10-22E no. 73.

7	w/n 53990	

2-6-0 d/w 36", cyls. 14x16", built by Baldwin in 1892

Ordered by Vionnet & Co. for Hyos de Antonia Inandan de Alfonso as **2 'TRIUNVIRATO'**, sold to North American Sugar Co. for use at Central Narcisa **15** after regauging from 2' 6" to 2' 3½".

BLW class 8-22D no. 160. Spec. is in vol. 17 p 178.

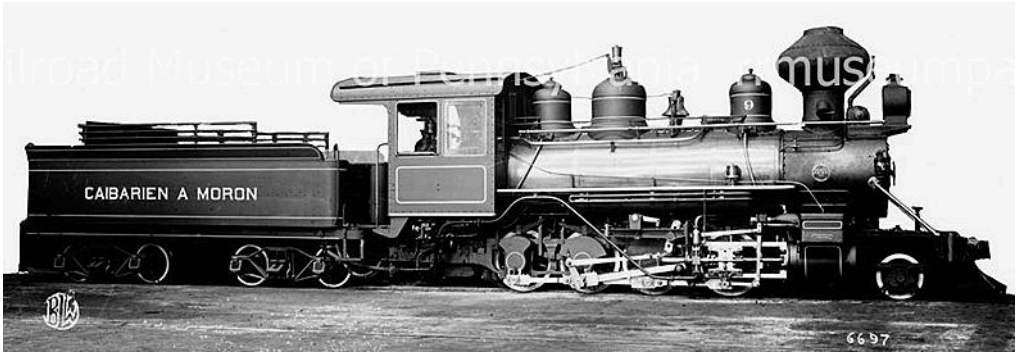
15	w/n 13080	Became *MinAz* no. **1227** at this location. Derelict 1994-1995. Gone by 1996.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919

Ordered for Lawrence Turnure & Co. for Bernabe Sanchez Adan for Central Senado **12 'EMILIO SANCHEZ'**, later (post 1937) to Central Narcisa rebuilt 2' 3½" gauge and became **1366**

BLW class 10-22E no. 78. Spec. is in vol. 64 p 183. mark on tank: none,

?	w/n 52103	Became *MinAz* no. **1366** at this location. In use 1994, In existence 1995. Present 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06697.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1921

Ordered by Central Esperanza as no. **8**. 2' 7 1/2" gauge. Which Esperanza? (AHW says the one near Guantanamo) Sold to Central Santa Rosa / Diez de Octubre. Then sold to Central Narcisa / Obdulio Morales and regauged to 2' 3½".

BLW class 10-22E no. 103. Spec. is in vol. 63 p 413. straight stack, mark on tank: "'C. A. O. C.'.

? w/n 55127 Became *MinAz* no. **1354** at this location. In use 1994, in existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1904

Ordered via K&P for Sra. Viuda de Ruiz de Gamiz for the Ingenio Vitoria for *FC Caibarien a Moron*, as no. **1** .
BLW class 10-22E no. 37. Spec. is in vol. 27 p .73. Dup. of 10-22E no. 11. R&H stack, mark on tank: 'CENTRAL VITORIA'.

1 w/n 24443

Additional 70cm / 2' 3¾" gauge loco reported at this location by visitors in recent years

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1920

Ordered for Central San Agustin **8** on 3' 0" gauge.
BLW class 10-26E no. 419, spec. is in vol. 64 p 122. Originally 3' 0" gauge but rebuilt using frame of loco **1542**.
1420 w/n 53847 In use 1994. Present 1997.

Additional 3' 0" gauge loco reported at this location by visitors in recent years

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered for Central Constancia **4**. Brought here for spares from mill 435 after 1991.
BLW class 10-22E no. 94, spec. is in vol. 64 p 230. Originally 2' 6" gauge.
1324 w/n 53654 Dismantled 1994. Frame only 1996.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Built for North American Sugar for Central Narcisa but not delivered. Diverted to Central Australia **6 'PEDRO URQUIZA BEA'** but not delivered. Stored at BLW 14 years, then via BR&L **1224** to North Louisiana & Gulf RR **27.**
BLW class 10-34E no. 2089. Spec. is in vol. 63 p 366. was to have had mark on tank: 'CENTRAL AUSTRALIA'.

? w/n 53825



18.4.47 Central Natividad, at Sancti Spiritus
later Mill 419 Siete de Noviembre

Background

1907: “No regular railway. Tramway runs to Zaza, Guasimal and Mapos. Gauge, 28 inches. Weight of rail, 12 to 15 lbs. per yd. Rolling stock: Sixty tram cars carrying 1½ each. Run by oxen. A spur runs to Carenero.”
1909 [2]: “Situated 20 miles south of Sancti Spiritus. Two and one-half miles of narrow-gauge tramway rims from the sugar mill to Estero San Marcos. Gauge, 28 inches; weight of rail, 12 to 15 pounds ; rolling stock, 60 tram cars.”
1913 [9]: Operating, owned by Francisco L. de Valle.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Successors de F. L. de Valle.
1943 [32]: Operating, owned by Ingenio Natividad SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.
Paragraphs from: https://historiacuba.wordpress.com/2018/12/26/central-natividad-centrales-de-cuba/
“*El central Natividad, situado en Sancti Spíritus, Las Villas, era uno de los ingenios azucareros más pequeños de Cuba (el 136), con una pequeña capacidad de molienda de 170 000 @ diarias y un rendimiento industrial bajo de 12.25. Poseía doce caballerías de tierras propias y daba empleo a 1 600 trabajadores en zafra.*
No se conoce el año de su fundación, pero era un ingenio muy antiguo, que ya existía en la primera mitad del siglo XIX. En 1860 pertenecía a Modesto del Valle, cuya familia, emparentada con los Iznaga de Trinidad, lo conservó hasta su nacionalización por el gobierno cubano. En 1872 pasó a la propeidad de Natividad Iznaga de Acosta, en 1883 a Fernando del Valle, en 1889 a Francisco María del Valle Iznaga y en 1895 a Franciso del Valle Iznaga, quien lo conservó hasta 1914 en que pasó a sus herederos.
En 1914 el Natividad poseía 254 caballerías de tierra: 100 de montes, 54 de cañas de la administración y 100 de potreros. Sembraba la variedad Cristalina y como era costumbre en la época no empleaba fertilizantes ni regadío. Para el transporte hacia la industria, el ingenio se servía de un 4 kilómetros de ferrocarril de vía estrecha que sacaban la caña cortada hasta el embarcadero de Carenero.
Su maquinaria se componía en 1914 de una desmenuzadora seguida por un juego de tres trapiches, diez defecadoras con 45 000 galones de cabida, un evaporador de cuádruple efecto con 3 600 pies de superficie calórica, tres tachos de un punto con 175 sacos de cabida, diez centrífugas, seis colgantes de Hepworth y cuatro de Weston hidráulicas. El Natividad tenía una batería de cinco calderas con 1 200 caballos de fuerza, compuesta de tres pailas Nayer y dos de Babcock & Wilcox en tres hornos.
En 1925 se estableció la firma Ingenio Natividad SA que operó el central hasta su nacionalización. Tenía un capital ascendente a $356 000 pesos y estaba controlada por la familia Valle Grau, quienes eran propietarios también del central Soledad.
Tras el triunfo de la Revolución Cubana de 1959 el nuevo gobierno de la Isla expropió el central y lo renombró como 7 de Noviembre.
Como el ingenio se encontraba muy apartado de las principales vías de comunicación el transporte de la caña resultó siempre un gran problema. Más del 50 % de la que molía debía ser transportada en barcazas por las aguas del río Zaza y de allí en camiones hasta el basculador. Tan largo camino provocaba que la pureza de los jugos de sus cañas fuese muy baja, calidad que con el paso de los años no hizo más que descender.
En 2002, como consecuencia del redimensionamiento de la industria azucarera cubana el ingenio fue paralizado y posteriormente demolido.”

Gauge 3' 0"

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1920 and 1923 **Delivered here new**

Ordered by ? No. **1**:
BLW class 6-11 1/3C no. 59. Spec. is in vol. 64 p 71. mark on tank: 'CENTRAL NATIVIDAD'.
No. **2**:
BLW class 6-11 1/3C no. 65. Spec. is in vol. 64 p 74. Dup. of 6-11 1/3C no. 59, mark on tank: 'CENTRAL NATIVIDAD', Rushton stack unlike earlier engine which had a straight stack.

1	w/n 53276
2	w/n 56035

0-4-2T d/w 33", cyls. 10x16", built by Baldwin in 1923 (3), 1924 (4) and 1925 (5 & 6) **Delivered here new**

No. **3**:
BLW class 6-14 1/3C no. 87. Spec. is in vol. 64 p 76. Details similar to 6-11 1/3C no. 65, mark on tank: 'CENTRAL NATIVIDAD', Rushton stack.
No. **4**:
BLW class 6-14 1/3C no. 88. Spec. is in vol. 72 p 13. Dup. of 6-14 1/3C no. 187, mark on tank: 'CENTRAL NATIVIDAD', Rushton stack,
No. **5**:
BLW class 6-14 1/3C no. 89. Spec. is in vol. 78 p 38. Dup. of 6-14 1/3C no. 88, mark on tank: 'CENTRAL NATIVIDAD'.
No. **6**:
BLW class 6-14 1/3C no. 90. Spec. is in vol. 78 p 38.

3	w/n 57094	Converted to diesel. Present 1987, gone by 1992.
4	w/n 58003	Converted to diesel. Present 1987, gone by 1992.
5	w/n 58240	Converted to diesel. Present 1987, gone by 1992.
6	w/n 58331	Converted to diesel. Present 1987, gone by 1992.

18.4.48 Central Nazábal (formerly Central Marina, then had become Central Patricio), at Calabazar later Mill 420 Emilio Córdova

Background

Built 1912. Possibly known as Central Patricio for a period.
1907: "Railways as follows: To Enrucijada, 13¾ miles; to Sauto, 6 7/8 miles, and another to shipping points on the north, about 2½ miles long. Narrow gauge. Weight of rails, 33 lbs. per yd. Rolling stock: Three locomotives, 2 engines and 180 cane cars of 20,000 lbs. capacity."
1909 [2]: "Situated near Encrucijada. Twenty-eight and one-half miles of narrow -guage road as follows: Eight and one-half miles from sugar mill to village of Santo; 2½ miles from sugar mill to wharf ; 17½ miles from sugar mill to crossroads. Near the plantation La Palma the road is both standard and narrow gauge from La Palma to the point where the line joins the Cuban Central Railroad. Weight of rail, 30 pounds ; rolling stock, 3 locomotives and 80 cane cars."
1913 [9]: Operating, owned by Patricio Sugar Co.
1916 [9]: Operating, owned as previous line.
1920 approc. Central was renamed Patricio to Nazabal or vice-versa.
1922 [9]: Operating, owned by Domingo Nazabal.
1943 [32]: Operating, owned by Central Nazabal SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/10/central-nazabal-centrales-de-cuba/
"*El central Nazábal (hasta 1920 se llamó central Patricio), ubicado en Encrucijada, Las Villas, era, en 1958, el No. 74 del país, con una capacidad de producción que ascendía a 250 000 @ de caña diarias, un rendimiento industrial en la media del país, 2 200 trabajadores en zafra, una destilería y 700 caballerías de tierras propias.*
Se fundó en 1844 y en 1874 pertenecía a Patricio Ger. No molió entre 1902 y 1904 y estuvo hasta 1905 bajo el control de la «Compañía Azucarera Patricio», año en que pasó a «Castaño y Compañía», volviendo entre 1906 y 1909 a manos de la firma anterior. El navarro Domingo Nazábal entró como socio de Castaño en 1909 hasta que en 1919 pasó a controlarlo por completo. Tras su fallecimiento en 1928 el central fue heredado por su familia.
En el central controlaba ya 450 caballerías y arrendaba otras 350, de las cuales destinaba 441 al cultivo de la caña y el resto a diversos usos. Sembraba la variedad cristalina y, como era normal en la época no empleaba ni fertilizantes ni regadío en su cultivo. Para su transporte se servía de una red de 50 km. de ferrocarril de vía estrecha y 32 de servicio público, 138 fragatas y seis locomotoras.
Su maquinaría se componía en ese entonces de una desmenuzadora seguida de un juego de cuatro trapiches; trece defecadoras con 19 500 galones de cabida; un evaporador de triple efecto de 9 000 pies de superficie calórica, dos tachos de punto con 325 sacos de cabida; ocho cristalizadores abiertos con 960 sacos de cabida; 14 centrífugas y una batería de calderas con 1 800 caballos, compuesta de seis multitubulares en tres hornos. Contaba, además, con laboratorio propio.
En 1958 pertenecía, a partes iguales a las hermanas Pura y Moraima Nazábal, hijas de Domingo, que eran, respectivamente, su presidenta y tesorera. Roberto Suárez Bernal, casado con Moraima, era su vicepresidente. Carlos López Oña estaba casado con Pura y era su vicetesorero y administrador.
Sus cañas eran aún en un 80 % de la variedad cristalina – que fuese la más extendida en Cuba durante décadas anteriores – y un 20 % de POJ – 2878. Se abastecía por completo de la caña de sus colonos.
Tenía una antigua destilería (Alambique Nazábal SA), la más pequeña de las instaladas en los centrales, que funcionaba en su batey desde 1912; como la mayoría de las existentes en Cuba, en 1958 se encontraba inactiva.

Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el Gobierno de la Isla que lo renombró como central Emilio Córdoba.
El central fue paralizado en 1998 (en que realizó su última zafra) y durante la reestructuración de la industria azucarera cubana de los años 2000 se decidió su demolición, la que se llevó a cabo entre los años 2002 y 2006."

Leach 2nd edition says eight 3' 0" gauge Baldwins transferred away or scrapped after 1944.

Gauge 2' 6"

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered by Central Patricio.
BLW class 10-22E no. 101. Spec. is in vol. 64 p 88. mark on tank: 'CENTRAL NAZABAL' (same Central, merely renamed), outside frames.
8 w/n 53865

18.4.49 Central Nela, at Mayajigua
later Mill 421 Aracelio Iglesias

Background

Built 1915. Possibly known as Central Rosa Maria for a period.
1943 [32]: Operating, owned by Central Nela SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/14/central-nela-centrales-de-cuba/
"*El central Nela, ubicado en Mayajigua, Las Villas, era un central pequeño, el No. 135 del país (en 1958), por su capacidad de producción ascendente a 170 000 @ de caña diarias, un rendimiento industrial bajo, 1 500 trabajadores en zafra y 120 caballerías de tierras propias.*
Se fundó en 1916 por por Patricio Suárez Cordovés, natural del poblado de Mayajigua, quien fue su propietario hasta 1955. Suárez Cordovés descendía de una antigua familia de propietarios tabacaleros y en 1947 cedió la presidencia del central a su hijo, mientras él mantuvo la vicepresidencia. Sus otros hijos, Ignacio y Luis Suárez Carreño eran, respectivamente, vicepresidente y administrador – jefe -ingeniero. Patricio, otro hermano, había representado al central ante el Grupo de Ingenios Independientes tras su creación a principios de la década de 1950.
En 1958 el central Nela pertenecía a Alex Roberts, ciudadano estadounidense, quien era el más importante importador de cigarrillos norteamericanos del país, fabricante de tabacos para la exportación y dueño del Banco de Capitalización y Ahorro del Caribe.
Sus cañas eran en un 80 % de la variedad POJ – 2878 y un 20 % de cristalina. Compraba todas sus cañas a colonos y embarcaba el azúcar por un muelle propio de madera de donde era trasladada en lanchones hasta el puerto de Caibarién.
Tras el triunfo de la Revolución de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Aracelio Iglesias.
Al producirse la reestructuración de la industria azucarera cubana llevada a cabo por el MINAZ en los años 2000 se decidió paralizar el central y posteriormente fue demolido."

Gauge 70cm 2' 3½"

A 2-6-0 converted to diesel, possibly one of the locos listed below.

Gauge 3' 0"

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .
1 w/n ?

0-6-2ST d/w 33", cyls. 9x16", built by Baldwin in 1914

Ordered for Central Rosa Maria **2 'EUSABIA'**, later to Central Nela **2.**
BLW class 8-12 1/3 D no. 11. Spec. is in vol. 54 p 52. mark on tank: 'CENTRAL ROSA MARIA', R&H stack,
2 w/n 41807

0-6-2T d/w 33", cyls. 9x16", built by Baldwin in 1916

Ordered for Central Rosa Maria **3 'CARREÑO'**, later to Central Nela **3.**
BLW class 8-12 1/3D no. 12. Spec. is in vol. 54 p 54. Similar to 8-12 1/3D no. 11, for same Central.

3 w/n 44282

0-6-2T d/w 33", cyls. 9x16", built by Baldwin in 1920

Ordered for Central Rosa Maria **4 'NELA'**, later to Central Nela.

BLW class 8-12 1/3D no. 13. Spec. is in vol. 64 p 110. Dup. of 8-12 1/3D no. 12, Rushton stack, mark on tank: 'CENTRAL ROSA MARIA'.

? w/n 53572

18.4.50 Central Parque Alto, at Rodas
later Mill 422? Central Batalla de Peralejo?

Background

1907: “Small narrow gauge to Colomas. A broad gauge road about 29 miles long, connects with Cuban Central Railways. Weight of rails, 35 lbs. per yd. No rolling stock.”
1909 [2]: “Situated near Rodas. Twenty-nine miles of standard - gauge road owned by the Cuban Central Railroad. From the sugar mill a narrow-gauge track runs to various cane fields. No rolling stock. The cars used are owned by the various colonias and are drawn by oxen.”
1913 [9]: Operating, owned by Parque Alto Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, (known solely as Central Parque by then) owned by Cia Azuc. Parque SA.
1956 [34]: Actively crushing.
At some period owned by the Confluente Sugar Co.
Eventually downgraded to become a colonia of Central Manuelita 416 Catorce de Julio [35].
In modern province of Cienfuegos.

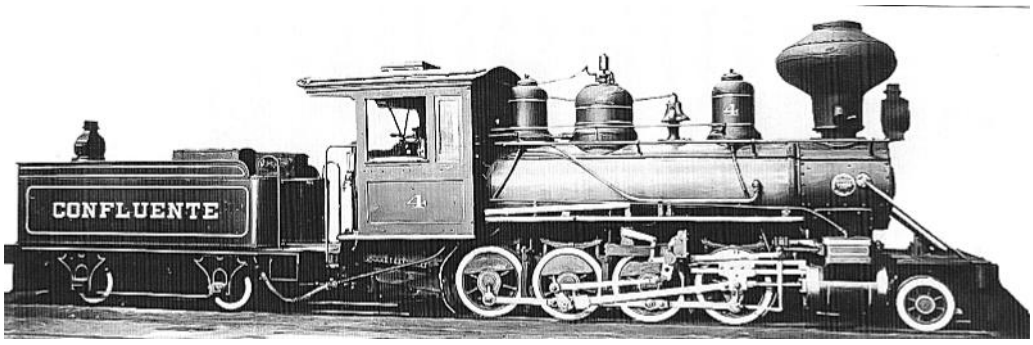
Gauge 2' 6"

2-6-0 d/w ?", cyls. ??", built by Henschel in 1914

Ordered for Central San Pedro. Leach 2nd ed. [5] places this engine here at one stage.
? w/n 12504 Derelict 1997.

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1916

Ordered for Central Confluente **4**, later to Central Parque Alto.
BLW class 10-18E no. 13. Spec. is in vol. 54 p 147. R&H stack, 4-wheeled tender, mark on tank: ‘CONFLUENTE’,
4 w/n 44059



2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1921

Ordered for Confluente Sugar Co. for Central Confluente **6**, later to Central Parque Alto **6** in 1925.
BLW class 10-18E no. 18. Spec. is in vol. 64 p 240. Rushton stack, mark on tank: ‘CONFLUENTE’, lettering and link & pin couplers to be same as 10-18E no. 13,
6 w/n 54485

Standard gauge

2-8-0 d/w 44?", cyls. 18x24?", built by Baldwin in 1920 **Delivered here new**

Ordered for Parque Alto Sugar Co.

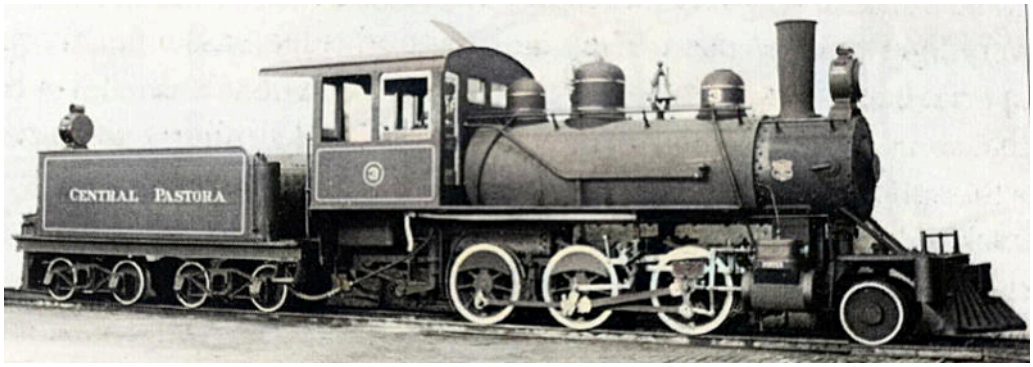
BLW class 10-30E no. 176. Spec. is in vol. 64 p 353. Dup. of 10-30E no. 153,

1	w/n 54227	Possibly first sold to Manati Sugar Co. **61**, then sold to Central Josefita. Became *MinAz* no. **1708** at that location. In existence 1995. Possibly sold to Hershey Cuban RR **11** at some point.

18.4.51 Central Pastora, at Bernia
later Mill 423 Osvaldo Herrera

Background

At San Juan de las Years, Ranchuelo.
1913 [9]: Operating, owned by Berenguer & Co.
1916 [9]: Operating, owned by Central Pastora SA.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central Pastora SA.
1956 [34]: Actively crushing.
Rail system later converted to standard gauge.
In modern province of Villa Clara.



Gauge 2' 6"

2-6-0 d/w ?, cyls. ?, built by Henschel in 1912

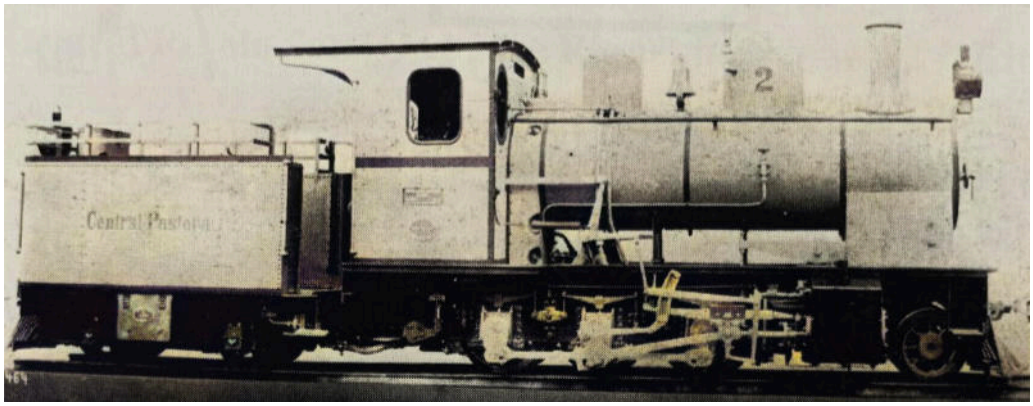
Ordered for Central Pastora?

2 w/n 11627 Leach 2nd ed. has this as no. **1**.

2-6-0 d/w ?, cyls. ?, built by Henschel in 1914

Ordered for Manati Sugar Co.

2 'SAN PEDRO w/n 12504



2-6-0 d/w 36", cyls. 12x16", built by Porter in 1915 **Delivered here new**

Ordered via M. Tillman & Co. for Central Pastora as no. **3**.

3 w/n 5727 Became *MinAz* no. **1108** at this location. Later went to Lenin Park for pioneer railway.

2-6-0 d/w 38", cyls. 13x18", built by Porter in 1920

Ordered via Wonham Bates & Goode, London, for Central San Pedro **4,** later to Central Pastora as no. **4**.

4 w/n 6594 Became *MinAz* no. **1???** at this location.

2-6-0 d/w ?", cyls. 13x18", built by Porter in 1915

Ordered via M. Tillman & Co. for Central San Pedro **3**. Later went to Central Pastora / 423 Central Osvaldo Herrera as no. **3**.

3 w/n 5863 Became *MinAz* no. **1???**. at this location.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered for Central Ulacia **3**, later to Central Pastora **5.**

BLW class 10-22E no. 100. Spec. is in vol. 64 p 207. Dup. of 10-22E no. 98, mark on tank: CENTRAL ULACIA',

? w/n 54011

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1889

Ordered via K&P for Francisco and Lorenzo Ferran for Central San Pedro O as no. 2, then to Central San Pedro SC/LV as no. **2**. Then came here as no. **2**.

BLW class 8-16D no. 25. Spec. is in vol. 15 p 181. R&H stack, mark on tank: 'SAN PEDRO'.

2 w/n 10382

18.4.52 Central Perseverancia, at Cienfuegos
later Mill 424 Primero de Mayo

Background

Built 1892.
1901 [18]: 8½ km of standard gauge, and 9 1/3 km of 2' 6" gauge. Definitely had locos on both gauges but numbers illegible. Cars 36? on standard gauge and 33? on NG.
1907: "Broad gauge to Pueblo Nuevo, Santa Ana, Romero, Guasimal and Pozo, Cercado, La Caoba and other places. A narrow gauge to other places is 30 inches. Weight of broad gauge rails, 50 lbs. Weight of narrow gauge rail, 30 to 35 lbs. Rolling stock: Three standard gauge engines and 2 narrow gauge; 125 narrow gauge cars, 90 narrow gauge cars of wood, and 90 narrow gauge cane cars. One small passenger car."
1909 [2]: "Situated near Cienfuegos. Part of the road is standard gauge and part is narrow gauge. The standard-gauge portion is as follows: From the sugar mill to Pueblo Nuevo, crossing the U. H. R. R. and the Cuban Central Railroad; from the sugar mill to Santa Ana, Romero, Guasimas Pozo, Cercado, and La Caoba ; from Amarillas on the U. H. R. R. to San Miguel and Caimito. The narrow-gauge portion runs from the sugar mill to "98," and from the sugar mill to Victoria, Cuba, Yencedora, and Carboneras. Gauge (narrow) 30 inches; weight of rail, (standard) 50 and 60 pounds, (narrow) 30 and 35 pounds; rolling stock, (standard) 125 cane cars, (narrow) 3 locomotives, 80 large and 90 small cane cars. "
1913 [9]: Operating, owned by Miguel Diaz.
1916 [9]: Operating, owned by Cuba Sugar Cane Corp.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo.
1956 [34]: Actively crushing.
2' 6" gauge closed before 1959 according to Leach.
In modern province of Cienfuegos.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1900, 1901 and 1915 Delivered here new

Ordered by (first two via: K&P for Miguel Diaz for) Ingenio Perseverancia as nos. **2** land **3**.
BLW class 8-16D no. 50. Spec. is in vol. 23 p 162. Mark on tank: 'INGENIO PERSEVERANCIA' and 'MIGUEL DIAZ' on line below. R&H stack.
Second one: d/w 36" cyls. 12x16", BLW class 8-18D no. 100. Spec. is in vol. 24 p 113. mark on tank: 'INGENIO PERSEVERANCIA DE MIGUEL DIAZ', R&H stack.
Third one: d/w 36" cyls. 13x18", BLW class 8-20D no. 161. Spec. is in vol. 54 p 74. mark on tank: 'F. C. P.'

2 'ANITA' later **02**	w/n 18415	Leach has this as no. **01**.
3 'MARIA VICTORIA'	w/n 19790	Cyls. 12x16". Class therefore 8-18D. Leach has this as no. **02**.

Later renumbered ?

5 later **05**	w/n 42298	

2-6-2 d/w 36", cyls. 13x18", built by Baldwin in 1912 Delivered here new

Ordered for American Trading Co. for Miguel Diaz for Central Perseverancia,
BLW class 8-20D no. 146-147. Spec. is in vol. 44 p 264. mark on tank: 'F. C. PERSEVERANCIA', no number or name.

3 later **03**	w/n 38587	
4 later **04**	w/n 38588	Leach says was at Central El Lugareño

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1915 **Delivered here new**

Ordered for Central Perseverancia SC/LV.

BLW class 8-20D no. 161. Spec. is in vol. 54 p 75. Dup. of 8-20D no. 147. Straight stack, mark on tank: 'F. C. P.'.

05 w/n 42298

Standard gauge

2-6-0 d/w 54½", cyls. 17x22", built by Baldwin in 1875

Ordered for Bahia de La Havana RR as no. **30²**. Sold to Central Perseverancia as no. **7**.

BLW class 8-28D no. 24-25. Spec. is in vol. 7 p 150. First one sunk off Cape Hatteras during delivery voyage; second one was a replacement. Laird type stack, mark on tank: 'FERRO-CARRIL DE LA BAHIA'.

7 w/n 3779

0-4-0T d/w 24", cyls. 7x12", built by VIW in 1910 **Delivered here new**

Ordered via Ernst Weiner for Central Perseverancia.

VIW class 7-2-B.

3 'RAPIDO' w/n 1617 Later no. **9**, became *MinAz* no. **1???** at this location.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1915 **Delivered here new**

Ordered by Central Perseverancia.

BLW class 8-30D no. 679-680. Spec. is in vol. 54 p 120. mark on tank: 'F. C. P.'

7 w/n 42347 Became *MinAz* no. **1545** at this location. In steam 1994, In existence 1995. In use 1997.

9 w/n 42348 Became *MinAz* no. **1546** at this location. Dismantled 1994, In existence 1995. Dismantled 1997.

2-6-0 d/w 45", cyls. 17x20", built by Baldwin in 1916

Ordered by *FC Hershey Cubano* as no. **1**. Sold to Central Perseverancia.

BLW class 8-28D no. 310. Spec. is in vol. 54 p 111. Straight stack, maark on tank: 'F. C. CUBANO DE HERSHEY'.

? w/n 44340 Became *MinAz* no. **1428** at this location. Out of use 1994, Derelict 1995 and 1996, gone by 1997.

2-8-0 d/w 54", cyls. 19x26", built by Baldwin in 1923

Ordered by Central Senado as no. **15**, Sold to Central Preston where in use in 1937. Sold to Central Perseverancia.

BLW class10-32E no. 178. Spec. is in vol. 64 p 187. Straight stack, mark on tank: 'CENTRAL SENADO'.

? w/n 57407 Became *MinAz* no. **1848** at this location. Under repair 1994. In existence 1995. In use 1997.

Additional standard gauge locos reported at this location by visitors in recent years

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

Ordered for ? Had been no. **2** before renumbering.

1543 w/n ? Present 1994 and 1997.

2-8-0 d/w ?, cyls. ?, built by ALCo in 1920

Ordered for ? Had been no. **3** before renumbering.

1544	w/n ?	In use 1994. Out of use 1996.

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

Ordered for ?

22	w/n ?	Dismantled 1994 and 1996.

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

Ordered for ?

1	w/n ?	Dismantled 1994 and 1996.

2-8-0 d/w 52", cyls. 19x24", built by Baldwin in 1906

Ordered Enrique de Zulueta for Ingenio Alava as no. **7**.

BLW class 8-32D no. 717, spec is in vol. 29 p 232. Straight stack, mark non tank: 'INGENIO ALAVA'.

1	w/n 29496	Dismantled 1994 and 1996.

2-6-0 d/w 46", cyls. 16x24", built by Baldwin in 1914

Ordered via ?

BLW class 8-26D no. 199. Spec. is in vol. 54 p 97. Straight stack, mark on tank: 'STEWART SUGAR COMPANY'.

1	w/n 41674	Remains only visible in 1996.

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

Ordered via ?

?	w/n ?	Remains only visible in 1996.

Also a bo-bo diesel no. **4163** converted from a steam loco.

18.4.53 Ingenio Pojabo, at Sancti Spiritus

Background

1907: “No railway.”

1956 [34]: Not listed.

18.4.54 Ingenio Portugalete, at Palmira
later Mill 425 Elpidio Gómez

Background

Built 1873.
1901 [18]: 8 km. of 2' 6" gauge, 25 lb. rail, 2 locos (1 Baldwin, 1 Rogers), 6? cars (no. illegible).
1907: “Four miles, standard gauge, and 15 miles narrow gauge. Connects with Palmira. Weight of rail, 50 lbs. per yd. Rolling stock: Two locomotives and 70 cars.”
1909 [2]: “Situated near Palmira. Eight and one-eighth miles of narrow-gauge road from the sugar mill to the Cuban Central Railroad. Gauge, 30 inches ; rolling stock, 2 locomotives and 70 cane cars. There is also a standard-gauge spur running from the sugar mill to the Cuban Central Railroad.”
1913 [9]: Operating, owned by Estate de Escarza.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Central Portugalete.
1943 [32]: Operating, owned by Cia. Azuc. Luzarrago SA.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.
Paragraphs from : https://historiacuba.wordpress.com/2016/10/17/central-portugalete-palmira-centrales-de-cuba/
“*El central Portugalete, ubicado en Palmira, Las Villas, era el número 119 del país por su capacidad de molienda ascendente a 180 000 @ de caña diarias, pero con el 22do mejor rendimiento industrial entre los ingenios del país, 491 caballerías de tierras propias y una destilería anexa.*
Según algunas fuentes se fundó en el año 1870 y según otras en 1860 ó 1872, habiendo pertenecido entonces a su fundador Sotero Escarza Urioste y, tras su fallecimiento, en octubre de 1907, lo heredó su familia bajo la razón social de «Viuda e Hijos de Escarza» que lo mantuvo hasta el año 1920.
Según el «Portafolio Azucarero», editado por la Secretaria de Agricultura, Comercio y Trabajo en el año 1915, el central Portugalete contaba entonces con 654 caballerías de tierras, de ellas 250 sembradas de caña, 250 de potreros y tierras cansadas. La caña era cultivada por entero por 354 colonos, no existiendo cañas de la administración.
El central sembraba en esos años las variedades cristalina, blanca, cinta y morada y no empleaba para su cultivo ni fertilizantes ni regadío. Para su transporte se servía de 36 km de líneas de ferrocarril de vía estrecha y seis de vía ancha, de los cuales casi 14 km eran de servicio público. Entre sus bienes la compañía contaba con 136 carros de caña y cinco locomotoras.
Su maquinaría se componía en ese año de 1915 de una descargadora sistema Alfonso; una desmenuzadora seguida de un juego de tres trapiches; ocho defecadoras con capacidad de 24 000 galones; un evaporador de cuádruple efecto de 16 000 pies de superficie calórica; tres tachos de punto con 625 sacos de cabida; ocho cristalizadores abiertos con 200 sacos de cabida; 24 centrífugas y una batería de calderas con 2900 caballos compuesta de ocho calderas con cuatro hornos.
Durante la zafra de 1913 molió 83 848 @ de caña por día y fabricó 106 898 sacos de azúcar de guarapo y 1 127 de azúcar de miel, para un total de 108 025 sacos de 325 libras.
Como consecuencia de los crack de 1921 y 1929 cayó bajo el control de The Royal Bank of Canada, que llegó a poseer otros ocho centrales operados por su filial «Sugar Plantation Operating Company». Como consecuencia de la crisis no molió entre los años 1930 y 1933.
Cuando el banco canadiense comenzó a deshacerse de sus centrales el Portugalete fue adquirido por los Luzárraga – que también eran dueños del central Unidad – y lo operaron bajo la razón de Azucarera Luzárraga SA. Mamerto Luzárraga Echeverría y Ramón Luzárraga Garay eran, respectivamente, el presidente y vicepresidente y Ramón Luzárraga Beltrán, hijo del último era subaministrador e ingeniero químico.
En 1943 fundó la destilería, que era la más pequeña de las existentes en el país y que en 1958 se encontraba inactiva.
Tras el triunfo de la Revolución de 1959 el central Portugalete de Palmira fue nacionalizado y se le renombró como

central Elpidio Gómez.
El central sobrevivió a la desactivación durante la reestructuración de la industria azucarera cubana llevada a cabo en la década del 2000. Sin embargo, debido a la insuficiente caña existente en sus campos y el bajo rendimiento de la misma estuvo paralizado entre 2008 y 2016."

Gauge 2' 6"

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1890 Delivered here new

Ordered by K&P for Sobero Escarza for Central Portugalete **1 'MARIA LUISA'**,
BLW class 8-14D no. 5. Spec. is in vol. 16 p 135. Mark on tank: 'CENTRAL PORTUGALETE', R&H stack.
1 'MARÍA LUISA' w/n 11277



'MARIA LUISA' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00471.
NB Might be for the other C Portugalete in La Habana Province.

2-6-0 d/w 38", cyls. 13x18", built by VIW in 1905 Delivered here new

Ordered via Manuel Stadey of Havana for Central Portugalete, LV/SC.
VIW class 7-33,
2? or later **542**? w/n 760

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1909, 1911 and 1912 Delivered here new

Ordered by Central Portugalete.
BLW class 8-18D no. 126, 131 and 136 . Spec. is in vol. 39 p 172 and 170, and vol. 44 p 302. 2' 6" gauge.
3 'BABITA' w/n 33535 Later went to Central Constancia / 407 Abel Santamaria.
4 'DON SOTERO' w/n 36776
5 w/n 38458

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1917 Delivered here new

Ordered by Central Portugalete.
BLW class 10-18E no. 12. Spec. is in vol. 54 p 145. 2' 6" gauge.
6 'FELA' w/n 45829

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915

Ordered by Central San Lino as **5 'PURA'**. Later sold to Ingenio Portugalete as no. **?**.
BLW class 10-22E no. 65. Spec. is in vol. 54 p 157. 2' 6" gauge.
? w/n 42232 Eventually sold to Central Andrieta and became *MinAz* no. **1332**. In existence in 1995.

Standard gauge

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered for Colonos de Nueva Paz, as no. **2**. Sold/transferred to Central Portugalete / 425 Elpidio Gomez.

? w/n 62097 Became *MinAz* no. **1630** at this location. Transferred to Central Caracas / 404 Ciudad Caracas.

4-6-0 d/w 57", cyls. 18x24", built by Baldwin in 1893

Ordered for Atlantic Suwanee River & Gulf RR as **1 'GROVER CLEVELAND'** later **101**. Sold to B. G. Ambler. Sold 1902 to Seaboard Air Line as no. **375** later **511** later **1511**. Sold to SI&E in 1918 as no. **1368**, and on to Central Portugalete LV/SC as no. **3** in 1919.

BLW class 10-30D no. 324. Spec. is in vol. 17 p 71.

3 w/n 13878

2-8-0 d/w ?", cyls. ??", built by ALCo in 1920

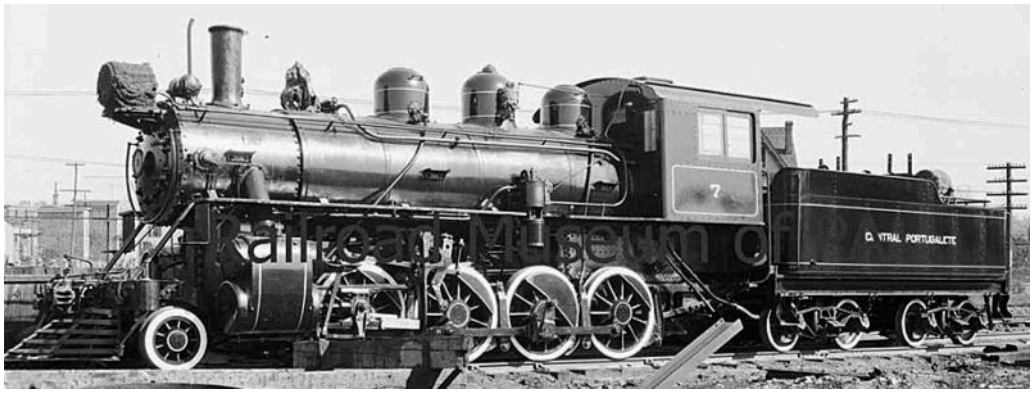
Ordered by Central San Agustin as no. **1**. Standard gauge. Which San Agustin had standard gauge? Sold to Central Portugalete / 425 Elpidio Gomez.

? w/n 62415 Became *MinAz* no. **1629** at this location. Transferred to Central Covadonga / 409 Antonio Sanchez.

2-8-0 d/w 50", cyls. 18(or 17?)x24", built by ALCo in 1920 Delivered here new

Ordered Central Portugalete as no. **7.**

7 w/n 62542 Sold to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1583** at that location.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34303.

NB Or at the other C. Portugalete.

18.4.55 Ingenio Purio, at Calabazar
later Mill 426 Perucho Figueredo

Background

1907: “Narrow gauge to Calabazar, three miles, with branch to Oriente, one mile; a line to Guanadilla, eight miles, and another to Manuelita, four miles. Gauge, 32 inches. Weight of rail, 32 lbs. per yd. Rolling stock: Three locomotives and 80 cane cars.”
1909 [2]: “Situated near Calabazar. A narrow-gauge road. Three miles from the sugar mill to Calabazar; 8 miles from the sugar mill to Granadillo ; 1 mile from Calabazar to Oriente ; 3 miles from the sugar mill to Caracas; 4 miles from the sugar mill to Manuelita. Weight of rail, about 30 pounds; rolling stock, 3 locomotives and 80 cane cars.”
1913 [9]: Operating, owned by Estate of Tomas de Ona.
1916 [9]: Operating, owned by Viuda de Ona e Hijos.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Cubanacán SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/23/central-purio-centrales-de-cuba/
“*El central Purio, ubicado en Calabazar de Sagua, era el número 116 del país por su capacidad de molienda ascendente a 200 000 @ de caña diarias, un rendimiento industrial alto, 263 caballerías de tierras propias y 1 500 trabajadores empleados en zafra. Era uno de los tres centrales del país, junto al Australia y al Limones, que no eran de propiedad privada.*
Pertenecía al municipio de Calabazar de Sagua desde 1953 que se lo había adjudicado en virtud de une expediente por impagos fiscales que databa de 1933 que había conducido a un largo litigio entre el término municipal y los herederos de Isidoro Madrazo que demandaban el pago de un crédito por $ 500 000. Finalemente el municipio pagaría el crédito a los Madrazo al recibir un crédito del BANDES.
Existen discrepancias sobre la fecha de su fundación que algunos sitúan en 1870 y otros la remontan a más de diez años antes. Sí hay concordancia en que fue fundado por Félix Iznaga y entre 1874 y 1883 fue propiedad de W. Welsh. A partir de 1879 perteneció a Juan de Oña y en 1906 pasó a sus herederos que lo mantuvieron hasta el crack de 1921 en que se constituyó la «Central Purio SA», administrada por Arturo Fonts.
El muncipio de Calabazar de Sagua se lo había arrendado a varios operadores: En 1936 a Ramón Luzárraga Garay, después a Joaquín Pedraza Cabrera, en 1948 a la «Operadora de Ingenios García Villar SA» y en 1951 a la «Compañía Comercial Purio». En 1958 el central estaba operado por la «Compañía Azucarera del Purio SA», propiedad de la familia García Díaz, que controlaba cuatro centrales y presidiad por el español Elías Vázquez Domínguez.
Tras el triunfo de la Revolución Cubana de 1959 el nombre del central Purio fue cambiado por el de central Perucho Figueredo. En la actualidad es uno de los centrales de la provincia Villa Clara que todavía se mantiene haciendo zafra.”

Gauge 2' 6"

0-6-0 d/w 28", cyls. 10x12", built by Baldwin in 1887

Ordered for Mora Ona & Co., Sagua la Grande,
BLW class 6-14D 17 vol 14 p 45. no number, 4-wheeled tender, R&H stack, name on tank: ‘PURIO’,
? w/n 8799

2-6-0 ex-0-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1889 **Delivered here new**

Ordered by Mora, Ona & Co. for Ing. Purio **2 ‘PURIO’,**
BLW class 6-14D 28 vol 15 p184. Mark on tank: none. R&H stack.

2 w/n 10400 Possibly became *MinAz* no. **1142**.

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1893 Delivered here new

Ordered by Maicas & Co. for Central Purio **3 'INGENIO PURIO'**,
BLW class 8-14D no. 14. Spec. is in vol. 19 p 50. R&H stack,
3 w/n 13835

2-6-0 d/w 37", cyls. 13x18", built by Baldwin in 1913 Delivered here new

Ordered by Czarnikow Rionda for Central Purio **4**.
BLW class 8-20D no. 156. Spec. is in vol. 49 p 38. Details to be same as 8-14D no. 14, mark on tank: 'CENTRAL PURIO', roof over front of tender. Gauge 2' 6".
4 w/n 40804

2-8-0 d/w 30", cyls. 11x16", built by VIW in 1919-20 Delivered here new

Ordered by Central Purio. Gauge 2' 6".
VIW class 7-16-B.
5 w/n 3014 Was here when *MinAz* took over.

18.4.56 Ingenio Ramona, at Rancho Veloz
later Mill 427 Quintín Banderas

Background

Built 1837.

1907: “Fifteen kilometers, narrow gauge. Gauge 36 inches. Rolling stock: Two locomotives and 48 cane cars, seven flat cars.”

1909 [2]: “Situated near Rancho Veloz, Ten and five-eighths miles of narrow-gauge road running from the sugar mill to Salvadora. There are two branches, one of which runs to the boundary line between Progreso and Marocal and the other to the finca Ysabel. Gauge, 36 inches ; weight of rail, about 35 pounds ; rolling stock, 2 locomotives, 1 armored car, 7 flat cars, and 46 cane cars.”

1913 [9]: Operating, owned by Angel y Francisco Arechavaleta.

1916 [9]: Operating, owned by Domingo Leon.

1922 [9]: Operating, owned by Sagua-Placetas Sugar Co.

1943 [32]: Operating, owned by Cia. Azuc. Central Ramona SA.

1956 [34]: Actively crushing.

In modern province of Villa Clara.

Paragraphs from :

“*El central Ramona, ubicado en Rancho Veloz, Las Villas, era uno de los centrales grandes del país – el número 40 según su capacidad de molienda ascendente a 380 000 @ de caña diarias – pero con un rendimiento industrial de los más bajos. Tenía anexa una refinería, empleaba 3 600 trabajadores en zafra y poseía 1 524 caballerías de tierra.*

Se trataba de un ingenio antiguo, pues había sido fundado en 1837 con el nombre de San Francisco de Paula (sólo a partir de 1869 sería conocido como Ramona). Era entonces la mayor de las fábricas de azúcar de la región, donde llegaron a existir hasta otros once ingenios y trapiches: Santa Fe, Santa Roque, San Pedro, Urrutia, San Vicente, Caridad, Mallorquín, Crimea, Tartecio y Cuatro Caminos. Ya en la primera década del siglo XX la gran mayoría habían sido desactivados y en 1921 quedó solo el de Ramona, que en 1932 incorporó la refinería de azúcar con Su refinería tenía na capacidad de 6 500 quintales que funcionaba mediante el procedimiento de carbón activado.

En 1869, durante la Guerra de los Diez Años el ingenio fue asaltado y quemado por las fuerzas del ejército Libertador comandadas por el brigadier José Luis Robau y el coronel Nicolás Alberdi, ocurriendo este hecho en el año 1869.

Bendición de la capilla dedicada a San Juan Bosco en el central Ramona (1936)

Entre 1874 y 1915 había pertenecido a la familia Arrechavaleta, de origen vasco, propietarios desde 1869, junto junto con los Amézaga y Cía, de una de las primeras y más importantes casas comerciales en Matanzas y Cárdenas que con posterioridad se dedicara al giro del azúcar. Durante la etapa en que perteneció a Arrechavaleta se construyó la red de vías férreas de 36 pulgadas del central que ya en 1890 llegaba hasta Jiquiabo, con enlace para Palo Prieto y otro ramal hasta Berbería.

Después pasó a la propiedad de Domingo León, propietario de otros cinco centrales (Caridad, Fidencia, San Pedro, Pilar y Estrella), rico comerciante – hacendado de Sagua la Grande que quebró durante la crisis económica de los años 20, tras lo cual en 1921 fue adquirido por Marcelino García Beltrán y vendido por sus herederos en 1945 a los hermanos Enrique, Alfredo y Florentino blanco Rosell, naturales de Santiago de Cuba, quienes poseían, además, el central San Ramón en Mariel, La Habana. Los blanco Rosell operaban el Ramona bajo la razón social de «Compañía Azucarera Central Ramona».

Tras el triunfo de la Revolución Cubana de 1959 el central Ramona fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Quintín Banderas.

En 2005, durante la reestructuración de la industria azucarera cubana, el central fue puesto paralizado y puesto en conservación; no así su refinería que siguió funcionando. A diferencia de muchos de sus homólogos que resultaron finalmente demolidos el Quintín Banderas recibió una fuerte inversión y fue puesto de nuevo en marcha diez años después.”

Gauge 3' 0"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1894

Ordered by Central Resulta **2**.

BLW class 8-16D no. 41. Spec. is in vol. 19 p 158.

2	w/n 14123	

2-6-0 d/w 38", cyls. 13x17", built by Porter in 1915 **Delivered here new**

Ordered via Wonham Sanger & Bates for Central Ramona **3**

3	w/n 5633	

2-8-0 d/w 30", cyls. 14x18", built by Baldwin in 1919 **Delivered here new**

Ordered by Central Ramona.

BLW class 10-22E nos. 80-82. Spec. is in vol. 64 p 104 and 106. 3' 0" gauge. All with 'DOMINGO LEON' on cab-sides. mark on tank: 'CENTRAL RAMONA'

4	w/n 52382	Became **1229**. Scrapped, remains only present in 1994.
5	w/n 52383	Became **1230**. Scrapped, remains only present in 1994.
6	w/n 52390	Became **1231**. Scrapped, remains only present in 1994.

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. as no. **72**. Sold to Central Ramona / 427 Quentin Banderas.

?	w/n 54843	Became *MinAz* no. **1548** at this location.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925

Ordered via E. Atkins for Central Trinidad as no. **5**. Sold to Central Ramona / 427 Quentin Banderas.

?	w/n 62096	Became *MinAz* no. **1547** at this location.

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1919 **Delivered here new**

Ordered via Young & Hyde for Domingo Leon at Central Ramona, SC/LV.

?	w/n 1738	Sold to Central Reforma as no. **5**. Became *MinAz* no. 1**147** at that location.
2?	w/n 1751	Sold to Central Ramona / 427 Quentin Banderas. Became *MinAz* no. **1145** at this location. Now displayed as **'CARLOTA'**.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1900

Ordered for Ordered by Cuban Central Rlys. for *FC Unido de Caibarien* **50,** became Central Cuban Rlys. **02,** later to Central Ramona

BLW class 10-22E no. 28. Spec. is in vol. 23 p 128. Mark on tank: 'F. C. C. '.

?	w/n 18387	Became **1339**. Derelict 1987, later scrapped?

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1914

Ordered for Jose Maquis Espinosa for Central Fe **1 'VISITA'**, later to Central Ramona where became **1628.**

BLW class 8-30D no. 677. Spec. is in vol. 54 p 117. mark on tank: 'CENTRAL FE' C.',

?	w/n 41746	

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Ramona **30** 'DOMINGO LEON' crossed out and Miranda Sugar Co. for Central Miranda **10** writ-

ten in.
BLW class 10-30E no. 167. Spec. is in vol. 64 p 62. Dup. of 10-30E no. 153, mark on tank was to have been: 'CENTRAL RAMONA'. but altered to 'MIRANDA SUGAR COMPANY'.
? w/n 54053

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered first for Central Baguanos **5²**, but transferred to Central Ramona according to the spec. page, but that too was deleted and Central San German had been written in.
BLW class 10-30E no. 159. Spec. is in vol. 64 p 132. additional duplex steam pump, mark on tank (originally to be): CENTRAL BAGUANOS'.
? w/n 53563

Additional 3' 0" gauge loco/s reported at this location by visitors in recent years

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

Ordered for ? BLW class no. . Spec. is in vol. p .
7 w/n ? Derelict 1980, later scrapped. Might have been BLW 54053 as above.

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1916

Ordered by Cuban American Sugar Co. for Chaparra Sugar **28**.
BLW class 8-24D no. 238, spec. is in vol. 54 p 92.
12 w/n 43650 Derelict 1980, later scrapped.

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

Ordered via ?
7 w/n ? Became MinAz no. **1146**. Derelict 1980, later scrapped.

Standard gauge

Additional standard gauge loco/s reported at this location by visitors in recent years

2-6-2? or 2-8-0 d/w ?, cyls. ?, built by ALCo in 1920

Ordered via Elisha Atkins for Central Trinidad as no. 5. Later sold to Central Ramona.
NB Both Connelly and Lehmuth have 62096 as a 2-8-0.
1547 w/n 62096 Present 1994 and 1997.

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central RR No **72**.
1548 w/n 54843 Dismantled 1994. In use 1997.

2-8-0 d/w 46", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **12**.
BLW class 10-30E no. 221, spec. is in vol. 78 p 61.

1751 w/n 58538 Cab only seen 1996. **1751** plates later carried by **1755**, eg. in 1996.

2-8-0 d/w 50", cyls. 20x26", built by ALCo in 1920

Ordered for Havana Central Rly. as no. **306**. Later sold to Central Ramona.

1823 w/n 62042 Under repair 1997.

18.4.57 Ingenio Redención, at ??

Background

1901 [18]: 24 km. of 2' 6" gauge, 56 lb. rail, 3 locos and 60 cars. This is near *FC Pto. Principe y Nuevitas*.
1956 [34]: Not listed.

Gauge 2' 6"

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1883 Delivered here new

Ordered for Reed Ruiz & Co. for Central Redencion.
BLW class 6-16D 8, vol 11 p125.
'REDENCION' w/n 6639 Later rebuilt to 2-6-0 for Central Senado.

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1886 Delivered here new

Ordered for Ingenio Redencion.(?)
BLW class 6-10 1/3C no. 20. Spec. is in vol. 13 p 55. R&H stack, no mark on tank,
3 'CONDÉ MORÉ' w/n 8253

18.4.58 Central Reforma, at Caibarien
later Mill 428 Marcelo Salado

Background

Built 1899.
1901 [18]: 4½ km. of 3' 0" gauge, 1 loco and 34 cars.
1907: “Four and one-quarter kilometers to Rojas; one-half kilometer of broad gauge to the Cuban Central Railway, and 8 kilometers, narrow gauge, from latter to Loyola. Weight of rail, broad gauge, 60 lbs. per yd.; narrow gauge, 35 lbs. per yd. Rolling stock: One standard and one narrow gauge locomotive, 34 narrow gauge cane cars, and 6 flat cars. Considerable sidings at Arena, Cayanes, Rojas, Loyola and Rios, and also at Frescura.”
1909 [2]: “Situated near Rojas. Two and one-half miles of narrow-gauge road from the sugar mill to Rojas, at which point it connects with the narrow-gauge branch of the Cuban Central Railroad. There is also one-quarter mile of standard-gauge road from the sugar mill to the Cuban Central Railroad, and five miles from the Cuban Central Railroad to the finca Loyola. Gauge, (narrow) 36 inches; weight of rail, (standard) 60 pounds, (narrow) 35 pounds; rolling stock, (standard) 1 locomotive and 6 flat cars, (narrow) 1 locomotive and 34 flat cars.”
1913 [9]: Operating, owned by Martinez Carrillo & Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Central Reforma SA.
1943 [32]: Operating, owned by Cia. Azuc. Caibarien SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragrasphs from : https://historiacuba.wordpress.com/2016/09/13/central-reforma-centrales-de-cuba/
“*El central Reforma, ubicado en Caibarién, Las Villas, era el número 91 del país según su capacidad de producción ascendente a 225 000 @ de caña diarias, un rendimiento industrial en la media del país, 500 caballerías de tierras propias y 2 200 trabajadores empleados en zafra.*
En 1958 era propiedad de los herederos de Ernesto Mier López. Julia Farach, su viuda, era la presidenta, Anselmo Cosio Díaz, el vicepresidente, Ernesto Rojas Mier era el secretario y administrador y Fernando de la Llana García el tesorero.
Fue el primer trapiche levantado en las cercanías de Caibarién, donde existía ya desde 1859 con el nombre de Lapeyre, apellido de la familia propietaria. Existen contradicciones sobre el año de su fundación que algunas fuentes sitúan en 1891 y otras en 1860. Los primeros plantean que fue levantado por los cubanos José Martínez y José Fernández y que en 1864 pasó a la propiedad de Esteban Centeno, en 1866 a Bofill, después a José María Ugarriza, de 1883 a 1891 a «Bofill y Setién» y de este año a 1906 a José Herculano Martínez Gallardo y José Fernández Valverde. Estas mismas fuentes plantean que fue quemado en 1876 durante la Guerra de los Diez Años; reconstruido en 1883, cuando adoptó el nombre de central Iberia y finalmente llamado Reforma a partir de 1891.
Martínez Gallardo lo operó bajo la razón de «Compañía Azucarera del Central Reforma» en la que luego entraría como socio el Mayor General del Ejército Libertador Cubano y futuro gobernador de Las Villas y vicepresidente de la República de Cuba, Francisco Carrillo; pero las fuentes divergen sobre si esta entrada en la sociedad de Carrillo ocurrió antes o después de la Guerra del 95.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Marcelo Salado. Fue paralizado en 2002 durante la reestructuración de la industria azucarera cubana, pero, a diferencia de la mayoría de los centrales cerrados que fueron demolidos, el Marcelo Salado fue convertido en Museo de la Agroindustria Azucarera para aprovechar el potencial turístico de la cayería norte de la región, reabriendo en esta nueva función dos años después. En él se exhibe desde entonces parte del patrimonio azucarero de los antiguos centrales de la zona.”

Gauge standard

4-4-0 d/w 62", cyls. 17x24", built by Baldwin in 1873

Ordered for Huntingdon & Broad Top RR as no. **25**. Sold by 1893 to Central Reforma

BLW class 8-28C no. 8. Spec. is in vol. 6 p 163. Diamond stack, mark on tank: 'HUNTINGDON (No. in circle) BROAD TOP' all within a long oval outline.

1 w/n 3177

2-6-2ST d/w 44", cyls. 15x22", built by Baldwin in 1904

Ordered via K&P for Francisco Durañoña for Central Toledo as **2 'SILVIA'**. Sold to Central Reforma, possibly after time at Central Santa Teresa.

BLW class 10-24¼D no. 46. Spec. is in vol. 27 p 104. Straight stack, mark on tank: 'CENTRAL TOLEDO'.

? w/n 24614 Became *MinAz* no. **1343** at this location after having been numbered **1160** at Central Santa Teresa / 442 Hector Rodriguez. In steam 1994, In existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925

Ordered for Fidelity Sugar Co. at Central San German. Sold/transferred to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1688** at that location. Transferred to Central Reforma / 428 Marcelo Salado, possibly in early 1990s.

1688 w/n 66543 Transferred from mill 604 by 1992. Out of use 1994. Out of use 1997. NB This loco is in *MinAz* records as no. **1682**, but loco carries the number **1688**.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1919

Ordered by *FC Unidos*, as no. **273**. Classified as heavy consolidation in 1930. Supposedly sold to Central Unidad / 447 Unidad Proletaria, though Lehmuth says went to Central Santa Catalina / 437 Carlos Caraballo, and then on to Central Reforma / 428 Marcelo Salado.

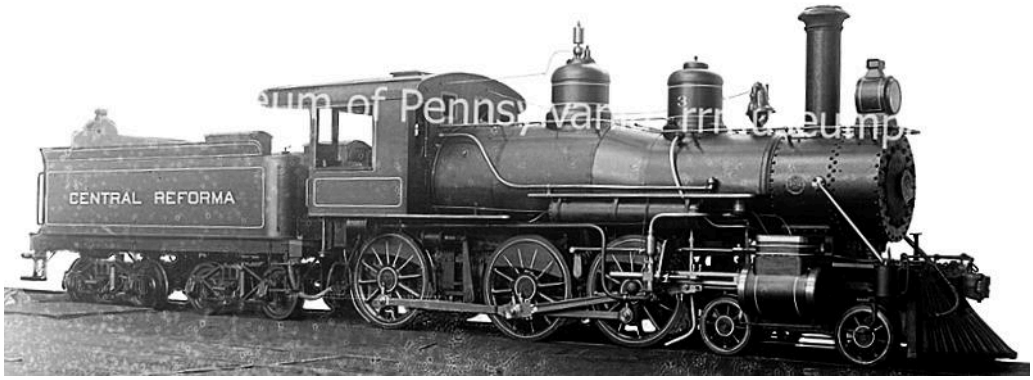
? w/n 58751 At some point it became *MinAz* no. **1816**. Rebuilt by Livio Dante Porta 1993-7 at FCC wagon works in Sagua la Grande. Then tested here. Present 1997.

4-6-0 d/w 56", cyls. 17x24", built by Baldwin in 1911 **Delivered here new**

Ordered via American Trading Co. for Central Reforma as no. **3**.

BLW class 10-28D no. 131. Spec. is in vol. 44 p 266. mark on tank: 'CENTRAL REFORMA'.

3 w/n 37172 Became *MinAz* no. **1342** at this location. In steam 1994. In existence 1995. Under repair 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03716-1.

2-4-2T d/w 48", cyls. 14x24", built by Baldwin in 1885

Ordered by Florida Constr. Co. as no. **11**, became Jacksonville Tampa & Key West Railway no. **11**. then to then to Savannah Florida & Western RR as no. **611**, sold 1902 to Atlantic Coast Line as **162**, then renumbered **102**. Rebuilt as 0-4-0. Sold 1909 to Southern Iron & Equipment as their no. **798**. Sold 1911 to Central Reforma via New Hanover Co.

BLW class 8-22¼C no. 3. Spec. is in vol. 12 p 218. Built for 5' 0" gauge, straight stack, back headlight to go on cab roof, mark on tank: 'J. T. & K. W.'.

5 w/n 7710

0-4-0ST d/w 32", cyls. 12x16", built by Davenport in 1919

Ordered via Young & Hyde for Domingo Leon at Central Ramona, SC/LV. Sold to Central Reforma as no. **5**.

5 w/n 1738 Became *MinAz* no. 1**147** at this location. In use 1994. Present 1997.

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1916 **Delivered here new**

Ordered by Martinez Carillo & Co. for Central Reforma as no. **6**.

BLW class 8-30D no. 686. Spec. is in vol. 54 p 125. mark on tank: 'CENTRAL REFORMA'

6 w/n 44237 Became *MinAz* no. **1429** at this location. In use 1994, In existence 1995. Present 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06098.

0-6-0T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1919 **Delivered here new**

Ordered by Russian Towns and Cities Union for 750mm gauge as no. **90**. Not delivered. These were sold to many different customers, including Central Reforma. This one rebuilt to standard gauge before delivery, possibly in 1925.

7 w/n 58942 Became *MinAz* no. **1148** at this location. Possdibly later rebuilt as 0-6-0ST? Present 1994. Present 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920 **Delivered here new**

Ordered for Central Reforma.

8 w/n 62620 Later became *MinAz* no. **1549** at this location. In steam 1994. In use 1997.

Additional loco reported at this location by visitors in recent years

2-8-0 d/w ?, cyls. ?, built by ALCo in 1909

Ordered for ?

1641 w/n ? Derelict 1985, scrapped by 1988?

2-8-0 d/w ?", cyls. ??", built by Baldwin in 1920

Ordered via Welch Fairchild & Co. for Central Sugar Corporation for Central Fe SC/LV as no. **8**.

BLW class 10-30E no. 156. Spec. is in vol. 64 p 236. Straight stack, mark on tank: 'CENTRAL FE'.

1426 w/n 53282 In use 1997.

18.4.59 Ingenio (Nuestra Señora de) Regla, at Cienfuegos

Background

1913 [9]: Operating, owned by Felipe Silva.

1916 [9]: Operating, owned as previous line.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Washington 449 George Washington [35].

18.4.60 Ingenio Resolución, at Carahatas
later Mill 429 José R. Riquelme

Background

Built 1870.
1913 [9]: Operating, owned by Rodda & Molina.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Nueva Cia. Azuc. Gomez Mena.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1905

Ordered for Czarnikow McDougall for Central San Pedro **3**, later to Central Resolucion **3.**
BLW class 8-16D no. 56. Spec. is in vol. 27 p 288. mark on tank: 'CENTRAL SAN PEDRO', R&H stack.

3	w/n 25628	

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1912

Ordered for Emilio Terry for Central Caracas **15**, later to Central Resolucion **10.**
BLW class 10-20E no. 16. Spec. is in vol. 44 p 312. mark on tank: 'FERROCARRIL DE CARACAS', outside frames,

10	w/n 38663	Seen dismantled in 1987.

2-6-0 or 2-6-2? d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered for American Trading for Maribona San Pedro & Co., Cuba **1,**
BLW class 10-16¼D or 8-16D no. 69. Spec. is in vol. 36 p 215. Generally dup. of 8-16D no. 56. mark on tank: 'CENTRAL RESOLUCION', R&H stack.

?	w/n 35795	

Standard gauge

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. as no. **65**. Sold to Central Resolución / 429 José R. Riquelme.

?	w/n 54836	Became *MinAz* no. **1632**. Later transferred to Central 449 George Washington.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **123**. Sold to Central Washington / 449 George Washington. Became *MinAz* no. **1645** at that location. Transferred to Central Resolucion / 429 Jose R. Riquelme.

1645	w/n 62657	Present 1994 and 1997.

Additional standard gauge locos reported at this location by visitors in recent years

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

Ordered for ?

1631	w/n ?	Out of use 1994. Scrapped y 1996.

2-8-0 d/w 46", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **11**.

BLW class 10-30E no. 221, spec. is in vol. 78 p 61.

1750	w/n 58537	Being rebuilt under L. D. Porta 1994 and 1997. Boiler was away at Sagua la Grande in 1996.

18.4.61 Central Resulta, at Sagua la Grande
later Mill 430 Antonio Finalet

Background

1907: “Narrow gauge from mill known as Nodarse to Calabazar. Gauge, 30 inches. Weight of rail, 30-40 lbs. per yd. Rolling stock: Six locomotives and 130 cane cars.”
1909 [2]: “Situated near Sagua la Grande. Thirty-two and one-half miles of narrow-gauge road running from the barrio Gral. Nodarse to Calabazar. Gauge, 32 inches; weight of rail, 30 and 40 pounds; rolling stock, 6 locomotives and 130 cane cars.”
1913 [9]: Operating, owned by Juan de Dios Ona.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Central Resulta SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/19/central-resulta-centrales-de-cuba/
“*El central Resulta, ubicado en Sagua la Grande, Las Villas, era el número 72 del país por su capacidad de producción ascendente a 250 000 @ diarias de caña, pero con un rendimiento industrial bajo. Poseía 520 caballerías de tierras propias y daba empleo en tiempo de zafra a 2 500 trabajadores.*
Perteneció a Joaquín Alfonso y sus hermanos desde 1860 hasta 1891 y en 1895 pasó a la propiedad de Juan de Dios Oña. Tras la muerte de éste acaecida en 1916 fue heredado por Jorge de Oña, quien lo presidió hasta 1947.
Al año siguiente pasó a ser controlado por la familia Beriguistaín que también era propietaria del central San Isidro y que lo operó hasta su nacionalización bajo la razón social de Compañía Azucarera Central Resulta SA. Para comprárselo a Jorge López Oña Ribot, los Beriguistaín pidieron un préstamo con garantía de hipoteca al Banco Gelats que, finalmente saldaron en enero de 1953. Gustavo, Alberto, Rogelio, Juan Arturo y José María Luis Beriguistaín Alemán eran, respectivamente, presidente, vicepresidente y secretario. Hasta 1951 fungió como secretario Oscar García montes quien, durante el último gobierno de Fulgencio Batista, ocupara la presidencia de la Financiera Nacional de Cuba.
Según la Comisión Técnica Azucarera se trataba de un central rentable que, en 1951, producía el saco de azúcar de 325 libra a $16.55, por debajo del costo de la media nacional que era de $17.87. Sus activos totales se valoraban en $2 051 600 pesos.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Antonio Finalet.
Durante la reestructuración de la industria azucarera cubana de los años 2000 el antiguo central Resulta fue primero paralizado y posteriormente demolido.’

Gauge 2' 6"

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1886

Ordered for Joaquin Alfonso y Hermanos, Sagua, Cuba, **1 ‘RESULTA’**,
BLW class 6-10 1/3C 22 vol 13 p 253. R&H stack,
? w/n 8496

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1894 Delivered here new

Ordered by Maicas & Co. for Central Resulta.
BLW class 8-16D no. 41. Spec. is in vol. 19 p 158. mark on tank: ‘CENTRAL RESULTA’, R&H stack, Gauge 2' 6".
2 w/n 14123

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1916 **Delivered here new**

Ordered via Juan de Dios de Ona for Central Resulta as no. **5**.

Gauge 2' 6".

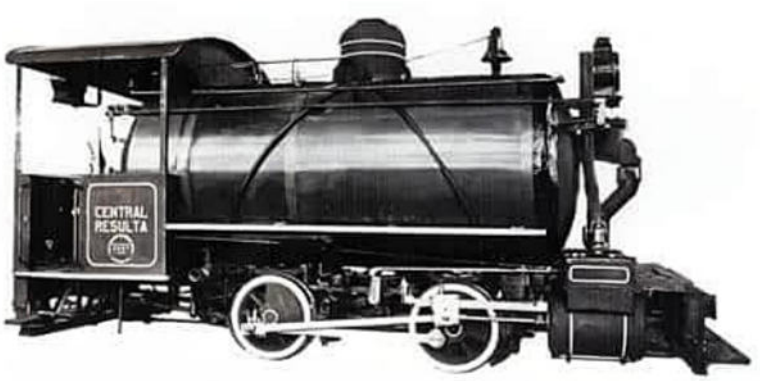
5 w/n 2571 Sold to Central Dos Rosas as no. **10**. Became *MinAz* no. **1356** at that location.

0-4-0F d/w 28", cyls. 13x12", built by Baldwin in 1919 **Delivered here new**

Ordered by Central Resulta.

BLW class 4-20C no. 56. Spec. is in vol. 63 p 426. mark on tank: 'CENTRAL RESULTA', 2' 6" gauge.

7 w/n 51127 Became **1151**, out of use 1994 and 1996 without wheels. In red livery.



2-6-0 d/w 33", cyls. 11x16", built by VIW in 1920 **Delivered here new**

Ordered by Central Resulta.

VIW class 7-17. 2' 6" gauge.

8 'JORGE de ONA' w/n 3106 Became *MinAz* no. **1152** at this location. Derelict 1994.

2-8-0 d/w 37", cyls. 13x18", built by Baldwin in 1925

Ordered for Central San Antonio LH **4**, later to Central Resulta **9**,

BLW class 10-20E no. 30. Spec. is in vol. 78 p 46. mark on tank: 'CENTRAL SAN ANTONIO',

9 w/n 58791 then to Central Dos Rosas **9**

Additional 2' 6" gauge locos reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1908

Ordered for A. G. de Mendoza for Central Santa Gertrudis **4**.

BLW 8-18D no. 123, spec. is in vol. 32 p 284.

1143 w/n 32934 Derelict 1994 and 1996.

2-6-0 d/w 37", cyls. 13x18", built by Baldwin in 1913

Ordered by Czarnikow Rionda for Central Purio **4**.

BLW class 8-20D no. 156, spec. is in vol. 49 p 38.

1233 w/n 40804 Not recorded here 1997.

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1893

Ordered for Central Vitoria **4**.

BLW class 10-24E no. 147, spec. is in vol. 19 p 49.
1344 w/n 13839 Not recorded here 1997.

Standard gauge

Additional standard gauge loco reported at this location by visitors in recent years

0-4-0T d/w 30½", cyls. 9x14", built by VIW in 1920

Ordered for Central Santa Lutgarda as no. **4**. Sold/transferred to Central Resulta / 430 Antonio Finalet.
VIW class 7-5.
4 w/n 3092 Became *MinAz* no. **1157** at this location.

18.4.62 Ingenio Rodas, at Rodas

Background

1901 [18]: 22 km. probably of standard gauge, 45 lb. rail, 2 locos and a small no. of cars (number illegible). Runs Rodas to Turguino and Cartagena, and has own access to sea via river into Cienfuegos Bay.
1956 [34]: Not listed.

18.4.63 Central Rosalia, at Vueltas

Background

1907: “Six miles, with sidings at Guadalupe and at Embajada. Gauge, 36 Inches. Weight of rails, 50 lbs. per yd. Rolling stock: Two locomotives and 30 cane cars.”
1909 [2]: “Situated near Taguayabon. Four and three-eighths miles of narrow-gauge road. There are two side tracks, one at Guadalupe and one at Bajada. Gauge, 36 inches; weight of rail, 50 pounds; rolling stock, 2 locomotives and 30 cane cars.”
1913 [9]: Operating, owned by I. Pertierra.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Central Rosalia SA.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Fe 411 Jose Maria Perez [35].

Gauge 3' 0"

2-6-0 d/w 36", cyls. 12x16", built by Rogers in 1894

Ordered by J. Liera , possibly for Yngenio Rosalia. This is speculative; it might not have been for Cuba.
1 ‘YNGO ROSALIA’ w/n 4997

Standard gauge

0-6-0 d/w 48", cyls. 17x24", built by Baldwin in 1878

Ordered for Union Rly & Transit Co. no. **13**, Then to Terminal RR Assoc. of St. Louis no. **13**, then SI&E no. **979**. and on to Central Rosalia LV/SC as no. **2**. NB Whilst Lehmuth has BLW 4503 pssing through SI&E as no. **979** and then to Central Rosalia as no. **2**, Connelly’s SI&E list shows BLW 4668 doing the same.
BLW class 6-28D no. 14, spec. is in vol. 9 p 46. Diamond stack.
2 w/n 4503

0-6-0T d/w 43½", cyls. 15x22", built by Baldwin in 1879

Ordered by Central RR of NJ as no. **4**. Sold 1899 to Virginia Iron Coal & Coke Co. Sold 1914 to Southern Iron & Equipment as no. **979**, then on to Central Rosalia as no. **2**. NB Whilst Lehmuth has BLW 4503 pssing through SI&E as no. **979** and then to Central Rosalia as no. **2**, Connelly’s SI&E list shows BLW 4668 doing the same
BLW class 6-24D no. 22. Spec. is in vol. 9 p 108.
2 w/n 4668

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921

Ordered by Central Rosalia **2**, later (? Rosalia is crossed out on spec. page and over-written as Agabama) to Central Agabama **2** in 1925.
BLW class 8-30D no. 724. Spec. is in vol. 64 p 108. mark on tank: ‘CENTRAL ROSALIA’
2 w/n 54237



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07784.

18.4.64 Ingenio Rosa María, at Mayajigua

Background

1909 [2]: "Situated near Mayajigua. Four miles of narrow-gauge road running from Rosa Maria to Estero Real on the coast. Rolling stock, 2 flat cars drawn by oxen."
1916 [9]: Operating, owned by Patricio Suarez.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.

Gauge 3' 0"

0-6-2ST d/w 33", cyls. 9x16", built by Baldwin in 1914, 1916 and 1920 Delivered here new

Ordered by Central Rosa Maria, as nos. **2, 3** and **4**.
BLW class 8-12 1/3 D nos. 11-13. Spec. is in vol. 54 p 52, vol. 54 p 54, and vol. 64 p 110. mark on tank: 'CENTRAL ROSA MARIA', R&H stack and Rushton stack for the third one,

2 'EUSEBIA'	w/n 41807	later to Central Nela **2**
3 'CARRENO'	w/n 44282	later to Central Nela **3**
4 'NELA'	w/n 53572	later to Central Nela **4**



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07644.

18.4.65 Ingenio San Antón de la Unión, at Santa Clara

Background

1909 [2]: “Situated near Santa Clara. Two and four-fifths miles of narrow-gauge road, running from the Cuba Company Rail-road to the sugar mill. Gauge, 36 inches; weight of rail, 60 pounds. The rolling stock for use on this portion of the road is furnished by the Cuba Company Railroad, but the estate owns 10 freight cars. There is also 2 miles of narrow-gauge portable railway running from the sugar mill to the cane fields. Gauge, 30 inches; rolling stock, 1 locomotive and 8 cane cars. ”
1956 [34]: Not listed.

Gauge 3' 0"

18.4.66 Ingenio San Agustin, at Remedios near Caibarien
later Mill 431 Ramón Balboa

A number of engines might have run either at this mill or the next one, which had the same name. When further information is found I will endeavour to clarify the situations.

Background

Built 1868.
1901 [18]: 12 km. of 3' 0"gauge, 45 lb. rail, 2 locos, 50+ cars.
1907: "Eleven kilometers, narrow gauge. Weight of rails, 40 and 50 lbs. Numerous sidings. Narrow gauge to the Cuban Central Railway. Line also runs to Lagunita and to Mujica, about 7 kilometers. Rolling stock: One locomotive and 1 tank car."
1909 [2]: "Situated near Remedios. Seven miles of narrow-gauge road running from K. 10, on the narrow-gauge branch of the Cuban Central Railroad, to the sugar mill and from that point southeast to the finca Mujica. Gauge, 36 inches; weight of rail, 45 to 50 pounds; rolling stock, 2 locomotives and 101 flat cane cars."
1913 [9]: Operating, owned by Cia. Anon. Central San Agustin.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. S. Agustin SA.
1943 [32]: Operating, owned by Cia. Industrial San Agustin.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.

Gauge 3' 0"

0-6-0ST d/w 33", cyls. 9½x14", built by Porter in 1879 Delivered here new

Ordered for plantation of Don Agustin Ariosa for Central San Agustin (Remedios) **'PATROCINIO'.**

'PATROCINIO'	w/n 322	Replacement boiler supplied by Porter in 1905.

2-6-0 d/w 37", cyls. 13x16", built by Baldwin in 1891 Delivered here new

Ordered by Juan J. Ariosa/Aviso for Ingenio San Agustin, Cienfuegos.
BLW class 18-20D no. 82. Spec. is in vol. 17 p 123. 3' 0" gauge.

2 'MARIA'	w/n 12266	Became *MinAz* no. **1432** (though some sources have that number for BLW 53798 of 1920), at this location. In existence 1995.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1919 Delivered here new

Ordered for Central San Agustin LV **6² 'DIGNA'**, later to Central Adela **6.**
BLW class 10-26E no. 414. Spec. is in vol. 64 p 120. mark on tank: 'CENTRAL SAN AGUSTIN S. A.',

6² 'DIGNA'	w/n 52632

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1920 Delivered here new

Ordered by Central San Agustin, Remedios, LV/SC.
BLW class 10-26E no. 418-419. Spec. is in vol. 64 p 122. Dup. of 10-26E no. 414, outside frames, mark on tank: 'CENTRAL SAN AGUSTIN'

7	w/n 53846
8	w/n 53847

0-4-0T d/w 29", cyls. 11x16", built by Davenport in 1907

Ordered for Hilliard Construction, Belfast, NY. eventually to Central San Agustin, Caibarien, **9** in 1922

9 w/n 713

2-6-2 d/w 44", cyls. 15x22", built by Baldwin in 1908

Ordered via Galban & Co. for Central San Agustin (this one or that on the following page).

BLW class 10-24¼D no. 69. Spec. is in vol. 32 p 302. 3' 0" gauge. straight stack, mark on tank: 'CENTRAL SAN AGUSTIN'.

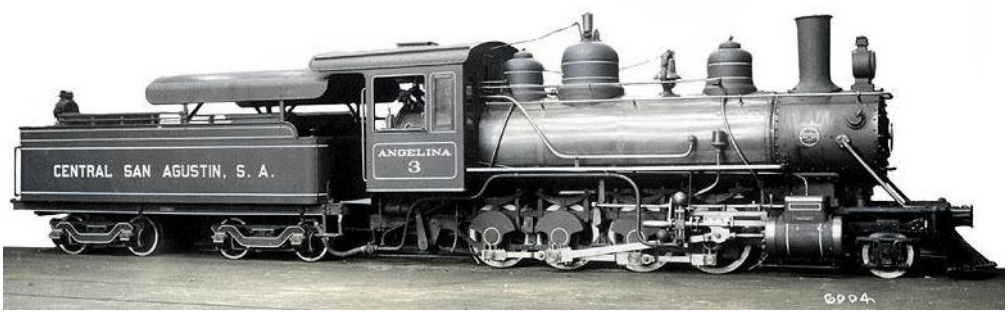
4 'CENTRAL SAN AGUSTIN' w/n 32990

2-8-0 d/w 37", cyls. 14x20", built by Baldwin in 1916

Ordered for Central San Agustin at Remedios and/or Caibarien LV/SC **3 'ANGELÍNA'**,

BLW class 10-22E no. 71. Spec. is in vol. 54 p 164. Details similar to 10-22E no. 44, outside frames, mark on tank: 'CENTRAL SAN AGUSTIN, S. A.', boot-leg pattern cast-iron stack.

3 'ANGELÍNA' w/n 43729 later to Central Adela **?**



Gauge 2' 6"

2-8-0 d/w ?", cyls. ??", built by Baldwin in 1890

Ordered via Viuda de Goytisolo for Central San Agustin, Santa Isabela de las Lajas SC/LV, as nos. **3**. and **4**. Leach 2nd ed. [5] places these engines here at one stage.

BLW class 10-18E no. 1. Spec. is in vol. 16 p 147. Mark on tank: 'SAN AGUSTIN', R&H stack.

3 w/n 11375

4 w/n 11376

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1892

Ordered for Viuda de Goytisolo for Central San Agustin LV **5,** Not certain was for this Central. Leach 2nd ed. [5] places this engine here at one stage.

BLW class 8-16D no. 35. Spec. is in vol. 18 p 117. mark on tank: none. straight stack. 2' 6" gauge,

5 w/n 13057

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1911

Ordered for Central San Agustin, but not sure which one.

BLW class 10-20E no. 13. Spec. is in vol. 39 p 195. mark on tank: 'C. S. A.' Gauge 2' 6".

6 w/n 37081

Additional 2' 6" gauge locos reported at this location by visitors in recent years

2-8-0 d/w 36", cyls. 13x20", built by Baldwin in 1925

Ordered for Central Caracas 14,
BLW class 10-20E no. 27, spec. is in vol. 78 p 28. Leach and Lehmuth say this was 2' 6" gauge.

1	w/n 58645	Became **1237**. Remains only in 1997.

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

Ordered via ?	Converted to diesel.	
4134	w/n ?	Present 1996.

18.4.67 Central San Agustin, at Santa Isabel de las Lajas later Mill 432 Chiquitico Fabregat

A number of engines might have run either at this mill or the previous one, which had the same name. When further information is found I will endeavour to clarify the situations.

Background

Built 1862.
1901 [18]: 26 km of 2' 6" gauge, 30 lb. rail, several locos and moderate no. of cars (precise numbers illegible). It is not certain that this was the Central referred to, but the gauge makes it probable.
1907: "Railway connects with San Agustin. Narrow and broad gauge to Cruces; narrow gauge to Caracas, Salto, Sacramento, San Anacleto and Dolores, 30 miles in all, mostly narrow gauge. Weight of rail, 35 and 45 lbs. for the narrow gauge and 60 lbs. for the standard gauge. Rolling stock: Five locomotives and 140 cane cars and 180 small cars and 2 passenger cars."
1909 [2]: "Situated near Las Lajas. Thirty-one and one-quarter miles of narrow-gauge and 3 1/8 miles of standard-gauge road running from the sugar mill to the finca Candelaria. Connects with the lines of the central Lequeitio. Gauge, 30 inches ; weight of rail, 30 to 45 pounds ; rolling stock, 5 locomotives, 2 passenger car's, 140 large cane cars, and 180 small cane cars. "
1913 [9]: Operating, owned by Nicolas Castaño.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central San Agustin SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/24/central-san-agustin-centrales-de-cuba/
"*El central San Agustín, situado en Santa Isabel de las Lajas, Las Villas, era, en 1958, el 54to central del país en capacidad de producción con sus 350 000 @ diarias de capacidad de molienda, un rendimiento industrial alto, una destilería y 120 caballerías de tierras propias.*
Se fundó en 1868. Perteneció a Agustín Goytisolo Lizarzabaun desde 1874 hasta finales del siglo XIX. A principios de la República, en 1902, pasó al control de la «Sociedad de Ferrocarriles Centrales y Centrales San Agustín y Lequeitio» hasta 1903 en que lo compró Nicolás Castaño Capetillo y fue heredado por su familia
En 1913 el central sembraba la variedad cristalina sin utilizar ni fertilizantes ni regadío durante su cultivo. Para su transporte se servía de una red de 5 km. de ferrocarril de vía ancha y 45 km. de vía estrecha, 143 fragatas y cuatro locomotoras.
Su maquinaria se componía entonces de una descargadora y una desmenuzadora, seguida de un juego de tres trapiches; ocho defecadoras con 32 000 galones de cabida, un evaporador de cuádruple efecto y otro de triple efecto con 20 000 pies de superficie calórica; tres tachos de punto con 525 sacos de cabida; 22 centrífugas sistema Hepworh y una batería de calderas con 2 300 caballos, compuesta de ocho pailas sistema Babcock & Wilcox en cuatro hornos Cook.
El edificio original, que era de madera, se quemó en el año 1917 y con el pago de la aseguradora se construyó otro de mampostería
A partir de su reconstrucción se empezaron a hacer mejoras, siendo las de más importancia las de 1925, ya que en ese año se llevó a cabo la electrificación general del central y fue sustituido un tandem "Boulanger" por un tandem "Fulton".
De los años 1925 al 1936 se hicieron una serie de inversiones en maquinarias, ferrocarriles y otras propiedades hasta alcanzar la suma de $ 283 569.67. por estos años el ingenio no pudo elevar su producción para la que se estaba

preparando, debido a la intervención decretada en la industria azucarera. La zafra mayor, libre de restricción fue la del 1925, con 184 672 sacos de 325 libras.
En el año 1936 existían dos almacenes en el batey del central. Edificados de mampostería y techo de hierro y zinc galvanizado, construidos después de 1917, con una capacidad de almacenamiento de 80 000 a 90 000 sacos de azúcar. Estos almacenes no eran los suficientes para almacenar toda la producción de una zafra, por lo que se transportaba en camiones y por ferrocarril a los almacenes de Cienfuegos, que los propietarios tenían allí.
El central poseía en 1936, 206 carros de vía estrecha y 50 carros de vía ancha, dos locomotoras de vía ancha de 80 Ton y las dos restantes de 40 Ton. El central alquilaba planchas de vía ancha a los Ferrocarriles Unidos de La Habana, sobre las cuales construía un barandaje de hierro y los tabiques necesarios para el transporte de caña, pagando por el uso exclusivo de ese material $1.16 como alquiler diario por cada una.
A partir de 1950 se empezaron a quitar grúas y romanas y a tapar las líneas que conducían a las mismas, haciendo terraplenes de cascajo para transportar la cañas en camiones y carretas de rueda de goma hasta el basculador del central.
Toda la caña era abastecida por colonos en tierras del central en su mayor parte arrendadas o bajo su control, y no tenía cañas de la administración. El rendimiento de la caña era alto, de 60 000 a 150 000 @ en siembras de frío y de 25 000 a 70 000 @ por caballería en retoños.
En 1958 pertenecía a la «Comunidad de Bienes Hermanos Castaño» que poseía también el central Pastora. Carlos Felipe Gutiérrez Valladón y Rogelio Díaz Pardo eran, respectivamente, presidente y vicepresidente, y eran vocales Gerardo Gutiérrez Valladón, Felipe Gutiérrez Castaño y los hermanos Alberto y Nicolás Betancourt Castaño, hijos del Dr. Alberto Betancourt González, su presidente hasta 1952.
Su destilería se encontraba inactiva desde 1944 y tenía una capacidad de 6 605 galones diarios.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Ramón Balboa.
El estado cubano realizó algunas inversiones en el central: Se construyó una torre de de 225' de alto, un enfriadero con más capacidad, 23 casas de mamposterías para los trabajadores, una espaciosa nave para carpintería, se reagruparon las de calderas de horno y se levantó una amplia casa de bagazo. También se sumó al parque ferroviario una locomotora diésel de vía estrecha, y se pavimentó el batey y la carretera.
Durante la reestructuración de la industria azucarera cubana llevada a cabo en la década del 2000 el central fue paralizado y posteriormente demolido."

Gauge 2' 6"

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1890

Ordered by Viuda de Goytisolo. BLW class 10-18E no. 1. Spec. is in vol. 16 p 147. Mark on tank: 'SAN AGUSTIN', R&H stack.

3 w/n 11375
4 w/n 11376

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1892

Ordered for Viuda de Goytisolo for Central San Agustin LV **5,** Not certain was for this Central.
BLW class 8-16D no. 35. Spec. is in vol. 18 p 117. mark on tank: none. straight stack. 2' 6" gauge, Note gauge.
5 w/n 13057

Gauge 3' 0"



? Not yet identified.

2-6-0 d/w 37", cyls. 13x16", built by Baldwin in 1891

Ordered for Juan Aviso for Central San Agustin at Caibarien **2 'MARIA'** where became **1432** (though some sources have that number for BLW 53798 of 1920). This mill or the previous one?

BLW class 8-20D no. 82. Spec. is in vol. 17 p 123. Mark on tank: 'INGENIO SAN AGUSTIN', R&H stack. painting: dark brown & gold.

2 'MARIA' w/n 12266

2-8-0 d/w 36", cyls. 15x18", built by Baldwin in 1881

Ordered by Connotton Valley RR as **12 'BEDFORD'**. Sold 1885 to Cleveland & Canton Rly. as no. **12**. Sold 1889 to NY Equipment Co. and sold on to Farmville & Powhatan RR as no. **6**. Sold 1906 to Tidewater & Western RR as no. **6**. Road closed 1917. Went to Southern Iron & Equipment as their no. **1169**, and on to Central San Agustin as no. **5 'CARMEN'** in 1918. Not sure which of the three Central San Agustins this was at.

BLW class 10-24E no. 100. Spec. is in vol. 10 p 255. 3' 0" gauge. Diamond stack.

5 'CARMEN' w/n 5932

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1919

Ordered by Central San Agustin, Caibarien, SC/LV.

BLW class 10-26E no. 414. Spec. is in vol. 64 p 120. 3' 0" gauge. Straight stack, outside frames, mark on tank: 'CENTRAL SAN AGUSTIN S. A.'. longer tender than previous locos.

6 'DIGNA' w/n 52632



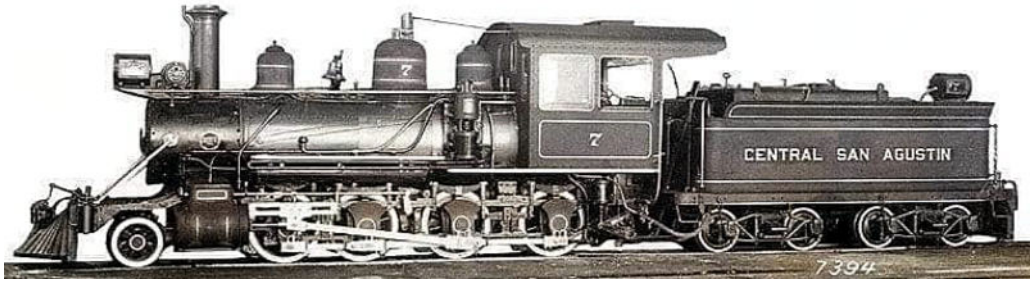
6 'DIGNA' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07325.

2-8-0 d/w 36", cyls. 13x19", built by Baldwin in 1920 **Delivered here new**

Ordered for Central San Agustin, Santa Isabel de los Lajas LV/SC **7,**

BLW class 10-20E no. 23. Spec. is in vol. 64 p 124. spec. page explicitly says Central San Agustin, Cienfuegos, province of Santa Clara. Dup. of 10-20E no. 13, outside frames, mark on tank: 'CENTRAL SAN AGUSTIN',

7 w/n 52914



Not sure which C. San Agustin these belong to.

0-4-0T d/w 36", cyls. 13x19", built by Davenport in 1907

Ordered by Hilliard Construction, Belfast, NY. To Keystone State Construction, Muskegon, Michigan, as no. **55**. Sold to SI&E as no. **1748**, and on in 1922 to Central San Agustin as no. **9**. Caibarien, Cuba. Which of the three Central San Agustins would this have been?

9 w/n 713

Standard gauge

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered by Central San Agustin as no. **1**. Standard gauge. Which San Agustin had standard gauge?

1 w/n 62415 Sold to Central Portugalete / 425 Elpidio Gomez. Became *MinAz* no. **1629** at this location. Transferred to Central Covadonga / 409 Antonio Sanchez.

18.4.68 Ingenio San Antonio, at Santa Clara

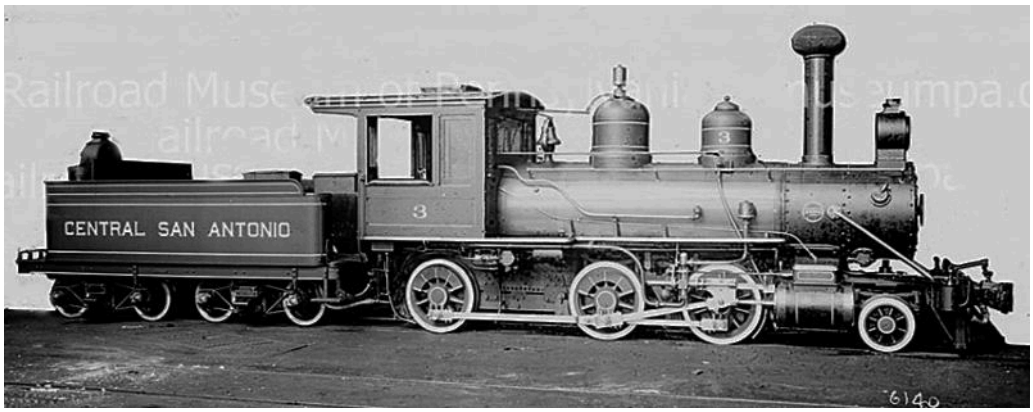
Background

1913 [9]: Operating, owned by Vicente G. Abreu.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906 Delivered here new

Ordered by Zozaya & Co. for Central San Antonio.
BLW class 8-16D no. 61. Spec. is in vol. 30 p 162. 2' 6" gauge.
2 w/n 29835



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06140-1.



Not sure which C. San Antonio this was for. Looks wider gauge than 2' 6".

18.4.69 Ingenio San Cristobal, at Seibabo

See also Central San Cristobal in Pinar del Río province, sub-section 18.1.18.
Until the two fleets of engines can be separated with any confidence all have been listed on that page.

Background

1913 [9]: Operating, owned by E. Cardoso.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Salvatore Calcavecchia.

1956 [34]: Not listed.

Standard gauge

18.4.70 Central San Francisco, at Las Cruces
later Mill 433 Marta Abreu

Background

Built 1830.
1907: “Fifteen kilometers, narrow gauge. Two miles of standard gauge connects with main line of the Cuban Central R. R. The narrow gauge track runs to colonias. Weight of rail, 60 lbs. per yd. on standard gauge and 35 on narrow gauge. Rolling stock: Three narrow gauge locomotives and 96 cane cars.”
1909 [2]: “Situated near Cruces. Two branches of a total length of 9 3/8 miles, running from the sugar mill to Mercedes and to the finca Mijalito. Gauge, 30 inches; weight of rails, 60 pounds ; rolling stock, 2 locomotives and 96 cars. There is also 2 miles of standard gauge road connecting with the Cuban Central Railroad.”
1913 [9]: Operating, owned by Successors of Marta Abreu.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Pedro Estevez Abreu.
1943 [32]: Operating, owned by Cia. Azuc. de Cienfuegos SA.
1956 [34]: Actively crushing.
Eventually downgraded to become a colonia of Central San Isidro 434 Panchito Gomez Toro and Central Resolucion 429 Jose R. Riquelme [35].
In modern province of Cienfuegos.

Gauge 2' 6"

0-4-2T d/w 28", cyls. 7x12", built by Porter in 1886 Delivered here new

Ordered via Pioneer Iron Works NY for Central San Francisco **‘PEDRO N. ABREU’**
‘PEDRO N. ABREU’ w/n 774

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1891-2 Delivered here new

Ordered by S & J Welch for Central San Francisco LV **‘ROSA’**
BLW class 8-12D no. 6. Spec. is in vol. 18 p 107. mark on tank: none, R&H stack. 2' 6" gauge.
‘ROSA’ w/n 13064

0-6-0T d/w 33", cyls. 9x16", built by Baldwin in 1891-2 Delivered here new

Ordered by Perkins & Welch Co. for Central San Francisco.
BLW class 6-12D no. 12. Spec. is in vol. 17 p 111. Mark on tank: none, R&H stack.
‘ROSALIA’ w/n 12230

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1892

Ordered via Agustin Fuller for Central Santa Catalina, Cruces, SC/LV, as no **1 ‘MARIA OFELIA’**. Later sold to Central San Francisco.
BLW class 8-14D no. 11. Spec. is in vol. 18 p 121. mark on tank: ‘ING. STA. CATALINA’. straight stack.
? w/n 13068

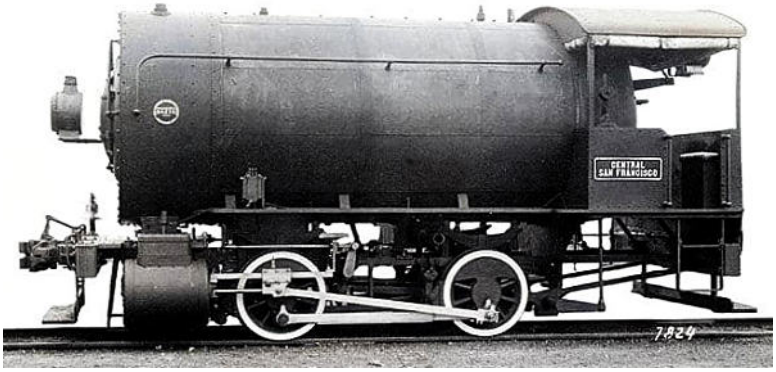
Standard gauge

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1921 Delivered here new

Ordered for Central San Francisco, Las Cruces, SC/LV.

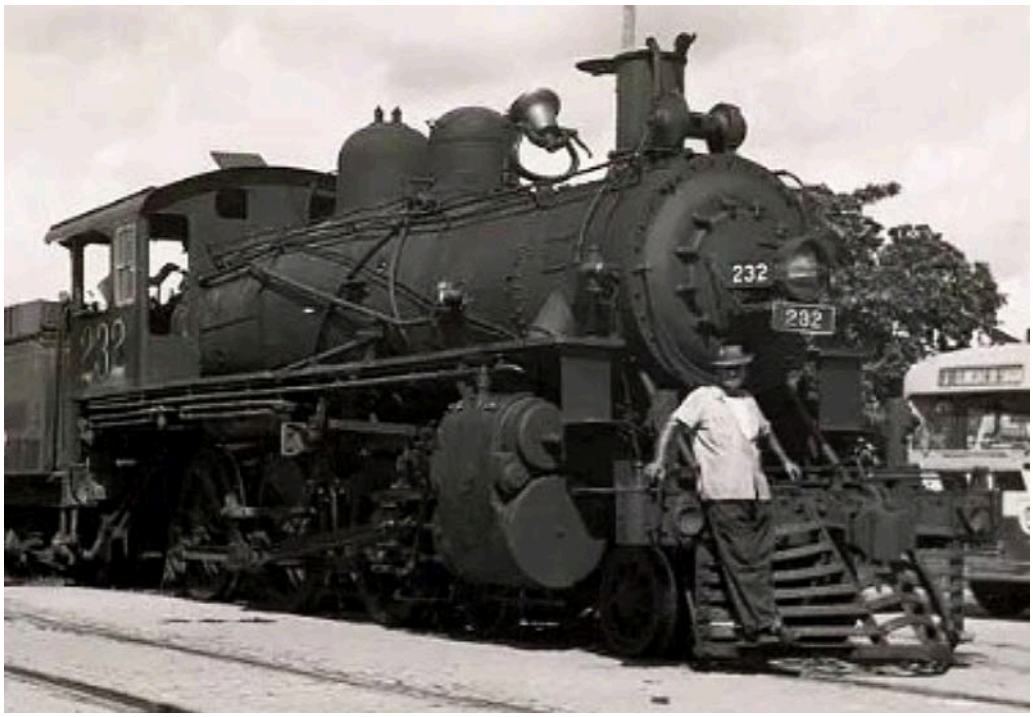
BLW class 4-34C no. 7. Spec. is in vol. 64 p 130. mark on tank: 'CENTRAL SAN FRANCISCO', no road number or name when built.

? w/n 54270 Became **1239**. Under repair 1994. In use 1997.



Additional loco/s reported at this location by enthusiasts in recent years

None.



Supposedly a loco no. **232** of the Central San Francisco in 1956. Possibly ex FC Cuba?

18.4.71 Ingenio San Francisco de Asis, at Quemados de Guines

Background

1907: “About 3 miles. Narrow gauge, 30 inches. Weight of rail, 25 and 30 lbs. per yd. Rolling stock. One locomotive, 3 small cars, also 5 small cars hand propelled.”

1909 [2]: “Situated near Quemado de Guines. Two miles of narrow- gauge road from the sugar mill to the cane fields. Gauge, 30 inches; weight of rail, 25 to 30 pounds; rolling stock, 1 locomotive and 35 cane cars.”

1913 [9]: Operating, owned by Cia. Azuc. de Carahatas.

1916 [9]: Operating, owned as previous line.

1956 [34]: Not listed.

Gauge 2' 6"

18.4.72 Ingenio San Isidro, at Quemados de Guines
later Mill 434 Panchito Gómez Toro

Background

1913 [9]: Operating, owned by Jose M. Beguiristain.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Marcelino Garcia.
1943 [32]: Operating, owned by Cia. Industrial y Agricola de Santa Clara.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

2' 6" gauge

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1913 Delivered here new

Ordered by Jose Maria Beguiristain for Central San Isidro LV **1**, This Central or the other one of this name? later to Central Constancia **1 'DISTILLERA QUINFIGEROS'**
BLW class 10-22E no. 57. Spec. is in vol. 44 p 320. mark on tank: 'INGENIO SAN ISIDRO' crossed out and replaced by 'CENTRAL SAN ISIDRO', Gauge 2' 6".

1	w/n 40224	Sold to Central Andrieta, and became *MinAz* no. **1321** at that location. In existence 1995. Lehmuth says went to Central Constancia Distillera Quinfigueros as no. **1 .**

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919 and 1920 Delivered here new

Ordered by Central San Isidro.
BLW class 10-22E nos. 79 and 98. Spec. is in vol. 64 p 139 and p 142. Dup. of 10-22E no. 57, mark on tank: 'COMPAÑÍA AZUCARERA DE SAGUA' Second loco: Dup. of 10-22E no. 79, mark on tank: 'CENTRAL SAN ISIDRO', Couplers: Climax MCB ¾-size at 24" height centred for hauling NG cars as per usual, but also Climax full-sized automatic couplers at 34½" height, mounted on left of loco and tender for pulling standard gauge vehicles, these full-sized couplers to be collapsible so that they can be raised or lowered to avoid fouling narrow-gauge cars.

10	w/n 52262	Sold to *Cia. Azuc. de Guines* at Central Providencia, as their no. **10**. Became *MinAz* no. **1347** at that location. In existence 1995.
12	w/n 53864	Sold to Central Andrieta, and became *MinAz* no. **1355** at that location. In existence 1995.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1893

Ordered for Vionnet & Co. for Lino Montalvo for Central Andreita **2 'JUAN MIGUEL'**, later to Central San Isidro LV.
BLW class 8-16D no. 33. Spec. is in vol. 18 p 129. R&H stack,

?	w/n 13155	Became **1155**. Out of use 1994. Derelict 1996.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1894 Delivered here new

Ordered for Bartram Bros NY for Central San Isidro **2 'FRANK'?**
BLW class 6-8 1/3C no. 48?. Spec. is in vol. 19 p 59?.

2	w/n 14093	

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered by *Cia. Azuc. de Carahatas* for Central San Francisco y Lutgardina as no. **1**, then sold to Central Carahatas, later sold to Central San Isidro. On road in 1937.

BLW class 8-16D no. . Spec. is in vol. p .

10 w/n 35776 Became **1154**. Out of use 1994.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1919

Ordered by Cia. Azuc. de Sagua as no. **11**. Sold to Central San Isidro, SC/LV.

VIW class 736-A. Gauge 2' 6".

? w/n 2984 Sold to Central Victoria, then possibly back to Central San Isidro / 434 Panchito Gomez Toro, SC/LV. Transferred to Central Vitoria / 448 Simon Bolivar. Became *MinAz* no. **1362** at that location. Sequence of transfers taken from Lehmuth but probably very muddled. Needs checking.



Cia. Azuc. de Sagua no. **11** for Central San Isidro.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1910

Ordered for Cia. Azuc. de Carahatas for Centrales San Francisco y Lutgardita for Central Carahatas **1**, Central Lutgardita was certainly at Carahatas, but which Central San Francisco is being refwerred to here? Later to Central San Isidro LV **4.**

BLW class 8-16D no. 68. Spec. is in vol. 36 p 215. Generally dup. of 8-16D no. 56. Generally dup. of 8-16D no. 56. mark on tank: 'CIA. AZUCARERA DE CARAHATAS', R&H stack.

4 w/n 35776 Out of use 1994.

2-4-0 d/w ?", cyls. ??", built by Baldwin in 1924?

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

BLW class no. . Spec. is in vol. p . Wrong BLW number. 42867 was built in 1916 for Akron & Barberton Belt RR.

7 w/n 42867?

Additional 2' 6" gauge loco reported at this location by visitors in recent years

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1915

Ordered for Central Cieneguita **3**[2]. Later to Central San Isidro LV/SC **5**.

BLW class 8-20D no. 160, spec. is in vol. 54 p 72.

5 later **1240** w/n 42231 Derelict 1994 and upside-down.

Standard gauge

2-6-0 d/w 50", cyls. 16(or 17?)x24", built by VIW in 1916

Ordered for Serbia, but not delivered. Purchased for Central Adelaida as no. **3 'DOLORES'**. Sold/transferred to Central San Isidro / 434 Panchito Gomez Toro.

VIW class 7-49-B, or 7-50-D?.

? w/n 2584 Became *MinAz* no. **1430** at this location. Present 1987.

0-6-0T d/w 38", cyls. 14x22", built by VIW in 1917 **Delivered here new**

Ordered by Central San Isidro,. SC/LV.

VIW class 7-41-A1.

3 'MARIA JOSEFA' w/n 2604

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered for Central Mercedita as no. **2**. Sold to Central Santa Teresa, SC/LV, as no. **8**. Sold to Central San Isidro, SC/LV.

VIW class 7-54-A2.

? w/n 3114 Sold/transferred to Central Fidencia / 412 Juan Pedro Carbo Servia. Became *MinAz* no. **1728** at that location.

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1915

Ordered for Central Cieneguita **3²**,

BLW class 8-20D no. 160. Spec. is in vol. 54 p 72. mark on tank: 'CENTRAL CIENEGUITA', later to Central San Isidro LV **5**

5 w/n 42231

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Santa Catalina **1 'JULIA'**, later to Central San Isidro LV/SC **1**

BLW class 8-30D no. 718. Spec. is in vol. 64 p 162. Dup. of 8-30D no. 715, mark on tank: 'CENTRAL SANTA CATALINA',

? w/n 53638

Additional standard gauge locos reported at this location by visitors in recent years

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1914

Ordered by José Maquis Espinosa for Central Fe 1 'VISTA'.

BLW class 8-30D no. 677, spec. is in vol. 54 p 117.

1626 w/n 41746 Under repair 1994. Present 1997.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Agustin Fuller for Central Maceo 1.

BLW class 8-30D no. 730, spec. is in vol. 64 p 323.

1633 w/n 53809 Dismantled 1994 and 1997.


St ISIDRO

18.4.73 Central San José, at Placetas
later Mill 435 Hermanos Ameijeiras

Background

1901 [18]: 3½ km. of 3' 0" gauge, 45 lb. rail, 1 loco and 3? cars (no. illegible).
1907: "Railway known as "Ferrocarril de San Jose." Four kilometers narrow gauge, connecting with the Cuban Central Lines. Weight of rail, 40 lbs. per yd. Rolling stock: One locomotive and 20 flat cane cars."
1909 [2]: "Situated near Placetas. Two and one-half miles of narrow- gauge road, running from the Cuban Central Railroad to the sugar mill and from that point southeast to San Felipe. Gauge, 36 inches ; weight of rail, 40 pounds ; rolling stock, 1 locomotive and 22 flat cars."
1913 [9]: Operating, owned by Giocoechea Hermanos.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned successors de A. F. Goicoechea.
1943 [32]: Operating, owned by Cia. Arrendatoria San José SA.
1956 [34]: Actively crushing.
One of this San Jose pair eventually downgraded to become a colonia of Central Washington 449 George Washington [35].
In modern province of Villa Clara.
Paragraphs from : https://historiacuba.wordpress.com/2016/08/18/central-san-jose-centrales-de-cuba/
"*El central San José, en Placetas, Las Villas, era el 70mo por su tamaño entre las fábricas de azúcar en Cuba en el año 1958 con una capacidad de producción de 255 00 @ de caña diarias. Poseía un rendimiento industrial dentro de la media del país y 481 caballerías de tierras propias. Tenía líneas de crédito con El Banco Pujol y el Banco de los Colonos.*
Existe confusión sobre el año de su fundación que algunos sitúan en 1840 por el español Antonio Tuero y otros en 1874. En algún momento perteneció a Gonzalo Alfonso, fundador de la familia Alfonso y Aldama y existe consenso en que en la década de 1870 fue propiedad de Antonio Tuero, María Saura de Valero y la familia Goicochea, aunque existe también confusión sobre los años en que fue propiedad de cada cual.
A partir de 1883 pasó a la propiedad de la familia Goicochea, cuando Agustín Goicochea de «Zozaya y Compañía» entraron en sociedad con Antonio Tuero, hasta 1889 en que pasó a ser controlado en solicitario por el primero. En 1895 se puso al frente de la compañía Juan Goicochea Peiret hasta 1902 en que lo sustituyó su hermano Leopoldo, posteriormente Juan Goicochea y, en 1909 hasta 1918, Agustín y Juan Goicochea Durañona, sobrinos de aquel. Desde 1912 Agustín sería el único propietario tras el fallecimiento de su hermano.
En 1958 la «Compañía Arrendataria San José» que controlaba el central con un capital de 600 000 pesos estaba presidida por Pedro Duquesne de Zaldo. Duquesne Zaldo era esposo de María Antonia Goicochea González Abreu, propietaria del central que había heredado – junto a su madre y sus hermanos (ambos fallecidos) – tras la muerte de su padre Agustín Goicochea en noviembre de 1918.
La empresa mantenía una capilla en el central y desplegaba una gran labor de catequesis en el batey y en las colonias adyacentes, algunas de las cuales eran efectuadas en persona por su propietaria.
El 13 de octubre de 1960 el gobierno cubano nacionalizó el central San José que renombró como Hermanos Ameijeiras.
Se mantuvo moliendo por cuarenta años pero, tras el proceso de reestructuración llevado a cabo en la agroindustria azucarera cubana en la década del 2000 el central fue paralizado y finalmente desmantelado."

Gauge 3' 0"

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1887 Delivered here new

Ordered for Zozaya & Co., Caibarien, as **1 'ADELA'** for Central San José. BLW class 8-20D no. 61, spec. is in vol.

14 p 84. Mark on tank: 'ZOZAYA & CO.' R&H stack, Gauge 3' 0".

1 'ADELA'	w/n 8956	Became *MinAz* no. **1156** at this location (but Leach says may never have carried the number). Still in existence, and then preserved 1995 and 1997. Carries plate BLW 53654.

2-8-0 d/w 37", cyls. 16x20", built by Baldwin in 1920

Ordered by New Niquero Sugar Co. as no. **7**. Sold to Cuban American Sugar Co. for Central San Jose / Hermanos Ameijeiras.

BLW class 10-26E no. 420. Spec. is in vol. 64 p 277. Straight stack, outside frames, mark on tank: 'NEW NIQUERO SUGAR COMPANY', mark on cab-sides: 'N. N. S. Co.', lettering to be similar to 8-22D no. 349.

?	w/n 54009	Became *MinAz* no. **1667** at this location. Still in existence 1995. Under repair 1997.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1925

Ordered by Cuban-American Sugar Co. or ordered by Central San Jose. Lehmuth says this was Central Niquero no. **8**, and makes no mention of C. San José.

BLW class 10-24E no. 223. Spec. is in vol. 78 p 50. Dup. of 10-24E no. 198. straight stack, outside frames, mark on tank: 'CENTRAL SAN JOSE'. 3' 0" gauge.

6	w/n 58755	Became *MinAz* no. **1373**, though others mention nos. **1431** and **1668** in connection with this engine, and suggest that there had been a number change at some point. Still in existence 1995. In use 1997.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1916, 1917 and 1919 **Delivered here new**

Ordered by Central San Jose LV/SC.

BLW class 10-24E no. 191, 193 and 198. Spec. is in vol. 54 p 177 and 179, and in vol. 64 p 145.. outside frames, mark on tank: 'CENTRAL SAN JOSÉ', mark on cabsides: **'A. F. GOICOECHEA'** on copper plates screwed to cab-sides.

3	w/n 43394	Connelly seems to imply that the engine had also spent time at Central Mercedita / 105 Augusto Cesar Sandino. Became *MinAz* no. **1350** at this location. In existence 1995.
4	w/n 45070	Became *MinAz* no. **1351** at this location. Transferred to Central Mercedita / 207 Gregorio Arlee Manalich. Rebuilt to 2' 6" gauge 1992. In existence 1995.
5	w/n 52156	Scrapped by 1980.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920

Ordered by Constancia Sugar Co. for Central Constancia at Encrucijada, as no. **3**. Sold to Garcia Beltran Co. for Central San José.

BLW class 10-22E no. 93. Spec. is in vol. 64 p 230. straight stack, outside frames, mark on tank: 'CENTRAL CONSTANCIA'. Rebuilt to 3' 0" gauge.

?	w/n 53633	Became *MinAz* no. **1323** at this location. Later fitted with boiler from **1322** including BLW 23282 plates from 1903. Derelict 1994-5.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1925 **Delivered here new**

Ordered for Central San Jose LV **6**, later to Central Santa Teresa.

BLW class 10-24E no. 223. Spec. is in vol. 78 p 49. Dup. of 10-24E no. 198, mark on tank: 'CENTRAL SAN JOSÉ', outside frames,

6	w/n 58778	AHW [38] gives *MinAz* no. as **1431**. Under repair 1994. Present

1997.

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1901

Ordered for Altoona & Beech Creek but delivered to United Collieries **6**, Later to Central Union Rly. **11**, then via SI&E **1049** to Central Tacajo **501**. Later to Central San Jose LV **2**

BLW class 8-24D no. 118. Spec. is in vol. 23 p 243.

2 w/n 18970 Seen dismantled 1985.

Additional 3' 0' gauge locos reported at this location by visitors in recent years

2-8-0 d/w 37", cyls. 16x20", built by Baldwin in 1920

Ordered for New Niquero Sugar Co. **7**.

BLW class 10-26E no. 420, spec. is in vol. 64 p 277.

1667 w/n 54009 Under repair 1994.

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1893

Ordered for *FC Sabanilla y Maroto* **7 'SONGO',** Later to Central San Antonio O **7,** Later to Central San Jose LV **7**

BLW class 8-28D no. 130. Spec. is in vol. 19 p 44. Dup. of 8-28D no. 115. mark on tank: 'F. C. DE SANTIAGO DE CUBA', straight stack, roof on tender.

7 w/n 13813

18.4.74 Central San José, at Santo Domingo

Background

1901 [18]: 28 km. of standard gauge, 45 lb. rail, 2 locos but no cars as those of *FC Cardenas y Jucaro* are used.
1907: “Railway joins the Cardenas and Jucaro R. R. at Hatuey. Another track runs to Empalme. Standard gauge. Weight of rails, 80 lbs. per yd. Rolling stock: Six locomotives and 62 cars. During season mill rents 100 cars.”
1909 [2]: “Situated near Santo Domingo. Twenty-eight and one-eighth miles of standard-gauge and 3¾ miles of narrow-gauge road. The standard-gauge road runs from the sugar mill and connects with the Cuban Central Railroad. The narrow-gauge portion runs from the sugar mill through the cane fields to the colonias Melilla, La Sierra, and Santa Elena. Rolling stock (standard), 6 locomotives and 62 cane cars, (narrow), 1 locomotive and 00? cane cars.”
1956 [34]: Not listed.
One of this San Jose pair eventually downgraded to become a colonia of Central Washington 449 George Washington [35].

Standard gauge

18.4.75 Central San Lino (later Central Mascota), at Rodas

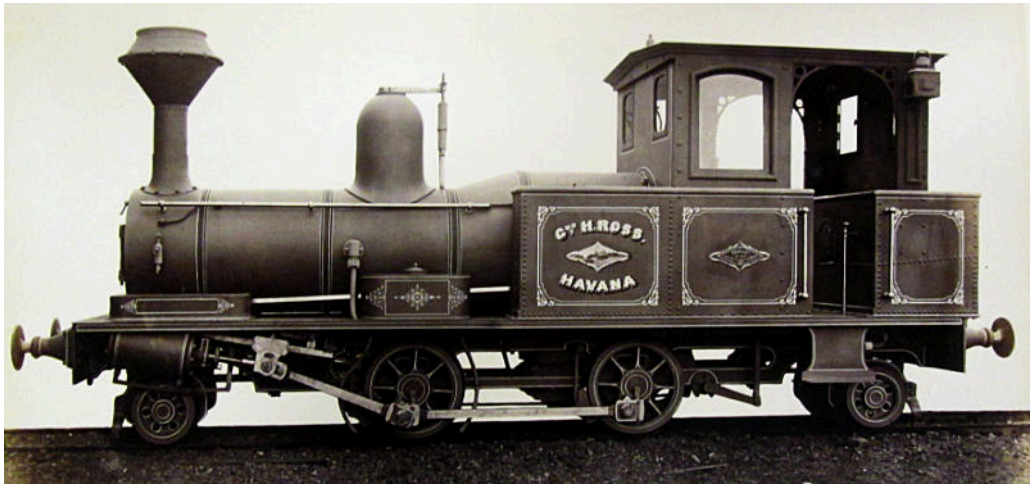
Background

1907: “Five miles. Narrow gauge, 30 inches. Weight of rails, 35 lbs. per yd. Rolling stock: Four locomotives and 120 cars.”
1909 [2]: “Situated near Rodas. Five miles of narrow-gauge road, connecting with the Rodas branch of the Cuban Central Railroad. There are three branches; one runs north, one east, and one west. Gauge, 30 inches; weight of rail, 35 pounds ; rolling stock, 4 locomotives and 120 cane cars.”
1913 [9]: Operating, owned by J. R. Ross.
1916 [9]: Operating, owned by Balbin y Valle.
1922 [9]: Operating, owned by Cia. Azuc. de Cienfuegos.
Mill closed down between 1924 and 1933.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Manuelita 416 Catorce de Julio [35].

Gauge 2' 6"

2-4-2T d/w 28", cyls. 9x15", built by Dübs in 1883 Delivered here new

Ordered via H. Ross of Havana for Central San Lino.
Gauge 2' 6"
‘GENO’ w/n 1904



0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1882 Delivered here new

Ordered via L. Montalvo for Central San Lino.
Class 6-16D no. 6. Spec. in vol. 11 p 117. Mark: none, name: ‘CENTRAL ‘SAN LINO’’, R&H stack,
1 w/n 6432

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891 and 1894 Delivered here new

Ordered via K&P (first one) and Maicas & Co. (second one) for Central San Lino.
BLW class 8-16D nos. 42, and 65. Specs. are in vol. 16 p 201 and vol. 19 p 160. mark on tank: ‘CENTRAL SAN LINO’, R&H stack.

2	w/n 11615	1891, Gauge 2' 6"
4	w/n 14124	1894, Gauge 2' 6"

0-4-2T d/w 33", cyls. 10x16", built by Baldwin in 1891 Delivered here new

Ordered for Vionnet & Co. for E. R. Montalvo for Central San Lino **3,**

BLW class 6-14 1/3C no. 75. Spec. is in vol. 17 p 143. mark on tank: 'CENTRAL SAN LINO', R&H stack. agency plates on steam chests.

3 w/n 12301

2-6-0 d/w 36", cyls. 14x20", built by Baldwin in 1915 Delivered here new

Ordered for Central San Lino. later to Central Portugalete H **7.**

BLW class 10-22E no. 65. Spec. is in vol. 54 p 157. Details similar to 8-16D no. 42, diamond stack, outise frames, mark on tank: 'CENTRAL SAN LINO',

5 'PURA' w/n 42232

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1916 Delivered here new

Ordered for Central San Lino.

BLW class 10-22E no. 72. Spec. is in vol. 54 p 164. Dup. of 10-22E no. 65, outside frames, mark on tank: 'CENTRAL SAN LINO' with larger initial letters,

6 'AMALIA' w/n 43851 Sold to Central Soledad as no. **?**, became *Minaz* no. **1330** at Central Pepito Tey. Derelict 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919 Delivered here new

Ordered for American Trading for Central San Lino **9,**

BLW class 10-22E no. 83. Spec. is in vol. 64 p 148. Dup. of 10-22E no. 72, outside frames, mark on tank: 'CENTRAL SAN LINO'.

