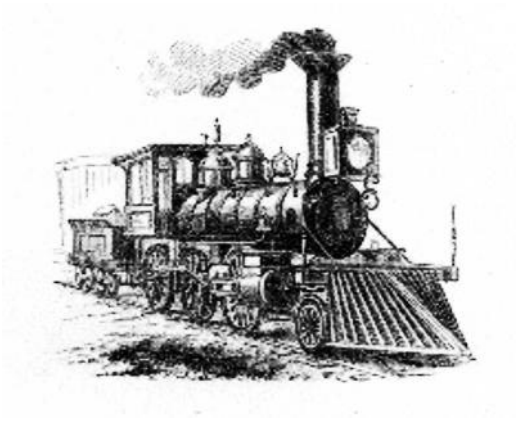
Part 17
Cuban public railways steam locomotive lists

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v1.03 October 2025

with particular thanks to Chris West, whose enthusiasm for and knowledge of Cuba's railways inspired me to create these lists.

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



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

General introduction

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

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

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

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

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

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

This 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

Esta lista cubana

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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



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*

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[19b] 1875-1884 ULTRAMAR,218,Exp.23 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1337734?nm

[19c] 1879-1882 ULTRAMAR,236,Exp.15 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338048?nm

[19d] 1880-2 ULTRAMAR,218,Exp.21 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1337732?nm

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[19g] 1885-7 ULTRAMAR,235,Exp.1 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338026?nm

[19h] 1888-9 ULTRAMAR,235,Exp.2 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338027?nm

[19i] 1888-1890 ULTRAMAR,235,Exp.3 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338028?nm

[19j] 1891-3 ULTRAMAR,235,Exp.5 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338030?nm

[19k] 1894, 1896 ULTRAMAR,235,Exp.7 http://pares.mcu.es/ParesBusquedas20/catalogo/description/1338032?nm

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showYearItems=&field=todos&advanced=false&exact=on&textH=&completeText=&text=ferrocarril+Habana&pageSize=1&pageSizeAbrv=30&pageNumber=3
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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.

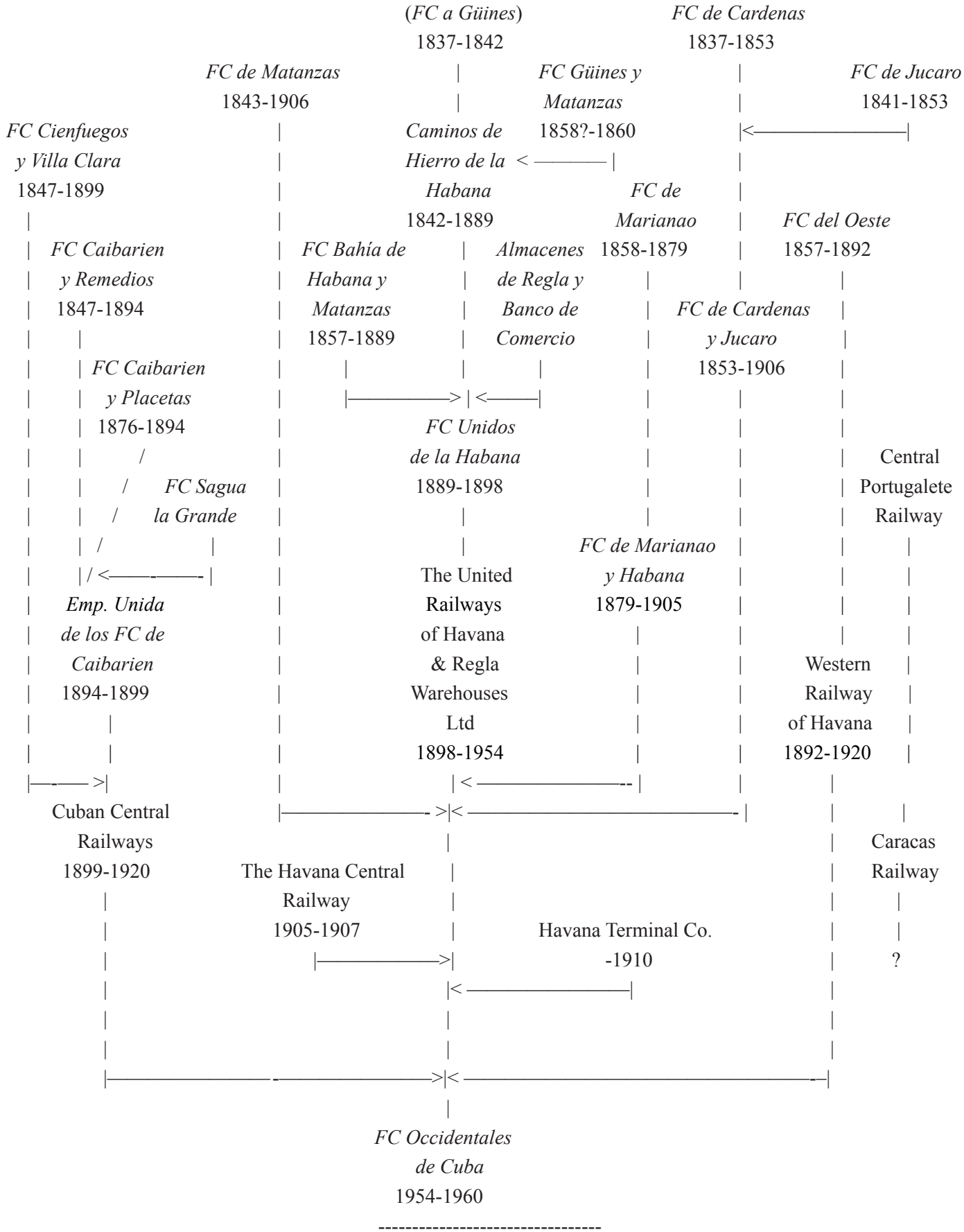
Other parts of this work

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

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

Part A Western Cuba

17.1 Standard gauge public railways in the western half of Cuba, The constituent parts of the United Railways of Havana later becoming *Ferrocarriles Occidentales de Cuba*



17.1 From the very first Cuban railway to the *CH de la Habana*

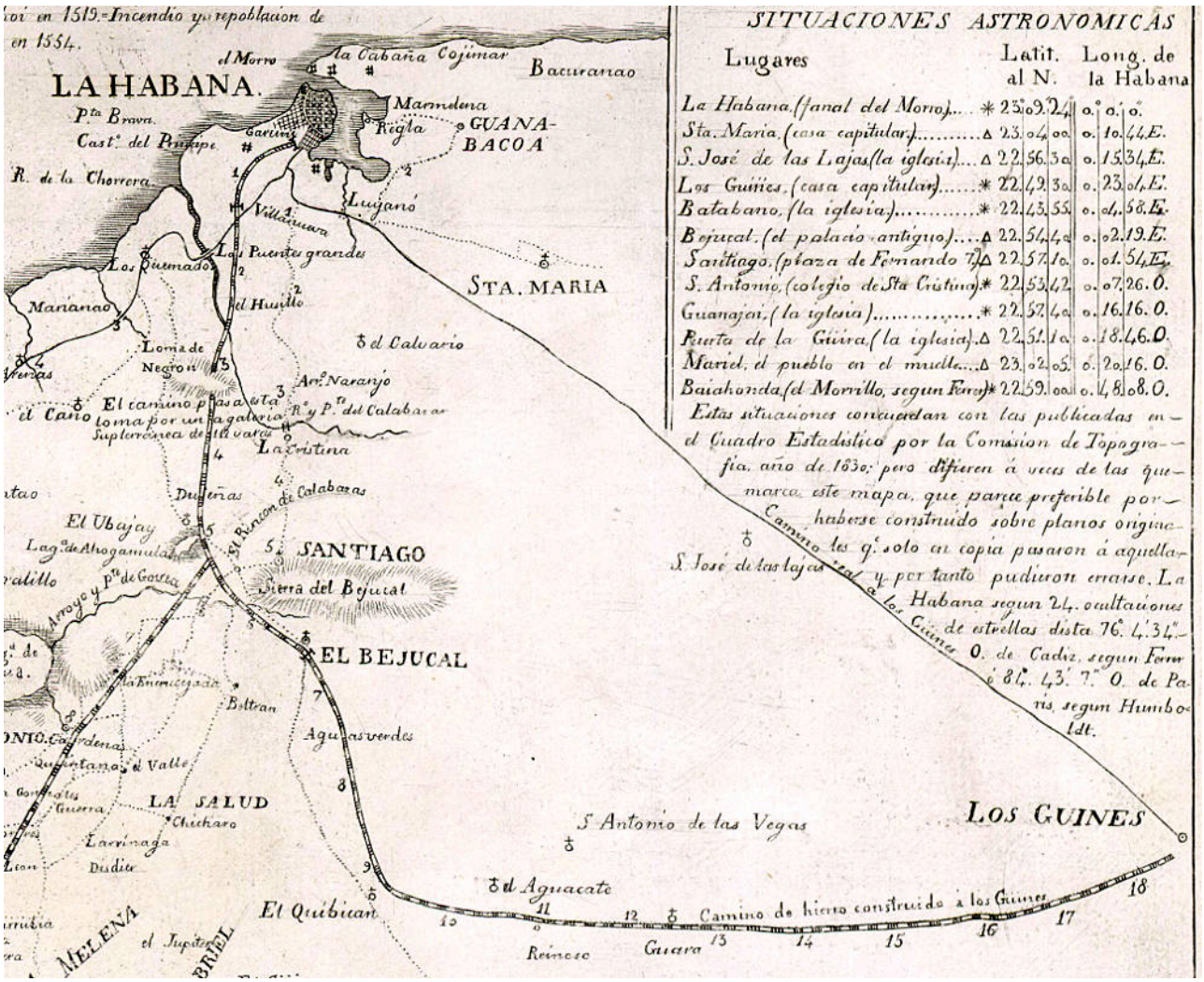
Background

O

17.1.1 Havana to Güines

built by *La Real Junta de Fomento*

1837-1842



Background

Opened Havana to Bejucal in 1837, and on to Güines in 1838.

0-4-0 d/w ?, cyls. ?, built by Braithwaite, Milner & Co. in 1836

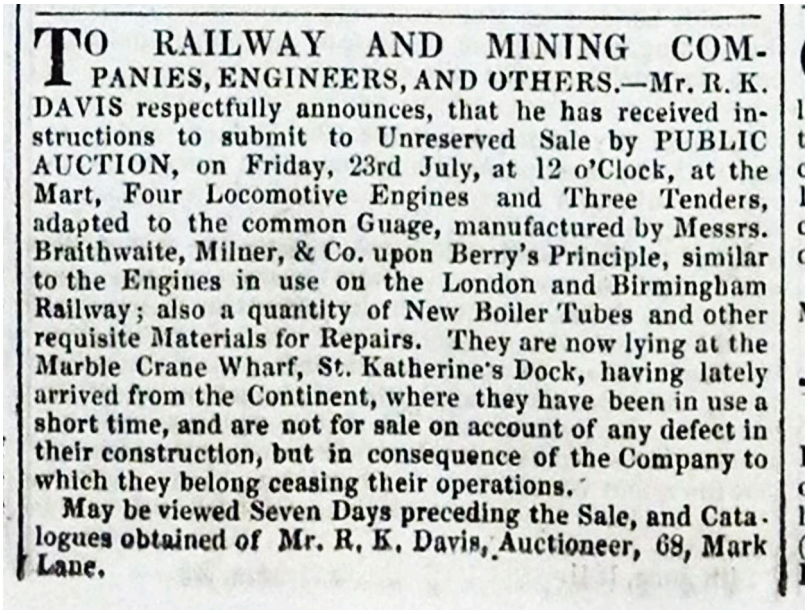
Ordered by ? The 1836 annual report allows $32,000 (US Dollars?) for purchasing four *locomotoras con sus alijos* (tenders)

? 'CUBANA' w/n ?

? 'HABANA' w/n ?

? 'VILLANUEVA' w/n ?

? 'La COMISION' w/n ?



TO RAILWAY AND MINING COMPANIES, ENGINEERS, AND OTHERS.—Mr. R. K. DAVIS respectfully announces, that he has received instructions to submit to Unreserved Sale by PUBLIC AUCTION, on Friday, 23rd July, at 12 o'Clock, at the Mart, Four Locomotive Engines and Three Tenders, adapted to the common Guage, manufactured by Messrs. Braithwaite, Milner, & Co. upon Berry's Principle, similar to the Engines in use on the London and Birmingham Railway; also a quantity of New Boiler Tubes and other requisite Materials for Repairs. They are now lying at the Marble Crane Wharf, St. Katherine's Dock, having lately arrived from the Continent, where they have been in use a short time, and are not for sale on account of any defect in their construction, but in consequence of the Company to which they belong ceasing their operations.

May be viewed Seven Days preceding the Sale, and Catalogues obtained of Mr. R. K. Davis, Auctioneer, 69, Mark Lane.

An advertisement in *The Railway Times* of 10th July 1841, offering for sale Braithwaite Milner locos, probably those returned from Cuba. No further information has been found about the later history of these machines. With thanks to Chris West for drawing my attention to this advert.

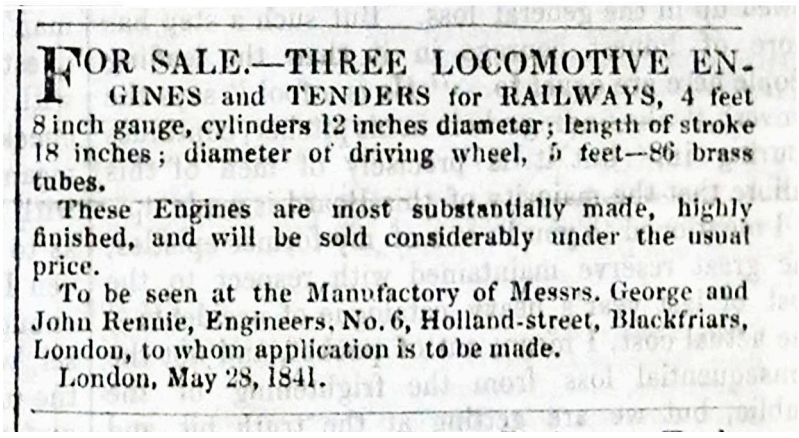
0-4-0T d/w 54(or maybe 60)", cyls. 12x18", built by Rennie in 1837

Ordered by ?

Quote from source [11]: *"Las cuatro restantes, fabricadas por Reanis, salieron del puerto londinense a bordo del buque 'William Henri Angus' y llegaron a La Habana el 23 de febrero 1838. Se nombraron 'Herrera', 'Escovedo', 'Villa Urrutia' y 'Cruger'."*

Copeland says locos unsuccessful and then returned to UK August 1839.

? 'HERRERA' w/n ?
? 'ESCOVEDO' w/n ?
? 'VILLA URRUTIA' w/n ?
? 'CRUGER' w/n ?



FOR SALE.—THREE LOCOMOTIVE ENGINES and TENDERS for RAILWAYS, 4 feet 8 inch gauge, cylinders 12 inches diameter; length of stroke 18 inches; diameter of driving wheel, 5 feet—86 brass tubes.

These Engines are most substantially made, highly finished, and will be sold considerably under the usual price.

To be seen at the Manufactory of Messrs. George and John Rennie, Engineers, No. 6, Holland-street, Blackfriars, London, to whom application is to be made.

London, May 28, 1841.

An advertisement in *The Railway Times* of 29th May 1841, offering for sale three Rennie locos, probably returned from Cuba. No further information has been found about the later history of these machines. Note that only three are advertised, however, out of four that originally went to Cuba. . With thanks to Chris west for drawing my attention to this advert.

4-2-0 d/w ?, cyls. ?, built by Baldwin in 1838

Ordered by Alfred Kruger (dealer)?

? 'COLÓN'	w/n 104	
? 'CRUGER'	w/n 105	Copeland says BLW info gives name as **'CERVANTES'**.
? 'ESCOVEDO'	w/n 116	

4-2-0 d/w ?, cyls. ?, built by Norris in 1838-9

Ordered by ? A Norris circular in 1841 said that by the end of 1840 they had supplied five engines to this railway. Copeland is uncertain about wheel arrangement of later locos.

? 'HERRERA'	w/n [58]	Built for Vienna - Raab railway as **'LUXEMBOURG'** but not delivered.
? '?'	w/n [59]	
? '?'	w/n [60]	
? '?'	w/n [61]	
? '?'	w/n [62]	

See note a page or two later, under sub-section 17.1.2, about the possible names of three of these engines.

17.1.2 *La Cía. de Caminos de Hierro de la Habana*

1842-



Background

Purchased Havana to Güines railway by auction in 1842. Operated as *FC Habana*. Operating 191 km. of route in 1860.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Havana Railroad – Main Line: Havana via Guines to Union, 124.309 km.; branches, Riviere via San Antonio to Guanajay, 34.120 km.; San Felipe to La Playa de Batanabo, 36.796 km.; Guines to Matanzas, 57,950 km.; San Francisco de Faula to Madrugo, 6.440 km, – total, 238.369 km. (148.12 miles). Gauge, 1.44 metres (4 feet 8½ inches). Rail (steel), 60 lbs. Locomotive engines, 40. Cars – passenger, 59; baggage, 11; box, 268; platform, 255; stock, etc., 26 – total, 619. This was the first line of railroad mangnrated in Cuba, the construction of the section from Havana to Guines, 72.087 km. having been commenced in November, 1835. Gonzalo Alfonse de Aldamo, President; Juan Ealo, General Manager; Alberto de Ximeno, Engineer-in-Chief. GENERAL OFFICE, Havana, Cuba. J. H. Schrader & Co., Bankers and Financial Agents, 144 Leadenhall Street, London, E. C.

Locos inherited from the predecessor company

Holzinger states that the railway inherited the following locos from the Havana - Güines railway.

4-2-0 d/w ?, cyls. ?, built by Baldwin in 1838

Ordered by Alfred Kruger (dealer)? NB These are also listed under *FC Jucaro*. ???

? 'COLÓN'	w/n 104	
? 'CERVANTES'	w/n 105	also known as **'CRUGER'**.
? 'ESCOVEDO'	w/n 116	

4-2-0 d/w ?, cyls. ?, built by Norris in 1838-9

Ordered by ? Copeland is uncertain about wheel arrangement of later locos.

? 'HERRERA'	w/n [58]	Withdrawn 1854 (see paragraph immediately below.)
? '?'	w/n [59]	
? '?'	w/n [60]	
? '?'	w/n [61]	
? '?'	w/n [62]	

Two other names may have been **'ALMENDARES'** and **'ESPELETA'**. See paragraph below. Also the 1855 annual report mentions a loco **'GUINES'**, probably a fairly old one by that date as its state was recorded as *util para corte*

tiempo. It was then *Escluida*, ie. withdrawn, in 1856 as the other two and **'HERRERA'** had been in 1854.

A later comment in 1854 about these early engines

*"En el periodo que examinamos ha sido necesario desechar por inservibles las maquinas **Almendares, Espeleta** y **Herrera**, que ademas de haber sido siempre de menos potencia que las otras que posee la Compania, eran de las que se recibieron en la compra del camino, si bien se les habia renovado las calderas en los anos de 1847 y 1848."* [Company annual report 1854]

Engines purchased new by the *CH de la Habana*

4-4-0 d/w 64", cyls. 11½x22", built by Rogers in 1845

Ordered via J. B. LaSalla & Co. Lehmuth's Rogers list has these as nos. **1** and **2**.

1[1]?	w/n [63]	Holzinger says scrapped before 1851. Number **1** re-allocated that year.
2[1]?	w/n [65]	Holzinger says scrapped before 1852. Number **2** re-allocated that year.

0-6-0 d/w 42", cyls. 13½x18", built by Baldwin in 1846-7

Ordered by Havana & Guines.

3	w/n 274	1855 *servible un año* (serviceable for one year). 1857-8 *Escluida*. Holzinger says scrapped before 1857 but 1858 seems more likely. Connelly's BLW list says when worn out was replaced by BLW 795. Number **3** re-allocated that year.
4	w/n 275	Connelly's BLW list says when worn out was replaced by BLW 676. Holzinger says scrapped before 1856. Number **4** re-allocated in 1855.
5	w/n 286	1855 *servible un año* (serviceable for one year). 1856 e*n mediano estado*. Late 1858 *poco util*. Rebuilt as inside-connected 0-8-0? Holzinger says scrapped before 1859. Number **5** re-allocated that year.

0-6-0 d/w 42", cyls. 12x16", built by Baldwin in 1847

Ordered for Georgia RR & Banking Co. Cancelled and sold on by BLW.

6?	w/n 289	

4-4-0 d/w 66", cyls. 11½x22", built by Rogers in 1847, 1849, 1850, 1853, 1854, 1855

Ordered by ? No. **19** described as *para pasajeros* when purchased [1854 annual report].

6	w/n [94]	1847. General overhaul 1855, and *servible un año* (serviceable for one year). 1856 *En mediano estado*. 1857-8 *Escluida*. Holzinger says scrapped before 1858, which is thus plausible. Number **6** re-allocated that year.
11	w/n [181]	1849. Complete overhaul 1854, with almost a replacement boiler. 1855 *En buen estado*. Holzinger says scrapped before 1857. Lehmuth's Rogers list has cyls. as 11½x22". Number **11** re-allocated that year.
15	w/n [219]	1850. Lehmuth's Rogers list has cyls. as 11½x22". Complete overhaul 1854, with almost a replacement boiler. Described as a freight engine in 1855, and *Renovándose.* 1856 *En el taller: pero en*

		buen estado. 1857-8 *En buen estado*, and similarly later in 1858. 1859 *En regular estado*. 1860 *regular*. 1861 *Escluida*. 1862 *Escluida* and had run no mileage that year. See table below. Not listed in 1863. Number **15** reallocated in 1864.
19	w/n [442]	1853. Lehmuth's Rogers list has cyls. as 11½x22". 1855 *En perfecto estado*. 1857-8 *bueno*, and similarly later in 1858. 1859 *bueno*. 1860 *bueno*. 1861 *bueno*. 1862 *regular*. See table below. 1863 *regular*. 1864 listed as passenger loco and *inutilizada la paila*. 1866 *en reparacion*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo tubo de vapor – romana – repardo otras partes de su maquinaria.* 1872 in service. 1873 *Bueno*. 1876 *Regular*. 1877 *Bueno*. 1879 *Bueno (de reserva)*. 1880*En buen estado* after a partial overhaul. 1881 *en buen estado* after general overhaul. 1882 *En regular estado* after minor repairs. 1883 *En regular estado* after minor repairs. 1884 *Regular estado* after minor repairs. 1886 *Excluida*. 1887 *Excluida*. Holzinger says scrapped before 1889, because number **19** re-allocated that year.
24	w/n [549]	1854. Lehmuth's Rogers list has cyls. as 11½x22". 1855 *perfecto. 185 perfecto*. 1857-8 *Componiendose en el taller*, but *bueno* later in 1858, and similarly in 1859. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *regular*. 1864 listed as passenger loco and *en regular estado*. 1866 *bueno*. 1867 *Maquinaria en buen estado, necesita nueva caja de fuego*. 1871 in service and with the following repairs: *Nuevo llaves de prueba – 1 balancin – romana – reparado parte de su maquinaria.* 1872 in service. 1873 *Regular*. 1876 *Bueno*. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En regular estado* after a partial overhaul. 1881 *excluida temporalmente*. 1882 *Sirviendo de Máquina fija* (fixed) *en Odinea* and similarly at Güines in 1883 and 1884. 1886 *Excluida*. Holzinger says scrapped before 1888. Number **24** re-used that year, at least temporarily.
25	w/n [558]	1855. Lehmuth's Rogers list has cyls. as 12½x22". 1855 *perfecto*. 1855 *perfecto*. 1857-8 *bueno*, and similarly later in 1858. 1859 *bueno*. 1860 *bueno*. 1861 *Renovandole la caja de fuego*. 1862 *bueno*. See table below. 1863 *en reparacion*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *en reparacion*. 1871 in service and with the following repairs: *Nuevo romana manometro – llave de superficie y cilindro – 2 ruedas a su alijo.* 1872 in service. 1873 *Regular*. 1876 *Regular*. 1877 *Regular*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado* after a full overhaul. 1881 *en regular estado*] after partial overhaul. 1882 *En buen estado* after partial overhaul. Holzinger says scrapped before 1888 when the number **25** was (briefly) re-used, but the company's 1883 annual report makes clear that the loco was sold that year that year because it was very old and was set up for wood-burning. The purchaser is as yet unknown.

4-4-0 d/w 42", cyls. 13½x18", built by Baldwin in 1847

Ordered by Havana & Guines.

7[1]	w/n 294	1855 *servible un año* (serviceable for one year). 1856 *En mediano estado*. 1857 *bueno*, but in 1858 was *Escluida*. 1860 *bueno*. Connelly's BLW list says when worn out was replaced by BLW 827. Holzinger says scrapped before 1858. Number **7** re-allocated that year.

0-8-0 d/w 42", cyls. 14½x18", built by Baldwin in 1847, 1848, 1849-50, 1853 and 1855

Ordered by Havana & Guines. BLW class no. . Nos. **20-23** described as *para carga* when purchased [1854 annual report], and nos. **9-10** similarly.

8	w/n 309	1847. 1854 sent to Philadelphia 1854 for overhaul. 1855 *En buen estado*. 1856 *bueno*. 1857-8 *bueno*, and same later in 1858. 1859 *regular*. 1860 *regular*. 1861 *En reparacion*. 1862 *bueno*, but soon to be withdrawn. See table below. 1863 *Escluida*. Holzinger says scrapped before 1864. Number **8** re-allocated that year.
9[1]	w/n 310	1848. 1854 New boiler fitted. 1855 *En regular estado*. 1856 *En regular estado*. 1857-8 *En buen estado*, but later in 1858 was *En regular estado*. 1859 *En regular estado*. 1860 *escluida*. 1861 not listed. Holzinger says scrapped before 1862. Number **9** re-allocated that year.
10[1]	w/n 354	1849. 1854 New boiler fitted, and loco being renovated at Mr. Lambden's foundry. 1855 *En regular estado*. 1856 *regular.* 1857-8 *bueno*, and again later in the latter year. 1859 *regular*. 1860 *La caldera y maquinaria en mal estado*. 1861 not listed. 1862 *Escluida*. Holzinger says scrapped before 1862. 1862 table below [24] confirms withdrawn before end of that year. Number **10** re-allocated that year.
12[1]	w/n 373	1849. 1855 *bueno*. 1856 *bueno*. 1857-8 *bueno*, and similarly later in 1858. 1859 *En reparación*. 1860 *regular*. 1861 *regular*. 1862 *regular*. See table below. 1863 *en muy mal estado*. Holzinger says scrapped before 1864. Number **12** re-allocated that year.
13[1]	w/n 374	1849. 1854 Damaged in collision and serviceable parts sent to Philadelphia for rebuilding. 1855 *bueno*. 1856 *En el taller: pero en buen estado*. 1857-8 *bueno*, and similarly later in 1858, and in 1859. 1860 *bueno*. 1861 *regular*. 1862 *Escluida*. See table below. 1863 *Escluida*. Holzinger says scrapped before 1864. Number **13** re-allocated that year.
14[1]	w/n 375	1850. 1854 Damaged in collision and serviceable parts sent to Philadelphia for rebuilding. 1855 *bueno*. 1856 *En el taller: pero en buen estado*. 1857-8 *bueno*, and similarly later in 1858, and again in 1859. 1860 *La caldera en mal estado* and the same in 1861. 1862 *Escluida*. See table below. Holzinger says scrapped before 1863. Number **14** re-allocated that year, but not listed in that year's table.
16[1]	w/n 408	1850. 1855 *Escluida*. Worn out 1857, and replaced by 783, with same number **16**. In fact the 1855 annual report says scrapped that year and useful parts re-used, owing in part to excesssive fuel consumption.
17[1]	w/n 410	1850. Worn out 1857. Holzinger says scrapped before 1857.

		In fact the 1855 annual report says *Escluida* and scrapped that year and useful parts re-used, owing in part to excesssive fuel consumption. Number **17** re-allocated that year.
18[1]	w/n 537	1853. 1855 *bueno*. 1856 *En el taller: pero en buen estado*. 1857-8 *En el taller componiendose*. Late 1858 *En buen estado*. 1859 *La caja de fuego en mal estado*. 1860 *la caldera en mal estado*. 1861 *Renovandole la caldera*. 1862 *Reconstruyendose*. See table below. 1863 *regular*. 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *en reparacion*. 1871 in service and with the following repairs: *Nuevo zunchos de acero fundido – y reparado su maquinaria en general.* 1872 in service. 1873 *Regular*. 1876 *En reparacion general*. 1877 *bueno*. 1879 *Bueno (en servicio)*. 1880 *En reparacion*. 1881 *en regular estado* after minor repairs. 1882 *En buen estado* after minor repairs. 1883 *En muy buen estado* after a general overhaul. It had gained a pilot/cow-catcher on the tender so that it could run both ways, on the Madruga branch. 1884 *En buen estado* after minor repairs. 1886 *Regular*. 1887 *Regular*. Holzinger says scrapped by *FC Unidos de H* before 1891. Number **18** re-allocated that year.
20[1]	w/n 561	1853. 1855 *En perfecto estado*. 1856 *En perfecto estado*. 1857-8 *bueno*, and similarly in late 1858. 1859 *La caja de fuego en mal estado*. 1860 *bueno*. 1861 *La caldera en mal estado*. 1862 *Escluida*. See table below. 1863 not listed. Holzinger says scrapped before 1864. Number **20** re-allocated that year.
21	w/n 562	1853. 1855 *En perfecto estado*. 1856 *En perfecto estado*. 1857-8 *bueno*, and similarly later in 1858. 1859 *bueno.* 1860 *La caldera y cilindros en mal estado*. 1861 *La caldera y cilindros en mal estado*. 1862 *Reconstruyendose*. See table below. 1863 *Reconstruyendose*. 1864 listed as freight loco and *en reparacion*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo cenicero y muelles – reparado otras partes de su maquinaria.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *Regular*. 1877 *en reparacion*. 1879 *Terminandose su reparacion general*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en regular estado* after minor repairs. 1882 *En regular estado* after minor repairs. 1883 *En buen estado* after a partial overhaul. 1884 *En buen estado* after minor repairs. 1886 *Bueno* and *A las números **21** y **41** se les colocaron aparatos de vapor para tocar la campana*. 1887 *Bueno*. **Withdrawal date unknown.**
22[1]	w/n 567	1853. 1855 *En perfecto estado*. 1856 *En perfecto estado*. 1857-8 *bueno*, but later in 1858 *reconstruyéndose*. 1859 *bueno*. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *regular*. 1864 listed as freight loco and *en regular estado*. 1866 *en reparacion*. 1867 *ha sido vendida.* 1869 definitely no loco of this number. , Holzinger says scrapped before 1873. Number **22** re-allocated that year.
23[1]	w/n 569	1854. 1855 *En perfecto estado*. 1856 *En perfecto estado*. 1857-8 *bueno*, but as *En regular estado* later in 1858. 1859 *Reconstruyen-*

dose. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *En reparacion*. 1864 listed as freight loco and *la maquinaria en mal estado*. 1866 and 1867 *escluida temporalmente*. 1869 definitely no loco of this number. Holzinger says scrapped before 1873. Number **23** re-allocated that year.

4 w/n 676 1855. 1856 *En perfecto estado*. 1857-8 *En reparacion en el taller*, and later in 1858 and in 1859 *bueno*. 1860 *bueno*. 1861 *Caldera en muy mal estado*. 1862 *bueno*. See table below. 1863 *Caja de fuego y fluses mal estado*. 1864 listed as freight loco and *necesita caja de fuego nueva*. 1866 *regular*. 1867 *maquinaria estado regular, necesita nueva caja de fuuego*. 1869 *desachadas por inutiles*.

4-4-0 d/w 66", cyls. 13½x22", built by Baldwin in 1851

Ordered by Havana & Guines.

1 w/n 442 Not listed in 1855 or 1856. Not listed in 1857-8, but *En regular estado* later in the latter year. *En buen estado* in 1859. 1860 *bueno*. 1861 *bueno*. 1862 *En reparacion*. See table below. 1863 *Caja de fuego buena, fluses mal estado*. 1864 listed as passenger loco and *en reparacion*. 1866 *en reparacion*. 1867 *bueno*. 1871 in service and with the following repairs: *Parches en la paila – nuevo juego de fluses – caja de fuego – 8 ruedas – 4 ejes reparado maquinaria general*. 1872 in service. 1873 *Necesita reparacion en general*. 1876 *Bueno*. 1877 *Regular*. 1879 *Muy bueno (de reserva)*. 1880 *Muy buen estado*. Suffered a minor derailment at Pozo Redondo in July 1880 and thus received *una pequeña reparación*" that year. 1881 *en buen estado* after minor repairs. 1882 *En buen estado* after minor repairs. Vacuum brake fitted to loco and tender that year. 1883 *En buen estado* after minor repairs. 1884 *Muy buen estado* after a partial overhaul. 1886 *Bueno*. 1887 *Regular*. Withdrawal date unknown.

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4-4-0 d/w 66", cyls. 13½x22", built by Rogers in 1852

Ordered by ? Lehmuth's Rogers list has cyls. as 12½x22".

2[2] w/n [307] General overhaul reported in 1855 annual report, and *En regular estado*. In 1856 was *En el taller. Regular estado*. In 1857-8 annual report was *En regular estado* and same again later in 1858. *Inutil* in 1859. 1860 *bueno*. 1861 *bueno*. 1862 *La caja de fuego en mal estado*. See table below. 1863 *En reparacion*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Paila y fluses y maquinaria en general, reparados – muelles y cenicero nuevo.* 1872 in service. 1873 *Necesita reparacion en general*. 1876 *Necesita reparacion*. 1877 *Necesita reparacion general*. Holzinger says scrapped before 1885, and certainly not listed in 1880, 1881, 1882 or 1884 [19c].

4-4-0 d/w 66", cyls. 14x24", built by Baldwin in 1855

Ordered by ? BLW class no. . Described as a passenger engine in the 1855 annual report.

26 w/n 635 1855 *En perfecto estado*. 1856 *En perfecto estado*. 1857-8 *bueno*,

and similarly later in 1858, but *En reparacion* in 1859. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *Maquinaria en buen estado, necesita nueva caja de fuego*. 1869 *desachadas por inutiles*. Holzinger says scrapped before 1875. Number **26** re-allocated that year.

0-8-0 d/w 43", cyls. 15x18", built by Baldwin in 1857

Ordered by ?*FC Habana*? BLW class no. .

16[2] w/n 783 Not listed in 1857-8 so had probably not yet arrived in fleet. Late 1858 *bueno*. 1859 *La caja de fuego en mal estado*. 1860 *en reparacion*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *la caja de fuego en mal estado*. 1866 *bueno*. 1867 *regular*. Holzinger says scrapped before 1873. Number **16** re-allocated that year.

3[2] w/n 795 In 1858 and in 1859 was En *buen estado*. 1860 *bueno*. 1861 *bueno*. 1862 *regular*. See table below. 1863 *Caja de fuego y fluses mal estado*. 1864 listed as freight loco and *necesita caja de fuego nueva*. 1866 *bueno*. 1867 *bueno*. 1869 *desachadas por inutiles*.

4-4-0 d/w 66", cyls. 13x22", built by Rogers in 1857

Ordered by ?*FC Habana*?

17[2] w/n [810] Not listed in 1857-8 so had probably not yet arrived in fleet. Later in 1858 *bueno*, and similarly in 1859. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. Holzinger says scrapped before 1873. Number **17** re-allocated that year.

4-4-0 d/w 66", cyls. 14x24", built by Baldwin in 1857

Ordered by ?*FC Habana*? Copeland says built as no. **1**. BLW class no. .

11[2] w/n 790 In 1856 was *En regular estado*. In 1857-8 annual report was *En buen estado*, and similarly later that year. *Inútil* in 1859. 1860 *bueno*. 1861 *regular*. 1862 *La caja de fuego en mal estado*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *en buen estado*. 1866 *reparacion*. 1867 *en reparacion*. Number **11** re-allocated in 1873.

4-4-0 d/w 66", cyls. 13x18", built by Rogers in 1858

Ordered by ?*FC Habana*? Lehmuth's Rogers list has cyls. as 13½x22".

6[2] w/n [833] 1859 *En buen estado*. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno, menos la yantas (llantas*? ie. the tyres). 1864 listed as passenger loco and *en reparacion*. 1866 *en reparacion*. 1867 *en reparacion*. 1871 in service and with the following repairs: *No se ha trabajado en ella.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *Necesita reparacion general*. 1877 *Necesita reparacion general*. Not listed in 1880, 1881 or 1882 [19c]. However, the company's 1883 annual report states that this engine, withdrawn some years earlier, was being rebuilt and would be

returned to the active fleet. 1884 rebuild completed [19f] and in "*Muy buen estado*", "*La locomotora de viajeros número **6** ha sido terminada al finalizar el ano. Su caja de fuego de cobre, es nueva, y tambien sus ruedas y muchas de sus otras partes. Se, le puso un inyector «Korting's» y aparato «Eames». El ténder lleva una defensa* (pilot/cow-catcher?) *y una farola para la marcha retrógrada; y un aparato indicador que permite estudiar todas las particularidades de la marcha.*" 1886 *Muy bueno*. 1887 *Muy bueno*. Withdrawal date unknown.

0-8-0 d/w 49", cyls. 15½x22", built by Baldwin in 1858, 1859

Ordered by ?*FC Habana*? BLW class no. .

7[2]	w/n 827	1857-8 *En buen estado*. 1859 *En buen estado*. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno, menos la yantas (llantas*? ie. the tyres). 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *maquinaria estado regular, necesita nueva caja de fuego*. 1871 in service and with the following repairs: *Recorrido maquinaria en general.* Sold in 1872 to the *FC de Trinidad*, whose annual report for that year recorded the purchase of an engine numbered **7** from the *FC de la Habana*. Number **7** re-allocated in 1872.
27[1]	w/n 828	*En reparacion* in 1859, surprisingly. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno*. 1864 listed as freight loco and *en buen estado*. 1866 *reparacion*. 1867 *Maquinaria en buen estado, necesita nueva caja de fuego*. 1869 *desachadas por inutiles*. Holzinger says scrapped before 1875. Number **27** re-allocated that year.
5[2]	w/n 838	1857-8 *En buen estado*. *Poco util* later in 1858 but *En buen estado* in 1859. 1860 *bueno*. 1861 *La caja de fuego en muy mal estado*. 1862 *en reparacion*. See table below. 1863 *bueno*. 1864 listed as freight loco and *en buen estado*. 1866 *en reparacion*. 1867 *bueno*. Number **5** re-allocated in 1873.

4-4-0 d/w 66", cyls. 14x24", built by Rogers in 1859

Ordered by ?*FC Habana*? Lehmuth's Rogers list has cyls. as 14½x24".

28	w/n [894]	1859 *En buen estado*. 1860 *bueno*. 1861 *En reparacion*. 1862 *bueno*. See table below. 1863 *en reparacion*. 1864 listed as passenger loco and *necesita grande reparacion*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo farola – y reparado su maquinaria en general.* 1872 in service. 1873 *Bueno*. 1876 *Necesita reporacion general*. 1877 *En reparacion*. 1879 *Pendiente de reparacion*. 1880 *En reparacion.* 1881 *en reparacion general* and receiving a new cab. 1882 *en muy buen estado* after general overhaul. Vacuum brake fitted to loco and tender that year, and a new frame for the tender. 1883 *En muy buen estado* after minor repairs. 1884 *Muy buen estado* after minor repairs, and having run 63,077 km. during the year. 1885 *A la núm. **28** se le renovaron las ruedas motoras de hierro forjado con sus ejes*

		de acero. 1886 *Muy bueno*. 1887 *Bueno*. Withdrawal date unknown.
29	w/n [898]	1859 *En buen estado*. 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *necesita grande reparacion*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Leve reparacion.* 1872 in service. 1873 *Necesita paila y reparacion general*. 1876 *inutil*. 1877 *inutil*. Holzinger says scrapped before 1889, and certainly not listed in 1880, 1881, 1882 or 1884 [19c].

0-8-0 d/w 49", cyls. 15½x22", built by Baldwin in 1859

Ordered by ?*FC Habana*? BLW class no. . Spec. is in vol. p.

30[1]	w/n 891	1859 *En buen estado*. 1860 *bueno*. 1861 *bueno*. 1862 *Los fluses en mal estado*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1869 definitely no loco of this number. Holzinger says scrapped before 1870. Number **30** re-allocated that year.
31[1]	w/n 893	1859 *En buen estado*, and "*al servicio del ramal*". 1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *mal*. 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Parches en el cilindro derecho – bronces nuevos y otras reparaciones en su maquinaria.* 1872 in service. 1873 *Está en reparacion genera*l. 1876 *En reparacion*. 1877 *necesita reparacion*. 1879 *Bueno (en servicio)*. 1880 *En regular estado* in after a partial overhaul. 1881 *excluida temporal-mente*. 1882 *Necesita reparacion general*. 1883 *Excluida del servicio* and in 1884 confirmed as not meriting repair. NB Holzinger suggests that there was a new loco bearing this number in 1870, but Copeland does not show it. If that was the case then all the mentions after that year should be under that reference.
32[1]	w/n 895	1860 *bueno*. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *en buen estado*. 1866 and 1867 *maquinaria en buen estado, necesita nueva caja de fuego*. 1871 in service and with the following repairs: *Cambiadas sus ruedas motrices – reparacion general en su maquinaria y alijo.* 1872 in service 1873 *Inútil*. Holzinger says scrapped before 1875. Number **32** re-allocated that year.
33[1]	w/n 897	1860 *bueno*. 1861 *Las cajas de fuego* (sic) *en regular estado*. 1862 *En reparacion*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *en reparacion*. 1869 definitely no loco of this number. Holzinger says scrapped before 1871. Number **33** re-allocated that year.

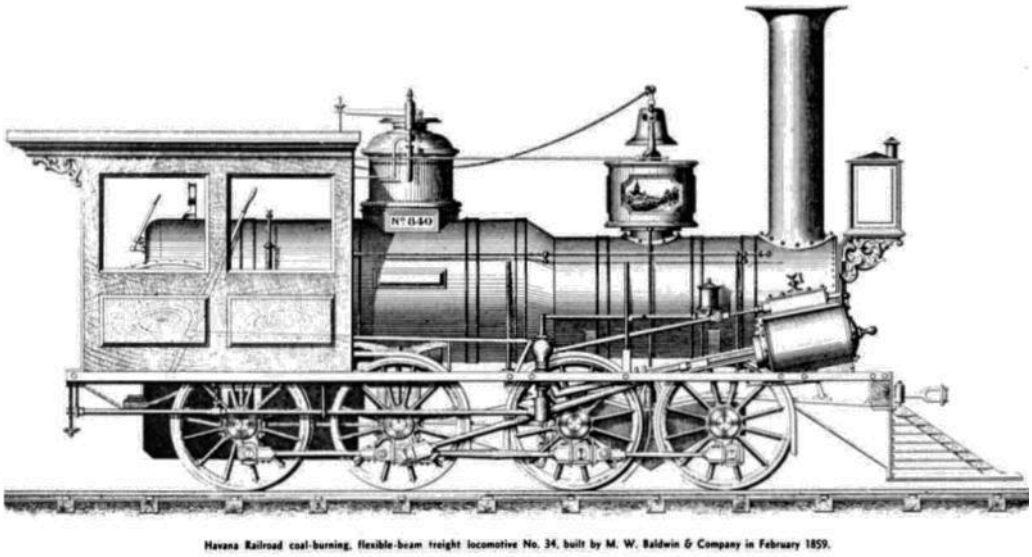
0-8-0 d/w 49", cyls. 17x22", built by Baldwin in 1859

Ordered by *FC Güines y Matanzas*, as nos. **3** and **4**, sold to *FC Habana* in 1860. BLW class no. .

34[1]	w/n 840	1860 *bueno*. 1861 *Las cajas de fuego* (sic) *en regular estado*. 1862 *mal estado*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *en reparacion*. 1866 *en reparacion*. 1867 *En*

reparacion.. 1869 *desachadas por inutiles*. Holzinger says scrapped before 1875. Number **34** re-allocated that year.

35[1] w/n 842 1860 *bueno*, and *Al servicio del ramal*. 1861 *bueno*. 1862 *mal estado*. See table below. 1863 *en reparacion*. 1864 listed as freight loco and *en reparacion*. 1866 *bueno*. 1867 *bueno*. 1869 *desachadas por inutiles*. 1876 *Falta*. Not listed in 1880, 1881, 1882 or 1884 [19c].



Havana Railroad coal-burning, flexible-beam freight locomotive No. 34, built by M. W. Baldwin & Company in February 1859.

Engravings showing *CH de La Habana* no. **34**, Baldwin no. 840.
Note the extended combustion chamber. Source unknown.

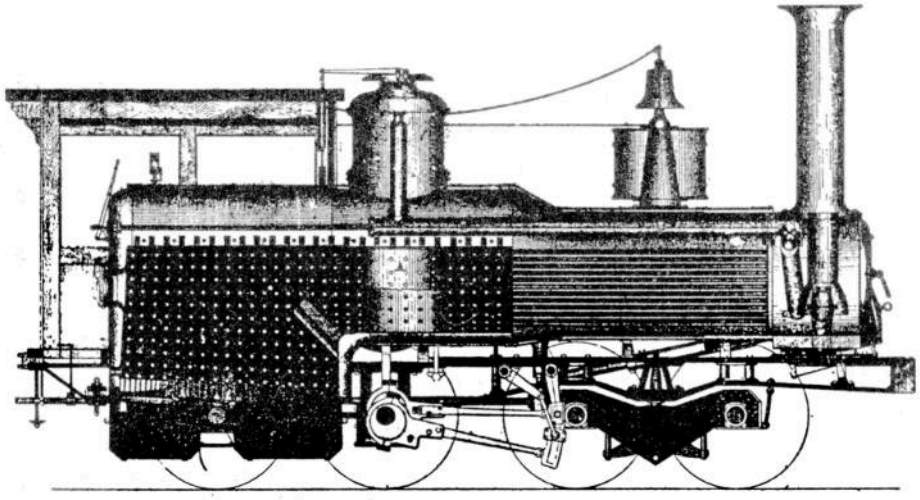


Fig. 182. Baldwin's Coal Burning Boiler

4-4-0 d/w 66", cyls. 14½x24", built by Rogers in 1859

Ordered by *FC Güines y Matanzas*, as no. **1**, sold to *FC Habana* in 1860.

36 w/n [854] or [894]?

4-4-0 d/w 66", cyls. 14½x24", built by Baldwin in 1859 and 1860

First one ordered by *FC Güines y Matanzas*, as no. **2**, sold to *FC Habana* in 1860. Second one ordered by ?*FC Habana*? BLW class no. . Spec. is in vol. p.

37 w/n 841 1861 *bueno*. 1862 *bueno*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *necesita caja de fuego nueva*. 1866 *bueno*.

		1867 *bueno*. 1871 in service and with the following repairs: *Levemente reparada – necesita reparacion para lo cual se ha desarmado.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *Inutil*. 1877 *Inutil*. Not listed in 1880, 1881, 1882 or 1884 [19c].
38	w/n 981	1861 *bueno*. 1862 *En reparacion*. See table below. 1863 *en reparacion*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *en reparacion*. 1871 in service and with the following repairs: *Reparado maquinaria en general – conclusion de los trabajos – empezadaos el año pasado – caja de fuego nueva – zunchos de acero – caja de pedestales – y chumaceras de bronce.* 1872 in service. 1873 *Regular*. 1876 *Bueno*. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En buen estado* after a partial/full (?) overhaul. 1881 *en regular estado* after minor repairs. 1882 *En regular estado* after minor repairs. Vacuum brake fitted to loco and tender that year. 1883 *Concluyendo su reparacion general*. 1884 *Muy buen estado* after its general overhaul. 1886 *Regular*. 1887 *Regular*. Withdrawal date unknown.

4-4-0 d/w 66", cyls. 15x24", built by Rogers in 1861

Ordered by ?*FC Habana*? Copeland says built as no. **36**. Lehmuth's Rogers list gives cyls. as 14½x24".

36²	w/n [991]	Holzinger identifies **36²** as Rogers [991], but Copeland gives no running number. Lehmuth agrees was **36**. 1861 *bueno*. 1862 *bueno*. See table below. 1863 *en reparacion*. 1864 listed as passenger loco and *necesita caja de fuego nueva*. 1866 *bueno*. 1867 *en reparacion*. 1871 in service and with the following repairs: *Nuevo valvulas – 2 muelles – 1 parche de cobre – frente y tubo interior de la chimenea.* 1872 in service. 1873 *Regular*. 1876 *En reparacion*, with tubes replaced and bogie replaced. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en regular estado* after minor repairs. 1882 *En regular estado* after minor repairs. 1883 *Concluyendo su reparacion general* with a new boiler fitted. 1884 *Muy buen estado* after its general overhaul. 1886 *Muy bueno*. 1887 condition *En reparacion* and *La número **36**, cuya caja. de fuego y fluses eran de hierro, ha exijido frecuentes reparaciones. So le han cambiado los fluses por otros de cobre*. Withdrawal date unknown.
37²	w/n [992]	Holzinger seems confident, but Copeland questions the running number. Lehmuth agrees was **37**. How does this fit in with the no. **37** listed above?

4-4-0 d/w 66", cyls. 13x24", built by Rogers in 1862, 1863 and 1864

Ordered by ?*FC Habana*?		Lehmuth's Rogers list has cyls. as 13½x24".
39	w/n [1035]	1862. 1862 *Nueva*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Reparado variias partes de su maquinaria.* 1872 in service. 1873 *Bueno*. 1876 *Necesita reparacion*. 1877 *Necesita reparacion general*. 1879 *Muy bueno*

		(de reserva). 1880*En buen estado* after a partial over-haul. 1881 *en muy buen estado* after minor repairs. 1882 *En buen estado*. 1883 *En reparacion general, fue una de las del choque, 24 Junio*, apparently having suffered serious damage in that incident. 1884 *Muy buen estado* after its general overhaul. 1885 *A la núm.* ***39*** *se le pusieron motoras de hierro forjado, ea ejes nuevos de acero*. 1886 *Muy bueno*. 1887 *Bueno*. Holzinger says scrapped before 1894.
40	w/n [1036]	1862. 1862 *Nueva*. See table below. 1863 *bueno*. 1864 listed as passenger loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Leves reparaciones – y en la mayor parte de su alijo – muy deteriorada – necesita reparacion general.* 1872 in service. 1873 *Bueno*. 1876 *Bueno*. 1877 *Regular*. 1879 *Bueno (en servicio)*. 1880 *En buen estado*] after a partial over-haul. 1881 *en regular estado* after minor repairs. 1882 *Colocandosele caldera nueva* after/during general overhaul. New tender frame being prepared. 1883 *En muy buen estado* after a general overhaul and receiving a new boiler. Pumps removed and replaced by Kortings injectors. 1884 *Muy buen estado* after a partial overhaul. 1886 *Muy bueno*. 1887 *Regular*. Holzinger says scrapped before 1894.
14	w/n [1129]	1863. Not listed in that year's table. 1864 listed as passenger loco and *nueva*. 1866 *bueno*. 1867 *En reparacion, necesita nueva caja de fuego*. 1871 in service and with the following repairs: *Nuevo 8 ruedas con ejes alijo – y tubo de vapor – parches en la parte tubular.* 1872 in service. 1873 *Está en reparacion general*. 1876 *Bueno*. 1877 *Bueno*. 1879 *Esta en reparacion*. 1880 under overhaul. 1881 *en reparacion general* and receiving a new cab. 1882 *En buen estado*. Vacuum brake fitted to loco and tender that year. 1883 *En muy buen estado* after minor repairs. 1884 *Muy buen estado* after minor repairs, and having run 61,238 km. during the year. 1886 *Bueno*. 1887 condition "*Bueno*. Withdrawal date unknown.
15	w/n [1133]	1864. 1864 listed as passenger loco and *nueva*. 1876 tubes replaced. 1866 *Maquinaria en buen estado, necesita nueva caja de fuego*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo parches en caja de combustion – medio paño en la parte tubular – un juego de fluses – una casilla y 4 ruedas al alijo.* 1872 in service. 1873 *Bueno*. 1876 *Bueno*, with bogie replaced and tender bogies replaced. 1879 *Bueno (en servicio)*. 1880 under a partial overhaul. 1881 *en regular estado* after minor repairs. 1882 *En regular estado* after minor repairs. Vacuum brake fitted to loco and tender that year. 1883 *En regular estado* after minor repairs. 1884 *Concluyendo su reparacion general*. 1886 *Muy bueno*. 1887 *Muy bueno*. Withdrawal date unknown.
41	w/n [1219]	1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Reparacion general de su maquinaria.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *Reparacion*. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En buen estado* after a partial overhaul. 1881 *en buen estado* after minor repairs. 1882 *En*

		muy buen estado after partial overhaul. Vacuum brake fitted to loco and tender that year. 1883 *En buen estado* after minor repairs. 1884 *Muy buen estado* after a partial overhaul. 1886 *Muy bueno*, and *A la número **41** se le colocó un juego de ruedas motoras de hierro dulce con ejes y sunchos de acero y se renovó gran parte de su caldera.* and *A las números **21** y **41** se les colocaron aparatos de vapor para tocar la campana*. 1887 *Muy bueno*. Withdrawal date unknown.
42	w/n [1220]	1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos muñones – exentricas – barras de conecsion – 2 ruedas y 2 ejes – 1 balancin y su palanca – 2 maniguetas con sus ejes – bomba de bronce – farola – y a su alijo 3 ruedas ejes y pedestales.* 1872 in service. 1873 *Está en reparacion general*. 1876 *Inutil*. 1877 *Inutil*. Not listed in 1880, 1881, 1882 or 1884 [19c].

The fleet in 1862

The earliest company annual report that had originally been found for this railway dates from this year [24]. Whilst earlier ones have since been examined the table below has been retained here as a good summary. Like many others it includes a table showing the mileages run during the year and the current condition for each engine. This is displayed below, with basic builders' details added in order to clarify the confusion of the many repeated running numbers listed above:

Maquinas	***Millas que han recorrido***	***Estado en que se encuentran***	**Builder**	**Wheels**	**Year**	**Comments**
1[2]	25779	*En reparacion*.	Baldwin 442	4-4-0	1851	
2[2]	22689	*La caja de fuego en mal estado.*	Rogers [307]	4-4-0	1852	
3[2]	14750	*En estado regular.*	Baldwin 795	0-8-0	1857	
4[2]	7548	*En buen estado.*	Baldwin 676	0-8-0	1855	
5[2]	10284	*En reparacion.*	Baldwin 838	0-8-0	1859	
6[2]	21697	*En buen estado*.	Rogers [833]	4-4-0	1858	
7[2]	14223	*En buen estado.*	Baldwin 827	0-8-0	1858	
8	1264	*En buen estado.*	Baldwin 309	0-8-0	1847	Soon to be withdrawn.
9[2]	194	*Nueva.*	Rogers [1037]	4-6-0	1862	
10	–	*Escluida*.	Baldwin 354	0-8-0	1849	Withdrawn.
11[2]	5317	*La caja de fuego en mal estado.*	Baldwin 790	4-4-0	1857	
12	7975	*En estado regular.*	Baldwin 373	0-8-0	1849	
13	5465	*Escluida.*	Baldwin 374	0-8-0	1849	Withdrawn.
14	4857	*Escluida.*	Baldwin 375	0-8-0	1850	Withdrawn.
15	–	*Escluida.*	Rogers [219]	4-4-0	1850	Withdrawn.
16[2]	15054	*En buen estado.*	Baldwin 783	0-8-0	1857	
17[2]	20201	*En buen estado.*	Rogers [810]	4-4-0	1857	
18	–	*Reconstruyéndose.*	Baldwin 537	0-8-0	1853	
19	3948	*En regular estado*.	Rogers [442]	4-4-0	1853	
20	4180	*Escluida.*	Baldwin 561	0-8-0	1853	Withdrawn.
21	5112	*Reconstruyéndose.*	Baldwin 562	0-8-0	1853	
22	13679	*En buen estado.*	Baldwin 567	0-8-0	1853	
23	7169	*En buen estado.*	Baldwin 569	0-8-0	1854	
24	15777	*En buen estado*.	Rogers [549]	4-4-0	1854	

25	12181	*En buen estado.*	Rogers [558]	4-4-0	1855
26	7177	*En buen estado.*	Baldwin 635	4-4-0	1855
27	16512	*En buen estado.*	Baldwin 828	0-8-0	1858
28	16680	*En buen estado.*	Rogers [894]	4-4-0	1859
29	20375	*En buen estado.*	Rogers [898]	4-4-0	1859
30	16616	*Los fluses en mal estado.*	Baldwin 891	0-8-0	1859 (*fluses*=tubes)
31	15511	*En buen estado.*	Baldwin 893	0-8-0	1859
32	16236	*En buen estado.*	Baldwin 895	0-8-0	1859
33	16563	*En reparacion.*	Baldwin 897	0-8-0	1859
34	16533	*En mal estado.*	Baldwin 840	0-8-0	1859 Ex-*FC Güines y Mat.*
35	17639	*En mal estado.*	Baldwin 842	0-8-0	1859 Ex-*FC Güines y Mat.*
36	26182	*En buen estado.*	Rogers [854] or [894]	4-4-0	1859 Ex-*FCGyM*
37	24307	*En buen estado.*	Baldwin 841	4-4-0	1859
38	18611	*En reparacion.*	Baldwin 981	4-4-0	1860
39	81	*Nueva*.	Rogers [1035]	4-4-0	1862
40	–	*Nueva.*	Rogers [1036]	4-4-0	1862

4-6-0 d/w 48", cyls. 15x22", built by Rogers in 1862 and 1864

Ordered by ?*FC Habana*? Lehmuth's Rogers list has cyls. as 15½x22".

9[2] w/n [1037] 1862. 1862 *Nueva*. 1863 *bueno*. 1864 listed as freight loco and *en buen estado*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Reparado ruedas y maquinaria en general – nuevos 2 paños de fluses – caja de combustion – paños en la paila – ruedas voladoras – frente de la caja de humo – 4 ruedas – 2 ejes y chimenea.* 1872 in service. 1873 *Bueno*. 1876 *Bueno*. 1877 *En reparacion*. 1879 *Bueno (en servicio)*. 1880 *En buen estado* after a full overhaul, and had received a new cab. 1881 *en regular estado* after partial overhaul. 1882 *En buen estado* after partial overhaul. 1883 *En regular estado* after minor repairs. 1884 *En regular estado* after minor repairs. 1886 *Regular*. 1887 *Bueno*. Withdrawal date unknown.

10[2] w/n [1038] 1862. 1863 *bueno*. 1864 listed as freight loco and *en buen estado*. 1866 *reparacion*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos zunchos – 4 medios paños a la caldera – sufre una reparacion general.* 1872 in service. 1873 *Regular*. 1876 *Regular*. 1877 *bueno*. 1879 *En reparacion general*. 1880 *En reparacion parcial* after a full overhaul, and had received a new cab. 1881 *en reparacion general*. 1882 *Concluyendo en reparacion general*, to be completed by December. New tender frame being prepared. 1883 *En muy buen estado* after a general overhaul. 1884 *Muy buen estado* after minor repairs. 1886 *Bueno*. 1887 *Regular*. Withdrawal date unknown.

8[2] w/n [1152] 1864. 1864 listed as freight loco and *nueva*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Reparado ruedas – topes y maquinaria en general.* 1872 in service. 1873 *Esta en reparacion general*. 1876 *Regular*. 1877 *En reparacion*. 1879 *Bueno (en servicio). 1880 Necesita reparacion*. 1881 *necesita reparacion general*. 1882 *necesita reparacion general*. 1883 *En*

reparacion general and receiving a new boiler. 1884 *Concluyendo su reparacion general* including the fitting of the new boiler begun the previous year. 1886 *Muy bueno*]. 1887 *Bueno*.
Withdrawal date unknown.

12[2] w/n [1154] 1864. 1864 listed as freight loco and *nueva*. 1866 *reparacion*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos zunchos de acero fundido – juego de fluses – chimenea – alijo – reparado maquinaria en general.* 1872 in service. 1873 *Esta en reparacion genera*l. 1876 *Regular*. 1877 *bueno*. 1879 *Necesita reparacion (en servicio)*. 1880 *En reparacion*. Sold out of service in 1881 but buyer unknown. Strangely in 1887 condition was given as *Bueno* and kilometrage during year as 1,368; possibly a mistake.

13[2] w/n [1168] 1864. 1864 listed as freight loco and *nueva*. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos ruedas motrices con ejes – zunchos de aacero – caja de pedestales – exentricas – reparada su mquinaria en general.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *En reparacion*. 1877 *bueno*. 1879 *Bueno (en servicio)*. 1880 *En buen estado* after a partial overhaul. 1881 *en buen estado* after minor repairs. 1882 *En buen estado* after partial overhaul. 1883 *En buen estado* after minor repairs. 1884 *Buen estado* after a partial overhaul. 1886 *Regular*. 1887 *Regular*. Withdrawal date unknown.

20 w/n [1169] 1864. 1864 listed as freight loco and *nueva*. 1866 *Maquinaria en buen estado, necesita renovar la caja de fuego*. 1867 *bueno*. 1871 in service and with the following repairs: *Reparado su maquinaria en general.* 1872 in service. 1873 *Necesita reparacion general*.
New tender 1876 [19a]. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a full overhaul, and had received a new cab. 1881 *en buen estado* after minor repairs. 1882 *En buen estado*. 1883 *En regular estado* after minor repairs. 1884 *En buen estado* after a partial overhaul. 1886 *Bueno*. 1887 *Regular*. Withdrawal date unknown.

4-6-0 d/w 54", cyls. 15x22", built by Rogers in 1864

Ordered by ?*FC Habana*? Lehmuth's Rogers list has cyls. as 15½x22".

43 w/n [1222] 1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo alijo – 4 ruedas a las carretillas – 17 fluses.* 1872 in service. 1873 *Bueno*. 1876 *Necesita reparacion*. 1877 *Necesita reparacion*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado*. 1881 *en buen estado* after minor repairs. 1882 *En regular estado*. 1883 *En muy buen estado* after minor repairs. 1884 *En buen estado* after minor repairs. 1886 *Bueno*. 1887 *Regular*.
Holzinger says scrapped before 1894.

44 w/n [1224] 1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos 6 zunchos acero – paño corona – 4 medios paños en caldera – caja combustion – frente – fluses y cenicero.* 1872 in service. 1873 *Bueno*. 1876 *Regular*. 1877 *Necesita reparacion*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado*

		after a partial overhaul. 1881 *en buen estado* after minor repairs. 1882 *En muy buen estado* after partial overhaul. 1883 *En buen estado* after minor repairs. 1884 *En buen estado* after minor repairs. 1886 *En reparacion general*. 1887 *En reparacion*. Holzinger says scrapped before 1894.
45	w/n [1229]	1864 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevo 1 juego de ruedas motrices con zunchos – caja pedestales – chumaceras a coneciones – 51 fluses – casilla y alijo.* 1872 in service. 1873 *Necesita reparacion*. 1876 *Bueno*, after tubes replaced. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en regular estado* with minor/partial repairs ongoing, and receiving a new cab. 1882 *Concluyendo su reparacion parcial* to be complete by December. 1883 *En muy buen estado* after a partial overhaul. 1884 *En buen estado* after minor repairs. 1886 *Bueno*. 1887 *Bueno*. Withdrawal date unknown.
46	w/n [1230]	1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Recorrido su maquinaria en general.* 1872 in service. 1873 *En reparacion general*. 1876 *Bueno*. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en regular estado* after minor repairs. 1882 *En muy buen estado* after general overhaul, but with a conflicting note saying that a new boiler would be installed next October. 1883 *En buen estado* after minor repairs. 1884 *En buen estado* after minor repairs. 1886 *En reparacion*. 1887 *Bueno*. Holzinger says scrapped before 1894.
47	w/n [1232]	1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos paños de fluses – caja de combustion – 3 paños perte inferior de la paila – paño corona – chumaceras conecsiones y caja de pedestales.* 1872 in service. 1873 *Regular*. 1876 *Regular*, with new tender. 1877 *Necesita reparacion*. 1879 *Acaba de repararse (de reserva)*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en buen estado* after minor repairs. 1882 *Concluyendo su reparacion parcial* to be complete by December. 1883 *En reparacion general fue una de las del choque en 24 Junio*", apparently having suffered serious damage in that incident. 1884 *En muy buen estado* after its general overhaul. 1886 *Muy bueno*. 1887 *Bueno*. Withdrawal date unknown.
48	w/n [1233]	1864. 1866 *bueno*. 1867 *bueno*. 1871 in service and with the following repairs: *Nuevos juegos fluses – zunchos acero fundido – chumaceras – chimenea – casilla y alijo.* 1872 in service. 1873 *Está en reparacion general*. 1876 *Regular*. 1877 *Regular*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a partial overhaul. 1881 *en buen estado* after minor repairs. 1882 *En buen estado* after partial overhaul. 1883 *En muy buen estado* after a partial overhaul. 1884 *En buen estado* after minor repairs. 1886 *Regular*. 1887 *Terminando su reparacion*. Withdrawal date unknown.

The fleet in 1866

The annual report for this year states that the railway has 48 locos, of which 20 are for *viajeros* and 28 for *cargas*.

The fleet in 1869

"La traccion ha empleado alternativamente treinta y cinco máquinas en el arrastre de los trenes de viajeros y de cargas, y ha hecho el servicio con regularidad, apesar del mal estado en que se hallaban y aun se hallan angunas de ellas.

Cuarenta y ocho máquinas, segun la numeracion, son las que debe tener la Compañía; pero en realidad solo posee treinta y ocho, y de estas, no hay mas que diez y ocho en buen estado; de las restanttes, siete estan en estado regular, siete se estan reparando en los talleres, y quedan seis esperando para repararse.

Falten diez, de las cuales, las numeros ***22, 23, 30*** *y* ***33****, no existen, y las numeros* ***3, 4, 26, 27, 34*** *y* **35***, han sido desechadas por inutiles, y porque su reparacion seria mas costosa que el adquirirlas nuevas. – De las siete que hay en reparacion, cuatro estaran muy pronto concluirdas, y quedaran en buen estado.*

En los talleres se han hecho reparaciones completas en diez y ocho máquinas, y en once tenders ó alijos, aparte de otros muchos trabajos de composicion de menos importancia."

4-6-0 d/w 54", cyls. 16x22", built by Rogers in 1870-71

Ordered by ?*FC Habana*?

30[2]	w/n [1834]	1870. 1871 in service and with the following repairs: *Reparado bombas – pistones – llaves de prueba y otras.* 1872 in service. 1873 *Necesita reparacion general*. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado* after a full overhaul, and had received a new cab. 1881 *en buen estado* after minor repairs. 1882 *En muy buen estado* after minor repairs/partial overhaul. 1883 *En muy buen estado* after minor repairs. 1884 *Muy buen estado* after minor repairs. 1886 *Muy bueno*. 1887 *Terminando su reparacion*. Withdrawal date unknown.
31[2]	w/n ?	1870. Holzinger lists this, but not Copeland? All repair records after 1870 currently listed under the previous no. **31** built in 1859, but if this second **31** existed then they should be placed here.
33[2]	w/n [1839]	1871. 1871 in service and with the following repairs: *Nuevo tope de hierro – recorrido su maquinaria.* 1872 in service. 1873 *Regular*. 1876 *Reparacion general* . 1877 *Terminandose su reparacion*. 1879 *Bueno (en servicio)*. 1880 *En muy buen estado*. 1881 *en reparacion general* and to be ready for the next harvest. 1882 *En muy buen estado* after minor repairs. 1883 *Concluyendo su reparacion parcial*. 1884 *Muy buen estado* after its partial overhaul. 1886 *En reparacion general* and *A la número* ***33*** *se le ha hecho un alijo completamente nuevo*. 1887 *Muy bueno*. Withdrawal date unknown.

The fleet in 1871

"La traccion ha empleado en el arrastre de los trenes treinta y seis locomotoras, y apesar de que algunas de ellas exigen reparaciones, el servicio, tanto de trenes de viajeros como de cargas, se ha hecho con regularidad.

De las 38 máquinas existentes al concluir el año social anterior, ha habido que desechar cuatro, por hallarse completamente inutiles, aprovechando cuanto de ellas podia utilizarse en la reparacion de otras. Las 34 restantes, con las dos nuevas de cargas, que llegaron durante este ejercicio, son las que han circulado por la red de la Compañía.

Del inventario resulta que posee la Empresa 36 locomotoras, de las cuales, 17 son para trenes de pasajeros, y 19 para trenes de carga, hallándose marcadas con los numeros siguientes:

De pasajeros, Nos. ***1 – 2 – 6 – 14 – 15 – 19 – 24 – 25 – 28 – 29 – 36 – 37 – 38 – 39 – 40 – 41 y 42****.*
De cargas, Nos. ***7 – 8 – 9 – 10 – 12 – 13 – 18 – 20 – 21 – 30 – 31 – 32 – 33 – 43 – 44 – 45 – 46 – 47 y 48****.*
Esceptuando las dos nuevas, las demas tienen cuando menos seis años de servicio, y exigen continuas y algunas veces costosas reparaciones, como lo demuestra el estado No. 8 unido a la presente, en el cual, aunque no con completa y matematica exactitud, se detallan las obras hwechas, y materiales y sueldos invertidos en cada una. En el proximo ejercicio, este estado podra ser completamente exacto.
Se han pintado de nuevo las máquinas y alijos Nos. ***1 – 9 – 12 – 13 – 15 – 18 – 25 – 28 – 31 – 32 – 36 – 38 – 42 – 43 – 47 y 48****.*
En la actualidad, el estado de las locomotoras es el siguiente:
En estado de servicio 24
En estado de servicio pero necesitando algunas reparaciones 4
en reparacion general 5
Necesitan reparacion general 3
Total 36"

2-6-0? or 4-6-0s? d/w ? cyls. ?, built by Grant in 1872, with possibly the final two in 1873

Ordered presumably for *Cia. de Caminos de Hierro de La Habana*. *Locomotoras para cargas*.

3[3]	w/n ?	In active fleet list before end of 1872. 1873 *Bueno*. 1876 *falta*. Holzinger says scrapped before 1885, and certainly not listed in 1880, 1881, 1882 or 1884. Number **3** re-allocated in 1885.
4[3]	w/n ?	In active fleet list before end of 1872. 1873 *Bueno*. 1876 *reparada y entregada al Gobierno*. 1877 *En poder del Gobierno*. 1879 *Necesita reparacion (en servicio)*. 1880 *En reparacion*. Reported as to have *un reparacion parcial* before the next harvest, in late 1880. 1881 *en muy buen estado* after minor repairs. 1882 *En muy buen estado* after minor repairs. 1883 *En muy buen estado* after minor repairs. 1884 *En buen estado* after minor repairs. 1886 *Bueno*. 1887 *Bueno*. Withdrawal date unknown.
7[3]	w/n?	In active fleet list before end of 1872. 1873 *Bueno*. 1876 *Bueno*. 1877 *Bueno*. 1879 *Necesita reparacion (en servicio)*. 1880 *En muy buen estado* after a full overhaul. 1881 *en buen estado* after minor repairs. 1882 *En muy buen estado* after minor repairs. 1883 *En muy buen estado* after minor repairs. 1884 *En buen estado* after minor repairs. 1886 *Bueno*. 1887 *Bueno*. Withdrawal date unknown.
5[3]	w/n ?	1873 *Nueva*. 1876 *Regular*. 1877 *Regular*. 1879 *Terminandose su reparacion general*. 1880 *En buen estado* after a partial overhaul. 1881 *en muy buen estado* after minor repairs. 1882 *En regular estado*. 1883 *Concluyendo su reparacion genera*. 1884 *Muy buen estado* after its general overhaul. 1886 *Muy bueno*. 1887 *Muy bueno*. Withdrawal date unknown.
11[3]	w/n ?	1873 *Nueva*. 1876 *Bueno*, bogie replaced. 1877 *bueno*. 1879 *En reparacion general*. 1880 *En buen estado* after a partial overhaul. 1881 *en muy buen estado* after minor repairs. 1882 *En buen estado*. 1883 *En buen estado* after minor repairs. 1884 *En buen estado* after a partial overhaul. 1886 *En reparacion general*. 1887 *Bueno*. Withdrawal date unknown.