9 w/n 52236

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1894

Ordered for Agustin Fuller for (Central Senado **7)?**, sold to Mosle Bros. acc. to spec. page.

BLW class 6-16D no. 31. Spec. is in vol. 19 p 145. mark on tank: 'CENTRAL SAN LINO', R&H stack.

? w/n 14194

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered for "Cia. Azuc. Cienfuegos Sugar for Central Mascota" crossed out, nevertheless seemingly to that destination as **11** and **12** under some sort of lease arrangement,

BLW class 10-30E no. 170-171. Spec. is in vol. 64 p 56. mark on tank: 'THE BALDWIN LOCOMOTIVE WORKS, PARA LA' then on second line: 'CIA. AZUCARERA CIENFUEGOS, S. A.' and on third line: 'CENTRAL MASCOTA' and finally on a fourth line: 'RODAS'.

11 w/n 54225 Sold to Central Cespedes. Sold to Central Soledad. Became *MinAz* no. **1646** at that location. In existence 1995. Lehmuth says went to C. Santa Ana rather than to C. Soledad.

12 w/n 54226 Some say sold to Central Hatillo **103** first, then sold to Central Santa Ana. On road in 1937. Sold to Central Estrada Palma / 615 Bartolome Maso. Became *MinAz* no. **1757** at that location. In existence 1995.

18.4.76 Ingenio San Pablo, at Remedios
later Mill 436 Francisco Perez

Background

1907: “Railroad within plantation belongs to the Cuban Central R. R. Runs from San Pablo to Tabon, where it joins main line. There is narrow gauge Cuban Central Railway from Placetas to Caibarien. Gauge, narrow. Weight of rail, 40 lbs. per yd. Rolling stock: None.”
1909 [2]: “Situated near Calabazar. Two and one-half miles of narrow-gauge road, starting at kilometer 24 of the Placetas-Caibarien branch of the Cuban Central Railroad and running to the sugar mill. It is the property of the Cuban Central Railroad. No rolling stock.”
1913: Operating, owned by Edmundo Kurz.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Central San Pablo SA.
1943 [32]: Operating, owned by San Pablo Cia Azuc. SA.
1956 [34]: Actively crushing.
1970 [35]: Closed and then demolished.
In modern province of Villa Clara.

Gauge 3' 0"

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1910

Ordered via American Trading Co. for Central San Salvador SC/LV, as no. **1**. Leach 2nd ed. [5] places this engine here at one stage.
BLW class 6-18D no. 35. Spec. is in vol. 36 p 213. R&H stack, mark on cab and tank: ‘MANZANILLO’, also to say ‘Kurzx, San Pablo’ on tank.
1 w/n 35540

18.4.77 Ingenio San Pedro, at Rancho Veloz

Background

1907: “Railway known as "Central San Pedro, runs to cane fields. Gauge, 30 inches. Weight of rail, 20 to 35 lbs. Rolling stock: Two locomotives and 50 cars.”
1909 [2]: “Situated near Rancho Veloz. A narrow-gauge road running from the sugar mill to the cane fields. Gauge, 30 inches ; weight of rail, 20 to 35 pounds; rolling stock, 2 locomotives and 50 cane cars. ”
1913 [9]: Operating, owned by Domingo Leon.
1916 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Ramona 427 Quintin Banderas [35].

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1889 Delivered here new

Ordered through K&P for Francisco and Lorenzo Ferran for Ingenio San Pedro as no. **2**, at Carmen O. or possibly at Juan de las Teras LV/SC.
2' 6" gauge. BLW class 8-16D no. 26. Spec. is in vol. 15 p 181. mark on tank: ‘SAN PEDRO’,
2 w/n 10382

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1905 Delivered here new

Ordered for Czarnikow McDougall for Central San Pedro **3**,
BLW class 8-16D no. 56. Spec. is in vol. 27 p 288. mark on tank: ‘CENTRAL SAN PEDRO’, R&H stack.
? w/n 25628 later to Central Resolucion **3**

2-6-0 d/w ?", cyls. ??", built by Henschel in 1913 Delivered here new

Ordered for Central San Pedro.
Gauge 2' 6".
? w/n 12504

2-6-0 d/w 38", cyls. 13x18", built by Porter in 1915-16 Delivered here new

Ordered via M. Tillman & Co. for Central San Pedro.
3 w/n 5863 Later went to Central Pastora / 423 Osvaldo Herrera as no. **3**.
Became *MinAz* no. **1???**. at that location.

2-6-0 d/w 38", cyls. 13x18", built by Porter in 1920 Delivered here new

Ordered for Wonham Bates & Goode for Central San Pedro **4**,
? w/n 6594 sold to Central Pastora as **4**

18.4.78 Central Santa Ana de los Mapos, at Guasimal

Background

1922 [9]: Operating, owned by Cia. Azuc. del Valle de Lerzundi.
1956 [34]: Not listed.

Standard gauge

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1891 NB Possibly not this Santa Ana!

Ordered by Guantanamo RR Co. as **6 'J. F. MACKINLEY'.** Sold to Central Hatillo in 1919 as their no. **3**, possibly after regauging to metre gauge by Brooks & Co. Then sold to Central Santa Ana in 1937 as their no. **1**.
BLW class 8-24D no. 29. Spec. is in vol. 16 p 176. Mark on tank: 'FERROCARRIL DE GUANTÁNAMO'. Straight stack.

1 w/n 11500

18.4.79 Ingenio Santa Catalina, at Las Cruces

later Mill 437 Carlos Caraballo

NB There are other Centrales Santa Catalina in sub-sections 18.3.54 and 18.3.55, and immediately following this one at 18.4.80, but all locos have been listed here until the fleets can be correctly divided.

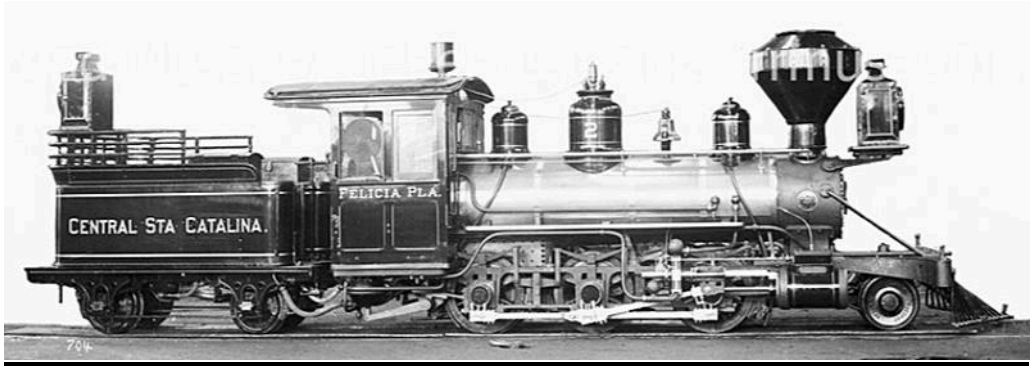
Background

1907: "miles standard gauge to main line. Has intermediate rail for narrow gauge. The narrow gauge runs to San Francisco, Dos Hermanos and to the Caracas System. Weight of rails, 40 lbs. for narrow gauge and standard weight for standard gauge. Rolling stock: Three standard gauge locomotives and fifty cane cars, owned by Cuban Central R. R. There are 15 small narrow gauge cars for hauling cane."
1909 [2]: "Situated near Cruces. Five and three-eighths miles of narrow-gauge road having various branches running into cane fields. Gauge, 27½ inches; weight of rails, 40 pounds; rolling stock, 3 locomotives and 15 small and 54 large cars. Three miles of standard gauge track runs from the sugar mill to the main line of the Cuban Central Railroad."
1913 [9]: Operating, owned by E. Abreu c/o Diaz y Artime.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Central Santa Catalina SA.
1943 [32]: Operating, owned by Central Santa Catalina SA.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.

Gauge 2' 6" or 70cm / 2' 3½"?

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1889 **Delivered here new Definitely here**
Ordered via K&P for Edward Abreu for Ing. Santa Catalina **'ANGELINA'**. 2' 6" gauge.
BLW class 6-8 1/3C 23 vol 15 p 166. Mark on tank: 'INGENIO SANTA CATALINA', R&H stack,
'ANGELINA' w/n 10373 Became *MinAz* no. **1???**. at this location.

2-6-0 d/w 33"", cyls. 10x16", built by Baldwin in 1893 **Delivered here new Definitely here**
Ordered via K&P for Ignacio Pla for Central Santa Catalina, Cruces, SC/LV, as no. **2 'FELICIA PLA'**.
BLW class 8-14D no. 9. Spec. is in vol. 18 p 190. Originally 2' 3½" gauge. R&H stack, mark on tank: 'CENTRAL SANTA CATALINA'.
2 'FELICIA PLA' w/n 13371



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00704.

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1892 **Delivered here new**
Ordered by Agustin Fuller for Ingenio Santa Catalina SC/LV. Lehmuth says as no. **1 'MARIA OFELIA'**.

BLW class 8-14D no. 11. Spec. is in vol. 18 p .121 R&H stack, mark on tank: 'YNGENIO SANTA CATALINA'. 2' 6" gauge.

2 w/n 13068 Lehmuth says sold to C. San Francisco at Cruces, SC/LV.

0-4-4T d/w 36", cyls. 11x16", built by VIW in 1904 Delivered here new

Ordered by Central Santa Catalina LV/SC.

2' 6" gauge. VIW class 7-16.

3 w/n 593 Became *MinAz* no. **1???**. at this location.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920-1 Delivered here new Definitely here

Ordered by Central Constancia LV **5**, but sold straight on to Central Santa Catalina.

BLW class 10-30E no. 177. Spec. is in vol. 64 p 353. Dup. of 10-30E no. 153,

2 'EDWARD G. ABREU' w/n 54228 On road in 1921.

0-4-0ST d/w 26", cyls. 8x12", built by Baldwin in 1920 Definitely here

Ordered for Central La Francia as no. **6**. Sold to Central San Cristobal as **4 'BATEY'**. These names and numbers need checking. Other sources say built for Central San Cristobal **6,** but diverted to Central Santa Catalina S. A. **1.**

BLW class 4-14½C no. 316. Spec. is in vol. 64 p 160.

4 'BATEY' w/n 53762 On road in 1923.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1924 Delivered here new Definitely here

Ordered for Cia. Azuc. Central Santa Catalina as no. **5**. Sold to Cia. George Washington (Acc. to Connelly), or the Cia. Agricola Defensa? On road on 1933. Became *MinAz* no. **1557** at that location. In existence 1985. Very Confusing, needs investigating.

BLW class 8-30D no. 736. Spec. is in vol. 72 p 21. Dup. of 8-30D no. 718, mark on tank: 'CENTRAL SANTA CATALINA. d/w 52"?

5 w/n 58132 Sold to Cia. Agricola Defensa for Central Washington / 449 George Washington **5**. On road in 1933. Became *MinAz* no. **1557** at that location. In existence 1985.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07647.

2-6-2T d/w 50", cyls. 17x24", built by ALCo Cooke in 1913

Ordered by Cuban Central Rlys. Sold to Central Santa Catalina / 437 Carlos Caraballo, .

154 or **145**? w/n 54367 Became *MinAz* no. **1?45** at this location. Derelict 12994, scrapped by 1996?

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1919

Ordered by *FC Unidos*, as no. **273**. Classified as heavy consolidation in 1930. Supposedly sold to Central Unidad / 447 Unidad Proletaria, though Lehmuth says went to Central Santa Catalina / 437 Carlos Caraballo, and then on to Central Reforma / 428 Marcelo Salado.

?	w/n 58751	At some point it became *MinAz* no. **1816**.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Santa Catalina as **1 'JULIA'**. possibly later to Central San Isidro LV **1** for a while.
BLW class 8-30D no. 718. Spec. is in vol. 64 p 162. Dup. of 8-30D no. 715, mark on tank: 'CENTRAL SANTA CATALINA',

1 'JULIA'	w/n 53638	Became *MinAz* no. **1550** at this location. In existence 1985. In use 1997.

2-6-0T d/w ?, cyls. ", built by Borsig in 1911 **Delivered here new?**

Ordered for Ulacia y Hermano for Central Santa Catalina **?**

?	w/n 8159	

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1920

Ordered via Cuban American Sugar for Unidad Sugar Co., Central Unidad SC/LV as no. **3**.
BLW class 8-30D no. 715. Spec. is in vol. 64 p 282. Dup. of 8-30D no. 687. straight stack, mark on tank: 'CENTRAL UNIDAD'.

3	w/n 53587	Sold to Central Santa Catalina / 437 Carlos Carabello. Became *MinaAz* no. **1556** at that location. In existence 1995. Under repair 1997.

Additional loco/s reported at this location by visitors in recent years

0-4-0 d/w ?, cyls. ?, built by B in 19

Ordered for ?

1		

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

Ordered via ?
BLW class no. . Spec. is in vol. p .

127	w/n ?	Derelict 1994, scrapped by 1996.

18.4.80 Ingenio Santa Catalina (ex Botona), at Yaguajay

Background

1893: owned by Herederos de José Carbo.
1907: “Mill also known as "Botona." Owns narrow gauge railway. Weight of rails, 20 and 30 lbs. Rolling stock: One locomotive and fifty cars. ”
1956 [34]: Not listed.

Gauge 2' 3½"

0-4-2T d/w ?", cyls. ??", built by Baldwin in 1885 **Delivered here new Definitely here**
Ordered by Ordered via K&P **1 ‘JOSE CARBO’**.
BLW class 6-10 1/3C no. 17. Spec. in vol. 12 p 223. Mark on tank: ‘SANTA CATALINA’, R&H stack, railing on tank to hold wood,
1 ‘JOSE CARBO’ w/n 7754

18.4.81 Central Santa Isabel, at Fomento
later Mill 438 Ramón Ponciano

Background

1922 [9]: Operating, owned by Cia. Azuc. Central Santa Isabel SA. Seemingly first worked in 1921.
1943 [32]: Operating, owned by Cia. Azuc. Santa Isabel SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.
Paragraphs from : https://historiacuba.wordpress.com/2017/11/02/central-santa-isabel-centrales-de-cuba/
"*El central Santa Isabel, situado en Fomento, Las Villas, era el No. 84 del país por su capacidad de producción que ascendía a 230 000 @ de caña diarias. Tenía el 2do rendimiento industrial más alto del país, daba empleo a 2 500 trabajadores en zafra, pero no poseía tierras propias (apenas una caballería). Fue uno de los últimos 15 centrales que se construyeron en Cuba durante la República.*
Se fundó en 1920 por "Martínez, López y Cía" y era administrado por Martínez y Martínez. Fue uno de los nueve centrales: el Andorra, el América, el Báguanos, el Niágara, el Occidente y el Patria que construyó "Manuel Galdo y Compañía", operado por la "Fábrica de Maquinaria Azucarera", ubicada en Cárdenas. Tras el crack bancario de 1921 pasó al control de "Santa Isabel SA", administrado por Isaías Cartaya. A partir de 1931 fue arrendado a Jesús Azqueta.
En 1958 pertenecía a Jesús Azqueta, que finalmente lo compró. El central era operado por "Azucarera Santa Isabel SA", una arrendataria de la cual Juan Azqueta era su presidente y su administrador general.
Desde 1940 el Santa Isabel tenía instalada una refinería con una capacidad de 6 300 quintales diarios de alcohol.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Ramón Ponciano Romano, en honor de un combatiente del Ejército Rebelde que cayó combatiendo en las cercanías del ingenio.
Con la creación en 1964 del Ministerio de la Industria Azucarera (MINAZ) pasó a depender de la Empresa Provincial de Las Villas, hasta el año 1976 en que, tras la nueva división político – administrativa del país, comenzó a ser administrado por la Delegación del MINAZ en la nueva provincia de Sancti Spíritus.
El central se mantuvo moliendo hasta el año 2003 en que fue paralizado durante la reestructuración de la industria azucarera cubana conocida como Tarea Álvaro Reynoso. Poco después fue demolido."

Gauge 2' 6"

0-4-2T Motor d/w 28", cyls. 7x12", built by Baldwin in 1881

Ordered by George K. Thorndyke via L. del Morte & Co. as no. **2**? 2' 6" gauge. Bought for Cuban Central Railways. Sold to Ingenio Santa Isabel as **010**.
BLW class 6-8 1/3C no. 10. Spec. is in vol. 10 p 245. Dup. of 6-8 1/3C no. 7. Diamond stack, road name: 'INGENIO SANTA ISABEL:', drawing 1. Gauge 2' 6". Lehmuth has dimensions as d/w 36" and cyls. 11x16".
010 w/n 5805

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Santa Isabel LV/SC **1 'MARTINEZ LOPEZ & CIA.'.**
BLW class 10-34E no. 2086. Spec. is in vol. 64 p 165. mark on tank: 'CENTRAL SANTA ISABEL' and on line below: 'FOMENTO'
1 w/n 53763



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07692.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Santa Isabel **2 'MARTINEZ LOPEZ & CIA.'.**

BLW class 10-34E no. 2093. Spec. is in vol. 64 p 165. mark on tank: 'CENTRAL SANTA ISABEL' and on line below: 'FOMENTO'

2	w/n 53953	Sold to American RR of Puerto Rico, as no. **8**? Regauged to 1 metre? Whilst the fore-going has been suggested, it might be the result of confusion between 53953 and 53958, the latter definitely working on the ARR in Puerto Rico as no. **8**.

2-8-0 d/w 48", cyls. 18x26", built by ALCo in 1919

Ordered by Cuban American Sugar Co. for Central Unidad as no. **2**. Sold/transferred to Central Santa Isabel / 438 Ramón Ponciano.

?	w/n 58784	Became *MinAz* no. **1817** at that location. Transferred later to Central Baragua / 504 Ecuador.

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1919

Ordered for Central Guipuzcoa as no. **6**. Sold to Central Santa Isabel as no. **6** later no. **3**.

VIW class 7-51-E.

6	w/n 3006	Became *MinAz* no. **1???** at this location.

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1916

Ordered for Central Union (which one?) as no. **8**. Sold to Central Santa Isabel. On road in 1924.

BLW class 8-32D no. 797. Spec. is in vol. 54 p 130. Dup. of 8-32D no. 795. mark on tank: 'CENTRAL UNION' (with initial letters shown as larger).

4	w/n 43723	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Caribe **1**, Sold to Central Güaira **1**. and on to Central Santa Isabel LV/SC **3**,

BLW class 10-34E no. 2097. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL GUAIRA', but probably then changed again.

1	w/n 54214	later to Central Santa Ana

2-6-0 d/w 48", cyls. 18x24", built by VIW in 1919

Ordered for Central Guipuzcoa **6**, later to Central Santa Isabel **6** later **3**.

VIW class 7-51-E,

6 later **3**	w/n 3006	

Additional standard gauge locos reported at this location by visitors in recent years

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1919

Ordered by Cuban American Sugar Co. for Central Tinguaro **8**.

BLW class 8-30D no. 687, spec. is in vol. 64 p 279.

1551 w/n 52204 Present in 1994 and 1997. Was working on tourist train at Trinidad in 1995.

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

Ordered for ?

1552 w/n ? Present in 1994 and 1996.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Rosalia **1**, and later sold to Central Alabama(?) **2**.

BLW class 8-30D no. 724, spec. is in vol. 64 p 108. NB AHW [38] gives BLW no. as 54327.

1634 w/n 54237 In use in 1994 and 1996.

18.4.82 Ingenio Santa Lutgarda, at Calabazar
later Mill 439 El Vaquerito

Background

Built 1859.
1901 [18]: 5 km. of standard gauge, 20 lb. rail, no locos. Has own outlet to tidewater.
1907: "Small spur connecting with main line of Cuban Central R. R. Short narow gauge switch about 200 yds. long used for storing cane. Weight of rail on standard gauge track, 60 lbs. Rolling stock: No locomotive, 10 standard gauge cars and 15 narrow gauge."
1909 [2]: "Situated near Calabazar. Five-eighths of a mile of standard-guage road from kilometer 46 of the railroad from Sagua to Camajuani to the sugar mill. Rolling stock, 10 cars. There is also about 200 yards of tramway near the sugar mill."
1913 [9]: Operating, owned by F. Gamba & Co.
1916 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central Santa Lutgarda SA.
1956 [34]: Actively crushing.
Eventually downgraded to become a colonia of Central Ramona 427 Quintin Banderas [35].
In modern province of Villa Clara.

Standard gauge

0-6-0T d/w 42", cyls. 15x24", built by VIW in 1919 Delivered here new

Ordered via Oscar Cintas for Central Santa Lutgarda as no. **1**.
VIW class 7-46-C.
1 'MARIA JUANA' w/n 2978

2-6-0 d/w 42", cyls. 17x24", built by VIW in 1919 Delivered here new

Ordered via José Lopez for Central Santa Lutgarda as no. **2**.
VIW class 7-50-D.

2 'INGUITA'	w/n 2979	Sold to Central Fe / 411 Jose Maria Perez. Sold to Central Carmita 405 Luis Arcos Bergnes. Became *MinAz* no. **1541** at that location.

0-4-0ST d/w 30½", cyls. 9x14", built by VIW in 1920 Delivered here new

Ordered for Central Santa Lutgarda as nos. **3** and **4**.
VIW class 7-5.

3	w/n 3091	Sold to Central Santa Rosa, SC/LV, as no. **7.** Became *MinAz* no. **1158** at that location.
4	w/n 3092	Sold/transferred to Central Resulta / 430 Antonio Finalet. Became *MinAz* no. **1157** at that location. However, recorded by Leach as having been here and then scrapped.

Additional locos reported at this location by visitors in recent years

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1919

Ordered for Central San Cristobal **1**.
BLW class 8-30D no. 708, spec. is in vol. 64 p 128.

1422 w/n 52662 Gone by 1994? Leach says may have exchanged plates with no. **1571**.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Central La Francia **5**.

BLW class 8-30D no. 722, spec. is in vol. 64 p 44.

1571 w/n 54236 Dismantled 1994 and 1996. Leach says may have exchanged plates with no. **1422**.

18.4.83 Ingenio Santa Lutgarda, at Rancho Veloz

Background

1907: “No railway.”

1913 [9]: Operating, owned by Jose M. Lopez.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by successors to J. M. Lopez.

1956 [34]: Not listed.

18.4.84 Ingenio Santa Maria, at Ranchuelo
later Mill 440 Efrain Alfonso renamed Ifrain Alfonso

Background

Built 1846.
1907: "Two miles and 200 meters long. Standard gauge. Weight of rail, 60 lbs. No rolling stock. Locomotives and cars belong to Cuban Central R. R."
1909 [2]: "Situated near Ranchuelo. Two miles of standard-gauge road. No rolling stock."
1913 [9]: Operating, owned by Esteban Cacicedo.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Esteban Caciceda.
1956 [34]: Actively crushing.
NB Mill name later changed to 'Ifrain Alfonso'.
In modern province of Villa Clara.

Standard gauge

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Ordered for Central Santa Maria.

? w/n 62413 Became *MinAz* no. **1636** at this location. In use 1994. In use 1997.

2-6-2 d/w 44", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered for Central Santa Maria **1**.
BLW class 10-30¼D no. 60. Spec. is in vol. 78 p 52. mark on tank: 'SANTA MARIA'

1 w/n 58556 Became *MinAz* no. **1635**. In use 1994. In existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1925 Delivered here new

Ordered for Central Santa Maria **2**,
BLW class 10-30E no. 224. Spec. is in vol. 78 p 58.

2 w/n 58495 later to Central Macareno **6**

2-8-2 d/w 48/52?", cyls. 19x24", built by Baldwin in 1935

Ordered by United Fruit Co. for Banes railway as no. **112**. Sold to Central Ifrain Alfonso.
BLW class 12-32¼E no. 134. Spec. is in vol. ? p ?.

1850 'DOÑA BELLA' w/n 61888 In steam 1994, having come from mill 608 in 1991. In existence 1995.

2-8-0 d/w ?", cyls. 18x24", built by ALCo in 1925

Ordered for Cia. Azuc. Fidelidad at Central San German, as no. **11**. Sold/transferred to Central Santa Maria / 440 Ifrain Alfonso.

? w/n 66432 Became *MinAz* no.**1637** at this location. Damaged and out of use 1994. Under repair 1997. In use 1997. Leach says came from mill 608 in 1991.

2-8-2 d/w 51", cyls. 22x28", built by ALCo Brooks in 1925

Ordered by *FC de Cuba* as no. **351**. Sold to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1910**. Transferred to Central Santa Maria / 440 Ifrain Alfonso.

1910 w/n 66284 Under repair 1994, having come from mill 604 in 1991. In use 1997.

Additional loco/s reported at this location by visitors in recent years

None.

18.4.85 Ingenio Santa Rosa, at Ranchuelo
later Mill 441 Diez de Octubre

Background

1907: “Railway is branch of the Cuban Central. Two kilometers, 199 meters long, broad gauge. Weight of rails, 60 lbs. A narrow gauge railway is in project and there are at the mill one locomotive and 20 cars ready for service. No rolling stock. Standard gauge railway. Cars and locomotives belong to Cuban Central.”
1909 [2]: “Situated near Ranchuelo. A short spur of the Cuban Central Railroad runs to the sugar mill. No rolling stock.”
1913 [9]: Operating, owned by R. G. Abreu.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Marcelino Garcia.
1943 [32]: Operating, owned by Cia. Agricola de Sagua SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

Paragraphs at https://historiacuba.wordpress.com/category/central-santa-rosa/ say:
“*Central Santa Rosa – Centrales de Cuba*
El central Santa Rosa, ubicado en Ranchuelo, Las Villas, era el número 112 del país por su capacidad de producción ascendente a 207 000 @ de caña. Tenía un rendimiento industrial bajo, empleaba 2 000 trabajadores en zafra y poseía 369 caballerías de tierras propias.
Se fundó en el año 1868 (1). Había pertenecido a Gonzalo Alfonso, fundador de la familia Alfonso y de los Aldama, quien era propietario también del ingenio Santo Domingo, el ingenio San José, el ingenio Concepción y el ingenio Armonía. Tras su muerte pasó por herencia a su nieto Miguel Aldama, el más rico de los hacendados cubanos de la mediania del siglo XIX.
Durante la Guerra de los Diez Años los bienes de Miguel Aldama fueron embargados por el gobierno colonial español pasando entonces el ingenio Santa Rosa a la propiedad de la familia González – Abreu que lo retuvo hasta el año 1919.
*Según el «Portafolio Azucarero», publicado en 1914, en esa época el central Santa Rosa poseía 324 caballerías de tierras propias, de las cuales se cultivaban 77 por la administración y 247 por 145 colonos del central. Para el transporte contaba con **7 km de ferrocarril de vía estrecha, 42 fragatas y tres locomotoras**. Su maquinaria se componía entonces de una descargadora sistema Alfonso y de una desmenuzadora seguida de un juego de tres trapiches, doce defecadoras de 700 galones de cabida cada una, dos evaporadores de cuádruple efecto, cinco tachos de punto con 850 sacos de cabida, 16 cristalizadores abiertos y dos al vacío; 32 centrífugas y una batería de calderas con 3 864 caballos de fuerza en tres hornos.*
El Santa Rosa sembraba la variedad de caña cristalina y tal como era costumbre en la mayoría de los ingenios cubanos en ese tiempo no empleaba para su cultivo ni fertilizantes ni regadío.
Central Santa Rosa en 1914
Durante la zafra de 1913 molió 14 608 266 @ de caña, con un rendimiento promedio por caballería de 45 000 @, y fabricó 126 982 sacos de azúcar de 325 libras. En 1914 molió 11 679 498 (45 000 @ por caballería) y envasó 103 201 sacos de 325 libras.
En 1919 al control de Marcelino García Beltrán quien poseía en esa época el central San Isidro y que perdiera junto al Santa Rosa durante el crack bancario de 1921 en que pasaron ambos al control de «The National City Bank» que comenzó a operarlos bajo la razón de «General Sugar Company». Tras el crack pasaría a ser propiedad de la «Compañía Azucarera de Sagua», administrado por Juan Antonio Argüelles.
Desde el año 1944 perteneció a la familia Valle González de Sagua la Grande. En 1958 Manuel y Santos Valle González y Manuel Valle Canut Jr. eran, respectivamente: presidente, vicepresidente y tesorero – administrador.

Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central 10 de Octubre."

Gauge 2' 6"

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1911 Delivered here new

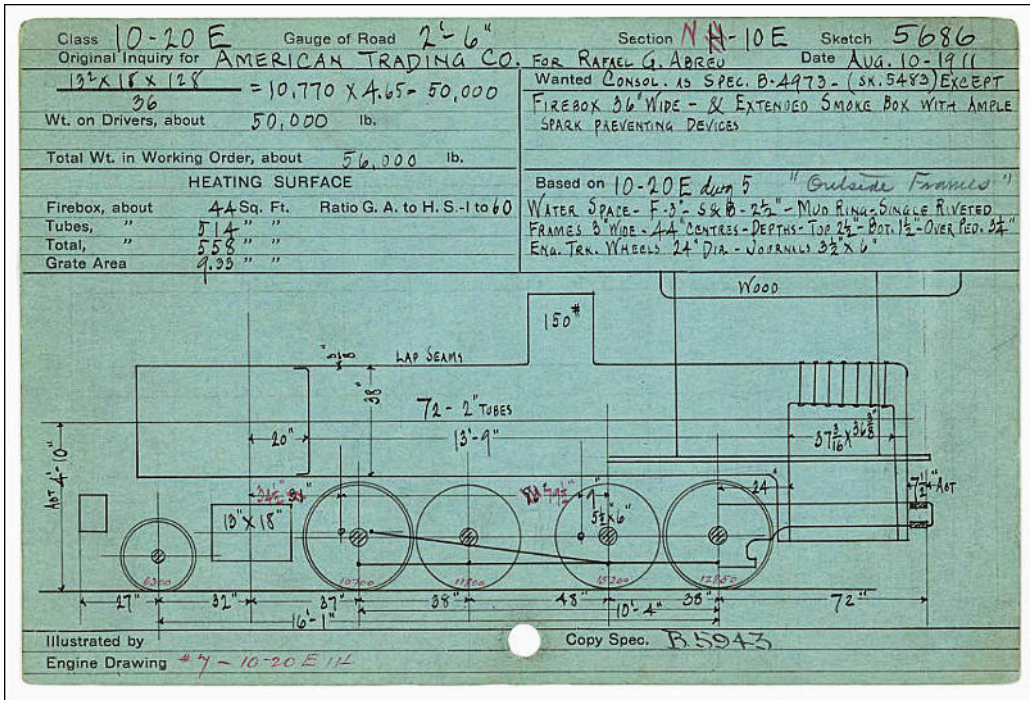
Ordered by American Trading Co. for Central Santa Rosa.

BLW class 10-20E no. 14. Spec. is in vol. 44 p 268. mark on tank: 'VILLA CLARA'.

2 w/n 37268 later to Central Andrieta



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03742.



A Baldwin inquiry card for this loco, showing the design being worked up. From the DeGolyer Library online archive. The dome is rather further forward than on the engine as eventually built.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1913 Delivered here new

Ordered by American Trading Co. for Central Santa Rosa **3**.

BLW class 10-20E no. 18. Spec. is in vol. 44 p 270. mark on tank: 'MARTA ABREU'

3 later **5** w/n 40219 Became **1241**, but Leach suggests never carried the number. Out of use 1980? Later disappeared.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1921

Ordered by Central Esperanza as no. **8**. 2' 7 1/2" gauge. Which Esperanza? Sold to Central Santa Rosa / Diez de Octubre.

BLW class 10-22E no. 103. Spec. is in vol. 63 p 413.

? w/n 55127 Then sold to Central Narcisa / Obdulio Morales and regauged to 2' 3½". Became *MinAz* no. **1354** at that location. In existence 1995.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906

Ordered for Central El Salvador. Sold to Central Santa Rosa **4**.

BLW class 8-16D no. 60. Spec. is in vol. 30 p 162. mark on tank: 'CENTRAL EL SALVADOR', 4-wheeled tender. Gauge 2' 6".

4 w/n 29802

Additional 2' 6" gauge loco reported at this location by visitors in recent years

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

Ordered for ? May have been one of the engines listed above.

6 w/n ? Out of use 1980? Later disappeared.

Standard gauge

2-6-0 d/w 54", cyls. 14x18", built by Cooke in 1891

Ordered via? J. De Mier for Central Santa Rosa.

1 'LEONOR' w/n 2155

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Ordered for Central Santa Rosa Plantation as no. **1**.

1 w/n 62371 Became *MinAz* no. **1638** as this location. Then transferred to Central Washington / 449 George Washington.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes **7** later **13**, Sold to Central Santa Rosa / Central 10 de Octubre.

BLW class 10-30E no. 222. Spec. is in vol. 78 p 61.

13 w/n 58539 Became *MinAz* no. **1661**. In use 1994, In existence 1995. In steam 1997.

0-4-0T d/w 38", cyls. 14x22", built by VIW in 1920

Ordered for Central San Cristobal as no. **1**. Sold to Central Santa Rosa (might have been the other Santa Rosa in Oriente).

VIW class 7-41-A1.

? w/n 3068 Later sold to Central Cardosa as no. **1** or maybe **3**.

0-6-0T d/w 44", cyls. 19x24", built by ALCo Brooks in 1916

Ordered by Havana Central Rly. Ex-HC **P24-P26**. Classified as switching 0-6-0 in 1930. Originally Havana Central no. **P24**. Sold to Central Santa Rosa / 441 Diez de Octubre, supposedly still as no. **P24**.

P24 w/n 56713 Later became *MinAz* no. **?**. Derelict 1994. Gone by 1996.

2-8-0 d/w 48", cyls. 18x26", built by ALCo in 1919

Ordered by Cuban American Sugar Co. for Central Unidad as no. **1**. Became *MinAz* no. **1730** at that location. Transferred to Central Santa Rosa / 441 Diez de Octubre.

1730 w/n 58783 Derelict 1994 and 1995. Gone by 1996.

0-4-0T d/w 30½", cyls. 9x14", built by VIW in 1920

Ordered for Central Santa Lutgarda as no. **3**. Sold to Central Santa Rosa, SC/LV, as no. **7.**

VIW class 7-5.

7 w/n 3091 Became *MinAz* no. **1158** at this location. But Leach suggests never carried the number. Derelict 1987, later disappeared.

2-8-0 d/w 50", cyls. 19x26", built by ALCo in 1921

Ordered for Eastern Cuba Cane Sugar Co. as no. **7**. Sold to Central Santa Rosa / 441 Diez de Octubre.

? w/n 62961 Became *MinAz* no. **1818** at this location. Present 1994. Under repair 1997.

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1920

Ordered for Augustin Fuller for Central Maceo **1 'LUCILA'**, later to Central Santa Rosa **7.**

BLW class 8-30D no. 730. Spec. is in vol. 64 p 323. Dup. of 8-30D no. 704, mark on tank: 'CENTRAL MACEO S. A.',

7 w/n 53809

Additional standard gauge loco reported at this location by visitors in recent years

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Constancia Sugar Co. **5**, but diverted by BLW to Central Santa Catalina.

BLW class 10-30E no. 177, spec. is in vol. 64 p 353.

1660 w/n 54228 Gone by 1990s? Boiler and plates transferred to **1661** by 1988?

18.4.86 Central Santa Teresa, at Sagua la Grande
later Mill 442 Héctor Rodriguez

Background

Built 1846.
1901 [18]: 21½ km. of 2' 6" gauge, 4 locos and 160? cars.
1907: “23 miles. Known as the "Central Santa Teresa R. R." Switch to colonia 6½ miles, another to Aromania Nueva 6 miles. Connects with Resultas Central R. R. Gauge, 30 inches. Weight of rails, 35 and 40 lbs. Rolling stock: Three locomotives, 130 flat cars and one box car.”
1909 [2]: “Situated near Citiecito. Thirteen and three-fourths miles of narrow-gauge road. There is one branch 6¼ miles long running to colonia Capitolo and another 6 1/8 miles long run- ning to Armonia Nuevo. The latter branch connects with the Resulta Railway. The line also connects with the narrow-gauge branch of the Cuban Central Railroad. Gauge, 30 inches; weight of rail, 35 to 40 pounds; rolling stock, 3 locomotives and 140 platform and box cars.”
1913 [9]: Operating, owned by Santa Teresa Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Santa Teresa.
1943 [32]: Operating, owned by Cia. General de Ingenios SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

Gauge 2' 6"

2-8-0 d/w 33", cyls. 11x16", built by Baldwin in 1890 Delivered here new

Ordered for Tomas de Ona **1**, Mark on tank: ‘CENTRAL STA. TERESA’.
BLW class 10-16E no. 1. Spec. is in vol. 16 p 180.
1 w/n 11479

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1892 Delivered here new

Ordered by Macias & Co. for Central Santa Teresa **3** later **2**.
BLW class 8-16D no. 32. Spec. is in vol.18 p104 . 2' 6" gauge.
3 later **2** w/n 13033

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1894 Delivered here new

Ordered by A Koppel for S. & J. Welsh for Central Santa Teresa **3**.
BLW class 8-16D no. 39. Spec. is in vol. 19 p 116. mark on tank: ‘CENTRAL SANTA TERESA’, R&H stack, 2' 6" gauge.
3 w/n 14179

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1925

Ordered for Central San Jose LV **6**, later to Central Santa Teresa.
BLW class 10-24E no. 223. Spec. is in vol. 78 p 49. Dup. of 10-24E no. 198, mark on tank: ‘CENTRAL SAN JOSÉ’, outside frames, built to gauge 3' 0",
? w/n 58778 Leach has this becoming *MinAz* no. **1431**. but at Central San Jose / 435 Hermanos Ameijeiras.
NB the history of this is very muddled. Needs looking at.

Additional 2' 6" gauge loco reported at this location by visitors in recent years

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

Ordered for ?

1 w/n ? Became **1243**. Gone by 1980.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Santa Teresa, Sitiecito, SC/LV.

BLW class 10-30E no. 166. Spec. is in vol. 64 p 175. Straight stack, mark on tank: 'CENTRAL SANTA TERESA'.

4 w/n 53871



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07737-1.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1919

Ordered via American Trading Corp. for Central Corazon de Jesus, as no. **3**. Later worked at Central Santa Teresa / 442 Hector Rodriguez.

? w/n 58778 Became *MinAz* no. **1730** at that location. Transferred to Central Washington / 449 George Washington. Lehmuth's ALCo list has this for standard gauge. Ditto Connelly, who says it became *MinAz* no. **1639** at Central George Washington.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered for Central Mercedita as no. **2**. Sold to Central Santa Teresa, SC/LV, as no. **8**.

VIW class 7-54-A2.

8 w/n 3114 Sold to Central San Isidro, SC/LV. Sold/transferred to Central Fidencia / 412 Juan Pedro Carbo Servia. Became *MinAz* no. **1728** at that location.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **128**. Sold to Central Santa Teresa / 442 Hector Rodriguez.

? w/n 62662 Became *MinAz* no. **1640** at that location. Seen dismantled in 1994.

2-6-2ST d/w 44", cyls. 15x22", built by Baldwin in 1904

Ordered for K&P for Francisca M. Durañoña for Central Toledo **2 'SILVIA'**, later to Central Santa Teresa **1**, became *MinAz* **1343** at this location.

BLW class 10-24¼D no. 46. Spec. is in vol. 27 p 104. mark on tank: ‘CENTRAL TOLEDO’, straight stack.

?	w/n 24614	Becamme *MinAz* no. **1343**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Welch, Fairchild & Co. for Central Sugar Corp. for Central Fe **7**, later to Central Santa Teresa **7.**

BLW class 10-30E no. 156. Spec. is in vol. 64 p 326. mark on tank: ‘CENTRAL FE’,

?	w/n 53148	

Additional standard gauge locos reported at this location by visitors in recent years

2-4-0T d/w ?, cyls. ?, built by O&K in 1915

Ordered via Koppel Industrial Car & Equipment Co, Cuba.

?	w/n 6935	Became no. **1161**. Present in 1985. But note that Baldwin no. 24614 is listed above as *MinAz* no. **1161**.

2-4-0T d/w ?, cyls. ?, built by O&K in 1920

Ordered via Koppel Industrial Car Co, Cuba.

3	w/n 9450	Out of use 1985.

18.4.87 Ingenio Santisima Trinidad, at Lajas

Background

1901 [18]: 10 km. of 2' 5" gauge, 3 Baldwin locos, 160 cars.

1907: “Connects with the Cuban Central Railroad, one mile distant. Connecting spur standard and narrow gauge combined. 24 miles in all, mostly standard. Branches to cane fields. Weight of rails, 32 and 35 lbs. Rolling stock: Three engines, 100 long narrow gauge cane cars, 90 small cane cars.”

1909 [2]: “Situated near Santa Isabel de las Lajas. About 11½ miles of narrow-gauge road, running from the sugar mill into the cane fields. A standard-gauge siding, 1½ miles long, runs from the Cuban Central Railroad to the narrow-gauge road. Gauge, 29 inches; weight of rail, 35 pounds; rolling stock, 4 locomotives and 50 small and 125 large cane cars.”

1913 [9]: Operating, owned by Ajuria Hermanos.

1916 [9]: Operating, owned as previous line.

1956 [34]: Not listed.

Gauge 2' 5"

18.4.88 Ingenio Soledad, at Cienfuegos
later Mill 443 Pepito Tey

Background

Built 1820.
1901 [18]: 27 km. of 2' 6" gauge, 30 lb. rail, 4 locos and 100 cars.
1907: "Twenty-three miles. Branches to Limones (Gobario and Viamones), Rosario, Belmonte and Dolores. Gauge, 30 inches. Weight of rail, 20, 30 and 40 lbs. per yd. Rolling stock. Five locomotives and 140 flat cars."
1909 [2]: "Situated near Cienfuegos. Twenty-three miles of narrow-gauge road, running from the sugar mill to the plantation Limones. Gauge, 30 inches ; weight of rails, 20 to 40 pounds ; rolling stock, 5 locomotives, 2 passenger cars, and 140 flat cars."
1913 [9]: Operating, owned by Soledad Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Soledad.
1943 [32]: Operating, owned by Cia. Azuc. Soledad SA.
1956 [34]: Actively crushing.
In modern province of Cienfuegos.

Gauge 2' 6"

0-4-2T d/w ?", cyls. 7x12", built by Porter in 1883

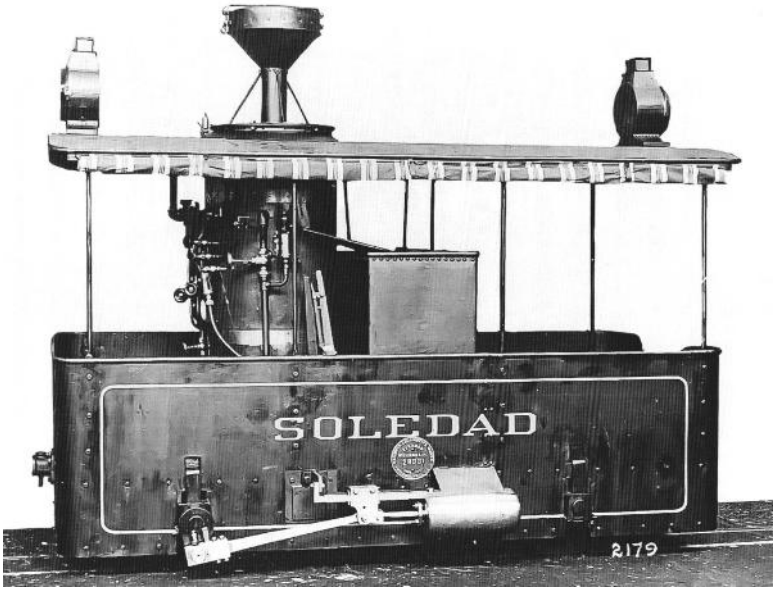
Ordered via J. A. Pesant
2' 6" gauge.
3 'La SOLEDAD' w/n 615

0-4-0T d/w 25", cyls. 8x12", built by VIW in 1902 Delivered here new

Ordered via F. J. Meyer for Central Soledad, SC/LV. 2' 6" gauge.
VIW class 7-3-A.
? w/n 366

2-2-0T d/w 24", cyls. 5x10", built by Baldwin in 1906 Delivered here new

Ordered for J.& T. C. Guiler for Central Soledad M **'SOLEDAD'** Inspection loco. Ordered by Soledad Sugar Co., therefore must have been this Soledad mill.
BLW class 4-4B no. 2. Spec. is in vol. 29 p 152. Generally as earlier **'DEERFOOT'**. No 'mark on tank' but name painted on. Diamond stack. Leach 2nd Ed. has this as 3' 0" gauge.
'SOLEDAD' w/n 28331 Rebuilt later as 0-4-0.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02179.

2-8-0 d/w 30", cyls. 14x20", built by Baldwin in 1909 **Delivered here new**

Ordered by Soledad Plantation **'ARAMAO'**,
BLW class 10-22E no. 48. Spec. is in vol. 44 p 318. outside frames, R&H stack,
'ARAMAO' w/n 33553



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03088.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1910

Ordered by Cia. Azuc. Central Andreita as no. **4** (or **6?)**. Sold to Central Soledad.
BLW class 10-20E no. 12. Spec. is in vol. 36 p 211. Dup. of 8-20D no. 51 (?). straight stack, mark on tank: 'INGENIO CIENEGUITA'.
? w/n 35782 Became *MinAz* no. **1220** here. In existence 1995. Out of use 1997.

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1914

Ordered by Cardenas American Sugar Co. for Ingenio Central Soledad LV/SC. For this mill or for Mill 321 as that is closer to Cardenas?
BLW class 6-16D no. 69. Spec. is in vol. 54 p 46. details similar to 8-18D no. 142, mark on tank: 'CENTRAL SOLEDAD',
1 w/n 41798

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Czarnikow Rionda for Central Soleda LV/SC (this one or one of the others?).
BLW class 8-18D no. 147. Spec. is in vol. 54 p 62. mark on tank: 'CENTRAL SOLEDAD' and on line beneath: 'C. C. S. C.' 3' 0" gauge.

6	w/n 44344	Became *MinAz* no. **1164** here. In existence 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1915 Delivered here new

Ordered for Central Soledad SC **6 'TERESA'** later **5**. Gauge 2' 6".
BLW class 10-22E no. 63. Spec. is in vol. 54 p .155. Dup. of 10–22E no. 48. diamond stack, outside frames, mark on tank: 'SOLEDAD SUGAR COMPANY'.

6 'TERESA'	w/n 42136	Became *Minaz* no. **1358** at this location. In use 1994, In existence 1995. Present 1997.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1919 and 1920 Delivered here new

Ordered by Central Soledad LV/SC.
BLW class 8-18D no. 153 and ?. Spec. is in vol. 64 p 416. diamond stack, mark on tank: 'SOLEDAD SUGAR COMPANY'. 3' 0" gauge.

7	w/n 52163	Became *MinAz* no. **1164** here. In existence 1994, 1995 and 1997.
09	w/n 53872	

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1914 Delivered here new

Ordered by Ingenio Central Soledad LV/SC.
BLW class 8-18D no. 163. Spec. is in vol. 72 p 18. Dup. of 8-18D no. 153, mark on tank: 'SOLEDAD SUGAR COMPANY', diamond stack. 2' 6" gauge.

8	w/n 57946	Became *MinAz* no. **1165** at this location. In existence 1994-1995. Out of use 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919 Delivered here new

Ordered by American Trading Co. as no. **9**. Sold to Central Soledad.
BLW class 10-22E no. . Spec. is in vol. p .

?	w/n 52236	Became *MinAz* no. **1337** here. In steam 1994, In existence 1995. In use 1997.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Havana Central RR Co. for Cuban Central Rlys. Ltd, as no. **36**?. Sold to Central Caracas. Sold to Central Soledad / 443 Pepito Tey.
BLW class 10-18E no. 15. Spec. is in vol. 54 pp 149-50. Mark on tank sides 'F C DE C'.

3?	w/n 44286	Became *MinAz* no. **1162** at this location. Converted to fireless. Derelict 1994-5 and 1996.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1916

Ordered for Central San Lino as no. **6 'AMALIA'**. Sold to Central Soledad as no. **?**,
BLW class 10-22E no. 72. Spec. is in vol. 54 p 167. Drawing no. 10. Dup. of 10-22E no. 65. outside frames, mark on tank: 'CENTRAL SAN LINO', straight stack. Gauge 2' 6".

?	w/n 43851	Became *Minaz* no. **1330** at Central Pepito Tey. Derelict 1995 and 1996.

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1910

Ordered for Emilio Terry for Central Caracas **14 'TERESA'**, later to Central Soledad, but which one? Might have been the Central Soldad in Matanzas..
BLW class 10-20E no. 11. Spec. is in vol. 36 p 192-3. mark on tank: 'F.C. DE CARACAS',

?	w/n 35459	Became *Minaz* no. **1236** at this location. Under repair 1994, In existence 1995. In use 1997.

2-8-0 d/w 30", cyls. 14x20", built by Baldwin in 1909 Delivered here new

Ordered via Guiler Engineers for Central Soledad.
BLW class 10-22E no. 48. Spec. is in vol. 44 p 318. Gauge 2' 6".

'ARAMAO'	w/n 33553	Became *Minaz* no. **1357** at this location. In existence 1994-1995. In use 1997.

Additional loco/s reported at this location by visitors in recent years

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1920

Ordered for Central San Agustin, Cienfuegos, SC/LV (and not Santa Isabel de las Lajas, O as Lehmuth says) no. **7**.
BLW class 10-20E no. 23. Drawing no. 6. Spec. is in vol. 64 p 124. Dup. of 10-20E no. 13. Straight stack, mark on tank: 'CENTRAL SAN AGUSTIN'.

1235	w/n 52914	Frame only seen 1996.

18.4.89 Central Trinidad, at Trinidad
later Mill 444 FNTA

Background

1901 [18]: 11½ km. of 3' 0" gauge, 35 lb. rail, 2 locos, 90 cars.
1907: "Twelve kilometers. To Algaba, Guimará, Manacas and Iznaga. Narrow gauge. Weight of rails, 60 lbs. Rolling stock: Two locomotives and 85 cars."
1909 [2]: "Situated near Trinidad. Six and three-fourths miles of narrow-gauge road, running from the sugar mill to the finca Algaba. There are two small branches. Gauge, 36 inches; weight of rail, 30 pounds; rolling stock, 2 locomotives, five 8-ton flat cars, and ninety 10-ton cane cars."
1913 [9]: Operating, owned by Trinidad Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Trinidad.
1943 [32]: Operating, owned by Cia. Comercial Trinsuco SA.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.

Gauge 3' 0"

2-6-0 d/w 34½", cyls. 12x18", built by ALCo in 1916 Delivered here new

Ordered via West Indies Management Co. for Central Trinidad.
3' 0" gauge.

1	w/n 56580	Became *MinAz* no. **?** at this location.

2-6-0 d/w 34½", cyls. 12x18", built by ALCo in 1926 Delivered here new

Ordered for Central Trinidad.
3' 0" gauge.

4	w/n 67188	Became *MinAz* no. **?** at this location.

4-4-0 d/w ?", cyls. ??", built by Brooks in 1883

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

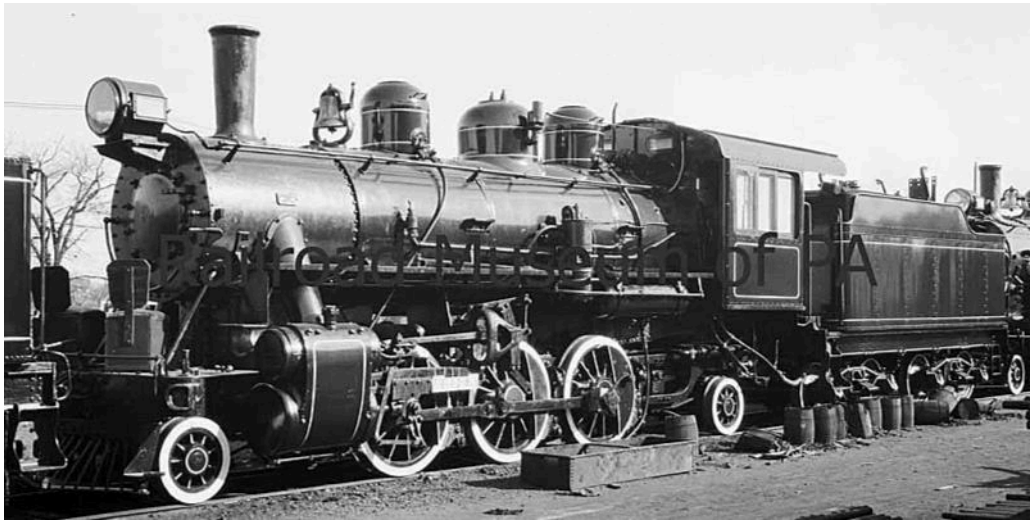
1	w/n 650

Standard gauge

2-6-2 d/w ?, cyls. ?, built by ALCo Cooke in 1920

Ordered by Central Trinidad?

5	w/n ?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34301.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925 **Delivered here new**

Ordered via E. Atkins for Central Trinidad as no. **5**.

5	w/n 62096	Sold to Central Ramona / 427 Quentin Banderas. Became *MinAz* no. **1547** at that location.

18.4.90 Tuinucú Sugar Co., at Sancti Spiritus
later Mill 445 Melanio Hernández

Background

Built 1804.

1907: "Connects with Tuinucú and with the Cuba Co. R. R. The Cuba Railroad connects and runs through Guayas and Zaza, and thence to Tuinucú, and brings cane from farms near those places. Standard gauge. Weight of rails, 60 lbs. per yd. Rolling stock: One locomotive and 45 cane cars (hired)."

1909 [2]: "Situated near Sancti Spiritus. A standard-gauge spur of the Cuba Company Railroad, three-fourths of a mile long, runs to the sugar mill. The estate owns 5 cane cars, and all other rolling stock used is obtained from the Cuba Company Railroad."

1913 [9]: Operating, owned by the Tuinucu Sugar Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by The Tuinucu Sugar Co.

1956 [34]: Actively crushing.

In modern province of Sancti Spiritus.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919 Delivered here new

Ordered for Cuban Trading Co. for Tuinúcú Sugar Co. as nos. **2**, **3** and **4**.

BLW class 10-34E no. 2065-7. Spec. is in vol. 64 p 289. mark on tank: 'TUINUCU SUGAR COMPANY'

2	w/n 52942	
3	w/n 52943	Sold to Central Stewart. Became *Minaz* no. **1739** at that location. In existence 1995.
4	w/n 52944	Sold to Central Baragua. Became *Minaz* no. **1821** at that location. In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07414-1.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cuban American Trading Co. for (Tuinucu Sugar **5**,?) though spec. page says was for Central Moron **102,** BLW class 10-34E no. 2068. Spec. is in vol. 64 p 289. mark on tank: 'CUBA CANE SUGAR CORPORATION'

5	w/n 52945	Did this come here or not?

4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1916

Ordered by Cuba RR as no. **235**. Connelly and Lehmuth ALCo lists have cyls. as 20x26". Sold to Central Tuinucu / 445 Melanio Hernandez.

? w/n 56014 Became *MinAz* no. **1729** at this location. Scrapped at unknown date.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered by La Vega Sugar Co. for Central La Vega as no. **3**. Sold to Central Tuinucu / 445 Melanio Hernandez as no. **7**.

7 w/n 62544 Became *MinAz* no. **1553** at this location. Scrapped at unknown date.

2-6-0 d/w 52½", cyls. 19x24", built by Baldwin in 1890

Ordered for Cincinnati, New Orleans & Texas Pacific **417**, then Alabama & Ficksburg RR as no. **417**. Sold to SI&E as no. **70** in 1909, and on to E. W. Gates Lumber Co. as no. **5²**. Sold in 1917 to SI&E again as no. **1185**, and on to Central 'Tunich' which might well have been Tuinucu mis-spelled.

BLW class 8-32D no. 402. Spec. is in vol. 16 p 111.

3 w/n 11266 In storage 1961.

4-6-0 d/w 67", cyls. 19x26", built by Baldwin in 1901

Ordered for Butte, Anaconda & Pacific RR no. **20**. Sold to Central Tuinucu in 1917 as no. **2**.

BLW class 10-32D no. 700. Spec. is in vol. 24 p 37.

2 w/n 19389 Later sold via Cuban Trading Co. to Central Stewart.

2-8-0 d/w ?, cyls. ", built by Baldwin in 1919 **Delivered here new**

Ordered for Czarnikow-Rionda Co. for Tuinucu Sugar Co. **100-101** (not **101-102** as Connelly says).

BLW class 10-36E no. 3401-2. Spec. is in vol. 64 p 303. mark on tank: 'TUINUCU SUGAR COMPANY'

100 w/n 51550 became United Rlys. of Havana **501.**

101 w/n 51551 became United Rlys. of Havana **502.**

4-6-0 d/w 52", cyls. 19x26", built by Baldwin in 1919 **Delivered here new**

FC de Tunas (Manati Sugar Co.)no. **52¹**, but diverted to Central Tuinucu **5** and replaced by BLW 10-32D no. 1300.

BLW class 10-32D nos. 1293-4, 1296-7 and 1300. Specs. are in vol. 64 p 339, p 343, 347? and p349. mark on tank: 'MANATÍ SUGAR COMPANY'

5 w/n 52377

2-6-0 d/w 37", cyls. 13x20", built by Baldwin in 1924 **Delivered here new**

Ordered for Tuinucu Sugar Co. for *FC de Tunas a Sancti Spiritus* as no. **6**. ???

BLW class 8-20D no. 174. Spec. is in vol. 72 p 36. Rushton stack, mark on tank: 'FERROCARRIL ESPIRITUANO'.

6 w/n 57800

2-6-0 d/w ?", cyls. ??", built by Pennsylvania RR Juniata shops in 1896

Ordered for PRR as no. **860** later **0860**, sold 1916 to Altoona Northern RR as no. **102**, then in 1917 via Birmingham Rail & Locomotive to Cuban Trading Co.

1? w/n 409

Additional locos reported at this location by visitors in recent years

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

Ordered for ? Might have been one of the engines listed above.

1554 w/n ? Scrapped?

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

Ordered for ? Might have been one of the engines listed above.

7 w/n ? Out of use 1987.

18.4.91 Ingenio Ulacia, at Rodrigo
later Mill 446 Carlos Baliño

Background

1913 [9]: Operating, owned by Ulacia Hermanos.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. Central Ulacia SA.
1943 [32]: Operating, owned by Cia. Azuc. Rodrigo SA.
1956 [34]: Actively crushing.
\In modern province of Villa Clara.

Gauge 2' 6"

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920 Delivered here new

Ordered by Central Ulacia Cia. Azuc.
BLW class 10-22E no. 100. Spec. is in vol. 64 p 207. Dup. of 10-22E no. 98, mark on tank: CENTRAL ULACIA'

3	w/n 54011	Sold to Central Andreita / Mal Tiempo as *MinAz* no. **1345**. Still in existence 1995. Lehmuth says sold from Ulacia to C. Pastora as no. **5**.

Standard gauge.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1890

Ordered by Savannah & Western RR as their no. **656** (but no locos of this class for the S&WRR appear in the De-Golyer class or purchaser lists). Sold 1892 to Central RR of Georgia as their **1346**, later becoming **1307**. Sold 1917 to Georgia Car & Locomotive, their **354**, and on to Central Ulacia.
BLW class 10-30D no. . Spec. is in vol. p .

3	w/n 10853	

2-8-0 d/w 36", cyls. 15x20", built by VIW in 1913 Delivered here new

Ordered from Vulcan Locomotive Sales Cuba for Central Ulacia as no. **?.**
VIW class 7-44-B.

?	w/n 2252	Becaame **1439**. Present 1994. Out of use 1995, but gone by 1996. Leach says number sometimes said to be **1359**.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1917

Ordered by Central Cunagua.
BLW class 10-30D no. 660. Spec. is in vol. 54 p 133. mark on tank side: 'CENTRAL CUNAGUA' in raised letters on brass plates, road number to be fairly large in raised figures on circular brass plates,

?	w/n 45925	Became *Minaz* no. **1643** at this location, but carrying no number in 1988 though said to be **1359**. In existence 1995. Out of use 1997.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1918

Ordered by Central Cunagua.
BLW class 10-30D no. 664. Spec. is in vol. 63 p 396 and 399. mark on tank: 'CENTRAL CUNAGUA' in raised letters on brass plates. R&H stack,

? w/n 50995 Became *Minaz* no. **1572**, then renumbered no. **1555** at this location or possibly at Central Balio(?). In use 1994. In existence 1995. In use 1997.

Also

2-6-0T d/w ?", cyls. ?x?", built by Borsig in 1911

Ordered by Ulacia y Hermano, but supposedly for Central Santa Catalina,. but which one?
Standard gauge.
? w/n 8159

Additional loco reported at this location by visitors in recent years

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Jaronu **52**.
BLW class 10-30D no. 676, spec. is in vol. 64 p 32. NB AHW [38] gives the BLW number for this loco as 58778.
1432 w/n 53798 In steam 1994. Under repair 1997.

4-6-0 d/w ?", cyls. ??", built by Richmond? in 1893

Ordered via ?
Might have been 2-6-0.
1433 w/n 2369?

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Santa Teresa **4**.
BLW class 10-30E no. 166. Spec. is in vol. 64 p 175. mark on tank: 'CENTRAL SANTA TERESA'.
4 w/n 53871 Cab only seen at Central Ulacia in 1996.

18.4.92 Ingenio Unidad, at Calabazar
later Mill 447 Unidad Proletaria

Background

1901 [18]: 5 km. of standard gauge, 60 lb. rail, no locos, no cars, uses those of the Cuban Central Rly.
1907: "Railway is a spur from Cuban Central R. R., 3 1/8 miles. Rolling stock: Two locomotives and 60 cane cars; 5 box cars. Standard gauge."
1909 [2]: "Situated near Cifuentes. A spur of the Cuban Central Railroad; runs from kilometer 41 to the sugar mill. Rolling stock, 2 locomotives, 5 box cars, and 60 cane cars."
1913 [9]: Operating, owned by Unidad Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cuban-American Sugar Co. Will not grind in 1922. Cane will be ground at Centrales Corazon de Jesus and Santa Teresa.
1943 [32]: Operating, owned by Azucarera Central Unidad SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.
Paragraphs from :
"*El central Unidad, ubicado en Calabazar de Sagua, era un central pequeño (el 132 del país por su capacidad de molienda ascendente a 170 000 @ de cañas diarias), con un rendimiento industrial bajo, 1 850 trabajadores en zafra y 462 caballerías de tierras propias.*
Existe contradicción sobre la fecha de su fundación que algunas fuentes sitúan en 1860 por Juan Mc Culloch y otras en 1903. Los primeros afirman que entre 1874 y 1891 pasó a manos de los herederos del fundador y, posteriormente a Juan H. Mc Culloch; mientras otros lo sitúan en 1867 en vísperas del inicio de la Guerra del 68.
No obstante, los Mc Culloch, de origen norteamericano fueron sus propietarios hasta 1906 en que fue uno de los cinco centrales que constituyeron la «The Cuban American Sugar Mills Company», propiedad de Robert Bradley Hawley, y uno de los tres ingenios que, junto al Tinguaro y el Constancia de Abreus, vendió durante la década de 1940. El último de los Mc Culloch, nacido en Cuba, aunque de nacionalidad norteamericana, permanecería durante años como uno de los principales accionistas, a la par que era su presidente y administrador.
En 1958 pertenecía a la familia Luzárraga, quienes lo habían comprado en 1942 y operaban otros dos centrales, el Portugalete en Las Villas y el Constancia de Encrucijada, este último arrendado. Los Luzárraga operaban el Unidad a través de la «Azucarera Central Unidad SA» de la cual, Mamerto Luzárraga Echeverría y Ramón Luzárraga Garay eran, respectivamente, el presidente y el vicepresidente.
El Unidad estuvo paralizado durante la Guerra del 95 y entre 1933 y 1935. Según la Comisión Técnica Azucarera de 1951 no era un central rentable, pues sus costos de producción eran $17.90 por cada saco de 325 libras, por encima de la media nacional que era de $17.87. Sus activos totales estaban valorados en $1 608 574 pesos.
Tras el triunfo de la Revolución Cubana de 1959 el central Unidad fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Unidad Proletaria.
En 2002 el central fue paralizadoy posteriormente demolido durante el proceso de reestructuración de la industria azucarera cubana."

Standard gauge

2-8-0 d/w 48", cyls. 18x26", built by ALCo in 1919 Delivered here new

Ordered by Cuban American Sugar Co. for Central Unidad as nos. **1** and **2**.

1	w/n 58783	Became *MinAz* no. **1730** at this location. Transferred to Central Santa Rosa / 441 Diez de Octubre.
2	w/n 58784	Sold/transferred to Central Santa Isabel / 438 Ramón Ponciano.

Became *MinAz* no. **1817** at that location. Transferred later to Central Baragua / 504 Ecuador.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Cuban American Sugar for Unidad Sugar Co. as no. **3**.
BLW class 8-30D no. 715. Spec. is in vol. 64 p 282. Dup. of 8-30D no. 687, mark on tank: CENTRAL UNIDAD', tender to be 3' 0" longer and 8" higher than previous engines.

3	w/n 53587	Sold to later to Central Tinguaro **9**, other source says went to Central Santa Catalina / 437 Carlos Carabello. Became *MinAz* no. **1556** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered for Cuban American Sugar for Unidad Sugar Co. as no. **4**.
BLW class 10-34E no. 2096. Spec. is in vol. 64 p 285. mark on tank: 'CENTRAL UNIDAD'.

4	w/n 54066	Sold to Central Tinguaro as no. **8** . On road in 1924.

2-6-0 d/w 48", cyls. 16x24", built by VIW in 1920 Delivered here new

Ordered by Cuban-American Sugar Co. for Central Unidad as no. **5**.
VIW class 7-49-B.

5	w/n 3125	Became MinAz no. **1434** at this location. later to Central Covadonga **8** where became **1726**,

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1919

Ordered via Cuban American Sugar Co. as no. **8** for Central Tinguaro as no. **4** (?). Sold to Unidad Sugar Co. as no. **6**.
BLW class 8-30D no. 687. Spec. is in vol. 64 p 279. mark on tank: 'TINGUARO SUGAR COMPANY'.

6	w/n 52204	

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1917

Ordered via Koppel agency for Central Fidencia. as no. **1 'TIFA'**. Sold to Central Algodones as no. **5**. Became *MinAz* no. **1595** at that location. Transferred to Central 447 Unidad Proletaria with same *MinAz* no.
VIW class 7-50-D.

1595	w/n 2711	Later returned to Central Fidencia / 412 Juan Pedro Carbo Servia as no. **1421**.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1919

Ordered by *FC Unidos*, as no. **273**. Classified as heavy consolidation in 1930. Supposedly sold to Central Unidad / 447 Unidad Proletaria, though Lehmuth says went to Central Santa Catalina / 437 Carlos Caraballo, and then on to Central Reforma / 428 Marcelo Salado.

?	w/n 58751	At some point it became *MinAz* no. **1816**. Being rebuilt by L. D. Porta 1994 at Sagua La Grande. Ownership transferred to FCC.

Additional locos reported at this location by visitors in recent years

0-6-0ST d/w 38", cyls. 14x22", built by VIW in 1917

Ordered for Central San Isidro, Quemado de Guines LV/SC **3 'MARIA JOSEFA'**.
VIW class 7-41-A1.

1346	w/n 2604	Present 1994. Out of use 1997.

2-6-0 d/w 48", cyls. 16x24", built by VIW in 1920

Ordered for Cuban American Sugar Co. for Central Unidad LV/SC 5.

1434 w/n 3125 Gone.

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

Ordered for ?

1595 w/n ? Present 1994. Gone by 1996.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1920

Ordered by Havana Central Rly./*FC Unidos* as no. **306**. Classified as heavy consolidation in 1930. Sold to Central Unidad / 447 Unidad Proletaria.

? w/n 62042 Became *MinAz* no. **1823** at this location.

18.4.93 Central Violeta, at Aguada de Pasajeros

Background

1916 [9]: Operating, owned by Violeta Sugar Co.

1956 [34]: Not listed.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07751.

Standard gauge

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1920 Delivered here new

Ordered by Central Violeta **5**.

BLW class 10-30E no. 164. Spec. is in vol. 64 p 211. Dup. of 10-30E no. 144, mark on tank: 'CENTRAL VIOLETA', centre line of boiler to be 6" higher than on 10-30E no. 137 built for Central Moron, mark on tank: 'CENTRAL VIOLETA'

5	w/n 54051	Sold to Central Rosario as no. **11**, became *MinAz* no. **1605** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1921 Delivered here new

Ordered by Central Violeta.

BLW class 10-34E no. 2105-7. Spec. is in vol. 64 p 251. Dup. of 10-34E no. 2088, mark on tank: 'CUBA CANE SUGAR CORPORATION', a particular central not specified on spec. page. tender to be of long low design, NB Superheater spec. page in BLW spec. volume (vol. 64 p 253) gives destination for these three engines as Central Stewart, not Central Violeta. But in any case, which Central Violeta, this one or that in Camaguey province?

110	w/n 54284	
111	w/n 54285	
112	w/n 54286	Sold to Central Conchita, became *MinAz* no. **1718** at that location.

18.4.94 Central Vitoria, at Yaguajay
later Mill 448 Simón Bolivar

and *El FC de Yaguajay*

Background

1901 [18]: 50 km. of 2' 3½" gauge, 35 lb. rail, 4 locos, 180 cars. Owned by Juan Pablo Ruiz de Gamiz.
1907: "Railroad known as "Central Victoria R. R.," 61 kilometers long. Narrow gauge. Weight of rails, 40 lbs. per yd. Rolling stock: Six locomotives and 240 cars; 12 freight cars and 10 flat cars."
1909 [2]: "Situated near Yaguajay. Thirty-one and seven-eighths miles of narrow-gauge road. The line runs from the sugar mill to Playa de Victoria on the north coast, and there are various branches running to the cane fields. Connection is made with the Yaguajay and Narcisa Railroads. Gauge, 27½ inches; weight of rail, 40 pounds; rolling stock, 6 locomotives, 10 flat cars, 12 freight cars, and 240 flat cane cars."
1913 [9]: Operating, owned by Juan Pablo Ruiz de Gamiz.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by New Vitoria Sugar Co.
1956 [34]: Actively crushing.
In modern province of Sancti Spiritus.
FC de Yaguajay: Built by New Vitoria Sugar Co. (Central Vitoria). Sold 1947 to Caribbean Sugar Production Co. and leased to Cia. Operadora Central Vitoria, S.A.

Gauge 70cm / 2' 3½"

2-6-0 ex-0-6-2ST (or maybe 0-6-4ST) d/w 30", cyls. 9x14", built by Baldwin in 1891 Delivered here new

Ordered by K&P for Pablo Gamiz for Central Vitoria **1**, *FC Caibarien a Morón*, though Lehmuth says for Central Victoria, as no. **1**, later **1A**. Then sold to North American Sugar Co. and rebuilt to 2-6-0 for Central Vitoria as no. **1A** later **5**.
BLW class 10-11 1/3D no. 2. Spec. is in vol. 17 p 124. mark on tank: 'INGENIO VITORIA', R&H stack,

1A	w/n 12272	then rebuilt to 2-6-0 as no. **5**, and became *MinAz* no. **1166** at this location. Derelict 1994-5 and 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1892 Delivered here new

Ordered by K&P for Pablo Gamiz for Central Vitoria **2**, *FC Caibarien á Morón*, as **2 'PABLO GAMIZ'**.
Gauge 2' 3 ½". BLW class 10-22E no. 11. Spec. is in vol. 18 p 88. mark on tank: 'INGENIO VITORIA', R&H stack.

2	w/n 13021	Became *MinAz* no. **1244** at this location. Dismantled for parts 1985/1995. Boiler and cab were at mill 418 in 1986.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1893 Delivered here new

Ordered for K&P for Pablo Gamiz for Central Vitoria **3,**
BLW class 8-18D no. 84. Spec. is in vol. 18 p 139. mark on tank: 'INGENIO VITORIA', R&H stack,

3	w/n 13289	

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1904 Delivered here new

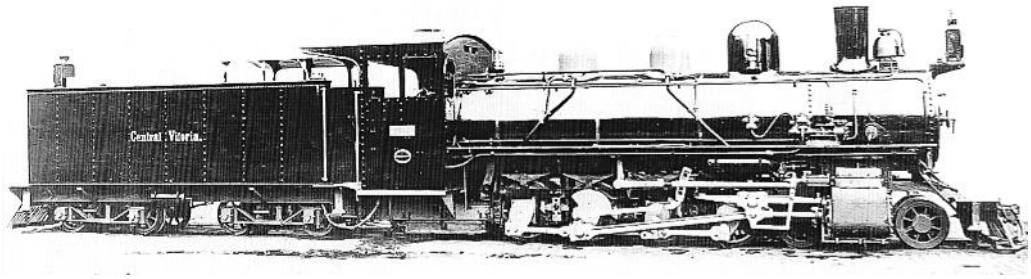
Ordered by K&P for Sra. Viuda de Ruiz de Gamiz for Ingenio Vitoria **1,** for/via *FC Caibarien á Morón*.
BLW class 10-22E no. 37. Spec. is in vol. 27 p 73. mark on tank: 'CENTRAL VITORIA', R&H stack,Gauge 2' 3 ½".

1 w/n 24443 Became *MinAz* no. **???** at this location.

4-8-0 d/w ?, cyls. ", built by Henschel in 1913 Delivered here new

Ordered for Ruiz de Gámiz for Central Vitoria.

? w/n 12229



This loco is recorded in some sources as a 2-4-0 or an 0-6-0T, possibly the result of confusion between the Whyte notation of the wheel arrangement and other systems such as the counting of axles by the French and Germans.

2-4-0 d/w 33", cyls. 9x16", built by Baldwin in 1905 Delivered here new

Ordered by K&P for *FC de Yaguajay* **1**, owned by Viuda de Ruiz de Gamiz. Sold(?) to Central Vitoria.

BLW class 6-12C no. 5. Spec. is in vol. 27 p239. Mark on tank 'FERRO-CARRIL YAGUAJAY'. Brass plates on steam chests 'KRAJEWSKI-PESANT COMPANY', and on cab 'F.C. YAGUAJAY'. R&H stack.

1 w/n 25264 Later sold to Central Vitoria. Then became *MinAz* no. **1167**. Out of use 1994. Derelict 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01975.

4-8-0 d/w 30", cyls. 14x16", built by Baldwin in 1905 Delivered here new

Ordered by Krajewski-Pesant Co. for M. J. Carrera, Yaguajay Railway **3**.

BLW class 12-22E no. 1. Spec. is in vol. 28 p 158. Mark on tank 'FERRO-CARRIL DE YAGUAJAY'. Radley & Hunter stack.

3 w/n 26926



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02079.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1908

Ordered by FC Caibarien á Morón for Central Narcisa as no. **6 'DICK'**. Sold by 1919 to Central Vitoria.
BLW class 8-18D no. . Spec. is in vol. p . Gauge 2' 6".

?	w/n 33067	Became *MinAz* no. **1138** at this location. Out of use but present 1994-5 and 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1917 **Delivered here new**

Ordered by Central Vitoria **5**.
BLW class 10-22E no. 73. Spec. is in vol. 54 p 169. Details same as 10-22E no. 37, outside frames, wheels to be arranged so that gauge could be changed from 27½" to 36" in future, mark on tank: 'CENTRAL VITORIA',

5	w/n 46255	Became *MinAz* no. **1360** at this location. In steam 1994. Present 1997.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Vitoria **6**,
Gauge 2' 3 1/3". BLW class 10-22E no. 89. Spec. is in vol. 64 p 217. Dup. of 10-22E no. 73, mark on tank: 'CENTRAL VITORIA', outside frames, provision to be made for regauging from 2' 3½" to 3' 0" in the future.

6	w/n 53064	Became *MinAz* no. **1361** at this location. In steam 1994, in existence 1995. Out of use 1997.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1919

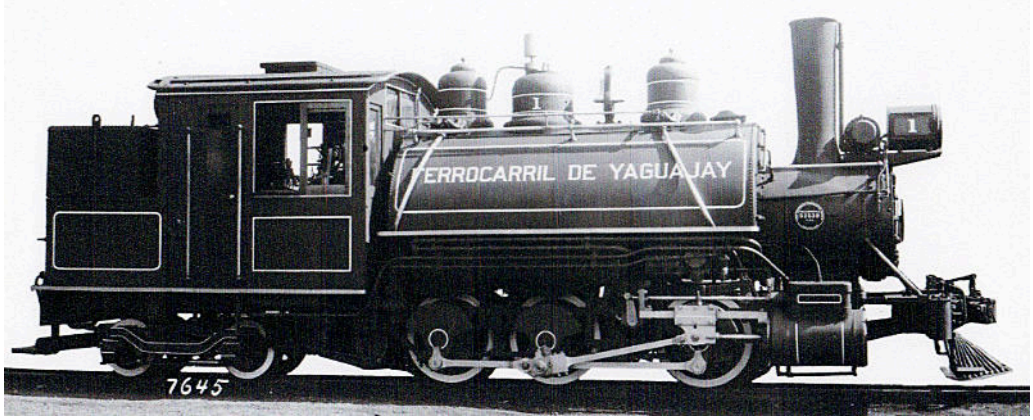
Ordered by Central Sagua as no. **11**. Sold to Central San Isidro, SC/LV. Sold to Central Vitoria, LV/SC and regauged.
VIW class 736-A. Gauge 2' 6".

?	w/n 2984	Then possibly back to Central San Isidro / 434 Panchito Gomez Toro, SC/LV. Transferred to Central Vitoria / 448 Simon Bolivar. Became *MinAz* no. **1362** at this location, and present here in 1994. Sequence of transfers taken from Lehmuth but probably very muddled. Needs checking. Present 1997.

0-6-4T d/w 33", cyls. 12x16", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Vitoria for use on *FC Caibarien a Morón* as no. **1**. Central Vitoria / *FC de Yaguajay* **1.** Steam railcar. Gauge 2' 3½".
BLW class 10-18 1/3D no. 4. Spec. is in vol. 64 p 215. mark on tank: 'FERROCARRIL DE YAGUAJAY`', saddle tank and rear tank, provision to be made for re-gauging from 2' 3½" to 3' 0" in future.

1	w/n 53539	



2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Vitoria for *FC Caibarien a Moron*, as no. **7**.

BLW class 10-22E no. 102. Spec. is in vol. 64 p 220. Dup. of 10-22E no. 89, mark on tank: 'CENTRAL VITORIA'. 2' 3 1/2" gauge.

7 w/n 53990 Derelict 1980, later scrapped?

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1917

Ordered by North American Sugar Co. for *FC Caibarien a Morón* (Central Narcisa) as **9 'AIMEE'**. Connelly's BLW list has 'Aime, Antonio Guiteras' next to this loco. Was this the engine name? AHW [38] certainly thinks so. Then became Central Narcisa no. **9**. Later sold to Central Vitoria as their no. **9**.

BLW class 10-22E no. 75. Spec. is in vol. 64 p 384. Details to be similar to 10-26E no. 399. loco to be designed so that it could be converted to 3' 0" gauge at a later time. outside frames, mark on tank: 'CAIBARIEN A MORON', name not mentioned on spec. page.

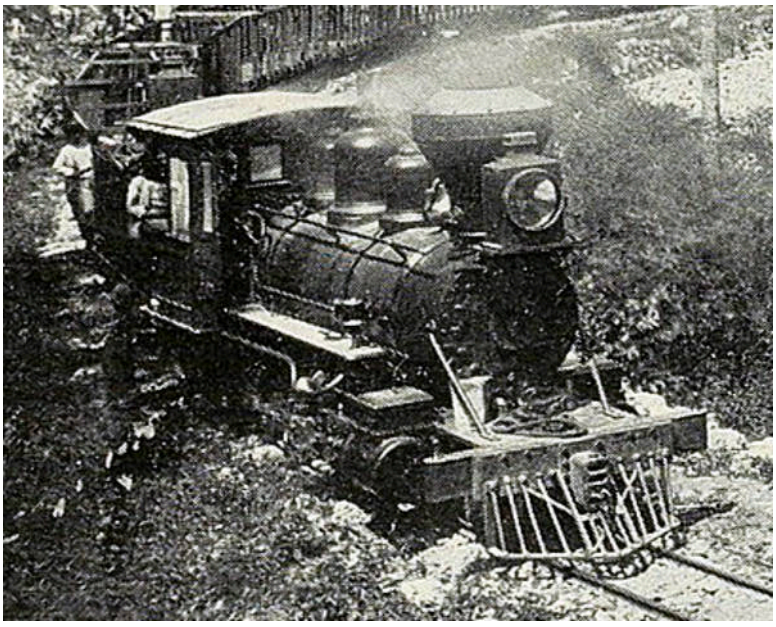
9 w/n 46768 Became *Minaz* no. **1363** at this location. In service 1995 and 1997.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1924

Ordered by Central Senado no. **17** on 2' 6" gauge. Sold to Central Victoria and regauged.

BLW class 10-22E nos. 106. Spec. is in vol. 72 p 24. Dup. of 10-22E no. 78, mark on tank: 'CENTRAL SENADO'.

? w/n 57792 Became *MinAz* no. **1367** at this location. In use 1994, in existence 1995 and 1997.



An empty FC de Guanajay cane train, supposedly in 1896 but that might not be correct.

Additional locos reported at this location by visitors in recent years

None

18.4.95 Ingenio Washington, at Hatuey
later Mill 449 George Washington

Background

Possibly known as Central San Jose for a period, then Central Hatuey.
1913 [9]: Operating, owned by Washington Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Alvarez Ind. Sugar Co.
1943 [32]: Operating, owned by Cia. Agricola Defensa SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

Standard gauge

0-4-0T Motor d/w 32", cyls. 10x14", built by Baldwin in 1887

Ordered by *Cía. FC Urbano y Omnibus* as no. **8**. Sold to Ingenio San José y Hatoey. Sold Cia. Azuc. Washington. BLW class 4-14C no. 77. Spec. in vol. 12 p 186. Mark over windows: 'F. C. U.'. Coal bunker on top of (saddle or rear?) tank in middle. Side door in middle of cab, instead of near the end, to slide.

1?	w/n 8808	

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Vertientes. as no. **5(or 6?)** later **12**. Went to Central Fe(?) as no. **9**, and eventually to Central Washington.
BLW class 10-30E no. 220. Spec. is in vol. 78 p 61. mark on tank (brass plates): 'COMPAÑÍA AZUCARERA VERTIENTES'

?	w/n 58538	Became *MinAz* no. **1751**.

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1917

Ordered by Cuban Cane Sugar Co. for Central Morón as no. **8**. Sold to Central Washington / Central George Washington.
BLW class 10-30E no. 145. Spec. is in vol. 54 p 197. Details similar to 10-30E no. 141, mark on tank: 'CENTRAL MORON' and beneath: 'C. C. S. C.' Centre line of boiler to be 6" higher than on 10-30E no. 137. Oil burning.

?	w/n 46533	Became *MinAz* no. **1755**, then transferred to Central Luis Arcos Bergnes. In existence there 1995. But Leach says present here in 1994.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1913

Ordered by Cuban Central Rlys as no. **111**. Sold to Central Washington / 449 George Washington.

?	w/n 54366	Became *MinAz* no. **1644** at this location. In steam 1994. Present 1997.

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. as no. **65**. Sold to Central Resolución / 429 José R. Riquelme. Became *MinAz* no. **1632**. Later transferred to Central 449 George Washington.

1632	w/n 54836	Seen dismantled 1994. Cab only present 1996.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1919

Ordered via American Trading Corp. for Central Corazon de Jesus, as no. **3**. Later worked at Central Santa Teresa / 442 Hector Rodriguez. Became *MinAz* no. **1730** at that location. Transferred to Central Washington / 449 George Washington.

1730	w/n 58778	Later renumbered to **1639**. In use 1994, in existence 1995, In use 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **123**. Sold to Central Washington / 449 George Washington.

?	w/n 62657	Became *MinAz* no. **1645** at this location. Transferred to Central Resolucion / 429 Jose R. Riquelme.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered for Central Santa Rosa Plantation as no. **1**. Became *MinAz* no. **1638** as this location. Then transferred to Central Washington / 449 George Washington.

1638	w/n 62371	Present 1994 and 1997.

2-6-0 d/w 50(or 52?)", cyls. 18x24", built by Baldwin in 1924

Ordered for Cia. Azuc. Central Santa Catalina **5**. Sold to Cia. Agricola Defensa for Central Washington / 449 George Washington.

BLW class 8-30D no. 736. Spec. is in vol. 72 p 21. Dup. of 8-30D no. 718, mark on tank: 'CENTRAL SANTA CATALINA'.

5	w/n 58132	On road in 1933. Became *MinAz* no. **1557** at that location. In existence 1985. Out of use damaged 1993.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Bought new for Central Morón as no. **103**. Sold to Central Washington as no. **?**

BLW class 10-34E no. 2069. Spec. is in vol. 64 p 289. mark on tank: 'CUBA CANE SUGAR CORPORATION'

?	w/n 52969	Sold/transferred to Central Santa Rita / 319 Rene Fraga. Became *MinAz* no. **1820** at that location. But Leach says in use here in 1994.

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

Ordered for Rieva, Toro & von Twistern, Habana, later at Central Washington / 449 George Washington where became **1168**

?	w/n 10671	Became no. **1168**. Derelict 1994. Gone by 1996.

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1921

Ordered for Central Washington **8**, but sold straight on to Central Manati **101**,

BLW class 4-14C no. 308. Spec. is in vol. 64 p 335. Dup. of 4-14C no. 270, mark on tank: 'WASHINGTON' changed to 'MANATI SUGAR COMPANY'

8	w/n 54314	then to Central San Cristobal

Additional locos reported at this location by visitors in recent years

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

Ordered for ?

1	w/n ?	Derelict 1994 and 1996.

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

Ordered for ?

2	w/n ?	Derelict 1994.

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

Ordered for ?

57	w/n ?	Converted to diesel from 0-6-0 or 2-6-0.

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

Ordered for Havana Central Rly. as no. **65**. Only recorded here by AHW [38].

1632	w/n 54836	

18.4.96 Ingenio Zaza, at Placetas
later Mill 450 Benito Juárez

Background

Built 1873.
1901 [18]: 72 km. of 3' 0" gauge, 50 lb. rail, 1 loco, no cars as uses those of Cuban Central Rly.
1907: "Owns no railway.— Cuban Central lines run a spur ½ mile, which hauls all the cane. Narrow gauge. Rolling stock: One locomotive."
1909 [2]: "Situated near Placetas. Narrow-gauge spur, 1^ miles long, runs from the Cuban Central Railroad to the sugar mill. Rolling stock, 1 locomotive, no cars."
1913 [9]: Operating, owned by Viuda de Zulueta.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Hermanos Zulueta y Gamiz.
1943 [32]: Operating, owned by Zulueta Hermanos SA.
1956 [34]: Actively crushing.
In modern province of Villa Clara.

3' 0" gauge

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1886 Delivered here new

Ordered for Ingenio Zaza.
BLW class 8-20D no. 59. Spec. is in vol. 13 p 9. R&H stack, mark on tank: 'FERRO-CARRIL DE ZAZA'.
5 w/n 7796

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1913 Delivered here new

Ordered by K&P for Ingenio Zaza **2.**
BLW class 8-22D no. 330. Spec. is in vol. 44 p 324. mark on tank: 'INGENIO ZAZA',
2 w/n 40371

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1920 Delivered here new

Ordered for Ingenio Zaza.
BLW class 10-22E no. 91. Spec. is in vol. 64 p 223. outside frames, mark on tank: 'INGENIO ZAZA', cab roof extending 34" over tender.
3 w/n 53107 Sold to Central Adela, SC/LV, possibly via Central Fe, and eventually became *MinAz* no. **1325**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07451.

18.4.97 Additional mills in the old Santa Clara / Las Villas province

noted as having locomotives since the fore-going list index was created.
In due course these will be inserted in the correct places in the index.

Central Carolina, at Sagua la Grande

Background

1893: owned by Marcelino Garcia.

Standard gauge

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

Ordered for Marcelino Garcia, Sen. C. Sagua la Grande, possibly for Central Carolina at Sagua.
5 w/n 5802

Central Domingo, at Sagua

Background

1893: plantation owned by Bea Bellido & Co.

Standard gauge

0-4-0T motor d/w 37", cyls. 11x16", built by Baldwin in 1892

Ordered for Rafael Estrada for Bea Bellido & Co. **1**, Probably for this location but not certain.
BLW class 4-16C no. 104. Spec. is in vol. 18 p 94. mark over windows: 'GRAN FABRICA DE AZUCAR DE MIEL', and under windows: 'BEA, BELLIDO Y Co.' cab overall, well ventilated. ie. motor.
1 w/n 13024

Central Escambray?, at ?

later Mill 410?

Background

Possibly known as Central Santisima Trinidad for a period, then Naranjal, then Agabama.

Terminal Mielara, at Isabella de Sagua

Background

P

Standard gauge

Additional loco reported at this location by visitors in recent years

0-4-0ST d/w 41", cyls. 13x18", built by Hawthorn Leslie in 1905

Ordered for ?

1245 w/n 2638 Scrapped 1978?

Ingenio Purisima Concepción

Lagunillas is midway between Cienfuegos and Santa Clara.
1877: mill operating this year. Owned by D. Manuel B. More y Pulg.
1893-4: mill operating this year. Owned by Manuel B. Moré.

However, there was another ingenio of the same name, a little way to the west, at Cartegena.
1877: mill operating this year. Owned by D. Viente L. Ferrer.

And a third to the southeast, at Jibacoa north of Trinidad.
1877: mill operating this year. Owned by D. Hilario Gonzalez Ramos.

In 1893-4 there were 2 ingenios of this name, at:
Guira de Melena, owned by Manuel Peralta,
and at Lagunillas, owned by Manuel B.. Moré

Gauge 2' 5"

0-4-2 d/w 28", cyls. 7x12", built by Baldwin in 1878 **Delivered here new**

Ordered via J. A. Pesant for ingenio/Central Purissima Concepcion.
BLW class 6-8 1/3C 1, vol 9 p43. Mark on tank: 'PURISIMA CONCEPCIÓN', painting: olive green & gold, 4-wheeled tender, diamond stack,

? w/n 4489

Central Rosita, at Esperanza

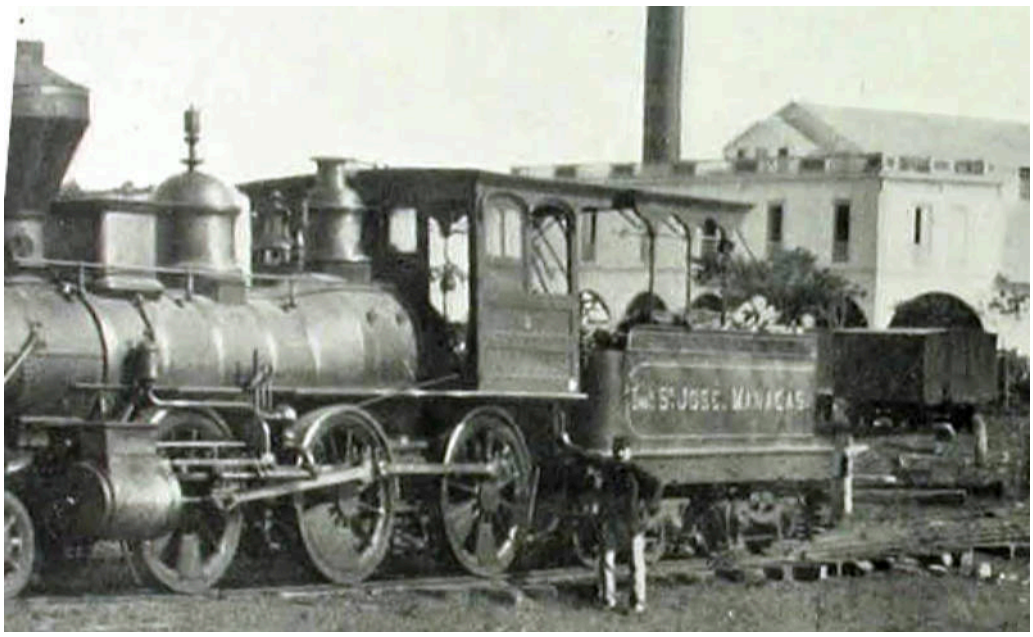
Background



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 10092.

Ingenio San José at Manacas

Background



Ingenio Victoria, at Calabazar (Sagua)

Background

1893: plantation Victoria owned by Pedro Mora.

Gauge 2' 6"

0-6-0 d/w 33 or 28", cyls. 10x16", built by Baldwin in 1888

Ordered via Eduardo Mora, Sagua la Grande **1 'VICTORIA'**, Allocation of this loco here based on name and purchaser, but not yet confirmed.

BLW class 6-14D 22 vol 14 p 224. No mark on tank, R&H stack.

1 w/n 9655

18.5 Sugar mill railways in the old province of Puerto Principe / Camagüey

List of 34 centrales in the old province of Puerto Principe / Camagüey

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Central Adelaida	501	Enrique José Varona	18.5.1
Central Agramonte	502	Ignacio Agramonte	18.5.2
Central Algodones	503	Orlando Gonzáles Ramirez	18.5.3
Central Alta Gracia			18.5.4
Central Baragua	504	Ecuador	18.5.5
Baga á San Miguel			18.5.6
Central Camagüey			18.5.7
Central Céspedes	505	Carlos Manuel de Céspedes	18.5.8
Central Ciego de Avila			18.5.9
Central Cunagua	506	Bolivia	18.5.10
Ingenio Dos Marías			18.5.11
Central Elia	507	Colombia	18.5.12
Central Estrella	508	República Dominicana	18.5.13
Central Florida	509	Argentina	18.5.14
Central Francisco	510	Amancio Rodriguez	18.5.15
Ingenio Guayabal			18.5.16
Central Jagueyal y Morón			18.5.17
Central Jaronu	511	Brasil	18.5.18
Ingenio Jatibonico	512	Uruguay	18.5.19
Central La Gloria			18.5.20
Ingenio El Lugareño	513	Sierra de Cubitas	18.5.21
Central Macareño	514	Haiti	18.5.22
Central Morón	515	Ciro Redondo	18.5.23
Central Najasa	516	Alfredo Alvarez Mola	18.5.24
Central La Patría	517	Patría ó Muerte	18.5.25
Central Pilar			18.5.26
Central Punta-Alegre	518	Máximo Gomez	18.5.27
Central Reducción			18.5.28
Central Santa Marta	519	Cándido Gonzalez	18.5.29
Central Santo Tomás			18.5.30
Central Senado	520	Noel Fernández	18.5.31
Central Siboney	521	Siboney	18.5.32
Central Stewart	522	Venezuela	18.5.33
Central Velasco			18.5.34
Central Vertientes	523	Panama	18.5.35
Central Violeta	524	Primero de Enero	18.5.36

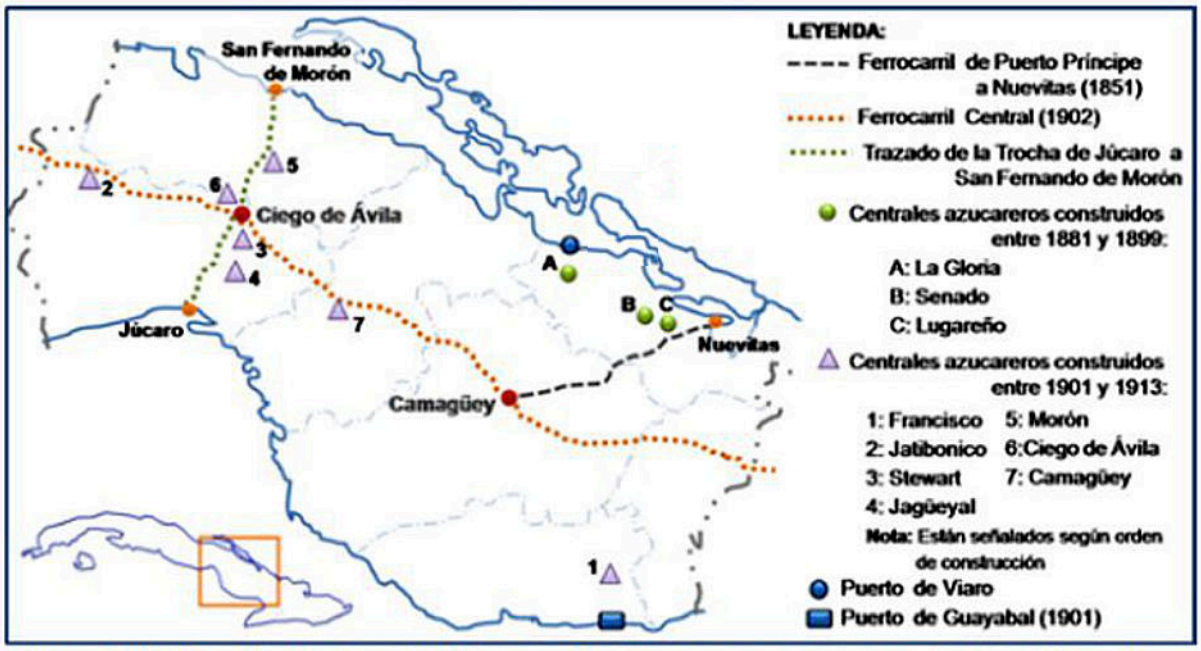


Figura 4: Ubicación de los centrales azucareros construidos en la provincia de Camagüey hasta el año 1913. Fuente: Elaboración propia



Figura 5: Ubicación de los centrales azucareros construidos en la provincia de Camagüey hasta el año 1918. Fuente: Elaboración propia.

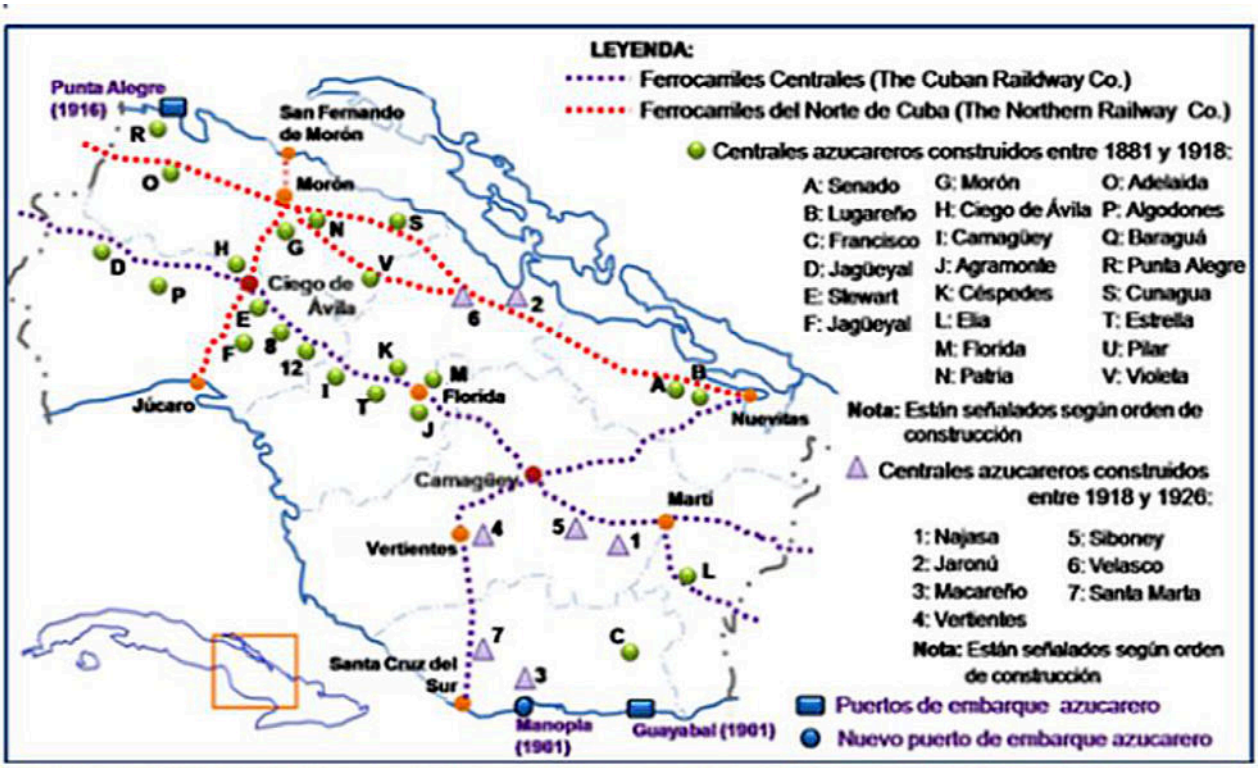


Figura 7: Ubicación de centrales azucareros construidos en la provincia de Camagüey hasta el año 1926. Fuente:Elaboración propia

18.5.1 Central Adelaida, at Morón
later Mill 501 Enrique José Varona

Background

Built 1915
1916 [9]: Operating, owned by Cia. Azuc. Adelaida.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Adelaida Cia. Azuc. SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2016/03/15/centrales-de-cuba-central-adelaida/
"*El central Adelaida se fundó en la antigua hacienda Nauyú comprada el 13 de agosto de 1915 por algunos intereses españoles liderados por Laureano Falla Gutiérrez quien le puso a la fábrica de azúcar el nombre de una de sus hijas. Ubicado en Morón, Ciego de Ávila, antigua provincia de Camagüey, el Adelaida era un gran complejo fabril que contaba con su propio aeropuerto, la segunda mayor destilería del país, poseía 1063 caballerías de tierra propia; empleaba 2970 trabajadores en zafra y tenía una capacidad de molienda de 330 000 arrobas de caña con un alto rendimiento industrial.*
Se comenzó a construir en abril de 1916 y en sus alrededores surgiría el poblado de Falla (tras la caída de Gerardo Machado se renombraría Nauyú en protesta por las relaciones de los Falla con la tiranía, pero luego recobraría su denominación original).
En 1921 Laureano Falla se hizo con el completo control de la empresa al retirarse los demás socios y a partir de entonces, y hasta su nacionalización por el gobierno cubano, el central permaneció en sus manos y las de sus herederos que lo controlaron a través de la Sucesión de Falla Gutiérrez.
Su administrador en 1958 era Viriato Gutiérrez Falla, hijo de Adelaida con el millonario Viriato Gutiérrez Valladón.
Tras el triunfo de la Revolución de 1959 el Adelaida fue intervenido y luego nacionalizado por el nuevo gobierno cubano que lo renombró como Enrique Varona.
Fue uno de los centrales de la nueva provincia de Ciego de Ávila que sobrevivió a la reestructuración de la industria azucarera llevada a cabo por el presidente cubano Fidel Castro en el primer lustro del siglo XXI y aún se mantiene moliendo."

Standard gauge

0-4-0T d/w 30", cyls. 11x16", built by VIW in 1916 Delivered here new

Ordered for Central Adelaida as no. **1 'MARIA TERESA'**. Sold to Central España, M, and then to Central Estrella / 508 Republica Dominicana C.
VIW class 7-14-1.

1 'MARIA TERESA'	w/n 2531	Became *MinAz* no. **1???** at that location.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1916 Delivered here new

Ordered for Serbia, but not delivered. Purchased for Central Adelaida.
VIW class 7-49-B.

2 'ISABEL'	w/n 2573	Sold/transferred to Central Cuba / 306 Cuba Libre. Became *MinAz* no. **1410** at that location.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1916 Delivered here new

Ordered for Serbia, but not delivered. Purchased for Central Adelaida as no. **3 'DOLORES'**.
VIW class 7-49-B.

3 'DOLORES' w/n 2584 Sold/transferred to Central San Isidro / 434 Panchito Gomez Toro. Became *MinAz* no. **1430** at that location.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1919 Delivered here new

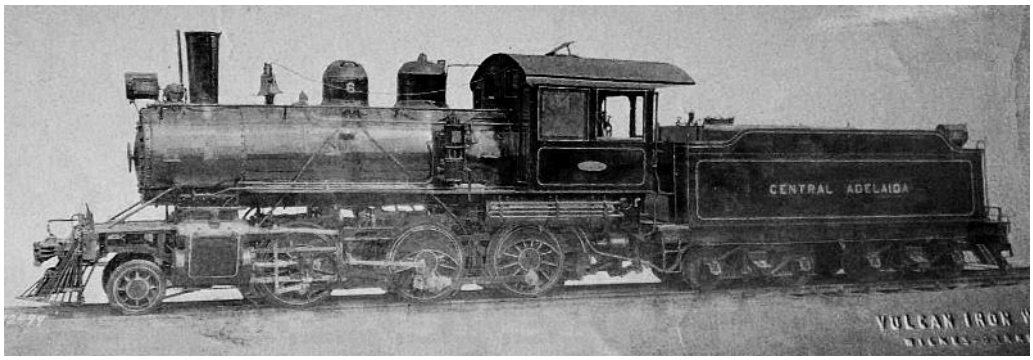
Ordered for Central Adelaida as no. **4 'EUTIMEO'**.
VIW class 7-49-B.
4 'EUTIMEO' w/n 2972 Became *MinAz* no. **1438** at this location. Cab only survived 1984.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1920 Delivered here new

Ordered for Central Adelaida as no. **5 'ALEJANDRITE'**.
VIW class 7-49-B.
5 'ALEJANDRITE' w/n 3075 Sold/transferred to Central Progreso / 315 Jose Smith Comas. Became *MinAz* no. **1415** at that location.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1924 Delivered here new

Ordered for Central Adelaida as no. **6**.
VIW class 7-49-B.
6 w/n 3461 Later to Central Falla(?)? Then sold to Central Stewart / 522 Venezuela. Became *MinAz* no. **1442** at that location.



2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1915

Ordered by *FC Unidos*, but possibly under CC or HC name, as no. **262**. Sold first to Central Cunagua / 506 Bolivia, Became *MinAz* no. **1734**. Later to Central Adelaida / 501 Enrique José Varona.
1734 w/n 55398 Present in 1984, but later disappeared?

Additional locos reported at this location by visitors in recent years

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920

Ordered by American Sugar Refining Co. for Central Jaronu **56**.
BLW class 10-30D no. 678, spec. is in vol. 64 p 32. Dup. of 10-30D no. 671, mark on tank: 'CENTRAL JARONU' in raised letters on brass plates, numbers on cabsides: to be fairly large in raised figures on circular brass plates. Last one similar but: BLW class 10-30D no. 687. Spec. is in vol. 64 p 36. Dup. of 10-30D no. 676.mark on tank: 'CENTRAL JARONU'
1437 w/n 53852 Out of use 1988, later disappeared.

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

Ordered for ?
BLW class no. . Spec. is in vol. p .

1648 w/n ? Cab only survived 1984.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Macareno **5**. But for which Central Macareno?

BLW class 10-30E no. 226, spec. is in vol. 78 p 35. mark on tank: 'CENTRAL MACARENO'

1559 w/n 58534 Seen dismantled 1994.

18.5.2 Central Agramonte, at Florida
later Mill 502 Ignacio Agramonte

Background

Built 1915.
1916 [9]: Operating, owned by Cia. Azuc. Vertientes.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Vertientes Camaguey Sugar Co. Another source says mill idle 1931-45.
1956 [34]: Actively crushing.
In modern province of Camagüey.
Paragraphs from : https://historiacuba.wordpress.com/2016/04/12/centrales-de-cuba-central-agramonte-el-gigante-de-florida/
"*El central Agramonte, ubicado en Florida, Camagüey, fue fundado en el año 1916 por una compañía cubana. Molió por quince años y luego se mantuvo inactivo entre 1935 y 1946 en que el gobierno de Cuba ordenó que reasumiera la producción o de lo contrario lo confiscaría. Eximido de impuestos por cuatro años logró reiniciar su producción y fue en ese momento en el que se le instaló una refinería y una destilería con capacidad diaria de 7295 galones de alcohol de 100 %.*
Era el central Agramonte en 1958 el 38vo en capacidad de producción con 370 000 @ diarias de capacidad de molienda, un rendimiento industrial alto de 13.10 y empleaba 3417 trabajadores en zafra. Su refinería y su destilería eran, respectivamente, la 6ta y 8va por su tamaño en el país; poseía, además, el central su propio aeropuerto y era el 5to mayor propietario de tierras de país (en conjunto con el central Estrella y el Vertientes que eran administrados por la misma compañía). Dentro de sus predios se criaba también ganado selecto de la raza Santa Gertrudis.
Pertenecía, junto a los mencionados Estrella y Vertientes a la Compañía Azucarera Vertientes – Camagüey de Cuba, uno de los cuatro consorcios azucareros bajo el control del grupo Rockefeller – Stillman que los controlaban desde que sus propietarios originales quebraran durante el crack bancario de 1921.
Tras el triunfo de la Revolución fue nacionalizado y su nombre se varió a central Ignacio Agramonte."

Standard gauge.

2-6-0 d/w 48", cyls. 15x24", built by Porter in 1916 Delivered here new

Ordered via M. Tillman & Co. of Havana, for Central Agramonte.

2	w/n 5894	Became *MinAz* no. **1???** at this location.
3	w/n 5895	Became *MinAz* no. **1???** at this location.

4-6-0 d/w 56", cyls.18x24", built by Baldwin in 1886

Ordred for Central RR & Banking Co. of Georgia as no. **159**, sold 1892 to Central RR of Georgia as **1315**, then sold 1905 to I. Joseph (dealer) and on to Douglas Augusta & Gulf RR as no. **96**. Sold 1913 to Georgia & Florida RR as their no. **13**. Sold 1917 to Southern Iron & Equipment as their no. **1224**, and on to Central Agramonte as no. **4**.
BLW class 10-30D no. 173. Spec. is in vol. 12 p 237.

4	w/n 7896	

2-6-2 d/w 46", cyls. 16x24", built by Baldwin in 1920

Ordered for Central Estrella. Sold to Central Agramonte.
BLW class 10-26¼D no. 170. Spec. is in vol. 63 p 420. Dup. of 10-26¼D no. 158, mark on tank: 'CENTRAL ESTRELLA' D/w possibly 46".

8 'DOMINGO LEON'.	w/n 53120	later to Central Agramonte

2-6-0 d/w ?", cyls. 19x24", built by Porter in 1919

Ordered for Cia. Azuc. Vertientes, Camaguey, C. Later at Central Panama, then to Central Ignacio Agramonte.

? w/n 6247

2-6-0 d/w ?", cyls. 19x24", built by Porter in 1920

Ordered for Cia. Azuc. Vertientes, Camaguey, C. Later at Central Panama, then to Central Ignacio Agramonte.

? w/n 6541

Additional locos reported at this location by enthusiasts in recent years

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

Ordered for ? BLW class no. . Spec. is in vol. p .

1139? w/n ?

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

Ordered for ? BLW class no. . Spec. is in vol. p .

1839 w/n ?

18.5.3 Central Algodones, at Guayacanes
later Mill 503 Orlando Gonzáles Ramirez

Background

Built 1916.
1916 [9]: Operating, owned by Cia. Azuc. Algodones.
1922 [9]: Operating, owned by Central Algodones SA.
1943 [32]: Operating, owned by Sugar Plantations Operating Co.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.

Standard gauge

2-8-0 d/w 50", cyls. 18(or 17?)x24", built by ALCo in 1920 Delivered here new

Ordered Central Algodones as no. **2.**

2	w/n 62543	Became *MinAz* no. **1837** at this location. Present 1994. In use 1997.

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1918 Delivered here new?

Ordered for Central Algodones **4** (which one?) and/or Central La Vega **1** (which may have been under the same management.
BLW class 10-30E no. 147-148. Spec. is in vol. 63 p 354. Dup. of 10-30E nos. 144-146, mark on tank: 'CENTRAL ALGODONES' and on the second loco: 'LA VEGA SUGAR COMPANY'.

4	w/n 47544
1	w/n 47545

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1917 Delivered here new

Ordered via Koppel agency for Central Algodones as no. **6**.
VIW class 7-50-D.

6	w/n 2718	Was here when *MinAz* took over.

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1920

Ordered for Cia. Azuc. Ciego de Avila for Central Ciego de Avila as no. **5**. Sold to Central Algodones.
BLW class 8-28D no. 321. Spec. is in vol.63 p 385. Dup. of 8-28D no. 308, mark on tank: 'CENTRAL CIEGO DE AVILA'

?	w/n 53805	Became *MinAz* no. **1562** at that location. Present 1994, Derelict 1995. Scrapped by 19996?

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Galope as no. **2** and **3**. Sold to Central Algodones.
BLW class 8-30D no. 716-717. Spec. is in vol. 64 p 18. mark on tank: 'CENTRAL GALOPE'. Second one had new boiler by XO 113024 in 1924.

?	w/n 53877	Became *MinAz* no. **1563** at this location. In existence 1994-5. In steam 1997.
?	w/n 53878	Maybe to Central Union where became **1673.**

4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1916

Ordered by Cuba RR as no. **243**. Connelly and Lehmuth ALCo lists have cyls. as 20x26". Sold to

Central Jatibonico / 512 Uruguay, Later transferred on to Central Algodones / 503b Orlando Gonzalez Ramirez.

?	w/n 55991	Became *MinAz* no. **1732**. Present 1994. In use 1997.

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1917

Ordered via Koppel agency for Central Fidencia. as no. **1 'TIFA'**. Sold to Central Algodones as no. **5**.
VIW class 7-50-D.

5	w/n 2711	Became *MinAz* no. **1595** at this location. Transferred to Central Unidad / 447 Unidad Proletaria with same *MinAz* no. Later returned to Central Fidencia / 412 Juan Pedro Carbo Servia as no. **1421**.

4-6-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **121**. Sold to Central Violeta / 524 Primero de Enero. Became *MinAz* no. **1736** at that location. Boiler and plates swopped with one from a 2-8-0. Transferred to Central Algodones / 503 Orlando Gonzalez Ramirez.

1736	w/n 62655	In steam 1994. Present 1997.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1921

Ordered for Central España as no. **16**., but diverted to Central Vertientes as no. **2**. Sold via Maritrop Trading Co. to Central Algodones / 503 Orlando Gonzalez Ramirez.
VIW class 7-51-D.

?	w/n 3148	Became *MinAz* no. **1836** at this location. In steam 1994. In use 1997.

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

Ordered via Marcelino Garcia, for "Sen. C. Sagua la Grande" whatever that was. Leach 2nd ed. [5] places this engine here at one stage.
100 hp.

?	w/n 5802

Additional loco reported at this location by enthusiasts in recent years

2-6-0 d/w 46", cyls. 16x24", built by Baldwin in 1922

Ordered for Central Macareno **4**.
BLW class 8-26D no. 223, spec. is in vol. 64 p 401.

1652	w/n 55733	Seen dismantled in 1992. Scrapped by 1996.

18.5.4 Central Alta Gracía, at Camagüey

Background

1909 [2]: "Situated near Camaguey. Four miles of narrow-gauge road. Gauge, 40 inches ; rolling stock, 1 locomotive."
1943 [32]: Operating, owned by Cia. Central Altagracia.
1944 mill possibly closed, according to Lehmuth's VIW list. Leach also says closed down between 1933 and 1944.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Palma 625 Dos Ríos [35]. Was this location linked to a Central Oriente?
Paragraphs from : https://historiacuba.wordpress.com/2017/04/21/compania-central-altagracia-sa-empresas-de-cuba/
"*La Compañía Central Altagracia SA era una empresa norteamericana, propietaria de los centrales Alto Cedro, Palma y Santa Ana y de la «Miranda Sugar States», con una capacidad de producción total de 1 360 000 @ de caña diarias, lo que representaba el 9no grupo azucarero más grande de Cuba antes de 1958. La Compañía Central Altagracia SA era propiedad mayoritaria de la norteamericana «West Indies Sugar Corporation», compañía en la que Julio Lobo controlaba el 25 % de las acciones.*
Era uno de los cuatro consorcios azucareros bajo el control del grupo financiero Rockefeller – Stillman, con otras tres filiales más en Cuba, que había comenzado a deshacerse de sus centrales en Cuba tal como ya habían hecho «The Cuban Company» y «Guantánamo Sugar Co.», dos de los consorcios controlados. Más bien prefirieron comenzar por sus cinco centrales en República Dominicana que vendieron el 28 de enero de 1957 por $35 830 000.
Su origen se remonta a 1913 cuando «The National Sugar Refining Co.», perteneciente al grupo financiero Howell, había fundado en Connecticut «West Indies Sugar Finance Corporation», que en 1919 controlaba los centrales Cupey, Alto Cedro y Palma. En 1920 pasó al control de «The National City Bank», junto con el central América que adquirió bajo la nueva empresa «Sugar State of Oriente». A su vez, el 27 de mayo de 1920, se fundó de «Cuban Dominican Sugar Development Syndicate», propiedad también del «Grupo Howell», que adquirió varios ingenios en Santo Domingo y, en Cuba, el Santa Ana, el Hatillo, absorbiendo a «Sugar States of Oriente» con sus cuatros centrales, a los que añadió los dos que tenía, más el Altagracia que compró en 1922, y en 1932 adoptó la razón social de Compañía Altagracia SA. De los centrales que llegó a poseer la compañía demolió – antes de 1958 – el Cupey, el Hatillo y el Altagracia; vendió el América y posteriormente compró el Miranda.
Desde los años 1930 Frederick Adams y Arthur Kirstein se mantuvieron como presidente y vicepresidente hasta 1955 en que fueron sustituidos por Edwin Kilbourne, presidente y Huntting Howell, vicepresidente.
La situación económica de ambas empresas (Altagracia y Miranda) era buena y en 1957, tras vender los centrales de República Dominicana elevaron sus utilidades a $5 900 000. Aunque el valor de sus acciones había descendido, como el del resto de las firmas azucareras norteamericanas en Cuba, continuaba, junto con la United Fruit Co. como una de las de mejor cotización."

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915 Delivered here new

Built for Serbia, not delivered on account of WWI. First one diverted to Tientsin-Pukow Rly., China, but was/were then re-diverted to Cuban Dominican Sugar Co. for Central Altagracia, C, as no. **1**. Second one diverted to Cuban Dominican Sugar Co. for Central Altagracia **1**. Numbers clearly conflict.
VIW class 7-50-D.

1?	w/n 2433	Built 1915. Sold to Central Oriente, O, as no. **1**.
1?	w/n 2438	This might be a mistake by Lehmuth. Leach shows this as no. **1** here.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Oriente **4**, later to Central Altagracia **4.**
BLW class 8-30D no. 714. Spec. is in vol. 64 p 85. Dup. of 8-30D no. 704. mark on tank: 'CENTRAL ORIENTE',

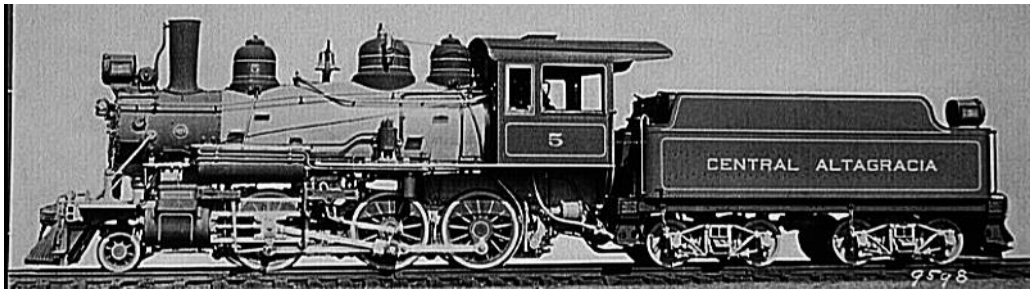
4 w/n 54010

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1925 **Delivered here new**

Ordered for Central Alta Gracia.

BLW class 8-30D no. 739. Spec. is in vol. 78 p 22. Dup. of 8-30D no. 714, mark on tank: 'CENTRAL ALTAGRACIA'

5 w/n 58613



18.5.5 Central Baragua, at Colorado
later Mill 504 Ecuador

Background

Built 1916.
1916 [9]: Operating, owned by Baragua Sugar Co.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Baragua Sugar Estates.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2018/12/24/central-baragua-centrales-de-cuba/
"*El central Braguá, situado en el municipio de Ciego de Ávila, antigua provincia de Camagüey, era un gran central (el 15to más grande del país por su capacidad de molienda ascendente a 650 000 @ de caña diarias), pero con un rendimiento industrial bajo de 12.46. Empleaba a 935 trabajadores en zafra y poseía la 6ta mayor refineria del país con una capacidad de 7 000 quintales diarios.*
En el ingenio existía un laboratorio de entomología para la crianza de la mosca Lyxophaga, 1 600 cabezas de ganado y 1423 caballerías de tierras propias.Se fundó en el año 1917 y en 1930 fue adquirido por la Baragua Sugar States – una filial de la Punta Alegre Sugar Corporation – que operaba tres centrales en Camagüey: el Florida, el Macareño y el Baraguá.
El batey del central Baraguá contó en un un comienzo con unas 80 edificaciones, entre las que destacaban la oficina del administrador (que todavía se conserva y donde reside la Casa del Azucarero) y la Oficina General de la Industria (que fue destruida por un sabotaje en 1970).
Para la exportación de su azúcar el central Baraguá se servía de su antiguo embarcadero privado de Boca Grande a 17.5 kilómetros, al que se llegaba dçpor ferrocarril. También se encontraba conectado a la Carretera Central por una excentel vía de 12.5 kilómetros.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el gobierno de Cuba que lo renombró como central Ecuador.'