4-4-0 d/w 66", cyls. 16x24", built by Rogers in 1873 and 1875

Ordered by ?*FC Habana*? The railway's annual report for 1876 has this as a freight loco (p23) despite it being a 4-4-0. This was probably a mistake. Cost of purchase (from same source) $14,418.08.

16[3]	w/n 2236	1873 *Nueva*. 1876 *Bueno*, bogie replaced 1876. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 Under full overhaul late in year. 1881 *en buen estado* after partial overhaul. 1882 *En regular estado* after minor repairs. 1883 *En regular estado* after minor repairs. 1884 *Regular estado* after minor repairs. 1886 *En reparacion general*. 1886 *A la locomotora número **16** se le ha renovado la caja de fuego, poniéndole una de cobre y se le ha hecho una reparacion general que está próxima á terminarse*. 1887 *Muy bueno* and *Se terminó la reparación de la locomotora núm. **16** a la que se colocaron ruedas motoras de hierro forjado con ejes y manches de acero nuevos*. Withdrawal date unknown.
17[3]	w/n 2238	1873 *Nueva*. 1876 *Bueno*, with some tubes replaced. 1877 *Bueno*. 1879 *Bueno (en servicio)*. 1880 Under full overhaul late in year. 1881 *en regular estado* after partial overhaul. 1882 *En regular estado* after minor repairs. 1883 *En regular estado* after minor repairs. 1884 *Regular estado* after minor repairs. 1885 *A la num. **17** se le ha colocado una caja de fuego, de acero, un juego de fluses de cobre, un juego de ruedas motoras de hierro forjado con ejes de acero y un inyector Korting, nuevos*. 1886 *Muy bueno*. 1887 *Muy bueno*. Withdrawal date unknown.
26[2]	w/n 2424	1875. 1876 *Bueno*, with some tubes replaced. 1877 *Bueno*. 1879 *Bueno (en servicio)*. Reported to be in good condition in 1876 [19a]. 1880 *En muy buen estado* after a partial overhaul, and had received a new cab. 1881 *en reparacion general* with minor repairs ongoing. Tender received a new frame that year. 1882 *En muy buen estado* after minor repairs. Vacuum brake fitted to loco and tender that year. 1883 *En muy buen estado* after a partial overhaul. 1886 *Necesita reparacion*. 1887 *En reparacion*. Withdrawal date unknown.

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1873

Ordered by ?*FC Habana*?

22	w/n 2261	1873 *Nueva, sin armar*. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado* after a full overhaul, and had received a new cab. 1881 *en muy buen estado* after general overhaul, and receiving a new cab. 1882 *En muy buen estado* after minor repairs. 1883 *En muy buen estado* after a partial overhaul. 1884 *Concluyendo su reparacion general* including major boiler work. 1885 *Se colocaron fluses de cobre nuevos y un inyector Korting á la núm. **22**.*. 1886 *Muy bueno*. 1887 *Bueno*. Withdrawal date unknown.
23	w/n 2262	1873 *Nueva, sin armar*. 1876 *Bueno*. 1877 *regular*. 1879 *Bueno (en servicio)*. 1880 *En reparacion*. 1881 *en buen estado* after general overhaul. 1882m*En reparacion genera*. 1883 *En regular estado* after a partial overhaul. 1884 *En regular estado* after minor repairs. 1886 *En reparacion general*. 1887 *Terminando su reparacion*

general" and "*La reparación de la número **23** está muy adelantada, habiéndosele colocado una caja de fuego de cobre y las placas tubulares nuevas, y hecho otras renovaciones importantes.*
Withdrawal date unknown.

2-6-0 d/w 54", cyls. 17x22", built by Rogers in 1875

Ordered by ?*FC Habana*? The railway's annual report for 1876 has these as freight locos (p23). Cost of purchase (from same source) $15,496.90 each.

27[2] w/n 2426 1875. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado* after a full overhaul. 1881 *en muy buen estado* after minor repairs. 1882 *En buen estado*. 1883 *En muy buen estado* after a partial overhaul. 1884 *En buen estado* after minor repairs, and having run 30,767 km. during the year. 1886 *Muy bueno* and *A la número **27**, además de una reparacion general, se le puso un inyector Kortings*. 1887 *Muy bueno*. Withdrawal date unknown.

32[2] w/n 2427 1875. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado* after a full overhaul, and had received a new cab. 1881 *en muy buen estado* after general overhaul. Tender received a new frame that year. 1882 *En muy buen estado*. 1883 *Concluyendo su reparacion parcial, fue una de las del choque, 24 Junio*. 1884 *Muy buen estado* after its partial overhaul. 1886 *Muy bueno* and *A la número **32** se le puso un juego nuevo de fluses de cobre*. 1887 *Muy bueno*. Withdrawal date unknown.

2-6-0 d/w 54 5/8", cyls. 17x22", built by Baldwin in 1875

Ordered by Havana RR. BLW class 8-28D no. 26. Spec. is in vol. 7 p187. Mark on tender '*C de H de la H*' and no. **34**. Cylinder stroke 24" crossed out and changed to 22". The railway's annual report for 1876 has this as a passenger loco (p23) despite it being a 2-6-0. This was probably a mistake. Cost of purchase (from same source) $15,495.30.

34[2] w/n 3779 1875. 1876 *Bueno*. 1877 *bueno*. 1879 *Bueno (de reserva)*. 1880 *En muy buen estado* after a full overhaul. 1881 *en muy buen estado* in 1881 after minor repairs. 1882 *En muy buen estado* after a new bogie had been fitted. 1883 *En muy buen estado* after a partial overhaul. 1884 *Concluyendo su reparacion general* including major boiler work. 1885 *A la núm. **34** se le puso un juego de fluses nuevos de cobre*. 1886 *Muy bueno*. 1887 *Terminando su reparacion*.
Sold to Central Perseverancia as their no. **7**. Later became *MinAz* no. **7** at Central Primero de Mayo, Cienfuegos. NB Holzinger has this loco as Baldwin 9706 of 1888; see below no. **24**[2] of 1888.

The fleet in 1876

"*En el servicio de traccion se han empleado 37 locomotoras, a saber:*
Para pasajeros 13.
Para carga 24.
Han recibido reparacion general 10 maquinas y parcial 28.
La inspeccion de todas, antes y depues de prestar servicio, ha sido lo mas escrupulosa que hubiera podido exigirse, no habiendose dado ni un solo caso de salir una locomotora sin sufrir antes las composiciones que su anterior servicio hiciera necesarias.
*Se han invertido en fluses $13,120-93, y se han puesto a los numeros **11, 15, 36** y **45**.*

*A las numeros **26, 17** y **15** se les han colocado seis pares de voladoras que importan $11,845-11.*
*Se han puesto tres carretillas a las maquinas **15, 16** y **36**.*
*Se ha puesto una id. a la numero **14**.*
Se han armado cuatrto locomotivas traidas de los Estados Unidos.
Hasn recibido reparacion general 15 alijos y parcial 20.
*Se han hecho dos alijos nuevos, los nos. **20** y **47**.*
Se han construido seis carretillas para alijos.
Al no. 15 se le han colocado dos carretillas traidas de los Estados Unidos.
En la reparacion de alijos se han invertido veinte pares de ruedas que han costado $1,162-80.
Las reparaciones de las locomotoras y alijes, a consecuencia de descarrilamientos y otros accidentes, han costado $3,394-60, a saber:

En la núm. ***28***	*$*	*200-80*
En la núm. ***40***		*1,360*
En la núm. ***31***	*$*	*96-80*
En la núm. ***5***		*184*
En la núm. ***46***		*1,241-20*
En la núm. ***44***		*151-20*
En la núm. ***12***		*80-20*
En la núm. 7		*80-40*
(Total)	*$*	*3,394-60*

*Existen en poder de la Compañía 42 maquinas utiles y ademas la no. **4** que desdde hace tiempo habia sido puesta al servicio del Gobierno, al cual acaba de entregarsele nuevamente, despues de habersela reparado, con cuyo objeto vino a la Empresa.*"

The fleet in 1877

"En el servicio de traccion se han empleado 36 locomotivas, a saber:
Para pasajeros 12
Para carga 24
Se ha hecho una reparacion general a 10 maquinas y parcial a 24.
Como siempre, todas las de la Empresa han sido objeto de la mas cuidaadosa atencion, sin que se haya permitido que alguna prestase servicio sin recibir antes todas las reparaciones que necesitara.
Se han invertido $4,963-86cts. billetes en fluses que se han colocado en la locomotivas numeros **41** *y* **48**.
Se han construido 4 chimeneas de cobre para las maquinas numeros **13, 19, 36** *y* **41**.
Sew han puesto zunchos nuevos a las ruedas de las locomotivas numeros **13, 38** *y* **41**, *un juego de zunchos a las ruedas de repuesto de las numeros* **43** *y siguientes hasta el* **48** *inclusive, y ejes a las voladoras de los numeros* **14** *y* **40**.
Se han colocado dos carretillas del sistema Smith y une del sistema Rissel (sic) a las maquinas **38, 41** *y* **45**. *Se ha hecho una carretilla nueva para las maquines del sistema Grant, aprovechando algunas piezas de la carretilla de la maquinas numero* **3**.
Han recibido reparacion general 11 alijos y parcial 20.
Se han hecho 2 alijos nuevos. a saber: el de la locomotiva numero **41** *y el de la numero* **18**.
Se han construido 6 carretillas para alijos.
En la reparacion de estos se han invertido 31 pares de ruuedas, que han costado $4,246-63cts. billetes.
Al alijo de la maquina numero **13** *se le han colocado 2 carretillas nuevas traidas de los Estados Unidos.*
Las reparaciones de las locomotivas y alijos, a consecuencia de descarrilamientos y otros accidentes, han costado $2,981-25cts. en billetes, a saber:

En la núm. **11**	*$*	*57 60*
En la núm. **12**		*130 13*
En la núm. **14**		*1,104 92*

En la núm. **23**		*192 60*
En la núm. **24**		*120 18*
En la núm. **27**		*1,321 45*
En la núm. **45**		*38 23*
En la núm. **48**		*16 14*
(Total)	*$*	*2,981 25*

Existen en poder de la Compañía 42 maquinas utiles, sin incluir en estas la numero **4***, que se halla al servicio del Gobierno."*

The fleet in 1879

"Las maquinas que, durante el año, han sufrido o se les estan terminando reparaciones de consideracion, que las han dejado como nuevas, han sido la numero ***1, 5, 10, 11, 14, 21, 23, 34, 39, 44*** *y* ***47****, a varias de las cuales se les ha puesto piezas de su maquinaria y parte de sus calderas, fluses, bronces y carretillas nuevas. Tambien se han hecho reparaciones importantes en la numero* ***4****, que estuvo al servicio del Gobierno y fue devuelta el año proximo pasado, a la que se le han puesto nuevas carretillas; a la numero* ***13*** *que ha sido reformada en su fornalla; la* ***15*** *con carretillas nuevas; la* ***17*** *con nuevas carretillas y fluses; la* ***20*** *con tubos de vapor y exhaucion nuevos; la* ***26*** *con fluses nuevos; la* ***30*** *con fluses, plato y un paño de la paila nuevos; la* ***45*** *tambien con nuevas carretillas, y la* ***46*** *con plato y fluses nuevos. Tanto a estas como a todas las demas se le han hecho las reparaciones que su estado requeria.*
Alijos y casillas de maquinas y de alijos. – Se han hecho nuevas camas a los alijos de las maquinas numeros ***5, 21, 22****, y* ***23****, y se han renovado casi todas las piezas de los de las numeros* ***17, 25*** *y* ***34****. a unos y otros se les repararon los depositos, renovandolas en mas de su mitad.*
Se pusieron casillas nuevas a las maquinas numeros ***4, 10*** *y* ***23*** *y nuevas vidrieras a la* ***44****.*
Tambien se pusieron nuevas casillas a los alijos de las maquinas numeros ***18*** *y* ***21****.*
Como material inutil se han vendido 26,068½ libras cobre viejo y 5,862 de bronce."

The fleet in 1881

[19c] reports that the fitting of the Eames vacuum brake was ongoing, with four locos and tenders, and fifteen coaches receiving the equipment that year. In 1882 an additional seven locos were fitted, and in 1883 two more.

An accident in 1883

"En el presente ano social hemos tenido que Iamentar el desgraciado accidente ocurrido en la estacion de Seiba-Mocha el dia 24 de Junio último, por el choqué del tren directo A con el de carga núm. 26, que se encontraba en el desviadero de la estacion indicada; siendo la causa del accidente un mal cambio de via efectuado por el vijilante, encargado de esta estacion.— Las pérdidas ocasionadas por esta ocurrencia figuran en los respectivos estados de gastos."
In the current fiscal year we have had to regret the unfortunate accident that occurred at the Seiba-Mocha station on June 24, due to the collision of the direct train A with the freight train number. 26, which was on the detour of the indicated station; The cause of the accident was a bad change of track made by the watchman, in charge of this station. – The losses caused by this occurrence appear in the respective statements of expenses.
The locomotives concerned were 4-4-0 no. **39** and 4-6-0 no. **47**, both by Rogers, both of which were seriously damaged.

2-6-0 d/w 54", cyls. 17x24", built by Rogers in 1885

Ordered by ?*FC Habana*? Recorded as newly-arrived in 1886.

2[3]	w/n 3574	1885. 1886 *Muy bueno*. 1887 *Muy bueno*.
3[3]	w/n 3582	1885. 1886 *Muy bueno*. 1887 *Muy bueno*.



This photo was supposedly taken at Guanajay, which suggests that the loco would have belonged either to the *FC Oeste* or to the *CH de la Habana*. However, the former did not have a number **2** matching this design. On the other hand, the latter railway had three successive Rogers engines numbered **2**. This one appears to be a 2-6-0 which makes it likely that this was **2**[3], since the earlier engines were both 4-4-0s.

Copeland says all of the following were ordered for the *FC Hierro de la Habana*:

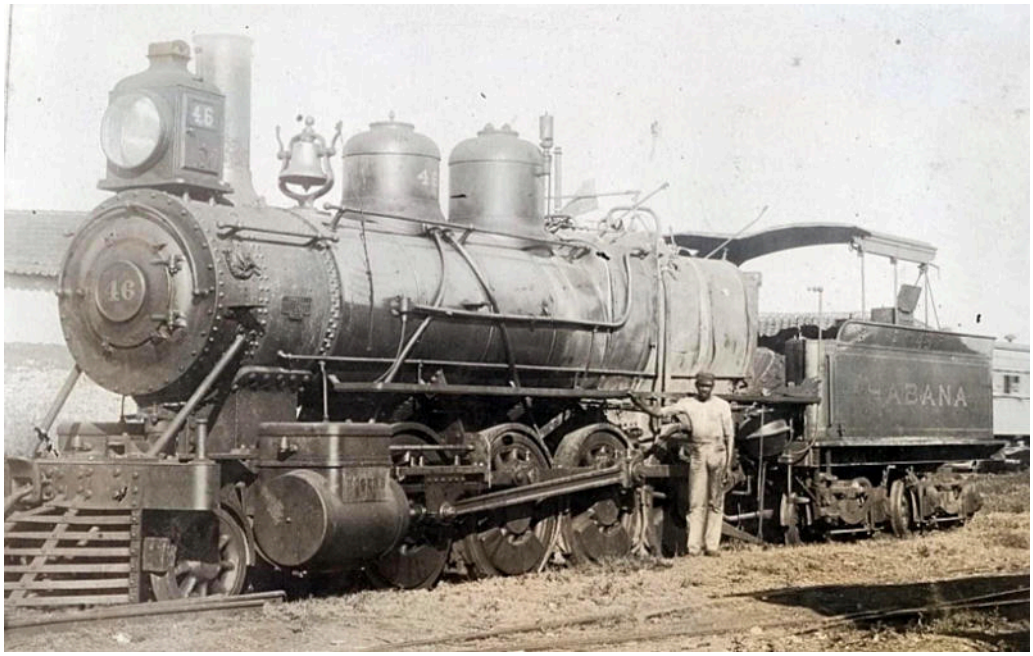
2-8-0 d/w 54", cyls. 20x24", built by Baldwin in 1888

Ordered by Havana RR Co. BLW class 10-34E nos. 928-930, and 1009-1010. Spec. is in vol. 14 p250. Mark on tank 'HABANA'. Running nos. **13, 24, 25,** and then **42, 49** crossed out and replaced by **82** and **84**.

56	w/n 9705	Built as no. **13**. Later renumbered **208**?
24[2]	w/n 9706	Became *FC Unidos de la H* no. **210**.
64	w/n 9707	Built as no. **25**[2]? Holzinger says became *FC Unidos de la H* no. **209**.
84	w/n 10461	Later renumbered **206**?
82	w/n 10465	Later renumbered **207**?



No. **24** . Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 00367.



A 2-8-0 no. **46** albeit without its cab. Sand-dome further back
than in previous photo, but otherwise might be from same class,
though note the roof over the tender. The number **46** is presumably
from the 1889 renumbering scheme which took pllace on the merger
to form the *FC Unidos de la Habana*.

4-4-0 d/w 66", cyls. 15x24", built by Baldwin in 1889

Ordered by Havana RR Co. BLW class 8-24C nos. 137-138 and 154-155. Spec. is in vol. 15 p14. Notes specify 1 pump and 1 injector, rail cleaner back of drivers, extra large sandbox. Final two were to have been nos. **35** and **37**, but numbers changed to **55** and **57**. Mark on tender 'HABANA'.

19[2]	w/n 9838	
29[2]	w/n 9839	Lehmuth's BLW list says built as no. **20**.
55	w/n 10473	
57	w/n 10474	



No. **19** . Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00378.

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1889

Ordered by Havana RR Co. BLW class 8-28D nos. 110-111. Spec. is in vol. 15 p192. BLW property plates to be on engine and tender, implying that purchase was over a period. Mark on tank: 'HABANA'.

86	w/n 10477	
88	w/n 10478	Lehmuth's BLW list has this as the railway's no. **87**, probably because of a lack of understanding of the 1889 re-numbering mentioned below.

0-4-0ST d/w 44", cyls. 15x24", built by Baldwin in 1889

Ordered by Havana RR Co. BLW class 4-24C nos. 47 and 48. Spec. is in vol. 15 p193. BLW property plates to be on engine. Spec. page says: cab, ash painted, and then 'To cover entire machine', and 'cab to be roomy and well-ventilated. lower sides to have slats or venetian blinds in all panels. The roof to have ventilator or double deck.'

90	w/n 10459	Sold to Central Violeta as their no. **1**. Then to *MinAz* mill 524 Primero de Enero as their no. **1**.
92	w/n 10469	Lehmuth's BLW list has this as the railway's no. **91** and BLW 10460.

Locomotive painting styles

The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560 These books contain a multitude of hand-drawn and coloured sketches illustrating a variety of painting and lining-out styles for cabs, sand-domes, driving wheels, cylinders and tender/tank sides. Each one is numbered, and tables list the various choices applicable to each railroad.

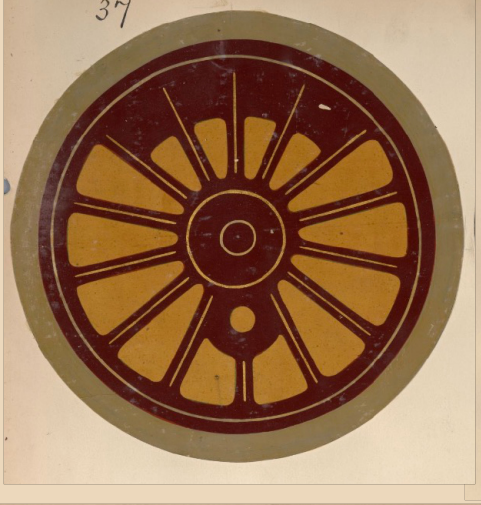
The images below imply that the railway's standard style was very plain, but what is not clear from the style books is percisely how the word 'HABANA' was set out on the tender/tank sides, as the above lettering 'F. R. R.' is obviously from some other railroad.

Style	Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank.	
225	12	12	—	31	37	35	Havana R. R. FRT.
226	3	12	—	31	37	35	Havana R. R. PASS.

35



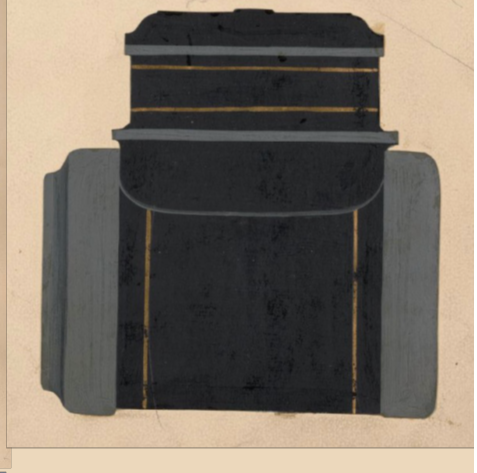
37



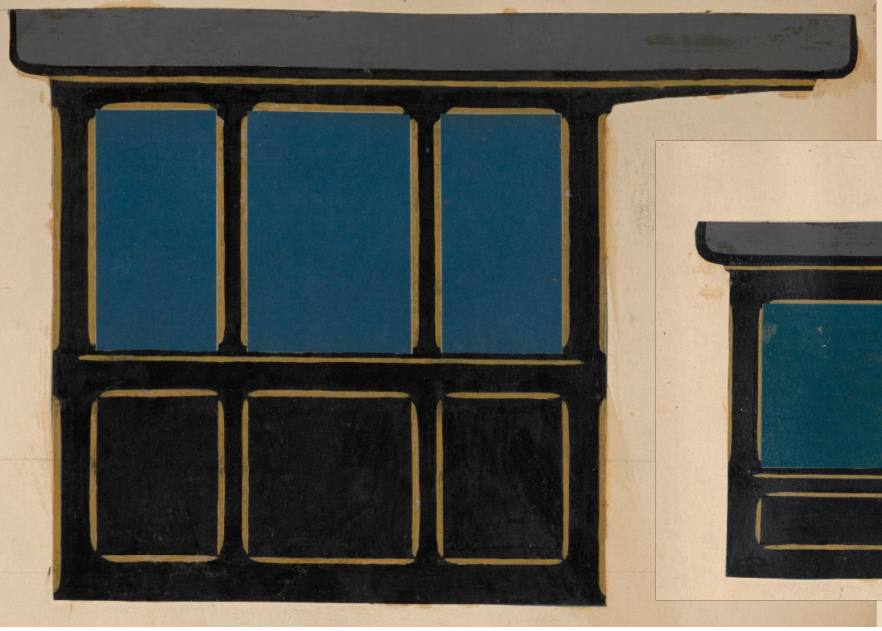
31



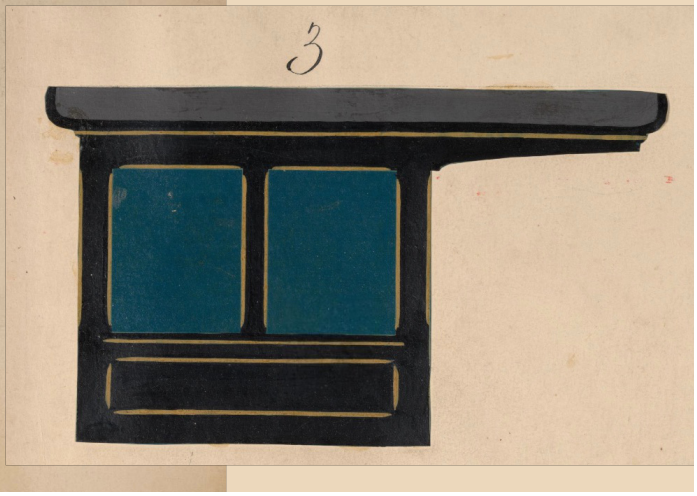
12.



12



3



17.1.3 *El FC Güines y Matanzas*

Background

Operating 58.5 km. of route in 1860.

4-4-0 d/w 66", cyls. 14½x24", built by Rogers in 1859

Ordered for ?

1	w/n [854]	On takeover became *CH de la Habana* no. **36**[1].

4-4-0 d/w 66", cyls. 14½x24", built by Baldwin in 1859

Ordered for ?

2	w/n 841	On takeover became *CH de la Habana* no. **37**[1].

0-8-0 d/w 49", cyls. 17x22", built by Baldwin in 1859

Ordered for ?

3	w/n 840	On takeover became *CH de la Habana* no. **34**[1].
4	w/n 842	On takeover became *CH de la Habana* no. **35**[1].

Line was taken over by the *CH de la Habana* in 1860.

17.1.4 *El Ferrocarril de Alfonso XII*

1886-

Background

This was a line to the town of Alacranes, known as Alfonso XII from 1862? until 1902 in honour of the Spanish king. The town lies south of Matanzas and the railway branched off the nearby mainline probably at Unión de Reyes. Was this line originally independent, or merely a branch? Acquired by the *CH de la Habana* in 1886.

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

Ordered by ?

? w/n ?

17.2 The Cardenas Railway 1839 and the Jucaro Railway 1841 later merged to become the Cardenas and Jucaro Railway

Background

17.2.1 *El FC de Cárdenas á Soledad de Bemba*

1840-1857

Background

Source [8] commented in 1922: "The history of this road dates from May 23, 1837, when a perpetual concession for a railroad from Cardenas to Bemba was granted to the *Compania del Ferrocarril de Cárdenas á Soledad de Bemba*. The first section as far as Contreras was opened during June, 1840, and the first train entered Bemba in December of the same year; in January, 1844, this line was extended as far as Montaivo (later Navajas).
On May 24, 1849, a concession was obtained for a railroad from Bemba to Aguica, and a train entered Perico for the first time in December, 1850; Nueva Bermeja (later Colon) in February, 1851; and Aguica in December of the same year. Little by little this line was extended until in December, 1871 it reached Santo Domingo, and 14 years later, in 1885, the service between Santo Domingo and Esperanza was inaugurated.

4-4-0 d/w ?, cyls. ?, built by Norris in 1840

Ordered by ? A Norris circular in 1841 said that by the end of 1840 they had supplied two engines to this railway.

?	w/n [93]	
?	w/n [94]	

0-?-0 d/w ?, cyls. ?, built by Seth Boyden in 1840

Ordered by ?

'COMETA'	w/n ?	

0-?-0T d/w ?, cyls. ?, built by Baldwin in 1841

Ordered by ?

'E. F. GASPAR'	w/n 150A	Hoffman gives name as **'E. L. GASPER'**.

0-8-0 d/w 42", cyls. 14½x18", built by Baldwin in 1848 and 1851

Ordered by ?

'TELEGRAFO'	w/n 340	Returned to Philadelphia and rebuilt January 1852.
'PLUTON'	w/n 448	
'VULCANO'	w/n 449	
'MERCURI'	w/n 453	

4-4-0T d/w 48", cyls. 13½x24", built by Baldwin in 1855

Ordered by ?

'DIANA'	w/n 641	

0-8-0T d/w 49", cyls. 17x22", built by Baldwin in 1855, 1856 and 1857

Ordered by ?

'APOLLO'	w/n 673	Working in 1862 [24].
'CENTELLA'	w/n 733 (?)	Working in 1862 [24].
'COMETA²'	w/n 791 (?)	Working in 1862 [24]. 1880-1 condition "*Bueno*" [19c]. Still in shunting service as late as 1892.

Other names

It will be noted that many of the loco names on this railway were derived from classical mythology or natural phenomena, whereas those listed overleaf on the *FC de Jucaro* were derived from famous individuals or from local place-names. Three unidentified engines working on the combined railway in 1862 were named **'ORION', 'TRUENO'** (=thunder) and **'JÚPITER'**, These are most likely to have originated on this Cárdenas á Bemba railway.

17.2.2 *El FC de Jucaro*

1842-1857

Background

On November 19, 1841, the governor general granted a perpetual concession to the *Compania del Ferrocarril de Jucaro* for a railroad from Siguagua Sound to San Anton de la Anegada, south of Sabanilla de la Palma, and to Pijuan. The service from Jucaro to Recreo was established in September, 1842, the first train entering Pijuan a year later in August, 1843, and Sabanilla in May, 1844. A line was Pijuan to Banaguises was inaugurated in November, 1841.

2-2-0 d/w ?, cyls. ?, built by Baldwin in 1838

Ordered via Alfred Cruger, Cuba. NB These are also listed under Havana to Güines. ???

'COLÓN' w/n 104
'CERVANTES' w/n 105

4-2-0 d/w ?, cyls. ?, built by Baldwin in 1838

Ordered via Alfredo Cruger, Cuba. NB These are also listed under Havana to Güines. ???

'ESCOVEDO' w/n 116

An 1841 report

Informe general del ingeniero director del FC del Jucaro, Don Alfredo Crúger, presentado a la Junta directiva de la empresa el 17 de mayo de 1841.
Presupuestos. ... Carros y maquinas. Tres maquinas a $7000 = $21000, Cien carros a $500 = $50,000, Dos coches a $1500 = $3,000, (total) = $74,000.

4-4-0 d/w 54"?, cyls. 11x18"?, built by Rogers in 1841 and 1842

Ordered by ?

'VALLALBA' w/n 35
'PENALVER' w/n 37

4-4-0 d/w 54", cyls. 11x18", built by Rogers in 1846

Ordered by ?

'JUCARO' w/n [77]
'BANOGUISE' w/n [93] Or maybe **'BANAGUISES'**.

4-4-0 d/w 54", cyls. ?, built by Rogers in 1848

Ordered by ?

'MACAGUA' w/n [126]

4-4-0 d/w 54", cyls. 13x20", built by Rogers in 1849, 1851, 1852 and 1854

Ordered by ?

'RECREO' w/n [199] Working in 1862 [24].
'ALTAMISAL' w/n [244] Working in 1862 [24].
'GUAMUTAS' w/n [302] Working in 1862 [24].
'CÁRDENAS' w/n [542] Working in 1862 [24].

4-6-0 d/w 54", cyls. 16x22", built by Rogers in 1855

Ordered by ?

‘GIGUE’ w/n [566] Working in 1862 [24].

4-4-0 d/w 43", cyls. 14½x18", built by Baldwin in 1856

Ordered by ? BLW class 20 ton 8 wheel E.

‘PALMILLAS’ w/n 726 Working in 1862 [24].

0-8-0 d/w 49", cyls. 15½x20", built by Baldwin in 1857

Ordered by ? BLW class no. 20½ ton 8 wheel E.

‘SAN ANTON’ w/n 785 Working in 1862 [24].
1880-1 condition “*Bueno*” [19c].
Still in shunting service as late as 1892.

‘SABANILLA’ w/n 786 Working in 1862 [24].
1880-1 condition “*Bueno*” [19c] and “*reparacion extraordinaria ó completa*” that year.
Still in shunting service as late as 1892.

17.2.3 *El FC de Cárdenas y Jucaro*

1857-1906

Background

In 1857 these two railways had merged to form the *FC de Cardenas y Jucaro*. Copeland states that the merger had been in 1853, and that the two railways had continued to order locomotives after that date in their own names, but source [6] clearly states that the merger took place in 1857. At the end of that decade the combined *FC Cardenas y Jucaro* started ordering locomotives with numbers rather than names. Operating 177 km. of route in 1860.
Source [8] commented in 1922: "On August 5, 1853, these railroads were combined under the title of *"Empresa Unida de los Ferrocarriles de Cardenas y Jucaro*", the two lines being connected with a branch from Cardenas to Jucaro in August, 1854. From Sabanilla the line was extended to Itabo, where the first train arrived on December 22, 1867, and that to Banaguises was extended to San Jose in March, 1855, but did not reach Macagua until 1884.
From Retamal the line continued toward the south, reaching Calimete on October 20, 1871, Amarillas in 1875, Aguada de Pasajeros in 1885, and Yaguaramas in 1888. The line between Pijuan and Retamal was constructed and opened to public service on January 19, 1874. This company was amalgamated with the United Railways on January 1, 1906."
Summary in Poors' Directory 1886 (spelling etc. tidied up): Empresa de Ferro Carrilles de Cardenas y Jucaro (Cardenas and Jucaro Ry. Co.) – Main Lines : Cardenas via Bemba to Montalvo (or Navajas), 43.756 km.; Bemba via Ste. Domingo to Esperanza, 127.640 km.; and Cardenas via Recreo and Altamisal to Agnaddi 87.613 km. Branches: Recreo to Ytabo, 21.860 km.; Altamisal to Palmillas, 27.731 km.; and Cardenas to Pizarro Quarries, 7 km. Total, main line and branches, 315.600 km. This road was built in sections, the first of which, from Cardenas to Bemba, was authorized May 23, 1837. In June, 1840, the first completed section of road, Cardenas to Contreras, 11.774 km., was opened, and from that time forward the extension of the line progressed until 1884, when the final section of authorized road, Sto. Domingo to Esperanza, 22.500 km., was completed. Gauge, 1.44 metres (about 4 ft. 8½ in.). Rail (steel, 82 miles), 60 lbs. Locomotive engines, 35. Cars – passenger, 36; equipage, 6; freight, 400; small freight, 225; service, 46 – total cars. 726. Manuel de Ajuria, President; Jose Sarachaga, Vice-President; Guillermo Fernandez de Castro, Secretary; Ricardo Galbis, General Manager and Chief Engineer; Tomas Orbeta, Chief Surveyor; Jose M. Iturria, Chief Roadmaster; Manuel M. Campos; Master Machinist; Juan Scott, Chief Carpenter. GENERAL OFFICE, Cardenas, Cuba.

4-6-0 d/w 47", cyls. 15x22", built by Rogers in 1860

Ordered by ?

1[1]	w/n [913]	Working in 1862 [24]. 1880-1 condition "*En reparacion*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Bueno, Pequeña*" [19g]. 1887 condition "*Regular*", renumbered **41** [19g]. 1888 condition "*Bueno*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n].
2[1]	w/n [905]	Working in 1862 [24]. 1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Necesita reparacion*" [19e]. 1883-4 condition "*Regular – Se le empataron los tubos y se lo puso un plato nuevo*" [19f].

1884-5 condition "*Regular*" [19f].
1885-6 condition "*Regular, Pequeña*" [19g].
1887 condition "*Regular*", renumbered **42** [19g].
1888 condition "*En reparacion*" [19i].
1889-90 condition "*Buena*" [19i].
1890-91 condition "*Buena*" [19n].
1891-92 condition "*Regular*" [19j].
1896-97 condition "*En reparacion*" [19c].

4-6-0 d/w 48", cyls. 14x22", built by Rogers in 1861

Ordered by ?

3	w/n [996]	Working in 1862 [24]. 1880-1 condition "*Regular*" [19c]. 1882-3 condition "*En reparacion*" [19e]. 1883-4 condition "*Regular – Se le empataron los ttubos y se lo puso un plato nuevo*" [19f]. 1884-5 condition "*Regular*" [19f]. 1885-6 condition "*Regular, Pequeña*" [19g]. 1887 condition "*Regular*", renumbered **43** [19g]. 1888 condition "*Vendida al ingenio Reglita*" [19i]. 1889-90 seemingly out of service [19i].
4	w/n [1004]	Working in 1862 [24]. 1880-1 condition "*En reparacion*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Regular, Pequeña*" [19g]. 1887 condition "*Regular*", renumbered **44** [19g]. 1888 condition "*Regular – Necesita reparacion*" [19i]. 1889-90 seemingly out of service [19i].

4-4-0 d/w 63", cyls. 13x22", built by Rogers in 1861

Ordered by ?

5	w/n [1014]	Working in 1862 [24]. 1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Regular*" [19e]. 1883-4 condition "*Regular – Se le hizo una pequeña reparación*" [19f]. 1884-5 condition "*Regular – en reparacion*" [19f]. 1885-6 condition "*Regular, Mediana – Se le empataron los tubos*" [19g]. 1887 condition "*Regular*", 'renumbered' **5** [19g]. 1888 condition "*Necesita reparacion*" [19i]. 1889-90 condition "*Bueno – Se acaba de reparar*" [19i]. 1890-91 "*Y se ha vendido al ingenio Chuchita, la número **5** pequeña de viajeros, inútil ya para el servicio á que se destinaba.*" [19n].

The fleet in 1862

The report to shareholders of the *Empresa de los Caminos de Hierro de Cárdenas y Jucaro* for the first semester of 1862 lists the following locomotives and the mileage run by each during those six months:

Locos ex *el FC de Cárdenas*, named for natural phenomena or classical gods

'COMETA'	5188
'CENTELLA'	4944
'APOLO'	4380

Unidentified locos probably ex *el FC de Cárdenas*

'TRUENO'	15
'JÚPITER'	1925
'ORION'	1954

Locos ex *el FC de Jucaro*, named for places on that railway's route

'GIGUE'	5819
'SABANILLA'	3663
'SAN ANTÓN'	3743
'PALMILLAS'	2142
'CÁRDENAS'	11086
'GUAMUTAS'	2606
'RECREO'	3823
'ALTAMISAL'	9887

Locos recently purchased new by the *FC de Cardenas y Jucaro*

1	3347
2	5826
3	8042
4	11192
5	10012

4-4-0 d/w 48", cyls. 14x22", built by Rogers in 1859

Ordered via Jiminez Dihigo & Co.. Acq. by 4/4/63. Name **'COMANDITARIA'** was carried when built, but possibly not after purchase for this railway.

6 'COMANDITARIA'	w/n [891]	1880-1 condition "*Regular*" [19c]. 1883 condition "*Regular*" [19e]. 1883-4 condition "*Bueno – Se le puzo caldera nueva*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Bueno Mediano*" [19g]. 1887 condition "*Bueno*", 'renumbered' **6** [19g]. 1888 condition "*Necesita reparacion*" [19i]. 1889-90 condition "*En reparacion*" [19i]. 1890-91 condition "*Acabada de reparar*" [19n].

4-6-0 d/w 54", cyls. 15x22", built by Rogers in 1863, 1866 and 1867

Ordered by ?

7	w/n [1116]	1880-1 condition "*Regular*" [19c]. 1882-3 condition "*Bueno*" [19e], after significant repairs. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Regular Mediana – Necesita reparacion*" [19g]. 1887 condition "*Regular – Se reparo*", renumbered **37**[1] [19g].

		1888 condition "*Regular*" [19i]. 1889-90 condition "*Buena*" [19i].
\		1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Regular*" [19j]. 1896-97 No mention of withdrawal but the number **37** had been re-allocated to a new engine in 1893 [19c].
8	w/n [1117]	1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Regular*" [19e]. 1883-4 condition "*Regular – Se le empataron los ttubos y se lo puso un plato nuevo*" [19f]. 1884 Borrowed/hired or purchased for *FCdelO*. 1884-5 condition "*Regular*" [19f]. 1885-6 condition "*Regular Mediana*" [19g]. 1887 condition "*Regular – Se reparo*", renumbered **38** [19g]. 1888 condition "*Malo – necesita caldera nueva*" [19i]. 1889-90 condition "*Necesita reparacion*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena*" [19c].
13	w/n [1394]	1880-1 condition "*En reparacion*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Regular Mediana – Necesita reparacion*" [19g]. 1887 condition "*En reparacion*", renumbered **39** [19g]. 1888 condition "*Bueno – Necesita reparacion por accidente*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Regular*" [19j]. 1896-97 condition "*REgular*" [19c].
14	w/n [1395]	1880-1 condition "*Regular (fuera de servicio)*" [19c]. 1882-3 condition "*Bueno*" [19e], after significant repairs. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Bueno – Necesita que se le empater los tubos*" [19f]. 1885-6 condition "*Regular Mediana*" [19g]. 1887 condition "*Regular*", renumbered **40** [19g]. 1888 condition "*Bueno – Necesita reparacion por accidente*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 Not listed [19c].
15[1]	w/n [1493]	1880-1 condition "*Bueno*" [19c]. 1882-3 condition "*En reparacion*" [19e]. 1883-4 condition "*Bueno – Se le puso caldera nueva*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Bueno Mediana*" [19g].

1887 condition "*Bueno*", renumbered **36** [19g]. The vacated number **15** was re-allocated to a Rogers 4-4-0 in 1888.
1888 condition "*Regular – Necesita empatar los fluses*" [19i].
1889-90 condition "*Buena*" [19i].
1890-91 condition "*Buena*" [19n].
1891-92 condition "*Necesita reparacion*" [19j].
1896-97 condition "*Regular*" [19c].

16 w/n [1495] Lehmuth's Rogers list has d/w as 47". This engine, unlike the others in this group, was listed as a passenger loco.
1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year.
1882-3 condition "*Bueno*" [19e].
1884-5 condition "*Bueno – se le pusieron tubos nuevos*" [19f].
1885-6 condition "*Bueno Grande*" [19g].
1887 condition "*Regular*", 'renumbered' **16** [19g].
1888 condition "*Necesita reparacion*" [19i].
1889-90 condition "*Bueno – Acabada de reparar*" [19i].
1890-91 condition "*Buena*" [19n].
1891-92 condition "*Buena*" [19j].
1896-97 condition "*En reparacion*" [19c].

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

Ordered by ? Almost certainly built between 1863 and 1866. **9, 10** and **11** listed as passenger engines in 1880-1. These are thus likely to have been 4-4-0s.

9 w/n ? 1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year.
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Bueno – Se le empataron los tubos*" [19f].
1884-5 condition "*Bueno*" [19f].
1885-6 condition "*Buena Pequeña*" [19g].
1887 condition "*Bueno*", 'renumbered' **9** [19g].
1888 condition "*Necesita reparacion*" [19i].
1889-90 condition "*Necesita reparacion*" [19i].

10 w/n ? 1880-1 condition "*Bueno*" [19c].
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Bueno*" [19f].
1884-5 condition "*En reparacion – Empatar los tubos de caldera*" [19f].
1885-6 "*se ha vendido al ingenio «Isabel», de D. Carlos la Rosa, la locomotora número **10**, del tipo de viajeros, en $4.500 oro;*" [19g].

11 w/n ? 1880-1 condition "*Bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year.
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Bueno – Se le mudaron les pasadores del horno*" [19f].
1884-5 condition "*Regular – Se empataron los tubos de caldera*" [19f].
1885-6 condition "*Regular Dispuesta para venderse*" and "*y está en*

*disposición para venderse la número **11**, muy semejante a la anterior y poco apropiadas ambas para el servicio de la Empresa*" [19g].
1887 condition "*Regular (de venta)*", renumbered **11** [19g].
1889-90 seemingly out of service [19i].

12 w/n ? 1880-1, 1882-3, 1883-4, 1884-5, 1885-6 and 1887 not listed.

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

Ordered by ? These two listed as passenger engines in 1880-1. These are thus also likely to have been 4-4-0s.

17 w/n ? 1880-1 condition "*Regular (presta servicio como de carga)*" [19c] and "*reparacion extraordinaria ó completa*" that year.
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Regular*" [19f].
1884-5 condition "*Necesita una reparacion ligera*" [19f].
1885-6 condition "*Util solo para trabajar en las prolongaciones*" [19g].
1887 condition "*Excluida*", renumbered **1** [19g].
1889-90 seemingly out of service [19i].

18 w/n ? 1880-1 condition "*En reparacion*" [19c].
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Bueno*" [19f].
1884-5 condition "*Bueno*" [19f].
1885-6 condition "*Bueno Pequeña*" [19g].
1887 condition "*Regular*", renumbered **2** [19g].
1888 condition "*Necesita reparacion*" [19i].
1889-90 condition "*En reparacion*" [19i].
1890-91 condition "*En reparacion*" [19n].
1891-92 condition "*En reparacion*" [19j].
1896-97 "*Este año ha sido excluida por completamente inútil la máquina número **2**, pequeña y muy antigua.*" [19c].

4-4-0 d/w 66", cyls. 14x22", built by Rogers in 1868, 1870, 1873 and 1888

Ordered by ?

19 w/n [1549] 1880-1 condition "*En reparacion*" [19c].
1882-3 condition "*Bueno*" [19e].
1883-4 condition "*Regular*" [19f].
1884-5 condition "R*egular*" [19f].
1885-6 condition "*Regular, Grande*" [19g].
1887 condition "*Necesita reparacion*", 'renumbered' **19** [19g].
1888 condition "*Bueno*" [19i].
1889-90 condition "*Buena*" [19i].
1890-91 condition "*En reparacion*" [19n].
1891-92 condition "*Regular*" [19j].
1896-97 condition "*Regular*" [19c].

22 w/n [1800] 1880-1 condition "*Bueno*" [19c].
1882-3 condition "*Necesita reparacion*" [19e].
1883-4 condition "*Reperandose, con caldera nueva*" [19f].
1884-5 condition "*Bueno – Caldera nueva*" [19f].

		1885-6 condition "*Bueno, Grande*" [19g]. 1887 condition "*Bueno*", renumbered **17** [19g]. 1888 condition "*Necesita reparacion*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Regular*" [19c].
23	w/n [1801]	1880-1 condition "*Bueno*" [19c]. 1882-3 condition "*Regular*" [19e]. 1883-4 condition "*Regular*" [19f]. 1884-5 condition "*Regular – Se empataron los tubos*" [19f]. 1885-6 condition "*Malo, Grande – Necesita caldera nueva*" [19g]. 1887 condition "*Necesita reparacion*", renumbered **18** [19g]. 1888 condition "*Necesita nueva paila que esta ya construida*" [19i]. 1889-90 condition "*Tiene lista caldera nueva*" [19i]. 1890-91 condition "*En reparacion*" [19n]. 1891-92 condition "*Buena – Recien reparada*" [19j]. 1896-97 condition "*Buena*" [19c].
31[1]	w/n 2358	1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*Necesita reparacion*" [19f]. 1885-6 condition "*Bueno, Grande – Se le empataron los tubos y pusieron platos*" [19g]. 1887 condition "*Bueno*", renumbered **20** [19g]. The number **31** was re-allocated to a new Rogers 2-6-0 immediately. 1888 condition "*Regular – Necesita empatar fluses*" [19i]. 1889-90 condition "*Necesita reparacion*" [19i]. 1890-91 condition "*Necesita reparacion*" [19n]. 1891-92 condition "*Regular*" [19j]. 1896-97 condition "*Buena*" [19c].
15[2]	w/n 4067	1888 "*Este año se ha recibido de la fábrica americana de Rogers: una máquina grande de viajeros, marcada con el número **15***." and condition "*Nueva*" [19i]. 1889-90 condition "*Buena – Recibida el año pasado*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Necesita reparacion*" [19j]. 1896-97 condition "*Buena – Reparada por accidente*" [19c].

4-6-0 d/w 54", cyls. 16x22", built by Rogers in 1868 and 1870

Ordered by ?

20	w/n [1554]	1880-1 condition "*Bueno*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno – Se le estan poniendo tubos nuevos*" [19f]. 1884-5 condition "*En reparacion la caldera*" [19f]. 1885-6 condition "*Regular, Grande – Se empataron los fluses*" [19g]. 1887 condition "*Necesita reparacion*", renumbered **22** [19g].

		1888 condition "*Malo – Esta lista la nueva caldera*" [19i].
		1889-90 condition "*Bueno – con caldera nueva*" [19i].
		1890-91 condition "*Buena*" [19n].
		1891-92 condition "*Buena*" [19j].
		1896-97 condition "*Buena*" [19c].
21	w/n [1556]	1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year.
		1882-3 condition "*Bueno*" [19e].
		1883-4 condition "*Necesita caldera nueva*" [19f].
		1884-5 condition "*Mal estado – Se ha hecho caldera nueva para ella*" [19f].
		1885-6 condition "*En reparacion, Grande*" [19g].
		1887 condition "*Bueno – Se le puso caldera nueva*", 'renumbered' **21** [19g].
		1888 condition "*Bueno*" [19i].
		1890-91 condition "*Buena*" [19n].
		1889-90 condition "*Bueno*" [19i].
		1896-97 condition "*Buena*" [19c].
		1891-92 condition "*Buena*" [19j].
24	w/n [1817]	1880-1 condition "*Bueno*" [19c].
		1882-3 condition "*Bueno*" [19e].
		1883-4 condition "*Bueno*" [19f].
		1884-5 condition "*Bueno*" [19f].
		1885-6 condition "*Malo, Grande – Necesita reparacion*" [19g].
		1887 condition "*Bueno – Se reparo*", 'renumbered' **24** [19g].
		1888 condition "*Regular – Necesita reparacion*" [19i].
		1889-90 condition "*Necesita reparacion*" [19i].
		1890-91 condition "*Buena*" [19n].
		1891-92 condition "*Necesita caldera nueva*" [19j].
		1896-97 condition "*Buena – Sufrio reparacion por accidente*" [19c].
25	w/n [1821]	1880-1 condition "*Bueno*" [19c].
		1882-3 condition "*Bueno*" [19e], after significant repairs.
		1883-4 condition "*Bueno*" [19f].
		1884-5 condition "*Bueno*" [19f].
		1885-6 condition "*Malo, Grande – Necesita caldera nueva*" [19g].
		1887 condition "*Bueno – Se reparo con caldera nueva*", 'renumbered' **25** [19g].
		1888 condition "*Bueno*" [19i].
		1889-90 condition "*Buena*" [19i].
		1890-91 condition "*Buena*" [19n].
		1891-92 condition "*Buena*" [19j].
		1896-97 condition "*Buena*" [19c].

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

Ordered by ? Probably built between 1870 and 1872. Listed as a freight engine in 1880-1.

26[1]	w/n ?	1880-1 condition "*Regular (en servicio)*" [19c].
		1882-3 condition "*Bueno*" [19e], after significant repairs.
		1883-4 condition "*Bueno*" [19f].

1884-5 condition "*Bueno*" [19f].
1885-6 condition "*Bueno, Grande*" [19g].
1887 condition "*Regular*", 'renumbered' **26** [19g].
1888 condition "*Regular – Necesita empatar los fluses*" [19i].
1889-90 condition "*Buena*" [19i].
1891-92 Withdrawal not mentioned, but a replacement no. **26** had arrived in 1890.

2-6-0 d/w 54", cyls. 16x22", built by Rogers in 1872

Ordered by ?

27	w/n [2030]	1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Necesita caldera nueva*" [19f]. 1884-5 condition "*Mal estado – Se ha hecho caldera nueva para ella*" [19f]. 1885-6 condition "*Bueno, Grande – Se le puso caldera*" [19g]. 1887 condition "*Bueno – Se le empataron los tubos*", 'renumbered' **27** [19g]. 1888 condition "*Bueno*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Necesita alguna reparacion*" [19j]. 1896-97 condition "*Regular*" [19c].
28	w/n [2031]	1880-1 condition "*Muy bueno*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Regular*" [19f]. 1884-5 condition "*Regular*" [19f]. 1885-6 condition "*Regular, Grande*" [19g]. 1887 condition "*Necesita reparacion*", 'renumbered' **28** [19g]. 1888 condition "*En reparacion – Se le pone caldera nueva*" [19i]. 1889-90 condition "*Buena – con caldera nueva*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena*" [19c].

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

Ordered by ? Probably built 1875 or thereabouts, ie. after no. **32** below. Listed as a passenger engine in 1880-1.

33[1]	w/n ?	1880-1 condition "*Bueno*" [19c]. 1882-3 condition "*Necesita reparacion*" [19e]. 1883-4 condition "*Reperandose, con cilindros nuevos*" [19f]. 1884-5 condition "*En reparacion*" [19f]. 1885-6 condition "*Regular Pequeña – Fue reparada con cilindros nuevos*" [19g]. 1887 condition "*Regular*", renumbered **8** [19g]. 1888 condition "*Regular – Se empataron los fluses*" [19i]. 1889-90 condition "*Regular*" [19i]. 1890-91 condition "*Acabada de reparar*" [19n].

2-6-0 d/w 54", cyls. 17x22", built by Rogers in 1873 and 1886

Ordered by ?

29	w/n 2360	1880-1 condition "*Muy bueno*" [19c] and "*reparacion extraordinaria ó completa*" that year. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Regular*" [19f]. 1884-5 condition "*Regular*" [19f]. 1885-6 condition "*Malo, Grande*" [19g]. 1887 condition "*En reparacion*", 'renumbered' **29** [19g]. 1888 condition "*Bueno*" [19i]. 1889-90 condition "*Buena*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Regular*" [19j]. 1896-97 Not listed [19c].
30	w/n 2361	1880-1 condition "*Bueno*" [19c]. 1882-3 condition "*Necesita reparacion*" [19e]. 1883-4 condition "*Reperandose, con caldera nueva*" [19f]. 1884-5 condition "*Bueno*" [19f]. 1885-6 condition "*Bueno, Grande*" [19g]. 1887 condition "*Bueno*", 'renumbered' **30** [19g]. 1888 condition "*Bueno*" [19i]. 1889-90 condition "*Necesita reparacion de fluses*" [19i]. 1890-91 condition "*Necesita reparacion*" [19n]. 1891-92 condition "*Buena – Recien reparada*" [19j]. 1896-97 condition "*Buena – Recien reparada*" [19c].
31[2]	w/n 3687	1887 condition "*Nueva*", 'renumbered' **31** [19g]. 1888 condition "*Regular – Necesita cambiar fluses*" [19i]. 1889-90 condition "*Necesita reparacion de fluses*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena – Recien reparada*" [19c].
33[2]	w/n 3688	1887 condition "*Nueva*", 'renumbered' **33** [19g]. 1888 condition "*Regular – Necesita empatar los fluses*" [19i]. 1889-90 condition "*En reparacion*" [19i]. 1890-91 condition "*Buena*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*En reparacion*" [19c].

2-6-0 d/w 54", cyls. 17x24", built by Rogers in 1875 and 1889

Ordered by ?

32	w/n 2423	1880-1 condition "*Muy bueno*" [19c]. 1882-3 condition "*Bueno*" [19e]. 1883-4 condition "*Bueno*" [19f]. 1884-5 condition "*En reparacion*" [19f]. 1885-6 condition "*Regular, Grande*" [19g]. 1887 condition "*Regular*", 'renumbered' **32** [19g]. 1888 condition "*Bueno – Se empataron los fluses*" [19i].

		1889-90 condition "*Necesita caldera nueva*" [19i]. 1890-91 condition "*En reparacion*" [19n]. 1891-92 condition "*Buena – Recien reparada*" [19j]. 1896-97 condition "*Buena*" [19c].
34	w/n 4197	1889-90 "*En el ano que acaba de terminar, se han traido de la fábrica americana de Rogers tres locomotoras grandes de carga números **23, 34** y **35**, exigidas por el aumento del servicio de caña, y ya están pedidas cinco más á dicha fábrica para la próxima zafra.*" [19i]. 1889-90 condition "*Nueva – Recibida este año*" [19i]. 1890-91 condition "*Buena – Recibida el año pasado*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena – Recien reparada*" [19c].
35	w/n 4198	1889-90 condition "*Nueva – Recibida este año*" [19i]. 1890-91 condition "*Buena – Recibida el año pasado*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena*" [19c].

The three surviving flexible beam 0-8-0s

Whilst the majority of the early *FC de Cárdenas* and *FC de Jucaro* locomotives faded out of the scene during the 1860s and 1870s, three engines survived as shunters/switchers or in local parlance as *arregladoras de patio*.
All three were Baldwin 'flexible beam' 0-8-0s; two from the *FC de Jucaro* and one from the *FC de Sabanilla*. Unlike all the later engines which were known by numbers, these three seem to have retained their names until their eventual demise in the 1890s –

'COMETA'	ex-*FC de Cárdenas*	Baldwin 791?	0-8-0	1857
'SABANILLA'	ex-*FC de Jucaro*	Baldwin 786	0-8-0	1857
'SAN ANTÓN'	ex-*FC de Jucaro*	Baldwin 785	0-8-0	1857

Unfortunately the annual reports, which have given us so much detail about individual main-line locos, often lump these three together, not identifying each of them individually. Nevertheless we can gain a picture of their usage.

1880-81	"*3 Arregladoras en buen estado.*"				
1882-83	"*3 Arregladoras, 2 en buen estado y 1 que necesita reparacion.*"				
1883-84	"*3 Arregladoras, una en buen estado y dos regular.*"				
1884-85	"*3 Arregladoras, una en buena estado y dos en regular.*"				
1885-86	"*3 Arregladoras, una buena, otra regular y otra mala.*"				
1887	"*Arregladores de patio*	***Cometa***	*Mediana*	*Bueno. Se reparo.*	
		Sabanilla	*Mediana*	*Regular.*	
		S. Antón	*Mediana*	*En Reparacion.*"	
1888	"*Arregladores de patio*	***Cometa***	*Mediana*	*Regular.*	
		Sabanilla	*Mediana*	*Necesita reparacion.*	
		S. Antón	*Mediana*	*Regular.*"	
1889-90	"*Arregladoras del patio*	***San Anton***	*Mediana*	*Regular*	
		Sabanilla	*Mediana*	*Regular*	
		Cometa		*Buena. Recien reparada.*"	
1890-91	"*ARREGLADORAS DE PATIO*				
		S. Antón	*Mediana*	*Regular. Muy antigua.*	
		Sabanilla	*Id.*	*Id.*	*Id,*
		Cometa	*Id.*	*Buena*	*Id.*"
1891-92	"*Arregladoras del patio*	***San Anton***	*Mediana*	*Muy antigua, pedida otra en sustitucion.*	

Sabanilla	*Mediana*	*Muy antigua Regular*
Cometa	*Mediana*	*Muy antigua, pedida otra en sustitucion.*"

1896-97 and later Other locomotives filling the *arregladoras* role, none of these three listed.

The full 1887 renumbering

In 1887 the fleet underwent a full renumbering, with the passenger engines now carrying numbers between **1** and **20** in ascending order of size – *Pequeña, Mediana* and then *Grande.* On the other hand the freight locos took numbers from **21** upwards, but in descending size order – *Grande, Mediana*, then finally *Pequeña.* It rather looks as though the precise sequence was tweaked to make it possible for a substantial number of engines (16 out of 36) to retain their original numbers, perhaps to avoid unnecessary effort in the paint shop.

Here is the full list, as set out in that year's annual report:

Old nos.	New nos.	Size	Builder	Wheels	Year	Comments and any later history
Locomotoras de viajeros						
17	**1**	Pequeña	? ?	4-4-0?	?	
18	**2**	Pequeña	? ?	4-4-0?	?	In 1896 "*Este año ha sido excluida por completamente inútil la máquina numero* ***2,*** *pequeña y muy antigua".*
5	**5**	Mediana	Rogers [1014]	4-4-0	1861	Not listed in 1896.
6	**6**	Mediana	Rogers [891]	4-4-0	1859	Not listed in 1896.
33	**8**	Mediana	? ?	4-4-0?	?	Not listed in 1896.
9	**9**	Mediana	? ?	4-4-0?	1863-66?	Not listed in 1896.
11	**11**	Mediana	? ?	4-4-0?	1863-66?	Not listed in 1896.
	15	?	? ?	?	?	In 1896 an unknown loco **15** listed as *Buena – reparada por accidente.* Not listed below as having been ordered new, so something of a mystery. In 1897-8 listed as *Buena.* In 1898-9 listed as *Regular.*
16	**16**	Grande	Rogers [1495]	4-6-0	1867	In 1896 listed as *En reparación*. In 1897-8 listed as *En reparación*. In 1898-9 listed as *Buena.*
22	**17**	Grande	Rogers [1800]	4-4-0	1870	In 1896 listed as *Regular.* In 1897-8 listed as *Regular.* In 1898-9 listed as *En reparación*, and no kilometrage run listed for the year.
23	**18**	Grande	Rogers [1801]	4-4-0	1870	In 1896 listed as *Buena.* In 1897-8 listed as *En reparación*. In 1898-9 listed as *Regular.*
19	**19**	Grande	Rogers [1549]	4-4-0	1868	In 1896 listed as *Regular.* In 1897-8 listed as *Regular.* In 1898-9 listed as *En reparación*.
31	**20**	Grande	Rogers 2358	4-4-0	1873	In 1896 listed as *Buena.* In 1897-8 listed as *Buena.*

							In 1898-9 listed as *Buena*, also as receiving '*largueros con frente y pedestales*' whatever they were.
Locomotoras de mercancias o carga							
21	**21**	Grande	Rogers	[1556]	4-6-0	1868	*Buena condición en 1896.* *Buena condición en 1897-8.* In 1898-9 listed as *Necesita reparación.*
20	**22**	Grande	Rogers	[1554]	4-6-0	1868	*Buena condición en 1896,* *Buena – recién reparada en 1897-8.* In 1898-9 listed as *Regular.*
24	**24**	Grande	Rogers	[1817]	4-6-0	1870	In 1896 "*Buena – Sufrio reparacion por accidente"* *Buena condición en 1897-8.* In 1898-9 listed as *Necesita reparación.*
25	**25**	Grande	Rogers	[1821]	4-6-0	1868	*Buena condición en 1896,* In 1897-8 listed as *Regular.* In 1898-9 listed as *Necesita reparación.*
26	**26**	Grande	?	?	?	1870-72?	Replaced by 1890.
27	**27**	Grande	Rogers	[2030]	2-6-0	1872	In 1896 listed as *Regular.* In 1897-8 listed as *Regular.* In 1898-9 listed as *Regular.*
28	**28**	Grande	Rogers	[2031]	2-6-0	1872	In 1896 listed as *Buena.* In 1897-8 listed as *Buena.* In 1898-9 listed as *Necesita reparación*, and as having received new cylinders.
29	**29**	Grande	Rogers	2360	2-6-0	1873	Not listed in 1896, or thereafter.
30	**30**	Grande	Rogers	2361	2-6-0	1873	*Buena – recién reparada* in 1896. In 1897-8 listed as *Buena.* In 1898-9 listed as *Necesita reparación.*
31	**31**	Grande	Rogers	3687	2-6-0	1886	*Buena – recién reparada* in 1896. In 1897-8 listed as *Buena.*
32	**32**	Grande	Rogers	2423	2-6-0	1875	*Buena condición en 1896,* In 1897-8 listed as *Regular.* In 1898-9 listed as *Necesita reparación*, also receiving '*largueros con frente y pedestales*' whatever they were.
33	**33**	Grande	Rogers	3688	2-6-0	1886	In 1896 listed as *En reparación*. *Buena – recién reparada en 1897-8.* In 1898-9 listed as *Necesita reparación.*
	34	?	?	?	?	?	An unknown loco listed as *Buena* in 1897-8. Not listed below as having

							been ordered new, so something of a mystery. In 1898-9 listed as *En reparación*.
	35	?	?	?	?	?	An unknown loco listed as *Buena* in 1897-8. Not listed below as having been ordered new, so something of a mystery. In 1898-9 listed as *Necesita reparación.*
15	**36**	Mediana	Rogers [1493]		4-6-0	1867	In 1896 listed as *Regular.* In 1897-8 listed as *Regular.* In 1898-9 listed as *Necesita reparación.*
7	**37**	Mediana	Rogers [1116]		4-6-0	1863	In 1896 listed as *Buena,* but size had gone up to *grande.* In 1897-8 listed as *Buena,* but size had gone up to *grande.* In 1898-9 listed as *Buena.*
8	**38**	Mediana	Rogers [1117]		4-6-0	1863	In 1896 listed as *Buena.* In 1897-8 listed as *En reparación*. In 1898-9 listed as *Regular.*
13	**39**	Mediana	Rogers [1394]		4-6-0	1866	In 1896 listed as *Regular.* In 1897-8 listed as *Regular.* In 1898-9 listed as *Regular.*
14	**40**	Mediana	Rogers [1395]		4-6-0	1866	Not listed in 1896 or thereafter.
1	**41**	Pequeña	Rogers [913]		4-6-0	1860	Replaced in 1892, see below.
2	**42**	Pequeña	Rogers [905]		4-6-0	1860	In 1896 listed as *En reparación*. In 1898-9 listed as *Necesita reparación.*
3	**43**	Pequeña	Rogers [996]		4-6-0	1861	Replaced in 1890, see below.
4	**44**	Pequeña	Rogers [1004]		4-6-0	1861	Replaced by new loco in 1890, see below.
***Arregladores de patio* (shunters / switchers)**							
'COMETA'		Mediana	Baldwin 791?		0-8-0	1857	
'SABANILLA'		Mediana	Baldwin 786		0-8-0	1857	
'SAN ANTÓN'		Mediana	Baldwin 785		0-8-0	1857	
							An unknown no. **1** *Grande* listed as an *arregladora* (shunter) in 1896 and in *Buena condición*. Ditto in 1897-8. In 1898-9 listed as *Necesita reparación.* An unknown no. **2** *Grande* listed as an *arregladora* (shunter) in 1896 and in *Buena condición*. Ditto in 1897-8. In 1898-9 listed as *Necesita reparación*

		An unknown no. **3** *Grande* listed as an *arregladora* (shunter) in 1896 and in *Buena condición*. Listed as *Regular* in 1897-8. In 1898-9 listed as *Necesita reparación.*

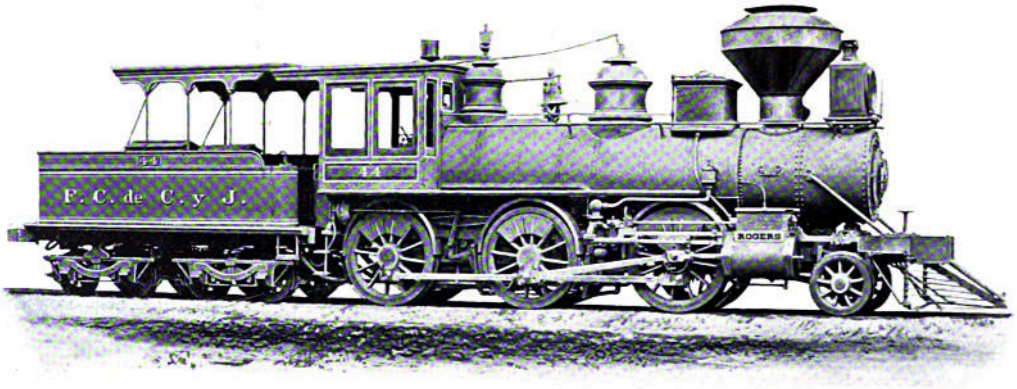
2-6-0 d/w 57¾", cyls. 17x22", built by Rogers in 1890 (23²-46), 1891 (47-50), 1892 (41²-55), 1893 (56-37²), 1894 (59-60) and 1900 (29²-40²)

Ordered by ?

23²	w/n 4247	1889-90 condition "*Nueva – Recibida este año*" [19i]. 1890-91 condition "*Buena – Recibida el año pasado*" [19n]. 1891-92 condition "*Buena*" [19j]. 1896-97 condition "*Buena – Sufrio reparacion por accidente*" [19c]. *Buena condición en 1897-8.* In 1898-9 listed as *Buena*, and as receiving a new firebox, also receiving '*largueros con frente y pedestales*' whatever they were.
26²	w/n 4374	Ordered as no. **30**, but into service as no. **26**. 1889-90 "*Durante el año se han adquirido de la fábrica de Rogers de Paterson, Estados Unidos, 5 locomotoras grandes de carga números **26, 43, 44, 45** y **46**, de absoluta necesidad, como antes se ha dicho.*" [19i]. 1890-91 condition "*Buena – Recibida el año pasado*" [19n]. 1891-92 condition "*Buena – Recibida el año pasado*" [19j]. 1896-97 condition "*En reparacion*" [19c]. In 1898-9 listed as *En reparación.*
43	w/n 4391	Ordered as no. **31**, but into service as no. **43**. 1891-92 condition "*Buena – Recibida el año pasado*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
44	w/n 4404	Ordered as no. **33**, but into service as no. **44**. 1891-92 condition "*Buena – Recibida el año pasado*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Necesita reparación.*
45	w/n 4430	1891-92 condition "*Buena – Recibida el año pasado*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*". In 1898-9 listed as *Buena*, and as receiving a new firebox.
46	w/n 4431	1891-92 condition "*Buena – Recibida el año pasado*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*". In 1898-9 listed as *Buena*, and as receiving a new firebox.
47	w/n 4601	1891-92 "*Durante el año se han importado de la fábrica de Rogers, en los Estados Unidos, cinco locomotoras grandes de carga, números **41, 47, 48, 49** y **50**. No siendo suficientes aún las que existen para atender á las crecientes necesidades previstas para la próxima*

		zafra, se han pedido cinco ordinarias de carga y dos arregladoras para destinarlas á la vía urbana de Cárdenas, en sustitución de las actuales muy antiguas y poco apropiadas para el activo movimiento en que están todo el ano." [19j]. 1891-92 condition "*Nueva – Recibida este año*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Necesita reparación.*
48	w/n 4613	1891-92 condition "*Nueva – Recibida este año*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*". In 1898-9 listed as *Buena.*
49	w/n 4614	1891-92 condition "*Nueva – Recibida este año*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
50	w/n 4629	1891-92 condition "*Nueva – Recibida este año*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
41[2]	w/n 4649	1891-92 condition "*Nueva – Recibida este año*" [19j]. 1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*".
51	w/n 4749	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Necesita reparación.*
52	w/n 4750	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
53	w/n 4758	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*". In 1898-9 listed as *Regular.*
54	w/n 4759	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
55	w/n 4780	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Regular*". In 1898-9 listed as *Buena.*
56	w/n 4935	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
57	w/n 4936	1896-97 condition "*Buena – Reparada por accidente de guerra*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Regular.*
58	w/n 4966	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Necesita reparación.*

37[2]	w/n 4967	1896-97 condition "*Buena*" [19c].
59	w/n 4974	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
60	w/n 4975	1896-97 condition "*Buena*" [19c]. 1897-98 condition "*Buena*". In 1898-9 listed as *Buena.*
29[2]	w/n 5642	
40[2]	w/n 5643	
61	w/n 5644	

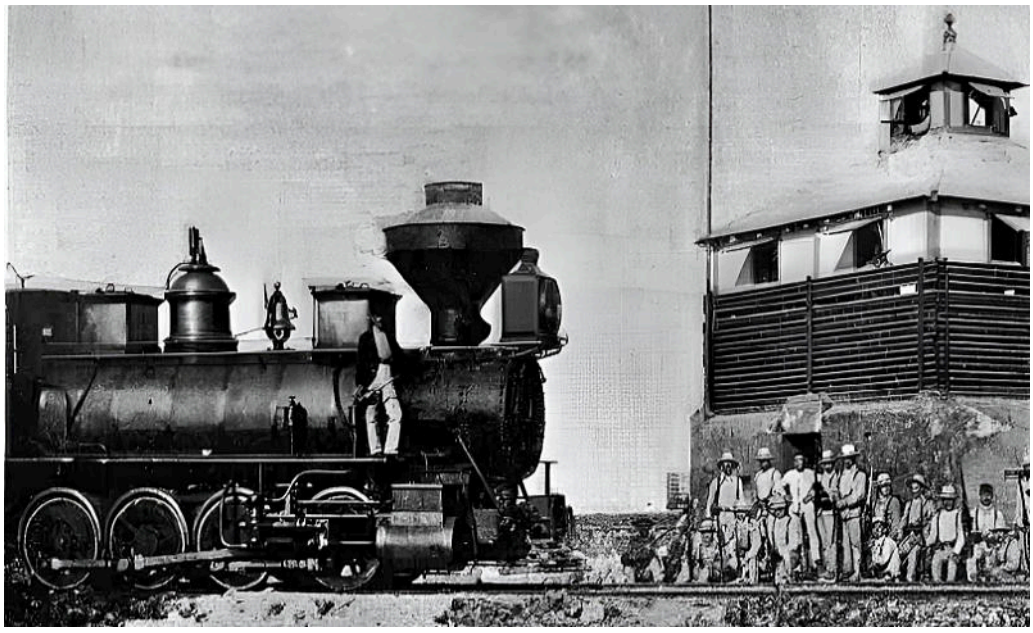


No. 44 as seen in a Rogers catalog from 1893.

0-8-0 d/w 42", cyls. 18x24", built by Rogers in 1892

Ordered by ?

1[2]	w/n 4776	1896-97 Listed as a shunter/switcher [19c].
2[2]	w/n 4777	1896-97 Listed as a shunter/switcher [19c].



This photo was focussing on the fort to the right of the picture, hence the incompleteness of the image of the 0-8-0 to the left, which was probably one of the Rogers locos listed above and below.

0-8-0 d/w 42", cyls. 17x22", built by Rogers in 1893 and 1900

Ordered by *FC Cardenas y Jucaro*

3[2]	w/n 4934	1896-97 Listed as a shunter/switcher [19c].