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1918 Delivered here new

Ordered for Punta Alegre Sugar Sales Corp. for Central Baragua as nos. **4** and **5**.
VIW class 7-50-D.

4	w/n 2776	
5	w/n 2777	Became *MinAz* no. **1565** at this location. Derelict in 1990, scrapped 1991?

4-6-0 d/w 48", cyls. 18x24", built by VIW in 1919 Delivered here new

Built for Central Baragua.
VIW class 7-51-A.

7	w/n 2992	Became *MinAz* no. **1654** at this location. Derelict 1990, scrapped 1991?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34307.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34308.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 58042.

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915

Built for Serbia, not delivered on account of WWI. Diverted for Central España, M, as no. **1**.

VIW class 7-50-D.

1	w/n 2449	Built 1915. Became *MinAz* no. **1564** at this location. In use 1994. Present 1997.

0-6-0 d/w 48", cyls. 16x24", built by VIW in 1907

Ordered via Frank Davies for New Orleans Public Belt RR as no. **3**. Then sold to J. E. Baker Co. and via Frank

Davies again in 1926 to Central Baragua.
VIW class 7-49,

2	w/n 1173	Became *Minaz* no. **1???** at this location.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1907

Ordered for Missouri, Oklahoma & Gulf RR **103**, then to Kansas, Oklahoma & Gulf RR **103**, later sold to Central Baragua **3**.
BLW class 10-30D no. 522, spec. is in vol. 31 p 103.

3	w/n 32346	Became *MinAz* no. **1653**. Last seen in use 1988. Out of use 1991, scrapped by 1993?

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919

Ordered for Cuban Trading Co. for Tuinúcú Sugar Co. **4**. Sold to Central Baragua.
BLW class 10-34E no. 2067?. Spec. is in vol. 64 pp 289-90.

4?	w/n 52944	Became *Minaz* no. **1821** at that location. In existence 1994-1995. In use 1997.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered via Jose Lezama for Central Limones **16** and **17**. First one not delivered, diverted by VIW to Hershey no. **10**. Sold to Central Rosario as no. **8**. Given new VIW boiler in 1925. Sold to central Florida as no. **6**. Eventually did go to Central Limones as no. **16**. Second one had stayed at Central Limones throughout that time. Both sold to Central Baragua / 504 Ecuador.
VIW class 7-54-A2.

16	w/n 3094	Became *MinAz* no. **1903** at this location. Frame only present 1990 and 1996, scrapped by 1993?
17	w/n 3102	Became *MinAz* no. **1904** at this location. Rebuilt during 1989 using boiler and cab from **1835** and parts from **1903**. In use 1994 and 1997.

2-8-0 d/w 48", cyls. 18x26", built by ALCo in 1919

Ordered by Cuban American Sugar Co. for Central Unidad as no. **2**. Sold/transferred to Central Santa Isabel / 438 Ramón Ponciano. Became *MinAz* no. **1817** at that location. Transferred later to Central Baragua / 504 Ecuador.

1817	w/n 58784	Present 1994. In use 1997, but then damaged in collision with **1649** during March 1997.

2-8-0 d/w 50", cyls. 19x26", built by ALCo in 1921

Ordered for Eastern Cuba Cane Sugar Co. as no. **8**. Sold to Central Violeta / 524 Primero de Enero. Became *MinAz* no. **1835** at that location. Transferred to Central Baragua / 504 Ecuador.

1835	w/n 62962	Present 1989, scrapped by 1993? Boiler and cab had been transferred to **1904** during 1989.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1919

Ordered via E. Atkins & Co. for Punta Alegre Sugar **7**. Sold later to Central Baragua **7**.
BLW class 8-30D no. 707. Spec. is in vol. 64 p 391. Dup. of 8-30D no. 685, mark on tank: 'PUNTA ALEGRE SUGAR COMPANY', no number or name mentioned on spec. page.

7	w/n 52423	Became *Minaz* no. **1649** at this location. In existence 1994-1995. In use 1997, but then damaged in collision with **1817** during March 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1910

Ordered for Grafton & Upton RR **6**, then to General Equipment Co. and on to Pittsburgh, Lisbon & Western RR. Later to E. E. Atkins & Co. for Central Baragua.

BLW class 10-34E no. 1964. Spec. is in vol. 34 p 189. Spec. pages 188-9 are missing from the De Golyer volume.

? w/n 34746 Became no. **1905**. Derelict 1990, scrapped 1991?

Additional loco reported at this location by enthusiasts in recent years

None

18.5.6 Baga á San Miguel railway

Background

Concession granted 1859 [18 p176]. Owners unknown.

1901 [18]: 8½ km., standard gauge, 55 lb rail, no locos or cars as all destroyed during insurrection. Railway now out of use owing to bridges destroyed.

1909 [2]: “Six miles of narrow-gauge tramway, running from Baga, on Nuevitas Bay, to San Miguel. Gauge, 4 feet 9 inches; weight of rail, 60 pounds; rolling stock, 2 platform cars. Oxen used.”

18.5.7 Central Camaguey, at Florida

Background

1913 [9]: Operating, owned by Cia. Azuc. Camaguey.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Vertientes Camaguey Sugar Co.
Mill closed down 1945-6 or thereabouts.
1956 [34]: Not listed.

Gauge 2' 6"

0-4-0ST d/w 20", cyls. 5x10", built by Baldwin in 1914 Delivered here new

Ordered via Maximino Yebra, for Cia. Azuc. de Camaguey? Purchased for this mill? Depends whether company had any other mills.
BLW class 4-4C no. 22. Spec. is in vol. 54 p 11. R&H stack.
1 'BUENAVENTURA' w/n 41417

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1914 and 1915 Delivered here new

Ordered by Cia. Azuc. de Camaguey.
BLW class 8-22D nos. 335 and 340. Spec. is in vol. 54 p 78 and p 84. mark on tank: 'CENTRAL CAMAGÜEY', R&H stack.
1 w/n 41673
3 w/n 42207



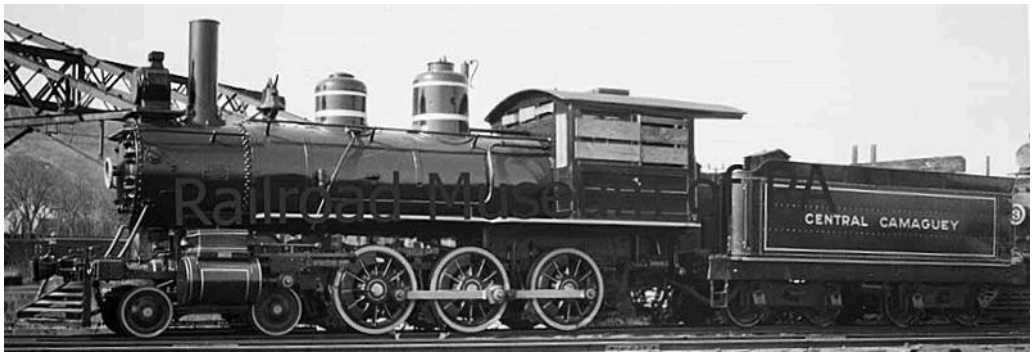
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05159.

0-4-0ST d/w 26", cyls. 8x12", built by Baldwin in 1915 Delivered here new

Ordered by Cia. Azuc. de Camaguey for Central Camaguey **2**.
BLW class 4-20½C no. 129. spec. is in vol. 54 p 15-16, mark on tank: 'CENTRAL CAMAGÜEY', R&H stack.
Leach says was originally 0-4-2ST but unlikely.
2 w/n 41896

4-6-0 d/w 52", cyls. 18x24", built by Pittsburgh in 1896

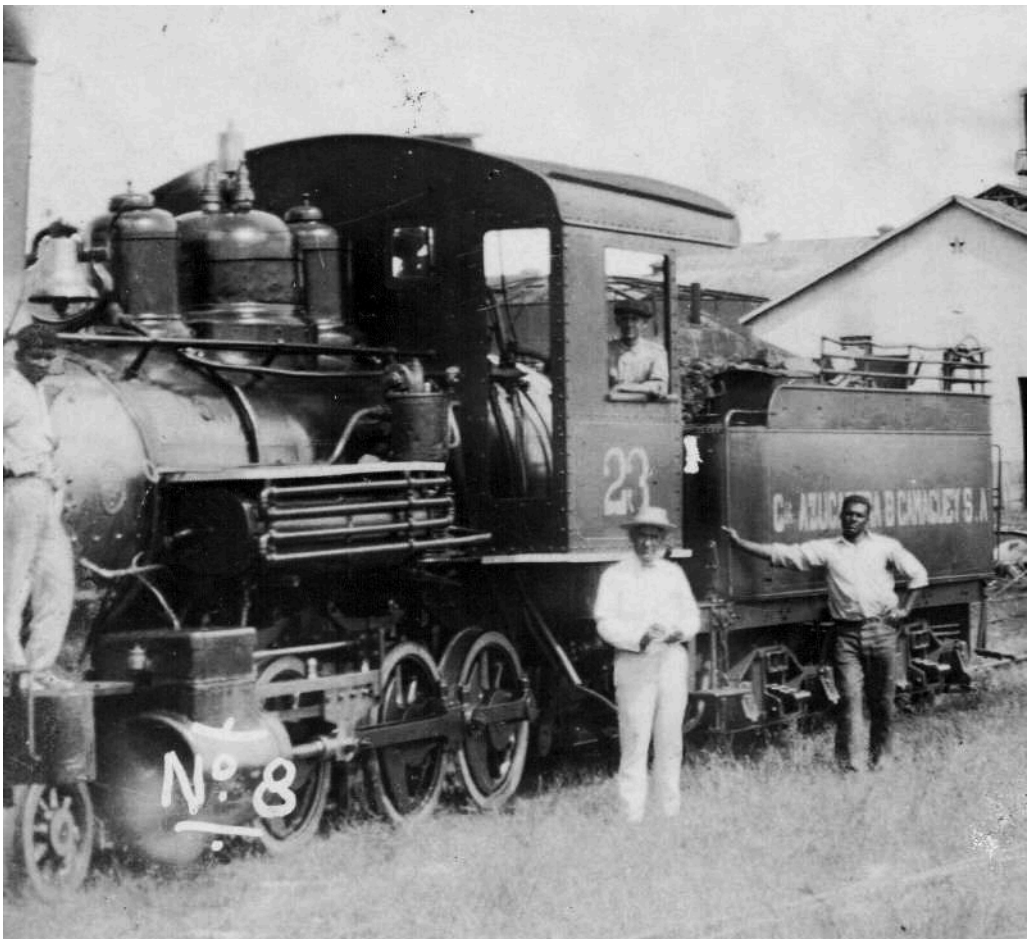
Ordered by Pittsburgh & Lake Erie RR as no. 86. PIttsburgh lists have that loco sold on to the NYC as 9157 and then to E. F & G. E. Fauquir Co. in 1909. How did it get here?
4 w/n 1596



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34300.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 58044.



This would appear to be one of the Baldwin 2-6-0s numbers **1** or **3**. However, it bears the number **23**, has lost its R&H stack, and might have gained its air pump and reservoir since it was first built. The original caption on the full image read 'Piedrecitas, Central Camaguey, Ft. Amoros'.

18.5.8 Central Céspedes, at Céspedes
later Mill 505 Carlos Manuel de Céspedes

Background

Built 1915.
1916 [9]: Operating, owned by Perez Gonzales.
1922 [9]: Operating, owned by Antonio Perez, Sen. C.
1943 [32]: Operating, owned by Cia. Azuc. Cespedes SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/22/central-cespedes-centrales-de-cuba/
"*El central Céspedes, ubicado en Céspedes, Camagüey, era el 37mo central del país por su capacidad de molienda que ascendía a 380 000 @ de caña diarias. Tenía un rendimiento industrial alto, 960 caballerías de tierras propias y en zafra daba empleo a 3 100 trabajadores.*
Se fundó en el año 1916 por Antonio Pérez Mier, quien mantuvo la propiedad principal asociado con otros, pero en 1920 se vio obligado a solicitar créditos a «Cuba Trading», propiedad de la familia Rionda, quienes, finalmente, en 1923, entrarían como socios. Constituyeron entonces la «Compañía Azucarera Céspedes SA» que operaría el central hasta su nacionalización. El antiguo propietario Pérez Mier ocupó la presidencia de la nueva compañía.
Sus acciones y bonos cotizaban en la Bolsa de La Habana. Durante la década de 1950 las ganancias del central habían ido disminuyendo y si en 1950 habían obtenido utilidades por $326 000 pesos, en 1955 sólo tuvo ganancias por $23 000.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Carlos Manuel de Céspedes.
En la actualidad es administrado por el grupo estatal AZCUBA y es uno de los ingenios que aún se mantiene moliendo en la provincia de Camagüey."

Standard gauge

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1915 Delivered here new

Ordered by Perez y Gonzales for Central Cespedes **1**.
BLW class 4-14C no. 279. Spec. is in vol. 54 p 23. Details similar to 4-12C no. 37, mark on tank: 'CENTRAL CES-PEDES',

1	w/n 42671	Became *MinAz* no. **1173** at this location. In use 1994, In existence 1995. Present 1997.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920 Delivered here new

Ordered for Central Cespedes as no. **4**.
VIW class 7-51-D.

4	w/n 3134	Sold to Central Araujo, M, as no. **4**. Sold to Central Estrella / 508 Republica Dominicana. Became *MinAz* no. **1747** at that location. However, Leach has the loco here and out of use in 1994.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Cespedes.
BLW class 10-34E no. 2082. Spec. is in vol. 63 p 383. Dup. of 10-34E no. 2057. mark on tank: 'CENTRAL CES-PEDES'

5	w/n 53657	Became *MinAz* no. **1906** at this location. Out of use 1994, In

existence 1995. Derelict 1997.

2-6-0 d/w 48", cyls. 15x24", built by Porter in 1919 Delivered here new

Ordered via Young & Hyde, for Central Cespedes as no. **6**.

6	w/n 6227	Became *MinAz* no. **1444** at this location. Out of use 1994, derelict 1995. Present 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered by Central Céspedes **8** (replacement for BLW 58614).

BLW class 10-30E no. 229. Spec. is in vol. 78 p 32. Dup. of 10-30E no. 227. mark on tank: 'CENTRAL CES-PEDES',

8	w/n 58781	

2-8-0 d/w 48", cyls. 19x26", built by Baldwin in 1919

Ordered by *FC Norte de Cuba* as no. **48**. Sold to Central Cespedes.

BLW class 10-32E no. 151. Spec. is in vol. 64 p 378. Mark on tank: 'NORTE DE CUBA'.

?	w/n 52481	Became *MinAz* no. **1838** at this location. In existence 1994-1995. In use 1997.

2-6-2T d/w 46", cyls. 16x24", built by Baldwin in 1920

Ordered by Central Pilar as no. **15 'DOMINGO LEON'** (or **5**?). Sold to Central Cespedes.

BLW class 10-26¼D no. 171. Spec. is in vol. 64 p 95. Dup. of 10-26¼D no. 158. mark on tank: 'CENTRAL PI-LAR'.

?	w/n 53594	Became *MinAz* no. **1445** at this location. In steam 1994, In existence 1995. Present 1997.

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1920

Ordered by Cia. Azuc. Naranjal for Central Naranjal as **'BATEY'**. Sold to Central Cespedes.

BLW class 4-34C no. 3. Spec. is in vol. 64 p 365. Dup. of 4-34C no. 1, mark on steam reservoir: 'CENTRAL NARANJAL'

7	w/n 53808	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central San Cristobal as no. **4**. Sold to Yaganabos (?). Sold to Central Cespedes.

BLW class 10-30E no. . Spec. is in vol. p .

?	w/n 54021	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Pilar as no. **16 'DOMINGO LEON'**. Sold to Central Cespedes. Lehmuth says went to Central Estrella as no. 16, rather than to C. Cespedes.

BLW class 10-34E no. 2095. Spec. is in vol. 64 p 97. mark on tank: 'CENTRAL PILAR', lettering similar to 10-26¼D no. 171.

?	w/n 54076	Became *MinAz* no. **1746** at this location. In existence 1994-1995. Out of use 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Mascota as no. **11**. "Cia. Azuc. Cienfuegos Sugar for Central Mascota" crossed out, nevertheless seemingly to that destination as **11** under some sort of lease arrangement, Sold to Central Cespedes as **7**.

BLW class 10-30E no. 170. Spec. is in vol. 64 p 56. mark on tank: 'THE BALDWIN LOCOMOTIVE WORKS, PARA LA' then on second line: 'CIA. AZUCARERA CIENFUEGOS, S. A.' and on third line: 'CENTRAL MAS-COTA' and finally on a fourth line: 'RODAS'.

7	w/n 54225	Sold to Central Soledad. Became *MinAz* no. **1646** at that location. In existence 1995. Lehmuth says then went to Central Santa Ana, SC/LV.

2-8-0 d/w 54", cyls. 19x26", built by Baldwin in 1924

Ordered by Central Florida as nos. **6** and **7**. Sold to Central Cespedes.

BLW class 10-32E nos. 179-180 . Spec. is in vol. 72 p 10. mark on tank: 'FLORIDA SUGAR COMPANY'. AHW [38] says built for this mill.

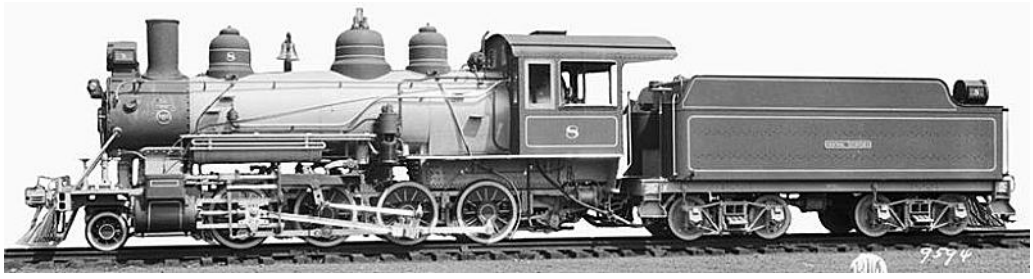
6?	w/n 57865	Became *MinAz* no. **1907** at this location. In use 1994, In existence 1995. Derelict 1997.
?	w/n 57866	Became *MinAz* no. **1843** at this location. In existence 1995. Derelict 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Built for stock, then ordered by Central Cespedes **8**, but not delivered as wrecked in Florida en route. Returned to BLW and sat in stock for six years Then to Birmingham Rail & Locomotive. New boiler fitted under XO15329, sold 1931 to Tuskagee RR as no. **103**. Repossessed by BR&L **1188** and then went to US Reclamation Service as no. **4** at Yuma Arizona, and later to Yuma Valley RR **4**.

BLW class 10-30E no. 227. Spec. is in vol. 78 p 16.

?	w/n 58614



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09594.

2-6-0 ex-0-6-0 d/w 48", cyls. 18x24", built by VIW in 1921

Ordered by *FC del Norte*, as no. **P3**. Sold to Central Cespedes as no. **?**.

VIW class 7-51-C.

?	w/n 3154	Converted to 2-6-0, to *MinAz* as no. **1744** at this location. Out of use 1997.

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1919

Ordered by Gustavo Portella, agent, Havana, for Central Estrella, C,. New BLW boiler in 1927 (XO-1204-27). Sold/ transferred to Central Cespedes / 505 Carlos Manuel de Cespedes.

150	w/n 1737	Became *MinAz* no. **1174** at this location. Out of use 1994. Derelict 1997.

2-8-0 d/w 48", cyls. 19x26", built by Baldwin in 1924

Ordered for Central Florida as nos. **6** and **7**. Sold to Central Cespedes.

BLW class 10-32E nos. 179-180. Spec. is in vol. 72 p 10. mark on tank: 'FLORIDA SUGAR COMPANY'.

?	w/n 57865	Became *MinAz* no. **1907** at this location. In Existence 1995.
?	w/n 57866	Became *MinAz* no. **1843** at this location. Present 1994, derelict 1995

0-4-0T d/w 33", cyls. 10x16", built by Baldwin in 1915

Ordered by Central Cespedes as no. **3 'BATEY'** (but spec. has that owner crossed out and Central Santa Catalina S.A. pencilled in). A note says Loco has been resold to Central Santa Catalina S.A. and number has been changed to be **4**. BLW class 4-14C no. 316. Spec. is in vol. 64 p 160. Dup. of 4-14C no. 270. AHW [38] has this as BLW no. 42761.

1	w/n 42671	Became *MinAz* no. **1173**. at this location. In existence 1995.

Additional loco reported at this location by enthusiasts in recent years

4-6-0 d/w 52", cyls. 18x24", built by Pittsburgh in 1896

Ordered for Pittsburgh & Lake Erie RR **82**, then to New York Central RR as **9153**, sold to Atlantic Equipment Co. then on to Fauquir Co. **5**.

1567	w/n 1592	Converted to fireless. Out of use 1994 and 1997.

18.5.9 Central Ciego de Avila, at Ciego de Avila

Background

1913 [9]: Operating, owned by Ciego de Avila Cia. Azuc.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Guayacanes Land Co.
1930 [35]: Closed, but this conflicts with source [32] in line above.
Mill closed down sometime between 1933 and 1944.

Standard gauge

2-4-0T d/w ?", cyls. 1??", built by Henschel in 1913 Delivered here new

Ordered for Ciego de Avila (but may not have been for a sugar central).

?	w/n 12443	

2-6-0 d/w 56", cyls. 18x26", built by Baldwin in 1914 Delivered here new

Ordered for Central Ciego de Avila **3,**
BLW class 8-30D no. 676. Spec. is in vol. 54 p 115. Dup. of 8-30D no. 668, mark on tank: 'CENTRAL CIEGO DE AVILA'

3	w/n 41708	

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1915 Delivered here new

Ordered by Ciego de Avila Sugar.
BLW class 8-28D no. 308. Spec. is in vol. 54 p 107. Details to be similar to 8-30D no. 676. mark on tank: 'CENTRAL CIEGO DE AVILA',

4	w/n 42565	later to Central Punta Alegre

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1920 Delivered here new

Ordered for Cia. Azuc. Ciego de Avila for Central Ciego de Avila **5**,
BLW class 8-28D no. 321. Spec. is in vol.63 p 385. Dup. of 8-28D no. 308, mark on tank: 'CENTRAL CIEGO DE AVILA'

5	w/n 53805	Sold to Central Algodones. Became *MinAz* no. **1562** at that location. Derelict 1995.

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1914

Ordered by Cia. Azuc. de Camaguey **1**.
BLW class 8-22D no. 335. Spec. is in vol. 54 p 78.

3	w/n 41673	

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1915

Ordered for Cuban American Sugar for Central (Ciego de Avila?) Chaparra **25** later **4,**
BLW class 8-24D no. 234. Spec. is in vol. 54 p 90. mark on tank: 'CHAPARRA RAILROAD COMPANY', Gauge 3' 0".

?	w/n 42566	

18.5.10 Central Cunagua, at Ciego de Avila
later Mill 506 Bolivia

Background

Built 1918?
1916 [9]: Operating, owned by Miguel Mendoza.
1922 [9]: Operating, owned by Central Cunagua.
1943 [32]: Operating, owned by Central Cunagua SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.

Numbering system

Interestingly, this *central* picked the idea from one or two Cuban mainline companies of distinguishing between two types of engine numbered using odd and even numbers respectively. In this case the mainline engines carried even numbers, whilst the small tank locos and fireless engines had odd numbers.

Standard gauge

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1917 Delivered here new

Ordered by Central Cunagua.
BLW class 10-30D no. 659-661. Spec. is in vol. 54 p 133. mark on tank side: 'CENTRAL CUNAGUA' in raised letters on brass plates, road number to be fairly large in raised figures on circular brass plates,

2	w/n 45924	
4	w/n 45925	Sold to Central Ulacia. Became *MinAz* no. **1643** at that location. In existence 1995.
6	w/n 45926	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06541.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1918 and 1919 Delivered here new

Ordered by Central Cunagua.
BLW class 10-30D no. 663-666. Spec. is in vol. 63 p 396 and 399. mark on tank: 'CENTRAL CUNAGUA' in raised letters on brass plates. R&H stack,

8	w/n 50994	
10	w/n 50995	Sold to Central Ulacia. Became *MinAz* no. **1555** at that location. then to Central Balio(?). In existence 1995.
12	w/n 50996	Sold to Central Limones. Became *MinAz* no. **1526** at that location. In existence 1995.

16 w/n 52100 Later to Central Araujo

2-8-0 d/w 37", cyls. 15x20", built by VIW in 1918 Delivered here new

Ordered for Central España, but diverted by VIW to Central Cunagua as no. **14**.
VIW class 7-44-B,
14 w/n 2773

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Cunagua as no. **18**. Possibly d/w 56" and cyls. 18x24".
BLW class 10-30D no. 671 and 674. Specs. are in vol. 63 p 403 and 407. mark on tank: 'CENTRAL CUNAGUA' in raised letters on brass plates. straight stack,
18 w/n 53139 Sold to Central Jaronu as no. **64**.
20 w/n 53692

2-6-0 d/w 54", cyls. 17½x24", built by Baldwin in 1899

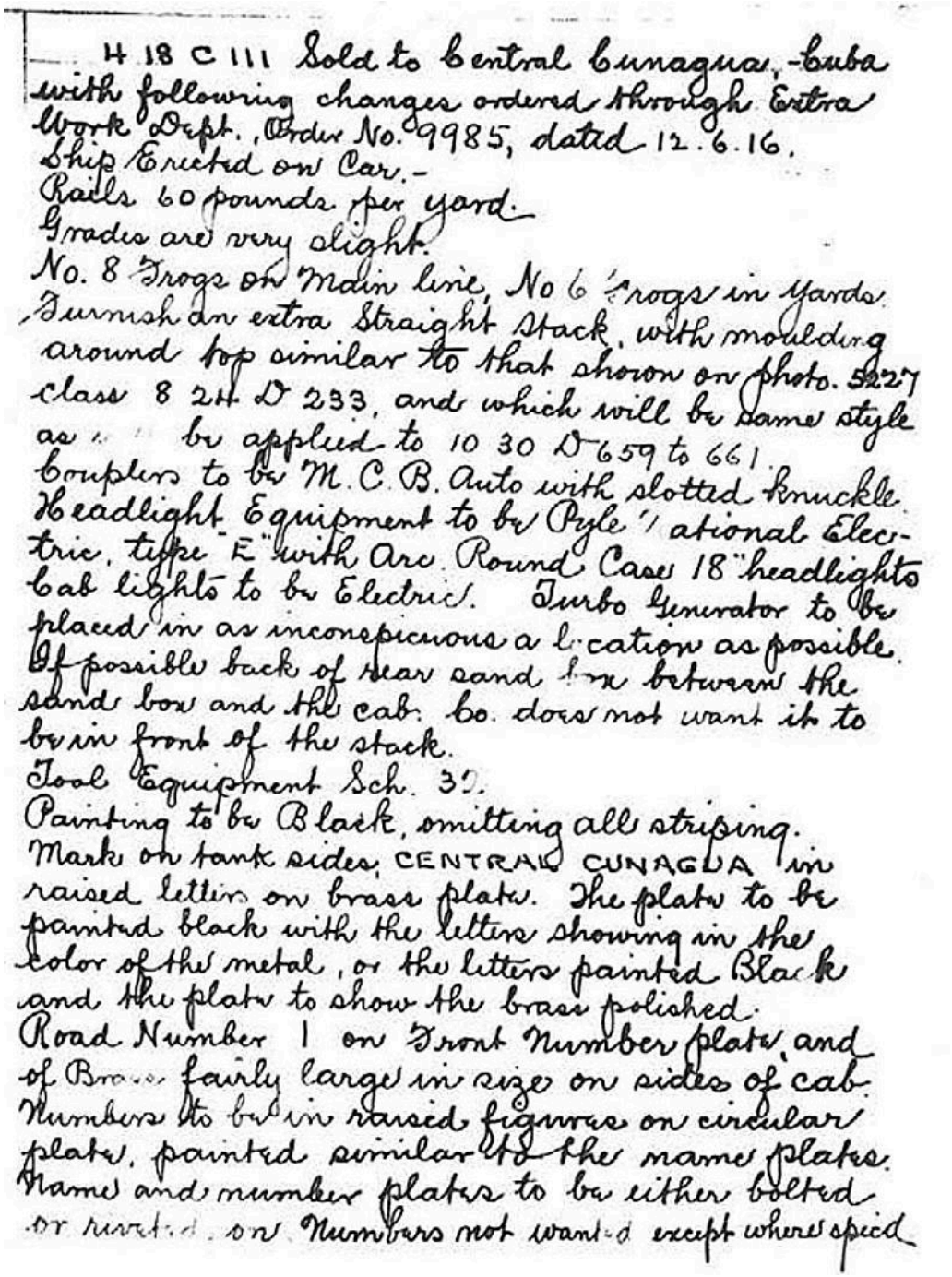
Ordered by Kanawha & Michigan RR as no. **286** later **547**, sold 1903 to Toledo & Ohio Central RR as **607**, sold 1906 to Kanawha & West Virginia RR no. **4**, sold 1916 to Pittsburgh & Susquehanna RR as no. **12**, road closed, so sold 1930s to Cuba Cane Sugar Co.? for Central Cunagua.
BLW class 8-28D no. 190. Spec. is in vol. 21 p 121.
? w/n 17068

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1915

Ordered by *FC Unidos*, but possibly under CC or HC name, as no. **262**. Sold first to Central Cunagua / 506 Bolivia,
? w/n 55398 Became *MinAz* no. **1734**. Later to Central Adelaida / 501 Enrique José Varona.

0-4-0T d/w 37", cyls. 12x18", built by Baldwin in 1916 Delivered here new

Ordered by Great Lakes Stone & Lime as no. **7**. Sold straight on to Central Cunagua as no. **1**.
BLW class 4-18C no. 111. Spec. is in vol. 52 p 100.
1 w/n 43287 or 43287?



H 18 C 111 Sold to Central Cunagua, Cuba
with following changes ordered through Extra
Work Dept., Order No. 9985, dated 12.6.16.
Ship Erected on Car.-
Rails 60 pounds per yard.
Grades are very slight.
No. 8 Frogs on Main line, No 6 Frogs in Yards.
Furnish an extra Straight Stack, with moulding
around top similar to that shown on photo. 5227
class 8 24 D 233, and which will be same style
as [illegible] be applied to 10 30 D 659 to 661.
Couplers to be M. C. B. Auto with slotted knuckle.
Headlight Equipment to be Pyle National Elec-
tric, type "E" with Arc Round Case 18" headlights
Cab lights to be Electric. Turbo Generator to be
placed in as inconspicuous a location as possible.
If possible back of rear sand box between the
sand box and the cab. Co. does not want it to
be in front of the stack.
Tool Equipment Sch. 39.
Painting to be Black, omitting all striping.
Mark on tank sides, CENTRAL CUNAGUA in
raised letters on brass plate. The plate to be
painted black with the letters showing in the
color of the metal, or the letters painted Black
and the plate to show the brass polished.
Road Number 1 on Front Number plate, and
of Brass fairly large in size on sides of cab.
Numbers to be in raised figures on circular
plate, painted similar to the name plates.
Name and number plates to be either bolted
or riveted on. Numbers not wanted except where spied

A list of requirements for Baldwin 0-4-0T 4-18C no. 111 in 1916.,
attached to the spec. page in vol. 52 p 100.

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1917 **Delivered here new**

Ordered by Central Cunagua as no. **3**.

BLW class 4-34C no. 1. Spec. is in vol. 54 p 31. mark on steam reservoir: 'CENTRAL CUNAGUA', canopy of steel with drop curtain at front, sides and back,

3 w/n 46254 Became *MinAz* no. **1169** at this location. In use 1994, In existence 1995. In use 1997.



Central Cunagua's '*zepeline*' no. **3**, as seen first in the Baldwin builders' photo, and then later in service.



0-4-0F d/w 30", cyls. 15x16", built by Baldwin in 1916

Ordered by Karl Koch for Central Jose Arechabala y Aldama '**CARMEN'**. Sold to Central Cunagua **5**.

BLW class 4-24C no. 83. Spec. is in vol. 54 p 30. mark on steam reservoir: 'JOSE ARECHABALA Y ALDAMA'.

5 w/n 42842 Became *MinAz* no. **1170** at this location. In use 1994, In existence 1995. In use 1997.

0-4-0ST d/w 37", cyls. 12x18", built by Baldwin in 1919 **Delivered here new**

Ordered by Central Cunagua as no. **7**.

BLW class 4-18C no. 116. Spec. is in vol. 63 p 388. Dup. of 4-18C no. 111, saddle tank extending over smokebox, mark on tank: 'CENTRAL CUNAGUA'.

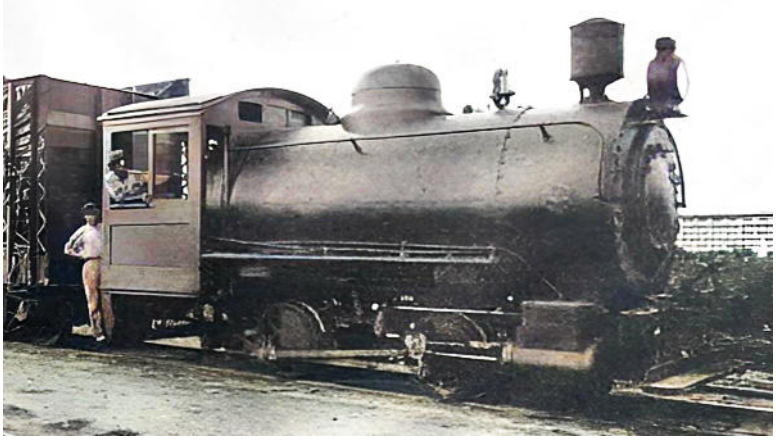
7 w/n 52104

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Cunagua as no. **9**.

BLW class 4-34C no. 2. Spec. is in vol. 63 p 394. Dup. of 4-34C no. 1, mark on cabsides: 'CENTRAL CUNAGUA',

9 w/n 53100 Became *MinAz* no. **1171** at this location. In use 1994, In existence 1995. In use 1997.



0-4-0F d/w ?, cyls. ", built by O&K in 1912

Ordered for Central Cunagua / 506 Bolivia where became **1172.**

? w/n 5038 / 5083? In use 1994, In existence 1995. In use 1997.

Additional locos reported at this location by enthusiasts in recent years

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920

Ordered for central Jaronu as no. **58**. Leach 2nd ed. [5] places this engine here at one stage.

BLW class 10-30D no. 679. Spec . is in vol. 64 p 32. Dup. of 10-30D no. 671.

1561 w/n 53860 Gone or scrapped by 1997?

18.5.11 Ingenio Dos Marías, at Pto. Principe / Camaguey

Background

1893: Plantation owned by Rodríguez y Domínguez . Location given as Puerto Principe.

1905 [35]: Closed and demolished.

18.5.12 Central Elia, at Santa Lucia
later Mill 507 Colombia

Background

Built 1915.
1916 [9]: Operating, owned by Cia. Azuc. Elia.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Elia SA.
1956 [34]: Actively crushing.
In modern province of Las Tunas.

Gauge 2' 6"

Standard gauge

2-6-0 d/w 40", cyls. 13x18", built by Baldwin in 1901 Delivered here new

Ordered for Francisco Sugar Co. for Central Elia **1** and **2**,
BLW class 8-20D no. 112-113. Spec. is in vol. 24 p 16. mark on tank: 'F. S. CO.', R&H stack. mark on cabside?: 'FRANCISCO'.

1	w/n 19183	possibly later to Central Socorro **8**
2	w/n 19184	

2-6-0 d/w 44", cyls. 15x22", built by Baldwin in 1906 Delivered here new

Ordered for Francisco Sugar Co. for Central Elia **4.**
BLW class 8-24D no. 144. Spec. is in vol. 28 p 258. mark on tank: 'F. S. CO.', R&H stack. mark on cabside?: 'FRANCISCO'.

4	w/n 27284	

2-6-0 d/w 44", cyls. 15x22", built by Baldwin in 1911 Delivered here new

Ordered for Czarnikow-Rionda for Francisco Sugar for Central Elia **5,**
BLW class 8-24D no. 213. Spec. is in vol. 39 p 176. Dup. of 8-24D no. 114. Mark on tank: 'F. S. CO.' R&H stack. mark on cabside?: 'FRANCISCO'.

5	w/n 36576	

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1911, 1913, 1915 and 1916 Delivered here new

Ordered for Czarnikow Rionda & Co. for Francisco Sugar for Central Elia **6, 7, 8**, **9** and **10,**
BLW class 10-28E nos. 92, 102, 104, 105 and 107. Specs. are in vol. 39 p 178, vol. 49 pp 50 and 52, and vol. 54 pp 187 and 191. First one details to be dup. of 8-24D no. 218. Mark on tank: 'F. S. CO.' R&H stack. mark on cabside?: 'FRANCISCO'.

6	w/n 37305	Built 1911.
7	w/n 38928	
8	w/n 40737	Built 1913.
9	w/n 42641	Built 1915.
10	w/n 44460	Built 1916. mark on tank: 'FRANCISCO SUGAR COMPANY',

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921 Delivered here new

Ordered for Francisco Sugar for Central Estrella **11**, but spec. page says will be diverted by purchaser to Central Elia **3,**

BLW class 10-28E no. 119. Spec. is in vol. 64 p 299. mark on tank: 'FRANCISCO SUGAR COMPANY' but to be altered to 'COMPANIA AZUCARERA ELIA'

3	w/n 53540	Leach has this as no. **11**.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1922 Delivered here new

Ordered via Czarnikow Rionda for Central Elia as nos. **5** and **6**.

5	w/n 62621	RMP database suggests that this loco never actually worked here, but was sold straight on. Sold to Central Por Fuerza / 314 Jesus Rabi. Became *MinAz* no. **1414** at that location.
6	w/n 62622	Sold to Central Punta Alegre / 518 Maximo Gomez Became *MinAz* no. **1824** at that location. Alternative sources say later to Central Mabay where became **1588**,



Central Elia no. **5** by ALCo Cooke.
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34291.



Central Elia no. **6** by ALCo Cooke.
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 534280.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 58043.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1923 **Delivered here new**

Ordered for Francisco Sugar for Central Elia **12**,
BLW class 10-30E no. 204. Spec. is in vol. 64 p 311. mark on tank: 'FRANCISCO SUGAR COMPANY', lettering same as 10-28E no. 114.,

12	w/n 57015	later to Central Stewart

2-8-0 d/w 56", cyls. 21x28", built by Baldwin in 1919

Ordered for Czarnikow-Rionda Co. for Francisco Sugar Co. **100,** One of a batch of three ordered by Czarnikow Rionda, other two were for Tuinucú Sugar.
BLW class 10-36E no. 3400. Spec. is in vol. 64 p 303. mark on tank: 'FRANCISCO SUGAR COMPANY'.

100	w/n 51549	became United Rlys. of Havana **500**

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered for Czarnikow Rionda & Co. for Central San Vicente **3**, later to Central Elia **5²**,
BLW class 10-28E no. 135. Spec. is in vol. 64 p 301. Dup. of 10-28E no. 119, mark on tank: 'CENTRAL SAN VICENTE' and on a second line: 'DE' followed by a third line saying: 'MANUEL RUBIO',

5	w/n 54250	then to Central Manuelita **3**, then to Francisco Sugar **3.** Possibly in the opposite order.

0-4-0T d/w ?", cyls. ??", built by Porter in 1915

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

?	w/n ?

18.5.13 Central Estrella, at Cespedes
later Mill 508 República Dominicana

Background

1922 [9]: Operating, owned by Domingo Leon.
1943 [32]: Operating, owned by Vertientes Camaguey Sugar Co.
1956 [34]: Actively crushing.
In modern province of Camagüey.
Paragraphs from : https://historiacuba.wordpress.com/2016/12/06/central-estrella-centrales-de-cuba/
"*El central Estrella, ubicado en Céspedes, Camagüey era el número 28 del país por su capacidad de producción ascendente a 400 000 @ de caña diarias, uno de los rendimientos industriales más altos de la nación y un gran empleador en tiempo de zafra con casi 6 000 trabajadores.*
Se fundó en el año 1919. Había sido uno de los seis centrales junto con el Caridad, Fidencia, Ramona, San Pedro y Pilar, propiedad del rico comerciante – hacendado del siglo XIX, Domingo León, quien quebrara durante el crack de 1921. Después de esa fecha pasó a ser controlado por la «Compañía Fomento Ingenio Azucarera», administrado por Antonio Perera.
Según la Comisión Técnica Azucarera en 1951 sus costos eran de $16.91 por cada saco de azúcar de 325 libras, por debajo de la media nacional de $17.87 y sus activos totales estaban valorados en $5 935 002.
En 1958 era propiedad, junto con los centrales Vertientes y Agramonte, de la estadounidense «Compañía Azucarera Vertientes – Camagüey de Cuba«, controlada por el grupo financiero Rockefeller – Stillman que se había apoderado de los tres ingenios al quebrar sus dueños durante el crack de 1921.
Tras el triunfo de la Revolución Cubana de 1959 el central Estrella fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central República Dominicana.
El central molió hasta la reestructuración de la industria azucarera cubana de los años 2000 en que se decidió paralizarlo para potenciar el vecino central Carlos Manuel de Céspedes. Detuvo sus máquinas definitivamente en el año 2002 y poco después fue demolido."



Central Estrella with locos **3** and **7** in view. However, neither matches the engines listed below, where no. **3** should be a 2-8-0 and no. **7** a 2-6-2. In the photo they are shown as the opposite.

Standard gauge

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1919 Delivered here new

Ordered by Gustavo Portella, agent, Havana, for Central Estrella, C,.

?	w/n 1737	New BLW boiler in 1927 (XO-1204-27). Sold/transferred to

Central Cespedes / 505 Carlos Manuel de Cespedes. Became *MinAz* no. 1**147** at that location.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919 and 1920 Delivered here new

Ordered for Central Estrella **5**.

BLW class 10-34E nos. 2057 and 2075. Spec. is in vol. 63 p 422 and 424. mark on tank: 'CENTRAL ESTRELLA', mark on cabside: 'DOMINGO LEON'.

5 w/n 52297 Became **1745**. Out of use 1994. Derelict 1996.

9 w/n 53725

2-6-2 d/w 46", cyls. 16x24", built by Baldwin in 1920 Delivered here new

Ordered for Central Estrella **7** and **8**.

BLW class 10-26¼D nos. 158 and 170. Spec. is in vol. 63 p 418 and 420. mark on tank: 'CENTRAL ESTRELLA', mark on cabside: 'DOMINGO LEON'.

7 w/n 52432

8 w/n 53120 Sold to Central Agramonte.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07270-1.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1920

Ordered for Francisco Sugar for Central Estrella **11**, but spec. page says will be diverted by purchaser to Central Elia **3,**

BLW class 10-28E no. 119. Spec. is in vol. 64 p 299. mark on tank: 'FRANCISCO SUGAR COMPANY' but to be altered to 'COMPANIA AZUCARERA ELIA'.

3 w/n 53540

0-4-0T d/w 30", cyls. 11x16", built by VIW in 1916

Ordered for Central Adelaida as no. **1 'MARIA TERESA'**. Sold to Central España, M, and then to Central Estrella / 508 Republica Dominicana, C.

VIW class 7-14-1.

1 'MARIA TERESA' w/n 2531 Became *MinAz* no. **1???** at this location. Seen dismantled in 1981.



3 'DOMINGO LEON' Hi-res copies of this photo are available from the Railroad

Museum of Pennsylvania – BLW negative 07203-1.
Probably built 1919.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Cespedes as no. **4**. Sold to Central Araujo, M, as no. **4**. Sold to Central Estrella / 508 Republica Dominicana.

VIW class 7-51-D.

4 w/n 3134 Became *MinAz* no. **1747** at this location. Out of use 1994. Derelict 1996.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Pilar PdR **16**, later to Central Estrella **16,**

BLW class 10-34E no. 2095. Spec. is in vol. 64 p 97. Note distinction between Central Pilar in PdR and Central El Pilar in Camaguey. mark on tank: 'CENTRAL PILAR', mark on cabsides: 'DOMINGO LEON'.

16 w/n 54076

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cia. Azuc. Naranjal S. A. for Central Naranjal **3**, later to Central Vertientes, then to Central Estrella.

BLW class 10-34E no. 2079. Spec. is in vol. 64 p 367. Ditto. mark on tank: 'CENTRAL NARANJAL',

? w/n 53800 Became **1840**. Present 1994. Derelict 1996.

Additional locos reported at this location by enthusiasts in recent years

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1921

Ordered for Cubas Cane Sugar for Central Violeta **110**.

BLW class 10-34E no. 2105, spec. is in vol. 64 p 251.

1665 w/n 54284 Out of use 1994. Derelict 1996.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Santa Marta **2**.

BLW class 10-30E no. 224, spec. is in vol. 78 p 58.

1754 w/n 58495 Boiler in use at a nearby restaurant in 1990.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Cespedes **8**.

BLW class 10-30E no. 229, spec. is in vol. 78 p 32.

1842 w/n 58781 Present 1994. Derelict 1996.

18.5.14 Central Florida, at Florida
later Mill 509 Argentina

Background

Built 1915.
1916 [9]: Operating, owned by Cia. Azuc. Vertientes.
1922 [9]: Operating, owned by Cia. Azuc. Florida (Pta. Alegre Sugar Co.).
1943 [32]: Operating, owned by Cia. Azuc. Florida SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.

Standard gauge

2-6-2 d/w 42", cyls. 14x20", built by Porter in 1916 Delivered here new

Ordered via Tillman & Co. for Central Florida.

?	w/n 5614	Survived into *MinAz* era.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Florida Sugar Co. for Central Florida.
BLW class 8-30D no. 710. Spec. is in vol. 64 p 13. mark on tank: 'FLORIDA SUGAR COMPANY'

5	w/n 53058	

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 Delivered here new

Ordered by Cuba Northern Rly as no. **44**[2] (not delivered). Changed at VIW to *FC Hershey Cubano* as no. **10** (?), but not delivered there either. One report says sold to Central Florida RR as no. **7**, but others say sold to Central Florida, C, as n**o. 7**.
VIW class 7-54-A1.

7	w/n 3109	Became *MinAz* no. **1???** at this location.

2-8-0 d/w 48", cyls. 19x26", built by Baldwin in 1924 Delivered here new

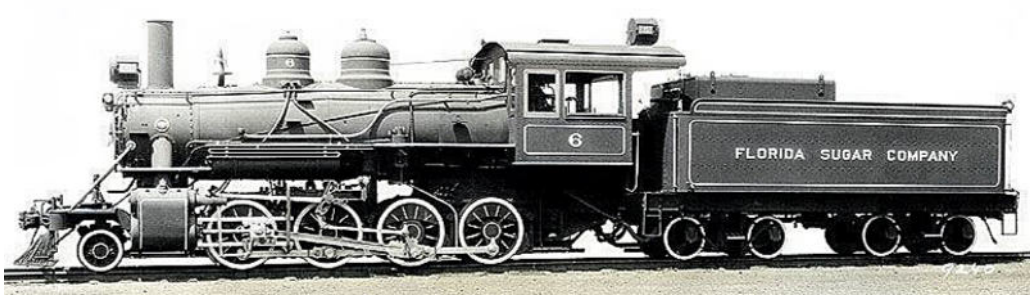
Ordered by Central Florida as no. **6**.
BLW class 10-32E nos. 179-180. Spec. is in vol. 72 p 10. mark on tank: 'FLORIDA SUGAR COMPANY'

6	w/n 57865	Sold to Central Cespedes. Became *MinAz* no. **1907** at that location. In existence 1995.
7	w/n 57866	Sold to Central Cespedes. Became *MinAz* no. **1843** at that location. Derelict 1995

4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1916

Ordered by Cuba RR as no. **227**. Connelly and Lehmuth ALCo lists have cyls. as 20x26". Sold to Central Florida / 509 Argentina at unknown date.

?	w/n 56006	Became *MinAz* no. **1749**. Out of use 1994. Scrapped by 1996?



2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920 Delivered here new

Ordered by Cuba Northern Rly. as no. **44**. Diverted by VIW in Cuba to Hershey Sugar Co. for *FC Hershey Cubano* as no. **10** but not delivered there either. Sold to Central Florida as no. **6**.

VIW class 7-54-A1.

6	w/n 3003	Later moved to Central Toledo as no. **10** . Sold to Central Ermita / 613 Costa Rica. Became MinAz no. **1710** at that location.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered via Jose Lezama for Central Limones. Not delivered. Diverted by VIW to Hershey as no. **10**. Sold to Central Rosario as no. **8**. (Might have been the other Rosario in Matanzas). Sold to central Florida as no. **6**.

VIW class 7-54-A2. Given new VIW boiler in 1925.

8	w/n 3094	Eventually did go to Central Limones as no. **16**. Sold to Central Baragua / 504 Ecuador. Became *MinAz* no. **1903** at that location.

Additional locos reported at this location by enthusiasts in recent years

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1918

Ordered for ?

BLW class no. . Spec. is in vol. p .

1573	w/n ?	Out of use (when?). Scrapped by 1996?

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921

Ordered for Central Najasa.

BLW class 8-30D no. 729, spec. is in vol. 64 p 69.

1663	w/n 54239	Out of use 1994. Scrapped by 1996.

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1918

Ordered for Central Algodones **1**.

BLW class 10-30E no. 148, spec. is in vol. 63 p 354.

1748	w/n 47545	Out of use 1994. Scrapped by 1996.

18.5.15 Central Francisco, at Santa Cruz del Sur
later Mill 510 Amancio Rodriguez

Background

Built 1899.
1907: “Standard gauge to wharf at Francisco de Guayabo, 10 miles distant. Weight of rails, 45 and 50 lbs. per yard. Rolling stock: Three locomotives, one small engine, 10 box cars, four "gondolas," four flat cars and 20 cane cars being constructed.”
1909 [2]: “Situated near Santa Cruz del Sur. Ten miles of standard-gauge track, running from the sugar mill to the wharf at Francisco de Guayabal. Weight of rail, 45 to 60 pounds; rolling stock, 4 locomotives, 8 box cars, and 120 cane cars.”
1913 [9]: Operating, owned by Francisco Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by The Francisco Sugar Co.
1956 [34]: Actively crushing.
In modern province of Las Tunas.

NB Some of the locos listed below may have ordered for other centrales owned by the company, eg. Central Elia.

Gauge 2' 6"

Standard gauge

2-6-0 d/w 40", cyls. 13x18", built by Baldwin in 1901 Delivered here new?

Ordered by Francisco Sugar Co. as **1** and **2**.
BLW class 8-20D no. 112. Spec. is in vol. 24 p 16. mark on cabsides: ‘FRANCISCO’.

1	w/n 19183	Sold to Cuba Cane Sugar Co., Sold to Central Socorro as no. 8. Then transferred to Central Elia as no. **1**.
2	w/n 19184	Transferred to Central Elia as no. **2**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02103-1.

2-6-0 d/w 44", cyls. 15x22", built by Baldwin in 1906 Delivered here new?

Ordered by Francisco Sugar Co. as no. **4**.
BLW class 8-24D no. . Spec. is in vol. p .
4 w/n 27284



2-6-0 d/w 44", cyls. 15x22", built by Baldwin in 1911 Delivered here new?

Ordered for Francisco Sugar Co. as no. **5**.
BLW class 8-24D no. 213. Spec. is in vol. 39 p 176. Dup. of 8-24D no. 144. mark on tank: 'F. S. CO.', duplex pump on left side in addition to injectors. R&H stack.
5 'FRANCISCO' w/n 36576

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1911 Delivered here new?

Ordered via Czarnikow Rionda for Francisco Sugar Co. as no. **6**.
BLW class 10-28E no. 92. Spec. is in vol. 39 p 178. mark on tank: 'F. S. CO.', duplex pump on left side in addition to injectors. R&H stack.
6 'FRANCISCO' w/n 37305



F. S. Co. no. **6 'FRANCISCO'**.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1912 Delivered here new?

Ordered via Czarnikow Rionda for Francisco Sugar Co. as no. **7**.
BLW class 10-28E no. 102. Spec. is in vol. 49 p 50. Dup. of 10-28E no. 92. mark on tank: 'F. S. CO.', R&H stack.
7 w/n 38928

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1913 Delivered here new?

Ordered via Czarnikow Rionda for Francisco Sugar Co. as no. **8**.
BLW class 10-28E no. 104. Spec. is in vol.49 p 52, but pages are missing from the DeGolyer online vol;ume.

8 w/n 40737

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1915 **Delivered here new?**

Ordered via Czarnikow Rionda for Francisco Sugar Co. as no. **9**.
BLW class 10-28E no. 105. Spec. is in vol. 54 p 187. mark on tank: 'FRANCISCO SUGAR COMPANY', R&H stack.
9 w/n 42641

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1916 **Delivered here new?**

Ordered by Francisco Sugar Co. as no. **10**.
BLW class 10-28E no. 107. Spec. is in vol. 54 p 191. mark on tank: 'FRANCISCO SUGAR COMPANY', R&H stack.
10 w/n 44460

2-8-0 d/w 36", cyls. 17x24", built by Baldwin in 1916 **Delivered here new?**

Ordered by Czarnikow- Rionda Co. for Francisco Sugar Co. as no. **11**.
BLW class 10-28E no. 114. Spec. is in vol. 64 p 297. mark on tank: 'FRANCISCO SUGAR COMPANY', straight stack.
11 w/n 52575

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered by Central San Vicente as no. **3**. Sold to Cia. Azuc. Elia as no **5 'ELIA'**. Sold to Francisco Sugar Co.
Lehmuth says went from Central Elia via Central Manuelita (as no. **5**) before reaching C. Francisco.
BLW class 10-28E no. 135. Spec. is in vol. 64 p 301. straight stack, mark on tank: 'CENTRAL SAN VICENTE DE MANUEL RUBIO'.
? w/n 54250 Sold to Central Manuelita.

18.5.16 Ingenio Guayabal, at Santa Cruz

Background

1909 [2]:“ Situated near Santa Cruz. About twelve miles of road.”

1956 [34]: Not listed.

18.5.17 Central Jagueyal y Morón, at Jagueyal

Background

1913 [9]: Operating, owned by Jucaro & Moron Sugar & Land Co.
1916 [9]: Operating, owned by Cuba Sugar Cane Corp.
1922 [9]: Operating, owned by Eastern Cuba Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Atlantico del Golfo.
1930 [35]: Closed, but this conflicts with source [32] in line above.
Eventually downgraded to become a colonia of Central Stewart 522 Venezuela [35].

2' 6" gauge

2-6-0 d/w 37", cyls. 11x16", built by Baldwin in 1913

Ordered by Jucaro & Morón Sugar & Land Co. though not certain was for Central Jaguayal.
BLW class 8-16D no. . Spec. is in vol. p . NB 8-30D no. 668 was for standard gauge with d/w 56" and cyls. 18x26". However Lehmuth has 39070 as above, but Connelly has 39070 as standard gauge with dimensions as in red here.

18	w/n 39070	

Standard gauge

0-4-2ST d/w 33", cyls. 11x16", built by Baldwin in 1908 Delivered here new

Ordered by Jucaro & Morón Sugar & Land Co. for Central Jaguayal. Possibly all to Central Stewart when this mill closed in 1933?
BLW class 6-16 1/3C nos. 61-63. Spec. is in vol. 32 p 8. mark on tank: 'CENTRAL JAGÜEYAL'.

1	w/n 33049	Sold to *FC Norte y del Sur*, possibly still as no. **1**. *Then to FC del Norte*.
2	w/n 33050	Sold to *FC Norte y del Sur*, possibly still as no. **2**. *Then to FC del Norte*.
3	w/n 33051	Sold to *FC Norte y del Sur*, possibly still as no. **3**. *Then to FC del Norte*.

2-4-0 d/w 44", cyls. 13x20", built by Baldwin in 1912 Delivered here new

Ordered for American Trading for Central Jagueyal **4**. Possibly to Central Stewart with this mill closed in 1933?
BLW class 6-20C no. 9. Spec. is in vol. 44 p 260. mark on tank and cabsides: 'CENTRAL JAGÜEYAL'.

4	w/n 38850

0-4-0T d/w 33", cyls. 12x16", built by Baldwin in 1913 Delivered here new

Ordered for American Trading Co. for Jagueyal Sugar Co. **5**, Camaguey, but spec. page says no name or number. Possibly to Central Stewart with this mill closed in 1933?
BLW class 4-18C no. 100. Spec. is in vol. 44 p 256. mark on tank: 'CENTRAL JAGUEYAL'.

1 or maybe **5**	w/n 40281

2-8-0 d/w 42(or 44?)", cyls. 18x22", built by Baldwin in 1917 Delivered here new

Ordered for Czarnikow Rionda & Co. for CCSC for Central Jagueyal **6**.
BLW class 10-30E no. 146. Spec. is in vol. 54 p 197. Details similar to 10-30E no. 141, mark on tank: 'CENTRAL JAGÜEYAL' and beneath: 'C. C. S. C.' Centre line of boiler to be 6" higher than on 10-30E no. 137. Oil burning.

18.5.18 Central Jaronú, at Morón
later Mill 511 Brasil

Background

Built 1921.
1922 [9]: Operating, owned by Central Cunagua.
1943 [32]: Operating, owned by Central Cunagua SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.

Numbering system

This is another mill using even numbers to designate mainline engines, and odd numbers for shunting/switching locos. Presumably the decision to start the number series at 50 was to distinguish them from engines operated by Central Cunagua.

Standard gauge

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920 and 1923 Delivered here new

Ordered by American Sugar Refining Co. for Central Jaronu.
BLW class 10-30D no. 675-680 and 687. Spec. is in vol. 64 p 32. Dup. of 10-30D no. 671, mark on tank: 'CENTRAL JARONU' in raised letters on brass plates, numbers on cabsides: to be fairly large in raised figures on circular brass plates. Last one similar but: BLW class 10-30D no. 687. Spec. is in vol. 64 p 36. Dup. of 10-30D no. 676.mark on tank: 'CENTRAL JARONU'

50	w/n 53797	
52	w/n 53798	
54	w/n 53851	
56	w/n 53852	Reported at Central Adelaida / Mill 501 Enrique José Varona in 1988.
58	w/n 53860	
60	w/n 53861	
62	w/n 57010	Sold to Central El Pilar. Became *MinAz* no. **1504** at that location. In existence 1995.



This shows Central Jaronu no. **62**, the last of this class of 4-6-0.
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 08927.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1920 Delivered here new?

Ordered by Central Cunagua as no. **18**. Transferred to Central Jaronu as no. **64**.
BLW class 10-30D no. 671. Spec. is in vol. 63 p 403. Possibly d/w 56" and cyls. 18x24". mark on tank: 'CENTRAL CUNAGUA' in raised letters on brass plates. straight stack,

64 w/n 53139

0-4-0F d/w 36", cyls. 20x18", built by Baldwin in 1920 Delivered here new

Ordered for Central Jaronu.

BLW class 4-34C nos. 4-6. Spec. is in vol. 64 p 30. Dup. of 4-34C no. 2, mark on cabsides: 'CENTRAL JARONU' on raised letters on brass plates.

51 w/n 53832 Became *MinAz* no. **1369** at this location. Present 1993, 1995 and 1996.

53 w/n 53875

55 w/n 53876 Became *MinAz* no. **1368** at this location. Present 1993, 1995 and 1996. Carried BLW 53832 plate.



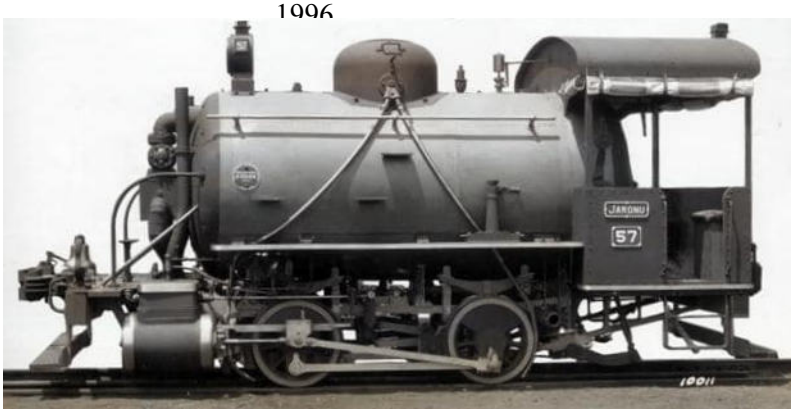
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07727-1.

0-4-0F d/w 30", cyls. 15x16", built by Baldwin in 1927 Delivered here new

Ordered for Central Jaronu.

BLW class 4-24C no. 94. Spec. is in vol. 79 p 28. Dup. of 4-24C no. 83, mark on cabsides:'JARONU' on brass plates.

57 w/n 60099 Became *MinAz* no. **1251** at this location. Present 1993, 1995 and 1996



0-6-0F d/w ?", cyls. ??", built by Henschel in 1923

Ordered via Tillmann, Havana, for possibly this central but not confirmed. Fireless. Certainly was later working here.

? w/n 20120 Became *MinAz* no. **1370** at this location. In use 1994. Present 1996.

Additional loco reported at this location by enthusiasts in recent years

0-4-0F d/w ?, cyls. ?, built by Henschel in 1924

Ordered for ?

1250 w.n 20380 Present 1996.

18.5.19 Ingenio Jatibonico, at Ciego de Avila (Camaguey)
later Mill 512 Uruguay

Background

Built 1904.

1907:“ Six miles. Standard gauge. Weight of rails, 60 lbs per yard. Rolling stock: No locomotives, except a small one of a small variety known as observation locomotive. The plantation rents from railway one locomotive and 100 flat cars with uprights for hauling cane.”

1913 [9]: Operating, owned by Cuba Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned as previous line.

1943 [32]: Operating, owned by Cia. Cubana.

1956 [34]: Actively crushing.

In modern province of Sancti Spiritus.

Standard gauge

4-6-0 d/w 56", cyls. 20x26", built by ALCo in 1919 Delivered here new

Ordered for Central Jatibonico. NB Connelly says was originally Cuba RR no. **2**., though that increasingly seems unlikely.

2	w/n 58789	Later became *MinAz* no. **1???** at this location.

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1912

Ordered by Cuba Co. for Cuba RR as no. **71**, later renumbered to **141**?. Sold to Central Jatibonico?

?	w/n 51796	Later became *MinAz* no. **1647** at this location. Tender was at mill 518 in 1987.

4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1916

Ordered by Cuba RR as nos. **230, 234** and **243**. Sold to Central Jatibonico / 512 Uruguay.

Connelly and Lehmuth ALCo lists have cyls. as 20x26".

?	w/n 56009	Became *MinAz* no. **1731**. Not seen here in 1990s.
?	w/n 55991	Became *MinAz* no. **1732**. Later transferred on to Central Algodones / 503 Orlando Gonzalez Ramirez.
?	w/n 56013	Became *MinAz* no. **1733**. Not seen here in 1990s.

4-6-0 d/w 56", cyls. 20x26", built by ALCo in 1916

Ordered for *FC de Cuba* as no. **234**. Then sold to *MinAz* for this location.

1733	w/n 56013

Additional loco/s reported at this location by enthusiasts in recent years

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

Ordered for ?

1	w/n ?

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

Ordered via ?

3 w/n ? Became *MinAz* no. **1435**. Out of use 1996.

18.5.20 Central La Gloria, at Nuevitas

Background

Bu

1913: Operating, under ownership of the Gloria Pure Cane Syrup Co.

18.5.21 Central El Lugareño, at Nuevitas
later Mill 513 Sierra de Cubitas

Background

1893: Plantation owned by Melchor Bernal. Location given as Nuevitas.
1907: 'Twenty kilometers. Narrow gauge and rails weigh about 30 lbs. per yard. Rolling stock: Four locomotives and 180 cane cars and 60 closed."
1909 [2]: "Situated near Xuevitas. Twelve and one-half miles of narrow-gauge road. Gauge, 30 inches; weight of rail, 30 pounds ; rolling stock, 4 locomotives and 180 cane cars."
1913 [9]: Operating, owned by Soc. Anon. Central Lugareno.
1916 [9]: Operating, owned by Cuba Cane Sugar Corp.
1922 [9]: Operating, owned by Eastern Cuba Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Atlantica del Golfo SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/05/central-lugareno-centrales-de-cuba/
"*El Central Lugareño, ubicado en Nuevitas, Camagüey, era el 19no del país por su capacidad de molienda de 539 000 @ diarias. Tenía un rendimiento industrial mediano y poseía 1771 caballerías de tierras propias; en zafra daba empleo a 5 535 trabajadores. El Lugareño era el central azucarero más antiguo entre los veinte mayores existentes en 1958.*
Merchol Bernal Varona, medico de Nuevitas, copropietario con Bernabé Sánchez Adán del ingenio El Congreso comenzó su construcción el 1ro de junio de 1891. Otras fuentes sin embargo sitúan su fundación en el año 1881 y señalan como su fundador a Calixto Bernal quien lo bautizó en homenaje a Gaspar Betancourt Cisneros, «El Lugareño».
Entre 1908 y 1917 perteneció a la «Sociedad Anónima Central Lugareño» propiedad de Galbán y «Compañía» que entonces poseía también los centrales Luisa y San Agustín. En 1916 fue adquirido por la «Cuban Cane Sugar Corporation». Tras la quiebra de ésta permaneció bajo el control de su sucesora la «Compañía Azucarera Atlántica del Golfo» que mantuvo su propiedad hasta su nacionalización por el gobierno cubano.
Tras su expropiación fue renombrado como Sierra de Cubitas."

Gauge 2' 6"

0-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1893 Delivered here new

Ordered by Vionnet & Co. for Central Lugareno, no no. or name.
BLW class 6-12D no. 13. Spec. is in vol. 19 p17 . mark on tank 'MATILDE', R&H stack, 2' 6" gauge.
1 'MATILDE' w/n 13799

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1899 Delivered here new

Ordered by K&P for Bernal & Co. for Central Lugareno **3**.
BLW class 8-12D no. 9. Spec. is in vol. 22 p 94. No name or mark on tank, R&H stack. Gauge 2' 6"
3 w/n 16641

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1904 Delivered here new

Ordered by Emilio Puig for Central El Lugareno **4**.
BLW class 8-12D no. 13. Spec. is in vol. 27 p 112. mark on tank, none, R&H stack. Gauge 2' 6".
4 w/n 24662

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1911 **Delivered here new**

Ordered for Galban & Co. for Central El Lugareno **5**,

BLW class 8-14D no. 27. Spec. is in vol. 39 p 197. mark on tank: 'CENTRAL EL LUGAREÑO', R&H stack.

?	w/n 37054	later to Central Caracas **5²**

2-8-0 d/w 30", cyls. 12x16", built by VIW in 1914 **Delivered here new**

Ordered by Oscar Cintas for Central Lugareno **6**.

VIW class 7-21. 2' 6" gauge.

6	w/n 2340	Became Cuba Cane Sugar Corp. no. **70**, and then *MinAz* no. **1248** at this location.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916 **Delivered here new**

Ordered via Czarnikow Rionda for Cuba Cane Sugar Co for Central El Lugareno **1**.

BLW class 8-18D no. 148. Spec. is in vol. 54 p 64. mark on tank: 'CENTRAL EL LUGAREÑO' and on line beneath: 'C. C. S. C.' R&H stack, Gauge 2' 6".

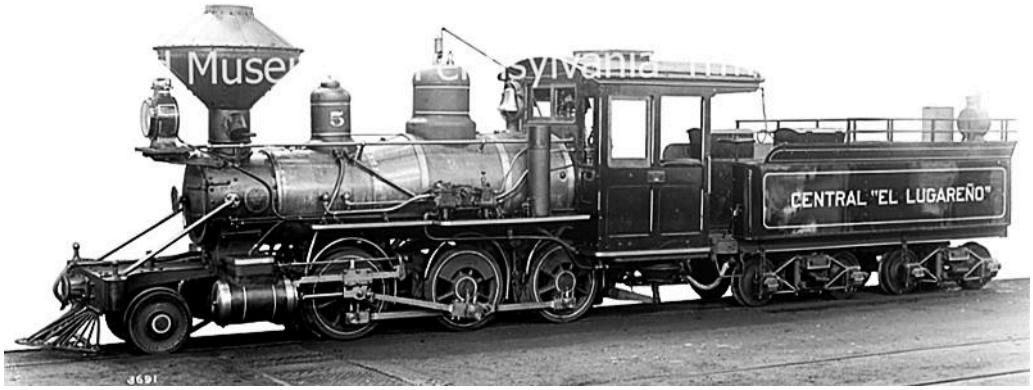
1	w/n 44345	Sold to Central San Antonio, LH, as no. **1**, then sold to Central Alava as no. **7**.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1920 **Delivered here new**

Ordered by Cuba Cane Sugar for Central El Lugareno **100** later **1**.

BLW class 8-18D no. 157. Spec. is in vol. 64 p 50. Dup. of 8-18D no. 150. mark on tank: 'CUBA CANE SUGAR CORPORATION'. Gauge 2' 6".

100	w/n 53006	Sold to Central Dos Rosas as no. **5**, became *MinAz* no. **1213** there (Central H. Alvarez). In existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03691-1.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered via Czarnikow-Rionda for Central Soledad SC/LV as no. **6**. Leach 2nd ed. [5] places this engine here at one stage.

BLW class 8-18D no. 147. Spec. is in vol. 54 p 62-3. Parts to be inter-changeable with 6-16D no. 69. mark on tank: 'CENTRAL SOLEDAD C. C. S. C.'. straight stack.

1176	w/n 44344

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1912

Ordered via American Trading Co. for Central Perseverancia as no. **4** later **04**. Leach 2nd ed. [5] places this engine here at one stage.

BLW class 8-20D no. 147. Spec. is in vol. 44 p 264. mark on tank: 'F. C. PERSEVERANCIA', straight stack,

1247 w/n 38588

2-8-0 d/w ?", cyls. ??", built by Baldwin in 1912

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage. Probably wrong BLW number as Lehmuth has this one as a pacific for New Orleans, Mobile & Chicago RR.

BLW class no. . Spec. is in vol. p .

1249 w/n 38426

Additional loco/s reported at this location by enthusiasts in recent years

0-4-4T d/w 30", cyls. 8x12", built by Baldwin in 1890

Ordered by Mosle Bros. for Central Senado **'ANTONIO MOSLE'**.

BLW class 8-10 1/3C no. 2. Spec. is in vol. 16 p 168.

5 w/n 11471 Plinthed outside mill 1994 and 1996.

Also, Leach says that *MinAz* records showed their locos **1176** and **1247** (2-6-0s by Baldwin), **1248** (2-8-0 by VIW), and **1249** (2-8-0 by Baldwin) here. Some of these might be locos listed above.

18.5.22 Central Macareño, at Manopla
later Mill 514 Haiti

Background

1943 [32]: Operating, owned by Caribbean Sugar Co.
1956 [34]: Actively crushing.

Standard gauge

0-4-0T d/w 30½", cyls. 11x16", built by VIW in 1921 Delivered here new?

Ordered via Grevatt & Co. for Caribbean Sugar Co. as no. **1,** presumably for this location.
VIW class 7-14.

1	w/n 3152	Became *MinAz* no. **1???** at this location.

0-6-0TT d/w 33", cyls. 13x16", built by VIW in 1921 Delivered here new

Ordered via Caribbean Sugar Co. for Central Macareno as no. **2**.
VIW class 7-33-A.

2	w/n 3211	New VIW boiler 1925. Lehmuth mentions Hutchinson Asquith Co. and Grevatt Brothers Co. but relevence not clear. Became *MinAz* no. **1???** at this location.

2-6-0 d/w ?", cyls. 14x18", built by Porter in 1922 Delivered here new?

Ordered by Caribbean Sugar Co., probably for Central Macareno **3**,

3	w/n 6699	Became *MinAz* no. **1???** at this location.

2-6-0 d/w 52", cyls. 16x24", built by Baldwin in 1922 Delivered here new

Ordered for West India Sugar Finance for Central Macareno **4,**
BLW class 8-26D no. 223. Spec. is in vol. 64 p 401. mark on tank: 'CENTRAL MACAREÑO'

4	w/n 55733	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1925

Ordered for Central Santa Maria **2**, later to Central Macareno **6**.
BLW class 10-30E no. 224. Spec. is in vol. 78 p 58.

6	w/n 58495	

18.5.23 Central Morón, at Ciego de Avila
later Mill 515 Ciro Redondo

Background

Built 1912.
1916 [9]: Operating, owned by Cuba Cane Sugar Corp.
1922 [9]: Operating, owned by Eastern Cuba Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Atlantico del Golfo SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/06/central-moron-centrales-de-cuba/
"*El central Morón, ubicado en Pina, Morón, Camagüey, era el segundo mayor de Cuba por su capacidad de producción que acendía a 1 000 000 de @ de caña diarias y uno de los mayores empleadores en tiempos de zafra con un total de 6 700 trabajadores. Poseía 1 280 caballerías de tierras propias y contaba con una destilería, además de criar ganado selecto. Contaba con un aeropuerto propio.*
Fue fundado en 1913 por el coronel del Ejército Libertador cubano José Miguel Tarafa quien en 1915 se lo vendió a la «Cuban Cane Sugar Corporation» que llegaría a ser la más importante compañía azucarera del mundo. Tras la quiebra de ésta se mantuvo en poder de su sucesora la «Compañía Azucarera Atlántica del Golfo».
En 1943 se le adicionó una destilería, la cuarta mayor del país con una capacidad de 18 308 galones, pero en 1958 se encontraba inactiva. Durante la zafra de 1952 se convirtió en el segundo central azucarero del país en lograr rebasar el millón de sacos de azúcar.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Ciro Redondo.
En la actualidad es uno de principales centrales de los que aún se mantienen haciendo zafra en Cuba. Tiene una capacidad de molida de 900000@ y puede generare 15 MW en 24 horas pata el sistema electro – energético nacional. A Produce a la vez diferentes residuales sólidos y líquidos entre los cuales se destacan la cachaza, bagazo, ceniza y aguas residuales."

Standard gauge

0-4-0F d/w ?", cyls. ??", built by O&K in 1912 Delivered here new

Ordered for Central Morón. Gauge standard.

?	w/n 5083

0-4-0T d/w ?", cyls. ??", built by O&K in 1912 Delivered here new

Ordered for Central Morón.
Gauge standard. 50HP.

?	w/n 5620

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1915 Delivered here new

Ordered for Central Moron **1** and **2**,
BLW class 8-26D no. 200-201?. Spec. is in vol. 54 p 99. Dup. of 8-26D no. 167, mark on tank: 'SOCIEDAD AGRICOLA DE MORON',

1	w/n 42562	later to Central Patria **2**
2	w/n 42563	later to Central Palma **1**, then to Central Patria **1**

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1914 Delivered here new

Ordered by Central Morón Sugar Co. for Central Moron **3.**
BLW class 10-30E no. 137. Spec. is in vol. 54 p 193. Details similar to 8-30D no. 668, mark on tank: 'CENTRAL MORON SUGAR CO.'

3 w/n 41706

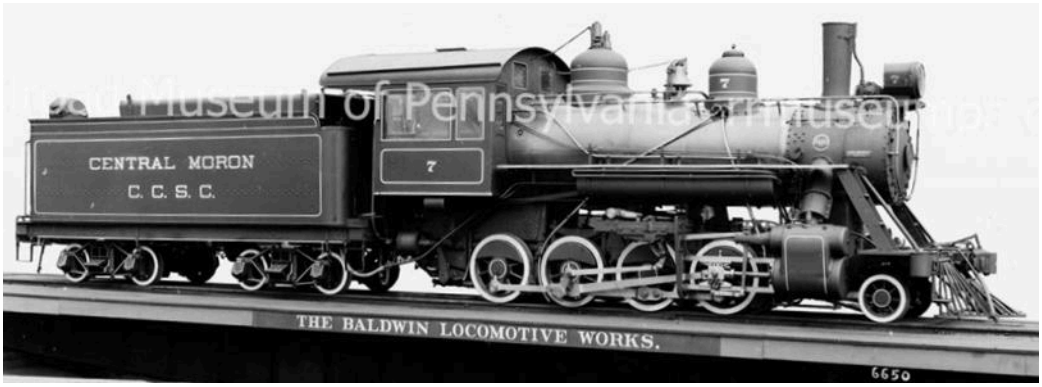


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05182.

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1916 and 1917 **Delivered here new**

Ordered by Cuban Cane Sugar Co. for Central Morón.
First one was BLW class 10-30E no. 141. Spec. is in vol. 54 p 195. Dup. of 10-30E no. 137, mark on tank: 'CENTRAL MORON' and beneath: 'C. C. S. C.' . Second one: BLW class 10-30E no. 144. Spec. is in vol. 54 p 197. Details similar to 10-30E no. 141, mark on tank: 'CENTRAL MORON' and beneath: 'C. C. S. C.' Centre line of boiler to be 6" higher than on 10-30E no. 137. Oil burning. Third one: BLW class 10-30E no. 145. Spec. is in vol. 54 p 197. Details similar to 10-30E no. 141, mark on tank: 'CENTRAL MORON' and beneath: 'C. C. S. C.' Centre line of boiler to be 6" higher than on 10-30E no. 137. Oil burning.

4 w/n 44455
7 w/n 46532
8 w/n 46533 Sold to Central Washington / Central George Washington, where became *MinAz* no. **1755**, then transferred to Central Luis Arcos Bergnes. In existence there 1995.



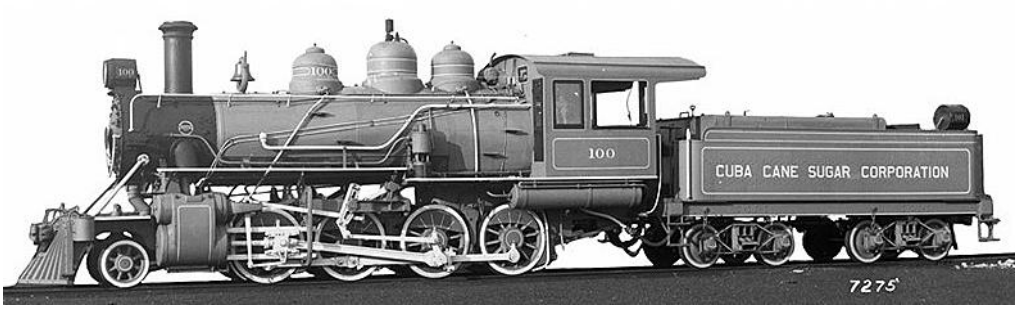
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06650-1

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919 **Delivered here new**

Ordered by Czarnikow-Rionda Co. for Cuba Cane Sugar Co. for Central Morón **100 -101.**
BLW class 10-34E no. 2060-1. Spec. is in vol. 64 p 242. Mark on tank: 'CUBA CANE SUGAR CORPORATION'

100 w/n 52539 Sold to Blue Blaze Coal Co., but later returned to Central Morón. Became *MinAz* no. **1834** at this location. In use 1994, In existence 1995. In use 1997.

101	w/n 52540	Became no. **1829**. Present in 1992. In use 1997.



BLW 52539 Central Moron or BLW 44919 Central Mercedes
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 07275.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

First one ordered by Cuban Trading Co. for Central Tuinucu as no. **5**. Sold to Cuba Cane Sugar Co. for Central Morón. Remainder bought new for Central Morón.

BLW class 10-34E no. 2068-2073. Spec. is in vol. 64 p 289. mark on tank: 'CUBA CANE SUGAR CORPORATION'

102	w/n 52945	Became *MinAz* no. **1827** at this location. In use 1994, In existence 1995. Under repair 1996.
103	w/n 52969	Sold to Central Washington as no. **?** Sold/transferred to Central Santa Rita / 319 Rene Fraga. Became *MinAz* no. **1820** at that location.
104	w/n 52970	Numbered **28** at one stage, then became *MinAz* no. **1828** at this location. On road in 1985 and 1994-5. Derelict 1996.
105	w/n 52971	Sold to Central Stewart. Became *MinAz* no. **1740** at that location. In existence 1995.
106	w/n 52972	Sold to Central Stewart. Became *MinAz* no. **1741** at that location. In existence 1995.
107	w/n 52973	Became *MinAz* no. **1830** at this location. In use 1994, In existence 1995. In use 1996.



BLW 52973 Central Moron
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 07415.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Cuba Cane Sugar Co. for Central Morón.

BLW class 10-34E no. 2091. Spec. is in vol. 64 p 247. mark on tank: 'CUBA CANE SUGAR CORPORATION', tender to be of long low design.

108	w/n 53920	Became *MinAz* no. **1831** at this location. Present 1992, Derelict 1995 and 1996.

109 w/n 53952 Became *MinAz* no. **1832** at this location. Present 1992, In existence 1995. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1923

Ordered by Central Santo Tomás as no. **1** later **101**. Sold to Central Morón.

BLW class 10-34E no. 2123. Spec. is in vol. 64 p 181.

? w/n 57404 Became *MinAz* no. **1833** at this location. Dismantled for spares 1991, Derelict 1995. Scrapped by 1996?

2-8-0 d/w 50", cyls. 19x26", built by ALCo in 1921

Ordered for Eastern Cuba Cane Sugar Co. as nos **6, 7** and **8**. Did the second and third of these work here?

6 w/n 62960 Became *MinAz* no. **1826** at this location. In use 1994, In existence 1995. In use 1997.

7 w/n 62961 Sold to Central Santa Rosa / 441 Diez de Octubre. Became *MinAz* no. **1818** at that location. In existence 1995.

8 w/n 62962 Sold to Central Violeta / 524 Primero de Enero. Became *MinAz* no. **1835** at that location. Transferred to Central Baragua / 504 Ecuador.

Additional loco reported at this location by enthusiasts in recent years

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

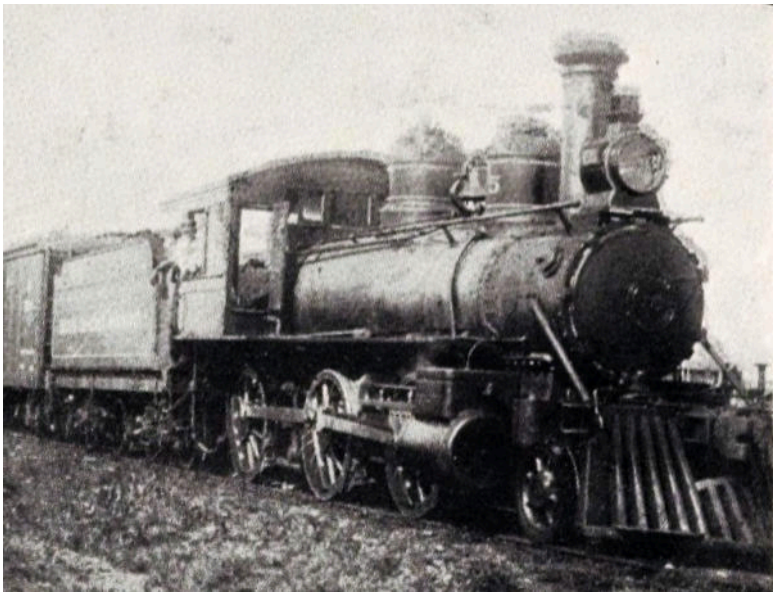
Ordered for ? Clearly might be one of those listed above. Possibly originally numbered **3** or **4**.

BLW class no. . Spec. is in vol. p .

1651 w/n ? Out of use 1994. Scrapped by 1996?



1950




11
CIA. AZUC. ATLANTICA DEL GOLFO

18.5.24 Central Najasa, at Hatuey
later Mill 516 Alfredo Alvarez Mola

Background

Built 1920.
1922 [9]: Operating, owned by Cia. Azuc.Najasa SA.
1943 [32]: Operating, owned by Cia. Azuc. Najasa SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.

Standard gauge

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921 Delivered here new

Ordered by Central Najasa **1**.
BLW class 8-22D no. 360. Spec. is in vol. 64 p 67. Rushton stack, mark on tank: 'CENTRAL NAJASA'.
1 w/n 54263

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1921 Delivered here new

Ordered by Central Najasa **2**.
BLW class 4-10½C no. 138. Spec. is in vol. 64 p 65. Dup. of 4-10½C no. 129. Rushton stack, mark on tank: 'CENTRAL NAJASA'.
2 w/n 54269

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921 Delivered here new

Ordered by Central Najasa **3**.
BLW class 8-30D no. 729. Spec. is in vol. 64 p 69. Dup. of 8-30D no. 704, no number or mark on tank, but to carry BLW property plates.
3 w/n 54239

2-6-0 d/w 50", cyls. 18x24", built by VIW in 1920

Ordered for Central Naranjal as no. **1**. Sold to Central Najasa, C, as no. **1**.
VIW class 7-51-E.
1 w/n 3081 Sold to Central Agabama, M, as no. **2**. Sold to Central Orozco, PdR, as no. **2**. Became *MinAz* no. **1662** at that location.

18.5.25 Central La Patría, at Morón
later Mill 517 Patría ó Muerte

Background

Built 1914.
1916 [9]: Operating, owned by Cia. Azuc. Patría.
1922 [9]: Operating, owned by L. Gutierrez.
1943 [32]: Operating, owned by Central Patria Cia. Azuc. SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/17/central-patria-centrales-de-cuba/
"*El central Patria, ubicado en Morón, Camagüey, era el número 92 del país según su capacidad de molienda que ascendía a 225 000 @ diarias de caña. En zafra daba empleo a 3 836 trabajadores y poseía 527 caballerías de tierras propias.*
Comenzó a construirse en el año 1914 en los terrenos de la colonia Santa Catalina, que fueron cedidos por su propietario el español Manuel Mariño Carrejas y se concluyó un año después, en 1915. Su fundador López Mier constituyó una sociedad en comandita el 18 de mayo de 1915, la que en 1921 pasó al control del acaudalado Laureano Falla Gutiérrez con otros socios. Mier también había fundado y era propietario del central Céspedes que también perdería. Fue uno de los nueve centrales – entre ellos el Andorra, el América, el Báguanos, el Niágara, Occidente y Santa Isabel – construidos por «Manuel Galdo y Compañía» que operaba la «Fábrica de Maquinaria Azucarera» en Cárdenas.
A la muerte de Laureano Falla Gutiérrez pasó a manos de sus herederos de la «Sucesión de Laureano Falla Gutiérrez» que en 1958 constituían el 2do grupo más importante entre los hacendados cubanos y el 3ro más importante con relación a la capacidad de molienda que, en su caso, se elevaba a 2 910 000 @ diarias. Alejandro Suero, Eutimio Falla, Agustín Batista, Carlos y Miguel Falla y Miguel Cervera Falla eran, en orden de mención, presidente, tesorero y el resto consejero. Los Falla operaban el ingenio bajo la razón de «Compañía Azucarera Central Patria SA».
Según la Comisión Técnica Azucarera de 1951 se trataba de un central rentable: sus costos de producción eran de $15.85 por cada saco de 325 lb, por debajo de la media nacional de 17.87 y sus activos estaban valorados entonces en $2 143 325 pesos; en 1958 se habían elevado a $3 000 000. En 1953 tuvo utilidades de $157 000, en 1954 de $188 000, en 955 de $253 000, en $1956 de $302 000, en 1957 de $544 000 y en 1958 de $439 000 pesos.
Tras el triunfo de la Revolución de 1959 fue nacionalizado por el gobierno cubano que lo renombró como central Patria o Muerte.
En el año 2000 realizó su última zafra. Fue uno de los centrales escogidos para ser convertido en museo azucarero, aprovechando su posición cercana a la gran zona turística de la cayería norte. En la actualidad sigue funcionando como museo y cuenta con diez áreas de interés para los turistas: monte de las banderas, área rústica, área de mecanización, área del basculador, jardín de las variedades, exhibición del vapor, área de los molinos, sala de historia."

2' 6" gauge

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1886

Ordered via K&P for Central Los Caños as **2 'JUAN POEY'**. Then to Central Patria. Not sure if was at this Central La Patria.
BLW class 6-16D no. . Spec. is in vol. p . Gauge 2' 6".
2 'JUAN POEY' w/n 8238

Standard gauge

0-4-0T d/w 30½", cyls. 11x16", built by VIW in 1917 **Delivered here new**

Ordered by Central Patria.

VIW class 7-14-2.

2 'EUTIMIE' w/n 2715 New boiler from VIW 1936. Still here when *MinAz* took over.

2-6-0 d/w 48", cyls. 17x24", built by Baldwin in 1916

Ordered by Iriondo & Koch for Central Cabaiguan as no. **1**. Sold to Central Patría **3**, where on road in 1924. Might be the other Central La Patria.

BLW class 8-28D no. 312. Spec. is in vol. 54 p 113. mark on tank: 'CENTRAL CABAIGUAN'.

3 w/n 44440

0-6-0 d/w 44", cyls. 18x24", built by Baldwin in 1923

Ordered by *FC del Norte* as no. **P5**. Sold to Central La Patría as no. **4**.

BLW class 6-30D nos. 480. Spec. is in vol. 64 p 370.

4 w/n 57385

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1907

Ordered by Jucaro and San Fernando Railway and Transportation Co **4** later **14**. Sold to *FC Norte y del Sur* as no. **1?.** Sold to Central Patría C as their no. **14**.

BLW class 8-26D no. 167-170. Spec. is in vol. 29 p 262. Mark on tank: 'JUCARO & SAN FERNANDO RAILWAY & TRANS. CO.' straight stack.

14 w/n 29971

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1915

Ordered for Central Moron **1** and **2**, First one later to Central Patria **2**, second one later to Central Palma **1,** then to Central Patria **1.**

BLW class 8-26D nos. 200-201. Spec. is in vol. 54 p 99. Dup. of 8-26D no. 167, mark on tank: 'SOCIEDAD AGRICOLA DE MORON',

1 w/n 42563

2 w/n 42562

18.5.26 Central El Pilar, at Gaspar

Background

1922 [9]: Operating, owned by Domingo Leon.
1943 [32]: Operating, owned by Vertientes Camaguey Sugar Co. of Cuba.
1931 [35]: Closed and demolished.
Eventually downgraded to become a colonia of Central Baragua 504 Ecuador [35].
NB Note that the Baldwin spec. books make a clear distinction between this Central El Pilar in Camaguey province, and the other Central Pilar in Pinar del Rio province.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Caribe **2**, but probably sold straight on to Central Pilar **9**, Was this for Central Pilar or El Pilar?
BLW class 10-34E no. 2098. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL PILAR'.

9	w/n 54215	

2-6-2T d/w 46", cyls. 16x24", built by Baldwin in 1920

Ordered by Central Pilar, C, as no. **15 (**or **5?)**.
BLW class 10-26¼D no. 171. Spec. is in vol. 64 p 95. Dup. of 10-26¼D no. 158. mark on tank: 'CENTRAL PILAR' mark on cabsides: **'DOMINGO LEON'.**

15	w/n 53594	Sold to Central Cespedes. Became *MinAz* no. **1445** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Pilar, C, as no. **16**.
BLW class 10-34E no. 2095. Spec. is in vol. 64 p 97. mark on cabsides: **'DOMINGO LEON'.**

16	w/n 54076	Sold to Central Cespedes. Became *MinAz* no. **1746** at that location. In existence 1995. Lehmuth says went to Central Estrella as no. **16**.

18.5.27 Central Punta-Alegre, at San Juan
later Mill 518 Máximo Gomez

Background

Built 1915.
1916 [9]: Operating, owned by Punta Alegre Sugar Co.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Punta Alegre SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from: https://historiacuba.wordpress.com/2016/09/12/central-punta-alegre-centrales-de-cuba/
"*El central Punta Alegre, ubicado en Punta San Juan, Camagüey, era el 18vo central azucarero del país por su capacidad de molienda que ascendía a 550 000 @ diarias de caña, pero con un rendimiento industrial por debajo de la media del país. Daba a empleo a 4630 trabajadores en zafra y poseía 1 418 caballerías de tierras propias. Era uno de los 30 centrales del país que se dedicaba, además, a la cría de ganado selecto. Contaba con su propio aeropuerto.*
El Punta Alegre fundado por la «Punta Alegre Sugar Corporation» hizo su primera zafra en 1917 moliendo con dos tandems (un Fulton y un Bankroft) hasta 1933, en que ambos fueron sustituidos por un Farrel. En 1928 realizó su mayor zafra republicana al producir 563 mil sacos de 325 libras en 1928. Como todos los centrales de la zona centro – oriental del país el Punta Alegre empleó durante las temporadas de zafra a gran cantidad de braceros antillanos.
El 31 de mayo de 1951 a Punta Alegre Suga Company vendió el a la Sucesión de Falla Gutiérrez, propietaria de siete centrales, que desde entonces lo operó bajo la razón de Compañía Azucarera Buenavista SA. Su capital ascendía a $ 5 850 000 pesos.
Alejandro Suero Falla, Julio Prado Rodríguez, Miguel Ángel Falla y Julio Batista Falla eran respectivamente el presidente, vicepresidente primero, vicepresidente segundo y tesorero.
Su situación económica había mejorado notablemente durante la década de 1950: En 1953 obtuvo utilidades por $404 000 pesos, en 1954 por $228 000, en 1955 por $446 000, en 1956 por $567 000, en 1957 por $985 000 y en 1958 por un millón de pesos. Sin embargo, como el resto de las compañías azucareras del país el valor de sus acciones había caído durante esa década y si en 1957 se cotizaban a $17, ya en 1959 se pagaban sólo a $9.
Durante la guerra insurreccional contra el presidente Fulgencio Batista sus trabajadores se unieron a la huelga general del 9 de abril de 1958, por lo que sus instalaciones fueron ocupada por el Tercio Táctico de Camagüey.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Máximo Gómez. Estuvo inactivo entre 1973 y 1974 por falta de caña y reinició su labor en el año 1975.
Al comenzar la reestructuración de la industria azucarera cubana conocida como Tarea Álvaro Reynoso el central Máximo Gómez (antiguo Punta Alegre) fue paralizado y posteriormente demolido. Hoy sólo se conservan las torres."

Gauge 3' 0"

2-6-0 d/w 34½", cyls. 12x18", built by ALCo in 1916 Delivered here new

Ordered by Punta Alegre Sugar Co., presumably for Central Punte-Alegre.

3	w/n 55685
4	w/n 55686

2-truck Shay d/w 29½", cyls. 3 of 10x12", built by Lima in 1918 Delivered here new

Ordered for Tacajo Sugar **506,** later to Punta Alegre Sugar?
Lima class 42-B.

?	w/n 2963

Standard gauge

0-4-0T d/w 33", cyls. 11x16", built by ALCo in 1915 Delivered here new

Stock locomotive sold to Punta Alegre Sugar Co. **1**. Gauge standard.

1	w/n 53116	

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1919 Delivered here new

Ordered via E. Atkins & Co. for Punta Alegre Sugar **6** and **7**.

BLW class 8-30D no. 704 and 70?. Spec. is in vol. 64 p 391. Dup. of 8-30D no. 685, mark on tank: 'PUNTA ALEGRE SUGAR COMPANY', no number or name mentioned on spec. page.

6	w/n 52320	
7	w/n 52423	Sold later to Central Baragua **7**. Became *Minaz* no. **1649** at that location. In existence 1995.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Punta Alegre Sugar Co as Central Punta Alegre **8**.

BLW class 8-30D no. 723. Spec. is in vol. 64 p 393. Dup. of 8-30D no. 710, mark on tank: 'CENTRAL PUNTA ALEGRE'.

8	w/n 53656	Became no. **1650**. Cab only visible in 1987.

2-6-0 d/w 46", cyls. 16x24", built by ALCo in 1922 Delivered here new

Ordered via E. Atkins & Co. for Punta Alegre Sugar Co. as nos. **9** and **10**.

Gauge standard.

9	w/n 62715	
10	w/n 62716	Sold/transferred to Central Fidencia / 412 Juan Pedro Carbo Servia. Became *MinAz* no. **1427** at that location.

2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1924 Delivered here new

Stock locomotive sold via B. Atkins & Co. to Punta Alegre Sugar Co. as no. **11**.

Gauge standard.

11	w/n 65190	Became *MinAz* no. **1825** at this location. Then transferred to Central Stewart / 522 Venezuela.



2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1915

Ordered for Ciego de Avila Sugar Co. **4,** later to Central Punta Alegre.

BLW class 8-28D no. 308. Spec. is in vol. 54 p 107. Details to be similar to 8-30D no. 676. mark on tank: 'CENTRAL CIEGO DE AVILA',

? w/n 42565 Became no. **1440**. Cab only visible in 1987.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07234-1.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1922

Ordered via Czarnikow Rionda for Central Elia as no. **6**. Sold to Central Punta Alegre / 518 Maximo Gomez.

? w/n 62622 Became *MinAz* no. **1824** at that location. In use 1988. Partly scrappd 1996.

Additional locos reported at this location by enthusiasts in recent years

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1915

Ordered for Soc. Agricola de Morón **1**.

BLW class 8-26D no. 200. Spec. is in vol. 54 p 99.

1441 w/n 42562 Gone by 1997?

4-6-0 d/w 56, cyls. 18x24, built by Baldwin in 1920

Ordered for Central Jaronu as no. **50**.

BLW class 10-30D no. 675. Spec. is in vol. 64 p 32. Dup. of 10-30D no. 671. mark on tank: 'CENTRAL JARONU', running number in raised numbers on circular brass plates.

1560 w/n 53797 Gone by 1997?

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

Ordered for ?

BLW class no. . Spec. is in vol. p .

1735 w/n Out of use 1987. Cab only visible 1996.

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

Ordered for ?

BLW class no. . Spec. is in vol. p .

1737 w/n ? (latterly carried XO1130 of 1924 plates) Seen dismantled 1987.

18.5.28 Central Redunción, at Nuevitas

Background

1893: Plantation owned by Compañia Anónima ; Admor. : Sr. Espinosa . Location given as Nuevitas. Name spelled as Redencion.

1916 [9]: Operating, owned by Central Reduncion SA.

1956 [34]: Not listed.

18.5.29 Central Santa Marta, at Sta. Cruz del Sur
later Mill 519 Cándido Gonzalez

Background

Built 1926.
1943 [32]: Operating, owned by Cia. Azuc. Santa Marta SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.

Standard gauge.

2-4-0STT d/w 44", cyls. 14x24", built by Baldwin in 1925 Delivered here new

Ordered by Central Santa Marta.
BLW class 6-22C no. 12. Spec. is in vol. 78 p 55. mark on tender tank and cabsides: 'CENTRAL SANTA MARTA', loco to be built to operate with or without tender.

1 w/n 58438 Sold to Central Corazón de Jesús, and rebuilt as 2-4-0(?). Became *MinAz* no. **1224**. In existence 1995.



2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered by Central Santa Marta, from BLW stock in Havana.
BLW class 10-30E no. 224. Spec. is in vol. 78 p 13. mark on tank: 'CENTRAL SANTA MARTA'.

2 w/n 58495 Sold to Caribbean Sugar Co. for Central Macareno as no. **6**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Cuba stock, sold to Central Santa Marta **2** but not delivered and stored by BLW in Havana for 9 years.
Sold via BR&L **1216** to Urania Lumber Co. for Natchez, Urania and Ruston RR **3.** Eventually sold to Central Maceo. Became *MinAz* no. **1756** at that location. In existence 1995.
BLW class 10-30E no. 225. Spec. is in vol. 78 p 13. mark on tank: 'CENTRAL SANTA MARTA'.

(2) w/n 58496

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915

Built for Serbia, not delivered on account of WWI. Locos sold to *FC Cuba* in March 1916. This one had been Cuba RR no. **249**. Sold to Central Santa Marta at unknown date, as their no. **4**.

4 w/n 2428 Built 1916. Not known if ever received a *MinAz* no.

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1911

Ordered by Cuba Co. for Cuba RR as no. **66** later **136?**. Later sold to Central Santa Marta/519 Candido Gonzales

? w/n 50233 Later became *MinAz* no. **1666**, then transferred to Central Fidencia/412 Juan Pedro Carbo Servía.

0-4-0ST d/w ?, cyls. ?, built by VIW in 1915

Ordered by ? Leach 2nd ed. [5] places this engine here at one stage. VIW number probably wrong as Lehmuth has that loco for Turkish State Railways.

? w/n 4849

18.5.30 Central Santo Tomás, at Ciego de Avila

Background

1916 [9]: Operating, owned Central Santo Tomás CA.
1922 [9]: Operating, owned by Cia. Azuc. C. S. Tomas SA.
1923 [35]: Closed and demolished.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1921 or 1923? Delivered here new

Ordered by Central Santo Tomás as no. **4**.
BLW class 10-30E no. 169. Spec. is in vol. 64 p 177. mark on tank: 'CENTRAL SANTO TOMAS'.

4	w/n 54224	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07787-1.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1923 Delivered here new

Ordered by Central Santo Tomás as no. **1**, but the spec. page says **101** so that number may have been carried from new.
BLW class 10-34E no. 2123. Spec. is in vol. 64 p 181. Dup. of 10-34E no. 2076, mark on tank: 'CENTRAL SANTO TOMAS' .

1	w/n 57404	Later **101**. Sold to Central Morón. Became *MinAz* no. **1833** at that location. Derelict 1995.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923 Delivered here new

Ordered by Central Santo Tomás as no. **5**, but the spec. page says **105** so that number may have been carried from new**.**
BLW class 10-30E no. 211. Spec. is in vol. 64 p 179. Dup. to 10-30E no. 169,

5	w/n 57405	Later **105**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09017.

2-6-0 d/w ?, cyls. ?, built by Illinois Central RR? in 1886

Ordered by ? Leach 2nd ed. [5] places this engine here at one stage.

108 w/n ?

18.5.31 Central Senado, at Nuevitas
later Mill 520 Noel Fernández

Background

Built 1882.
1893: Plantation owned by Bernabé Sánchez Adán. Location given as Nuevitas.
1901 [18]: 30 miles of 2' 6" gauge, 40 lb. rail, 7? locos (4 by Baldwin, 2 by Porter, 1 by Bagnall), 616 cars.
1907: "About 25 miles, covering plantation. Gauge, 30 inches. Weight of rails. 30 lbs. Rolling stock: Eight locomotives and 300 cars."
1909 [2]: "Situated near Nuevitas. Eighteen and three-fourths miles of narrow-gauge road, running from Las Minas, the terminus of the Puerto Principe and Nuevitas Railroad, to the cane fields. Gauge, 30 inches ; weight of rail, 40 pounds ; rolling stock, 8 locomotives, 20 box cars, and 330 cane cars."
1913 [9]: Operating, owned by the Senado Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by B. Sanchez Adan.
1943 [32]: Operating, owned by Central Senado SA.
1956 [34]: Actively crushing.
In modern province of Camagüey.
Paragraphs from : https://historiacuba.wordpress.com/2017/11/03/central-senado-centrales-de-cuba/
"*El central Senado, situado en Nuevitas, Camagüey era en 1958 uno de los más grandes de Cuba: el No. 24 por su capacidad de producción que ascendía a 450 000 @ de caña diarias. Era una gran industria que daba trabajo a 4 100 trabajadores en zafra, tenía anexa una destilería, contaba con su propio aeropuerto y poseía 2 691 caballerías de tierra. Era el central más importante entre los fundados por la sacarocracia del siglo XIX que permanecía en manos de sus descendientes.*
Se fundó el central en 1883 por Bernabé Sánchez Adán, un comerciante de víveres y banquero de Nuevitas, propietario de Bernabé Sánchez e Hijos y padre de los últimos propietarios del ingenio antes de su expropiación.
Durante la Guerra de Independencia de Cuba la familia propietaria hizo contribuciones monetarias al Ejército Libertador para evitar la destrucción del ingenio. En 1913, Bernabé Sánchez Batista, hijo del fundador, y comandante del Ejército Libertador cubano fue electo gobernador de Camagüey."
En 1913 el central Senado sembraba las variedades de caña Cristalina y Blanca, sin emplear fertilizantes ni regadío, como era habitual en la época. Para transportarla al ingenio se servía de una red de 40 km de ferrocarril de vía estrecha, 412 fragatas, 20 vagones para azúcar y diez locomotoras.
Su maquinaria en esos años constaba de dos descargadoras y dos desmenuzadoras, seguidas de dos juegos, uno de tres trapiches y otro de cuatro; nueve defecadoras de 5 000 galones cada una, dos evaporadores de triple efecto y uno de cuádruple con 25 100 pies de superficie calórica; cuatro tachos de punto; diez cristalizadores abiertos y ocho al vacío; 34 centrífugas y una batería de calderas con 4 180 caballos de fuerza.
Sánchez Adán se mantuvo al frente del central hasta el año 1921 en que pasó a manos de los hijos de su primer matrimonio, los Sánchez Batista. A partir de los años 30 estos compartieron la propiedad del central con sus medios hermanos, e hijos del segundo matrimonio del fundador, los Sánchez Laurent; dos de los cuales, Jorge y Emilio fundieron como sus vicepresidentes desde finales de la década de 1930 hasta 1951 en que pasaron a controlar totalmente la propiedad.
Durante la crisis política que sufrió Cuba en 1933 los obreros tomaron el control del central Senado y elevaron un pliego de demandas a los dueños en el que exigían mejores salarios, jornada de ocho horas, casas en el batey, luz eléctrica, escuelas para sus hijos y tierras para trabajar en tiempo muerto.
Esto provocó un enfrentamiento con la administración apoyada por la Guardia Rural que terminó en la llamada «Masacre de Cortaderas», en la que una multitud de braceros antillanos, españoles y cubanos desarmados fueron tiroteados, muriendo una veintena.

Según la Comisión Técnica Azucarera, en 1951 sus costos eran de $15.85 por cada saco de 325 libras, muy por debajo de la media de $17.87 del país y sus activos totales estaban valorados en $9 250 082. Su destilería, que podía producir 10 000 galones diarios de alcohol industrial se encontraba inactiva.
Tras el triunfo de la Revolución Cubana de 1959 el central fue expropiado por el nuevo Gobierno de la Isla que lo renombró como central Noel Hernández.
Central Noel Fernández en 1980
Central Noel Fernández en 1980
Durante la reestructuración de la industria azucarera cubana, conocida como Tarea Álvaro Reynoso, el central fue puesto en reserva; pero nunca volvió a echar a andar su maquinaria."

Gauge 2' 6"

2-4-0T d/w ?, cyls. ", built by Bagnall in 1882? Delivered here new

Ordered for Central Senado **1**? Bagnall no. 285, an 0-4-0 inverted saddle tank with cyls. 4½x7½" for gauge 2' 6¼" and named **'CLARA'** went out to Pascual Bros. in Cuba in 1880. It might be this engine.
1? w/n ?

0-4-2T d/w 30", cyls. 8x12", built by Porter in 1882 Delivered here new

Ordered via Mosle Bros, NY, for Central Senado.
Gauge 3' 0" but later converted to 2' 6".
2 'El SENADO' w/n 543 Became *MinAz* no. **1???** at this location. Seen plinthed in 1994 and 1996



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34091.

0-4-4T d/w 30", cyls. 8x12", built by Baldwin in 1890 Delivered here new

Ordered for Mosle Bos. for Central Senado **5 'ANTONIO MOSLE'**,
BLW class 8-10 1/3C no. 2. Spec. is in vol. 16 p 168. R&H stack. 2' 6" gauge.
5 'ANTONIO MOSLE' w/n 11471

0-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1894 Delivered here new

Ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Senado **6 'PEDRO SANCHEZ DOLZ'**.
BLW class 6-20D no. 12. Spec. is in vol. 19 p 107. mark on tank 'YNGo. SENADO', R&H stack, Gauge 2' 6".
6 'PEDRO SANCHEZ DOLZ' w/n 14022 Rebuilt as standard gauge 2-6-0 for Central Macagua **2**, SC/LV, as no. **2** .

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1900 Delivered here new

Ordered by Mosle Bros. for Bernabe Sanchez for Central Senado **7 'GUILLERMO SCHUMANN'**,
BLW class 10-24½E no. 102. Spec. is in vol. 23 p 154. No mark on tank, R&H stack. Gauge 2' 6". Not obvious why the '½' in the class designation.

7 'GUILLERMO SCHUMANN' w/n 18371 Sold to Central Mercedita / Gregorio Manalich, becoming *MinAz* no. **1308**. Still in existence 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1905

Ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Santa Lucia **8 'CARLOS SANCHEZ'**, sold to Central Senado **8**,
BLW class 10-22E no. 39. Spec. is in vol. 28 p 64. no mark on tank, R&H stack.

8 'CARLOS SANCHEZ' w/n 26193 Later sold to Central Dos Rosas **6**, becoming *MinAz* no. **1315**. In existence 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1909 Delivered here new

Ordered by Mosle Bros. for Bernabe Sanchez Adan, as **1 'BERNABE SANCHEZ'** for Central Senado.
BLW class 10-22E no. 47. Spec. is in vol. 44 p 250. outside frames, mark on tank: none, R&H stack. Gauge 2' 6".

1 'BERNABE SANCHEZ' w/n 33500 Sold to Central Andrieta, becoming *MinAz* no. **1320**. In existence 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1912 Delivered here new?

Ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Senado. Lehmuth says this was built for Central Santa Lucia as no. **8 'CAYAGUAN'**, but the spec. page suggests that there must have been some confusion somewhere.
BLW class 10-22E no. 52. Spec. is in vol. 44 p 252. Dup. of 10-22E no. 47. outside frames, R&H stack, Gauge 2' 6".

9 'ALVARO SANCHEZ' w/n 37822 Sold to Central Providencía. Became *MinAz* no. **1364** at that location. In existence 1995.

0-6-4ST d/w 33", cyls. 12x16", built by Baldwin in 1913 Delivered here new

Ordered by Senado Sugar Co.
BLW class 10-18 1/3D no. 3. Spec. is in vol. 49 p 42. details to be same as on 10-22E no. 52, mark on tank: none, R&H stack.

10 'FLORINDA' w/n 40678 Became *MinAz* no. **1177**. Gone by 1997?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04671-1.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919 Delivered here new

Ordered for Lawrence Turnure & Co. for Bernabe Sanchez Adan for Central Senado **12 'EMILIO SANCHEZ'**, BLW class 10-22E no. 78. Spec. is in vol. 64 p 183. mark on tank: none,

12 'EMILIO SANCHEZ' w/n 52103 later (post 1937) to Central Narcisa rebuilt 2' 3½" gauge and became **1366.** In existance 1995.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1924 Delivered here new

Ordered by Central Senado **16** and **17**.

BLW class 10-22E nos. 105-106. Spec. is in vol. 72 p 24. Dup. of 10-22E no. 78, mark on tank: 'CENTRAL SENADO'.

16 w/n 57791 Sold to Central Mercedita LH.

17 w/n 57792 Sold to Central Victoria. Became *MinAz* no. **1367** at that location. In existence 1995.

Standard gauge

2-6-0 d/w 50", cyls. 18(or 17?)x24", built by VIW in 1916 Delivered here new

Ordered for Serbia, but not delivered. Purchased for Central Senado as no. **11**.

VIW class 7-51-E.

11 w/n 2577 Became *MinAz* no. **1568** at this location. Present 1994. Out of use 1996.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1916 Delivered here new

Ordered for Mosle Bros. for Central Senado. Possibly as no. **13** as if the same number scheme covered both narrow and standard gauge then that number is the only vacant one at that period.

BLW class 10-34E no. 2050. Spec. is in vol. 54 p 210. No lettering or numbering mentioned on spec. page.

13? w/n 44461 Sold to Central Mercedes M. Sold to Central Santo Domingo. Became *MinAz* no. **1807** at that location. In existence 1995.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 and 1923 Delivered here new

First one ordered by Lawrence Turnure & Co. for Central Senado **14,**

BLW class 10-30E no. 158. Spec. is in vol. 64 p 185. mark on tank: 'CENTRAL SENADO',; second one: Stock, sold to Central Senado **18**, BLW class 10-30E no. 203. Spec. is in vol. 72 p 27. Dup. of 10-30E no. 175, mark on tank: 'CENTRAL SENADO',

14 w/n 53521 Became *MinAz* no. **1664** at this location. In existence 1994-1995. Supposedly converted to fireless. In steam 1996.

15 w/n 57407 Connelly gives d/w 54" and cyls. 19x26". Sold to Central Preston where in use in 1937. Sold to Central Perseverancia. Became *MinAz* no. **1848** at that location. In existence 1995.

2-8-0 d/w 48", cyls. 19x26", built by Baldwin in 1923

Ordered for Central Senado **18,**

BLW class 10-32E no. 178. Spec. is in vol. 64 p 187. mark on tank: 'CENTRAL SENADO'.

18 w/n 57072 Became no. **1753**. Derelict 1996.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1926

Ordered for BLW Cuban stock. Sold to Central Pilar as no. **103**. Sold to Ingenio Vertientes / Panama **103**, then sold

to Central Senado.
BLW class 10-34E no. 2133. Spec. is in vol. 78 p 19. Brass plates 'CENTRAL PILAR' to be supplied, suitable for attaching to sides of tank. no road number mentioned.

?	w/n 59220	Became *MinAz* no. **1844** at this location. In existence 1995. Supposedly converted to fireless? Out of use 1996.

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1914

Ordered by Cuba RR as no. **162**. Sold to Central Senado / 520 Noel Fernandez.

?	w/n 54650	Became *MinAz* no. **1566** at this location. Gone by 1997?

2-8-0 d/w 50", cyls. 18x26", built by VIW in 1920

Ordered for Central Vertientes as no. **1**. Sold/transferred to Central Senado / 520 Noel Fernandez.
VIW class 7-51-G.

?	w/n 3104	Became *MinAz* no. **1658** at this location. In steam 1990. Present 1996.

Additional loco reported at this location by enthusiasts in recent years

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

Ordered for ?

1566	w/n ?	Apparently listed here in *MinAz* records but not seen by 1990s visitors.

18.5.32 Central Siboney, at Sibanicú
later Mill 521 Siboney

Background

Built 1919-24.

1943 [32]: Operating, owned by Cia. Azuc. Najasa SA.

1956 [34]: Actively crushing.

Standard gauge

2-6-0 d/w 52", cyls. 16x24", built by Baldwin in 1924 Delivered here new

Ordered by Cia. Azuc. Siboney as **1** and **2**.

BLW class 8-26D nos. 224-225. Spec. is in vol. 72 p 32. Dup. of 8-26D no. 223, mark on tank: 'CENTRAL SIBONEY'.

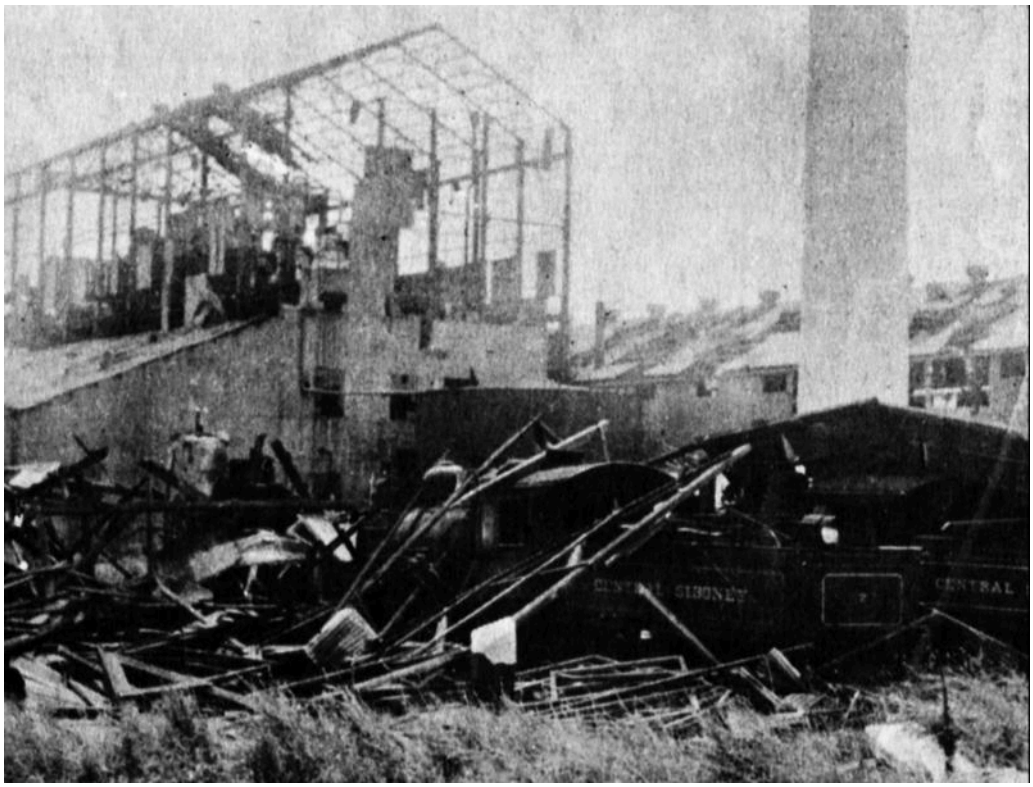
1	w/n 57919	Became no. **1447**. Converted to fireless. Present at least until 1986.
2	w/n 57920	Became no. **1446**. Converted to fireless. Out of use 1990, later scrapped?

0-4-0ST d/w 30", cyls. 9x14", built by Baldwin in 1924 Delivered here new

Ordered for Cia. Azuc. Siboney for Central Siboney **3**.

BLW class 4-11C no. 428. Spec. is in vol. 72 p 30. mark on tank: 'CENTRAL SIBONEY'.

3	w/n 57897	Became no. **1175**. Preserved 1986. Said to have been moved to mill 516 later but not found there.



Additional loco reported at this location by enthusiasts in recent years

2-6-2 d/w 46", cyls. 16x24", built by Baldwin in 1919

Ordered for Central Estrella **7**,

BLW class 10-26D no. 158. spec. is in vol. 63 p 418. mark on cab: **'DOMINGO LEON'**.

1443 w/n 52432 Converted to fireless. Out of use 1994.

18.5.33 Central Stewart, at Ciego de Avila
later Mill 522 Venezuela

Background

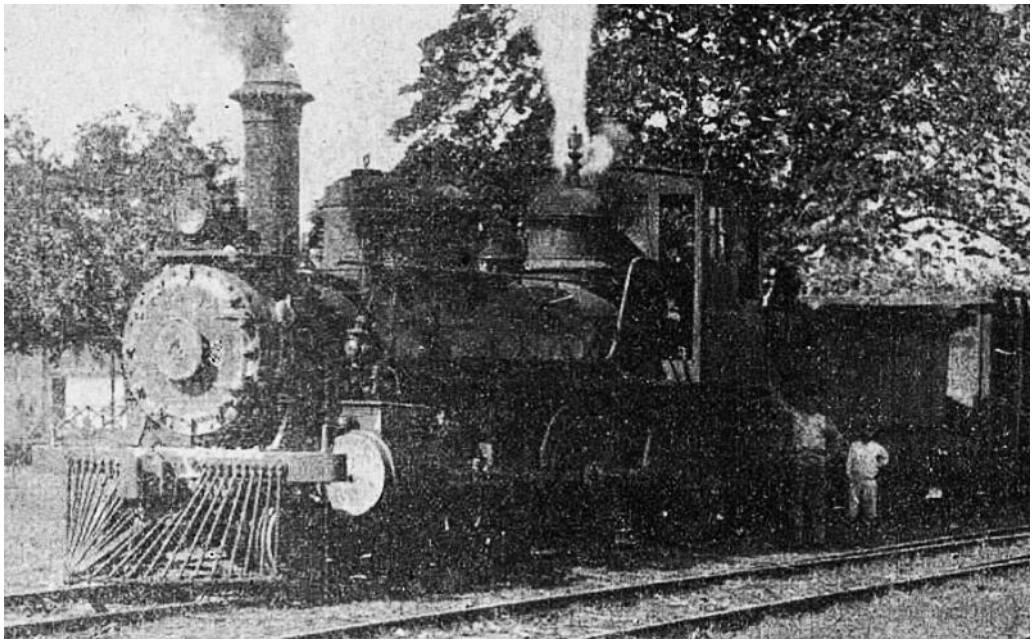
Built 1906. Possibly known as Central Silviero for a period.
1907: "Railway is not yet completed. Roadbed finished and sleepers in place to railroad station, fifteen miles distant. Gauge is to be standard. Weight of rails, 80 lbs."
1913 [9]: Operating, owned by Stewart Sugar Co.
1922 [9]: Operating, owned by Eastern Cuba Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Atlantico del Golfo SA.
1956 [34]: Actively crushing.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/04/central-stewart-centrales-de-cuba/
"*El central Stewart, ubicado en Simón Reyes, Camagüey, era el tercero más grande de Cuba por su capacidad de molienda de 782 000 @ de caña diarias y el sexto que más trabajadores empleaba en zafra con un total de 7639; poseía, además, 1792 caballerías de tierra propias.*
Existen contradicciones sobre el año de su fundación: algunas fuentes la sitúan en 1906 y otras en 1908, años en los que se llamó Silveira. Lo que sí esta claro es que fue construido por la «Duncan Stewart Company» una compañía de fabricantes de maquinaria de Glasgow, Escocia, bajo la dirección de la firma de ingenieros «Smith y Davis». Al fundarse el Stewart era un proyecto de capital cubano que, al quebrar, pasó a la propiedad de los fabricantes escoceses proveedores de la maquinaria bajo la razón de «The Stewart Sugar Company». La firma estaba registrada en New York y sus agente en Cuba era la «Smith y Davis». En 1915 los escoceses vendieron el central a la «Cuban Cane Sugar Corporation» que luego se transformaría en la «Compañía Azucarera Atlántica del Golfo».
La «Compañía Azucarera Atlántica del Golfo» había comenzado a retirarse de Cuba durante la década de 1950 y había vendido parte de los centrales que poseía: En 1958 quedaban bajo su control el Álava, el Conchita, el Mercedes, el Lugareño y el Stewart, aunque tenían la intención de venderlos también.
El Stewart era un central rentable que – según los informes de la Comisión Técnica Azucarera – mantenía sus costos de producción de azúcar por debajo de la media nacional y sus activos estaban valorados en más de 15 000 000 de pesos. En 1952 se convirtió en el quinto central cubano que logró sobrepasar el récord de producción de sacos de azúcar.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo rebautizó como central Venezuela."

Standard gauge

2-6-0 d/w 46", cyls. 16x24", built by Baldwin in 1907, 1912 and 1914 Delivered here new

Ordered for Stewart Sugar Co. **1-4**, and later **6** and **9**.
BLW class 8-26D no. 173-176, 191 and 199. Spec. is in vol. 30 p 271, and vol. 44 p 286 and vol. 54 p 97. mark on tank: 'STEWART SUGAR CO.' and for the later two 'STEWART SUGAR COMPANY', R&H stack, rear pilot to be of wood.

1	w/n 31664
2	w/n 31665
3	w/n 32084
4	w/n 32085
6	w/n 38016
9	w/n 41674



2-6-0 d/w 46", cyls. 16x24", built by Baldwin in 1911 **Delivered here new**

Ordered for Stewart Sugar Co. **5**.

BLW class 8-26D no. 188. Spec. is in vol. 39 p .180. Dup. of 8-26D no. 173. mark on tank: 'STEWART SUGAR COMPANY', R&H stack.

5	w/n 36691	

2-8-0 d/w 42", cyls. 18x22", built by Baldwin in 1912 **Delivered here new**

Ordered for Stewart Sugar Co.

BLW class 10-30E nos. 127-128. Spec. is in vol. 44 p 288. Details to be as 8-26D no. 188. mark on tank: 'STEWART SUGAR COMPANY', R&H stack,

7	w/n 38095	Sold to Central Por Fuerza. Became *MinAz* no. **1529** at that location. In existence 1995.
8	w/n 38096	Became no. **1655**. Out of use 1994 and 1995.

2-6-0 d/w 38", cyls. 13x18", built by Porter in 1914 **Delivered here new**

Ordered via Wonham Sugar Corp. for Stewart Sugar Co. **10**.

10	w/n 5606	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Cuba Cane Sugar Corp. for Central Stewart **16** and **17**.

BLW class 10-34E nos. 2087-8. Spec. is in vol. 64 p 293. mark on tank: 'CENTRAL STEWART' and on the line below: 'C. C. S.. C.'

16	w/n 53853	Became *MinAz* no. **1742** at this location. Present 1994-5. In use 1997.
17	w/n 53854	Became *MinAz* no. **1743** at this location. Present 1994-5. In use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1921 **Delivered here new**

Ordered for Central Violeta (?) **110-112,** NB Superheater spec. page in BLW spec. volume (vol. 64 p 253) gives destination for these three engines as Central Stewart, not Central Violeta.

BLW class 10-34E nos. 2105-7. Spec. is in vol. 64 p 251. Dup. of 10-34E no. 2088, mark on tank: 'CUBA CANE SUGAR CORPORATION', a particular central not specified on spec. page. tender to be of long low design,

? w/n 54284
? w/n 54285
? w/n 54286

2-6-0 d/w ?57", cyls. 18x24", built by Dickson in 1888

Ordered for Central RR & Banking Co. of Georgia. Then sold via Georgia Car & Loco no. **356** to Cuba Cane Sugar Co. as no. **1**. Leach 2nd ed. [5] places this engine here at one stage, as does CG.

1 w/n 679

2-8-0 d/w ?", cyls. ??", built by Pennsylvania RR Juniata shops in 1892

Ordered for PRR as no. **1541** class R H3a sold 1903. Went to Georgia Car & Loco as no. **256**, then to Brinson Rly. as **1541** later **50**. Sold 1914 to Savannah & Northwestern RR as no. **50**. Then to Savannah & Atlanta RR. Sold again 1917 to Georgia Car & Loco as no. **366**, and on via Church-Stewart to Cuba Cane Sugar Co. as no. **3**. Leach 2nd ed. [5] places this engine here at one stage.

3 w/n 167

0-4-2ST d/w 33", cyls. 11x16", built by Baldwin in 1908

Ordered by Jucaro & Morón Sugar & Land Co. for Central Jaguayal.

BLW class 6-16 1/3C nos. 61-63. Spec. is in vol. 32 p 8. mark on tank: 'CENTRAL JAGÜEYAL'. Possibly to Central Stewart when Central Jagueyal closed in 1933?

1	w/n 33049	Sold to *FC Norte y del Sur*, possibly still as no. **1**. *Then to FC del Norte*.
2	w/n 33050	Sold to *FC Norte y del Sur*, possibly still as no. **2**. *Then to FC del Norte*.
3	w/n 33051	Sold to *FC Norte y del Sur*, possibly still as no. **3**. *Then to FC del Norte*.

2-4-0 d/w 44", cyls. 13x20", built by Baldwin in 1912

Ordered for American Trading for Central Jagueyal **4**. Possibly to Central Stewart when Central Jagueyal closed in 1933.

BLW class 6-20C no. 9. Spec. is in vol. 44 p 260. mark on tank and cabsides: 'CENTRAL JAGÜEYAL'

4 w/n 38850

0-4-0T d/w 33", cyls. 12x16", built by Baldwin in 1913

Ordered for American Trading Co. for Jagueyal Sugar Co. **5**, Camaguey, but spec. page says no name or number. Possibly to Central Stewart when Central Jagueyal closed in 1933

BLW class 4-18C no. 100. Spec. is in vol. 44 p 256. mark on tank: 'CENTRAL JAGUEYAL'. .

1 or maybe **5** w/n 40281

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1918

Ordered for *FC Norte de Cuba* as no. **29**. Sold to Central Stewart.

BLW class 10-32D no. 1240. Spec. is in vol. 64 p 374.

?	w/n 50735	Became *Minaz* no. **1738** at this location. Present 1994. Dismantled 1997.



Whilst a 2-8-0 numbered **15** is listed below, this image shows that Central Stewart also owned a 4-6-0 with that number at one stage. The domes suggest that this had been built by Baldwin, and thus it was probably the above listed ex-*FC del Norte* loco.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered via Cuban American Trading Co. for Tuinucu Sugar Co. (2065-7), and for Cuba Cane Sugar Co. (2068-73) as no. **103-106**. Several sold to Central Stewart as ???, **14** and **15**.
BLW class 10-34E nos. 2065-2073 . Spec. is in vol. 64 p 289. mark on tank: 'TUINUCU SUGAR COMPANY'. or mark on tank: 'CUBA CANE SUGAR CORPORATION'

13	w/n 52943	Ex Central Tuinucu no. **3**, Became no. **1739**. Present 1994. Dismantled 1997.
?	w/n 52945	Cuban American Trading Co. for (Tuinucu Sugar **5**,?). Did this one come to Central Stewart?
?	w/n 52969	Ex-Central Morón no. **103**. Did this one come to Central Stewart?
?	w/n 52970	Ex-Central Morón no. **104**. Did this one come to Central Stewart?
14	w/n 52971	Ex-Central Morón no. **105**. Became *MinAz* no. **1740** at this location. In existence 1995. In steam 1994. Dismantled 1997.
15	w/n 52972	Ex-Central Morón no. **106**. Became *MinAz* no. **1741** at this location. In existence 1995. In steam 1994. Present 1997.

4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1916

Ordered by Cuba RR as no. **239**. Connelly and Lehmuth ALCo lists have cyls. as 20x26". Sold to Central Stewart / 522 Venezuela at unknown date.

?	w/n 56018	Became *MinAz* no. **1657**. Present 1994 and 1997.

2-6-0 d/w 50", cyls. 16x24", built by VIW in 1924

Ordered for Central Adelaida as no. **6**. later to Central Falla(?), Sold to Central Stewart / 522 Venezuela.
VIW class 7-49-B.

6	w/n 3461	Became *MinAz* no. **1442** at this location. Last seen in use 1988. Out of use 1994 and 1995.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly as no. **45** (not delivered). Diverted by VIW in Cuba to Central Stewart as no. **11**.
VIW class 7-54-A1.

11	w/n 3004	Sold to Central Andorra, PdR. Returned to Central Stewart / 522 Venezuela. Became *MinAz* no. **1902** at this location. Present 1994

and 1997.

2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1924

Stock locomotive sold via B. Atkins & Co. to Punta Alegre Sugar Co. as no. **11**. Gauge standard. Became *MinAz* no. **1825** at that location. Then transferred to Central Stewart / 522 Venezuela.

1825 w/n 65190 Present 1994. Dismantled 1996.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1923

Ordered for Francisco Sugar for Central Elia **12**, later to Central Stewart

BLW class 10-30E no. 204. Spec. is in vol. 64 p 311. mark on tank: 'FRANCISCO SUGAR COMPANY', lettering same as 10-28E no. 114.

? w/n 57015 Became no. **1656**. Out of use 1994 and 1995.

4-6-0 d/w 67", cyls. 19x26", built by Baldwin in 1901

Ordered for Butte, Anaconda & Pacific RR no. **20**. Sold to Central Tuinucu in 1917 as no. **2**. Later sold via Cuban Trading Co. to Central Stewart.

BLW class 10-32D no. 700. Spec. is in vol. 24 p 37.

? w/n 19389

Additional loco/s reported at this location by enthusiasts in recent years

None



18.5.34 Central Velasco, at Cupeyes

Background

1943 [32]: Operating, owned by Central Violeta Sugar Co.

1956 [34]: Not listed.

18.5.35 Central Vertientes, at Camagüey
later Mill 523 Panama

Background

Built 1921.
1922 [9]: Operating, owned by Cia. Azuc. Vertientes.
1943 [32]: Operating, owned by Vertientes Camaguey Sugar Co. of Cuba.
1956 [34]: Actively crushing.
In modern province of Camagüey.

Standard gauge.

2-8-0 d/w 50", cyls. 18x26", built by VIW in 1920 Delivered here new

Ordered for Central Vertientes as no. **1**.
VIW class 7-51-G.

1	w/n 3104	Sold/transferred to Central Senado / 520 Noel Fernandez. Became *MinAz* no. **1658** at that location.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925 Delivered here new

Ordered for Central Vertientes.
BLW class 10-30E nos. 220-223. Spec. is in vol. 78 p 61. mark on tank (brass plates): 'COMPAÑÍA AZUCARERA VERTIENTES'.

5 later **11**	w/n 58537	
6 later **12**	w/n 58538	Sold to Central Washington where became *MinAz* no. **1751**.
7 later **13**	w/n 58539	later to Central Fe? **9,** Sold to Central Santa Rosa / Central 10 de Octubre **13** where became *MinAz* no. **1661**. In existence 1995.
8 later **14**	w/n 58540	later to Central El Pilar PdR



This image showing the running number **11** makes it look as though the numbers **11** to **14** were applied right from the start rather than later.
High res image available from the RR Museum of Pennsylvania: BLW neg no. 09577.

2-6-0 d/w 44", cyls. 18x24", built by Baldwin in 1926 Delivered here new

Ordered via General Sugar Co. for Central Vertientes **19**.
BLW class 10-30E no. 230. Spec. is in vol. 78 p 64. Dup. of 10-30E no. 223, mark on tank (brass plates): 'COMPAÑÍA AZUCARERA VERTIENTES'.

19	w/n 59446	Became *MinAz* no. **1659**. Gone by 1997.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1921

Ordered for Central España as no. **16**., but diverted to Central Vertientes as no. **2**.
VIW class 7-51-D.

2	w/n 3148	Sold via Maritrop Trading Co. to Central Algodones / 503 Orlando Gonzalez Ramirez. Became *MinAz* no. **1836** at that location.

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

Built as stock, sold to Central Pilar PdR **103,** Lehmuth says was at Ingenio Vertientes / Panama **103,**
BLW class 10-34E no. 2133. Spec. is in vol. 78 p 19. Brass plates 'CENTRAL PILAR' to be supplied, suitable for attaching to sides of tank. no road number mentioned.

?	w/n 59220	Sold to Central Senado. became *MinAz* no. **1844** .

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cia. Azuc. Naranjal S. A. for Central Naranjal **3**, later to Central Vertientes,
BLW class 10-34E no. 2079. Spec. is in vol. 64 p 367. Ditto. mark on tank: 'CENTRAL NARANJAL',

?	w/n 53800	then to Central Estrella.

.----------

18.5.36 Central Violeta, at Violeta
later Mill 524 Primero de Enero

Background

Built 1916.
1922 [9]: Operating, owned by Eastern Cuba Sugar Co.
1943 [32]: Operating, owned by Central Violeta Sugar Co.
1956 [34]: Actively crushing.
Leach (2nd ed.) says last steam locos transferred away by 1990.
In modern province of Ciego de Avila.
Paragraphs from : https://historiacuba.wordpress.com/2017/11/09/central-violeta-centrales-de-cuba/
"*El central Violeta, situado en Morón, Camagüey, era, en 1958, el más importante entre los centrales de capital nacional, pues su capacidad de molienda, que ascendía a 675 000 @ de caña diarias lo convertía en el 9no más grande de Cuba. Tenía, además, un alto rendimiento industrial, era un gran empleador en zafra (daba trabajo a 7 115 cubanos), tenía anexa la 5ta destilería más importante del país y controlaba 1 693 caballerías de tierras propias. Era uno de lo siete centrales propiedad de la «Sucesión de Falla Gutiérrez», el 2do más importante grupo entre los hacendados cubanos y el tercero del país en cuanto a su capacidad de producción.*
Se fundó, con igual nombre, en Las Villas, habiéndose trasladado su estructura para Morón, Camagüey, tras la zafra de 1917. En ese entonces era propiedad principal de Tirso Mesa, en sociedad con Miguel Arango y el coronel del Ejército Libertador cubano, Orestes Ferrara.
Mesa, quien le puso el nombre en honor a su hija, era un antiguo latifundista y hacendado, muy rico, que había sido propietario en el siglo XIX, entre otros, del ingenio La Vega, en Matanzas y presidente de la «Compañía del Ferrocarril de Matanzas». Durante la Guerra del 95 se había residenciado en París, donde donó 20 000 francos a la causa de la independencia de Cuba.
Su primera zafra la camagüeyana la realizó en 1919. Posteriormente pasó a la propiedad de «Eastern Sugar Corporation» y de 1920 a 1930 a «Cuban Cane Sugar Corporation Sugar Products». Tras la quiebra de esta se adjudicó su administración a E.G. Miller por mandato judicial de 1932 a 1934, hasta que, el 27 de octubre de 1936 fue adquirido en subasta por $3 000 000 por «Central Violeta Sugar Company SA».
A mediados de los años 50 la Sucesión de Falla Gutiérrez había comenzado a adquirir intereses en él hasta que, en enero de 1958, compró su propiedad total. Poco antes, en 1957, Miguel Falla, miembro de la Sucesión había sido designado su vicepresidente primero y administrador general.
Sus utilidades llegaron a un nivel máximo en 1947 con $2 000 000, descendiendo progresivamente hasta $399 000 en 1951; pero, en 1957 volvieron a elevarse a $1 000 000.
En 1937 se le construyó una destilería con parte de los equipos del desmantelado central Velzasco que «Central Violeta Sugar Company» había comprado en 1936. Esta destilería podía producir hasta 15 850 galones diarios de capacidad, pero en 1958 se encontraba inactiva. El central contaba, además, con su su propio aeropuerto.
Tras la Revolución Cubana de 1959 el central Violeta fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Primero de Enero.
Bajo la administración del Estado cubano se le construyeron al central una planta de levadura torula con tecnología francesa y capacidad de 40 toneladas diarias; una fábrica de tableros de bagazo con tecnología alemana y capacidad de 40 000 m3 por año. Sin embargo, ambas industrias sufrieron serias dificultades tras la crisis económica que golpeó el país en la década del 90, quedando paralizadas en múltiples ocasiones.
El central Primero de Enero fue uno de los que sobrevivió a la llamada Tarea Álvaro Reynoso y, a pesar de haberse perdido algunas zafras, continúa moliendo en la actualidad y es uno de los ingenios más importantes del país."

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1921 **Delivered here new**

Ordered for Central Violeta.

BLW class 10-34E no. 2105-7. Spec. is in vol. 64 p 251. Dup. of 10-34E no. 2088, mark on tank: 'CUBA CANE SUGAR CORPORATION', a particular central not specified on spec. page. tender to be of long low design, NB Superheater spec. page in BLW spec. volume (vol. 64 p 253) gives destination for these three engines as Central Stewart, not Central Violeta. But in any case, which Central Violeta, this one or that in Camaguey province?

110	w/n 54284	
111	w/n 54285	
112	w/n 54286	Sold/transferred to Central Conchita / 520 Puerto Rico Libre. Became *MinAz* no. **1718** at that location.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Violeta as no. **5**.

BLW class 10-30E no. 164. Spec. is in vol. 64 p 211.

?	w/n 54051	Sold to Central Rosario / 211 Ruben Martinez Villena. Became *MinAz* no. **1605** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 15(or 20?)x24", built by Porter in 1916 **Delivered here new**

Ordered for M. Tillman & Co. for Central Violeta **3** and into *MinAz* era,

?	w/n 5916	

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1920

Ordered by Cuban Central Rlys. as no. **121**. Sold to Central Violeta / 524 Primero de Enero.

?	w/n 62655	Became *MinAz* no. **1736** at that location. Boiler swopped with one from a 4-6-0. Transferred to Central Algodones / 503 Orlando Gonzalez Ramirez.

2-8-0 d/w 50", cyls. 19x26", built by ALCo in 1921

Ordered for Eastern Cuba Cane Sugar Co. as no. **8**. Sold to Central Violeta / 524 Primero de Enero.

?	w/n 62962	Became *MinAz* no. **1835** at this location. Transferred to Central Baragua / 504 Ecuador.

0-4-0ST d/w 44", cyls. 15x24", built by Baldwin in 1889

Ordered for *CH de la Habana* as no. 90. Sold to Central Violeta as no. **1**.

BLW class 4-24C no. 47. Spec. is in vol. 15 p 193.

1?	w/n 10459	Became MinAz no. ?

2-8-0 d/w ?", cyls. ??", built by Porter in 1916

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.

3	w/n 5916	

Additional loco/s reported at this location by enthusiasts in recent years

None

18.5.37 Additional mills in the old Puerto Principe / Camaguey province

noted as having locomotives since the fore-going list index was created.

In due course these will be inserted in the correct places in the index.

Background

B

Central La Gloria, at Nuevitas

Background

Certainly operating in 1913: owned by The Gloria Pure Cane Syrup Co.

18.6 Sugar mill railways in the old province of Santiago de Cuba / Oriente

List of 64 centrales in the old province of Santiago de Cuba / Oriente

Original name	*MinAz* no.	*MinAz* name	Sub-section no.
Central Algodonal	601	Salvador Rosales	18.6.1
Central Almeida			18.6.2
Central Alto Cedro	602	Loynaz Hechevarria	18.6.3
Central América	603	América Libre	18.6.4
Central Baguanos	604	López Pena	18.6.5
Central Baltony	605	Los Reynaldos	18.6.6
Central Borjita	606	Paquito Rosales	18.6.7
Central Boston	607	Nicaragua	18.6.8
Central Cacocum	608	Cristino Naranjo	18.6.9
Central Cape Cruz	609	Luis E. Carracedo	18.6.10
Central Chaparra	610	Jesús Menéndez	18.6.11
Ingenio Confluente			18.6.12
Central Cupey			18.6.13
Central Damuji			18.6.66E
Central Delicias	611	Antonio Gutieras	18.6.14
Central Dos Amigos	612	Francisco Castro Ceruto	18.6.15
Central Ermita	613	Costa Rica	18.6.16
Central Esperanza	614	Argeo Martínez	18.6.17
Central Estrada Palma	615	Bartolomé Maso	18.6.18
Central Hatillo			18.6.19
Central Horqueta			18.6.66E
Central Isabel	616	Juan Manuel Márquez	18.6.20
Central Isabel	617	Honduras	18.6.21
Central Jobabo	618	Perú	18.6.22
Central Los Caños	619	Paraguay	18.6.23
Ingenio Lucía			18.6.24
Central Mabay	620	Arquimedes Colina	18.6.25
Central Macareno			18.6.26
Central Maceo	621	Antonio Maceo	18.6.27
Central Madrazo			18.6.28
Central Manati	622	Argelia Libre	18.6.29
Central Marimón			18.6.30
Central Miranda	623	Julio Antonio Mella	18.6.31
Central Monona			18.6.32
Central Niquero	624	Roberto Ramirez Delgado	18.6.33
Ingenio Nuestra Señora de los Mercedes			18.6.66E
Central Ofelia			18.6.34
Central Oriente			18.6.35
Central Palma	625	Dos Ríos	18.6.36
Central Palmarito			18.6.37
Central Presidente			18.6.38
Central Preston	626	Guatemala	18.6.39
Central Rey			18.6.40

Central Río Cauto	627	José N. Figueredo	18.6.41
Central Romelié	628	Héctor Infante	18.6.42
Central Salvador	629	La Demajagua	18.6.43
Central San Antonio de Redor	630	Manuel Tames	18.6.44
Ingenio San Carlos			18.6.45
Central San Germán	631	Urbano Noris	18.6.46
Ingenio San Manuel			18.6.47
Central San Miguel			18.6.48
Central San Ramón	632		18.6.49
Ingenio San Sebastian			18.6.50
Ingenio San Vicente			18.6.51
Ingenio Santa Ana	633	Chile	18.6.52
Ingenio Santa Cecilia	634	Jorge Prieto	18.6.53
Ingenio Santa Lucía	635	Rafael Freyre	18.6.54
Ingenio Santa María			18.6.55
Central Santa Regina	636	Enidio Díaz Machado	18.6.56
Colonia Santa Rosa			18.6.57
Simon Fruit Co.			18.6.58
Ingenio Sofía	637	Ranulfo Leyva	18.6.59
Ingenio Soledad	638	El Salvador	18.6.60
Central Tacajo	639	Fernando de Dios	18.6.61
Central Tanamo	640	Frank Pais	18.6.62
Central Teresa			18.6.63
Ingenio Tranquilidad			18.6.64
Ingenio Unión	641	Rafael Reyes	18.6.65

18.6.1 Central Algodonal, at Songo
later Mill 601 Salvador Rosales

Background

1922 [9]: Operating, owned by Jose Bori & Co. First grinding in 1922, presumably newly-built.
1943 [32]: Operating, owned by Cia. Azuc. Marinello SA.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/01/central-algodonal-centrales-de-cuba/
"*El central Algodonal, ubicado en Alto Songo, Oriente, era un central pequeño, el 138 entre los existentes en Cuba por su capacidad de producción de 161 000 @ de caña diarias, un bajo rendimiento industrial y apenas una caballería de tierra propia.*
En 1958 era propiedad de Carlos Núñez Pérez, presidente del importante Banco Núñez, que se lo había adjudicado el 11 de junio de 1956 por la vía de un remate judicial debido a las deudas que los antiguos propietarios tenían con su banco y que trataban de recuperar desde 1940. Tras el cambio de propiedad Zoilo Marinello, su antiguo propietario (hermano del presidente del Partido Socialista Popular, Juan Marinello), se mantuvo como administrador. El central presentaba desde hacía muchos años múltiples problemas: deudas, embargos, conflictos con obreros y colonos, entre otros.
Para su operación el Banco Núñez constituyó el 20 de septiembre de 1955 la Compañía Azucarera Alto Songo SA, que mantuvo la gestión del central hasta su nacionalización por el Estado cubano. Aparentemente se trataba de una compañía independiente del banco y Núñez mantuvo en secreto su propiedad.
El central se fundó en 1921 (otras fuentes dicen que en 1927) por el catalán Felio Marinello Fábregas, padre de Zoilo y Juan, y tras el crack de 1921 parece haber sido perdido por su propietario, aunque lo recuperó posteriormente para constituir en 1932 la Compañía Azucarera Marinello.
Era un central poco rentable y en 1951 tenía el más alto costo de producción del país: $19.75 por cada saco de 325 libras. Sus activos totales estaban valorados en $1 138 333 pesos.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado y se le cambió el nombre por el de central Salvador Rosales.
En el año 2005 la autoridades de la industria azucarera en Cuba decidieron paralizar definitivamente el central y desmantelarlo."

Additional locos reported at this location by enthusiasts in recent years

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Miranda Sugar Co. **8**.
BLW class 10-30E no. 174, spec. is in vol. 64 p 360.

1592	w/n 53993	Out of use 1992. In use 1997.

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1920

Ordered for Cia. Azuc. Antilla SA for Central Josefita **3**,
BLW class 10-30E no. 163, spec. is in vol. 64 p 137.

1680	w/n 53956	Out of use 1992.

18.6.2 Central Almeida, at San Luis

Background

1916 [9]: Operating, owned by Federico Almeida.

1943 [32]: Operating, owned by Cia. Azuc. Maisi SA.

1956 [34]: Not listed.

18.6.3 Central Alto Cedro, at Alto Cedro
later Mill 602 Loynaz Hechevarria

Background

1916 [9]: Operating, owned by Alto Cedro Sugar Co. No output recorded for 1913-1916, possibly newly-built.
1922 [9]: Operating, owned by Central Alto Cedro, W. I. S. P.
1943 [32]: Operating, owned by ??
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2017/04/19/central-alto-cedro-centrales-de-cuba/
"*El central Alto Cedro, ubicado en Marcané, Oriente, era el número 67 del país por su capacidad de producción que ascendía a 260 000 @ de caña diarias, con un rendimiento en la media del país, 3 550 trabajadores empleados en zafra y 634 caballerías de tierras propias. Entre los años 1915 y 1926 se llamó central Marcané.*
Se fundó en el año 1915 por Andrés Duany, pero pronto pasó al control de la "Cuban Dominican Sugar Development Syndicate" por los adeudos de este con la dicha compañía.
Según la Comisión Técnica Azucarera, en 1951 sus costos eran de $16.00 por cada saco de 325 libras, por debajo de la media nacional de $17.87 y sus activos totales se valoraban en $4 611 487.
En 1958 se el Alto Cedro se encontraba controlado por la "Compañía Central Alta Gracia SA", heredera de la "Cuban Dominican Sugar" que operaba también los centrales Palma y Santa Ana. La "Compañía Central Alta Gracia SA" era uno de los cuatro consorcios azucareros bajo el control del grupo financiero Rockefeller – Stillman.
Tras el triunfo de la Revolución Cubana el central fue nacionalizado y se le renombró como central Loynaz Hechevarría."

Gauge 3' 0"

0-4-0T d/w 34", cyls. 12x18", built by ALCo in 1915 Delivered here new

Stock locomotive, purchased for Central Alto Cedro in 1916.

1	w/n 54425	Rebuilt to standard gauge 0-4-0ST, and continuing in use at Central Alto Cedro / 602 Loyaz Hechevarria as no. **1**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923

Ordered by West Indies Sugar Finance Co. for Central Cupey, as no. **4**. Sold to Central Alto Cedro **4**.
BLW class 10-30E no. 205. Spec. is in vol. 64 p 413. mark on tank: 'SUGAR ESTATES OF ORIENTE, INC.' and on a second line: 'CENTRAL CUPEY'.

4	w/n 57021	On road in 1937.

Standard gauge

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1919 Delivered here new

Ordered via West Indies Management Co. for Alto Cedro Sugar Co.

3	w/n 59411



4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1921 **Delivered here new**

West India Sugar Finance Corp. for Central Alto Cedro **5**.

BLW class 10-30D no. 684. Spec. is in vol. 64 p 409. mark on tank: 'CENTRAL ALTO CEDRO'

5 w/n 54243



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07789.

0-6-0T d/w 44", cyls. 16x24", built by Baldwin in 1923 **Delivered here new**

Ordered by West India Sugar Finance Corp. for Central Alto Cedro **6** or possibly **41.**

BLW class 6-26D no. 178. Spec. is in vol. 64 p 398. Similar to 6-26D no. 165, mark on tank: 'CENTRAL ALTO CEDRO'

6 or **41** w/n 57213 Sold to Central Union. Rebuilt as 2-6-0. Became *MinAz* no. **1454** at that location. In existence 1995.

2-6-0 d/w 56", cyls. 18x26", built by Baldwin in 1920

Ordered by (Liberty Export & Import Corp crossed out) West India Sugar Finance Corp. for Central Santa Ana **101**, BLW class 8-30D no. 712. Spec. is in vol. 64 p 406. Dup. of 8-30D no. 676, mark on tank: 'SANTA ANA SUGAR CO.' Sold to Central Alto Cedro. On road in 1937.

? w/n 53574

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Cabaiguan as no. **3**. later via West Indies Sugar Finance Co. to Central Cupey, Sold to Central Alto Cedro.

BLW class 10-30E no. 172. Spec. is in vol. 63 p 374. Dup. to 10-30E no. 153. mark on tank: 'COMPAÑÍA AZU-CARERA "EDEN"' .

? w/n 53884 Sold to Central Maceo. Sold to Central Maceo. Became *MinAz* no. **1681** at that location. In existence 1995.

18.6.4 Central América, at Maibio
later Mill 603 América Libre

Background

1913 [9]: Operating, owned by Federico Fernandez Rosillo.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. America SA.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/02/central-america-centrales-de-cuba/
"*El central América, ubicado en Contramaestre, Oriente, era el número 83 del país por su capacidad de producción de 232 000 @ diarias de caña. Poseía el 11no RI más alto entre todos los centrales de la República, empleaba 2 475 trabajadores en zafra y disponía de 112 caballerías de tierras propias.*
En 1958 era propiedad principal de la familia Fernández Casas con un capital de $ 1 000 000. Federico, Carolina y Marina Fernández Casas y Alberto Fernández de Hechavarría – hijo del primero – eran, respectivamente, presidente y vicepresidentes. Mario Zanetti Gurdiel, Francisco Vidal Más, casado con Carolina y su hijo político John T Smithies, quienes tenían intereses en él, eran, respectivamente el vicepresidente – administrador general, tesorero y vicetesorero.
El América fue fundado en 1914 por Federico Fernández Rosillo, padre de los hermanos Fernández Casas, pero en 1922 pasó al control de «Sugar States of Oriente», continuadora de «West Indies Sugar Company», que tras la crisis del 20 recurrió al The National City Bank para poder enfrentarla, cayendo rápidamente bajo el control de este banco. Sin embargo, en 1925, tras un juicio que culminara en un fallo del Tribunal Supremo de Justicia, volvió a ser controlada por la familia Fernández Casas que no perdería más la titularidad.
Fue uno de los nueve centrales (entre ellos el Andorra, Báguanos, Niágara, Occidente, Patria y el Santa Isabel), construido por «Manuel Galdo y Compañía» y operado por la «Fábrica de Maquinaria Azucarera» ubicada en Cárdenas.
En diciembre de 1958 durante el final de la guerra contra el gobierno de Fulgencio Batista el comandante Fidel Castro fijo su Estado Mayor en el batey del central.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado y se renombró como América Libre. En la actualidad es uno de los que aún hace zafra en la región oriental del país produciendo como promedio unos 24 000 sacos de azúcar para el consumo nacional y algunos derivados como miel fina y miel – urea – bagacillo."

Gauge standard

2-6-0 d/w 40", cyls. 14x22", built by ALCo in 1916 Delivered here new

Ordered via K. Pesant Corp. for Central America.
1 w/n 56712

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1919 Delivered here new

Ordered via K. Pesant Corp. for Central America.
3 w/n 58765

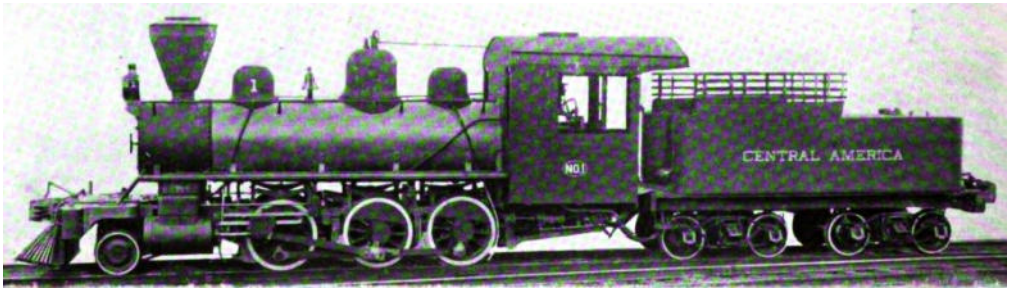
2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1922 Delivered here new

Ordered for Central America.
2 w/n 63578

2-6-0 d/w 40", cyls. 14x22", built by ALCo in 19??

Ordered for ? NB Lehmuth says 44693 went to China.

1 w/n 44693?



2-8-0 d/w 56", cyls. 16x24", built by Baldwin in 1919

Ordered for United Fruit Co. for Central Preston **15-16**,

BLW class 10-28E nos. 115-6. Spec. is in vol. 66 p 19. mark on tank: none,

? w/n 52724

? w/n 52725 Became *MinAz* no. **1578**. Present 1991. Out of use 1996.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1922

Ordered for

? w/n 63578

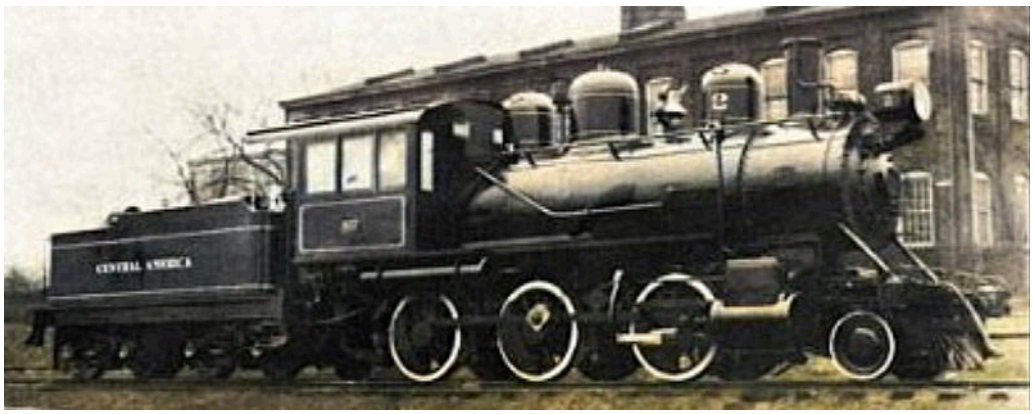
Additional loco reported at this location by enthusiasts in recent years

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1920

Ordered for Central Preston **17**.

BLW class 10-28E no. 130. Spec. is in vol. 66 p 23.

1461 w/n 54247 Present 1991. Out of use 1996.



The original caption on Facebook said this loco was by Porter, but it might well have been the no. **2** by ALCo listed above.

18.6.5 Central Baguanos, at Cueto
later Mill 604 López Pena

Background

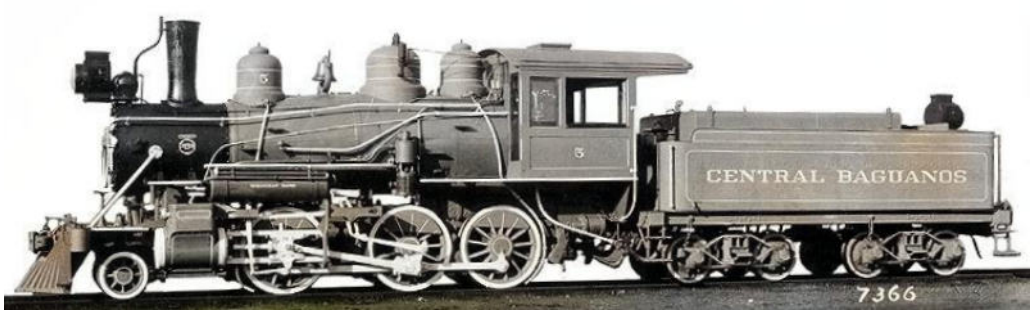
Built 1917.
1922 [9]: Operating, owned by Cia. Azuc. de Baguanos.
1943 [32]: Operating, owned by Antilla Sugar Estates.
1956 [34]: Actively crushing.
In modern province of Holguín.
Paragraphs from : https://historiacuba.wordpress.com/2016/08/04/central-baguanos-centrales-de-cuba/
"*El central Báguanos, ubicado en Holguín, Oriente, era el 51ro de Cuba por su capacidad de producción de 317 000 @ de caña diarias. Poseía un rendimiento industrial cercano a la media del país, 951 caballerías de tierra y era un gran empleador con hasta 3992 trabajadores en zafra.*
Se fundó en 1919 por Sánchez Aballí en sociedad con los hermanos Martín y Melchor Palomo, ambos asturianos y Gabriel Mouriño.
Fue uno de los nueve centrales junto al Andorra, América, Niágara, Occidente, Patria y Santa Isabel construido por Manuel Galdo y Compañía y operado por Fábrica de Maquinaria Azucarera ubicada en Cárdenas.
Tras el crack de 1921 pasó al control de la Compañía Azucarera de Báguanos, administrado por Elmo J. Miller y después a Punta Alegre Sugar, perteneciente entonces al consorcio formado por Hayden S. Stone, Brown Brothers, Chase National Bank y Morgan.
Desde 1926 había sido fusionada en una misma empresa con el Tacajó y tras su quiebra en 1930 pasó a ser controlado por The Royal Bank of Canada que a su vez lo vendió a Salustiano García Díaz, quien poseía tres centrales más: el San Francisco, el Algodones y el Tacajo y quien lo mantuvo en su poder hasta su nacionalización, operándolo, junto al Tacajo, bajo la razón de Antilla Sugar State.
El central Báguanos fue nacionalizado en octubre de 1960 por el gobierno cubano, que lo renombró como central López – Peña."

Standard gauge

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1918 Delivered here new

Ordered via Mosle Brothers for Baguanos Sugar.
BLW class 8-26D nos. 211-2. Spec. is in vol. 63 p 369. Dup. of 8-26D no. 204. mark on tank: 'CENTRAL BAGUANOS', R&H stack.

2 w/n 48217
3 w/n 48218



2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Baguanos as no. **5**.

BLW class 8-30D no. 709. Spec. is in vol. 63 p 372. Dup. of 8-30D no. 686, mark on tank: 'CENTRAL BA-GUANOS'.

5	w/n 52789	Sold to Central Toledo. then to Central Providencia?, Later sold to Central Australia. Became *MinAz* no. **1607** at that location. In existence 1995.

0-4-0T Motor d/w 37", cyls. 12x16", built by Baldwin in 1888

Ordered by Macon City Suburban Railway Light & Power Co. as no. **2**, sold 1890 to Fountain Head Rly. as no. **1**. Sold 1905 to Southern Iron & Equipment as their no. **535**, then to Mount Pleasant Air Line as no. **3**. Sold to Georgia Car & Locomotive no. **379**, and on to Central Baguanos via Cuba Cane Sugar.
BLW class 4-18C no. 37. Spec. is in vol. 14 p 207. Built to 4' 9" gauge, straight stack, Eames vacuum brake, large gong in front,

?	w/n 9512	

0-6-0 d/w 41", cyls. 12x18", built by Baldwin in 1892

Ordered by Parrott Lumber Co. no. **1 'ANNA'**; (Lehmuth says went first to SI&E as **535**, and on to Mount Pleasant Air Line as no. **4**,) then sold to L. R. Akin & Brothers as no. **3**; then went to Georgia Car & Locomotive as no. **379** and was sold on via A. M. Puente & Co. of Havana to Cuba Cane Sugar Co. for Central Baguanos in 1918.
BLW class 6-18D no. 11. Spec. is in vol. 18 p 47.

4	w/n 12873	

0-4-4T Motor. d/w 42", cyls. 9/15x16", built by Baldwin in 1892

Vauclain Compound. Ordered for Chicago South Side Elevated Rapid Transit as no. **42**. Sold to Ramapo Iron Works as no. **2**, then to Birmingham Rail & Locomotive **239** in 1910 and on to Sumter Lumber Co. as no. **3**. Then sold 1916 to Southern Iron & Equipment as no. **1104**, and sold on to G. W. Headley as no. **3**, returned to SI&E and on to Popularville Lumber Co. **3** before sold to Central Tacajo as no. **1 '2 de ABRIL'** before coming to Baguanos Sugar Co. NB Connelly omits Tacajo as an owner.
BLW class 8-12/24 1/3C no. 255. Spec. is in vol. 18 p 96. Spec. page is packed with special details but mmany are difficult to read.

'BAGUANOS'	w/n 13048	On display 1985.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925

Ordered for Fidelity Sugar Co. at Central San German. Sold/transferred to Central Bagunos / 604 Lopez Pena.

?	w/n 66543	Became *MinAz* no. **1688** at this location. Transferred to Central Reforma / 428 Marcelo Salado.

2-8-2 d/w 51", cyls. 22x28", built by ALCo Brooks in 1925

Ordered by *FC de Cuba* as nos. **351** and **354**. Sold to Central Baguanos / 604 Lopez Pena.

?	w/n 66284	Became *MinAz* no. **1910**. Transferred to Central Santa Maria / 440 Ifrain Alfonso.
?	w/n 66287	Became *MinAz* no. **1911**. Transferred to Central España / 310 España Republicana.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1920 and 1924?

Ordered by Havana Central Rly./*FC Unidos* as nos. **286**, **294** and **295**. Classified as heavy consolidation in 1930. Sold to Central Baguanos / 604 Lopez Pena, the second one as no. **50**.

?	w/n 62022	Became *MinAz* no. **1852** at this location. Gone by 1997.
50	w/n 62030	Became *MinAz* no. **1909** at that location. Possibly *MinAz* no. **1908**.

Preserved 1991. Leach has this as 66030, but speculates that it might have been 66287.

51 w/n 66031 Became *MinAz* no. **1908/9** at this location. Scrapped 1987.

2-8-0 d/w 44, cyls. 18x24", built by Baldwin in 1920

Ordered first for Central Baguanos **5²**, but transferred to Central Ramona according to the spec. page, but that too was deleted and Central San German had been written in.

BLW class 10-30E no. 159. Spec. is in vol. 64 p 132. additional duplex steam pump, mark on tank (originally to be): CENTRAL BAGUANOS'

5²? w/n 53563 Sold to Central San German, on road in 1937.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Josefita **3**, spec. page actually has purchaser as Cia. Azuc. Antilla S. A. later to Central Baguanos **7**,

BLW class 10-34E no. 163. Spec. is in vol. 64 p 137. Dup. of 10-30E no. 153. mark on tank: 'JOSEFITA',

? w/n 53956 later to Central Antilla **7,**

Additional locos reported at this location by enthusiasts in recent years

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18.6.6 Central Baltony, at Songo-La Maya
later Mill 605 Los Reynaldos

Background

Possibly known as Central Almeida for a period.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2017/02/23/central-baltony-centrales-de-cuba/
"*El central Baltony, ubicado en Songo – La Maya, Oriente, era el número 27 del país por su capacidad de molienda ascendente a 450 000 @ diarias; poseía uno de los rendimientos industriales más altos (13.59), era el 14to mayor propietario de tierras con 2040 caballerías y un gran empleador en zafra con hasta 3 175 trabajadores.*
Se fundó en 1917 por la «Compañía Azucarera Oriental Cubana», bajo el nombre de central Marimón; y, junto con el central Borjita, había pertenecido a Francisco Almeida de 1920 a 1925, razón por la cual también se le conoció como central Almeida entre 1926 y 1948;
En 1958 pertenecía a Baldomero Casas Fernández, propietario también del Borjita, quien lo operaba bajo la razón social de «Belona Sugar Company». Era administrado por el mismo propietario.
Tras el triunfo de la Revolución de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Los Reynaldos.
Durante la crisis que azotó la industria azucarera cubana en la década del 2000 se decidió paralizar el central por las autoridades cubanas y pasar sus trabajadores a la llamada Tarea Álvaro Reynoso."

Standard gauge

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Occidente as no. **1**. Sold to Central Boston, O, as no. **111**. Sold to Central Baltony, O.
VIW class 7-51-D.

?	w/n 3130	Sold to Central Preston, O. Sold/transferred to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1679** at that location.

2-6-0 d/w ?", cyls. ??", built by Henschel in 1920

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage. However, Merte's Henschel list shows both locos as going to German customers.

1	w/n ?18037 or 18038?

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1927

Ordered for Central Borjita O as no. **6**. Leach 2nd ed. [5] places this engine here at one stage.
BLW class 10-34E no. 2135. Spec. is in vol. 79 p 40. straight stack, mark on tank: 'CENTRAL BORJITA'.

?	w/n 60322

Additional loco reported at this location by enthusiasts in recent years

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

Ordered for ?

1853	w/n ?	Leach says *MinAz* records show this here, but not recorded by any visitors.

The Banes Railroad

See below under section 19.6.8 Central Boston and the Banes RR.

18.6.7 Central Borjita, at Dos Caminos
later Mill 606 Paquito Rosales

Background

Opened 1913.
1916 [9]: Operating, owned by Luis de Hechavarria. No output recorded for 1913-1914, possibly newly-built.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Maisi SA.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/07/central-borjita-centrales-de-cuba/
"*El central Borjita, situado en Dos Caminos, San Luis, Oriente, era un central mediano, el número 79 del país por su capacidad de producción de 240 000 @ de caña diarias, un rendimiento industrial en la media y 155 caballerías de tierras propias.*
Uno de los dos centrales, junto al Baltony, propiedad de Baldomero Casas Fernández, quien presidía y administraba ambas empresas que operaban por separado. Casas Fernández, que había hecho fortuna durante la Segunda Guerra Mundial con el negocio de la compra – venta de arroz en Oriente compró ambos centrales al terminar el conflicto bélico a la «Sugar Plantation Operating Company», una filial del «The Royal Bank of Canada» (el Borjita en 1945 y el Baltony dos años después, en 1947).
No existe certeza sobre el año de la fundación del Borjita que algunas fuentes sitúan en 1860 y otras entre 1914 y 1915. Las que plantean el origen decimonónico del ingenio ubican como fundador a Justo Echeverría, uno de cuyos descendientes Luis Echeverría sería su propietario en la década de 1910. Desde 1883 hasta 1915 estuvo en manos, siempre según algunas fuentes, de Casto y Cástulo Ferrer y habría sido quemado durante la Guerra de Independencia de Cuba.
Sí está claro que, entre 1920 y 1935 ambos centrales, Borjita y Baltony, pertenecieron a Francisco Almeida, quien lo vendió por $ 7 000 000 de pesos, junto con 4 500 caballerías de tierra a Jacinto Pedroso Hernández, propietario del Banco Pedroso, quien luego sería acusado de estafa al adquirirlo en connivencia con el The Royal Bank of Canada, pues en ese momento se encontraba en quiebra.
Operó bajo la razón de Compañía Azucarera Almeida SA hasta el año 1935 ó 1936 en que se convirtió en Compañia Azucarera Maisí SA, siempre bajo el control del banco canadiense.
Según la Comisión Técnica Azucarera en 1951, se trataba de un central rentable que mantenía sus costos por saco de 325 libras en $15.70 pesos, por debajo de la media nacional de $17.87. Sus activos totales estaban valorados en $4 611 887 pesos.
Tras el triunfo de la Revolución de 1959 fue nacionalizado por el gobierno cubano que lo renombró como central Paquito Rosales.
Es uno de los centrales de la antigua provincia de Oriente que en la actualidad se mantiene moliendo, siendo la principal fuente de empleo del territorio circundante."

Standard gauge

2-4-2 d/w 33", cyls. 10x16", built by Porter in 1915

Ordered via M. Tillman & Co. for unknown Cuban customer, but other sources point here. However, dimensions are very small for standard gauge.

?	w/n 5726	Leach speculates might have been Porter 5726, 5764 or 5773.

2-6-0 d/w 44(or 50?)", cyls. 17x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Borjita.

BLW class 8-28D no. 327. Spec. is in vol. 64 p 3. mark on tank: 'CENTRAL BORJITA'

3 w/n 54070 Later renumbered **5**? Then became no. **1576**. Gone by 1992.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07756.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1927 **Delivered here new**

Ordered by Central Borjita.

BLW class 10-34E no. 2135. Spec. is in vol. 79 p 40. mark on tank: 'CENTRAL BORJITA',

6 w/n 60322 Lehmuth says sold to Central Almeida, O, as no. **6**., but Leach has it latterly at Central Baltony.

Additional loco/s reported at this location by enthusiasts in recent years

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Alta Gracia **5**.

BLW class 8-30D no. 739. Spec. is in vol. 78 p 22.

1452 w/n 58613 On loan from mill 641 in 1985. Out of use 1996.

2-6-0 ex-0-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1908

Ordered for Spanish-American Iron Co. **55**.

Built as 0-6-0. BLW class 6-30D no. 398. Spec. is in vol. 31 p 73.

1577 w/n 33077 Gone by 1992.

18.6.8 Central Boston, at Banes
later Mill 607 Nicaragua

Background

Built 1899.
1907: “Sixty-four miles in all, not counting sidings and spurs. Line connects with the Cuba R. R. at Entronque de Dumas, north of Alto Cedro. Road operated with telephone system. Gauge, 36 inches. Weight of rail, 40 lbs. to the yd. Rolling stock. One donkey engine, 6 tons; one shunting engine, 8 tons; 5 engines, 30 tons; 4 engines, 20 tons; 2 engines, 13 tons; and one engine, 26 tons, bearing from 50 to 86 h.p.; 630 steel flat cars for hauling cane, capacity 12 tons each; 40 Wooden box cars, steel trucks, capacity 12 tons each; 60 flat cars, steel trucks, wooden superstructure, 12 tons each; one water tank car, 6 steel tank cars; 2 cars especially equipped for wrecking, with supply of jacks, etc.”
1909 [2]: “Situated at Punta Macabi on Banes Bay. Sixty-four miles of narrow-gauge road running from the sugar mill through Banes to Canada Honda. There is a branch from Cuatro Varades to Vequitas, one to Dougall, and one to Las Angeles. There is also a branch running south from Banes to the wharf at Embarcadero. Line connects with the Cuba Company Railroad at Entronque de Dumois. Gauge, 36 inches; weight of rail, 40 pounds; rolling stock, one 6-ton donkey engine, one 8-ton shunting engine, two 13-ton engines, one 26-ton engine, five 30-ton engines, four 38-ton engines, 630 steel flat cars, 40 steel box cars, 60 flat cars with steel trucks, 6 tank cars, and 2 wrecking trains.”
1913 [9]: Operating, owned by United Fruit Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by United Fruit Co.
1956 [34]: Actively crushing.
In modern province of Holguín.

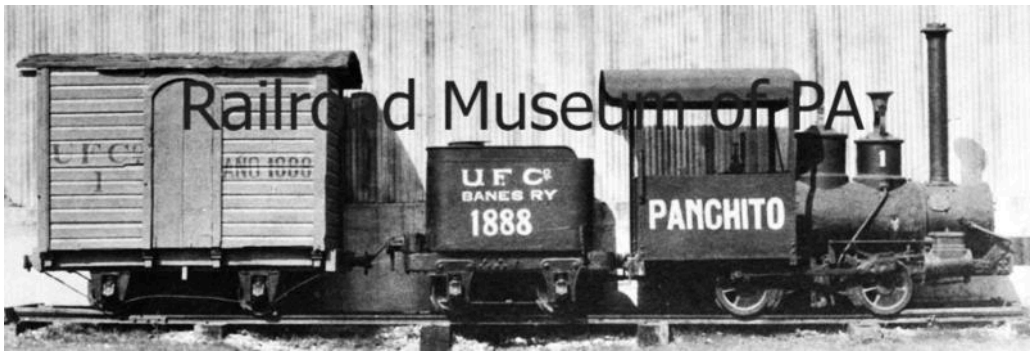
The Banes Railroad

Background

1901 [18]: Banes plantation RR. 29 miles, 3' 0" gauge, 40 lb rail, no. of locos and cars illegible.
1909 [2]: “Situated near Banes Bay. Fifteen miles of narrow-gauge road, running northeast from Delite to Cuatro Varades, at which point it joins the road of the central Boston. A branch runs southeast from Delite to the sugar mill on the Tacajo Railway. Rolling stock, 1 locomotive and 20 cane cars.”
Built by the United Fruit (Sugar) Co. to connect several owned sugar centrals with the Port of Banes. Abandoned c1935 and replaced with a new standard gauge line connecting Central Boston.

3' 0" gauge

0-4-0 d/w 24", cyls. 7x12", built by Porter in 1888 **Delivered here new**
Ordered via Hipolito Dumois of Havana for Banes RR.
‘El PANCHITO’ later no. **1** w/n 964 Plinthed for many years in park in Banes.







2-4-0 d/w 37", cyls. 10x16", built by Baldwin in 1890 **Delivered here new**

Ordered via Hipolito Dumois & Co. for Banes RR.

BLW class 6-14C no. 3. Spec. is in vol. 16 p 41. 4-wheeled tender. Mark on tank: 'BANES RAILROAD'. straight stack. See XO 2491 of Nov. 1894, 3372 of Oct. 1898, and 4515 of Nov. 190?.

2 'MANUEL' w/n 10868



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00454.

2-6-0 d/w 36(or 48?)", cyls. 14x16(or 22? unlikely)", built by Baldwin in 1894 **Delivered here new**

Ordered by Banes RR.

BLW class 8-22D no. 164. Spec. is in vol. 19 p 64. mark on tank: 'BANES RAILROAD', straight stack,

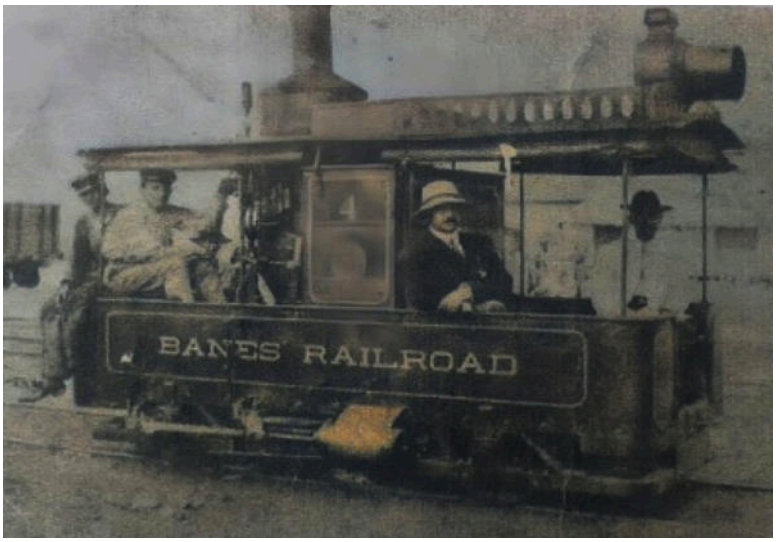
3 'QUIQUE' w/n 13940

2-2-0T d/w 24", cyls. 5x10", built by Baldwin in 1898 **Delivered here new**

Ordered by Banes RR.

BLW class 4-4B no. 1. Spec. is in vol. 21 p 274. Inspection car. wood roof, iron sides with curtains, seating capacity for four. Mark on cab: 'BANES RAILROAD', no running number. The matching this named inspection car with the number 4 is based solely on the photo below.

4 'INDIO' w/n 16291



This would appear to be a Banes RR inspection car, interestingly bearing the number **4**.

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

Ordered by ?

5 w/n ?

6 w/n ?

7 w/n ?

8 w/n ?

2-8-0 d/w ?", cyls. 14x18", built by Porter in 1900 and 1901 **Delivered here new**

Ordered via S. H. Payne & Son, NYC, first two for United Fruit in Cuba, (third one for UFCo for Boca del Toro

Panama.) The first two of these engines were probably given numbers in the 5 to 8 sequence listed above.

? w/n 2200

? w/n 2201

(? w/n 2265)

4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1884

Ordered by *FC de Gibara y Holguin*. Had been *FC Gibara y Holguin* no. **1 'HOLGUIN'**. Sold to UFCo. for Banes RR no. **9**.

BLW class 8-18½C no. 54, also XO nos. 5172 and 5233 of Nov. 1901. Spec. is in vol. 12 p 10. R & H stack, no mark on tank. Loco to be painted Tuscan Brown & Gold, tender to be olive green & aluminium. Lehmuth's BLW list says d/w was 42".

9 w/n 7168

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1901 **Delivered here new**

Ordered by United Fruit Co.

BLW class 8-22D nos. 267-268. Spec. is in vol. 24 p 152. Mark on tank: 'BANES RAILROAD'. straight stack.

10 w/n 19727

11 w/n 19728

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1903-4 **Delivered here new**

Ordered by United Fruit Co. Banes, Cuba.

BLW class 10-26E no. 314. Spec. is in vol. 26 p 184. Mark on tank: 'BANES RAILROAD'.

12 w/n 23786 At closure was sold to *FC Nacional de Chiriqui* in Panama, as no. **3**.

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1906 **Delivered here new**

Ordered by Hugh Kelly & Co. for UFCo for Banes RR.

BLW class 10-22E no. 41. Spec. is in vol. 29 p 135. mark on tank: 'BANES R.R.', straight stack.

13 w/n 28524 Renumbered to **12** in 1921. Or to **12½**?

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1906 **Delivered here new**

Ordered by Hugh Kelly & Co. for UFCo for Banes RR.

BLW class 10-22E no. 42-43. Spec. is in vol. 29 p 135.

14 w/n 28828

15 w/n 28969 Renumbered to **17**.

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

Ordered by ?

16 w/n ?

17 w/n ?

2-8-0 d/w 36", cyls. 15x20", built by Baldwin in 1910 **Delivered here new**

Ordered by United Fruit Co. for Banes Rwy.

BLW class 10-24½E no. 132. Spec. is in vol. 36 p 217. Mark on both sides of cab: 'BANES R.R.'.

18 w/n 35725 At closure? went to Santa Marta Rly. in Colombia, as no. **28**, and later was inherited by *FC Nacional de Magdalena*.

2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1910, 1916, 1919, 1921, 1922 **Delivered here new**

Ordered by United Fruit Co. for Banes RR.

First one was BLW class 10-26E no. 404. Spec. is in vol. 54 p 186. The next three were 10-26E nos. 407-409 with specs. in vol. 66 pp 2-7. Then came 10-26E no. 422-423 with specs in vol. 66 pp 8-11, followed by 10-26E no. 436 with spec. in the same volume pp12-15. Generally no marks on tanks, but spec. page for no. 233 said: numbers to be 18" high on sides of cab and sides and back of tenders.

19	w/n 44273	Built 1910. At closure went to UFCo in Guatemala, renumbered **317?**.
20	w/n 51447	Built 1919. Oil tank etc. ordered as XO1591 to be shipped a few weeks later with 10-26E no. 409. At closure went to UFCo in Guatemala as no. **313**.
21	w/n 51448	Built 1919. At closure went to UFCo in Guatemala as no. **314**.
22	w/n 52025	Built 1919. At closure transferred to Tela Rly. in Honduras as no. **42**, and regauged to 3' 6".
23	w/n 54245	Built 1921. At closure transferred to Tela Rly. in Honduras as no. **43**, and regauged to 3' 6".
24	w/n 54246	Built 1921. At closure transferred to Tela Rly. in Honduras as no. **44**, and regauged to 3' 6".
25	w/n 55258	Built 1922. At closure transferred to Tela Rly. in Honduras as no. **45**, and regauged to 3' 6".

0-6-0 d/w 36", cyls. 14x16", built by Baldwin in 1922 **Delivered here new**

Ordered by United Fruit Co. for Banes RR.

BLW class 6-22D no. 54. Spec. is in vol. 66 p 16. mark on tank: none, road numbers to be 6" high on both sides of front sand box and 18" high on sides and back of tender.

4²	w/n 55791	

2-8-2 d/w 36", cyls. 16x20", built by Baldwin in 1922 **Delivered here new**

Ordered for UFCo, Cuba.

First one was BLW class 12-26¼E no. 24. Spec. is in vol. 66 pp 27-30. mark on tank: none, number to be 18" high on sides and back of tender, Second and third engines were 12-26¼E nos. 85-86. with spec. in vol. 79 pp 34-37.

26	w/n 55801	Built 1922. At closure sold to Central Preston as no. **26**, and regauged to standard.
27	w/n 60066	Built 1927. At closure sold to Central Preston as no. **27**, and regauged to standard.
28	w/n 60067	Built 1927. At closure sold to Central Preston as no. **28**, and regauged to standard.

Standard gauge

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Occidente as no. **1**. Sold to Central Boston, O, as no. **111**.

VIW class 7-51-D.

111	w/n 3130	Sold to Central Baltony, O. Sold to Central Preston, O. Sold/transferred to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1679** at that location.

2-8-2 d/w 52", cyls. 19x24", built by Baldwin in 1935 **Delivered here new**

Ordered by United Fruit Co. for the Banes railway.
BLW class 12-32¼E no. 134. Spec. is in vol. ? p ?.

112 w/n 61888 Sold to Central Ifrain Alfonso as **1850 'DOÑA BELLA'**. In existence 1995.



Additional loco/s reported at this location by enthusiasts in recent years

None

18.6.9 Central Cacocum, at Cacocum
later Mill 608 Cristino Naranjo

Background

Built 1910. Possibly known as Central Asuncion for a period.
1916 [9]: Operating, owned by Cent. Azuc. Cacocum. No output recorded for 1913-1916, possibly newly-built.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Holguin.
1956 [34]: Actively crushing.
In modern province of Holguín.
Paragraphs from : https://historiacuba.wordpress.com/2016/10/13/central-cacocum-centrales-de-cuba/
"*El central Cacocum, ubicado en Cacocum, Oriente, era un central pequeño (el número 110 del país por su capacidad de molienda ascendente a 210 000 @ de caña diarias) pero con un rendimiento industrial alto. No poseía tierras propias y empleaba 2 900 trabajadores en zafra.*
Se fundó en el año 1918 por su propietario Melchor Palomo Beceiro, un asturiano que había sido dueño también de los centrales Báguanos y Río Cauto. Palomo se había asociado para fomentar el Cacocum con Néstor Machado, Manuel Torres Laine y Federico Almeida siendo todos afectados por el crack bancario de 1921; sin embargo se las arregló para conservar sus intereses y convertirse en propietario único a partir de 1936.
A mediados de los años 30 había estado bajo la razón de «Antiga González y Almeida». En el año 1958 era operado por la «Compañía Azucarera Holguín SA», propiedad de Melchor Palomo. Su hijo político, Eduardo L. de Boyrie Renieke era el presidente y Raúl Grave de Peralta el vice.
El central Cacocum fue nacionalizado por el gobierno de Cuba el 27 de octubre de 1960. Ese mismo año fue renombrado como central Cristino Naranjo."

In early days (eg. 1924) may well have shared locos with Central San Antonio de Redor. See that section for example engines.

Standard gauge

2-8-0 d/w 51", cyls. 13/21x24", built by Baldwin in 1891

Ordered by Buffalo Rochester & Pittsburgh RR as no. **53** ; Sold 1917 to Southern Iron & Equipment (no. **1175**) where rebuilt as a simple with cyls. 20x24". Sold to V. V. Lebedjeff Engineering Co. and on to Cuba Cane Sugar Co. for Central Cacocum.
BLW class 10-20/36E no. 12. Spec. is in vol. 17 p 147. Vauclain compound. This and no. **56** were two compounds amidst a batch of similar simples.

?	w/n 12317	Sold on 1924 to Central Soledad where became *MinAz* no. **1722**. Derelict 1995.

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1893

Ordered by *FC Sabanilla y Maroto* as **7 'SONGO'**, sold for use at Centrales San Antonio (as no. 7) and Cacocum.
BLW class 8-28D no. 130. Spec. is in vol. 19 p 44.

7	w/n 13813	Sold on to Central San José as no. **?**

4-4-0 d/w 60", cyls. 16x24", built by Baldwin in 1893

Ordered by *FC Sabanilla y Maroto* as **8 'PONUPO'**, became Cuba RR no. **?**, sold for use at Centrales San Antonio and Cacocum.
BLW class 8-26C no. 512. Spec. is in vol. 19 p 45.

? w/n 13819

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915

Built for Serbia, not delivered on account of WWI. Locos sold to *FC Cuba* in March 1916 as no. **247**. Sold to Central Cacocum / Cristino Naranjo, O.

? w/n 2425 Built 1915. Became *MinAz* no. **1466** at this location. Present 1987. Gone by 1996?

2-8-0 d/w 50", cyls. 20x24", built by Altoona Machine Shop on PRR in 1895

Ordered for Northern Central RR no. **145**, then **3145**, class R or H3b. Sold 1903 to PRR where became no. **4145** later **04145**. Sold 1915 to SI&E as no. **1036**, and on in 1917 to Cuba Cane Sugar Corp. as no. **14**, possibly for Central Cacocum?

14 w/n 1943

2-6-0 d/w 44", cyls. 20x24", built by PRR Juniata shops in 1892

Ordered for Pennsylvania RR no. **1541**, class R, 3a sold 1913 to Georgia C&L no. **256**, and on to Brinson Rly. as no. **1541** later **50**. Sold 1914 to Savannah & Northwestern RR as no. **50**, and in 1917 to Savannah & Atlanta RR as no. **50**. Then sold 1918 to Georgia C&L no. **366** via Church-Stewart to Cuba Cane Sugar Corp. as no **3**?. possibly for Central Cacocum?

3? w/n 167

Additional loco/s reported at this location by enthusiasts in recent years

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1917

Ordered for *FC del Norte* **21**.

BLW class 10-32D no. 1161. spec. is in vol. 54 p 138.

1591 w/n 44799 Ouut of use 1994 and 1996.

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

Ordered for ?

1761 w/n ? Tender only 1988.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cuban-American Sugar for Tuinucu Sugar Co. **2**.

BLW class 10-34E no. 2065. spec. is in vol. 64 p 289.

1819 w/n 52942 Present 1987. Gone by 1996.

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

Ordered for ?

BLW class no. . Spec. is in vol. p .

1851 w/n ? Cab only 1990, boiler sent to mill 626.

2-8-0 d/w ", cyls. ", built by Baldwin? or possibly VIW in ?

Ordered for ?

BLW class no. . Spec. is in vol. p .

53 w/n ? Present 1988. Derelict 1996.

0-6-4T d/w 38", cyls. 12x18", built by Baldwin in 1895

Ordered for *FC Militar Jucaro á Morón* **4 'MORÓN'**. See section 17.13.1 for more detail.

BLW class 10-18 1/3D no. 1, spec. is in vol. 20 p 60.

1 'La CACHITA' w/n 14507 Preserved 1990.

18.6.10 Central Cape/Cabo Cruz, at Manzanillo
later Mill 609 Luis E. Carracedo

Background

1907: "Eight miles. Gauge, 30 inches. Weight of rails, 40 lbs. per yd. Rolling stock: Two locomotives and 90 cane cars."
1909 [2]: "Situated near Ensenada de Mora. Eight and one-quarter miles of narrow-gauge road made up of a main line and one branch. The main line runs from the wharf to the sugar mill and from that point to Dos Bocas. The branch runs to Rincon. Gauge, 30 inches; weight of rail, 40 pounds; rolling stock, 2 locomotives and 90 cane cars."
1913 [9]: Operating, owned by Cape Cruz Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Agricola Pilon, Lowry & Co. Ltd.
1956 [34]: Actively crushing.
In modern province of Granma.
Paragraphs from : https://historiacuba.wordpress.com/2017/04/26/central-cape-cruz-centrales-de-cuba/
"*El central Cape Cruz, ubicado en la Ensenada de Mora, Pilón, Oriente, era el número 129 del país por su capacidad de molienda ascendente a 180 000 @ diarias de caña. Poseía un rendimiento industrial en la media del país, 1650 trabajadores en zafra, una destilería, su aeropuerto particular, y 137 caballerías de tierras propias.*
Se fundó en el año 1902 por la familia Henderson, originaria de Filadelfia, Estados Unidos. En 1913 controlaba 213 caballerías, de las cuales la casi totalidad (202) se encontraban sembradas de caña por la administración.
Para el transporte de la caña se servía de una red de ferrocarriles de vía estrecha, 100 fragatas y tres locomotoras.
Su maquinaria constaba en ese entonces de una descargadora y una desmenuzadora seguida por un juego de tres trapiches. En la zafra de 1913 produjo 76 904 sacos de azúcar de 325 libras y en la del año siguiente casi duplicó su producción: 143 877.
En 1925 fue adquirido por capitales cubanos. Desde los años 1930 hasta 1945 lo presidió C.J. Welch, de «Welch, Fairchild & Company». Francisco de Pando, Delio Núñez Mesa y Julio Lobo Olavarría se habían asociado en 1943 para adquirirlo, fungiendo respectivamente como presidente, vicepresidente y tesorero hasta 1946 en que la totalidad de la propiedad pasó a Lobo. Éste lo modernizó y elevó su capacidad de molienda hasta las 180 000 @ diarias.
Bajo la razón social de «Central Cabo Cruz SA» operó con pérdidas entre 1952 y 1956 por $552 000 y en 1958 por $58 000. En ese último año se vio obligado a paralizar sus maquinarias por el estado de guerra en que se encontraba la zona. Tenía índices de capital y de liquidez desfavorables y un pasivo muy elevado.
Desde 1944 se le había anexado una destilería que en 1958 era la segunda más pequeña del país.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central Luis Enrique Carrecedo.
El 13 de marzo de 1964 sus instalaciones resultaron dañadas por un ataque de elementos opuestos al gobierno cubano que destruyó tres almacenes de azúcar y causó dos heridos.
Fue el Cape Cruz un central muy inestable pues las frecuentes y severas sequías sufridas por la zona donde se encontraba enclavado lo obligaron a dejar de moler en varias zafras a partir de 1960.
Durante la última reestructuración de la industria azucarera cubana llevada a cabo por el antiguo Ministerio del Azúcar en los años 2000 se decidió paralizarlo definitivamente y poco después fue demolido."

Gauge 2' 6"

0-6-0 d/w 33", cyls. 12x18", built by Baldwin in 1903 Delivered here new

Ordered by J. N. Notlet & Co. for the Cape Cruz Co. **1** and **2**.
BLW class 6-18D nos. 20-1. Spec. is in vol. 25 p 267. Mark on tank: 'CAPE CRUZ COMPANY', R&H stack.

1 w/n 22186
2 w/n 22187

0-4-0ST d/w ?", cyls. 7x12", built by Porter in 1908 **Delivered here new**

Ordered for Cape Cruz Co.

3 w/n 3999 Became *MinAz* no. **1???** at this location.

0-6-0 d/w 33", cyls. 12x18", built by Baldwin in 1914 **Delivered here new**

Ordered by Cape Cruz Co.

BLW class 6-18D no. 43. Spec. is in vol. 54 p48 . Dup. of 6-18D nos. 20 and 21, mark on tank: 'CAPE CRUZ COMPANY'

4 w/n 41589



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05128.

0-4-0T d/w 27", cyls. 8x14", built by VIW in 1917 **Delivered here new**

Ordered by Central Cape Cruz.

VIW class 7-14-2. Ames boiler.

5 w/n 2719 New VIW boiler in 1923. Was here when *MinAz* took over.

18.6.11 Central Chaparra, Chaparra Sugar Co., at Puerto Padre
later Mill 610 Jesús Menéndez

Background

Built 1902.

1907: "Railway from Chaparra to San Manuel, eight miles, and connects with the San Manuel Railway to Puerto Padre. To Cascorero Dock in Northwest on Bay of Puerto Padre, about 3½ miles; Chaparra to Velasco about 12 miles, and connects with branch of the Gibara and Holquin Railroad. This portion is public, through El Trompo, about 7 miles; branch from this line runs through La Yaya, about 4 miles. Branch from Velazso line about 1½ miles west from San Cristobal, runs south about 3 miles. The entire road aggregate 20 miles. Gauge, 36 inches. Weight of rails, 45 lbs. to the yd. Rolling stock: Ten locomotives, 575 cane cars, 100 flat cars, ten boxcars, 1 passenger car, 1 open passenger car, and 12 flat cars."

1909 [2]: "Situated at Nipe Bay. Seventy-eight and one-half miles of narrow-gauge road. The following are the main parts: A line 8 miles long runs to San Manuel and connects with the San Manuel Railway; a line 3½ miles long from the sugar mill to Cascarero wharf on Puerto Padre Bay; a line 12 miles long from the sugar mill to Velasco and connecting with the Iberia branch of the Gibara-Holguin Railroad; a line 7 miles long to El Trompo ; a branch 4 miles long through La Yaya; numerous branches in the cane fields. Gauge, 36 inches; weight of rail, 45 pounds; rolling stock, 10 locomotives, 10 box cars, 100 flat cars, 475 cane cars, and 16 hand cars."

1913 [9]: Operating, owned by Cuban-American Sugar Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Cuban-American Sugar Co.

1943 [32]: Operating, owned by Cuban-American Sugar Co.

1956 [34]: Actively crushing.

In modern province of Las Tunas.

The Chaparra Railroad Co.

Background

3' 0" gauge. Owned by *Cía. del FC de Puerto Padre*?

.... - 1906 : Chaparra Sugar Co.

1906 - 1942 : Cuban-American Sugar Co.

1942 - 1960 : Cuban-American Sugar Mills

1960 : Central Jesus Menendez, 610

In 1909 source [2] said: The public portion of this road is as follows: From Velasco, northwest through San Juan and El Retiro, to the sugar mill Chaparra, and from the sugar mill west to Las Delicias. At Velasco the road connects with a branch of the Gibara-Holguin Railroad. A private branch of the road runs from Delicias to San Manuel, where connection is made with the San Manuel Railroad (private), which runs north to Puerto Padre. There is also a private branch from Chaparra to the Cascarero wharves on Chaparra Bay.

Gauge 3' 0"

Two truck Shay d/w 26", cyls. (3) 8x8", built by Lima in 1888 Delivered here new

Ordered by Chaparra Sugar for *FC Chaparra*.

LIma class 17-B.

1 w/n 207 Rebuilt by Lima in 1950.

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

Ordered by ?

2 w/n ?



4-6-0 d/w 48", cyls. 16x20", built by Baldwin in 1886

Ordered by Hancock & Calumet RR, no. **4 'KEARSARGE'**. sold by 1893 to Duluth South Shore & Atlantic RR as no 26, then 1901 to Chaparra Sugar Co. as no. **3**.

BLW class 10-26D no. 44. Spec. is in vol. 13 p 81.

3 w/n 8044



Supposedly a Central Chaparra 4-6-0, but no idea if this one or another not listed for this railway.

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

Ordered by ?

4 w/n ?

0-6-0 d/w 42", cyls. 15x18, built by Baldwin in 1901 and 1903 **Delivered here new**

Ordered by Chaparra Sugar Co.

BLW class 6-24D nos. 79-80 and 84. Spec. is in vol. 24 p 153. mark on tank: 'CHAPARRA SUGAR CO.', R&H stack.

5 w/n 19733

6 w/n 19734

7 w/n 21459

0-6-0ST d/w 37", cyls. 13x18", built by Baldwin in 1904 Delivered here new

Ordered by Chaparra Sugar **8.**

BLW class 6-20D no. 28. Spec. is in vol. 27 p 94. mark on tank: 'CHAPARRA SUGAR CO.', straight stack.

8 w/n 24504

2-6-0 d/w 42", cyls. 15x18", built by ALCo in 1905 and 1906 Delivered here new

Ordered by Chaparra Sugar Co.

9 w/n 38710

10 w/n 41528

2-2-2T d/w 40", cyls. 7x12", built by Baldwin in 1907 Delivered here new

Ordered by Chaparra Sugar Co.

BLW class 6-8B no. 3. Spec. is in vol. 31 p 53. inspection loco, 8 wicker chairs to be furnished for engineer's compartment, mark on sides: 'THE CHAPARRA SUGAR COMPANY' and below 'CARRO DE INSPECCION'.

11 w/n 32026



2-6-0 d/w 42", cyls. 15x20", built by Lima in 1910 Delivered here new

Ordered by Cuban American Sugar for Chaparra RR & Transportation Co.

Lima class 75-R.

12 w/n 1128

13 w/n 1129

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

Ordered by ?

14 w/n ?

2-6-0 d/w 42", cyls. 15x20", built by Lima in 1911 Delivered here new

Ordered by Cuban American Sugar for Chaparra RR & Transportation Co..

Lima class 75-R.

15 w/n 1185

16 w/n 1186

17 w/n 1187

18 w/n 1188

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1913 Delivered here new

Ordered by (Chaparra Sugar Co. crossed out) Cuban American Sugar Co. for Chaparra **19**.
BLW class 8-24D no. 220. Spec. is in vol. 44 p 284. mark on tank: 'CHAPARRA RAILROAD COMPANY'

19 w/n 39190

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

Ordered by ?

20 w/n ?

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1913 Delivered here new

Ordered by Cuban American Sugar for Central Chaparra **21**
BLW class 8-24D no. 228. Spec. is in vol. 49 p 36. Dup. of 8-24D no. 220, including lettering. mark on tank: 'CHAPARRA RAILROAD COMPANY',

21 w/n 40679

0-4-0ST d/w ?, cyls. ?, built by Baldwin in 1913 Delivered here new

Ordered by Cuban American Sugar for Central Chaparra **22** and **23.**
BLW class 4-14C nos. 265 and 272. Specs. are in vol. 53 p 1, and in vol. 54 p 21. Second one to have mark on tank: 'CHAPARRA RAILROAD COMPANY',

22 w/n 39556

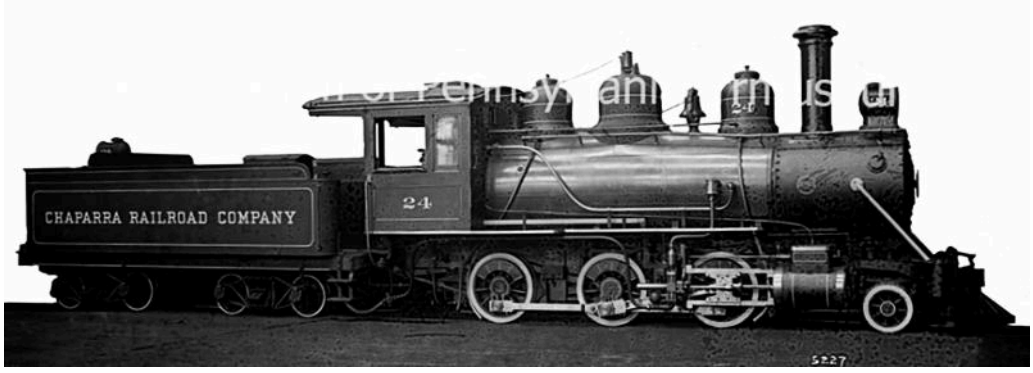
23 w/n 41560 Seen preserved in 1988.

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1914 and 1915 Delivered here new

Ordered by Cuban American Sugar Co. for use on Chaparra RR.
BLW class 8-24D nos. 233 and 234. Spec. is in vol. 54 p 88. Dup. of 8-24D no. 228. mark on tank: 'CHAPARRA RAILROAD COMPANY',

24 w/n 41797

25 w/n 42566 or 42667? Later renumbered **4**.



Two truck Shay d/w 27½", cyls. (3) 8x10", built by Lima in 1916 Delivered here new

Ordered by Cuban American Sugar for Chaparra Sugar as no. **26**.
Shay class B-28-2.

26 w/n 2846 Lehmuth Lima list mentions loco as at Cuban American Sugar at Central Chaparra at Cayo Juan Clara in/from 1950.

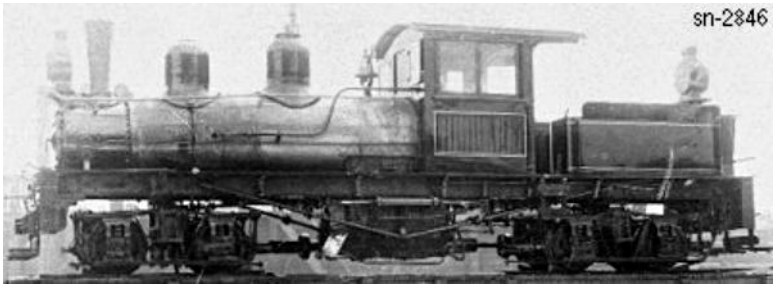


Photo from George Kadelak collection displayed in the Shay website database.

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1916, 1917, 1918 and 1919 **Delivered here new**

Ordered by Cuban American Sugar for Central Chaparra.

BLW class 8-24D nos. 237-8, and 243-6. Specs. are in vol. 54 p 92 and in vol. 64 p 260. mark on tank: 'CHAPARRA RAILROAD COMPANY', Last four to have tender as low as possible, so as not to obstruct engineer's view when loco is running backwards.

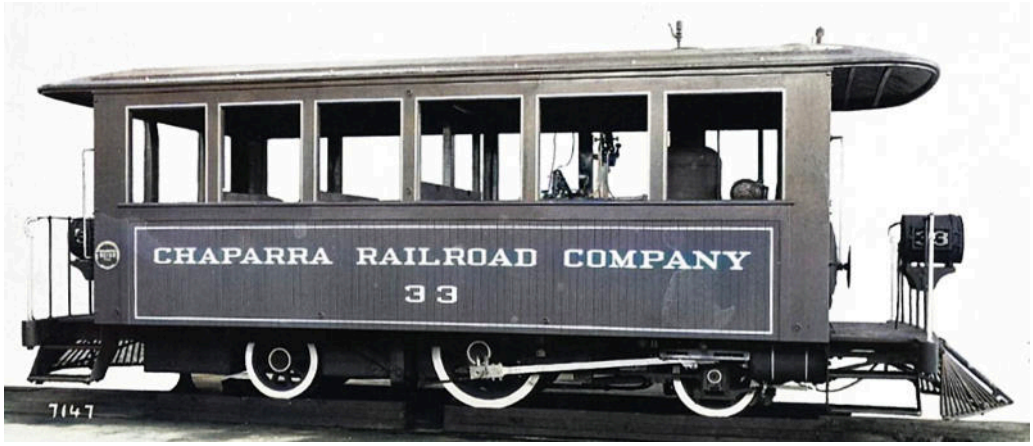
27	w/n 43649	Built 1916.
28	w/n 43650	Built 1916. Later to Central Ramolla no. **12**, and became *MinAz* no. **1341**.
29	w/n 47233	Built 1917.
30	w/n 50944	Built 1918.
31	w/n 52076	Built 1919.
32	w/n 52101	Built 1919. Became *MinAz* no. **1378.** May have moved to Central Delicias at a late stage.

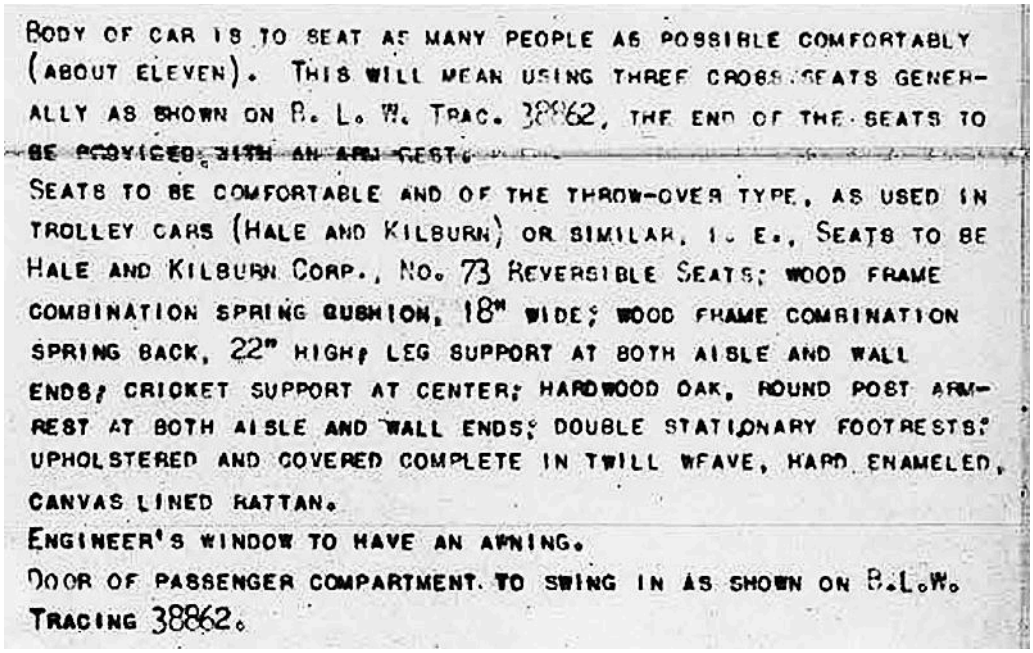
2-2-2T Motor/Dummy d/w 40", cyls. 7x12", built by Baldwin in 1919 and 1920 **Delivered here new**

Ordered by Cuban-American Sugar Co. for Chaparra Sugar Co.

BLW class 6-8B nos. 4 and 5. Spec. is in vol. 64 p 256 and 258. mark on tank: 'CHAPARRA RAILROAD COMPANY', outside frames,

33	w/n 52130
34	w/n 53062





BODY OF CAR IS TO SEAT AS MANY PEOPLE AS POSSIBLE COMFORTABLY (ABOUT ELEVEN). THIS WILL MEAN USING THREE CROSS SEATS GENERALLY AS SHOWN ON B. L. W. TRAC. 38862, THE END OF THE SEATS TO BE PROVIDED WITH AN ARM REST.

SEATS TO BE COMFORTABLE AND OF THE THROW-OVER TYPE, AS USED IN TROLLEY CARS (HALE AND KILBURN) OR SIMILAR, I. E., SEATS TO BE HALE AND KILBURN CORP., NO. 73 REVERSIBLE SEATS; WOOD FRAME COMBINATION SPRING CUSHION, 18" WIDE; WOOD FRAME COMBINATION SPRING BACK, 22" HIGH; LEG SUPPORT AT BOTH AISLE AND WALL ENDS; CRICKET SUPPORT AT CENTER; HARDWOOD OAK, ROUND POST ARM-REST AT BOTH AISLE AND WALL ENDS; DOUBLE STATIONARY FOOTRESTS; UPHOLSTERED AND COVERED COMPLETE IN TWILL WEAVE, HARD ENAMELED, CANVAS LINED RATTAN.

ENGINEER'S WINDOW TO HAVE AN AWNING.

DOOR OF PASSENGER COMPARTMENT TO SWING IN AS SHOWN ON B.L.W. TRACING 38862.

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1920 and 1923 **Delivered here new**

Ordered for Cuban American Sugar for Central Chaparra

BLW class 8-24D nos. 250-251 and 262. Spec. is in vol. 64 p 269 and 272. mark on tank: 'CHAPARRA RAILROAD COMPANY', tender as low as possible, so as not to obstruct engineer's view when loco is ruunning backwards.

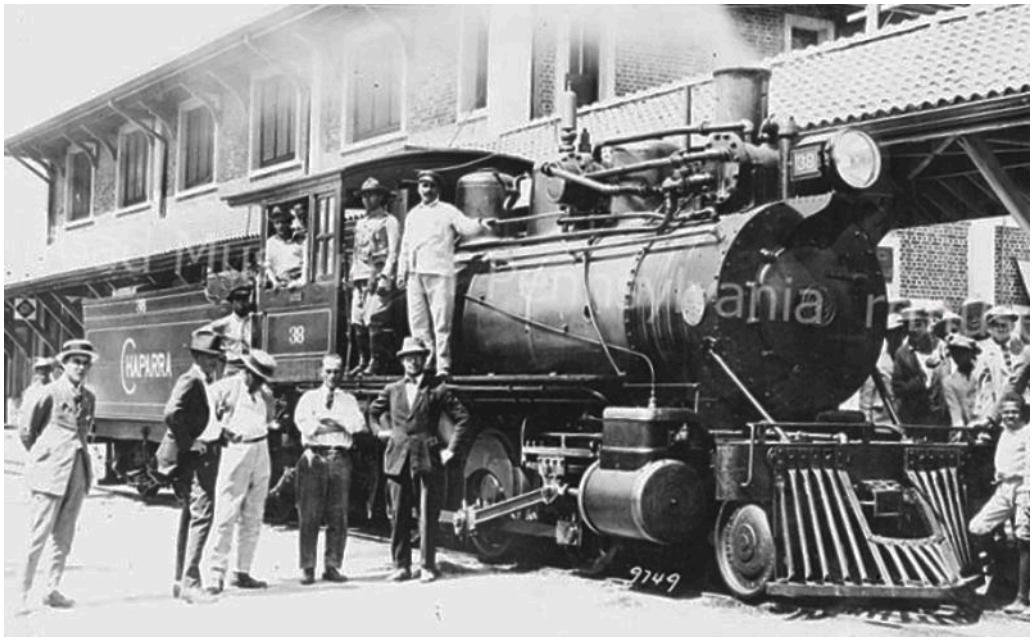
35	w/n 53236	Went to Central Tanaimo as their no. **?**. then became *MinAz* no. **1312**.
36	w/n 53237	Later to Central Santa Isabel / Central Ramon Ponciana. Became *MinAz* no. **1260** at that location. Connelly's BLW list says became **1634**.
37	w/n 56739	Became *MinAz* no. **1379**. May have moved to Central Delicias at some late stage.

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

Ordered by ?

BLW class no. . Spec. is in vol. p .

38	w/n ?



Note the rather un-Baldwin-like domes, and the mass of pipe around the chimney, probably for a feed-water heater.

40 and upward were diesels, but was there a steam loco **39**?

Standard gauge

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1916

Ordered for Czarnikow Rionda & Co. for Francisco Sugar for Central Elia **10**, later seems to have moved to Central Chaparra / 610 Jesus Menendez.

BLW class 10-28E no. 107. Spec. is in vol. 54 p 191. mark on tank: 'FRANCISCO SUGAR COMPANY',

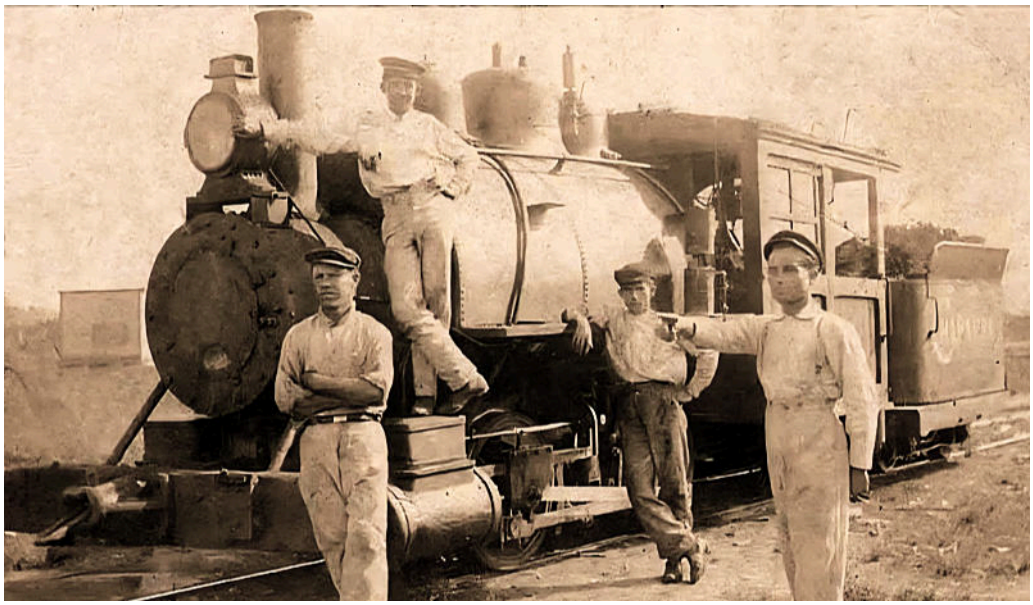
36 w/n 44460 *MinAz* no. **1570**? Preserved 1995.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1920

Ordered by Central San Cristobal, PdR, as no. **4**. but actually went to Central Céspedes **6.** Sold to Yaganabos (?) no. **6**. (I don't know ehat this means, but possibly FC de Yaguajay?) Later may have moved to Central Chaparra..

BLW class 10-30E no. 165. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL'

1841 w/n 54021 Stationary boiler 1989, gone by 1995?



Possibly Chaparra no. **2, 4, 14, 20**, or less probably **22** or **23**
because the domes do not appear to be by Baldwin.

Additional loco/s reported at this location by enthusiasts in recent years

None

18.6.12 Ingenio Confluente, at Guantánamo

Background

1893: Plantation owned by Rosa y Lecticia Bueno. Location given as Guantanamo.
1907: "Railroad sixteen kilometers long, nearing completion. Gauge, 36 inches. Weight of rail, 30 lbs. per yd. Rolling stock: Two locomotives of 11 tons; 120 cars, all of wood, with steel trucks, for hauling cane."
1909 [2]: "Situated near Guantanamo. Eight and one-half miles of narrow-gauge road running from the sugar mill to the sea-coast. Gauge, 33 inches ; weight of rail, 20 pounds ; rolling stock, one 22-ton and two 11-ton locomotives and 120 cars."
1913 [9]: Operating, owned by J. Sanchez de Toca.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Confluente Sugar Co. Ltd.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Esperanza 614 Argeo Martinez [35].

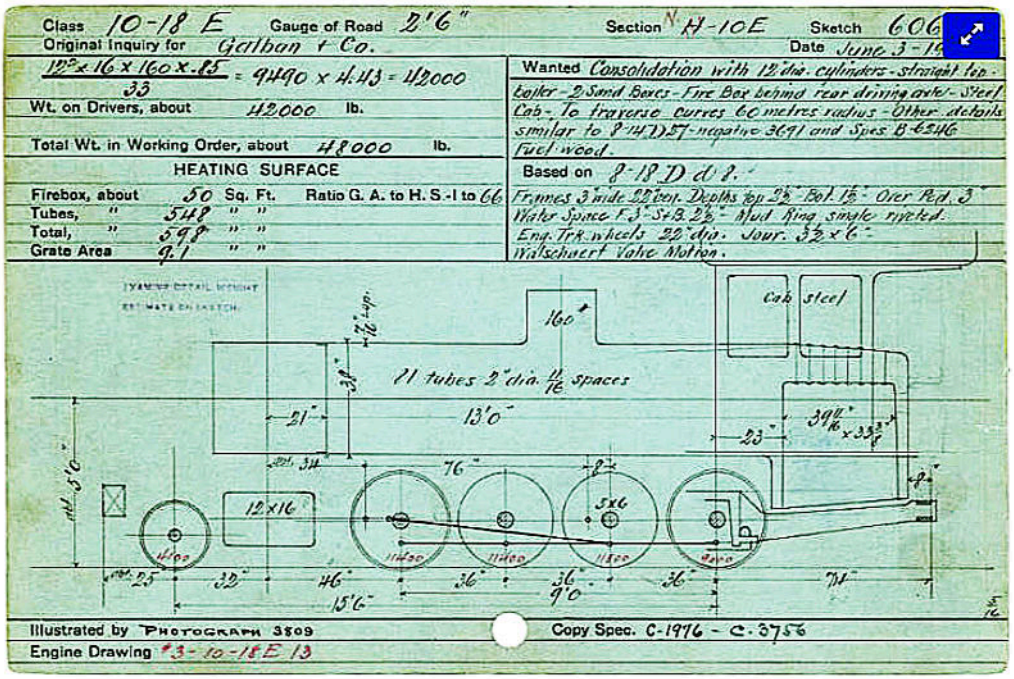
Gauge 2' 6", but note conflicts with notes above.

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1916 Delivered here new

Ordered by Central Confluente.
BLW class 10-18E no. 13. Spec. is in vol. 54 p 147. R&H stack, 4-wheeled tender, mark on tank: 'CONFLUENTE'
4 w/n 44059 later to Central Parque Alto.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06021.



Baldwin design development and weight card for this loco, found in the DeGolyer LIbrary online archive.

2-8-0 d/w 33", cyls. 12x16", built by Baldwin in 1921 **Delivered here new**

Ordered by Confluente Sugar Co. for Central Confluente **6**,

BLW class 10-18E no. 18. Spec. is in vol. 64 p 240. Rushton stack, mark on tank: 'CONFLUENTE', lettering and link & pin couplers to be same as 10-18E no. 13,

6 w/n 54485 later to Central Parque Alto **6** in 1925

18.6.13 Central Cupey, at Cupey

Background

1916 [9]: Operating, owned by Cupey Sugar Co. No output recorded for 1913-1915, possibly newly-built.
1922 [9]: Operating, owned by Central Cupey Sugar Co. SA.
1943 [32]: Operating, owned by Cia. Central Altagracia.
1932 [35]: Closed, but this conflicts with source [32] in line above.
Mill closed down sometime between 1933 and 1944.
Eventually downgraded to become a colonia of Central Cacocum 608 Cristino Naranjo [35].

Standard gauge

0-4-0T d/w 33", cyls. 11x16", built by ALCo in 1915 Delivered here new

Stock locos sold via West India Management & Consulting Co. to the 'Copley' (Cupey?) Sugar Co. Gauge standard.

1 w/n 53117
2 w/n 53118

2-6-0 d/w 44(or 52?)", cyls. 15x22(or 18x24?)", built by Baldwin in 1916 Delivered here new

Ordered by West India Management & Consultation Co. for the Cupey Sugar Co., Central Cupey **2²**.
BLW class 8-30D no. 685. Spec. is in vol. 54 p 123. R&H stack, mark on tank: 'THE CUPEY SUGAR COMPANY'.

2 w/n 44061



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06055.

4-6-0 d/w 52(or 56?)", cyls. 18x26(or 24?)", built by Baldwin in 1921 Delivered here new

Ordered by West India Sugar Finance Corp. for Central Cupey **3**.
BLW class 10-30D no. 685. Spec. is in vol. 64 p 5. mark on tank: 'CUPEY SUGAR COMPANY' .

3 w/n 54244

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923 Delivered here new

Ordered by West India Sugar & Finance Corp. for Central Cupey **4**,
BLW class 10-30E no. 205. Spec. is in vol. 64 p 413. mark on tank: 'SUGAR ESTATES OF ORIENTE, INC.' and on a second line: 'CENTRAL CUPEY'

4 w/n 57021 Sold to Central Alto Cedro as no. **4**, on road in 1937.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for Central Cabaiguan **3**, later via West India Sugar Finance Co. to Central Cupey,

BLW class 10-30E no. 172. Spec. is in vol. 63 p 374. Dup. to 10-30E no. 153. mark on tank: ‘COMPAÑÍA AZUCARERA “EDEN”’.

? w/n 53884 then to Central Alto Cedro

18.6.14 Central Delicias, at Chaparra
later Mill 611 Antonio Gutieras

Background

Built 1912.
1913 [9]: Operating, owned by Cuban-American Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cuban American Sugar Co.
1956 [34]: Actively crushing.
In modern province of Las Tunas.

Gauge 3' 0"

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1919

Ordered by Cuban American Sugar for Central Chaparra. May have come to Central Delicias at a late stage.
BLW class 8-24D no. 246. Spec. is in vol. 64 p 260. mark on tank: 'CHAPARRA RAILROAD COMPANY', to have tender as low as possible, so as not to obstruct engineer's view when loco is running backwards.

? w/n 52101 Became *MinAz* no. **1378.**

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1923

Ordered for Cuban American Sugar for Central Chaparra as no. **37**. May have later come to Central Delicias.
BLW class 8-24D nos. 250-251 and 262. Spec. is in vol. 64 p 269 and 272. mark on tank: 'CHAPARRA RAILROAD COMPANY', tender as low as possible, so as not to obstruct engineer's view when loco is ruunning backwards.

37 w/n 56739 Became *MinAz* no. **1379**.

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

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .

1451 w/n ?

Additional 3' 0" gauge loco reported at this location by enthusiasts in recent years.

0-4-0ST d/w 29", cyls. 10x16", built by Baldwin in 1914

Ordered for Cuban American Sugar for Central Chaparra (**22** and) **23.**
BLW class 4-14C no. 272. Spec. is in vol. 54 p 21. To have mark on tank: 'CHAPARRA RAILROAD COMPANY',

23 w/n 41560 Preserved 1988 and 1995.

18.6.15 Central Dos Amigos, at Manzanillo
later Mill 612 Francisco Castro Ceruto

Background

1893: Plantation owned by Feliciano Alderguia y Ca.. Location given as Manzanillo.
1907: "Single track to wharf, about 700 yds. Gauge, 4 feet 8 inches. Weight of rail, 60 lbs. No locomotives. Four flat cars."
1909 [2]: "Situated near Manzanillo. One-third mile of standard-gauge road from the sugar mill to the wharf at Campechuela. Gauge, 56 inches; weight of rail, 60 pounds; rolling stock, 4 flat cars, no locomotive."
1913 [9]: Operating, owned by Nicolas Castaño.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. de Campechuela.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2017/07/10/central-dos-amigos-centrales-de-cuba/
"*El central Dos Amigos, situado en Campechuela, Oriente, se encontraba entre los quince más pequeños de Cuba por su capacidad de molienda ascendente 130 000 @ diarias de caña. Poseía el segundo rendimiento industrial más bajo de la industria, empleaba 1 300 trabajadores en zafra y controlaba bastante tierra, en relación con su capacidad productiva (523 caballerías).*
Se fundó en el año 1882 por el español Baltasar Otamendi, quien lo conservó hasta 1891 en que pasó a la propiedad de «Aldereguía y Compañía» y en 1895 a la de Bartolomé Roca. En 1902 fue comprado por Nicolás Castaño.
En 1913 controlaba ya 372 caballerías, de las cuales 140 se destinaban a la caña y el resto se contaba entre montes y potreros. El ingenio sembraba entonces las variedades de caña cinta y cristalina y, como era habitual en la época, no empleaba en su cultivo ni fertilizantes ni regadío. Para su transporte se servía de una flota de cuatro locomotoras y 152 fragatas sobre 32 km de ferrocarril de vía estrecha.
Su maquinaría se componía en 1913 de una línea inclinada al conductor y de una desmenuzadora, seguidas de un juego de tres trapiches, nueve defecadoras, con 30 000 galones de capacidad; un evaporador de triple efecto con 11 500 pies de superficie calórica, tres tachos de punto con 375 sacos de cabida, cinco cristalizadores abiertos de 140 sacos cada unos; diez centrífugas, sistema Hepworth y una batería de calderas con 1 000 caballos, compuesta de ocho multitubulares en tres hornos.
Todo lo que le servía para moler 79 000 @ de caña por día y producir 61 103 sacos de azúcar de 325 libras (zafra de 1913).
Tras mantenerse inactivo entre 1930 y 1937 fue comprado por Carlos Manuel de la Cruz quien lo arrendó a Vicente Domínguez Fumero hasta 1939 y durante la década de 1940 a Campechuela Sugar Company, cuyo presidente era Rafael Águila Sarduy.
En 1944 fue arrendado a Mamerto y Ramón Luzárraga. Después, en agosto de 1958, sería adquirido por Antonio Zubillaga Gorostiaga, quien sería su propietario hasta su nacionalización por el Estado cubano. Su hijo Antonio y Miguel de Arango Arango eran respectivamente presidente de la firma operadora Central Dos Amigos SA.
Al radicalizarse la Revolución Cubana, triunfante en 1959, el central fue nacionalizado por el Gobierno de la Isla que lo renombró como central Francisco Castro Ceruto.
Durante la reestructuración de la industria azucarera cubana llevada a cabo en la década del 2000 por las autoridades de la Isla el central fue demolido."

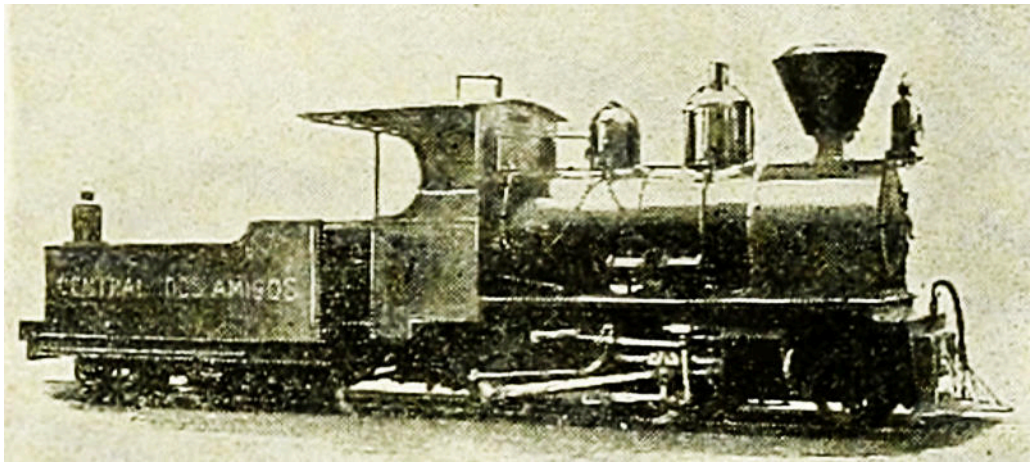
Rail system closed by 1960.
In modern province of Granma.

Gauge 3' 0" though note not mentioned above.

2-6-0TT d/w ?", cyls. ??", built by O&K in 1909

Ordered via Castano, Cuba.

1? w/n 3663



It is not certain whether this was O&K 3663 despite the clear lettering on the tender, for that was a tank+tender loco and it is not clear whether the engine in the image has a well tank or not.

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1910 **Delivered here new**

Ordered by F. Iriondo de la Vara of Cienfuegos for Central Dos Amigos **2 'AMPARO'**.

BLW class 8-20D no. 137. Spec. is in vol. 36 p 198. mark on tank: '"CENTRAL DOS AMIGOS'.

2 'AMPARO' w/n 35461

2-6-0 d/w 36", cyls. 13x18", built by VIW in 1912 **Delivered here new**

Ordered by Ernst Weiner for don Nicolas Castamo for Central Dos Amigos **3**.

VIW class 7-33.

3 w/n 1851 Became *MinAz* no. **1???** at this location.

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1913 **Delivered here new**

Ordered by ('Ernst Wiener Co. 'crossed out) Central Dos Amigos **4 'CARMITA'**.

BLW class 10-22E no. 59. Spec. is in vol. 49 p 44. Details same as on 8-20D no. 37, company's engine **2 'AMPARA'**. mark on tank: 'CENTRAL DOS AMIGOS', outside frames.

4 'CARMITA' w/n 40540



'CARMITA' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04641-1.

18.6.16 Central Ermita, at Ermita
later Mill 613 Costa Rica

Background

Opened 1915.
1916 [9]: Operating, owned by Ermita Sugar Corp.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central Ermita SA.
1956 [34]: Actively crushing.
In modern province of Guantánamo.
Paragraphs from : https://historiacuba.wordpress.com/2017/07/18/central-ermita-centrales-de-cuba/
"*El central Ermita, ubicado en Guantánamo, Oriente, era un central pequeño, el No. 144 del país (en 1958), con una capacidad de producción diaria de 160 000 @, un rendimiento industrial mediano, 2000 trabajadores en zafra y 312 caballerías de tierras propias.*
En 1958 era propiedad del norteamericano Sumner Pingree, su presidente y administrador general. Pingree era un importante ganadero propietario de fincas en Guantánamo que se dedicaban a la cría de reproductoras Santa Gertrudis con una extensión de 1 600 caballerías de tierra. En 1958 era vicepresidente de la Asociación de Criadores de Ganado Santa Gertrudis, vocal de la Corporación Ganadera de Cuba y a mediados de los años 1950 había sido el promotor de la Asociación de Productores de Alta Calidad.
El central se fundó en el año 1916. Había sido propiedad de «Guantanamo & Western Railroad Company» que entonces poseía el central Santa Cecilia y era propiedad de Antonio San Miguel, un español propietario y director de La Lucha, importante periódico de la época. Más tarde pasó a Francisco Bartés Masal, español, quien había sido su socio y hombre de confianza desde 1923, el cual sería su principal propietario y presidente desde el 29 de noviembre de 1948. John Randolph había estado al frente de 1933 a 1941 y en esa época residía en el propio central.
A partir de 1949 había pasado a manos de Pingree.
Tras el triunfo de la Revolución de 1959 el central fue nacionalizado por el nuevo gobierno cubano que lo renombró como central Costa Rica.
Al producirse la reestructuración de la industria azucarera cubana de los años 2000 sobrevivió al primer corte de 2002 en que se demolió un central (el Paraguay); pero no al segundo, siendo finalmente demolido junto al central Honduras."

Gauge 1m.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered for Guantanamo & Western RR **23** not delivered, but diverted to Ermita Sugar Co.
BLW class 10-34E no. 2080. Spec. is in vol. 64 p 309. Dup. of 10-34E no. 2052, mark on tank: 'G. Y O.' (this info. not confirmed). Dup. of 10-34E no. 2077, tender to be dup. of 10-32E no. 150. mark on tank: 'ERMITA'. sold to Ermita Sugar Co. **1.**

1	w/n 53721	Became no. **1846**. Gone by early 1990s?

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Cuba Northern Rly. as no. **44**. Diverted by VIW in Cuba to Hershey Sugar Co. for *FC Hershey Cubano* as no. **10** but not delivered there either. Sold to Central Florida as no. **6**. Later moved to Central Toledo as no. **10** . Sold to Central Ermita / 613 Costa Rica.

VIW class 7-54-A1.

10 w/n 3003 Became MinAz no. **1710** at this location. Present 1990. Ouit of use 1996.

Additional loco/s reported at this location by enthusiasts in recent years

4-6-0 d/w ?, cyls. ?, built by Baldwin in 1921

Ordered for ?

BLW class no. . Spec. is in vol. p . Details from *MinAz* records, but not spotted here by visitors.

1574 w/n 54243 Scrapped by early 1990s?

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1919

Ordered for Manati Sugar Co. **51**.

BLW class 10-32D no. 1293. Spec. is in vol. 64 p 339.

1671 w/n 52376 Under repair 1990, for later display? Present 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by José Ignacio Lezema Reyes for Central Limones **15**.

BLW class 10-34E no. 2063. Spec. is in vol. 64 p 46.

1847 w/n 52912 Gone by early 1990s?

18.6.17 Central Esperanza, at Guantánamo
later Mill 614 Argeo Martínez

Background

Opened 1863.
1893: Plantation owned by Rosa Cuní, viuda de Baró. Location given as Guantanamo.
1901 [18]: 10 km. of 3' 0" gauge, 1 loco and 20 cars.
1907: "Fourteen miles, extending to Santa Rosa colony. Narrow gauge. Weight of rails, 35 lbs. to the yd. Rolling stock: Two 20-ton locomotives and 50 wooden cars for hauling cane."
1909 [2]: "Situated 5 miles north of Guantanamo. Fourteen miles of narrow-gauge road running from the sugar mill into the cane fields. Gauge, 39.4 inches; weight of rail, 35 pounds; stock, two 20-ton locomotives and 50 cars."
1913 [9]: Operating, owned by Cia. Azuc. del Guaso.
1916 [9]: Operating, owned by Cia. Azuc. Oriental Cubana.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Oriental Cubana SA.
1956 [34]: Actively crushing.
In modern province of Guantánamo.
Paragraphs from : https://historiacuba.wordpress.com/2016/11/08/central-esperanza-centrales-de-cuba/
"*El central Esperanza, ubicado en Guantánamo, Oriente, era un central pequeño, con capacidad de molienda de 200 000 @ de caña diaria, pero con el 6to rendimiento industrial más alto del país. Empleaba 2 000 trabajadores en zafra y poseía 535 caballerías de tierras propias. Tenia anexa una pequeña destilería con una capacidad diaria de 9 510 galones.*
Fue fundado en el año 1863 por José Baró, Marqués de Baró, y en 1883 pasó a sus herederos, en 1889 a José N. Baró, en 1895 a su viuda Rosa Cuní y en 1903 era propiedad de «Bruce y Cía», en sociedad con otros. El Esperanza fue uno de los centrales que, junto al demolido Olimpo, el Covadonga y el Araujo, estuvo administrado en la década de 1910 por «Lluria, Freire y Compañía», una casa comercial de azúcar establecida en Cárdenas.
En 1914 pertenecía a la «Compañía Azucarera del Guaso». En esa época el central poseía 175 caballerías de tierras (31 de potreros, 49 de cañas por la administración); también tenía bajo su control 48 colonos, en su mayoría cubanos, que cultivaban 95 caballerías del central y 41 caballerías de tierras propias, lo que elevaba a 185 caballerías la caña molida por el central en esa zafra (50 000 @ como promedio por caballería).
El central sembraba entonces la variedad de caña cristalina y, caso raro en Cuba por esos años, empleaba fertilizantes en su cultivo, aunque en poca cantidad. Tenía el Esperanza 4 kilómetros de ferrocarril de vía ancha y 33 km de ferrocarril de vía estrecha que operaba con 40 fragatas y tres locomotoras.
Durante la zafra de 1913 molió 62 000 @ de cañas por día. Su maquinaria en ese tiempo se componía de una grúa sistema Vilá y una desmenuzadora seguida por un juego de tres trapiches; once defecadoras con 58 000 galones de cabida, un evaporador de triple efecto con 5 500 pies de superficie calórica, tres tachos de punto con 450 sacos de cabida; ocho cristalizadores abiertos; once centrífugas sistema Watson y ocho de Pott y Cassel y una batería de calderas con 800 caballos, compuesta de cuatro multitubulares en cuatro hornos.
En la zafra de 1914 molió 10 500 000 @ de caña con un promedio de 50 000 @ por caballería y produjo 91 914 sacos de 325 libras.
Pasó al control de José Marimón Juliach, presidente del Banco Español de la Isla de Cuba, cuando este constituyó en 1915 la «Compañía Azucarera Oriental de Cuba», dedicada al azúcar y la banca, en sociedad con José Bosch (y el único de los centrales pertenecientes a esta compañía – San Miguel, Concepción, Sabanilla y San Cayetano – que no fue demolido).
Al quebrar el Banco Español de la Isla de Cuba, el más importante hasta el crac bancario de 1920, Marimón abandonó el país manteniendo Bosch el central que fue heredado por su hija Margarita. Calixto Bergnes, gerente de «Bergnes y Compañía S en C», también mantuvo intereses en el central hasta los años 50. Antonio Arias, esposo de

Margarita Bosch y padre de sus tres hijos había sido su administrador desde la década de 1920. En 1958 lo administraban Antonio y José Arias Bosch.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Argeo Martínez.
En la actualidad es el único central sobreviviente de los once que existían en el municipio Guantánamo en 1958. Cuenta con su destilería, fábrica de ron, vinos y licores y una planta de hielo."

Leach 2nd edition says last steam gone by 19599.

Gauge 80cm / 2' 7½"

2-4-4T d/w 36", cyls. 10x16", built by VIW in 1911 Delivered here new

Ordered by Central Esperanza.
VIW class 7-12. NB Lehmuth's VIW list has gauge as 3' 0".
1 'PATRICK' w/n 1825

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1909 Delivered here new

Ordered for Azucarera de Guaso **2 'MARGARITA'.**
BLW class 8-20D no. 133. Spec. is in vol. 44 p 322. mark on tank: 'COMPAÑIA AZUCARERA DEL GUASO' and on line below 'CENTRAL ESPERANZA',
2 'MARGARITA w/n 33959

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1921 Delivered here new

Ordered by Central Esperanza.
BLW class 10-22E no. 103. Spec. is in vol. 63 p 413. mark on tank: 'C. A. O. C.' on brass plates.
8 w/n 55127 Sold to Central Santa Rosa / Diez de Octubre. Then sold to Central Narcisa / Obdulio Morales and regauged to 2' 3½". Became *MinAz* no. **1354** at that location. In existence 1995.

18.6.18 Central Estrada Palma, at Bartolomé Masó
later Mill 615 Bartolomé Masó

Background

Built 1925.
1943 [32]: Operating, owned by Estrada Palma Sugar Co.
1956 [34]: Actively crushing.
In modern province of Granma.

Gauge 3' 0"

2-6-0 d/w 36", cyls. 13x20", built by ALCo Cooke in 1921 Delivered here new

Ordered for Cia. Azuc. Central Estrada Palma, as no. **1**.

1	w/n 65276	

0-4-0T d/w 36", cyls. 13x20", built by ALCo in 1923-4 Delivered here new

Ordered for Cia. Azuc. Central Estrada Palma, as no. **2**.

2	w/n 65276	Became *MinAz* no. **1588** at this location. Transferred to Central Mabay (Carmen) / 620 Arquimedes Colina.

Standard gauge



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34284.

2-8-0 d/w 44", cyls. 18x24", built by ALCo in 1925-6 Delivered here new

Stock locomotives sold to Cia. Azuc. Central Estrada Palma, as nos. **3** and **4**.

3	w/n 65195	Later to Central Mabay where became **1589**, Became *MinAz* no. **1589** at that location. But Leach says was here in 1997.
4	w/n 65196	Became *MinAz* no. **1590** at this location. Present 1991 and 1997.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered for "Cia. Azuc. Cienfuegos Sugar for Central Mascota" crossed out, nevertheless seemingly to that destination as **12** under some sort of lease arrangement,
BLW class 10-30E no. 171. Spec. is in vol. 64 p 56. mark on tank: 'THE BALDWIN LOCOMOTIVE WORKS, PARA LA' then on second line: 'CIA. AZUCARERA CIENFUEGOS, S. A.' and on third line: 'CENTRAL MASCOTA' and finally on a fourth line: 'RODAS'.

12	w/n 54226	Some say sold to Central Hatillo **103** first, then sold to Central Santa

Ana. On road in 1937. Sold to Central Estrada Palma / 615 Bartolome Maso. Became *MinAz* no. **1757** at that location. Present 1991 and 1995. In use 1997.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered for United Fruit Co. for Central Preston **18**, later to Central Estrada Palma **5**,
BLW class 10-28E no. 131. Spec. is in vol. 66 p 23.

5 w/n 54248 then to *FC Truxillo* **18** in Honduras, presumably regauged to 3' 6".

2-6-0 d/w ?, cyls. ?, built by ALCo Cooke in 1921

Ordered by Cia. Azuc. Central?

? w/n ?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34323.

Additional loco/s reported at this location by enthusiasts in recent years

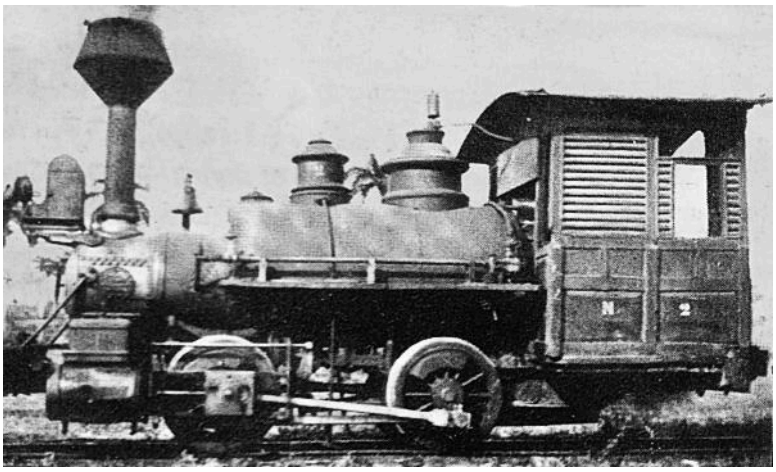
None

18.6.19 Central Hatillo (ex Central Almeida), at Palma Soriano

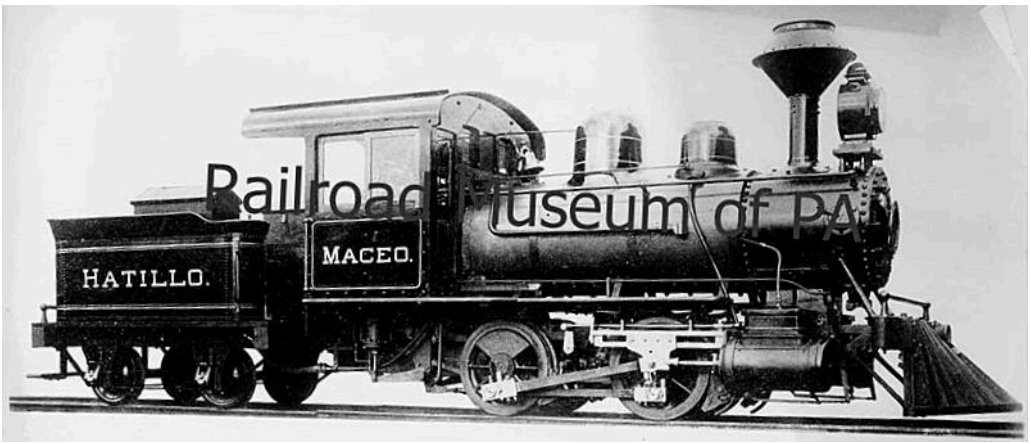
Background

1893: Plantation owned by J. Bueno y Ca. Location given as (Santiago de) Cuba.
1901 [18]: 2½ km. of 1 metre gauge, 30 l;b. rail, 1 loco and 26 cars. Close to Sabanilla y Maroto Rly.
1907: "Standard gauge spur connects mill with main line to Parisio. There is also a narrow-gauge plantation railway about 2 kilometers. Weight of rails, 25 lbs. per yard. Rolling stock: One locomotive and 12 cars for hauling cane."
1909 [2]: "Situated 7 miles west of San Luis. One and one-half miles of narrow-gauge road running from the sugar mill to Paraiso. Gauge, 30 inches; weight of rail, 25 pounds; rolling stock, 1 locomotive and 12 large and 58 small cars."
1913 [9]: Operating, owned by Federico Almeida.
1922 [9]: Operating, owned by Santa Ana Sugar Co.
1943 [32]: Operating, owned by Cia. Central Altagracia.
Mill closed by 1946.
1956 [34]: Not listed.