4[2] w/n 5645

0-4-0ST d/w 26, cyls. 9x12", built by Rogers in 1900

Ordered by ? Acq. via Cardenas & Co. May have been narrow gauge, acc. to Copeland. This may have been for Peru rather than Cuba.

? 'SANTA CLARA' w/n 5646

The fleet in 1900

Source [1] from 1900 says: 47 locos, of which 16 in good condition, 8 serviceable and 23 needing repair, Source [18] adds "Since the year 1894, when locomotives Nos. **59** and **60** were imported, no others have been received. We have ordered in anticipation of increased traffic four more, which will be received next October, – three for freight and a switch engine for use at Cardenas.

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1902

Ordered by ? BLW class 8-28D no. 206-207. Spec. is in vol. 25 p 114. Roof over two-thirds of the length of the tender. Mark on tank: 'FERRO-CARRIL DE CÁRDENAS Y JÚCARO'.

62 w/n 21237

63 w/n 21238



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 01674.

4-4-0 d/w 68"(BLW spec. page says 66"), cyls. 18x24", built by Baldwin in 1903

Ordered by Cardenas & Jucaro RR. BLW class 8-30C no. 608-609. Spec. is in vol. 26 p 147. Mark on tank 'FERRO-CARRIL DE CÁRDENAS Y JÚCARO'. Plates fitted saying Krajewski-Pesant Company, also BLW property plates.

5[2] w/n 23241

6[2] w/n 23241?



Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – BLW negative 01776.

2-6-0 d/w 54", cyls. 18x24", built by ALCo Brooks in 1904

Ordered by ? Lehmuth ALCo list says these were 4-6-0s, but Connelly and Weber say 2-6-0s.

7[2] w/n 30189 Became *FC Unidos* no. **7**.

8[2] w/n 30190 Became *FC Unidos* no. **8**.

2-6-0? d/w 54", cyls. 18x24", built by Baldwin in 1905

Ordered by Cárdenas & Jucro RR. BLW class 8-30D no. 628-636. Spec. is in vol. 28 p 123. Mark on tank 'FERRO-CARRIL DE CÁRDENAS Y JÚCARO'. General design to be as loco no. **7** by ALCo.

64 w/n 26383

65 w/n 26384

66 w/n 26423

67 w/n 26424

68 w/n 26425

69 w/n 26426

70 w/n 26427

71 w/n 26640

21[2] w/n 26641



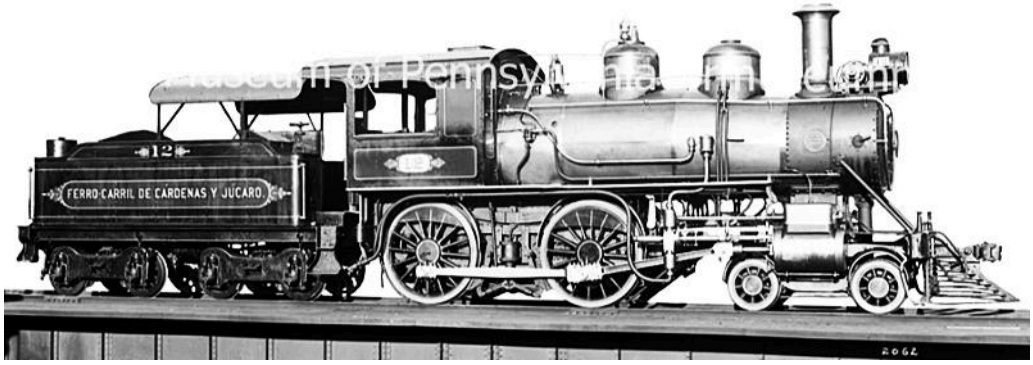
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02058-2.

4-4-0 d/w 66", cyls. 18x24", built by Baldwin in 1905

Ordered by Cardenas and Jucaro RR. BLW class 8-30C nos. 622 and 623. Spec. is in vol. 28 p 122. Mark on tank: FERRO-CARRIL DE CÁRDENAS Y JÚCARO'.

11[2] w/n 26390

12[2] w/n 26414



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02062-1.

0-6-0ST d/w 48", cyls. 17x24", built by Baldwin in 1905

Ordered by ? BLW class 6-28D nos. 206 and 207. Spec. is in vol. 28 p. 124. Mark on tank: FERRO-CARRIL DE CÁRDENAS Y JÚCARO'.

13[2] w/n 26412
14[2] w/n 26415



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 02063.

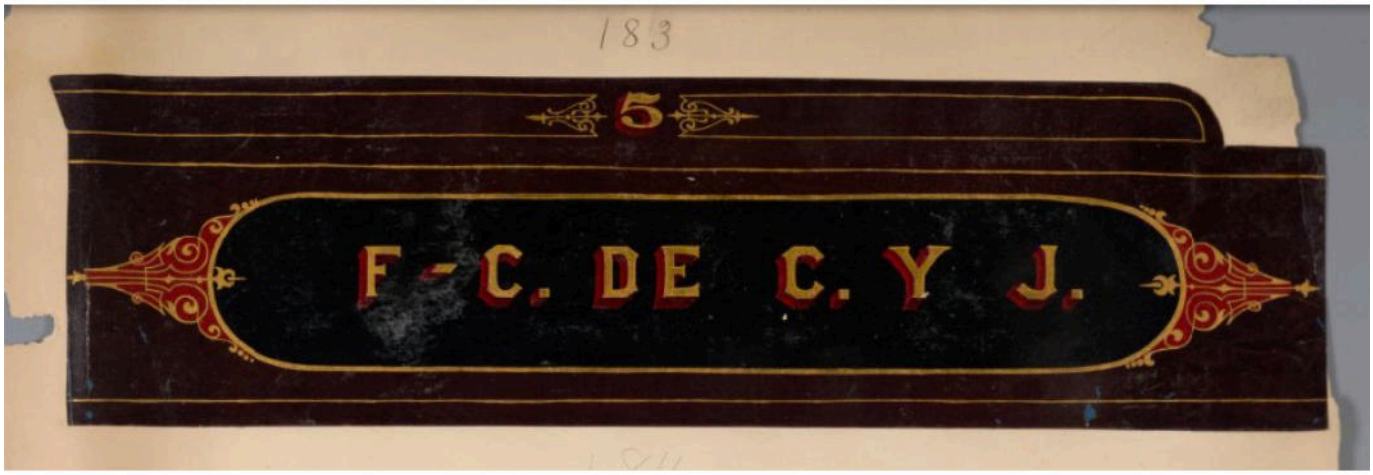
Absorbed into the *FCUH*

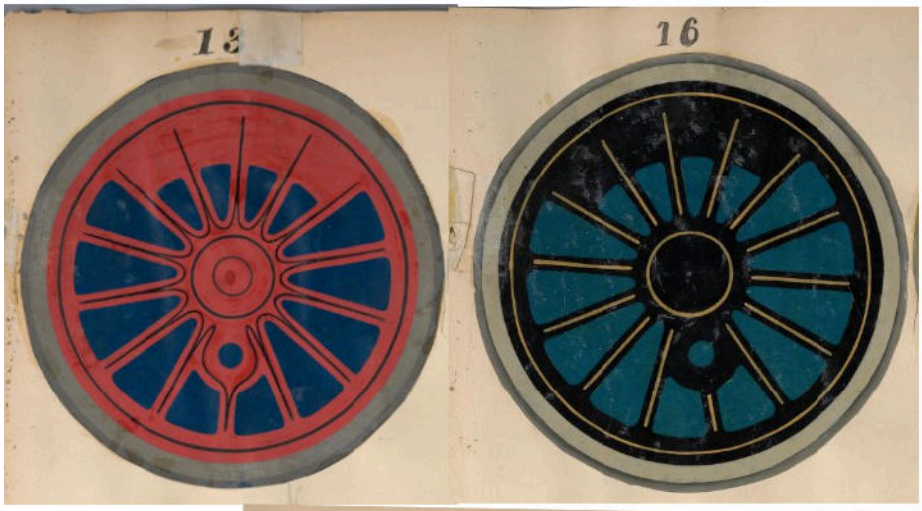
This company was combined with the United Railways on July 1, 1906.

Locomotive painting styles

The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560

Style	Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank	
351	71	—	—	31	13	183	Cardenas & Jucaro 8-30C 622
352	71	—	—	31	16	183	Cardenas & Jucaro 8-30 628
353	71	—	184	31	16	—	Cardenas & Jucaro 6-28 206









The locos to which these styles are listed as applying to include
4-4-0 no. **11²** of 1905 (BLW class 8-30C no. 622)
2-6-0 no. **64** of 1905 (BLW class 8-30D no. 628)
0-6-0ST no. **13²** of 1905 (BLW class 6-28D no. 206),
ie. the last three of the batches of engines listed above, although note that the builders' photos of the locos concerned seem to show the railway's name written out in full on the tender/tank rather than abbreviated as seen in the style book.

17.3 *El FC de Matanzas or* The Matanzas Railway

17.3.1 *El FC de Matanzas á Sabanilla*
standard gauge

1843-1906

Background

Standard gauge. Operating 94.6 km. of route in 1860.

Source [8] commented in 1922: “On September 28, 1839, the governor general of the island of Cuba granted a perpetual concession to the *Ferrocarril de Matanzas* for a line from Matanzas to the hacienda "Las Piedras", passing through the hacienda "La Sabanilla del Ecomendador", the first stretch being inaugurated from Matanzas to Guanaba, November 1, 1843. The locomotive "**La Junta**" which hauled the first train may be seen in the Central Station in its original state, mounted on the original rails and crossties. The railroad was opened to Union on October 1, 1848, and was extended section by section to Guareiras; it reached that town May 17, 1870, and reached Colon November 17, 1872.

A concession was granted on December 11, 1837, to construct a railroad from Navajas to Jaguey Grande, the first section as far as Tramojos (later Pedroso) being inaugurated in February, 1859, the first train arriving at Jaguey on July 10, 1878. In October, 1893, the line was extended to Murga.

On August 16, 1887 the line from Guareiras to Cumanayagua (later Pedemonte) was inaugurated and in 1893 the line was opened as far as Esles.”

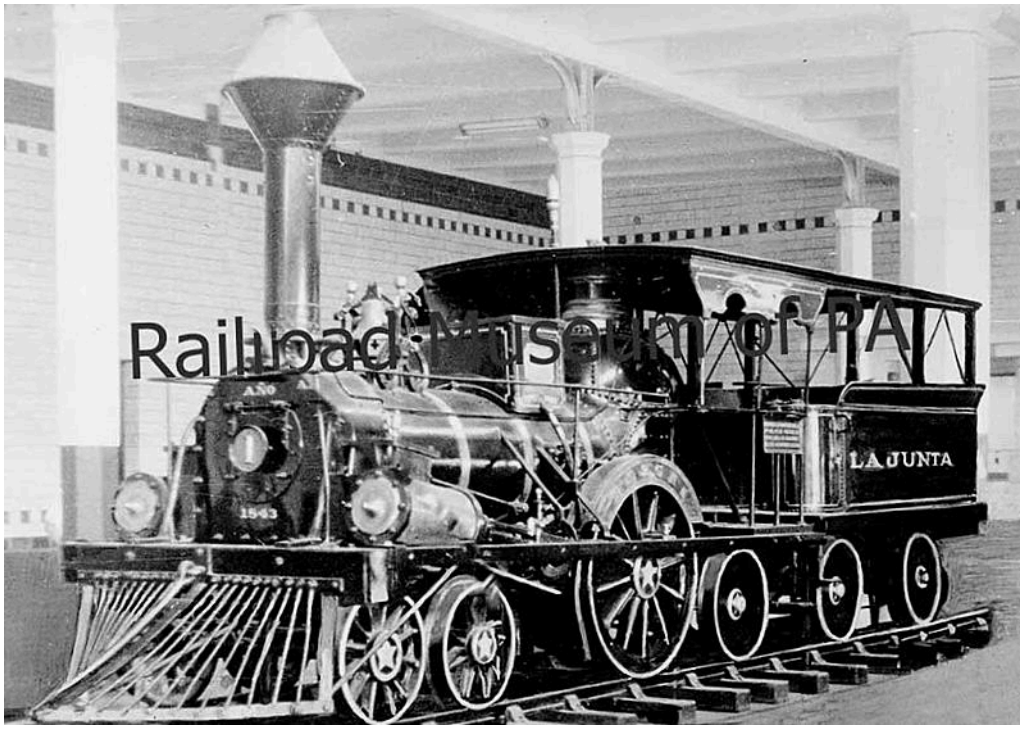
Source [1] from 1900 says: 284 km. of route. 7 passenger locos, 25 freight locos including 2 added recently, 4 switchers. Opened 1854.

Summary in Poors’ Directory 1886 (spelling etc. tidied up): Compañia del Ferro-Carril de Matanzas. – Main Line: Matanzas to Guareiras, 103 km.; branches: from Navajas to Jaguey, 35 km.; from Navajas to the Atraveido Works, 17 km.; from Guira to the Julio Works, 11 km.; and from Guareiras to Colon, 9 km. – total, 175 km. Gauge of main line, Jaguey and Colon branches, 4 ft. 8½ in. ; other branches, 2 ft. 6 in. Rail (steel, 44 kg.) – broad gauge, 60 lbs.; narrow gauge, 35 lbs. Locomotive engines, 32. Cars – passenger, 24; baggage, 7; freight, etc., 551. The construction of this line from Matanzas to Navajas was authorized in 1839, and the first section of that line, from Matanzas to Guanabana, 12 kilo., was completed and opened in 1844. From that year forward the road was gradually extended until it was finally completed between the points named in 1849. The extension and branches were authorized and built at various dates between 1849 and 1879. Refael E. Sanchez, President; Laureano Angulo, Vice-President; Alvaro Lavastido, Secretary; Antonio del Solar, Administrator; Ygnacio O'Farrill, General Superintendent; Lorenzo Pineyro, Superintendent of Traffic; Hilario Valladares, Superintendent of Machine Shop; Ygnacio Vidal, Master Carpenter. GENERAL OFFICE, Matanzas, Cuba.

4-2-2 d/w 54", cyls.11x18", built by Rogers in 1843

Ordered by ?

1 ‘REAL JUNTA de FOMENTO’ w/n 42 On display in Havana railway museum.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34319.

4-4-0 d/w 48", cyls. 11x18", built by Rogers in 1843

Ordered by *FC Matanzas y Savanilla*.

'MATANZERA' w/n [42]

4-4-0 d/w 54" (but see below for variations), cyls. 11x18" (see below for variations), built by Rogers in 1844 to 1850

Ordered by ? Note that Copeland's list numbers these engines differently, but with question marks indicating uncertainty. However, the numbers shown here are confirmed by the 1863 annual report table displayed below. More importantly, AC lists two additional engines: **2**? **'MATANZERA'** Rogers w/n [51] d/w ?, cyls. 11x18", built 1844, Lehmuth's Rogers list has d/w as 48"; and **4**[2]? **'La SABANERA'** Rogers w/n [74] d/w 54", cyls. 11x20", built 1845.

2 'El RAYO'	w/n [64]	d/w 54", cyls. 11½x18", built 1845. Lehmuth Rogers list gives cyls. as 11½x20".
3 'La SABANERA?'	w/n [68] or [74]	d/w 54", cyls. 11½x20", built 1845, not delivered then regauged 4' 10" for Mad River & Lake Erie RR as **'MIAMI'** later **'HURON'**, and eventually running on other roads in the area. Lehmuth says **'SABANERA'** was a different loco, Rogers [74], which did reach Cuba.
4 'YUMURI'	w/n [127]	d/w 54", cyls. 11½x20", built 1848
5 'GARCÍA'	w/n [136]	d/w 54", cyls. 11x20", built 1848. Lehmuth's Rogers list has cyls. as 15½x20".
6 'ALBERS'	w/n [150]	d/w 54", cyls. 11x20", built 1848
7 'VELOZ'	w/n [198]	d/w 60", cyls. 12½x20", built 1849
8 'HERCULES'	w/n [200]	d/w 54", cyls. 11½x20", built 1850

4-6-0 d/w 54", cyls. 16x20", built by Rogers in 1850

Ordered by ?

9 'CARRERÁ' w/n [237]

10 'El PAN' w/n [241]

4-4-0 d/w 36", cyls. 8x16", built by Neilson in 1852

Ordered for Julian de Zulueta of Havana.

11 'INGLESA' w/n 58

4-4-0 d/w 66", cyls. 14x22", built by Rogers in 1852

Ordered by ?

12 'EOLO' w/n [310]

4-6-0 d/w 54", cyls. 16x22", built by Rogers in 1854, 1857, 1858,

Ordered by ?

13 'CUBA'	w/n [550]	Built 1854. Scrapped 1897.
14	w/n [817]	Built 1857. Scrapped 1897.
15	w/n [836]	Built 1858.
17	w/n [893]	Built 1859.
18	w/n [979]	Built 1860.
19	w/n [982]	Built 1860.

4-4-0 d/w 66", cyls. 14x24", built by Rogers in 1860

Ordered by ? Lehmuth's Rogers list has cyls. as 14½x24".

16	w/n [899]	Withdrawn and transferred to Don Tirso Mesa in 1890, as part payment for moneys owed. [23] Then re-acquired by the railway in 1892 [19j]. Sr. Mesa was the railway's Chairman and principal shareholder, so clearly there was more to this than meets the eye.

The fleet in 1861

The company's report to shareholders for the second semester of the social year 1861 [20a] reported: "*La Empresa cuenta con 122 bueyes y 14 caballos:-19 locomotoras, de las cuales 9 sun buenas, 7 regulares, 1 mala, 1 en composicion y la otra reperándose:*" and "*En los talleres ademas de las reparaciones ordinarias se han reparado de un modo notable las máquinas números **15, 18**, y **19** y las nombradas **Pan, Cuba, García** y **Carrerá**.*" The total of nineteen matches the list above, and numbers and names also flag up no surprises.

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

Ordered by ?

20	w/n ?	Borrowed/hired or purchased for *FCdelO* during 1884.

4-6-0 d/w 50", cyls. 18x22", built by Baldwin in 1863-1865

Ordered by ? BLW class 28-D no. . Spec. is in vol. p.

21	w/n 1186	Built in 11/1863. Borrowed/hired or purchased for *FCdelO* during 1884.
22	w/n 1190	Built in 12/1862.
23	w/n 1198	Built in 1863.
24	w/n 1202	Built in 1864.
25	w/n 1204	Built in 1864.
2[2]	w/n 1327	Built in 1864.
3[2]	w/n 1328	Built in 1865.

The fleet in 1863

The company's report to shareholders for the social year 1863 [20b] reported: "*Han llegado dos locomotivas para mercancías de las cinco encargadas á los Sres. M. W. Baldwin y Comp., de Filadelfia, con los números **21, 22, 23, 24** y **25**, y segun aparece y dice el fabricante, son de las mas potentes que se han construido hasta el dia en aquel pais. La Empresa del Ferro-carril de Marianao poseia una locomotiva de pasajeros de gran poder, que les habia costado 20.000 pesos, pero que era inadecuada para su via. Por esto motivo propusieron su venta á esta compañía, y como al mismo tiempo, á consecuencia de no haberles llegado de los Estados Unidos el material que tenian pedido, pretendieron que se les alquilasen dos locomotivas de las nuestras, se convino en hacerlo por des meses, siempre que nos vendiesen aquella en 12.000 pesos, la que entregarán en el próximo mes de Febrero. Tambien por petieion de dicha Empresa se le prestaron cuatro coches gratuitamente por el mismo tiempo, para que pudiesen abrir al tráfico público su vía férrea*." and "*Además se han ejecutado los trabajos estraordinados siguientes: Una reparacion completa á **la máquina inglesa**, por primera vez desde su adquisicion. So han colocado forradas nuevas á las máquinas número **18** y **19** y una caldera nueva y ténder á la máquina **Veloz***."

It is difficult to make sense of the statement about the *FC de Marianao* loco, since that railway operated on the 5' 0" gauge until 1873, unless it was one that the Marianao company had purchased second-hand and then found impossible to re-gauge for their line. However that company's annual report in 1864 supported the stary, saying: "*La primera que adquirió la Compañía, que lleva por nombre "Marianao", es de mucho peso, y por consecuencia perjudicial para el camino, por cuya razon se acordó la venta de ella á la Compañía de Caminos de Hierro de Matanzas, por el precio de doce mil pesos en efectivo al contado, segun convenio, debiéndose hacer la entrega de dicha locomotora tan luego como tenga esta Compañía otra que la reemplace en el servicio que está prestando.*"

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

Ordered by *FC de Marianao*, had been their **'MARIANAO'**, but was too heavy for their track and was therefore to be sold to the *FC Matanzas* around 1864.

? w/n ?

FUERZA MOTRIZ.

El servicio prestado por las locomotoras, y su estado al concluir el año social, se demuestra en el siguiente

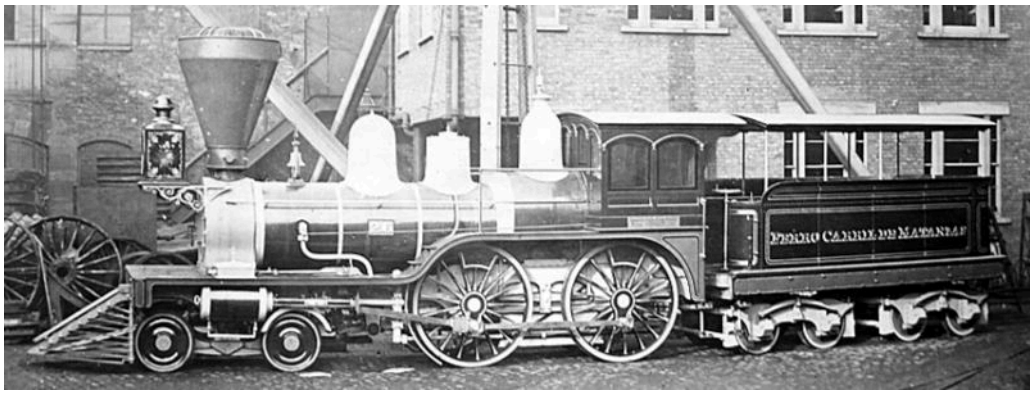
CUADRO.

NOMBRES.	Millas corridas.	Carros tirados.	Coches tirados.	ESTADO.
Número 1. Junta	2510	502	336	Bueno.
„ 2. Rayo	11398	6621	394	Id.
„ 3. Sabanera	10860	6176	360	Id.
„ 4. Yumuri	3819	2970	12	Id.
„ 5. Garcia	11082	7427	198	Id.
„ 6. Albers	6745	4343	16	Regular.
„ 7. Veloz	4660	1064	254	Reparacion.
„ 8. Hércules	9953	5304	244	Bueno.
„ 9. Carrerá	6010	7575	----	Reparacion.
„ 10. Pan	7522	10654	----	Regular.
„ 11. Inglesa, en Uni.°	----	----	----	Reparacion.
„ 12. Eolo	9212	1123	797	Bueno.
„ 13. Cuba	11781	15779	----	Id.
„ 14.	3181	4991	----	Reparacion.
„ 15.	6064	8814	----	Regular.
„ 16.	14000	1532	1169	Bueno.
„ 17.	6191	9043	----	Reparacion.
„ 18.	7360	10474	----	Bueno.
„ 19.	----	----	----	Id.
	132348	104392	3780	

4-4-0 d/w ?", cyls. 14x22", built by Avonside in 1867

Ordered for ?

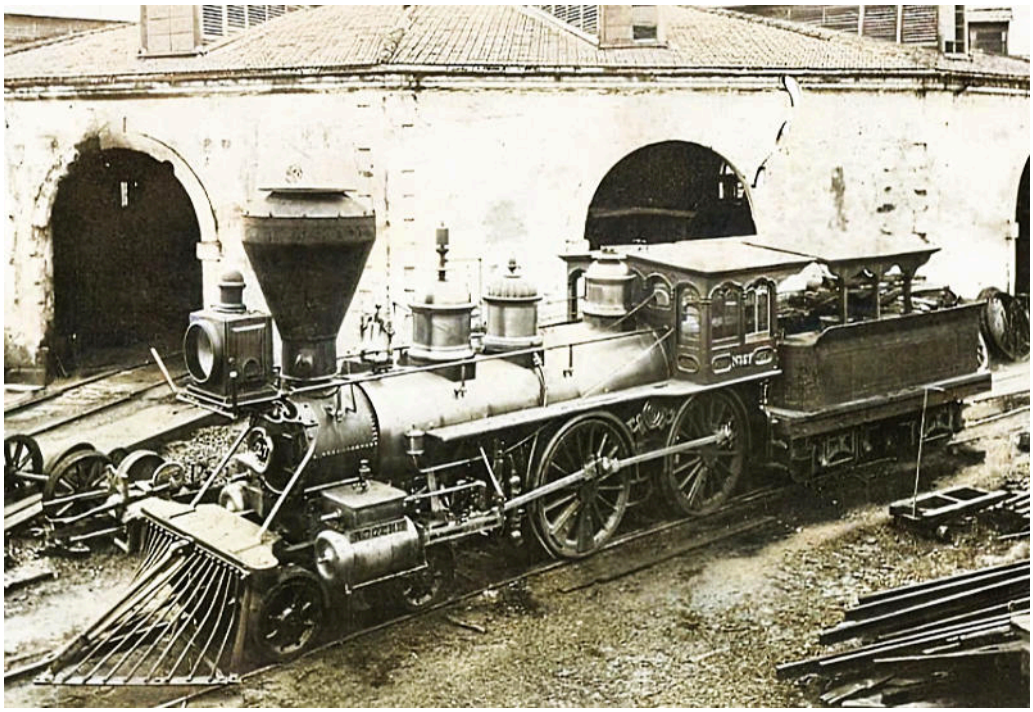
26 w/n 735



4-4-0 d/w 60", cyls. 14x22", built by Rogers in 1870

Ordered by ?

27 w/n [1811]



FC Matanzas á Sabanilla no. **27** outside the roundhouse at Sabanilla, date unknown. Whilst the number **27** is clearly visible on the smoke-box number-plate, it rather looks as though the cabside bears a short name, of only four or five letters.

2-6-0 d/w 54", cyls. 17x24", built by Rogers in 1870, 1873 and 1875

Ordered by ?

6[2]	w/n [1818]	
9[2]	w/n 2295	
10[2]	w/n 2368	
11[2]	w/n 2431	Lehmuth has this as Rogers no. 2432.

The fleet in 1872

The company's annual report for 1872 summarises the fleet as comprising: "*27 locomotoras (15 buenas, 6 regulares, 2 en mal estado, 3 reparandose y 1 en reconstruccion)"*", also, on the narrow gauge which see below: "*2 locomotoras para el ramal de Colon.*" Unfortunately it gives no further details, though we might expect that the new no. **6**[2] listed immediately above had by then replaced the original no. **6 'ALBERS'**.

Narrow gauge locomotives

The *FC de Matanzas* operated three 2' 6" gauge branches between the early 1870s and about 1890 when they were gradually rebuilt to standad gauge. Five locos were purchased to operate these lines, three from Britain and then another two from the USA. Whilst these are covered in detail in section 17.3.2 following this one, here it is merely worth noting that they bore the running numbers **28** to **32** within the main *FC de Matanzas* sequence.

0-6-0T? d/w 30", cyls. 9x14", built by Robert Stephenson in ?

Ordered for ?

28?	w/n 2009
29?	w/n 2010

0-4-4-0T Fairlie d/w 30", cyls. 8½x14", built by Avonside? in 1872-3?

Ordered for *FC de Matanzas*?

30? w/n 972/973

2-4-4T d/w 30", cyls. 11x16", built by Rogers in 1875

Ordered by ?

31 w/n 2395

2-6-6T d/w 33¾", cyls. 13x16", built by Rogers in 1878

Ordered by ?

32 w/n 2504

The fleet in 1876

The company's annual report for the year 1876 [19a] comments: "*EN LAS MAQUINAS.— Se armó la locomotora número **11** recibida de la fábrica de Rogers para reemplazar á la que con ol mismo número se encontraba inutilizada; han sufrido modificaciones las números **5** y **2** y la trituradora número 1; so reconstruyó una de las pailas de la máquina fija del taller de maquinaria; y se ha principiado la reparacion general de las locomotoras **12, 21** y **22**, siendo todas las demás objeto de las constantes que siempre exigen para conservarlas en el Mejor estado posible.*"

The numbers of engines in operacion are summarised as: "*Material de via ancha. 27 locomotoras (16 buenas, 7 regulares, 3 en reparacion y 1 en mal estado.)*" and "*De via estrecha. 4 locomotoras (3 regulares y 1 en buen estado.)*"

From the totals given it can be assumed that the four locos nos. **6²**, **9²**, **10²**, **11²**, purchased between 1870 and 1875, had each replaced engines which had been wrecked, scrapped or sold, and that all others listed above were still in service.

The fleet in 1880

"*MATERIAL MOVIL.—Se repuso la caldera de la locomotora núm. **17**; sufrieron una reparacion general las núms. **25, 21. 31** y **9**; la Máquina de aserrar núm. 2 y la fija del Taller de maquinaria, á la que se le colocó una nueva caldera para economizar combustible; se comenzó la de las locomotoras números **15, 17, 23** y **28** y se hicieron en las demás, todas las que su estado exijió.*"

"*Material fijo y movil. Locomotoras, de via ancha 27; de via estrecha 5.*"

0-4-0T Motors d/w 35", cyls. 12x20", built by Baldwin in 1882 and 1883

Ordered by Matanzas RR Co. BLW class 4-18C no. 14-15. Specs. are in vol. 11 pp 7 and 253. Mark on cab above windows: 'FERROCARRIL DE MATANZAS' for first one, and 'F.C. DE M' for second. Cab: ash, to cover all, ie. Dummy or Motor style. Straight stack. Pilot none. Second one was 4-18C no. 15. Spec. is in vol. 11 p 253. Duplicate of previous engine except as specified. Mark on cab above windows: 'F.C. DE M.'.

33 w/n 6068

8² w/n 7055

The fleet in 1882

The company's annual report for the year 1882 [19c] comments: "*EL MATERIAL RODANTE. En las locomotoras se hicieron aquellos trabajos que su estado ha exigido, pudiendo mencionarse especialmente la reparación general de las números **7** y **17**, comenzada el año anterior, y la de las números **5, 8, 13** y **22** aún no concluida; la del hogar de la núm. **9** y la de las camas de seis alijos; y la construcción de cuatro muñones para otras tantas locomotoras y de una bomba para la número **33**.…*

Por último; de los Estados-Unidos se recibió la locomotora para las carrileras urbanas que ya habia anunciado la Directiva el año anterior. No pudo con ella prestarse el servicio en la zafra pasada por haberse demorado algo su remisión; pero los ensayos hechos hasta ahora han permitido juzgár de su potencia y facilidad para el paso de las curvas más cerradas; y con fundamento se espera que, aparte de la economía, ofrezca su empleo comodidades para el movimiento, con ventajas para los Sres. almacenistas y para la Compañía. Tan pronto como en la práctica queden

demostradas sus buenas condiciones, se propone la Directiva adquirir otra más que considera necesaria para de una vez deshacerse de los bueyes que hoy están destinados á ese servicio." and "*Material fijo y movil.*
Locomotoras, de via ancha 27; de via estrecha 4, para las vias urbanas 1."

The fleet in 1884

The company's annual report for the year 1884 [19b] comments: "*La adopción de locomotoras en lugar del motor de sangre para el servicio de las carrileras urbanas, ha sido la causa de la reducción que aparece en las cuentas de maiz, forraje, animales y albeiteria y que será aún mayor en el año corriente, tanto por haber bajado el valor del maiz, corno por haberse retirado del potrero los bueyes que quedaban á piso.*
Para que pueda juzgarse de la economía realizada con la modificación dicha, se expresa á continuación el gasto hecho en los últimos cuatro años en aquellas vías, con la advertencia de que en 1882 se emplearon una locomotora y los bueyes, en 1883 dos locomotoras y algunos de éstos y en 1884 tres locomotoras nada más, una de las cuales ha sido de las comunes que se usan en la línea, por cuyo motivo no se ha logrado toda la economía que puede obtenerse con máquinas construidas expresamente como las otras dos, para su servicio.", "*En éste, además de todos aquellos trabajos necesarios para las obras llevadas á cabo en la vía y en el material rodante, se terminó la repara don general de cuatro locomotoras, se construyeron dos chimeneas para las de las carrileras urbanas, á fin de evitar la salida de chispas yse empe-zó la reparación de cuatro locomotoras más.*"and "*Material fijo y movil.*
Locomotoras, de via ancha 26; de via estrecha 4, para las vias urbanas 2)" and "*Material fijo y movil.*
Locomotoras, de via ancha 25; de via estrecha 5, para las vias urbanas 2)"

0-4-0T Motor d/w 30", cyls. 12x18", built by Baldwin in 1885

Ordered by ? BLW class 4-18C no. 21. Spec. is in vol. 13 p 108. Lehmuth's BLW list says cyls. were 12x20".
Name to be around edge of circular '**4**' plates on sides of cab.
4² 'S. CASTANER PRES.' w/n 8174

The fleet in 1885

The company's annual report for the year 1885 [19f] comments: "*Del importe de la locomotora adquirida, en realidad no han pasado al fondo de utilidades, sino $ 4,868.19; porque si bien se abonó íntegro á esta cuenta, en cambio á la misma se cargaron $ 4,036.95 que se esperimentaron de pérdida al deshacerse la Compañía de la locomotora <Yumuri» una de las primeras que se adquirieron al construirse el ferro-carril, y cuya venta acordó la Junta Directiva por ser del todo inútil para el servicio. Figuraba aquella locomotora en la cuenta de Capital con $ 8,716.95 y no pudo obtenerse por ella sino $ 4.750. En el Taller de maquinaria, además de los trabajos ordinarios, se terminó la reparación de cuatro locomotoras, de nuevo se hizo la de una de ellas que sufrió grandes averías en un descarrilamiento; y al concluir el año se habla emprendido la general de cinco locomotoras más.*"
"*Del importe de la locomotora adquirida, en realidad no han pasado al fondo de utilidades, sino $ 4,868.19; porque si bien se abonó íntegro á esta cuenta, en cambio á la misma se cargaron $ 4,036.95 que se esperimenta-ron de pérdida al deshacerse la Compañía de la locomotora <**Yumuri**» una de las primeras que se adquirieron al construirse el ferro-carril, y cuya venta acordó la Junta Directiva por ser del todo inútil para el servicio. Figuraba aquella locomotora en la cuenta de Capital con $ 8,716.95 y no pudo obtenerse por ella sino $ 4.750. En el Taller de maquinaria, además de los trabajos ordinarios, se ter-minó la reparación de cuatro locomotoras, de nuevo se hizo la de una de ellas que sufrió grandes averías en un descarrilamiento; y al concluirel año se habla emprendido la general de cinco locomotoras más.*"
"*De estos accidentes el que originó "mayores quebrantos fué descarrilamiento ocurrido el 13 de Febrero de un tren de viajeros, á consecuencia de haberse interpuesto un buey en la vía. Las averías. que esperimentó el materal rodante se estimaron en $2,895.50.*"

The fleet in 1886

The company's annual report for the year 1886 [19i] comments: "*Por último se han adquirido cuatro juegos de re-*

trancas al vacio para trenes completos, sistema Eames, que se han colocado en los coches de viajeros y en sus correspondientes locomotoras."
"Material fijo y movil. Locomotoras, de via ancha 25; de via estrecha 5, para las vias urbanas 2)"

The fleet in 1887

The company's annual report for the year 1887 [19i] comments: "*El material de tracción se atendió con particular esmero, concluyéndose la reparación general de cuatro locomotoras y empezándose la de otras seis: se armó una para las vías urbanas, recibida de los Estados Unidos; se principió la construcción de una paila y de un aparato al vacío y se hicieron á todas reparaciones más ó menos ligeras, según el estado de ellas."*
"Material fijo y movil. Locomotoras, de via ancha 25; de via estrecha 5, para las vias urbanas 3)"

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1888 (first two) and 1889 (remaining four)

Ordered by ? BLW class 10-34E no. 952-955, 885 and 886. Spec. is in vol. 14 p 191. Mark on tank: 'FERRO-CARRIL DE MATANZAS'. Straight stack.

34	w/n 9503	
35	w/n 9505	
36	w/n 10148	
37	w/n 10157	Lehmuth's BLW list says this was numbered **57**, but that might be a mistake.
38	w/n 10256	
39	w/n 10258	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00355.

The fleet in 1888

The company's annual report for the year 1888 [19i] comments: "*De conformidad con lo manifestado por la Junta Directiva en la sesión de la General de accionistas de 30 de Enero de 1888, y por los motivos entonces expuestos, se han adquirido de la fábrica de Baldwin, de los Estados Unidos, dos grandes locomotoras del sistema "Consolidation" y que se han marcado con los números **34** y **35**.*
Sus principales detalles son los siguientes: diámetro de los cilindros, 20"; cürso, 24"; ruedas motrices 8 y un velocípedo; y peso en orden de trabajo, 112,000 libras. Sus calderas están constriúdas con Ios mejores materiales, habiéndose empleado el cobre para los tubos y cajas de fuego. El costo de las dos en New York, ha sido de $ 30,341. 10 incluyendo la comisión pagada á los Sres. R. M. Miles y Compañía, encargados de su compra.
Esta cantidad no está comprendida en los gastos, sino que en su oportunidad se abonará á la cuenta de propiedades de la Compañía.
Ya han comenzado á prestar servicio esas dos locomotoras y hasta ahora en todo corresponden al trabajo que están llamadas á prestar y á las necesidades que deben satisfacer. Con ellas se promete la Junta Directiva grandes ventajas en la explotación, porque ahorrarán el establecimiento de algunos trenes, contribuirán á regularizar el servicio de caña y facilitarán, como es consiguiente, el movimiento de los otros trenes de mercancías.

*También como gasto se ha estimado la suma de $ 2,000 que abonó la Compañía en el cambio que se determinó de la locomotora número **1**, la primera que se adquirió al construirse la línea, y hoy del todo inútil, por otra que, convenientemente arreglada en el Taller de maquinaria, corno lo ha sido, prestará muy buen servicio; y además $ 1,800 invertidos en el establecimiento de cañerías y de dos tomas de agua en el patio de la estación de García.*"
and "*Material fijo y movil. Locomotoras, (de via ancha 27; de via estrecha 5, para las vias urbanas 3).*"

The fleet in 1889

The company's annual report for the year 1889 [19i] comments: "*En el año de 1888, como lo recordarán los Sres. accionistas, se trajeron dos de los Estados Unidos del sistema «Consolidation» por ser escaso el material de tracción de la Compañía; esas locomotoras, dedicadas en la pasada zafra á los transportes de la caña, nada dejaron que desear; pero como bien se comprende, ni fueron bastantes para que pudiera con ellas prestarse en su totalidad, el servicio que estos transportes exigían, ni llenaron por completo la falta que se hacia notar.*
Fué necesario por lo tanto, emplear algunas más con el mismo objeto, multiplicándose considerablemente el número de trenes y sus gastos propies, por ser de poca potencia las demás que posée la Compañia, con relación al trabajo á que se destinaban. De aqui, además, el que en determinados momentos no existiera una sola locomotora en el Taller de maquinaria que no estuviera sufriendo alguna reparación.
Para evitar los inconvenientes y perjuicios que creaba este estado decosas, se contrató con la fábrica de Baldwin, de los Estados Unidos, la construcción de cuatro locomotoras enteramente iguales á las dos referidas, para ser entregadas en el pasado año, como así se verificó, armándose en el Taller de la Compañia á tiempo para que empezaran á circular por las líneas desde cl principio de esta zafra.
Cada una de esas locomotoras, con fornallas y fluses de cobre, como todas las de la Compañía, se contrató á un precio que resultó líquido para ella, de $ 11,700 en currency, entregada libre de gasto á bordo del buque en Filadelfia. Su pago se ha convenido en los siguientes términos: cuarta parte al contado, y las otras tres cuartas partes en igual número de años, abonándose el interés de seis por ciento anual sobre cada plazo. También en este caso, como en el de los carros, y en la misma forma, se reservó la Compañia el derecho de anticipar en cualquier tiempo el pago de alguno de esos plazos ó el de todos ellos. Cada una de las dos primeras compradas costaron en New York $ 12,918.75 en oro americano."
"*En los talleres de la Compañía se ejecutaron trabajos de bastante importancia.*
En el de maquinaría, además de la reparación general de seis locomotoras, se comenzó la de otras cinco; haciéndose en las restantes las lijeras que su estado requería.
*Se armaron las seis locomotoras recibidas de los Estados Unidos, se colocaron tres aparatos al vacío en las marcadas con los números **34** y **35** y se construyeron algunas chimeneas, ranas, chuchos, cadenas, pernos para enganches y otros muchos efectos y materiales para la reparación de la vía y de carros y coches.*"
"*No con la misma buena suerte que en otros años se verificó en el ultimo, la explotación de las líneas, porque además de los accidentes de poca importancia que son comunes y que ninguna significación tienen, en uno ocurrido el 28 de Enero próximo pasado. hubo que lamentar la muerte del maquinista D. Pedro Mirández.*
Ocurrió ese hecho desgraciado á consecuencia de descarrilar todo el tren y de volcarse la locomotora, cogiendo en su caída al maquinista, qué murió con la palanca en la mano y sin haber querido imitar al fogonero que se lanzó de ella al notar el accidente. Este lo produjo el hallarse abierto el chucho del ingenio «Dolores» al paso del tren y sin que sea posible explicarse, ni quien realizó tamaña maldad, rompiendo el candado dél chucho, ni cómo pudo llevarse á cabo este hecho de día y en muy corto tiempo; porque hacía escasamente media hora que el mismo tren había pasado por ese lugar, para dirigirse al extremo del ramal Atrevido. La persona encarcada de la vigilancia del chucho se había separado de él, por breves momen-tos, para avisar á la finca que acababa de recibir un carro.
La locomotora, que era una de las nuevas recibidas, su alijo y algunos carros, sufrieron desperfectos de bastante consideración.
Conoció de la causa que al efecto se inició, la jurisdicción militar. Como hecho comprendido taxativamente en la Ley de secuestros, dictándose en ella auto tic sobreseimiento por no haberse encontrado la persona qué pudiera ser responsable de lo ocurrido.

Atendiendo la Junta Directiva á que fué D. Pedro Mirández:tin buen empleado, á que murió en el cumplimiento de sus deberes y en servicio de la Compañía, y á que ha dejado á su señora viuda é hijo sin recursos ningunos, acordó donarles la cantidad de un mil pesos que habían dé invirtirse en una casa. Comprada ésta, por la suma de $85o, se entregaron á la señora viuda los $ 15o restantes para que pudiera atender á las necesidades más apremiantes de su familia. Fueron de cuenta dé la Compania los derechos de la compra y donación de la casa y los gastos de escritura. Cree la Junta Directiva, con este acto, haber interpretado bien los sentimientos de los Señores accionistas y que habrá dé merecerlés su completa aprobación. "

"*Material fijo y movil. Locomotoras, de via ancha 30; de via estrecha 5, para las vias urbanas 3)*"

4-4-0 d/w 62", cyls. 17x24", built by Rogers in 1890

Ordered by ?

1[2] w/n 4281

40 w/n 4282



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34320.

The fleet in 1890

The company's annual report for the year 1890 [23] comments: "*El trabajo forzado que muchas de las locomotoras tuvieron que hacer durante la zafra y algunos defectos de que adolecían las seis compradas á la fábrica de Baldwin, obligaron á efectuar ea ellas una detenida reparación, cargándose el importe de los jornales empleados á la cuenta de salarios de maquinaria. Igualmente figuran en esta cuenta los jornales invertidos en armar las dos locomotoras de viajeros que se recibieron de los Estados Unidos. Pudiera, no obstante lo dicho, ser menor en realidad la diferencia que aparece, porque la Compañía reclama á la fábrica de Baldwin el valor de esos jornales y el de los materiales que se emplearon en corregir los de-fectos que tenían sus locomotoras, por ser verdaderamente de construcción en su casi totalidad; y debe esperarse que á esa reclamación se acceda."*

"Otra partida, aunque de naturaleza diversa, también afecta el resulta-do del año, sin embargo de que no irrogó desembolso alguno en dinero efectivo. Es la pérdida sufrida en el valor de la locomotora de viajeros número ***16*** *avaluada en la cuenta de capital en $ 11,968.94, que ful su costo en el año de 1860 en que se adquirió.*

Esta locomotora se dió de baja por haberse cedido á Don Tirso Mesa, lo mismo que un coche de viajeros, en pago de determinados derechos que concedió á la Compañia por un contrato que con ella celebró en el mes de Diciembre de 1889."

"La última locomotora de viajeros la compró la Compañía en los Estados Unidos en 1870. siendo como es consiguiente, mucho más antiguas las otras que al servicio se destinaban. Se comprende que ese material de tracción, bastante sin duda alguna para las necesidades del tráfico en la época en que se adquirió, tenía que ser deficiente en sumo grado, para las creadas, por el desarrollo que de entonces á hoy han tenido las líneas. Venía demorándose su sustitución por razones que son fáciles de alcanzar, pero ya últimamente se hacía imposible la continuación de ese estado de cosas y tuvo la Junta Directiva que determinar la adquisición de dos potentes locomotoras de viajeros.

Se contrataron con la fábrica de Rogers, de los Estados Unidos, que fue la que hizo proposiciones más favorables. "

"Los muchos trabajos de reparación que había que hacer en las locomotoras, la necesidad de ejecutarlos en breve

plazo para , que pudierán Utilizarse en la presente zafra, la deficiencia de los aparatos existentes en el Taller de maquinaria por ser todos muy antiguos, y algunos casi inservibles por su uso, obligaron también á la Junta Directiva á decidir la compra en los Estados Unidos, de un buen torno de dos cabezas para ruedas de locomotoras y de tres aparatos para hacer tornillos para barrenas y para taladros, cuyo costo total fué de $ 10,473.08.
Se compró igualmente un carrito de vapor para la inspección de las líneas. Su precio ha sido de $ 863.32.
Todas las sumas invertidas en las obras nuevas y en las nuevas adquisiciones. como aumentan el valor de las propiedades, figuran en la cuenta de utilidades capitalizables, hecha la correspondiente deducción del importe de la locomotora numero 16 de que antes se hizo mención."
"*Material fijo y movil. Locomotoras, de via ancha 31; de via estrecha 5, para las vias urbanas 3)*"

2-6-0 d/w 54", cyls. 18x24", built by Rogers in 1891 and 1892

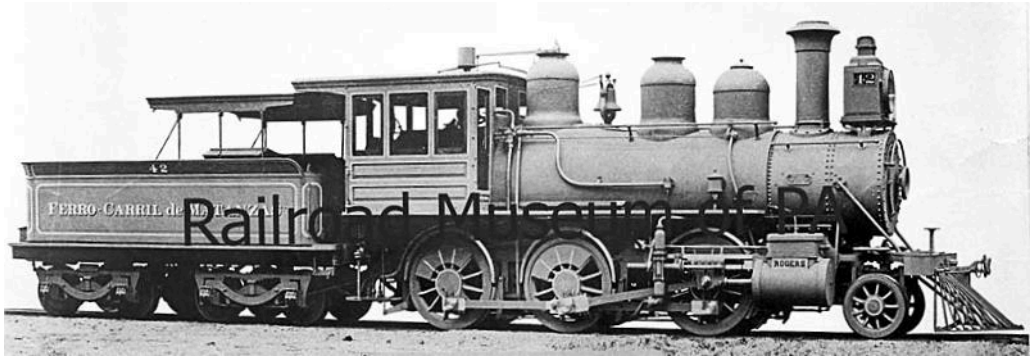
Ordered by ?

28[2]	w/n 4563
30[2]	w/n 4564
32[2]	w/n 4580

2-6-0 d/w 54", cyls. 19x24", built by Rogers in 1891

Ordered by ?

41	w/n 4581
42	w/n 4592
43	w/n 4593



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34336.

0-4-0ST d/w 44", cyls. 14x22", built by Baldwin in 1891

Ordered by ? BLW class 4-22C no. 117. Spec. is in vol. 17 p 155. Cab: open except where engineer stands, but capable of having panels put in to close it up. No doors. Cab: ash painted, to cover entire locomotive. Cyl. cocks to blow into exhaust chamber. This will have been the fourth of the locos purchased to work through urban streets.

44	w/n 12333

The fleet in 1891

The company's annual report for the year 1891 [19j] comments:
"*También se determinó la adquisición de 6 locomotoras de mercancías y de una más para las vías urbanas, por ser escaso é insuficiente el número de las que poseía la Compañía. Y aún cuando el costo de este material no se ha cargado al capítulo de gastos, es la oportunidad de dar cuenta de esta medida, por cuanto ha sido el complemento tic las otras adoptadas para mejorar el servicio de la explotación. Aquellas seis locomotoras se contrataron con la fábrica de Rogers, de los Estados Unidos, al precio líquido para la Compañía de $ 10,725 cy. cada una. Tienen tres pares de ruedas; las pailas, los staybolts y los fluses de cobre; son del sistema «Mogul»; el diámetro de sus ruedas es de 54"; su cilindro de 19x24 pulgadas; el peso sobre las motrices es de 96,000 libras y el que tienen en orden de trabajo*

120,000. Su flete se contrató por vapor á razón de $ 66o oro español por cada máquina. La otra para las vías urbanas la construyó la fábrica. de Baldwin por la cantidad de $ 5,606.25 cy., precio líquido para la Compañía; y su flete por vapor costó $ 330 Esa locomotora es enteramente igual á las de la misma clase adquiridas hace algunos años de los fabricantes referidos."

"*El departamento de maquinaria se consagró principalmente á la reparación de las locomotoras, terminándose la general de 4 de ellas, comenzando la de otras 3 y la parcial de 7 más.*"

"*Fueron armadas las **28** y **30**, cuyos números corresponden á dos de las contratadas con la fábrica de Rogers para el servido de mercancías; y se hicieron todos los trabajos que de ordinario exigen las atenciones de la Compañía. Se complace la Junta Directiva en hacer presente á los Sres. accionistas que la reclamación hecha privadamente á la fábrica de Baldwin por los gastos que originó la reparación de las locomotoras que vendió á la Compañía y de cuyo particular se dio cuenta en el Informe del año social pasado, fué satisfactoriamente atendida, conviniendo la fábrica en abonarle la suma líquida de $ 3,253.98 cy., que se dedujo del última plazo que debía abonarle la misma Compañía y que en esa parte, como es natural, dejó de devengar el interés pactado.*"

"*Material fijo y movil. Locomotoras, de via ancha 33; de via estrecha 2, para las vias urbanas 3)*"

2-6-0 d/w 54", cyls. 19x24", built by Baldwin in 1892

Ordered by ? BLW class 8-32D no. 479-482. Spec. is in vol. 18 p 54. Mark on tank: 'FERRO-CARRIL DE MATANZAS'. Lehmuth's BLW list gives d/w as 50".

29[2]?	w/n 12891
31[2]	w/n 12892
45	w/n 12948
46	w/n 12953

The fleet in 1892

The company's annual report for the year 1892 [19j] comments: *–Pudo creer la junta Directiva, al decidir en 1891 la adquisición de seis locomotoras de mercancías, que con ellas completaba el material de tracción necesario de momento para satisfacer las exigencias del tráfico, en la época de la zafra.*

Algunas dificultades que se palparon en el servicio durante la última de 1892 y la conveniencia de tener siempre de repuesto, algún material para evitar entorpecimientos en los casos de accidentes, la decidieron á adquirir otras cuatro locomotoras iguales á las compradas anteriormente, del sistema «Mogul» y con un peso sobre las motrices de 120,000 libras en orden de trabajo.

Estas locomotoras se contrataron con la fábrica de Baldwin de los Estados Unidos al precio cada una de $ 10,374 cy., líquido para la Compañía, que resulta inferior en $ 351 al pagado á la fábrica de Rogers.

Las condiciones de pago fueron: 20 % de contado y el resto en tres plazos á seis, doce y diez y ocho meses, abonándose el interés de 6 % anual, con reserva la Compañía de anticipar el pago de todos ó algunos plazos.

De esperarse es que, por ahora, no se tenga que comprar más material de tracción, por ser bastante el existente para los servicios que han de prestarse.

*También adquirió la Compañía la locomotora de viajeros número **16** que el año de 1889 cedió al Sr. D. Tirso Mesa.*"

"*En el de maquinaria se armaron las 6 locomotoras y la de las vías urbanas recibidas durante el año; se terminó la reparación general de 7 de las primeras y se efectuó la parcial de 17 más, cambiándose los fluses á 11 de ellas.*"

"*Material fijo y movil. Locomotoras, de via ancha 40; de via estrecha 1, para las vias urbanas 4)*"

The fleet in 1894

The company's annual report for the year 1894 [19k] comments: "*EN EL DE MAQUINARIA. Se concluyó la reparación general de 8 locomotoras y se efectuaron las parciales de 26 más; se cambiaron los fluses de cobre á 12 y se pusieron nuevos á 4; se colocaron retrancas al vacío á 7; y se tornearon las voladoras de 11; ... Las 46 locomotoras con que cuenta la Compañía, se encuentran en el siguiente estado: 31 buenas, 12 regulares, 2 malas y 1 en reparación general.*"

and
"*Material fijo y movil. Locomotoras, de via ancha 42; de via estrecha 1, para las vias urbanas 4).*"

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

Ordered by ?
47 w/n ?

The fleet in 1896

The company's annual report for the year 1896 [19m] comments: "*Y aún hay más: la misma situación anormal que se atraviesa obliga á sostener en todas las estaciones más personal del que verdaderamente se hace necesario, por tener que prestar día y noche el servicio del telégrafo: todos los trenes tienen que salir con una locomotora exploradora, lo cual significa mucho más gasto en el personal, en el combustible y en las gra-sas, del que exige en realidad el movimiento de trenes que tiene lugar; y la vigilancia que se hace indispensable ejercer en todas las estaciones, y particularmente en la Central de García, requiere el sostenimiento de un personal muy superior al que de ordinario existe; todo lo cual se traduce, naturalmente, por gastos que no se tienen en época normal y que neutralizan, en parte, las grandes economías introducidas Además de esos gastos ordinarios, que son los propios de todo camino de hierro, y cuyos pormenores pueden verse en los Estados números 8 y 9, se han efectuado otros de carácter extraordinario: los que exigieron las reparaciones de los daños causados por los insurrectos en los puentes y alcantarillas, carrileras y líneas telegráficas.*"
and "*EL DE MAQUINARIA: Concluyó la reparación general de 2 locomotoras; efectuó la parcial de 9 más y la que requirieron otras 14 que sufrieron averías en los accidentes ocurridos durante el año; blindóro de dichas locomotoras y 7 vagones cubiertos, para poner al abrigo de las balas de los insurrectos al personal y á la escolta de los trenes; é hizo todos aquellos pequeños trabajos que de ordinario realiza en el material de tracción.*"
"*Material fijo y movil. Locomotoras, de via ancha 43; para las vias urbanas 4).*"

The fleet in 1897

*"...y de haberse cargado al mismo Fondo $26,878.82 que representaban en la Cuenta de Propiedades de la Compañía un carrito de vapor que se vendio, estimandose en poco mas que en hierro viejo, y las dos locomotoras numeros **13** y **14** que se detruyeron por inutiles.*
*Estas dos locomotoras fueron adquiridas por la Compañía en los años de 1855 y 57 y costaron, la num. **13** $13,046.50 y la num. **14** $12,969. Ni las dimensiones de sus piezas principales, ni su potencia pobrisima, podian acomodarse a las actuales exigencias del trafico de las lineas; y como se encontraban en muy mal estado, habia que pensar en reparalas para intentar vendarlas. Se corria el riesgo de que terminadaa suu reparacion no se presentara un comprador que diera por ellas el costo de los trabajos que requerian."*
"Los trabajos de los talleres han esatado en harmonia con las necesidades que habia que satisfacer.
En el de maquinaria se hicieron aquellos que son corrientes; y como extraordinarios, pueden citarse la conclusion de la reparacion general de dos locomotoras y la parcial de seis mas de la Compañía y de una perteneciente a un hacendado.
Se repararon igualmente otras cinco que sufrieron averias de mas o menos consideracion en accidentes ocurridos.
La Compañía cuenta la suerte de no haber visto destruida, hasta hoy, ninguna de sus locomotoras. Las que mas sufrieron por los hechos de los insurrectos, se encuentran reparadas y prestando servicios.
Aun cuando el Taller de maquinaria se ha venido sosteniendo con un personal muy reducido; no por esto se ha desatendido en nada la reparacion del material de traccion. Se encuentra, en general, en bastantes buenas condiciones; en las que cabe tenerlo, dada la circunstancia de que muchas de las locomotoras son antiquisimas, de mucho trabajo e inutiles para el servicio a ctual de las lineas.
Considerandolo asi la Junta Directiva, ha tomado el acuerdo de vender algunas de esas locomotoras, cuando se presenten buenos compradores para ellas; y que otras, que sin duda no han de poder ser empleadas ni en lineas de servicio particular, se destruyan para aprovechar su material util en la reparacion que constantemente se hace del

material de traccion que se tiene en movimiento."
"Material rodante y de traccion: Locomotoras de via ancha 43, Locomotoras de las vias urbanas 4."

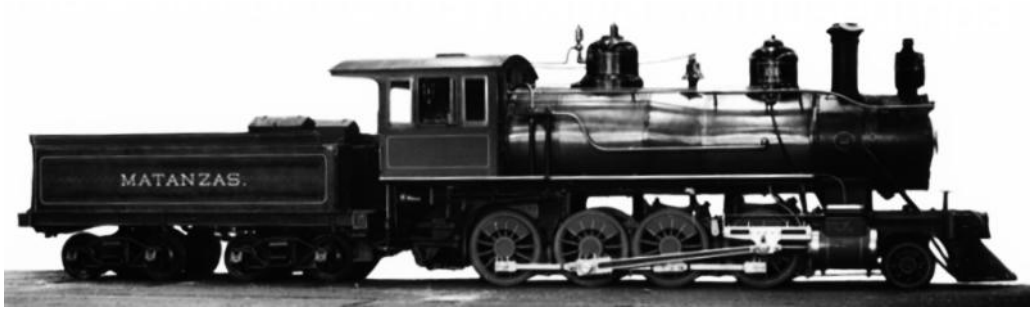
The fleet in 1901

Source [18] page 56 give seven passenger locos, twenty-five freight engines (including two new) and four switchers; a total of thirty-six.

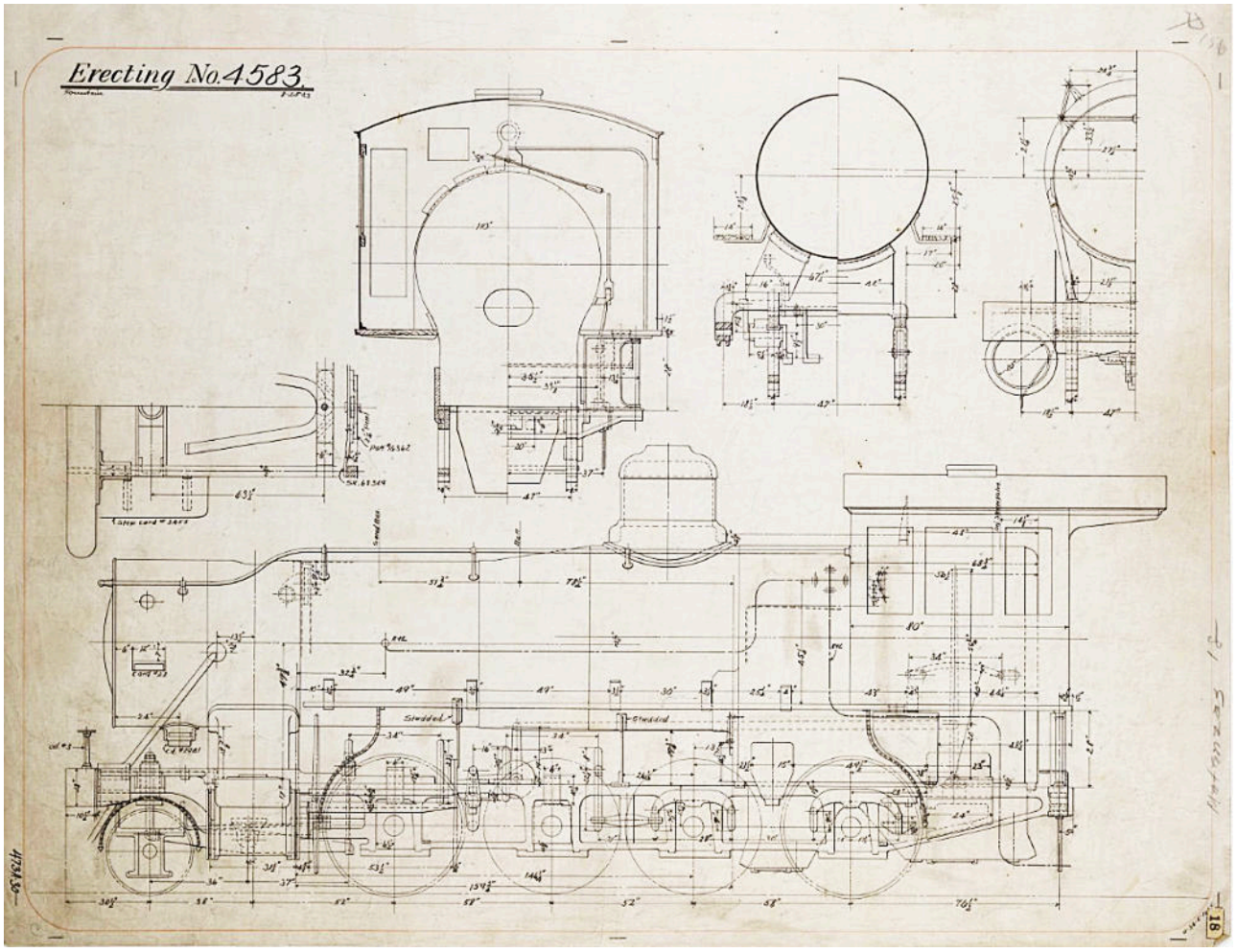
2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1900, 1901 and 1903

Ordered by Matanzas RR. First pair were BLW class 10-34E no. 1535-1536. Spec. is in vol. 22 p 249. Mark on tank: 'MATANZAS'. Painting: dark blue and gold. Second pair were same class but nos. 1612-1613, with spec. in vol. 24 p 116. Third pair same class but nos. 1695-1696, with spec. in vol. 26 p128.

3[3]	w/n 17541	
13[2]	w/n 17542	
12[2]	w/n 19640	Later sold to Ingenio España.
14[2]	w/n 19641	Later sold to Ingenio España.
18[2]	w/n 23170	
19[2]	w/n 23171	



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01523.



A Baldwin erecting card drawing for *FC de Matanzas* nos. **18**[2] and **19**[2] of 1900. Found in the De Golyer Library online archive. A very similar drawing is also in that collection showing locomotive **3**[2], the first of the class.

4-4-0 d/w 66", cyls. 18x24", built by Baldwin in 1903

Ordered by ? BLW class 08-30C no. 605. Spec. is in vol. 26 p 129. Mark on tank: 'MATANZAS'. Painting: dark blue and gold.

21[2]	w/n 23221

4-6-0 d/w 56", cyls. 19x24", built by Baldwin in 1904 and 1905

Ordered by ? BLW class 10-32D nos. 903-4, 949-52, 954-5. Spec. is in vol. 27 p 103. Mark on tank: 'MATANZAS'. Painting: dark blue and gold.

5[2]	w/n 24581
7[2]	w/n 24619
20[2]	w/n 26901
23[2]	w/n 26902
24[2]	w/n 26903
25[2]	w/n 26904
26[2]	w/n 26912
48	w/n 26913

The Baldwin records specifically show the 1903-1905 locos as going to the UdeH, but no renumbering information is presently known.

This company was combined with the United Railways on July 1, 1906.

17.3.2 The *FC de Matanzas*
Colón, Atrevido and Sanchez narrow gauge branches

Background

2' 6" gauge. It is assumed that the locos listed below were for tese branches, but not yet proven.

Chris West writes: "There were three narrow gauge lines of the FC de Matanzas – the *Ramal de Colon*, the *Ramal de Atrevido* and the *Ramal de Sanchez*.

What became the *Ramal de Colon* was authorised in June 1871 as a narrow gauge economic branch between Colon and Sabanilla de Guareiras. This was reported in the *Gaceta de la Habana* - 10 de Junio 1871. The exact date the *Ramal de Colon* opened for traffic is not known, but probably during 1872. It was certainly in existence by 3 January 1876, when a fire, started by insurrectionists, in the warehouse at Sabanilla de Guareiras destroyed two narrow gauge cars.

The *Ramal de Colon* was operated with mixed trains; the railway's report to 31 October 1886 shows the line had seen 1,042 mixed trains which ran a total of 10,420 kms.

In the year to 31 October part of the narrow gauge *Ramal de Colon* was transformed to standard gauge, and in the following year it was reported mixed gauge, standard and narrow, was in place on the *Ramal de Colon* from Guareiras station until 100 metres beyond kilometre 3.

The complete transformation of the *Ramal de Colon* to standard gauge was reported in the year to 31 October 1891. There is a reference in the report that since 29 July 1891 commenced the service of passenger and freight services, which although it is not explicitly stated I take to mean the standard gauge services started on that date. The *Ramal de Colon* was narrow gauge for just under 20 years.

Incidentally, I have had a ride in the cab of a Russian diesel railcar from Guareiras to Colon. The line is almost completely flat and straight and it is difficult to imagine why it was selected to be built as narrow gauge.

The second narrow gauge line, the *Ramal de Atrevido* was authorised just over a year later on 28 June 1872 and was reported in the Gaceta de la Habana - 2 de Julio 1872. The line was a narrow gauge economic branch from the Navajas station to the "Atrevido" sugar mill, passing through lands named "La Prueba", "Santa Rita", "Diana", "Dolores" and "Santa Ana".

A later report suggests the *Ramal de Atrevido* was constructed in 1872, but I have a suspicion it may not have been opened to traffic until 1875. There is no evidence the Ramal de Atrevido ever carried passengers. The report to 31 October 1886 shows there were 808 freight trains on the branch, totalling 14,426 kms.

It was on the *Ramal de Atrevido* where the narrow gauge ran into trouble and the report to 31 October 1887 notes it was built on the narrow gauge system and that this was *"el grave error economico"*. In considering how to convey increasing traffic the report states the *Junta Directiva* prefer the transformation to standard gauge of the ramal Atrevido ...

The report to 31 October 1888 says the transformation to standard gauge of the narrow gauge Atrevido, 17.250 kms was carried out at a cost of the $70,025. So after not much more than 10 years this railway ceased to be part of the story.

Looking at the map, and bearing in mind I am not sure precisely of the position of the *Ramal de Atrevido*, it does look as if it ran steadily up hill. It will almost certainly have had heavier gradients than the *Ramal de Colon*.

The third line, the *Ramal de Sanchez*, is the only one mentioned in Chris Walker's Cuban narrow gauge book. It is the one I have found least about and I have not [yet] found it being authorised in the *Gaceta de Habana*.

In the Report to 31 October 1880 it says $15,213 was spent to complete the construction of the *Ramal de Sanchez*. Perhaps that suggests it was built a little later than the other two lines.

The Report to 31 October 1882 says a bridge has been constructed in Ingenio "Manuelito" on the *Ramal de Sanchez* and the Report to 31 October 1887 says $4,436 was invested to be able to extend the line, which involved a large excavation at the entrance to the lands of ingenio Nieves. It will be noted that this last expense was incurred at around the same time the decision was made to re-gauge the Ramal de Atrevido.

Like the *Ramal de Atrevido* the *Ramal de Sanchez* did not carry passengers. The report to 31 October 1886 says there

were 828 freight trains covering 10,258 kms.
The accounts in the Report to 31 October 1891 include as a Debit $9,158 being the balance of the transformation of the *Ramal de Sanchez* to standard gauge. This is about the same time the *Ramal de Colon* was converted.
Looking at the map, a railway to Manuelito and Nieves would have gone through what by Cuban standards is hilly country.
A Report dated 1 March 1884 by the Hon-Secretary of State, Sr Mariano Arredondo, which was repeated in the book 'Foreign Railways' by D. McArthur says the Matanzas Railway had the following lines of Gauge 30" – Guareiras to Colon, 10 kms; Navajas to Atrevido sugar mill, 15 kms; Torriente to Jaguey Grande, 14 kms; Guira to sundry sugar mills south, 14 kms.
As far as I can find this is in error; the line from Torriente to Jaguey Grande, was always standard gauge.
Poor's directory – 1886 lists as Branches 2' 6" gauge : Navajas to Atraveido works 17 kms; Guira to Julio works 11 kms, but has Guareiras to Colon 9 kms as 4'8½" gauge."

0-6-0T? d/w 30", cyls. 9x14", built by Robert Stephenson in ?

Ordered for ?

28? w/n 2009

29? w/n 2010

0-4-4-0T Fairlie d/w 30", cyls. 8½x14", built by Avonside? in 1872-3?

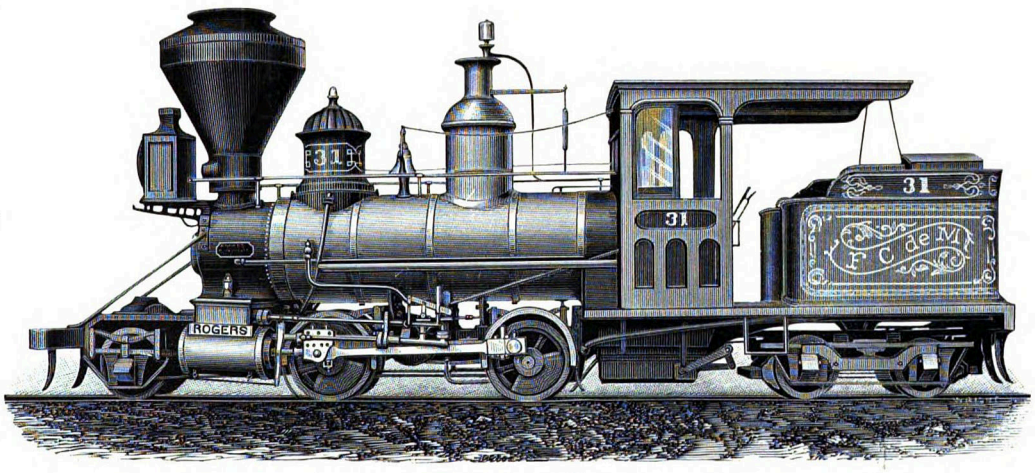
Ordered for *FC de Matanzas*?

30? w/n 972/973

2-4-4T d/w 30", cyls. 11x16", built by Rogers in 1875

Ordered by ?

31 w/n 2395



No. **31** as depicted in an 1893 Rogers catalog.

2-6-6T d/w 33¾", cyls. 13½x16", built by Rogers in 1878

Ordered by ?

32 w/n 2504


32
F. C. de M.
32

17.4 *FC Marianao*

1863-1870

The Company of bondholders of the Habana & Marianao RR later trading as the *FC Habana y Marianao*

1870-

Background

60" gauge until 1873. Operating 12.2 km. of route in 1860.

Source [8] commented in 1922: "The history of this road dates from February 6, 1858 when the governor granted a provisional concession to the *Ferrocarril de Marianao*, which was confirmed by royal order on July 10 of the same year, for the construction of a railroad from Concha to Marianao. Service was inaugurated from Concha on July 19, 1863, and the line was extended to the Playa de Marianao in 1884. The original company having failed in 1870 to meet the interest due the debenture holders, the latter organized a company which was registered January 11, 1871, as a company of bondholders of the Habana & Marianao Railroad Co. Ltd. and in 1879 the name of the company was changed to that title.

Trains on this line leaving Habana ordinarily run to a junction in the town of Marianao called Quemados, where change is made to the shuttle train used for the remaining distance from Quemados to the beach ("Playa") of Marianao. A loop of this line makes a circuit of the town of Marianao, passing the Hippodrome at Oriental Park, where racing is conducted, and there is an extension of the line westward to La Lisa, where a connection is made with the Habana Central, in addition connecting with the Central Station through the Habana Terminal operating system."