Gauge 1 metre



An early no. **2** at this location. Possibly a Baldwin 0-4-0ST.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34271.

0-6-0 d/w 42", cyls. 14x22", built by Baldwin in 1924 Delivered here new

Ordered by West India Sugar Finance Corp. for Central Hatillo as no. **1** .
BLW class 6-22D no. 57. Spec. is in vol. 72 p 40. mark on tender: 'CENTRAL HATILLO', slope-back tender. Dup. of 6-22D no. 55.

1 w/n 57810 Sold to Central Santa Ana as no. **1**, where on road in 1937.

0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1924 **Delivered here new**

Ordered for West India Sugar Finance Corp. for Central Hatillo as no. **4**.
BLW class 6-18D no. 68. Spec. is in vol. 72 p 38. Built to Metre gauge. Straight stack, mark on tank: 'CENTRAL HATILLO'.

4 w/n 57987 Supposedly later worked at Ingenio Unión / 641 Rafael Reyes, bso must have been regauged to 3' 0". Preserved 1997. Carries plates BLW 35541 from former no. **1**.

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1891

Ordered by Guantanamo RR Co. as **6 'J. F. MACKINLEY'.** Sold to Central Hatillo in 1919 as their no. **3**, possibly after regauging to metre gauge by Brooks & Co.
BLW class 8-24D no. 29. Spec. is in vol. 16 p 176. Mark on tank: 'FERROCARRIL DE GUANTÁNAMO'. Straight stack.

3 w/n 11500 Then sold to Central Santa Ana in 1937 as their no. **1**.

Standard gauge?

0-4-0T d/w ?", cyls. ??", built by Baldwin in 1873

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .

2 w/n ?

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1891

Ordered by Guantanamo Rly. as no. **6 'J. F. MACFINLAY'**. Sold to Brooks & Co. for(?) Central Hatillo. Rebuilt to metre gauge?
BLW class 8-24D no. 29. Spec. is in vol. 16 p 176. Mark on tank: 'FERROCARRIL DE GUANTÁNAMO'. Straight stack.

3 w/n 11500 Lehmuth says then sold to Central Santa Ana, SC/LV, as no. 1.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1921

Ordered for Central Mascota **12**,
BLW class 10-30E no. 171. Spec. is in vol. 64 p 56, later to Central Hatillo **103**,

103 w/n 54226 then to Central Santa Ana

NB the multitude of loco sales to Central Santa Ana may not be all that they seem, for the notes at the head of the page show that this central was owned by the Santa Ana Sugar Co. in the 1920s.

18.6.20 Central Isabel, at Guantánamo
later Mill 616 Juan Manuel Márquez

Background

1893: Plantation owned by S. Limonta y Socios. Location given as Guantanamo.
1907: "Eleven miles of single track to wharf. Spur to Los Guayos, 3½ miles, and another to Colorado, 6½ miles. A complete system of switches around the batey, accommodating some 100 cars. Gauge, 36 inches. Weight of rails, 60 lbs. Rolling stock: Four locomotives and 104 flat cars, capacity 10 tons."
1909 [2]: "Situated near Media Luna. Ten and one-half miles of narrow-gauge road running from the sugar mill to the wharf. There are two branches; one runs to Guayos, and the other to Colorado. Gauge, 36 inches ; weight of rail, 60 pounds ; rolling stock, 4 locomotives. "
1913 [9]: Operating, owned by Guantanamo Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Guantanamo Sugar Co.
1956 [34]: Actively crushing.
In modern province of Guantánamo.
NB Whilst the Andrew Barclay locomotives definitely belonged to the Central Isabel at Manzanillo and were purchased by the Beattie Brothers, other locos by Baldwin and ALCo might have been at either of the Centrales Isabel.

Gauge 3' 0"

2-6-2T d/w 50", cyls. 17x24", built by ALCo in 1920

Ordered by Carlos Alfert & Co., Cuba, as no. **1**. Was this for here or for some previous operator?

1?	w/n 62541	Became *MinAz* no. **1465** at this location. Rebuilt as 2-6-0. Transferred to Central Sofia / 637 Ranulfo Leyva.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1922 Delivered here new

Ordered by Central Isabel. 3' 0" gauge.
BLW class 8-24D no. 257. Spec. is in vol. 64 p 27. Dup. of 8-24D no. 252. mark on tank: 'CENTRAL ISABEL'

3	w/n 55731	*MinAz* no. **1252**. Gone by 1997.

2-6-2 d/w ?, cyls. ?, built by Baldwin in 1924 Delivered here new

Ordered by Central Isabel 3' 0" gauge.
BLW class 10- no. . Spec. is in vol. p .

?	w/n 57971	Wrong number?

2-8-0 d/w 36(or 37?)", cyls. 16(or 14?)x20", built by Baldwin in 1924 Delivered here new

Ordered by Central Isabel. 3' 0" gauge.
BLW class 10-26E no. 444. Spec. is in vol. 72 p 7. mark on tank: 'CENTRAL ISABEL'

4	w/n 57978	

Standard gauge

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1916

Ordered for Central Union M **8**,

BLW class 8-32D no. 797. Spec. is in vol. 54 p 129. Dup. of 8-32D no. 795. mark on tank: ‘CENTRAL UNION’, later to Central Isabel O **4.**

? w/n 43723

18.6.21 Central Isabel, at Manzanillo
later Mill 617 Honduras

Background

1893: Plantation owned by Beattie y Hermanos. Location given as Manzanillo.
1907: "No railway. Guantánamo R. R. traverses the estate. Standard gauge."
1909 [2]: "Situated near Guantanamo. The Guantanamo Railroad passes by this sugar mill and has sidings which are used by the mill. "
1913 [9]: Operating, owned by Beattie & Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Vicana.
1956 [34]: Actively crushing.
In modern province of Granma.
NB Whilst the Andrew Barclay locomotives definitely belonged to the Central Isabel at Manzanillo and were purchased by the Beattie Brothers, other locos by Baldwin and ALCo might have been at either of the Centrales Isabel.
Paragraphs from : https://historiacuba.wordpress.com/2016/12/10/central-isabel-media-luna-centrales-de-cuba/
"*El central Isabel, ubicado en Media Luna, Manzanillo, Oriente, era un un central pequeño (el número 142 de la Isla por su capacidad de producción de 160 000 @ diarias), pero con un rendimiento industrial alto y extensas tierras (2 022 caballerías) y 3 000 trabajadores empleados en zafra. Explotaban en sus tierras varios cultivos de piña y henequén y un latifundio ganadero de 2 188 caballerías que era el 8vo de Cuba por su extensión. Contaba, además, con su propio aeropuerto.*
Se fundó en el año 1887 por el inglés R.H. Beattie en unión de sus hermanos y se mantuvo por muchos años bajo la propiedad de su familia. En 1891 estaba bajo el control de la firma «Thomas Beattie y Hermanos»; a principios del siglo XX y hasta 1918 – 1919 de «Beattie y Cía» y a partir de 1924 (¿o 1926?) de «Compañía Azucarera Vicana» que hasta 1937 ó 1939 estuvo presidida por Richard H. Beattie y en 1939 por Delio Núñez Mesa, quien fue sustituido en 1949 por su sobrino Gonzalo Núñez Beattie pasando él a presidir el Comité Ejecutivo.
Los Beattie fueron grandes emprendedores que sembraron las primeras plantaciones de Henequén en Cuba, el frijol de soja y cultivaron el gusano de seda y en 1930 en la estación experimental del central desarrollaron la variedad de caña Media Luna. La Vicana Foods Inc., una subsidiaria produjo piñas de 1937 a 1955 en que abandonó su cultivo debido a las pérdidas, pero continuó con el henequén, que también manufacturaba.
Según el «Portafolio Azucarero» publicado en 1914, en esa época el central Isabel contaba con 490 caballerías de tierra, de las cuales 70 eran cultivadas por la administración, 170 por colonos del ingenio y el resto de potreros y tierras cansadas. Sembraba la variedad de caña cristalina y cosa poca común en esos años empleaba para su cultivo riego y fertilizantes. Contaba para el transporte con 30 km de vía de ferrocarril de vía estrecha en la que servían 150 fragatas y seis locomotoras.
Durante la zafra de 1913 molió 170 000 @ de caña por día y fabricó 138 533 sacos de azúcar de guarapo y 15 623 sacos de azúcar de miel, haciendo un total de 154 156 sacos de azúcar de 325 libras. En la molienda siguiente produjo 150 596 sacos de azúcar de 325 libras.
En ese entonces la maquinaria del ingenio se componía de dos descargadoras y dos desmenuzadoras, seguidas de dos juegos de cuatro trapiches, 34 defecadoras con 37 600 galones de cabida, tres evaporadores de cuádruple efecto con 30 000 pies de superficie calórica, seis tachos de punto con 1050 sacos de cabida, 16 cristalizadores cerrados, 42 centrífugas sistema Weston y una batería de calderas con 8 250 caballos compuesta de diez multitubulares, tres Climax y nueve Babcock & Wilcox en 14 hornos sistema Burt.
Su situación económica era muy inestable desde los años 40. Sus actividades agrícolas no eran rentables por lo que se había acordado discontinuar y vender sus tierras de caña a los colonos. Sufrió pérdidas en 1950, 1953 y 1954 y ganancias muy pequeñas o insignificantes durante 1941, 1943, 1946, 1952, 1955 y 1956. Su mayor pérdida fue en

1953 con $582 820 y su mayor ganancia en 1947 con $413 919.
De 1954 a 1958 promovió un plan de modernización ascendente a $1 500 000 para ampliar la capacidad de producción y fomento de cañas.
En 1958 tenía un capital ascendente a $ 1 820 742 y sus propietarios seguían siendo la familia Beattie, pero en sociedad con «Luis G. Mendoza y Cía».
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el Gobierno de la Isla que lo renombró como central Juan Manuel Márquez."

Leach 2nd edition says no steam in recent years, worked by mainline locos.

3' 0" gauge

Andrew Barclay locos for Cuba

It seems likely that all of these engines came here, unless the Beattie Brothers owned other ingenios not yet identified.

0-4-0ST d/w ?, cyls. 13x20", built by Andrew Barclay in 1891 Delivered here new

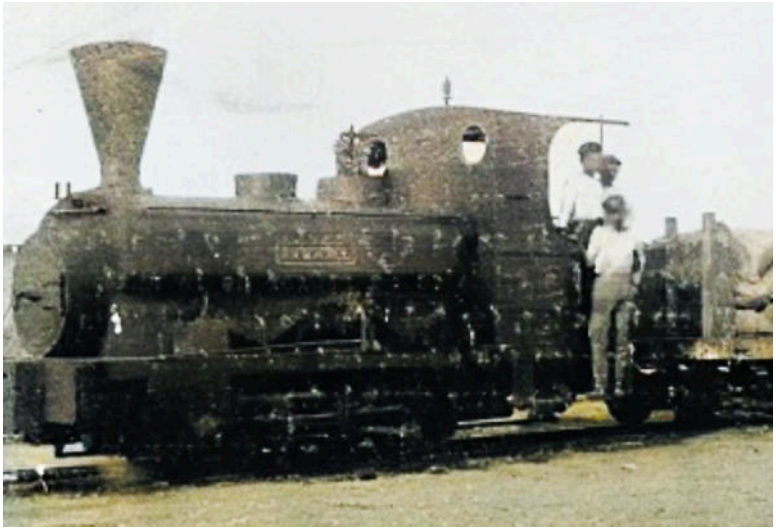
Ordered for F. W. Beattie.
'TANA' w/n 701

0-4-0ST d/w ?, cyls. 9x17", built by Andrew Barclay in 1892 Delivered here new

Ordered for F. W. Beattie. Chris Walker says was a rebuild of AB no. 640 of 1889.
'VICANA' w/n 707

0-4-0ST d/w ?, cyls. 10x18", built by Andrew Barclay in 1902 Delivered here new

Ordered for F. W. Beattie.
'SIBAMA' w/n 725



This AB 0-4-0ST seems to be carrying name-plates. The lettering cannot be deciphered but there are probably six letters rather than four..

0-6-0STT d/w see below, cyls. 10x18", built by Andrew Barclay in 1902, 1909, 1911, 1912 and 1919 Delivered here new

Ordered for Beattie Bros. (first three) or for Beattie & Co. (final two). Chris Walker says the final two had tenders, but that the earlier locos may also have had them. One source gives the gauge as 3' 9" for some of these locos, but that might be a mistake.
'MACACA' w/n 937 Built 1902, d/w 33"

‘MANACAL’	w/n 1171	Built 1909, d/w 33"
‘COLORADA’	w/n 1266	Built 1911, d/w ?"
‘TANA’²	w/n 1308	Built 1912, d/w 36"
‘VICANA’²	w/n 1505	Built 1919, d/w 26?"

Leach says that one of these may have been converted to diesel.



The last of the above-listed AB 0-6-0STTs is seen in a builders’ photo carrying the name **‘VICANA’**, which was later the name of the ingenio-owning company and was apparently the name of a local river.

Leach says that one AB boiler was still present in 1997, but has clearly got the two Centrales Isabel mixed up.



This was the surviving boiler, supposedly by Andrew Barclay, as photographed by the late Christopher Walker.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1920 **Delivered here new**

Ordered for Beattie & Co. for Central Isabel ,

BLW class 8-24D nos. 252-3. Spec. is in vol. 64 p 24. mark on tank: ‘CENTRAL ISABEL’

1 ‘GUARAJABO’	w/n 53309
2 ‘LAJITAS’	w/n 53310

18.6.22 Central Jobabo, at Oriente
later Mill 618 Perú

Background

Built 1911.
1913 [9]: Operating, owned by the Cuba Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Cubana.
1956 [34]: Actively crushing.
In modern province of Las Tunas.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 Delivered here new

Ordered for Cia. Cubana for Central Jobabo **1.**
BLW class 10-34E no. 2074. Spec. is in vol. 64 p 41. mark on tank: 'CENTRAL JOBABO'.
? w/n 53203

18.6.23 Central Los Caños, at Guantánamo
later Mill 619 Paraguay

Background

1901 [18]: 10 km. of 2' 6" gauge, 2 locos and 32 cars.
1907: "Narrow gauge to Guantánamo Bay; twenty miles in all. Gauge, 30 inches. Weight of rails, 36 lbs. per yd. Rolling stock: Two locomotives and 120 cane cars, mostly of steel."
1909 [2]: "Situated about 8 miles south of Guantanamo. Thirteen and one-half miles of narrow-gauge road running from the sugar mill to its shipping point on the coast. Gauge, 30 inches; weight of rail, 36 pounds; rolling stock, 2 locomotives and 120 cane cars. There is also 3^ miles of standard-gauge road connecting the narrow-gauge road with the Guantanamo Railroad."
1913 [9]: Operating, owned by Guantanamo Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Guantanamo Sugar Co.
1956 [34]: Actively crushing.
In modern province of Guantánamo.

Gauge 2' 6"

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1901 Delivered here new

Ordered via Brooks & Co. for Ingenio Los Canos **4.** Only a guess that it might have come here.
BLW class 6-12D or 6-11D no. 21. Spec. is in vol. 24 p 102. mark on cabsides: 'CAÑOS'? mark on tank: 'YNGENIO LOS CAÑOS', straight stack. 2' 6" gauge.
4 w/n 19736

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1907 Delivered here new

Ordered for Guantanamo Sugar Co., for Central Los Canos **5.**
BLW class 6-11D no. 109. Spec. is in vol. 31 p 48. Generally a dup. of 6-11D no. 21. mark on tank: 'LOS CAÑOS', Gauge 2' 6".
5 w/n 31952

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1914 Delivered here new

Ordered by Guantanamo Sugar Co. for Central Los Caños **6.**
BLW class 6-11D no. 112. Spec. is in vol. 54 p 44. mark on tank: 'LOS CAÑOS', This seems to have been the only Guantanamo Sugar Co. mill to have used 2' 6" gauge.
6 w/n 41517

2-6-2T d/w 37", cyls. 13x18", built by Baldwin in ? and 1919 Delivered here new

Ordered for Guantanamo Sugar Co. for Central Los Canos **7** and **8.** Vance Bass says see *Loco Cyclopedia 1922*, p1033.
BLW class 10-20¼D nos. 25-6. Specs. are in vol. 54 p 131, and vol. 64 p 314. Details similar to 6-11D no. 112. outside frames, R&H stack, mark on tank: 'LOS CAÑOS', side tanks. Later engine had a Rushton stack,
7 w/n 46159
8 w/n 52257



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06582-1

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1924

Ordered by Central Nuestra Señora del Carmen as no. **5**, Later to Central Los Caños / Paraguay,
BLW class 8-18D no. 162. Spec. is in vol. 72 p 15. Dup. of 8-18D no. 155. straight stack, mark on cab-sides: 'P. F. C.', mark on tank: 'NTRA. SRA. DE CARMEN'.
? w/n 57797 Then transferred to Central Rafael Freyre. Derelict 1995.

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1907

Ordered for Guantanamo Sugar Co. Possibly later worked here? But the cab was still present at Central Soledad in 1990. Possibly brought here solely for spare parts.
BLW class 6-18D no. 30. Spec. is in vol. 31 p 47. Drawing no. 8. Dup. of 6-18D no. 12, taper stack, mark on tank: 'CENTRAL SOLEDAD', built to gauge 3' 0".
3 w/n 31953

2-8-0 d/w 37", cyls. 12x18", built by Baldwin in ?

Ordered by ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class 10-18E no. . Spec. is in vol. p .
1 w/n ?

18.6.24 Ingenio Lucia, at Bauta

Background

1907: “To Banes bay, 3 miles; to Encarnacion, 4 miles, and to the finca "Baracoa”. Gauge, 40 inches. Weight of rails, 35 lbs. per yd. Rolling stock: Two locomotives and 60 flat cars, with uprights for hauling cane. Three tank cars.”
1909 [2]: “Situated near Bauta. Nine and three-fifths miles of road, having the following branches: From sugar mill to Banes Bay; from sugar mill to Encarnacion; from sugar mill to asphalt mine; Florencia branch to Baracoa. Gauge, 30 inches; weight of rail, 35 pounds; rolling stock, 2 locomotives, 60 flat cars, and 3 tank cars.”
1956 [34]: Not listed.

Gauge 3' 4"

Gauge 2' 6"

18.6.25 Central Mabay (ex Central Carmen), at Julia later Mill 620 Arquimedes Colina

Background

Built 1919.
1922 [9]: Operating, owned by Cia. Azuc. Manzanillo.
1943 [32]: Operating, owned by Cia. Azuc. Central Mabay SA.
1956 [34]: Actively crushing.
In modern province of Granma.
Paragraphs from : https://historiacuba.wordpress.com/2016/09/16/central-mabay-centrales-de-cuba/
"*El central Mabay, ubicado en Bayamo, Oriente, era un central pequeño (el 93ro por su capacidad de molienda ascendente a 225 000 @ diarias de caña) pero tenía el cuarto rendimiento industrial más alto del país. Contaba, además, con una refinería y una destilería; daba empleo a 557 trabajadores y poseía 360 caballerías de tierras propias.*
El central se comenzó a construir en 1917 en pleno auge azucarero y se concluyó dos años después a un costo estimado de $100 000 pesos. Ese año de 1919 hizo su primera zafra y por algunos meses se llamó Carmen. Fue propiedad de Víctor Villar, quien también lo administraba y tras el crack de 1921 pasó a ser controlado por la «Compañía Azucarera Central Mabay SA.
El Mabay es uno de los centrales más conocidos de Cuba pues, después de 1959 se hizo mucho esfuerzo por parte de la historiografía oficial en resaltar la importancia del llamado «soviet de Mabay», de corta duración y poca importancia real, establecido por los obreros del ingenio el 13 de septiembre de 1933, en medio de la convulsa situación provocada en el país por el alzamiento de los sargentos y la caída del gobierno del Dr. Carlos Manuel de Céspedes.
En 1958 seguía bajo la misma razón social con capital ascendente a $ 824 000 pesos y era propiedad de los hermanos Marcelino y Carlos García – Beltrán Alfonso, presidente y vicepresidente, respectivamente. José Luis Machado Rovira, que había sido su jefe de Oficina, fungía como administrador.
Su refinería tenía una capacidad de 4 000 qq diarios de azúcar y una destilería construida en 1930 que podía producir 15 850 galones de alcohol también al día.
Tras el triunfo de la Revolución de 1959 el central Mabay fue nacionalizado por el gobierno de Cuba que lo renombró como central Arquímides Colina.
En la actualidad es el único central que existe en Bayamo. Sigue siendo un central eficiente y mantiene su rendimiento industrial entre los más altos del país. Produce azúcar crudo y refino, y mantiene la destilería que produce todo los tipos de alcoholes; para aprovechar los desechos de estos alcoholes se construyó adyacente una fábrica de torula y CO2."

Gauge 3' 0"

0-4-0T d/w 44", cyls. 18x24", built by ALCo in 1923-4

Ordered for Cia. Azuc. Central Estrada Palma, as no. **2**. Became *MinAz* no. **1588** at that location. Transferred to Central Mabay (Carmen) / 620 Arquimedes Colina.

1588 w/n 65276 later to Central Mabay / 620 Arquimedes Colina

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Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1920 Delivered here new

Ordered by Central Araujo as no. **5**. Sold straight on(?) to Santa Clara Sugar Co. for Central Mabay as no. **1**.
BLW class 8-28D no. 322. Spec. is in vol. 63 p 362. mark on tank: 'CENTRAL ARAUJO' (not changed at all. Run-

ning number listed as **5**

5	w/n 53856	Became *MinAz* no. **1384** at this location. Out of use 1993. In existence 1995. See note below re confused numbers in Leach.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923 Delivered here new

Ordered for *FC del Norte* no. **P4**. Sold to Central Mabay.

BLW class 10-30E no. 226. Spec. is in vol. 78 p 35. Maybe wrong number here. "**1675** 2-6-0 BLW 57384 1923 6-30 D 479 620627FC Norte No P4"

?	w/n 58534	Became *MinAz* no. **1675** at this location. In existence 1995.

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

Ordered for *FC del Norte* **P4,** later to Central Mabay **1**, then rebuilt to 2-6-0.

BLW class 6-30D no. 479. Spec. is in vol. 64 p 370. mark on tank: 'NORTE DE CUBA',

?	w/n 57384	Became *MinAz* no. **1675**. In use 1993. In use 1997.

0-4-0T d/w ?", cyls. 13x20", built by ALCo in 1924

A stock loco, sold to Standard Oil for West India Oil Co. as no. **1**. Converted to diesel and sold/transferred to Central Mabay (Carmen) / 620 Arquimedes Colina as no. **4167**.

4167	w/n 65473	Leach records this here. Carried cab of **1582** by 1996. In use 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920 or 1922?

Ordered for Czarnikow Rionda for Central Elia **6,** later to Central Mabay where became **1588**

?	w/n 62622	See note below re confused numbers in Leach. Possibly later to Central ? / 518 Maximo Gomez as **1824**.

0-6-0 d/w 44", cyls. 18x24", built by ALCo in 1926

Ordered for Cia. Azuc. Central Estrada Palma **3**, later to Central Mabay where became **1589**,

?	w/n 65195

Additional loco/s reported at this location by enthusiasts in recent years

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

Ordered for ? Converted to diesel.

4167	**w/n ?**	Leach records this here.

NB Leach may well have got confused here. He lists the following *MinAz* locos, but with different identities to those given above:

1384	2-6-0	BLW 52876 1920 Out of use 1993. Derelict 1997.
1582	2-8-0	BLW 53856 1920 Out of use 1993. Derelict 1996. AHW [38] also shows this loco as BLW no. 53856.
1588	2-8-0	ALCo 65276 1923 Present 1992. Present 1997. AHW [38] also shows this loco as ALCo no. 65276.

These need chacking, eg. in Leach edition 2, to correct mistakes.

18.6.26 Central Macareño, at Manopla

Background

1922 [9]: Operating, owned by Caribbean Sugar Co. First grinding in 1922.
1956 [34]: Not listed.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered for Central Macareno. But for which Central Macareno?
BLW class 10-30E no. 226. Spec. is in vol. 78 p 35. mark on tank: 'CENTRAL MACARENO'
5 w/n 58534 Seen at Central Adelaida / Mill 501 Enrique José Varona in 1994.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09576.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered by Central Santa Marta as no. **2**, from BLW stock in Havana. Sold to Caribbean Sugar Co. for Central Macareno.
BLW class 10-30E no. 224. Spec. is in vol. 78 p 58.
6 w/n 58495

2-6-0 d/w 46", cyls. 16x24", built by Baldwin in 1922

Ordered for Central Macareno.
BLW class 8-26D no. 223. Spec. is in vol. 64 p 401.
4 w/n 55733

NB Any of these might be for the other Central Macareno, in SC/LV, though BLW 58495 seems likely to have been for this one as the owning company name matches..

18.6.27 Central Maceo, at Cacocum
later Mill 621 Antonio Maceo

Background

Built 1922. Possibly known as Central Luando for a period.
1943 [32]: Operating, owned by Cia. Azuc. Yaguabo SA.
1956 [34]: Actively crushing.
In modern province of Holguín.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/04/central-maceo-centrales-de-cuba/
"*El central Maceo, ubicado en Cacocum, Oriente, era el No. 127 del país por su capacidad de producción ascendente a 180 000 @ de caña diarias. Tenía un rendimiento industrial bajo y no poseía tierras propias. Contaba con una destilería que era la 19na del país por su volumen de producción.*
En 1958 era propiedad, junto con sus dos arrendatarias, de los hermanos Enrique, José y Pedro Rafael Rodríguez Penín, quienes lo habían heredado de su padre, el fundador.
Fue uno de los últimos centrales azucareros construidos en Cuba durante la República. El Dr. Enrique Rodríguez Fuentes lo fundó en 1923 con la maquinaria del demolido central Redención y desde entonces había sido arrendado a «Compañía Azucarera Arroyo Blanco» , a finales de los años 1930 a Pedemonte y Verdeja, cuyo representante en La Habana era el Dr. Octavio Verdeja Neyra, propietario del central Bahía Honda.
El central estaba bajo un contrato de arrendamiento por 20 años (1948 – 1968) a razón de 20 000 $ anuales a favor de la «Compañía Azucarera Limoncito SA», presidida por Fernando Auñón Calvo y de la que era secretario Miguel Pírez León. Esta arrendataria lo había subarrendado desde el 1ro de agosto de 1948 hasta 1962 a la «Compañía Azucarera Maceo SA», presidida por Miguel Penín Cruz.
Sus cañas eran de la variedad POJ-2878 y POJ-2777 y se abastecía de 545 caballerías de tierras arrendadas de las que 120 estaban bajo el cultivo de colonos. El rendimiento de las tierras variaba entre las 50 500 @ y las 65 000 @ por caballería.
Estaba valorado en $1 200 000 y su destilería, instalada desde 1943 bajo la razón social de «Compañía Destiladora Yaguabo SA» en $125 000, teniendo una capacidad para 35 000 litros de aguardiente y 25 000 litros de alcohol absoluto.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como Central Antonio Maceo."

Gauge 70cm / 2' 3½"

0-4-0T? d/w 33", cyls. 10x16", built by Dickson in 1900

Ordered for Messrs. J. M. Sorzano & Co. Possibly for Central Maceo? Only surmised because of the loco name.
Gauge 2' 3½" / 70cm.
1 'MACEO' w/n 1196

Standard gauge

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered by Agustin Fuller for Central Maceo **1 'LUCILA'**.
BLW class 8-30D no. 730. Spec. is in vol. 64 p 323. Dup. of 8-30D no. 704, mark on tank: 'CENTRAL MACEO S. A.'
1 'LUCILA' w/n 53809 Sold to Central Santa Rosa, SC/LV, as no. **7**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Cabaiguan as no. **3 'EDEN'**. Sold to Central Cupey? then to Central Alto Cedro. Sold to Central Maceo.
BLW class 10-30E no. 172. Spec. is in vol. 63 p 374.

?	w/n 53884	Became *MinAz* no. **1681** at that location. Present 1992 and 1995.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1906

Ordered by Cuba RR as no. **40** later **100**. Sold to Central Maceo as no. **100**. On road in 1923.
BLW class 10-30D no. 474. Spec. is in vol. 29 p 175. Mark on tank: 'CUBA', straight stack.

100	w/n 29081

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1925

Ordered by Central Santa Marta, from BLW stock in Havana. Connelly is confusing and implies may not have worked there, instead sat in stock in Havana until 1934, then to Birmingham Rail & Locomotive at Urania, Louisiana, before going to Natchez Urania & Ruston RR as their **3**, before being sold to Central Maceo.
BLW class10-30E no. 225. Spec. is in vol. 78 p 13.

?	w/n 58496	Became *MinAz* no. **1756** at this location. Out of use 1992. In existence 1995.

2-8-0 d/w ?", cyls. 18x24", built by ALCo in 1925

Ordered for A. Fedelidad at Central San German, as no. **12**. Sold/transferred to Central Maceo / 621 Antonio Maceo.

?	w/n 66433	Became *MinAz* no. **1586** at this location. Out of use 1997.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1916

Ordered by *FC Unidos de Habana*, presumably for the Cuban Central Rlys., where it ran as no. **115**, Sold to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1584** at this location. Later transferred to Central Maceo / 621 Antonio Maceo.

1584	w/n 56663	Recorded here by Leach from *MinAz* records, but not seen by any visitors.

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1891 and 1893

Ordered by Sabanilla & Morato (sic) RR Co. as **6 'FABRÉ'.** Became *FC Cuba* no. **6**. Sold to Central Maceo no. **2**, Cacocum, Oriente, in 1923.
BLW class 8-28D no. 115. Spec. for that first one is in vol. 16 p 187.

2	w/n 11556

Additional loco/s reported at this location by enthusiasts in recent years

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

Ordered for ?

1462	w/n 6405	Recorded by Leach as here in *MinAz* lists, but not reported by any visitors.

0-4-0 d/w ?, cyls. ?, built by in 19

Ordered for ?

1	w/n

18.6.28 Central Madrazo (later Central Jibacoa), at Calicito

Background

1916 [9]: Operating, owned by Madraza Y. Odiani.
1922 [9]: Operating, owned by Godwall, Maceo y Cia.
Mill closed by 1946.
1956 [34]: Not listed.

Gauge 3' 0"

2-8-0 ex-0-8-0 d/w ?", cyls. ??", built by Baldwin in 1893

Ordered via ? Leach 2nd ed. [5] places this engine here at one stage.
BLW class no. . Spec. is in vol. p .
3 w/n ?

2-8-0 d/w 36", cyls. 15x18", built by Mount Savage of Maryland in 1883

Sub-contracted by Thomas H. Paul. Ordered for Austin & Northwestern RR as no. **5**. Sold 1893 to Eagles Mere RR Pennsylvania as no. **3**. Sold to SI&E as no. (**4**) and on to Kingston & Central Mississippi RR in 1901. Sold 1903 to W. S. Carter as no. **3**, and then to Tallhala Lumber as no. **1**? Sold 1918 via SI&E (no. **1264**) to the Cia. Azucarera Madraza in Cuba as no. **4**. Its operation here is something of a guess at this stage.
4 w/n 33

18.6.29 Central Manati, at Oriente
later Mill 622 Argelia Libre

and the *FC de Tunas y Santo Espiritu*



Background

1913 [9]: Operating, owned by Manati Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Manati Sugar Co.
1956 [34]: Actively crushing.
In modern province of Las Tunas.

3' 0" gauge

0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1912 Delivered here new

Ordered for Czarnikow-Rionda Co. for Manati Sugar **1,**
BLW class 6-18D no. 41. Spec. is in vol. 49 p 46. R&H stack, mark on tank: 'MANATI SUGAR COMPANY', 4-wheeled tender, though tender from 10-26E no. 378 later attached.
1 w/n 38603

0-4-0T d/w 28", cyls. 9x14", built by Baldwin in 1910 Delivered here new

Ordered for Czarnikow-Rionda for Manati Sugar Co. **2**.
BLW class 4-11C no. 388. Spec. is in vol. 36 p 73. Saddle tank extends to front of smokebox, mark on tank: 'MANATI SUGAR COMPANY', straight stack.
2 w/n 34955

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1912 and 1913 Delivered here new

Ordered for Czarnikow-Rionda for Central Manati **3** and **4.**
First one was BLW class 10-26E no. 378. Spec. is in vol. 49 p 48. mark on tank: 'MANATI SUGAR COMPANY', 8-

wheeled tender with wood rack on top. Second one was BLW class 10-26E no. 386. Spec. is in vol. 44 p 294. Dup. of 10-26E no. 378 but with larger tender, mark on tank: 'MANATÍ SUGAR COMPANY', R&H stack,

3 w/n 38971 *Minaz* no. **1371**. Leach suggests may have gone by 1977?

4 w/n 40111

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1913 Delivered here new

Ordered for Manati Sugar Co. **5**.

BLW class 8-24D no. 224. Spec. is in vol. 44 p 292. mark on tank: 'MANATÍ SUGAR COMPANY', R&H stack,

5 w/n 40315



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 4611-1.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1914 Delivered here new

Ordered for Manati Sugar Co.

BLW class 10-24E nos. 187-8. Spec. is in vol. 54 p 173. R&H stack, outside frames, mark on tank: 'MANATÍ SUGAR COMPANY'

6 w/n 41514

7 w/n 41515



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 5112-1.

0-6-0ST d/w 37", cyls. 13x18", built by Baldwin in 1914 Delivered here new

Ordered for Manati Sugar Co.

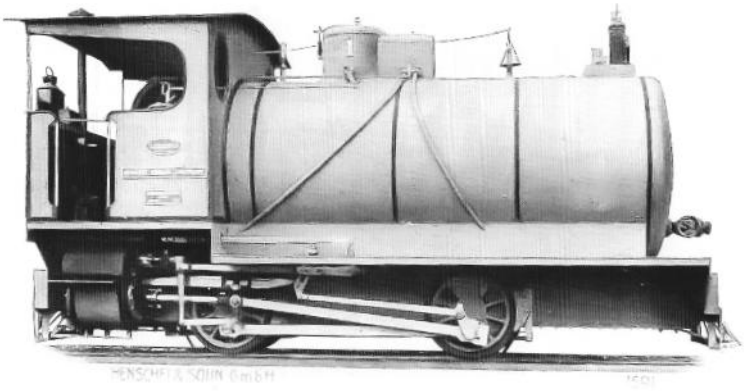
BLW class 6-20D no. 36. Spec. is in vol. 54 p 50. mark on tank: 'MANATI SUGAR COMPANY', R&H stack,

8 w/n 41629

0-4-0F d/w ?", cyls. ??", built by Henschel in 1914 Delivered here new

Ordered via Schwab and Tillmann for Manati Sugar Co. Fireless.

1² w/n 13038



0-4-0ST d/w 28", cyls. 9x14", built by Baldwin in 1915 **Delivered here new**

Ordered for Manati Sugar Co.

BLW class 4-11C no. 402, spec. is in vol. 54 p 17-18.

9 w/n 41874



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 5282.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1915 **Delivered here new**

Ordered for Manati Sugar Co.

BLW class 10-24E nos. 189-190. Spec. is in vol. 54 p 175. straight stack, outside frames, mark on tank: 'MANATÍ SUGAR COMPANY', same as 10-24E nos. 187-188 except for straight stack.

10 w/n 42204

11 w/n 42205

0-4-0T d/w 29", cyls. 11x16", built by Baldwin in 1916 **Delivered here new**

Ordered for Manati Sugar Co.

BLW class 4-16C nos. 141-2. Spec. is in vol. 54 p 25. mark on tank: 'MANATI SUGAR COMPANY', painting: black with yellow lining.

12 w/n 43000

13 w/n 43025

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1916 **Delivered here new**

Ordered for Manati Sugar Co.

BLW class 10-26E nos. 400-403. Spec. is in vol. 54 p 183. mark on tank: 'MANATI SUUGAR COMPANY', Dup. of 10-26E no. 386,

14	w/n 43983	*Minaz* no. **1373**. Leach suggests may have gone by 1977?
15	w/n 43984	*Minaz* no. **1374**. Leach suggests may have gone by 1977?
16	w/n 43985	*Minaz* no. **1375**. Leach suggests may have gone by 1977?
17	w/n 43986	*Minaz* no. **1376**. Leach suggests may have gone by 1977?

2-6-6-2 d/w 41", cyls. 14½/20x20", built by Baldwin in 1916 Delivered here new

Ordered for Manati Sugar Co.

BLW class 16-23/38¼DD no. 3. Spec. is in vol. 54 p 142. mark on tank: 'MANATI SUGAR COMPANY' Ragonnet reversing gear.

18 w/n 44693



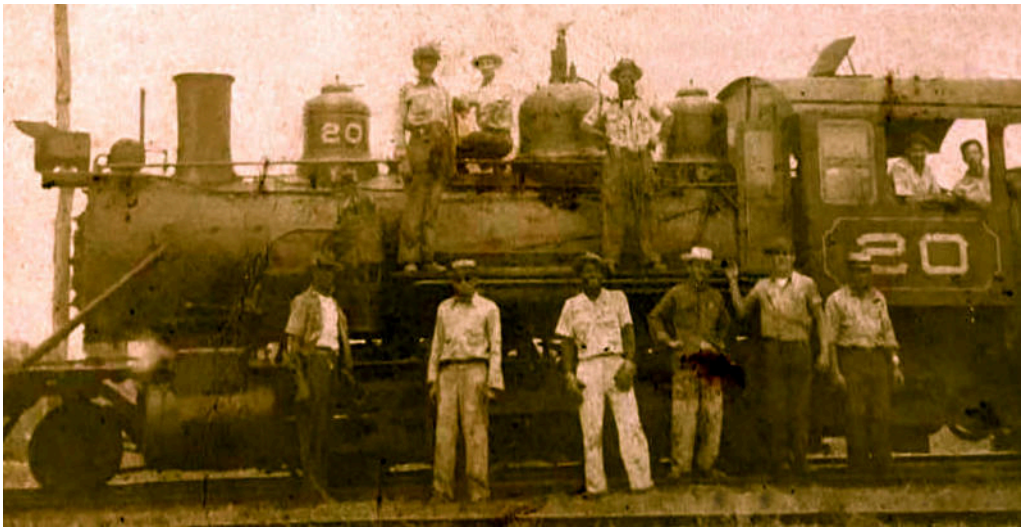
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 6193.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1917 and 1919 Delivered here new

Ordered for Manati Sugar Co.

BLW class 10-24E no. 194. Spec. is in vol. 64 p 351. Dup. of 10-24E nos. 189-190, outside frames, mark on tank: 'MANATÍ SUGAR COMPANY'

19	w/n 46967	
20	w/n 46968	*Minaz* no. **1377**. Leach suggests may have gone by 1977?
21	w/n 47235	Or 47325?
22	w/n 47236	Or 47326?



0-6-0ST d/w 37", cyls. 13x18", built by Baldwin in 1919 Delivered here new

Ordered for Manati Sugar Co.

BLW class 6-20D no. 40. Spec. is in vol. 64 p 337. Dup. of 6-20D no. 36, mark on tank: 'MANATÍ SUGAR COMPANY', R&H stack,

23 w/n 51202

0-4-0ST d/w 33", cyls. 10x16", built by Baldwin in 1921 Delivered here new

Ordered for Central Washington **8**, but sold straight on to Central Manati **101**,

BLW class 4-14C no. 308. Spec. is in vol. 64 p 335. Dup. of 4-14C no. 270, mark on tank: 'WASHINGTON' changed to 'MANATI SUGAR COMPANY'

101 w/n 54314 then to Central San Cristobal

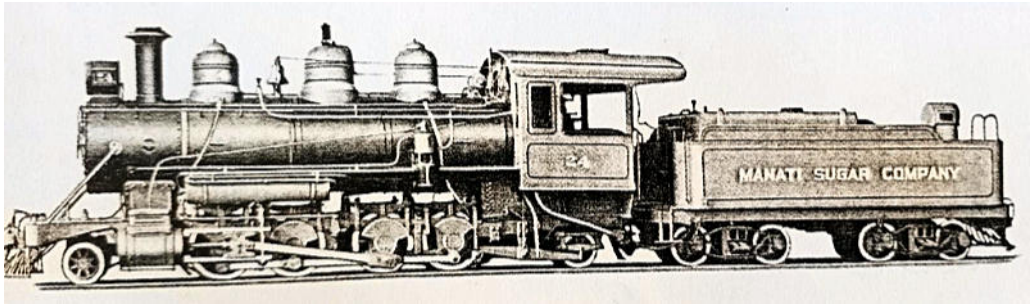
2-8-2 d/w 38", cyls. 16x20", built by Baldwin in 1923 Delivered here new

Ordered for Manati Sugar Co.

BLW class 12-26¼E no. 18. Spec. is in vol. 64 p 357. Details similar to 10-26E nos. 400-403, mark on tank: 'MANATI SUGAR COMPANY'

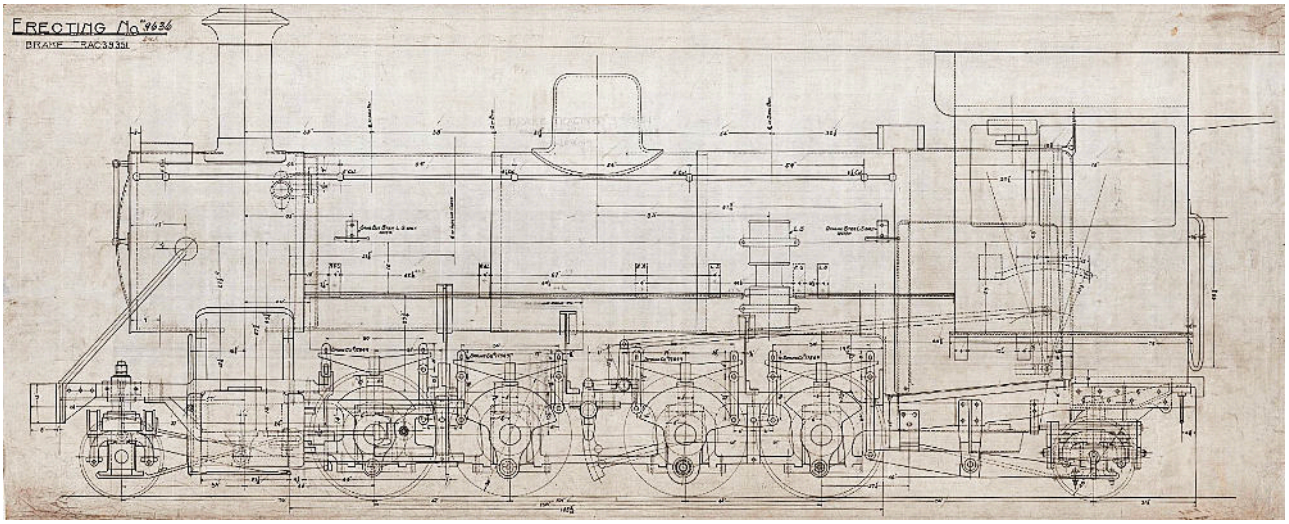
24 w/n 52295 *Minaz* no. **1448**. Leach suggests may have gone by 1977?

25 w/n 52296 *Minaz* no. **1449**. Leach suggests may have gone by 1977?

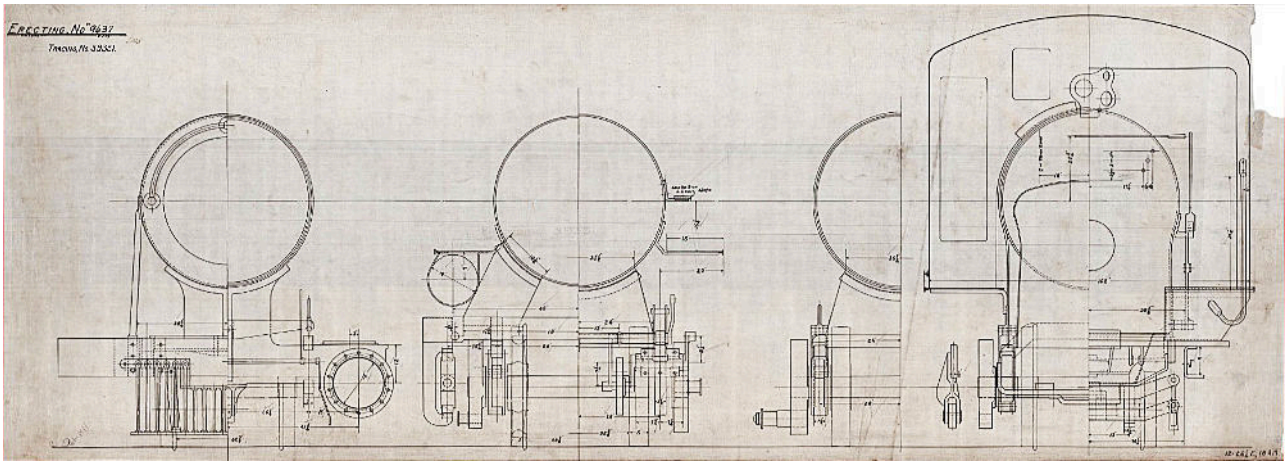




Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 7204-1.



The erecting card drawings of Manati Sugar nos. **24** and **25** above and below are from the DeGolyer online collection.



Standard gauge

El FC de Tunas

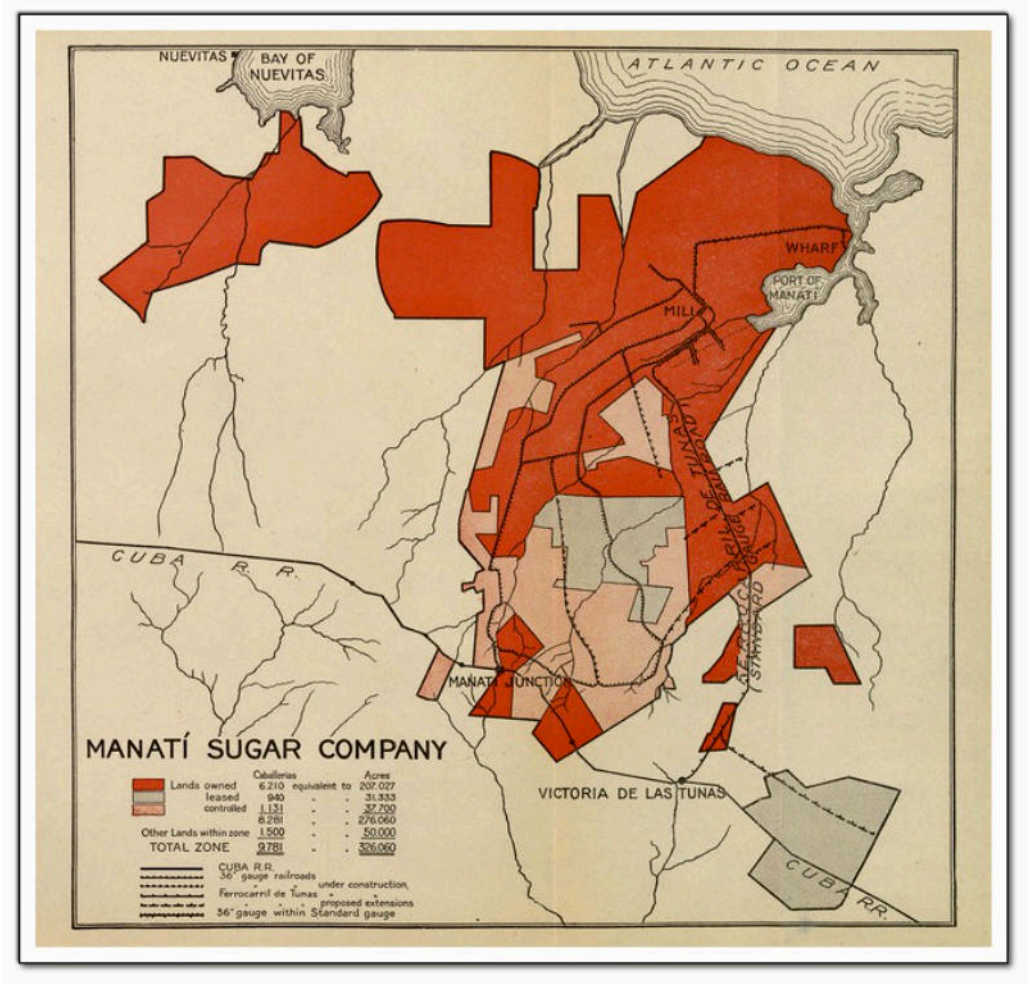
Background

F. C. de Tunas, S.A.

Built by Manati Sugar Co. Motive power furnished by Central Manati, which see.

Central Manati **63-64**, 2-8-0 were built for the *FC Tunas*, and it is probable that Manati **61-64** were for use on this railway.

In 1950 owned 40-miles of track, 9 steam locos and 6 rail cars.



A map of the land owned by the Manatí Sugar Company, with

the railways also marked. The standard gauge *FC de Tunas* runs through the eastern part of the company's property, from Victoria de las Tunas on the Cuba RR in the south, to the company's mill, and on to a wharf on the bay known as the Port of Manatí.

In 1922 the Manati Sugar Company's annual report included the following: "In addition to the 210 kilometers of 36-inch gauge railroad line, the *Ferrocarril de Tunas* (controlled by your Company) has completed about 53 kilometers (33 miles) and will soon complete an additional amount of 18 kmts. (11 miles) of standard gauge railroad through the lands of the Company, which, in conjunction with existing railroad lines, will connect Manati Bay with Victoria de las Tunas. This Railroad will haul cane to your mill as well as transport merchandise from the port of Manati to the inland portions of this section of the Island of Cuba."

4-6-0 d/w 52(or 54?)", cyls. 19x26", built by Baldwin in 1919 and 1920 Delivered here new

Ordered for Manati Sugar Co.

BLW class 10-32D nos. 1293-4, 1296-7 and 1300. Specs. are in vol. 64 p 339, p 343, 347? and p349. mark on tank: 'MANATÍ SUGAR COMPANY'

51	w/n 52376	Became *MinAz* no. **1671**.
52[1]	w/n 52377	(*FC de Tunas*?) Manati Sugar Co. **52**, but diverted to Central Tuinucu **5** and replaced by 10-32D no. 1300, see below.
53	w/n 53348	
54	w/n 53349	Sold to Central Rio Cauto as no. ? Became *MinAz* no. **1676** at that location. In existence 1995.
52[2]	w/n 54264	Became *MinAz* no. **1758**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 7574-1.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 and 1921 Delivered here new

First one ordered for Parque Alto Sugar Co. **1**, but delivered to Manati Sugar Co. **61**, second one built for Fowler Estates for Dos Hermanas Sugar Co. **1**, but delivered to Manati Sugar Co. **62.**

BLW class 10-30E nos. 176 and 178. Spec. is in vol. 64 p 353.

61	w/n 54227	sold to Central Josefita, sold to Hershey Cuban RR **11**
62	w/n 54229	and later at Central Amistad, but others sources locate it at Central Rosario where it became **1602**.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923 Delivered here new

Ordered for Manati Sugar Co. for Central Manati (*FC de Tunas?)* **63**.

BLW class 10-30E no. 206. Spec. is in vol. 64 p 355. Dup. of 10-30E no. 176, mark on tank: 'F. C. DE TUNAS'

63	w/n 57095

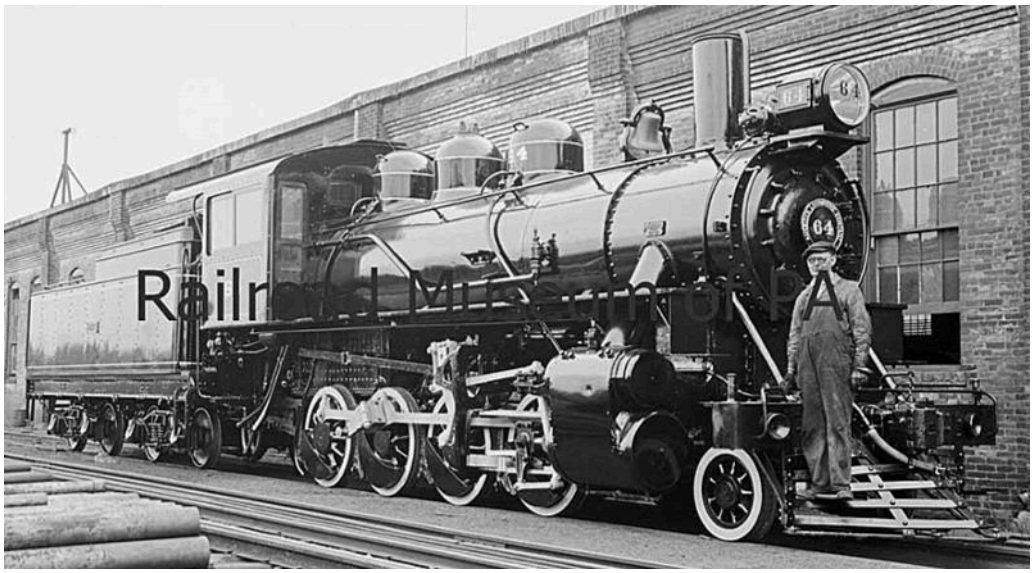
2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1923-4 Delivered here new

Ordered via West Indian Fruit & Steamship Co. for Manati Sugar Co.

64	w/n 65192	Sold to Central Andreita / 403 Mal Tiempo. Became *MinAz* no. **1621** at that location. Transferred to Central Caracas / 404 Ciudad Caracas.
65?	w/n 65193	Later became no. **7** of Hershey?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34339.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34340.

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Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34337.

0-6-0T d/w 37", cyls. 15x22", built by ALCo in 1924 **Delivered here new**

Ordered for Manati Sugar Co.

71	w/n 65934
72	w/n 65935
73	w/n 65936



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34326.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34327.

18.6.30 Central Marimón, at Marimón

Background

1922 [9]: Operating, owned by Cia. Azuc. Oriental Cubana.

1956 [34]: Not listed.

18.6.31 Central Miranda, at Palmarito de Cauto
later Mill 623 Julio Antonio Mella

Background

Opened 1917.
1916 [9]: Operating, owned by Miranda Sugar Co. No output recorded for 1913-1916, possibly newly-built.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Miranda Sugar Estates SA.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.

Standard gauge

2-6-0 d/w 38", cyls. 13x18", built by VIW in 1917 Delivered here new

Ordered via Warner Sugar Refining for Central Miranda, O.
VIW class 7-33.

1	w/n 2606	Rebuilt 1951 as diesel mechanical loco at this location.
2	w/n 2607	

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1919 Delivered here new

Ordered via Warner Sugar Refining for Central Miranda, O.
VIW class 7-50-D. Leach has this as a 2-4-2ST.

4	w/n 2896	

4-6-0 d/w 60", cyls. 19x24", built by VIW in 1920 Delivered here new

Ordered by Central Miranda.
VIW class 7-53-F.

5	w/n 3128	Became *MinAz* no. **1???** at this location.
6	w/n 3129	Became *MinAz* no. **1???** at this location.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Stock locos, sold to Miranda Sugar Co. for Central Miranda **7** and **8.**
BLW class 10-30E no. 173. Spec. is in vol. 64 p 360. Dup. of 10-30E no. 153, mark on tank: 'MIRANDA SUGAR COMPANY'

7	w/n 53988
8	w/n 53993



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08055.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Miranda Sugar Co. for Central Miranda. On road in 1937.
BLW class 10-30E no. 175. Spec. is in vol. 64 p 360.

9	w/n 54054	Sold to Central Covadonga / 409 Antonio Sanchez. Became *MinAz* no. **1625** at that location. In existence 1995.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Ramona as **30**. Central Ramona **30** crossed out and Miranda Sugar Co. for Central Miranda **10** written in. Sold to Central Miranda.
BLW class 10-30E no. 167. Spec. is in vol. 64 p 62. Dup. of 10-30E no. 153, mark on cabsides originally to have been: 'DOMINGO LEON'? mark on tank was to have been: 'CENTRAL RAMONA'. but altered to 'MIRANDA SUGAR COMPANY' .

10	w/n 54053	

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new?**

Ordered by Cia. Azuc. Naranjal S. A. for Central Naranjal **2**, Sold to Central Miranda and on road in 1937.
BLW class 10-34E no. 2076. Spec. is in vol. 64 p 367. Dup. of 10-34E no. 2057, mark on tank: 'Central Naranjal' but changed to 'MIRANDA SUGAR COMPANY'. but may have been sold on during construction to Central Miranda **11.**

11	w/n 53799	Sold to Central Covadonga. Became *MinAz* no. **1623** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925

Ordered for Fidelity Sugar Co. at Central San German. Sold/transferred to Central Palma / 625 Dos Rios. Became *MinAz* no. **1669** at this location. Transferred to Central Miranda / 623 Julio Antonio Mella.

1669	w/n 66466	

Additional loco/s reported at this location by enthusiasts in recent years

2-6-0 d/w 46", cyls. 17x24", built by Baldwin in 1920

Ordered for Melchoir Armstrong & Dessau for Central Union **3 'ENRIQUE'** or maybe as no. **7**. May have worked at this mill at some point.
BLW class 8-32D no. 323. Spec. is in vol. 64 p 209. mark on tank: 'CENTRAL UNION'.

1581	w/n 54069	Out of use 1997.

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

Ordered for Fidelity Sugar Co. at Central San German as no. 3. Later went to Central Dos Rios as *MinAz* no. **1669**, and then came here.

1669	w/n 66466	Out of use 1997.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Josefita LH as no. **3**, (spec. page actually has purchaser as Cia. Azuc. Antilla S. A.), and Lehmuth says later went to Central Baguanos O as no. **7** and then to Central Antilla O also as no. **7**.
BLW class 10-34E no. 163. Spec. is in vol. 64 p 137. Dup. of 10-30E no. 153. mark on tank: 'JOSEFITA'

1680	w/n 53956	Out of use 1997.

18.6.32 Central Monona, at Guantánamo

Background

1916 [9]: Operating, owned by Louis E. Simon. No output recorded for 1913-1915, possibly newly-built.

1922 [9]: Operating, owned by M. Espino y Cia.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Esperanza 614 Argeo Martinez [35].

18.6.33 Central Niquero, at Manzanillo
later Mill 624 Roberto Ramírez Delgado

Background

Built 1860.
1907:“ Two miles, Narrow gauge, the weight of rail being light. No locomotives and 30 small cars.”
1913 [9]: Operating, owned by New Niquero Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by New Niquero Sugar Co.
1956 [34]: Actively crushing.
In modern province of Granma.

Gauge 3' 0"

0-6-0 d/w 37", cyls. 12x18", built by Lima in 1911 Delivered here new

Ordered for New Niquero Sugar.
1 w/n 1161



2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1912 Delivered here new

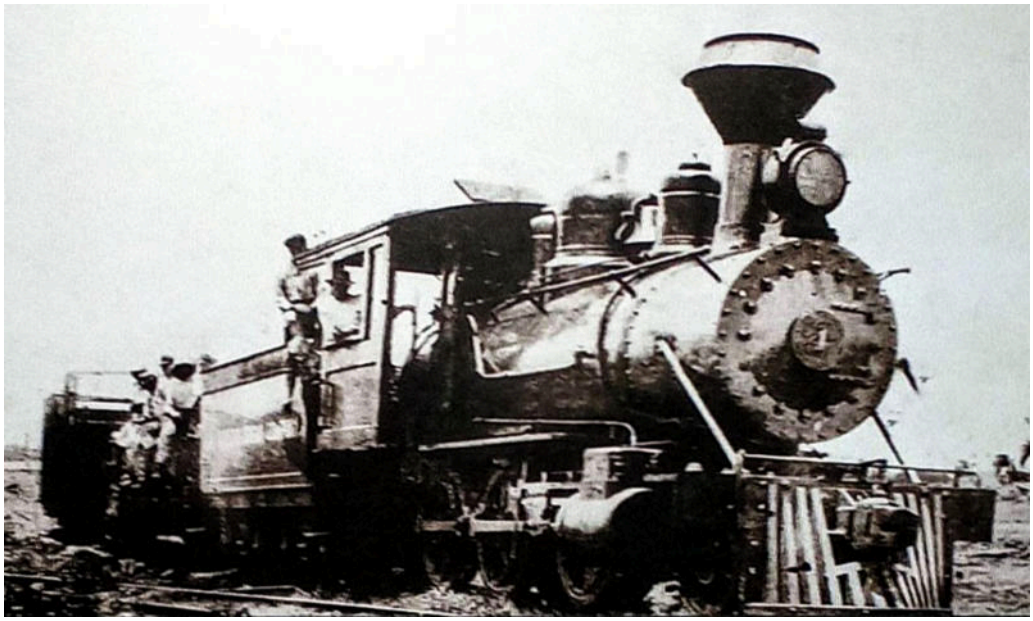
Ordered for Cuban American Sugar for Central Niquero **2**,
BLW class 8-22D no. 319. Spec. is in vol. 44 p 280. mark on tank: ‘NEW NIQUERO SUGAR COMPANY’,
? w/n 38408 later to Central Salvador O **2²**

0-4-0ST d/w 28", cyls. 8x12", built by Baldwin in 1912 Delivered here new

Ordered for Cuban American Sugar for (New Niquero Sugar Co.) Central Niquero **3 .**
BLW class 4-10½C no. 121. Spec. is in vol. 44 p 278. mark on tank: ‘NEW NIQUERO SUGAR COMPANY’, diamond stack.
3 w/n 38602 Connelly says on road in 1924, and later rebuilt as an 0-4-2ST.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1914 Delivered here new

Ordered for Cuban American Sugar for Central Niquero **4.**
BLW class 8-22D no. 336. Spec. is in vol. 54 p 80. mark on tank: ‘NEW NIQUERO SUGAR COMPANY’, diamond stack, dup. of 8-22D no. 319.
4 w/n 41654



2-4-2ST d/w 33", cyls. 9x14", built by Baldwin in 1914 **Delivered here new**

Ordered by Cuban American Sugar Co. for Central Niquero **5.**

BLW class 8-11¼C no. 10. Spec. is in vol. 54 p 36. diamond stack, mark on tank: 'NEW NIQUERO SUGAR COMPANY'.

5 w/n 41675



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05160.

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1917 **Delivered here new**

Ordered by Cuban-American Sugar Co. for New Niquero Sugar Co. **6**.

BLW class 8-22D no. 420(?) or more likely 349. Spec. is in vol. 64 p 275. diamond stack, mark on tank: 'NEW NIQUERO SUGAR COMPANY'

6 w/n 47289

2-8-0 d/w 36(or 38?)", cyls. 16x20", built by Baldwin in 1920 **Delivered here new**

Ordered by New Niquero Sugar Co.

BLW class 10-26E no. 420. Spec. is in vol. 64 p 277. outside frames, mark on tank: 'NEW NIQUERO SUGAR COMPANY'.

7 w/n 54009 Sold to Cuban American Sugar Co. for Central San Jose. Then

became *MinAz* no. **1667** at that location. Still in existence 1995.

2-8-0 d/w 36(or 38?)", cyls. 16x20", built by Baldwin in 1925 Delivered here new

Ordered by Cuban-American Sugar Co. for Central Niquero **8**.
BLW class 10-26E no. 460. Spec. is in vol. 78 p 67. Dup. of 10-26E no. 420, mark on tank: 'NEW NIQUERO SUGAR COMPANY'.

8	w/n 58755	Sold to Central San Jose. Then became *MinAz* no. **1373** at that location. Still in existence 1995.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09635.

Additional loco/s reported at this location by enthusiasts in recent years

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1921

Ordered for Tacajo Sugar Corp. **509**.
BLW class 8-24D no. 255, spec. is in vol. 64 p 363.

1253	w/n 54321	Had been no. **4**. Present 1988. Presaerbved 1997.

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

Ordered for ?
BLW class no. . Spec. is in vol. p .

1261	w/n	Leach says *MinAz* records show this here, but not spotted by any visitors.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1920

Ordered by Beattie & Co. for Central Isabel 1.
BLW class 8-24D no. 252. Spec. is in vol. 64 p 24.

1380	w/n 53309	Present 1988. Dismantled 19996.

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

Ordered for ?
BLW class no. . Spec. is in vol. p .

1450	w/n ?	Carried BLW XO1741 plates. Present 1988 and 1996..

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

Ordered for ? Converted to diesel.

4155	w/n ?	Present 1996.

18.6.34 Central Ofelia, at Ceiba Hueca

Background

1943 [32]: Operating, owned by Cia. Azuc. Central Ofelia SA.

1956 [34]: Not listed.

Possibly at some period named Central Santa Teresa.

This may have been the mill later known as Central Santa Regina, in which case please see sub-section 18.6.56 for more detail.

18.6.35 Central Oriente, at Palma Soriano

Background

1916 [9]: Operating, owned by Chivas, Hill y Marcane. No output recorded for 1913-1916, possibly newly-built.
1922 [9]: Operating, owned by Cia. Azuc. Oriente SA.
1956 [34]: Not listed.

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915-16

Built for Serbia, not delivered on account of WWI. Diverted to Tientsin-Pukow Rly., China, but was/were then re-diverted to Central Altagracia, C, as no. **1**. Sold to Central Oriente, O, as no. **1**.
VIW class 7-50-D.

1	w/n 2433 or 2438	Lehmmuth has both nos. with this history. Connelly on the other hand has 2438 with this history but 2433 going to Cuban Dominican Sugar Co.

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920 **Delivered here new**

Ordered by Central Oriente.
BLW class 8-30D no. 714. Spec. is in vol. 64 p 85. Dup. of 8-30D no. 704. mark on tank: 'CENTRAL ORIENTE'

4	w/n 54010	Sold to Central Altagracia as no. **4**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07753.

18.6.36 Central Palma, at Palma
later Mill 625 Dos Ríos

Background

Not in the 1894 list in source [37].
1916 [9]: Operating, owned by Menocal, Fial & Co. No output recorded for 1913-1915, possibly newly-built.
1922 [9]: Operating, owned by Palma Soriano Sugar Co. Sometimes known as Central Palma Soriano.
1943 [32]: Operating, owned by Cia. Central Altagracia.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.
Paragraphs from :
"*El Central Palma, ubicado en Palma Soriano, Oriente, era el número 35 del país por su capacidad de producción ascendente a 400 000 @, el quinto rendimiento industrial más alto de Cuba, 657 trabajadores y 1 111 caballerías de tierras propias.*
Se fundó en el año 1916. Perteneció al Mayor General del Ejército Libertador y Presidente de la República, Mario García Menocal en sociedad con Federico Sariol y los hermanos Fiol Rodríguez hasta 1919 en que él primero les compró su parte a los otros socios. Posteriormente, en 1920, en pleno auge azucarero, Menocal vendería el central a la "West Indies Sugar Finance Corporation".
Luego pasaría al control del "The National City Bank" y finalmente de la "Cuban Dominican Sugar Development Syndicate" propiedad del grupo financiero Rockefeller – Stillman.
En 1958 el central era operado por la "Compañía Central Altagracia SA" heredera de la "Cuban Dominican" que controlaba, además, los centrales Alto Cedro y Santa Ana y la "Miranda Sugar States", propietaria del central Miranda.
Tras el triunfo de la Revolución Cubana el Palma fue nacionalizado y renombrado como central Dos Ríos."

Standard gauge

2-4-0STT d/w 44", cyls. 14x24", built by Baldwin in 1916 Delivered here new

Ordered by Central Palma.
BLW class 6-22C no. 11. Spec. is in vol. 54 p 34. R&H stack, mark on tender: 'CENTRAL PALMA',
1 w/n 43110



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05809-1.

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1916 **Delivered here new**

Ordered by Central Palma **3** and **4**.

BLW class 8-26D nos. 204 and 206. Spec. is in vol. 54 p 103. mark on tank: 'CENTRAL PALMA'

3 w/n 44284

4 w/n 44601

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1900

Ordered by Guantanamo Railway as **9 'GENERAL WOOD'**. Sold to Central Palma in 1919.

BLW class 8-24D no. 113. Spec. is in vol. 23 p 173. Mark on tender 'F. C. DE GUANTANAMO'.

5 w/n 18419 Sold to unknown buyer.

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1924 **Delivered here new**

Ordered via West India Sugar Finance Corp. for Central Palma **6**.

BLW class 8-26D no. 227. Spec. is in vol. 72 p 43. Dup. of 8-26D no. 201, mark on tank: 'CENTRAL PALMA', omit roof over tender.

6 w/n 57921

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925

Ordered for Fidelity Sugar Co. at Central San German. Sold/transferred to Central Palma / 625 Dos Rios.

? w/n 66466 Became *MinAz* no. **1669** at this location. Transferred to Central Miranda / 623 Julio Antonio Mella.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered via Zayas Abreu Commercial for Central Los Palacios, as no. **1**. Sold to Central Palma / 625 Dos Rios.

? w/n 62507 Became *MinAz* no. **1670** at this location. Transferred to Central Union / 641 Rafael Reyes.

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1915

Ordered for Central Moron **2**, later to Central Palma **1**,

BLW class 8-26D no. 201. Spec. is in vol. 54 p 99. Dup. of 8-26D no. 167, mark on tank: 'SOCIEDAD AGRICOLA DE MORON',

1 w/n 42563 then to Central Patria **1**

18.6.37 Central Palmarito, at Palmarito

Background

1913 [9]: Operating, owned by Cia. Azuc. de Palmarito.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Miranda Sugar Co. In 1922 crop was ground at Central Miranda.

1956 [34]: Not listed.

Eventually downgraded to become a colonia of Central Palma 625 Dos Ríos [35].

18.6.38 Ingenio Presidente, at Holguin?

Background

1925 [35]: Closed and demolished.

Eventually downgraded to become a colonia of Central Cacocum 608 Cristino Naranjo [35].

18.6.39 Central Preston, at Nipe
later Mill 626 Guatemala

Background

Built 1906.

1907: “Twenty-five miles, standard gauge; five additional miles now being constructed. Weight of rails, 60 lbs. General headquarters at Preston and division headquarters at Guaro, fifteen miles distant. Telephone follows track. Round house at Preston; has capacity for fifteen locomotives. Rolling stock: Eight locomotives of 60 tons, and 1 of 20 tons; 225 flat cars, steel trucks, self couplers, and patent brake. One wrecking car.”

1909 [2]: “Situated near Nipe Bay. Twenty-five miles of standard-gauge road, running from the sugar mill to a wharf at Punta Tabaco and west to Rio Nipe and having a branch to Guero. Weight of rail, 60 pounds; rolling stock, eight 60-ton and one 20-ton locomotive, 1 derrick car, and 225 flat cars.”

1913 [9]: Operating, owned by Nipe Bay Co.

1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by United Fruit Co.

1943 [32]: Operating, owned by United Fruit Co.

1956 [34]: Actively crushing.

In modern province of Holguín.

Standard gauge

0-4-0T Motor d/w 38?", cyls. 10x14", built by Baldwin in 1878

Ordered by NY Elevated Rly. as no. **26**, then to NY Manhattan RR as no. **26**, to here in 1905-6.

BLW class 4-14C no. 11. Spec. is in vol. 8 p 211. One source gave dimensions as d/w 42" and cyls. 12x16", but most others disagree.

?	w/n 4374	

2-6-0 d/w 54", cyls. 16x24", built by Baldwin in 1905 Delivered here new

Ordered by Hugh Kelley & Co. for the Nipe Bay Company.

BLW class 8-26D nos. 150, 157-160, and 164-166. Spec. is in vol. 27 p302. Engines to work as much backward as forward. Mark on tank: ‘NIPE BAY COMPANY’. Headlight on bracket on tender. straight stack.

1	w/n 25869	Transferred to Central Preston as their no. **1**.
2	w/n 27109	Transferred to Central Preston.
3	w/n 28332	Transferred to United Fruit Co.
4	w/n 28333	Transferred to United Fruit Co.
5	w/n 28334	Transferred to United Fruit Co.
6	w/n 28650	Transferred to Central Preston as their no. **6**.
7	w/n 28651	Transferred to Central Preston as their no. **7**.
8	w/n 28805	Transferred to Central Preston as their no. **8**.

0-4-4T d/w 42", cyls. 12x16", built by Pittsburgh in 1890

Ordered by Manhattan Rly. as no. **26**; then sold in 1906 to the Nipe Bay Co.

7?	w/n 1305

2-6-0 d/w 54", cyls. 16x24", built by Baldwin in 1908 Delivered here new

Ordered by Kelly, Hugh & Co. for Nipe Bay Company.

BLW class 8-26D nos. 179-180. Spec. is in vol. 32 p 296. Engines to work as much backward as forward. mark on

tank: ‘NIPE BAY COMPANY’, road number on sides of tank (large size) and cab in addition to lettering. Second one to have a slope back tank.

9 w/n 32980 Transferred to Central Preston as no. **9**.

10 w/n 32981 Transferred to Central Preston. as no. **10**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 02745.

2-6-2T d/w 50", cyls. 16x24", built by Baldwin in 1910 Delivered here new

Ordered for United Fruit Co. Cuba **11,**

BLW class 10-26¼D no. 102. Spec. is in vol. 34 p 228. mark on tank: ‘NIPE BAY CO.’

11 w/n 34461 Became no. **1456**. Out of use 1990 and 1997.



2-6-0 d/w 48", cyls. 15x24", built by Porter in 1915

Ordered by United Fruit Co. for Truxillo Rly., Honduras, as nos. **1** and **2**, and then both transferred to Central Preston. This is puzzling; the Truxillo Rly. was 3' 6" gauge, so any transfer would have required a major rebuild.

12 w/n 5751

14 w/n 5752

2-8-0 d/w 56", cyls. 16x24", built by Baldwin in 1919 Delivered here new

Ordered by United Fruit Co. for Central Preston.

BLW class 10-28E no. 115. Spec. is in vol. 66 p 19. mark on tank: none,

15 w/n 52724 Sold to Central America, O, as no. **15**.

16 w/n 52725 Sold to Central America, O, as no. **16**.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1919 and 1921 Delivered here new

Ordered by United Fruit Co. for Central Preston.

BLW class 10-28E nos. 130-132. Spec. is in vol. 66 p 23. Dup. of 10-28E nos. 115-116, mark on tank: ‘U. F. CO.’

17 w/n 54247 Sold to Truxillo Rly., Honduras, as no. **17**.

18 w/n 54248 Sold to Central Sofía. Became *MinAz* no. **1575** at that location. In

existence 1995. However, Lehmuth says sold to Central Estrada Palma as no. **5**, and then to Truxillo Rly. in Honduras as no. **18**.

19 w/n 54249 Sold to Truxillo Rly., Honduras, as no. **19**. But Leach says out of use here in 1997.

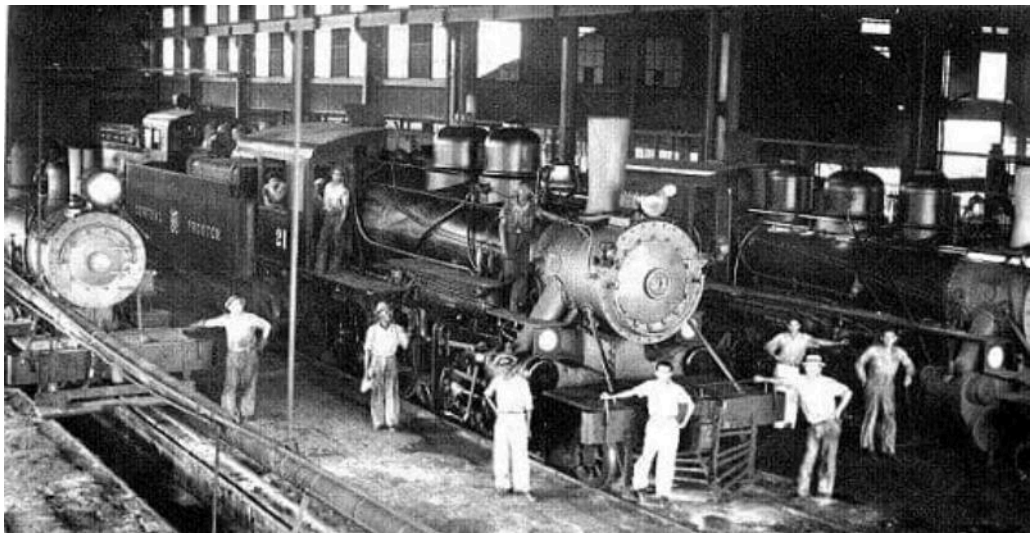
2-8-0 d/w ?, cyls. ?, built by Baldwin in 1919 (20 and 22) and 1925 (25)

Ordered by ? Leach has these as running here at some time, but with a lack of details.

20 w/n ?

22 w/n ?

25 w/n ?



Central Preston no. **21**, seemingly a 2-8-0, in the loco shed.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered by Central Esperanza as no. 7, Sold to Central Preston 7.

BLW class 10-34E no. 2090. Spec. is in vol. 63 p 415. Dup. of 10-34E no. 2080, mark on tank: 'C. A. O. C.' on brass plates.

7 w/n 53693 Sold to Central Limones. Became *MinAz* no. **1849** at that location. In existence 1995.

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1923

Ordered by Central Senado as no. **15 (or 18?)**, Sold to Central Preston where in use in 1937.

BLW class 10-30E no. 203. Spec. is in vol. 72 p 27. Dup. of 10-30E no. 175, mark on tank: 'CENTRAL SENADO'.

? w/n 57407 Sold to Central Perseverancia. Became *MinAz* no. **1848** at that location. In existence 1995.

2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Occidente as no. **1**. Sold to Central Boston, O, as no. **111**. Sold to Central Baltony, O. Sold to Central Preston, O.

VIW class 7-51-D.

? w/n 3130 Sold/transferred to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1679** at that location.

2-8-2 d/w 56", cyls. 16x20", built by Baldwin in 1922 and 1927

Ordered for United Fruit Co. for Banes RR **26-28**, Sold to Central Preston as no. **26-28** and regauged to standard.

BLW class 12-26¼E nos. 24, 85-86. Specs. are in vol. 66 p 27, and in vol. 79 p 34. mark on tank: none, number to be

18" high on sides and back of tender,

26 w/n 55801

27 w/n 60066

28 w/n 60067



Additional locos reported at this location by enthusiasts in recent years

Leach gives sparse details of three additional engines:

No. **1759** Baldwin but unidentified,

No. **3**, a 4-6-0 out of use in 1990 and 1997.

A 2-8-0 out of use in 1990 and 1997.

18.6.40 Central Rey, at Rey

Background

1922 [9]: Operating, owned by Cia. Azuc. Central Rey.

1920 [35]: Closed, but this conflicts with source [9] in line above.

Eventually downgraded to become a colonia of Central Cacocum 608 Cristino Naranjo [35].

18.6.41 Ingenio Rio Cauto, at Oriente
later Mill 627 José N. Figueredo

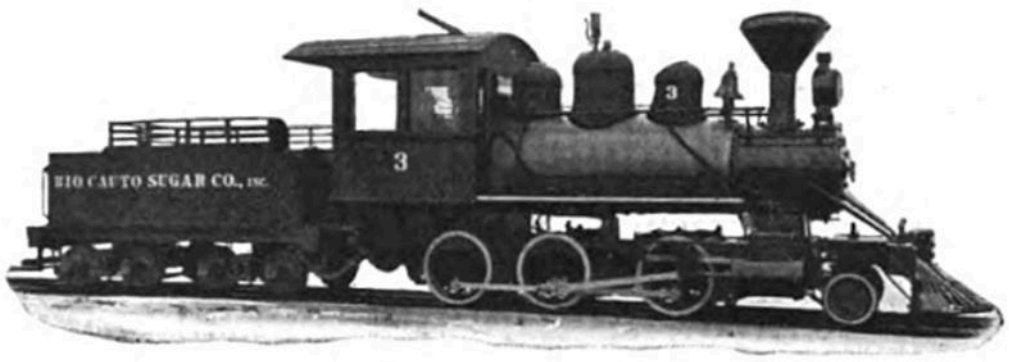
Background

1913 [9]: Operating, owned by McLaughlin Bros.
1916 [9]: Operating, owned by Rio Cauto Sugar Co.
1922 [9]: Operating, owned by Cuban Canadian Sugar Co.
1943 [32]: Operating, owned by Cuban Canadian Sugar Co.
1956 [34]: Actively crushing.

Standard gauge

2-6-0 d/w 34", cyls. 12x16", built by Davenport in 1916 Delivered here new

Ordered by Rio Cauto Sugar Co.
3 w/n 1516 Became *MinAz* no. **1???** at this location.



This image is from a Davenport advert and the tender inscription and cabside number enable its easy identification.

2-6-0 d/w 42", cyls. 14x20", built by Baldwin in 1916 Delivered here new

Ordered by Rio Cauto Sugar Co.
BLW class 8-22D no. 344. Spec. is in vol. 54 p 86. mark on tank: 'RIO CAUTO SUGAR COMPANY', R&H stack,
4 w/n 44277



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06116.

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1920 Delivered here new

Ordered for Southern Sales Corp. for Rio Cauto Sugar **5,**

BLW class 8-24D no. 247. Spec. is in vol. 64 p 419. mark on tank: 'RIO CAUTO SUGAR CO.'

5 w/n 52876

2-6-2 d/w 50", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered for Ingenio Rio Cauto **6,**

BLW class 10-30¼D no. 48. Spec. is in vol. 64 p 329. Couplings to be same as 8-24D no. 247, mark on tank: 'IN-GENIO RIO CAUTO'

6 w/n 53813



4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1920

Ordered for Manati Sugar Co. no. **54**. Sold to Central Rio Cauto as no. **?**

BLW class 10-32D no. 1297. Spec. is in vol. 64 p 343.

? w/n 53349 Became *MinAz* no. **1676** at this location. Present 1991 and 1995. In use 1997.

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1918

Ordered by *FC del Norte de Cuba,* as no. **31**.

BLW class 10-32D no. 1242. Spec. is in vol. 64 p 374. Dup. of 10-32D nos. 1161-1164, mark on tank: 'NORTE', auxiliary dome for safety valves and wistle, to burn wood or coal.

? w/n 50785 Sold to Central Rio Cauto. Became *MinAz* no. **1677** at this location. In use 1991. Under repair 1997.

2-6-0 ex-0-6-0ST d/w 44", cyls. 19x24", built by VIW in 1942

Ordered for Nicaro Nickle Co. **2** and **3,** then to Central Rio Cauto / 627 Jose N. Figueredo. Leach says built as 0-6-0STs and later rebuilt as 2-6-0s.

VIW class 7-53-C2,

? w/n 4395 Became no. **1455**. In use 1991 and 1997.

? w/n 4396 Became no. **1674**. Seen dismantled 1991. Scrapped by 1996?

Additional locos reported at this location by enthusiasts in recent years

2-8-0 d/w 44", cyls. 18x24", built by ALCo in 1926

Ordered for Central Estrada Palma **3**.

1589 w/n 65195 Present 1994.

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1920

Ordered for Manati Sugar Co. **52**.

BLW class 10-32D no. 1300. Spec. is in vol. 64 p 347.

1758 w/n 54264 In use 1991. Gone by 1996/7?

18.6.42 Central Romelié, at Guantánamo
later Mill 628 Héctor Infante

Background

1893: Plantation owned by Santiago Mackinlay y Sobrinos. Location given as Guantanamo.[2]
1907: "No railway.
1913 [9]: Operating, owned by Brooks & Co. and heirs of J. F. McKinlay."
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by successors McKinley, Brooks y A…
1943 [32]: Operating, owned by Central Romelie SA.
1956 [34]: Actively crushing.
1970 [35]: Closed and then demolished.
Eventually downgraded to become a colonia of Central San Antonio de Redor 630 Manuel Tames [35].
In modern province of Guantánamo.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/22/central-romelie-centrales-de-cuba/
"*El central Romelié, situado en Yateras, Guantánamo, Oriente, era uno de los quince más pequeños del país (el 150 entre los 161 existentes) con una capacidad de producción de 150 000 @ diarias de caña, un rendimiento industrial mediano, 1 300 trabajadores en zafra y 315 caballerías de tierras propias.*
Existes discrepancias sobre el año de su fundación que algunos sitúan en 1858 y otros en 1878 y 1882, como central Romelia y fundado por Francisco Morelin y Eduardo Jorosa, ambos franceses. Fue uno de los centrales de la región de Guantánamo que perteneció a los Brooks, en 1878 bajo «Brooks y Compañía» y en 1883 a sus herederos. «Santiago Mc. Kinley y sobrinos» entró como socio en 1891 hasta 1905 en que pasó a los «Sucesores de Mc. Kinley, Brooks y Compañía», a los que, en 1917 se le unió como socio Armand, familiar de su último propietario particular. La sociedad se mantuvo hasta 1924 en que, como consecuencia del crack de 1921, pasó a «Compañía Azucarera Romelié SA», administrada por Francisco de Pando, tras haber sido de los «Sucesores Mc. Kinley Brooks Rausdeer». Francisco de Pando Armand era su administrador desde entonces, ocupando su presidencia por más de veinte años.
En 1913 el Romelié cultivaba las variedades crsitalina y blanca sin emplear ni fertilizantes ni regadío. Su maquinaría se componía en ese entonces de una descargadora, seguida por un juego de tres trapiches, 18 defecadoras, un evaporador de triple efecto de 6 000 pies de superficie calórica, tres tachos de punto, 17 centrífugas sistema Watson Laidlaw y una batería de calderas con 1 300 caballos, compuesta de cinco multitubulares en un horno Cook y dos de Fiske.
Pando Armand, presidente de la Asociación Nacional de Hacendados de Cuba en los años 1940 y entre 19451 y 1956 tenía intereses, además, en el central Santa Cecilia y en «Compañía Cubana», propietaria de los centrales Jatibonico y Jobabo. También había sico accionista del desaparecido «Banco Atlántico«, propiedad de Amadeo Barletta.
El 75 % de sus cañas provenía de colonos y el resto de la administración. El 60 % se transportaba por ferrocarril, el 25 % en camiones y el resto por carretas. Sembaraba un 12 % de POJ – 2878 y un 85 % de Media Luna 318 que rendían, como promedio, 50 000 @ por caballería.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el Gobierno de la Isla que lo renombró como central Héctor Infante.
Pronto presentó problemas con el abastecimiento de sus cañas por lo que se decidió paralizarlo y posteriormente demolerlo, siendo, junto a su vecino Santa Cecilia uno de los primeros en desparecer después de 1959."

Leach 2nd edition says no steam in recent years, worked by mainline locos.

18.6.43 Central Salvador, at Manzanillo
later Mill 629 La Demajagua

Background

1893: Plantation owned by Ramirez y Oro. Location given as Manzanillo.
1907: "Railway from mill to wharf, about 1,600 yds. Rolling stock: Twenty flat cars. Gauge, 38 inches."
1913: Operating, owned by Godwall Maceo & Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line. 1922 crop was to be ground at Central Jibacoa.
1943 [32]: Operating, owned by Central Salvador SA.
1956 [34]: Actively crushing.
Paragraphs from : https://historiacuba.wordpress.com/2017/08/24/central-salvador-centrales-de-cuba/
"*El central Salvador, situado en Calicito, Manzanillo, Oriente, era un central pequeño el No. 120 en capacidad de producción (190 000 @ de caña diarias) entre los 161 existentes en 1958. Tenía el 4to rendimiento industrial más bajo del país, empleaba 11 600 trabajadores en zafra y controlaba 78 caballerías de tierra.*
Se fundó en 1891 por «Ramírez y Oro, pasando desde 1895 a «J.M. Ramírez y Compañía» y, a principios de siglo a «J.L. Ramírez y Compañía» hasta 1908 en que perteneció a Francisco Contis (o Condis).
Según el «Portafolio Azucarero», en 1913 se sembraban en las tierras del central (que entonces eran 326 caballerías) las variedades Bengala, Ceniza y Cinta no empleándose ni fertilizantes ni regadío. Para su transporte se servía el Salvador de 26 km. de ferrocarril de vía estrecha, 90 fragatas y dos locomotoras.
Su maquinaría se componía en ese entonces de una desmenuzadora, seguida por un juego de dos trapiches; 18 defecadoras con 13 000 galones; un evaporador de triple efecto y otro de doble efecto con 7 500 pies de superficie calórica; dos tachos de punto con 240 sacos de cabida; 18 centrífugas y una batería de calderas con 1 500 caballos, compuesta de seis multitubulares en tres hornos.
En 1915 sería comprado por «Godwall Maceo y Compañía», firma de comerciantes banqueros, comisionistas, consignatarios, agentes de seguros, servicios de vapores y lanchas en bahías y costas, con oficina en Manzanillo, Oriente, que también era propietaria del central Jibacoa, más tarde, demolido.
Esta firma lo vendería en 1934 a Francisco Escobar Tamayo, constituyéndose «Central Salvador SA», su última razón social durante la República burguesa, como continuadora de «Compañía Azucarera de Manzanillo El Salvador» de 1929. En este año se emitieron $29 000 en acciones, que en 1951 se incrementaron en $65 300 y el 30 de diciembre de 1953 en unas $37 000 adicionales, que hacían un total de 12 630 acciones de $10.
Unos 250 colonos en alrededor de 300 caballerías lo abastecían de caña y no tenía cañas de administración. El rendimiento de caña era de $50 000 @ por caballería. Su azúcar se embarcaba por lanchas hasta el puerto de Manzanillo a 12 km. del central.
Según la Comisión Técnica Azucarera, en 1951 sus costos eran de $17.40 por cada saco de azúcar de 325 libras, por debajo de la media nacional que era de $17.87 y sus activos totales estaban valorados en $1 118 284. En 1958 estaba valorado según algunas fuentes en $777 350 y sus activos ascendían a $783 000. Ese año tuvo que interrumpir la zafra debido a la quema de cañas por la insurgencia en la zona.
Su presidente era Francisco Escobar Tamayo, mientras sus hijos Francisco y Ricardo Escobar Quesada eran, respectivamente, vicepresidente – administrador general y tesorero.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo Gobierno de la Isla que lo renombró como central La Demajagua.
Durante la reestructuración de la industria azucarera cubana el central fue demolido."

Gauge 3' 0"

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1910 Delivered here new

Ordered by Hugh Kelley & Co. for Central Salvador **1**.
BLW class 6-18D no. 32. Spec. is in vol. 36 p 189. mark on tank and cabsides: 'CENTRAL SALVADOR' 3' 0" gauge.
2 w/n 35400?

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1912 Delivered here new
Ordered by Fox Bros. Co. for Central Salvador **2** .
BLW class 6-18D no. 42. Spec. is in vol. 44 p 304. mark on tank and cabsides: 'CENTRAL SALVADOR' 3' 0" gauge.
2 w/n 38797

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1919 Delivered here new
Ordered by Thomas J. Owen for Central Salvador **3** .
BLW class 6-18D no. 51. Spec. is in vol. 64 p 112. mark on tank and cabsides: 'CENTRAL SALVADOR' 3' 0" gauge.
3 w/n 52336

0-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1921 Delivered here new
Ordered by Thomas J. Owen for Central Salvador **4** .
BLW class 6-18D no. 64. Spec. is in vol. 64 p 114. mark on tank and cabsides: 'CENTRAL SALVADOR' Leach has this as a 2-6-0, but BLW class suggests otherwise. 3' 0" gauge.
4 w/n 54253

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1912
Ordered for Cuban American Sugar for Central Niquero **2**, later to Central Salvador O **2²** and rebuilt as 2-6-2.
BLW class 8-22D no. 319. Spec. is in vol. 44 p 280. mark on tank: 'NEW NIQUERO SUGAR COMPANY',
2 w/n 38408 May not have had a *MinAz* number. Preserved 1990.

2-6-0 d/w 37", cyls. 11x18", built by Baldwin in 1900
Ordered Albemarle Timber Co. as **3 'DAN RIVER'**. Sold to Birmingham Rail & Locomotive and on to Goodwall Maceo & Co. in 1915. Sold via BR&L again to Jackson Futrell. Sold to Central Salvador. 3' 0" gauge.
BLW class 8-16D no. 47. Spec. is in vol. 19 p 246.
? w/n 17404

Additional loco/s reported at this location by enthusiasts in recent years

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1912
Ordered via Ernst Winer Co. of Puerto Rico for Cuba **1**.
BLW class 10-20E no. . Spec. is in vol. p . Converted to diesel.
1255 but later **4166** w/n 38661 Present 1996. Carries BLW plates 38408 from no. **2**.

2-8-0 d/w ?, cyls. ?, built by Baldwin in ?
Ordered for ?
1258 w/n Gone by 1996/7?

2-6-2 d/w 37", cyls. 13x18", built by Baldwin in 1919
Ordered for Guantanamo Sugar no. **8**, later to Central Los Canos no. **8**.

BLW class 10-28¼D no. . Spec. is in vol. p . NB Lehmuth lists this as 2' 6" gauge.
2 w/n 52257 Became *MinAz* no. **1261**. Preserved 1996.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1913

Ordered for Manati Sugar Co. **4**.
BLW class 10-26E no. 386. spec. is in vol. 44 p 294.
1372 w/n 40111 Out of use 1988. Gone by 1996. Cab only was at mill 416 by 1996.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1920

Ordered by Beattie & Co. for Central Isabel 2.
BLW class 8-24D no. 253. spec. is in vol. 64 p 24. Converted to diesel as no. **4169** after 1988.
1381 w/n 53310 Out of use 1988. Present 1996.

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

Ordered for ? Converted to diesel.
4151 w/n ?

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

Ordered for ? Converted to diesel.
4158 w/n ?

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

Ordered for ? Converted to diesel.
4159 w/n

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

Ordered for ? Converted to diesel. Possibly originally an 0-6-0ST by Andrew Barclay from Central Isabel.
4162 w/n

18.6.44 Central San Antonio de Redor, at Guantánamo
later Mill 630 Manuel Tames

Background

1893: Plantation owned by Luis Redor. Location given as Guantanamo.
1907: "10 8/10 kilometers, narrow gauge. Gauge, 36 inches. Weight of rail, 36 lbs. per yd. Rolling stock: Two locomotives (30 tons), 20 new cars, and 46 old cars."
1909 [2]: "Situated 11 miles northeast of Guantanamo. Six and one quarter miles of narrow-gauge road, running from the sugar mill to the cane fields. Gauge, 36 inches; rolling stock, two 30-ton locomotives, twenty 20-ton cars, thirty 16-ton cars, and thirty-three 10-ton cars."
1913 [9]: Operating, owned by Successors of Luiz Redor.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Yateras.
1956 [34]: Actively crushing.
In modern province of Guantánamo.
Paragraphs from : https://historiacuba.wordpress.com/2016/12/20/central-san-antonio-yateras-centrales-de-cuba/
"*El central San Antonio, ubicado en Yateras, Guantánamo, era uno de los 15 más pequeños del país, con una capacidad de molienda diaria de apenas 140 000 @ de caña, pero con un rendimiento industrial alto (el número 30 del país), 1 248 trabajadores empleados en zafra y 495 caballerías de tierras propias.*
Se fundó en 1864 por José A. Sánchez y desde 1878 era copropiedad de Luis Redor (1) y A. Lescaya, adquiriendo el primero todo el control a partir de 1891. En 1906, luego de su muerte, pasaría al control de sus herederos.
Según el «Portafolio Azucarero» publicado en 1914, en ese entonces, el central San Antonio poseía 475 caballerías de tierras propias: 363 de montes, 28 destinadas a potreros, 60 sembradas de caña por la administración y 34 por colonos del central. El ingenio sembraba las variedades de caña cristalina, morada y blanca y, como era común en la época, no empleaba en su cultivo ni fertilizantes ni regadío.
Para el transporte de la caña el San Antonio contaba entonces con 11 km de vía estrecha, 88 carros y dos locomotoras.
Su maquinaría se componía en ese año de 1914 de un juego de dos trapiches, once defecadoras, dos evaporadores de triple efecto, dos tachos de punto, seis centrífugas sistema Hepworth y una batería de calderas de 2 200 caballos compuesta de seis pailas sistema Babcock & Wilcox y un multitubular en tres hornos sistema Cook.
En la zafra de 1913 molió 5 108 596 @ de caña (56 000 @ como promedio por caballería) y fabricó 41 791 sacos de azúcar de guarapo y 2 036 sacos de azúcar de miel, para un total de 43 287 sacos de 325 libras. En la molienda del año siguiente procesó 5 238 148 @ de caña (56 000 @ por caballería) y produjo 44 836 sacos de azúcar de guarapo de 325 libras.
Hasta 1942 el central había estado operado por la propia «Sucesión de Luis Redor» que, a partir de entonces lo arrendaba. En 1945 pasó al control de la «Compañía Azucarera Yateras» cuyo principal ejecutivo era Pedro Pérez González que a su vez era el administrador judicial de la Sucesión de Luis Redor, propietarios del central y que continuaban residiendo en Francia.
Tras el triunfo de la Revolución Cubana de 1959 el central fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Manuel Tames.
En 2004 en medio de la reestructuración de la industria azucarera cubana el central paralizó su maquinaria, -sobre todo por problemas con el abasto de agua – así estuvo tres años, hasta 2007, en que se decidió que volviera a moler."

In early days (eg. in 1924) may well have had shared locos with Central Cacocum.

Gauge 2' 6"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906 **Delivered here new**

Ordered by American Trading for Central San Antonio O **2.**

BLW class 8-16D no. 61. Spec. is in vol. 30 p 162. mark on tank: 'CENTRAL SAN ANTONIO', 4-wheeled tender. Why would the mill have had 2' 6" gauge as well as 3' 0"?

2 w/n 29835

Gauge 3' 0"

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1892

Ordered by Luis Redor **'GALLIA'.** Not confirmed for this location, but clearly for Luis Redor so would depend on whether he owned other mills.

BLW class 8-18D no. 82. Spec. is in vol. 18 p 112. mark on tank: none, straight stack.

'GALLIA' w/n 13061

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1893 **Delivered here new**

Ordered for Luis Redor **2 'LOUIS REDOR'.**

BLW class 8-18D no. 85. Spec. is in vol. 18 p 272. (earlier name **'PROGRESO'** crossed out., in Cuba? mark on tank: 'INGENIO SAN ANTONIO' with 'LOUIS REDOR' on second line. 'JULIO F. SORZANO, INGENIERO, NEW YORK' plate. Guant??? in top line, perhaps Guantanamo?

2 'LOUIS REDOR' w/n 13768

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1916 **Delivered here new**

Ordered for Central San Antonio O **3,**

BLW class 8-18D no. 149. Spec. is in vol. 54 p 66. Dup. of 8-18D nos. 82 and 85, mark on tank: 'CENTRAL SAN ANTONIO',

3 w/n 44346

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1919 **Delivered here new**

Ordered for Morewood & Co. for Central San Antonio O **4,**

BLW class 8-22D no. 354. Spec. is in vol. 64 p 118. mark on tank: 'CENTRAL SAN ANTONIO'. "*Fue entregada al central SAN ANTONIO DE REDOR , hoy llamado Manuel Tames. Luego trabajó en los centrales SANTA TERESA(Hector Rodríguez) y DOS ROSAS(Humberto Avarez) con el numero* ***1243****. Sin duda una máquina mediana, hermosa, con acabado en negro, fileteados en blanco y chaqueta en* "

4 w/n 52509



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09655.

Additional 3' 0" gauge loco reported at this location by enthusiasts in recent years

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

Ordered Cuban American Sugar Co. for Central Mercedita **3**.

BLW class 8-24D no. 219, spec. is in vol. 44 p 282.

1259 w/n 39006 Under repair 1990 for display in Santiago.

Standard gauge

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1891 and 1893

Ordered by Sabanilla & Morato (sic) RR Co. as **7 'SONGO'.** Sold to Arren Dataria for Centrales San Antonio & Cacocum.

Second one was BLW class 8-28D no. 130 . Spec. is in vol. 19 p 44. Mark on tank: 'F.C. DE SANTIAGO DE CUBA'. Duplicate of 8-28D no. 115, which was indeed the first one of the pair. Spec. for that first one is in vol. 16 p 187. Mark on tank: 'F.C. DE SANTIAGO DE CUBA'.

? w/n 13813

4-4-0 d/w 60", cyls. 16x24"", built by Baldwin in 1893

Ordered by Sabanilla & Morato (sic) RR Co. as **8 'PONUPO'.** After service with Cuba RR sold to Centrales San Antonio & Cacocum.

BLW class 8-26C no. 512. Spec. is in vol. 19 p 45. Mark on tank: 'F.C. DE SANTIAGO DE CUBA'. Tender roof, straight stack.

? w/n 13819

18.6.45 Ingenio San Carlos, at Guantánamo

Background

1893: Plantation owned by José Gorgás y Miguel Mestre. Location given as Guantanamo.
1901 [18]: 8 km. of 3' 0" gauge, 35 lb. rail, no locos, uses those of neighbouring ingenio, 90 cars.
1907: "No railway. Guantánamo R. R. traverses estate."
1909 [2]: "Situated 3 miles east of Guantanamo. Three and one-half miles of standard-gauge road. At the sugar mill it connects with a branch of the Guantanamo Railroad, running from the finca San Vicente to the colonia Rio Seco. No rolling stock."
1956 [34]: Not listed.

Gauge 3' 0"

0-4-0ST d/w ?", cyls. 7x12", built by Porter in 1914

Ordered via Downings Freight, NYC, for export to Finca San Carlos, very possibly for Cuba.

1 w/n 5609

18.6.46 Central San Germán (ex Central Canarias), at San Germán
later Mill 631 Urbano Noris

Background

Built 1919. Possibly known as Central Canarias for a period.
1922 [9]: Operating, owned by Fidelity Sugar Co.
1943 [32]: Operating, owned by Cia. Azuc. Fidelidad SA.
1956 [34]: Actively crushing.
In modern province of Holguín.

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1920 Delivered here new

Ordered for Ordered first for Central Baguanos **5²**, but transferred to Central Ramona according to the spec. page, but that too was deleted and Central San German had been written in.
BLW class 10-30E no. 159. Spec. is in vol. 64 p 132. additional duplex steam pump, mark on tank (originally to be): CENTRAL BAGUANOS'

?	w/n 53563	

2-8-0 d/w 44(or 50?)", cyls. 18x24?", built by Baldwin in 1920 Delivered here new?

Ordered for Central San Cristobal, (which one?), as no. **1** or **2**. Sold (possibly straight on) to Central San German **2**.
BLW class 10-30E no. 161. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL'.

2	w/n 53954	

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1925 Delivered here new

Ordered (from stock?) for Fidelity Sugar Co. at Central San German.

3?	w/n 66466	Sold/transferred to Central Palma / 625 Dos Rios. Became *MinAz* no. **1669** at that location. Transferred to Central Miranda / 623 Julio Antonio Mella. One source says was at Central Union / 641 Rafael Reyes with that same number, and in existence 1995.
?	w/n 66543	Sold/transferred to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1688** at that location. Transferred to Central Reforma / 428 Marcelo Salado. In existence 1995.

2-8-0 d/w ?", cyls. 18x24", built by ALCo in 1925 Delivered here new

Ordered for Cia. Azuc. Fedelidad for Central San German **10** to **12**.

10	w/n 66431	
11	w/n 66432	Sold/transferred to Central Santa Maria / 440 Ifrain Alfonso. Became *MinAz* no.**1637** at that location.
12	w/n 66433	Sold/transferred to Central Maceo / 621 Antonio Maceo. Became *MinAz* no. **1586** at that location.


10

18.6.47 Ingenio San Manuel, at Puerto Padre

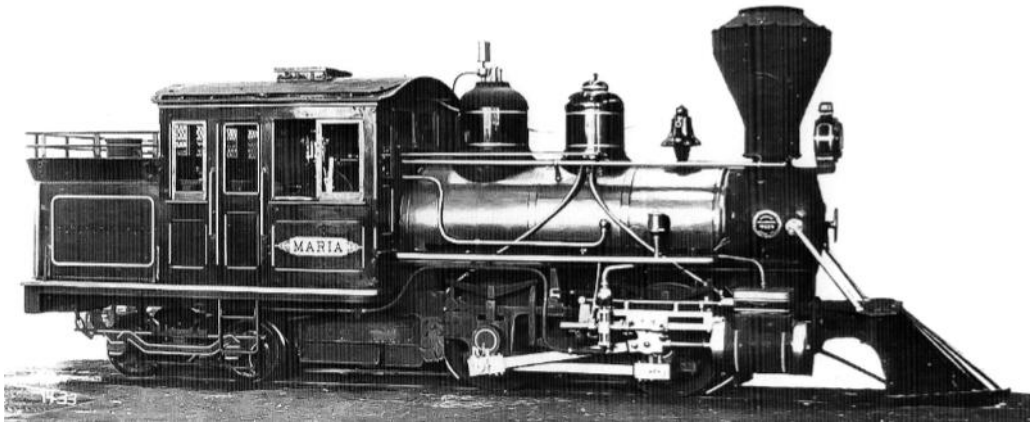
Background

1893: Plantation owned by Viuda y herederos de José Pla. Location given as Puerto Padre.
1907: "Railway connects with Puerto Padre, 8 kilometers. About half way between San Manuel and Puerto Padre branches to the Chaparra line. Total length, 18 kilometers. Gauge, 30 inches. Weight of rails, 40 lbs. per yd. Rolling stock: Three locomotives and 110 cane cars; four flat cars, 4 tank cars."
1913 [9]: Operating, owned by Cuban-American Sugar Co. Supposed closed that year.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Delicias 611 Antonio Gutieras [35].
In modern province of Guantánamo.

Gauge 2' 6"

0-4-4T d/w 42", cyls. 13x18", built by Baldwin in 1901 Delivered here new

Ordered for Schwab & Tillman for Central San Manuel **1 'MARIA'**,
BLW class 8-20 1/3C no. 2. Spec. is in vol. 23 p 189. no mark on tank, R&H stack.
1 'MARIA' w/n 18623



2-4-0 or 0-4-2T d/w ?, cyls. ?, built by O&K in 1909

Ordered for ?
? w/n 3280

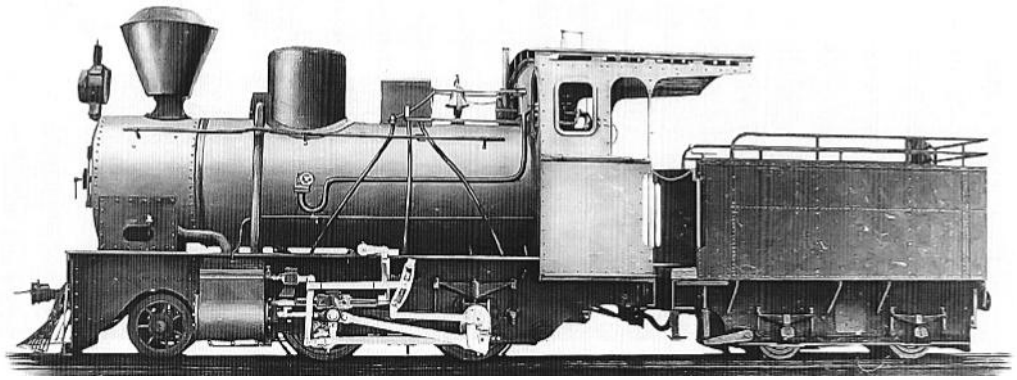
2-6-0TT d/w ?, cyls. ?, built by O&K in 1909

Ordered via Castano, Cuba, possibly for this location. 125hp.
? w/n 3663

2-4-0 d/w ?, cyls. ?, built by O&K in 1910 Delivered here new

Ordered for Francisco Pla y Picabia, Puerto Padre, for Central San Manuel.
? w/n 3904





18.6.48 Central San Miguel, at Guantánamo

Background

1893: Plantation owned by José y Tácito Bueno. Location given as Guantanamo.
1901 [18]: 8 km. of 2' 6" gauge, 2 locos and 87 cars.
1907: “Seven miles. Cuba Eastern R. R. has a switch to mill. Gauge, 30 inches. Weight of rail, 30 lbs. per yd. Rolling stock: Two locomotives and 30 wood cars.”
1909 [2]: “Situated 5 miles north of Guantanamo. Seven miles of narrow-gauge road, running from the sugar mill to the cane fields. Gauge, 31 inches ; weight of rail, 30 pounds ; rolling stock, 2 small locomotives and 30 cane cars.”
1913 [9]: Operating, owned by Cia. Azuc. del Guaso.
1916 [9]: Operating, owned by Cia. Azuc. Oriental Cubana.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Esperanza 614 Argeo Martinez [35].
In modern province of Guantánamo.

Gauge 2' 6" / 2' 7" ?

18.6.49 Central San Ramón, at ?
later Mill 632 ?

Background

1893: There were two San Ramóns at Manzanillo in this year, owned by Roque Reig Escalante and a Sindicato Americano respectively.
1956 [34]: Actively crushing.
Mill closed before receiving its new name.
Eventually downgraded to become a colonia of Central Isabel 616 Juan Manuel Marquez [35].

Gauge 75cm / 2' 5½"

0-6-0T d/w 30½", cyls. 11x16", built by ALCo in 1925 and 1924 Delivered here new

Ordered for Central San Ramón, with at least the first one being via the American Trading Co. These were ex-Russian Towns and Cities Union, not delivered. Lehmuth has the first one for here, but Connelly says it went to Usina Catende in Brazil. The second one had been built originally in 1919 as no. **94**.

3 w/n 58945?
14 w/n 58946 Became *MinAz* no. **1???** at this location.



Gauge 3' 0"

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1903-4 Delivered here new

Ordered by Sussdorf, Zaldo & Co. for Central San Ramon.
BLW class 8-16D no. 53. Spec. is in vol. 26 p 262. Mark on tank: 'SAN RAMON', R&H stack.
1 w/n 23709

2-6-0 d/w 36", cyls. 13x16", built by Baldwin in 1907 Delivered here new

Ordered by Sussdorf, Zaldo & Co. for Central San Ramon O **2.**
BLW class 8-20D no. . Spec. is in vol. p . Not yet found.

2 w/n 29935

2-4-2T d/w 33", cyls. 9x14", built by Baldwin in 1916 **Delivered here new**

Ordered for Central San Ramón in Oriente (spec. page clearly says Oriente).

3' 0" gauge.

BLW class 8-11¼C no. 11. Spec. is in vol. 54 p 39. Diamond stack, mark on tank: 'CENTRAL SAN RAMON'.

6 w/n 44283



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06099.

4-4-0 d/w 42", cyls. 11x16", built by Baldwin in 1877

Ordered for Indiana, Delphi & Chicago RR no. **4** via Yoeman-Hagler Co. as no. **4 'A. M. McCOY'** , then to Hoosac Tunnel & Wilmington no. **4 'MONROE BRIDGE'**. Sold to Central San Ramon.

BLW class 8-16C no. 9. Spec. is in vol. 8 p 146. diamond stack,

? w/n 4201

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

Ordered via ? Leach 2nd ed. [5] places these engines here at one stage.

BLW class no. . Spec. is in vol. p .

? w/n ?

? w/n ?

18.6.50 Ingenio San Sebastian, at Alto Songo

Background

1907: “No railway. ”

1956 [34]: Not listed.

18.6.51 Ingenio San Vicente, at Guantánamo

Background

1893: Plantation owned by Arturo E. Simón. Location given as Guantanamo.

1907: "(Not running.) Plantation connected with branch of Guantánamo R. R., which has a branch to San Carlos and Rio Seco. Standard gauge."

1956 [34]: Not listed.

18.6.52 Ingenio Santa Ana, at San Luis
later Mill 633 Chile

Background

Opened 1888. Possibly known as Central Auza for a period.
1893: Plantation owned by Azúa y Escoriaza. Location given as (Santiago de) Cuba.
1907: "One kilometer connecting with Cuba Co. R. R. Weight of rail, 60 lbs. Standard gauge. No rolling stock."
1909 [2]: "Situated 5½ miles north of San Luis. Standard-gauge spur one-half mile long, runs from Cuba Company Railroad to the sugar mill. No rolling stock."
1913 [9]: Operating, owned by Estate of Auza & Escoriaza.
1916 [9]: Operating, owned by F. Almeida.
1922 [9]: Operating, owned by Santa Ana Sugar Co.
1943 [32]: Operating, owned by Cia. Central Altagracia.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.
Paragraphs frm : https://historiacuba.wordpress.com/2017/04/21/central-santa-ana-centrales-de-cuba/
"*El central Santa Ana, ubicado en San Luis, provincia de Oriente, era, en 1958, número 98 del país por su capacidad de producción ascendente a 200 000 @ de caña diarias, un rendimiento industrial por encima de la media del país, 3 765 trabajadores empleados en zafra y 817 caballerías de tierras propias.*
Se fundó en el año 1854 por el francés Simón O´Callaghan y en 1869 pasó a Emilio G. Schmit y Leoncio Surcos hasta 1878 en que se liquidó "E. Schmit y Cía". En 1889 era propiedad de "Auzá y Escoriaza (1)" quienes lo conservaron hasta 1917.
Así en 1900 era copropiedad de Dolores Castañeda viuda de Auzá y de Nicolás Escoriaza, pasando a la primera de 1912 a 1916 en unión de Santa Escoriaza, en 1916 a los "Sucesores de Auzá y Escoriaza, en 1917 a Federico Almeida y, tras el crack bancario a "Cuban Dominican Sugar Development", propiedad del grupo financiero norteamericano Howell que adquiriría varios centrales en Santo Domingo y Cuba.
Según el "Portafolio Azucarero" publicado en 1914, en ese entonces el ingenio Santa Ana, contaba con 160 caballerías: 21 sembradas de caña por la administración, 71 cultivadas por colonos de la finca, 50 de montes y 18 destinadas a potreros. En total entre las cañas propias y las de los colonos el central molía en 1914 un total de 172 caballerías de caña de la variedad cristalina, en cuyo cultivo no se empleaban – como era habitual en la época – ni fertilizantes ni regadío.
Para el transporte hacia el central se utilizaba una locomotora y 1 km y 1/2 de de ferrocarril de vía ancha que poseía la empresa. El Santa Ana utilizaba para el transporte de sus cañas las fragatas de la "Compañía del Ferrocarril de Cuba" (2).
Su maquinaria se componía en ese año 1914 de una grúa y una desmenuzadora, seguidas de un juego de dos trapiches, quince defecadoras de 1 000 galones, dos evaporadores de triple efecto con 10 000 pies de superficie calórica, tres tachos de punto con 325 sacos de cabida, doce cristalizadores abiertos, diez centrífugas sistema Weston y una batería de calderas con 1 800 caballos, compuesta de ocho multitubulares en cuatro hornos.
En la zafra de 1913 el ingenio Santa Ana molió 10 863 771 @ de caña (62 000 @ como promedio por caballería) y fabricó 79 848 sacos de azúcar de guarapo y 634 de azúcar de miel, para un total de 80 482 sacos de 325 libras. Al año siguiente molió 8 840 630 @ de caña (rendimiento de 62 600 @ por caballería) y produjo 65 621 sacos de azúcar de 325 libras.
En 1932 la "Cuban Dominican Sugar Development" adoptaría la razón social de "Compañía Central Altagracia SA" que, en 1958, controlaba, además del Santa Ana, los centrales Alto Cedro y Palma y la "Miranda Sugar States", propietaria del central Miranda.
El 13 de octubre de 1960 el central Santa Ana fue nacionalizado por el Gobierno de Cuba que lo renombró como Chile.

En 1983 se convierte en el CAI (Complejo Agroindustrial) Chile, como resultado de la fusión de la empresa azucarera y la empresa cañera y adquiere personalidad jurídica propia. Ese mismo año el central comienza a producir azúcar blanco directo, misión que mantiene hasta 1993 en que por problemas tecnológicos y de eficiencia económica regresa a la producción de azúcar crudo estándar.
Como parte de la reestructuración de la industria azucarera cubana llevada a cabo en las últimas dos décadas el las autoridades cubanas decidieron paralizar el central y tiempo después fue demolido.
Notas:
(1) Otras fuentes escriben el nombre como Escoriaga.
(2) Con el paso de los años el central llegó a poseer cinco Locomotoras de vapor, 139 carros de acero, 9 carros para diferentes usos, 29 Km. de líneas de ferrocarril de vía ancha para transportación de la caña en vía interna que comunicaba con el ferrocarril nacional; además de varios camiones que se utilizaban para el transporte de la caña hacia el ingenio."



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07646-1.

Standard gauge

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1891 NB Possibly not this Santa Ana!

Ordered by Guantanamo RR Co. as **6 'J. F. MACKINLEY'.** Sold to Central Hatillo in 1919 as their no. **3**, possibly after regauging to metre gauge by Brooks & Co. Then sold to Central Santa Ana in 1937 as their no. **1**.
BLW class 8-24D no. 29. Spec. is in vol. 16 p 176. Mark on tank: 'FERROCARRIL DE GUANTÁNAMO'. Straight stack.

1	w/n 11500

2-6-0 d/w 56", cyls. 18x26", built by Baldwin in 1920 **Delivered here new**

Ordered by (Liberty Export & Import Corp crossed out) West India Sugar Finance Corp. for Central Santa Ana **101-2**.
BLW class 8-30D nos. 712-3. Spec. is in vol. 64 p 406. Dup. of 8-30D no. 676, mark on tank: 'SANTA ANA SUGAR CO.'

101	w/n 53574	Sold to Central Alto Cedro. On road in 1937.
102	w/n 53586	Sold to Central Tinguaro.

0-6-0T d/w 42", cyls. 14x22", built by Baldwin in 1924

Ordered by West India Sugar Finance Corp. for Central Hatillo as no. **1** . Sold to Central Santa Ana, where on road in 1937. NB Central Hatillo used 1 metre gauge. Was this loco regauged later?
BLW class 6-22D no. 57. Spec. is in vol. 72 p 40. mark on tender: 'CENTRAL HATILLO', slope-back tender. Dup. of 6-22D no. 55.

6?	w/n 57810

0-6-0T d/w 42", cyls. 14x22", built by Baldwin in 1923 **Delivered here new**

Ordered by Central Santa Ana **4**.
BLW class 6-22D no. 55. Spec. is in vol. 64 p 403. slope back tender, mark on tank: 'CENTRAL SANTA ANA'
4 w/n 57211

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1924 **Delivered here new?**

Ordered for Central Santa Ana (which one?) as no. **5**.
BLW class 10-28E no. 146. Spec. is in vol. 72 p 47. mark on tank: 'CENTRAL SANTA ANA'.
5 w/n 57972 Sold to Central Sugar Co. (?) as no. **5**?

2-8-0 d/w 44", cyls. 18x24", built by Baldwin in 1921

Ordered for "Cia. Azuc. Cienfuegos Sugar for Central Mascota" crossed out, nevertheless seemingly to that destination **11** under some sort of lease arrangement, second one similarly ended up at Central Mascota **12**, Later the first one went to Central Cespedes **7**, and the second to Central Hatillo **103**, before they both moved on to Central Santa Ana.
BLW class 10-30E nos. 170-1. Spec. is in vol. 64 p 56. mark on tank: 'THE BALDWIN LOCOMOTIVE WORKS, PARA LA' then on second line: 'CIA. AZUCARERA CIENFUEGOS, S. A.' and on third line: 'CENTRAL MASCOTA' and finally on a fourth line: 'RODAS'.
? w/n 54225
12 w/n 54226 On road in 1937. Sold to Central Estrada Palma / 615 Bartolome Maso. Became *MinAz* no. **1757** at that location. In existence 1995.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Caribe **1**, but resold straight on to Central Guaira **1**, later to Central Santa Isabel LV/SC **3**, later to Central Santa Ana
BLW class 10-34E no. 2097. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL GUIRA', but probably then changed again.
? w/n 54214

18.6.53 Ingenio Santa Cecilia, at Guantánamo
later Mill 634 (Jorge Prieto)

Background

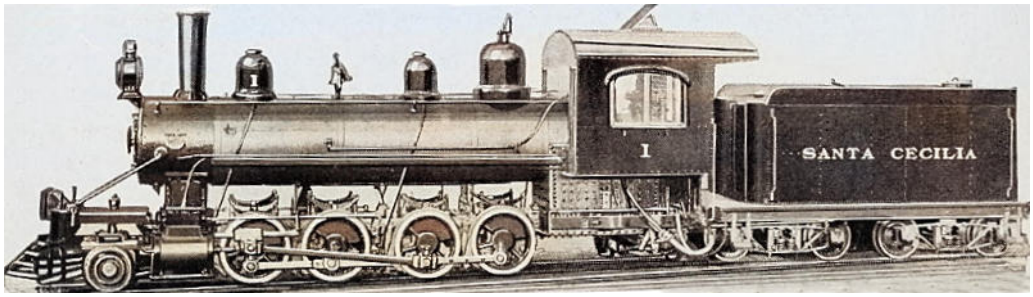
1893: Plantation owned by Arturo Simón. Location given as Guantanamo.
1901 [18]: 6 km. of 3' 0" gauge, 30 lb. rail, no locos, 34 cars.
1907: "Nine miles. The Cuban Eastern R. R. has spur to mill. Gauge, 28 inches. Weight of rail, 40 and 60 lbs.per yd. No locomotive; 22 wooden cars."
1909 [2]: "Situated 4 miles east of Guantanamo. Seven and one-half miles of narrow-gauge track. Cars pulled by oxen. Gauge, 28 inches; weight of rail, about 40 pounds; rolling stock, 22 wooden and 43 steel cars."
1913 [9]: Operating, owned by Santa Cecilia Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Central Santa Cecilia SA.
1956 [34]: Actively crushing.
1962 [35]: Closed and then demolished. Mill never received its new name.
Eventually downgraded to become a colonia of Central Esperanza 614 Argeo Martinez [35].
In modern province of Guantánamo.
Paragraphs from : https://historiacuba.wordpress.com/2016/05/11/central-santa-cecilia-de-guantanamo-centrales-de-cuba/
"*El central Santa Cecilia fue fundado en 1850 por el francés Arturo Simón en Guantánamo, Oriente, quien lo conservó bajo su propiedad hasta el año 1904. Entonces pasó a la propiedad de la "Santa Cecilia Sugar Corporation", una compañía norteamericana y tras varios traspasos al control de Antonio San Miguel que a partir de 1933 comenzó a operarlo bajo la razón social "Central Santa Cecilia SA", la que se mantendría invariable hasta su nacionalización por el gobierno cubano tras el triunfo de la Revolución.*
San Miguel había sido presidente de la firma ferroviaria "Guantánamo & Western Sugar Company" desde 1923 hasta 1940 en que falleciera. Esa firma se convertiría en la principal accionista del Santa Cecilia tras financiar su rehabilitación en 1934, pues el central había estado sin moler desde 1927.
Era el Santa Cecilia el 15to central más pequeño del país (el No. 147, entre los 161 existentes en 1958) con una capacidad de producción de unas 150 000 @ diarias y un bajo rendimiento industrial de 12.05. Empleaba, sin embargo, 1300 trabajadores en zafra y poseía 129 caballerías de tierras propias.
En zafra se abastecía de esas 129 caballerías y por otras 70 de diferentes colonos libres o dependientes del central. El 20 % de su caña era de la variedad POJ-2878, el 57 % de ML y el 8 % con Cristalina y el resto con otras variedades.
Tras el triunfo de la Revolución el central fue nacionalizado por el gobierno de Cuba que lo renombró como Jorge Prieto. Sin embargo el poder revolucionario consideró que el Santa Cecilia ya no era rentable y, apenas tres años después, en 1962 fue desmantelado. La razón que se esgrimió entonces para demolerlo fue que era el central de menor capacidad de molienda de la región y que tenía sus cañas ubicadas muy lejos lo que aumentaba sus costos considerablemente.
En la actualidad sólo se conserva la chimenea del central."