In 1923 this line operated 21.5-miles of track. This railway was electrified by the *Unidos de Habana*.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Ferro-Carril de Marianao y Havana. – Main Line: Marianao to Havana, 9.650 km.; connection with Bay of Havana Ry., 228 hecto.-total, 9.878 km. (6.14 miles). Gauge, 1.44 metre (4 ft. 8½ in.). Rail (steel), 60 lbs. Locomotive engines, 5. Cars – passenger 15; baggage, etc., 2; stock. 2; platform, 5; other freight, 30. Derwent H. Smith, General Manager, John A. McLean, Superintendent and Chief Engineer, A. R. Vidal, Traffic Superintendent. GENERAL OFFICE, Havana, Cuba.

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

Ordered by ?

'MARIANAO' w/n ? The company' 1863-4 annual report states that "*La primera que adquirió la Compañía, que lleva por nombre **"Marianao"**, es de mucho peso, y por consecuencia perjudicial para el camino, por cuya razon se acordó la venta de ella á la Compañía de Caminos de Hierro de Matanzas, por el precio de doce mil pesos en efectivo al contado, segun convenio, debiéndose hacer la entrega de dicha locomotora tan luego como tenga esta Compañía otra que la reemplace en el servicio que está prestando.*"

4-4-0 d/w 60", cyls. 13x22", built by Rogers in 1863

Ordered by ? Lehmuth's Rogers list has cyls. as 13½x22".

? 'GENERAL DULCE' w/n [1078]

? 'MARQUÉS de MARIANAO' w/n [1080]

4-4-0 d/w 60" (but possibly 54" for no. 5), cyls. 15x22", built by Rogers in ? 1864 and 1873

First two ordered via B. Blanco & Co. Lehmuth's Rogers list has d/w of no. **5** as 60". The company's annual report for 1864 stated: "*La Directiva ha pedido por conducto de su Presidente á los Sres. Rodgers & Son de Nueva York, dos locomotoras de 24 toneladas de peso; las cuales deberán entregar listas para su embarque, una en en el mes de Febrero proximo, y la otra en Marzo. Tendrán entónces su relevo alternativo las dos locomotoras que trabajan en la actualidad, que han salido inmejorables, tituladas* ***"General Dulce"*** *y* ***"Marqués de Marianao"***."

4[1] w/n [1150]
5[1] w/n [1161]
6[1] w/n 2226

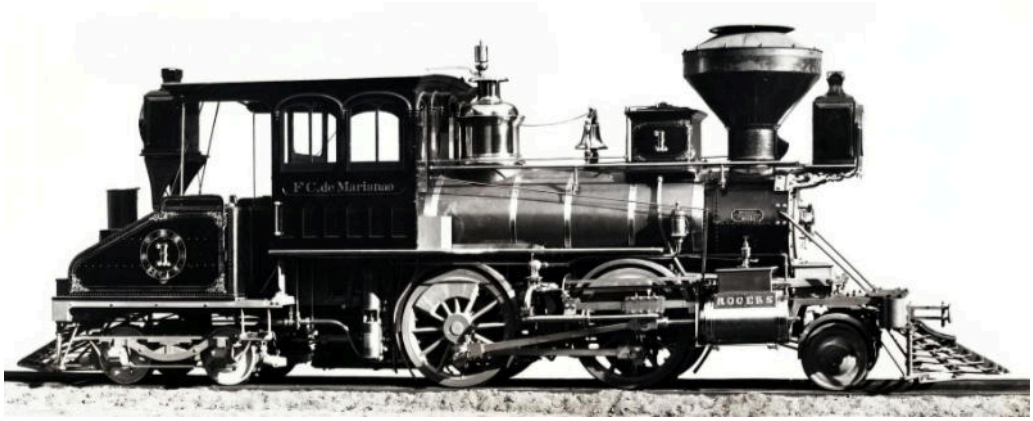
Regauging

The railway was being regauged to standard gauge when no. **6** arrived in 1873. How many of the earlier engines were regauged is at present unknown.

2-4-4T d/w 56", cyls. 15x22", built by Rogers in 1877

Ordered by ?

1[2] w/n 2464 Later became ??? no. **1** or **M1**?





A view at Marianao station showing the rear of one of the 2-4-4Ts.

2-4-4T d/w 54", cyls. 15x22", built by Rogers in 1879

Ordered by ?

2[2] w/n 2524 Later became ??? no. **2** or **M2**?
3[2] w/n 2525 Later became ??? no. **3** or **M3**?
4[2] w/n 2531 Later became ??? no. **4** or **M4**?

Two locos sold

The 1879 annual report of the *FC del Oeste* makes clear that two passenger engines, ie. 4-4-0s, had been purchased

from the *FC de Marianao* and were soon to be put into service as nos. **17** and **18**. These were presumably two of the 1860s Rogers machines, but their precise identities are unknown.

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

Ordered by ?

5	w/n ?	

2-4-4T d/w 56", cyls. 15x22", built by Rogers in 1899

Ordered by *FC Marianao y Havana*.

6[2]	w/n 5351	Later became ??? no. **6** or **M6**?
7	w/n 5352	Later became ??? no. **7** or **M7**?

Take-over by The United Railways of Habana & Regla Warehouses Ltd.

On February 16, 1905, this railroad was leased to the United Railways of Habana & Regla Warehouses for a period of not less than 99-years.

In 1905 the railway was absorbed by its much bigger neighbour. It looks as though the majority of the post-1873 locos were absorbed into the *FCUH*, if not all, and then another 2-4-4T similar to nos **6** and **7** was ordered in 1906.

17.5 *El FC del Oeste*
later becoming The Western Railway of Havana Ltd.

Background

Source [8] commented in 1922: "On October 31, 1857, a concession was granted to the *Compania del Ferrocarril del Oeste* (Western Railway Co.) for the construction of a line from Habana to Pinar del Rio. It was confirmed by royal order on October 5, 1858, the first train from Cristina (the station of that railway in Habana) to Calabazar was run on June 23, 1861. The line was later extended to Pinar del Rio, service being inaugurated on April 5, 1894. The last act of the Spanish Government in Cuba affecting the railroads was the authorization granted by the governor general on November 24, 1898, for the extension of the line from Pinar del Rio to Guano, which was opened to public service in sections, the first train arriving at Guano on February 1, 1908."

Summary in Poors' Directory 1886 (spelling etc. tidied up): Western Ry. – Line of Road: Havana to Pinar del Rio, 138.583 km. Gauge, 4 ft. 8½ in. Rail (part steel), 56 to 64 lbs. Locomotives, 21. Cars – passenger, 26; baggage, 5; freight, etc., 200 – total, 231. Total projected length, 177.621 km.; completed as above. Cuban corporation. No further information. GENERAL OFFICE, Havana.

17.5.1 *El FC del Oeste*

1859-1892 or 1894?

4-4-0 d/w 54", cyls. 12x20", built by Rogers in 1859

Ordered by ? 1860 annual report says: *"tambien habra de recibirse en breve plazo una maquina de la fabrica de Mr. Rodgers, que afianzara el major servicio."*

1[1] w/n [858]

1864-5 Km. *recorridos* 4020, and *cuerdas* of wood fuel used 102.
1874 Km. *recorridos* 6557.
1875 *Km. recorridos* 18716 [19a].
1876 *Km. recorridos* 20847 [19a].
1879 *Km. recorridos* 13963 [29].
1880 *Km. recorridos* 20900 [19c].
1881 *Km. recorridos* 44770 [19c].
1884 *Km. recorridos* 246 [19f].
1885 Not listed [19f].
1886 *Km. recorridos* 22 [19g].

4-4-0 d/w 54", cyls. ?, built by Baldwin in 1860

Ordered by ? BLW class no. . 1860 annual report says: "*Empleanse en la esplotacion la maquina General Serrano, de peso de 44,000 libras, adquirida en la fabrica de Mr. Baldwing (sic), cuyo costo ascendio a 9,600 pesos;...*"

2[1]? **'GENERAL SERRANO'** w/n 979

1864-5 Km. *recorridos* 42420, and *cuerdas* of wood fuel used 1065.
1874 Km. *recorridos* 30432.
1875 *Km. recorridos* 42175 [19a].
1876 *Km. recorridos* 40498 [19a].
1879 *Km. recorridos* 39982 [29].
1880 *Km. recorridos* 23760 [19c].
1881 *Km. recorridos* 8260 [19c].
1884 *Km. recorridos* 28900 [19f].
1885 *Km. recorridos* 210 [19f].
1886 *Km. recorridos* 140 [19g].

4-4-0 d/w 54", cyls. 15x22", built by Rogers in 1862

Ordered by ? 1861-2 company annual report [24] says: "*Contrayéndonos al material rodante, tenemos el gusto de participar á la General que gracias á la generosidad de nuestro Vice-Presidente D. Luis Pedroso, quien tantas muestras do consideracion y simpatías debe la Empresa, hemos recibido de los Estados Unidos en estos últimos seis meses, dos máquinas de la fábrica de Rogers, una para pasageros, de 22 toneladas do peso y cuyo costo asciende, puesta en Cristina, á $11,145. 27 y otra para cargas, de 24 toneladas en $11,073.*"

3 'SALUD' w/n [1025] 1864-5 Km. *recorridos* 43200, and *cuerdas* of wood fuel used 1090.
1874 Km. *recorridos* 18858.
1875 *Km. recorridos* 26858 [19a].
1876 *Km. recorridos* 19240 [19a].
1879 *Km. recorridos* 25290 [29].
1880 *Km. recorridos* 9240 [19c].
1881 *Km. recorridos* 2156 [19c].
1884 *Km. recorridos* 14822 [19f].
1885 *Km. recorridos* 14700 [19f].
1886 *Km. recorridos* 4268 [19g].

4-4-0 d/w 60", cyls. 14½x22", built by Rogers in 1862

Ordered by ?

4[1] w/n [1029] 1864-5 Km. *recorridos* 48240, and *cuerdas* of wood fuel used 1105.
1874 Km. *recorridos* 27846.
1875 *Km. recorridos* 24820 [19a].
1876 *Km. recorridos* 20348 [19a].
1879 *Km. recorridos* 15684 [29].
1880 *Km. recorridos* 21270 [19c].
1881 *Km. recorridos* 6977 [19c].
1884 *Km. recorridos* 30714 [19f].
1885 *Km. recorridos* 24730 [19f].
1886 *Km. recorridos* 8242 [19g].

4-4-0? d/w ?, cyls. 15x22", built by ? in ?

Ordered by ?

5[1] w/n ? 1864-5 Km. *recorridos* 3610, and *cuerdas* of wood fuel used 95.
1874 Km. *recorridos* 7161.
1875 *Km. recorridos* 6906 [19a].
1876 *Km. recorridos* 9485 [19a].
1879 *Km. recorridos* 264 [29].
1880 *Km. recorridos* 12530 [19c].
1881 *Km. recorridos* 22400 [19c].
1884 *Km. recorridos* 41730 [19f].
1885 *Km. recorridos* 33544 [19f].
1886 *Km. recorridos* 20210 [19g].

6 w/n ? 1864-5 Km. *recorridos* 10315, and *cuerdas* of wood fuel used 216.
1874 Km. *recorridos* 17134.
1875 *Km. recorridos* 7524 [19a].
1876 *Km. recorridos* 2338 [19a].
1879 *Km. recorridos* 9054 [29].
1880 *Km. recorridos* 4276 [19c].

1881 *Km. recorridos* 8640 [19c].
1884 Not listed.
1885 Not listed.
1886 Not listed.

The fleet in early 1865

The railway's annual report published in March 1865 stated: "*A los que tengan una idea exacta de estas Empresas les sera dificil comprender que hallamos podido esplotar nuestra linea solo con 6 maquinas, de las cuales 2 unicamente puede decirse que se hallan en buen estado, con 10 coches para pasajeros de los cuales 4 son de 1a, 2 de 2a y 4 de 3a, con 36 carros para cargas. Esta es la verdad Sres; no hemos tenido recursos para aumentar nuestro material rodante: hemos cuidado antes que todo de extender nustras carrileras y con tan mezquinos elementos obtuvimos sin embargo los productos de que vamos a ocuparnos.*"

…

"*A estos datos añadiremos que no ha habido otro accidente lamentable que el choque de las locomotoras **1** y **5**, ocurrido el 4 de Julio, y es de notar que la primera correspondia al Excmo. Sr. Contratista y la segunda a la Empresa, y que este siniestro no produjo otra desgracia personal que la rotura de una pierna al maquinista D. Ambrosio Diaz.*"

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1865, 1869 and 1875

Ordered by ?

7	w/n [1244]	Returned to Rogers and rebuilt 8/29/68 after boiler explosion in 1868. Assigned w/n [1537]. 1874 Km. *recorridos* 15368. 1875 *Km. recorridos* 13574 [19a]. 1876 *Km. recorridos* 6681 [19a]. 1879 *Km. recorridos* 8781 [29]. 1880 *Km. recorridos* 26704 [19c]. 1881 *Km. recorridos* 20644 [19c]. 1884 *Km. recorridos* 10372 [19f]. 1885 *Km. recorridos* 12324 [19f]. 1886 *Km. recorridos* 22178 [19g].
10	w/n [1673]	1874 Km. *recorridos* 19361. 1875 *Km. recorridos* 15038 [19a]. 1876 *Km. recorridos* 25828 [19a]. 1879 *Km. recorridos* 15923 [29]. 1880 *Km. recorridos* 30906 [19c]. 1881 *Km. recorridos* 29900 [19c]. 1884 *Km. recorridos* 22510 [19f]. 1885 *Km. recorridos* 25388 [19f]. 1886 *Km. recorridos* 34696 [19g]. 1890 "*…perdimos la núm. **10**, por haber hecho explosión su caldera, el día 8 de Septiembre último, cerca de la estación de Cañas, cuando se hallaba conduciendo un tren de materiales, á consecuencia de lo cual, solo ha podido aprovecharse su alijo, que se está reparando para utilizarlo oportunamente, y algunas piezas que tendrán aplicación en otras locomotoras.*"
12	w/n 2394	1875 *Km. recorridos* 18196 [19a]. 1876 *Km. recorridos* 21789 [19a]. 1879 *Km. recorridos* 24297 [29].

1880 *Km. recorridos* 10807 [19c].
1881 *Km. recorridos* 26765 [19c].
1884 *Km. recorridos* 15704 [19f].
1885 *Km. recorridos* 24778 [19f].
1886 *Km. recorridos* 35280 [19g].

4-4-0 d/w 60", cyls. 15x22", built by Rogers in 1865

Ordered by ?

8[1]	w/n [1276]	1874 Km. *recorridos* 20440.
		1875 *Km. recorridos* 11034 [19a].
		1876 *Km. recorridos*17798 [19a].
		1879 *Km. recorridos* 20637 [29].
		1880 *Km. recorridos* 23605 [19c].
		1881 *Km. recorridos* 35006 [19c].
		Replaced by a new no. **8** in 1884, and presumably dismantled.
9[1]	w/n [1281]	1874 Km. *recorridos* 29731.
		1875 *Km. recorridos* 35564 [19a].
		1876 *Km. recorridos* 27972 [19a].
		1879 *Km. recorridos* 22327 [29].
		1880 *Km. recorridos* 24568 [19c].
		1881 *Km. recorridos* 11405 [19c].
		1884 *Km. recorridos* 9316 [19f] and was then dismantled.

The fleet in 1867

Source [32] includes a company annual report from 1867. Unfortunately many of the usual tables could not be accessed online when last examined, but the main report to the company's shareholders is available and it states that there were eight locomotives in the fleet. This matches the engines listed above. "*En cuanto al material de esplotacion bien podemos dcir que en la actualidad tenemos 8 máquinas, 11 coches de pasageros, de los cuales 4 son de primera, 3 de se-gunda 4 de tercera, y 78 carros de carga, aumentados con dos para, animales, de que antes carecíamos.*

En estos últimos meses no ha habido una sola máquina que haya dejado de tener reparaciones, mas ó menos importantes; y así es que no obstante la esplocion de la caldera de la que tenia el núm. 7, se ha conservado el tráfico constantemente, no obstante los temores do muchos que en estas juntas, y fuera de ellas, propalaban la idea de que era indispensable suspenderlo de un instante á otro por la falta de material de traccion. Verdad, es que algunas de esas máquinas aureolan de zunchos; pero hemos adquirido cinco juegos que nos han costado cerca de cuatro mil pesos, satisfechos ya ; hemos impido cajas de vapor, cilindros y accesorios para. las mismas; hemos mandado á la fábrica de Rogers, á los Estados-Unidos, los restos de la locomotora núm. 7, que muy pronto aparecerá renovada al frente de nuestros trenes; "

"*La Administracion nos informa que aunque tendremos ocho máquinas cuando llegue el número 7, que se está reconstruyendo en los Estados-Unidos, algunas do ellas necesitan reparacion constante, y no tienen descanso; así es que á costa de un celo perseverante, y de suma prudencia, no ha habido que lamentar desgracias personales en este semestre; pues la explosion de la caldera de la máquina número 7, que era la de mayor potencia y mónos servicios, acon-teció en el paradero de Cristina, en momentos de uncirse al tren de carga, y no causó otro accidente, que leves quemaduras á dos asiáticos, que sanaron en breves dias. El Sr. Administrador cree este material insuficiente para el servicio de la línea, y propone para ampliarlo, la adquisicion de cuatro máquinas que completarían la docena, y que en su concepto bastan á recorrer nuestros noventa y dos kilómetros con regularidad, á aumentar los viajes, y á impedir que los pasajeros y las cargas sean transportados por otra vía*."

4-6-0 d/w 54", cyls. 17x20", built by Rogers in 1871

Ordered by ? Copeland queries that this may have been numbered **8**. A number of Rogers lists do have this as the railway's no. **8**, and sometimes with cyls. 17x24".

11[1]?	w/n [1945]	1874 Km. *recorridos* 23470.
		1875 *Km. recorridos* 21484 [19a].
		1876 *Km. recorridos* 28984 [19a].
		1879 *Km. recorridos* 21194 [29].
		1880 *Km. recorridos* 19650 [19c].
		1881 *Km. recorridos* 30030 [19c].
		1884 *Km. recorridos* 5058 [19f].
		1885 *Km. recorridos* 4114 [19f].
		1886 *Km. recorridos* 522 [19g].

The fleet in 1874

"*En el descarrilamiento que tuvo el tren general de cargas, num. 10, el dia 21 de Julio, en el kilometro 10, se destruyo un carrito descubierto.*

El dia 22 de Noviembre, en al kiilometro 21, donde hay terraplen bastante alto, descarrilo el tren general de cargas que venia de Artemisa conducido por la maquina no. ***8****, de cuyo descarrilamiento resultaron completamente destruidos un carro de caballos, un carro grande cubierto, uno id. descubierto y uno chico cubierto.*"

Taller de maquinaria. Trabajos ejecutados para (las locomotoras de) la empresa 1874:

Enero 8. – Se reparo le maquina num. ***2****.*

Enero 10. – Se concluyo la reparacion de la num. ***11****.*

Enero 24. – En reparacion la num. ***4****.*

Marzo 10. – En reparacion la num. ***9***

Junio 12. – Cinco ceniceros de repuesto para las maquinas numeros ***3, 4, 5, 9*** *y* ***11****.*

Julio 10. – Se repara la maquina num. ***10****.*

Julio 15. – Se repara la maquina num. ***6****.*

Stbre. 4. – Se repara la maquina num. ***1****.*

Stbre. 28. – Se repara la maquina num. ***3****.*

Otbre. 15. – Se volvio a reparar la num. ***4****.*

Otbre. 16. – Se volvio a reparar la num. ***6****.*

Otbre. 30. – Se volvio a reparar la num. ***9****.*

Nbre. 22. – Descarrilo y volco la num. ***8*** *entre Santiago y Rincon.*

Nbre. 29. – Entro en reparacion la num. ***8****.*

Dbre. 7 – Se reparo la num. ***5****."*

The fleet in 1875

The company's annual report [19a] commented: "*Todas las máquinas del* ***1*** *al* ***11*** *han sufrida las reparaciones necesarias para prestar un buen servicio. Se montó la núm.* ***12****, llegada de los Estados Unidos y se le hicieron tambien las reparaciones que necesitó por averías que sufrió en un descarrilamiento á los pocos dias de entrar en servicio. Se han torneado las motrices de las locomotoras números* ***1, 2, 6*** *y* ***9****, y puesto muñones nuevos á la máquina núm.* ***6****. Se han hecho tubos nuevos de cobre á las bombas de las máquinas números* ***2*** *y* ***9****, y tubos de vapor á las máquinas números* ***1, 2*** *y* ***8****. – Se puso un cilindro nuevo y una cruceta á la núm. 7; otra cruceta a la núm.* ***2****; pistones nuevos á las números* ***2, 7*** *y* ***9****; 2 cajas de vapor nuevas á la número* ***10****, dos á la número* ***6****, una á la número* ***2****. dos á la número 7 y una á la número* ***4****."*

4-6-0 d/w 60", cyls. 17x22", built by Rogers in 1875

Ordered by ? Lehmuth's Rogers list has cyls. as 15x22".

13 w/n 2428 1876 *Km. recorridos* 28538 [19a].
1879 *Km. recorridos* 48682 [29].
1880 *Km. recorridos* 46550 [19c].
1881 *Km. recorridos* 45064 [19c].
1884 *Km. recorridos* 27682 [19f].
1885 *Km. recorridos* 11658 [19f].
1886 *Km. recorridos* 5396 [19g].

The fleet in 1876

The company's annual report [19a] commented: "*Se montó la locomotora número **13** importada de New-York; y han sufrido ligeras reparaciones las señaladas con los números **1-2-5-6-8-10** y **12**.*
*Los alijos de las máquinas números **1-2-4-9-10** y **11** han sido reparadas.*
*Reparacion general sufrió la locomotora número **4**.*
Se han compuesto seis gatos.
Se han construido dos ejes para trasmision con su correspondiente pedestal, polea y collarines.
*Se ha fabricado un-troks para la máquina número **9** y dos para el alijo de la número **5**.*
*Se ha hecho un tanque y otro para la aguada de Güira, y han sido reparadas las chimeneas de las locomotoras números **1-2.7-** y **9** y la calorica del Calabazar que se hallaba en muy mal estado.*"

2-6-0 d/w 54", cyls. 17x22", built by Baldwin in 1876

Ordered by Western RR of Cuba BLW class 8-28D no. 33. Spec. is in vol. 8 p 56. Mark on tank: 'OESTE'. Radley & Hunter stack. Painting: lake & gold. Cab to be made of walnut.

14 w/n 4032 1879 *Km. recorridos* 23600 [29].
1880 *Km. recorridos* 20700 [19c].
1881 *Km. recorridos* 26055 [19c].
1884 *Km. recorridos* 15392 [19f].
1885 *Km. recorridos* 10848 [19f].
1886 *Km. recorridos* 24540 [19g].
Later renumbered as **39**.
To Central Limones as no. **5**, later to *MinAz*, Central Fructuoso Rodriguez 312 as no. **5**.

4-4-0 d/w 61", cyls. 16x22", built by Baldwin in 1876

Ordered by ? BLW class 8-24C no. 47. Spec. is in vol. 8 p 48. Mark on tank: 'OESTE'. Radley & Hunter stack. Painting: lake & gold. Cab to be made of walnut.

15 w/n 4033 1879 *Km. recorridos* 39919 [29].
1880 *Km. recorridos* 42560 [19c].
1881 *Km. recorridos* 45355 [19c].
1884 *Km. recorridos* 15962 [19f].
1885 *Km. recorridos* 6568 [19f].
1886 *Km. recorridos* 37959 [19g].

4-4-0 d/w 56", cyls. 17x22", built by Rogers in 1878

Ordered by ?

16 w/n 2499 1879 *Km. recorridos* 23911 [29].
1880 *Km. recorridos* 24480 [19c].
1881 *Km. recorridos* 25465 [19c].
1884 *Km. recorridos* 23044 [19f].

1885 *Km. recorridos* 10912 [19f].
1886 *Km. recorridos* 18627 [19g].

Two engines purchased second-hand

The 1879 annual report says: "*Las máquinas nums. **17** y **18** se compraron á la Empresa de Marianao, a fines del mes de Noviembre, y no han prestado servicio alguno por estarseles haciendo lijeras reparaciones.… Y, por último, están en reparacion las locomotoras de pasageros números **17** y **18**, que se compraron al Ferro-Carril de Marianao:*"

4-4-0? d/w 60"?, cyls. 15x22", built by Rogers? in 1860s?

Ordered by *FC de Marianao*, and sold to *FC del Oeste* in 1879. Probably 4-4-0s by Rogers, but not yet precisely identified.

17	w/n ?	1880 *Km. recorridos* 16005 [19c].
		1881 *Km. recorridos* 18967 [19c].
		1884 *Km. recorridos* 4052 [19f].
		1885 *Km. recorridos* 39242 [19f].
		1886 *Km. recorridos* 36986 [19g].
18	w/n ?	1880 *Km. recorridos* 42700 [19c].
		1881 *Km. recorridos* 41300 [19c].
		1884 *Km. recorridos* 25786 [19f].
		1885 *Km. recorridos* 2052 [19f].
		1886 *Km. recorridos* 30259 [19g].

The fleet in 1880

The company's annual report [19a] commented: "*Taller de Carpintería… Tres carrozas para las máquinas números **3, 14 y 15**. Cinco camas de alijos de las máquinas núms. **1, 4, 7, 9** y **12**. …*
Taller de Maquinaria
*Se han reparado, durante el ano de referencia, las locomotoras números **1, 2, 3, 4, 6, 8, 9, 10, 12, 13, 17** y **18***
*Se les ha hecho de nuevo el interior de las chimeneas á las máquinas números **6, 7, 8, 10, 14** y **15**.*
*Se compucieron la caldera, alijo y defensa de la locomotora número **1**.*
Se hicieron várias reparaciones á las máquinas de continuo servicio.
Y se han construido además: …
Treinta y dos muelles para las máquinas.…
*Y, por ultimo, se compuso una bomba; se cambiaron las ruedas á los alijos numeros **2, 8, 9, 10** y **13** y se apretaron los pistones de las maquinas numeros **2, 7, 8, 9, 10, 11** y **15**.*"

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1881

Ordered by ?

19	w/n 2688	1881 *Km. recorridos* 11880 [19c].
		1884 *Km. recorridos* 24534 [19f].
		1885 *Km. recorridos* 28182 [19f].
		1886 *Km. recorridos* 35212 [19g].

The fleet in 1881

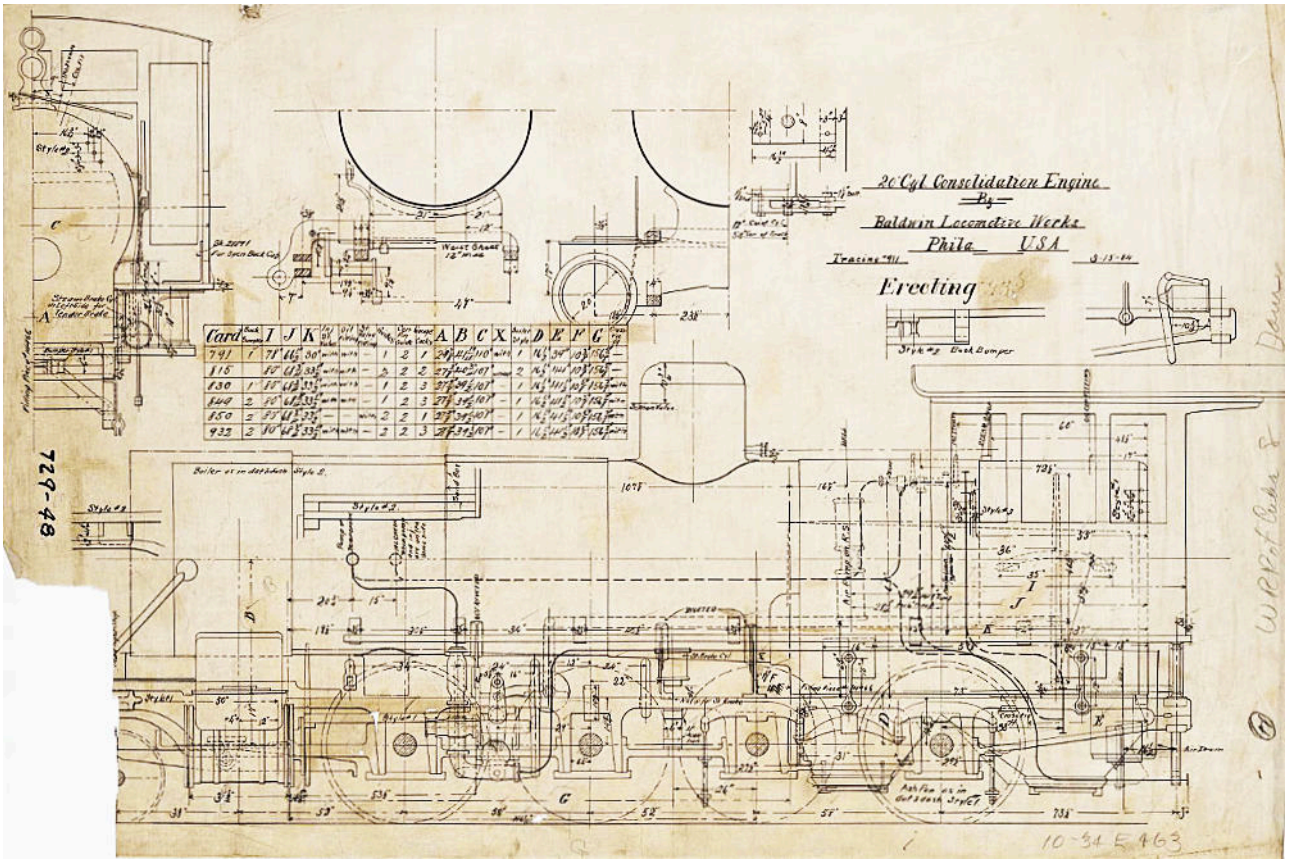
The company's annual report [19a] commented: "*Trabajos hechos en el taller de maquinaria durante el ano de 1881.*
*So ban reparado las locomotoras num. **2, 3, 4, 7, 9, 12** y **18**.*
*Entraron en reparacion las numeros **13** y **17**, las cuales se concluiran en el ano proximo.*
*Sufrieron pequenas reparaciones en alijos, chimeneas defensas y diferentes accesorios las numeros **15, 11, 12 14** y **16**.*

*Se recibio de los Estados Unidos la locomotora numero **19**, la cual so descargo y armó poniendose al servicio de los trenes de cargas en el que permanece aun.*
*A las locomotoras numeros **2, 3** y **13** se les han hecho carrozas nuevas y los tablones donde estas descansan.*
*A las (locomotoras) numeros **2, 3** y **13** se le han hecho sus camas do alijos nuevas.*"

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1884

Ordered by ? First one (no. **8**): BLW class 10-34E no. 463. Spec. is in vol. 12 p 50. Mark on tank: 'FERRO CARRIL DEL OESTE'. Straight stack. No. **4**: class 10-34E no. 947, with spec. in vol. 15 p 203.

8² w/n 7275 1884 *Km. recorridos* 5800 [19f].
1885 *Km. recorridos* 26896 [19f].
1886 *Km. recorridos* 16432 [19g].



This Baldwin erecting card drawing from the DeGolyer Library collection shows FC Oeste no. **8²** of 1884..

The fleet in 1884

The company's annual report [19a] commented: "*Como en la Memoria anterior a is presente se indico, la Compania ha vuelto a adquirir las diez locomotoras que le fueron rematadas en juicios ejecutivos, comprandolas con condiciones de pago camodas, y por consecuencia no se ha visto privada de esas maquinas, a has que ha agregado una moderna y de gran potencia, necesaria para el arrastre de los trenes de carga y cual exigia la prolongada y fuerte subida de la loma conocida por de Chaple. Para esta adquisicien se vendieron dos locomotoras antiguas y de poca fuerza que no eran utiles para ese servicio.*" and
"*Se armo la nueva locomotora No. **8**, comprada por la Compania a la fabrica de Baldwin de Filadelfia pare, el servicio de cargas. ....*
*Habiendo sufrido grandes deterioros la locomotora No. **17** a consecuencia de la caida que sufrio del puente "Tibisi," su reparacion fue objeto de importantes trabajos, que se llevaron a cabo con el mejor exito, volviendo a funcionar en perfecto estado de servicio.*

La locomotora No. ***12*** *tambien fue reparada en todos sus partes, estando may adelantados los trabajos que de la misma naturaleza se estan efectuando en la No.* ***14***."
"*En cuanto á locomotoras y alijos, se ejecutaron en dicho taller los trabajos siguientes:*
Una carroza nueva para el alijo, de la No. ***1****.*
Reparación de la cama del alijo, correspondiente á la No. ***2****.*
(Reparación de la cama del alijo, correspondiente á la) No. ***9****.*
Una cama nueva para el alijo de la No. ***14*** *y una carroza para la misma. Una (cama nueva para el alijo) de la No.* ***15****.*
Dos carrozas nuevas, una para la N ***16*** *y otra para su alijo.*
Dos (carrozas nuevas), una para la No. ***17*** *y otra para su alijo.*
Una (carroza nueva) para la No. ***19***."
It rather sounds as though financial problems had forced the sale of a number of locomotives, albeit a problem then quickly solved. However, we are unlikely to find more detail unless we can get hold of a copy of the 1883 annual report.

Additional borrowed or hired locomotives in 1884

An additional short paragraph in the 1884 report stated: "*Se pintaron por completo las locomotoras y alijos Nos.* ***3, 4, 17, 18****, la No.* ***8*** *que presto la Empresa de los ferro carriles de Cardenas y Jucaro, la No.* ***21*** *de Matanzas y la No.* ***46****, de Villanueva.*" This suggested that several additional engines had been acquired, temporarily, perhaps for the duration of the *zafra*. None of them are recorded here in later years. Their details have been copied below from the lists of those respective railways.

4-6-0 d/w 54", cyls. 15x22", built by Rogers in 1866

Ordered by ? Owned by *FC Cárdenas y Jucaro*. Borrowed/hired or purchased for *FCdelO* during 1884.

8	w/n [1117]	1884 *Km. recorridos on FCdelO* 1576 [19f].

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

Ordered by ? Owned by *FC de Matanzas*. Borrowed/hired or purchased for *FCdelO* during 1884.

20	w/n ?	1884 *Km. recorridos on FCdelO* 560 [19f].

4-6-0 d/w 50", cyls. 18x22", built by Baldwin in 1863

Ordered by ? BLW class 28-D no. . Owned by *FC de Matanzas*. Borrowed/hired or purchased for *FCdelO* during 1884.

21	w/n 1186	1884 *Km. recorridos on FCdelO* 6258 [19f]..

4-6-0 d/w 54", cyls. 15x22", built by Rogers in 1864

Ordered by ?*FC Habana*? Lehmuth's Rogers list has cyls. as 15½x22". Supposed from 'Villanueva' which must have been a colloquial name for the *CH de la Habana* since no other Cuban railway had a fleet with running numbers as high as **46** in 1884. Borrowed or hired for *FCdelO* during 1884.

46	w/n [1230]	1884 *Km. recorridos on FCdelO* 3840 [19f].

The fleet in 1885

The company's annual report [19f] commented: "*Los trabajos ejecutados en el taller de maquinaria durante el ano de la fecha, fueron, ademas de los ordinarios de conservacion y reparacion de locomotoras y alijos, los que a continuacion se expresan:*
Se hicieron reparaciones generales en la locomotora No. ***14****, inclusa su caldera, y en el alijo de la misma.*
Fueron objeto tambien de reparacion varias piezas importantes de la Num. ***15****.*
A las nums. ***12*** *y* ***17*** *se le pusieron los troks nuevos.*

Se repararon las chimeneas de las Nums. ***5, 12, 16, 17, 18****, y* ***19****.*
Se pusieron 2 cajuelas nuevas a las voladoras traseras de la num. 7 y otras dos a la motora de la Num. ***18****.*
A la num. ***8*** *se le cambiaron seis muelles.*
Se hicieron reparaciones parciales en las calderas y maquinaria de las nums. ***3, 4, 5, 7, 10, 11, 16, 18*** *y* ***19****.*
Se han puesto tres pares de ruedas nuevas al alijo de la num. ***5****, 2 pares al de la num.* ***16****, otros 2 al de la num.* ***19****, un par al de la num.* ***10****, otro par al de la num.* ***12*** *y varies pares á los troks de las locomotoras nums.* ***5, 10, 12*** *y* ***18****.*
A los alijos de las nums. ***18*** *y* ***19*** *se les cambio una de sus carretillas y se reformaron 8 mas, que quedan como de repuesto.*
Hallandose en pesimo estado la locomotora num. ***9****, por lo que ya no podia prestar servicio alguno, se opto por desmontar sus piezas, como se ha hecho, aprovechandose todas aquellas que, siendo utiles aun, han podido emplearse en las demas. La caldera y los fluses se estan componiendo para utilizarlos en el taller de maquinaria.*"

4-4-0 d/w 62", cyls. 16x24", built by Baldwin in 1886 and 1889

Ordered by ? BLW class no. . Spec. is in vol. p. No. **9** supposedly outshopped in January 1886, but appears in railway's annual report for1885.

9[2]	w/n 7772	1885 *Km. recorridos* 18258 [19f].
		1886 *Km. recorridos* 18736 [19g].
		Connelly's BLW list says sold to J. N. Odvardo, date unknown.
1[2]	w/n 9826	

The fleet in 1886

The company's annual report [19g] commented: "*Los trabajos de mayor importancia llevados a cabo en of taller de maquinaria, durante el ano a que venimos refiriendonos, fueron los siguientes:*
Se hicieron reparaciones generales en las locomotoras numeros ***8*** *y* ***13****, y en los alijos de las numeros* ***14*** *y* ***15****.*
Se repararon las chimeneas de las numeros ***5, 12, 16, 17*** *y* ***18****.*
Se rocorrieron y repararon parcialtmente las numeros ***2, 3 4, 5, 7, 11,16*** *y* ***18****, cambiandose las ruedas de los troks de algunas de ellas y de varios alijos.*
Se colocaron dos juegos de fluses a las numeros ***8*** *y* ***13*** *respectivamente.*
Se compuso la caldera de la antigua locomotora numero ***9****, desarmada por inutil, segun se dijo en la Memoria anterior, para aplicarla al nuevo taller de maquinaria. ...*
Segun el estado num. 5; los s efectuados por todos conceptos en el servicio do "Fuerza Motriz," a que pertenecen esas atenciones, incluyendo en ellos los del sostenimiento del taller de maquinaria y el imports de la nueva locomotora num. ***9****, que se adquirio para re-emplazar a la que con el mismo numero habio sido dada de baja por inutil, ascendio a $ 104,070-94 en oro y $ 20,536-75 en billetes, en la forma siguiente:*"

Locos used for specific purposes 1886-1891

A series of tables in the annual reports enabled a reader to see which engines had been used for which purposes. In summary, these showed the following. Note, however, that the classification of trains varied from year to year; hence some headings only have entries for one or maybe two years.

Locos used in 1886	**Locos used in 1887**	**Locos used in 1889**	**Locos used in 1890**	**Locos used in 1891**
Trenes generales de viajeros:				
5, 9, 13, 15, 17, 18.	**7, 9, 13, 15, 17.**	**1, 9, 13, 15, 17, 18.**	**1, 9, 15, 17.**	**1, 9, 13, 15, 17.**
Trenes especiales al Rincon:				
3, 4, 5, 9, 13, 18.	**3, 5, 9, 11, 14, 15, 18.**			
Trenes especiales a viajeros:				
		5, 13, 15, 17, 18.	**5, 17, 18.**	
Auxilio a los trenes especiales de viajeros:				
		16.	**13.**	

Trenes extraordinarios:

9, 11. **5, 9, 13, 16, 17, 18.**

Trenes extraordinarios de viajeros:

5, 17, 18. **8, 17, 18.** **7, 13, 17, 18.**

Auxilios a los generales de viajeros:

3, 5, 7, 9, 11. **3, 5, 18,** **1, 7, 9, 13, 16, 17.** **5, 7, 13, 17, 18.** **5, 13, 16, 17, 18.**

Especiales a Rincon:

5, 13, 17, 18.

Auxilios a los especiales a Rincon:

12. **18.**

Extraordinarios en servicio interior de la compañía:

5, 9.

Trenes generales, de carga:

5, 7, 9, 10, 12, 15, 16, 17, 18, 19. **7, 10, 12, 14, 16, 19.** **7, 10, 12, 14, 16, 19.** **6, 7, 10, 12, 14, 16, 19.** **6, 7, 10, 12, 14, 16, 19.**

Empujes a los trenes generales, a carga:

3, 4, 5, 7, 9, 10, 12, 16, 19.

Auxilios a los trenes generales de carga:

3, 16. **3, 9, 11, 16, 18.** **2, 3, 6, 12, 14, 18.** **7, 17.** **7.**

Extraordinarios:

3, 4, 5, 7, 9, 10, 12, 14, 16, 18.

Extraordinarios de cargas a Güira:

3, 4, 7, 8, 13, 14, 16, 17, 18. **3, 7, 12, 13, 14, 16, 18, 19.** **6, 7, 8, 10, 12, 13, 14, 16, 17, 18.** **7, 12, 13, 14, 16, 18, 19.**

Extraordinarios de carga a Rincon:

3, 13, 16. **3, 6, 11, 13, 14, 15, 17, 18, 19.** **6, 7, 14, 17, 18.**

Auxilios a los extraordinarios de cargas a Rincon:

5. **7, 14.**

Trenes extraordinarios de cargas a Santiago:

2, 14. **12.** **18.**

Trenes extraordinarios de cargas a Salud:

3. **7.** **13.**

Trenes extraordinarios de cargas a San Cristobal:

7, 10, 14, 17, 18. **6, 7, 10, 12, 18, 19.** **7, 12, 13, 14, 16, 19.**

Trenes extraordinarios de cargas a Palacios:

12.

Trenes extraordinarios de cargas a Paso-Real:

12.

Trenes extraordinarios de cargas a Artemisa:

7. **14, 19.**

Trenes extraordinarios de cargas a chucho San Antonio:

7. **19.**

Trenes extraordinarios to other destinations:

7, 12, 13, 14, 16, 18, 19.

Patio y haciendados:

2, 4, 5, 11, 18.	**2, 4, 5, 11, 18.**	**2, 3, 5, 11.**	**2, 11, 13, 17, 18.**	**2, 5, 11, 13, 18.**
Trenes al servicio de la Compañía de Gas:				
2, 11, 18.	**4, 11.**		**17, 18.**	**13, 17, 18.**
Tren de basuras:				
3, 7, 8, 12, 14.	**7, 8, 12, 13, 14.**	**6, 8, 14, 16, 18.**	**4, 6, 7, 8.**	**4, 8.**
Empujes a basuras:				
3, 5, 7, 9, 10, 12, 16, 18, 19.	**3, 4, 18.**	**1, 3, 5, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19.**	**2, 11, 13, 14, 17, 18.**	
Auxilios a basuras:				
10, 19.	**3, 7, 11, 16.**	**3, 6, 7.**	**4.**	**4, 6, 7, 18.**
Tren de leña:				
7, 9, 16.	**7, 14, 16, 18.**	**1, 7, 13, 14, 18, 19.**	**7, 10, 12, 16, 17, 18.**	**7, 10, 12, 13, 14, 16, 19.**
Auxilios a leña:				
2.		**19.**	**17.**	**16.**
Tren de materiales:				
3, 4, 5, 7, 9, 11, 14, 16, 18.	**3, 7, 11, 13, 14, 15, 16, 18, 19.**	**1, 3, 7, 9, 10, 12, 13, 14, 15, 17, 18, 19.**	**6, 7, 10, 12, 14, 16, 17, 18, 19.**	**7, 10, 12, 13, 14, 16, 17, 18, 19.**
Auxilios a materiales en reparacion de la via:				
		18.	**17.**	
Trenes de materiales para prolongacion:				
		7, 14, 18, 19.	**7, 10, 12, 19.**	**12, 14, 16, 19.**
Locomotoras ocupadas en trabajos de prolongacion:				
			2, 13.	
Empujes entre Artemisa y San Cristobal:				
			18.	
Servicios extraordinarios a la Cía. de FC Unidos de la Habana:				
			5, 12.	
Servicios extraordinarios al ingenio 'El Pilar'				
			2, 11.	**2.**

The fleet in 1887

The company's annual report [19g] commented: "*A las locomotoras nums.* ***16*** *y* ***19*** *se le pusieron retrancas al vacío. A la núm.* ***15*** *se le puso un juego de zunchos de acero y se sustituyeron por otras nuevas seis pares de ruedas de su alijo y troko.*

Se pusieron cuatro pares de ruedas nuevas también á las nums. ***9*** *y* ***13*** *y dos pares á la núm.* ***17****, habiéndose sustituido por otro el eje de las voladoras traseras de la núm.* ***13*** *y compuesto la chimenea de la núm.* ***14****.*"

The fleet in 1889

The company's annual report [19g] commented: "*Respecto de los trabajos efectuados en este servicio, poco tenemos que decir; pues limitados los del Taller de maquinaria, durante el ano de la fecha, á los ordinarios de su especial cometido, solo haremos constar que se adquirieron dos nuevas locomotoras marcadas con los números* ***1*** *y* ***6*** *en reemplazo de las que con igual número se hallaban en final estado do Servicio, la primera para el servicio de viajeros y la 2a. para el de cargas, cuyas locomotoras fueron montadas en dicho Taller.*

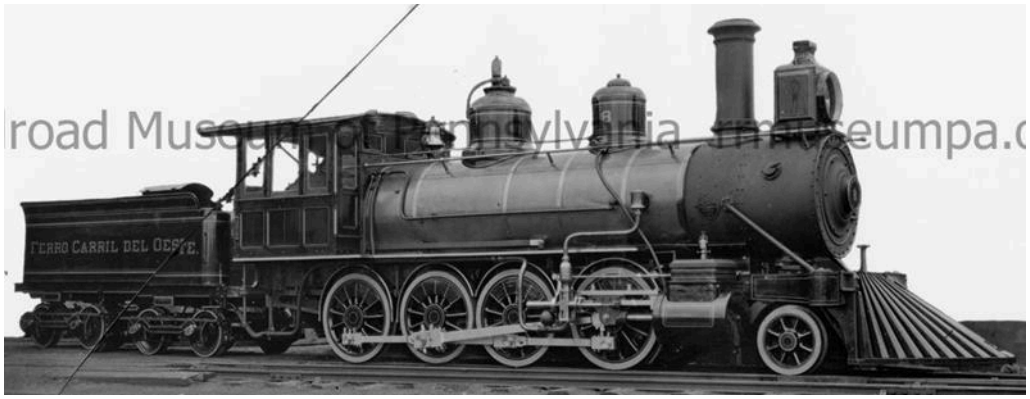
Además se hicieron reparaciones de importancia en las marcadas con los números ***5, 8, 10, 12*** *y* ***19****; so puso un eje nuevo á cada una de las voladoras de las número* ***13, 15*** *y* ***18****, se compusieron las chimeneas de las números* ***5, 12, 15,***

17 y 18, y fueron objeto de reparaciones parciales y de las trabajos de conservación que el uso demanda todas las restantes."

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1889, 1898 and 1900

Ordered by ? No. **4**: class 10-34E no. 947, with spec. in vol. 15 p 203.

4[2] w/n 10493
11[2] w/n 15681
2[2] w/n 18341
5[2] w/n 18342
24 w/n 18343
25 w/n 18357



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 00225.



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 01395.

The fleet in 1890

Source [19B] digital pages 296-299 and 312 are relevant: "*Se adquirió una nueva locomotora, marcada con el número **4**, para el servido del tren de basuras, en reemplazo de la que con igual número fué desechada por la. Empresa á causa do su mal estado. En cambio perdimos la núm. **10**, por haber hecho explosión su caldera, el día 8 de Septiembre último, cerca de la estación de Cañas, cuando se hallaba conduciendo un tren de materiales, á consecuencia de lo cual, solo ha podido aprovecharse su alijo, que se está reparando para utilizarlo oportunamente, y algunas piezas que tendrán aplicación en otras locomotoras.*
*En el mismo taller se hicieron nuevas las defensas de las locomotoras números **1** y **6**: se repararon los alijos de las números **16** y **18** y se ejecutaron otros trabajos de más ó menos importancia en las carrozas y alijos de varias locomotoras, así como los de reparación general de la máquina trituradora de piedra.*"

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1889

Ordered by ? BLW class 8-30D no. . Spec. is in vol. p.

6[2] w/n 9744

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1891 and 1893

Ordered by ? BLW class 8-30D no. . Spec. is in vol. p.

10[2] w/n 11744

20 w/n 13558

The fleet in 1891

Source [19B] digital pages 296-299 and 312 are relevant: "*Se pusieron nuevos trocks á las locomotoras números **12, 15** y **16**, y nuevas defensas á las números **1, 4, 6, 11** y **12**.*

Se hicieron tres chimeneas para aguadas, que quedaron de repuesto.

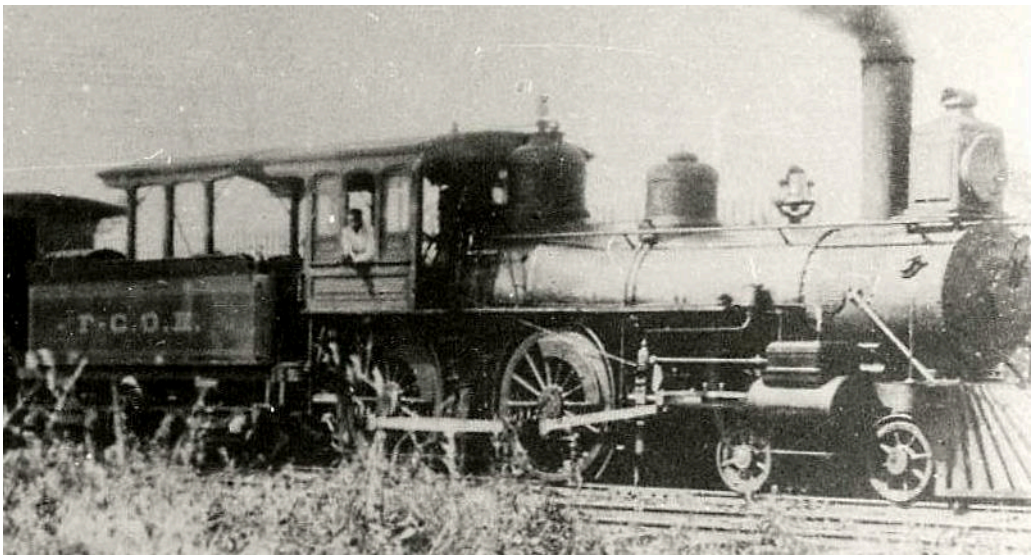
Se reparó completamente la calórica de Güira.

*Se concluyeron las obras de la aguada de Río Hondo en sustitución de la que existía en Santa Clara, la cual fué suprimida por innecesaria, después de prolongada nuestra linea hasta Puerta de Golpe; y, finalmente, se adquirió una nueva locomotora con su correspondiente alijo, marcada con el número **10**, para el servicio del tren general de Cargas, en reemplazo de la que perdimos en el año próximo pasado por haber hecha explosión su caldera.*"

2-6-0 d/w 44", cyls. 24/11½x19", built by Baldwin in 1892

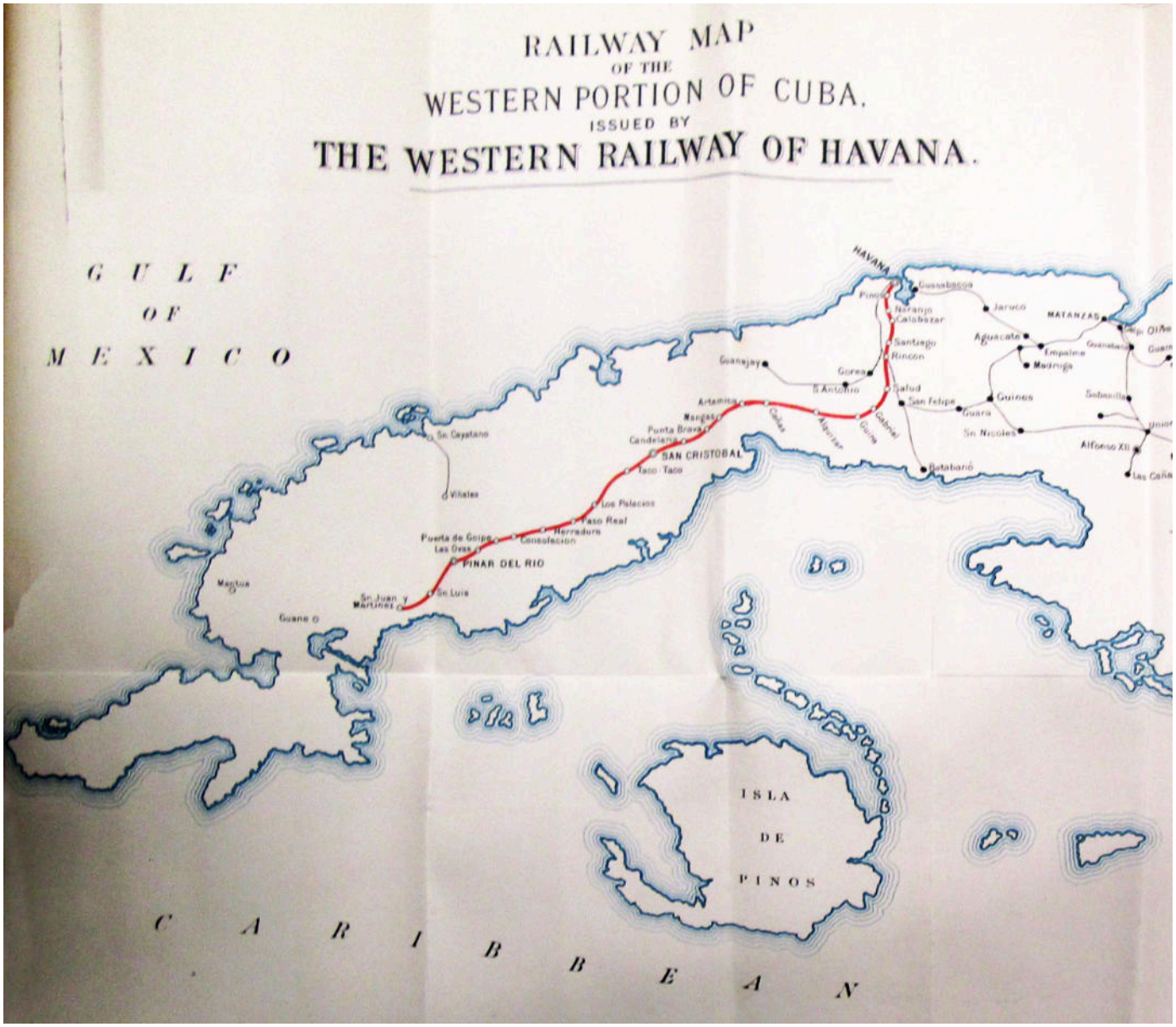
Ordered by ? BLW class no. . Spec. is in vol. p. Vauclain compound

7[2] w/n 12593



17.5.2 The Western Railway of Havana Ltd.

incorporated into the *FCUH* in 1920



Background

In 1892 the *Ferrocarril del Oeste* was acquired by an English company under the title of The Western Railway of Habana Ltd.

Source [1] from 1900 says: 178 km. of track, 8 passenger locos, 14 freight locos included 2 added recently. Opened 1894.

4-4-0 d/w 62", cyls. 16x24", built by Baldwin in 1893, 1894, 1898, 1900 and 1907

Ordered by Western Railway of Havana Ltd. Majority were class 8-26C nos. Spec. in vol. p . Final pair were BLW class 8-28C nos. 917-918. Spec. is in vol. 30 p 165. Iron roof over forward part of tender. Mark on tank: 'F.C. OESTE DE LA HABANA'. Oval brass plate with name of railway 'WESTERN RAILWAY OF HAVANA LIMITED' running around the number plate fastened centrally on side of cab below the windows.

21	w/n 13559	Lehrmuth's BLW list give class for this loco as 8-26C.
22	w/n 13978	
13[2]	w/n 15699	

23 w/n 18398

27 w/n 29968 Probably with larger cyl. bore. Lehmuth says 17x24".

12[2] w/n 29969 Probably with larger cyl. bore. Lehmuth says 17x24".



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01399.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02300-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34335.

4-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1894 and 1900

Ordered by ? BLW class 8-30D no. . Spec. is in vol. p.

3[2] w/n 14136

17[2] w/n 17694

18[2] w/n 17695



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 01312.

Locomotive damage during the Cuban War of Independence 1895-98

It was inevitable that the railways would suffer during each of the Cuban wars/insurrections; forced to carry troops and military supplies, they became fair game for the rebel forces. The following paragraphs, largely found in file FO 72/2124 at The National Archives at Kew, give a flavour of the damages caused to the Western Railway's loco fleet:

"*Locomotoras, Por el costo de la reparación de las averías hechas en* ***la locomotora número uno****, destinada al trén de pasajeros, sistema americano, fábrica de Baldwin, de dos cilindros de diez y seis pulgadas de diámetro por veinte y cuatro id, de golpe, compuesta de una carretilla delantera de Ilustro ruedas pares, habiendo sufrido averías en todos los lubricadores, sus bronces, el reloj de vapor completamente destruido; grande golpes y á martillo en todas las llaves de vapor así como en la envolvente y placas de la caldera, apreciandose la reparación de dichas averias en doscientos cincuenta pesos…$250.00*

Por la reparación de las averías hechas en ***la locomotora numero quince****, de sistema americano de Baldwin, cilindro de quince pulgadas de diametro por veinte y seis id. de golpe; montada sobre un truck ó carretilla delantera de cuatro ruedas y dos pares voladoras conectadas la cuali ha sido destruida por completo en su retranca al vacío y goma de los ciscos, el reloj de vapor, los lubricadores automaticos y sus tuberías, quemando completamente la carroza y forro de la paila, destruyendo por completo las copillas lubricadoras, quitando una de las barras de conexión con sus strops y bronces, quemando además la carroza del alijo y los largueros del ferro, apreciando la reparación de las averías en…$1,000,00*

Por la reparación de las averías hechas en ***la locomotora número veinte y dos****, sistema americano, fabricante Baldwin de cilindro con díez y seis pulgadas de diámetro por veinte y cuatro id. de golpe, carretilla delantera de cuatro ruedas y dos pares de voladoras, teniendo destruidas por completo las llaves de vapor y su reloj; así como la campana y los largueros de hierro del alijo, apreciando el costo de dicha reparación en seiscientos pesos… $600.00*"

"1896. Nov 18

La locomotora No. 10*, de carga de cilindros de 18" por 24" inglesas, volada: descarrilada, el truck delantero destrozado y averiado el otro, y desperfectos en las conexiones y tuberías pasageros,, con cilindr*

1897. Enero 28

La locomotora No. 17*, de pasageros, con cilindros de 15 por 22 pulgadas inglesas: volada por dinamita quuedando completamente inutilizada.*

1897 Febrero 1

La locomotora No. 9, *de viageros, con cilindros de 16 por 24 pulgadas inglesas, volada por dinamita: destruzado el truck de la maquina, torcidos la cama y el eje de la voladora principal y partidos cuatro radios de la misma voladora; arañadas las barras de conexion y las guias de la cruceta, rota la cobertora de la caja de vapor, desbarata la bom,ba consus conexiones y tubos, muy averiada la chaqueta y la carroza, desbaratada la carretilla delantera del alijo y torcida la cama.*

1897 Febrero 15

La locomotora No. 18, *de pasageros, con cilindros de 15 por 22 pulgadas, que fué volada por dinamita y quedfo completamente inutilizada.*

Marzo 8

La locomotora No. 5, *de pasageros, con cilindros de 15 por 22 pulgadas volada por dinamita; el fogón completamente reventado por un carril que le penitro dentro, rotas las excentricas y la bomba, y completamente destrozada la cama del alijo.*"

Of those engines listed as damaged, nos. **5, 17** and **18** were all replaced by new machines bearing the same numbers by 1900, suggesting that each might have been written off as a result of war damage.

The fleet in 1901

Source [18] says that the railway had eight passenger engines, and fourteen freight locos (including two which had recently arrived), making twenty-two in all. However, the company annual report for 1902 gives a total of twenty-five engines, gracdually increasing thereafter to twenty-six in 1906, to twenty-seven in 1907, and to thirty in 1908. This does not quite correlate with the new arrivals listed below, which suggest that there were five new arrivals in 1906-7 before the extra three in 1908. Perhaps there had been two or three withdrawals too.

2-8-0 d/w 50", cyls. 20x24", built by ALCo Rogers in 1906 and 1907

Ordered by ?

15[2]	w/n 39652
26	w/n 39653
16[2]	w/n 42398

Fleet renumbering in 1908

About 1907-1908 a renumbering occurred according to Baldwin information.

4-4-0 d/w 62", cyls. 17x24", built by Baldwin in 1900, 1907 and 1908

Ordered by ? BLW class 8-28C no. . Spec. is in vol. p.

1	w/n 18398	Built 1900, originally had been no. **23**.
2	w/n 29969	Built 1907, originally had been no. **12**.
3	w/n 29968	Built 1907, originally had been no. **27**.
4	w/n 32656	New built in 1908.
5	w/n 32657	New built in 1908.
6	w/n 32848	New built in 1908.

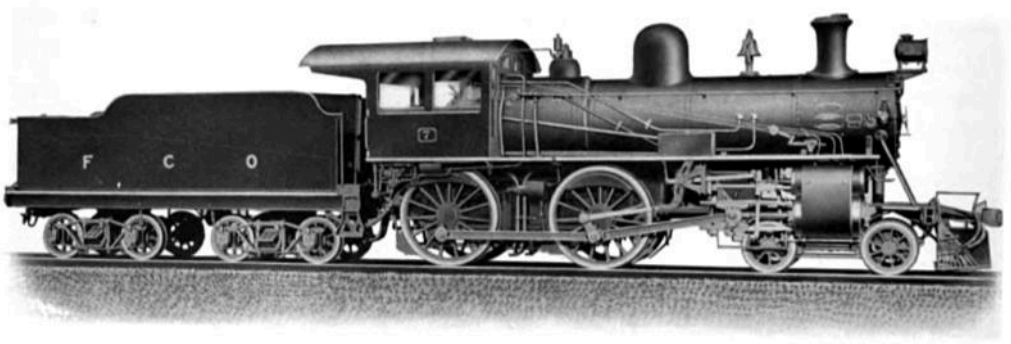


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02701-1.

4-4-0 d/w 62", cyls. 17x24", built by ALCo Schenectady in 1909

Ordered by ?

7	w/n 46125
8	w/n 46126



Western Railway of Havana no. **7**, as pictured in an ALCo catalog.

4-4-0 d/w 62", cyls. 16x24", built by Baldwin between 1886 and 1898

Ordered by ? BLW class 8-26C no. . Spec. is in vol. p.

11	w/n 7772	Built 1886, originally had been no. **9**. Sold to J. N. Odvardo as no. **11**.
12	w/n 9826	Built 1889, originally had been no. **1**.
13	w/n 13559	Built 1893, originally had been no. **21**.
14	w/n 13978	Built 1894, originally had been no. **22**.
15	w/n 15699	Built 1898, originally had been no. **13**.

2-8-0 d/w 50", cyls. 20x24", built by ALCO Schenectady in 1909

Ordered by ?

19	w/n 45212	New built in 1909.
20	w/n 45213	New built in 1909.
21	w/n 45214	New built in 1909.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1900

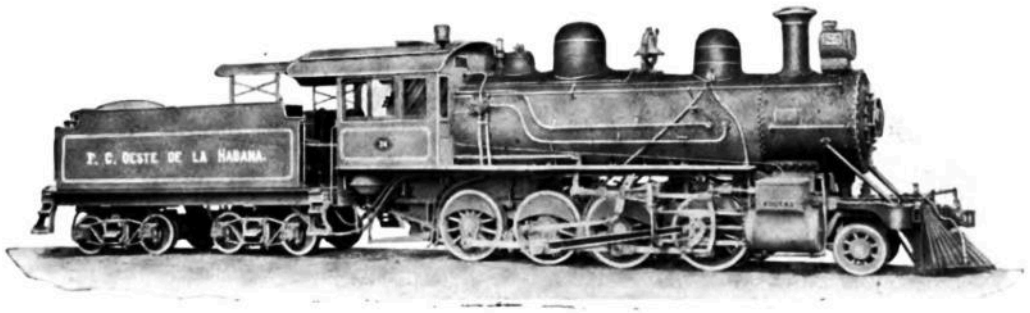
Ordered by ? BLW class no. . Spec. is in vol. p.

22	w/n 18341	Built 1900, originally had been no. **2**.
23	w/n 18342	Built 1900, originally had been no. **5**.
24	w/n 18343	Built 1900, originally had been no. **24**, number not changed.
25	w/n 18357	Built 1900, originally had been no. **25**, number not changed.

2-8-0 d/w 50", cyls. 20x24", built by ALCo Rogers in 1906 and 1907

Ordered by ?

26	w/n 39653	Built 1906, originally had been no. **26**, number not changed.
27	w/n 39652	Built 1906, originally had been no. **15**.
28	w/n 42393	Built 1907, originally had been no. **16**.



Consolidation Freight Locomotive
Built for Western Railways of Havana

This ALCo advert shows a 2-8-0 for the Western Railway, but it is not clear which batch is was from, though they may all have looked similar.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1889 and 1898

Ordered by ? BLW class no. . Spec. is in vol. p.

?	w/n 10493	Built 1889, originally had been no. **4**.
?	w/n 15681	Built 1898, originally had been no. **11**.

4-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1900

Ordered by ? BLW class no. . Spec. is in vol. p.

31	w/n 17694	Built 1900, originally had been no. **17**.
32	w/n 17695	Built 1900, originally had been no. **18**.

0-8-0T d/w 46", cyls. 20x24", built by Baldwin in 1908

Ordered by ? BLW class 8-34E no. . Spec. is in vol. p.

33	w/n 33066	New built in 1908.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02884-1.

2-6-0 d/w 54", cyls. 18x24", built by Baldwin between 1889 and 1894

Ordered by ? BLW class no. . Spec. is in vol. p.

34	w/n 9744	Built 1889, originally had been no. **6**.
36	w/n 13558	Built 1893, originally had been no. **20**.
35	w/n 11744	Built 1891, originally had been no. **10**.
37	w/n 14136	Built 1894, originally had been no. **3**.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1892

Ordered by ? BLW class no. . Spec. is in vol. p.

38 w/n 12593 Built 1892, originally had been no. **7**.

2-6-0 d/w 54", cyls. 17x22", built by Baldwin in 1876

Ordered by ? BLW class no. . Spec. is in vol. p.

39 w/n 4032 Built 1876, originally had been no. **14**.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1884

Ordered by ? BLW class no. . Spec. is in vol. p.

40 w/n 7275 Built 1884, originally had been no. **8**.

Take-over by the *FCUH*

In 1912 the United Railways of Habana obtained control of this company.

In 1914 the road reported owning 30 locomotives and six electric motor coaches.
The railway owned 30 locos in 1916.
The railway owned 20 locos in 1920.

Amalgamation with the *FCUH*

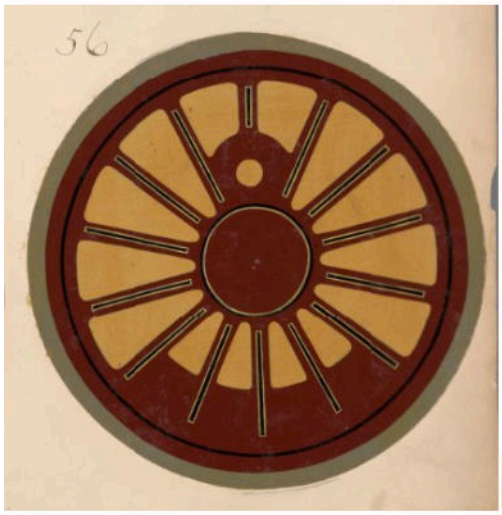
The actual amalgamation was completed on March 14, 1921, but had been effective since July 1, 1920. After that time, the road was operated as the Western Division of the United Railways of Habana.
In 1922, about 149-miles of track were operated, with an additional 16.3 miles of cane lines.

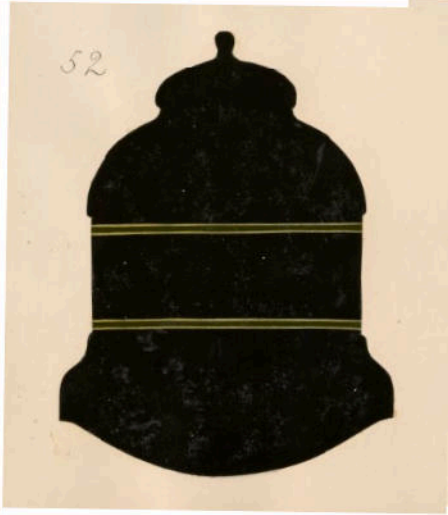
Locomotive painting styles

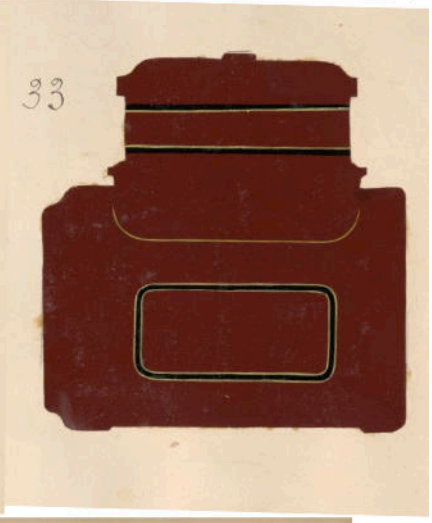
The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560

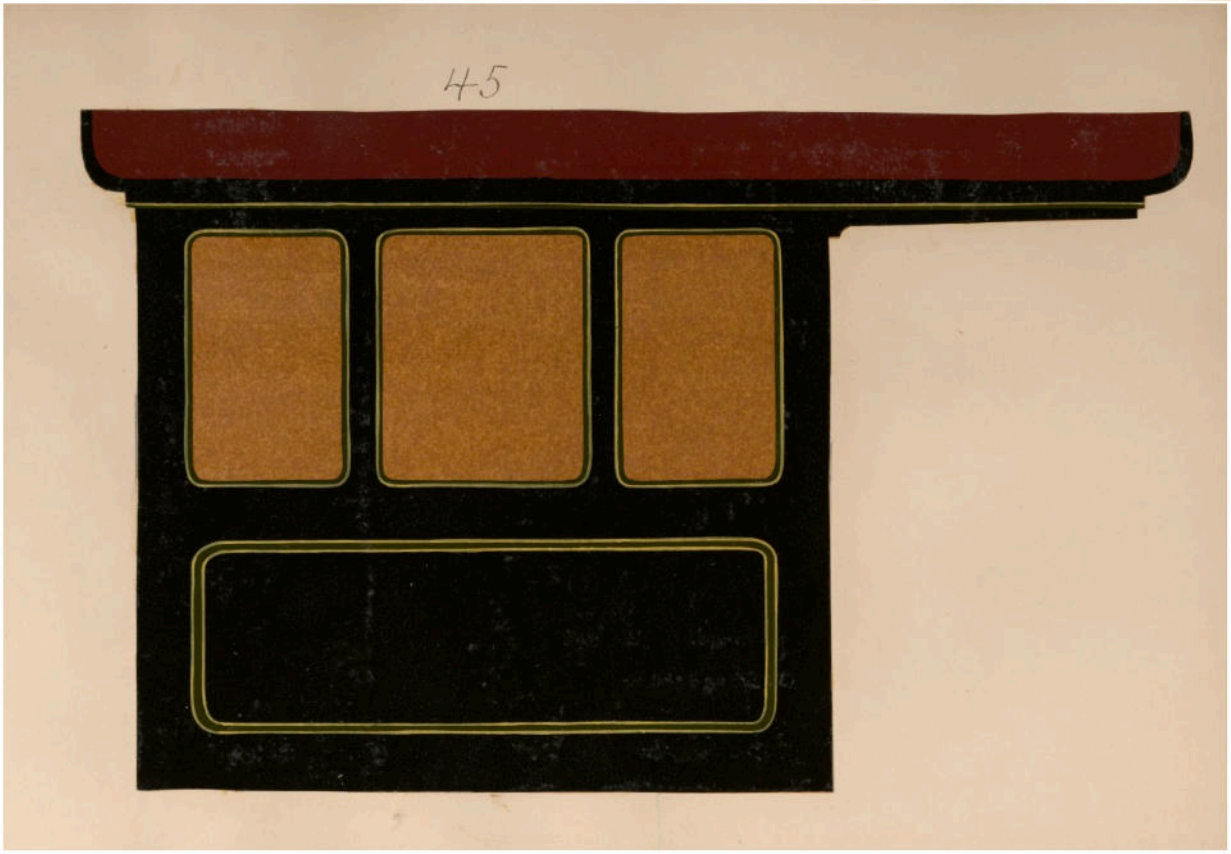
Style	Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank	
270	45	33	—	52	56	139	Western Ry of Havana Ltd













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17.6 *Cía. del FC de la Bahía de La Habana á Matanzas* incorporating the *FC Coliseo*



Background

1857

Summary in Poors' Directory 1886 (spelling etc. tidied up): Bay of Havana Railway. – Regla, on the Bay of Havana, eastward to Matanzas, 54 miles; extension from Matanzas to Bemba, 35 miles; branch from Regla to Guanabacoa, 3.25 miles; belt line at Matanzas, 0.5 mile; branch from Coliseo to Valle de Guanacaro, 10 miles – total, 102.75 miles. Gauge, 4 ft. 8½in., except Valle de Guamacaro branch, which is of 2' 6" gauge. Concession granted in 1857. Original title, Bay of Havana and Matanzas Ry. Co. Guanabacoa branch opened in 1858; main line fully opened between Regla and Matanzas June 14, 1861. In 1865 purchased the Coliseo Railway (Matanzas to Bemba). By agreement, dated June 20, 1883, this road became the property of the Regla Warehouse Co. and Bank of Commerce of Havana. Locomotive engines, 37. Cars – passenger, 38; baggage, etc., 5; freight, 517 – total, 560. Derwent Smith, General Manager, Havana, Cuba.

17.6.1 *El FC de la Bahía de La Habana y Matanzas*

4-4-0 d/w 60", cyls. 13x22", built by Rogers in 1857

Ordered by ? Source [28a] gives the cost of these as Pesos 9702 each. Lehmuth's Rogers list has cyls. as 13½x22". Both in passenger train service on branch in 1881.

'El MARQUEZ de la HABANA' w/n [798]

1859 mileage run 5820 [26].
1875 condition "*En reparacion general*" [19a].
1876 allocated to *ramal a Guanabacoa*, ran 15020 km, and recorded as in *Regular estado*.
1881 "*Se le ha puesto corona y placa de fluses nuevos, reparado sus fluses, perforado los cilindros, un pistón nuevo, un tubo de vapor nuevo, reparada su maquinaria y colocado un disco en la chimenea. Los cilindros en regular estado; lo demás en buen estado.*" [19d].

'JACINTO G. LARRINAGA' w/n [802]

Some list-makers have said that this loco was also designated as no. **1**, but the 1860, 1865 and 1876 annual reports clearly identify the first three engines solely by name, and only those ordered from 1858 onward by number [26].
1859 mileage run 38656 [26].
1875 condition "*En buen estado*" [19a].
1876 allocated to *ramal a Guanabacoa*, ran 28060 km, and recorded as in *Regular estado*.
1881 "*Se le han cambiado los fluses, reparado los tubos de vapor y colocado disco en la chimenea. En buen estado.*" [19d].

4-4-0 d/w 60", cyls. 13x24", built by Baldwin in 1857

Ordered by ? Source [28a] gives the cost of this as Pesos 9346. BLW class 18 ton 8 wheel C.

'EDUARDO FESSER'	w/n 782	1859 mileage run 21584 [26]. 1875 condition "*En buen estado*" [19a]. 1876 Ran 15160 km, and recorded as in *Regular estado*. 1881 "*Los cilindros en regular estado; lo demás en buen estado.*" [19d].

4-4-0 d/w 54", cyls. 14x24", built by Rogers in 1858-9

Ordered by ?

1[2]	w/n [840]	1859 mileage run 15712 [26]. 1875 condition "*Caldera y fluses en mal estado*" [19a]. 1876 allocated to *ramal a Guanabacoa*, ran 17448 km, and recorded as *en mal estado*. 1881 "*Se le han cambiado los fluses, reparado su maquinaria y colocado un disco giratorio en la chimenea. Necesita reparación en su caldera.*" [19d] also, for its tender "*Se ha reparado uno de los marcos de carretilla y puesto cuatro ruedas.*". In passenger train service on branch that year.
2	w/n [851]	1859 mileage run 35329 [26]. 1875 condition "*En regular estado*" [19a]. 1876 allocated to *Tronco viajeros* (mainline passenger work), ran 736 km on company's trains and 326 on military trains, and recorded as *en mal estado*. 1881 "*Se le han cambiado los ilusos, reparado las válvulas de distribución, colocado cuatro ruedas de carretilla nuevas con sus bronces y chimenea nueva. Se le han torneado las ruedas y cambiado las chumaceras. Necesita reparación en su maquinaria.*" [19d].

4-6-0 d/w 50", cyls. 16½x22", built by Baldwin in 1859

Ordered by ? BLW class 24D 3.

3[1]	w/n 845	1859 mileage run none [26]. A new number **3** was ordered in 1875, and after a false start when the first new engine sank in the Atlantic on delivery, a second new machine replaced this one, which was probably withdrawn..

4-4-0 d/w 60", cyls. 12x22", built by Baldwin in 1859

Ordered by ? BLW class 17½C 1.

4	w/n 868	1859 mileage run 2720 [26]. 1875 condition "*Caldera en mal estado, su mecanismo gastado*" 1876 allocated to *ramal a Guanabacoa*, ran 1475(?) km, and recorded as *en mal estado*. 1881 "*En mal estado, excluida del servicio hace años.*" [19d].

The fleet in 1860

The company annual report for 1860, in source [26], commented that there were seven locomotives, each in good or-

der, and that "*Necesitaremos tambien para fin de ano dos maquinas mas, las cuales pueden tambien conseguirse, segun oferia del fabricante, con plazo de seis meses.*
*Demostrado por la experiencia que con locomotoras de menos de 18 toneladas se sirve bien el ramal a Guanabacoa, deben encargarse dos pequenas, para destinar al tren de Matanzas las nombradas '**Marques de la Habana** y **Jacinto G. Larrinaga**, que hoy desempenan aquel servicio y que reunen las condiciones necesarias para los trenes de pasajeros de Matanzas.*"

Other early locomotives?

Copeland reports that "the line may have obtained a Norris loco in 11/58, and another in 1863. In March, 1861 was reported to have obtained one Baldwin loco, one Winans loco, one Rogers loco and one from a builder in Taunton, Mass. There is no record in the Mason and Taunton lists of locos built for this road". There are no signs in the company annual reports for 1860, 1876, 1880 and 1881 of such additional engines apart from those frrom Rogers and Baldwin listed below.

4-4-0 d/w 66", cyls. 15x22", built by Rogers in 1861

Ordered by ? In passenger train service in 1881.

5	w/n [999]	1875 condition "*Caldera buena y zunchos gastados*". 1876 allocated to *Tronco viajeros* (mainline passenger work), ran 17179 km on company's trains and 110 on military trains, and recorded as *en buen estado*. 1881 "*Se le ha reparado la. fornalla y colocado dos ruedas nuevas á la carretilla. Necesita tubos de vapor nuevos y reparación en su maquinaria.* " also, for its tender "*Se ha reparado el tanque y las carretillas.*".

4-6-0 d/w 48", cyls. 18x22", built by Rogers in 1861

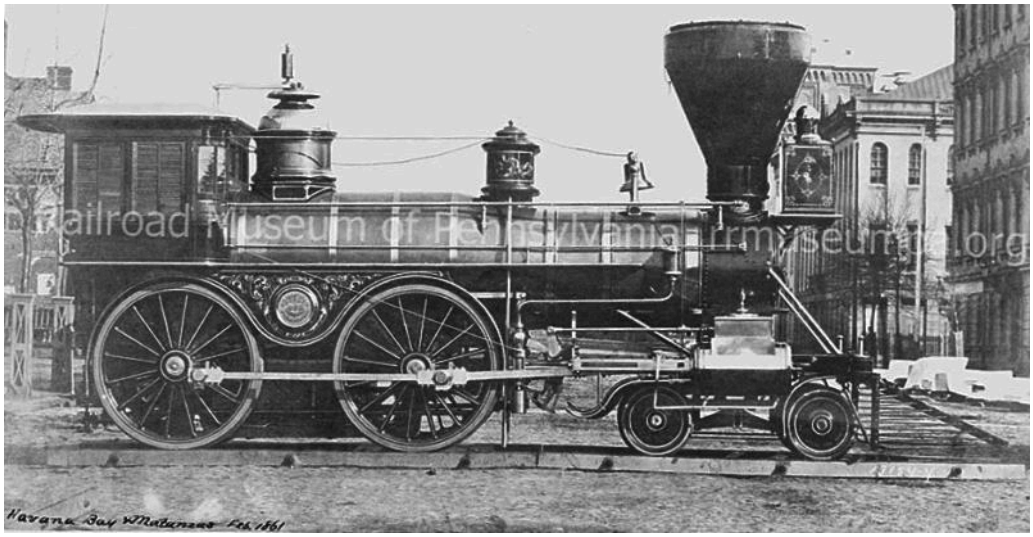
Ordered by ? In goods/freight train service in 1881.

6	w/n [1005]	Lehmuth's Rogers list has cyls. as 17x22". 1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 7863 km on company's trains and 110 on military trains, and recorded as *en buen estado*. 1881 "*Se le ha reparado su fornalla, su maquinaria y uno de sus cilindros. Está en reparación.*" [19d].

4-4-0 d/w 67", cyls. 15 1/8"x22", built by Baldwin in 1861

Ordered by ? BLW class 24C 1.

7[1]	w/n 989	Returned to BLW in 1863 and rebuilt as w/n 1134, meanwhile a new no. **7**[2] having taken its place, then returned to this railway as no. **11**, see below.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 13154-4.

4-4-0 d/w 63", cyls. 13x24", built by Baldwin in 1862

Ordered by ? BLW class 20½C no. 1. In use on Guanabacoa branch in 1881.

9 w/n 1044 1875 condition "*Mal estado caldera y mecanismo*" [19a].
1876 allocated to *ramal a Guanabacoa*, ran 3059 km, and recorded as *en buen estado*.
1881 "*En mal estadó; necesita reparación en su caldera y maquinaria.*" [19d].

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

Ordered by ?

10 w/n ? 1875 condition "*Buen estado*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 13677 km, and recorded as *en buen estado*.
1881 "*Necesita ruedas nuevas en sus carretillas.*" [19d].

4-4-0 d/w 67", cyls. 15x22", rebuilt by Baldwin in 1863 from the railway's original no. 7

Ordered by ? BLW class 24C 1. In passenger train service in 1881.

11 w/n 1134 1875 condition "*Buen estado, necesita zunchos nuevos*" [19a].
1876 allocated to *Tronco viajeros* (mainline passenger work), ran 13102 km, and recorded as *en buen estado*.
1881 "*So le tornearon sus ejes, reparando parte de su fornalla y la carretilla. Necesita reparación en su fornalla y maquinaria y tubos de vapor nuevos; los cilindros en regular estado.*" [19d] also, for its tender "*Se han reparado las carretillas y puesto cuatro ruedas nuevas.*".

4-6-0 d/w 48", cyls. 17x22", built by Rogers in 1864

Ordered by ? Nos. **7²** and **12** in goods/freight train service in 1881.

7² w/n [1135] 1875 condition "*Necesita reparaciones en la caldera*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 16511 km on company's trains and 660 on military trains, and

		recorded as *en mal estado*. 1881 "*Se ha reparado su maquinaria, la parte cilíndrica de su caldera, la parte baja (le la fornalla, se le ha puesto plato de fluses nuevo, fluses nuevos, reparado el tubo de vapor, se le ha puesto nueva la caja y válvula do cuello, la caja de arena y se aseguraron los cilindros que estaban flojos en sus asientos. En buen estado.* " [19d].
12[1]	w/n [1145]	Lost at sea.
12[2]	w/n [1242]	1875 condition "*Buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 10757 km on company's trains and 478 on military trains, and recorded as *en buen estado*. 1881 "*Se ha reparado su fornalla, su maquinaria y puesto dos ruedas nuevas en su carretilla. Está en reparación.*" [19d].
14	w/n [1297]	1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 17823 km on company's trains and 1278 on military trains, and recorded as *en buen estado*. 1881 "*Necesita reparación de fornalla, fluses y maquinaria; tiene un cilindro roto, pero útil aun.*" [19d] also, for its tender "*Se han re parado las carretillas y puesto cuatro ruedas nuevas.*".

The fleet in 1865

The annual report for 1865 states: "*Durante el año de 1865 se han recibido de los Estados-Unidos tres locomotoras denominadas no. **12, 14** y **15** y **una de Belgica**, cuyo costo segun factura con flete de las tres primeras y otros gastos asacienden a $105,272 39*"

?-?-? d/w ?, cyls. ?, built by Couillet in 1865

Ordered for Havana, Cuba. This was Couillet's sole loco for Cuba, and indeed one of only two references to Cuba in the whole of André Dagant's paper on Belgian locomotives [41]. It therefore seems likely that it was the order mentioned in the previous paragraph for the *FC de la Bahía de La Habana á Matanzas*. It seems probable that it became no. **13**.

13?	w/n 161	1876 allocated to *Tronco viajeros* (mainline passenger work), ran 14937 km, and recorded as *en reparacion*.

4-4-0 d/w 60", cyls. 16x22", built by Rogers in 1865

Ordered by ? In passenger train service in 1881.

15	w/n [1292]	1875 condition "*Regular estado, necesita fluses nuevos*" [19a]. 1876 allocated to *Tronco viajeros* (mainline passenger work), ran 10375 km on company's trains and 1139 on military trains, and recorded as *en buen estado*. 1881 "*Se le ha reparado su fornalla y maquinaria y chimenea nueva. Necesita reparación en sus fluses.*" [19d].

Locos acquired from the *Ferrocarril Coliseo* in 1865

Seven engines were purchased or otherwise added to the fleet in 1865. These had been *FCC* nos. **1-7** and became *FCBHM* nos. **16-22**.

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

Ordered by ? Had been *FCC* no. **1**.

16 w/n ? 1875 condition "*En reparacion general*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 4644 km on company's trains and 55 on military trains, and recorded as *en buen estado*.
1881 "*Necesita ligera reparación en su caldera.*" [19d] also, for its tender "*Se ha reparado el tanque.*".

4-6-0 d/w 50", cyls. 16½x22", built by Baldwin in 1858

Ordered by ? BLW class 24D 2. Had been *FCC* no. **2**. In goods/freight train service in 1881.

17 w/n 810 1875 condition "*Caldera en muy mal estado*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 9874 km on company's trains and 1268 on military trains, and recorded as *en buen estado*.
1881 "*Se le han cambiado los fluses y reparado los tubos de vapor. Necesitará reparación en su caldera y maquinaria.*" [19d].

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

Ordered by ? Had been *FCC* no. **3-5**. Nos. **18** and **19** in passenger train service on branch in 1881. No. **20** in goods/freight train service in 1881.

18 w/n ? 1875 condition "*En reparacion*" [19a].
1876 allocated to *ramal a Guanabacoa*, ran 26142 km, and recorded as *en buen estado*.
1881 "*Se le han cambiado los fluses, reparado la fornalla y maquinaria y colocado un disco giratorio en la chimenea. Necesita reparación en su caldera; tiene un cilindro en mal estado.*" [19d] also, for its tender "*Se han reparado las carretillas y los fondos del tanque.*".

19 w/n ? 1875 condition "*En regular estado*" [19a].
1876 allocated to *ramal a Guanabacoa*, ran 24308 km, and recorded as *en regular estado*.
1881 "*Se le ha colocado fornalla nueva, reparado la caldera, cambiado los fluses, reparado su maquinaria y colocado disco en la chimenea. En buen estado.*" [19d] also, for its tender "*Se ha reparado el tanque, la cama y las carretillas.*".

20 w/n ? 1875 condition "*Mal estado*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 3836 km, and recorded as *en buen estado*.
Replaced in 1877 by a new number **20**, but retained in shunting/patio service as no. **'20 antiguo'** or **'PATIO'**.
1881 "*Reparado su formal y y maquinaria.*" [19d].

4-6-0 d/w 48", cyls. 17x22", built by Rogers in 1863

Ordered by ? Had been *FCC* no. **6-7**. No. **21** in goods/freight train service in 1881. NB Rogers [1005] also shown as built for FC Bahía, on an earlier page.

21 w/n [1005] 1875 condition "*Regular estado*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran

10579 km on company's trains and 257 on military trains, and recorded as *en buen estado*.
1881 "*Se le ha reparado la parte cilíndrica de la caldera y los fluses. Necesita reparación en su maquinaria.*" [19d] also, for its tender "*Se han reparado las carretillas y cambiado un eje con sus ruedas.*".

22 w/n [1123] 1875 condition "*Muy mal estado, no debe repararse*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 810 km, and recorded as *en reparacion*.
1881 "*Escluida del servicio.*" [19d].

Locomotive names

The 1876 company annual report for the *FC de la Bahía de la Habana y Matanzas*, which took over the *FC de Coliseo* in 1865, explicitly refers to the withdrawal of a locomotive **'AMÉRICA'** which had originated with the latter company. Other early *FCC* engines had been named too, but they may not have survived into operation under the *FC de la Bahía.* However, the fact that **'AMÉRICA'** was not withdrawn until ten years or more after the takeover begs the question as to why it is not listed above. The name could not have been transferred to one of the later *FCC* engines as all of them lasted into the 1880s.

4-4-0 d/w 60", cyls. 16x22", built by Rogers in 1866

Ordered by ? Both in passenger train service in 1881.

23 w/n [1390] 1875 condition "*En buen estado*" [19a].
1876 allocated to *Tronco viajeros* (mainline passenger work), ran 20477 km, and recorded as *en buen estado*.
1881 "*Se ha principiado su fornalla nueva. Necesita fornalla nueva, reparación de la parto cilíndrica, maquinaria y tanque del alijo nuevo.*" [19d].

24 w/n [1392] 1875 condition "*En buen estado*" [19a].
1876 allocated to *Tronco viajeros* (mainline passenger work), ran 31604 km on company's trains and 92 on military trains, and recorded as *en buen estado*.
1881 "*Se le ha reparado su fornalla, asientos y válvulas de distribución, un pistón nuevo, chimenea nueva, dos ruedas nuevas y reparado la carretilla. Necesita reparación de fluses y camas.*" [19d].

4-6-0 d/w 48", cyls. 18x22", built by Rogers in 1866

Ordered by ? No. **25** in goods/freight train service in 1881. Lehmuth has this pair with cyls. 17x22" like those following.

25 w/n [1397] 1875 condition "*En regular estado, necesita nuevo hogar*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 15886 km on company's trains and 2639 on military trains, and recorded as *en mal estado*.
1881 "*Se le ha reparado la parte cilíndrica de la caldera y los fluses. Está en reparación.*" [19d].

26 w/n [1398] 1875 condition "*En mal estado*" [19a].
1876 allocated to *Tronco cargas* (mainline freight work), ran 7986 km on company's trains and 404 on military trains, and recorded as *en reparacion*.
1881 "*Necesita reparación en su caldera y maquinaria.*" [19d].

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1866

Ordered by ? No. **27** in goods/freight train service in 1881.

27	w/n [1402]	1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 18427 km on company's trains and 2328 on military trains, and recorded as *en buen estado*. 1881 "*Se le ha puesto fornalla y fluses nuevos, reparado la parte cilíndrica de la caldera, la maquinaria, y chimenea nueva. En buen estado.*" [19d] also, for its tender "*Se ha reparado el tanque.*".
28	w/n [1403]	1875 condition "*En regular estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 11840 km on company's trains and 1905 on military trains, and recorded as *en regular estado*. 1881 "*Necesita reparación en los fluses y maquinaria.*" [19d].

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

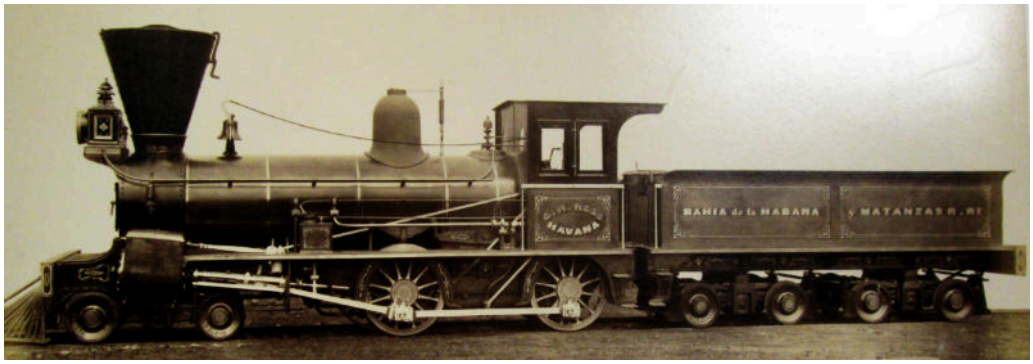
Ordered by ?

29	w/n ?	1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 2895 km on company's trains and 174 on military trains, and recorded as *en regular estado*. 1881 "*Excluida del servicio.*" [19d].

4-4-0 d/w 48", cyls. 18x22", built by Dübs in 1867

Ordered by Regla and Matanzas Railway. Was this the first no. **8**, or was there an earlier engine?

8	w/n 182	1875 condition "*Cilindros en mal estado, une rueda motriz rota*" [19a]. 1876 allocated to *Tronco viajeros* (mainline passenger work), ran 7941 km on company's trains and 451 on military trains, and recorded as *en buen estado*. 1881 "*Se le han puesto ejes nuevos y reparado su maquinaria y cilindros. Necesita placas de Rusos nuevas y reparación de sus fluses; los cilindros en regular estado.*". In mainline passenger train service that year.



This 4-4-0 from a Dübs album held in the Mitchell LIbrary, is painted up for the 'BAHIA de la HABANA y MATANZAS R.Rd.' with 'G. H. ROSS HAVANA' on the cabside.

The Guamacaro narrow-gauge branch

Aound 1873 the railway built a 2' 6" gauge branch from Coliseo to Guamacaro in order to capture the important sugar trade from that town. However, as source [14] puts it (page 138), "its hopes were dashed by Guamacaro's utter decline when the sugar crisis hit." The narrow-gauge Manning Wardle locomotives **'COLISEO'** and '**GUAMACARO'** are covered in section 17.4.1 of this file.

2-6-0 d/w 56", cyls. 17x24", built by Baldwin in 1875

Ordered by Havana Bay. BLW class 8-28D nos. 24 and 25. Spec. is in vol. 7 p193. First one lost at sea off Cape Hatteras, and then replaced. Mark on tender 'FERRO-CARRIL DE LA BAHÍA'. See XO no. 3252 of July 1902. NB Lehmuth gives d/w as 57". In goods/freight train service in 1881.

30[1]	w/n 3710	Purchased explicitly to replace the original no. **3**[1], which had been discarded as 'inutil'. Lost at sea.
30[2]	w/n 3747	1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco cargas* (mainline freight work), ran 10197 km on company's trains and 92 on military trains, and recorded as *en regular estado*. 1881 "*Se le ha reparado la maquinaria y la chimenea. En buen estado.*" [19d].

4-4-0 d/w 67", cyls. 16x24", built by Baldwin in 1875

Ordered by Havana Bay. BLW class 8-26C nos. 79 and 84. Spec. is in vol. 7 p192. First one lost at sea off Cape Hatteras, and then replaced. Mark on tender 'FERRO-CARRIL DE LA BAHÍA'. NB Lehmuth gives d/w as 60".

3[2]	w/n 3711	Purchased explicitly to replace the original no. **3**[1], discarded as 'inutil', but why this comment also above?. Lost at sea.
3[3]	w/n 3748	1875 condition "*En buen estado*" [19a]. 1876 allocated to *Tronco viajeros* (mainline passenger work), ran 3870 km on company's trains and 92 on military trains, and recorded as *en buen estado*. 1881 "*En buen estado.*" [19d] also, for its tender "*Se reconstruyó uno de los puentes y puso cuatro ruedas nuevas.*".

The fleet in 1876

"*Para la traccion cuenta este departamento con 35 máquinas locomotoras, cuyas condiciones de servicio pueden apreciarse por el estado que á continuacion expreso, siendo de advertir que las número **3** y **30** han sido recientemente adquiridas por la Compañía en sustitucion de las desechadas por inútiles. **América** del antiguo Coliseo y número **3** procedente de Bahía.*"

The slight discrepancy between the thirty-five engines mentioned, and the thirty-three listed above, is explained in the next paragraph: "*Además de estas máquinas, tiene el taller á su cargo las máquinas del ramal de Guamaro, llamadas **Coliseo** y **Guamacaro**, que se encuentran en buen estado, y de los cuales la última ha recorrido 992 kilómetros. Todas estas máquinas y sus correspondientes alijos han sufrido reparaciones más ó ménos importantes, y de ellas las más costosas han sido las practicadas á las máquinas números **1, 4, 6, 8, 9, 10, 11, 13, 15, 17, 18, 19, 23, 24, 26, 27, 29** y **Larrinaga**, y á los alijos números **5, 11, 13, 38, Marqués de la Habana** y **Larrinaga.***"

Another section says: "*Cuenta la Compañía para su servicioo de traccion con 33 locomotoras, cuyo servicio durante cada mes asi como su estado pueden apreciarse en el cuadro que acompaño a continuacion:*
*Todas ellas han sufrido reparaciones mas o menos importantes tanto en sus calderas como en sus mecanismos, asi como las maquinas fijas de los talleres, las de los vapores y aguadas; pero las de mas trascendencia han sido las practicadas a las locomotoras nums. **9, 13, 155, 16, 17, 18, 23, 24, 27** y **"Marques de la Habana"** y a los alijos de las maquinas nums. **9, 17** y **"Marques de la Habana."***

2-6-0 d/w 56", cyls. 17x24", built by Baldwin in 1876 and 1877

Ordered by Havana Bay. BLW class 8-28D nos. 28 and 34. Spec. is in vol. 8 p33. Second one clearly to have running no. **20**, as shown on spec. page. First one to be painted Lake & gold, second one olive green & gold, both with red wheels.

?	w/n 4021	Possibly this was numbered **13**. There had not previously been a loco with that number, but in 1880 one is listed in the fleet. 1881 "*Necesita reparación de caldera y maquinaria y carretillas de alijo.*" [19d].
20[2]	w/n 4281?	Lehmuth's BLW list has this loco as much smaller, with d/w 38", cyls. 12x16" and class 8-18D. 1881 "*Se le han cambiado 50 fluses y reparado los restantes, se ha reparado su fornalla en los costados y frente y la chimenea. En buen estado.*" [19d].

Lehmuth also has BLW 4283 as 2-6-0 d/w 40", cyls. 12x16" built Baldwin in 1878 and as FC Havana Bay no. **4**. Class 8-18D.

0-?-0 d/w ?, cyls. ?, built by ? between 1876 and 1879

Ordered by ?

31	w/n ?	1879 in mainline freight service. 1881 "*Se le han reparado las válvulas de dístribución y la maquinaria, se han reparado sus fluses, colocado un tubo de vapor nuevo, reparado su fornalla, forrado de nuevo la paila y reparado su chimenea. En buen estado.*" [19d] also, for its tender "*Se le han puesto cuatro ruedas nuevas.*".

The fleet in 1879

"De estas maquinas se encuentran en buen estado de servicio las nums. ***2, 6, 7, 8, 11, 12, 14, 15, 17, 18****, y* ***20****; en regular estado las numeros* ***3*** *y* ***9****; y en mal estado las numeros* ***4, 5, 10, 13, 16, 19, 21*** *y* ***22****; de las cuales la numero* ***4*** *debe desecharse, encontrandose las demas en repracion."*

The fleet in 1880

The company's annual report for 1880, source [19d], listed the thirty-six locomotives in total being used for a number of distinct roles:

Viajeros del Tronco (passenger trains on the mainline)

2, 3, 5, 8, 11, 13, 15, 23, 24.

Cargas del Tronco (goods/freight trains on the mainline)

6, 7, 10, 12, 14, 16, 17, 20, 21, 22, 25, 26, 27, 28, 29, 30, 31

Ramal a Guanabacoa (the branch to Guanabacoa)

1, 4, 9, 18, 19, 'EDUARDO FESSER', 'MARQUÉS de la HABANA', 'JACINTO G. LARRINAGA'

Ramal á Guamacaro (the narrow gauge branch to Guamacaro)

'GUAMACARO', 'COLISEO'

4-4-0 d/w 66", cyls. 16x24", built by Rogers in 1883

Ordered by ?

4[2]	w/n 3250
32	w/n 3251

Later purchases?

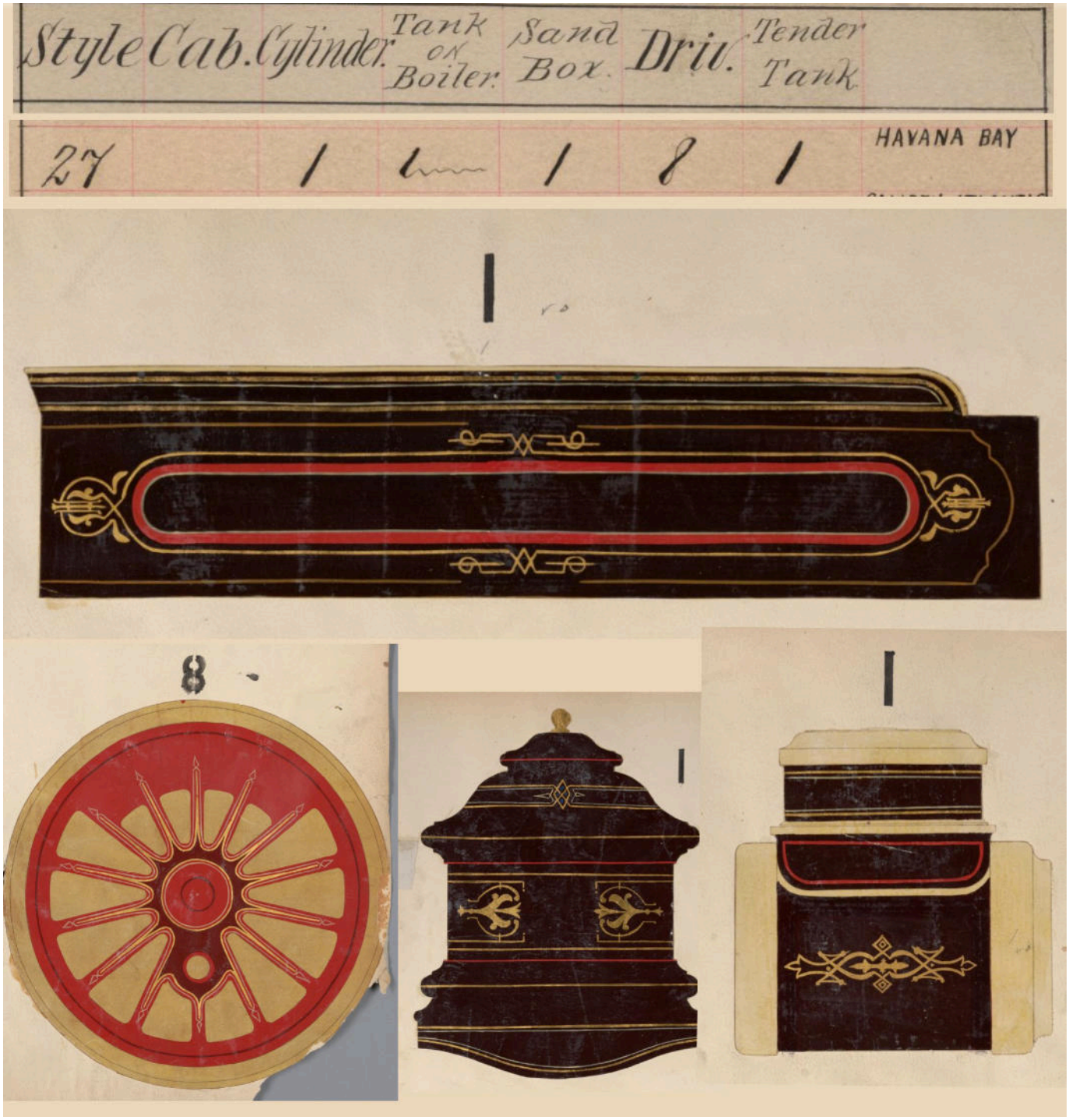
There may well have been later acquisitions, suspected not least because an *FC Unidos* freight loco renumbered **72** in 1889 had supposedly previously carried the number **40** but cannot have been the *CH de la Habana* loco of that number since that had been a 4-4-0 passenger engine.

The 1889 merger

On July 1st 1889 the merger between the *FC de la Bahia de la Habana* and the *Caminos de Hierro de la Habana* was signed.

Locomotive painting styles

The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560



In contrast to most of the liveries identified in the Baldwin style books, this one gives no indication as to how loco cabs would have been painted.

17.6.2 The Coliseo to Guamacaro branch of the *FC de la Bahía de la Habana*

Background

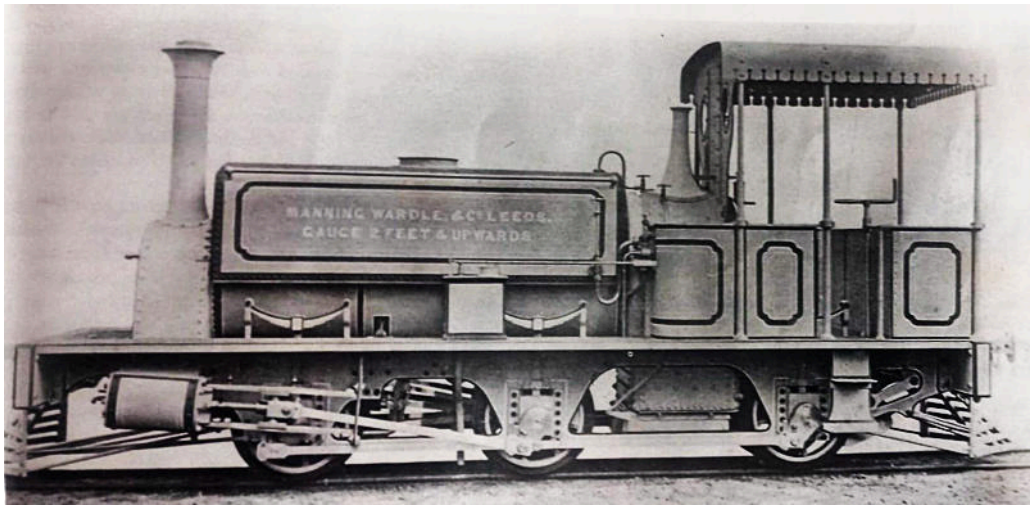
2' 6" gauge.

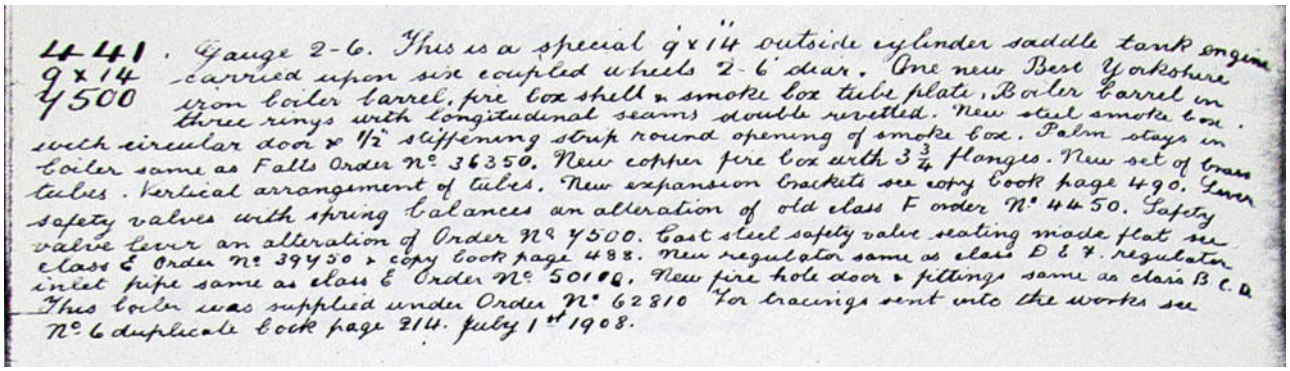
0-6-0ST d/w 30", cyls. 9x14", built by Manning Wardle in 1873

Ordered by ?

1 'GUAMACARO' w/n 440 1876 ran 3696 km, and recorded as *en regular estado*.
Sold to Central Mercedita, Macena del Sur, La Habana Province, as no. **5**. Later rebuilt as a diesel and became *MinAz* no. **0007**. Loco rebuilt back to steam using surviving boiler and still exists at Havana railway museum.

2 'COLISEO' w/n 441 1876 ran 2404 km, and recorded as *en regular estado*.




4441 9x14 4500. Gauge 2-6. This is a special 9x14 outside cylinder saddle tank engine carried upon six coupled wheels 2-6 diar. One new Best Yorkshire iron boiler barrel, fire box shell & smoke box tube plate, Boiler barrel in three rings with longitudinal seams double rivetted. New steel smoke box with circular door & 1/2" stiffening strip round opening of smoke box. Palm stays in boiler same as Falls Order Nº 36350. New copper fire box with 3 3/4 flanges. New set of brass tubes. Vertical arrangement of tubes. New expansion brackets see copy book page 490. Lever safety valves with spring balances an alteration of old class F order Nº 4450. Safety valve lever an alteration of Order Nº 4500. Cast steel safety valve seating made flat see class E Order Nº 39450 & copy book page 488. New regulator same as class D & F. regulator inlet pipe same as class E Order Nº 50100. New fire hole door & fittings same as class B.C.D. This boiler was supplied under Order Nº 62810 For tracings sent into the works see Nº 6 duplicate book page 214. July 1st 1908.

17.6.3 *El Ferrocarril Coliseo*

1857-1865?

Background

Coliseo is on the mainline south-east of Matanzas, ie. well east of Havana. Sold to the *FC Bahia de Havana y Matanzas* 1865.

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

Ordered by ?

'AMÉRICA'	w/n ?	Recorded as covering 16291.84 km. in 1864. The 1876 company annual report for the *FC de la Bahía de la Habana y Matanzas*, which took over the *FC de Coliseo* in 1865, explicitly refers to the withdrawal of a locomotive **'AMERICA'** which had originated with the latter company.
'COLÓN'	w/n ?	Recorded as covering 8600.22 km. in 1864.
'YAITI'	w/n ?	Recorded as covering 9211.64 km. in 1864.
'CUBANA'	w/n ?	Recorded as covering 7780.60 km. in 1864.
'CANIMAR'	w/n ?	Recorded as covering 16291.84 km. in 1864.

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

Ordered by ?

1	w/n ?	Recorded as covering 12299.44 km. in 1864. Later became *FCBHyM* no. **16**.

4-6-0 d/w 50", cyls. 16½x22", built by Baldwin in 1858

Ordered by ? BLW class no. .

2	w/n 810	Recorded as covering 2883.86 km. in 1864. Later became *FCBHyM* no. **17**.

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

Ordered by ?

3	w/n ?	Recorded as covering 2883.86 km. in 1864, but unlikely to be identical distance to no. **2**. Later became *FCBHyM* no. **18**.
4	w/n ?	Recorded as covering 18493.44 km. in 1864. Later became *FCBHyM* no. **19**.
5	w/n ?	Recorded as covering 23557.12 km. in 1864. Later became *FCBHyM* no. **20**.

4-6-0 d/w 48", cyls. 17x22", built by Rogers in 1863

Ordered by ?

6	w/n [1005]	Recorded as covering 13121.14 km. in 1864. Lehmuth's Rogers list has [1113]. Later became *FCBHyM* no. **21**.
7	w/n [1123]	Recorded as covering 7656.82 km. in 1864. Later became *FCBHyM* no. **22**.

The fleet in 1864

CUADRO DEL MOVIMIENTO DE MAQUINAS Y TRENES.

MAQUINAS.	DISTANCIAS recorridas.	MATERIAL RODANTE CONDUCIDO. PARA VIAJEROS.	CARROS	
	KILOMETROS.	COCHES.	CON MERCANCIAS	VACIOS.
América	16291'84	1160	147	2
Colon	8600'22	288	2420	76
Yaiti	9211'64	656	196	7
Cubana	7780'60	552	42	„
Canimar	7321'50	112	2931	110
Número 1	12299'44	24	8766	1494
Número 2	2883'86	„	2467	114
Número 3	„ „	„	„	„
Número 4	18493'44	1344	„	„
Número 5	23557'12	1712	„	„
Número 6	13121'14	8	13776	379
Número 7	7656'82	„	8614	301
SUMAS	127207'62	5856	39359	2483

The table above lists the railway's locomotives, each with its kilometres run during the previous twelve months. Note that the figures include tenths and hundredths, designated by an apostrophe rather than the usual decimal point. The second table, below, shows the time and materials allocated to maintenance work on each of the engines during the same year.

NOTA DE LAS REPARACIONES HECHAS POR EL TALLER DE MAQUINARIA Y MATERIAL INVERTIDO.

REPARACIONES HECHAS		JORNALES DE MECANICOS.		Hierro forjado.	Hierro fundido.	Acero.	Bronce.	Cobre.	Plomo.	Estaño.	Varios herrajes.	Mangnera.	IMPORTE DEL MATERIAL		IMPORTE TOTAL.	
EN GRANDE ESCALA.	EN PEQUEÑA ESCALA.	Pesos.	Ct.	Libras.	Libras.	Libras.	Libras.	Libras.	Libras.	Libras.	Libras.	Piés.	Pesos.	Ct.	Pesos.	Ct.
América		1566	25	3872	1678	„	60	3000	44	6	86	,	1918	42	3484	67
Yaiti		1421	50	2258	172	191	245	103	44	6	433	„	483	73	1905	23
Número 2		1783	„	7464	300	„	„	3600	„	„	830	„	2506	48	4289	48
Número 3		1409	„	3415	„	„	„	200	„	„	600	„	734	05	2143	05
	Número 4	998	50	1120	„	6	„	95	„	„	18	15	201	84	1200	34
	Número 5	1029	„	1259	884	46	„	„	„	„	20	15	140	88	1169	88
	Número 6	8282	40	576	884	6	„	190	„	„	3	„	200	05	1482	45
	Número 7	863	„	160	1341	„	84	330	15	„	48	„	302	62	1165	62
Colon		1694	„	1748	570	236	162	364	„	„	164	12	526	81	2220	81
	Canimar	733	62	283	„	23	80	32	„	„	10	„	73	81	807	43
	Cubana	656	60	93	„	„	19	15	„	„	25	„	26	13	682	73
En toda la linea		3680	31	7107	4089	177	236	„	372	„	95	16	1001	76	4682	07
En el taller de maquinaria		1428	„	397	4192	163	160	„	523	„	„	150	833	84	2261	84
En el taller de carpintería		2042	„	12859	6739	321	268	12	„	„	1642	„	1887	26	3929	26
		20587	18	42611	19965	1169	1314	7941	998	12	3974	208	10837	68	31424	86

17.7 The Cuban Central Railways Ltd.
incorporating the Cienfuegos, Sagua and Caibarien groups of railways

Background

Incorporated *FC de Sagua la Grande, FC entre Cienfuegos y Villaclara*, and *FC de Caibarien*, in 1899.
Source [1] from 1900 says: 344 km. of line (including NG from Km 52 to Calabazar 3km), 54 locos.
Source [8] commented in 1922: "On February 23, 1858, a section from Concha to Sitio Grande of the Ferrocarril de Sagua was opened to the public; on November 19 of the same year it was extended to Cifuentes and to Mata on April 15, 1861, this being the terminus of the line until 1890 when it was extended to Camajuani. The line from Citiecito to Cruces was opened on March 15, 1860.
In the same year, 1847, on October 18, the government also authorized construction of a railroad from Caibarien to Remedios, the line being opened to the public on April 14, 1851. The concession was gradually extended, and on April 15, 1866, the first train entered Camajuani, and on October 1, 1880, the line was opened as far as Placetas."

On August 25, 1876, the governor general authorized the construction of a narrow gauge railway from Caibarien to Placetas, which was inaugurated in 1878.
In 1894 the Caibarien & Remedios Railway and the narrow gauge line from Caibarien to Placetas were amalgamated and became known as the United Railways of Caibarien.

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

Ordered by ?
? w/n ?

Other railways taken over by the FC Caibarien y Santo Espiritus

17.7.1 *El FC Guanabacoa*

Background

Source [15] says: "*GUANABACOA COJIMAR. Habiendo expirado el plazo que se fijó en la concesion de este camino para la construccion del mismo, sin que se hubiese terminado, á pesar de que los trabajos de su construccion fueron inaugurados en Julio de 1860, el Excmo. Sr. Gobernador Superior civil la declaró caducada en 4 de Enero de 1865; con cuyo motivo los concesionarios, establecieron el correspondiente recurso contencioso ante el Excmo. Consejo de Administracion para dejar sin efecto dicha providencia, el cual está pendiente.*"

4-4-0 d/w ?, cyls. ?, built by Norris in 1840

Ordered by ? Possibly only a single engine.
? w/n [92]
? w/n ?

17.7.2 *El FC Caibarien y Santo Espiritu*

-1893

later becoming *la Empresa Unida de los Ferrocarriles de Caibarien*

1893-1899

Background

Incorporated as the *FC Caibarien y Santo Espiritu*, the railway was later merged with the narrow gauge *FC Caibarien a Placetas* (see section 17.7.3) to become the *Emp. Unida de los Ferrocarriles de Caibarien* on March 24, 1893. **Summary in Poors' Directory 1886** (spelling etc. tidied up): Caibarien and Santo Espiritus Ry. – Line of Road: Port of Caibarien to Placetas, 56.055 km.; branch, 2.400 km. – total, 56.455 km. Gauge, 4 ft. 8½in. Rail, 62 lbs. Locomotives, 7. Cars – passenger, 11; baggage, 2; freight (box, 38; flat, etc., 56), 94 – total, 107. Pablo Gamiz, President, Havana; Carlos Guerreo, General Manager, Remedios, Cuba. GENERAL OFFICE, Remedios, Cuba.

Caution

The train, kilometrage and repair details given below for years between 1876 and 1889 refer to the engines numbered between **1** and **8** during those years, as reported in the company's annual reports. However, there seem to have been several loco number changes, so the data may not be accurately matched to specific locomotives as built.

4-6-0 d/w 52", cyls. 17½x22", built by Baldwin in 1863

Ordered by ? BLW class 26-D no. . Spec. is in vol. p.

? 'TAGUAYABON' w/n 1179

1876 "*pues se reconstruyeron las locomotoras Números **1** y **2***".
1880 hauled 85 trains a total of 8066 km, and had major work done.
1883 hauled 101 trains a total of 11389 km.
1885 hauled 168 trains a total of 17336 km.
1886 hauled 81 trains a total of 7290 km.
1889 hauled 153 trains a total of 16352 km.
1890 July-December, hauled 87 trains a total of 9396 km.
1891 hauled 226 trains a total of 24364 km.
1892 hauled 91 trains a total of 10484 km.

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

Ordered for ?

2 '?' w/n ?

1876 "*pues se reconstruyeron las locomotoras Números **1** y **2***".
1880 listed, but seemingly did no work that year. as it had major work done.
1883 listed, but seemingly did no work that year.
1885 hauled 16 trains a total of 1724 km.
1886 hauled 1 train a total of 42 km.
1889 seemingly did no work that year.
1890 seemingly did no work that year.
1891 seemingly did no work that year.
1892 seemingly did no work that year.

3 '?' w/n ?

1890-1892 Not listed as in active fleet.

The fleet in 1863

The company's annual report for the year 1863 confirms that there were three locomotives, and states that two were in

bueno estado and one in *regular estado*.

4-4-0 d/w 54", cyls. 13½x22", built by Rogers in 1865

Ordered by ?

4	w/n [1254]	1876 "*habiéndosele colocado un nuevo juego de fluses á la Núm. **4***'. 1880 hauled 226 trains a total of 4996 km. 1883 hauled 167 trains a total of 16269 km. 1885 hauled 105 trains a total of 11888 km. 1886 hauled 138 trains a total of 15552 km. 1889 hauled 219 trains a total of 23677 km. 1890 July-December, hauled 115 trains a total of 12502 km. 1891 hauled 90 trains a total of 10832 km. 1892 hauled 102 trains a total of 20474 km.

4-6-0 d/w 48", cyls. 15½x22", built by Rogers in 1866, 1868, 1873, and 1879

Ordered by ?

5	w/n [1432]	Built 1866. 1880 hauled 15 trains a total of 1322 km, and had major work done. 1883 hauled 146 trains a total of 10913 km. 1885 hauled 187 trains a total of 17352 km, and boiler then being renovated. Eventually received "*una paila nueva*" from the USA. 1886 hauled 165 trains a total of 14150 km. 1889 hauled 172 trains a total of 20850 km. 1890 July-December, hauled 7 trains a total of 876 km. 1891 hauled 260 trains a total of 29128 km. 1892 hauled 215 trains a total of 23328 km.
6[1]	w/n [1553]	Built 1868. Fate unknown.
6[2]	w/n 2366	Built 1873, as no. **1**. Supplied via Henry Davison. 1880 hauled 203 trains a total of 17986 km. 1883 hauled 95 trains a total of 3416 km. 1885 hauled 16 trains a total of 1674 km, and boiler renovated. 1886 hauled 189 trains a total of 21558 km. 1889 hauled 181 trains a total of 19322 km. 1890 July-December, hauled 33 trains a total of 3564 km. 1891 hauled 126 trains a total of 15236 km. 1892 hauled 333 trains a total of 35668 km.
7	w/n 2522	Supposedly built 1879, but the railway had a no. **7** in 1876! This loco may have been a 4-4-0 with d/w 65¼" and cyls. 15x22". Connelly certainly thinks so. Lehmuth has both this one and the following loco as 4-4-0s, but Weber clearly had doubts. 1880 hauled 375 trains a total of 40750 km. 1883 hauled 251 trains a total of 28630 km. 1885 hauled 309 trains a total of 34906 km. 1886 hauled 305 trains a total of 32866 km. 1889 hauled 230 trains a total of 25155 km. 1890 July-December, hauled 117 trains a total of 12212 km. 1891 hauled 234 trains a total of 29205 km. 1892 hauled 100 trains a total of 13864 km. Later renumbered **12**.

8	w/n 2523	Supposedly built 1879, but the railway had a no. **8** in 1876! 1880 hauled 265 trains a total of 23908 km. 1883 hauled 138 trains a total of 14522 km. 1885 hauled 190 trains a total of 20490 km. 1886 hauled 133 trains a total of 14256 km. 1889 hauled 15 trains a total of 1620 km. 1890 July-December, hauled 70 trains a total of 7532 km. 1891 hauled 183 trains a total of 21279 km. 1892 hauled 303 trains a total of 40286 km. Later renumbered **14**.

The fleet in 1871, 1872 and 1874

From the 1871 annual report: "*Todas las maquinas utiles de la Empresa han recibido en el año reparaciones mas o menos importantes. – A la numero **2** se le puso caldera nueva. A la numero **3**, un cenicero. Y a la numero **6** se le cambiaron las ruedas voladoras.*"

The 1872 annual report shows that the railway at that time possessed six locos, of which five were in *Bueno estado*, and one *inútil*.

The 1874 annual report shows that the railway at that time possessed seven locos, of which six were in *Bueno estado*, and one *inútil*.

The fleet in 1876

The company' 1876 annual report, in source [19a] is our current earliest source of information about the fleet as a whole. There were seven locomotives in use, numbers **1, 2, 4, 5, 6, 7**, and **8**; from which it may be concluded that no. **3** had probably been written off in some accident, particularly as the report states "*El costo medio de reparacion no excede de $1,200, lo que no es mucho, si se tiene presente que la distancia media recorrida por cada una es de 12790 kilómetros, y que los choques han contribuido mucho á este gasto.*".

The fleet in 1887

Locomotoras. – Fueron compuesta las nums. **4** y **8**. Las demas han recibido la atencion necesaria, para tenerlas siempre listas a prestar servicio.

Numero de la locomotora	Km. recorridos	Trenes de pasajeros	Trenes mixtos	Trenes extra pasajeros	Trenes extra cargas	Trenes de materiales	Trenes de caña	Trenes inspeccion	Trenes vapor 'Caibarien'	TOTAL trenes
1	17,988	2	174						1	177
2	2,010	15			2				2	19
4	19,331	144		15	1				22	182
5	8,070	3	18	1	1		48	2		73
6	24,523		138	1		9	70	4		222
7	27,028	201		12	14			3	27	257
8	4,245		35		1		4			40
Sumas	103,195	365	365	29	19	9	122	9	52	970

A summary table gives the fleet as 4 locos en buen estado, 2 en regular estado, 1 en estado de composicion, making a total of 7. This suggests that engine no. **3** was by that time withdrawn, wrecked or otherwise permanently unusable.

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1891

Ordered by *Cía. Unido de los FC de Caibarien*.

BLW class 08-28D no. 125. Spec. is in vol. 17 p 171. R&H stack. Mark on tank: none.

9 'L. RUIZ'	w/n 12387	1892 hauled 193 trains a total of 20952 km.

Became CCR no. **?**

Inaccurate speculation

A number of other lists have assumed that unknown locomotives numbered, for example, **13** and **15**, must have been ordered for this railway during the early 1890s. This was not the case. See the first paragraphs of section 17.7.4 for the renumbering scheme of 1893 which led to these mis-understandings.

17.7.3 *El FC Caibarien á Placetas*
colloquially known as *el FC de Zaza*

1860--1894

Background

3' 0" gauge. It has been said that the first locos were ordered for Sr. Julian de Zulueta's new Central Zaza at Placetas in 1877, and later transferred to the newly-created *FC Zaza*. However, an 1860 annual report for the *FC Caibarien a Placetas* long pre-dates that.

Incorporated as the *FC Caibarien á Placetas*, but commonly known as the *FC de Zaza*, the railway was granted permission to be run as a public carrier in 1890 and was then almost immediately re-organised under the management of the new *Emp. Unida de los Ferrocarriles de Caibarien*.

?-?-? d/w ?, cyls. ?, built by ? prior to 1860

Ordered for

'VENCEDOR'	w/n ?	Mileage during 1860 was 2460. Condition at end of that year was "*En buen estado*" [21].
'SAN JUAN'	w/n ?	Mileage during 1860 was 900. Condition at end of that year was "*En buen estado*" [21].
'CAIBARIEN'	w/n ?	Mileage during 1860 was 320. Condition at end of that year was "*Perfecto*" [21], with an additional comment "*A la locomotora **Caibarien** se le hizo une chimenea de cobre, por haberse averiado la que tenia.*".

4-4-0 d/w 42", cyls. 12x18", built by Baldwin in 1877

Ordered for North Pacific Coast Ry. as **'MADRONA'** and **'FREESTONE'**. Not delivered. Sold in September 1877 to the Central Zaza, then transferred to the *FC Zaza*. BLW class 8-18½C nos. 1 and 2. Spec. is in vol. 8 p 101. Painting in lake and gold. R&H stacks. Mark on tank: 'F. C. DE ZAZA'.

1	w/n 4104	
2	w/n 4106	

2-6-0 d/w 36", cyls. 12x16", built by Porter in 1877

Purchasedf for *FC de Zaza*, Cuba.

3	w/n 277	Became *FC de Caibarien* no. **3**.

0-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1877

Ordered for W. J. Sutherlin (the Milton & Sutherlin NG RR Co.) but crossed out and rewritten as *FC de Zaza*. BLW class 6-14D no. 6. Spec. is in vol. 8 p 130.

3 'KRAJEWSKI' w/n 4163



This engine must be either the Baldwin 0-6-0 listed above, or that from Danforth mentioned below.



The right hand engine seen here might well be that in the previous picture, for the proportions, height of running board, etc. are similar. The left hand loco, however, is clearly different, with a running board well below the boiler centre line and boiler and dome mounted much higher.

0-6-0 d/w ?, cyls. 10x16", built by Danforth in 1877

Ordered via Krajewski & Pesant for Julien de Zulueta (the promotor of the railway and the Ingenio Zaza.. 18 tonnes. Information from source [31] 1881 p427-428.

? w/n 1018

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1886

Ordered by Zaza Railway of Cuba. BLW class 8-20D no. 59. Spec. is in vol. 13 p9. Mark on tank: 'FERRO-CAR-RIL DE ZAZA'. R&H stack.

5 w/n 7796 Later renumbered Cuban Central Railway **07**.

Nos. **1-5** were originally *FC de Zaza*.

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

Ordered by ?

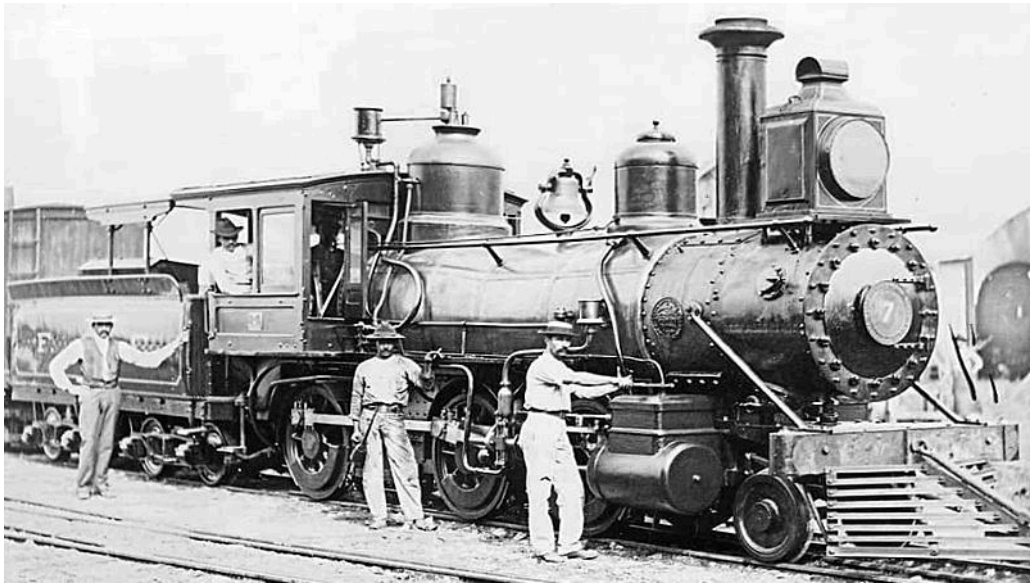
6 w/n ?

2-6-0 d/w 41", cyls. 13x18", built by Baldwin in 1891

Ordered by *Cía. Unida de los Ferrocarriles de Caibarien*. BLW class 8-20D nos. 79 and 85, with spec. page at vol. 17 p 9. Mark on tank: none. R&H stack.

7 'R. ARGÜELLES' w/n 11845 Became CC no. **08**. Later sold to Central Covadonga.

8 'PABLO GAMIZ' w/n 12332 Became CC no. **09.** Later sold to Central Covadonga.



17.7.4 *La Empresa Unida de los FC de Caibarien*



The 1892-3 renumbering

By 1891 the two Caibarien railways seem to have been together under one ownership, though still operating independently. The new company's second annual report published at the end of 1892 lists the locomotives as **1** to **9** on the standard gauge, and as **1** to **8** on the narrow gauge, as immediately above.

However, on the formal 1893 merger between the standard gauge *FC Caibarien a Santo Espiritu* and the 3' 0" gauge *FC Caibarien á Placetas* to form the *Empresa Unida de los Ferrocarriles de Caibarien*, the locomotives were renumbered, with the standard gauge machines bearing even numbers from **2** upward to **18**, and the narrow gauge engines carrying odd numbers from **1** to **11**.



CUADRO demostrativo de la distancia recorrida, en kilómetros, por las locomotoras y coches

VIA ANCHA.

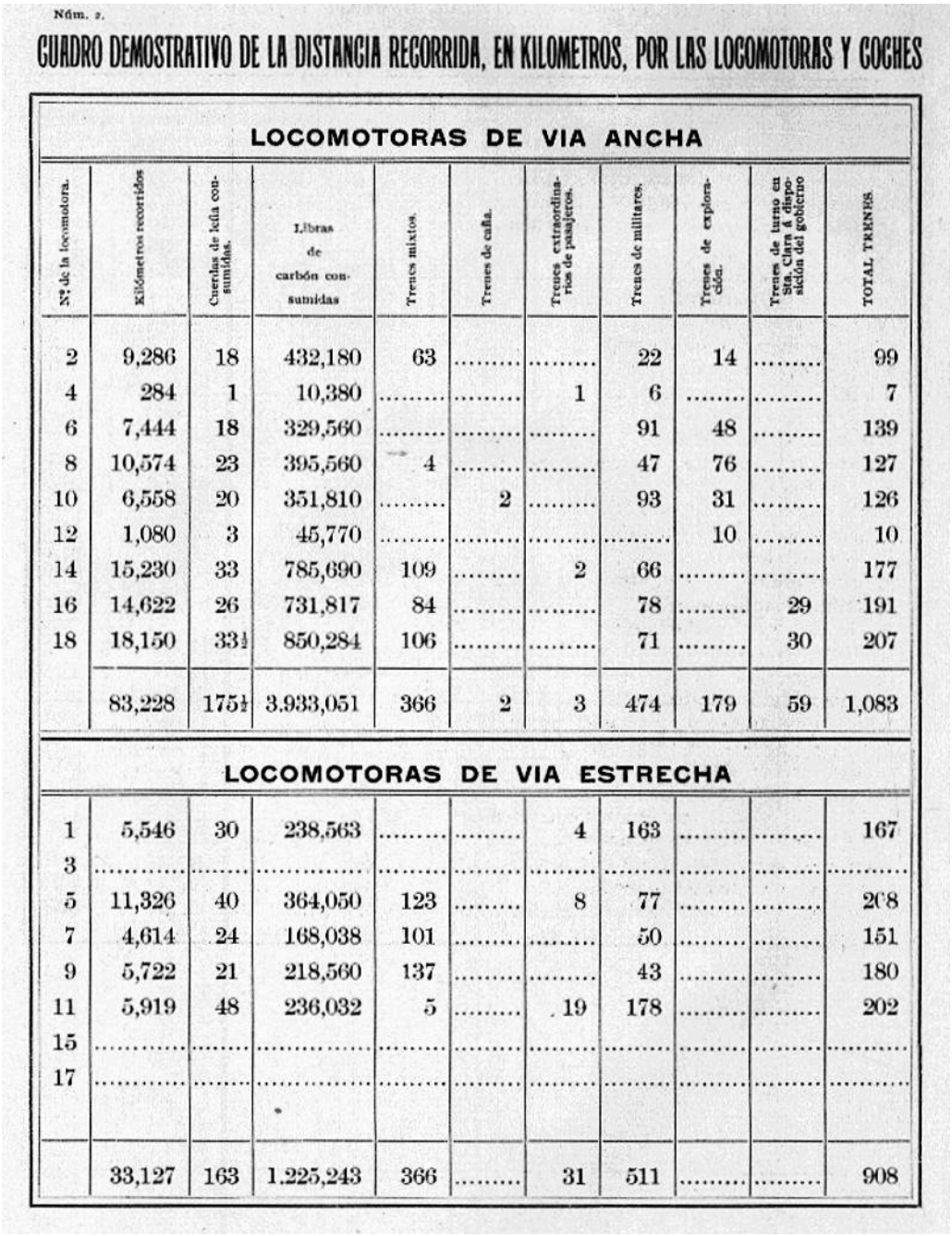
LOCOMOTORAS.

Número de la locomotora.	KILOMETROS recorridos.	Cuerdas de leña consumidas.	Trenes de pasajeros número 1.	Trenes de pasajeros número 2.	Trenes extraordinarios de pasajeros.	Trenes de carga.	Trenes extraordinarios de carga.	Trenes de materiales.	Trenes de caña.	TOTAL TRENES.
1	10,484	365	7	29	.....	25	.....	.....	80	91
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	20,474	284	155	.....	7	.....	.....	.....	.....	162
5	23,328	771¾	10	16	2	13	.....	.....	174	215
6	35,668	1,446¾	13	165	5	150	.....	.....	.....	333
7	13,864	430½	108	.....	1	.....	.....	.....	.....	109
8	40,286	1,572¼	62	66	4	62	3	.....	106	303
9	20,952	54	11	90	1	90	1	.....	.....	193
SUMAS.	165,056	4,924¼	366	366	20	340	4	.....	310	1,406

VIA ESTRECHA.

1	14,304	680¼	26	.....	3	3	9	6	157	204
2	8,096	249¾	38	.....	4	.....	42	18	8	110
3	2,268	99	.....	.....	.....	.....	27	9	.....	36
5	3,680	131½	25	.....	5	.....	.....	.....	25	55
6	10,296	363	.....	.....	.....	.....	.....	.....	143	143
7	24,624	1,338	3	.....	1	332	.....	.....	6	342
8	25,932	1,290¼	274	... .	12	9	90	.....	.....	385
SUMAS.	89,200	4,151¾	366	.....	25	344	168	33	339	1,275

The loco lists above show the standard gauge and narrow gauge fleets of the newly-formed *Empresa Unida de los FC de Caibarien* at the end of 1892, with their separate numbering schemes each starting at **1**. On the other hand the lists from 1896, seen below, show standard gauge engines with even numbers and narrow gauge locos using odd numbers.



Núm. 2.

CUADRO DEMOSTRATIVO DE LA DISTANCIA RECORRIDA, EN KILOMETROS, POR LAS LOCOMOTORAS Y COCHES

LOCOMOTORAS DE VIA ANCHA

Nº de la locomotora.	Kilómetros recorridos	Cuerdas de leña consumidas.	Libras de carbón consumidas	Trenes mixtos.	Trenes de caña.	Trenes extraordinarios de pasajeros.	Trenes de militares.	Trenes de exploración.	Trenes de turno en Sta. Clara á disposición del gobierno	TOTAL TRENES.
2	9,286	18	432,180	63	.....	.....	22	14	.....	99
4	284	1	10,380	.....	.....	1	6	.....	.....	7
6	7,444	18	329,560	.....	.....	.....	91	48	.....	139
8	10,574	23	395,560	4	.....	.....	47	76	.....	127
10	6,558	20	351,810	.....	2	.....	93	31	.....	126
12	1,080	3	45,770	.....	.....	.....	.....	10	.....	10
14	15,230	33	785,690	109	.....	2	66	.....	.....	177
16	14,622	26	731,817	84	.....	.....	78	.....	29	191
18	18,150	33½	850,284	106	.....	.....	71	.....	30	207
	83,228	175½	3.933,051	366	2	3	474	179	59	1,083

LOCOMOTORAS DE VIA ESTRECHA

1	5,546	30	238,563	.....	.....	4	163	.....	.....	167
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	11,326	40	364,050	123	.....	8	77	.....	.....	208
7	4,614	24	168,038	101	.....	.....	50	.....	.....	151
9	5,722	21	218,560	137	.....	.....	43	.....	.....	180
11	5,919	48	236,032	5	.....	19	178	.....	.....	202
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	33,127	163	1.225,243	366	.....	31	511	.....	.....	908

Locos absorbed from the narrow gauge predecessor *FCdeCaP*

As the previous company latterly had eight engines, and the new company inherited six or so of them, presumably many of the older machines listed above should be noted here. However, as the new identities and any engines withdrawn at this point as as yet unknown, the details have currently been left blank.

1

1896 annual report [19m] says: "*Por haber descarrilado esta máquina en la Estación de Rojas, sufrió algunas averías por lo que hubo que levantaria, sacarle las voladoras, carretilla y los «frames» de la parte de atrás, se le remendó el centro giratorio de la carretilla que se rompió, así como la defensa; se le recalcaron las costuras del «ring» que se salían y los «stoy bolts» de la fornalla; se le compusieron los gibes y diafragmas de la caja de humo poniéndole tela metálica y 36 tornillos nuevos y las madres de las parrillas poniéndoles también tornillos nuevos; así mismo se le compusieron las llaves de botar agua, las del lubricador, las de prueba, las de la caja de humo, los muelles de la máquina y el blindaje de la casilla;*

se le puso un par de ruedas nuevas al «truck» de la máquina, una llave de botar agua, una de soplador, una de prueba, un burro ó soporte de parrilla y una parrilla nueva al fogón; se le pusieron muelles reparados al «truck» de la máquina, registros nuevos y mangueras al alijo y se le limaron los bronces á las conexiones, ajustándolos á los muñones."
1899 annual report says: "*Se le pusieron parrillas nuevas, se le compusieron y colocaron muelles nuevos á la máquina y se le pusieron pasadores nuevos á la válvula de mano. A consecuencia de haber sufrido después un descarrilamiento en el "Seborucal". recibió diferentes averías y hubo que repararle sus balancines, muelles, teleras, pedestales de voladoras, truck de la máquina; se le hicieron nuevas las carretillas ó trucks del alijo aprovechando algunas de sus piezas y se le construyó una chimenea para quemar leña."*

3

1896 annual report [19m] says: "*Terminada la reparación general que se le hacía á esta máquina, á la conclusión del año pasado, se guardó en la casa de máquinas sin haber prestado servicio durante el año; la cama de su alijo que se encontraba en muy mal estado, fué sustituída por otra que existía en los talleres pertenecientes á otra máquina que vendió la Empresa años anteriores al ingenio «San José,» y aunque algo averiada á consecuencia de un descarrilamiento, no obstante, por ser construida de hierro; y mejor construcción, más duradera, se procedió á su reparación, la cual consistió principalmente en lo siguiente: se le enderezó la cama y los marcos á las carretillas y se armaron; se forjaron, tornearon y colocaron 20 tornillos, 8 cáncamos, 4 frenos, con sus grampas, se cepillaron y ajustaron los pedestales de balanza de los «trucks» y unos calzos para la cama; se le hicieron y colocaron dos cadenas, una tiradera y todo el herraje de las retrancas; se colocaron sus centros y se le puso un pico nuevo de madera.*"
1899 annual report does not have this loco listed.