Gauge 3' 0"

2-8-0 d/w ??", cyls. 12x16", built by Glover Machine Works in 1918 and 1919 Delivered here new

Ordered for Santa Cecilia Sugar Co. as nos. **1** and **2**. Gauge 3' 0".

1	w/n 121634
2	w/n 121638


I
SANTA CECILIA

18.6.54 Ingenio Santa Lucia (previously Ingenio Reloj), at Ybarra later Mill 635 Rafael Freyre

Background

Built 1857.

1893: Plantation owned by Rafael E. Sánchez . Location given as Gibara.

1901 [18]: 31½ km. of 2' 6" gauge, 45 and 30 lb. rails, 4 locos, 131 cars.

1907: "Narrow gauge. Weight of rails, 35 lbs. Rolling stock: Eight locomotives and 180 flat cars; 12 box cars."

1909 [2]: "Situated between Gibara and Banes. Thirty-six and one-half miles of narrow-gauge road. One line of the road runs from the sugar mill to Sama and has a small branch. There are also branches to Mineros, to Caridad, and to the wharf at Vita. Gauge, 30 inches ; weight of rail, 45 pounds ; rolling stock, 5 locomotives, 12 box cars, 4 tank cars, and 180 flat cars. "

1913 [9]: Operating, owned by Santa Lucia Co.

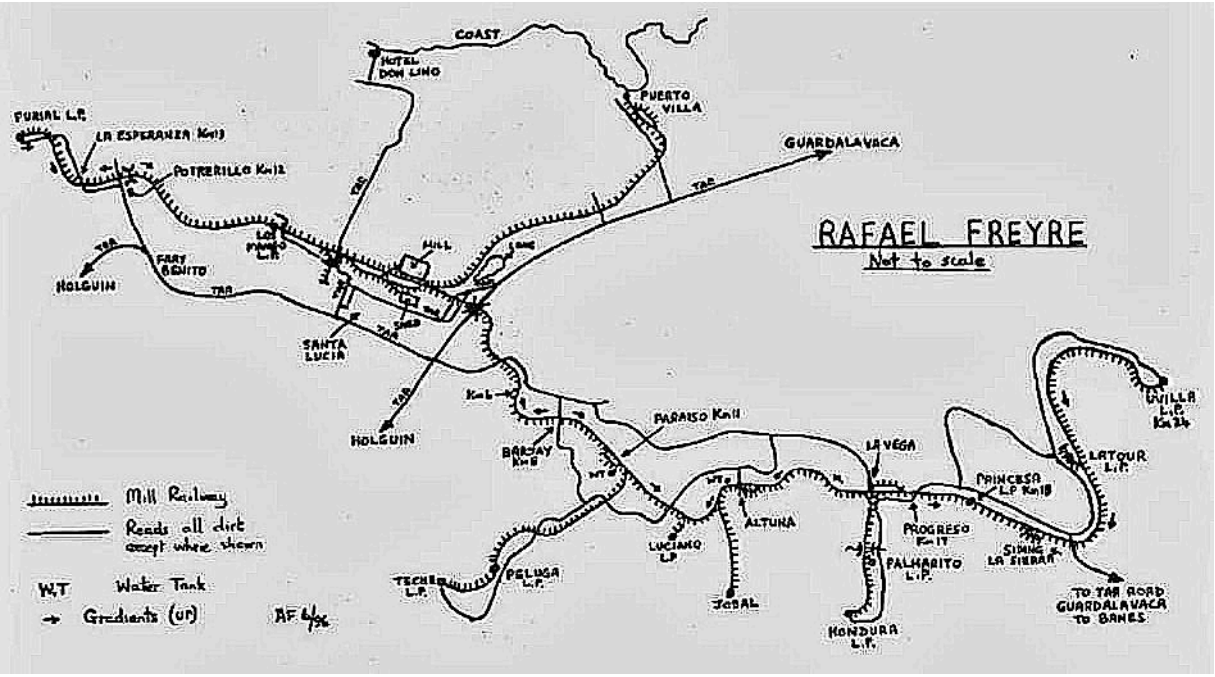
1916 [9]: Operating, owned as previous line.

1922 [9]: Operating, owned by Santa Lucia Sugar Co. SA.

1943 [32]: Operating, owned by Cia. Azuc. Santa Lucia Co. SA.

1956 [34]: Actively crushing.

In modern province of Holguín.



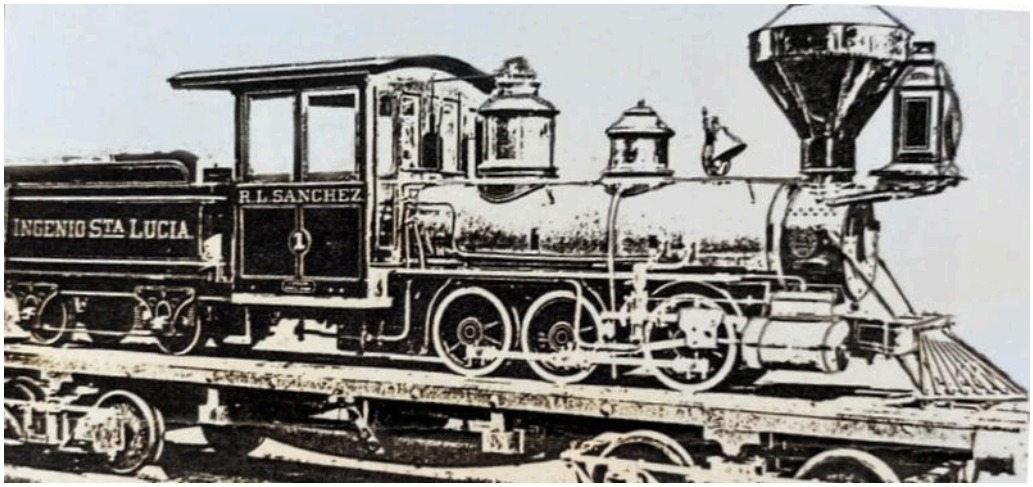
Gauge 2' 6"

0-6-0 d/w 28", cyls. 10x14", built by Baldwin in 1882 Delivered here new

Ordred via J. A. Pesant for Central Santa Lucia **1 'R. L. SANCHEZ'**.

BLW class 6-14D 14, vol 11 p107. Mark: 'INGENIO STA. LUCIA', R&H stack, 4-wheeled tender,

1 'R. L. SANCHEZ' w/n 6456 Became *MinAz* no. **1180** at this location though no. may never have been carried.. Preserved 1992. Leach says named **'La MAMBISITA'**.



0-6-0 d/w 28", cyls. 10x14", built by Baldwin in 1883 Delivered here new

Ordered for J. A. Pesant for Central Santa Lucia **'GUABAJANEY'**,
BLW class 6-14D no. 15, vol 11 p107.

'GUABAJANEY'	w/n 6608	Probably became no. **1181**. though no. may never have been carried. Still existed 1995. Preserved 1997.

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1892, 1905, 1907, 1912, 1914 and 1919 Delivered here new

Ordered by Mosle Brothers for Central Santa Lucía. Gauge 2' 6". The first no. **4** was ordered by Mosle Bros. for Rafael E. Sanchez for Central Santa Lucia **4 'JORGE MOSLE'**,
BLW class 10-24E no. 144. Spec. is in vol. 17 p 215. mark on tank: 'CENTRAL STA. LUCIA', straight stack,
No. **5**:
BLW class 10-24E no. 163. Spec. is in vol. 28 p 102. mark on tank: 'CENTRAL SANTA LUCIA', straight stack.
No. **6**:
BLW class 10-24E no. 164. Spec. is in vol. 28 p 102. mark on tank: 'CENTRAL SANTA LUCIA', straight stack.
No. **7**:
BLW class 10-24E no. 180. Spec. is in vol. 44 p 254.
No. **8** ordered by Mosle Bros. for Bernabe Sanchez Adan for Central Santa Lucia.
BLW class 10-24E no. 181. Spec. is in vol. 44 p 254.
No. **9**
BLW class 10-24E no. 186. Spec. is in vol. 54 p 171. Dup. of 10-24E nos. 180-181, outside frames, mark on tank: 'CENTRAL STA. LUCIA' with larger initial letters, straight stack with ornamental top, names and numerals to be in red brass.
No. **10**:
BLW class 10-24E no. 203. Spec. is in vol. 64 p 169. mark on tank: 'CENTRAL STA. LUCIA', Dup. of 10-24E no. 186,
No. **4**:
BLW class 10-24E no. 206. Spec. is in vol. 64 p 171. mark on tank: 'CENTRAL STA. LUCIA', Dup. of 10-24E nos. 186 and 203, This last one possibly numbered and named **11 'GIBATA'**.

4 'JORGE MOSLE'	w/n 12487	1892.
5 'VITA'	w/n 26416	1905. Became *MinAz* no. **1387** at this location. In use 1994, present 1995 and 1997.
6 'JUNUCUM'	w/n 31375	1907. Became *MinAz* no. **1388** at this location. In use 1994, present 1995. In use 1997.
7 'YABAZON'	w/n 37716	1912. Became *MinAz* no. **1389** at this location. Present 1994-1995.

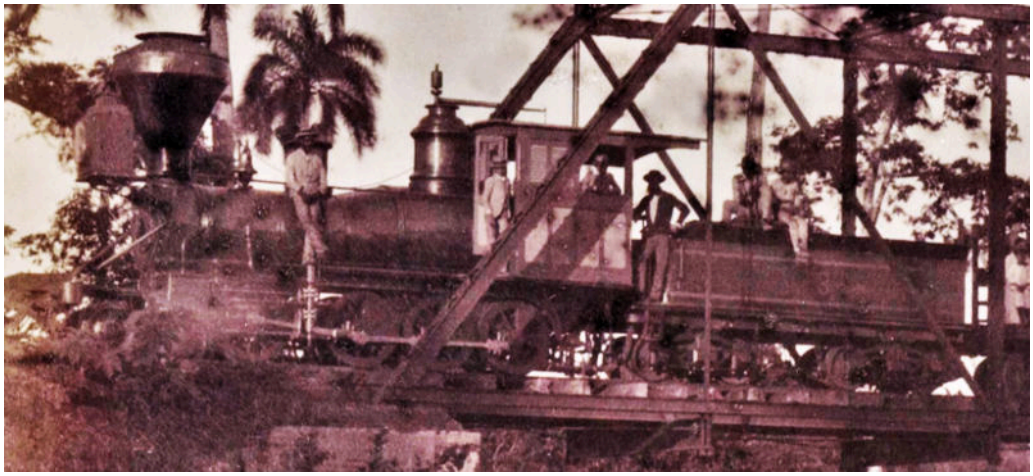
In use 1997. NB AHW [38] gives name as **'GIRON'**.

8 'CAYAGUANI' w/n 38101 1912. Became *MinAz* no. **1390** at this location. In use 1994, present 1995. In use 1997. NB AHW [38] gives name as **'YAGUAJAY'**.

9 'CAMAYEN' w/n 41468 1914. Became *MinAz* no. **1391** at this location. In existence 1995. Present 1997.

10 'ARROYO BLANCO' w/n 52380 1919. Became *MinAz* no. **1385** at this location. Present 1994-5 and 1997.

4 'GUABAJANEY' (see note above re no. & name) w/n 52630 1919. Became *MinAz* no. **1386** at this location. In use 1994, in existence 1995. In use 1997.





9 'CAMAYEN' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05055.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1905 and 1912 Delivered here new

Ordered for Mosle Bros. for Bernabe Sanchez Adan for Central Santa Lucia **8 'CARLOS SANCHEZ'** and **9 'ALVARO SANCHEZ',**

BLW class 10-22E nos. 39 and 52. Specs. are in vol. 28 p 64 and vol. 44 p 252. First one no mark on tank, R&H stack. Second one Dup. of 10-22E no. 47. outside frames, mark on tank: 'CENTRAL STA. LUCIA'. NB The duplication of running numbers with locos in the previous batch above is confusing, and needs further thought.

8 'CARLOS SANCHEZ' w/n 26193 later to Central Senado **8**, then to Central Dos Rosas **6**

9 'ALVARO SANCHEZ' w/n 37822

0-4-4T d/w 36", cyls. 9x14", built by VIW in 1904 Delivered here new

Ordered by Central Santa Lucia. NB 3' 0" gauge, which is a puzzle at this location.

VIW class 7-5-A.

2 w/n 602 Became Central Habana Libre no. **3** and later *MinAz* no. **1???**. at that location.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1924

Ordered by Central Nuestra Señora del Carmen as no. **5**, Later to Central Los Caños / Paraguay. Then transferred to Central Santa Lucia / 635 Rafael Freyre, but AHW [38] says was found to be unsuitable.

BLW class 8-18D no. 162. Spec. is in vol. 72 p 15. Dup. of 8-18D no. 155, mark on tank: 'NTRA. SRA. DE CARMEN', brass plates on cabsides: 'P. F. C.'

5 or **3**? w/n 57797 Presumably gained a *MinAz* no., but not yet known. Derelict 1995.

2-8-0 d/w 36", cyls. 15x20", built by Grant in 1881

Ordered by Central San Ramón (but which one? NB the one in Oriente only opened in 1884), named **'DIANA'**. 3' 0" gauge. Sold 1929 to Central Santa Lucia. NB gauge difference. Was this regauged?

? w/n ?

Additional loco/s reported at this location by enthusiasts in recent years

None

18.6.55 Ingenio Santa Maria, at Guantánamo

Background

1893: Plantation owned by Fernando Pons. Location given as Guantanamo.
1901 [18]: 7 km. gauge unknown, no locos.100 cars. Own route to tidewater at Vita.
1907: "Eight kilometers, but in very bad condition. Gauge, 17 c. m. Weight of rail, 25 lbs. per yd. Rolling stock: Ten narrow gauge cars and 60 for standard gauge. Cars are drawn by oxen. The Cuban Eastern Railway and the Guantánamo R. R. pass through plantation."
1909 [2]: "Situated about 1^ miles northwest of Guantanamo. Seven and one-half miles of narrow-gauge and 1 mile of standard-gauge road. In bad condition. Rolling stock, 10 standard- gauge cars and 60 narrow-gauge cars. No locomotives."
1913 [9]: Operating, owned by Santa Maria Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line. Not grinding in 1922.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Esperanza 614 Argeo Martinez [35].

NG?

Standard gauge

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1920 Delivered here new

Ordered for Central Santa Maria **26**,
? w/n 62413 Became **1636** here.



Not sure which Central Santa Maria this loco belongs to.

18.6.56 Central Santa Regina, at Manzanillo
later Mill 636 Enidio Díaz Machado

Background

Built 1884. Possibly known as Central Ceiba Hueca for a period, then Central Teresa, then Ofelia. If that is the case, then sub-sections 18.6.34 and 18.6.63 will eventually need to be merged in with this one.
1907: "About ten miles running to Cañas. Gauge, 36 inches. Weight of rails, 40 lbs. per yd. Rolling stock: Two locomotives, 61 cars."
1909 [2]: "Situated near Manzanillo. Seven and one-half miles of narrow-gauge road, running from the sugar mill to the wharf and from the sugar mill into the cane fields. Gauge, 36 inches ; weight of rail, 40 pounds ; rolling stock, 2 locomotives and 61 cane cars."
1913 [9]: Operating, owned by SA Central San Ramon.
1916 [9]: Operating, owned by Vazquez y Cia.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Cia. Azuc. Tana SA.
1956 [34]: Actively crushing.
In modern province of Granma.
Paragraphs from : https://historiacuba.wordpress.com/2016/11/11/central-santa-regina-centrales-de-cuba/
"*El central Regina, ubicado en, Ceiba Hueca, Campechuela, Oriente, era un central pequeño, el número 114 del país por su capacidad de producción ascendente a 200 000 @ de caña diarias, pero con el tercer rendimiento industrial más alto entre todos lo que existían en Cuba; la segunda mayor refinería, una destilería, 2 000 trabajadores empleados en zafra y 560 caballerías de tierras propias.*
A lo largo de su existencia tuvo varios nombres: Central Teresa entre 1902 y 1926, Central Ofelia entre 1926 y 1948 y finalmente Santa Regina a partir de 1948.
No existe certeza sobre el año de su fundación, que algunos remontan hasta el año 1861. En 1913 pertenecía a «Hugh Kelly and Co», deesta fecha a 1926 a «The Central Teresa Sugar Co» y, desde finales de los años 30 hasta 1943 a Carlos Manuel de la cruz, su presidente, mientras el Dr. Alberto González Pérez y el Dr. Otto Obregón eran respectivamente vicepresidente y secretario. En 1944 pasó a su presidencia el ingeniero Eduardo Beato Fowler, ocupando la vicepresidencia Elvira Obregón, esposa de de la Cruz, mientras Carlos de la Cruz Ugarte era secretario y Manuel de la Cruz Obregón, administrador, manteniéndose así hasta 1948.
Según el «Portafolio Azucarero», publicado en 1914, en 1913 el central Teresa (como se llamaba entonces) poseía 419 caballerías de tierra, de las cuales 46 se sembraban de caña por la administración, 273 por 81 colonos del central y 100 se destinaban a potreros. El ingenio sembraba la variedad de caña cristalina y, como era común en la época no empleaba fertilizantes ni regadío para su cultivo.
Para el transporte de la caña contaba con 32 km de ferrocarril de vía estrecha, 140 fragatas y cinco locomotoras y su maquinaria se componía en esos años de una grúa eléctrica seguida por un juego de tres trapiches, 26 defecadoras con 28 800 galones de cabida; tres evaporadores de triple efecto; tres tachos de punto; 20 centrífugas Hepworth y una batería de calderas de 2200 caballos, compuesta de siete pailas Babcock & Wilcox en siete hornos.
En la zafra de 1913 molió 12 575 900 @ de caña, un promedio de 50 600 @ por caballería, y produjo 100 764 sacos de azúcar de guarapo y 150 sacos de azúcar de miel (un total de 100 914 sacos de 320 libras). En la molienda del año siguiente procesó 10 703 334 @ de caña (50 600 @) por caballería y envasó 90 440 sacos de 305 libras.
En 1958 pertenecía a la familia Sosa Chabau, propietarios también de la «Compañía Arrocera Guanahacabibes SA» y con intereses en la «Terminal de Ómnibus SA» que lo operaba a través de la «Compañía Azucarera Santa Regina SA».
Los Sosa Chabau lo habían comprado el 16 de septiembre de 1948. Eugenio de Sosa Chabau era el presidente, mientras el tesorero era Oscar Rivero Hernández, administrador del Diario de la Marina y copropietario del central.
A pesar de su alto rendimiento industrial el central operaba con pérdidas y pasivos y tenía pésimos informes comer-

ciales. Se consideraba, además, por algunas entidades bancarias que los métodos y la ética de la empresa no eran favorables; pues mantenía fuertes deudas con algunos bancos, principalmente con el Banco Gelats y con el Banco Garrigó.
No molió en el año 1957 por dificultades laborales y financieras.
Su refinería, construida en 1945, tras una reconstrucción en 1955 se convirtió, junto con la del central San Cristóbal, en la segunda más grande del país después de la del central Hershey. También contaba con una destilería montada en 1944 con capacidad para 4 800 galones diarios de aguardiente.
Tras el triunfo de la Revolución de 1959 fue intervenido por el INRA en septiembre de 1959 (que antes había intentado comprarlo) y posteriormente nacionalizado junto a todos los otros centrales de propiedad cubana en octubre de 1960. A partir de ese momento sería renombrado como central Enidio Díaz Machado.
En la actualidad continúa moliendo y es uno de los pocos centrales de la región que mantiene altos índices de eficiencia."

Gauge 3' 0"

0-6-0 d/w 38", cyls. 14x18", built by Baldwin in 1899 and 1900 Delivered here new

Ordered via Hugh Kelly for Central Teresa O as nos. **2 'CEIBA HUECA'**, **3 'SANTA BARBARA'** and **4 'Las MUCHACHAS'**. Leach 2nd ed. [5] places these engines here at one stage.
BLW class 6-22D nos. 35-37. Specs. are in vol. 22 p 214. Mark on tank: 'CENTRAL TERESA SUGAR CO.', straight stack

?	w/n 17235
3	w/n 17236
4	w/n 17339

0-6-0 or 2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1909 Delivered here new

Ordered for Central Teresa O as no. **5**. Leach 2nd ed. [5] places these engines here at one stage.
BLW class 6-18D no. 29. Spec. is in vol. 36 p 189-190, mark on tank: 'CENTRAL TERESA R.R.

5	w/n 33801

18.6.57 Colonia Santa Rosa, at Guantánamo

Background

1901 [18]: 14 km. of 3' 0" gauge, no. of locos illegible, 160? cars.

1956 [34]: Not listed.

18.6.58 Simon Fruit Co., at Cayo Mambi

Background

1909 [2]: “Situated at Cayo Mambi on Sagua de Tanamo Bay. Four and one-half miles of narrow-gauge road running from Cayo Mambi to the banana fields and to a point on the Sagua River, 6 miles from Sagua. Gauge, 36 inches; weight of rail, 30 pounds; rolling stock, two 7-ton locomotives and 16 flat cars.”
1956 [34]: Not listed.

18.6.59 Ingenio Sofia, at Bayamo
later Mill 637 Ranulfo Leyva

Background

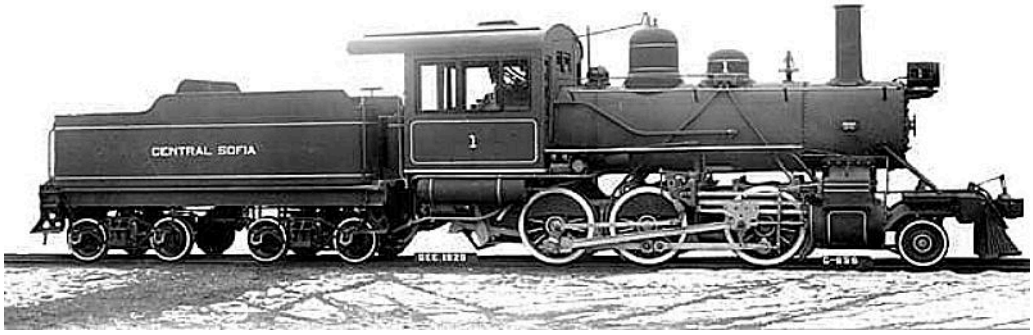
Built 1882.
1893: Plantation owned by Pedro Vallés. Location given as Manzanillo.
1907: "No railway."
1913 [9]: Operating, owned by Successors de J. Alsina.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Estrada Palma Sugar Co. SA.
1956 [34]: Actively crushing.
In modern province of Granma.
Paragraphs from : https://historiacuba.wordpress.com/2016/07/18/central-sofia-centrales-de-cuba/
"*El Central Sofía era un central pequeño, el 123 en capacidad de producción diaria (180 000 @) y un rendimiento industrial bajo de 12.09. Poseía 130 caballerías de tierras propias y empleaba 2 500 trabajadores en zafra. Se encontraba situado en Bayamo, Oriente.*
Según algunas fuentes al Sofía lo fomentó en 1882 el coronel español Martín Miret Coralto, quien compró un lote de tierra a orillas del río Hicotea con el objetivo de construir un ingenio. En esos años se construyeron las primeras cercas y caminos y se estructuró el batey, según consta en el Tomo IV del ayuntamiento y Tomo VI del registro de la propiedad finca # 87, folio 83 de Bayamo.
Pedro Valles fue el propietario del Sofía a partir de 1891 y en 1895 pasó a ser administrado por Valles y Hermanos hasta el año 1900, en que pasó a manos de Jacinto Alcina, quien lo retuvo hasta 1909 en que fue heredado por sus sucesores radicados en los Estados Unidos quienes a su vez lo traspasaron a la poderosa familia Gómez – Mena en la década de 1920. Sería durante la propiedad de Alcina se modernizaría la maquinaria según los estándares de la época y se convertiría el Sofía en un central moderno (1).
La crisis que golpeó la industria azucarera cubana durante la década de 1920 provocó la paralización del central, que estuvo inactivo por diez años entre 1926 y 1936. En ese último año, Teobaldo Rosell – quien había sido jefe de Despacho del presidente de la República Gerardo Machado – lo arrendó, junto al central Estrada Palma, adjudicándoselo definitivamente en propiedad en 1945, año en que constituyó la razón social Compañía Agrícola Yara SA, para operar el central.
Durante la propiedad de Teobaldo Rosell y sus herederos, que retuvieron el central Sofía hasta su nacionalización en 1960, se construyeron en el batey oficinas, la escuela, parques y el puesto médico rural para los primeros auxilios.
Apenas un año después del triunfo de la Revolución Cubana el central Sofía fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como Ranulfo Leyva Pacheco y en 1969 acometió una ampliación del mismo.
Sin embargo, llegado el nuevo siglo, los bajos precios del azúcar en el mercado mundial, el alza del petróleo y el bajo rendimiento industrial del central, unido a otros factores de carácter objetivo y subjetivo provocaron la decisión del gobierno cubano de paralizar y luego demoler un número importante de centrales azucareros en la llamada Tarea Alvaro Reynoso, y el central Ranulfo Leyva fue uno de ellos.
En el año 2002 el central Ranulfo Leyva detuvo sus maquinarias definitivamente y comenzó a ser desmontado lo que provocó el éxodo de los pobladores del batey hacia otros lugares con mejores perspectivas de empleo.
Notas
(1) Antes de la modernización llevada a cabo por Alcina la capacidad de producción del central era tan pequeña que, por ejemplo, en la zafra de 1905 produjo apenas 1535 toneladas de azúcar."

Standard gauge

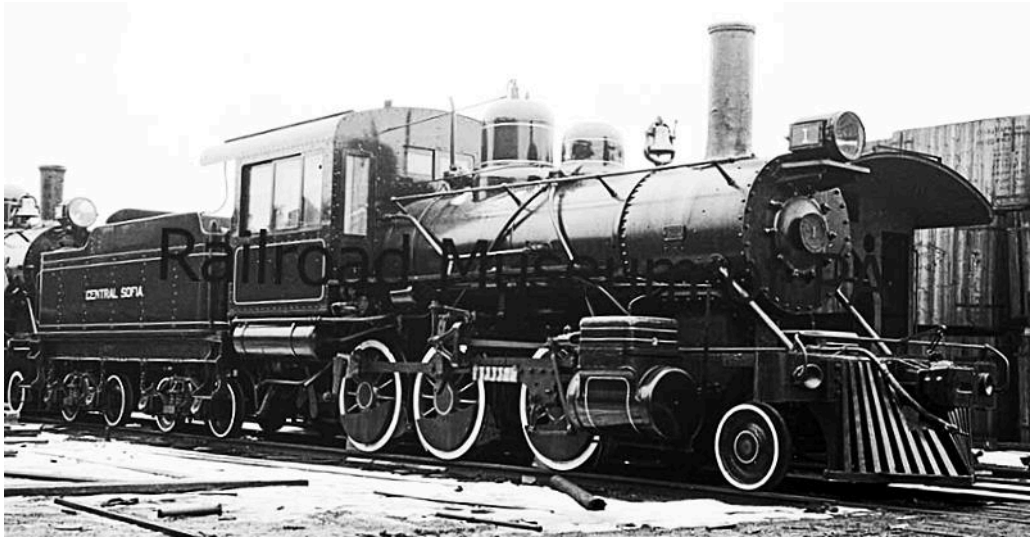
2-6-0 d/w 46", cyls. 16x24", built by ALCo in 1923 **Delivered here new**

Ordered Cia. Azuc. Central Estrada Palma for Central Sofia as no. **1**.

1 w/n 62625 Became *MinAz* no. **1464** at this location. In use 1991. Present 1997.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34364.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34365.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered by United Fruit Co. for Central Preston as no. **18**. Sold to Central Estrada Palma as no. **5**, acc to Lehmuth, this is not compatible with other sources. Sold to Central Sofia.

BLW class 10-28E no. 131. Spec. is in vol. 66 p 23.

? w/n 54248 Became *MinAz* no. **1575** at this location. In use 1991, In existence 1995. In use 1997.

2-6-0 (rebuilt from 2-6-2T) d/w 50", cyls. 17x24", built by ALCo in 1920

Ordered by Carlos Alfert & Co., Cuba, as no. **1**. Was this for here or for some previous operator? Was then working at Central Isabel. Became *MinAz* no. **1465** at that location. Rebuilt as 2-6-0. Transferred to Central Sofia / 637 Ranulfo Leyva.

1465 w/n 62541 In use 1990.

Additional loco/s reported at this location by enthusiasts in recent years

2-6-0 d/w 42", cyls. 15x20", built by Baldwin in 1920

Ordered via Konig Brothers for Central Porvenir as no. **2**.

BLW class 8-24D no. 256 Spec. is in vol. 64 p 331. Drawing 39. Straight stack, built as oil burner.
1383 w/n 53779 Out of use 1991.

Also diesels nos. **4153**, **4155** and **4170** converted from steam, of which the latter two at least had been 0-6-0s.

18.6.60 Ingenio Soledad, at Guantánamo
later Mill 638 El Salvador

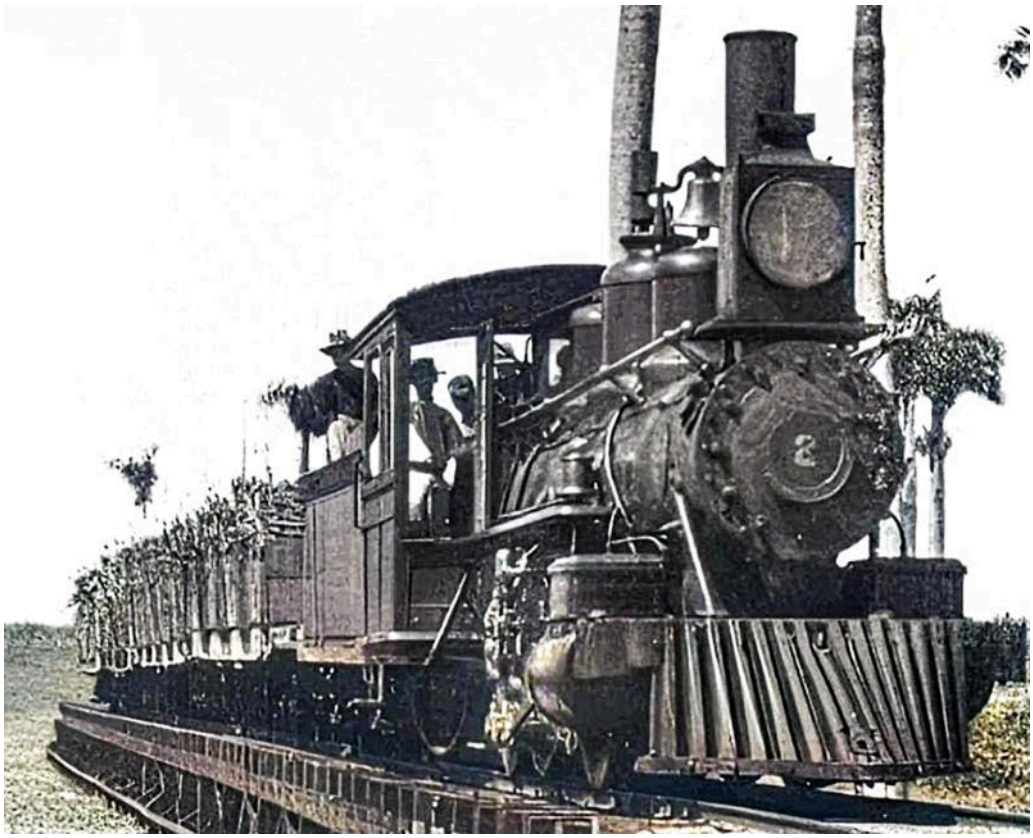
Background

1893: Plantation owned by Brooks y Ca.;. Location given as Guantanamo.
Opened 1901-2?
1901 [18]: 9 km. of 3' 0" gauge, 30 lb. rail, 2 locos, 53 cars.
1907: "Two branches, 8 kilometers in all. Mill is reached by Guantánamo R. R. Gauge of plantation road, 36 inches. Weight of rails, 35 lbs. per yd. Rolling stock. One engine, 62 cars."
1909 [2]: "Situated near Guantanamo. Fourteen and three-eighths miles of combination standard and narrow-gauge road and 5 miles of narrow-gauge road. There is 3¾ miles of track running to the finca San Jose and a branch 1 7/8 miles long to Perseverancia. A short standard-gauge spur runs from Soledad on the Guantanamo Railroad to the sugar mill. Gauge, 36 inches; weight of rail, 30 pounds; rolling stock, one 20-ton locomotive and 63 cars (twenty 15-ton steel cars)."
1913 [9]: Operating, owned by Guantanamo Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Guantanamo Sugar Co.
1956 [34]: Actively crushing.
In modern province of Guantánamo.

Gauge 3' 0"

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1892 Delivered here new

Ordered by Viuda de Goytisola, possibly via Brooks & Co., for Central Soledad.
3' 0" gauge. BLW class 6-18D no. 12. Spec. is in vol. 18 p 78. mark on tank: 'INGENIO CENTRAL SOLEDAD', steel taper pattern stack, Sold to Guantanamo Sugar Co.
2 'SAN JOSE' w/n 12976 Became no. **1178**. Cab only present in 1990.



0-4-0T d/w 29", cyls. 9x14", built by Davenport in 1906 **Delivered here new**

Ordered for Central Soledad.

?	w/n 549	Was here when *MinAz* took over.

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1907 **Delivered here new**

Ordered for Guantanamo Sugar **3**,

BLW class 6-18D no. 30. Spec. is in vol. 31 p 47. Duplicate of 6-18D no. 12. Mark on tank: 'CENTRAL SOLEDAD', 3' 0" gauge.

3	w/n 31953	Became no. **1179**. later to? Central Los Canos **3**?. But cab present here in 1990.

Additional loco/s reported at this location by enthusiasts in recent years

None

18.6.61 Tacajó Cacao and Sugar Co., at Tacajó
later Mill 639 Fernando de Dios

Background

1907: "The narrow gauge railroad of United Fruit Company passes this property to Entronque, where it joins the Cuba Co. From Entronque to Dumois and beyond Dumois to Punta Lengua. The road is three-rail for narrow and standard gauge. The narrow gauge belongs to the United Fruit Co. and the standard to the Tacajo, Cacao & Sugar Co. The latter company has one kilometer of track on its property. Rolling stock: One 30-ton engine and 1 50-ton; 200 wooden cars, narrow gauge."
1909 [2]: "Situated at Tacajo on Nipe Bay. Twelve and one-half miles of standard-gauge road, running from Tacajo to Entronque Dumois, where it joins the Cuba Company Railroad. Rolling stock, one 30-ton and one 50-ton locomotive. Cars of the Cuba Company Railroad are used."
1909 [2] separate entry for Tacajo railway: "Situated near Banes Bay. Eighteen and one-half miles of standard and narrow gauge road, running from Punta Lengua, on Nipe Bay, to Naranjo Dulce. Road connects with the Cuba Company Railroad at Entronque Dumois. Rolling stock, 2 locomotives and 20 cars (narrow gauge)."
1916 [9]: Operating, owned by Tacajo Sugar Corp. No output recorded for Central Tacajo in 1913-1916, possibly newly-built.
1922 [9]: Operating, owned as previous line.
1943 [32]: Operating, owned by Antilla Sugar Estates.
1956 [34]: Actively crushing.
In modern province of Holguín.
Paragraphs from : https://historiacuba.wordpress.com/2016/08/05/central-tacajo-centrales-de-cuba/
"*El central Tacajó, ubicado en Cueto, Oriente, era el No. 50 de Cuba según su capacidad de molienda ascendente a 300 000@ de caña diarias. Con un rendimiento industrial ajustado a la media del país poseía 210 caballerías de tierra propias y empleaba 1980 trabajadores en zafra.*
Fue fundado en 1916 por la familia Dumois, cuyos antepasados habían desarrollado en el norte de Oriente desde la década de 1870 varias plantaciones bananeras que, tras el fin de la Guerra del 95, reestructurarían como plantación azucarera y serviría de base a la United Fruit Company para su asentamiento en Cuba.
1917 fue el año de su primera zafra bajo la razón social de Tacajó Sugar Company. La directiva de la compañía estaba integrada por siete ciudadanos de Estados Unidos que residían permanentemente en es país. El azúcar se exportaba hacia Norteamérica utilizando el puerto de Antilla. Junto con el cercano central Báguanos constituyó desde entonces la principal fuente de trabajo de la zona.
En 1958 el central Tacajó era propiedad de Salustiano García Díaz, que poseía otros tres centrales: el Báguanos, el Algodones y el San Francisco. Este lo había comprado a The Royal Bank of Canada en 1948 luego de que el banco decidiera desprenderse de todos sus centrales que, hasta entonces, había operado bajo Sugar Plantation Operating Company.
Fue nacionalizado por el nuevo gobierno cubano en octubre de 1960 que lo renombró como Fernando de Dios.
Es uno de los centrales del país que se aún se mantiene moliendo en Cuba."

Gauge 3' 0"

0-4-0ST d/w 29", cyls. 11x16", built by Baldwin in 1916 Delivered here new

Ordered by Tacajo Sugar Corp.
BLW class 4-16C nos. 143-4. Spec. is in vol. 54 p 25. mark on tank: 'TACAJO SUGAR CORPORATION',

2	w/n 43451	Renumbered **502.**
3	w/n 43489	Renumbered **503**.

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1916 **Delivered here new**

Ordered by Tacajo Sugar Co.

BLW class 8-24D nso. 23-2409. Spec. is in vol. 54 p 95. mark on tank: 'TACAJO SUGAR CORPORATION', Dup. of 8-24D no. 224.

4	w/n 44342	Renumbered **504.**
5	w/n 44343	Renumbered **505.**

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1901

Ordered by United Collieries Co. as no. **6**, on railroad known as Pittsburgh Johnstown Ebensburg & Eastern. Sold 1902 to Altoona & Beech Creek RR as no. **6**. Sold to Altoona Juniata & Northern RR in 1910 as no. **6**. later to Central Union Rly. **11**, Sold to Southern Iron & equipment 1916 as no. **1049**. Then sold on to Tacajo Sugar Co. as Central Tacajo no. **501**.

BLW class 8-24D no. 118. Spec. is in vol. 23 p 243.

501	w/n 18970	Later to Central San Jose LV **2**

2-6-0 d/w 37", cyls. 15x18", built by Baldwin in 1921 **Delivered here new**

Ordered by Tacajo Sugar Corp.

BLW class 8-24D no. 255. Spec. is in vol. 64 p 363. Dup. of 8-24D no. 240, mark on tank: 'TACAJO SUGAR CORPORATION', outside frames

509	w/n 54321	

Standard gauge

2-8-0 d/w 36", cyls. 14x18", built by Baldwin in 1905 **Delivered here new?**

Ordered for Cuban Planters Co. probably for Central Tacajo **2.**

BLW class10-22E no. 38. Spec. is in vol. 27 p 208. mark on tank: 'TACAJO CACAO & SUGAR CO.', straight stack.

2	w/n 25040	

2-truck Shays d/w 29½", cyls. 10x12"(3), built by Lima in 1918 **Delivered here new**

Ordered by Tacajo Sugar Co. for Central Tacajo as nos. **506** and **507**.

Lima class 42-B.

506	w/n 2963	Lehmuth says something about Punta Alegre Sugar, but not clear.
507	w/n 2964	Lehmuth says something about Punta Alegre Sugar, but not clear.
508	w/n 2986	Lehmuth says something about Punta Alegre Sugar, but not clear.



2-8-0 d/w 46", cyls. 18x24", built by VIW in 1920

Ordered for Central Occidente as no. **1**. Sold to Central Boston, O, as no. **111**. Sold to Central Baltony, O. Sold to Central Preston, O. Sold/transferred to Central Tacajo / 639 Fernando de Dios.
VIW class 7-51-D.

?	w/n 3130	Became *MinAz* no. **1679** at this location. Out of use 1994 and 1995.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered Central Portugalete as no. **7.** Sold to Central Tacajo / 639 Fernando de Dios.

?	w/n 62542	Became *MinAz* no. **1583** at this location. Out of use 1994 and 1995.

0-4-4T Motor d/w 42", cyls. 9/15x16", built by Baldwin in 1892

Ordered for South Side Rapid Transit, Chicago, **42**. Motor/dummy. then to Chicago South Side Elevated **42**, sold to Ramapo Iron Works, then to BR&L **239**, and on to Sumter Lumber **3**. Then SI&E **1104** and on to G. W. Headley for Poplarville Sawmill **3**. Later to Central Tacajo **1 '2 de ABRIL'.**
BLW class 8-12/24 1/3C no. 275. Spec. is in vol. 18 p 96 and 97. Sperc. pages full of details but not all easy to read.

1 '2 de ABRIL'	w/n 13048	and finally to Central Baguanos. Now on display 1990 and 1995 in Tacajo.

0-4-4T d/w 43", cyls. 13/20x18", built by Pittsburgh in 1893

Ordered for Brooklyn Elevated RR as no. **118**. Sold 1922 to Dumois Co. for Central Tacajo via Hipolito Dumois, reported by Weber.
Cross compound.

?	w/n 1449	

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1916

Ordered by *FC Unidos de Habana*, presumably for the Cuban Central Rlys., where it ran as no. **115**, Sold to Central Tacajo / 639 Fernando de Dios.

?	w/n 56663	Became *MinAz* no. **1584** at this location. Later transferred to Central Maceo / 621 Antonio Maceo.

Additional locos reported at this location by enthusiasts in recent years

Leach states that *MinAz* records list locos numbered **1760** (by ALCo), and **1762** and **1763** (both by Baldwin) as working here, but no reports by visitors and no details known.

18.6.62 Central Tánamo, at Cayo Mambi Tánamo
later Mill 640 Frank País

Background

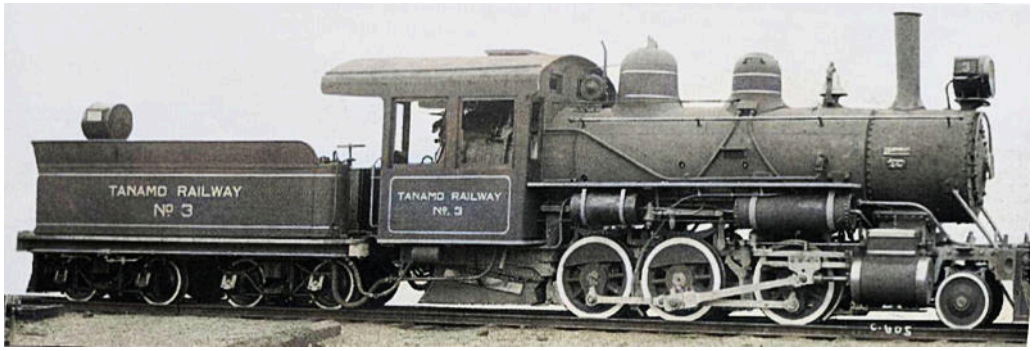
Built 1920.
1922 [9]: Operating, owned by Atlantic Fruit Co. First grinding in 1922.
1943 [32]: Operating, owned by Cia. Azuc. Tanamo de Cuba.
In modern province of Holguín.
Paragraphs from : https://historiacuba.wordpress.com/2016/11/15/central-tanamo-centrales-de-cuba/
"*El central Tánamo, ubicado en Cayo Mambí, Sagua de Tánamo, Oriente, era el número 44 del país por su capacidad de producción ascendente a 370 000 @ de caña diarias, pero con un rendimiento industrial por debajo de la media del país. Empleaba 3 160 trabajadores en zafra y poseía una refinería que, por su tamaño, era la 13ra de Cuba. También era un gran propietario de tierras pues contaba con 3 833 caballerías.*
Se fundó en el año 1921 por «The Atlantic Fruit & Sugar Company», una subsidiaria de «Atlantic Fruit Co.», competidora de la «United Fruit Company» y muy relacionada con «The National City Bank». Su construcción y puesta en marcha para aprovechar lo altos precios que había alcanzado el azúcar significó la demolición de las grandes plantaciones de banano que, hasta ese momento, habían constituido la base económica de la región.
La «Tánamo Sugar Corp.» lo compró en 1932 y tenía como su administrador a Edelberto Elva, pero en 1943 lo vendió a «General Sugar States» que a su vez lo vendiera dos años después a «Vertientes – Camagüey». Finalmente en 1951 sería adquirido por el magnate azucarero Julio Lobo Olavarría en sociedad con Germán López, quien conservó intereses en el mismo hasta su nacionalización. Era operado por Lobo a través de la «Compañía Azucarera Tánamo de Cuba».
Además de sembrar caña por la administración el central Tánamo ser servía de la que se cultivaba en 522 colonias privadas. Llegó a contar con 191 km. de vías férreas y en 1958 produjo 366 948 sacos de azúcar cruda de 250 lb. La producción de azúcar refino en sacos de 100 lb. comenzó en 1946, teniendo en 1951 una producción de 582 991 sacos y en 1958 de 450 160 sacos.
El central tenía en Punta Gorda sus almacenes de azúcar. Allí, en Punta Gorda, poseía su muelle propio en de hormigón y uno en Cayo Mambí, ambos en la Bahía de Tánamo, por donde se exportan los azúcares y mieles.
Su refinería instalada en 1946 tenía una capacidad de 6000 qq diarios y la casa – ingenio estaba construida con estructura de acero y concreto. Todo el Ingenio estaba electrificado y tenía un hospital de emergencia.
La situación económica del Tánamo era irregular pues había sufrido pérdidas en 1953 por $52 000 y en 1958 por $8 000 pesos y obtenido utilidades en 1956 por $298 000 y en 1957 por $577 000.
Tras el triunfo de la Revolución Cubana de 1959 fue nacionalizado por el nuevo gobierno de la Isla que lo renombró como central Frank País.
El central cerró definitivamente en el año 2002 como consecuencia de la reestructuración de la industria azucarera cubana conocida como Tarea Álvaro Reynoso. Poco después de paralizar sus máquinas fue demolido."

Gauge 3' 0"

2-6-0 d/w 40", cyls. 15x20", built by ALCo in 1920 Delivered here new

Ordered via American Locomotive Co. Sales and West Indies Sugar Finance Corp. for Atlantic Fruit Co., as no. **3.**

3 w/n 61789



0-4-0T d/w ?", cyls. 9x14", built by Porter in 1921 Delivered here new?

Ordered for Atlantic Fruit Co. probably for this location.

7	w/n 6470	
8	w/n 6473	

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

Ordered by Central Altamira as no. **6**, but sold on to Central Tanamo.

BLW class 10-24E no. 209. Spec. is in vol. 64 p 190. mark on tank originally to be 'CENTRAL ALTAMIRA' but changed to 'TANAMO RAILWAY'

2	w/n 54234	Became *MinAz* no. **1457**?, later sent to Parque Lenin.

4-6-0 d/w 45", cyls. 15x22", built by Baldwin in 1920 Delivered here new

Ordered by West India Sugar Finance Corp. for Atlantic Fruit Co. for Central Tanamo **4** to **6**.

BLW class 10-24D nos. 142-144. Spec. is in vol. 64 p 396. mark on tank: 'TANAMO RAILWAY',

4	w/n 53858	Became *MinAz* no. **1458** at this location. Out of use 1990. Still in existence 1995. Present 1996.
5	w/n 53859	Became *MinAz* no. **1459** at this location. Present 1988, Still in existence 1995.
6	w/n 53886	Gone by 1990s?

2-8-0 d/w 37", cyls. 16x20", built by Baldwin in 1923 Delivered here new

Ordered by Central Tanamo. Gauge 3' 0".

BLW class 10-26E no. 442. Spec. is in vol. 64 p 192. mark on tank: 'CENTRAL TANAMO R. R.'

?	w/n ?	Possibly the other of the two *MinAz* nos. given below.
10	w/n 57207	Became *MinAz* no. **1254** (or **1256**?) at this location. Present 1988, Still in existence 1995.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1919

Ordered by CCR. Sold to Central Tanamo, O.

018	w/n 58746	Later worked at Central Mercedita / 105 Augusto Cesar Sandino. Became *MinAz* no. **1404** at that location.

Additional loco reported at this location by enthusiasts in recent years

None.

18.6.63 Central Teresa, at Manzanillo

Background

1893: Plantation owned by T. Rigney y Ca. Location given as Manzanillo.
1907: "Railway joins main line and turns south five miles. Gauge, 36 inches. Weight of rails, 40 lbs. Rolling stock: Four locomotives, 100 cars."
1909 [2]: "Situated at Ceiba Hueca, near Manzanillo. Fourteen and three-eighths miles of narrow-gauge road, running from the wharf at Ceiba Hueca through the sugar mill and south into the cane fields near Los Muchachos. This village is on the Tana River. Gauge, 36 inches; weight of rail, 40 ; rolling stock, 4 locomotives and 100 cane cars. "
1913 [9]: Operating, owned by the Central Teresa Sugar Co.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned as previous line.
1956 [34]: Not listed.
Eventually downgraded to become a colonia of Central Isabel 616 Juan Manuel Marquez [35].

This may have been the mill later known as Central Santa Regina, in which case please see sub-section 18.6.56 for more detail.

Gauge 3' 0"

0-6-0 d/w 38", cyls. 14x18", built by Baldwin in 1899 Delivered here new

Ordered by Hugh Kelly for Central Teresa Sugar Co. Gauge 3' 0".
BLW class 6-22D nos. 35-36. Spec. is in vol. 22 p 214. Mark on tank: 'CENTRAL TERESA SUGAR CO.', straight stack,

2 'CEIBA HUECA' w/n 17235 — Leach (2nd Ed.) says that these engines later ran at Central Santa Regina / 636 Enidio Díaz Machado

3 'SANTA BARBARA' w/n 17236 — Leach (2nd Ed.) says that these engines later ran at Central Santa Regina / 636 Enidio Díaz Machado

0-6-0 d/w 33", cyls. 14x18", built by Baldwin in 1900 Delivered here new

Ordered via Hugh Kelly for Central Teresa Sugar Co. Gauge 3' 0".
BLW class 6-22D no. 37. Spec. is in vol. 22 p 214. Mark on tank: 'CENTRAL TERESA SUGAR CO.', straight stack,

4 'Las MUCHACHAS' w/n 17339 — Leach (2nd Ed.) says that these engines later ran at Central Santa Regina / 636 Enidio Díaz Machado

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

Ordered for
BLW class 6-18D no. 29. Spec. is in vol. 36 p 189-190, mark on tank: 'CENTRAL TERESA R.R.

5 w/n 33801

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1913 Delivered here new

Ordered for Hugh Kelley & Co. for Central Teresa **6,**
BLW class 8-22D no. 333. Spec. is in vol. 49 p 40. mark on tank and cabsides: 'CENTRAL TERESA R.R.' though marking of cab omitted as had already been packed before instructions arrived.)

6 w/n 40775

18.6.64 Ingenio Tranquilidad, at Manzanillo

Background

Possibly known as Central Jibacoa for a period, then Central Madrazo.
1893: Plantation owned by Roque Reig Escalante. Location given as Manzanillo.
1907: "No railway."
1913 [9]: Operating, owned by Jaime Rosa Vivas.
1956 [34]: Not listed.

Gauge 3' 0"

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1912 Delivered here new

Ordered for Ernst Wiener & Co. for Central Tranquilidad **1,**
BLW class 10-20E no. 17. Spec. is in vol. 44 p 312-3, outside frames,
? w/n ?

18.6.65 Ingenio Unión, at San Luis
later Mill 641 Rafael Reyes

Background

Opened 1886.
1893: Plantation owned by Rousseau y Dusac. Location given as (Santiago de) Cuba.
1907: "Eleven and one-half miles, connecting with Cuba Co. R. R. near San Luis Junction. Proposed route of the Cuba Eastern R. R. crosses plantation; work now in progress. Standard gauge. Weight of rails, 60 lbs. Rolling stock: One locomotive and no cars."
1913 [9]: Operating, owned by Jose Rousseau.
1916 [9]: Operating, owned as previous line.
1922 [9]: Operating, owned by Cia. Azuc. de Santiago.
1943 [32]: Operating, owned by Jose Rousseau Verderau.
1956 [34]: Actively crushing.
In modern province of Santiago de Cuba.

3' 0" gauge

2-6-0 d/w 40", cyls. 13x20", built by Baldwin in 1908

Ordered by United Fruit Co. as no. **22** for Changuinola Rly, Panama, but not delivered. Sold to Central Union.
3' 0" gauge. Which Central Union? BLW class 6-20D no. 31. Spec. is in vol. 31 p 154.

3	w/n 32551	

0-4-0ST d/w 33", cyls. 12x16", built by Baldwin in 1915 Delivered here new

Ordered by Central Union, O. 3' 0" gauge.
BLW class 4-18C no. 106. Spec. is in vol. 54 p 27. details similar to 6-18D no. 36, mark on tank sides: 'CENTRAL UNION',

6	w/n 42352	

2-6-2T d/w 44", cyls. 16x24", built by Baldwin in 1923

Ordered by Central Alto Cedro as no. **6** or **41**. Sold to Central Union.
BLW class 10-26¼D no. 178 . Spec. is in vol. 64 p 398. Definitely a 2-6-2T but spec. page does not show a fraction in the class designation. Leach says originally built as 0-6-0T.

?	w/n 57213	Rebuilt as 2-6-0. Became *MinAz* no. **1454** at this location. Possibly regauged to standard but needs confirmation. Preserved 1982. In existence 1995, but Leach says gone by 1990.

0-6-0T d/w 37", cyls. 12x18", built by Baldwin in 1910

Ordered by American Trading Co. as no. **2** for unknown location, and supposedly sold later to this mill.
3' 0" gauge. BLW class 6-18D no. 36. Spec. is in vol. 36 p 213.

1	w/n 35541	Plinthed on site 1990. But see below for BLW 57987.

Standard gauge

2-6-0 d/w ?", cyls. ??", built by O&K in 1910 Delivered here new?

Ordered for Sucession de José Lezania und Larrea for Central Union.

Gauge standard. 500HP. Possibly for the other Central Union?

? w/n 5139

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered by Central Galope as nos. **2** and **3**. Sold to Central Union. Both? went to Central Algodones after C. Galope, and second one received new boiler 1924. Or maybe came to Central Union first.

BLW class 8-30D no. 716-7. Spec. is in vol. 64 p 18. mark on tank: 'CENTRAL GALOPE'

? w/n 53877 later to Central Algodones

? w/n 53878 later to Central Algodones. New BLW boiler 1924. Out of use 1997.
AHW [38] has this as *MinAz* no. **1673**.

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1920

Ordered via Zayas Abreu Commercial for Central Los Palacios, as no. **1**. Sold to Central Palma / 625 Dos Rios. Became *MinAz* no. **1670** at that location. Transferred to Central Union / 641 Rafael Reyes.

1670 w/n 62507 Present 1988. Derelict 1996, but scrapped by 1997.

2-6-2 or 2-4-4RT? d/w 44", cyls. 13x20", built by Baldwin in 1916 **Delivered here new**

Ordered by Cia. Azuc. de Santiago for Central Union **2 'TRIBILIN'**.

BLW class 10-20¼C no. 1. Spec. is in vol. 54 p 42. mark on tank: 'UNION',

2 'TRIBILIN' w/n 43659

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1916 **Delivered here new?**

Ordered for Central Union (which one?) as no. **8**.

BLW class 8-32D no. 797. Spec. is in vol. 54 p 129.

8 w/n 43723 Sold to Central Santa Isabel. On road in 1924.

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1916 **Delivered here new?**

Ordered for Central Union (which one?) as no. **7**.

BLW class 8-32D no. 795. Spec. is in vol. 54 p 127.

7 w/n 42931 Sold to Melchoir Armstrong & Dessau.

2-6-0 d/w 46", cyls. 17x24", built by Baldwin in 1920 **Delivered here new?**

Ordered for Melchoir Armstrong & Dessau for Central Union **3 'ENRIQUE'** or maybe as no. **7**.

BLW class 8-32D no. 323. Spec. is in vol. 64 p 209. mark on tank: 'CENTRAL UNION'.

3? w/n 54069 Became *MinAz* no. **1581** at this location. Present 1988, In existence 1995. May have worked at Central Miranda O for a while.
AHW [38] has this as BLW no. 54969.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Cooke in 1925

Ordered for Fidelity Sugar Co. One source says it came here, but others say it went to Central Palma / 625 Dos Rios, and then later to Central Miranda / 623 Julio Antonio Mella.

3 w/n 66466 Became *MinAz* no. **1669** at this location. Present 1988. In existence 1995.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1920 **Delivered here new?**

Ordered for Central San Cristobal **2**, but actually went to Southern Sugar Co. for Central Union **1**,

BLW class 10-30E no. 162. Spec. is in vol. 64 p 135. Dup. of 10-30E no. 153. mark on tank originally to be: 'SAN CRISTOBAL' but changed to 'SOUTHERN SUGAR CO.'

? w/n 53955 later to Central Fidencia as **8**

Additional loco/s reported at this location by enthusiasts in recent years

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

Ordered for ?

BLW class no. . Spec. is in vol. p . It is possible this this was one of the 2-6-0s listed above.

1673 w/n ? Out of use 1988.

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

Ordered for West India Sugar Finance Corp. for Central Hatillo as no. **4**.

BLW class 6-18D no. 68. Spec. is in vol. 72 p 38. Built to Metre gauge. Straight stack, mark on tank: 'CENTRAL HATILLO'. If later worked here then must have been regauged.

1 w/n 57987 Preserved 1997. Carries plates BLW 35541 from former no. **1**.

Leach has an ALCo 2-8-0 numbered **4** as having worked here in the past.

18.6.66 Additional mills in the old Santiago de Cuba / Oriente province

noted as having locomotives since the fore-going list index was created.
In due course these will be inserted in the correct places in the index.

Background

B

Central Damuji, at ?

Central Horqueta, presumably at Horqueta

Background

Not in the 1894 list in source [37]. Probably at or close to Horqueta which is south-west of Holguin and west north-west of Santiago.

Gauge 3' 0"

0-6-0 d/w ?, cyls. ", built by BMAG in 1924 **Delivered here new**

Ordered for Central Horqueta.

?	w/n 8436
?	w/n 8437
?	w/n 8438
?	w/n 8439

Ingenio Nuestra Señora de los Mercedes, at ?

Background

In 1877 there was an Ingenio Nuestra Senora de la Merced, at Colon, Palmilla.
In 1893-4 there was an ingenio Nuestra Senora de las Mercedes at Palmilla, owned by Andres Carrillo.
Query: was this in Matanzas province or in Oriente?

Gauge 2' 6"

2-6-0 d/w ?", cyls. 9x14", built by Porter in 1874 **Delivered here new**

Ordered via A. Y. LaGuardia, Havana, for Ingenio Nuestra Señora de los Mercedes.

?	w/n 471

18.7 Locos for Cuba with locations unknown

18.7.1 Locos for unidentified *centrales*

Central Acarigua

Background
Not in the 1894 list in source [37].

Gauge 2' 0"

0-4-0T d/w 26", cyls. 7x12", built by Baldwin in 1906
Ordered for Milwaukee Electric Rly. & Light Co. Sold 1917 via J. T. Gratigny, agent, to SI&E as no. 1182.
BLW class 4-8C no. 69 or 70. Spec. is in vol. 29 p 119. Original gauge 2' 0". Rebuilt to 60cm gauge and sold on via Melchior Armstrong Dessau to Central Acarigua.
? w/n 28209

Ingenio Antonia

Background
2' 6" gauge.

0-6-0 d/w ?, cyls. ?, built by Baldwin in 1883 **Delivered here new**
Ordered for K&P for Mr. Atamendi for Ingenio Antonia **'CARMEN'.**
BLW class 6-18D no. 4. Spec. in vol. 11 p 271. Mark on tank: 'INGENIO ANTONIA', no number, R&H stack, 4-wheeled tender.
'CARMEN' w/n 7022



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34328.

Central Caribe

Background
Not in the 1894 list in source [37].

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920 **Delivered here new**

Ordered for Central Caribe.

BLW class 10-34E nos. 2097-8. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL GUIRA', but probably then changed again.

1	w/n 54214	Sold on to Central Güines/Guaira? **1**. Sold to Central Santa Isabel LV/SC **3**, later to Central Santa Ana.
2	w/n 54215	Sold on to Central Pilar/El Pilar **9**. Was this for Central Pilar or El Pilar?

Central Cristobal Colón

Background

Not in the 1894 list in source [37]. There was of course an Ingenio Cristóbal Colón in the Dominican Republic, but that one only used 2' 6" gauge.

Standard gauge

4-6-0 d/w 60", cyls. 19x24", built by Baldwin in 1916

Built for Williamsport & North Branch RR, Pennsylvania, as no. **18**. Not delivered and then sold to *FC Norte* as no. **20**. "Ry. Co., after delivery of loco, will apply road no. **20**, and will re-letter tender 'NORTE'". Sold 1920 to *FC Hershey Cubano* possibly as no. **12**; later went to Central Cristobal Colón.

BLW class 10-32D no. 1160. Spec. is in vol. 54 p 136. XO no. 9504 of Sept. 1916 then seems to have included lettering the tender as 'F.C. DEL NORTE DE CUBA', and adding BLW property plates.

20	w/n 43577

Central Dulce María

Background

Not in the 1894 list in source [37].

Standard gauge

2-6-0 d/w 56", cyls. 18x24", built by Grant in 1881

Ordered for Cleveland, Columbus, Cincinnmati & Indianapolis RR as no. 79 later 610. Sold 1889 to NY Central RR as no. 6315. Sold 1917 to SI&E as no. 1214, and on to (Central?) Dulce Maria in Cuba.

?	w/n 1345

Central Española

Background

Not in the 1894 list in source [37].

Standard gauge

4-6-0 d/w 51", cyls. 18x24", built by Baldwin in 1880

Ordered by Shenandoah Valley RR as no. **25**. Sold 1890 to Norfolk & Western RR as no. **526** (or **536**?). Sold 1901 to Virginia Carolina Rly. Sold 1905 to Birmingham Rail & Locomotive, and on to Shreveport Realty Trust Co. Then sold to Prestridge Buchanan Logging. Sold 1917 to Southern Iron & Equipment as no. **1208**, and on to Central Española in Cuba.

BLW class 10-30D no. 95. Spec. is in vol. 10 p 74.

9 w/n 5337

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1884

Ordered by Central RR & Banking Co. of Georgia as no. **137** (5. 0" gauge). Sold 1892 to Central of Georgia RR as **1301**. Sold 1905 to I. Joseph (dealer) and on to Russell & Oliver and then to Robert Russell. Sold 1917 to Southen Iron & Equipment as no. **1194** (or **1198**?) and on to Central Española in 1918.

BLW class 10-30D no. 124. Spec. is in vol. 12 p 95.

6 w/n 7404

Central Fijaro

2-8-0 d/w 50", cyls. 20x24", built by Juniata shops on the PRR in 1893

Ordered for Philadelphia & Erie RR no. **2141**, sold 1898 to Pennsylvania RR as **1803** later **6298** class H 3b. Sold 1915 to SI&E as no. **1011**, then on to Central Fijaro as no. **2**??

? w/n 213

M. Salindez at Central Galindez-Matilda

Background

Not in the 1894 list in source [37]. There was , however, a Central Matilde at Camajuani in the old LV/SC province.

Standard gauge?

0-4-0T d/w 37", cyls. 11x16", built by Baldwin in 1888 **Delivered here new**

Ordered by K&P for M. Salindez / Central Galindez-Matilda as **1 'MATILDA'**.

BLW class 4-16C no. 81. Spec. is in vol. 14 p 217.

1 'MATILDA' w/n 9683 Sold to Central Amistad 1923 and received new boiler.
Became *MinAz* no. **1106** at this location. Plinthed at Guines.

Central Güines

Background

Not in the 1894 list in source [37]. Probably was at or near to Güines.

Standard gauge

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Central Caribe as no. **1**. Sold to Central Güines/Guira **1**.
BLW class 10-34E no. 2097. Spec. is in vol. 64 p 167. Dup. of 10-34E no. 2057, mark on tank: 'CENTRAL CARIBE' changed to 'CENTRAL GUIRA', but probably then changed again.
1 w/n 54214 Sold to Central Santa Isabel LV/SC **3**,later to Central Santa Ana.

Colonia La Güira

Background

Not in the 1894 list in source [37]. La Güira is east of Havana, in the old La Habana province.

Gauge ?

0-6-0ST d/w 24", cyls. 6x12", built by Baldwin in 1915 **Delivered here new**
Ordered for Domingo Ramirez for Colonia La Güira.
BLW class 6-6D no. . Spec. is in vol. p .
1 w/n ?

0-4-0T d/w 24", cyls. 6x12", built by Baldwin in 1915 **Delivered here new**
Ordered for Domingo Ramirez for Colonia La Güira **1**.
BLW class 4-6C no. 13. Spec. is in vol. 54 p 13.
1 w/n 42688

Central Guirio

Background

No Central Guirio has yet been identified.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920
Ordered for Central Guirio **100**, but cancelled and sold to Chattanooga Traction Co., later via Georgia Car & Loco **701** to Greenville & Northern Rly. **15**, Scrapped 1952.
BLW class 10-34E no. 2094?. Spec. is in vol. 71? p 26?.
1 w/n 54065

Central Irán Rojas Acosta, ex Central Amazonas / Central Santa Ana de los Mapos / Central Mapos, in Guasimal; in Sancti Spiritus

Background

Not in the 1894 list in source [37].

Ingenio Jobo Rosado

Background

In the 1894 list in source [37] as Ingenio Jobo at San Nicolás in La Habana province.

Gauge 70cm / 2' 3½"

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1889 **Delivered here new**
Ordered via Krajewski & Pesant for M. B. Duran as **'JOBO ROSADO'**.
BLW class 8-14D no. 4. Spec. is in vol. 15 p 199. Gauge 2' 3½".
'JOBO ROSADO' w/n 10372

Ingenio Jucaro

Background
In the 1894 list in source [37] at Sagua, in the old LV/SC province.

Gauge 3' 0"

0-4-0T d/w 30", cyls. 8x16", built by Porter in 1874
Ordered via Amory Edwards Co. NYC, for Cuba.
3' 0" gauge.
'JUCARO' w/n 195

Central Lavandero

Background
Not in the 1894 list in source [37]. Lavandero is south-west of Guanajay in the old Pinar del Rio province. Central Pilar in Pinas del Rio province was owned by a Sr. Lavandero.

Standard gauge

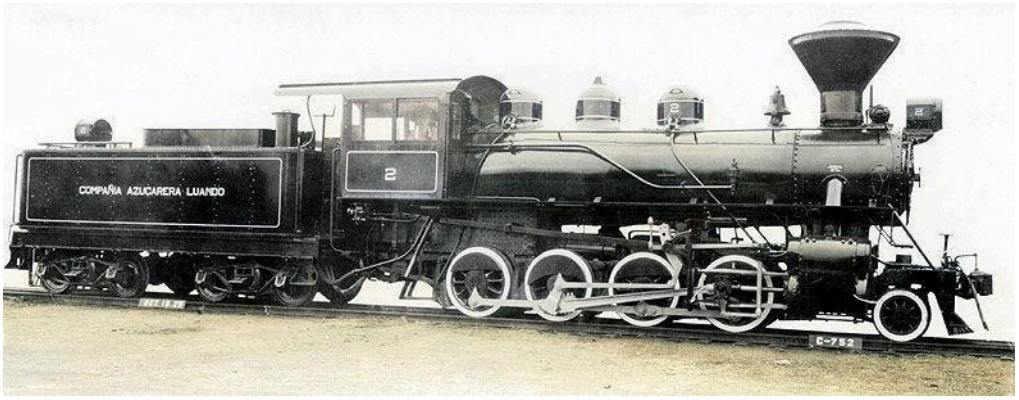
0-4-4T d/w ?, cyls. 14x20", built by Porter in 1905
Ordered for Czarnikow McDougall for Central Jesus Maria though Lehmuth says was for Central El Pilar no. **1** later **6**, later at Central Lavandero(?) where became **1205,** later at Central Josefita / 206 Manuel Isla Perez **1205**
? w/n 3356

Central Luando

Background
Not in the 1894 list in source [37]. Was this in Cuba or perhaps in a nearby island such as Puerto Rico?

Standard gauge

2-8-0 d/w 44", cyls. 18x24", built by ALCo in 1925 **Delivered here new**
A stock loco sold to Central Luando as no. **2**.
2 w/n 65194 Sold/transferred to Central Gomez Mena / 203 Hector Molina Riano. Became *MinAz* no. **1603** at that location. Transferred to Central



Central Mobat

Background

Not in the 1894 list in source [37].

Central Poleo Marianao

Background

Not in the 1894 list in source [37]. Perhaps a Central Poleo at Marianao?

Standard gauge

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918 **Delivered here new**

Ordered by Cuba Northern Rly as no. **34** but not delivered. Sold by VIW in June 1920 to Central Poleo Marianao as no. **?**.

VIW class 7-54-A1.

34 (not delivered)	w/n 2898	Sold to Central Toledo as no. **8**. Became *MinAz* no. 1806 at that location.

Central Sagua

Background

Not in the 1894 list in source [37].

Gauge 2' 6"

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1919 **Delivered here new**

Ordered by Central Sagua.

VIW class 736-A. Gauge 2' 6".

11	w/n 2984	Sold to Central San Isidro, SC/LV. Sold to Central Victoria / 434 Panchito Gomez Toro, SC/LV. Transferred to Central Vitoria / 448

Simon Bolivar. Became *MinAz* no. **1362** at that location. Sequence of transfers taken from Lehmuth but probably very muddled. Needs checking.

Central San Joaquin

In 1877 there were 4 ingenios with this name, at:
Bahia Honda, Las Pozas
Colon, Macuriges
Cardenas, Cimarrones
Remedios, Ejido.
In 1893-4 there were again four, at:
Las Pozas
Macuriges x 2
Remedios

Gauge 3' 0"

2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1891 **Delivered here new**
Ordered by Joaquin de Miers for Central San Joaquin.
BLW class 8-14D no. 7. Spec. is in vol.17 p 104. gauge 3' 0". Mark on tank: 'CENTRAL SAN JOAQUIN'.
1 'ELENA' w/n 12275

Gauge 2' 5"

0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891
Ordered by R. M. Miles for Cuba Cane Sugar Corp.
BLW class 6-16D no. 22. Spec. is in vol. 17 p 128. gauge 2' 5".
3 'NINA' w/n 12276

Ingenio San José y Hatoey

In 1893-4 there was an Ingenio Hatuey at San Jose de los Ramos, and another at Macagua.

Standard gauge

0-4-0T Motor d/w 32", cyls. 10x14", built by Baldwin in 1887
Ordered by *Cía. FC Urbano y Omnibus*. Sold to Ingenio San José y Hatoey.
BLW class no. 4-14C no. 77?. Spec. for last engine is in vol. 18 p 225. Mark over windows: 'F. C. U.'. Coal bunker on top of (saddle or rear?) tank in middle. Side door in middle of cab, instead of near the end, to slide.
8 w/n 8808 Sold Cia. Azuc. Washington.

Central Toluca Chucho

Background

Not in the 1894 list in source [37]

Standard gauge

4-6-0 d/w 67", cyls. 19x26", built by Baldwin in 1901

Ordered for Butte Anaconda & Pacific RR as no. **20**. Sold when road electrified in 1917 to Central Toluca Chucho. BLW class 10-32D no. 700. Spec. is in vol. 24 p37 .

? w/n 19389

18.7.2 Locos for mill-owning companies but with precise destinations not yet identified

Andries Sugar Co.

0-6-0T d/w 30½", cyls. 11x16", built by ALCo Cooke in 19??

Ordered by Russian Towns and Cities Union. Not delivered. Sold to many different customers.

6 w/n 58940

Soc. Agricola de Morón

Supposed bought for Central La Patria, but don't fit into locos at Central 517.

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1915 **Delivered here new**

Ordered for Soc. Agric. de Morón. For Central Patria nos. **1** and **2**. In use in 1924.

BLW class 8-26D nos.200-201. Spec. is in vol. 54 p 99.

1 w/n 42562

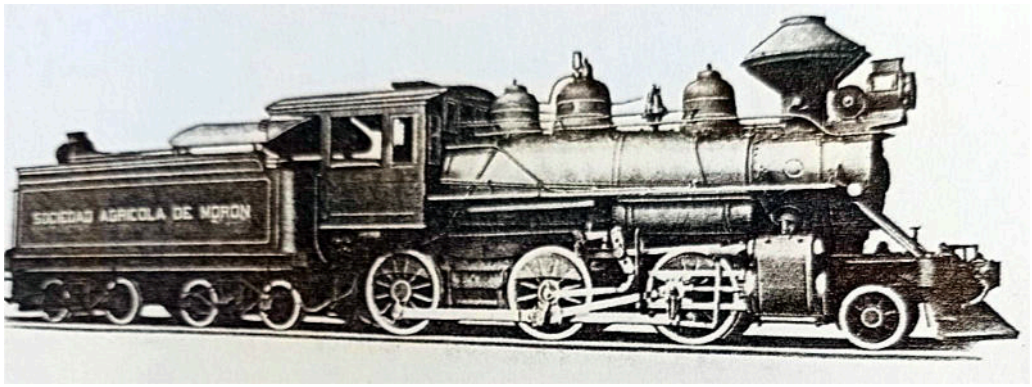
2 w/n 42563

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1916

Ordered by Soc. Agricola de Moron **2**.

BLW class 8-26D no. 202. Spec. is in vol. 54 p 101. Dup. of 8-26D nos. 200-201, mark on tank: 'SOCIEDAD AGRICOLA DE MORON', Standard gauge.

2 w/n 42966



'Central José Arechabala y Aldama', later José Arechabala SA

The Arechabala dynasty was a major industrial group in Cardenas, with rum distilleries amongst other interests, but whether they owned any basic sugar mills is unclear.

0-4-0F d/w 30", cyls. 15x16", built by Baldwin in 1916 **Delivered here new**

Ordered by Karl Koch for Central Jose Arechabala y Aldama, at Cardenas.

BLW class 4-24C no. 83. Spec. is in vol. 54 p 30. mark on steam reservoir: 'JOSE ARECHABALA Y ALDAMA'.

‘**CARMEN’** w/n 42842 Later went to Central Cunagua **5.**

Atlantic Fruit Co.

4-6-0 d/w 46", cyls. 15x20", built by Baldwin in 1920 **Delivered here new**

Ordered by Atlantic Fruit Co. as no. **6.**

BLW class 10-24D no. 144. Spec. is in vol. 64 p 396. 3' 0" gauge.

6 w/n 53886

Cia. Azuc. Atlantico del Golfo

Paragraphs from : https://historiacuba.wordpress.com/2016/09/07/compania-azucarera-atlantica-del-golfo/

“*La Compañía Azucarera Atlántica del Golfo era la propietaria de los centrales Álava, Conchita y Mercedes en Matanzas y el Lugareño, el Morón y el Stewart en Camagüey. Estos sumaban una capacidad de producción de 3 336 000 @ de caña diarias que representaba el segundo mayor grupo azucarero de Cuba y el primero de capital norteamericano. Controlaba, además, 550 millas de ferrocarril y una destilería en el central Morón que en 1958 se encontraba inactiva.*

Tenía un capital ascendente a $10 400 000 en 1957, propiedad de «Sullivan & Cronwell» que tenía intereses asociados con el grupo Rionda, en sociedad con «Loeb & Rhoades and Company» y con la «Sucesión de Falla Gutiérrez». John L. Loeb era el presidente de la Junta y Lawrence Crosby, presidente de la firma y sus subsidiarias. Desde 1958 Miguel Falla Álvarez, representante de la «Sucesión de Falla Gutiérrez» era su vicepresidente y administrador general. Ya desde antes Alejandro Suero Falla, cabeza de los Sucesión formaba parte de la Junta de Directores.

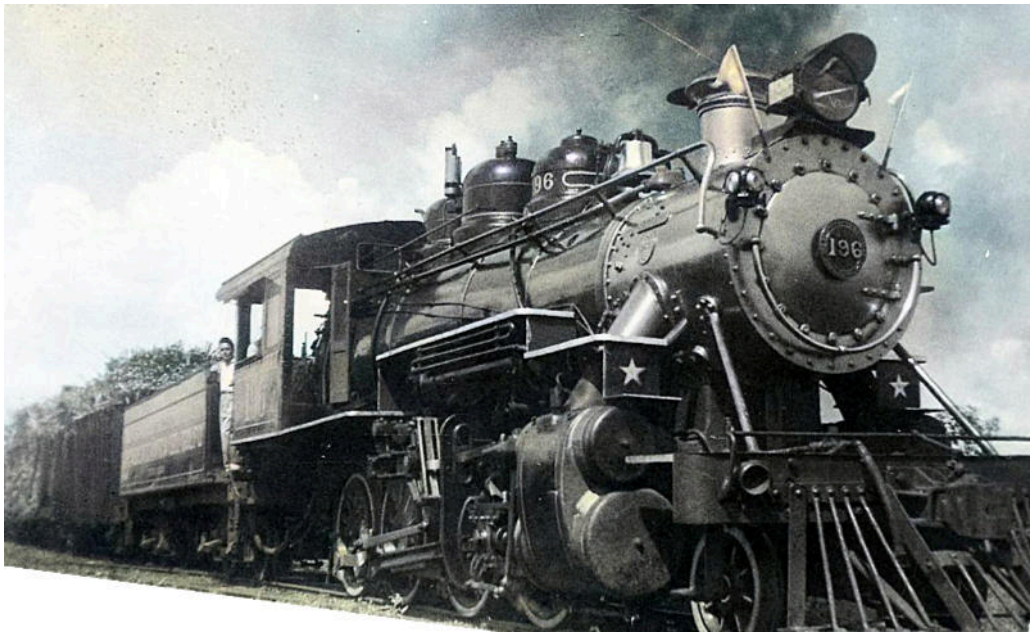
La Azucarera Atlántica del Golfo era la continuadora de los intereses de la desaparecida «Cuban Cane Sugar Corporation», que en una época fuera la mayor compañía azucarera del mundo. Luego de la quiebra de ésta en 1929 y su remate judicial en 1934 por la irrisoria cifra de $4 000 000 la mitad de sus centrales serían demolidos y otros pasarían a manos de otros propietarios, conservado la Atlántica del Golfo sólo los mencionados Álava, Conchita, Mercedes, Lugareño, Morón y Stewart.

A partir de los años 50 comenzaron a liquidar sus intereses en Cuba y tenían la intención de vender los seis centrales que aún controlaban. El 2 de enero de 1958 anunciaron un plan de completa liquidación, desatando una lucha entre los diversos grupos que tenían intereses en ella (Julio Lobo, Fulgencio Batista, Francisco Blanco y la Sucesión de Falla) por alcanzar su control, siendo los Falla los que finalmente lograrían imponerse.

Como el resto de las firmas azucareras norteamericanas en Cuba, la cotización de sus acciones había caído en picada en la década de 1950 y sí en 1956 se cotizaban a $20, ya en 1959 sólo se pagaban en $3.

Fue nacionalizada por el gobierno de Cuba el 8 de agosto de 1960 junto a otras grandes compañías de propiedad estadounidense.

Actualmente existe una reclamación ante los tribunales norteamericanos por su expropiación en la cual se demanda una indemnización al gobierno cubano por 170 222 600 pesos.”



A 2-8-0 numbered **196** belonging to the *Cia. Azuc. Atlantico del Golfo*.
Location and date unknown.

Cia. Azuc. de Carahatas

Background

This company owned Ingenio Esperanza (18.4.25) and Ingenio San Francisco de Asis (18.4.71), both at Quemados de Guines, and also Ingenio Lutgardita at Carahatas (18.4.37)

Gauge 2' 6"

2-6-0 d/w ?", cyls. ??", built by O&K in 1911 **Delivered here new**

Ordered by Cia Azucarera de Carahatas, Sagua de la Grande.
125hp.

6 w/n 5139

Caribbean Sugar Co.

0-4-0T d/w 30½", cyls. 11x16", built by VIW in 1921 **Delivered here new**

Ordered by Caribbean Sugar Co. **1**, Grevatt Co., later went to Central Macareno / 514 Haiti **1**,
Standard gauge.

1 w/n 3152

Cuba Cane Sugar Corp.

Background

Paragraphs from : https://historiacuba.wordpress.com/2016/09/07/cuban-cane-sugar-corporation-la-azucarera-del-mundo/

"*La Cuban Cane Sugar Corporation fue una compañía norteamericana que en su época de mayor esplendor llegó a convertirse en la mayor empresa azucarera del mundo.*

Se constituyó en New York el 29 de diciembre de 1915 por Manuel Rionda Polledo y llegó a controlar 18 centrales azucareros en Cuba que adquirió en apenas seis meses a la fecha fundacional (aunque casi de inmediato vendería el central Asunción). En 1920 constituyó la «Eastern Cuba Sugar Corporation» como subsidiaria , que en 1922 adquirió el central Violeta.
Era propiedad de un sindicato en Estados Unidos que invirtió $ 50 000 000 en la compra de los mencionados centrales y sus principales accionistas, además de Rionda, eran los norteamericanos E.W. Stetson (empresario tabacalero y accionista de la Coca Cola), Irene Dupont de Nemours y Matthew Chauncey Brush.
En la zafra de 1915 produjo alrededor de 3 100 000 sacos, dedicándose desde entonces a agrandar y perfeccionar la maquinaria de sus centrales que ya en 1919 llegaron a producir el 16.7 % de todo el azúcar cubano. El valor se sus propiedades en 1925 había alcanzado los $ 96 000 000 de pesos.
A partir de 1921, sin embargo, comenzó a sufrir pérdidas, lo que provocaría la salida de Rionda de la presidencia y en 1929 quebraría definitivamente, transformándose en 1932 en la «Cuba Cane Products Company Inc.» que sería rematada judicialmente en 1934 en la irrisoria cifra de $ 4 000 000 de pesos, cuando antes había llegado a ser valorada en 111 millones.
La mitad de sus centrales serían demolidos manteniéndose sólo el Álava, el Conchita, el Lugareño, el Mercedes, el Morón, el Perseverancia, el Soledad y el Stewart y desactivándose el La Julia, el Socorro, el Santa Gertrudis, el María Victoria, el Jagüeyal y el Velazco. Desde entonces fueron desplazados los intereses del Grupo Morgan, de Charles Hayden y del grupo Rionda, que había sido su propulsor, pasando al control del grupo Rockefeller, Sullivan & Cronwell.
La sucesora definitiva de la Cuban Cane sería la Compañía Azucarera Atlántica del Golfo (nacionalizada por el gobierno de Cuba en agosto de 1960) que mantendría bajo su control los centrales Álava, Conchita, Mercedes, Lugareño, Morón y Stewart, aunque a finales de la década de 1950 ya tenía decidido venderlos."

Standard gauge

2-6-0 d/w 57", cyls. 18x24". built by Dickson in 1888

Ordered for Central RR & Banking Co. of Georgia, as no. **531** later **1471**. Sold 1917 to Georgia Car & Locomotive as no. **356**, and sold on to Cuba Cane Sugar Co. as no. **1**. CG says was for a Central Venezuela.

1 w/n 679

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1883 and 1884

Ordered by NY West Shore & Buffalo RR as nos. **124** and **140**. Sold 1886 to NY Ontario & Western RR as **88** and **86** . Both sold 1917 to SI&E as nos. **1253** and **1242**. Sold to Cuban Cane Sugar Corporation in ? and 1917.
BLW class 10-34E nos. 363 and 378. Spec. is in vol. 11 p 235.

202 w/n 7031
201 w/n 7115

2-6-0 d/w 55", cyls. 18x24", built by Baldwin in 1887

Ordered by Richmond Fredericksburg & Potomac RR as no. **9**. Sold to Birmingham Rail & Locomotive and on to Vance Construction in 1910. Sold 1917 to SI&E as no. **1177**. Sold to Cuban Cane Sugar Corporation.
BLW class 8-30D no. 248. Spec. is in vol. 13 p 130.

3 w/n 8931

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1906

Ordered for George Craig & Sons for Cuba Cane Sugar Co. as no. **1² 'BEBE'**. Sold to Central Coal Co, as no. **2**? Sold to Cuba Cane Sugar as no. **2**? On road in 1919.
BLW class 8-28D no. 235?. Spec. is in vol. 30 p 124.

2? w/n 29137

2-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1912

Ordered via American Trading Co. for Dominican Republic for Miguel Diaz (for Central Perseverancia?), sold to Cuba Cane Sugar Co.. Gauge 2' 6".

BLW class 8-20D no. 147. Spec. is in vol. 44 p 264.

? w/n 38588

2-6-0 d/w 44", cyls. 20x24", built by PRR Juniata shops in 1892

Ordered for Pennsylvania RR no. **1541**, class R, 3a sold 1913 to Georgia C&L no. **256**, and on to Brinson Rly. as no. **1541** later **50**. Sold 1914 to Savannah & Northwestern RR as no. **50**, and in 1917 to Savannah & Atlanta RR as no. **50**. Then sold 1918 to Georgia C&L no. **366** via Church-Stewart to Cuba Cane Sugar Corp. as no **3**?. Central Ca-cocum?

3? w/n 167

2-6-0 d/w 56", cyls. 18x24". built by Cleveland, Columbus, Cincinnati & Indianapolis RR in 1882

Ordered for Cleveland, Columbus, Cincinnati & Indianapolis RR no. **617** later **317**, sold 1889 to New York Central RR as **6321**. rebuilt 1911, sold 1917 via SI&E no. **1153**, to Cuba Cane Sugar Corp. as no. **2**.

2 w/n ?

2-8-0 d/w ?, cyls. ?, built by ALCo Cooke in 1921

Ordered by ?

? w/n



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34302.

Loco numbers

In 1919-21 the CCSCo was ordering locos from Baldwin with numbers:

100-101	Baldwin	10-34E nos. 2060-1.
9	Baldwin ??? for Central Soledad	8-128D no. 158
102-107	Baldwin	10-34E nos. 2068-2073.
108-9	Baldwin	10-34E nos. 2091-2.
16-17	Baldwin ??? for Central Stewart	10-34E nos. 2087-8.
110-112	Baldwin 54284-6 for Central Violeta	10-34E nos. 2105-7.

It rather looks as though the CCSCo. was intent on creating a fleet numbered in the **100+** series, but that not all *centrales* were as yet on board with that idea.

Central Sugar Co.

Which centrales did this company own?

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1924

Ordered for Central Santa Ana (which one?) as no. **5**. though MM says ordered by West India Sugar Corp. for Central Palma **6**.

BLW class 8-26D no. 227. Spec. is in vol. 72 p 43. Sold to Central Sugar Co. (?) as no. **5**?

5 w/n 57921

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1919

Ordered via J. G. White Engineering Co. for the Central Sugar Co. as no. **6**. though MM says ordered by Central Sugar Corp. for Central Fe **6**.

BLW class 8-30D no.705. Spec. is in vol. 64 p 233. Sold to Central Constancia.

6 w/n 52341 Became *MinAz* no. **1425** at this location. In existence 1995.

Colonial Sugars Co.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1903

Ordered by Colonial Sugars Co.

BLW class 8-18D no. 111. Spec. is in vol. 26 p 158. mark on tank: 'COLONIAL SUGARS CO.', R&H stack, Gauge 2' 6" or maybe 2' 0".

8 w/n 23222 Sold to Cuban American Sugar Co.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1904

Ordered by Colonial Sugar Co..

BLW class 8-18D no. 114. Spec. is in vol. 27 p 88. mark on tank: 'COLONIAL SUGARS CO.', straight stack, Gauge 2' 6".

9 w/n 24617 Sold to Cuban American Sugar Co.

Copley Sugar Co.

0-4-0T d/w 33", cyls. 11x16", built by ALCo in 1915

Ordered for West India Management & Consulting Co. for Copley Sugar Co. **1** and **2**,

Gauge unknown.

1 w/n 53117

2 w/n 53118

Cuban American Sugar Co.

Some of these went to the Chaparra system.

0-4-2 d/w 30", cyls. 9x14", built by Baldwin in 1880

Ordered by E. F. Cabada & Co.**.**

BLW class 6-11 1/3C no. 3. Spec. is in vol. 10 p 62. 2' 6" gauge.

'LABERINTO' w/n 5127 Sold to Cuban American Sugar Co. as no. **2**.

2-6-0 d/w 50", cyls. ?18x24", built by ALCo in 1905

Ordered for Cuban American Sugar Co.

Standard gauge.

6 w/n 28611

0-4-0T d/w 30", cyls. 10x16", built by ALCo in 1909

Ordered as stock loco, sold to Cuban American Sugar Co. in 1913 as no. **2**.

Gauge 3' 0".

2 w/n 42533

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1904

Ordered for Cuban American Sugar Co. as no. **4**.

BLW class 8-30D no. 624. Spec. is in vol. 27 p 95.

4 w/n 24565 Sold to Central Tinguaro as no. **6**. On road in 1924.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1905

Ordered for Cuban American Sugar Co. Central Tinguaro as no. **5**. On road in 1924.

BLW class 8-30D no. 267. Spec. is in vol. 28 p 119.

5 w/n 26466 Sold to

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1907

Ordered for Cuban American Sugar Co. as no. **4**. MMM says was ordered by Cuban Sugar Refining Co. for Central Nueva Luisa **4**.

BLW class 8-30D no. 642. Spec. is in vol. 31 p 74.

4 w/n 32083 Sold to Central Tinguaro as no. **?**. On road in 1924. Sold to Central Araujo. Became *MinAz* no. **1517** at that location. In existence in 1995.

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1903

Ordered by Colonial Sugars Co. **8**. Sold to Cuban American Sugar Co.

BLW class 8-18D no. 111. Spec. is in vol. 26 p 158. Gauge 2' 0".

8? w/n 23222

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1904

Ordered by Colonial Sugars Co. **9**. Sold to Cuban American Sugar Co.

BLW class 8-18D no. 114. Spec. is in vol. 27 p 88. Gauge 2' 6".

9 w/n 24617

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1913

Ordered by Cuban American Sugar Co. for Chaparra RR **21**.

BLW class 8-24D no. 228. Spec. is in vol. 49 p 36.

21 w/n 40679

2-6-0 d/w 40", cyls. 15x20", built by Baldwin in 1915 and 1919

Ordered by Cuban American Sugar Co. for Chaparra Sugar Co. **25** et al.

BLW class 8-24D nos. 234, 245 and 246. Specs. are in vol. 54 p 90, and vol. 64 p 266. Gauge 3' 0".

25 w/n 42566

31 w/n 52076
32 w/n 52101

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1915 and 1919

Ordered by Cuban American Sugar Co. for Central Constancia **15**.
BLW class 8-22D no. 352. Spec. is in vol. 64 p 254. Gauge 2' 6".
15 w/n 52378

0-4-0T d/w 29", cyls. 10x16", built by Baldwin in 1914

Ordered by Cuban American Sugar Co. for Chaparra Sugar **23**.
BLW class 4-14C no. 272. Spec. is in vol. 54 p 21.
23 w/n 41560

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

Ordered by Cuban American Sugar Co. for Central Mercedita **3**.
BLW class 8-24D no. 219. Spec. is in vol. 44 p 282. 3' 0" gauge.
3 later **20** w/n 39006

0-4-0 d/w 29", cyls. 10x16", built by Baldwin in 1913

Ordered by Cuban American Sugar Co. for Chaparra Sugar Co. **22**.
BLW class 4-14C no. 265. Spec. is in vol. 53 p 1. 3' 0" gauge.
22 w/n 39556

0-4-0 d/w 29", cyls. 10x16", built by Baldwin in 1913

Ordered by Cuban American Sugar Co. for Central Mercedita **5**. Supposedly for *FC de la Sabana* in Colombia and then to *FC Cundinamarca* as no. **13**, but this is puzzling.
BLW class 4-14C no. 266. Spec. is in vol. 53 p 1. 3' 0" gauge.
5 w/n 39631

2-6-0 d/w 42", cyls. 14x18", built by Baldwin in 1912

Ordered for Cuban American Sugar Co. for New Niquero Sugar **2**. Destination unknown.
BLW class 8-22D no. 319. Spec. is in vol. 44 p 280. Gauge 3' 0".
2 w/n 38408

2-6-0 d/w 37", cyls. 14x18", built by ALCo in 1909

Ordered for Cuban American Sugar Co. **10**,
Gauge unknown.
10 w/n 46656

0-4-2T d/w 33", cyls. 11x16", built by ALCo in 1909

Ordered for Cuban American Sugar Co. **11**,
Gauge unknown.
11 w/n 46657

Cuba Fruit Co.

0-6-2 d/w ?", cyls. 9x14", built by Porter in 1903

Ordered by Cuba Fruit Co., Sagua de Panama, Cuba.
3' 0" gauge.
2 'MAC' w/n 2712

Cuban Sugar Refining Co.

2-6-0 d/w 50", cyls. 18x24", built by Baldwin in 1904

Ordered for Cuban Sugar Refining Co. as **2 'LUISA'**.
BLW class 8-30D no. 625. Spec. is in vol. 27 p 95. Sold to Central Tinguaro as no. **?**. Standard gauge.
? w/n 24810

Cia. Azuc. de Cuba

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1889

Ordered by Hudson Connecting RR as no. **5**. Sold 1890 to Central New England & Western RR as no. **25**. Sold 1892 to Philadelphia Reading & New England RR as no. **235**, later **1274** later **25**. Wrecked 1893 sold 1899 to Central New England RR as no. **25**. Sold 1904 to NYNH&H as no. **257**. Returned to Central New England 1905 as no. **25** later **75**. Sold 1915 to Cia. Azuc. de Cuba.
BLW class 10-34E no. 936. Spec. is in vol. 15 p 34. straight stack, mark on tank: 'C. N. E. & W.'.
? w/n 9860

Czarnikow-Rionda

Background

At its height owned the centrales San Vicente, San José / Washington, Elia, Cespedes, Francisco Sugar Co., Tuinucú, Manati.

0-6-0T d/w 26", cyls. 8x14", built by ALCo in 1911

Ordered via Czarnikow Rionda as nos. **2** and **3**. Purchasing destination not known.
Gauge 2' 6".
2 w/n 50489
3 w/n 50490

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1910

Ordered via Czarnikow Rionda as no. **9**.
Gauge standard. Destination unknown.
9 w/n 49475 Was later working at Central Gomez Mena / 203 Hector Molina Riano as *MinAz* no. **1506**.

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1915

Ordered via Czarnikow Rionda as no. **11**.
Gauge standard. Destination unknown.
11 w/n 55420

Fidelity Sugar Co.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34278.

Francisco Sugar Co.

Francisco Sugar Co. owned Central Elia and possibly others.

2-8-0 d/w 44", cyls. 17x24", built by Baldwin in 1921

Ordered for Czarnikow Rionda & Co. for Central San Vicente **3**, later to Central Elia **5²**, then to Central Manuelita **3**, then to Francisco Sugar **3.**

BLW class 10-28E no. 135. Spec. is in vol. 64 p 301. Dup. of 10-28E no. 119, mark on tank: 'CENTRAL SAN VICENTE' and on a second line: 'DE' followed by a third line saying: 'MANUEL RUBIO',

? w/n 54250

Guantanamo Sugar Co.

This company owned the Isabel, Los Caños and Soledad mills in Oriente, but so far none has been pinned down as using standard gauge.

2-6-0 d/w 54", cyls. 16x24", built by ALCo in 1907

Ordered by Guantanamo Sugar Co.

14 w/n 44802

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920

Ordered by Central El Pilar as no. **7**. Sold to Guantanamo Sugar Co. as no. **20**.

VIW class 7-54-A2.

20 w/n 3119

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1911

Ordered for Guantanamo Sugar Co. Gauge standard. Destination unknown.

BLW class 10-30E nos. 114, 124. and 126. Specs. are in vol. 36 p 194, and vol. 39 p 201.

15 w/n 35330

16 w/n 37126

17 w/n 37271

0-4-2T + 4 d/w 37", cyls 9x14", built by Baldwin in 1925

Steam railcar built for Cuban stock, This is a very odd machine to have built for stock. Sold to Guantanamo Sugar

Co. in 1930.
BLW class 10-12 1/3C no. 6. Spec. is in vol. 78 p 1. Standard gauge, dup. of 10-12 1/3CV nos. 3 to 5 which were built for American RR Co. of Puerto Rico. Water tank: rectangular, under car body; oil tank: saddle over boiler; loco to have sufficient power to haul one coach; very comprehensive spec of whole car included. car body built by Wason Mfg. Co. length over couplers: 60' 7½",
? w/n 58470

Hemenway & Browne

0-?-0? d/w ?, cyls. 8x?", built by Fowler in 1874
Ordered for Hemenway of Havana, but never erected.
? w/n 2369

0-4-0ST d/w ?, cyls. 6x12", built by Fowler in 1874
Ordered for Hemenway of Havana.
? w/n 2422

Hemenway & Browne sugar estate

Background
Nothing known,

Standard gauge

0-6-0T d/w 30", cyls. 11x16", built by Rogers in 1876
Ordered by Augustus H. Hemenway & Browne for H & B Sugar Estate.
2 'SAN JORGE' w/n 2445

Isabella de Sagua

Isabella de Sagua is a town on the coast north-west of Sagua la Grande.

2-6-2T d/w ?, cyls. ", built by ALCo in 1920
Ordered for Carlos Alpert & Co. for Isabella de Sagua (?) **1**,
1 w/n 62541

La Paz Sugar Co.

2-6-0 d/w 50", cyls. 19x24", built by Danforth Cooke in 1895
Ordered for Chattanooga Southern RR no. **6**. Sold to Tennessee Alabama & Georgia RR as no. **6**. La Paz Sugar Co., reported by Weber. Possibly for Central Por Fuerza???
? w/n 2326

Cia. Azuc. de Sagua



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07192-1.

2-8-0 d/w 36", cyls. 14x20", built by VIW in 1919

Ordered by Central Sagua as no. **11**. Sold to Central San Isidro, SC/LV.
VIW class 736-A. Gauge 2' 6".

11 w/n 2984 Sold to Central Victoria, then possibly back to Central San Isidro / 434 Panchito Gomez Toro, SC/LV. Transferred to Central Vitoria / 448 Simon Bolivar. Became *MinAz* no. **1362** at that location. Sequence of transfers taken from Lehmuth but probably very muddled. Needs checking.



San Juan Sugar

4-6-0 d/w 54", cyls. 18x24", built by Schenectady in 1894

Ordered by Dominion Construction as no. **20**; sold to Toronto, Hamilton & Buffalo RR as no. **20**, then sold to San Juan Sugar, Cuba, as no. **?**.

? w/n 4252

Trinidad Sugar Co.

4-4-0 d/w 43", cyls. 12x18", built by Brooks in 1882

Ordered for Kansas Central RR no. **4**, then to Mississippi River & Bonne Terre RR in 1891 as no. **4**, later sold to Trinidad Sugar Co., reported by Weber. Trinidad Sugar Co. was active in latter part of 19th century, as received compensation for daamages caused during the Spanish-American war.

3' 0" gauge.

? w/n 680

2-6-0 d/w 34½", cyls. 12x18", built by ALCo in 1916

Ordered for Trinidad Sugar Co. **1**,

Narrow gauge.

? w/n 56580

United Fruit Co.

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

Ordered for UFCo. in Cuba as no. **12-17**, but where? Sold to Guatemala Rly. as no. **12-17**, then to IRCA as **12-17** later **48-53**. In service 1952.

BLW class 8-26D no. 151. Spec. is in vol. 28 p 83. Supposedly standard gauge but rebuilt to 3' 0" gauge.

12 w/n 25985

13 w/n 26076

14 w/n 26283

15 w/n 26495

16 w/n 26927

17 w/n 27020

Warner Sugar Co.

4-4-0 d/w 63", cyls. 17x24", built by Schenectady in 1893

Ordered for Jacksonville, St. Augustine & Halifax River RR (later Jacksonville, St. Augustine & Indian River RR) as nos. **17, 200/20**, and **23**. Sold to Florida East Coast RR as nos. **17** later **19, 20** and **23**. Then sold to Warner Sugar Refining Co.

? w/n 3995

? w/n 4142

? w/n 4194

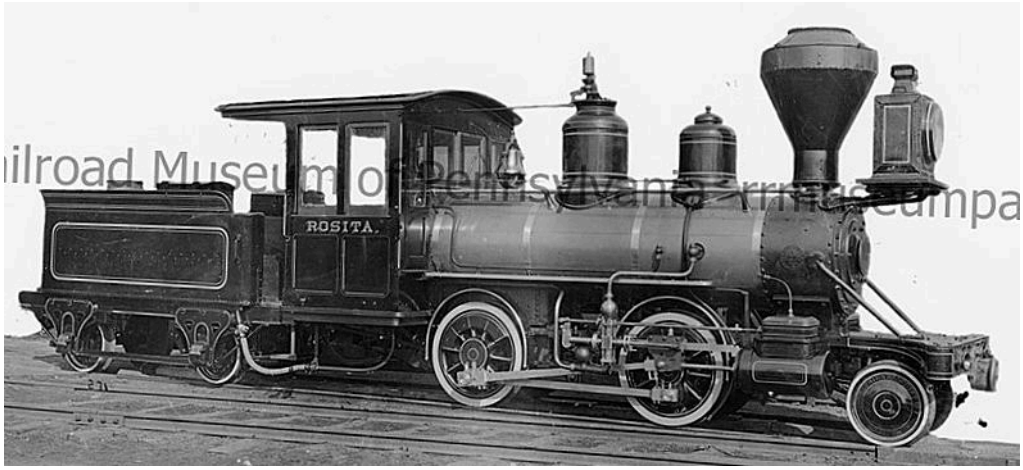
18.7.3 Locos for agents working in Cuba but with the eventual customers unknown

Allison Manuf. Co., Cuba

2-4-0 d/w 36", cyls. 9x16", built by Baldwin in 1878

Ordered for Allison Manuf. Co., Cuba. Possibly for Ingenio Santa Rosa?
BLW class 6-12C no. 2. Spec. is in vol. 12 p 261. Gauge 2' 7½".

?	w/n 7804	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00271.

J. S. Aguirre, Cuba

0-4-2T d/w 37", cyls. 10x16", built by Baldwin in 1878

Ordered for J. S. Aguirre,. Cuba.
BLW class 6-14 1/3C no. 1. Spec. is in vol. 8 p 237.

?	w/n 4418	

ALCo stock locos built for Cuba but not sent there

2-8-0 d/w 50", cyls. 18x24", built by ALCo in 1921

A stock loco built for Cuba but was sold to Apalachicola Northern RR as no. **200**.

200	w/n 63283	Sold to Georgia Car & Loco (in 1949?) and on to Helena and Northwestern RR as no. **200**.

2-8-0 d/w 48", cyls. 19x26", built by ALCo in 1924

A stock loco built for Cuba but was sold to High Point Thomasville & Denton RR as no. **?** later **750**.

?	w/n 65187	Sold via Georgia Car & Loco and on to Birmingham Rail & Loco to become Tuskagee RR no. **750** in 1947.

Baldwin stock locos built for Cuba but not sent there

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1920

Ordered for Cuban stock, but shipped to H. T. Farrell Co. **1** in Texas.
Standard gauge. BLW class 8-30D no. 727. Spec. is in vol. 65 p 116.

? w/n 54025

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1920

Ordered for Cuban stock, but then sold to Cisco & Northeastern RR **61**, later to Louisiana & Pine Bluff RR **61.**
BLW class 10-34E no. 2099. Spec. is in vol. 62 p 23.

? w/n 54216

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1921

Built for Cuban stock, but then shipped to John A. Farrell & Co. for Mexican Petroleum **102.**
BLW class 8-30D no. 727. Spec. is in vol. 65 p 116.

? w/n 54238

2-8-0 d/w 51", cyls. 20x24", built by Baldwin in 1921

Ordered for Cuban stock. Standard gauge. Sold from Cuban stock to San Antonio Southern RR **4**, later to Missouri Pacific RR **1009.**
d/w 51" cyls. 20x24", BLW class 10-34E no. 2100. Spec. is in vol. 65 p 245-6.

? w/n 54311

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1925

Ordered for Cuban stock, delivered to US Veterans Bureau Hospital **5631** in Maryland. Then to US Army quartermaster Corps, later to USATC **6932**, then to Mobile & Gulf RR **97**.
BLW class 8-30D no. 738. Spec. is in vol. 78 p 9. Standard gauge.

? w/n 58797

Carlos Alfert y Cia., S. en C.

0-4-0ST d/w 30", cyls. 9x14", built by Baldwin in 1915

Ordered for Carlos Alfert y Cia. S. en C.
BLW class 4-11C no. 403. Spec. is in vol. 54 p 19. high straight stack, mark on tank: none, Standard gauge.

1 w/n 42402

American Trading Co.

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1919

Ordered by American Trading Co. as no. **9**.
BLW class 10-22E no. 83. Spec. is in vol. 64 p 148.

9 w/n 52236 Sold to Central Soledad. Became *MinAz* no. **1337** there. In existence 1995.

Daniel Ballanilla, Havana

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1917

Ordered for Daniel Ballenilla, Havana, Cuba.
Standard gauge.
? w/n 1622

William L. Bass

In 1877 there had been an ingenio La Ceiba at Calabazar near Sagua la Grande. In 1893-4 it was in operation, owned by Francisco Lamadrid.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1889

Ordered via Pioneer Iron Works for Central Consuelo in Dominican Republic, as '**S. P. de MACORIS'**. Sold to Cuba for William L. Bass.
BLW class 6-8 1/3C no. 27. Spec. is in vol. 15 p 157. Gauge 2' 6".
? w/n 10438

E. F. Cabada & Co.

0-4-2 d/w 30", cyls. 9x14", built by Baldwin in 1880

Ordered by E. F. Cabada & Co.**.**
BLW class 6-11 1/3C no. 3. Spec. is in vol. 10 p 62. 2' 6" gauge.
'LABERINTO' w/n 5127 Sold to Cuban American Sugar Co. as no. **2**.

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1883

Ordered by E. F. Cabada & Co.**.**
BLW class 8-18D no. 58. Spec. in vol. 12 p 19. No mark on tank, R&H stack, 2' 6" gauge.
4 'EMILIA' w/n 7062 sold to ?, then to Constancia Sugar Co., then to Cuban American Sugar Co. **8.**

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1884

Ordered by E. F. Cabada & Co.**.**
BLW class 8-18D no. 60. Spec. in vol. 12 p 135. R&H stack, no mark on tank. 2' 6" gauge.
5 'MARIANA' w/n 7526 Sold to Daimuir Co.??, then to Constancia Sugar Co. then? to Cuban American Sugar Corp. possibly later 3' 0" gauge.

0-4-2T d/w 30", cyls. 8x12", built by Baldwin in 1886

Ordered by E. F. Cabada & Co. then sold to Constancia Sugar Co., then on to Cuban American Sugar Co, possibly after rebuild to 3' 0" gauge.
BLW class 6-10 1/3C 19 vol 13 p 15. Diamond stack. 2' 6" gauge.
6 'LUISA' w/n 7803

Manuel Carogal, Cuba

A Manuel Carazol was involved in the purchase of engines for Central Amistad in 1904-6.

0-4-4T d/w 42", cyls. 12x16", built by Pittsburgh in 1894

Ordered for Manhattan Rly. as no. **236**. Sold to Manuel Carogal, Cuba.
? w/n 1516

0-4-0T d/w 26", cyls. 7x12", built by ALCo in 1906

Ordered via Manuel Carazol, might have been for Central Amistad 18.2.2.

? w/n 41487

Fowler locos for E. Cespedes

2-4-0T? d/w ?, cyls. 5½x?", built by Fowler in 1881-2

Ordered for E. Cespedes. But may have avtually gone to *CF Franco-Algerienne* and then to *CF Algerie de l'Etat*.

? w/n 4037

0-4-2ST d/w ?, cyls. 7x10", built by Fowler in 1891

Ordered for E. Cespedes.

? w/n 5944

Cuban Trading Co.

2-6-0 d/w 62", cyls. 20x28", built by PRR Juniata shops in 1896

Ordered for Pennsylvania RR no. **860**, later **0860**. Sold to Altoona Northern RR as no. **102**, then sold via BR&L no. **?** to Cuban Trading Co., possibly for Central Tuinucu. Also listed in 18.4.90

? w/n 409

Czarnikow-McDougall, agents

0-4-0T d/w 27", cyls. 6x12", built by ALCo in 1904

Ordered as stock loco, sold via Czarnikow McDougall as no. **1**.

Gauge 3' 0".

1 w/n 30270

2-6-0T d/w 54", cyls. 19x24", built by ALCo in 1905

Ordered via Czarnikow McDougall as no. **2**. Gauge standard.

2 w/n 38709

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1907

Ordered via Czarnikow McDougall as no. **2**.

Gauge standard.

2 w/n 44702 Later worked at Central San Antonio / 212 Boris Luis Santa Coloma. Became *MinAz* no. **1510** at that location.

0-6-0T d/w 26", cyls. 8x14", built by ALCo in 1911

Ordered via Czarnikow McDougall for unknown customer.

Gauge 2' 6".

2 w/n 50489

3 w/n 50490

Pedro Fernandez de Castro

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1893

Ordered by Pedro Fernandez de Castro.

BLW class 8-14D no. 12. Spec. is in vol. 18 p 269. Gauge 2' 5½" or 2' 3½".

1 w/n 13738

Pedro Gomez Mena

0-6-0T d/w 43½", cyls.15x22", built by Baldwin in 1879

Ordered for Central RR of NJ as no. **1**. Sold 1899 to A. S. Males & Co. Sold 1906 to SI&E as no. **413**. Sold on to Russel & Oliver. Sold to Robert Russell. Sold 1917 to SI&E as no. **1195**. Sold on in 1917 to Pedro Gomez Mena.

BLW class 6-24D no. 19. Spec. is in vol. 9 p 108.

? w/n 4639

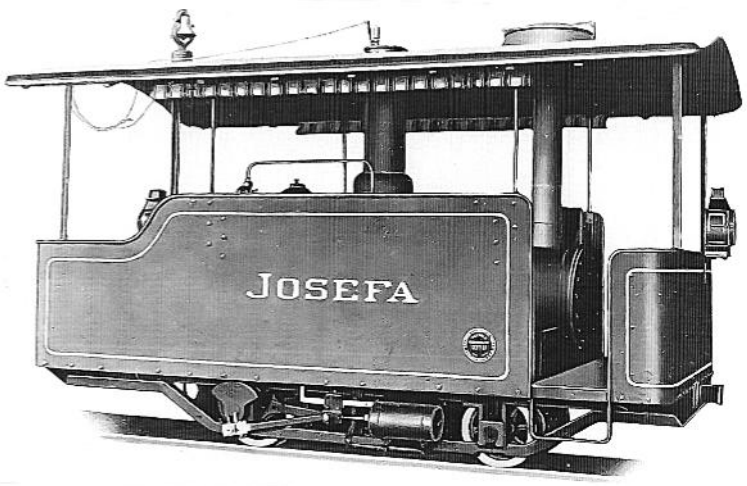
Guiler Gordon Engineering Co.

2-2-0 d/w 24", cyls. 6½x10", built by Baldwin in 1908

Ordered for Guiler-Gordon Engineering **1 'JOSEFA'** Inspection loco.

Gauge 2' 6". BLW class 4-6B no. 2. Spec. is in vol. 31 p 214. Minor details as 4-4B no. 2.

'JOSEFA' w/n 32781



C. J. Harran, Havana

0-6-0 d/w ?", cyls. ??", built by Borsig in 1911

Ordered via/for C. J. Harran.

2' 6" / 762mm gauge.

? w/n 8157

Graham Hinckley & Co.

2-4-0 d/w 36", cyls. 11x16", built by Baldwin in 1900

Ordered by Graham Hinckley & Co.

BLW class 6-16C no. 19. Spec. is in vol. 22 p 229. Gauge 2' 3½".

'CARMENCITA' w/n 17383

José Lezama

2-6-0 d/w 55", cyls. 15x24", built by Rogers in 1872

Ordered for Illinois Central RR no. **195**, later **896**, then **1896**. Sold to SI&E in 1907 as no. **613**, and on to Choctaw Lumber for Washington & Choctaw RR no. **6**. Sold to SI&E as no. **1236** in 1917, and on to Jose Lezama in Cuba in 1919.

? w/n [2086]

Cia. Martinez, Havana

Boiler, built by Henschel in 1925

Ordered via Cia. Martinez for unknown customer.

? w/n 20600

Mora & Zayas Commercial Co., Havana?

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1889

Ordered for Lady Ensley Coal & Iron Co. as no. **1 'MARTIN ENSLEY'**. Sold to Sloss Sheffield Steel & Iron. Sold to Birmingham Rail & Locomotive in 1917 and on to Mora & Zayas Commercial Co., Havana.

BLW class 8-30D no. 307. Spec. is in vol. 15 p 46.

? w/n 9906

J. N. Odvardo

4-4-0 d/w 62", cyls. 16x24", built by Baldwin in 1886

Ordered by *FC del Oeste* **9**.

BLW class 8-26C no. 436. Spec. is in vol. 12 p 235.

11 w/n 7772 Originally had been no. **9**., but later no. **11**. Sold to J. N. Odvardo as no. **11**.

Pascual Bros.

0-4-0ST d/w ?", cyls. 4½x7½", built by Bagnall in 1880

Ordered for Pascual Bros., Cuba.

Gauge 2' 6¼".

'CLARA' w/n 285

J. A. Pesant

0-6-0 d/w 36", cyls. 11x15", built by Danforth Cooke in 1876

Ordered for J. A. Pesant for unknown customer.

? w/n 1037

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1882

Ordered by A. Pesant for unknown customer**.**

BLW class 6-11D nos. 6-7. Spec. is in vol. 11 p 137. 2' 5" gauge.

1 w/n 6459

2 w/n 6460

0-6-0 d/w 24", cyls.8x12", built by Baldwin in 1878

Ordered by A. Pesant for unknown customer as no. **1 'METORA'.**

BLW class 6-10D nos. 1. Spec. is in vol. 8 p 179. 2' 5" gauge. Mark: none, and no name or no. given. Diamond stack.

1 'METORA' w/n 4245

L. del Portillo of Havana

4-6-0 d/w 55", cyls. 19x24", built by Norfolk & Western RR, Roanoke shops in 1885

Ordered for Norfolk & Western RR as no. **127** later **136** class L, sold 1913-1916 via BR&L, to L. del Portillo of Havana.

? w/n 11

A. M. Puente & Co., Havana

2-6-0 d/w 50", cyls. 18x24", built by ALCo in 1907

Ordered for Atlantic Eng. & Constr. Co. **2**, eventually via Georgia Car & Loco. Co. to A. M. Puente **10**.

Std. gauge.

10 w/n 44417

4-6-0 d/w 55", cyls. 18x24", built by Rogers in 1891

Ordered for Nashville, Chattanooga & St. Louis RR no. **122** later **157**. Sold to GC&L in 1916 as no. **324**, and on to C. W. Lane Co. no. **34** in Toccoa, Georgia. Then via GC&L no. **406** to A. M. Puente no. **5** in Havana in 1919.

5 w/n 4472

0-4-0T? d/w ?", cyls. ?", built by Bell in 1920

Ordered for A. M. Puente & Co. Two plantation locos ordered, according to *Railway Age*, Jan. 16th 1920.

? w/n ?

? w/n ?

4-6-0 d/w 55", cyls. 18x24", built by Rogers in 1891

Ordered by Nashville, Chattanooga & St. Louis RR as no. **122** later **157**. Sold to Georgia Car & Locomotive in 1916

as their no. **324**. Sold on to C. W. Lane Co. of Toccoa Georgia as no. **34** in 1917. Sold back to GC&L as their no. **406**, and on to A. M. Puente & Co. in 1919.
5 w/n 4472

4-6-0 d/w 55", cyls. 18x24", built by Rogers in 1885

Ordered by Nashville, Chattanooga & St. Louis RR as no. **21**, later **121**. Sold to Georgia Car & Loco in 1919 as their no. **422**, and on to A. M. Puente & Co. of Havana.
6 w/n 3530

2-6-0 d/w 56", cyls. 18x24", built by ALCo in 1907

Ordered by Atlantic Engineering & Construction Co., for Savannah Augusta & Northern RR as no. **2**. Then to Georgia Car & Loco as no. **329**, and on to Wader, Clower & Wade as no. **656** in 1917. Back to GC&L as no. **394** and on to Georgia Coast & Piedmont RR as no. **656** in 1919. Back again to GC&L as no. **436**, and on to A. M. Puente & Co. of Havana.
10 w/n 44417

4-6-0 d/w 49", cyls. 18x24", built by Rhode Island in 1889

Ordered via Macon Construction Co. as no. **129** for Georgia Southern & Florida RR, as no. **129**. Sold to Georgia Car & Locomotive in 1911 as no. **159**. Sold on to C. W. Lane Constractors as no. **24**, then back to GC&L as no. **390**, before going to A. M. Puente & Co. in Havana.
11 w/n 2262

Narcisco Rodriguez

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1892

Ordered for Narcisco Rodriguez.
BLW class 8-16D no. 34. Spec. is in vol. 18 p 86. Gauge 2' 6".
2 'CHAVEZ' w/n 13034

J. D. Schaffer, Isle of Cuba Plantation

0-4-4T d/w 29", cyls. 11x16", built by Davenport in 1907

Ordered by J. D. Schaffer, Isle of Cuba Plantation.
3' 0" gauge.
? w/n 1050

Messrs. J. M. Sorzano & Co.

0-4-0T? d/w 30", cyls. 9x14", built by Porter in 1881

Ordered for Messrs. Sorzano & Co., no. **3 'ANITA'**, reported by Weber.
Gauge 2' 7½" / 80cm.
3 'ANITA' w/n 462

0-4-0T? d/w 33", cyls. 10x16", built by Dickson in 1900

Ordered for Messrs. J. M. Sorzano & Co. Possibly for Central Maceo?

Gauge 2' 3½" / 70cm.
1 'MACEO' w/n 1196

Standard Products Co., Havana

4-6-0 d/w 57", cyls. 19x24", built by Brooksl in 1895

Ordered for Cleveland, Cincinnati, Chicago & St. Louis RR no. **510**, NY Central & Hudson River RR, CCC&StL division? no. **6231**. later to Standard Products Co., Havana, reported by Weber.
Presumably standard gauge.
? w/n 2615

2-8-0 d/w 44", cyls. 20x24", built by Altoona Machine Shop PRR in 1888

Ordered by Pennsylvania RR no. **1189** class R or H3. Sold 1919 to BR&L possibly rebuilt to d/w 44", then on to Stout Mountain Coal Co., but sold again via BR&L in 1920 to Standard Products Co., Havana.
? w/n 1237

Sussdorf Zaldo & Co.