5

1896 annual report [19m] says: "*Se le compuso la palanca y conexiones de las compuertas del cenicero, se le repararon los gibes de la caja de humo poniéndoles tomillos y visagras nuevas, así como también el «check» del inyector, la retranca del alijo, la llave de superficie, la de vapor de limpiar la caja de humo, las de prueba, lubricador y soplador, el inyector, la bomba izquierda y globo de aire, y los «frames» del «truck» del alijo; se le apretaron los pistones haciéndole y colocándole á los mismos 15 tornillos y 2 muelles; se le hizo nueva la barra de enganche de la defensa y dos estrobos para los muelles de la máquina; se desarmó el velocípedo; se tornearon y ajustaron los bronces á las cajas y ejes, dos juegos de anillos para las empaquetaduras de los pistones, y los zunchos y eje de las ruedas; se forjaron, ajustaron y colocaron las cuñas y tornillos del asiento de los cilindros en los «frames»; se le pusieron dos muelles*

compuestos, una manguera nueva al alijo, una parrilla y una fuente nueva. ”

1899 annual report says: “*Se le nivelaron, limaron y ajustaron los asientos de las válvulas en las cajas de vapor y ajustaron las valvulas y yugos nuevos, se reparó el lubricador, se le ajustaron las chumaceras al burro de la exéntrica, se le reparó el velocípedo, se ajustaron las cajas de las voladoras, se le pusieron muelles y tuercas nuevas á los pistones de los cilindros, poniéndole una puerta nueva completa al fogón, se le compusieron todos íos fluses poniéndole casquillos y virolas nuevos, se le tornearon los zunchos á las voladoras, se le pusieron suplementos á las crucetas, se le puso nuevo todo el juego de parrillas y se se le repararon la chaqueta y las carretillas del alijo.”*

7

1896 annual report [19m] says: “*Se le cambió la chimenea por otra reparada; se le compusieron y templaron los muelles espirales á la máquina; se le recalcaron lo «stay-bolts», se le hicieron y colocaron 6 tornillos y 4 estores para la cama y caldera, 2 tarugos de bronce, parte del tubo soplador; se le compuso el forro de la chaqueta, 2 llaves de prueba, la del lubricador de cilindros, las retrancas al alijo, el «ring», los tubos de vapor y los pistones y se le pusieron mangueras nuevas de alijo. Luego se desarmó para una reparación general, encontrándose entre estas la del tubo de vapor seco en el interior de la caldera que se había roto; se esmerilaron, ajustaron y colocaron todas las juntas de los tubos de vapor, escape, seco y mariposa; se le compuso la chaqueta de hierro de «Rusia», así como el velocípedo, las bombas, los muelles, balancines, caja de arena, defensa, chimenea y blindaje; se le forjaron, tornearon y colocaron 57 «stay-bolts», se le pusieron dos parches al alijo, una fuente llueva y se pintó toda la máquina.*”

1899 annual report says: “*Se le compuso la chimenea, se le puso un parche en el cilindro de la paila, se le compuso el cenicero, se le pusieron dos muelles á la máquina, se le compusieron las retrancas del alijo, y más tarde entró en reparación general poniéndole un juego de fluses nuevos; le ajustaron las chumaceras á las cajas de las voladoras, se esmerilaron y ajustaron los tubos de la caja de vapor, se le colocó una caja de humo nueva completa con todos sus accesorios y se le hizo una carroza nueva.”*

9

1896 annual report [19m] says: “*Se le reparó el tubo de escape, el lubricador de los cilindros, las llaves de la caldera, bombas y de superficie, el fogón, los muelles de la máquina, los bronces de las conexiones, una llave de botar agua, las válvulas de las bombas, el cenicero, las retrancas del alijo y la defensa; se le hizo la parte del tubo que entra en la caja del humo al soplador, y un cenicero nuevo; se le cambió la chimenea por otra después de hacerle nuevo el*

batidor de ceniza, el tubo recto, los tornillos y grampas; se le recalcaron varios «stay-bolts» poniéndole 13 nuevos, así como varios remaches en el «ring» y para lo cual hubo que desarmar parte de la máquina; se le pusieron juntas nuevas á los tubos de vapor, de escape y válvula de vapor, chumaceras de bronce al velocípedo y dos á la máquina, una fuente al fogón, un salva-vida nuevo, parches al alijo, un forro nuevo de chapa á la caja de arena y se blindó la casilla de la máquina con planchas de hierro.".
1899 annual report says: "*Esta máquina ha sufrido durante el año una reparación general; se le colocaron 123 "Stay bolts" nuevos en el fogón,155 fluses compuestos y se le colocó un inyector nuevo, se reparó el velocípedo, se le reconstruyó una chimenea para quemar leña, se le repararon las valvulas de repartición y las de seguridad de la caldera y se pintó toda de nuevo."*

11 1896 annual report [19m] says: "*Se le hizo un cenicero nuevo, un pistón nuevo, y un tarugo de bronce para un registro del fogón; se le puso un tubo á la llave de superficie, uno nuevo al lubricador y 8 tornillos á los pistones; se le repararon los mismos, las bombas y sus «checks», el manómetro, dos muelles á. las voladoras y dos á la carretilla de la máquina, la llave de superficie, la del soplador, las de las bombas, la de botar agua, las de los cilindros y las de prueba, el blindaje, las compuertas del cenicero y los gibes de la caja de humo.*
1899 annual report says: "*Se le pusieron parrillas nuevas, se le compusieron los fluses y remacharon los <stay bolts», se le pusieron dos juegos nuevos de balancines y muelles, se le ajustaron las conexiones, se le pusieron tubos nuevos á la caja de arena y una tiradera también nueva para enganchar la máquina con el alijo, se le puso anillos nuevos á uno de los pistones de los cilindros de vapor y se le pusieron gibes y diafragmas a la caja de humo."*

There does not appear to have been a locomotive numbered **13**.

The fleet in 1891

"*Maquinas. – Durante el ejercicio reseñado, recibieron todas las del Camino las reparaciones ordinarias consiguientes a un constante y no interrumpido trabajo mereciendo solo especial mencion las practicadas en las locomotoras num.* ***2, 6,*** *7 y* ***8*** *de la via ancha y* ***2, 3*** *y* ***5*** *de la via estrecha.*"

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1892, 1893, 1894 and 1900

Ordered via Krajewski & Pesant for *FC Caibarien y Santo Espiritu*. BLW class 10-22E nos. 12, 15, 17, 18 and 28. First spec. page is in vol.18 p 90 and 91. No. **17** to carry mark on tank: 'F.C.U.C.'. Second, third and fourth were class 10-22E nos. 15, 17, 18, with spec. in vol. 19 p 63. Mark on tank: 'F.C.U. DE C.' Ordered by United Railways of Caibarien. Engines built along with one other (no. 16 in class) for Zozaya & Co. Last one ordered by Cuban Central Railways. BLW class 10-22E no. 28. Spec. is in vol. 23 p 128. Mark on tank 'F.C.C.C.'.

15 w/n 13083 1899 annual report says: "*Se le ajustaron y colocaron los pistones á los cilindros- se repararon sus balancines, se hizo una tiradera*

		nueva, se le arreglaron los fluses, se le compuso el frente y puerta de la caja de humo, se le pusieron tubos nuevos a la caja de arena y za patillas nuevas á las retrancas. Se le compusieron recalcaron las costuras del fogón, se compuso el balancín del velocípedo, se le puso una tiradera nueva á la máquina y se le compusieron las retrancas del alijo." Became CCR no. **03**. Sold to Central Fe as no. **11**, later became *MinAz* no. **1340**.
17	w/n 13860	1899 annual report says: "*Se le compuso la chimenea y una exéntrica, se repararon las carretillas del alijo se le puso fuente nueva á las parrillas del fogón y muelles nuevos la máquina y velocípedo."* Became CCR no. **04**.
19	w/n 14090	Became CCR no. **05**.
21	w/n 14091	Became CCR no. **06**.
50	w/n 18387	Became CCR no. **02**. Built new for CCR and renumbered on arrival? Spec. page gives number as **2**.

Merger and renumbering around 1899

In 1899 the *FC de Caibarien* was merged into the Cuban Central Railways. The narrow gauge engines were renumbered into a series prefixed by 0.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1903

Ordered by CCR. BLW class 10-26E no. 311. Spec. is in vol. 26 p 196. Mark on tank 'F.C.C.C.'.

013	w/n 23426	

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1910 and 1911

Ordered by ? BLW class 10-26E no. 351 and 358. Specs. are in vol. 36 p 204 and vol. 39 p 182. The first one is defined as 'duplicate of 10-26E no. 311, and the second as duplicate of the first. Roof over tender, about 6' 6" long, on iron posts, 3" lower than cab. Mark on tank: 'F.C.C.' for first one and 'F.C.C.C.' for second. Lehmuth says the second one went first to Bartram Brothers as no. **015** and only later to the *FC Central Cubano*. 3' 0' gauge.

014	w/n 35326	
015	w/n 37063	Later became *FCCC* no. **776**.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1913, 1914 and 1919

Ordered by CCR.

016	w/n 54368
017	w/n 54831
018	w/n 58746

2-8-0 d/w 38", cyls. 14x20", built by Baldwin in 1915

Ordered by ? BLW class 10-22E no. 68. Spec. is in vol. 54 p 162. Mark on tank: 'F.C.C.C.'.

07[2]	w/n 42690

Background

2' 6" gauge.

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

Ordered by ?

? w/n ?

0-4-4T d/w 33", cyls. 9x16", built by Baldwin in 1892

Ordered by Sagua Narrow Gauge Railway via Krajewski and Pesant. BLW class 8-12 1/3C no. 1. Spec. is in vol. 18 p89. Had originally been *FC del Oeste de Sagua la Grande* no. **3**. R&H stack. Mark on tank: 'F.C. DEL O. DE S. LA G.'

7[2] w/n 13020 Became CCR no. **012**. Later sold to Central Lequeitio.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Havana Central RR Co. for Cuban Central Rlys. Ltd. BLW class 10-18E nos. 14-15. Spec. is in vol. 54 pp 149-50. Mark on tank sides 'F C DE C'.

35 w/n 44285

36 w/n 44286

Locos absorbed from the standard gauge predecessor *FCdeCaSE*

As the previous company latterly had eight or nine engines, and the new company inherited seven or so of them, presumably many of the older machines listed above should be noted here. However, as the new identities and any engines withdrawn at this point are as yet unknown, the details have currently been left blank.

2

1896 annual report [19m] says: "*Se le hizo y colocó un tubo nuevo de arena, se le compuso la carretilla delantera del alijo, la llave del soplador, la puerta de la fornalla, las llaves de los cilindros y la barra de enganche de la defensa, se tornearon y esmerilaron los «checks,» una de las válvulas de agua del alijo, la válvula de mano, una llave de desahogo, la del soplador, dos de prueba, la de superficie y un juego de anillos de bronce á los pistones; se le pusieron nueva de bronce, la manigueta de la uña de la palanca, mangueras nuevas al alijo, un par de ruedas con su eje y dos chumaceras á la carretilla del alijo; pasadores nuevos á las cajas de las voladoras y un registro de bronce nuevo; se le tornearon dos tornillos de presión á las excéntricas, una tuerca de bronce para un tubo de arena y otra para una manguera de alijo; se le recalcó una esquina del «ring» y se empaquetaron las bombas y los pistones.*"
1899 annual report says: "*Se le compuso el "ring" del fogón y se le puso una llave de desahogo nueva, se repararon las bombas y juntas de la caja de vapor, se le reparó una exéntrica, se le compuso la caja de arena, se le torneó y ajustó un juego de anillos de bronce á un piston) se le reparó la tapa de la caja de estopa del cilindro, se le torneó una empaquetadura de metal para una caja de vapor, se recorrieron las conexiones, se le cambiaron los tubos de desahución y se le arregló la caja de humo accesorios para quemar leña, preparándola luego nuevamente para quemar carbón.*"

4

1896 annual report [19m] says: "*Para terminar la casi reconstrucción que paulatinamente se le venía haciendo á esta máquina en años anteriores, se le colocaron al alijo los discos y todo el herrage necesario para la retranca de vacío, dos llaves de prueba á las bombas, con sus varillas de conexión para abrir y cerrar; un globo con cinco llaves para la distribución de vapor á los diferentes aparatos de vacío, lubricador, manómetro inyector, etc., las tuberías del inyector y lubricador, una llave del soplador, el manonetro y una farola nueva; se torneó y enroscó un codo de bronce para enroscar el pito; se esmerilaron y colocaron los tubos de las bombas, se pintó y quedó lista para prestar servicio. Después de terminada la segunda prueba con resultado satisfactorio, estando parada la máquina en el taller y en los momentos en que se limpiaba el fogón para apagarla, se reventó el zuncho de la voladora de atrás del lado izquierdo, sin que haya sido posible precisar las causas que lo motivaron, por tratarse de un zuncho nuevo y enzunchado en la voladora, desde hace algunos años; por esta causa fijé necesario levantar de nuevo la máquina, adquirir otro zuncho, colocarle, en la valadora, volver á tornearlas todas y recorrer de nuevo la distribución de las válvulas.*"
1899 annual report says: "*Se le arreglaron dos muebles al alijo."*

6

1896 annual report [19m] says: "*Se le desarmó el alijo para hacerle una cama nueva de madera, así como una de sus carretillas para enderezarle el cuadro; se le pusieron un tope de enganche nuevo y tres parches al alijo y se forjaron y enroscaron 127 tornillos cabeza redonda. Por motivo de un descarrilamiento que sufrió esta máquina en el kilómetro 6, se le enderezaron los cuadros de las carretillas del alijo y de la máquina, haciéndole á ésta tres empates, se le compuso la defensa, se enderezaron cuatro guarda-fangos chicos, se le cambió el centro de la carretilla del alijo y una cajuela con bronces nuevos, se le hicieron dos pedestales de hierro acerado para el muelle de la palanca, una barra de enganche y cuatro pasadores á las cajas de las voladoras y se le compuso el lubricador, los pedestales de la carretilla de la máquina, los bronces de las conexiones, las llaves de prueba, de cilindros, de superficie y los muelles de la máquina; se le recorrieron los pistones y pusieron todas las empaquetaduras nuevas. Después de haber prestado servicio esta máquina por algún tiempo, se procedió á su desarme para una reparación general, principalmente á su caldera; poniéndole un parche y plato de fluses nuevos, así como un juego nuevo de voladoras, nuevamente enzunchadas y torneadas, con sus respectivas cajas y chumaceras de bronce.*"
1899 annual report says: "*Se repararon las cajas de vapor, se limaron y arreglaron las chumaceras de las conexiones y se arregló esta máquina convenientemente para quemar leña, preparándola otra vez más tarde, para quemar carbón. Habiendo sufrido posteriormente un descarrilamiento, hubo que hacerle varias reparaciones, y entre*

otras se le pusieron cinco parches al alijo y se le enderezó los marcos de la carretilla, poniéndole pedestales nuevos."

8

1896 annual report [19m] says: "*Se le hicieron nuevos, un asiento, la junta triangular y válvula á la atmosférica, dos juntas nuevas de alambre de cobre y seis columnas á las cajas de vapor, dos juegos de anillos á las empaquetaduras de patente, un cenicero, un tubo de hierro de abajo de las bombas, cuatro pasadores á las cajas y todas las juntas de los tubos de vapor; se le puso una válvula nueva al inyector, un parche interior á la doble caja de humo y otro de cobre á la fornalla, 2 tubos de cristal al lubricador, 3 valvulitas á las copillas de las conexiones, mangueras nuevas al alijo, una mariposa reparada, empaquetaduras nuevas á las cajas de las voladoras, dos l llaves nuevas de prueba á las bombas y una copilla lubricadora á la válvula de mano; se le repararon, el «check» derecho, un guarda-fango, la barra de enganche de ta máquina con el alijo, el inyector, una llave de cilindros, dos copillas lubricadoras «Nathan», el pistón derecho, el blindaje, la válvula de mano, las cajas de vapor y válvulas de distribución, los pistones, los «straps» y bronces de las conexiones, una cruceta, los tubos de escape, una bomba y la atmosférica.*"

1899 annual report says: "*Se le hizo un tubo nuevo al soplador, se compusieron las llaves de los cilindros, se le pusieron juntas nuevas a la caja de vapor, se limaron y ajustaron las chumaceras de las conexiones, se le compusieron los fluses y los registros de la caja de humo, se le puso un par de ruedas nuevas con su eje y cuatro chumaceras nuevas al truck del alijo y se arregló también esta máquina para quemar leña, preparándola nuevamente para quemar carbón."*

10

1896 annual report [19m] says: "*Se le pusieron nuevos los tubos de escape, una bomba nueva construida en el taller, varios remiendos á la chimenea y un tubo nuevo á la misma, un tubo de cobre á tina bomba y uno de hierro á la otra, dos columnas nuevas á las cajas de vapor, uña nueva de palanca, un parche á la tapa de la caja de arena, un parche al alijo, mangueras nuevas al mismo, un muelle á. la máquina, una válvula de aire á la caja de vapor, empaquetaduras nuevas á la misma y á los pistones, una llave nueva al soplador, una á los cilindros y una fuente nueva; se le reparó el «check» de una bomba, la carretilla delantera, la defensa, una copilla á la caja de vapor, un guarda-fango á una voladora, la caja de arena, la chimenea, una llave de cilindros, una del lubricador y las de prueba. Esta máquina se encuentra sin prestar servicio por motivos de las averías causadas en su alijo, por una bomba de dinamita que explotó á su paso por el kilómetro 15.*"

1899 annual report says: "*Esta máquina se encuentra en la actualidad en reparación; se procedió a la construcción y colocación de una nueva caja de humo y sus accesorios, se le hizo y colocó una*

chimenea nueva, se le sacaron los zunchos a las voladoras, se le colocaron los nuevos y se tornearon, se le perforaron los cilindros, se le pusieron cuñas nuevas á las cajas de las voladoras y se le puso la chaqueta de madera."

4-4-0 d/w 63¼", cyls. 15x22", built by Rogers in 1879

Ordered by ? Had been no. **7**?

12 w/n 2522

1896 annual report [19m] says: "*Se le empaquetaron las bombas, re corrieron las conexiona y se le hizo un pié de bronce para enroscar el pito; se le pusieron mangueras nuevas al alijo y se le repararon la defensa, la barra de enganche de la misma, la válvula de mano, una copilla lubricadora la válvula del pito y una telera del alijo.*"
1899 annual report says: "*Por la falta de carbón que hubo durante la época del bloqueo, se le cambió todo su tema de combustión, preparándola para quemar leña: posteriormente se arregló para quemar carbón y se le compuso el cenicero."*

4-6-0 d/w 49", cyls. 15x22", built by Rogers in 1879

Ordered by ? Had been no. **8**?

14? w/n 2523

1896 annual report [19m] says: "*Se le repararon las empaquetaduras de patente, la válvula de seguridad, las llaves de prueba, la de vapor del inyector, la de superficie, la del soplador y la de los cilindros, el blindage; el tubo de vapor del inyector, los «cimas» á las bombas, el tope de atrás del alijo, los gibes de la caja de humo, un tubo de arena, la defensa, el lubricador, las cajas del velocípedo, una excéntrica, la casilla de la máquina, el cenicero, el agujero del timón del velocípedo, un muelle de alijo, una válvula de agua y el centro de una carretilla al mismo, los bronces de las conexiones, la válvula del pito y dos copillas lubricadoras; se le pusieron zapatillas á las re trancas del alijo, un muelle y mangueras nuevas al mismo, dos parches al cenicero, tres prisioneros á las cajas de vapor, dos tornillos á un balancín, chumaceras de bronce al velocípedo, un registro nuevo de bronce al fogón, un buje de bronce á una bomba, los muelles todos de la máquina y 48 virolas nuevas; se le encas-quillaron 41 fluses y se le empaquetaron los pistones, las bombas y las cajas de vapor.*"
1899 annual report says: "*Se compusieron los muelles de la maquina, se ajustaron las conexiones, se compuso la puerta de la doble caja de humo, se le compuso el cenicero. se le ajustaron las tapas de los cilindros, se le reparó la chaqueta a la maquina, se le ajustaron las excéntricas, se le compusieron los fluses y se le hizo una defensa nueva de hierro para cambiarla por la de madera que tenia en mal estado."*

New locomotives ordered in anticipation of the merger

2-6-0 d/w 54", cyls. 17x24", built by Rogers in 1892

Ordered for *FC Caibarien a Santo Espiritu*.

16	w/n 4808	1896 annual report [19m] says: "*Se le recalcaron 25 «stay-bolts»; se le hicieron 2 tuercas de bronce á las conexiones de la manguera del alijo, un «check» nuevo de bronce á una de sus bombas, una tuerca de bronce á la llave del soplador y tres registros de bronce al fogon; se le pusieron 4 estores y 2 pasadores á la tapa del frente, dos diafragmas de goma á las retrancas de vacío, una válvula nueva á la llave del limpia carril, una chumacera nueva y una man-guera al alijo, un suplemento en las conexiones, dos anillos de bronce y dos tornillos á uno de los pistones, 4 pasadores fu las cajas de las voladoras, 4 tornillos nuevos á la palanca, 2 calzos de acero á los balancines, una cuila á la conexión del arenero, una grampa á la defensa, una llave de cilindros y dos parrillas nuevas; se le repararon las retrancas á la máquina y alijo, el inyector y su «check», el pito, las llaves de prueba, de cilindros, la de superficie, la del soplador y las de prueba de las bombas, una bomba, los pistones, el blindage, las fajas de la chaqueta remendando la madera de ésta, los bronces de las conexiones, empaquetaduras de patente y los tubos del arenero, limpia carril y lubricador.*" 1899 annual report says: "*Se repararon las válvulas de seguridad, se compuso el inyector, se le hizo una empaquetadura nueva de patente para los pistones, se le tornearon los zunchos a las voladoras, se ajustaron las cajas de chumaceras, se le puso la chaqueta nueva a la paila y se le reparó el balancín y el tornillo graduador del velocípedo. "*
18	w/n 4809	1896 annual report [19m] says: "*Se le pusieron 15 "Stay-bo!ts," mangueras al alijo, un tornillo á la 'I' de un balancín, 6 zapatillas nuevas á las voladoras, un parche á la caja de humo, dos registros nuevos de bronce á la fornalla y una rueda nueva al alijo; se le hicieron las juntas nuevas á una bomba, una tuerca de bronce á la llave del soplador, cuatro grampas para el guarda-fango del velocípedo, una válvula al pito, dos estores al arenero de atrás, una espiga de bronce á una caja de vapor y una S á una llave del agita del alijo; y se le repararon las llaves de los cilindros las de desahogos, la del limpia carril, una de prueba y las de prueba de las bombas, un tubo de arena, el inyector, su "check" y las de las bombas, el muelle y la válvula de seguridad, el tubo del soplador y el de una bomba, una silla a un muelle, los gibes de la caja de humo, los pistones, 9 fluses, el cenicero, el lubricador, el arenero de atrás y la válvula de mano.*" 1899 annual report says: "*Se le compusieron y colocaron dos muelles á la máquina, se puso un parche en la doble caja de humo, se le arreglaron las llaves de vapor, se le arreglaron también las chumaceras del velocípedo, se le pusieron parrillas nuevas, se le recalcaron las costuras del fogón y se reparó la carroza."*

2-6-0 d/w 54", cyls. 19x24", built by Rogers in 1894

Ordered via Watjen, Toel & Co. for *FC Caibarien a Santo Espiritu*. Lehmuth's Rogers list says both were completed in November 1894, so it is not clear why they were not in service by 1896. However, the railway's annual report for

1899 says: "*Se recibieron de la fábrica de «Rogers» las locomotoras de vía ancha núms.* ***20*** *y* ***22*** *y se adquirió en la Habana un aparato de triturar piedra con su motora. "* so maybe they were actually built rather later.

20 w/n 5003

22 w/n 5004



A Caibarien mixed train attacked by *'los insurrectos'* on 22nd October 1895.

Locomotive painting styles

The following images were gathered from the Baldwin style books conserved at Stanford University and available online at https://purl.stanford.edu/fb584yc9195 and https://purl.stanford.edu/jw230zc7560

Style Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank.	
276	47	34	——	53	57	144

10-22 & 17 United Rys of Calbarien

144



57



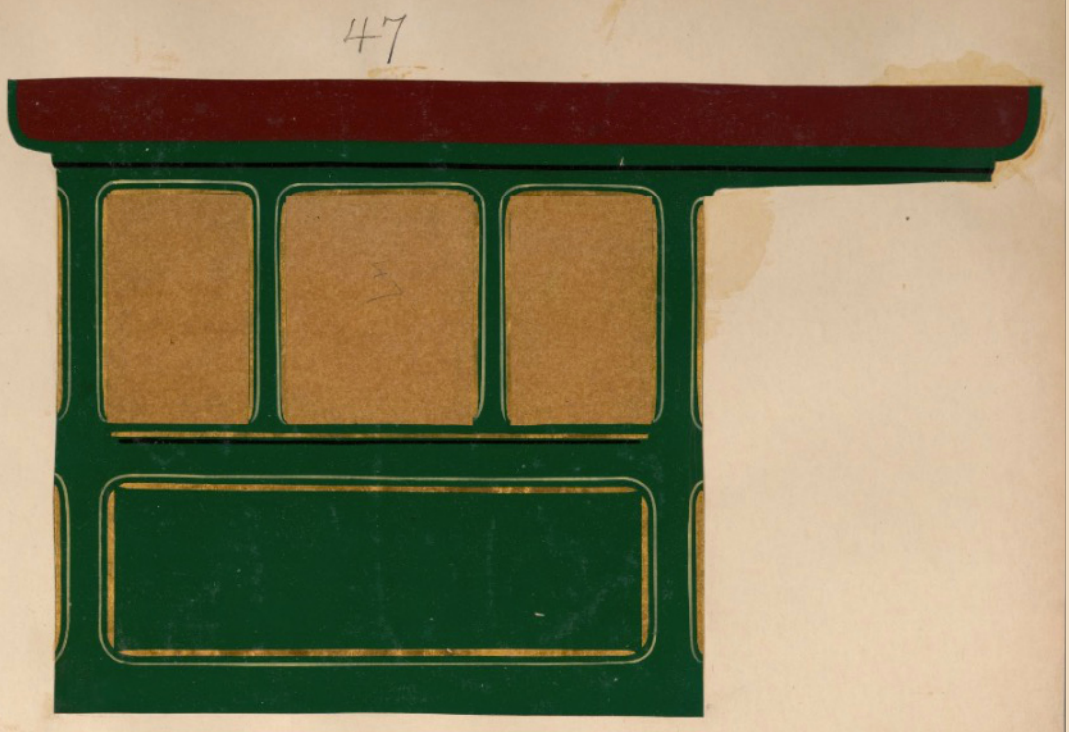
53



34



47



17.7.5 Remedios-Caibarien RR

Background

Standard gauge? Nothing known yet. To give the sugar mills of Remedios a way out to the port of Caibarien, 9 km. away.

17.7.6 *El FC Sagua la Grande*

1858-1899

Background

I

Summary in Poors' Directory 1886 (spelling etc. tidied up): Compania del Ferro-Carril de Sagua la Grande (Sagua La Grande RR.) – Main Line: Concha (Port of Sagua) to Las Cruces, connecting with the Cienfuegas and Villa Clara RR., 49.13 miles. La Encrucejada branch, Citiecito La Encrucijada, 20.76 miles – total, 69.89 miles. Gauge, 4 ft. 8½ in. Rail (part steel), 57 lbs. Locomotives, 15. – 7 passenger; 8 freight. Cars – passenger (1st-class, 7; 2nd-class, 5; 3rd-class, 7), 19; baggage, 4; freight, etc., of all kinds, 250 – total. 283. Cuban corporation. Capital stock, 82,481,790. Total cost of line, $2,538,103. Jose E. More, President ; Berigno del Monte, Secretary; Leonardo del Monte, Engineer ; Francisco Rosco, General Manager ; E. A. Mandel, Auditor. GENERAL OFFICE, Saqua La Grande, Cuba.

Proposals in 1854

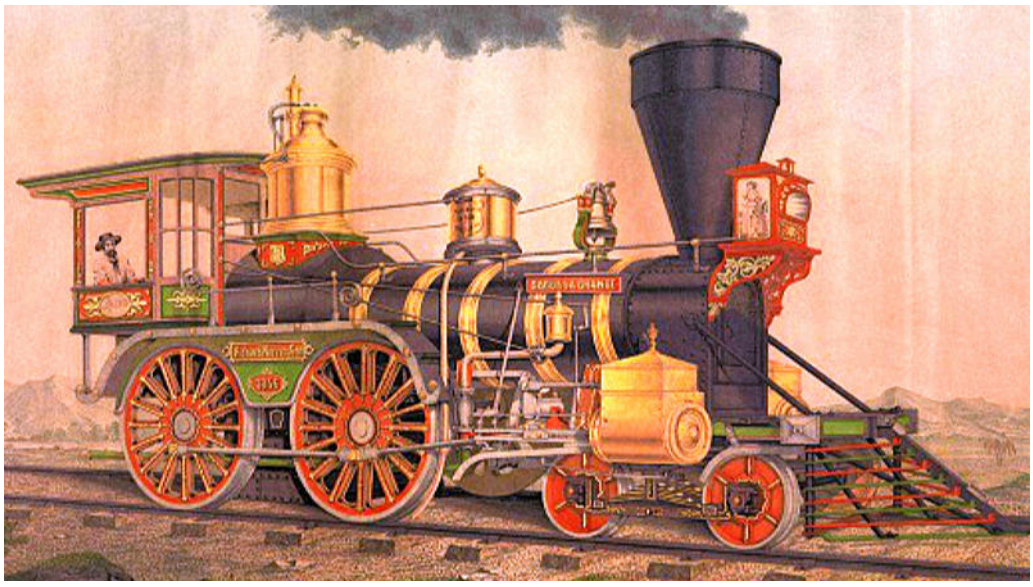
An early company report in source [26] suggested that three engines of 24-26 tonnes would be required for the first section of route from the beach to Sitio Grande, a length of 18½ miles. For the third section, from Sitio Grande to Las Cruces – 32 miles, another four similar locos would be required. For the 3½ mile branch from Sitio Grande to Cifuentes no further locos were to be purchased.

4-4-0 d/w 54", cyls. 17x24", built by R. Norris in 1856

Ordered by ?

? w/n ?

There were certainly engines numbered **1** to **8** but they have not yet been identified. However, the available information has been summarised below in case it should prove useful in future. Further speculation is possible from the tables in the 1871 and 1872 reports, below, which lists the types of trains hauled by each locomotive: the vast majority of passenger trains were hauled by the engines numbered **1, 5, 6, 7** and **10**, whilst goods trains were in general pulled by locos **2, 3, 4, 8** and **9**. The first group were probably 4-4-0s, whilst the others were more likely to have been 2-6-0s or 4-6-0s. See paragraph headed 'The fleet in 1866' for a list of names of locos running during that year.



This 4-4-0 seems to be carrying a **'SAGUA la GRANDE'** name-plate, and possibly a two-digit number-plate, though no names are known for locos on this line. A black & white print from this painting is available online in the DeGolyer archives, where it is captioned as having been a Norris loco built in 1856.

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

Ordered by ? Probably a 4-4-0.

1 w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 ran 26455 km.
1884 ran 11317 km [19f].
1885 ran 12873 km [19f].
1886 ran 13766 km [19i].
1887 ran 18892 km [19i].
1888 ran 16990 km [19i].
1889 ran 3094 km [19i].
1892 ran 20073 km [19j].

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

Ordered by ? Probably a 4-6-0.

2 w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 ran 297 km.
1884 ran 220 km [19f].
1885 ran 820 km [19f].
1886 ran 434 km [19i].
1887 ran 302 km [19i].
1888 ran 500 km [19i].
1889 ran 746 km [19i].
1892 ran 479 km [19j].

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

Ordered by ? Probably a 4-6-0.

3 w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 not listed.
1884 not listed [19f].
1885 not listed [19f].
1886 ran 5736 km [19i].
1887 ran 9518 km [19i].
1888 ran 11581 km [19i].
1889 ran 8840 km [19i].
1892 not listed [19j].

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

Ordered by ? Probably a 2-6-0 or 4-6-0.

4[1] w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1879 number re-allocated to a new engine.

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

Ordered by ? Probably a 4-4-0.

5[1] w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1879 number re-allocated to a new engine

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

Ordered by ? Probably a 4-4-0.

6 w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 not listed.
1884 ran 17338 km [19f].
1885 ran 31816 km [19f].
1886 ran 31397 km [19i].
1887 ran 26917 km [19i].
1888 ran 24979 km [19i].
1889 ran 29378 km [19i].
1892 ran 34354 km [19j].

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

Ordered by ? Probably a 4-4-0.

7 w/n ? 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 ran 2103 km.
1884 ran 2191 km [19f].
1885 ran 910 km [19f].
1886 ran 4796 km [19i].
1887 ran 20907 km [19i].
1888 ran 7671 km [19i].
1889 ran 12529 km [19i].
1892 not listed [19j].

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1865

Ordered by ?

8 w/n [1252] 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 ran 8369 km.
1884 ran 8080 km [19f].
1885 ran 6699 km [19f].
1886 ran 9879 km [19i].
1887 ran 11120 km [19i].
1888 ran 11812 km [19i].
1889 ran 4180 km [19i].
1892 not listed [19j].

9 w/n [1253] 1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one.
1883 ran 5823 km.
1884 ran 112 km [19f].
1885 ran 595 km [19f].
1886 ran 184 km [19i].

1887 ran 112 km [19i].
1888 not listed [19i].
1889 ran 1180 km [19i].
1892 ran 13011 km [19j].

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

Ordered by ? Probably a 4-4-0.

10	w/n ?	1875 Locos up to no. **10** in fleet, and ten in service, so must have included this one. 1883 ran 20261 km. 1884 ran 9328 km [19f]. 1885 not listed [19f]. 1886 not listed [19i]. 1887 not listed [19i]. 1888 ran 7532 km [19i]. 1889 ran 33195 km [19i]. 1892 ran 2057 km [19j].

The fleet in 1866

From the annual report produced for the meeting in March 1867: "*En cuanto al Material rolante, se vera por el Estado numero 7 que posee la Empresa: 9 locomotoras en perfecto estado.... cuatro de ocho ruedas, cinco de diez ruedas.*"

A table showing the work done by each engine during the year lists the following loco names:

'CALABAZAR'
'RESERVA'
'ESPERANZA'
'SAGUA'
'CIFUENTES'
'SIERRA MORENA'
'NÚMERO NUEVE'
'LAJAS'.

All except the final two had been engaged on a mixture of passenger and goods/freight work, but those two had only hauled *cargas*. Apart from that, and **'NÚMERO NUEVE'** it is not possible to match any names to a type of locomotive or to running numbers. Note also that only nine engines were in service, out of possibly twelve listed above.

The fleet in 1871

End of December 1871: five eight-wheeled locos, five ten-wheeled locos, all engines nos. **1** to **10** in service, *"1 nueva, 8 en buen estado y 1 en reparacion."* In other words, apart from the single 4-4-0 and two 4-6-0s listed above, there must have been four more 4-4-0s and three more 4-6-0s.

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 6, 7, 10**; also **2, 5, 8** occasionally.
Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **5**; also **1, 6, 10** occasionally.
Trenes ordinarios de carga, Cruces á Concha, locos used – **3**, also **4, 8, 9** occasionally.
Trenes ordinarios de carga, Encrucijada á Concha, locos used – **2, 4**, also **3, 8, 9** occasionally.
Trenes extraordinarios de pasajeros – **7**, also **1, 2, 5, 6, 10** occasionally.
Trenes extraordinarios de carga – **2, 4, 9**, also **1, 3, 6, 7, 8** occasionally.
Mixtos Concha a Cruces – **5, 7, 9** occasionally.
Mixtos Concha a Encrucijada **– 2, 8** occasionally.

The fleet in 1872

End of December 1872: all engines **1** to **10** used during the year, *una nueva, una acabada de reparar, cinco en buen estado, dos en regular y una en reparacion*.

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 5, 7, 10** also **6** occasionally.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1, 5**, also **2, 6, 7** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **4**, also **2, 3** occasionally.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **2, 3, 8, 9.**

Trenes extraordinarios de pasajeros – **1, 3, 4, 5, 6** occasionally.

Trenes extraordinarios de carga – **2, 3, 4, 8, 9** also **7** occasionally.

Mixtos Concha a Cruces – **3, 4, 8, 9** occasionally.

Mixtos Concha a Encrucijada – **2, 3, 8, 9** occasionally.

The fleet in 1874

End of December 1874: five eight-wheeled locos, five ten-wheeled locos, *una en buen estado, seis en un estado mediano, y las tres restantes en mal estado*.

"*La reparacion, o mejor dicho, la casi completa renovacion de dos locomotoras ha causado el aumento de $13892. Estas dos locomotoras pueden considerarse como acabadas de llegar de la fabrica y por consiguiente, en estado de prestar buen servicio durante largo tiempo.*"

The fleet in 1875

End of December 1875: *tiene diez locomotoras; cinco de 8 ruedas y otras cinco de 10. – esta solo una en buen estado, pues de las demas hay 4 en medianas condiciones y cinco muy deterioradas, en terminos que una esta reconstruyendose.*

4-4-0 d/w 60", cyls. 15x22", built by Rogers in 1876

Ordered by ?

11	w/n 2434	1883 ran 29717 km.
		1884 ran 16916 km [19f].
		1885 ran 30776 km [19f].
		1886 ran 19523 km [19i].
		1887 ran 25040 km [19i].
		1888 ran 28791 km [19i].
		1889 ran 11432 km [19i].
		1892 ran 33191 km [19j].

2-6-0 d/w 54", cyls. 17x22", built by Rogers in 1876

Ordered by ?

12	w/n 2435	1883 ran 9973 km.
		1884 ran 11405 km [19f].
		1885 ran 16882 km [19f].
		1886 ran 14755 km [19i].
		1887 ran 16615 km [19i].
		1888 ran 12912 km [19i].
		1889 not listed [19i].
		1892 ran 13490 km [19j].

The fleet in 1876

End of December 1876: twelve locos, *dos son nuevas, recibidos en Mayo último, una acabada de reconstruir, cinco en buen estado, tres en males condiciones, y une que, por hallarse casi inutil, en reparaciones mayores.*

4-4-0 d/w 61", cyls. 14x22", built by Rogers in 1878

Ordered by ?

13	w/n 2467	1883 ran 23567 km.
		1884 ran 19188 km [19f].
		1885 ran 26041 km [19f].
		1886 ran 40150 km [19i].
		1887 ran 35936 km [19i].
		1888 ran 23541 km [19i].
		1889 ran 23687 km [19i].
		1892 ran 37161 km [19j].

2-6-0 d/w 56", cyls. 17x24", built by Rogers in 1879

Ordered by ? Lehmuth's Rogers list has this and the following engine as the railway's nos. **5** and **3**. Weber, on the other hand lists them as nos. **5** and **4**.

4²?	w/n 2514	1883 ran 33119 km.
		1884 ran 25900 km [19f].
		1885 ran 33753 km [19f].
		1886 ran 27609 km [19i].
		1887 ran 9165 km [19i].
		1888 ran 25322 km [19i].
		1889 ran 35216 km [19i].
		1892 ran 31703 km [19j].

4-4-0 d/w 60", cyls. 15x22", built by Rogers in 1879

Ordered by ?

5²?	w/n 2517	1883 ran 18532 km.
		1884 ran 13765 km [19f].
		1885 ran 14041 km [19f].
		1886 ran 7141 km [19i].
		1887 ran 18787 km [19i].
		1888 ran 18005 km [19i].
		1889 ran 20831 km [19i].
		1892 ran 92 km [19j].

The fleet in 1880 and 1881

From the 1880 annual report: "*MATERIAL RODANTE. De las trece locomotoras que posee la Compania solo hay dos en un estado regular y una en reparacion; el resto se halla en buen estado.*" and "*Locomotoras. 7 de ocho ruedas, 6 de diez ruedas*." The following year, 1881, there were the same number of engines but the number in poor condition had risen from one to two.

2-6-0 d/w 55¾", cyls. 17x24", built by Rogers in 1882

Ordered by ?

14	w/n 3119	1883 ran 13400 km.
		1884 ran 8073 km [19f].

		1885 ran 16017 km [19f].
		1886 ran 17616 km [19i].
		1887 ran 2742 km [19i].
		1888 not listed [19i].
		1889 ran 7823 km [19i].
		1892 ran 8434 km [19j].
15	w/n 3120	1883 ran 9319 km.
		1884 ran 12658 km [19f].
		1885 ran 14309 km [19f].
		1886 ran 13338 km [19i].
		1887 ran 17544 km [19i].
		1888 ran 9353 km [19i].
		1889 ran 11955 km [19i].
		1892 ran 21803 km [19j].

The fleet in 1882

In 1882 the total number of engines was still thirteen, although the arrival of nos. **14** and **15** was anticipated. "*Ocho en buen estado, dos en regular, dos en mal estado y una en reparacion.*"

The fleet in 1883

"Quince son las locomotoras que posee la Compañia, debiendo observarse que una se esta reconstruyendo y cuatro en mal estado."

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – principally no. **4²**, but also **1, 7**, **11, and 13** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 11, 13**, also **4 , 7, 10** occasionally.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1** and **10,** also **7, 11, 13** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **5 , 14, 15**, also **2, 8, 9, 12** occasionally.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **5 , 8, 9, 12, 14, 15**.

Trenes extraordinarios, locos used – **2, 4², 5 , 8, 12, 14, 15**, occasionally.

Locos **3** and **6** do not appear to have worked at all during the year.

The fleet in 1884

The company annual report mentioned: "*Locomotoras, 7 de ocho ruedas, 8 de diez ruedas, 6 en buen estado, 4 en regular, 2 en malo, 2 en reparacion y 1 en reconstruccion.*"

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **1, 4, 7**, also **5 , 10, 13** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 6, 11, 13**, also **4 , 10** occasionally.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **6, 10, 11**, also **1, 13** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **5 , 8, 12, 14, 15**, also **4** occasionally.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **5 , 8, 12, 14, 15** also **2, 9** occasionally.

Trenes extraordinarios de carga, locos used – **2, 5 , 8, 12, 14, 15**, occasionally.

It can be seen that there was no mention of engine no. **3** this year, presumably under overhaul.

These figures, and the number on eight wheels and on ten, tend to support the theory mentioned above that locomotives numbered **1, 5¹, 6, 7, 10, 11, 13** and **5²** were all 4-4-0s, whilst numbers **2, 3, 4¹, 8, 9, 12** and **4²** were six-coupled, probably all 4-6-0s or 2-6-0s. However, no. **4** seems to have been used for a variety of work, including on passenger trains.

The fleet in 1885

The company annual report [19f] mentioned: "*Locomotoras, 7 de ocho ruedas, 8 de diez ruedas, 7 en buen estado, 5 en regular, 1 en malo, 2 en reparacion.*"

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **4,** also **1, 5 , 7, 11, 13** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 11, 13**.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1, 6, 11**, also **7** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **5 , 8, 12, 14, 15**, also **9** occasionally.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **5 , 8, 12, 14, 15** also **9** occasionally.

Trenes extraordinarios de pasajeros, locos used: **1, 4, 7, 13.**

Trenes extraordinarios de carga, locos used – **2, 4 , 5 , 8, 9, 12, 14, 15**, occasionally.

It can be seen that there was no mention of engine no. **3** this year, presumably under overhaul, and number **10** which disappears from the lists on a long term basis.

The fleet in 1886

The company annual report [19i] mentioned: "*Locomotoras, 7 de ocho ruedas, 8 de diez ruedas, 4 en buen estado, 8 en regular, 1 en malo, 2 en reparacion.*"

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **1, 7, 11, 13,** also **6** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 7, 11, 13**, also **6** occasionally.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1, 6, 11**, also **4, 7, 13** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **3, 5 , 8, 12, 14, 15**, also **3** occasionally.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **5 , 8, 12, 14, 15** also **9** occasionally.

Trenes extraordinarios de pasajeros, locos used: **11, 13**, also **1** occasionally.

Trenes extraordinarios de carga, locos used – **2, 3, 4 , 5 , 8, 9, 12, 14, 15**, occasionally.

The fleet in 1887

The company annual report [19i] mentioned: "*Locomotoras.*

7 de ocho ruedas para pasajeros, 3 en buen estado, 3 en regular estado, y 1 en reparacion.

4 de ocho ruedas para carga, 4 de diez ruedas para carga, 2 en buen estado, 5 en regular estado, y 1 en mal estado."

Notice that four eight-wheeled engines for *carga* are mentioned. These were presumably 2-6-0s **4, 12, 14** and **15**, with the remaining four being 4-6-0s **2** and **3** (probably) and **8** and **9** (definitely).

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **1, 4, 7, 13,** also **11** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 7, 11, 13**.

Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1, 6, 11**, also **5, 7, 13** occasionally.

Trenes ordinarios de carga, Cruces á Concha, locos used – **3, 5 , 8, 12, 14, 15**.

Trenes ordinarios de carga, Encrucijada á Concha, locos used – **3, 5 , 8, 12, 14, 15** also **9** occasionally.

Trenes extraordinarios de pasajeros, locos used: **11, 13**.

Trenes extraordinarios de carga, locos used – **2, 3, 5 , 8, 12, 14, 15**, occasionally.

The fleet in 1888

The company annual report [19i] mentioned: "*Locomotoras.*

7 de ocho ruedas para pasajeros, 2 en buen estado, 3 en regular estado, y 2 en reparacion.

4 de ocho ruedas para carga, 4 de diez ruedas para carga, 3 en buen estado, 2 en regular estado, y 1 en mal estado y 2 en reparacion."

This year's annual report included a table showing which locomotives worked on which tasks. In summary:

Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **1, 4, 7, 11,** also **10, 13** occasionally.

Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **1, 10, 11, 13**, also **4** occasionally.
Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **1, 6, 7, 13**, also **4, 8, 10, 11** occasionally.
Trenes ordinarios de carga, Cruces á Concha, locos used – **3, 5 , 8, 12, 15**.
Trenes ordinarios de carga, Encrucijada á Concha, locos used – **3, 5 , 8, 12, 15**.
Trenes extraordinarios de pasajeros, locos used: **1, 4 , 5 , 6, 7, 10, 12, 13, 15**, occasionally.
Trenes extraordinarios de carga, locos used – **2**, **3, 5 , 7, 8, 12, 15**, occasionally.

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1889

Ordered by ? BLW class 8-30D no. 304, 3?3. Spec. is in vol. p .

16	w/n 9800	1889 ran 4980 km [19i].
		1892 ran 20223 km [19j].
17	w/n 9801	1889 ran 6958 km [19i].
		1892 ran 18818 km [19j].

Connelly's BLW list suggests these were later renumbered as 17 and 18?

The fleet in 1889

The company annual report [19i] mentioned: "*Locomotoras.*
7 de pasajeros: 3 en buen estado, una en regular estado, una en reparacion, una con la fornalla en mal estado y otra con el fogón en mal estado.
10 de carga: de ellas dos nuevas, una en buen estado, dos en regular estado, tres en reparacion, y dos con el fogón en mal estado."
This year's annual report included a table showing which locomotives worked on which tasks. In summary:
Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **4, 6, 7, 10, 13,** also **11** occasionally.
Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **4, 10, 11, 13**, also **6, 14** occasionally.
Trenes ordinarios de pasajeros, Encrucijada á Concha, locos used – **4, 6, 7, 10, 13**, also **1, 14** occasionally.
Trenes ordinarios de carga, Cruces á Concha, locos used – **3, 5 , 14, 15, 16, 17**, also **8** occasionally.
Trenes ordinarios de carga, Encrucijada á Concha, locos used – **3, 5 , 8, 14, 15, 16, 17** also **2, 9** occasionally.
Trenes extraordinarios de pasajeros, locos used: **2, 3, 5, 8, 9, 13**, **10, 14, 15, 17** occasionally.
Trenes extraordinarios de carga, locos used – **2, 3, 5 , 6, 7, 9, 10, 11, 13, 14, 15, 17**, occasionally.

4-6-0T d/w 54", cyls. 18x24", built by Rogers in 1890 and 1891

Ordered by ?

18	w/n 4440	1892 ran 66 km [19j].
19	w/n 4441	1892 ran 75 km [19j].

The fleet in 1892

The company annual report [19j] mentioned: "*Locomotoras.*
7 de pasajeros: de ellas, 3 en buen estado, 2 en regular estado, 1 reconstruida, y 1 por reparer.
12 de carga: de ellas, 7 en buen estado, 2 en regular estado, 1 en reconstruccion, 1 reparada y 1 reconstruida.
*Tienen fluses de cobre las numeros **1, 4, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17**, y las demas de hierro.*"
This year's annual report included a table showing which locomotives worked on which tasks. In summary:
Trenes ordinarios de pasajeros, Concha á Santo Domingo, locos used – **1, 6, 10, 11, 13,** also **4** occasionally.
Trenes ordinarios de pasajeros, Cruces á Concha, locos used – **4, 6, 11, 13**, also **9** occasionally.
Trenes ordinarios de pasajeros, Camajnaní á Concha, locos used – **1, 4, 6, 11, 12, 13, 14, 15**, also **9** occasionally.
Trenes ordinarios de carga, Cruces á Concha, locos used – **3, 5 , 8, 12, 14, 15**, also **3** occasionally.
Trenes ordinarias de carga, Concha á Camajnaní, locos used – **9, 12, 14, 15, 16, 17, 18, 19**, also **3** occasion
Trenes ordinarios de carga, Encrucijada á Concha, locos used – **15, 16**, also **9, 12, 14, 17, 18, 19** occasionally.
Trenes extraordinarios de pasajeros, locos used: **4, 6, 11, 13**, also **9, 10, 15, 16, 17**, occasionally.

Trenes extraordinarios de carga, locos used – **15, 16**, also **9, 12, 14, 17, 18, 19** occasionally.
page 17 of the report implies three more locos entering the fleet at that point: "*La Empresa ha adquirido ademas, despues de la fecha mencionada: 2 locomotoras para carga. 1 locomotora para pasajeros*."

4-4-0 d/w 68", cyls. 17x24", built by Baldwin in 1892

Ordered by Sagua la Grande RR Co. BLW class 8-28C no. . Spec. is in vol. 18 p 82. 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. Passed to Cuban Central Rlys. as no. **2**.

20 w/n 12993

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1892

Ordered by Sagua la Grande RR Co. BLW class 8-30D no. . 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.

21	w/n 12970	After service with Cuban Central Rlys. was sold to Central Covadonga.
22	w/n 12971	After service with Cuban Central Rlys. was sold to Central Covadonga.

2-6-0 d/w 54", cyls. 19x24", built by Rogers in 1894

Ordered by ?

23 w/n 5005

4-4-0 d/w 66", cyls. 18x24", built by Rogers in 1894

Ordered by ?

1[2] w/n 5006



The aftermath of the derailment of a train of the *FC Sagua la Grande* by 'insurrectionists' in 1895. Judging by the crane in the background, the recovery effort is underway, and thus the gentlemen in the picture are likely to be railway employees rather than rebels.

Starting with locomotive **18**, locos were purchased in the name of the Cuban Central. Merged into the Cuban Central after 1898.

17.7.7 *El FC del Oeste del Sagua la Grande*

Background

S

Copeland says: Central Division is 363.7-miles of operated line and branches. Of this, 21 miles is 36 inch narrow gauge, running between Cumbre and Caibarien via Placetas del Norte and Zulueta. In addition to this mileage there are about 21 miles of cane lines and loading spurs. Later the Caracas Railroad, which is estimated to be about 53 miles was added.

2' 6" gauge.

0-4-0 d/w 36½", cyls. 11x16", built by Rogers in 1881

Ordered by *FC del Oeste de Sagua la Grande*. With four-wheeled tenders?

1 'MARÍA JOSEFA' w/n 2686
2 'MANUELITO' w/n 2687

0-4-4T d/w 33", cyls. 9x16" built by Baldwin in 1892

Ordered for Sagua Narrow Gauge RR, via Krajewski & Pesant. 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.' Radley & Hunter stack.

3 w/n 13020 Became Central Cuban Railways no. **012**. Later sold to Central Lequeito.

0-4-2T d/w 28", cyls. 7x12", built by Baldwin in 1881

Ordered by L. del Morte & Co. for Ingenio Santa Isabel. BLW class 6-8 1/3C no. 10. Spec. is in vol. 10 p 245. Cab roof to extend back over the whole of tank.

? w/n 5805 Became CCR no. **010**.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered new for CCR. BLW class 10-18E no. 14-15. Spec. is in vol. 54 p 150.

35 w/n 44285
36 w/n 44286

17.7.8 *El FC Cienfuegos y Villa Clara*

1851-1899

then renamed the Cuban Central Railways, and absorbing others



Background

This railroad had its origin in October, 1847 when the governor general authorized the construction of a railroad from Cienfuegos to Villa Clara (now Santa Clara). The first part of this road was opened as far as Palmira on October 21, 1851, the first train entering Cruces on November 15, 1853, and Santa Clara on November 16, 1860.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Compañia del Ferro-Carril entre Cienfuegos y Villa Clara. – Line of Road: Cienfuegos to Villa Clara, 68.528 km. Gauge, 1.44 metres. Rail (steel, 37.324 kg.), 62 lbs. Locomotive engines, 12. Cars – passenger, 12; baggage, 2 ; box (8-wh.), 23 ; platform (8-wh.), 125 ; box (4-wh.),; stock, 2 ; truckery 1 – total, 170, also 8 tanks. Road opened November 19, 1860. Total cost of railroad and equipment,

$2,287,265.19., Fermin de Mendiola, President, and Marcia Calvet, Secretary, Havana ; Francisco A. Chao, Superintendent, Jose M. Alonzo, Assistant Superintendent, James S. Murray, Chief Engineer. Evaristo de Iduate (el Contandor), Auditor. GENERAL OFFICE, Cienfuegos, Cuba.

Suggested early locomotive requirements

1848

First length of route, Cienfuegos to Palmira: reference to 2 locos of 16 toneladas.

Second length of route to Las Cruces: reference to one loco.

Third length of route to the road to San Juan: reference to one loco.

Fourth and fifth lengths of route to Villa Clara: reference to two locos.

4-4-0 d/w 66", cyls. 14x22", built by Rogers in 1850

Ordered by ?

1? 'CIENFUEGOS' w/n [227] Lehmuth's Rogers list has cyls. as 11½x22".
1859 ran *11,635* kms. and was *En buen estado.* 1865 *Bueno, en servicio.* 1867 *Mediano*. 1869 *Bueno*. 1870 *Malo. Necesita cilindros nuevos.* 1872 *Desarmada en el Taller, Esperando la caldera nueva.* 1875 condition *Bueno*. 1880 *Regular*. 1881 *Regular*. 1882 *Buena*. 1883 *Regular*. 1884 *Malo*. 1885 *Malo*. 1886 *Inutil por su mal estado*. 1887 *Inutil por su mal estado.* 1888 *Inutil por su mal estado*.

0-8-0 d/w 42", cyls. 14½x18", built by Baldwin in 1851

Ordered by ? BLW class no. .

2 'PALMAYRA w/n 451 1859 ran *9,7145* kms. and was *En regular estado.* 1865 *Malo, en reparacion en el taller.* 1867 *Malo, reparandose.* 1869 *Malo.* 1870 *Malo. Necesita caldera nueva.* 1872 *Bueno.*
1875 condition *Bueno*. 1880 *Regular*. 1881 *Bueno* and *Hallándose en mal estado la paila de la máquina número **2**, y necesitando además una reparacion general, se la desarmó por completo, se compuso la paila y se la forró con hierro ruso, se le pusieron puntas nuevas de cobre á los fluses, eje en un par de voladoras, se tornearon los cilindros, se puleron válvulas y sunchos nuevos en los pistones, y se renovaron los bronces de las barras de conexion.* 1882 *Regular*. 1883 *Regular*.
1884 *Regular*. 1885 *En reparacion en el taller* and *La máquina no. **2**, bastante deteriorada yá, por haber trabajado en la última época diariamente, se halla en reparación.* 1886 *Bueno*. 1887 *Bueno*. 1888 *Bueno*.

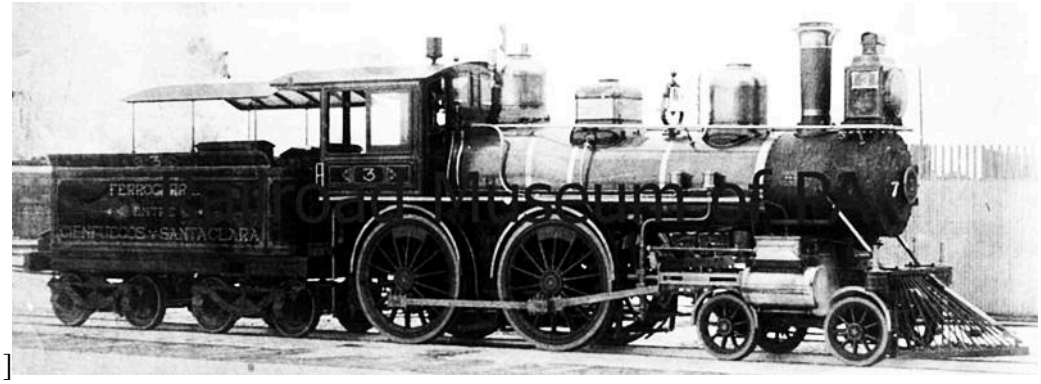
4-4-0 d/w 60", cyls. 13x22", built by Rogers in 1853 and 1854

Ordered by ? Lehmuth's Rogers list has cyls. as 13½x22".

3? **'Las CRUCES'** w/n [447] 1859 ran *55* kms. and was *En buen estado.* 1865 *Regular, en servicio.* 1867 *Bueno.* 1869 *Bueno.* 1870 *Bueno.*
1875 *Regular*. 1880 *Bueno*. 1881 *Bueno* and *A la no. **3** se le rompió un eje y se le torció el otro de las motrices, ingresando en el taller para su reparacion en 14 de Marzo, consistiendo ésta en el cambio de los dos ejes, en hacerle cuatro muñones, ponerle dos pistones nuevos con otras piezas de poca importancia, y en renovar la casilla*

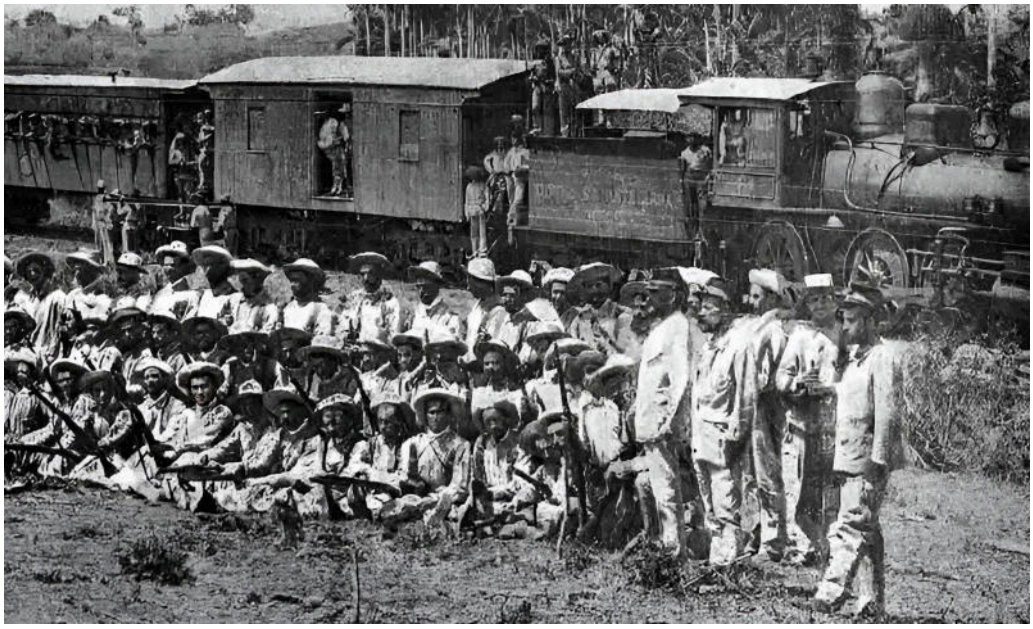
del maquinista, quedando lista para prestar servicio el 21 de Junio. Explanation of a preceding incident was given as *...haber ocurrido el 13 de Marzo uno de los accidentes mas temibles que pueden tener lugar en un ferrocarril, á saber, la rotura de un eje de una voladora á la máquina núm.* ***3*** *que arrastraba el tren de pasageros núm. 1, en su viage descendente, causándola gran avería, aunque sin descarrilamiento de la misma ni de los coches, y sin el menor daño personal.* 1882 *Buena*. 1883 *Bueno*. 1884 *Bueno*. 1885 *En reparacion en el taller* and *La máquina no.* ***3****, que descarriló el 15 de Febrero, arrastrada por la máquina no.* ***1****, entró en Taller para su reparacion, y despues de un minucioso exámen y presupuestado el costo de reparacion, se vió que éste escedía al valor de la máquina despues de realizada aquella, por lo que se desarmó completamente, se almacenaron las piezas útiles para aprovecharlas cuando so necesitaran, y se dió de baja en el material de traccion.*", also "*el segundo el descarrilamiento de la máquina no.* ***3****, en el kilómetro 39, á causa de una res que se interpuso en la via, quedando la máquina. enteramente inútil, y recibiendo heridas leves el maquinista y uno de los fogoneros;*" 1886 *Desmontada y fuera del servicio*. 1887 *Desmontada y fuera del servicio*. 1888 *Desmontada y fuera de servicio*. 1889 A replacement engine numbered **3** arrived this year, so presumably the original was permanently withdrawn from service.

4? **'RANCHUELO'** w/n [543] 1859 ran *2,585* kms. and was *En buen estado.* 1865 *Bueno, en servicio.* 1869 *Mediano.* 1870 *Bueno. Los sunchos que tiene hoy no durarán mas de 6 ms.* 1875 condition *Bueno*. 1880 *Bueno* after major repair work. 1881 *Bueno*. 1882 *Buena*. 1883 *Bueno*. 1884 *Regular*. 1885 *Bueno* and *La no.* ***4*** *entró en el Taller para reparacion,—se le hizo una caja de fuego de cobre enteramente nueva, los dos platos de fluses tambien nuevos, y en la parte cilíndrica de la caldera se le pusieron tres medios paños, ejes en la carretilla y ruedas nuevas, todas las chumaceras de bronze y puntas nuevas de cobre á los fluses, la casilla de la máquina y techo del alijo se hicieron tambien nuevos, se vistió la paila y se forró de hierro ruso, pintándose toda ella.* 1886 *Bueno*. 1887 *Bueno*. 1888 *Bueno*.



]

Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34298.



This does not add to our knowledge of these Rogers 4-4-0s, but at least shows one of them in service."The second company of the first battalion of infantry of Soría embark on a train from Cienfuegos to Santa Clara."

0-8-0 d/w 42" (2nd one 43"), cyls. 14x18" (2nd one 15x18", built by Baldwin in 1855 and 1857

Ordered by ? BLW class no. .

5 'SAGUA' w/n 663

1859 ran *5,225* kms. and was *En regular estado.* 1865 *Bueno, en servicio.* 1867 *Bueno.* 1869 *Malo, reparandose.* 1870 *Regular. En reparacion.* 1875 condition *Malo*. Presumably withdrawn on the arrival of its replacement, no. **5**[2], in 1877.

6? **'ESPERANZA'** w/n 784

1859 ran *4,795* kms. and was *En buen estado.* 1865 *En el taller reconstruyendose.* 1867 *Bueno.* 1869 *Malo, reparandose.* 1870 *Bueno.* 1872 *Regular.* 1875 condition *Bueno*. 1880 *Regular*. 1881 *Malo*. 1882 *En reparacion en el Taller*. 1883 *Bueno* and *En el Taller de mecánica se han hecho reparaciones importantes al material de traccion, reconstruyéndose la máquina número **6***. 1884 *Bueno*. 1885 *Bueno*. 1886 *Bueno*. 1887 *Bueno*. 1888 *Bueno* and *La número **6** ha sido igualmente objeto de ligeras reparaciones con un costo de $292-95.*

4-4-0 d/w 54", cyls. 14x24", built by Baldwin in 1857

Ordered by ? BLW class no. .

7 'VILLA CLARA' w/n 802

1859 ran *11,770* kms. and was *En buen estado.* 1865 *Regular, en servicio.* 1867 *Malo, Necesita Caldera nueva.* 1869 *Mediano. Necesita paila nueva.* 1870 *Bueno. En reparacion.* 1872 *Bueno.* 1875 condition *Necesita cilindros nuevos*. 1880 *Regular*. 1881 *Malo* 1882 *Mala*.
1883 *Bueno*. 1884 *Bueno*. 1885 *Bueno* but *Los accidentes ocurridos durante el año han sido cinco— El primero el descarrilamiento de la máquina no. 7 del tren de pasageros no. 2, á principios de Febrero, consecuentee al choque con un carro de la Empresa de Cárdenas y Jucaro que encontró descarrilado á la entrada del triángulo de esa Empresa en la Estacion de la Esperanza;*, and *y el quinto, el*

*descarrilamiento de la máquina no. **7**, que conducía el tren no. 2 de pasageros, y tuvo lugar á la salida de la Estacion de la Esperanza, sin otra consecuencia que la demora de una hora en el viage.* 1886 *Reparandose en el taller*. 1887 *En reparacion en el taller.* 1888 *En reparacion en el taller* and *En el Taller de mecánica se ha reparado la locomotora número **7**, de*
pasajeros, haciéndosele toda la cama del alijo y su casilla nuevas, haciéndosele puntas de cobre á todos los fluses, colocándosele nuevas la casilla del maquinista, cuatro chumaceras y cuatro ruedas Krupp y anillos á los pistones, torneádosele las voladoras y ajustándosele la válvula de compartición. Esta locomotora sigue aún en el taller hasta concluir su reparación, que la dejará en perfecto estado de servicio, habiendo ocasionado un gasto por jornales y materiales de $2148-78. 1892 A replacement engine numbered **7** arrived this year, so presumably the original was withdrawn from service by then.

The fleet in 1857

*"De ese taller saldrá en breves dias con una absoluta reparacion la mas antigua de las maquinas del camino, la **'CIENFUEGOS'**, que casi dada ya por inutil, volvera al servicio como si fuera enteramente nueva para prestar los no menos utiles que desde un principio tiene hechos en la linea. Se ha recibido ya una nueva maquina de carga **'La ESPERANZA'**, que a esta fecha la recorre tambien, y ayudara a hacer este servicio con las otras.*

...

Proximamente se recibira en Cienfuegos, segun las ultimas noticias llegadas del Norte America, la septima maquina que completara el servicio y que construida para el misto de carga y pasajeros lleva el nombre del ultimo de los paraderos que ha de establecerse en Villa Clara."

The fleet in 1859

"Mantenidos en el mejor orden de buena conservaccion el material rolante de la Empresa, cuyo cuadro se publica a continuacion de esta memoria, las maquinas en numero de siete han recorrido en su totalidad 45,780 millas en esta forms:

La **'CIENFUEGOS'**	*11,635* kms.	*En buen estado.*
La **'PALMYRA'**	*9,7145* kms.	*En regular estado.*
La **'CRUCES'**	*55* kms.	*En buen estado.*
La **'RANCHUELO'**	*2,585* kms.	*En buen estado.*
La **'SAGUA'**	*5,225* kms.	*En regular estado.*
La **'ESPERANZA'**	*4,795* kms.	*En buen estado.*
La **'VILLACLARA'**	*11,770* kms.	*En buen estado."*

4-6-0 d/w 54", cyls. 16½x24", built by Baldwin in 1860

Ordered by ? BLW class no. .

8 w/n 908

1865 *Bueno, en servicio.* 1867 *Bueno.* 1869 *Bueno.* 1870 *Malo. Necesita caldera y sunchos nuevos.* 1872 *Necesita sunchos nuevos.* 1875 condition *Bueno*. 1880 *En reparacion en taller* with major work almost completed. 1881 *Bueno* and *La máquina no. **8** en taller al finalizar el año social anterior, salió de aquel el 13 de Enero,. volviendo al mismo el 17 de Junio por habérsele rajado una plancha de la Caja de fuego, y quedó lista para el trabajo el dia 14 de Julio.* 1882 *En reparacion*.

1883 *Malo*. 1884 *Malo*. 1885 *Malo*. 1886 *Malo*. 1887 *Malo, fuera de servicio*. 1888 *Fuera de servicio* and *En cuanto al material de tracción, desmontada la máquina no.* ***8****, de cuyas piezas se ha sacado útil partido, quedan diez locomotoras.* 1889 A replacement engine numbered **8** arrived this year, so presumably the original was withdrawn from service.

0-8-0 d/w 48", cyls. 15½x20", built by Baldwin in 1862

Ordered by ? BLW class 23-E no. . Spec. is in vol. p.

9 w/n1091 1865 *Bueno, en servicio.* 1867 *Bueno.* 1869 *Malo.* 1870 *Bueno.* 1872 *Regular.* 1875 *Bueno*.
1880 *Malo* and *la máquina no.* ***9*** *es inservible, será reemplazada por una nueva cuya construcción está contratada ya, con alguna economía en su costo, y en la fecha muy prócsima á llegar á Cienfuegos*. 1881 Withdrawn this year, and replaced by no. **9²**, see below.

4-4-0 d/w 56", cyls. 14x22", built by Baldwin in 1862

Ordered by ? BLW class no. . Spec. is in vol. p.

10 w/n 1089 1865 *Bueno, en servicio*. 1867 *Bueno.* 1869 *Malo. Necesita Paila nueva. 1870 Regular.* 1872 *Bueno.*
1875 condition *Regular*. 1880 *Regular*. 1881 *En reparacion en el taller* and *La máquina número* ***10*** *entró en el taller el día 9 de Agosto, se le compuso la caja de fuego, fueron sustituidos con fluses de cobre los de hierro que tenia, se renovaron los sunchos a las voladoras y cuatro muñones, correderas y crucetas, y se la vestido la paila con hierro ruso. Aun está en el taller, pero saldrá en breve.* 1882 *Buena.*
1883 *Bueno*. 1884 *Bueno*. 1885 *Bueno* and *La máquina no.* ***10****, á consecuencia de haber sufrido una quemadura por habérsele hallado inopinadamente abierta la llave de fondo, fué necesario desarmarla para cerciorarse de su verdadero estado, descoser la parte cilíndrica de la caldera, recoserla de nuevo y recalcar todas sus costuras, y á falta de fluses nuevos que la sirvieran, se aprovecharon los que antes tenía, aunque ya bastante gastados, á. fin de ponerla pronto en servicio.* 1886 *Bueno*. 1887 *Regular* 1888 *Regular*.

The fleet in 1865

The following table from the company's 1865 annual report summarises the condition of all ten locomitives at the beginning of November that year.

Material de traccion existente en 1° de Noviembre de 1865.

Números.	Estado.	OBSERVACIONES.
1	Bueno.....	En servicio.
2	Malo.....	En reparacion en el taller.
3	Regular.....	En servicio.
4	Bueno.....	En servicio.
5	Bueno.....	En servicio.
6	.....	En el taller reconstruyéndose.
7	Regular.....	En servicio.
8	Bueno.....	En servicio.
9	Bueno.....	En servicio.
10	Bueno.....	En servicio.

CIENFUEGOS, Octubre 31 de 1865.—El Administrador General,

Joaquin Fortun.

4-6-0 d/w 56", cyls. 16½x24", built by Baldwin in 1869

Ordered by ? BLW class 24-D no. .

11 w/n 2003

1870 *Bueno.* 1875 condition *Necesita sunchos, caja de fuego y fluses nuevos*. 1880 *Necesita paila nueva*. 1881 *En reparacion en el taller* and *En el Taller de mecánica se ha trabajado con diligencia en la reparacion de todo el material, llevándose á cabo como obra estraordinaria la reconstruccion de la máquina no. 11, que entra en el taller el dia 14 de Enero, se desarmó completamente, y viendo que el estado de su paila la hacia inservible, se procedió á construir una enteramente nueva; y aunque no está lista para entrar en servicio, lo estará muy en breve y los prestará en la presente zafra.* 1882 *Buena.* 1883 *Bueno*.

1884 *Bueno*. 1885 *Bueno* and *A la máquina no.* ***11*** *se le pusieron nuevos los dos platos de fluses, se quitaron los fluses que no tenian pestañas y se les puso puntas nuevas de cobre en ámbas cabezas, y nuevo tambien el link, así eomo el piso al alijo con sus correspondientes molduras, y se vistió la paila y forré con hierro ruso*. 1886 *Bueno*. 1888 *Bueno.* 1888 *Bueno* and *Igualmente ha sido reparada la locomotora número* ***11****, con un costo de $906-94.*

The fleet in 1869

"Empeorada la via con los desperfectos consiguientes al mayor movimiento que ocasionaba la traslacion de tropas y material de guerra, al grave peso de la artilleria y del blindaje de la maquina y a la imposibilidad de atender a su reparacion por las causas y a dichas, que ocasionaron varios descarrilamientos, preciso fue atendiendo a excitaciones de nuestro Inspector y del mismo Gobierno prepararse para reponder el material inservible, tanto de careriles como de traccion y de conduccion. Al intento se han hecho venir de Inglaterra 400 toneladas de carriles con sus acesorios, siendo 50 de aquellas de acero para las Estaciones y del Norte nos han llegado una locomotora, 20 carros dobles de plataforma y 8 cubiertos, para lo cual se libraron a los Sres. Fesser Uhthoff y Cia. de Londres £ 4,000 que al 13 1/2% de premio importaron £20,157 60 centavos y se colocaron en Filadelfia fondos para cubrir los $42,300 que en moneda de aquellos Estados costaban la maquina y carros y cuyas letras tomadas al descuento de 1?% costaron en efectivo $34,263. Han llegado a Cienfuegos los carriles, maquina y los carros pedidos;...

MATERIAL DE TRACCION

NO. ESTADO OBSERVACIONES

1 *Bueno.*

2 *Malo.*

3	*Bueno.*	
4	*Mediano.*	
5	*Malo*	*Reparandose.*
6	*Malo*	*Reparandose.*
7	*Mediano.*	*Necesita paila nueva.*
8	*Bueno.*	
9	*Malo.*	
10	*Malo.*	*Necesita Paila nueva."*

The fleet in 1870

*"con lo cual y sin aumento de costos se suplio de un modo ventajoso y permanente una necesidad ya apremiante, cual lo era la de una nueva locomotora y veinte wagones de la misma clase y con mejores condiciones que los importados a fines de 1869, dando como resultado inmediato el aprovechamiento de una maquina fija en el taller, que estaba desechada como hierro viejo; reparaciones de consideracion a las maquinas numero **3, 4** y **9**, y algunas a la numero 7, que en breve quedara espedita para el servicio; y la construccion de veinte wagones con la economia de $151 en el costo de cada uno de ellos."*

MATERIAL DE TRACCION

NO.	*ESTADO*	*OBSERVACIONES*
1	*Malo.*	*Necesita cilindros nuevos*
2	*Malo.*	*Necesita caldera nueva.*
3	*Bueno.*	
4	*Bueno.*	*Los sunchos que tiene hoy no durarán mas de 6 ms.*
5	*Regular.*	*En reparacion.*
6	*Bueno.*	
7	*Bueno.*	*En reparacion.*
8	*Malo.*	*Necesita caldera y sunchos nuevos.*
9	*Bueno.*	
10	*Regular.*	
11	*Bueno."*	

4-6-0 d/w 54", cyls. 17x24", built by Rogers in 1875

Ordered via J. A. Pesant.

12 w/n 2425 1880 condition *Bueno* after major repair work. 1881 *Bueno* and *Por haberse roto á la numero **12** la plancha superior de la caja de fuego, y la de debajo de los fluses, se le pusieron nuevas esas piezas y tambien puntas de cobre á los fluses, saliendo lista del taller el 30 de Julio.* 1882 *Buena.* 1883 *En reparacion en el taller*. 1884 *Regular*. 1885 *Regular*. 1886 *Bueno*. 1887 *Bueno.* 1888 *Bueno*.

4-6-0 d/w 56" (2nd one 54"), cyls. 17x24", built by Rogers in 1877 and 1881

Ordered by *FC Cienfuegos y Villa Clara* as no. 5.

5[2] w/n 2460 1880 condition *Bueno* after major repair work. 1881 *Bueno*. 1882 *Buena*. 1883 *Bueno*. 1884 *Bueno – En el taller para salir en breves dias*. 1885 *Bueno* and *A la máquina no. **5**, que quedó en Taller á fines del año social anterior, se le concluyó el forro de hierro ruso y se pintó.* 1886 *Regular*. 1887 *Bueno*. *Accidentes. Uno solo ha habido que lamentar durante el año. En efecto, el 16 de Setiembre y a causa de la interposion de un buey en la via, descarrilo el tren*

		mixto en *kilometro 55, saliendo de la via la locomotora numero* ***5****, que lo conducia, con su alijo y tres wagones, sin ocurrieran desgracias personales, ni otros desperfec??? que los ocurridos en la locomotora, y produciendo una demora prolongada en el encarrilamiento, con consecuencia de las excesivas lluvias y lo insolido terreno.* 1888 *Bueno* and *La locomotora número* ***5****, descarrilada el 16 de Setiembre, también ha sido reparada con un costo de $1,327-26.*
9[2]	w/n 2690	1881 *En reparacion en el taller* and *La no.* ***9*** *entró nueva en el taller para su montaje el 10 de Marzo, y salió lista para funcionar el 18 del mismo mes, sustituyendo en seguida á la antigua de igual número que quedó fuera de servicio. 1882 Buena.* 1883 *Bueno*. 1884 *Bueno*. 1885 *Bueno*. 1886 *Bueno*. 1887 *Bueno.* 1888 *Bueno* and *A la número* ***9****, como á las* *anteriores, se le ha hecho nueva la cama del alijo, se le han torneado las voladoras, se le colocaron bronces nuevos á las barras principales y paralelas, un plato con fluses nuevos á la caja de fuego y puntas de cobre á los fluses, con un costo de $1705-42.*

The fleet in 1881

"En el Taller de mecanica se ha trabajado con diligencia en la reparacion de todo el material, llevandose a cabo como obra estraordinaria la reconstruccion de la maquina no. ***11****, que entro en el taller el dia 14 de Enero, se desarmo completamente, y viendo que el estado de su paila la hacia inservible, se procedio a construir uuna enteramente nueval y aunque no esta lista para entrar en servicio, lo estara muy en breve y los prestara en la presente zafra.*
La maquina no. ***8*** *en taller al finalizar el año social anterior, salio de aquel el 13 de Enero, volviendo al mismo el 17 de Junio por habersele rajado una plancha de la caja de fuego, y quedo lista para el trabajo el dia 14 de Julio.*
La no. ***9*** *entro nueva en el taller para su montaje el 10 de Marzo, y salio lista para funcionar el 18 del mismo mes, sustituyendo en seguida a la antigua de igual numero que quedo fuera de servicio.*
A la no. ***3*** *se le rompio un eje y se le torcio el otro de las motrices, ingresando en el taller para su reparacion el 14 de Marzo, consistiendo esta en el cambio de los dos ejes, en hacerle cuatro muñbones, ponerle dos pistones nuevos con otras piezas de poca importancia, y en renovar la casilla del maquinista, quedando lista para prestar servicio el 21 de Junio.*
Por haberse roto a la numero ***12*** *la plancha superior de la caja de fuego, y la de debajo de los fluses, se le pusieron nuevas esas piezas y tambien puntas de cobre a los fluses, saliendo lista del taller el 30 de Julio.*
Hallandose en mal estado la paila de la maquina numero ***2****, y necesitando ademas una reparacion general, se la desarmo por completo, se compuso la paila y se la forro con hierro ruso, se le pusieron puntas nuevas de cobre a los fluses eje en un par de voladoras, se tornearon los cilindros, se pusieron valvulas y sunchos nuevos en los pistones, y se renovaron los bronces de las barras de conexion.*
La maquina numero ***10*** *entro en el taller el dia 9 de Agosto, se le compuso la caja de fuego, fueron sustituidos con fluses de cobre los de hierro que tenia, se renovaron los sunchos a las voladoras y cuatro muñones, corredoras y crucetas, y se ha vestido la paila con hierro ruso. aun esta en el taller, pero sandra en breve."*

The fleet in 1882

"y por igual motivo aunquue todavia no se ha recibido la maquina presupuestadaa para reemplazar a la numero ***7****, ya inservible, que se pidio en 24 de Marzo, y se avisa su salida de New-York para Cienfuegos el 25 de Noviembre ultimo, se presupuesta la adquisicion de otra en sustitucion de la numero* ***8****, que si todavia presta algun servicio, este resulta sumamente costoso, pues por su pesimo estado hay que hacerle muy frecuentes reparaciones."*

...

Solo tres accidentes han ocurrido en la via durante el año economico, en los dias 15 deNoviembre de 1881, 27 de Marzo y 21 de Agosto ultimos, sin consecuencias que lamentar y sin otra averia que la rotura de una barra de conexion a la maquina numero 3, que motivo el segundo descarrilamiento.

The fleet in 1884

"En el Taller de maquinaria se hicieron las reparaciones ordinarias y algunas estraordinarias a las maquinas no. ***3, 7, 9, 10*** *y* ***12****, en las cuales se han invertido $2,336-69 cents. por materiales, y $3,032-61½ cents. por jornales, y una reparacion de gran importancia a la maquina num.* ***5****, que conducia un tren de carga y descarrilo el 19 de Agosto, en el kilometro 22, por haber encontrado mal colocadas las agujas del Ingenio Flora, y montando sobre el carril, fue a caer a distancia de 24 o 25 metros, en una zanja 7 u 8 pies mas profunda que la carrilera, siendo necesario desarmarla para estraerla, y renovar muchas de sus piezas destruidas. Se halla aun en el Taller, y el costo de su reparacion al terminar el año economico, importaba $2,602-96 centavos por materiales y $1,159 88¼ centavos por jornales."*

The fleet in 1888

Source [19B] digital page 470,
501 lists money spent on repairs to each of locos **5, 6, 7, 9, 10, 11**, and **32**(? perhaps **12** was meant) during the preceding year. 503 lists the km. run by each engine **1** to **12** each month:

4-4-0 d/w 72", cyls. 16x24", built by Brooks in 1889

Ordered by Cienfuegos & Villa Clara Rly.

3[2] w/n 1580

4-6-0 d/w 56", cyls. 17x24", built by Brooks in 1889

Ordered by Cienfuegos & Villa Clara Rly.

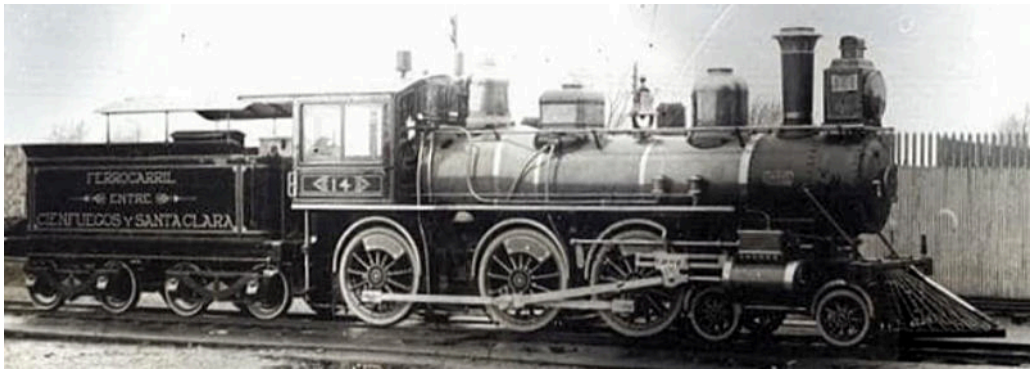
8[2] w/n 1581

13 w/n 1582 Became Cuban Central Rlys. no. **31**.

4-6-0 d/w 56", cyls. 17x24", built by Brooks in 1889

Ordered by Cienfuegos & Villa Clara Rly.

14 w/n 1583



4-4-0 d/w 67", cyls. 17x24", built by Rogers in 1890

Ordered by ?

15 w/n 4429

4-6-0 d/w 56", cyls. 18x24", built by Rogers in 1890, 1891 and 1892

Ordered by ?

16 w/n 4421

17 w/n 4422

18 w/n 4635
19 w/n 4760

4-4-0 d/w 64", cyls. 15x22", built by Rogers in 1892

Ordered by *FC Cienfuegos y Villa Clara.*
7² w/n 3078

2-6-2T d/w 50", cyls. 17x24", built by Rogers in 1895

Ordered via R. M. Miles & Co.
? 'CIENFUEGOS' w/n 5037

17.7.9 The *Linea Juragua*

Background

2' 6" gauge. See Chris Walker pp 35-43. On south coast. Close to *FCUH* branch to Anton Recio, ex *FC Cardenas y Jucaro*.

Built by Central Juragua, as portable railway from 1877 and as fixed railway from 1892.

1894 three locos (CW)

1908 six locos (CW)

Later became part of FCUH in 1923

Closed 1966-7 (CW).

17.7.10 *El FC Caracas*

Background

S

In addition to the above mileage of the central division, there is now included the holding of the Caracas Railroad, which is estimated to be about 53 miles of line and switches.

The Caracas Railroad was at one time known as the Central Portugalete Railroad, and in 1922 was owned by a holding company called the American Cuban Estates Co. The road is officered by the staff of the United Railways and had 23 employees. It conducted a public service business, carrying passengers, cane, sugar, and freight principally for the convenience of a group of sugar mills which it services.

It is estimated that the road owned 53 miles of line of 30-inch gauge, made up of the following:

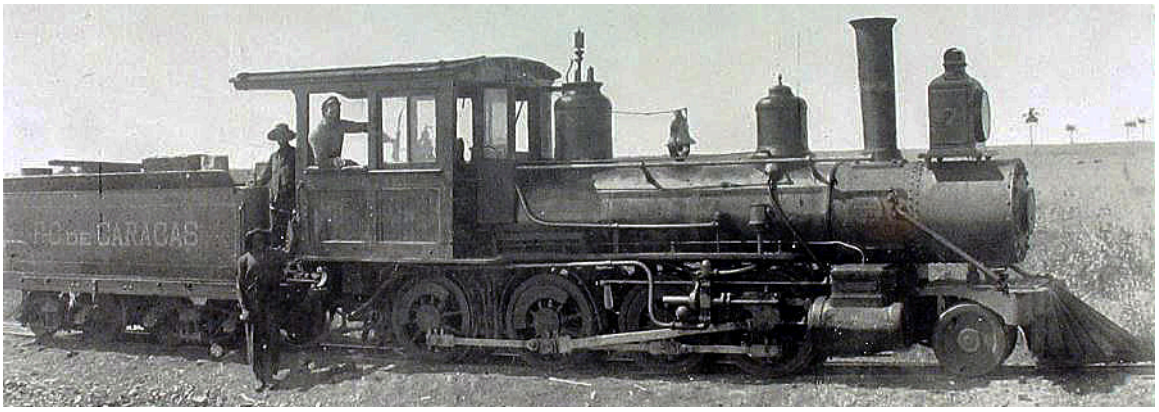
	Miles
Caracas to Cruces	3
Caracas to Lajas	2
Caracas to Manacas	24
Ceiba Hueca to Cartagena	8
Spurs, etc.	16

The rolling stock consisted of 8 locomotives, 11 coaches, and 170 cars. The railway, besides connecting Central Portualete, also connects Central Andreita and Central Hormiguero.

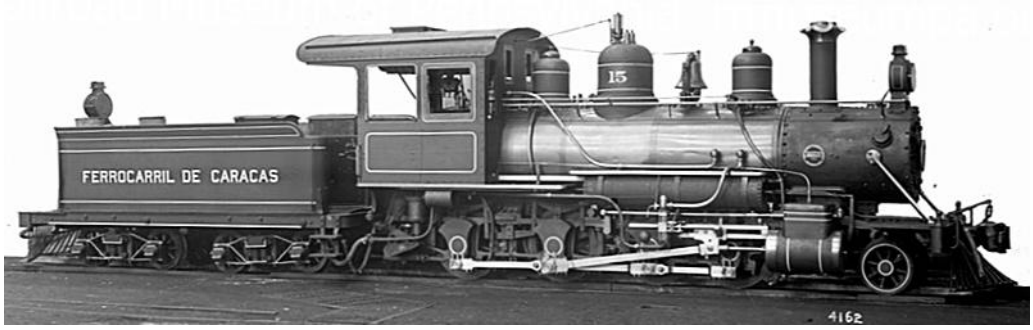
2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1910

Ordered for *FC de Caracas*. BLW class 10-18E no. . Spec. is in vol. p .

13 'La GALLA GUTIERREZ' w/n 34150



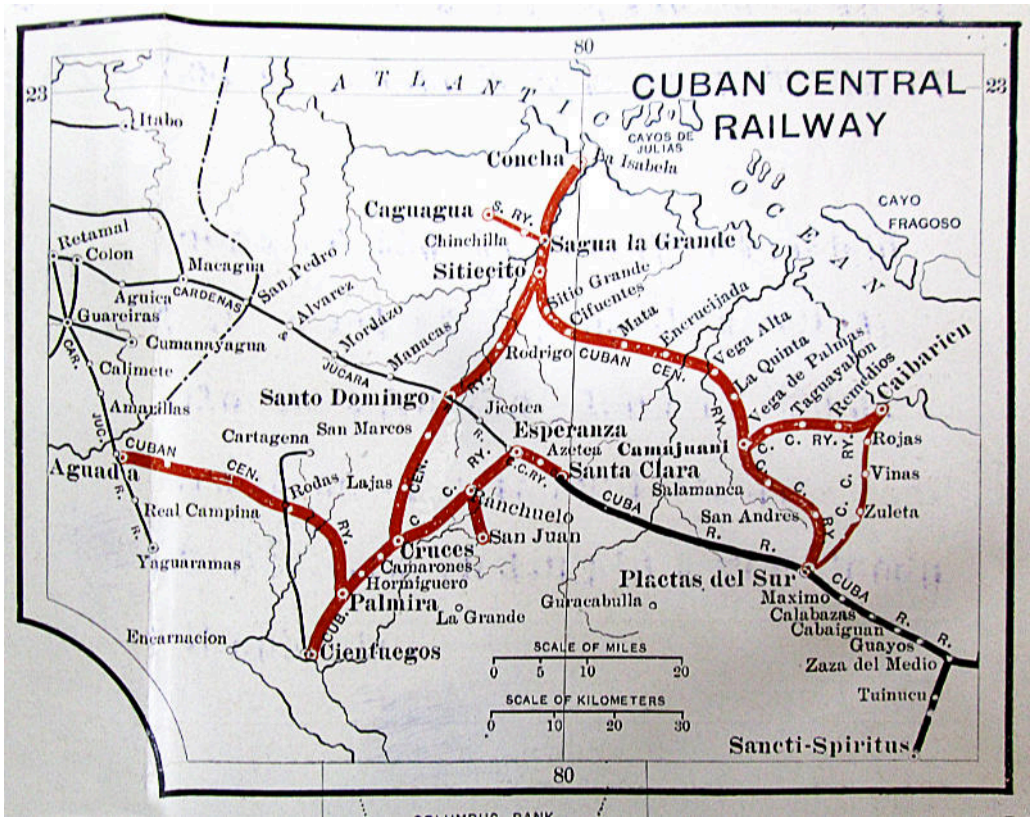
An *FC de Caracas* 2-8-0, though not necessarily that listed above.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04162.

17.7.11 The Cuban Central Railways

1899-1921



Background

I

In 1899, the name was changed to the Cuban Central Railways. In 1899 the *FC Sagua la Grande* and the *Cía. Unida de los FC de Caibarien* were acquired.

Renumbering data is uncertain.

In the year 1899, these three companies, that is, the Cienfuegos & Villa Clara Railroad, the United Railways of Caibarien, and the Sagua Railway Ltd. were combined under the title of the Cuban Central Railway Ltd. which on July 1, 1920 was merged with the United Railways of Habana, although the actual transfer of property from one company to another did not take place until March 14, 1921. After that date the railway was operated as the Cuban Central Division of the United Railroads.

In 1914 the following stock was owned:

Passenger engines	11
Goods engines - light	9
Goods engines - heavy	58
Shunting engines	5

Heavy repairs are made at the shops at Cienaga, and light running repairs at Sagua.

FC Sagua la Grande Baldwin 4-4-0 no. **20** reputedly became CCR no. **2**, but source for that assertion by Connelly is not known.

4-6-0 d/w 60", cyls. 19x24", built by Baldwin in 1900

Ordered by Cuban Central Railways. BLW class 10-32D nos. 682-683. Spec. is in vol. 23 p 129. Originally numbered **48-51**.

97	w/n 18358
98	w/n 18359

50[2]	w/n 18422	Lehmuth's BLW list says this one began as no. **49**. Later renumbered **99**.
51	w/n 18423	Renumbered **100**.

The fleet in 1901

Source [18] page 46 gives the total number of engines as 54.

The fleet in 1902

The company's annual report published in mid-1902 recorded: "Further special renewals of locomotives were made, although not so heavily as in previous years. Only three engines now remain to be taken in hand for reconstruction. One passenger and three light goods engines of obsolete type have been condemned and scrapped, not being considered worth the repairs which their reconstruction would have involved." The total number of engines in the fleet was therefore given as 56 for the middle of 1901, but down to 52 for mid-1902.

0-4-4T d/w 43", cyls. 13/21x18", built by Rhode Island in 1893

Ordered for Brooklyn Elevated RR as no. **100**. Sold 1902 to Cuban Central Rlys. Listed in Connelly's Rhode Island list but not yet matched to any CCR list.

1	w/n 2914

The fleet in 1903

"Shops. – The standard gauge locomotive and wagon repairing shops at Remedios were closed and demolished, and a house at Caibarien adapted as a running shed with boiler washing facilities."

"No new engines were purchased during the year, but recommendations have been made for the purchase of two standard gauge goods engines, and one goods engine for the Caibarien narrow gauge line." The total number of locos in the fleet was down to 51, though with no explanation of what had been withdrawn.

The fleet in 1904

"one new engine… purchased during the year, and… three engines have been ordered…"

"One consolidation heavy goods locomotive was purchased for the Caibarien narrow-gauge road. No new standard gauge engines have been acquired during the year, but four locomotives (nos. **1, 2, 8** and **32**) have been reconstructed, and one has been condemned and scrapped."

"Three standard gauge locomotives have also been requisitioned, and it is possible that some further addition will have to be made to our coaching and wagon stock."

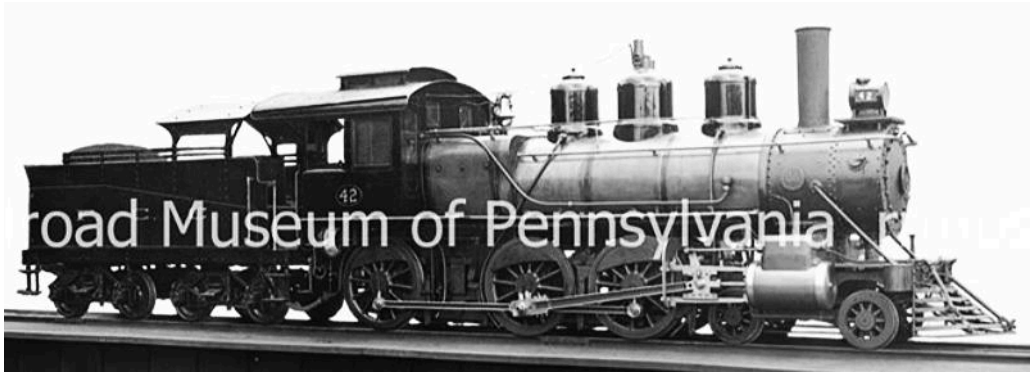
The fleet in 1905

"Three new heavy goods locomotives were purchased and entered into service at the beginning of the sugar season." These were probably 2-8-0s nos. **101** to **103**, listed below. The summary of engines in the fleet showed an increase of just two from the previous year, up from 51 to 53, so presumably there had also been one withdrawal.

4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1904, 1905, 1906, 1907, 1911 and 1912

Ordered by Cuban Central Railways Ltd. Locos **45-47** were BLW class 10-30D nos. 446, 448-449, . Spec. is in vol. 27 p 200. Mark on tank: none. Nos. **42-44** and **40** were BLW class 10-30D nos. 456-458 and 467, with spec. in vol. 28 p 68. Mark on tank 'F.C.C.'. No. **41** was BLW class 10-30D no. 480 with spec. in vol. 30 p149. Clerestory roof to cab. Mark on tank: 'F.C.C.'. Nos. **48-49** were BLW class 10-30D nos. 517-518 with spec. in vol. 31 (not vol. 32 as De Golyer index states) p21. No. plates "to be **97** and **98** and sent loose as company will use them on other engines" (??). Nos. **50-54** were BLW class 10-30D nos. 604-608 with the spec. in vol. 39 p 185. The final batch, nos. **55-57** were BLW class 20-30D nos. 627-629 with the spec. in vol. 49 p 60.

45	w/n 24563	Built 1904.
46	w/n 24564	Built 1904.
47	w/n 24580	Built 1904.
42	w/n 26077	Built 1905.
43	w/n 26093	Built 1905.
44	w/n 26094	Built 1905.
40	w/n 27050	Built 1905.
41	w/n 29670	Built 1906.
48	w/n 31584	Built 1907. Numbered **97** at some point?
49	w/n 31650	Built 1907. Numbered **98** at some point?
50	w/n 37058	Built 1911. Later became *FCUH* no. **61**.
51	w/n 37059	Built 1911. Later became *FCUH* no. **62**.
52	w/n 37060	Built 1911. Later became *FCUH* no. **63**.
53	w/n 37061	Built 1911. Later became *FCUH* no. **64**.
54	w/n 37062	Built 1911. Later became *FCUH* no. **65**.
55	w/n 38648	Built 1912. Later became *FCUH* no. **66**.
56	w/n 38649	Built 1912. Later became *FCUH* no. **67**.
57	w/n 38650	Built 1912. Later became *FCUH* no. **68**.



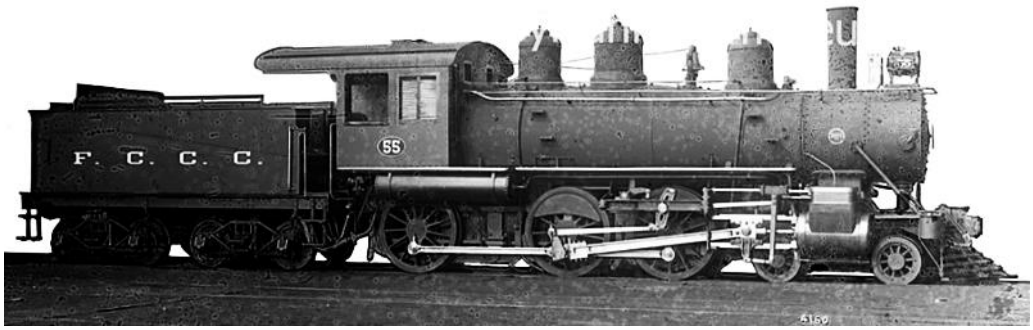
Hi-res copies of this photo are available from the Railroad of Pennsylvania – BLW negative 02051.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02283-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02514-1.

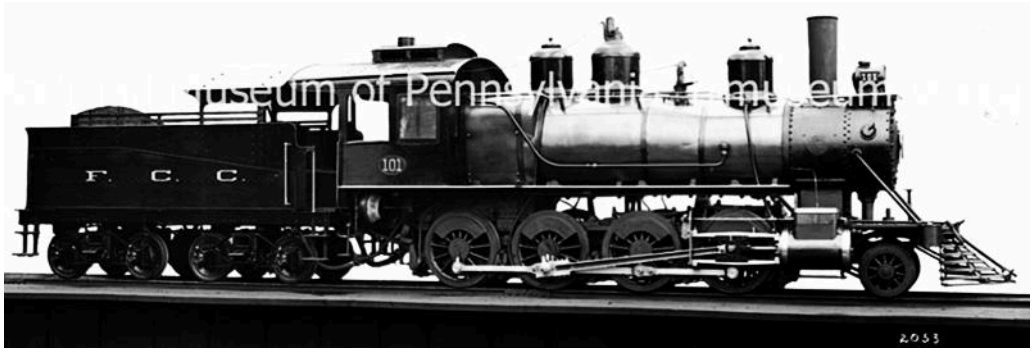


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04160-1.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1905, 1906, 1909 and 1910

Ordered by Cuban Central Railways Ltd. Numbers **101-103** were BLW class 10-30E nos. 29-31, with spec. in vol. 28 p68. Clerestory roofed cab. Mark on tank: 'F.C.C.'. 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.'. Number **106** was BLW class 10-30E no. 113 with spec. in vol. 34 p315. Mark on tank: 'F.C.C.'. Numbers **107-108** were BLW class 10-30E nos. 116 and 120, with spec. in vol. 36 p 200. Mark on tank: 'F.C.C.'. Omit roof over tender.

101	w/n 26103	Built 1905. Lehmuth says was renumbered as *FCUH* no. **44**, then sold to Central Santa Amalia still as no. **44**.
102	w/n 26119	Built 1905.
103	w/n 26159	Built 1905.
104	w/n 29616	Built 1906. Sold to Central Rosario / 211 Ruben Martinez Villena. Became *MinAz* no. **1508** at that location. In existence 1995.
105	w/n 29617	Built 1906.
106	w/n 33993	Built 1909.
107	w/n 35324	Built 1910.
108	w/n 35325	Built 1910.
109?	w/n 35326	Built 1910. This one not in Copeland's list, but is in Lehmuth's BLW list. NB Other **109** below.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02053.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02277-1.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03179.

0-4-0ST d/w 42", cyls. 14x22", built by R. & W. Hawthorn in 1905-06

Ordered by Cuban Central Railway.

? '?' w/n 2638

4-4-0 d/w 60", cyls. 17x24", built by Baldwin in 1906

Ordered by Cuban Central Railways Ltd. BLW class 8-28C no. 916. Spec. is in vol. 30 p 147. Clerestory roof to cab. Mark on tank: 'F.C.C.'.

5² w/n 29674



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02282.

The fleet in 1906

"The usual annual summary showed an increase of seven locos, up from 53 to 60, with the comments that one locomotive had been condemned, whilst eight new locos had been purchased. The latter were probably 4-6-0 no. **41**, 2-8-0s nos. **104** and **105**, the Hawthorn shunter, 4-4-0 no. **5** , and others not yet identified.

Damages during the 1906 insurrection

Like other railways, in 1906 the Cuban Central suffered from a renewal of the looting, burning and general destruction previously experienced during the 1895-8 war. Example documents can be found in file FO 371/56 at The National Archives, in Kew, west London. eg: "Sir, with reference to the letter from the Deputy Chairman of this Company dated 17th. instant, I have the honour to inform you that a telegram was yesterday received from our General Manager in Cuba reporting the following further damage to this Company's property by the insurgents:–

Stations totally destroyed by fire at: –

Palmira (96 Kilometres) Camarones (85 Kilometres)

Ranchuelo (93 Kilometres) San Marcos (59 Kilometres)

One bridge and five culverts destroyed between Santo Domingo and Cienfuegos.

Water station destroyed at Ranchuelo and Palmira.

Rolling stock damaged.

A further cable received from our General Manager today advises that the Stations at Baños (106 Kilometres) and Arriete 103 Kilometres) are reported burned, that train service to Cienfuegos is still suspended, and that two Engines, five Passenger Coaches, five Covered Wagons and twelve Flat Wagons have been destroyed…"

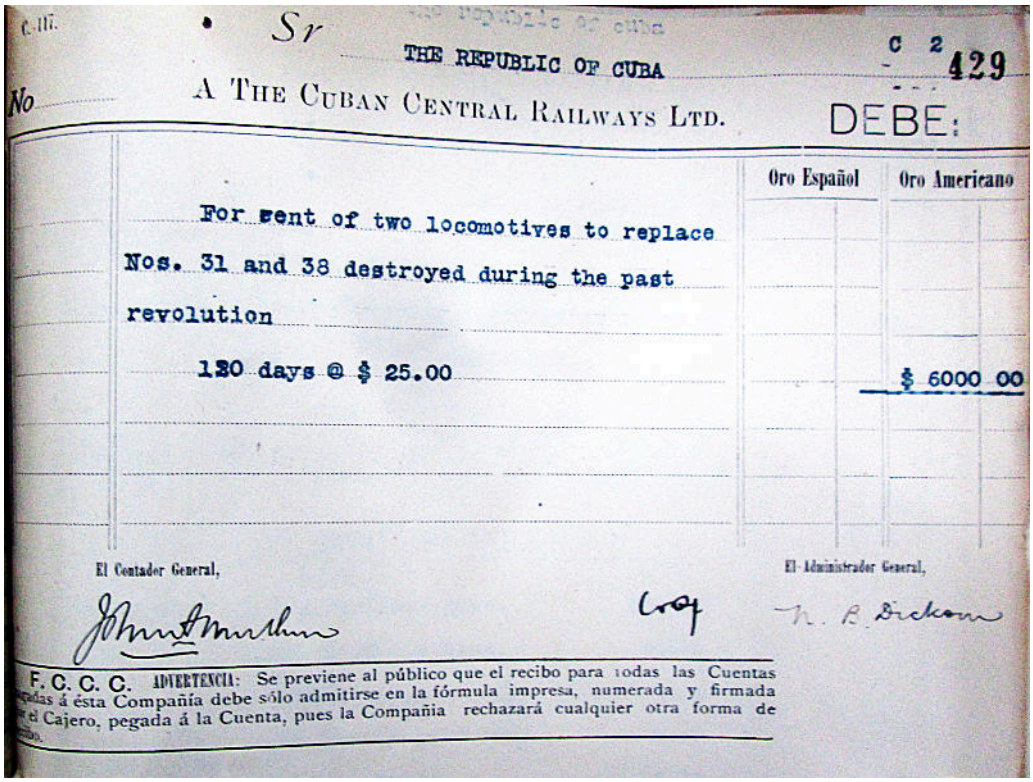
"DIRECT DAMAGES SEEN AND VALUED BY EXPERTS

LOCOMOTIVE No. **31** Completely destroyed $14000." "only the boiler and the engine wheels may be utilised after many repairs The rest of the engine, we think, must be replaced"

LOCOMOTIVE No. **38** Almost completely destroyed $12000.00" "this locomotive is entirely destroyed"

LOCOMOTIVE No. **4** Damaged $150.00" "damaged the reversing lever, the back truck of the tender, and the floor of the tender burnt."

Unfortunately, until we have a clear idea of how the locos from the predecessor companies were renumbered in 1899 there is no way of telling what these three damaged locos looked like.



C. M. Sr THE REPUBLIC OF CUBA C 2 429

No A THE CUBAN CENTRAL RAILWAYS LTD. DEBE:

	Oro Español	Oro Americano
For rent of two locomotives to replace Nos. 31 and 38 destroyed during the past revolution		
130 days @ $ 25.00		$ 6000 00

El Contador General, El Administrador General,

F. C. C. C. ADVERTENCIA: Se previene al público que el recibo para todas las Cuentas pagadas á ésta Compañía debe sólo admitirse en la fórmula impresa, numerada y firmada por el Cajero, pegada á la Cuenta, pues la Compañia rechazará cualquier otra forma de pago.

4-4-0 d/w 62", cyls. 18x24", built by PRR-AMS in 1888

Ordered by ? Copeland says built as PRR (PCC&StL) as no. **336**, Class O; to class D8a in 1897; to PRR (JM&I) as no. **648** in 1898; to PRR (Little Miami) as **299** in 1900; to Pennsylvania Lines no. **8299** in 1902; to PRR no. **1299** in 1906; sold 1906 to dealer F. M. Hicks, Chicago, Illinois; Sold November 1906 to Cuban Central.

4²? w/n 1265

2-6-2T d/w 50", cyls. 17x24", built by Baldwin in 1907

Ordered by Cuban Central Railways Ltd. BLW class 10-28¼D no. 18-19. Spec. is in vol. 31 p 23. Clerestory roof on cab. Acetylene headlight generator in cab. Mark on tank: 'F.C.C.'.

152 w/n 31651

153 w/n 31652



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02522.

The fleet in 1907

The company's annual report dated 30th June 1907 [33] gives 63 locos in service, three more than in 1906. Also "One

loco destroyed by Revolutionists and one sold. Four new and one second-hand locomotives purchased." "During the year one passenger and three freight engines were received from the builders, and one second-hand freight engine was purchased in the United States. All these engines are fitted with Westinghouse brake. Two heavy freight locomotives and two switching engines are on order for auutumn delivery." The new acquisitions were probably 4-6-0s nos. **48** and **49**, and the 2-6-2Ts nos. **152** and **153**. The second-hand purchase will have been the Ex PRR no. **4** .

The fleet in 1908

The company's annual report dated 30th June 1908 [33] gives 66 locos in service, three more than in 1907. Also "Four new locomotives purchased. One old locomotive sold."
"Two heavy goods and two switching locomotives were purchased during the year. These were erected and put into service in ample time for the sugar season."

The fleet in 1909

The company's annual report dated 30th June 1909 [33] gives 64 locos in service, two fewer than in 1908, owing to two Sagua narrow gauge locos having been sold on the re-gauging of that line to standard gauge. "One new Consolidation locomotive on order." The latter will have been no. **106**.

The fleet in 1910

The company's annual report dated 30th June 1910 [33] gives 63 locos in service, one fewer than in 1909. "Two locomotives sold and one new one purchased." also "Two standard gauge locomotives and one narrow gauge locomotive have been ordered." The standard gauge locos were probably 2-8-0s nos. **107** and **108**.

The fleet in 1911

The company's annual report dated 30th June 1911 [33] gives 66 locos in service, three more than in 1910. "Orders have been placed for 7 standard gauge locomotives and 1 narrow gauge locomotive." and "A set of Air Brakes is on " order for Engine No. **1**. When this is fitted and the two new Passenger Engines on order are put in service, our most important Passenger Trains will be equipped with Air Brakes. One Shunting Engine was fitted with Automatic Couplers. Authority has also been given to fit three other Shunting Engines, and to replace the pin and link couplers on the remaining Engine tenders with Automatic Couplers." and "Rolling Stock.—Two Standard Gauge Consolidation and one Narrow Gauge Consolidation Engines and 50 Standard Gauge Flat Cars were purchased and erected. One of the Standard Gauge Engines was charged to Revenue and the other to Renewal Fund. The Narrow Gauge Engine was debited to Capital."

The fleet in 1912

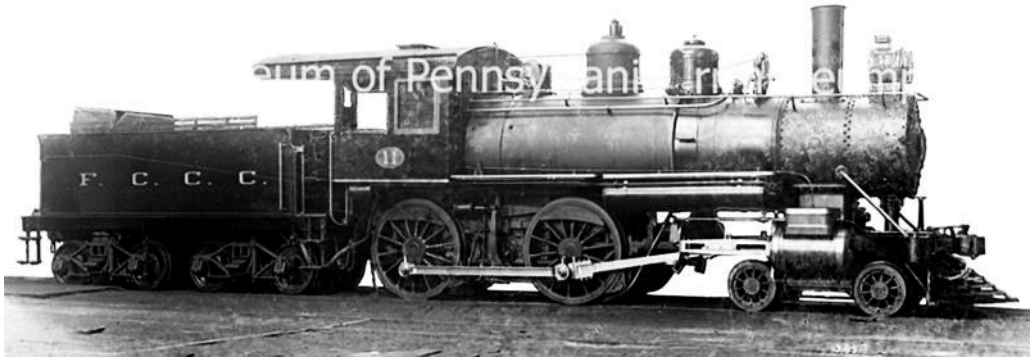
The company's annual report dated 30th June 1912 [33] gives 71 locos in service, five more than in 1911. "Orders have been placed for three standard gauge locomotives." and "Five standard gauge goods engines, two standard gauge passenger engines, and one narrow gauge goods engine were purchased and erected during the year. Two of the standard gauge goods engines were fitted with superheaters, which have given satisfactory results. "

4-4-0 d/w 63", cyls. 17x24", built by Baldwin in 1911

Ordered by Cuban Central Railways Ltd. BLW class 8-28C nos. 930-931. Spec. is in vol. 39 p 190. Mark on tank: 'F.C.C.C.'. Fire door of the swing instead of sliding type. Cab roof without clerestory.

10[2] w/n 37056

11[2] w/n 37057



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03697-1.

4-4-0 d/w 62", cyls. 17x24", built by Baldwin in 1913

Ordered by Cuban Central Railways Ltd. BLW class 8-28C no. 933. Spec. is in vol. 49 p 54 but page is missing from digital copy on DeGolyer website.

9² w/n 39380



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04303-1.

Absorbed into the *FCUH*

Copeland comments: When the Cuban Central Ry. came under the control of the *FCUH*, locos continued to be acquired in the CCR number series, but some were ordered in the name of the Havana Central, an *FCUH* subsidiary, or the *FCUH* itself. These locos are indicated by "HC" or "UH".

The above statement is puzzling. The CCR is supposed to have been absorbed into the *FCUH* in 1920, but the statement seems to imply a takeover around 1913 as the locos listed below were built during the period between those years. Until further info clarifies the situation , the references HC and UH referred to by Copeland have been left in place.

4-6-0 d/w 56", cyls. 18x24", built by ALCo Schenectady in 1913

Ordered by Cuban Central Rlys.

58 w/n 54361

59 w/n 54362

60 w/n 54363

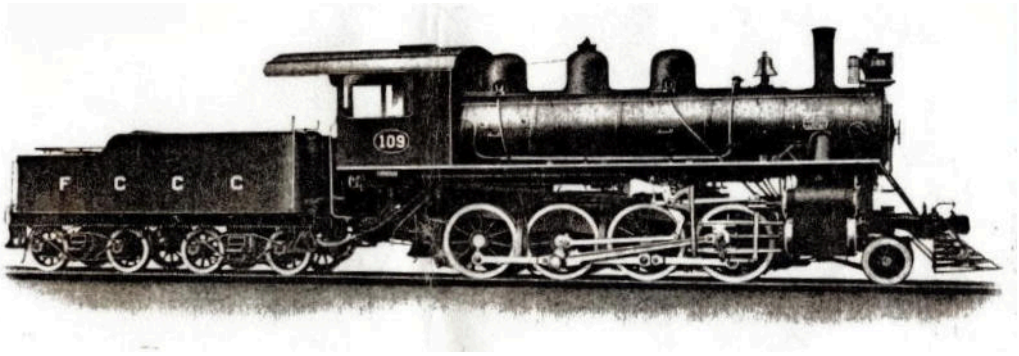
2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1913

Ordered by Cuban Central Rlys.

109 w/n 54364

110 w/n 54365

111 w/n 54366 Sold to Central Washington / 449 George Washington, where became *MinAz* no. **1644**.



An illustration from an ALCo catalogue. Note that there is an earlier no. **109** listed above.

NB Note an earlier no. **109** listed above.

2-6-2T d/w 50", cyls. 17x24", built by ALCo Cooke in 1913 and 1919

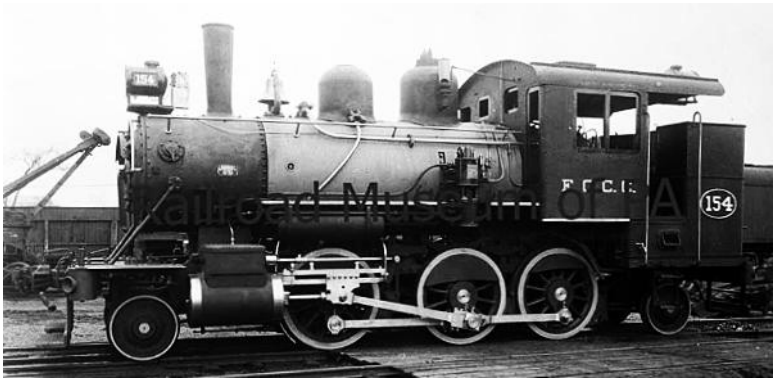
Ordered by Cuban Central Rlys. 1919 locos ordered for HC.

154 w/n 54367 Sold to Central Santa Catalina / 437 Carlos Caraballo, where became *MinAz* no. **1?45**.

155 w/n 58744

156 w/n 58745





Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34346.

4-4-0 d/w 62", cyls. 17x24", built by ALCo Schenectady in 1914

Ordered by HC.

7 w/n 54830

4-6-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1914

Ordered by HC

61	w/n 54832	
62	w/n 54833	
63	w/n 54834	
64	w/n 54835	
65	w/n 54836	
66	w/n 54837	
67	w/n 54838	
68	w/n 54839	
69	w/n 54840	
70	w/n 54841	
71	w/n 54842	
72	w/n 54843	
73	w/n 54844	

2-8-0 d/w ?, cyls. ?, built by ALCo in 1915

Ordered for Cuban Central, but order cancelled, according to Lehmuth. However, Connelly has this as a 4-6-0 for the Central Vermont RR.

?	w/n 55421	

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.

112	w/n 56660	Sold to Central Carolina / 304 Granma. Became *MinAz* no. **1519** at that location.
113	w/n 56661	
114	w/n 56662	
115	w/n 56663	Sold to Central Tacajo / 639 Fernando de Dios. Became *MinAz* no. **1584** at that location. Later transferred to Central Maceo / 621 Antonio Maceo.
116	w/n 56664	
117	w/n 56665	
118	w/n 56666	

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

Ordered by Cuban Central Rlys.

119	w/n 62653	
120	w/n 62654	
121	w/n 62655	Sold to Central Violeta / 524 Primero de Enero. Became *MinAz* no. **1736** at that location. Boiler swopped with one from a 4-6-0. Transferred to Central Algodones / 503 Orlando Gonzalez Ramirez.
122	w/n 62656	
123	w/n 62657	Sold to Central Washington / 449 George Washington. Became *MinAz* no. **1645** at that location. Transferred to Central Resolucion / 429 Jose R. Riquelme.
124	w/n 62658	

125	w/n 62659	
126	w/n 62660	
127	w/n 62661	Sold to Central Andreita / 403 Mal Tiempo. Became *MinAz* no. **1537** at that location. Transferred to Central Covadonga / 409 Antonio Sanchez.
128	w/n 62662	Sold to Central Santa Teresa / 442 Hector Rodriguez. Became *MinAz* no. **1640** at that location.

The fleet in 1920

The following summary table was taken from the company's annual report dated 30th June 1920 [33]:

ANNUAL RETURN OF ROLLING STOCK, AS AT 30th JUNE, 1920.

Description.	As at 30th June.		Increase.	Decrease.	Net Increase or Decrease.
	1919.	1920.			
Engines—					
Passenger Engines	11	11	—	—	—
Goods Engines—Light	4	4	—	—	—
Goods Engines—Heavy	77	78	4	3	+1
Shunting Engines	5	7	2	—	+2
Total Engines	97	100	6	3	+3

Source [8] in 1922 reported: "This railroad had its origin in October 1847, when the governor general authorised the construction of a railroad from Cienfuegos to Villa Clara (now Santa Clara). The first part of this road was opened as far as Palmira on October 21, 1851, the first train entering Cruces on November 15, 1853, and Santa Clara on November 19, 1860.

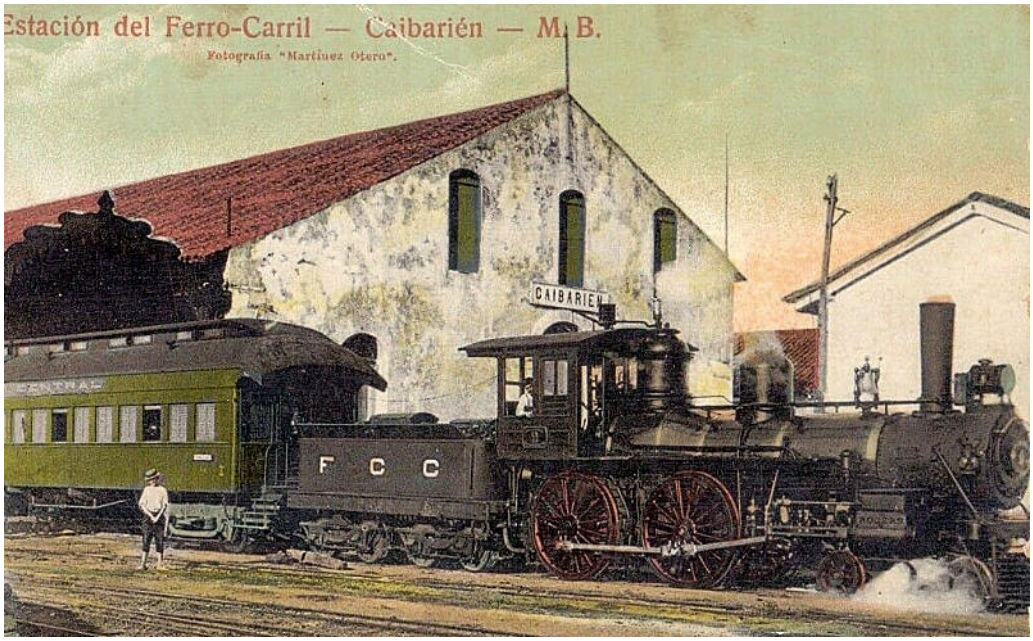
In the same year, 1847, on October 18, the government also authorized construction of a railroad from Caibarien to Remedios, the line being opened to the public on April 14, 1851. The concession was gradually extended, and on April 15, 1866, the first train entered Camajuani, and on October 1, 1880, the line was opened as far as Placetas.

On August 25, 1876, the governor general authorized the construction of a narrow gauge railway from Caibarien to Placetas, which was inaugurated in 1878.

In 1894 the Caibarien & Remedios Railway and the narrow gauge line from Caibarien to Placetas were amalgamated and became known as the United Railways of Caibarien.

The estimated length of the Central Division is 363.7 miles of operated line and branches. Of this, 21 miles is 36 inch narrow gauge, running between Cumbre and Caibarien via Placetas del Norte and Zulueta. In addition to this mileage there are about 21-miles of cane lines and loading spurs.

In addition to the above mileage of the central division, there is now included the holding of the Caracas Railroad, which is estimated to be about 53 miles of line and switches.



An ancient 4-4-0 at Caibarien, probably inherited from one of the *FC Central*'s predecessors but not yet identified. It carries Rogers plates on the steam-chests and the running number **2**.

17.7.12 Cuban Central Railways narrow gauge lines

Background

3' 0" gauge ex *FC Caibarien a Placetas*, and 2' 6" gauge ex *FC Oeste de Sagua la Grande* and the *Linea Juragua*.

3' 0" gauge locomotives

Ex *FC Caibarien a Placetas* engines

All listed here, but some may not have lasted to enter the CCR fleet.

1
3
5
7
9
11

Connelly's BLW list says Zaza Rly no. **5**, BLW 7796, came here as CCR no **07** (1st) but was gone by 1915).

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1892, 1893, 1894 and 1900

Ordered via Krajewski & Pesant for *FC Caibarien y Santo Espiritu*. BLW class 10-22E nos. 12, 15, 17, 18 and 28. First spec. page is in vol.18 p 90 and 91. No. **17** to carry mark on tank: 'F.C.U.C.'. Second, third and fourth were class 10-22E nos. 15, 17, 18, with spec. in vol. 19 p 63. Mark on tank: 'F.C.U. DE C.' Ordered by United Railways of Caibarien. Engines built along with one other (no. 16 in class) for Zozaya & Co. Last one ordered by Cuban Central Railways. BLW class 10-22E no. 28. Spec. is in vol. 23 p 128. Mark on tank 'F.C.C.C.'.

15	w/n 13083	Became CCR no. **03**. Sold to Central Fe as no. **11**, later became *MinAz* no. **1340**.
17	w/n 13860	Became CCR no. **04**.
19	w/n 14090	Became CCR no. **05**.
21	w/n 14091	Became CCR no. **06**.
50	w/n 18387	Became CCR no. **02**. Built new for CCR and renumbered on arrival? Spec. page gives number as **2**. Numbering needs digging into.

Merger and renumbering around 1899

In 1899 the *FC de Caibarien* was merged into the Cuban Central Railways. The narrow gauge engines were renumbered into a series prefixed by 0.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1903, 1910 and 1911

Ordered by CCR. First one was BLW class 10-26E no. 311. Spec. is in vol. 26 p 196. Mark on tank 'F.C.C.C.'.

013	w/n 23426

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1910 and 1911

Ordered by ? BLW class 10-26E no. 351 and 358. Specs. are in vol. 36 p 204 and vol. 39 p 182. The first one is defined as 'duplicate of 10-26E no. 311, and the second as duplicate of the first. Roof over tender, about 6' 6" long, on iron posts, 3" lower than cab. Mark on tank: 'F.C.C.' for first one and 'F.C.C.C.' for second. Lehmuth says the second one went first to Bartram Brothers as no. **015** and only later to the *FC Central Cubano*.

014 w/n 35326

015 w/n 37063 Later became *FCCC* no. **776**.

2-8-0 d/w 38", cyls. 16x20", built by ALCo Cooke in 1913, 1914 and 1919

Ordered by CCR.

016 w/n 54368

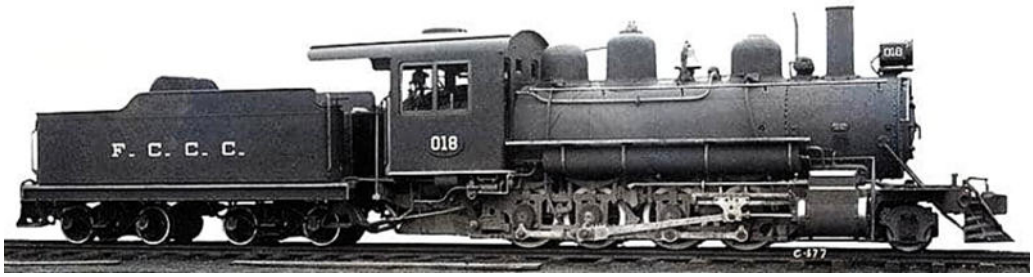
017 w/n 54831

018 w/n 58746 Sold to Central Tanamo, O. Later worked at Central Mercedita / 105 Augusto Cesar Sandino. Became *MinAz* no. **1404** at that location.





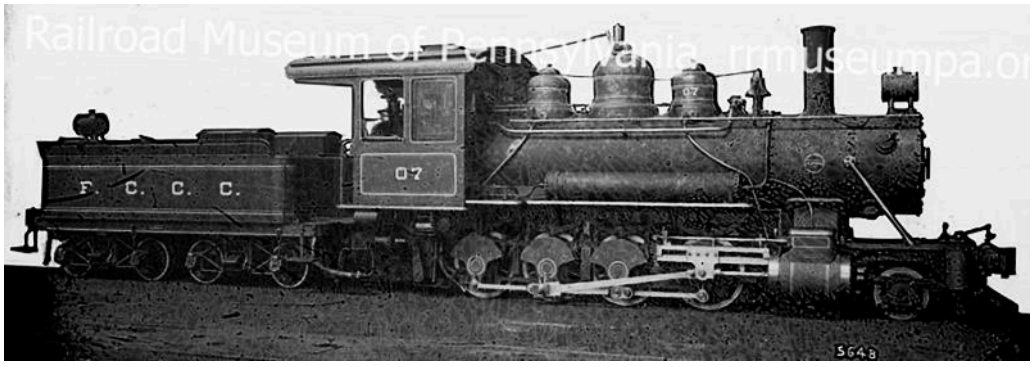
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34345.



2-8-0 d/w 38", cyls. 14x20", built by Baldwin in 1915

Ordered by ? BLW class 10-22E no. 68. Spec. is in vol. 54 p 162. Mark on tank: 'F.C.C.C.'.

07[2] w/n 42690



Merger into the *FCUH* in 1920

When the Cuban Central Railways were sold to the *FC Unidos de Habana* on July 1, 1920, the remaining 36" gauge locomotives were rumbered into the **751-768** series.

2' 6" gauge locomotives

2' 6" gauge. Ex *FC Oeste de Sagua La Grande*, but possibly also the Caracas RR.

0-4-4T d/w 33", cyls. 9x16" built by Baldwin in 1892

Ordered for Sagua Narrow Gauge RR, via Krajewski & Pesant. 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.' Radley & Hunter stack.

3	w/n 13020	Became Central Cuban Railways no. **012**. Later sold to Central Lequeito.

0-4-2T d/w 28", cyls. 7x12", built by Baldwin in 1881

Ordered by L. del Morte & Co. for Ingenio Santa Isabel. BLW class 6-8 1/3C no. 10. Spec. is in vol. 10 p 245. Cab roof to extend back over the whole of tank.

?	w/n 5805	Became CCR no. **010**.

2-8-0 d/w 36", cyls. 12x18", built by Baldwin in 1916

Ordered by Havana Central RR Co. for Cuban Central Rlys. Ltd. BLW class 10-18E nos. 14-15. Spec. is in vol. 54 pp 149-50. Mark on tank sides 'F C DE C'.

35	w/n 44285	
36	w/n 44286	Sold to Central Caracas. Sold to Central Soledad / 443 Pepito Tey. Became *MinAz* no. **1162** at that location. Derelict 1995.

The annual report of the CCR to June 1908 [33] reported on the conversion of this line to standard gauge.

However, when the Cuban Central was sold to the F*C Unidos de Habana* on July 1, 1920, the 2' 6" gauge locomotives were renumbered into the **771-780** series, so presumably the *Linea Juragua* must still haave been in operation.

NARROW GAUGE 1930

Caibarien 36"	**752-757, 783-768**	12	
Juragua & Caracas 30"	**771-779**	9	21

17.8 The Havana Central Railway

1905-1928

though managed by the *FC Unidos de la Habana* from 1907 onward

Background

Control of this railway was obtained by the *Unidos de Habana* in 1907. Probably in 1920, the locomotives were renumbered into the UH series. The road was formerly merged into the Unidos on March 1, 1928.

Source [8] commented in 1922: "This railroad was incorporated under the laws of the State of New Jersey on April 4, 1905, and acquired the rights of the then Insular Railway to a concession for the construction of 120 miles of road out of Habana for the usual common carrier purposes.

Construction of the lines of this company commenced in 1907, and by 1923 a total of 62 miles of main line and loops of street railway had been constructed in Guanabacoa and Regla. In addition the steamship lines operating between Habana and Regla, and the Regla Electric Line to Guanabacoa, formerly called the Cuban Electric Railway Co. had been acquired.

In 1907 the stock and bond issues of this road were bought by the United Railways of Habana, and since that time the road itself has been controlled by the United Railways, but carried as a separate unit in its operating system.

In some instances the Marianao & Habana Railroad is shown to be a subsidiary of the Habana Central, but it is noted that in the reports of the United Railways of Habana this latter road is listed as a division of the United Railways and is no way referred to as a separate unit or a subsidiary of the Habana Central.

The Habana Central ran southward from Habana for three miles to Undertown Junction, where it diverged, one branch proceeding 31-miles from the Central Station southwesterly to a terminal at Guanajay; the other southeasterly to the town of Guines and the sugar mill, Central Providencia, 36 miles; the short extension from Guines to Providencia being a public service line equally with the rest of the line.

In addition, there is a branch leaving the Guines line at San Jose de la Lajas, which runs northeast to the town of Marabu. This is strictly a cane-service spur and is unused during a part of the season.

There has been little extension of the Habana Central road since it was taken over. A part of the United Railways line, however, has been electrified, and suburban trains are run between Habana and Rincon by electric trackage, a distance of 25 kilometers. The equipment of the Habana Central is operated on this run, and occasionally electric equipment for the Marianao line is used upon it."

In 1922, the rolling stock of this railway consisted of the following:

Locomotives:

Freight electric locomotives, heavy	9
Freight steam engines, heavy	2
Shunting steam engines	2

0-4-4T d/w 42", cyls. 11x16", built by Baldwin in 1882

Ordered by Manhattan Rly. Co. BLW class 8-16 1/3C from nso. 1-50. Specs. are in vol. 10 p 167 and vol. 11 p 5.

Purchased from Manhattan Railway in 1905 via W. M. Greenwood, ex their nos. **138-311, 142-315** and **135-308**.

?	w/n 6275
?	w/n 6285
?	w/n 6268

4-6-0 d/w 54", cyls. 18x24" built by Baldwin in 1900

Ordered for *FC Central de la Habana*. BLW class 10-30D no. 406-407. Spec. in vol. 23 p 19.

17	w/n 17694

0-6-0T d/w ?, cyls. ?, built by Beyer Peacock in 1905

Ordered by United of Havana. BP loco list says these were '0-2-2 rail coaches'

?	w/n 4659
?	w/n 4660
?	w/n 4661

Nos. **1-10** were early ALCo-GE B-B electrics built in 1906.

4-6-0 d/w 66", cyls. 18x24", built by NBL in 1903 and 1905

Ordered by United Railways of Havana.

50	w/n 16008
51	w/n 16009
52	w/n 16858
53	w/n 16859

4-6-0 d/w 60", cyls. 18x24", built by Baldwin in 1907

Ordered by United Railways of Havana. BLW class 10-30D nos. 509-512. Spec. is in vol. 30 p 280. Belpaire fire-box. Mark on tank: 'F.C.U.H.'.

54	w/n 31816
55	w/n 31817
56	w/n 31824
57	w/n 31879

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

Ordered by ? Ex-HC **P21-P23** Classified as switching 0-6-0 in 1930. Lehmuth gives d/w as 44".

P21	w/n 1465	Later became *FC Unidos* no. **131**. Sold to Central Mercedita, later became *MinAz* no. **1709**.
P22	w/n 1466	Later became *FC Unidos* no. **132**.
P23	w/n 1466	Later became *FC Unidos* no. **133**.

All in service 1930, see list below.

4-6-2 d/w 62", cyls. 20x26", built by ALCo Schenectady in 1913 and 1919

Ordered by ?

58	w/n 53888
59	w/n 53889
60	w/n 53890
61	w/n 53891
62	w/n 60544
63	w/n 60545

Photo placed under FCUH

0-6-0T d/w 44", cyls. 19x24", built by ALCo Brooks (134-6)in 1916, and Cooke (137-140) in 1919

Ordered by Havana Central Rly. Ex-HC **P24-P26**, and Ex-HC **P27-P30** Classified as switching 0-6-0 in 1930.

P24	w/n 56713	Became *FC Unidos* no. **134**. Sold to Central Santa Rosa / 441 Diez

		de Octubre, supposedly still as no. **P24**. Later became *MinAz* no. **?**.
P25	w/n 56714	Became *FC Unidos* no. **135**. Sold to Central Puerto / 316 Puerto Libre. Became MinAz no. 1715 at that location. Later transferred to Central Progreso / 315 Jose Smith Comas.
P26	w/n 56715	Became *FC Unidos* no. **136**.
P27	w/n 58747	Became *FC Unidos* no. **137**.
P28	w/n 58748	Became *FC Unidos* no. **138**.
P29	w/n 58749	Became *FC Unidos* no. **139**.
P30	w/n 58750	Became *FC Unidos* no. **140**. Sold to Central Alava / 301 Mexico. Became *MinAz* no. **1608**.at that location. Later transferred to Central Mercedes / 313 Seis de Agosto.

All in service 1930, see list below.

4-6-2 d/w 62", cyls. 20x26", built by Baldwin in 1920

Ordered by United Rlys. of Havana for Havana Central RR. BLW class 12-34¼D nos. 58-67. Spec. is in vol. 66 p 43.

64	w/n 53564	
65	w/n 53582	
66	w/n 53583.	
67	w/n 53584	
68	w/n 53585	
69	w/n 53627	
70	w/n 53628	
71	w/n 53645	
72	w/n 53646	
73	w/n 53674	

4-6-0 d/w 50", cyls. 18x24", built by ALCo in 1914

Ordered for Havana Central Rly. How come these locos duplicate the running numbers of the Baldwin pacifics listed above?

61	w/n 54832	
62	w/n 54833	
63	w/n 54834	
64	w/n 54835	
65	w/n 54836	Sold to Central Resolución / 429 José R. Riquelme, became *MinAz* no. **1632**. Later transferred to Central 449 George Washington.
66	w/n 54837	
67	w/n 54838	
68	w/n 54839	
69	w/n 54840	
70	w/n 54841	
71	w/n 54842	
72	w/n 54843	Sold to Central Ramona / 427 Quentin Banderas became *MinAz* no. **1548**.
73	w/n 54844	Sold to Central Álava / 301 Mexico, became *MinAz* no. **1515**. Later transferred to Central 303 Australia

0-8-0T d/w 46", cyls. 20x24", built by Baldwin in 1920

Ordered by United Railways of Havana. BLW class 8-34E no. 19-26. Spec. is in vol. 66 p 50. These locos are shown

in the spec. page as having running numbers **491-498**. Mark on tank: 'F.C.U.H.'.

91	w/n 53573
92	w/n 53589
93	w/n 53590
94	w/n 53591
95	w/n 53592
96	w/n 53643
97	w/n 53644
98	w/n 53673

Other locomotives were purchased by the Habana Central, but were numbered in other railway series such as the *Unidos de Habana* and the Cuban Central.

eg.

2-8-0 d/w 56", cyls. 21x28", built by Baldwin in 1921

Ordered by United Railways of Havana for Havana Central RR. BLW class 10-36E no. 3588-3599. Spec. is in vol. 66 p 56.

503	w/n 53950
504	w/n 53951
505	w/n 53966
506	w/n 53967
507	w/n 53968
508	w/n 53969
509	w/n 54019
510	w/n 54020
511	w/n 54293
512	w/n 54211
513	w/n 54212
514	w/n 54213

4-4-0 d/w 62", cyls. 18x24", built by Baldwin in 1925

Ordered by Havana Central? BLW class 8-30C nos. 704-709. Spec. is in vol. 78 p 70.

702	w/n 58619
703	w/n 58620
704	w/n 58631
705	w/n 58632
706	w/n 58633
707	w/n 58634

17.9 The combined railways of the *Unidos* group

17.9.1 *El Banco de Comercio, FFCC Unidos de La Habana y Almacenes de Regla*

1889-1898

Background

In 1889 the *Caminos de Hierro de La Habana, Almacenes de Regla y Banco de Comercio*, and the *FC de la Bahía de La Habana* combined to form this new company.

A major renumbering

It is clear that in 1889 there was a renumbering of the loco fleet, on the interesting basis that passenger locos would carry odd numbers whilst freight engines would have even numbers! At present few of those new numbers can be related to particular older engines, but they have all been listed below, together with any information from the 1890, 1892 and 1896 reports to shareholders, in the expectation that a slow gathering of data will eventually permit a matching-up of old and new numbers. As in some other renumberings recorded in this file, there is a slight suspicion that a certain amount of tweaking of the sequence went on so that the maximum number of locos could retain their original numbers.

Locomotoras de viajeros / passenger engines

Original owner	Wheel arr.	Builder & no.	Year built	Prev. no.	New no.	Data from railway's annual reports for 1889, 1890, 1892 and 1896
					1	1889 Km. run: 14852, state of repair at end of year: *Regular*. 1890 Km. run: 36336, state of repair at end of year: *Regular*. 1892 Km. run: 29959, state of repair at end of year: *Regular*, after *reparacion pequeña*. 1896 Not listed.
					3	1889 Km. run: 26915, state of repair at end of year: *Bueno*. 1890 Km. run: 47303, state of repair at end of year: *Bueno*. 1892 Km. run: 44222, state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 35726, state of repair at end of year: *Regular,* after *reparacion pequeña*.
					5	1889 Km. run: 1723, state of repair at end of year: *Reparacion*. 1890 Km. run: 245, state of repair at end of year: *Malo*. 1892 Km. run: ?????, state of repair at end of year: *Excluida*. Number re-used in 1894.
					7	1889 Km. run: 458, state of repair at end of year: *Para reparar*. 1890 Km. run: 200, state of repair at end of year: *Malo*. 1892 Km. run: –, state of repair at end of year: *Inutil*. 1896 Km. run: 19442, state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
					9	1889 Km. run: 3236, state of repair at end of year: *Bueno*.

						1890 Km. run: 38409, state of repair at end of year: *Regular*. 1892 Km. run: 13460, state of repair at end of year: *Regular*, after *reparacion parcial*. 1896 Km. run: 17364, state of repair at end of year: *Regular,* after *reparacion pequeña*.
					11	1889 Km. run: 2055, state of repair at end of year: *Bueno*. 1890 Km. run: 27499, state of repair at end of year: *Bueno*. 1892 Km. run: 28262 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 4180 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
					13	1889 Km. run: 3775, state of repair at end of year: *Reparacion*. 1890 Km. run: 5479 state of repair at end of year: *Bueno*. 1892 Km. run: 17639 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Not listed.
					15	1889 Km. run: 27227, state of repair at end of year: *Bueno*. 1890 Km. run: 30787 state of repair at end of year: *Regular*. 1892 Km. run: 47754 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 22880 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					17	1889 Km. run: 12644, state of repair at end of year: *Regular*. 1890 Km. run: 10994 state of repair at end of year: *Bueno*. 1892 Km. run: 12030 state of repair at end of year: *Bueno*, after *Esta al terminar su reparacion general*. 1896 Km. run: 33746 state of repair at end of year: *Regular,* after *reparacion pequeña*.
Havana RR	4-4-0	BLW 9838	1889	**?**	**19**	1889 Km. run: 25798, state of repair at end of year: *Bueno*. 1890 Km. run: 43983 state of repair at end of year: *Bueno*. 1892 Km. run: 44921 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 31109 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					21	1889 Km. run: 16180 state of repair at end of year: *Regular*. 1890 Km. run: 258, state of repair at end of year: *Malo*. 1892 Km. run: – state of repair at end of year: *Excluida*, after *reparacion pequeña*. 1896 Km. run: – state of repair at end of year: *Excluida*.
					23	1889 Km. run: 6499 state of repair at end of year: *Regular*. 1890 Km. run: 52341, state of repair at end of year: *Regular*. 1892 Km. run: 24645 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 38208 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					25	1889 Km. run: 963 state of repair at end of year: *Malo*. 1890 Km. run: 963(?) state of repair at end of year:

						Excluida.
						1892 Km. run: – state of repair at end of year: *Excluida*.
					27	1889 Km. run: 6598 state of repair at end of year: *Bueno*.
						1890 Km. run: 48338 state of repair at end of year: *Bueno*.
						1892 Km. run: 24860 state of repair at end of year: *Bueno*, after *reparacion pequeñal*.
						1896 Km. run: – state of repair at end of year: *Bueno,* after *Terminando su rep. general*.
Havana RR	4-4-0	BLW 9839	1889	**20**	**29**	1889 Km. run: 24565 state of repair at end of year: *Bueno*.
						1890 Km. run: 45581 state of repair at end of year: *Bueno*.
						1892 Km. run: 28575 state of repair at end of year: *Bueno*, after *reparacion parcial*.
						1896 Km. run: – state of repair at end of year: *Regular,* after *En reparacion general*.
					31	1889 Km. run: 23960 state of repair at end of year: *Regular*.
						1890 Km. run: 42908 state of repair at end of year: *Regular*.
						1892 Km. run: 33399 state of repair at end of year: *Bueno*, after *reparacion pequeña*.
						1896 Km. run: 21878 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					33	1889 Km. run: 19888 state of repair at end of year: *Bueno*.
						1890 Km. run: 49817 state of repair at end of year: *Malo*.
						1892 Km. run: 48693 state of repair at end of year: *Bueno*, after *reparacion parcial*.
						1896 Km. run: 33330 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
					35	1889 Km. run: 26853 state of repair at end of year: *Reparacion*.
						1890 Km. run: 18072 state of repair at end of year: *Malo*.
						1892 Km. run: – state of repair at end of year: *Inutil*.
						Number re-used in 1894.
					37	1889 Km. run: 7405 state of repair at end of year: *Regular*.
						1890 Km. run: 34917 state of repair at end of year: *Regular*.
						1892 Km. run: 5305 state of repair at end of year: *Bueno*, after *Esta al terminar su reparacion general*.
						1896 Km. run: 26388 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					39	1889 Km. run: 5776 state of repair at end of year: *Regular*.
						1890 Km. run: 18388 state of repair at end of year: *Bueno*.
						1892 Km. run: – state of repair at end of year: *Inutil*.
						Number re-used in 1894.
					41	1889 Km. run: 12704 state of repair at end of year: *Regular*.
						1890 Km. run: 38914 state of repair at end of year: *Malo*.
						1892 Km. run: 20336 state of repair at end of year: *Bueno*, after *reparacion parcial*.
						1896 Km. run: Not listed.
					43	1889 Km. run: 13405 state of repair at end of year: *Regular*.
						1890 Km. run: 18045 state of repair at end of year:

						Reparacion. 1892 Km. run: 25140 state of repair at end of year: *Bueno*, after *reparacion general*. 1896 Km. run: 24076 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					45	1889 Km. run: 10534 state of repair at end of year: *Reparacion*. 1890 Km. run: 8205 state of repair at end of year: *Malo*. 1892 Km. run: 31750 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Not listed.
					47	1889 Km. run: 24181 state of repair at end of year: *Regular*. 1890 Km. run: 23710 state of repair at end of year: *Regular*. 1892 Km. run: 23722 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 36313 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					49	1889 Km. run: 13325 state of repair at end of year: *Reparacion*. 1890 Km. run: 16882 state of repair at end of year: *Malo*. 1892 Km. run: 36957 state of repair at end of year: *Bueno*, after *reparacion general*. 1896 Km. run: 34268 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					51	1889 Km. run: – state of repair at end of year: *Excluida*. 1890 Km. run: 16 state of repair at end of year: *Malo*. 1892 Km. run: – state of repair at end of year: *Excluida*. Number re-used in 1894.
					53	1889 Km. run: 22354 state of repair at end of year: *Regular*. 1890 Km. run: 57293 state of repair at end of year: *Regular*. 1892 Km. run: 47320 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Not listed.
Havana RR	4-4-0	BLW 10473	1889	**35**	**55**	1890 Km. run: 43421 state of repair at end of year: *Bueno*. 1892 Km. run: 50768 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 39942 state of repair at end of year: *Bueno* after *reparacion pequeña*.
Havana RR	4-4-0	BLW 10474	1889	**37**	**57**	1890 Km. run: 40598 state of repair at end of year: *Bueno*. 1892 Km. run: 50536 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 34333 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
FCdlBdlH	4-4-0	Rogers 798	1857	None	**'MARQUES'**	1889 Km. run: 14310 state of repair at end of year: *Regular*. 1890 Km. run: 22644 state of repair at end of year: *Regular*. 1892 Km. run: – state of repair at end of year: *Excluida*. 1896 Not listed.