0-4-4T d/w 30", cyls. 9x14", built by Dickson in 1901

Ordered for Sussdorf Zaldo & Co. **2 'FC MARIEL'** .
3' 0" gauge.
2 'FC MARIEL' w/n 1281

Unknown customers

0-?-0 d/w ?", cyls. ??", built by Couillet in 1865

Ordered for ?
?? gauge.
? w/n 161

4-4-0 d/w 54", cyls. 12½x20", built by Seth Wilmarth around 1850

Ordered for Cumberland Valley RR **'LEOPARD'**. seen in 1874 as CVRR no. **12**.then to Cuba in 1881, and seen 1893 in Santiago de Cuba area, but customer unknown, reported by Weber.
Standard gauge.
? w/n ?

4-4-0 d/w 54", cyls. 12½x20", built by Seth Wilmarth around 1850

Ordered for Cumberland Valley RR as **'ROBERT MORRIS'**, seen in 1874 as CVRR no. **22**. 1889 sold to Rly. Equipment Co. of NY and leased to San Diego & East Terminal Rly. Co. seen 1893 in Santiago de Cuba area, but customer unknown, reported by Weber.
Standard gauge.
? w/n ?

Maximino Yebra Co.

0-4-0T d/w 20", cyls. 5x10", built by Baldwin in 1914

Ordered by Maximino Yebra Co.

BLW class 4-4C no. 22. Spec. is in vol. 54 p 11. Gauge 2' 6". mark on tank: 'BUENAVENTURA', R&H stack. Was there a Central Buena Ventura?

1 w/n 41417

Zarrago & Co.

2-8-0 d/w 36", cyls.14½x20", built by Baldwin in 1908

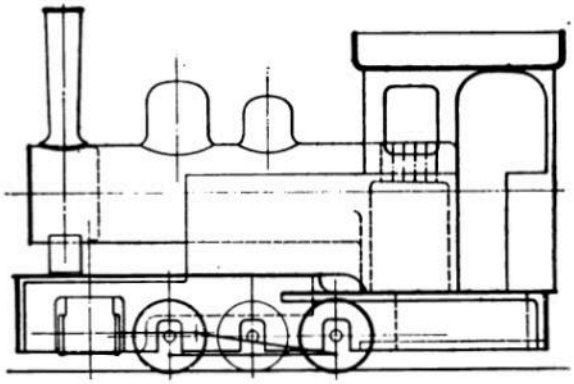
Ordered for Zarrago & Rodriguez Co. for Central Adela **6**.

Gauge 3' 0". BLW class 10-22E no. 46. Spec. is in vol. 32 p 234.

6 'ADELA' w/n 32813

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA., U. S. A.



Seven tank locomotives are offered, subject to prior sale, for delivery in time to help move the next sugar crop. The sketch shows the general design. Two of the locomotives are of 34,000 pounds weight, and five of 37,000 pounds weight. They can be adapted to gauges of 2 feet 5½ inches to 3 feet. Specifications and prices will be furnished on application.

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G. R. PEREZ, NATIONAL BANK OF CUBA BLDG., HAVANA, CUBA

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32 BROADY, WA N. Y.

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Havana Iron Works, REGLA, HABANA, CUBA.

Constructores de toda clase de maquinaria para haciendas de azúcar.
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AGENTES GENERALES PARA LA ISLA DE PUERTO-RICO :

SUCRS. DE L. VILLAMIL & Co

SAN JUAN, PUERTO-RICO.

18.8 *MinAz* steam locos in order of running number

Much of the data in this table was extracted from source [5] G. A. P. Leach (2nd edition 1997), by Martin Murray, to whom sincere thanks are due. Modifications to the material have been made to improve compatibility with the terminology and layout used throughout these files.

Min. de Az.	**Wheel arr.**	**Builder**	**& no.**	**Year**	**BLW class**	**Gauge**	**First location**	**Last location**	**Notes**
					11xx				
1101	0-6-0ST	VIW	1177	1907		Std.	18.1.17	18.1.17	18.1.17 **1**
1102	2-6-0	VIW	2421	1915		Std.	18.1.17	18.1.17	**2 'MARIA JOSEFA'**
1103	2-6-0	BLW	54052	1920	8-20D 165	Std.	18.1.17	18.1.17	18.1.17 **5**
1104	0-4-0ST	BLW	52086	1919	4-18C 118	Std.	18.1.7	18.1.7	18.1.7 **4**, then **1**
1105	0-4-0ST	BLW	38604	1912	4-14C 261	Std.	18.1.7	18.1.7	18.2.18 **11**, then **5** at 18.1.7
1106	0-4-0ST	BLW	9683	1888	4-16C 81	Std.	18.2.2	18.2.2	A Galindez **'MATILDA'**, **21** at 18.2.2
1107	0-4-2T	BLW	6468	1882	6-20 1/3C 1	Std.	18.2.2	18.21.2	Juan S Aguirre '**MARIA'**, **1** at 18.2.2
1108	2-6-0	Porter	5727	1915		30"	18.2.18		Parque L M Tillman
1109	2-6-0	BLW	16290	1898	8-18D 91	30"	18.2.18	18.2.18	Sta Gertrudis Est **2**, then **7** at 18.2.18
1110	2-8-0	BLW	53402	1920	10-18E 16	30"	18.2.24	18.2.24	**6**
1111	2-6-0					30"		18.2.24	
1112	0-4-2T	BLW	4502	1878	6-14 1/3C 2	Std.	18.2.26	18.2.26	F F Ibanez **1**
1113									
1114	2-6-0	BLW	12998	1892	8-20D 89	36"	18.1.14	18.1.14	18.4.1 Zozaya & Co **2 'ADELA'**
1115	0-6-2ST	BLW	56639	1923	8-12 1/3D 15	34½"	18.1.19	18.1.19	18.1.19 **4**
1116	0-4-0ST	BLW	17300	1899	4-12C 37	Std.	18.3.13	18.3.13	18.3.13 **4 'JOHNNY'**
1117	0-4-0ST	BLW	41244	1914	4-14C 270	Std.	18.3.13	18.3.32	18.3.13 Juan Pedro Baro **6**
1118	2-6-0	BLW	19677	1901	8-18D 96	30"	18.3.16	18.3.16	C. Santa Gertrudis **6**, then **4** at 18.3.16
1119	0-4-0T	Hen	12496	1913		Std.	18.3.21	18.3.57	
1120	0-4-0ST	VIW	2382	1915		Std.	18.3.21	18.3.21	**4 'JOSE LOPEZ RODRIGUEZ'**
1121	0-4-0ST	VIW	2961	1919		Std.	18.3.21	18.3.43	**1**
1122	0-4-0T	HKP	4437	1909		Std.	18.3.43	18.3.43	Kates & Co.
1123	0-6-0T	Bor	7619	1910		Std.	18.3.61	18.3.61	
1124	2-4-0T	Hen	12445	1913		Std.	18.3.61	18.3.61	Central La Julia
1125	2-8-0	BLW	26791	1905	10-18E 8	30"	18.4.7		**4**
1126	2-6-0	BLW	52586	1919	8-18D	30"	18.4.10	18.4.10	C. Nuestra Senora del Carmen **4**
1127	2-6-0	BLW	6639	1883	6-16D 8	30"	18.4.16	18.4.16	**3 'REDENCION'**
1128	2-6-0	BLW	24617	1904	8-18D 114	30"	18.4.16	18.4.16	Colonial Sugar Co. **9**
1129	2-6-0	BLW	53728	1920	8-16D	30"	18.4.17	18.4.17	Ctl San Antonio **3** (Villa Clara)
1130	0-4-0F	O&K	6854	1914		30"	18.4.29	18.4.29	**0**
1131	0-4-0F	BLW	43277	1916	4-20C 52	30"	18.4.29	18.4.29	**00**
1132	2-6-0	BLW	14022	1894	6-20D 12	30"	18.4.38	18.4.38	**6 'PEDRO SANCHEZ DULZ'**
1133	2-8-0	BLW	12273	1891	10-18E 3	30"	18.4.40	18.4.40	**3**
1134	2-8-0	BLW	54251	1920	10-18E 17	30"	18.4.40	18.4.40	Ctl Alquizar **4**
1135	2-6-0	BLW	43335	1916	8-18D 144	30"	18.4.40	18.4.40	Ctls Loteria & Nuestra S del C **3**
1136	2-6-0	BLW	49554	1918	8-18D 49	70cm	18.4.46	18.4.46	N American Sugar Co. **1 2**

1137	2-6-0	BLW	49555	1918	8-18D 50	70cm	18.4.46	18.4.46	N American Sugar Co. **1 3**
1138	2-6-0	BLW	33067	1908		70cm	18.4.46	18.4.94	N American Sugar Co. **6 'DICK'**
1139	2-6-0	BLW	38694	1912	8-18D 138	70cm	18.4.46	18.4.46	**7 'NUNU'**
1140	2-6-0	Porter	6594	1920		30"	18.4.54	18.4.16	**4**
1141	2-8-0	BLW	45829	1917	10-18E 12	30"	18.4.54	18.4.40	**6 'FELA'**
1142	2-6-0	BLW	10400	1889	6-14D 28	30"	18.4.55		**2 'PURIO'**
1143	2-6-0	BLW	32934	1908	8-18D 22	30"	18.4.55	18.4.61	Central Sta. Gertrudis **4**
1144	2-6-0	BLW	24318	1904	8-18D 112	30"	18.4.55	18.4.38	**4**
1145	0-4-0T	Dav	1751	1919		36"	18.4.56	18.4.56	Domingo Leon
1146	2-8-0	VIW				36"	18.4.56	18.4.56	
1147	0-4-0ST	Dav	1738	1919		Std.	18.4.58	18.4.58	Domingo Leon, **5** at 18.4.58
1148	0-6-0ST	ALCo	58942	1925		Std.	18.4.58	18.4.58	**7**
1149	2-6-0	BLW	25628	1905		30"	18.4.60		Central San Pedro **3**
1150									
1151	0-4-0F	BLW	51127	1919	4-20C 256	30"	18.4.61	18.4.61	**7**
1152	2-6-0	VIW	3106	1920		30"	18.4.61	18.4.61	**8 'JORGE DE ONA'**
1153	2-8-0	BLW	34048	1909	10	30"	18.4.66	18.4.40	Emilio Terry & Bros **12**
1154	2-6-0	BLW	35776	1910	8-16D 68	30"	18.4.72	18.4.72	Az Carahatas **1** , **4** at 18.4.72
1155	2-6-0	BLW	13155	1893	8-16D 33	30"	18.4.72	18.4.72	**3 'JUAN MIGUEL'**, then **6** at 18.4.72
1156	2-6-0	BLW	8956	1887	8-20D 61	36"	18.4.73	18.4.73	Zozaya & Co. **1 'ADELA'**
1157	0-4-0ST	VIW	3092	1920		Std.	18.4.82	18.461	**4**
1158	0-4-0ST	VIW	3091	1920		Std.	18.4.85	18.4.85	**3**
1159	2-6-0	BLW	13033	1892	8-16D 32	30"	18.4.86		**2**
1160	2-4-0T	O&K	9450	1920		Std.	18.4.86	18.4.86	Koppel Ind Car & Equipt. Co.
1161	2-4-0T	O&K	6935	1915		Std.	18.4.86	18.4.86	Koppel Ind Car & Equipt. Co.
1162	2-8-0	BLW	44286	1916	10-18E 15	30"	18.4.88	18.4.88	Cuban Central RR **36**
1163	0-6-0	BLW	7691	1885	6-16D 13	30"	18.4.88	18.4.16	Elisha Atkins & Co. **3 'INEZ'**
1164	2-6-0	BLW	52163	1919	8-18D 153	30"	18.4.88	18.4.88	**7**
1165	2-6-0	BLW	57946	1924	8-18D 163	30"	18.4.88	18.4.88	**8**
1166	2-6-0	BLW	12272	1891	10-11 1/3D 2	70cm	18.4.94	18.4.94	**1**
1167	2-4-0	BLW	25264	1905	6-12C 5	70cm	18.4.94	18.4.94	*FC Yaguajay* **1**
1168	0-4-0WT	O&K	10671	1924		Std.	18.4.95	18.4.95	Riera, Toro & v Twistern, Habana
1169	0-4-0F	BLW	46254	1917	4-34C 1	Std.	18.5.10	18.5.10	**3**
1170	0-4-0F	BLW	42842	1916	4-24C 43	Std.	18.5.10	18.5.10	325? Arechabala Ret '**CARMEN'**
1171	0-4-0F	BLW	53100	1920	4-34C 2	Std.	18.5.10	18.5.10	**9**
1172	0-4-0F	O&K	5083	1912		Std.	18.5.23	18.5.10	18.5.23
1173	0-4-0ST	BLW	42671	1915	4-14C 279	Std.	18.5.8	18.5.8	**1**
1174	0-4-0ST	Dav	1737	1919		Std.	18.5.13	18.5.8	Gustavo Portola, Habana
1175	0-4-0T	BLW	57897	1924		Std.	18.5.32	18.5.32	**3**
1176	2-6-0	BLW	44344	1916	8-18D 147	30"	18.5.21	18.5.21	**6**
1177	0-6-4ST	BLW	40678	1913	10-18 1/3D 3	30"	18.5.31	18.5.31	**10 'FLORINDA'**
1178	0-6-0	BLW	12976	1892	6-16D 12	36"	18.6.60	18.6.60	**2**
1179	0-6-0	BLW	31953	1907	6-18D 30	36"	18.6.60	18.6.60	**3**
1180	0-6-0	BLW	6456	1882	6-14D 14	30"	18.6.54	18.6.54	**1 'R L SANCHEZ'**
1181	0-6-0	BLW	6608	1883	6-14D 15	30"	18.6.54	18.6.54	**2 'GUABAJENY'**

12xx

1201	0-4-2ST	VIW	2578	1916			18.2.18	18.2.26	**1**
1202	2-6-0	BLW	29278	1906	8-20D 124	30"	18.2.18	18.2.18	**2**, then **1** at 18.2.18
1203	2-8-0	BLW	53812	1920	10-20E 24	30"	18.2.24	18.2.24	**5**
1204	2-4-2T	Rogers	5009	1894			18.2.24	18.2.24	*FCUH* **3 'PROVIDENCIA'**
1205	0-4-4T	Porter	3356	1905			18.2.26	18.2.12	**1**, then **6**
1206	0-4-0T	Hen	18044	1920			18.2.26	18.2.26	Kuntze & Jiirgens, **2** at 18.2.26
1207	2-4-0T	Hen	11677	1912			18.2.26	18.2.26	Schwab & Tillmann, **5** at 18.2.26
1208	2-4-2T	Rogers	5007	1894			18.2.35	18.2.12	*FCUH* '**MARGARITA Y TERESA'**
1209	2-6-0	BLW	25214	1905	6-20D 29	36"	18.1.14	18.1.14	18.1.14 **1**
1210	2-6-0	BLW	40595	1913	8-18D 141	36"	18.1.14	PL	Cuban American Sugar Co. **3**
1210	2-6-0	BLW	42216	1915	8-20D 159	34½"	18.1.19	18.1.19	18.1.19 **2**
1211	2-6-0	BLW	47237	1917	8-20D 162	34½"	18.1.19	18.1.19	18.1.19 **3**
1212	2-6-0	BLW	10377	1889	8-22D 136		18.3.2	18.3.2	18.3.2 **1**, then **51**
1213	2-6-0	BLW	53006	1920	8-18D 157	30"	18.3.16	18.3.16	18.5.21 **100**, then **055** at 18.3.26
1214	0-4-0ST	VIW	2688	1917		30"	18.3.26	18.3.26	18.3.26 **1 'MANUELITA'**
1215	0-4-0ST	VIW	2891	1919		30"	18.3.26	18.3.26	18.3.16 **2 'PAQUITO'**
1216	2-4-0	Rogers	5036	1895			18.3.32	18.3.32	*FCUH* **'SAN AGUSTIN'**
1217	0-4-2ST						18.3.36	18.3.32	
1218	2-6-0	BLW	46159	1917	10-20¼D 25	30"	18.4.7	18.4.7	18.6.23 Guantanamo Sugar Co. **7**
1219	2-8-0	BLW	37268	1911	10-20E 14	30"	18.4.7	18.4.40	18.4.85 American Trading Co. **2 'VILLA CLARA'**
1220	2-8-0	BLW	35782	1910	10-20E 12	30"	18.4.7	18.4.88	18.4.7 **6**
1221	2-8-0	BLW	53879	1920	10-20E 25	30"	18.4.7	18.4.7	18.4.7 **7**
1222	2-6-0	BLW	42208	1915	8-22D 339	30"	18.4.16	18.4.16	Cuban American Sugar Co **14**
1223	2-6-0	BLW	52378	1919	8-22D 352	30"	18.4.16	18.4.16	Cuban American Sugar Co **15**
1224	2-4-0	BLW	58438	1925	6-22C		18.4.18	18.4.18	18.5.29 **1**
1225	2-6-2	Porter	6241	1919		30"	18.4.38	18.3.26	18.4.38 **2 'HAYAGAN'**
1226									
1227	2-6-0	BLW	13080	1892	8-22D 160	27½"	18.4.46	18.4.46	H de A Manden de Alf Central Triunvirato
1228									
1229	2-8-0	BLW	52382	1919	10-22E 80	36"	18.4.56	18.4.56	18.4.56 **4**
1230	2-8-0	BLW	52383	1919	10-22E 81	36"	18.4.56	18.4.56	18.4.56 **5**
1231	2-8-0	BLW	52390	1919	10-22E 82	36"	18.4.56	18.4.56	18.4.56 **6**
1232	2-8-0	BLW	38663	1912	10-20E 16	30"	18.4.60	18.4.60	18.4.10 No **1 5**, No **1 0** at 18.4.60
1233	2-6-0	BLW	40804	1913	8-20D 156	30"	18.4.61	18.4.61	18.4.55 **4**
1234	2-8-0	BLW	37081	1911	10-20E 13	30"	18.4.66	18.4.7	18.4.66 **6**
1235	2-8-0	BLW	52914	1920	10-20E 23	30"	18.4.66	18.4.88	18.4.66 **7**, then **7** at 18.4.16
1236	2-8-0	BLW	35459	1910	10-18E 11	30"	18.4.66	18.4.88	18.4.10 **14 'TERESA'**
1237	2-8-0	BLW	58645	1925	10-20E 27	30"	18.4.66	18.4.66	18.4.10 **14**
1238	2-8-0	BLW	58646	1925	10-20E 28	30"	18.4.66	18.4.7	18.4.10 **15**
1239	0-4-0F	BLW	54270	1921	4-34C 7		18.4.70	18.4.70	18.4.70
1240	2-6-0	BLW	42231	1915	8-20D 160	30"	18.4.72	18.4.72	Ctl Cieneguita **3**, then **5** at 18.4.72
1241	2-8-0	BLW	40219	1913	10-20D 18	30"	18.4.85	18.4.85	18.4.85 **3 'MARIA ABREU'**
1242	2-8-0	BLW	58791	1925	10-20E 30	30"	18.4.85	18.3.16	Ctl San Antonio **4**, then **9** at 3C
1243	2-8-0	BLW					18.4.86	18.4.86	
1244	2-8-0	BLW	13021	1892	10-22E 11	27½"	18.4.94	18.4.94	18.4.94 **2**

1245	0-4-0ST	HL	2638	1905			454		Cuban Central RR
1246									
1247	2-6-0	BLW	38588	1912	8-20D 147	30"	18.5.21	18.5.21	18.6.29 **4**
1248	2-8-0	VIW	2340	1914		30"	18.5.21	18.5.21	18.5.21 **6**
1249	2-8-0	BLW	38426?	1912		30"	18.5.21	18.5.21	
1250	0-6-0F	Hen	20380	1924			18.5.18	18.5.18	18.6.29 Kunz & Jurgens
1251	0-4-0F	BLW	60099	1927	4-24C 94		18.5.18	18.5.18	18.5.18 **57**
1252	2-6-0	BLW	55731	1922	8-24D 257	36"	18.6.20		18.6.20 **3**
1253	2-6-0	BLW	54321	1921	8-24D 255	36"	18.6.20	18.6.33	18.6.61 **509**
1254	2-8-0	BLW	57207	1923	10-26E 442		18.6.43	18.6.62	18.6.43
1255	2-8-0	BLW	38661	1912	10-20E 17	36"	18.6.43	18.6.43	Ctl Tranquilidad **1**
1256	2-8-0	BLW	57207	1923	10-26E 442	36"	18.6.62	18.6.62	18.6.62 **10**
1257									
1258	2-8-0	BLW					18.6.43		
1259	2-6-0	BLW	39006	1913	8-24D 219	36"	18.6.44	18.6.44	18.1.14 Cuban American Sugar Co.
1260	2-6-0	BLW	53237	1920	8-24D 251	36"	18.6.44	PL	18.6.11 Chaparra Sugar Co. **36**
1261	2-6-2	BLW	52257	1919	10-20¼D 26	36"	18.6.33	18.6.43	18.6.23 Guantanamo Sugar Co. **8**

13xx

1301	0-4-0	BLW	EO1050	1925			18.1.2	18.1.2	unknown, **4** at 18.1.2
1302	2-6-0	ALCo	30235	1904			18.2.2	18.1.7	Man Caragol **2**, then **23** & **26**
1303	2-6-0	ALCo	38900	1905			18.2.2	18.2.2	18.2.2 Man Caragol **4**, then **24**
1304	2-8-0	VIW	2792	1918			18.2.18	18.2.7	18.2.7 **14**
1305	2-6-0	VIW	2492	1916		30"	18.2.18	18.2.18	Ctl Nueva Paz **5**
1306	2-8-0	BLW	38802	1912	10-22E 53	30"	18.2.18	18.2.18	18.2.18 **4**
1307	2-8-0	BLW	53685	1920	10-22E 95	30"	18.2.18	18.2.18	18.2.18 **2 'ENRIQUE PASCUAL'**
1308	2-8-0	BLW	18371	1900	10-24½E 102	30"	18.2.18	18.2.18	**7 'GUILLERMO SCHUMANN'**
1309	2-8-0	ALCo				30"	18.2.24	18.2.24	18.2.5 **4** or **5**
1310	2-8-0	BLW	52574	1919	10-22E 88	30"	18.2.24	18.2.24	Ctl Guira **4**
1311	2-6-2T	BLW	24839	1904	10-24¼D 47		18.2.24	18.2.26	18.2.24 **1**
1312	2-6-0	BLW	53236	1920	8-24D 250	36"	18.1.14	18.1.14	18.6.11 Chaparra Sugar Co. **35**
1313	2-6-2T	ALCo	55282	1915			18.3.2	18.3.32	Czarnikow Rionda
1314	2-6-0	BLW	42975	1916	8-28D 309		18.3.7	18.3.7	18.3.7 **3 'TOMAS ALVAREZ'**
1315	2-8-0	BLW	26193	1905	10-22E 39	30"	18.3.16	18.3.16	18.5.31 **8 'CARLOS SANCHEZ'**
1316	0-4-0T	VIW	3354	1923		30"	18.3.26	18.3.26	18.3.26 **3 'IAQUITA'**
1317	2-8-0	BLW	43729	1916	10-22E 71	36"	18.4.1	18.4.1	18.4.67 **3 'ANGELENA'**
1318	2-8-0	BLW	21308	1902	10-22E 32	36"	18.4.1	18.4.1	18.4.1 Zozaya & Co **4**
1319	2-8-0	BLW	53830	1920	10-24E 207	36"	18.4.1	18.4.1	18.4.1 Zarraga & Co. **8 'FE ZARRAGA'**
1320	2-8-0	BLW	33500	1909	10-22E 47	30"	18.4.16	18.4.7	18.5.31 **1 'BERNABE SANCHEZ'**
1321	2-8-0	BLW	40224	1913	10-22E 57	30"	18.4.16	18.4.7	18.4.72 **1**, then **7** at 18.4.16
1322	2-8-0	BLW	23282	1903	10-22E 35	30"	18.4.16	18.4.7	18.4.10 **4**
1323	2-8-0	BLW	53633	1920	10-22E 93	36"	18.4.17	18.4.73	18.4.17 **3**
1324	2-8-0	BLW	53654	1920	10-22E 94	36"	18.4.17	18.4.46	18.4.17 **4**
1325	2-8-0	BLW	53107	1920	10-22E 91	36"	18.4.1	18.4.26	18.4.96 **3**
1326	2-8-0	BLW	14436	1895	10-22E 19	30"	18.4.29	18.4.29	18.4.29 **4**
1327	2-8-0	BLW	37142	1911	10-22E 50	30"	18.4.29	18.4.29	18.4.29 **6**
1328	2-8-0	BLW	42093	1915	10-22E 62	30"	18.4.29	18.4.29	18.4.29 **7**

1329	2-8-0	BLW	52573	1919	10-22E 84	30"	18.4.29	18.4.29	18.4.29 **8**
1330	2-8-0	BLW	43851	1916	10-22E 72	30"	18.4.40	18.4.88	Central San Lino **6**
1331	2-8-0	BLW	29277	1906	10-22E 44	30"	18.4.40	18.4.16	18.4.29 **5**
1332	2-8-0	BLW	42232	1915	10-22E 65	30"	18.4.40	18.4.7	Central San Lino **5 'PURA'**
1333	2-8-0	BLW	52414	1919	10-22E 85	27½"	18.4.46	18.4.46	N American Sugar Co. **6**, then **1**
1334	2-8-0	BLW	53655	1920	10-22E 96	27½"	18.4.46	18.4.46	18.4.46 **17**, then **5**
1335	2-8-0	BLW	26253	1905	10-22E 40	27½"	18.4.46	18.4.46	18.4.46 **5 'DON ALVARO'**
1336	2-8-0	VIW	2782	1918		27½"	18.4.46	18.4.46	18.4.46 *FC Caibarien* **10**
1337	2-8-0	BLW	52236	1919	10-22E 83	30"	18.4.54	18.4.88	American Trading Co. **9**
1338	2-6-0	BLW	53339	1920	8-22D 359	30"	18.4.54	18.2.18	18.4.40 **5**
1339	2-8-0	BLW	18387	1900	10-22E 28	36"	18.4.56	18.4.56	Cuban Central RR **50**
1340	2-8-0	BLW	13083	1892	10-22E 12	36"	18.4.56	18.4.26	Caibarien RR **15**, then **11** at 411
1341	2-6-0	BLW	43650	1916	8-24D 238	36"	18.4.56	18.4.56	18.6.11 Chaparra Sugar Co. **28**
1342	4-6-0	BLW	37172	1911	10-28D 131		18.4.58	18.4.58	18.4.58 American Trading Co. **3**
1343	2-6-2ST	BLW	24614	1904	10-24¼D		18.4.86	18.4.58	18.2.35 **2 'SILVIA'**
1344	2-8-0	BLW	13839	1893	10-24E 147	30"	18.4.61	18.4.61	18.4.94 **4**
1345	2-8-0	BLW	54011	1920	10-22E 100	30"	18.4.66	18.4.7	18.4.91 **3**
1346	0-6-0ST	VIW	2604	1917			18.4.72	18.4.92	18.4.72 **3 'MARIA JOSEFA'**
1347	2-8-0	BLW	52262	1919	10-22E 79	30"	18.4.72	18.2.24	**10**
1348									
1349	2-6-0	BLW	18970	1901		36"	18.4.73	18.4.73	18.4.73 **2**
1350	2-8-0	BLW	43394	1916	10-24E 191	36"	18.4.73	18.1.14	18.4.73 **3**
1351	2-8-0	BLW	45070	1917	10-24E 193	30"	18.4.73	18.2.18	18.4.73 **4**
1352	2-8-0	BLW	52156	1919	10-24E 198	36"	18.4.73	18.4.73	18.4.73 **5**
1353	0-4-0ST	VIW					18.4.85	18.4.27	
1354	2-8-0	BLW	55127	1921	10-22E 103	27½"	18.4.85	18.4.46	614 **8**, then **7**
1355	2-8-0	BLW	53864	1920	10-22E 98	30"	18.4.86	18.4.7	18.4.72 **12**
1356	2-8-0	VIW	2571	1916		30"	18.3.16	442	18.4.61 **5**, then **10** at 18.3.16
1357	2-8-0	BLW	33553	1909	10-22E 48	30"	18.4.88	18.4.88	18.4.88 **'ARAMAO'**
1358	2-8-0	BLW	42136	1915	10-22E 63	30"	18.4.88	18.4.88	18.4.88 **6 'TERESA'**
1359	See 1439 in location list								
1360	2-8-0	BLW	46255	1917	10-22E 73	27½"	18.4.94	18.4.94	18.4.94 **5**
1361	2-8-0	BLW	53064	1920	10-22E 89	27½"	18.4.94	18.4.94	18.4.94 **6**
1362	2-8-0	VIW	2984	1919		27½"	18.4.94	18.4.94	Cia Azucarera de Sagua **11**
1363	2-8-0	BLW	46768	1917	10-22E 75	27½"	18.4.94	18.4.94	N American Sugar Co. **9 'AIMEE'**
1364	2-8-0	BLW	37822	1912	10-22E 52	30"	18.2.24	18.5.21	18.5.31 **9 'ALVARADO SANCHEZ'**
1365	2-8-0	BLW	57791	1924	10-22E 105	30"	18.2.18	18.5.21	18.5.31 **16**
1366	2-8-0	BLW	52103	1919	10-22E 78	27½"	18.5.31	18.4.46	18.5.31 **12**
1367	2-8-0	BLW	57792	1924	10-22E 106	27½"	18.5.31	18.4.94	18.5.31 **17**
1368	0-4-0F	BLW	53876	1920	4-34C 6		18.5.18	18.5.18	18.5.18 **55**
1369	0-4-0F	BLW	53832	1920	4-34C 4		18.5.18	18.5.18	18.5.18 **51**
1370	0-6-0F	Hen	20120	1923			18.5.18	18.5.18	18.6.29 M Tillmann
1371	2-8-0	BLW	38971	1912	10-26E 378	36"	18.6.29		18.6.29 Manati Sugar Co. **3**
1372	2-8-0	BLW	40111	1913	10-26E 386	36"	18.6.29	18.6.43	18.6.29 Manati Sugar Co. **4**
1373	2-8-0	BLW	58755	1925	10-26E 460	36"	18.6.29	18.4.73	18.6.33 New Niquero Sugar Co. **8**
1373	2-8-0	BLW	43983	1916	10-26E 400	36"	18.6.29		18.6.29 Manati Sugar Co. **14**
1374	2-8-0	BLW	43984	1916	10-26E 401	36"	18.6.29		18.6.29 Manati Sugar Co. **15**

1375	2-8-0	BLW	43985	1916	10-26E 402	36"	18.6.29		18.6.29 Manati Sugar Co. **16**
1376	2-8-0	BLW	43986	1916	10-26E 403	36"	18.6.29		18.6.29 Manati Sugar Co. **17**
1377	2-8-0	BLW	46968	1917	10-24E 195	36"	18.6.29		18.6.29 Manati Sugar Co. **20**
1378	2-6-0	BLW	52101	1919	8-24D 246	36"	18.6.14		18.6.11 Chaparra Sugar Co. **32**
1379	2-6-0	BLW	56739	1923	8-24D 262	36"	18.6.14		18.6.11 Chaparra Sugar Co. **37**
1380	2-6-0	BLW	53309	1920	8-24D 252	36"	18.6.20	18.6.33	Beattie & Co. **1 'GUARAJABO'**
1381	2-6-0	BLW	53310	1920	8-24D 253	36"	18.6.33	18.6.43	18.6.33 Beattie & Co. **2 'LAJITAS'**
1382	2-8-0	BLW	42690	1915	10-22E 68	36"	18.1.14	624	Cuban Central RR **07**
1383	2-6-0	BLW	53779	1920	8-24D 256		18.6.25	18.6.59	Konig Bros & Co **2**
1384	2-6-0	BLW	52876	1920	8-24D 242		18.6.25	18.6.25	Southern Sales Corp **5**
1385	2-8-0	BLW	52380	1919	10-24E 203	30"	18.6.54	18.6.54	18.6.54 **10 'ARROYO BLANCO'**
1386	2-8-0	BLW	52630	1919	10-24E 206	30"	18.6.54	18.6.54	18.6.54 **11 'GIBARA'**
1387	2-8-0	BLW	26416	1905	10-24E 163	30"	18.6.54	18.6.54	18.6.54 **5 'VITA'**
1388	2-8-0	BLW	31375	1907	10-24E 164	30"	18.6.54	18.6.54	18.6.54 **6 'JUNUCUM'**
1389	2-8-0	BLW	37716	1912	10-24E 180	30"	18.6.54	18.6.54	18.6.54 **7 'YABOZON'**
1390	2-8-0	BLW	38101	1912	10-24E 181	30"	18.6.54	18.6.54	18.6.54 **8 'CAYAGUAN'**
1391	2-8-0	BLW	41468	1914	10-24E 186	30"	18.6.54	18.6.54	18.6.54 **9 'CAMAYEN'**

14xx

1401	2-6-0	ALP	45659	1908			18.1.18	18.1.17	A Gomez Mena **5**
1402	2-6-0	BLW	52514	1918	8-28D 319		18.1.2	18.2.18	18.3.43 **1 'CONSUELO'**, then **3** at 18.1.2
1403	2-6-0	Rogers	4647	1892			18.2.12	18.2.18	18.3.57 **1**
1404	2-8-0	ALCo	58746	1919		36"	18.1.14	18.1.14	18.6.62 Cuban Central RR **018**
1405	2-6-0	Hen	12429	1913		36"	18.1.14	18.1.14	Juan Pedro Baro, Central Asuncion
1406	2-6-0	Thir		1905			18.3.2	18.3.43	18.3.2 **6**, then **80**
1407	2-6-0	Thir		1905			18.3.2	18.3.2	18.3.2 **7**, then **81**
1408	2-6-0	VIW	2787	1918			18.3.7	18.3.6	18.4.34 **2**
1409	2-6-0	Hen	12373	1913			18.3.13	18.3.13	Salvador Guedes, Central Feliz
1410	2-6-0	VIW	2573	1916			18.3.14	18.3.14	18.5.1 **2 'ISABEL'**
1411	2-6-0	BLW	44919	1916	6-26D 111		211	313	John Marsch **55**, then **100** at 18.3.36
1412	4-6-0	ALB	30190	1904			18.3.36	18.3.36	Cardenas & Jucaro Rly **7** or **8**
1413	2-6-0	Cke	2114	1891			18.3.40	18.3.40	Evansville & Terre Haute RR **50**
1414	2-8-0	ALCo	62621	1920			18.3.40	18.3.40	18.5.12 **5**
1415	2-6-0	VIW	3075	1920			18.3.43	18.3.43	18.5.1 **5 'ALEJANDRITO'**
1416	2-6-0	BLW	EO862	1924			18.3.57	18.3.61	
1417	2-8-0	BLW	52379	1919	10-24E 202	36"	18.4.1	18.4.1	18.4.1 Zarraga & Co. **7 'CORALIA'**
1418	2-8-0	BLW	29764	1906	10-22E 45	36"	18.4.1	18.4.1	18.4.1 Zarraga & Co. **5**
1419	2-8-0	BLW	52632	1919	10-26E 414	36"	18.4.1	18.4.1	18.4.67 **6 'DIGAS'**
1420	2-8-0	BLW	53847	1920	10-26E 419	27½"	18.4.1	18.4.46	18.4.67 **8**
1421	2-6-0	VIW	2711	1917			18.4.17	18.4.26	18.5.3 **5**
1422	2-6-0	BLW	54236	1921	8-30D 722		18.4.18	18.4.82	Central La Francia **5**
1423									
1424	2-8-0	BLW	54233	1920	10-24E 208	36"	18.4.17	18.1.14	Central Altamira **5**
1425	2-6-0	BLW	52341	1919	8-30D 705		18.4.26	18.4.17	18.4.26 **6**
1426	2-8-0	BLW	53282	1920	10-26E 412		18.4.26	18.4.58	18.4.26 **8**

1427	2-6-0	ALCo	62716	1922			18.4.27	18.4.27	18.5.27 **10**
1428	2-6-0	BLW	44340	1916	8-28D 310		18.4.52	18.4.52	Hershey Rly **1** , then **1** at 18.4.58
1429	2-6-0	BLW	44237	1916	8-30D 686		18.4.58	18.4.58	18.4.58 **6**
1430	2-6-0	VIW	2584	1916			18.4.72	18.4.72	18.5.1 **3 'DOLORES'**
1431	2-8-0	BLW	58778	1925	10-24E 233	36"	18.4.73	18.4.73	18.4.73 **6**
1432	4-6-0	BLW	53798	1920	10-30D 676		18.4.82	18.4.91	18.5.18 **52**
1433	4-6-0	Rich	2369	1893			18.4.91		Richmond F'burg & P'mac RR **15**
1434	2-6-0	VIW	3125	1920			18.4.92	18.4.92	Cuban American Sugar Co. **5**
1435	2-6-0						18.5.19	18.5.19	
1436	4-6-0	BLW					18.5.19	18.4.91	
1437	4-6-0	BLW	53852	1920	10-30D 678		18.5.19	18.5.1	18.5.18 **56**
1438	2-6-0	VIW	2972	1919			18.5.1	18.5.1	18.5.1 **4 'EUTIMIO'**
1439	2-8-0	VIW	2252	1913			18.4.91	18.4.91	18.4.91 **'ULACIA Y HERMANO'**
1440	2-6-0	BLW	42565	1915	8-28D 308		18.5.23	18.5.27	Central Ciego de Avila **4**
1441	2-6-0	BLW	42562	1915	8-26D 200		18.5.23	18.5.27	18.5.23 **1**
1442	2-6-0	VIW	3461	1924			18.5.33	18.5.33	18.5.1 **6**
1443	2-6-2	BLW	52432	1919	10-26¼D158		18.5.2	18.5.32	18.5.13 **7**
1444	2-6-0	HKP	6227	1919			18.5.8	18.5.8	18.5.8 **6**, then **18**
1445	2-6-2	BLW	53594	1920	10-26¼D 171		18.5.35	18.5.8	Central Pilar **15**
1446	2-6-0	BLW	57920	1924	8-26D 225		18.5.35	18.5.32	18.5.32 **2**
1447	2-6-0	BLW	57919	1924	8-26D 224		18.5.32	18.5.32	18.5.32 **1**
1448	2-8-2	BLW	52295	1919	12-26¼E 18	36"	18.6.29	18.6.29	18.6.29 Manati Sugar Co. **24**
1449	2-8-2	BLW	52296	1919	12-26¼E 19	36"	18.6.29	18.6.29	18.6.29 Manati Sugar Co. **25**
1450	2-6-0	BLW	EO1741			36"	18.6.14	18.6.33	
1451		BLW				36"	18.6.14		
1452	2-6-0	BLW	58613	1925	8-30D 739		18.6.36	18.6.7	Central Altagracia **5**
1453									
1454	2-6-0	BLW	57213	1923	6-26D 178		18.6.7	18.6.65	18.6.3 **6**
1455	2-6-0	VIW	4395	1942			18.6.41	18.6.41	Nicaro Nickel Co. **2**
1456	2-6-2T	BLW	34461	1910	10-26¼D 102		18.6.39	18.6.39	18.6.39 United Fruit Co. **11**
1457	2-8-0	BLW	54234	1920	10-24E 209	36"	18.6.62	PL	Central Altamira **6**
1458	4-6-0	BLW	53858	1920	10-24D 142	36"	18.6.62	18.6.62	18.6.62 Atlantic Fruit Co. **4**
1459	4-6-0	BLW	53859	1920	10-24D 143	36"	18.6.62	18.6.62	18.6.62 Atlantic Fruit Co. **5**
1460	4-6-0	BLW	53886	1920	10-24D 144	36"	18.6.62	18.6.62	18.6.62 Atlantic Fruit Co. **6**
1461	2-8-0	BLW	54247	1920	10-28E 130		18.6.4	18.6.4	18.6.39 United Fruit Co. **17**
1462	2-6-0	Porter	6405	1919			18.6.27	18.6.27	18.5.14 **4**
1463									
1464	2-6-0	ALCo	62625	1923			18.6.59	18.6.59	18.6.59 **1**
1465	2-6-0	ALCo	62541	1920			18.6.18	18.6.59	Carlos Alfert & Co. **1**
1466	2-6-0	VIW	2425	1915			18.6.9	18.6.9	Cuba RR **247**

15xx

1501	2-6-0	Rogers	5000	1894			18.1.17	18.1.17	Ceballos & Co for *FCUH* **'CELAYO'**
1502	2-8-0	VIW	3090	1920			18.1.18	18.2.26	18.1.18 **1**
1503									
1504	4-6-0	BLW	57010	1923	10-30 D 687		18.1.7	18.1.7	511 **62**, then **2** at 18.1.7
1505	2-6-0	BLW	35462	1910	8-30 D 663		18.1.17	18.1.17	18.2.7 **5**, then **34**

1506	2-8-0	ALS	49475	1910			18.2.7	18.2.7	Czarnikow Rionda **9**
1507	2-6-0	ALS	52036	1912			18.2.24	18.2.24	Czarnikow Rionda **10**
1508	2-8-0	BLW	29616	1906	10-30 E 100		18.2.26	18.2.26	Cuban Central RR **104**, **38** at 18.2.26
1509	2-6-0	ALC	49086	1910			18.2.26	18.2.2	Czarnikow Rionda **3**, **33** at 18.2.2
1510	2-6-0	ALI	44702	1907			18.2.28	18.2.28	Czarnikow McDougal **2**
1511	2-6-0	ALS	52035	1912			18.2.28	18.2.28	Czarnikow Rionda **4**
1512	2-6-0	ALC	56995	1917			18.2.28	18.2.28	18.2.28 **5**
1513	2-8-0	BLW	54067	1920	10-34 E 2102		18.3.7	18.2.35	18.2.5 **3**
1514	2-8-0	ALC	62508	1920			18.3.2	18.3.53	Zayas Abreu, Central Los Palacios **2**
1515	4-6-0	ALS	54844	1914			18.3.2	18.3.7	Havana Central RR **73**
1516	2-6-0	BLW	26466	1905	8-30 D 627		18.3.6	18.3.6	18.3.62 Cuban American Sgr. Co. **5**
1517	2-6-0	BLW	32083	1907	8-30 D 642		18.3.6	18.3.6	18.3.62 Cuban American Sgr. Co. **4**
1518	2-6-0	VIW	2566	1916			18.3.7	18.3.6	18.3.21 **3**
1519	2-8-0	ALS	56660	1916			18.3.11	18.3.11	Cuban Central RR **112**
1520	2-6-0	VIW	3079	1920			18.3.11	18.3.14	18.3.11 **1 'MANUEL FLORES'**
1521	2-6-0	VIW	2439	1916			18.3.21	18.3.21	18.3.21 **2**
1522	2-8-0	VIW	3495	1924		30"	18.3.26	18.3.26	18.3.26 N8 **'CAMACHO'**
1523	2-8-0	BLW	42479	1915	10-22 E 66	30"	18.3.26	18.3.26	Ctl Lequeitio **7**, then **072** at 18.3.26
1524	2-6-2T	Porter	5741	1915			18.3.32	18.3.57	18.3.36 **5**
1525	4-6-0	BLW	52100	1919	10-30 D 666		18.3.32	18.3.6	18.5.10 **16**
1526	4-6-0	BLW	50996	1918	10-30 D 665		18.3.32	18.3.32	18.5.10 **12**
1527	2-6-2	AL					18.3.36	18.3.13	
1528	2-8-0	BLW	35324	1910	10-30 E 116		18.3.36	18.3.36	Cuban Central RR **107**
1529	2-8-0	BLW	38095	1912	10-30 E 127		18.3.40	18.3.40	18.5.33 Stewart Sugar Co **7**
1530	2-6-0	BLW	58654	1925	8-30 D 741		18.3.43	18.3.43	18.3.43 **1**
1531	2-6-0	BLW	58655	1925	8-30 D 742		18.3.43	18.3.43	18.3.43 **2**
1532	2-6-0	BLW	53918	1920	8-30 D 719		18.3.57	318.3.57	18.3.15 **4**
1533	4-6-0	BLW	29392	1906	10-30 D 479		18.3.58	18.3.53	Cuba RR **45**
1534	4-6-0	BLW	29391	1906	10-30 D 478		18.3.58	18.3.58	Cuba RR **44**
1535	4-6-0	BLW	29115	1906	10-30 D 475		18.3.58	18.3.58	Cuba RR **41**
1536	2-8-0	BLW	26103	1905	10-30 E29		18.3.62	18.3.53	Cuban Central RR **101**
1537	2-8-0	ALS	62661	1920			18.4.7	18.4.19	Cuban Central RR **127**
1538	2-6-2	BLW	54230	1920	10-28 1/4 D 150		18.4.10	18.4.10	18.4.10 **2**
1539	2-6-0	BLW	53704	1920	8-30 D 725		18.4.13	18.4.13	Central Cabaiguan **2**
1540	2-6-0	BLW	58133	1924	8-30 D 737		18.4.13	18.4.13	Ctl Ferrer **15**, then Central Damuji
1541	2-6-0	VIW	2979	1919			18.4.13	18.4.13	18.4.82 **2 'LUGUITA'**
1542	2-8-0	BLW	44065	1916	10-26 E 49	27½"	18.4.48	18.4.48	18.4.48 **8 'UNA'**, then **6**
1543	2-8-0	AL					18.4.52	18.4.52	unknown, then **2** at 18.4.52
1544	2-8-0	ALC		1920			18.4.52	18.4.52	unknown, then **3** at 18.4.52
1545	2-6-0	BLW	42347	1915	8-30 D 679		18.4.52	18.4.52	18.4.52 **7**, then **4**
1546	2-6-0	BLW	42348	1915	8-30 D 680		18.4.52	18.4.52	18.4.52 **9**, then **5**
1547	2-6-2	ALC	62096	1920			18.4.56	18.4.56	18.4.89 E Atkins & Co. **5**
1548	4-6-0	ALS	54843	1914			18.4.56	18.4.56	Havana Central RR **72**
1549	2-8-0	ALC	62620	1920			18.4.58	18.4.58	18.4.58 **8**, built for stock
1550	2-6-0	BLW	53638	1920	8-30 D 718		18.4.79	18.4.79	18.4.79 **1 'JULIA'**
1551	2-6-0	BLW	52204	1919	8-30 D 687		18.4.81	18.4.81	18.3.62 Cuban American Sugar Co.

									8
1552	4-6-0	AL				18.4.81	18.4.81		
1553	2-8-0	ALC	62544	1920		18.4.90	18.4.90	18.4.34 **3**, built for stock	
1554	2-6-0	BLW				18.4.90	18.4.90		
1555	4-6-0	BLW	50995	1918	10-30 D 664	18.4.91	18.4.91	18.5.10 **10**	
1556	2-6-0	BLW	53587	1920	8-30 D 715	18.4.92	18.4.79	18.4.92 Unidad Sugar Co **3**	
1557	2-6-0	BLW	58132	1924	8-30 D 736	18.4.95	18.4.95	18.4.79 **5**	
1558									
1559	2-8-0	BLW	58534	1925	10-30 E 227	18.5.1	18.5.1	18.5.22 **5**	
1560	4-6-0	BLW	53797	1920	10-30 D 675	18.5.27	18.5.27	18.5.18 **50**	
1561	4-6-0	BLW	53860	1920	10-30 D 679	18.5.10		18.5.18 **58**	
1562	2-6-0	BLW	53805	1920	8-28 D 321	18.5.3	18.5.3	Central Ciego de Avila **5**	
1563	2-6-0	BLW	53877	1920	8-30 D 716	18.5.3	18.5.3	Central Galope **2**	
1564	2-6-0	VIW	2449	1916		18.5.5	18.5.5	18.5.5 **1**	
1565	2-6-0	VIW	2777	1918		18.5.5	18.5.5	18.5.5 **5**	
1566	4-6-0	ALS	54650	1914		18.5.13	18.5.31	Cuba RR **162**	
1567	4-6-0	Pit	1592	1896		18.5.14	18.5.8	Pittsburgh & Lake Erie **82**	
1568	2-6-0	VIW	2577	1916		18.5.31	18.5.31	18.5.31 **11**	
1569									
1570	2-8-0	BLW	44460	1916	10-28 E 107	18.5.31	18.6.11	18.5.15 Francisco Sugar Co **10**	
1571	2-6-0	BLW	52662	1919	8-30 D 708	18.5.29	18.4.82	18.1.18 **1**	
1572	See 1555 in location list								
1573	2-8-0	BLW		1918		18.5.15	18.5.14		
1574	4-6-0	BLW	54243	1921	10-30 D 684	18.6.16	18.6.16	18.6.3 **5**	
1575	2-8-0	BLW	54248	1920	10-28 E 131	18.6.36	18.6.59	18.6.39 United Fruit Co. **18**	
1576	2-6-0	BLW	54070	1920	8-28 D 327	18.6.7	18.6.7	18.6.7 **3**	
1577	2-6-0	BLW	33077	1908	6-30 D 398	18.6.7	18.6.7	Spanish American Iron Co. **55**	
1578	2-8-0	BLW	52725	1919	10-28 E 116	18.6.39	18.6.4	18.6.39 United Fruit Co No **16**	
1579	2-8-0	BLW	54249	1921	10-28 E 132	18.6.39	18.6.39	18.6.39 United Fruit Co No **19**	
1580	2-6-0	BLW				18.6.65	18.4.17		
1581	2-6-0	BLW	54069	1920	8-28 D 332	18.6.65	18.6.31	18.6.65 **3 'ENRIQUE'**	
1582	2-6-0	BLW	53856	1920	8-28 D 322	18.6.25	18.6.25	18.3.6 **5**	
1583	2-8-0	ALC	62542	1920		18.6.61	18.6.61	18.4.54 **7**, built for stock	
1584	2-8-0	ALS	56663	1917		18.6.61	18.6.27	*FCUH* **115**	
1585									
1586	2-8-0	ALC	66433	1925		18.6.27	18.6.27	18.6.46 Fidelity Sugar **12**, built for stock	
1587									
1588	2-8-0	ALC	65276	1923		18.6.18	18.6.25	18.6.18 **2**, built for stock	
1589	2-8-0	ALC	65195	1926		18.6.18	18.6.18	18.6.18 **3**, built for stock	
1590	2-8-0	ALC	65196	1926		18.6.18	18.6.18	18.6.18 **4**, built for stock	
1591	4-6-0	BLW	44799	1917	10-32 D 1161	18.6.9	18.6.9	*FC Norte* No **21**	
1592	2-8-0	BLW	53993	1921	10-30 E 174	18.6.1	18.6.1	18.6.31 Miranda Sugar Co. **8**	
1593	2-6-0	BLW	42299	1915	8-28 D 307	18.3.7	18.3.7	18.6.31 **2 'ANTONIO ALVAREZ'**	
1594	2-8-0	AL				18.3.53			
1595	2-6-0	VIW	2711?			18.4.92			

16xx

1601	2-8-0	BLW	52193	1919	10-30 E 153		18.1.7	18.1.7	18.1.7 **3**
1602	2-8-0	BLW	54229	1920	10-30 E 178		18.2.2	18.2.26	Dos Hermanos Sugar Co. **1**
1603	2-8-0	ALC	65194	1925			18.2.7	18.2.12	Central Luando **2**, built for stock
1604	2-6-0	BLW	53822	1920	8-32 D 802		18.2.7	18.2.28	18.2.7 Warner Sugar Refining Co. **6**
1605	2-8-0	BLW	54051	1920	10-30 E 164		18.2.26	18.2.26	18.5.36 **5**, then **11** at 18.2.26
1606	2-6-0	VIW	3143	1920			18.2.28	18.2.28	18.2.28 **6 'GOMEZ MENA'**
1607	2-6-0	BLW	52789	1920	8-30 D 709		18.3.7	18.2.35	18.6.5 **5**
1608	0-6-0T	ALC	58750	1919			18.3.36	18.3.2	*FC Havana Central* **P30**
1609	2-6-0	VIW	2080	1913			18.2.24	18.3.13	Central Socorro **6 'DON PEDRO'**
1610	2-6-0	BLW	58800	1925	8-30 D 743		18.3.14	18.3.14	18.3.14 **1**
1611	2-6-0	BLW	58801	1925	8-30 D 744		18.3.14	18.3.61	18.3.14 **2**
1612	2-6-0	BLW	58802	1925	8-30 D 745		18.3.14	18.3.14	18.3.14 **3**
1613	2-6-0	BLW	EO7165	1919			18.3.21	18.3.7	
1614	2-8-0	VIW	2448	1916			18.3.21	18.3.61	18.3.21 **1**
1615	2-8-0	AL					18.3.21	18.3.11	
1616	2-8-0	VIW	2459	1915		30"	18.3.26	18.3.26	18.3.26 **3 'NICASA'**
1617	2-8-0	BLW	46532	1917	10-30 E 144		18.3.36	18.3.36	18.5.23 Cuba Cane Sugar Co. **7**
1618	2-8-0	BLW	54100	1920	10-30 E 168		18.3.57	18.3.57	18.3.57 **6**
1619	2-6-0	ALC	55281	1915			18.3.61	18.3.61	Czarnikow Rionda **3**
1620	2-6-0	Hen	18030	1920			18.3.62	18.3.7	Tillmann & Co
1621	2-8-0	ALC	65192	1924			18.4.7	18.4.10	18.6.29 *FC Tunas* **64**, built for stock
1622	2-8-0	BLW	57403	1923	10-34 E 2121		18.4.13	18.4.13	18.4.13, built for stock
1623	2-8-0	BLW	53799	1920	10-34 E 2076		18.4.19	18.4.19	18.4.19 **2**
1624	2-8-0	BLW	44223	1916	10-34 E 2049		18.4.19	18.4.19	18.3.40 **3**
1625	2-8-0	BLW	54054	1920	10-30 E 175		18.4.19	18.4.19	18.6.31 Miranda Sugar Co
1626	2-6-0	BLW	41746	1914	8-30 D 677		18.4.26	18.4.72	18.4.26 **1 'VISITA'**
1627	2-8-0	BLW	53954	1920	10-30 E 161		18.4.27	18.4.27	18.1.18 **2**, then to 631
1628	2-8-0	BLW	52663	1919	10-34 E 2062		18.4.27		18.4.27 **10**
1629	2-8-0	ALC	62415	1920			18.4.54	18.4.19	18.4.66 **1**
1630	2-6-0	ALC	62097	1920			18.4.54	18.4.10	Colonos de Nueva Paz **2**
1631	2-8-0	AL					18.4.60	18.4.60	
1632	4-6-0	ALS	54836	1914			18.4.60	18.4.95	Havana Central RR **65**
1633	2-6-0	BLW	53809	1920	8-30 D 730		18.4.79	18.4.72	18.6.27 **1 'LUCILA'**
1634	2-6-0	BLW	54237	1920	8-30 D 724		18.4.81	18.4.81	Central Rosalia **1**
1635	2-6-2	BLW	58556	1925	10-30 1/4 D 60		18.4.84	18.4.84	18.4.84 **1**
1636	4-6-0	ALC	62413	1920			18.4.84	18.4.84	18.4.84
1637	2-8-0	ALC	66432	1925			18.4.84	18.4.84	18.6.46 Fidelity Sugar **11**, built for stock
1638	2-8-0	ALS	62371	1920			18.4.85	18.4.95	18.4.85 **1**
1639	2-8-0	ALS	58778	1919			18.4.86	18.4.95	18.4.18 **3**
1640	2-8-0	ALS	62662	1920			18.4.86	18.4.86	Cuban Central RR **128**
1641	2-8-0	ALC		1909			18.4.92	18.4.58	
1642									
1643	4-6-0	BLW	45925	1917	10-30 D 660		18.4.95	18.4.91	18.5.10 **4**
1644	2-8-0	ALS	54366	1913			18.4.95	18.4.95	Cuban Central RR **111**
1645	2-8-0	ALS	62657	1920			18.4.95	18.4.60	Cuban Central RR **123**
1646	2-8-0	BLW	54225	1920	10-30 E 170		18.5.19	18.3.61	Central Mascota **11**
1647	4-6-0	ALS	51796	1912			18.5.19	18.5.19	Cuba RR **71**

1648	2-6-0	BLW					18.5.1	18.5.1	
1649	2-6-0	BLW	52423	1919	8-30 D 707		18.5.27	18.5.5	18.5.27 **7**
1650	2-6-0	BLW	53656	1920	8-30 D 723		18.5.27	18.5.27	18.5.27 **8**
1651	2-8-0	BLW					18.5.10	18.5.23	
1652	2-6-0	BLW	55733	1922	8-26 D 223		18.5.3	18.5.3	18.5.22 **4**
1653	4-6-0	BLW	32346	1907			18.5.5	18.5.5	Missouri, Oklahoma & Gulf RR **103**
1654	4-6-0	VIW	2992	1919			18.5.5	18.5.5	18.5.5 **7**
1655	2-8-0	BLW	38096	1912	10-30 E 128		18.5.33	18.5.33	18.5.33 Stewart Sugar Co **8**
1656	2-8-0	BLW	57015	1923	10-30 E 204		18.5.33	18.5.33	18.5.15 Francisco Sugar Co **12**
1657	4-6-0	ALS	56018	1916			18.5.33	18.5.33	Cuba RR **239**
1658	2-8-0	VIW	3104	1920			18.5.35	18.5.31	18.5.35 **1**
1659	2-8-0	BLW	59446	1926	10-30 E 230		18.5.35		18.5.35 **19**
1660	2-8-0	BLW	54228	1920	10-30 E 177		18.5.35	18.4.85	18.4.17 Constancia Sugar Co **5**
1661	2-8-0	BLW	58539	1925	10-30 E 222		18.5.35	18.4.85	18.5.35 **13**
1662	2-6-0	VIW	3081	1920			18.1.17	18.5.24	410 **1**, then **516**
1663	2-6-0	BLW	54239	1921	8-30 D 729		18.5.24	18.5.14	18.5.24 **3**, built for stock
1664	2-8-0	BLW	53521	1920	10-30 E 158		18.5.31	18.5.31	18.5.31 **14**
1665	2-8-0	BLW	54284	1921	10-34 E 2095		18.5.31	18.5.13	18.5.36 Cuba Cane Sugar Co. **110**
1666	4-6-0	ALS	50233	1911			18.5.29	18.4.27	*FC de Cuba* (Cuba Co.) **66**
1667	2-8-0	BLW	54009	1920	10-26 E 420	36"	18.6.29	18.4.73	18.6.33 New Niquero Sugar Co. **7**
1668	See 1373 in location list								
1669	2-8-0	ALC	66466	1925			18/.6.36	18.6.31	18.6.46 Fidelity Sugar **3**,
1670	2-8-0	ALC	62507	1920			18.6.36	18.6.65	Zayas Abreu, Ctl Los Palacios **1**
1671	4-6-0	BLW	52376	1919	10-32 D 1293		18.6.36	18.6.16	18.6.29 Manati Sugar Co. **51**
1672									
1673	2-6-0	BLW	53878	1920	8-30 D 717		18.6.6	18.6.65	Central Galope **3**
1674	2-6-0	VIW	4396	1942			18.6.41	18.6.41	Nicaro Nickel Co. **3**
1675	2-6-0	BLW	57384	1923	6-30 D 479		18.6.41	18.6.25	*FC Norte* **P4**
1676	4-6-0	BLW	53349	1920	10-32 D 1297		18.6.41	18.6.41	18.6.29 Manati Sugar Co. **54**
1677	4-6-0	BLW	50785	1918	10-32 D 1242		18.6.41	18.6.41	*FC Norte de Cuba* **31**
1678									
1679	2-8-0	VIW	3130	1920			18.6.39	18.6.61	18.2.22 **1**, then at 605
1680	2-8-0	BLW	53956	1920	10-30 E 163		18.6.4	18.6.31	18.2.12 **3**
1681	2-8-0	BLW	53884	1920	10-30 E 172		18.6.27	18.2.24	Central Cabaiguan **'EDEN'**
1682	See 1688 in location list								
1683									
1684									
1685									
1686									
1687									
1688	2-8-0	ALCo	66543	1925			18.6.5	18.4.58	Fidelity Sugar **5**, built for stock

17xx

1701	2-8-0	BLW	53802	1920	10-34 E 2085		18.1.18	18.2.28	18.3.43 **2 'ANGELINA'**
1702	2-8-0	VIW	2999	1919			18.1.18	18.2.26	18.2.26 Hershey Sugar Co
1703	2-6-0	Hen	18029	1920			18.1.18	18.1.17	Tillmann & Co
1704	2-8-0	VIW	2893	1919			18.1.2	18.1.7	18.1.2 **3**

1705	2-8-0	BLW	53147	1920	10-34 E 2078	18.1.2	18.1.7	18.2.18 **1**, then **5** at 18.1.2
1706	2-8-0	VIW	3150	1921		18.1.7	18.1.7	18.1.7 **9**, then **21**
1707	2-6-0	BLW	53823	1920	8-32 D 803	18.2.2	18.2.2	18.2.7 Warner Sugar Ref **7**, **26** at 18.2.2
1708	2-8-0	BLW	54227	1920	10-30 E 176	18.2.12	18.2.12	422 **1**
1709	0-6-0ST	BLW	29986	1907	6-28 D 220	18.2.18	18.2.18	*FCUH* **P14**
1710	2-8-0	VIW	3003	1920		18.2/.35	18.6.16	18.2.35
1711	2-8-0	ALCo	62099	1920		18.2.28	18.2.28	18.2.28 Manuel Gomez Mena **1**
1712	2-6-0	Porter	5747	1916		18.2.35	18.2.2	18.2.26 M Tillmann **3**
1713	2-8-0	BLW	58486	1925	10-34 E 2130	18.3.11	18.3.11	18.3.43 **4**, built for stock
1714	2-8-0	BLW	54139	1920	10-34 E 2104	18.3.11	18.3.11	18.2.35 **17**
1715	0-6-0T	ALCo	56714	1916		18.3.13	18.3.43	Havana Central RR **P25**
1716	2-6-0	Hen	12428	1913		18.3.13	18.3.7	Guedes Sugar Co, Central Feliz
1717	2-8-0	VIW	2255	1913		18.3.13	18.3.13	Central Socorro **7**, then 18.3.13
1718	2-8-0	BLW	54286	1921	10-34 E 2097	18.3.13	18.3.13	524 Cuba Cane Sugar Co **112**
1719	2-8-0	BLW	46534	1917	10-30 E 146	18.3.36	18.3.57	Central Jagueyal **6**
1720	2-6-0	VIW	3138	1920		18.3.58	18.3.58	18.3.14 **6**
1721	2-6-0	VIW	3136	1920		18.3.58	18.3.58	Ctl Saratoga **1**
1722	2-8-0	BLW	12317	1891		18.3.61	18.3.61	Buffalo Rochester & Pittsburgh RR **53**
1723	2-8-0	ALCo				18.3.62	18.3.57	
1724	2-8-0	BLW	53726	1920	10-30 E 153	18.4.10	18.4.10	18.4.10 **1**
1725	2-6-0	ALCo	62098	1920		18.4.10	18.4.10	Colonos de Nueva Paz **3**
1726	2-8-0	VIW	3122	1920		18.4.19	18.4.19	18.1.7 **8**
1727	2-8-0	BLW	53148	1920	10-30 E 156	18.4.26	18.4.27	18.4.26 **7**
1728	2-8-0	VIW	3114	1920		18.4.82	18.4.27	18.2.18 **2 'ENRIQUE PASCUAL'**
1729	4-6-0	ALS	56014	1916		18.4.90	18.4.90	Cuba RR **235**
1730	2-8-0	ALS	58783	1919		18.4.92	18.4.85	Cuban American Sugar Co. **1**
1731	4-6-0	ALS	56009	1916		18.5.19	18.5.19	Cuba RR **230**
1732	4-6-0	ALS	55991	1916		18.5.19	18.5.3	Cuba RR **243**
1733	4-6-0	ALS	56013	1916		18.5.19	18.5.19	Cuba RR **234**
1734	2-8-0	ALS	55398	1915		18.5.10	18.5.1	Havana Central RR **262**
1735	2-8-0	BLW				18.5.10	18.5.27	
1736	4-6-0	ALS	62655	1920		18.5.36	18.5.3	Cuban Central RR **121**
1737	2-6-0	BLW	EO1130	1924		18.5.3	18.5.27	
1738	4-6-0	BLW	50735	1918	10-32 D 1240	18.5.33	18.5.33	*FC Norte de Cuba* **29**
1739	2-8-0	BLW	52943	1920	10-34 E 2066	18.5.33	18.5.33	18.4.90 Cuban Trading Co. **3**
1740	2-8-0	BLW	52971	1920	10-34 E 2071	18.5.33	18.5.33	Cuba Cane Sugar Co. **105**
1741	2-8-0	BLW	52972	1920	10-34 E 2072	18.5.33	18.5.33	Cuba Cane Sugar Co. **106**
1742	2-8-0	BLW	53853	1920	10-34 E 2087	18.5.33	18.5.33	18.5.33 Cuba Cane Sugar Co. **16**
1743	2-8-0	BLW	53854	1920	10-34 E 2088	18.5.33	18.5.33	18.5.33 Cuba Cane Sugar Co. **17**
1744	2-6-0	VIW	3154	1921		18.5.8	18.5.8	Cuba Northern RR **P3**
1745	2-8-0	BLW	52297	1919	10-34 E 2057	18.5.13	18.5.13	18.5.13 **5**
1746	2-8-0	BLW	54076	1920	10-34 E 2095	18.5.13	18.5.8	Central Pilar **16**
1747	2-8-0	VIW	3134	1920		18.5.13	18.5.13	18.3.6 **4**
1748	2-8-0	BLW	47545	1918	10-30 E 148	18.5.14	18.5.14	18.5.3 **1**
1749	4-6-0	ALS	56006	1920		18.5.14	18.5.14	Cuba RR **227**
1750	2-8-0	BLW	58537	1925	10-30 E 220	18.5.35	18.4.60	18.5.35 **11**

1751	2-8-0	BLW	58538	1925	10-30 E 221	18.5.35	18.4.56	18.5.35 **12**
1752	2-8-0	BLW	58540	1925	10-30 E 223	18.5.35	18.4.17	18.5.35 **14**
1753	2-8-0	BLW	57072	1923	10-32 E 178	18.5.31	18.5.31	18.5.31 **18**
1754	2-8-0	BLW	58495	1925	10-30 E 224	18.5.29	18.5.13	18.5.29 **3**
1755	2-8-0	BLW	46533	1917	10-30 E 145	18.5.29	18.4.13	18.5.23 Cuba Cane Sugar Co. **8**
1756	2-8-0	BLW				18.5.29	18.2.28	
1757	2-8-0	BLW	54226	1920	10-30 E 171	18.6.6	18.6.18	Central Mascota **12**
1758	4-6-0	BLW	54264	1920	10-32 D 1300	18.6.41	18.6.41	18.6.29 Manati Sugar Co. **52**
1759		BLW				18.6.39		
1760		ACoL				18.6.61		
1761		ALCo				18.6.61	18.6.9	
1762		BLW				18.6.61		
1763		BLW				18.6.61		
1764	2-6-0	ALCo				18.4.17		

18xx

1801	2-8-0	BLW	EO668	1923		18.1.2	18.1.7	18.1.2 **2** (if BLW 53824/20)
1802	2-8-0	HKP	6053	1917		18.2.35	18.2.12	M Tillmann
1803	2-8-0	BLW	52195	1919	10-34 E 2055	18.2.35	18.2.2	18.2.35 **10**
1804	2-8-0	BLW	52245	1919	10-34 E 2056	18.2.35	18.2.2	18.2.35 **11**
1805	2-8-0	BLW	52913	1920	10-34 E 2064	18.2.35	18.2.2	18.2.35 **12**
1806	2-8-0	VIW	2898	1918		18.2.35	18.2.28	18.2.35
1807	2-8-0	BLW	44461	1916	10-34 E2050	18.3.2	18.3.58	18.5.31
1808	2-6-0	BLW	60212	1927	8-32 D 810	18.3.14	18.3.14	18.3.14 **8**
1809	2-8-0	BLW	52486	1919	10-38 E 3703	18.3.21	18.3.32	Cuba RR **310**
1810	2-8-0	VIW	3088	1920		18.3.21	18.3.40	Comoa Quarry Co. **17**
1811	2-8-0	VIW	3144	1920		18.3.21	18.3.53	18.3.21 **15 'JOSE LOPEZ RODRIGUEZ'**
1812	2-8-0	BLW	52488	1919	10-38 E 3705	18.3.21	18.3.11	Cuba RR **312**
1813	2-8-0	BLW	54138	1920	10-34 E 2103	18.3.62	18.3.53	18.2.35 **16**
1814	2-8-0	ALCo	60539	1919		18.4.10?	18.3.58	Havana Central RR **268**
1815	2-8-0	ALCo	60540	1919		18.4.10	18.4.10	Havana Central RR **269**
1816	2-8-0	ALCo	58751	1919		18.4.79	18.4.58	*FCUH* **273**
1817	2-8-0	ALCo	58784	1919		18.4.81	18.5.5	18.4.92 Cuban American Sugar Co. **2**
1818	2-8-0	ALCo	62961	1921		18.4.85	18.4.85	Eastern Cuba Cane Sugar Co. **7**
1819	2-8-0	BLW	52942	1920	10-34 E 2065	18.4.90	18.6.9	18.4.90 Cuban Trading Co. **2**
1820	2-8-0	BLW	52969	1920	10-34 E 2069	18.4.90	18.3.57	Cuba Cane Sugar Co. **103**
1821	2-8-0	BLW	52944	1920	10-34 E 2067	18.4.90	18.5.5	18.4.90 Cuban Trading Co. **4**
1822								
1823	2-8-0	ALCo	62042	1920		18.4.56		*FCUH* **306**
1824	2-8-0	ALCo	62622	1922		18.5.27	18.5.27	18.5.12 **6**
1825	2-8-0	ALCo	65190	1925		18.5.27	18.5.33	18.5.27 **11**, built for stock
1826	2-8-0	ALCo	62960	1921		18.5.23	18.5.23	Eastern Cuba Cane Sugar Co. **6**
1827	2-8-0	BLW	52945	1920	10-34 E 2068	18.5.23	18.5.23	Cuba Cane Sugar Co. **102**
1828	2-8-0	BLW	52970	1920	10-34 E 2070	18.5.23	18.5.23	Cuba Cane Sugar Co. **104**
1829	2-8-0	BLW	52540	1919	10-34 E 2061	18.5.23	18.5.23	Cuba Cane Sugar Co. **101**
1830	2-8-0	BLW	52973	1920	10-34 E 2073	18.5.23	18.5.23	Cuba Cane Sugar Co. **107**

1831	2-8-0	BLW	53920	1920	10-34 E 2091	18.5.23	18.5.23	Cuba Cane Sugar Co. **108**
1832	2-8-0	BLW	53952	1920	10-34 E 2092	18.5.23	18.5.23	Cuba Cane Sugar Co. **109**
1833	2-8-0	BLW	57404	1922	10-34 E 2123	18.5.23	18.5.23	Central Santo Tomas **1**
1834	2-8-0	BLW	52539	1919	10-34 E 2060	18.5.23	18.5.23	Cuba Cane Sugar Co. **100**
1835	2-8-0	ALCo	62962	1921		18.5.36	18.5.5	Eastern Cuba Cane Sugar Co. **8**
1836	2-8-0	VIW	3148	1922		18.5.36	18.5.3	18.5.35 **2**
1837	2-8-0	ALCo	62543	1920		18.5.3	18.5.3	18.5.3 **2**
1838	2-8-0	BLW	52481	1919	10-32 E 151	18.5.2	18.5.8	*FC Norte de Cuba* **48**
1839	2-8-0	BLW				18.5.2	18.5.2	
1840	2-8-0	BLW	53800	1920	10-34 E 2079	18.5.2	18.5.13	410 **3**
1841	2-8-0	BLW	54021	1920	10-30 E 165	18.5.8	18.6.11	18.1.18 **4**
1842	2-8-0	BLW	58781	1925	10-30 E 229	18.5.8	18.5.13	18.5.8 **8**
1843	2-8-0	BLW	57866	1924	10-32 E 180	18.5.8	18.5.8	18.5.14 **7**
1844	2-8-0	BLW	59220	1926	10-34 E 2133	18.5.35	18.5.31	18.1.7, built for stock
1845								
1846	2-8-0	BLW	53721	1920	10-34 E 2080	18.6.16	18.6.16	18.6.16 **1**
1847	2-8-0	BLW	52912	1920	10-34 E 2063	18.6.6	18.6.16	18.3.32 **15**
1848	2-8-0	BLW	57407	1923	10-30 E 203	18.6.39	18.4.52	18.5.31 **15**, then **6** at 18.4.52
1849	2-8-0	BLW	53693	1920	10-34 E 2090	18.6.39	18.3.32	18.6.17 **7**
1850	2-8-2	BLW	61888	1935		18.6.9	18.4.84	18.6.8 Banes RR **112**
1851	2-8-0	BLW				18.6.5	18.6.9	
1852	2-8-0	ALCo	62022	1920		18.6.5		Havana Central RR **286**
1853	2-6-0	VIW				18.6.6		

19xx

1901	2-8-0	BLW	52567	1919	10-38 E 3715	18.3.13	18.3.13	Cuba RR **322**
1902	2-8-0	VIW	3004	1920		18.5.36	18.5.33	18.5.33
1903	2-8-0	VIW	3094	1920		18.5.36	18.5.5	18.3.32 **16**
1904	2-8-0	VIW	3102	1920		18.5.36	18.5.5	18.3.32 **17**
1905	2-8-0	BLW	34746	1910		18.5.5	18.5.5	Grafton & Upton RR **6**
1906	2-8-0	BLW	53657	1920	10-34 E 2082	18.5.8	18.5.8	18.5.8 **5**, then 280-26
1907	2-8-0	BLW	57865	1924				
179						18.5.8	18.5.8	18.5.14 **6**
1908	2-8-2	ALCo	66031	1924		18.6.5	18.6.5	18.6.5 **51**
1909	2-8-2	ALCo	66030	1924		18.6.5	18.6.5	18.6.5 **50**
1910	2-8-2	ALCo	66284	1925		18.6.5	18.4.84	Cuba RR **351**
1911	2-8-2	ALCo	66287	1925		18.6.5	18.3.21	Cuba RR **354**

1715 later *FCUH* **135**
1717 at 305 became Cuba Cane Sugar Co No **173**. **1744** was No **260-19** at 505. **1746** owner was not the same Ctl Pilar as 103. **1764** number may have been allocated on rebuilding.

Notes:- **1702** and **1710** built as Cuba Northern RR Nos **40** and **44** but not delivered. 1902.

Notes:- **1824** built for stock in 1920 and sold 1923.

Notes:- **1902** built as Cuba Northern RR No **45** but not delivered. See **1702** and **1710**. **1905** to Pittsburgh, Lisbon & Western RR, c1924, then to 504.

18.9 Mineral railways

18.9.1 Camoa Quarry Company

Background
S

Standard gauge

0-4-4-0 geared d/w 24", cyls. 10x14", built by Davenport in 1915
Ordered by Kansas City Ozarks & Southern RR as no. **3**, became Ozark Southern RR no. **3**. Sold to Camoa Quarry, Cuba.
? w/n 1474

0-4-0ST d/w 29", cyls. 11x16", built by Davenport in 1915 **Delivered here new**
Ordered by Comoa Quarry, Jamaica, Havana province, Cuba.
? w/n 1568

Whilst the quarry also had a 1919-built Plymouth diesel, the running number **17** of the loco below suggests that there may have been many more locos not yet identified.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1920
Ordered by ?
17 w/n 3088 Sold 1928 to Central España.

18.9.2 *El FC del Cobre*
Cuba Copper Company

Background

4' 0¼" gauge.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Cobre Railroad. – Puerto de Sal to Cobre, Santiago de Cuba. This line was built some years ago, but for several years, until 1884, it was in disuse. In the latter year it was put in repair, and is now being operated in connection with the copper mines at Cobre.



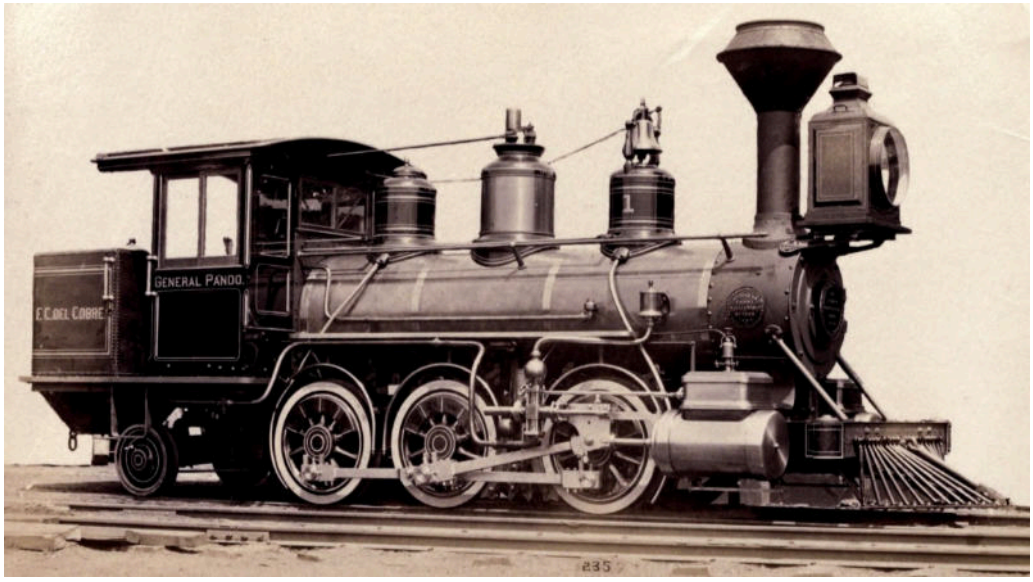
A scene on the *FC del Cobre*. The locomotive has not yet been identified, though it could well be one of the three Baldwin 0-6-0STs or the single Baldwin 0-4-0ST listed below.



And a second scene on this railway, possibly with the same saddle tank loco pictured at bottom right.

0-6-2RT d/w 37", cyls. 12x18", built by Baldwin in 1884 and 1905 Delivered here new

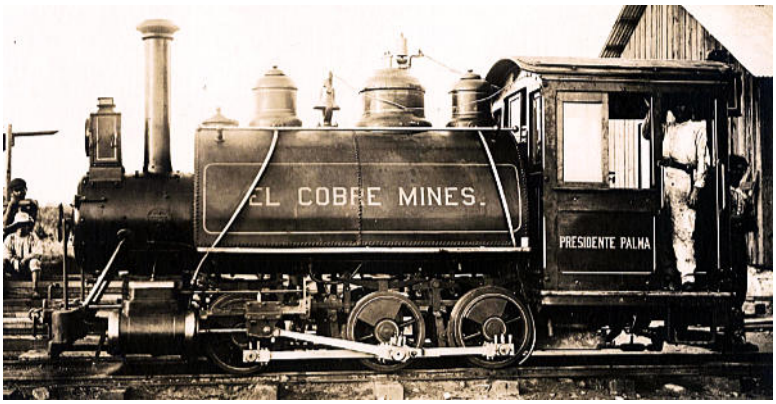
First one ordered for *FC del Cobre* via Krajewski & Pesant.
BLW class 8-18 1/3D no. 1. Spec. is in vol. 12 p 90. Mark on tank: 'F.C. DEL COBRE.'. Diamond stack. Front number plate to have lettering 'BUILT BY ORDER OF KRAJEWSKI & PESANT HAVANA & NEW YORK' within outer ring saying 'BALDWIN LOCOMOTIVE WORKS PHILDELPHIA USA' as usual. ie. no number displayed.
Second engine ordered for El Cobre Mines **5 'JOSÉ MARTÍ'** and was was
BLW class 8-18 1/3D no. 12. Spec. is in vol. 26 p 52. 'Same extra with modern improvements.' mark on tank: 'EL COBRE MINES', straight stack.
1 'GENERAL PANDO' w/n 7382
5 'JOSÉ MARTÍ' w/n 25709



0-6-0ST d/w 25½", cyls. 9x14", built by Baldwin in 1904 Delivered here new

Ordered by El Cobre Mines.
BLW class 6-11D nos. 24, 55 and 81 Spec. is in vol. 26 p 296. Mark on tank: 'EL COBRE MINES'. straight stack.
2 'PRESIDENTE PALMA' w/n 23762
3 'GENERAL MAXIMO GOMEZ' w/n 24201
4 'GENERAL FRANCISCO AGUILERA' w/n 24781





0-4-0 d/w 36", cyls. 12x18", built by Baldwin in 1904

Ordered for Spanish-American Iron Co. as their no. **14 'BERRACO'**. Originally built to 3' 0" gauge. BLW class 4-20C no. 32. Spec. is in vol. 26 p 199.

? 'BERRACO' w/n 23547

18.9.3 Cuban Portland Cement Co.

Background

Standard gauge. S

0-4-0ST d/w 37", cyls. 14x20", built by VIW in 1917 and 1921 Delivered here new

Ordered by Cuban Portland Cement Co.

VIW class 7-36-2, and 7-36-3.

1	w/n 2641	Replacement boilers from VIW in 1925 and 1927.
2	w/n 2650	Slightly larger cyls. 15x20".
3	w/n 3177	Replacement boiler from VIW in 1927.

18.9.4 Cuban Steel Ore Company

Background

S

Gauge 2' 6"

0-4-0ST d/w 26(or 30?)", cyls. 8x12", built by Baldwin in 1901

Ordered by Cuban Steel Ore Co.

BLW class 4-10½C no. 96. Spec. is in vol. 24 p 126. Dup. of 4-10½C no. 70. Diamond stack. Mark on tank: 'C.S.O. Co.'. Lower panel of cab in front of engineer to be ventilated by Venetian slats.

6	w/n 19408	Possibly later renumbered **11**.

Standard gauge

0-6-0 d/w 50", cyls. 19x24", built by Baldwin in 1900

Ordered originally by Cuban Steel Ore Co. None delivered. Sold by BLW.

BLW class 6-32D no. 131 and 147-149. Spec. is in vol. 23 p 9. Mark on tank was to have been: 'CUBAN STEEL ORE CO.'. The spec. page lists running numbers as **1, 2, 3** and **8**,

(3)	w/n 17654	to National Steel Co. as their no. **8**.
(1)	w/n 17910	to Baltimore & Sparrows Point RR as their no. **1**, and later to Pennsylvania RR in 1919 as no. **5410**. Scrapped 1922.
(2)	w/n 18261	to Quinnemont Coal Co. as no. **1**, then to Chesapeake & Ohio RR with various numbers. Sold to US Steel Co. for scrap in 1951.
(3)	w/n 18363	to Standard Steel Bar Co. as their no. **1**.

0-6-0 d/w 48", cyls. 17x24", built by Baldwin in 1874

Ordered for Union Railway & Transit Co. no. **3**. Sold 1879 to St. Louis Bridge & Tunnel Rly. as no. **3**, then to Terminal RR Assoc. of St. Louis. Sold 1899 via NY Equipment to Bayfield Western RR as no. **1**. Then in 1903 passed to Cuban Steel Ore Co. as no. **3**.

3	w/n 3619

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

Ordered by ?

Gauge unknown.

4	w/n ?
5	w/n ?

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

Ordered by ?

Gauge unknown.

7	w/n ?

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

Ordered by ?

Gauge unknown.

9	w/n ?

10 w/n ?

18.9.5 Juraguá Iron Co.

Background

Source [2] from 1909 says: Situated near Santiago de Cuba. Thirteen and one-half miles of narrow-gauge road, running from the Juragua mines to La Cruz wharf on Santiago Bay. Gauge, 36 inches; weight of rail, 56 pounds; rolling stock, 13 locomotives, 2 derricks, 3 box cars, 12 flat cars, and 1,110 hopper-bottom ore cars. The company was owned by the Bethlehem Steel Corporation in 1911.

3' 0" and 2' 6" gauges.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Juragua Iron Company's Railroad. – Line of Road: Santiago de Cuba eastward via Aguadores and Juraguacito (or Siboney) to the Juragua mines, 28 km. Gauge, 4 ft. 8½ in. Rail (steel), 56 lbs. Construction of Road begun in 1883; completed and formally opened July 17, 1884. This line is a private mining road owned by the Juragua Iron Co. (Limited), and operated in connection with that company's mines at Juragua. Dr. C Santiago de Cuba.



Gauge 2' 6"

0-4-0T d/w 26", cyls. 8x12", built by Baldwin in 1887-8, 1889-90, 1891 and 1893

Ordered by ?

BLW class 4-10½C no. 41, 43, 45, 46, 47, 52, 57, 58, 68 and 70. Spec. is in vol. 14 p 60. Mark on tank: 'J. I. Co. LIM.' Diamond stack. Windows arranged so that all windows can open at the same time.

6	w/n 8865	Built 1887-8. Renumbered **22** later?
7	w/n 9055	Built 1887-8.
12	w/n 9759	Built 1889.
14	w/n 9925	Built 1889-90.
15	w/n 10818	Built 1889-90. d/w 26" cyls. 9x16", BLW class 4-10½C no. 52. Spec. is in vol. 14 p 60.
20	w/n 11709	Built 1891. BLW class 4-10½C no. 57. Spec. is in vol. 14 p 60. Sold to Spanish-American Iron Co. as their no. **4**.
21	w/n 11710	Built 1891. BLW class 4-10½C no. 58. Spec. is in vol. 14 p 60. Possibly also sold to Spanish-American Iron Co. as their no. **5**.
22	w/n 13407	Built 1893. BLW class 4-10½C no. 68. Spec. is in vol. 14 p 60.
23	w/n 13556	Built 1893. BLW class 4-10½C no. 70. Spec. is in vol. 14 p 60. Sold to Spanish-American Iron Co.

0-4-0ST d/w 27(or 30?)", cyls. 8x12(or 14?)", built by VIW in 1905 **Delivered here new**

Ordered by Juragua Iron Co.

VIW class 7-4A or 7-2-B1?.

26?	w/n 693
27?	w/n 722
28	w/n 723

0-4-0ST d/w 28", cyls. 8x14", built by VIW in 1907 **Delivered here new**

Ordered by Juragua Iron C.

VIW class 7-4-A.

30	w/n 1093
31	w/n 1094
32	w/n 1110

0-4-0ST d/w 26", cyls. 8x12", built by Baldwin in 1907

Ordered by ?

BLW class 4-10½C nos. 112, 113. Spec. is in vol. 30 p 224 Mark on tank: 'J. I. Co.'. Straight stack.

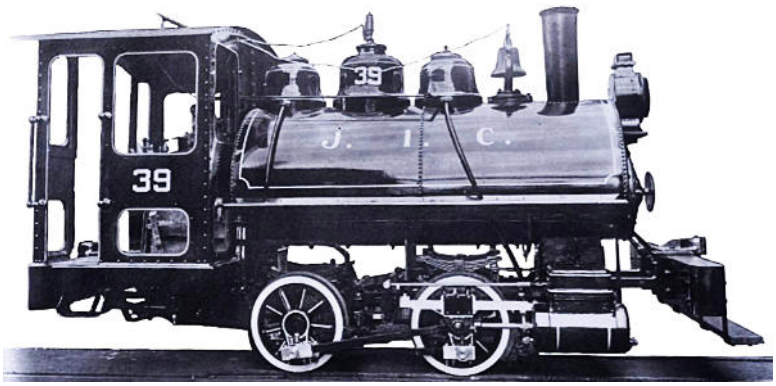
33	w/n 30576
34	w/n 30577

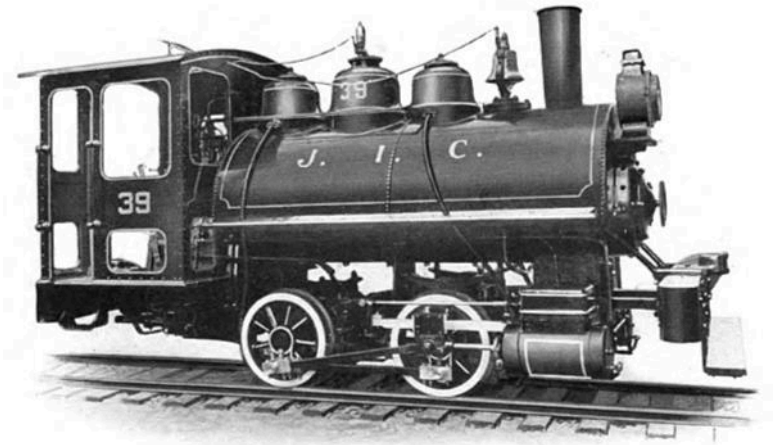
0-4-0ST d/w 28", cyls. 8x14", built by VIW in 1908 and 1909 **Delivered here new**

Ordered by Juragua Iron Co.

VIW class 7-4A.

39	w/n 1227	Lehmuth's VIW list says this eventually went to Seligman, Williams & Ball Logging.
40	w/n 1230?	Lehmuth's VIW list has this as VIW no. 1250.
42	w/n 1308	
43	w/n 1393	3' 0" gauge acc. to Lehmuth VIW list.
44	w/n 1405	3' 0" gauge acc. to Lehmuth VIW list.





8" x 14" saddle tank locomotive, built for Juragua Iron Co., Cuba, owned by the Bethlehem Steel Co.

Gauge 3' 0"

2-8-6T d/w 36", cyls. 15x18", built by Mason in 1883-4

Ordered by ?

Gauge uncertain. Connelly gives cyls. as 15x20".

1 'JURAGUACITO' w/n 708

2 'La FOLIE' w/n 712

0-6-0ST d/w 36", cyls. 14x16", built by Baldwin in 1883

Ordered by ?

BLW class 6-22D no. 18. Spec. is in vol. 12 p 22. Mark on tank: 'THE JURAGUA IRON CO. LTD.' Diamond stack.

3 'SAN JUAN' w/n 7094

2-6-0 d/w 37", cyls. 16x20", built by Baldwin in 1886 **Delivered here new**

Ordered by Juragua Iron Co. Ltd.

BLW class 8-26D nos. 39 and 48. Spec. is in vol. 13 p 80. Mark on tank: 'J. I. Co. LIM.' First one was to have been named **'LA CRUZ'** but crossed out. straight stack.

4 w/n 8027

5 w/n 8143

2-6-0 d/w 37", cyls. 16x20", built by Baldwin in 1888 and 1891

Ordered by ?

BLW class 8-26D no. 52, 56, 57, 98. Spec. is in vol. 14 p 150. Mark on tank: 'J. I. Co. LIM.' Straight stack.

8 w/n 9280

9 w/n 9472

10 w/n 9591

18 'EBEN F. BARKER' w/n 11519

0-4-0T d/w 24", cyls. 7x10", built by Baldwin in 1881

Ordered via Charles L. Parry by Beach Haven RR as **'MERCER B'**, sold to Juragua Iron Co. as no. **11**.

BLW class 4-8C no. 10. Spec. is in vol. 12 p 68. 2' 6" gauge. straight stack, extended smokebox, mark on tank: 'BEACH HAVEN',

11 w/n 7316

0-4-0T d/w 26", cyls. 8x12", built by Baldwin in 1889

Ordered by ?

BLW class 4-10½C no. 46. Spec. is in vol. 14 p 60. Mark on tank: 'J. I. Co. LIM.' Diamond stack. Windows arranged so that all windows can open at the same time.

13 w/n 9760 Built 1889. 3' 0" gauge.

0-4-0ST d/w 33", cyls. 9x16(or 12?)", built by Baldwin in 1890 and 1891

Ordered by ?

BLW class 4-12C no. 18, 20. Spec. is in vol. 16 p 34. Mark on tank: 'J. I. Co. LIM.' Diamond stack.

16 w/n 10846

19 w/n 11657

2-2-0T inspection loco d/w 24", cyls. 4x10", built by Baldwin in 1890

Ordered by ?

BLW class 4-2B no. 3. Spec. is in vol. 16 p 33. Mark on tank: 'J. I. Co. LIM.' straight stack, curtains at sides of cab. Iron sides bar to be lengthened at passenger end, so as to seat 6 persons.

17 'DEERFOOT' w/n 10911



A BLW inspection car at a Spanish fort.

0-4-0ST d/w 33", cyls. 10((or 9?)x16", built by Baldwin in 1903

Ordered by ?

BLW class 4-11C or 4-12C no. 39. Spec. is in vol. 25 p 268. Back headlight on top of cab, mark on tank: 'J. I. Co., LIM.', diamond stack.

24 w/n 21947

0-4-0T d/w 33", cyls. 10x16", built by ALCo Dickson in 1905

Ordered by ?

25? w/n 29567

0-4-0ST d/w 33", cyls. 13x16", built by Baldwin in 1906

Ordered by ?

BLW class 4-20C no. 39. Spec. is in vol. 28 p 268. Mark on tank: 'JURAGUA IRON COMPANY'. Straight stack.

29 w/n 27441



2-6-0 d/w 37", cyls. 16x20", built by Baldwin in 1907, 1908 and 1909

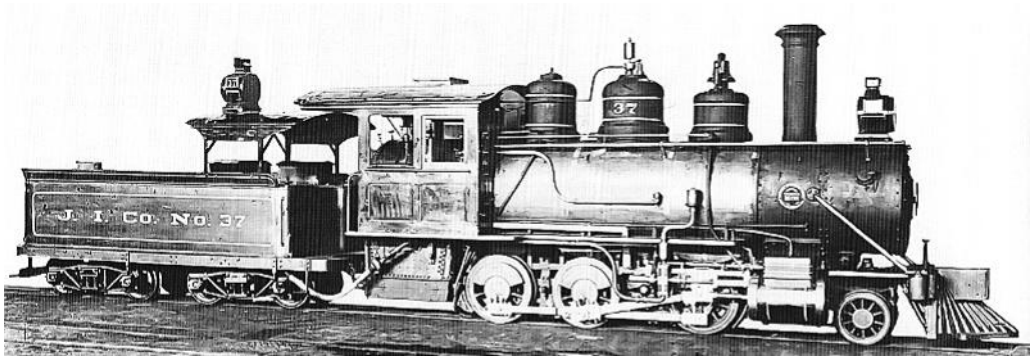
Ordered by ?

BLW class 8-26D nos. 184, 177, 187. Spec. for two of them is in vol. 31 pp 94 and 202, though not all of those pages are in the PDF available from the deGolyer Library. The third one has its spec. in vol. 32 p 66. similar to 8-26D no. 39 but modernised. marks on tanks: 'J. I. Co. No. 35 (or 37 or 41 as appropriate)'

35 w/n 32231

37 w/n 32756

41 w/n 33240



0-4-0ST d/w 33", cyls. 9x16", built by Baldwin in 1907

Ordered by ?

BLW class probably 4-12C no. 43. Spec. is probably the one in vol. 31 p 34, though the page seems to be missing from the PDF available from the DeGolyer Library.

36 w/n 31790

0-4-0ST d/w 26½", cyls. 8x12", built by VIW in 1907 **Delivered here new**

Ordered by Juragua Iron Co.

VIW class 7-7. Lehmuth's VIW list gives dimensions as d/w 30" and cyls. 10x14". Gauge 3' 0".

38 w/n 1081

0-4-0ST d/w 28", cyls. 8x14", built by VIW in 1909 and 1910 **Delivered here new**

Ordered by Juragua Iron Co.

VIW class 7-4-A. 3' 0" gauge.

45 w/n 1435

46 w/n 1601

47 w/n 1603

18.9.6 Niquero Nickle Co.

Background

See Copeland

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

Ordered by ?

1	w/n ?	

0-6-0ST d/w 44", cyls. 19x24", built by VIW in 1942-1943 Delivered here new

Ordered by Nicaro Nickle(?).

VIW class 7-53-C2.

2	w/n 4395	Became *MinAz* no. **1455** at mill 627 Jose N. Figueredo.
3	w/n 4396	Became *MinAz* no. **1674** at mill 627 Jose N. Figueredo. Rebuilt to 2-6-0.
4	w/n 4397	
5	w/n 4398	

0-4-0ST d/w ?, cyls. 9x14", built by Porter in 1910 and 1912

Ordered by ?

?	w/n 4724	
?	w/n 5205	

Cuban Nickel Co.

Is this the same as the Niquero Nickel Co.?



Hi-res versions of this photo are available from Getty Images – 476849257.

18.9.7 Ponupo Manganese Co.

Background

See Copeland

Gauge 3' 0"

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

Ordered by ?

1 w/n ?

0-4-0ST d/w 36", cyls. 13x18", built by Baldwin in 1909 **Delivered here new**

Ordered by Ponupo Manganese Co.

BLW class 4-20C no. 45. Spec. is in vol. 44 p 300. Mark on tank sides: 'PONUPO MANGANESE COMPANY'.

2 w/n 33936

0-4-0ST d/w ?, cyls. 9x14", built by Porter in 1910 and 1912

Ordered by ?

? w/n 4724

? w/n 5205

18.9.8 Sigua Iron Company

Background

Source [1] from 1900 says:

"SIGUA" IRON COMPANY'S RAILROAD.

Name of manager	Brooks & Co.
Postoffice address	Santiago, Cuba.
Length of railroad	8 miles.
Gauge of track	4 feet 8½ inches.
Number of locomotives	3
Number of cars	12 flat cars, 30 ore cars.
Approximate cost of railroad	$1,500,000

GENERAL DATA.

Miller A. Smith, Esq., formerly Chief Engineer, reports above data,—that work was begun in 1889 and completed in 1892, but that property is not now in operation. Also that in addition to said standard-gauge road there was a short narrow-gauge (three-foot) road at the coast, with 2 locomotives and 20 cars, and an ore dock, with a capacity of 3,800 tons.

The above railroad is in the vicinity of Sigua Bay, on the south coast of Santiago Province, and furnished transportation for the Sigua Iron Mines in the interior.

Copeland says mining began in 1892, but ceased very quickly. In 1902 the mines were acquired by the Spanish-American Iron Co. and reopened.

Gauge 3' 0"

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

Ordered by ?

Gauge uncertain.

2 w/n ?

0-4-0T d/w 28½", cyls. 8x12", built by Baldwin in 1891 Delivered here new

Ordered by Sigua Iron Co. 3' 0" gauge.

BLW class 4-10½C no. 60. Spec. is in vol. 16 p 242. Mark on tank 'SIGUA IRON CO.'. Diamond stack.

3 w/n 11711 Later sold to Spanish-American Iron Co. as their no. **3**.

Standard gauge

0-6-0 d/w 51", cyls. 18x26", built by Baldwin in 1891 Delivered here new

Ordered by Sigua Iron Co.

BLW class 6-30D no. 137. Spec. is in vol. 16 p 239. Mark on tank 'SIGUA IRON CO.'. Radley & Hunter stack.

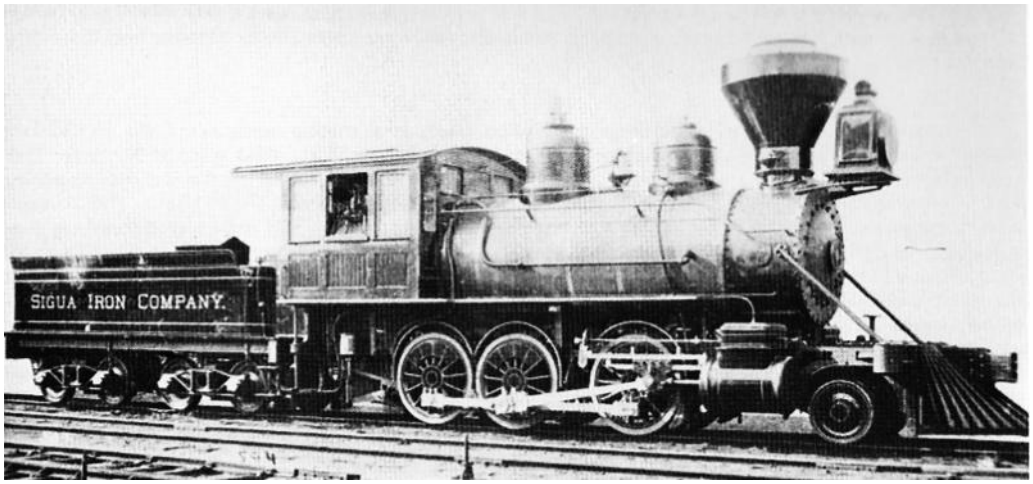
1 w/n 11530 Later sold to Spanish-American Iron Co. as their no. **1**.

2-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1891

Ordered by ?

BLW class 8-34D no. 5. Spec. is in vol. 16 p 272. Top of spec. page is illegible. It is possible that the second engine was never intended for the SICo.

4	w/n 11802	Later sold to Spanish-American Iron Co. as their no. **4**.
(**5**)	w/n 11803	Not delivered, went to succession of US users. Need to find no. and spec. page



18.9.9 The Spanish-American Iron Co.

Background

Rayari RR, Cuba. Company formed in mid-1880s by Samuel P. Ely and George H. Ely of Cleveland, Ohio. Began to grow from mid-1890s. By 1903 was operating six mines and had eight miles of railway to a pier at Daiquiri.
In 1901 the company had become a subsidiary of the Pennsylvania Steel Co. By 1907 a new iron deposit at Mayari was also being worked, on north coast of Oriente province.

Gauge 2' 6"

NB All engines, of whatever gauge, were numbered in the same series.

0-4-0T d/w 26½", cyls. 8x12", built by Dickson in 1900

Ordered for Spanish-American Iron Co. as no. **5**.
Gauge 2' 6".

5	w/n 1180

0-4-0 d/w 26", cyls. 8x12", built by Baldwin in 1893.

Ordered for Juragua Iron Co. **23.**
BLW class 4-10½C no. 70. Spec. is in vol. 14 p 60. Ditto. Sold to S-AICo.

?	w/n 13556

0-4-0ST d/w 26", cyls. 8x12", built by Baldwin in 1906 and 1909

Ordered by the Spanish American Iron Co.
First one was class 4-10½C no. 105, with spec. in vol. 28 p 296. Second one BLW class 4-10½C no. 117. Spec. is in vol. 44 p 272. (Lehmuth mistakenly thought no. **26** was a standard gauge 0-4-0T with d/w 48", cyls. 20x28" and of class 4-34C.) Mark on tank: THE SPANISH AMERICAN IRON COMPANY'. diamond stack. loco height to be 6' 6" and width 5' 0", to operate in tunnel.

19	w/n 28014	Spec. page clearly gives no. as **19**, but others say **14**.
26	w/n 33593	D/w 28".



2' 6" gauge 0-4-0ST no. 26, clearly designed for use in restricted spaces.
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03105.

Gauge 3' 0"

NB All engines, of whatever gauge, were numbered in the same series.

Bought from Sigua Iron Co., in 1892?

0-6-0 d/w 51", cyls. 18x26", built by Baldwin in 1891

Ordered by ?

BLW class 6-30D no. 137. Spec. is in vol. 16 p 239. Mark on tank 'SIGUA IRON CO.'.

1 w/n 11530 Had originally been Sigua Iron Co. no. **1**.

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

Ordered by ?

2 w/n ? Had presumably originally been Sigua Iron Co. no. **2**.

0-4-0T d/w 28½", cyls. 8x12", built by Baldwin in 1891

Ordered by ?

3' 0" gauge. BLW class 4-10½C no. 60. Spec. is in vol. 16 p 242.

3 w/n 11711 Had originally been Sigua Iron Co. no. **3**.

2-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1891

Ordered by ?

BLW class 8-34D no. 5. Spec. is in vol. 16 p 272.

4 w/n 11802 Had originally been Sigua Iron Co. no. **4**.

0-4-0 d/w 36", cyls. 13x18", built by Baldwin in 1901 and 1904

Ordered by ?

BLW class 4-20C nos. 30-31. Spec. is in vol. 24 p 125. Mark on tank: THE SPANISH AMERICAN IRON COMPANY'. straight stacks on all three. Third one was 4-20C no. 32, with spec. in vol. 26 p199. Mark on tank: THE SPANISH AMERICAN IRON COMPANY'. Footplate omitted to shorten engine (??)

6 w/n 19402

7 w/n 19403

14 'BERRACO' w/n 23547 Later sold to El Cobre Mines as their **'BERRACO'**.

0-4-0ST d/w 28", cyls. 8x12", built by Baldwin in 1901, 1904

Ordered by Spanish American Iron Co.

BLW class 4-10½C no. 95 and 98. Spec. is in vol. 24 p 124. Mark on tank: THE SPANISH AMERICAN IRON COMPANY'.

8 w/n 19407

15 w/n 23666

0-4-0ST d/w 28", cyls. 9x14", built by Baldwin in 1905, 1906, 1909, 1907, 1911 and 1913

Ordered by Spanish American Iron Co.

First two were BLW class 4-11C no. 306 and 307. Spec. for all is in vol. 27 p 252. Mark on tank: THE SPANISH-AMERICAN IRON CO.', straight stacks. Next seven were BLW class 4-11C nos. 336, 346, 355, 367, 372, 374, 375.

Mark on tank for three of them: THE SPANISH-AMERICAN IRON COMPANY', and for remainder was to be 'S.A.I. CO.'. No. 32 was class 4-11C no. 393, with spec. in vol. 36 p 188. Final three were class 4-11C nos. 397-399, with spec. in vol. 44 p 274. Marks on tank sides: 'S.A.I. CO.'.

16	w/n 25320	1905
17	w/n 25321	1905
18	w/n 28139	1906
20	w/n 28649	1906
21	w/n 29587	1906
23	w/n 30258	1907. Lehmuth has this as no. **3**.
27	w/n 32377	1907. According to the spec. page this was builder's no. 372, with nos **24** and **25** above being builders' nos. 374 and 375.
24	w/n 33103	1909
25[3]	w/n 33104	1909
32	w/n 36157	1911
33	w/n 39699	1913
34	w/n 39700	1913
35	w/n 39701	1913

0-4-0ST d/w 29", cyls. 10x16", built by Baldwin in 1910

Ordered by Spanish-American Iron.

First one was BLW class 4-14C no. 239. Spec. is in vol. 33 p 35. Orig. for stock; most were sold to John Marsch or to Jno. B. Carter Co. but this one to SAICo. mark on tank: 'S. A. I. Co.'. Second one was BLW class 4-14C no. 252. Spec. is in vol. 36 p 75-6. Mark on tank: 'S.A.I. CO.'.

28	w/n 34244	This one not yet found in spec. volumes.
29	w/n 34659	

Standard gauge

NB All engines, of whatever gauge, were numbered in the same series.

0-4-0 d/w 50", cyls. 16x24", built by Baldwin in 1891

Ordered by ?

BLW class no. 04-26C no. 55. Spec. is in vol. 17 p 60. Mark on tank: THE SPANISH AMERICAN IRON CO.', slope back tender with roof over fireman's end.

1 'MAGDALENA' w/n 12018

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1893

Ordered by Spanish American Iron Co.

BLW class 8-30D no. 462. Spec. is in vol. 18 p 235. Mark on tank: none. Running number: none. straight stack, pilot also on back of tender.

2? w/n 13609

2-6-2 d/w 50", cyls. 18x24", built by Baldwin in 1902 and 1907

Ordered by Spanish-American Iron Co.
First one was BLW class 10-30¼D no. 2. Spec. is in vol. 24 p 224. mark on tank: 'SPANISH-AMERICAN IRON COMPANY', straight stack. Second loco is BLW class 10-30¼D no. 29. Spec. is in vol. 30 p 199. Mark on tank: THE SPANISH AMERICAN IRON COMPANY'.

9 w/n 20221

22 w/n 30374



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01580.



The original caption, in *Railroad History* for Fall-Winter 2004, read: "No. **9**, a Baldwin-built 2-6-2, pulls ore cars over a trestle on the standard gauge railroad between Daiquiri Bay and Lola Hill. The nearby Berrraco mines were served by 0-4-0 saddle tank engines that were designed for working in tunnels."

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

Ordered by ?

10? w/n ?

11? w/n ?

12? w/n ?

13? w/n ?

4-4-0 d/w 54", cyls. 16x22", built by Lambertville in 1869

Built for Belvidere Delaware RR no. **22 'NESHEMINY'**, then PRR no **591** in 1871, renumbered **3012** in 1882, sold to E. H. Wilson of Philadelphia, then to S-AICo. as no. **25**.

25[1] w/n 12

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1882

Ordered for Pennsylvania RR as no. 591. Sold in 1905 via H. S. Kerbaugh of NY for Spanish-American Iron. BLW class 10-34E nos. 276-331. Spec. is in vol. 11 p 88.

25[2] w/n 6435

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

Ordered by ?

30 w/n ?

31 w/n ?

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

Ordered by ?

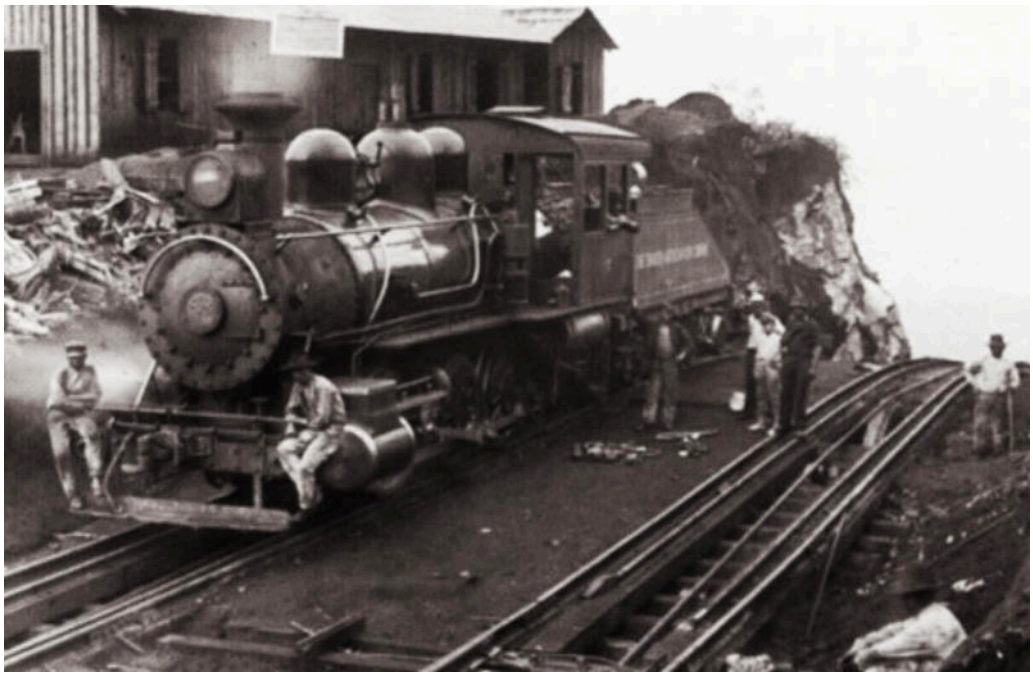
50 w/n ?

0-6-0 d/w 51"(first) 50" (others), cyls. 18x26(or 24?)", built by Baldwin in 1891, 1907, 1908 and 1909

For the first one see Sigua Iron Co. in preceding section.

Last five were class 6-30D nos. 393, 394, 397, 398 and 401, with spec. in vol. 31 p 73. Mark on tank: THE SPANISH AMERICAN IRON COMPANY'.

51?	w/n 11530	1891 Built for Sigua Iron Co. as their no. **1**. Acquired with mines around 1892.
52	w/n 32068	1907, ordered as no. **25**, and spec. page gives that number.
53	w/n 32142	1907, ordered as no. **26**, and spec. page gives that number.
54	w/n 33076	1908, ordered as no. **28**, but spec. page gives no. as **54**.
55	w/n 33077	1908, ordered as no. **29**, but spec. page gives no. as **55**. Later rebuilt to 2-6-0 and sold to Central Borjita as their no. **?** (*MinAz* **1577**).
56	w/n 33315	1909



Baldwin 0-6-0 no. **55** at the incline head at Woodfred.

2-8-2 d/w 48", cyls. 20x28"built by Baldwin in 1909

Ordered by ?

BLW class 12-34¼E no. 9. Spec. is in vol. 44 p 276. (Lehmuth mistakenly thought it was a 2' 6" gauge 2-8-0 loco with d/w 28" and cyls. 8x12".) Mark on tank: THE SPANISH AMERICAN IRON COMPANY'.

60	w/n 33595	Supposedly ordered as no. **57**, but spec. page says **60**.



2-8-2 d/w 51", cyls. 22x28", built by Baldwin in 1917

Ordered by Spanish American Iron Co. None of these were delivered.

BLW class 12-38¼E nos. 120-122. Spec. is in vol. 54 p 213. Mark on tank was to have been: 'THE SPANISH_ AMERICAN IRON COMPANY'

70	w/n 45356	Became Carolina, Clinchfield & Ohio RR no. **498**.
71	w/n 45357	Became Savannah & Atlanta RR no. **606**. Sold later.
72	w/n 45358	Became Savannah & Atlanta RR no. **607**. Sold later.

Lehmuth's BLW list has no. **70** as above, no. **71** becoming S&ARR no. **607**, and no. **72** not being BLW 45358 but 45838 also becoming S&ARR no. **607**.



No. **70**, one of the three big 2-8-2s that in the event were never delivered to this customer. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06391-1.

18.10 Other industrial railways

The Cuban Government Prison Commission

Background

On the Isla de los Pinos, nowadays known as the Isla de Juventud.

Gauge 3' 0"

2-6-2T d/w 30½", cyls. 11x16", built by ALCo Cooke in 1919

Ordered as part of a big batch of 75cm gauge 0-6-0Ts for Russia. Not delivered in aftermath of the 1917 revolution there. This one, originally no. **109**, remained at the Cooke works until 1927 when rebuilt as a 3' 0" gauge 2-6-2T and sold to this location as CGPC no. **1**.

1 w/n 58961





Spanish Gas Light Company of Habana

Background

S

0-4-0ST d/w 33", cyls. 10x16", built by Hudswell Clarke in 1878

Ordered by ?

? 'J. M. de los RIOS' w/n 200

West India Oil Refining Company of Cuba

Background

Possibly a predecessor (or possibly a subsidiary) of Standard Oil Co. of Cuba.

0-4-0T d/w ?", cyls. 13x20", built by ALCo in 1924

A stock loco, sold to Standard Oil for West India Oil Co. as no. **1**.

1	w/n 65473	Converted to diesel and sold/transferred to Central Mabay (Carmen) / 620 Arquimedes Colina as no. **4167**.

United States Army

Background

Construction work at Guantánamo Bay?

0-6-0 d/w 50", cyls. 20x24", built by Baldwin in 1898

Ordered by United States War Department (Cuba Service).

BLW class 6-34D nos. 37-38. Spec. is in vol. 22 p 55. Mark on tank: 'U.S.A. Q.M. DEPT. Straight stack.

1 'WIKOFF'	w/n 16434	Sold to Cuban Eastern Rly. as their no. **6**.
2 'CAPRON'	w/n 16435	Sold to Cuban Eastern Rly. as their no. **7**.

United States Navy

Background

Department of Yards and Docks, Guantanamo Bay.

0-4-0ST d/w 33", cyls. 11x16", built by VIW in 1905

Ordered by US Navy, Dept. of Yards and Docks.

VIW class 7-14-1.

1	w/n 705
2	w/n 706

Salt Works of Cuba

Background

3' 0" gauge

2-6-0 d/w 37", cyls. 10x16", built by Baldwin in 1890

Ordered via Krajewski and Pesant.

BLW class 8-14D no. 10. Spec. is in vol. 18 p 90. Mark on tank: 'SALINAS DE CAYO ROMANO'. Radley & Hunter stack.

1 w/n 13175

Cía. Cuba Minera Industrial de Mariel

Background

Gauge 2' 10"

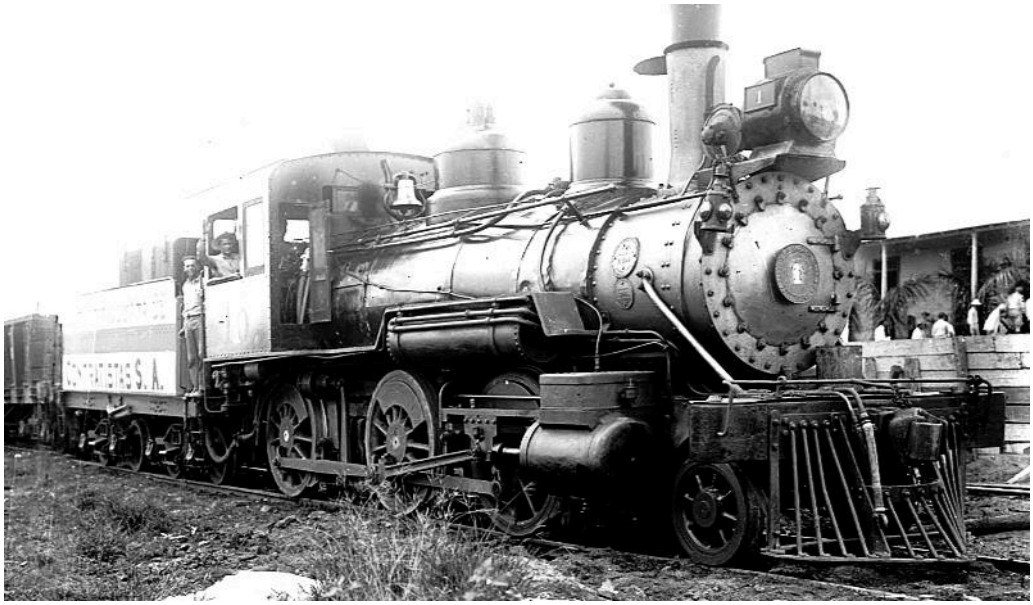
2-6-2 d/w 36", cyls. 11x18", built by Baldwin in 1907

Ordered by Cía. Cuba Mining Industry of Mariel.

BLW class 10-16¼D no. 8. Spec. is in vol. 31 p 136. no mark on tank, no running no.

? w/n 32397

Cía. Cubana de Contratistas SA.



Holzinger lists the following:

Compañía Siderurgica Acinox

Fabrica de Cementos Carl Marx

Fabrica Fertilizantes S. P. Castillo

Puerto de Cárdenas

Empresa Comandante R. R. Latour

International Harvester Co.

National Lead Co.

No knowledge yet of whether any of these had steam locos.

José Lezama, Cuba

Background

Nothing known, unless owned a sugar mill.

2-6-0 d/w 55", cyls. 15x24", built by Rogers in 1872

Ordered by Illinois Central RR as no. **195** later **896** later **1896**. To SI&E in 1907 as no. **614**. Sold on to Choctaw Lumber for Washington & Choctaw RR as no. **6**. Sold 1910 to SI&E as no. **1236**, then (in 1917?) via Border Equipment to José Lezama in Cuba in 1919.

? w/n 2086

Abner Ellis / Enis

4-2-0 d/w 60", cyls. 11½x20",. built by Hinkley in 1851

Ordered for/via Abner Ellis

'El VENCADOR' w/n 292

Manuel Carogal, Santiago de Cuba

<u>Standard gauge.</u>

0-4-4T d/w 42", cyls. 12x16", built by Pittsburgh in 1894

Ordered for Manhattan Rly. as no. **236**. Sold 1904 to Manuel Carogal in Santiago de Cuba.

? w/n 1516

Koppers Co.

0-4-0T d/w 33", cyls. 12x18", built by VIW in 1916

Ordered via Marcelino Garcia S & C for Koppers Co.

VIW class 7-25-2.

2 w/n 2580

Cuban Mining Co. Santiago de Cuba

2-trucks Heislers d/w 33", cyls. 12½x12",. built by Heisler in 1923 and 1924

Ordered for W. W. Gary Lumber of Issaquena Mississippi as no. **10**, and for Speer-Harris Lumber of Norfleet, Florida

as no. **1**. Both rebuilt to 3' 0" gauge and sold to Cuban Mining Co. of Santiago de Cuba (presumably not the same as Cia. Cuban Mining Industry of Mariel, as SdC is far to the east of Mariel. Second one arrived there in 1936 via BR&L no. **1287**.

4 w/n 1493

? w/n 1504

V. V. Lebedjeff Eng. & Supply of NY for Cuba

0-4-0T d/w 29", cyls. 11x16", built by Davenport in 1906

Ordered for MaCall Ferry Power of Pennsylvania as no. **4.** Sold to Georgia Car & Locomotive as no. **148.** W. A. Smith for Laurel Park Street Rly, North Carolina as no. **38A**, in 1911. Sold to Southern Iron & Engineering in 1917, and on to V. V. Lebedjeff Engineering & Supply of NY for Cuba.

? w/n 374

Steel Corporation of Cuba

2-4-2T d/w 37", cyls. 14x20", built by VIW in 1910

Ordered for Millard & Lupton RR of Rochester, NY, as no. 25. Then to Bellefonte Central RR. Then via S. H. Conklin to Steel Corporation of Cuba. Standard gauge. VIW class 7-40.

? w/n 1514

Daniel Ballenilla, Havana

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1917

Ordered by Daniel Ballenilla, Havana.

? w/n 1622

Gustavo Portella, agent, Havana

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1918

Ordered by Gustavo Portella, agent, Havana.

? w/n 1731

0-4-0T d/w 32", cyls. 12x16", built by Davenport in 1919

Ordered by Gustavo Portella, agent, Havana.

? w/n 1736

0-4-0T d/w 32", cyls. 12x16",. built by Davenport in 1919

Ordered for Gustavo Portella (D) Havana for unknown.

? w/n 1737 Later at Central Estrella, later at Central Cespedes / 505 Carlos Manuel de Cespedes as **1174.**

Baldwin Cuba stock locos not otherwise recorded

2-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1925

Built for Cuba stock, and presumably stored in Havana until sold to US Veterans' Bureau at Perry Point Maryland in 1932, as no. **1000**. Sold 1941 to US Army as no. **5631**. later renumbered **6932** in US Army Transportation fleet. Sold 1948 to Mobile & Gulf RR as no. **97**. Sold to Historic Railroads Inc. as no. **97**. Sold to Ocean City Western in 1974. Sold 1976 to French Lick, West Baden & Southern RR as no. **97**. Serviceable in 1990s?
BLW class 8-30D no. 738. Spec. is in vol. 78 p 9.
? w/n 58797

Nueva Fabrica de Hielo

0-4-0T d/w 26", cyls. 7x12", built by Baldwin in 1892

Ordered for Wellman Iron & Steel as no. **6**. Sold to Tidewater Steel Co. Sold to SI&E in 1917 as no. **1143**, and on to Lawrence Turnure Co. for *Nueva Fabrica de Hielo*, Cuba.
BLW class 4-8C no. 32 or 34 . Spec. is in vol. 18 p 111. 2' 6" gauge. Diamond stack, This was the Wellman loco that had been exhibited at an exhibition in Santiago de Chile when newly-built.
? w/n 13009

Davison Chemical Co. / Davison Sulphur & Phosphate Co.

Standard gauge

2-8-0 d/w 50", cyls. 20x26", built by Baldwin in 1920

Ordered by Davison Chemical Co. for the Davison Sulphur & Phosphate Co. in Cuba as no. **2**. Not delivered. Stored 18 years at Eddystone, PA, and then sold 1938 to Birmingham Rail & Locomotive **1374**. Sold to Mississippi Export as no. **38** and on to the NdeM in 1942 as no. **1220**.
BLW class 10-34E no. 2081. Spec. is in vol. 64 p 307. mark on cabsides: 'D. S. & P. CO.', mark on tank: 'D. S. & P. CO.' followed on a second line by: 'MINA CARLOTA'.
2 w/n 53238

Soc. Salinera de Punta Palmilla

Gauge 2' 6"

0-6-0ST d/w 24" cyls. 7x10", built by Baldwin in 1920

Ordered for the Soc. Salinera de Punta Palmilla,
BLW class 6-8D no.5 . Spec. is in vol. 64 p 333. mark on tank: 'S. S. DE P. P.'
1 'SALINERA' w/n 53445

West India Oil Co.

0-4-0T d/w ?, cyls. ?, bbuilt by ALCo in 1924

Ordered by West India Oil Co. (Cuba?)

? w/n 65473

Conde F. F. Ibáñez, fertilizer manufacturer

Background

2' 6" gauge and standard gauge. Owned/promoted by the Conde Francisco Feliciano Ibanez.

Was this really known as the *FC Ibáñez*, or was it merely an industrial line owned by F. F. Ibáñez and mis-read by recent researchers? Ibañez was the promotor/owner of a fertiliser plant.

0-4-2T? d/w 35", cyls. 10x16", built by Baldwin in 1878

Ordered by F. F. Ibáñez (possibly but not certain for Central San Cristobal) as no. **1**.

BLW class 6-14 1/3C no. 2. Dup. of 6-14 1/3C no. 1. Spec. is in vol. 9 p 48 mark on tank: 'FRANco. F. IBAÑEZ FABRICA DE ABONOS'. Diamond stack. NB spec. page confirms this was built to standard gauge, not 2' 6" as Lehmuth suggests.

1 w/n 4502 Sold to Central Rosario. Lehmuth says went to Central San Isidro / Ruben Martines Villena. Became *MinAz* no. **1112**. Still existed 1995.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1879

Ordered for Señor F. F. Ibáñez.

BLW class 6-8 1/3C nos. 3, 4, 5 and 6. Spec. is in vol. 9 p 129. Mark on tanks, as below.

2 'SOCORRO DE IBAÑEZ' w/n 4676

3 'SAN JOAQUIN DE IBAÑEZ' w/n 4677

4 'SAN JOAQUIN' w/n 4831

5 'SOCORRO' w/n 4833 Or **'LOCONO'**?

Koppers Co.

0-4-0T d/w 33" cyls. 12x18", built by VIW in 1916

Ordered via Marcelino Garcia for Koppers Co. as no. **2**.

VIW class 7-25-2, standard gauge.

2 w/n 2580

Cía de Luz y Traccion Electrica de Sancti Spiritus

Background

Gauge 4' 7 9/10"?

0-6-4T d/w 38", cyls. 12x18", built by Baldwin in 1895

Ordered by Krajewski & Pesant for Spanish Military Engineers.

For no. **4** BLW class 10-18 1/3D no. 1. Spec. is in vol. 20 p 60. Mark on tank: 'FERRO-CARRIL MILITAR DE JÚCARO Á MORON'. For no. **5** BLW class 10-18 1/3D no. 2, duplicate of class 10-18 1/3D no. 1 except as specified.. Spec. is in vol. 20 p 161. Mark on tank: 'FERRO-CARRIL MILITAR DE JÚCARO Á MORON'. Painting dark brown & gold. R&H stack, Krajewski Pesant & Co. plates on steam chests. Cab to be armor clad with steel plates

3/8" thick on sides and in front and to have inside lining of ash. Doors and windows to have 3/8" steel shutters to slide over the glass frame when required. Shutters to have loop holes in cen. to allow of firing in case of attack. Sold to the *Cía de Luz y Traccion Electrica de Sancti Spiritu*s.

4² 'MORON'	w/n 14507	One source says later to Antiqua & Co., Costa Rica. However, others say went to Central Cacocum / 608 Cristino Naranjo, where now preserved.
5 'JUCARO'	w/n 14941	later sold to Antiqua & Co., Costa Rica. Lehmuth's BLW list gives this as an 0-6-2T with d/w 37", cyls. 10x16", built 1896, and of class 8-14 1/3D.

Lutcher Moore Cypress Lumber Co. of Cuba

0-4-4T d/w 42", cyls. 12(or 10?)x16", built by Baldwin in 1878

Ordered by NY Elevated RR, rebuilt 1886 by BLW as d/w 38" cyls. 10x14", leased to Manhattan Rly. then P. McManus Co., sold 1907 to BR&L, on to R. W. Wier Lumber, then to Lutcher Moore Cypress Lumber Co. of Cuba, BLW class 8-14? 1/3C no. . Spec. is in vol. p . This might have been one of the 8-14 1/3C batch numbered 11 to 23. These were built for the NY Elevated RR in 1878. Their spec. is in vol. 9 at page 33. If so, then the rebuild did not change the essential dimensions.

1	w/n 4402?	Then to Central Limones as no. **1**, Connelly says on road in 1923.

Pascual Bros. of Cuba

0-4-0IST d/w 15", cyls. 4½x7½", built by Bagnall in 1880

Ordered via Manlove Alliot & Co. of Nottingham, for Pascual Bros. of Cuba. Possibly for a small public railway. Gauge might have been 2' 6" or near.

'CLARA'	w/n 285

The Spanish Gas Light Co. of Havana

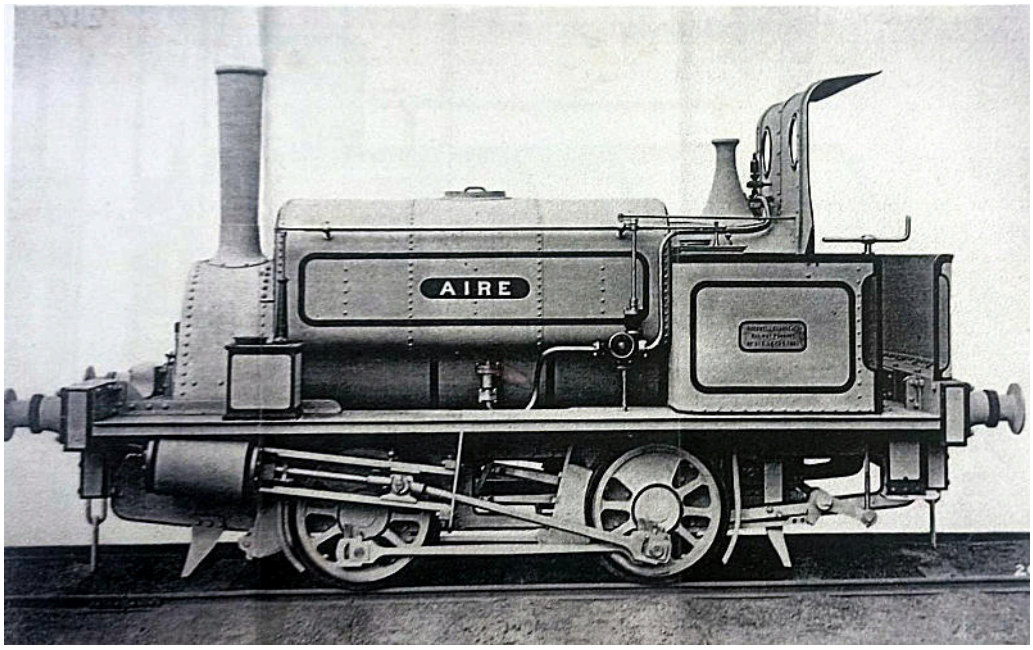
Background

Gauge standard.

0-4-0ST d/w 33", cyls. 10x16", built by Hudswell Clarke in 1878

Ordered by

'J. M. de los RIOS'	w/n 200



Not the precise loco sent to Havana, but identified by the late Christopher Walker as being very similar. **'AIRE'** was built in 1881 as HC no. 216 for Atterbury & Shaw of Hunsbury Hill, Northampton..

Fernandez y Calvo

Background

0-6-0 d/w 36", cyls. 9x16", built by Baldwin in 1874

Ordered by Fernandez & Calvo, but for where? Guamajales is north-east of Jaguey Grande in the old Matanzas province.

BLW class 6-12D nos. 2 and 3, Specs. are in vol 7 p125 and vol. 8 p 128.. First one to have name written on tender. Painted: wine colour. R&H stack. Second one to have mark: 'UNION'. Painted: lake & gold. R&H stack.

1 'GUAMAJALES' w/n 3673
2 'UNION' w/n 4145

18.11 Unidentified locomotives

Baldwin

THE BALDWIN LOCOMOTIVE WORKS
PHILADELPHIA, PA., U. S. A.

TWO BALDWIN ENGINES are offered for IMMEDIATE DELIVERY subject to prior sale

One is of the Mogul (2-6-0) type, and the other of the Consolidation (2-8-0) type. Specifications are briefly as follows:

Mogul Type:—Gauge, 3′ 6″; cylinders, 17″ x 22″; Driving-wheels, diam., 48″; Boiler pressure, 160 lbs.; Fuel, soft coal or wood; Weight on driving-wheels, 72,000 lbs.; total engine, 83,000 lbs.; total engine and tender, 150,000 lbs.; Tank capacity, 3,000 gallons water, 6 tons coal. Complete equipment, including air brakes and steel tired engine truck and tender wheels.

Consolidation Type:—Gauge, 3′ 6″; cylinders, 16″ x 20″; Driving-wheels, diam., 43″; Boiler pressure, 160 lbs.; Fuel, wood; Weight on driving-wheels, 70,000 lbs.; total engine, 80,000 lbs.; total engine and tender, 135,000 lbs.; Tank capacity, 2,500 gallons water, 2¼ cords wood. Complete equipment, including air brakes and steel tired engine truck and tender wheels.

The Locomotives are suitable for Plantation Service.
Prices will be quoted on application.

WALLACE R. LEE, NATIONAL BANK OF CUBA, HAVANA, CUBA
Cable Addresses: "BALDWIN, PHILADELPHIA," "LEEBALD, HAVANA"

Please mention THE CUBA REVIEW when writing to Advertisers

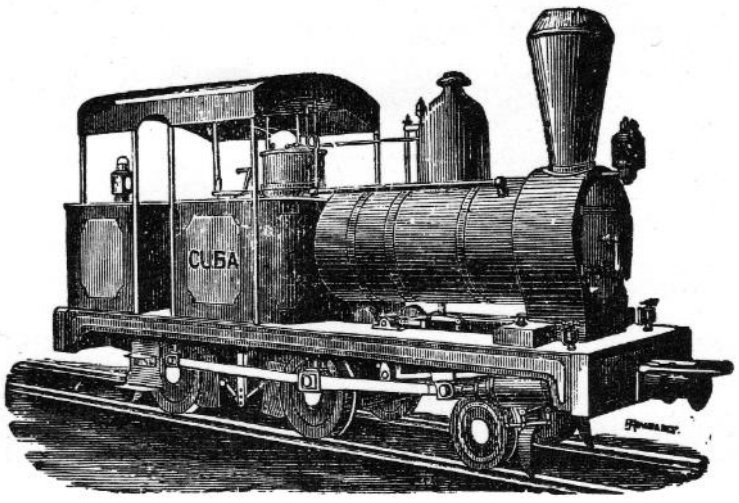
An ad published in the *Cuba Review* in June 1917. If these locos were purchased by a Cuban business it wouuld have been one of a very few as 3' 6" gauge track was extremely rare on the island.

Bagnall

2-4-0T d/w ?, cyls. ?, built by Bagnall in 1882

Ordered via G. Bailey Toms & Co. for B. H. Loins & Co., possibly for Cuba if loco name is any indication.

'CUBA' w/n 451



Bagnall 451 of 1882, as depicted in an engraving that was reproduced by Allan Baker in an article in *The Narrow Gauge* no. 84 in 1979.

Cooke

2-8-0 d/w 51", cyls. 20x24", built by Danforth Cooke in 1881

Ordered for Indiana Bloomington & Western as no. **48**. Sold 1887 to Ohio Indiana & Western RR as no. **48**. Then sold 1905 to Peoria & Eastern RR as no. **525**. Sold to NY Central as no. 6506. Sold 1907 via SI&E no. **1147** to Central Sugar Corp. in Cuba.

? w/n 1309

2-6-0 d/w 58", cyls. 18x24", built by Danforth Cooke in 1882

Ordered for NY Lackawanna & Western RR as no. **44**. Sold 1899 to Delaware Lackawanna & Western as no. **306**. Sold 1903 to Fitzhugh Luthor & Co. Ended up in Cuba.

? w/n 1387

2-6-0 d/w 58", cyls. 18x24", built by Danforth Cooke in 1882

Ordered for NY Lackawanna & Western RR as no. **47**. Sold 1899 to Delaware Lackawanna & Western as no. **309**. Sold 1903 to Fitzhugh Luthor & Co. Ended up in Cuba.

? w/n 1390

2-6-0 d/w 58", cyls. 18x24", built by Danforth Cooke in 1882

Ordered for NY Lackawanna & Western RR as no. **48**. Sold 1899 to Delaware Lackawanna & Western as no. **310**. Sold 1903 to F. B. Horn. Ended up in Cuba.

? w/n 1391

2-6-0 d/w 58", cyls. 18x24", built by Danforth Cooke in 1882

Ordered for NY Lackawanna & Western RR as no. **56**. Sold 1899 to Delaware Lackawanna & Western as no. **318**. Sold 1903 to Fitzhugh Luthor & Co. Ended up in Cuba.

? w/n 1399

Couillet

No. 161 of 1861. For Havana.

Davenport

0-4-0T d/w 29", cyls. 11x16", built by Davenport in 1906

Ordered by McCall Ferry Power, Pa., eventually to Cuba in 1917, unknown customer. Std. gauge.

? w/n 374

Dickson

2-6-0 d/w 56", cyls. 19x24", built by Dickson in 1882

Ordered for Saint Louis Coal Railway as no. **8**. Sold 1886 to Saint Louis Southern RR as no. **8**. Sold 1890 to Columbus & Cincinnati Midland RR as no. **7**. Became Baltimore & Ohio RR no. **900**, then sold in 1902 to Cuba.

? w/n 342

0-4-0T d/w 28", cyls. 8x12", built by Dickson in 1900

Ordered via Krajewski & Pesant for unknown customer in Cuba.

2 w/n 1181
3 w/n 1182

Decauville

0-4-0T d/w ?", cyls. ??", built by Decauville in 1899

Ordered for Chapsal, Havana, Cuba.
Gauge 600mm.

'EUGENIA' w/n 298

Fowler

2369	1874		8x	Hemenway, Havana, never erected.
2422	1874	Std. 0-4-0ST	6.5x12"	Hemenway, Havana.
3821	1879		4.5x	E. Cespedes, Ingenio El Salvador **'LITTLE BEAUTY'**
4037	1881	2-4-0T	5.5x	E. Cespedes
4038	1882	2-4-0T	5.5x	E. Cespedes
5944	1891	0-4-2T	7x10"	E. Cespedes

HanoMAG

0-6-0T d/w ?, cyls. ?, built by HanoMAG in 1906

Ordered for Hempel of Habana.
Standard gauge. Note that the photo in Uwe Bergmanm's album supposedly showing this loco is clearly of a machine with European-style buffers and is actually very unlikely to have been for Cuba.

? w/n 4545

0-6-0T d/w ?, cyls. ?, built by HanoMAG in 1906

Ordered for Hempel of Habana.
765mm gauge.

? w/n 4547

Hinkley

0-4-0 d/w 52", cyls. 15x24", built by Hinkley in 1881

Ordered for the Peoria & Pekin Union RR with numbers as below. Later sold to Cuba.

5 w/n 1448
6 w/n 1449
7 w/n 1450
8 w/n 1451

O&K

0-4-4-0T d/w ?, cyls. ?, built by O&K in 1905

Ordered via Sanchoz de Tora, Guantanamo, Cuba

Gauge 760mm. 150 hp.

? w/n 1645

0-6-0T d/w ?, cyls. ?, built by O&K in 1910

Ordered via New York for Cuba

Gauge 2' 6". 30 hp.

? w/n 4210

2-6-0TT d/w ?, cyls. ?, built by O&K in 1910

Ordered via Marinello Berenguer & Co. for Cuba

Gauge 2' 6". 150 hp.

? w/n 4258

2-6-0 d/w ?, cyls. ?, built by O&K in 1910

Ordered for I. Sozaya, Carreras, Cuba

Gauge 865mm. 40 hp.

? w/n 4265

0-6-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered for Schwab und Tillmann in Cuba

Gauge 2' 6". 30 hp.

? w/n 4920

0-4-0T d/w ?, cyls. ?, built by O&K in 1912

Ordered via New York for Cuba

Gauge 600mm. 30 hp.

? w/n 4926

? w/n 4927

2-6-0 d/w ?, cyls. ?, built by O&K in 1912

Ordered for Cuba

Gauge 3' 0". 150 hp.

? w/n 5994

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

Ordered vfor Cia Minera, Habana "SIERRA MAESTRA"

Gauge 3' 0", 50 hp.

? w/n 6029

0-4-2T? (2/3t) d/w ?, cyls. ?, built by O&K in 191? and 1921

Ordered for Koppel Industrial Car & Equipment Co., Cuba

Both for standard gauge.

? w/n 6935
? w/n 9450

0-4-0T d/w ?, cyls. ?, built by O&K in 1918

Ordered via Stahlwerk Augustholm, für Ramon Denitz, Cuba
Gauge 900mm.
? w/n 7062

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

Ordered via Rieva, Toro & v. Twistern, Habana [Kuba]
Gauge standard
? w/n 10671 Later went to Central Washington / 449 George Washington where it became *MinAz* no. **1168**.

Seth Wilmarth, Boston, USA

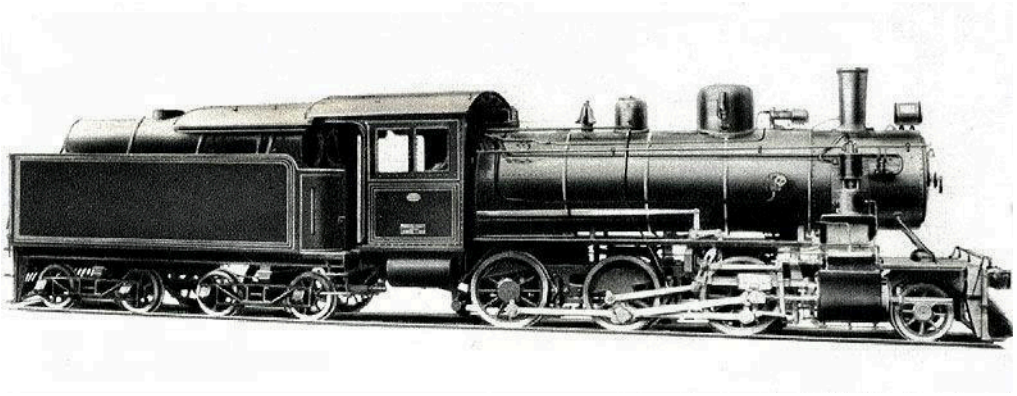
4-4-0 d/w 60", cyls. 12½x20", built by Seth Wilmarth of ? in 1850

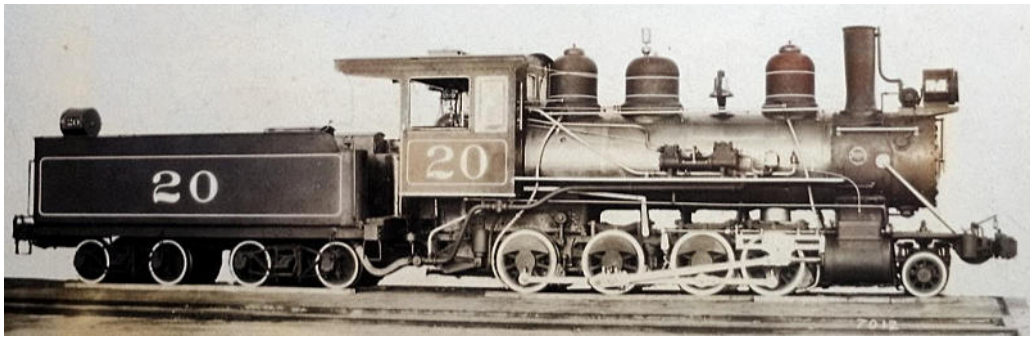
Ordered for Cumberland Valley RR as **22 'ROBERT MORRIS'** later **16**. Sold 1889 to Railway Equipment Co. of NY. Leased to San Diego & East Terminal Rly. of California. Sold in early 1890s to Cuba.
? w/n [17]

4-4-0 d/w 54", cyls. 12½x20", built by Seth Wilmarth of ? in 1850

Ordered for Cumberland Valley RR as **12 'LEOPARD'**. Sold in 1881 to Cuba.
? w/n [17]






20
20

18.12 Appendices

18.12.1 Cuban sugar plantation names, locations and owners in 1893

1 The pre-1976 Pinar del Río province

Name of Plantation	Where situated	Name and address of owners	Sub-section in file
Asentista	Cabañas	Joaquín Freizas ; 28 Mercaderes, Havana.	
Asunción	Quiebra Hacha	Juan Pedro y Baró ; 131 Compostela, Havana.	18.1.3
Begoña	Mariel	Herederos de B. Larrinaga—Admor. Conde de la Reunión ; 15 Empedrado, Havana.	
Bramales	Bahía Honda	Alfredo Labarriere ; 2A Virtudes, Havana.	18.1.5
Cantabria	Corral Falso	Ignacio Remirez ; 61 Aguiar, Havana.	
Cañas	Mariel	Anselmo Balsinde ; 111 Galiano, Havana	
Carmen	Macurije	Antonio Estalella.	
Concepción	Ceiba del Agua	P González Larrinaga ; 84 Cuba, Havana.	
Corojal	Bahía Honda	Tapia y Eguillor ; Havana.	
Divina Pastora	Bahía Honda	Ricardo G. Piña.	
Dos Hermanas	San Juan y Martínez	Caridad Gener ; 121 Sol, Havana.	
Dos Hermanos	Bahia Honda	Ignacio Sandoval ; 4 Cuba, Havana.	
Dos Hermanos	Cabañas	Alfredo Valdés Gallol ; 15 Empedrado, Havana.	
Empresa	Candelaria		
Empresa	Mangas	Herederos de Izaguirre.	
Ganges	San Antonio de los Baños	Benito Arxer, 3 Obrapía, Havana.	
Gerardo	Bahía Honda	Herederos del Conde San Ignacio ; Havana.	
Guacamaya	San Juan y Martínez	Herederos de Bartolomé Mitjans.	
La Luisa	Cabañas	Jacinto Averhoff ; 148 San Lázaro, Havana.	
La Merced	Bahía Honda	Arozarena.	
La Sierra	Cayajabos	José Martínez Risco.	
Maravilla	Mangas	Manuel Clemente Cañarte (at the Plantation).	
María	San Diego de Núñez	Gabriel Pérez Ricart (at the Plantation).	
Merced	Mariel	Emilia Piquero.	
Merced	Mariel	Herederos de Francisco Pedro.	
Merced	San Diego de Núñez	Máximo Arozarena.	
Mercedita	Cabañas	Ernesto Longa ; 22 Salud, Havana.	18.1.14
Nazareno	San Diego de Núñez	José Bisso Vidal ; Aguiar, altos, Havana.	
Neptuno	Artemisa	Lorenzo Ponce de León ; 23 Domínguez, Marianao.	
Nieves	Baja	Indalecio Fernandez Pérez (at the Plantation).	
Nuevo Teresa	Cabañas	Mendieta y Ducassi ; 22 Galiano, Havana.	
Paz	Sumidero	Elvira y Juan Ventosa ; 56 S. Ignacio, Havana.	
Perseverancia	Guanajayabo	Cándido Matas.	
Pilar	Artemisa	Fermín Goicoechea ; 44 Bernaza, Havana.	18.1.7
Pilar	Mariel	Bernardo Díaz Grande.	
Prontitud	Guanajayabo	Torres é Hijos.	
Providencia	Cabañas	Matías Averhoff ; 148 San Lázaro, Havana.	
Recompensa	Cabañas	Marqués de Veitia ; Havana.	
Redención	Bahía Honda	Emilio Kessel ; 16 Empedrado, Havana.	
Refugio	San Diego de Nuñez	Francisca Rodríguez (at the Plantation).	

San Agustín	Cabañas	Antonio Iznaga ; 114 Habana, Havana.
San Claudio	Cabañas	Eduardo Delgado ; 5 Prado, Havana.
San Fernando	Sumidero	Feliz Govín ; 95 Virtudes, Havana.
San Francisco	Guanajay	Miguel Herrera ; 486 Cerro, Havana.
San Gabriel	San Diego de Núñez	Herederos del Conde Lombillo ; 1 Empedrado, Havana.
San Gabriel	Guanajay	José Inda Zozayá.
San Ignacio	San Diego de Núñez	Herederos del Conde de San Ignacio; Havana.
San Jacinto	Cabañas	Marqués de Sandoval ; 4 Cuba, Havana.
San Joaquín	Las Pozas	Joaquín Mier ; 12 Mercaderes, Havana.
San José	Mariel	Conde de Fernandina ; 586 Cerro, Havana.
San Juan Bautista	Cabañas	María de la Luz Armenteros ; 47 Monte, Havana.
San Julián	Mangas	María Rosario Capetillo.
San León	Artemisa	Francisco de la Sierra ; 68 Villegas.
S. Miguel (a) Varela	Cabañas	Eduardo Usabiaga (at the Plantation).
Santa Eulalia	Cayajabos	Bonifacio Jiménez (at the Plantation).
Santa María	Corral Falso	Sucesión de Marcial Ponce ; Macurijes.
Santa Rosa	Sumidero	Aniceto Martinez ; Matanzas.
Santiago	San Diego de Núñez	Condesa de Santiago.
Sirena	Cabañas	José Barbería Rojas.
Tinaja	Mariel	Carlos Laza.
Tomasita	Mariel	Abelardo Ledesma ; 35 Prado, Havana.
Zayas	Mariel	Manuel Pérez Ochoa ; 253 Aguila, Havana.

2 The pre-1976 La Habana province

Name of Plantation	Where situated	Name and address of owners	
Alejandría	Guines	José María Mora.	
Alianza.	Nueva Paz	Gregoria Navarro ; Madruga.	
Alicia	Recreo	Ernesto Castro ; Recreo.	
Aljovín	San Antonio de las Vegas	Bardelló y Manos ; España.	
Amistad	Guines	J. Romero y Ca. (at the Plantation).	18.2.2
Andrea	Batabanó	Francisco Diaz Piedra ; 47 Prado, Havana.	
Antonia	Aguacate	Pilar D. de Otamendi (at the Plantation).	18.2.37E
Armonía	Nueva Paz	Herederos de F. Scull ; 6o Aguila, Havana.	
Asunción	Canasí	Angel Ortiz ; 112 O'Reilly, Matanzas.	
Averhoff	Aguacate	Matías Averhoff ; 148 San Lázaro, Havana.	
Bagaes	Palos	Cuervo y Ca.; 105 Compostela, Havana.	
Banco	San Nicolás	José Francisco Scull ; 6o Aguiar, Havana.	
Carmen	Bainoa	Rafael Fernández de Castro; 121 Cuba, Havana.	
Casanova	Jaruco	Casanova y Montalván ; 11 Mercaderes, Havana.	
Cayajabos	Madruga	Andrés Terry Paris. – Admor.: Carlos Saliva (at the Plantation).	
Central	Nueva Paz	Manuel Froilán Cuervo ; l0 Virtudes, Havana.	
Clarita	Pozo Redondo	Cecilia Alvarez de la Campa ; 104 Prado, Havana.	
Convenio	Guanajay	Juan Manuel Bolivar ; 3 Empedrado, Havana.	
Cuatro Pasos	Canasí	Agustín y María Martinez Alfonso.	
Desquite	Canasí	Sebastián Montalvo y Mantilla ; Havana.	
Dolores	Bainoa	Juan de la Maza Muñoz ; 9 Ricla, Havana.	
Dolores	Canasí	Viuda de Pedro Calvo ; potrero " Veguería," Güira de Melena.	
Dos Amigos	Calabazar	Ruiz y Masset.	

El Salvador	Durán	Ignacio Herrera, Conde de Barreto ; 76 Oficios, Havana.	
Elena	Canasí	Grande, Solaun y Ca.; 1 Magdalena, Matanzas.	
Elozegui	Güira de Melena	Francisco Mestre.	
Emilia	Aguacate	Sucesión de Pedro Armenteros ; 94 Prado, Havana.	
Emilia	San Nicolás	Fermín Calvetón ; Madrid.	
Encarnación	Caimito	Herederos de Diego Conzalez ; 20 Reina, Havana.	
Esperanza	Guásimas	J M. Morán.	
Esperanza	Güines	Conde Romero ; 69 Aguiar, Havana.	
Fajardo	Punto Gabriel	Benito Arxer; 3 Obrapía, Havana.	18.2.5
Fortuna	Alquizar	José García Barbón ; 546 Cerro, Havana.	18.2.6
Guadalupe	San Nicolás	José Delgado Hernández ; San Nicolás.	
Jiquiabo	Jaruco	Carlos Pedroso ; 36 Bernaza, Havana.	
Jobo	San Nicolás	Marañón y Hermano ; Sevilla. – Apoderado Galindez ; 33 San Ignacio, Havana.	18.2.11
Josefita	Los Palos	Antonio Flores Estrada; 78 Amistad, Havana.	18.2.12
Juguetillo	Canasí	Domingo Belausteguigoitia.	
La Chucha	Melena del Sur	Raimundo Cabrera ; 79 Galiano, Havana.	
La Gía	Durán	Conde Barreto ; 76 Oficios, Havana.	
La Purísima	Melena del Sur	Enrique Pascual ; 66 Amistad, Havana.	
Lotería	Jaruco	Pedro Fernández de Castro ; 121 Cuba, Havana.	
Luisa	Melena del Sur	José M. Herrera ; 62 Prado, Havana.	
Mercedes	Bainoa	C. L. Deetjen y Ca.; 20 Matanzas, Matanzas.	
Mercedita	Melena del Sur	Enrique Pascual ; 66 Amistad, Havana.	18.2.18
Mí Rosa	Quivicán	Elena Rosa Hernández ; 559 Cerro, Havana.	
Montaña	Bahía Honda	Conde Ibáñez ; 5 Cuba, Havana.	
Nombre de Dios	Güines	Alberto Ortiz ; 90 Galiano, Havana.	18.2.19
Noroña	Guanajay	Bernardo D. Granda ; Guanajay.	
Ntra.Sra. del Carmen	Jaruco	Rafael Fernández de Castro; 121 Cuba, Havana.	18.2.20
Oriente	Calabazar	Rodríguez y Sardá.	
Piedad	Canasí	Andrea García y Díaz.	
Portugalete	S José de las Lajas	Manuel Calvo ; 98 Aguiar, Havana.	18.2.23
Primavera	San Nicolás	María de la Luz Artnenteros ; 47 Monte, Havana.	
Providencia	Guines	Pascual Goicoechea ; 95 A San Lázaro, Havana.	18.2.24
Puerto	Canasí	José Fernández Blanco.	
Purísima Concepción	Guira de Melena	Manuel Peralta ; 52 Reina, Havana.	
Rosario	Aguacate	Guillermo y Pedro Morales ; 2 Salud, Havana.	18.2.26
San Agustín (a) Mosquara	Quivicán	Mariano de la Torre ; 48 Oficios, altos, y 38 Tulipán, Havana.	18.2.27
San Antonio	Alquízar	Mamerto Pulido ; 116 Aguiar, Havana.	
San Antonio	San Nicolás	Fernando Perez.	18.2.28
San Francisco	Guanajay	Miguel Herrera ; 486 Cerro, Havana.	
San Francisco	San Nicolás	Dámaso del Campo.	
San Ignacio	Canasi	Francisco Chacón, Conde de C. Ballona ; 76 Oficios, Havana.	
San José	Guanajay	Juan Meoki (at the Plantation).	
San José	Mira de Melena	Tomás Escarza ; Havana.	
San José (a) Gómez	Marianao	Manuel Peralta ; 52 Reina, Havana.	
San José	Melena del Sur	Carolina Lacoste ; 440 Cerro, Havana.	18.2.30
San Juan	Canasí	Laureano Ramos Pérez.	

San Juan de Dios	Gibacoa	Condesa de Casa Bayona; 76 Oficios, Havana.	
San Luis	Canasí	Herederos de Catalina Calvo.	
San Luis	Jaruco	Rafael Fernández de Castro ; 121 Cuba, Havana.	
San Mateo	Quivicán	Tomás del Calvo (at the Plantation).	
San Miguel	Jaruco	José María Montalván ; 11 Mercaderes, Havana.	
San Román	Canasí	Belén Cartaya ; 23 Gelabert, Matanzas.	
Santa Amelia	Sta. María del Rosario	José y Francisco de la Portilla ; 9 Baratillo, altos, Havana.	
Santa Bárbara	Quintana	Casas y Obaya ; Quintana.	
Santa Catalina	Recreo	Herederos de Ortiz y Coffigny ; 41 O'Reilly, Matanzas.	
Santa Matilde	Aguacate	J. J. Portela ; 556 Cerro, Havana.	
Santa Rita	Madruga	Antonio Galindez ; Canimar, Matanzas.	18.2.33
Santísima Trinidad	Jaruco	Saturnino Lastra ; 26 Mercaderes, Havana.	
Santísima Trinidad	Tapaste	Marqués de la Real Proclamación ; 110 Oficios, Havana.	
Santo Domingo	San Felipe	Herederos de Domínguez (at the Plantation).	
Teresa	Melena del Sur	Marqués de la Gratitud ; 547 Cerro, Havana.	
Teresa	San Nicolás	Ramiro López de Mendoza ; San Nicolás.	18.2.7
Tivo-Tivo	Campo Florido	Sebastián Ulacia (at the Plantation).	18.2.34
Toledo	Marianao	Herederos de la viuda de Durañona ; 66 Oficios, altos, Havana.	
Villarrueda	Canasí	José Hernández Blanco; 22 Inquisidor, Havana.	18.2.36
Vista Hérmosa	Madruga	Antonio Fernández Vallín ; 61 A Amistad, Havana.	
Vizcaino	Guara	Fernando Herrera (at the Plantation).	

3 The pre-1976 Matanzas province

Name of Plantation	Where situated	Name and address of owners
Abraham	Amarillas	Ramón Mallea.
Acana	Matanzas	Joaquín Guel y Renté ; 416 Cerro, Havana.
Admiración	Cardenas	Rita Duquesne ; 25 Santa Clara, Havana.
Adolfina	Puerto Príncipe	Francisco Costo; 4 Sta. Ana, Puerto Príncipe.
Aguedita	Matanzas	Rossell é Hijos ; 48 Oficios, Havana.
Aguica	Agüica	Perfecto Lacoste ; 4 Teniente-Rey, Havana.
Alava	Colón	Viuda de Zulueta ; 1 Cuba, Havana.
Alcancia	Jovellanos	Condesa de S. Fernando ; 11 Monte, Havana,
Algorta	Cárdenas	Sociedad Anónima.
Amistad	Jovellanos	Herederos de P. Torriente.
Andrea	Macurijes	Manuel Peralta ; 52 Reina, Havana.
Angeles	Sta. Ana	José de la C. Gutiérrez ; Matanzas.
Angelita	Guamutas	Francisco Delgado.
Angelito	Guamutas	Ernesto Castro; Matanzas.
Anguila	Cárdenas	Rafael del Castillo ; Cárdenas.
Animas	Guamutas	Calvo y Torres.
Antilla	Colón	Manuel Romano ; 38 Habana, Havana.
Antonia	Caobas	Herederos de Antonia Mádan ; Havana.
Arcadia	Guamacaro	Eduardo Booth.
Arco Iris	Bolondrón	Luis D. Ulzurrün ; 1 Cuba, Havana.
Ariadna	Limonar	J Grave de Peralta ; Guanabacoa.
Armonía	Bolondrón	Francisco Cuadra ; 4: Inquisidor, Havana. 18.3.5
Armonía	Colón	Juan José Ariosa ; 11 Mercaderes, Havana.
Arroyo	Guamutas	Sebastián Ulacia; Ingenio “Tivo-Tivo," Campo Florido.

Asunción	Cárdenas	José Arrechavala ; Calle Garnica, Cárdenas.
Asturias	Matanzas	Vicente Urbistondo ; Cárdenas.
Atrevido	Bolondrón	Paulino y Desiderio Díaz.
Atrevido	Macurijes	José Melgares ; 52 Reina, Havana.
Aurora	Guamutas	J. Martínez Valdivielso.
Aurora	Jovéllanos	Antonio Gobel ; 67 San Nicolás,Havana.
Australia	Colón	Alvarez, Valdés y Ca.; 7 Ricla, Havana.
Aventador	Guamacaro	Andrés Barroso ; Limonar (at the Plantation).
Banaguises	Macurijes	Viuda de Zulueta ; 1 Cuba, Havana.
Baracoa	Hoyo Colorado	Atilano Colomé ; 20 Sama, Marianao.
Batalla	S. José de los Ramos	Pablo Tavio.
Belfast	Altamisal	José Melgares ; 52 Reina, Havana.
Buena Amiga	S. Francisco de Paula	Elvira Ferrer ; Havana.
Buen Amigo	Alfonso XII	J Díaz y Torres.
Buenaventura	Bolondrón	Herederos de Emilia Sama ; 1 Cuba, Havana.
Buenaventura	Cabezas	Margarita Torres ; Havana.
Buen Suceso	Matanzas	Herederos de Ramón Llanos ; Matanzas.
Caney	Palmillas	Herederos de José Maria Fernández Mederos.
Carambola	Cárdenas	Suárez y Ruiz: Cárdenas.
Caridad	Macagua	Felipe Malpica.
Carlota	Jovellanos	Torriente Hermanos.
Carmen	Cabezas	N. Amorós.
Carmen	Jovellanos	Emilio Céspedes ; 22 Mercaderes, Havana. 18.3.10
Carmen	Unión de Reyes	María Teresa Beltranena, viuda de Crespo; 64 A Prado, Havana.
Carolina	Palmillas	Guillermo H. Stewart ; París. – Admor: Juan O. Bourque (at the Plantation).
Casualidad	Alfonso XII	Sucesión de Desiderio Gómez.
Casualidad	Matanzas	Rita Duquesne ; 25 Santa Clara, Havana.
Cataluña	Guamutas	Oliver Hermanos.
Central	Guamutas	Ramón González.
Clementina	Jovellanos	A. Gómez Mena.
Coliseo	Matanzas	Arturo Amblard ; 4 Teniente-Rey, Havana.
Colombia	Gispert (Palmillas)	Herederos de J. M. Fernández, Mederos.
Colono	Cárdenas	Salvador Sánchez.
Combate	Cabezas	Eusebio de la Arena ; 1B Manrique, Havana.
Combate	Calimete	Herederos de Pedro R. Sánchez.
Combate	Güira de Macurijes	Francisco Carrera Jústiz ; 40 Cuarteles, Havana.
Comodidad	Guamutas	Herederos del Marqués Duquesne; Havana.
Conchita	Alfonso XII	Concepción Baró. viuda de Pedro ; 131 Compostela, Havana.
Conchita	Amarillas	Medero y Martínez.
Conchita	S José de los Ramos	Herederos de Balsinde ; Guanajay.
Conclusión	Aguica	José Francisco Scull ; 60 Aguila, Havana.
Confianza	Alfonso XII	Ricardo Farret.
Congreso	Alfonso XII	Pella y Caso.
Covadonga	S José de los Ramos	Roque del Río.
Cuatro Hermanos	Cárdenas	Fernandez y Villegas ; Cárdenas.
Chilena	Macagua	Herederos de Cayetano Ortiz.

China	Matanzas	Demetrio Pérez de la Riva ; 71 Teniente-Rey, Havana.
Chuchita	Colón	Simón Martinez.
Deleite	Guamacaro	Herederos de Patricio Ponce.
Deleite	Guamutas	Emilio Gaitán.
Descanso	Coliseo	Langra y Solis.
Desengaño	Cabezas	Sebastián Ulacia; Ingenio "Tivo-Tivo," CampoFlorido.
Desengaño	Calimete	Manuel Carreño ; 21 5a. Vedado, Havana.
Desquite	Palmilla	Elena Rosa Hernández ; 559 Cerro, Havana.
Destino	Macagua	Miguel Arrandonea.
Diamante	Guamacaro	Laureano Angulo (at the Plantation).
Diana	Navajas	Sucesión de Cristina Baró ; 50 San Ignacio, Havana.
Dichoso	Bolondrón	Antonio Armas.
Dolores	Guamutas	Concepción Quiñones.
Dolores	Matanzas	Rosell é Hijos ; 48 Oficios, Havana.
Dominico	Matanzas	Juan P. Dihigo ; 110 San Ignacio, Havana.
Dos Amigos	Matanzas	Juan P. Dihigo ; 110 San Ignacio, Havana.
Dos Felices	Bolondrón	Herederos de J. Serra.
Dos Hermanos	Contreras	Francisco Muro.
Dos Hermanos	Macurijes	Herederos de A. Jorrin ; 522 Cerro, Havana.
Dos Mercedes	Bolondrón	José María Gálvez ; 42 Prado, Havana.
Dos Rosas	Cárdenas	Bartolomé y Francisco Casañas ; Cárdenas.
Dueñas	Roque	
Dulce Nombre	Macagua	Perfecto Faez ; 2 Monte, Havana.
Ecuador	Colón	
Eden Park	Macurijes	Sucesión de Elena B. Deschapelles; Cárdenas.
El Carmen	Santa Ana	Pedro Hernández.
El María	Calimete	Ferro y Compañia.
El Pan	Matanzas	Ortiz Barbería ; Matanzas.
El Tiempo	Matanzas	Felipe L García ; 70 Gelabert, Matanzas.
Elizalde	Macurijes	Salvador Elizalde é Hijo ; Paris. – Administrador : Alberto Broch (at the Plantation).
España	Cárdenas	Romero Robledo y Hermanos ; Madrid. – Administración : 1 Cuba, Havana.
Esperanza	Alfonso XII	Herederos de Esteban Santa Cruz de Oviedo.
Esperanza	Bolondrón	José Rodriguez.
Esperanza	Calimete	Manuel Carreño ; 21 5a. Vedado, Havana.
Esperanza	Cárdenas	Alfredo Ruiz del Castillo ; 31 Campanario, Havana.
Esperanza	Cárdenas	Felipe Pelayo ; Matanzas.
Esperanza	Cárdenas	Luis Alzagaray ; Cárdenas.
Esperanza	Guamutas	José A. Acevedo ; Cárdenas.
Estrella	Cárdenas	J. M. Quian ; Cárdenas.
Eugenia	Cárdenas	Lorenzo Ruiz.
Europa	Matanzas	Javier Peralta (at the Plantation).
Farolito	Guamutas	Sebastián Ulacia ; ingenio "Tivo-Tivo," Campo Florido.
Favorita	Guamutas	Sebastián Ulacia ; ingenio "Tivo-Tivo," Campo Florido.
Feijoo	Macagua	Felipe Malpica, Havana.
Félix	Bolondrón	Piedra y Compañía.
Flor de Güira	Macurijes	José Sainz y Sainz ; 33 O'Reilly, Matanzas.

Flora	Bolondrón	Agustín de Armas.
Flor de Cuba	S José de los Ramos	Joaquin Arangoiz.
Fco. del Semillero	Palmillas	Julián Arango y Quesada ; Havana.
Fraternidad	Cárdenas	Somville y Arteaga.
Gabriela	Bolondrón	Salvador Castañer ; 8 Comercio, Matanzas.
Gonzalo	Bolondrón	Ambrosio Morejón.
Gratitud	Jovellanos	Herederos de J. Carrera ; Havana.
Guadalupe	Matanzas	Guadalupe Junco ; Matanzas.
Guamutica	Guamutas	J. M. Santiuste.
Guasimal	Guamutas	Luisa Mesa Galarraga.
Guerrero	S José de los Ramos	Juan Bautista Elizalde.
Habana	Colón	Viuda de Zulueta ; 1 Cuba, Havana.
Hatuey	S José de los Ramos	Augusto Madan.
Hatuey	Macagua	
Helvecia	Alfonso XII	Sebastián Ulacia ; Ingenio " Tivo-Tivo, " Campo Florido.
Ignacia	Matanzas	Setien Hermanos.
Indarra	Calimete	Conde Morales ; 119 Cuba, Havana.
Industria	Bolondrón	J Rodríguez Bassó.
Intrépido	Colón	Marqués de San Miguel ; 525 Cerro, Havana.
Isabel	Macurijes	Esnard Hermanos.
Isabel	Matanzas	Pedro Arenal y Saez ; Jovellanos.
Jesús María	Bolondrón	Herederos de José Serra ; Matanzas.
Jesús María	Guamutas	Marqués de Montalvo ; 198 Habana, Havana.
Jesús María	Santa Ana	Francisco de Paula Lluria ; 31 Manzano, Matanzas.
Jicarita	Bolondrón	Joaquín Piedra.
Jicoteita	Matanzas	Salvador Castañer ; 28 Contreras, Matanzas.
Josefina	Guamacaro	Ruperto Nicolás.
Julia	Guamacaro	Esteva y Aldecoa.
Julia	Limonar	N. Otero.
Julia	Macurijes	Domingo Ponce.
La Carolina	Guamutas (Cardenas)	Vicente Garciarena ; Sagua.
La Flora	Guira de Macurijes	José Sainz y Sainz ; 33 O'Reilly, Matanzas.
La Isabel	Calimete	Carlos La Rosa ; Jagüey Grande.
La Isabel	Matanzas	Leandro J. de la Poniente ; 117 Contreras, Matanzas.
La Luisa	Cárdenas	Luisa García de Lara y Luisa Lara de Martinez.
La Merced	Cárdenas	Miguel Valdés Chamán ; Havana.
La Merced	Guamacaro	
La Merced	Guamutas	Herederos de Ignacio Montalvo.
La Palma	Limonar	José y Francisco de la Portilla ; 9 Baratillo, altos, Havana.
La Paz	Colón	José P. Negrín.
La Rosa	Unión de Reyes	Domingo Ochotorena (at the Plantation).
La Vega	Palmillas	Tirso Mesa ; Colón.
La Vija		Nicolás de Cárdenas ; Havana.
Labores	Guamutas	Herederos de Herrera.
Las Canas	Alfonso XII	(Antes de Poey.) Adolfo Monos Mendoza ; 23 Amargura, Havana.
Limones	Limonar	Emilio Terry ; 29 Dorticós, Cienfuegos.
Los Angeles	Cidra	José de la Cruz Gutiérrez.
Luciano	Macagua	Luciano G Barbón ; Havana.

Luisa	Hoyo Colorado	Perfecto Lacoste; 4 Teniente-Rey, Havana.
Luisa	Jovellanos	Salvador Castañer ; 23 Contreras, Matanzas.
Luisa	Matanzas	José Menéndez Junquera.
Macastá	Hoyo Colorado	Marqués de Peñalver ; 94 Prado, Havana.
Magdalena	Benavides	Juan P. Dihigo ; i :o San Ignacio, Havana.
Mamey	Guamacaro	Domingo González Guerra (at the Plantation).
Manuelito	Macurijes	Conde de Diana ; 68 Galiano, Havana.
Maravilla	Matanzas	Severino Caraballo ; 27 Gelabert; Matanzas.
María	Limonar	J M. Aballí ; Matanzas.
María	Macurijes	Herederos de Marcial Ponce.
María	Palmillas	Francisco M. de la Torriente ; Havana.
María Teresa	Jovellanos	Antonia Pérez.
Mena	Palmillas	Antonio Gómez Arango.
Merced	Guamutas	A. J. Manuel y Vidal.
Mercedes	Alfonso XII	Miguel Casales Ramos.
Mercedes	Cabezas	P. M. García (at the Plantation).
Mercedes	Colón	María Josefa Benítez; 6 Jesús María, Havana.
Mercedes	Guamacaro	José Pedro Roig (at the Plantation).
Mercedes	Jovellanos	Roque Garrigo.
Mercedes	Macurijes	Pablo Hernández Ríos.
Meteoro	Guamutas	Manuel Fernández.
Neda	Matanzas	Antonio Fernández Criado ; 72 Oficios, Havana.
Nena	Palmillas	Antonio González Arango.
Nieves	Jovellanos	Miguel Almagro y Hermanos ; Havana.
Ntra. Sra. de las Mercedes	Palmillas	Andrés Carrillo ; Havana.
Ntra. Sra. de las Nieves	Guamacaro	Enrique Freville ; 56 Obispo, altos, Havana.
Ntra. Sra. de la Paz	Matanzas	Juan Ventosa y Hna; 36 San Ignacio, Havana.
Nueva Empresa	Camarioca	Antonio Aldave y Urroz ; Camarioca.
Nueva Esperanza	Cabezas	Jose I. Domínguez ; 119 Burriel, Matanzas.
Ojo de Agua	Coliseo	Antonio Fernández Vallin ; 61 A Amistad, Havana.
Oriente	Guamutas	Eduardo Pumariega.
Otoño	Cárdenas	Felipe Quintana ; Cárdenas.
Palestina	Roque	Gabriel Sobrado.
Palma Cubana	Guamutas	Merced Fernández.
Palmarejo	Cárdenas	M. Aguirregaviria ; Cárdenas.
Panchita	S José de los Ramos	Roque Manrique y Recio.
Paraiso	Cabezas (Matanzas)	Juan M. Valera.
Peñón	Matanzas	Marqués Du-Quesne ; 10 Habana, Havana.
Perla	Colón	Herederos de José María González.
Perla	Guamacaro	Pedro Martinto ; Guamacaro.
Perseverancia	Cárdenas	Díaz y Ferrer.
Perseverancia	Vieja Bermeja	Manuel Viera Montes de Oca ; 62 Zanja, Havana.
Petrona	Caobas	García Bango y Ca.; 3 Ríela, Matanzas.
Pilar	Cabezas	Manuel Zayas Trigueros (at the Plantation).
Por Fuerza	Guamutas	C. Gómez ; Cárdenas.
Porvenir	Palmillas	Gabriel Forcade ; 478 Cerro, Havana.
Precioso	Cárdenas	Fco. Figueras y Ca.; 14 Laborde, Cárdenas.
Precioso	Cárdenas	Hipólito del Hoyo Cuesta.

Progreso	S José de los Ramos	Viuda de Lacoste ; 440 Cerro, Havana.
Providencia	Banaguises	E. Lacoste ; 440 Cerro, Havana.
Providencia	Cárdenas	Suárez y Ruiz ; Cárdenas.
Providencia	Colón	Ramón Mallea.
Punch	Alfonso XII	Edelberto Ferrer ; 4 Santa Catalina, Cerro, Havana.
Recompensa	Macagua	Manuel N. Martínez; 22 Mercaderes, Havana.
Recreo	Alfonso XII	Marqués de Villalva.
Recreo	Matanzas	Antonio Becali.
Recuerdo	Cárdenas	Fermín Menéndez; Cárdenas.
Recuerdo	Cárdenas	J. Alzugaray ; Cárdenas.
Recurso	Jovellanos	Francisco G. Rolando.
Reglita	Cárdenas	Cesáreo Sardiña ; Havana.
Reserva	Macagua	Gabriel P. Ricart.
Rosa	Palmillas	Ramón Mendez y Hermanos Maribona.
Rosalla	Caobas	Carlos Tejidor ; Matanzas.
Rosario	Colón	Uriarte y Hermano (at the Plantation).
Rosario	Jovellanos	Higinio Gonzalez.
Rosario	Guamacaro	Herederos de Basilio Martinez.
Salvador	Guamacaro	Arturo Amblard ; 4 Teniente-Rey, Havana.
Salvador	Macagua	Miguel Angel Cabello ; 78 Cuba, Havana.
Salvador	Palmillas	Rosell y Malpica ; Havana.
Sao Agustín	Alfonso XII	Angel A. Arcos ; 29 Obispo, Havana.
San Andrés	Guamutas	Elvira Perovani.
San Antonio	Alfonso XII	Mercedes y Rita Fernández.
San Antonio	La Cidra	Julio Serrate Ruiz ; 119 Daoiz, Matanzas.
San Antonio	Matanzas	Julian Gomez ; 68 O'Reilly, Matanzas.
San Antonio	Matanzas	Pedro de Cárdenas.
San Antonio	Vieja Bermeja	Jesús Benigno Gálvez ; 92 A 7a. Vedado, Havana.
San Benito	Bolondrón	José Sainz y Sainz ; 33 O'Reilly, Matanzas.
San Blas	Matanzas	Sucesión de J. Calvo.
San Cayetano	Cidra	Julio y Gonzalo Alfonso ; 9 Baratillo, Havana.
San Cayetano	Guamutas	Francisco Duquesne ; 198 Habana, Havana.
San Cristobal	S. José de los Ramos	Felipe Malpica ; Havana.
San Dionisio	Cárdenas	D. de los S. Tellechea.
San Eusebio	Colón	Gabino López.
San Felipe	Guamacaro	Francisco Barrio ; 7 Paseo Vedado, Havana.
San Felipe	S. José de los Ramos	Felipe A. Delgado.
San Florencio	Bolondrón	J. Sainz.
San Florencio	Bolondrón	Servia y González.
San Francisco	Guamacaro	Aballí Hermanos ; Matanzas.
San Francisco	Jovellanos	Cosme de la Torriente ; 117 Contreras, Matanzas.
San Francisco	Matanzas	R D. González Chávez.
San Gonzalo	Unión de Reyes	Joaquín Güell y Renté ; 416 Cerro, Havana.
San Ignacio	Alfonso XII	Arango, Sobrino y Ca.
San Ignacio	Unión de Reyes	José Fernández López ; Unión de Reyes.
San Isidro	Hoyo Colorado	Manuel Borrell ; Havana.
San Joaquín	Macurijes	Conde Ibáñez ; 5 Cuba, Havana.
San Joaquín	Macurijes	Gonzalo Joaquín Pedroso ; 11 Mercaderes y 4 Compostela, Havana.

San José	Alfonso XII	Zabala Bea.
San José	Bolondrón	Manuel Olano y Molina.
San José	Colón	J. M. Fernández Medero.
San José	Guamutas	Hernández y Hermano.
San José (a) Sordo	Guamutas	Herederos de Delgado.
San José	Tosca (Matanzas)	Maribona y Rodríguez.
San José	Unión de Reyes	Julio y Gonzalo Alfonso ; 9 Baratillo, Havana.
S. José de Caunabaco	Matanzas	José María Gálvez ; 42 Prado, Havana.
San Juan	Calimete	M. Cobos Ruiz.
San Juan	Camarioca	R. Heidegger ; 30 Contreras, Matanzas.
San Juan	Colón	Carlos M. Mazorra ; 20 Prado, Havana.
San Juan	Guamutas	Roque del Río.
San Juan Bautista	Bolondrón	Rafael Mendoza.
San Juan de Wilson	Matanzas	Roberto Cutting.
San Laureano	Guamacaro	Herederos de Antonio Benitez:
San Luciano	Macagua	Adolfo Sánchez Arcilla ; 106 San Ignacio, Havana.
San Luis	Guamutas	Serafín Herrera.
San Luis	Macurijes	Herederos de Alberto Jorrin ; 522 Cerro, Havana.
San Miguel	Guamacaro	Florencio Armas (at the Plantation).
San Miguel	Güira de Macurijes	Salvador Miró ; Matanzas.
San Pablo	Alfonso XII	Herederos de Pablo Rango ; Alfonso XII.
San Pablo	Colón	Carlos La Rosa ; Cárdenas.
San Rafael	Bolondrón	Gonzalo Jorrín ; 522 Cerro. Havana.
San Rafael	Guamacaro	Carlos Tejidor ; Matanzas.
San Ricardo	Guamutas	Ana Borden ; Guamutas.
San Ricardo	Itabo	Ricardo Dorengh ; Cárdenas.
San Silvestre	Santa Ana	Herederos de Alfonso ; Havana.
San Vicente	Cárdenas	R. Ferro ; Cárdenas.
San Vicente	Guamutas	H. Barreto.
San Vicente	Jovellanos	José Sainz y Sainz ; 33 O'Reilly, Matanzas.
Santa Amalia	Guamacaro	Herederos de Webster.
Santa Ana	Alfonso XII	Segundo Alvarez ; Havana.
Santa Ana.	Bolondrón	José Grande ; 1 Magdalena, Matanzas.
Santa Ana	Colón	Gonzalez y Hermano.
Santa Ana	Macurijes	Leandro Soler ; 113 Aguila, Havana.
Santa Bárbara	Colón	Joaquín Castaner ; Matanzas.
Santa Catalina	Limonar	Herederos de Pedro Hernández de la Cruz. – Administrador : José R. Mesa ; Matanzas.
Santa Catalina.	Macurijes	R. Heidegger ; 30 Contreras, Matanzas.
Santa Elena	Matanzas	Ramiro Pedroso ; 21 Amargura, Havana.
Santa Elvira	Guamutas	Elvira Perovani.
Santa Filomena	Macurijes	Leandro Soler y Morell ; 113 Aguila, altos, Havana.
Santa Gertrudis	Banagüises	Antonio González Mendoza ; 21 Amargura, Havana.
Santa Inés	Santa Ana	Serafín Rivero.
Santa Isabel	Bolondrón	Juan J. Nicolás.
Santa Isabel	Guamacaro	Juan Neninger.
Santa Isabel	Guamutas	Teresa Menéndez.
Santa Isabel	S. José de los Ramos	Pedro Lacoste ; 416 Cerro, Havana.

Santa Leocadia	Matanzas	Raurell y Hermano ; 60 San Ignacio, Havana.
Santa Lucía	Guamacaro	Lorenzo Delgado ; 98 Contreras, Matanzas.
Santa María	Macurijes	José Melgares ; 52 Reina. Havana.
Santa María	S José de los Ramos	Herederos de Francisco Gómez.
Santa Margarita	Matanzas	Ramón Menéndez.
Santa Petrona	Cárdenas	Marcos Sardina ; Cárdenas.
Santa Rita	Bolondrón	Herederos de Fabián García.
Santa Rita	Colón	Leandro Soler y Morell ; 113 Águila, altos, Havana.
Santa Rita	Macurijes	Sucesión de Antonio Roldán ; Havana.
Santa Rita	Matanzas	Pedro Amézaga ; Matanzas.
Santa Rita	S. José de los Ramos	Ricardo Trujillo.
Santa Rosa	Matanzas	Herederos de Pastor Hernández.
Santa Rosa	Unión de Reyes	Joaquín Mier ; 12 Mercaderes, Havana.
Santa Rosalia	Macurijes	Salvador Castañer ; 23 Contreras, Matanzas.
Santa Sofía	Jovellanos	Herederos de José Lucas Díaz.
Santa Teresa	Palmillas	Pedro Lacoste ; 440 Cerro, Havana.
Santa Victoria	Bolondrón	Juan J. Nicolás.
Santiago	S. José de los Ramos	José Tavio ; San José de los Ramos.
Santísima Trinidad	Jovellanos	M. Pontoni y Ca.
Santo Cristo	Cabezas	Herederos de Heredia.
Santo Domingo	Unión de Reyes	García Serra y Ca.; 6 Oficios, Havana.
Saratoga	Bolandrón	Herederos de Drake. – Apoderado: Enrique Heydegger ; 30 Contreras, Matanzas.
Sociedad	Macagua	Viuda de Lacoste ; 440 Cerro, Havana.
Socorro	Caobas	Herederos de Macias ; Matanzas.
Socorro	Colón	Socorro de Armas.
Soledad	Jovellanos	Francisco Secada ; Cárdenas.
Tentativa	Colón	Concepción Dueñas ; 207 Habana, Havana.
Tinima	Palmillas	Jorge Barroso, Cárdenas.
Tinguaro	Pijuán	Carlos La Rosa ; Cárdenas.
Tolón	Alfonso XII	García, Bango y Ca.; Matanzas.
Trinidad	Jovellanos	J. Argüelles.
Trinidad	Unión de Reyes	Isidoro y Saturnino Hernández.
Triunfana	Calimete	Ana Delgado ; 442 Ceno, Havana.
Triunfana	Cárdenas	Francisco Noda ; Cárdenas.
Triunfo	Guamacaro	Estanislao Sotelo ; Matanzas.
Triunvirato	Matanzas	Eduardo Echarte ; 30 Campanario, Havana.
Unión	Coliseo	Alberto Marill ; 21 Aguiar, Havana.
Unión	Guamutas	Herederos de Bolano y González.
Unión	Macurijes	Andrés Fernández ; 102 7a. Vedado, Havana.
Urumea	S. José de los Ramos	Herederos de Zuaznavar ; Havana.
Valiente	Alfonso XII	Silvestre García Bango ; 33 O'Reilly, Mtzas.
Valladares	Alfonso XII	Angel A. Arcos ; 49 Obispo, Havana.
Vega	Colón	
Victoria	Colón	Manuel Fabian Escobio.
Victoria	Guamacaro	Bernardo R. Navarro (at the Plantation).
Victoria	Jovellanos	Viuda de Ugarte ; 126 Manrique, Havana.
Vizcaya	Colón	Viuda de Zulueta ; 1 Cuba, Havana.

Zabala	Matanzas	
Zapatín	Unión de Reyes	Julián Campos; Matanzas.

4 The pre-1976 Santa Clara / Las Villas province

Name of Plantation	Where situated	Name and address of owners
Abreus	Santa Clara	Condesa de Moré ; 9 Baratillo, Havana.
Adela	Caibarién	Zozaya y Ca.; calle de la Marina, Caibarién.
Adelaida	Sta. I. de las Lajas	Agustín García Mora ; Cienfuegos.
Adolfina	Puerto Príncipe	Francisco Costo; 4 Sta. Ana, Puerto Príncipe.
Alegría	Cienfuegos	Emilio H. de Mármol ; Cienfuegos.
Altamira	Camajuani	Antonio Ortiz ; Caibarién.
Amparo	Cienfuegos	Amelia Cabrera y Hermanos ; Palmira.
Andreita	Las Cruces	Lino Montalvo ; Ingenio S. Lino, Cienfuegos.
Angel de S. Antonio	Calabazar (Sagua)	Medina y García ; Calabazar.
Angelita	Las Cruces	Angeles Suarez Argudín ; Madrid.
Antoñica	Ceja de Pablo	Borrón, Gazmuri y Hermano.
Aracas Iznaga	Trinidad	Bárbara Iznaga ; 15 Alameda, Trinidad.
Arbol de Guernica	Ceja de Pablo	A. Guillén (at the Plantation).
Armantina	Las Lajas	Torriente Hermanos; 72 Santa Clara, Havana.
Armonía	Sagua	Carmen Ribalta ; 105 Amistad, Sagua.
Asturias	Cifuentes	Agustín Landa y Fuentes ; Cifuentes.
Aurelia	Las Cruces	Salustiano Fernandez ; Sagua.
Bagá	Remedios	Antonio Menendez Quintero ; Remedios.
Baracoa	Remedios	Manuel Martinez.
Begoña	Sagua	Isabel y Esperanza Yanis ; Sagua.
Bella Luisa	Sagua	Enrique González Solar; calle de Colón, Sagua.
Bella Vista	Calabazar (Sagua)	Bernardo J. Arenas.
Buenavista	Trinidad	Meyer, Thode y Ca.; Desengaño, Trinidad.
Cacaiban	Trinidad	Herederos de Arrechea ; 40 Alameda, Trinidad.
Calabazar	Santa Clara	Herederos de Pedro Hernández.
Caledonia	Rodas	Manuel Blanco y Ramos ; Cienfuegos.
Cantabria	Ojo de Agua	Domingo Sarría ; 56 S. Fernando, Cienfuegos.
Cañamabo	Trinidad	Guillermo Schmidt y Ca, 47 Gutiérrez, Trinidad.
Capitolio	Sagua	Francisco y J. Justo Martínez ; Amistad, Sagua.
Caracas	Sta. I. de las Lajas	Emilio y Francisco Terry ; 29 Dorticós, Cienfuegos.
Caridad	Cienfuegos	Fowler y Ca., calle Dorticós, Cienfuegos.
Caridad.	Sierra Morena	Juana Pascual ; 58 Compostela, Havana.
Carmen	Lagunillas	J. y R. Delgado.
Carolina	Sagua	Marcelino García ; Sagua.
Central	Cienfuegos	Sebastián Ulacia ; Ingenio " Tivo-Tivo," Cpo. Florido.
Cieneguita	Los Abreus	Fermín y Leopoldo Solá ; 21 Amargura, Havana.
Concepción	Palmira	Sucesión de Montalvo ; Cienfuegos.
Constancia	Cienfuegos	Hermanos Apezteguía (at the Plantation).
Constancia	Sagua	Manuel Larrondo ; Sagua.
Convenio	Remedios	José Vergara ; Remedios.
Conyedo	Santa Clara	
Corazón de Jesús	Sagua	Amézaga y Ca.; 30 Gloria, Sagua.
Cristalina	Rodas	Antonio Cabrera (at the Plantation).

Cuatro Hermanos	Sagua	Agustín Cobo ; 9 Inquisidor, Havana.
Cubano	Santo Domingo	José Diaz Pérez.
Charco	Ceja de Pablo	Pedro Retania.
Delta	Sagua	Francisco Lamadrid ; 115 Colón, Sagua.
Destino	Sagua	Santiago Rodríguez López ; Sagua.
Destino	Lajas	Cárlos Alfert ; Sagua.
Dolores	Camajuani	Herederos de Caturla ; Remedios.
Dolores	Lagunillas	Antonio Fernández Chorot.
Dolores	Remedios	Diego Abreu de la Torre ; 68 Prado, Havana.
Domingo	Calabazar (Sagua)	Bea, Bellido y Ca.; 17 Ricla, Matanzas.
Dos Amigos	Esperanza	Pedro Goicoechea (at the Plantation).
Dos Hermanas	Las Cruces	Fowler y Ca.; calle Dorticós, Cienfuegos.
Dos Hermanas.	Santa Clara	Rosa Abreu ; 72 Prado, Havana.
Dos Hermanos	Cienfuegos	Nicolás Acea ; 71 San Carlos, Cienfuegos.
El Paso Real.	Trinidad	Guillermo Smith ; calle Gutiérrez, Trinidad,
El Salvador	Sagua	Emilio Céspedes ; 22 Mercaderes, Havana.
El Solitario	Trinidad	José Fernández Val Lloveras (at the Plantation).
Elena	Lajas	Manuel Rivero.
Elisa	Palma Sola	Patricio Greek.
Encarnación	Lagunillas	María de los Angeles Rodríguez de la Contera.
Encarnación	Santa Clara	José Cartaya.
Esperanza	Carahatas	Joaquín Güell y Renté ; 416 Cerro, Havana.
Esperanza	Los Abreus	Herederos de Terry ; 29 Dorticós, Cienfuegos.
Esperanza	Sagua	Herederos de Ramón Francia ; 21 Amargura, Havana.
Esperanza	Sagua	Lutgarda Reyes de Martínez Quintana ; 43 Campanario, Havana.
Esperanza	Santa Clara	Juan M. Arrillaga.
Estrella	Cienfuegos	Domingo Cabrera.
Estrella	Sagua	Andrés Casas y Ca.; Sagua.
Fe	Camajuani	José Maria Espinosa ; 4 2a. Vedado y 14 San Ignacio, Havana.
Felicia	Rancho Veloz	Lutgarda Reyes de Martínez Quintana ; 43 Campanario, Havana.
Félix	Lagunillas	Orosia González.
Flor de Sagua	Sagua	Amézaga y Ca.; 30 Gloria, Sagua.
Flor de Cuba	Sagua	Francisco Rodriguez López ; Sagua.
Florentina	Ceja de Pablo	Juan Restoy.
Floridanos	Camajuani	Zozaya y Ca. ; calle Marina, Caibarién.
Fortuna	Esperanza	Antonio Gattorino (at the Plantation).
Cesaría	Sagua	Herederos de Fabián García ; Santa Clara.
Gratitud	Santo Domingo	Raurell y Hermano ; 50 San Ignacio.
Guadalupe	Sagua	Santiago Rodríguez López ; Sagua.
Guálmaro	Trinidad	Pilar Polo ; Cádiz.
Guayabo	Santa Clara	
Iberia	Remedios	Joaquín Bofill ; Remedios.
Indio	Aguada de Pasajeros	Manuel Carreño ; Cienfuegos.
Indio	Sagua	Condesa viuda de Moré ; 9 Baratillo, Havana.
Jacinto	Esperanza	J. Ricardo Jova ; 60 San Carlos, Cienfuegos.
Jagua	Esperanza	Fernández y López ; Sagua.
Jagüey	Remedios	Martín Zozaya ; Caibarién.
Jesús María	Santa Clara	José Cárdenas.

Jicarita	Sagua	Pedro L. Fernández ; 60 Cuba, Havana.
Juanita	Santo Domingo	Pedro de Llera (at the Plantation).
Júcaro	Sagua	Franco y Velazquez ; Sagua.
Julia	Cienfuegos	Hermanas de Depestre.
Juraguá	Cartagena	Andrés Terry ; Cienfuegos.
La Ceiba	Calabazar	Francisco Lamadrid ; 115 Colón, Sagua.
La Esperanza	Esperanza	Pascual Piñeiro ; Esperanza.
La Esperanza	Sancti Spíritus	Herederos de J. C. Pérez ; 55 Amargura, Sancti Spíritus.
La Isabel	Sagua	F S Lamadrid ; 115 Colón, Sagua.
La Julia	Caibarién	
La Pastora	Sagua	Antonio Berenguer.
La Pepilla	Sagua	Condesa viuda de Moré ; 9 Baratillo, Havana.
La Permuta	Trinidad	Manuel Zarragori ; 66 Bocas, Trinidad.
Laberinto	Sagua	Herederos de Rojas y García ; Sagua.
Labrador	Calabazar (Sagua)	Condesa viuda de Moré ; 9 Baratillo, Havana.
Las Bocas	Trinidad	Meyer y Thode ; 47 Gutiérrez, Trinidad.
Laqueitio	Lajas	Agustín Goitizolo; 73 Santa Elena, Cienfuegos.
Los Angeles	Cifuentes	Santiago Rodríguez López.
Lutgardita	Quemados de Güines	Mamerto Pulido; 116 Aguiar, Havana.
Luz	Las Vueltas	Fernández y Jiménez.
Luz	Remedios	Estela Vigil ; Remedios.
Macagua	Sagua	Juan Betharte ; 110 Tacón, Sagua.
Magna	Trinidad	Pedro Iznaga Lara ; 4 Peña, Trinidad.
Manaca Iznaga	Trinidad	Herederos de Iznaga (at the Plantation).
Manuelita	Calabazar	Carmen Ribalta ; Sagua.
Manuelita	Palmira	Javier Reguera é Hijos ; 69 S. Carlos, Cienfuegos.
Mapos	Sancti Spiritus	José María del Valle Iznaga ; Sancti Spíritus.
María	Las Vueltas	Bernardo I. Domínguez ; 33 Prado, Havana.
María	Remedios	Miguel Gutiérrez ; Remedios.
María	Remedios	Nicasio Balmaseda (at the Plantation).
María Josefa	Rancho Veloz	Herederos de Baldomero Delgado
Matilde	Camajuaní	Rosa Cuní, viuda de Baró ; 42 Galiano, Havana.
Merced	Lagunillas	Francisco Laferté.
Mercedes	Las Cruces	J. R. Jova ; 60 San Cárlos, Cienfuegos.
Mercedita	Sagua	Matilde Rivero ; 15 Lagunas, Havana.
Narcisa	Santa Clara	Mariano C. Artis ; 36 Gelabert, Matanzas.
Natalia	Calabazar (Sagua)	Federico Jova ; Calabazar.
Natividad	Sancti Splritus	Francisco del Valle Iznaga ; 114 Habana, Havana.
Nieves	Santo Domingo	José Rodríguez López ; Sagua.
Noriega	Yaguajay	Pablo Gamiz ; 1 Cuba, Havana.
Ntra. Sra. del Rosario	Cienfuegos	María A. de Sarria ; Cienfuegos.
Ntra. Sra. de los Dolores	Sagua	Francisco A. García ; Sagua.
O'Reilly	Quemados de Güines	
Oceano	Remedios	José Boffill ; Remedios.
Ojo de Agua	Calabazar (Sagua)	Antonio Alvera ; Calabazar.
Olallita	Santo Domingo	Juan Betharte ; 110 Tacón, Sagua.
Panchita	Sagua	Gutiérrez y Casals.
Panchita	Sagua	Herederos de Glean ; Sagua.

Papayal	Trinidad	Manuel Santander (at the Plantation).
Parque Alto	Rodas	Fowler y Ca.; calle Dorticós, Cienfuegos.
Paso Real	Trinidad	G. Schmidt y Ca; 47 Gutiérrez, Trinidad.
Pastora	Sagua	Carlos Font ; 17 Aguiar, Havana.
Pepilla	Santo Domingo	Antonia Rodríguez Mora ; Santa Clara.
Pojabo	Sancti Spíritus	Olazar y Tomé; 60 San Rafael, Sancti Spíritus.
Portugalete	Cienfuegos	Sotero Escarza; 69 San Fernando, Cienfuegos.
Progreso	Lagunillas	Suárez y Ruiz ; Cárdenas.
Providencia	Camajuani	J. M. Leal ; Remedios.
Purio	Calabazar	Viuda de Ona ; Sagua.
Purísima Concepción	Lagunillas	Manuel B. Moré.
Recuerdo	Sierra Morena	José y Francisco de la Portilla ; 9 Baratillo, altos, Havana.
Recurso	Calabazar (Sagua)	Laureano Rodríguez ; Sitio Grande, Sagua.
Reforma	Remedios	Martínez y Fernández Valverde.
Regla	Manacas	Domingo Sarria y Albis ; 56 San Fernando, Cienfuegos.
Reglita	Santa Clara	Miguel Salís.
Reliquia	Sagua	F. Lamadrid ; Sagua.
Reparador	Cienfuegos	Herederos de Terry ; Cienfuegos.
Resolución	Sagua	José María Lezama ; 112 Tacón, Sagua.
Resultas	Sagua	Joaquín Alfonso y Hermano ; 84 Cuba, Havana.
Rosario	Arimao	Mariana Albis, viuda de Sarria, Cienfuegos.
Rosita	Esperanza	Herederos de Rosa Pérez ; Esperanza.
Rubí	Ranchuelo	J. R. Jova ; 60 San Carlos, Cienfuegos.
Salvador	Sagua	Emilio Céspedes ; 22 Mercaderes, Havana.
San Agustín	Cartagena	Viuda de Goitizolo; 73 Sta. Elena, Cienfuegos.
San Agustín	Lagunillas	Sth. Morgan.
San Agustín	Remedios	Juan J. Ariosa ; 11 Mercaderes y 33 Olidos, Havana.
San Agustín	Sta. I. de las Lajas	N. Andié ; Cienfuegos.
S. Alejo de Manacas	Trinidad	Benito Alvarez Medina ; Trinidad.
San Antonio	Calabazar	Antonio Flaqué ; Sagua.
San Antonio	Cienfuegos	José Rodriguez Trujillo ; Cienfuegos.
San Antonio	Remedios	Celestino Gómez ; Remedios.
San Antonio	Sagua	Francisco Delgado ; Sagua.
San Antonio	Santa Clara	Vicente González Abreu ; Santa Clara.
San Antonio Polo	Sancti Spiritus	García y Ca. ; Cienfuegos.
San Cristobal	Santa Clara	Francisco Cardoso.
San Esteban	Cienfuegos	Juan M. Arrillaga y Ca.
San Fernando	Lagunillas	Ricardo Pérez.
San Fernando	Sagua	Eugenio Fernández Espinosa ; Sagua.
San Fernando	Sancti Spíritus	Francisco L. del Valle é Iznaga ; 114 Habana, Havana.
San Francisco	Carahatas	Armenteros.
San Francisco	Cruces	Luis Estévez ; 72 Prado, Havana.
San Francisco	Sagua	Ciriaco Delgado ; Sagua.
San Francisco	Santo Domingo	José M. Núñez ; Remedios.
San Francisco	Sagua	Belisario Galcerán ; Encrucijada.
San Francisco Asis	Sagua	Adolfo Moliner ; 530 Cerro, Havana.
San Gabriel	San Diego del Valle	Gabriel Aguilera y Zayas ; Sagua.
San Ignacio	Esperanza	Condesa viuda de Moré ; 9 Baratillo, Havana.

San Ignacio	Palmira	Torriente Hnos.; 72 Santa Clara, Cienfuegos.
San Isidro Labrador	Sagua	Condesa viuda de Moré ; 9 Baratillo, Havana.
San Isidro	Lajas	Avilés y Leblanc ; Cienfuegos.
San Jacinto	Santo Domingo	Condesa viuda de Moré ; 9 Baratillo, Havana.
S. Joaquín (a) Baraca.	Remedios	M. Martínez González ; Remedios.
San Jorge	Sagua	Eulogio Prieto ; Sagua.
San José	Manacas	Cirilo González (at the Plantation).
San José	Placetas	Agustín Goicochea ; 2 Paula, Havana.
San José	Sancti Spiritus	Herederos de Domingo Amézaga (at the Plantation).
San José Abajo	Trinidad	Mariano Borrell (at the Plantation).
San José de la Cruz	Las Bocas (Trinidad)	Meyer Thode y Ca.; Trinidad.
San José de la Vega	Rodas	Atkin y Ca.; Boston.
San Juan	Santa Clara	Enrique Heyman ; 74 Oficios y 743 Cerro, Havana.
San Lino	Rodas	Montalvo y Hermanos (at the Plantation).
San Lorenzo	Sagua	Nicolás Peraza ; Sagua.
San Manuel	Remedios	Juan Ariosa ; 11 Mercaderes, Havana.
San Pablo	Remedios	Pablo Figuerola.
San Pedro	Sagua	Francisco y Lorenzo Ferrán ; 7 Baratillo, Havana.
San Pedro	Sagua	Pedro Espinosa ; Sagua.
San Rafael	Rancho Veloz	Tomás Pavia (in Spain). – Apoderado : Alfredo Morales ; 11 Monte, Havana.
San Rafael	Carahatas	O'Farrill y Morales ; Havana.
San Rafael	Remedios	J. J. Rojas ; Remedios.
San Ramón	Sagua	Doroteo Godines ; Sagua.
San Ramón	Sagua	A. F. Arechavaleta ; Sagua.
San Vicente	Rancho Veloz	Manuel Calvo ; 98 Aguiar, Havana.
San Vicente	Sierra Morena	Narciso Rodriguez ; 128 Lealtad, Havana.
Santa Agustina	Lagunillas	Tomás Morgan. .
Santa Amalia	Sta. I. de las Lajas	Herederos de Taylor.
Santa Ana	Camajuani	Celestino Gómez ; Remedios.
Santa Ana	Sagua	Jorge K. Thondike ; Sagua.
Sta. Ana (a) Verdugo	Las Vueltas	Vicente Pérez Llamedo.
Santa Catalina	Las Cruces	Angela Mora, viuda de Abreu ; 70 Prado, Hvna.
Santa Catalina	Yaguajay	Herederos de José Carbó (at the Plantation).
Santa Clara	Rancho Veloz	Francisco de P. Xiques y Ramos ; 30 Concepción, Guanabacoa.
Santa Clara	Santo Domingo	Herederos de Núñez ; Rodrigo.
Santa Polonia	Sagua	María Joaquina Santos ; Colón.
Santa Elena	Trinidad	Castaño y Ca.; Cienfuegos.
Santa Emilia	Sierra Morena	José Soroa ; 40 Aguiar, Havana.
Santa Lutgarda	Sagua	José Maria López ; Sagua.
Santa Lutgarda	Sierra Morena	Carlos Sánchez Benitez ; Havana.
Santa María	Lagunillas	Viuda de Camps. .
Santa Marta	Cienfuegos	Arturo Grossio ; Cienfuegos.
Santa Rita	Cartagena	Santiago Rivero (at the Plantation).
Santa Rita	La Esperanza	Antonio Berenguer ; Havana.
Santa Rita	Rancho Veloz	Dolores Bruzón ; viuda de Portillo ; Havana.
Santa Rita	Roque	Sucesión de Cristina Baró de Soler ; 50 San Ignacio.
Santa Rita	Santo Domingo	José Robau ; Sagua.

Santa Rosa	Lagunillas	M Torres.
Santa Rosalia	Arimao	Manuel Blanco y Ramos ; Cienfuegos.
Santa Rosalia	Camajuaní	J. B. Llanza y Ca.; Caibarién.
Santa Rosalia	Esperanza	Giménez y Hermano ; Matanzas.
Santa Rosalia	Rodas	Manuel Blanco y Ramos ; Cienfuegos.
Santa Teresa	Ceja de Pablo	Fernando Molina ; 10 Compostela, Havana.
Santa Teresa	Sagua	Viuda de Oña; Sagua.
Sta. Teresa de Jesús.	Cienfuegos	Sebastián P. Galdós ; Cienfuegos.
Santísima Trinidad	Sagua	Condesa viuda de Moré ; 9 Baratillo, Havana.
Sto. Tomás del Abra	Sagua	Isabel Iglesias ; Sagua.
Saratoga	Rodrigo	Francisco Seilie ; Sagua.
Seibabo	Santa Clara	Domingo Cardoso (at the Plantation).
Soberano	Remedios	Eduardo Sansaric ; Remedios.
Socorro	Sierra Morena	Conde de Ibáñez ; 5 Cuba, Havana.
Soledad	Arimao	Atkins y Ca.; Boston, United States.
Tartesio	Rancho Veloz	Mariano Díaz (at the Plantation).
Teresa	Cruces	Andrés Terry y Hermano ; 27 Dorticós,
Triunfo	Lagunillas	Pilar S. Ruiz.
Triunvirato	Sagua	S. Rodríguez Lopez ; Sagua.
Tuinicú	Sancti Spiritus	J. M. Ceballos y C.; Wall Street, New York.
Unidad	Cifuentes	
Unidad	Sagua	McCulloch Hermanos ; Sagua.
Unión	Sagua	Antonio Mesa Reyes ; Sagua.
Unión	Sagua	Basilio Ortiz (at the Plantation).
Verdugón	Remedios	
Victoria	Calabazar (Sagua)	Pedro Mora ; Sagua.
Vigilancia	Sagua	
Vila	Encrucijada de Sagua	
Vista Hermosa	Cifuentes	Domingo Betharte ; 8; Amistad, Sagua.
Vueltuas	Palmira	Torriente Hermanos ; 72 Santa Clara, Cienfuegos.
Yaguaramas	Yaguaramas	M. González (at the Plantation).
Zaza	Placetas	Viuda de Zulueta ; 71 Cuba, Havana.

5 The pre-1976 Pto. Principe / Camagüey province

Name of Plantation	Where situated	Name and address of owners	
Audaz	Cimarrones	Herederos de Ana Hernandez ; Cimarrones.	
Balbina	Cimarrones	Herederos de Joaquín Anchía ; Cárdenas.	
Cacocun	Puerto Príncipe	Antonio Pichardo y Hermanos ; Pto. Príncipe.	
Campo Alegre	Cimarrones	Isabel Xénes 60 Prado, Havana.	
Caridad	Caonao	Vicente Fernández ; Cienfuegos.	
Caridad	Nuevitas	Riopedro y Ca.; Nuevitas.	
Céres	Cimarrones	Marqués de la Real Campiña; 91 Cuba, Havana.	
Concepción	Cimarrones	José C. Galán y González.	
Conformidad	Cimarrones	Viuda de Busto.	
Congreso	Nuevitas	Bernabé Sanchez Adan ; Nuevitas.	
Conteo	Cimarrones	Mahy, Jimeno y Ca.	
Cuabalejo	Cimarrones	Ricardo García Oña.	
Dos Marías	Puerto Príncipe	Rodríguez y Domínguez ; Puerto Príncipe.	18.5.11

El Combate	Puerto Príncipe	Amado Ruiz ; Puerto Principe.	
Eugenia	Nuevitas	Vicente Rodríguez ; Nuevitas.	
Hormiguero	Cimarrones	Elías Pouvert.	
Josefa	Caonao	Leopoldo Díaz de Villegas ; Cienfuegos.	
Josefina	Nuevitas	Juan Adan ; Puerto Príncipe.	
Josefita	Cuevitas	Leandro Cejas (at the Plantation).	
La Casualidad	Puerto Príncipe	Antonio Castanedo ; Puerto Príncipe.	
La Eugenia	Nuevitas	Vicente Rodríguez ; Nuevitas.	
La Rosa	Cimarrones	Hijas de A. Mádan ; 84 Cuba, Havana.	
Las Mercedes	Puerto Príncipe	Nápoles Marcos ; Puerto Príncipe.	
Lugareño	Nuevitas	Melchor Bernal.	18.5.21
Maria Luisa	Cuevitas	Emilio Lobek (at the Plantation).	
Olimpo	Cimarrones	Herederos de Amalia Baró ; 42 Galiano, Havana.	
Oriente	Cuevitas	Antonio Galindez Aldarna ; 6 Canímar, Matanzas.	
Panchita	Cimarrones	Sebastián Ulacia ; Ingenio "Tivo-Tivo," Cpo. Florido.	
Redención	Nuevitas	Compañia Anónima ; Admor. : Sr. Espinosa (at the Plantation).	18.5.28
San Federico	Nuevitas	Bernal y Ca. (at the Plantation).	
San José	Cimarrones	Menéndez y Sobrino.	
San José	Cuevitas	Herederos de José de Marcos ; Matanzas.	
San Pablo	Cimarrones	Francisco Secada ; Cárdenas.	
San Ramón	Cimarrones	Herederos de Polledo y Rionda ; Matanzas.	
San Vicente	Cuevitas	Herederos de Evaristo Mazas (at the Plantation).	
Santa Isabel	Cimarrones	Díaz Argüelles y Hermanos.	
Santa Rosa	Cimarrones	Juan P. Dihigo ; 110 San Ignacio, Havana.	
Senado	Nuevitas	Bernabé Sánchez Adán ; Nuevitas.	18.5.31
Toro	Cimarrones	Joaquín C. Carrillo.	
Unión	Cuevitas	Pedro L. Fernández ; 66 Cuba, Havana.	

6 The pre-1976 Santiago de Cuba / Oriente province

Name of Plantation	**Where situated**	**Name and address of owners**	
Andorra	Hato Nuevo	Tomás Barroso y Cartaya.	
Apuro	Manzanillo	Juan León Bello ; Manzanillo.	
Armonía	Quintana	Suarez y Feliu.	
Balbina	Cimarrones	Herederos de Joaquín Anchía ; Cárdenas.	
Belleza	Santiago de Cuba	Eligio Bueno ; Poblado Songo, Cuba.	
Botija	Santiago de Cuba	Cástulo Ferrer ; Santiago de Cuba.	
Caridad	Gibara	Rafael E. Sánchez ; 70 Contreras, Matanzas.	
Carmen	Cuba	Conde Duany ; Cuba.	
Carmen	Sabanilla	Rosalía Huguet de Hernández.	
Colombia	Gibara	G. Chapmann ; Gibara.	
Complaciente	Guantánamo	Rosa y Leticia Bueno ; Cuba.	
Concepción	Sabanilla	Herederos de Aldama ; 12 Mercaderes, Havana.	
Confluente	Guantánamo	Rosa y Lecticia Bueno ; Cuba.	18.6.12
Cuentas Claras	Manzanillo	Eduardo Bertot é Hijos; Manzanillo.	
Dolórita	Hato Nuevo	Sucesión de E. Crespo ; Matanzas.	
Dos Amigos	Manzanillo	Feliciano Alderguia y Ca.; Campechuela.	18.6.15
El Carmen	Gibara	Silva y Rodríguez ; Gibara.	

El Salvador	Manzanillo	León é Hijos ; Cuba.	
Esperanza	Guantánamo	Rosa Cuní, viuda de Baró; 42 Galiano, Havana.	18.6.17
Esperanza	Manzanillo	José Venecia Pedraja ; Manzanillo.	
Hatillo	Cuba	J. Bueno y Ca.; 44 Valdés baja, Guantánamo.	18.6.19
Isabel	Guantánamo	S. Limonta y Socios (at the Plantation).	18.6.20
Isabel	Manzanillo	Beattie y Hermanos ; Media Luna.	18.6.21
Jagüey	Manzanillo	Gregorio E. Santisteban ; Manzanillo.	
Jesús María	Banes	Perfecto Lacoste ; 440 Cerro, Havana.	
Jesús María	Sabanilla	José Rafael y Jacobo Perez.	
Julia	Sabanilla	Gonzalo Jorrin ; 522 Cerro, Havana.	
La Florida	Guantánamo	Catasús y Maimó (at the Plantation).	
La Isabel	Manzanillo	Thomas V. Reatkins ; Cuba.	
La Unión	Guantánamo	Juan Díaz García (at the Plantation).	
Las Cañas	Guantánamo	Brooks y Ca.; 43 Real, Guantánamo.	
Las Chivas	Cuba	Cástulo Ferrer.	
Las Palmas	Sabanilla	Sebastián Ulacia ; Ingenio "Tivo-Tivo," Cpo. Florido.	
Luisa y Antonia	Alvarez	Félix Cabello; Sagua.	
Mejorana	Cuba	Sucesión de Manuel de la Torre ; Cuba.	
Narcisa	Sabanilla	Condesa de Mádan.	
Olimpo	Cuba	Jacobo de los Reyes Gavilán ; 132 Consulado, Havana.	
Palmarejo	Cuba	Francisco Portuondo ; Cuba.	
Perseverancia	Guantánamo	Manuel Masforroll (at the Plantation).	
Pozon	Manzanillo	Miguel Raventós ; Jibacoa.	
Retribución	Sabanilla	Vicente Querol ; 38 Jesús María, Havana.	
Romclic	Guantánamo	Santiago Mackinlay y Sobrinos (at the Plantation).	18.6.42
Sabanilla	Cuba	Salazar y Pezuela ; Cuba (Songo).	
Salvador	Manzanillo	Ramirez y Oro ; Manzanillo.	18.6.43
San Antonio	Guantánamo	Luis Redor ; 37 Valdés baja, Guantánamo.	18.6.44
San Antonio	Sabanilla	Zayas y Gálvez.	
San Carlos	Guantánamo	José Gorgás y Miguel Mestre (at the Plantation).	18.6.45
San Ildefonso	Guantánamo	J. Bueno y Ca.; 44 Valdés baja, Guantánamo.	
San José	Guantánamo	Sociedad de Furnier.	
San José	Sabanilla	J. E. Domínguez ; Matanzas.	
San Luis	Cuba	Sucesión de Antonio Norma, Cuba.	
San Luis	Hato Nuevo	Miguel Valdés Chacón ; 92 Concordia, Havana.	
San Luis	Manzanillo	L. Ruiz ; 8 O'Reilly, Havana.	
San Manuel	Puerto Padre	Viuda y herederos de José Pla ; 38 Galiano, Havana.	18.6.47
San Miguel	Guantánamo	José y Tácito Bueno ; Cuba.	18.6.48
San Miguel	Sabanilla		
San Narciso	Sabanilla.	Viuda de Bolet.	
San Ramón	Manzanillo	Roque Reig Escalante ; Manzanillo.	
San Ramón	Manzanillo	Sindicato Americano ; U. S. of America.	
San Vicente	Guantánamo	Arturo E. Simón; 6 Valdés baja, Guantánamo.	18.6.51
Santa Ana	Cuba	Azúa y Escoriaza ; Cuba.	18.6.52
Santa Cecilia	Guantánamo	Arturo Simón ; 6 Valdés baja, Guantánamo.	18.6.53
Santa Fe	Guantánamo	Sucesión de Faure. – Leased to Justiniano Blanco (at the Plantation).	
Santa Lucía	Gibara	Rafael E. Sánchez ; 70 Contreras, Matanzas.	18.6.54

Santa María	Guantánamo	Fernando Pons ; Colón baja, Guantánamo.	18.6.55
Santísima Trinidad	Sabanilla	Francisco A. Barthelt.	
Soberano	Yaguajay	Basilio Subero (at the Plantation).	
Sofía	Manzanillo	Pedro Vallés.	18.6.59
Soledad	Guantánamo	Brooks y Ca.; 43 Real baja, Guantánamo.	18.6.60
Teresa	Manzanillo	T. Rigney y Ca.; Ceiba Hueca.	18.6.63
Tranquilidad	Manzanillo	Roque Reig Escalante ; Manzanillo.	18.6.64
Unión	Cuba	Rousseau y Dusac ; Havana.	18.6.65
Victoria	Gibara	Sucesión de Anastasio Calderón ; Gibara.	
Victoria	Yaguajay	Pablo Gámiz ; 1 Cuba, Rayana.	
Vara			

7 Unidentified plantations, provinces unknown

Name of Plantation	Where situated	Name and address of owners
Aguila	Guanajayabo	Angel A. Arcos ; 49 Obispo, Havana.
Amistad	Guanajayabo	Sebastián Ulacia ; Ingenio " Tivo-Tivo," Campo Florido.
Caridad	Guanajayabo	Marqués de Villalba.
Carmen	Guanajayabo	Patricio Ballester.
Conquista	Guanajayabo	Torralba, Perez y Ca.
Delirio	Guanajayabo	J. Hernández Piloto.
Dolorita	Guanajayabo	Antonio Marquetti.
Dos Hermanas	Cervantes	Almeida y Hermano.
Dos Hermanos	Roque	Marcos Sardinas ; Cárdenas.
Dueñas	Roque	
Isabel	Guanajayabo	José María González.
Laberinto	Roque	José M. Fernández.
Palestina	Roque	Gabriel Sobrado.
Resolución	Roque	Francisco Suris y Ca.
San Francisco	Roque	Castro y Junco ; Roque.
San Juan	Guanajayabo	Felipe Pelayo ; Matanzas.
San Juan	Roque	Carlos Mazorra.
Santa Elena	Cervantes	José Zayas y Jimenez.
Santa Elena	Cervantes	Usabiaga, Inigo y Ca. (at the Plantation).
Santa Isabel	Guanajayabo	Viuda de Fernández de Castro ; Havana.
Santa Rita	Guanajayabo	José Carol Hermano y Ca.
Santa Rita	Roque	Sucesión de Cristina Baró de Soler ; 50 San Ignacio.
Triunfo	Guanajayabo	Herederos de Hevia y Pérez.
Unión	Guanajayabo	Sebastián Ulacia ; Ingenio " Tivo-Tivo," Cpo. Florido.

18.12.2 Baldwin drawings of Cuban industrial locos available for purchase from the DeGolyer Library

Background

When the Baldwin works closed in 1956 C. W. Whitbeck was given permission to salvage what he could of the company's records and drawings. This was inevitably only a miniscule fraction of what had existed, but nevertheless is extremely valuable for researchers. Much of what he saved has now migrated to the DeGolyer Library of Southern Methodist University in Texas. Some is available online, whilst drawings and other items can be ordered.

Baldwin loco specification books

These hold a vast amount of information about individual batches of locos, though they were copied from microfilms which can make the identification of the appropriate pages more difficult – though not impossible – in some volumes. https://digitalcollections.smu.edu/digital/collection/rwy/id/32

Erecting drawings

About 4000 Baldwin general arrangement drawings are available – out of perhaps 50,000 or more. Lists – and other assets – can be found via https://txarchives.org/smu/finding_aids/00052.xml but note that it worth taking time to browse deeply, as the Txarchives and SMU libraries websites are not always easy to navigate.

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Reproduction fees

https://www.smu.edu/libraries/degolyer/using/images/usage-fees

Available drawings of Colombian engines

Low-res copies of those available online are displayed at the relevant points in this file. Details of those drawings and others are displayed below to assist anyone wishing to order high-res copies.

Index no.	Dwg. no.	Road name	Road no.	Year	Baldwin class and no.	Wheels	Dwg. type & size	
1031-35	8325	Cia. Azuc. de Camaguey	**1**	1914	08-22D	335	2-6-0	SE/CS 3
676A-43	6531	Cia. Azuc. del Guaso	**2**	1909	08-20D	133	2-6-0	SE/CS 3
670A-23	3326	Banes Railroad	**'INDIO'**	1898	04-04B	1	2-2-0	SE/CS 3
729A-8	7910	Beguiristain Jose Maria	**1**	1913	10-22E	57	2-8-0	SE/CS 3
476-21	4607	Bernabe Sanchez Adan	**1**	1909	10-22E	47	2-8-0	SE/CS 3
472-20	3803	Bernabe Sanchez Adan	**7**	1900	10-24½E	102	2-8-0	SE/CS 3
729-13	1128 Tracing 1317	E. F. Cabada & Co.	**6**	1886	06-10 1/3C	19	0-4-2	SE/CS 3
729-29	900 Tracing 919	E. F. Cabada & Co.	**4**	1883	08-18D	58	2-6-0	SE/CS 3
729-97	7599	Cardenas American Sugar	**1**	1912	08-18D	139	2-6-0	SE/CS 3
729A-30	9304	Cardenas American Sugar	**2**	1914	08-18D	142	2-6-0	SE/CS 3
674-21	4351	Central Aguirre	39178	1902	06-20D	24-27	0-6-0	SE/CS 3
520-65	11969	Central Alto Gracia	**5**	1925	08-30D	739	2-6-0	CS 4
528A-61	9565	Central Australia	**5**	1919	08-22D	351	2-6-0	SE/CS 3
249C-52	7566	Central Caracas	**15**	1912	10-20E	16	2-8-0	SE/CS 18x24
352-2CX	11972	Central Caracas	**14-15**	1925	10-20E	27-28	2-8-0	SE 26x66
352-2X	11973	Central Caracas	**14-15**	1925	10-20E	27-28	2-8-0	CS 26x67
528A-52	8946	Central Confluente	**4**	1916	10-18E	13	2-8-0	SE/CS 3
729A-52	8951	Central Cuba	**3**	1916	04-08C	93	0-4-0	SE/CS 3

520-66	12053	Central Cuba	**1-3**	1925	08-30D	743-745	2-6-0	SE	3
520-67	12054	Central Cuba	**1-3**	1925	08-30D	743-745	2-6-0	CS	3
729A-60	9578	Central Cunagua	**7**	1919	04-18C	116	0-4-0	SE/CS	3
167-17X	9171	Central Cunagua	**2, 4, 6**	1917	10-30D	659-661	4-6-0	SE	30x73
466A-1	3457	Central Dominican	**7-8**	1899	08-00 12/24D	5-6	2-6-0	SE/CS	3
476A-68	8958	Central Fe	**3**	1916	08-20 1/3D	55	0-6-2	SE/CS	3
168-12X	10020	Central Fe	**7**	1920	10-30E	156	2-8-0	SE	30x68
474A-3	6512	Central Juanita	**3**	1909	06-10C	12	2-4-0	SE/CS	3
673A-24	5735	Central Juragua	**6**	1906	08-20D	123	2-6-0	SE/CS	3
1031-84	8559	Central Legueitio	**7**	1915	10-22E	66	2-8-0	SE/CS	3
729A-53	8953	Central Los Canos	**5**	1916	04-04C	28	0-4-0	SE/CS	3
676A-20	6360	Central Los Canos	**1**	1909	06-08 1/3C	64	2-6-0	SE/CS	3
528A-29	8806	Central Loteria	**3**	1916	08-18D	144	2-6-0	SE/CS	3
157-13CX	10874	Central Macareno	**4**	1922	08-26D	223	2-6-0	SE	33x72
673A-61	4823	Central Manuelito	**4**	1904	08-18D	112	2-6-0	SE/CS	3
520-14	10177	Central Mercedita	**2**	1920	10-22E	95	2-8-0	SE	4
520A-26	10292	Central Najasa	**1**	1920	08-22D	360	2-6-0	SE/CS	3
476A-72	8959	Central Narcisa	**8**	1916	10-26E	399	2-8-0	SE/CS	3
140-15CX	11196	Central Natividad	**3**	1923	06-14 1/3C	87	0-4-2	SE	26x66
140-15X	11197	Central Natividad	**3**	1923	06-14 1/3C	87	0-4-2	CS	26x66
476-25	7477	Central Nueva Paz Palos		1912	06-12C	7	2-4-0	SE/CS	3
528A-15	8762	Central Palma	**1**	1916	06-22C	11	2-4-0	SE/CS	3
Cu729-75	7093	Central Portugalete	**4**	1911	08-18D	131	2-6-0	SE/CS	3
729-90	7507	Central Portugalete	**5**	1923	08-18D	136	2-6-0	SE/CS	3
528A-13	8758	Central Providencia	**5**	1916	08-18D	143	2-6-0	SE/CS	3
Cu729A-63	9645	Central Salvador	**3**	1919	06-18D	51	0-6-0	SE/CS	3
475A-71	7146	Central San Agustin	**6**	1911	10-20E	13	2-8-0	SE/CS	3
172-16AX	9745	Central San Antonio (by Morewood)	**4**	1919	08-22D	354	2-6-0	CS	27x57
528A-88	9777	Central San Cristobal PdR	**1**	1919	08-30D	708	2-6-0	SE/CS	3
188-25BX	10319	Central San Francisco		1920	04-34C	7	0-4-0	SE	28x68
528A-71	9629	Central San Isidro	**10**	1919	10-22E	79	2-8-0	SE/CS	3
729A-41	8510	Central San Lino	**5**	1915	10-22E	65	2-8-0	SE/CS	3
729A-62	9632	Central San Lino	**9**	1919	10-22E	83	2-8-0	SE/CS	3
1031-77	8507	Central San Ramon	**2**	1915	08-20D	159	2-6-0	SE/CS	3
470A-52	5363	Central San Vicente	**2**	1906	08-10 1/3C	5	0-4-4	SE/CS	3
528A-83	9743	Central Santa Amalia	**2**	1919	04-18C	120	0-4-0	SE/CS	3
140-16CX	11204	Central Santa Ana	**4**	1923	06-22D	55	0-6-0	SE	26x66
140-16X	11205	Central Santa Ana	**4**	1923	06-22D	55	0-6-0	CS	26x66
520-17A	10187	Central Santa Catalina	**3**	1920	04-14C	316	0-4-0	SE/CS	4
729A-7	7903	Central Santa Gertrudis	**2**	1913	08-18D	140	2-6-0	SE/CS	3
1031-18	8258	Central Santa Lucia	**9**	1914	10-24E	186	2-8-0	SE/CS	3
473-41	5203	Central Santa Lucia	**5-6**	1905	10-24E	163-164	2-8-0	SE/CS	3
175-18AX	7227	Central Santa Rosa	**2**	1911	10-20E	14	2-8-0	CS	32x66
175-18X	7226	Central Santa Rosa	**2**	1911	10-20E	14	2-8-0	SE	32x75
520-49	11218	Central Santo Tomas	**101**	1923	10-34E	2123	2-8-0	SE/CS	3
475A-99	7287	Central Soledad	**1**	1914	06-16D	69	0-6-0	SE/CS	3
365-29	9634	Central Toledo	39366	1919	10-34E	2055-2056	2-8-0	CS	4

365-28	9633	Central Toledo	**16, 17**	1919	10-34E	2103-2104	2-8-0	SE	4
158-4AX	10824	Central Triunfo	**2**	1922	06-11C	31	2-4-0	SE	26x66
158-4BX	10825	Central Triunfo	**2**	1922	06-11C	31	2-4-0	CS	26x66
729A-44	8552	Central Union	**6**	1915	04-18C	106	0-4-0	SE/CS	3
184-2X	10208	Central Vitoria	**1**	1920	10-18 1/3D	4	0-6-4	SE	31x71
465A-38	6098	Chaparra Sugar	**11**	1907	06-08B	3	2-2-2	SE	3
465A-39	6099	Chaparra Sugar	**11**	1907	06-08B	3	2-2-2	CS	3
468-35	4881	Chaparra Sugar	**8**	1904	06-20D	28	0-6-0	SE/CS	3
674A-38	4064	Chaparra Sugar	**5-7**	1901	06-24D	79-81	0-6-0	SE/CS	3
729-99	7655	Ciego de Avila Sugar	**3**	1914	08-30D	676	2-6-0	SE/CS	3
729-32	970	Tracing 1022 Cobre	**1**	1884	08-18 1/3D	1	2-6-0	SE/CS	3
XX-147		Cobre	**1**	1884	08-18 1/3D	1	0-6-2	SE	26x66
XX-148		Cobre	**1**	1884	08-18 1/8D	1	0-6-2	CS	26x66
470-14	6177	Cuba Minera Industrial of Mariel		1907	10-16¼D	8	2-6-2	SE/CS	3
473-69	5009	Cuba Planters	**2**	1905	10-22E	38	2-8-0	SE/CS	3
476-49	7581	Cuban American Sugar	**3**	1912	04-10½C	121	0-4-0	SE/CS	3
1031-30	8298	Cuban American Sugar	**23**	1914	04-14C	272	0-4-0	SE/CS	3
1031-37	8322	Cuban American Sugar	**4**	1915	08-22D	336	2-6-0	SE/CS	3
476-65	7669	Cuban American Sugar	**3**	1912	08-24D	219	2-6-0	SE/CS	3
520-9	10034	Cuban American Sugar	**35-36**	1920	08-24D	250-251	2-6-0	SE/CS	3
468-34	4887	Cuban American Sugar	**4**	1904	08-30D	624	2-6-0	SE/CS	3
528A-64	9577	Cuban American Sugar	**8**	1919	08-30D	687	2-6-0	SE/CS	3
528A-51	8936	Cupey Sugar	**2**	1916	08-30D	685	2-6-0	SE/CS	3
197-18X	7674	Czarnikow-Rionda	**3**	1912	10-26E	378	2-8-0	SE	29x69
175-8X	7237	Czarnikow-Rionda	**6**	1911	10-28E	92	2-8-0	SE	28x66
468-57	4714	El Cobre Mines	**4**	1904	06-11D	24	0-6-0	SE/CS	3
673A-77	5103	El Cobre Mines	**5**	1905	08-18 1/3D	12	0-6-2	SE/CS	3
674-8	5372	Francisco Sugar	**4**	1906	08-24D	144	2-6-0	SE/CS	3
729-73	7047	Francisco Sugar (by Czarnikow Rionda)	**5**	1911	08-24D	213	2-6-0	SE/CS	3
674A-45	4015	Fuller, Agustin, Cuba	**4**	1901	08-20D	114	2-6-0	SE/CS	3
729-78	7164	Galban & Company	**5**	1911	08-14D	27	2-6-0	SE/CS	3
674A-25	2103	Gamiz, Pablo (for Ingo Victoria)	**1**	1891	10-11 1/3D	2	0-6-4	SE/CS	3
676-25	2344	Gamiz, Pablo (for Ingo Victoria)	**2**	1892	10-22E	11	2-8-0	SE/CS	3
470A-37	5557	Gibara y Holguin	**7**	1906	04-04B	3	2-2-0	SE/CS	3
673A-69	4949	Gibara y Holguin	**6**	1904	08-24D	132	2-6-0	SE/CS	3
675-71	6082	Guantanamo Sugar	**5**	1907	06-11D	109	0-6-0	SE/CS	3
729A-29	8286	Guantanamo Sugar	**6**	1914	06-11D	112	0-6-0	SE/CS	3
528A-95	9838	Guantanamo Sugar	**18**	1919	10-30E	157	2-6-0	SE/CS	3
465A-49	6243	Guiler-Gordon Engineering	**'JOSEFA'**	1908	04-06B	2	2-2-0	SE	3
465A-50	6244	Guiler-Gordon Engineering	**'JOSEFA'**	1908	04-06B	2	2-2-0	CS	3
673A-17	5670	Guines Sugar	**2**	1906	08-20D	124	2-6-0	SE/CS	3
468A-3	4955	Guines Sugar (by Krajewski Pesant)	**1**	1904	08-16D	55	2-6-0	SE/CS	3
213-23AX	8456	Hormiguero Central	**7**	1915	10-22E	62	2-8-0	CS	26x66
213-23X	8455	Hormiguero Central	**7**	1915	10-22E	62	2-8-0	SE	25x66

729A-25	8208	Ingenio Conchita (by Juan Pedro Bard)	**6**	1914	04-14C	270	0-4-0	SE/CS	3
355-19AX	12282	Ingenio Santa Fe	**4**	1926	10-26E	472	2-8-0	SE	26x67
355-19BX	12283	Ingenio Santa Fe	**4**	1926	10-26E	472	2-8-0	CS	26x66
473A-100	6322	Jucaro & Moron Sugar & Land	**1-3**	1908	06-16 1/3C	61-63	0-4-2	SE/CS	3
467A-59	5828	Jucaro & San Fernando Ry & Transport	**14-17**	1906	08-26D	167-170	2-6-0	SE/CS	3
470A-42	5392	Juragua Iron	**29**	1906	04-20C	35	0-4-0	SE/CS	3
729-6	903	Tracing 935 Juragua Iron	**3**	1883	06-22D	18	0-6-0	SE/CS	3
672-45	1455	Juragua Iron	**8**	1888	08-26D	52	2-6-0	SE/CS	3
467-73	6147	Juragua Iron	**35**	1907	08-26D	184	2-6-0	SE/CS	3
729-38	1187	Tracing 1400 Juragua Iron	**4-5**	1886	08-26D	39, 48	2-6-0	SE/CS	3
520-28A	Tracing 12884	Juragua Iron Co. (proposal)		1906	14-38¼F		2-10-2	SE	5
729A-19	8080	Kelly (Hugh) & Co. for Porvenir Sugar	**5**	1913	08-16D	72	2-6-0	SE/CS	3
468-70	5154	Kelly (Hugh) & Co. for Nipe Bay Co.	**1-8**	1905	08-26D	150	2-6-0	SE/CS	3
1031-91	8599	Kelly (Hugh) & Co. for Porvenir Sugar	**6**	1915	10-22E	67	2-8-0	SE/CS	3
673-89	5593	Kelly (Hugh) & Co. for Banes RR	**13-15**	1906	10-22E	41-43	2-8-0	SE/CS	3
729-17	1089	Tracing 1268Krajewski & Pesant for Central Santa Catalina	**1**	1885	06-10 1/3C	17	0-4-2	SE/CS	3
470A-59	5057	Krajewski & Pesant for FC Yaguajay	**1**	1905	06-12C	5	2-4-0	SE/CS	3
676A-95	889	Tracing 866 Krajewski & Pesant for Ingenio Antonia	**'CARMEN'**	1883	06-18D	4	0-6-0	SE/CS	3
XX-137		Krajewski & Pesant for Central Limones	**1**	1885	08-10 1/3D	1	0-6-2	SE	26x66
XX-138		Krajewski & Pesant	**1**	1885	08-10 1/3D	1	0-6-2	CS	26x66
672-7	1725	Krajewski & Pesant	**2 'JOBO ROSADO'**	1889	08-14D	4	2-6-0	SE/CS	3
XX-139		Krajewski & Pesant		1891	08-14D	4	2-6-0	CS	26x66
XX-140		Krajewski & Pesant		1891	08-14D	4	2-6-0	SE	26x66
XX-141		Krajewski & Pesant for Central Portugalete	**1** Sotero Esarze	1893	08-14D	5	2-6-0	SE	26x66
XX-142		Krajewski & Pesant	Sotero Esarze	1893	08-14D	5	2-6-0	CS	26x66
466A-99	4036	Krajewski & Pesant for Ingenio Sta. Gertrudis	**6**	1901	08-18D	96	2-6-0	SE/CS	3
673A-60	4849	Krajewski & Pesant for Central Lequeitio	**4**	1904	08-18D	113	2-6-0	SE/CS	3
467A-96	5333	Krajewski & Pesant for Central Loteria	**2**	1905	08-18D	119	2-6-0	SE/CS	3
672-13	1705	Krajewski & Pesant for Ing. Alava and Central Angelita	**1**	1889	08-22D	136, 163	2-6-0	SE/CS	3
473-38	5252	Krajewski & Pesant for Central Andreita		1905	10-18E	8-9	2-8-0	SE/CS	3
469A-46	4899	Krajewski & Pesant							

		for Central Toledo	**2**	1904	10-24¼D	46	2-6-2	SE/CS	3
473-33	5270	Krajewski & Pesant							
		for FC Yaguajay	**3**	1905	12-22E	1	4-8-0	SE/CS	3
676-16	2379	Krajewski & Pesant							
		(Caibarien)	**15**	1892	10-22E	12	2-8-0	SE/CS	3
469A-56	4962	Krajewski & Pesant							
		for C. Providencia	**1**	1904	10-24¼D	47	2-6-2	SE/CS	3
520-29	10412	Manati Sugar		1920	04-14C	308	0-4-0	SE/CS	3
729-94	7569	Manati Sugar	**1**	1912	06-18D	41	0-6-0	SE/CS	3
1031-33	8316	Manati Sugar	**8**	1914	06-20D	36	0-6-0	SE/CS	3
209-21X	8285	Manati Sugar	**6-7**	1914	10-24E	187-188	2-8-0	SE	27x65
209-21AX	8284	Manati Sugar		1914	10-24E	187-188	2-8-0	SE	
528A-56	8919	Manati Sugar	**14-17**	1916	10-26E	400-403	2-8-0	SE/CS	3
181-9X	9637	Tracing 39351 Manati Sugar	**24-25**	1919	12-26¼E	18-19	2-8-2	CS	25x70
181-9X	9636	Manati Sugar	**24-25**	1919	12-26¼E	18-19	2-8-2	SE	27x67
1031-19	8256	Maximino Yebra & Co.	**1**	1914	04-04C	22	0-4-0	SE/CS	3
520-21	10331	Mercedes, Ingenio		1920	06-14 1/3C	85-86	0-4-2	SE/CS	4
172-16X	9744	Morewood & Co.							
		CentralSan Antonio O	**4**	1919	08-22D	354	2-6-0	SE	28x63
474A-21	6526	Ponupo Manganese	**2**	1909	04-20C	45	0-4-0	SE/CS	3
470A-14	878	Pulido, Mamerto							
		for C. San Antonio PdR?	**2**	1883	06-11 1/3C	7	0-4-2	SE/CS	3
528A-77	9687	Punta Alegre Sugar		1919	08-30D	704, 707	2-6-0	SE/CS	3
671A-36	763	Reed Ruiz & Co. **'REDENCION'**		1883	06-16D	8	0-6-0	SE/CS	3
178-25AX	9835	Rio Cauto Sugar	**5**	1919	08-24D	247	2-6-0	CS	30x66
178-25BX	9834	Rio Cauto Sugar	**5**	1919	08-24D	247	2-6-0	SE	31x63
1031-11	8236	San Isidro Estate	**6**	1914	08-16D	73	2-6-0	SE/CS	3
673A-67	4909	San Juan	**4**	1904	06-14D	41	0-6-0	SE/CS	3
208-3X	8142	San Luis Central		1913	10-34E	2038	2-8-0	CS	33x73
208-3AX	8141	San Luis Central	**1**	1913	10-34E	2038	2-8-0	SE	34x77
520-12	10107	Santa Ana Sugar Co.	**101-102**	1920	08-30D	712-713	2-6-0	SE/CS	4
185-2X	10207	Santa Clara Sugar							
		for Central Mabay	**1**	1920	08-28D	322	2-6-0	SE	29x73
465-25	3832	Schwab & Tillman							
		for Central San Manuel	**'MARIA'**	1900	08-20 1/3C	2	0-4-4	SE/CS	3
470A-36	5548	Soledad Plantation	**'SOLEDAD'**	1906	04-04B	2	2-2-0	SE/CS	3
676A-39	6453	Soledad Plantation	**'ARAMAO'**	1909	10-22E	48	2-8-0	SE/CS	3
670A-85	5470	Spanish American Iron	**19**	1906	04-10½C	105	0-4-0	SE/CS	3
474-85	6482	Spanish American Iron	**26**	1909	04-10½C	117	0-4-0	SE/CS	3
466-9	4012	Spanish American Iron	**8, 15**	1901	04-10½C	95, 98	0-4-0	SE/CS	3
XX-104		Spanish American Iron		04-10 1/2C			0-4-0	SE	26x66
XX-105		Spanish American Iron		04-10 1/2C			0-4-0	CS	26x66
470A-32	5462	Spanish American Iron	**18**	1906	04-11C	336	0-4-0	SE/CS	3
470A-63	5063	Spanish American Iron	**16-17**	1905	04-11C	306-307	0-4-0	SE/CS	3
471-46	4634	Spanish American Iron	**14**	1903	04-20C	32	0-4-0	SE/CS	3
466-10	4024	Spanish American Iron	**6-7**	1901	04-20C	30-31	0-4-0	SE/CS	3
668A-21	2043	Spanish American Iron	**1**	1891	04-26C	55	0-4-0	SE/CS	3
467-78	6094	Spanish American Iron	**25-26**	1907	06-30D	393-394	0-6-0	SE/CS	3

672A-57	1401	Spanish American Iron	1893	08-30D	462	2-6-0	SE/CS	3
468A-20	4172	Spanish American Iron **9**	1902	10-30½D	2	2-6-2	SE/CS	3
474-79	6463	Spanish American Iron	1909	12-34½E	9	2-8-2	SE/CS	3
475A-50	7080	Stewart Sugar	1911	08-26D	188	2-6-0	SE/CS	3
476-23	7476	Stewart Sugar **7-8**	1912	10-30E	127-128	2-8-0	SE/CS	3
468-59	4703	Sussdorf, Zaldo & Co. **1**	1904	08-16D	53	2-6-0	SE/CS	3
188-10AX	10341	Tacajo Sugar **509**	1920	08-24D	255	2-6-0	CS	27x67
188-10BX	10340	Tacajo Sugar **509**	1920	08-24D	255	2-6-0	SE	27x66
672-41	1518	Terry (Emilio) & Brothers for Central Limones **2**	1888	06-20D	9	0-6-0	SE/CS	3
676A-93	1066	Tracing 1245 Terry (Emilio) for Central Limones **1**	1885	08-10 1/3D	1	0-6-2	SE/CS	3
474A-29	6552	Terry (Emilio) & Brothers for el FC de Caracas **12-13**	1909	10-18E	10-11	2-8-0	SE/CS	3
475-77	6861	Terry (Emilio) & Brothers for Central Caracas **14**	1910	10-20E	11	2-8-0	SE/CS	3
143-11CX	11485	Tuinucu Sugar **6**	1928	08-20D	174	2-6-0	CS	27x66
143-11X	11484	Tuinucu Sugar **6**	1924	08-20D	174	2-6-0	SE	27x66
5000-33	10344	Cuban American Sugar for Central Unidad (proposal) **4**	1920	10-34E	2096	2-8-0	SE	4
5000-34	10345	Unidad Sugar (proposal) **4**	1920	10-34E	2096	2-8-0	SE	4
466A-28	4660	United Fruit Banes RR **11**	1903	06-24D	82	0-6-0	SE/CS	3
674A-37	4055	United Fruit Banes RR **10**	1901	08-22D	267	2-6-0	SE/CS	3
475-92	6922	United Fruit, Banes RR **18**	1910	10-24½E	132	2-8-0	SE/CS	3
473A-15	4715	United Fruit, Banes RR **1231**	1904	10-26E	314	2-8-0	SE/CS	3
171-13AX	9556	United Fruit, Banes RR **22**	1919	10-26E	409	2-8-0	SE	28x65
171-13X	9557	United Fruit, Banes RR **22**	1919	10-26E	409	2-8-0	CS	27x66
474A-83	6665	United Fruit, Nipe Bay Co. **11**	1910	10-26¼D	102	2-6-2	SE/CS	3
156-2BX	10889	United Fruit, Cuba **26**	1922	12-26¼E	24	2-8-2	SE	26x66
156-2CX	10890	United Fruit (For Banes) **26**	1922	12-26¼E	24	2-8-2	CS	26x66
352-10BX	11993	United States Veterans Bureau ex Havana stock	1925	08-30D	738	2-6-0	CS	26x66
675A-97	1905	Vinda de Goytisolo **3-4**	1890	10-18E	1-2	2-8-0	SE/CS	3
471A-23	4323	Zozaya & Company **4**	1902	10-22E	32	2-8-0	SE/CS	3
467A-92	5718	Zulueta, Enrique de **7**	1906	08-32D	717	2-6-0	SE/CS	3