FCdlBdlH	4-4-0	Rogers 802	1857	None	**'LARRINAGA'**	1889 Km. run: 8821 state of repair at end of year: *Reparacion*. 1890 Km. run: 3670 state of repair at end of year: *Pequeña (?)*. 1892 Km. run: 9089 state of repair at end of year: *Reguular*, after *Esta al terminar su reparacion parcial, tomando despues de reparada el no. 7, en vez de la 7 inutil*. 1896 Not listed.

Locomotoras de mercancias / freight/goods engines

Original owner	Wheel arr.	Builder & no.	Year built	Prev. no.	New no.	Data from railway's annual reports for 1889, 1890, 1892 and 1896
					2	1889 Km. run: 15646 state of repair at end of year: *Regular*. 1890 Km. run: 33947 state of repair at end of year: *Bueno*. 1892 Km. run: 30292 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 35173 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					4	1889 Km. run: 7864 state of repair at end of year: *Reparacion*. 1890 Km. run: 13020 state of repair at end of year: *Malo*. Number re-used in 1890.
					6	1889 Km. run: 14105 state of repair at end of year: *Bueno*. 1890 Km. run: 27287 state of repair at end of year: *Bueno*. 1892 Km. run: 21531 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 26584 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
					8	1889 Km. run: 7098 state of repair at end of year: *Regular*. 1890 Km. run: 16873 state of repair at end of year: *Malo*. 1892 Km. run: 8165 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 8077 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
					10	1889 Km. run: 7701 state of repair at end of year: *Regular*. 1890 Km. run: 21904 state of repair at end of year: *Bueno*. 1892 Km. run: 12829 state of repair at end of year: *Regular*, after *reparacion pequeña*. 1896 Km. run: 13575 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
					12	1889 Km. run: 5388 state of repair at end of year: *Regular*. 1890 Km. run: 17088 state of repair at end of year: *Malo*. 1892 Km. run: 11042 state of repair at end of year: *Bueno*, after *Reparacion general*. 1896 Km. run: 14710 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					14	1889 Km. run: 14484 state of repair at end of year: *Regular*. 1890 Km. run: 21286 state of repair at end of year: *Regular*.

1892 Km. run: 19312 state of repair at end of year: *Regular*, after *Reparacion pequeña*.
1896 Km. run: 23368 state of repair at end of year: *Regular,* after *reparacion pequeña*.

16 1889 Km. run: 738 state of repair at end of year: *Regular*.
1890 Km. run: 15669 state of repair at end of year: *Malo*.
1892 Km. run: 13715 state of repair at end of year: *Bueno*, after *Reparacion general*.
1896 Km. run: 7684 state of repair at end of year: *Bueno,* after *Terminando rep. general*.

18 1889 Km. run: 3687 state of repair at end of year: *Excluida*.
1890 Not listed. Number re-used in 1890.

20 1889 Km. run: 11630 state of repair at end of year: *Regular*.
1890 Km. run: 28192 state of repair at end of year: *Malo*.
1892 Km. run: 26104 state of repair at end of year: *Bueno*, after *Reparacion pequeña*.
1896 Km. run: 12018 state of repair at end of year: *Regular,* after *reparacion pequeña*.

22 1889 Km. run: 148 state of repair at end of year: *Bueno*.
1890 Km. run: 29425 state of repair at end of year: *Bueno*.
1892 Km. run: 15944 state of repair at end of year: *Bueno*, after *Reparacion parcial*.
1896 Km. run: 22990 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.

24 1889 Km. run: 16880 state of repair at end of year: *Bueno*.
1890 Km. run: 17345 state of repair at end of year: *Bueno*.
1892 Km. run: 15436 state of repair at end of year: *Bueno*, after *Reparacion pequeña*.
1896 Km. run: 10947 state of repair at end of year: *Regular,* after *reparacion pequeña*.

26 1889 Km. run: 332 state of repair at end of year: *Bueno*.
1890 Km. run: 25477 state of repair at end of year: *Bueno*.
1892 Km. run: 18538 state of repair at end of year: *Bueno*, after *Reparacion parcial*.
1896 Km. run: 19951 state of repair at end of year: *Regular,* after *reparacion pequeña*.

28 1889 Km. run: 6577 state of repair at end of year: *Regular*.
1890 Km. run: 14540 state of repair at end of year: *Malo*.
1892 Km. run: 19045 state of repair at end of year: *Bueno*, after *Reparacion p*equeña
1896 Km. run: 30955 state of repair at end of year: *Regular,* after *reparacion pequeña*.

30 1889 Km. run: 6660 state of repair at end of year: *Reparacion*.
1890 Km. run: 9334 state of repair at end of year: *Bueno*.
1892 Km. run: 11435 state of repair at end of year: *Bueno*, after *Reparacion parcial*.
1896 Km. run: 14397 state of repair at end of year: *Regular,*

						after *reparacion pequeña*.
					32	1889 Km. run: 13692 state of repair at end of year: *Reparacion*. 1890 Km. run: 15859 state of repair at end of year: *Reparacion*. 1892 Km. run: 23445 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 24256 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					34	1889 Km. run: 7920 state of repair at end of year: *Regular*. 1890 Km. run: 18943 state of repair at end of year: *Reparacion*. 1892 Km. run: 18677 state of repair at end of year: *Bueno*, after *Reparacion parcial*. 1896 Km. run: 14353 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					36	1889 Km. run: 11030 state of repair at end of year: *Regular*. 1890 Km. run: 32829 state of repair at end of year: *Regular*. 1892 Km. run: 32034 state of repair at end of year: *Bueno*, after *Reparacion parcial*. 1896 Km. run: 14822 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
					38	1889 Km. run: 4464 state of repair at end of year: *Bueno*. 1890 Km. run: 32947 state of repair at end of year: *Bueno*. 1892 Km. run: 24030 state of repair at end of year: *Bueno*, after *Reparacion general*. 1896 Km. run: 33376 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
					40	1889 Km. run: 9000 state of repair at end of year: *Malo*. 1890 Km. run: 24419 state of repair at end of year: *Malo*. Number re-used in 1890.
					42	1889 Km. run: 30 state of repair at end of year: *Reparacion*. 1890 Km. run: 19217 state of repair at end of year: *Bueno*. 1892 Km. run: 7578 state of repair at end of year: *Regular*, after *reparacion pequeña*. 1896 Not listed.
					44	1889 Km. run: 3409 state of repair at end of year: *Bueno*. 1890 Km. run: 29481 state of repair at end of year: *Bueno*. 1892 Km. run: 24721 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 14681 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
Havana RR	2-8-0	BLW ?	1888	**?**	**46**	1889 Km. run: – state of repair at end of year: *Regular*. 1890 Km. run: 15664 state of repair at end of year: *Bueno*. 1892 Km. run: 17698 state of repair at end of year: *Regular*, after *reparacion pequeña*. Number re-used in 1894.
					48	1889 Km. run: 2330 state of repair at end of year:

						Reparacion. 1890 Km. run: 15779 state of repair at end of year: *Malo*. 1892 Km. run: 1970 state of repair at end of year: *Bueno*, after *reparacion general*. 1896 Km. run: 19496 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					50	1889 Km. run: 4130 state of repair at end of year: *Regular*. 1890 Km. run: 13657 state of repair at end of year: *Malo*. 1892 Km. run: 5505 state of repair at end of year: *Malo*, after *reparacion parcial*. Number re-used in 1894.
					52	1889 Km. run: 5177 state of repair at end of year: *Reparacion*. 1890 Km. run: 14513 state of repair at end of year: *Malo*. Number re-used in 1890.
					54	1889 Km. run: 4636 state of repair at end of year: *Reparacion*. 1890 Km. run: 16046 state of repair at end of year: *Malo*. Number re-used in 1890.
Havana RR	2-8-0	BLW 9705	1888	**13**	**56**	1889 Km. run: 16684 state of repair at end of year: *Bueno*. 1890 Km. run: 19384 state of repair at end of year: *Reparacion*. 1892 Km. run: 16784 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 23911 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					58	1889 Km. run: – state of repair at end of year: *Excluido*. 1890 Km. run: 116 state of repair at end of year: *Malo*. Number re-used in 1890.
					60	1889 Km. run: 3550 state of repair at end of year: *Regular*. 1890 Km. run: 3550, *vendida*. Number re-used in 1890.
					62	1889 Km. run: 3216 state of repair at end of year: *Regular*. 1890 Km. run: 26427 state of repair at end of year: *Regular*. 1892 Km. run: 13400 state of repair at end of year: *Bueno*, after *Esta al terminar su reparacion general*. 1896 Km. run: 27719 state of repair at end of year: *Regular,* after *reparacion pequeña*.
Havana RR	2-8-0	BLW 9707	1888	**25**	**64**	1889 Km. run: 18460 state of repair at end of year: *Bueno*. 1890 Km. run: 16148 state of repair at end of year: *Bueno*. 1892 Km. run: 15595 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 4058 state of repair at end of year: *Regular,* after *reparacion pequeña*.
					66	1889 Km. run: – state of repair at end of year: *Reparacion*. 1890 Km. run: 1665 state of repair at end of year: *Bueno*. 1892 Km. run: 24139 state of repair at end of year: *Bueno*, after *Esta al terminar su reparacion parcial*.

				1896 Km. run: 6074 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
			68	1889 Km. run: 5300 state of repair at end of year: *Reparacion*. 1890 Km. run: 14746 state of repair at end of year: *Malo*. Number re-used in 1890.
			70	1889 Km. run: 18115 state of repair at end of year: *Regular*. 1890 Km. run: 32022 state of repair at end of year: *Reparacion*. 1892 Km. run: 3478 state of repair at end of year: *Malo*, vendida. Number re-used in 1893.
		40	**72**	1889 Km. run: 1061 state of repair at end of year: *Regular*. 1890 Km. run: 9489 state of repair at end of year: *Bueno*. 1892 Km. run: 5835 state of repair at end of year: *Regular*, after *reparacion pequeña, Antes no. 40. Also excluida.*. 1896 Km. run: 15545 state of repair at end of year: *Malo, para reparar,* after *reparacion pequeña*.
			74	1889 Km. run: 3183 state of repair at end of year: *Regular*. 1890 Km. run: 16430 state of repair at end of year: *Bueno*. 1892 Km. run: 22007 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 29065 state of repair at end of year: *Regular,* after *reparacion pequeña*.
			76	1889 Km. run: 7614 state of repair at end of year: *Regular*. 1890 Km. run: 10672 state of repair at end of year: *Bueno*. 1892 Km. run: 16992 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 17613 state of repair at end of year: *Regular,* after *reparacion pequeña*.
			78	1889 Km. run: 3955 state of repair at end of year: *Regular*. 1890 Km. run: 14252 state of repair at end of year: *Bueno*. 1892 Km. run: 24468 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 19199 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
			80	1889 Km. run: 4600 state of repair at end of year: *Reparacion*. 1890 Km. run: 6180 state of repair at end of year: *Inutil*. 1892 Km. run: 700 state of repair at end of year: *Malo*, after *reparacion pequeña*. Number re-used in 1894.
Havana RR 2-8-0	BLW 10465 1888	**42**	**82**	1890 Km. run: 11498 state of repair at end of year: *Bueno*. 1892 Km. run: 15516 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 1452 state of repair at end of year: *Bueno,* after *Pendiente de reparacion*.
Havana RR 2-8-0	BLW 10461 1888	**49**	**84**	1890 Km. run: 7944 state of repair at end of year: *Bueno*.

						1892 Km. run: 12953 state of repair at end of year: *Bueno*, after *reparacion general*. 1896 Km. run: 5020 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
Havana RR	2-6-0	BLW 10477	1889	–	**86**	1890 Km. run: 27930 state of repair at end of year: *Bueno*. 1892 Km. run: 26885 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 27813 state of repair at end of year: *Regular,* after *reparacion pequeña*.
Havana RR	2-6-0	BLW 10478	1889	–	**88**	1890 Km. run: 27856 state of repair at end of year: *Bueno*. 1892 Km. run: 19731 state of repair at end of year: *Bueno*, after *Esta al terminar su reparacion parcial*. 1896 Km. run: 20861 state of repair at end of year: *Regular,* after *reparacion pequeña*.
Havana RR	0-4-0ST	BLW 10459	1889	–	**90**	1889 Km. run: 24187 state of repair at end of year: *Bueno*. 1890 Km. run: 24187 state of repair at end of year: *Bueno*. 1892 Km. run: 10294 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 10997 state of repair at end of year: *Regular,* after *reparacion pequeña*.
Havana RR	0-4-0ST	BLW 10469	1889	–	**92**	1889 Km. run: 19999 state of repair at end of year: *Bueno*. 1890 Km. run: 19999 state of repair at end of year: *Bueno*. 1892 Km. run: 8190 state of repair at end of year: *Bueno*, after *reparacion parcial*. 1896 Km. run: 9828 state of repair at end of year: *Regular,* after *reparacion pequeña*.
FCdlBdlH	0-6-0ST	MW 440	1873	None	**'GUAMACARO'**	1889 Km. run: 3790 state of repair at end of year: *Bueno*. 1890 Km. run: 2260 state of repair at end of year: *Regular*. 1892 Not listed. 1896 Km. run: ????? state of repair at end of year: *Regular,* after *reparacion pequeña*.
FCdlBdlH	0-6-0ST	MW 441	1873	None	**'COLISEO'**	1889 Km. run: 1706 state of repair at end of year: *Bueno*. 1890 Km. run: 408 state of repair at end of year: *Regular*. 1892 Km. run: 5884 state of repair at end of year: *Regular*, after *reparacion general*. 1896 Km. run: ????? state of repair at end of year: *Regular,* after *reparacion pequeña*.
FC Coliseo	4-4-0	?	?	**'PATIO'** ex **20**	**'PATIO'**	1889 Km. run: 1834 state of repair at end of year: *Excluida*. 1890 Km. run: 2537 state of repair at end of year: *Reparacion*. 1892 Not listed 1896 Km. run: ????? state of repair at end of year: *Regular,* after *reparacion pequeña*.
					'PARADELA'	1892 Km. run: 4651 state of repair at end of year: *Bueno*, after *reparacion pequeña*.

1896 Km. run: ????? state of repair at end of year: *Regular,* after *reparacion pequeña*.

New locomotives ordered by the *FC Unidos* following the 1889 renumbering

The fleet in 1890

The company's annual report for this year [19n] stated: "*Y por último, no fué posible prescindir de la adquisición, además de trece locomotoras, de 450 carros, entre planchas, casillas y vagones, armándolos despues. en los talleres de la Empresa, para atender al creciente movimiento de las líneas.*
El recorrido medio de las 28 locomotoras de viajeros que han hecho servicios es de 13.464 kilómetros, el de las 41 de mercancías de 6,724 y el de las 69 locomotoras que prestaron servicios es de 9459 kilómetros.
Se terminaron las reparaciones generales que se hacían á las locomotoras procedentes de las dos Compañías fusionadas números ***2-8-9-11-27*** *y* ***41****. Se hicieron reparaciones generales á las números* ***20-23-34-38-45-46-62*** *y* ***68****. Se le puso á la número* ***22*** *la paila de la* ***27****. Se hicieron reparaciones parciales á las números* ***7-17-24-31-32-37-42*** *y* ***48****. Además se hicieron todas aquellas reparaciones menores que requirieron las que estaban en servicio.*"
and "*A principios del presente ano se adquirieron ocho locomotoras de la fábrica de Baldwin, de las que dos son de pasajeros, dos de mercancías sistema Mogul, dos de mercancías sistema Consolidation y dos arregladoras de patio. Se terminaron las reparaciones de las locomotoras números* ***17-27-30-41*** *y* ***42*** *que estaban reparándose al terminar el año anterior. Se han hecho reparaciones generales á las números* ***22*** *y* ***26****, y reparaciones importantes á las números* ***1-10-39-46-66-78****-«****Marqués****» y «****Coliseo****»; reparaciones parciales á las números* ***3-4-52-56-72-74-76*** *y* ***84****. Se sigue en las reparaciones generales de las números* ***32-34*** *y «****Larrinaga****», y las parciales de la «****Guamacaro****»,* ***13, 43*** *y* ***70*** *que se terminarán en el próximo mes de Enero. Además se han hecho todas las reparaciones que han requerido todas las otras que han estado presbádo servicio. También se le pusieron chimenea recta y caja de humo extendida á cuatro locomotoras.*"

0-6-0T Dummies d/w 46", cyls. 16x24", built by Rogers in 1891

Ordered by ?

94	w/n 4625	1892 Km. run: 9272 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 12148 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
96	w/n 4626	1892 Km. run: 12677 state of repair at end of year: *Bueno*, after *reparacion pequeña*. 1896 Km. run: 11753 state of repair at end of year: *Bueno,* after *Terminando reparacion pequeña*.

2-6-0 d/w 56", cyls. 18x24", built by Rogers in 1891, 1892 and 1893

Ordered by United RRs of Havana.

4	w/n 4602	1892 Km. run: 27734 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 22635 state of repair at end of year: *Regular,* after *reparacion pequeña*. Later renumbered **102**?
18	w/n 4603	1892 Km. run: 33100 state of repair at end of year: *Bueno*, after *Reparacion pequeña*. 1896 Km. run: 20897 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **103**?
40	w/n 4604	1892 Km. run: 28217 state of repair at end of year: *Bueno*, after

		reparacion pequeña.
		1896 Km. run: 31291 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **104**?
52	w/n 4605	1892 Km. run: 31911 state of repair at end of year: *Bueno*, after *reparacion pequeña*.
		1896 Km. run: 31143 state of repair at end of year: *Regular,* after *reparacion pequeña*. Later renumbered **105**?
54	w/n 4615	1892 Km. run: 28579 state of repair at end of year: *Bueno*, after *reparacion general*.
		1896 Km. run: 17581 state of repair at end of year: *Bueno,* after *Terminando reparacion pequeña*. Later renumbered **106**?
58	w/n 4616	1892 Km. run: 34933 state of repair at end of year: *Bueno*, after *reparacion pequeña*.
		1896 Km. run: 31225 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **107**?
60	w/n 4617	1892 Km. run: 34494 state of repair at end of year: *Bueno*, after *reparacion pequeña*.
		1896 Km. run: 28104 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **108**?
68	w/n 4618	1892 Km. run: 29242 state of repair at end of year: *Bueno*, after *reparacion pequeña*.
		1896 Km. run: 24566 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **109**?
98	w/n 4795	1892 Km. run: – state of repair at end of year: *Nueva*.
		1896 Km. run: 24381 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **101**?
100	w/n 4796	1892 Km. run: – state of repair at end of year: *Nueva*.
		1896 Km. run: 25321 state of repair at end of year: *Bueno,* after *Terminando reparacion pequeña*. Later renumbered **100**?
70	w/n 4836	Built 1893.
		1896 Km. run: 31896 state of repair at end of year: *Bueno,* after *reparacion pequeña*.

The fleet in 1892

The company's annual report for this year [19j] included:

List of *Locomotoras de viajeros*: **1, 3, 9, 11, 13, 15, 17, 19, 23, 27, 29, 31, 33, 37, 41, 43, 45, 47, 49, 53, 55, 57, 'LARRINAGA'**..

List of *Locomotoras de carga*: **2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 88, 82, 84, 86, 88, 90, 92, 94, 96, 98, 'COLISEO', 'PARADELA', 'ARGUELLES'**. And 5 *ciguenas* (though not sure if any were steam).

A table of acquisitions mentions locos **98** and **100**, 2 locos for patio,

"*Por ultimo, se han adquirido dos locomotoras de mercancias, á Rogers y Ca., que son las numeros 98 y 100, seis inyectores Hortingas para colocarlas á otras tantas locomotoras, ...*"

"En 1891 esas cifras fueron respectivamente 1,538,462, 742,442 y 796,020, debiendo advertirse que en 1891 hubo necesidad de hacer uso de locomotoras de viajeros para los trenes de mercancias, por deficiencia de estas, que ha sido salvada en el present ano y explica el menor recorrido que se note en 1891 que en 1892, a pesar de que el numero de trenes de viajeros ha sido mayor en 1892 que en 1891.

La numeracion, estado de las locomotoras, su recorrido kilometrico y clase de reparacion que se les ha hecho, son los que a continuacion se expresan:

4-4-0 d/w 72, cyls. 17x24", built by Rogers in 1894

Ordered by ?

5	w/n 4977	1896 Km. run: 37732, state of repair at end of year: *Bueno,* after *reparacion pequeña*.
25	w/n 4978	1896 Km. run: 33483 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
35	w/n 4979	1896 Km. run: 21962 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
39	w/n 4980	1896 Km. run: 35242 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
51	w/n 4981	1896 Km. run: 34546 state of repair at end of year: *Regular,* after *reparacion pequeña*.



Railroad Museum of PA

Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – General negative 34351.

0-4-2T Dummies d/w 44", cyls. 16x24", built by Rogers in 1894

Ordered by ?

106	w/n 4983	1896 Km. run: 12985 state of repair at end of year: *Bueno,* after *reparacion pequeña*.
108	w/n 4984	1896 Km. run: 9614 state of repair at end of year: *Bueno,* after *reparacion pequeña*.



Railroad Museum of PA

Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – General negative 34350.

2-8-0 d/w 54", cyls. 20x24", built by Rogers in 1894

Ordered by ?

46	w/n 4992	1896 Km. run: 972 state of repair at end of year: *Bueno,* after *En reparacion parcial*. Later renumbered **201**?
50	w/n 4993	1896 Km. run: 22860 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **202**?
80	w/n 4994	1896 Km. run: 946 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **203**?
102	w/n 4995	1896 Km. run: 5154 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **204**?
104	w/n 4996	1896 Km. run: 10515 state of repair at end of year: *Bueno,* after *reparacion pequeña*. Later renumbered **205**?



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – General negative 34349.

?-?-? d/w ?, cyls/ ?, built by ? in 1894-6?

Ordered for ? An engine 110 is listed in the 1896 annual report, but it is not clear what this was.

110	w/n ?	1896 Km. run: 3712 state of repair at end of year: *Bueno,* after *reparacion pequeña*.

Named engines, for what purpose?

The next seven locos, bought from Rogers in 1894 and 1895, were unusually all named. The majority were tank engines, perhaps for a suburban service, but the precise usage is not yet known.

2-6-0 d/w 50", cyls. 17x22", built by Rogers in 1894

Ordered by ?

? 'ALAYA'	w/n 4998	Or **'ALAVA'**?

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

Ordered by ?

? 'PELAYO'	w/n 5000	Or **'CELAYO'**? May later have gone to Central Orozco, and then rebuilt to 2-6-0 and numbered at *MinAz* 107, as Central Pablo de la Torriente Brau no. **1501**.

2-6-2T d/w 44", cyls. 15x22", built by Rogers in 1894

Ordered by ?

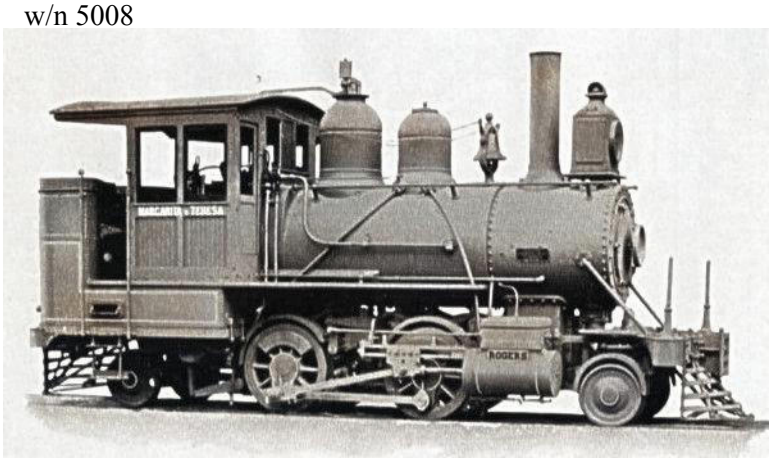
1 'CARMEN'	w/n 5001	Sold to Central Limones, later became *MinAz* no. **1216**?.

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

Ordered by ? Lehmuth gives cyls. as 12x22".

? 'MARGARITA y TERESA' w/n 5007 Sold to Central Josefita, later became *MinAz* no. **1208**.

? 'CLOTILDA' w/n 5008



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

Ordered by *FC Unidos*.

3 'PROVIDENCIA'	w/n 5009	Sold to Central Providencia, later became *MinAz* no. **1204**.
? 'SAN AGUSTIN'	w/n 5036	Sold to Central Limones. Rebuilt as 2-4-0, became *MinAz* no. **1216**? at that location.

The fleet in 1896

The company's annual report for this year [19n] stated: "*A las locomotoras Nums. 27, 23, 37, 90 y 92 se les han colocado fluses nuevos de hierro. Se hicieron reparaciones importantes en el hogar á las locomotoras Núms. 4, 6, 12, 18, 20, 68, 98 y 100.*"

"EI recorrido de las locomotoras ha disminuido con relación al ano 1895 en poco menos de 5 1/2 por ciento. Por la falta dé zafra, y la paralización del tráfico público, la disminución ha debido ser considerable; pero los recorridos de las locomotoras exploradoras, de los trenes extraordinarios Militares, y de los trenes de reparación, ha hecho que ese recorrido se aproximara á lo que fué en 1895. – El consumo de carbon por kilómetro recorrido ha sido de 17xxx kgs. contra 19xxx. en el año anterior.

En 1o. de Febrero se implantó el sistema de retribución á los Maquinistas y Fogoneros á razón de un tanto por Kilómetro recorrido, que es más equitativo y conveniente para el personal y para la Empresa."

Another renumbering?

Copeland reports another renumbering around this time, but it may only have affected specific types of engine. Certainly there is no evidence for such a renumbering in the 1896 annual report, but it might have occurred soon after that year. It rather looks as though it was modern engines that were renumbered into their natural groups, ie. similar locos in consecutive number order as would have been common on most other railways.

2-6-0 d/w 56", cyls. 18x24", built by Rogers in 1892 and 1891

Ordered by ?

100?	w/n 4796	Originally **100.**
101?	w/n 4795	Originally **98.**
102?	w/n 4602	Originally **4.**
103?	w/n 4603	Originally **18.**

104?	w/n 4604	Originally **40.**
105?	w/n 4605	Originally **52.**
106?	w/n 4615	Originally **54.**
107?	w/n 4616	Originally **58.**
108?	w/n 4617	Originally **60.**
109?	w/n 4618	Originally **68.**

2-8-0 d/w 54", cyls. 20x24"?, built by Rogers in 1894

Ordered by ?

201?	w/n 4992	Originally **46.**
202?	w/n 4993	Originally **50.**
203?	w/n 4994	Originally **80.**
204?	w/n 4995	Originally **102.**
205?	w/n 4996	Originally **104.**

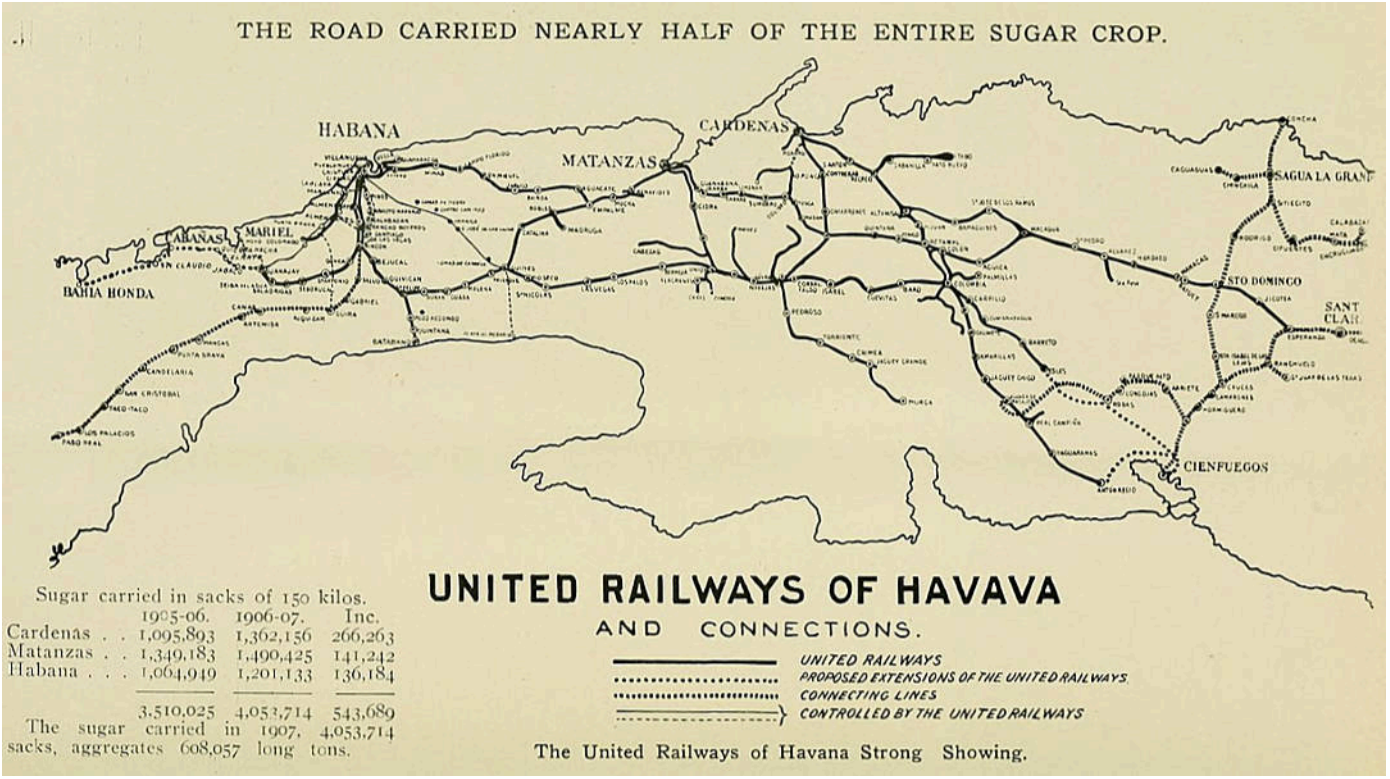
2-8-0 d/w 54", cyls. 20x24"?, built by Baldwin in 1889 and 1888

Ordered by Havana RR Co. BLW class 10-34E nos. 928-930 and 1009-1010. Spec. is in vol. 14 p 250 .

206?	w/n 10461	Originally **84.**
207?	w/n 10465	Originally **82.**
208?	w/n 9705	Originally **56** ex **13.**
209?	w/n 9707	Originally **64** ex **25.**
210?	w/n 9706	Originally **24.**

17.9.2 The United Railways of Habana & Regla Warehouses Ltd.

1898-1953



Background

P

Absorbed	*FC de Matanzas* 1906
	FC Cardenas y Jucaro 1907
	Havana Central Railway 1907
	Cuban Central Railways 1921

The list order

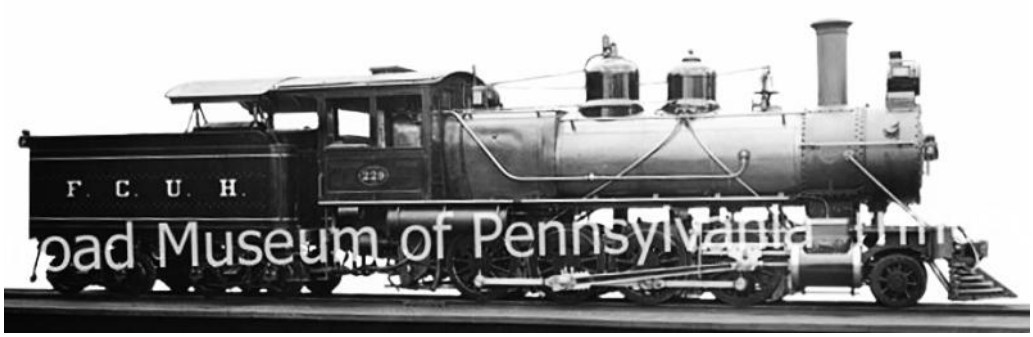
Most lists in this file are laid out in chronological order of delivery, which of course often results in the engines being largely in numerical order of running number, as the fleet gets larger and the numbers higher. However, that is not the case here. The United Railways acquired locos from a large number of sources, as more railways joined the group, and clearly went through partial renumberings. The end result was a number system in which similar types of engine, or whatever age or origin, were grouped together.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1901, 1905 and 1907

Ordered by ? BLW class 10-34E nos. 1624-1627, and 1747-1754, 1842-1851. Specs. are in vol. 24 p 155 (nos. 221-224) and in vol. 27 p 305 (229-236 and 240-249). Mark on tank: 'F.C.U.H.'. They retained their original running numbers at least until the 1930s.

221	w/n 19841
222	w/n 19857
223	w/n 19866
224	w/n 19871
229	w/n 26044

230 w/n 26045
231 w/n 26046
232 w/n 26047
233 w/n 26087
234 w/n 26109
235 w/n 26140
236 w/n 26170
240 w/n 31709
241 w/n 31710
242 w/n 31756
243 w/n 31757
244 w/n 31758
245 w/n 31776
246 w/n 31777
247 w/n 31801
248 w/n 31802
249 w/n 31803



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 02052.

2-8-0 d/w 56", cyls. 22x28", built by Baldwin in 1901

Ordered by ? BLW class 10-38E nos. Spec. is in vol.

? w/n ?

2-8-0 d/w 50", cyls. 20x24", built by North British Locomotive – Atlas Works in 1903

Ordered by United Railways of Havana. They retained their original running numbers at least until the 1930s.

225 w/n 16010
226 w/n 16011
227 w/n 16012
228 w/n 16013

The Marianao y Habana Rly. was acquired in 1905

The locomotives, with the exception of an unidentified no. **5**, were absorbed into the main fleet with their original numbers but possibly with the added prefix ‘M’.

2-4-4T d/w 56", cyls. 15x22", built by Rogers in 1877

Ordered by ?

M?1 w/n 2464 Had originally been *FCMyH* no. **1**.

2-4-4T d/w 54", cyls. 15x22", built by Rogers in 1879

Ordered by ?

M?2 w/n 2524 Had originally been *FCMyH* no. **2**.

M?3 w/n 2525 Had originally been *FCMyH* no. **3**.

M?4 w/n 2531 Had originally been *FCMyH* no. **4**.

2-4-4T d/w 56", cyls. 15x22", built by Rogers in 1899, and by ALCo Rogers in 1906

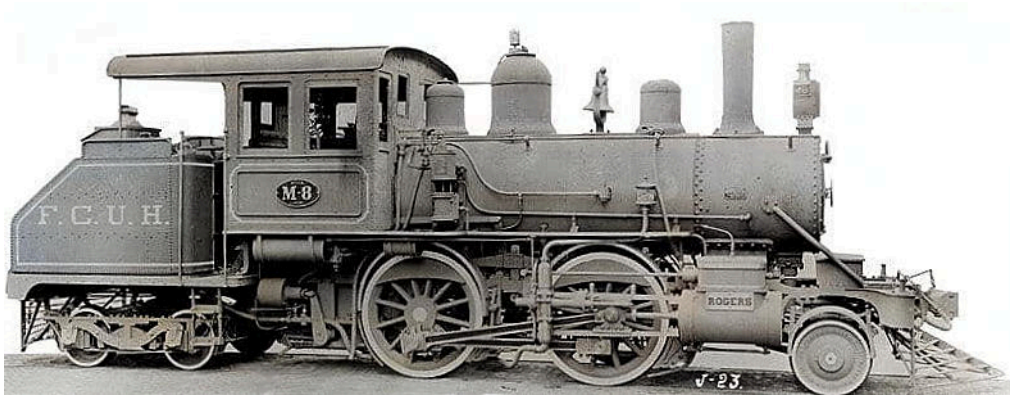
Ordered by ?

M?6 w/n 5351 Had originally been *FCMyH* no. **6**.

M?7 w/n 5352 Had originally been *FCMyH* no. **7**.

A new loco to the same design was then ordered from ALCo Rogers in 1906.

M8 w/n 5352



4-4-0 d/w 66", cyls. 16x24", built by Baldwin in 1906

Ordered by United Railways of Havana Ltd. BLW class 8-26C nos. 562-567. Spec. is in vol.30 pp140. Mark on tank: 'FCUH'. They retained their original running numbers at least until the 1930s.

24 w/n 29324

25 w/n 29325

26 w/n 29326

27 w/n 29327

28 w/n 29328

29 w/n 29329



Hi-res copies of this photo

are available from the Railroad Museum of Pennsylvania – BLW negative 02254.

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1906

Ordered by United Railways of Havana Ltd. BLW class 8-28D nos. 240-245. Spec. is in vol. 30 p 141. Mark on tank: 'FCUH'. They retained their original running numbers at least until the 1930s.

111	w/n 29464
112	w/n 29465
113	w/n 29500
114	w/n 29501
115	w/n 29502
116	w/n ?



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 02265-1

The 1906 insurrection

Difficulties similar to those experienced during the 1895-8 war returned during an insurrection in 1906 which led to another period of occupation by US forces. For exammple: "On the 17th September a cable was received from the Acting General Manager stating that on the previous night the Revolutionists had burnt three waggons at Mazorra and one waggon and an Engine at Aguada." and "I have the honour to inform Your Excellency that I have received a telegram from the General Manager of the Cuban Central Railways at Sagua la Grande in which he tells me that the insurgents have taken his second engineer prisoner, and wrecked a break-down train and locomotive…"

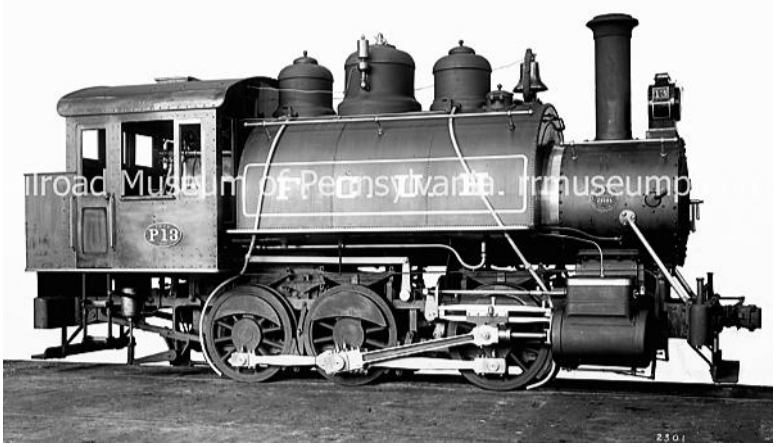
More acquisitions in 1906 and 1907

Acquired the Matanzas RR in 1906, also the Cardenas & Jucaro RR in 1907. As no information about renumberings is available, these engines have not been listed again here.

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

Ordered by United Railways of Havana Ltd. BLW class 6-28D nos.209, 220 and 221. Spec. is in vol. 30 p164. Mark on tank: 'FCUH'.

P13	w/n 29985	Later renumbered **128**?
P14	w/n 29986	Later renumbered **129**? Then to Central Mercedita. Became *MinAz* no. **1709** at that location. In existence 1995.
P15	w/n 29987	Later renumbered **130**?



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 02301-1

The fleet in 1909

The Report of the Directors for the year ending 30th June 1909 stated: "Locomotives. – At present the stock of locomotives is 210 and the estimate for requirements of the coming crop is 150, and waiting and under repairs 25, makings a total of 175, giving a surplus of 35 locomotives. However, in the above surplus are included a few engines which it will probably be more economical to retire. If we had no surplus at all we might expect to have to order about half-a-dozen engines yearly. One of the reasons that we have this surplus, even given the larger crop which we expect to carry the coming year, has been the change which we made in the system of transporting and collecting cane on the Cardenas and Matanzas Lines during the last two crops. As you are aware on those divisions it had been the practice to hire out locomotives to planters at a certain rate per day and also to hire to them cane cars at a daily rate; I have now applied to those divisions the tariffs in force on the old United's division, and this has enabled us to handle the cane traffic with a smaller number of trains and locomotives and increase the loads on the different trains. Unless something unexpected occurs I do not contemplate having to order any locomotives for the next 4 or 5 years." [34]

The numbering system in use in 1930

It is not yet clear when all these numbers were introduced, though some engines retained numbers from when they were constructed at the very beginning of the century. There are many gaps in the numbers listed below. These may originally have been occupied by engines scrapped before 1930.

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

Ordered for ? Classified as passenger suburban tanks in 1930.

1	w/n ?	Still in service 1930, see list below.
2	w/n ?	Still in service 1930, see list below.

4-4-0 d/w 62", cyls. 18x24", built by PRR-AMS? in 1888

Ordered by ? Pennsylvania RR, sold 1906 to dealer F. M. Hicks, Chicago, Illinois; Sold November 1906 to Cuban Central as no. **4**.

4?	w/n 1265

4-4-0 d/w 60", cyls. 17x24", built by Baldwin in 1906

Ordered by Cuban Central Railways Ltd. BLW class 8-28C no. 916. Spec. is in vol. 30 p 147. Mark on tank 'F.C.C.' in gold leaf.. Cab roof extended about 4' over tender. Brass number-plate each side of cab and back of tender. Ex-CC **5.**

5	w/n 29647

4-4-0 d/w 62", cyls. 17x24", built by ALCo Schenectady in 1914

Ordered by ? Ex-CC **7**? Classified as a heavy passenger 4-4-0 in 1930.

7 w/n 54830 Still in service 1930, see list below.

4-4-0 d/w 62", cyls. 17x24", built by Baldwin in 1913

Ordered by ? BLW class 8-28C no. 933. Spec. is in vol. 49 p 54 (but pages missing from online copy). Ex-CC **9**

9 w/n ?

4-4-0 d/w 63", cyls. 17x24", built by Baldwin in 1911

Ordered by Cuban Central Rlys. Ltd. BLW class 8-28C no. 930-931. Spec. is in vol. 39 p 190. Mark on tank 'F.C.C.C.' in gold leaf. Ex-CC **10-11** No. **11** classified as a heavy passenger 4-4-0 in 1930.

10 w/n 37056

11 w/n 37057 Still in service 1930, see list below.

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

Ordered for ? Classified as heavy passenger 4-4-0 in 1930. This may have been similar to the engines listed immediately above.

12 w/n ? Still in service 1930, see list below.

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

Ordered for ? Classified as medium passenger 4-4-0 in 1930. These may have been similar to the engines listed immediately above or below.

14 w/n ? Still in service 1930, see list below.

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

Ordered for ? Classified as heavy passenger 4-4-0 in 1930.

16 w/n ? Still in service 1930, see list below.

4-4-0 d/w 66", cyls. 18x24", built by Baldwin in 1905

Ordered by ? BLW class 8-30C no. . Spec. is in vol. p. Ex-CyJ **11.** Classified as medium passenger 4-4-0s in 1930.

17 w/n 26390 Still in service 1930, see list below.

18 w/n ? Still in service 1930, see list below.

19 w/n ? Still in service 1930, see list below.

4-4-0 d/w 66", cyls. 15x24" for first batch, 16x24" for second batch, built by Baldwin in 1889 (21-3) and 1906 (24-29)

Ordered by Havana RR Co. for first batch. First batch class 8-24C nos. 137-8 and 154-5., with spec. in vol. 15 p 14. Second batch BLW class 8-26C nos. 562-567. Spec. is in vol. 30 p 140. Mark on tank 'F.C.U.H.' First batch had been *CH de la Habana* nos. **19, 29, 55, 57**. The first batch were classified as heavy passenger 4-4-0s in 1930, and the remainder as medium passenger 4-4-0s.

21 w/n ? (These were three Still in service 1930, see list below.

22 w/n ? of a batch of four

23 w/n ? built in 1889)

24 w/n 29324 Still in service 1930, see list below.

25 w/n 29325 Still in service 1930, see list below.

26 w/n 29326 Still in service 1930, see list below.

27 w/n 29362 Lehmuth says d/w 56". Still in service 1930, see list below.

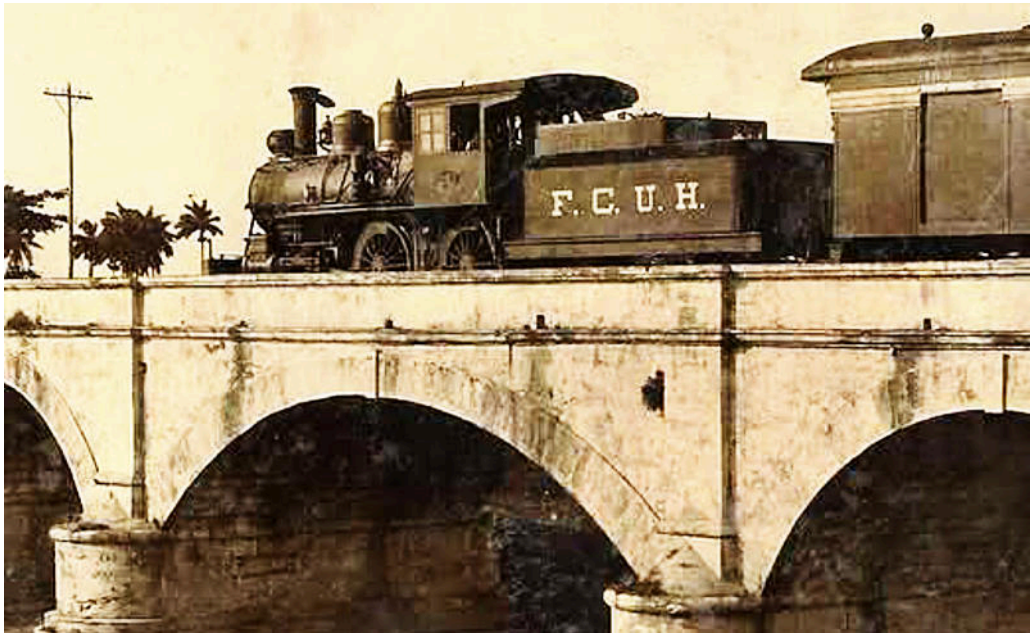
28 w/n 29368 Still in service 1930, see list below.

29 w/n 29369 Still in service 1930, see list below.

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

Ordered for ? Classified as medium passenger 4-4-0 in 1930.

33	w/n ?	Still in service 1930, see list below.
34	w/n ?	Still in service 1930, see list below.
35	w/n ?	Still in service 1930, see list below.
36	w/n ?	Still in service 1930, see list below.
37	w/n ?	Still in service 1930, see list below.
38	w/n ?	Still in service 1930, see list below.



An unidentified *FCUH* 4-4-0 crosses a bridge.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1905, 1906, 1909 and 1910

Ordered for Cuban Central Railways, and had been their nos. **101-109**? Classified as freight ten-wheeler 4-6-0s in 1930.

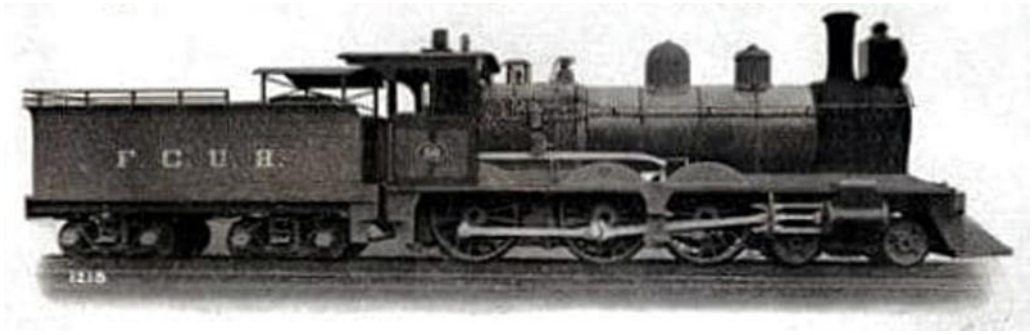
44	w/n ?	Still in service 1930, see list below.
45	w/n ?	Still in service 1930, see list below.
46	w/n ?	Still in service 1930, see list below.
47	w/n ?	Still in service 1930, see list below.
48	w/n ?	Still in service 1930, see list below.
49	w/n ?	Still in service 1930, see list below.

4-6-0 d/w 66", cyls. 18x24", built by NBL in 1903 and 1905

Ordered by United Railways of Havana.

50	w/n 16008
51	w/n 16009
52	w/n 16858
53	w/n 16859

All in service 1930, see list below.



Order E1218? from NBL.



Note the strange up-sloped running plate in front of the cab.
Might be a later iteration of the previous photo, after conversion to oil.

4-6-0 d/w 60", cyls. 18x24", built by Baldwin in 1907

Ordered by United Railways of Havana. BLW class 10-30D no. 509-512. Spec. is in vol. 30 p 280. Belpaire boiler.
Mark on tank: 'F.C.U.H.'.Minor details as on 10-34E nos. 1747-1754, but omit roof over tender. Ex-Hab ?

54 w/n 31816
55 w/n 31817
56 w/n 31824
57 w/n 31879

All in service 1930, see list below.

KNOWN RESALES OF UNIDOS DE HABANA STANDARD GAUGE LOCOMOTIVES

UdeH	Previous						MINAZ
?	CC	154	2-6-2T	ALCo-Cke	55282	10/15	Sold Cen. Conchita 1313
?	CC	?	2-6-2T	ALCo-Cke	?	/19	Sold Cen. Mercedes 1527
?	CC	101	2-8-0	Baldwin	26103	7/05	Sold Cen. ? 1536



Hi-res copies of this photo are available from the Railroad

Museum of Pennsylvania – BLW negative 02537.

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

Ordered for ? Classified as freight ten-wheeler 4-6-0s in 1930.

58	w/n ?	Still in service 1930, see list below.
59	w/n ?	Still in service 1930, see list below.
60	w/n ?	Still in service 1930, see list below.

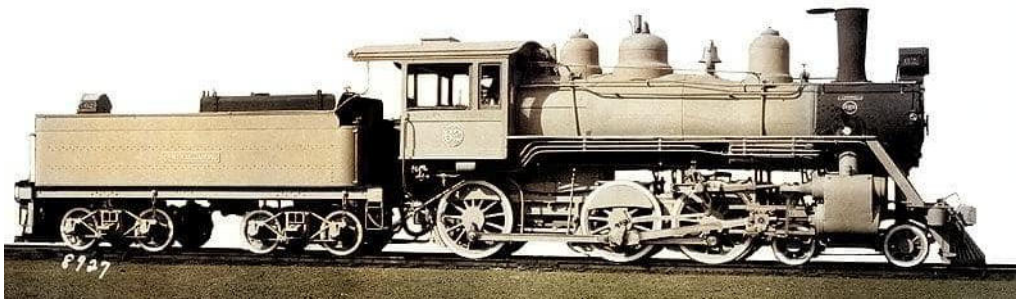
4-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1911 and 1912

Ordered by Cuban Central Railways Ltd. First batch BLW class 10-30D nos. 604-608. Spec. is in vol. 39 p 185.

Ex-CC **50-54**, and Ex-CC **55-57** Classified as freight ten-wheeler 4-6-0s in 1930.

61	w/n 37058
62	w/n 37059
63	w/n 37060
64	w/n 37061
65	w/n 37062
66	w/n 38648
67	w/n 38649
68	w/n 38550

All still in service 1930, see list below.





Not yet confirmed that this 4-6-0 numbered **62** is one of these ordered

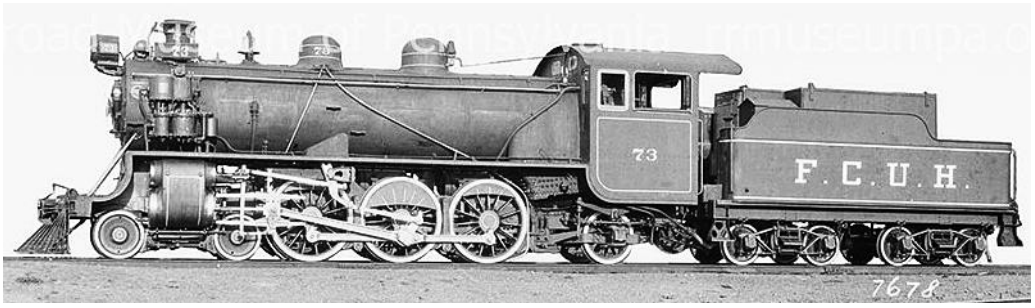
by the Cuban Central Railways and received by the *FCUH*, but seems likely.

4-6-0??? d/w 56", cyls. 18x24", built by ALCo Schenectady in 1913 and 1914

Ordered by ? Ex-CC **58-60**, and Ex-HC **61-73** Classified as freight ten-wheeler 4-6-0s in 1930.

69	w/n 54361	
70	w/n 54362	
71	w/n 54363	
72	w/n 54832	
73	w/n 54833	
74	w/n 54834	Sold to Central Resolucion, later became *MinAz* no. **1632**.
75	w/n 54835	
76	w/n 54836	
77	w/n 54837	
78	w/n 54838	
79	w/n 54839	
80	w/n 54840	
81	w/n 54841	
82	w/n 54842	
83	w/n 54843	Sold to Central Ramona, later became *MinAz* no. **1548**.
84	w/n 54844	Sold to Central Avala, later became *MinAz* no. **1515**.

All still in service 1930, see list below.



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 07678.

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

Ordered for ? Classified as ten-wheeler 4-6-0 in 1930. May have been similar to the locos immediately above or below.

85	w/n ?	Still in service 1930, see list below.

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

Ordered for ? Classified as passenger ten-wheeler 4-6-0 in 1930.

86	w/n ?	Still in service 1930, see list below.

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

Ordered for ? Classified as freight ten-wheeler 4-6-0 in 1930, though no. **87** also listed as a passenger ten-wheeler 4-6-0.

87	w/n ?	Still in service 1930, see list below.
88	w/n ?	Still in service 1930, see list below.
89	w/n ?	Still in service 1930, see list below.

90	w/n ?	Still in service 1930, see list below.
91	w/n ?	Still in service 1930, see list below.
92	w/n ?	Still in service 1930, see list below.
93	w/n ?	Still in service 1930, see list below.
94	w/n ?	Still in service 1930, see list below.
95	w/n ?	Still in service 1930, see list below.
96	w/n ?	Still in service 1930, see list below.
97	w/n ?	Still in service 1930, see list below.
98	w/n ?	Still in service 1930, see list below.
99	w/n ?	Still in service 1930, see list below.

2-6-0 d/w 56", cyls. 18x24", built by Rogers in 1892 and 1891

Ordered by ? ??? NB The 1930 list below shows some of these as Light Moguls and others as Heavy Moguls.

100?	w/n ?	Still in service 1930, see list below. Light mogul.
101?	w/n 4795	Still in service 1930, see list below. Light mogul.
102?	w/n 4796	Still in service 1930, see list below. Light mogul.
103?	w/n 4615	Still in service 1930, see list below. Heavy mogul.
104?	w/n 4616	Still in service 1930, see list below. Light mogul.
105?	w/n 4617	
106?	w/n 4618	
107?	w/n 4602	Still in service 1930, see list below. Heavy mogul.
108?	w/n 4603	
109?	w/n 4604???	

2-6-0 d/w 54", cyls. 17x24", built by Baldwin in 1906

Ordered by ? BLW class 8-28D no. 240-245. Spec. is in vol. 30 p 141. Mark on tank 'F.C.U.H.' Classified as freight heavy moguls 4-6-0s in 1930

111	w/n 29464
112	w/n 29465
113	w/n 29500
114	w/n 29501
115	w/n 29502
116	w/n 29523

All still in service 1930, see list below.

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

Ordered for ? Classified as freight heavy moguls 4-6-0s in 1930. May have been similar to engines listed immediately above.

117	w/n ?	Still in service 1930, see list below.
118	w/n ?	Still in service 1930, see list below.

0-4-0ST d/w 44", cyls. 14x22", built by Baldwin in 1891

Ordered by ? BLW class 4-22C no. 117. Spec. is in vol. 17 p 155. Ex-*FC de Matanzas* **44**

?	w/n 12333

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

Ordered for ? Classified as 0-6-2T in 1930.

120 w/n ? Still in service 1930, see list below.

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

Ordered for ? Classified as 0-4-0 (Bogie) in 1930, whatever that means. May have been the engine listed immediately above.

121 w/n ? Still in service 1930, see list below.

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

Ordered for ? Classified as 0-8-0 tender in 1930.

122 w/n ? Still in service 1930, see list below.

123 w/n ? Still in service 1930, see list below.

0-6-0T d/w ?, cyls. ?, built by Beyer Peacock in 1905

Ordered by ? Ex-HC ?

? w/n 4659

? w/n 4660

? w/n 4661

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

Ordered for ? Classified as 0-8-0T in 1930.

124 w/n ? Still in service 1930, see list below.

0-6-0ST d/w 47", cyls. 17x24", built by Baldwin in 1905

Ordered by ? BLW class no. . Spec. is in vol. p. Ex-CyJ **13-14** Classified as switching 0-6-0 in 1930.

125 w/n 25412

126 w/n 26415

All in service 1930, see list below.

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

Ordered by ? Classified as switching 0-6-0 in 1930.

127 w/n ? Sold to Central Santa Catalina, later became *MinAz* no. **?**.

All in service 1930, see list below.

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

Ordered by ? BLW class no. . Spec. is in vol. p. Ex-UH **P13-P15.** Classified as switching 0-6-0 in 1930.

128 w/n 29985

129 w/n 29986

130 w/n 29987 Still in service 1930, see list below. NB that list shows this loco as an 0-8-0T.

All in service 1930, see list below.

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

Ordered by ? Ex-HC **P21-P23** Classified as switching 0-6-0 in 1930. Lehmuth gives d/w as 44".

131 w/n 1465 Sold to Central Mercedita, later became *MinAz* no. **1709**.

132 w/n 1466

133 w/n 1466

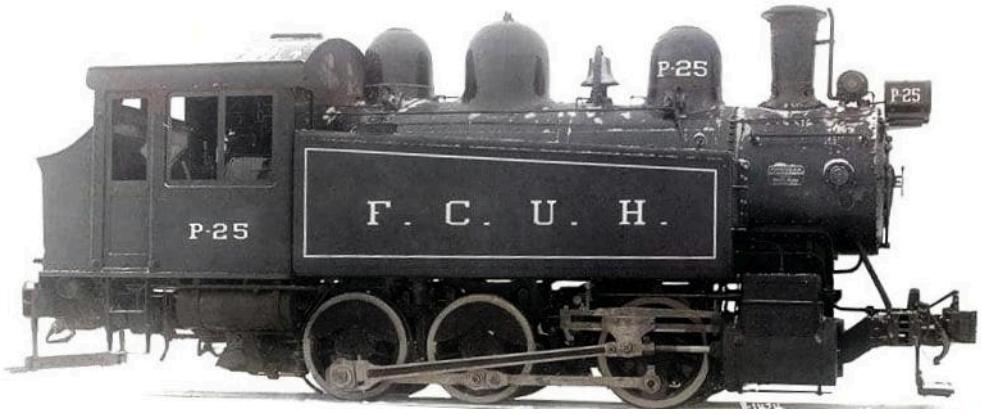
All in service 1930, see list below.

0-6-0T d/w 44", cyls. 19x24", built by ALCo Brooks (134-6)in 1916, and Cooke (137-140) in 1919

Ordered by Havana Central Rly. Ex-HC **P24-P26**, and Ex-HC **P27-P30** Classified as switching 0-6-0 in 1930.

134	w/n 56713	Originally Havana Central no. **P24**. Sold to Central Santa Rosa / 441 Diez de Octubre, supposedly still as no. **P24**. Later became *MinAz* no. **?**.
135	w/n 56714	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.
136	w/n 56715	Originally Havana Central no. **P26**.
137	w/n 58747	Originally Havana Central no. **P27**.
138	w/n 58748	Originally Havana Central no. **P28**.
139	w/n 58749	Originally Havana Central no. **P29**.
140	w/n 58750	Originally Havana Central no. **P30**. Sold to Central Alava / 301 Mexico. Became *MinAz* no. **1608**.at that location. Later transferred to Central Mercedes / 313 Seis de Agosto.

All in service 1930, see list below.



0-4-0ST d/w 42", cyls. 14x22", built by R. & W. Hawthorn in 1905-06

Ordered by Cuban Central Railway. Classified as switching 0-4-0 in 1930.

141 w/n 2638 Still in service 1930, see list below.

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

Ordered by ? Classified as switching 0-6-0 in 1930.

142 w/n ?
143 w/n ?
144 w/n ?
145 w/n ?
146 w/n ?
147 w/n ?

All in service 1930, see list below.

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

Ordered by ?

145 w/n ? Sold to Central Santa Catalina, later became *MinAz* no. **?**.

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

Ordered by ? Classified as switching 0-8-0T in 1930.

150 w/n ?

151 w/n ?
152 w/n ?
153 w/n ?
154 w/n ?
155 w/n ?
156 w/n ?
157 w/n ?
158 w/n ?
All in service 1930, see list below.

Lehmuth's ALCo list includes 2-6-2Ts nos. **155-156**, supposedly for the Cuban Central Rlys., but probably eventually part of the Unidos fleet.

2-6-2T d/w 50", cyls. 17x25", built by ALCo in 1919

Ordered for Cuban Central Rlys.
155 w/n 58744
156 w/n 58745

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

Ordered by ? Classified as heavy mogul 2-6-0 in 1930.
161 w/n ?
162 w/n ?
163 w/n ?
164 w/n ?
165 w/n ?
166 w/n ?
167 w/n ?
168 w/n ?
169 w/n ?
170 w/n ?
171 w/n ?
All in service 1930, see list below.


Railroad Museum of PA

FCUH mogul no. **167**, 1952, location unknown. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Genl. negative 34356.

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

Ordered by ? (Boiler BLW XO-921 11/21)

171 w/n ?

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

Ordered by ? Classified as heavy mogul 2-6-0 in 1930.

173 w/n ?
174 w/n ?
175 w/n ?
176 w/n ?
177 w/n ?
178 w/n ?

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

Ordered by ? Classified as heavy mogul 2-6-0 in 1930.

180 w/n ?
181 w/n ?
182 w/n ?

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

Ordered by ? ? class ?. . Spec. is in vol. p. Classified as light consolidation in 1930.

185 w/n ?
186 w/n ?
187 w/n ?
188 w/n ?
189 w/n ?
190 w/n ?
191 w/n ?
192 w/n ?
193 w/n ?
194 w/n ?
195 w/n ?
196 w/n ?

All in service 1930, see list below.

2-8-0 d/w 54", cyls. 20x24", built by Rogers in 1894

Ordered by ? Classified as light consolidation in 1930.

200 w/n 4992 Still in service 1930, see list below.
201 w/n 4993
202 w/n 4994 Still in service 1930, see list below.
203 w/n 4995 Still in service 1930, see list below.
204 w/n 4996

2-8-0 d/w 54", cyls. 20x24", built by Baldwin in 1889 and 1888

Ordered by ? BLW class no. . Spec. is in vol. p. Classified as light consolidation in 1930.

205 w/n 10461
206 w/n 10465
207 w/n 9705
208 w/n 9706
209 w/n 9707
210 w/n ?
All except **210** in service 1930, see list below.

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

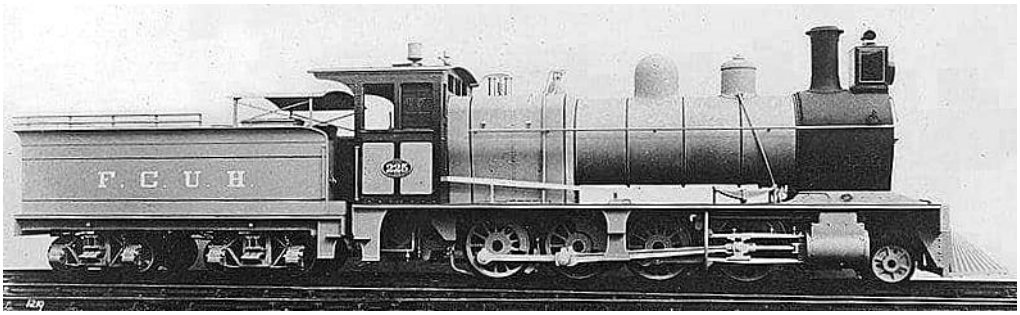
Ordered by ? BLW class no. . Spec. is in vol. p. Classified as light consolidation in 1930.
212 w/n ?
213 w/n ?
214 w/n ?
215 w/n ?
216 w/n ?
217 w/n ?
218 w/n ?
219 w/n ?
220 w/n ?
All in service 1930, see list below.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1901 and 1905

Ordered by United Rlys. of Havana Ltd. BLW class 10-34E nos. 1624-1627, and 1747-1754, 1842-1851. Specs. are in vol. 24 p 155 (nos. 221-224) and in vol. 27 p 305 (229-236 and 240-249). Classified as light consolidation in 1930.
221 w/n 19841
222 w/n 19857
223 w/n 19866
224 w/n 19871
229 w/n 26044
230 w/n 26045
231 w/n 26046
232 w/n 26047
233 w/n 26???
234 w/n 26109
235 w/n 26140
236 w/n 26170
All in service 1930, see list below.

2-8-0 d/w 50", cyls. 20x24", built by NBL in 1903

Ordered by ? Classified as light consolidation in 1930.
225 w/n 16010
226 w/n 16011
227 w/n 16012
228 w/n 16013
All in service 1930, see list below.



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

Ordered by ? Classified as light consolidation in 1930.

237 w/n ?

238 w/n ?

All in service 1930, see list below.

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1907

Ordered by United Rlys. of Havana Ltd. BLW class 10-34E nos. 1624-1627, and 1747-1754, 1842-1851. Specs. are in vol. 24 p 155 (nos. 221-224) and in vol. 27 p 305 (229-236 and 240-249). Classified as light consolidation in 1930.

240 w/n 31709

241 w/n 31710

242 w/n 31756

243 w/n 31757

244 w/n 31758

245 w/n 31776

246 w/n 31777

247 w/n 31801

248 w/n 31802

249 w/n 31803

All in service 1930, see list below.

2-8-0 d/w 50", cyls. 20x26", built by ALCo Schenectady in 1913 (250-7), 1915 (258-63), 1916 (264-66), 1919 (267-82) and 1920 (283-310)

Ordered by ? Classified as heavy consolidation in 1930. NB Some confusion re builders' numbers and running numbers. Copeland/Holzinger? have 258-263 as 55395-55399 and 53859.

250 w/n 53859

251 w/n 53860

252 w/n 53861

253 w/n 53862

254 w/n 53863

255 w/n 53864

256 w/n 53865

257 w/n 53866

258 w/n 55394

259 w/n 55395

260 w/n 55396

261 w/n 55397

262 w/n 55398 Sold first to Central Cunagua / 506 Bolivia, then later to Central Adelaida / 501 Enrique José Varona. Became *MinAz* no. **1734**.

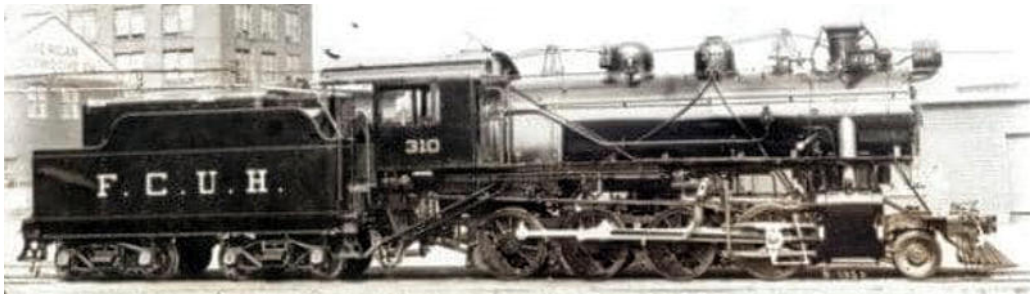
263 w/n 55399

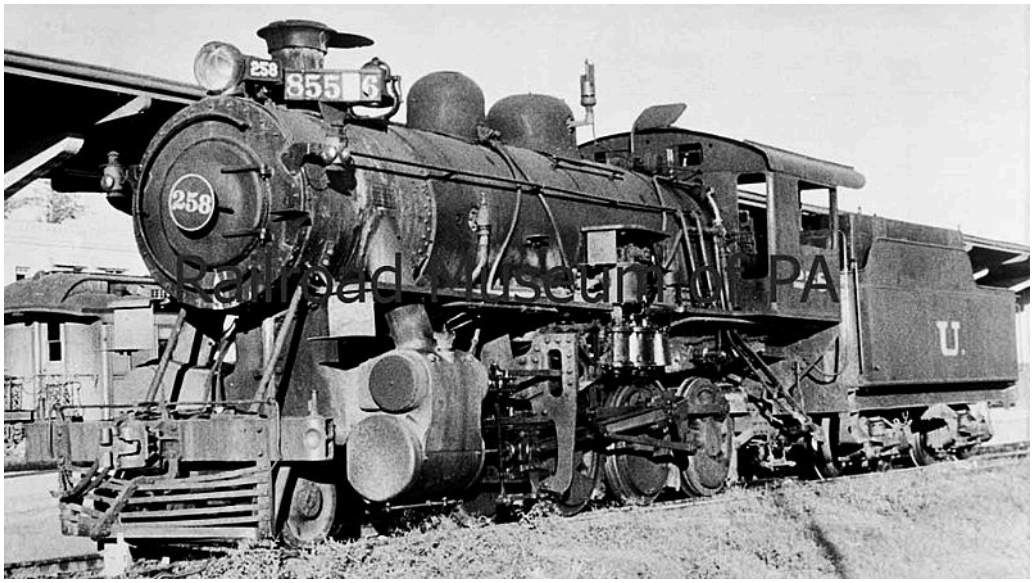
264	w/n 56667	
265	w/n 56668	
266	w/n 56669	
267	w/n 60538	
268	w/n 60539	Sold to Central Caracas. Sold/Transferred to Central Santo Domingo / 320 Juan Avila. Became *MinAz* no. **1814** probably whilst at this location.
269	w/n 60540	Sold to Central Caracas. Became *MinAz* no. **1815**.
270	w/n 60541	
271	w/n 60542	
272	w/n 60543	
273	w/n 58751	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. At some point it became *MinAz* no. **1816**.
274	w/n 58752	
275	w/n 58753	
276	w/n 58754	
277	w/n 58755	
278	w/n 58756	
279	w/n 58757	
280	w/n 58758	
281	w/n 58759	
282	w/n 58760	
283	w/n 62019	
284	w/n 62020	
285	w/n 62021	
286	w/n 62022	Sold to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1852** at that location.
287	w/n 62023	
288	w/n 62024	
289	w/n 62025	
290	w/n 62026	
291	w/n 62027	
292	w/n 62028	
293	w/n 62029	
294	w/n 62030	Sold to Central Baguanos / 604 Lopez Pena as no. **50**. Became *MinAz* no. **1909** at that location.
295	w/n 62031	
296	w/n 62032	
297	w/n 62033	
298	w/n 62034	
299	w/n 62035	Sold to Central Caracas / 404 Ciudad Caracas. Became *MinAz* no. **?** at that location.
300	w/n 62036	
300	w/n 62036	
301	w/n 62037	
302	w/n 62038	

303	w/n 62039	
304	w/n 62040	
305	w/n 62041	
306	w/n 62042	Sold to Central Santa Catalina / 427 Quentin Banderas. Became *MinAz* no. **1823** at that location.
307	w/n 62043	
308	w/n 62044	
309	w/n 62045	Sold to Central Caracas / 404 Ciudad Caracas. Became *MinAz* no. **1725** at that location.
310	w/n 62046	

All in service 1930, see list below.







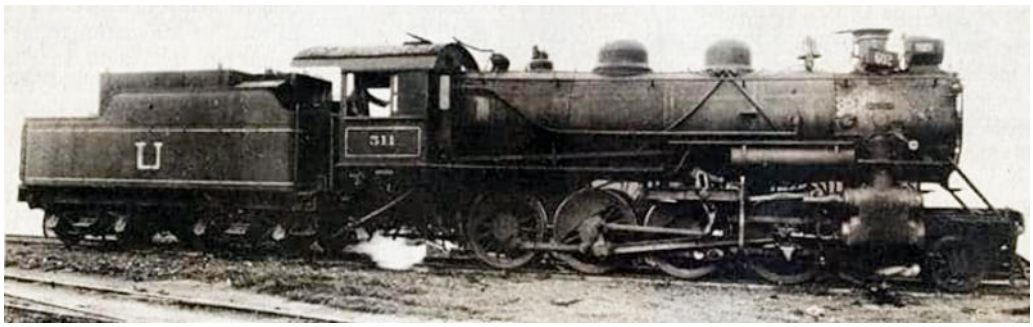
Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34357.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34358.

Puzzle

No. **311**, probably by ALCo. What was this?

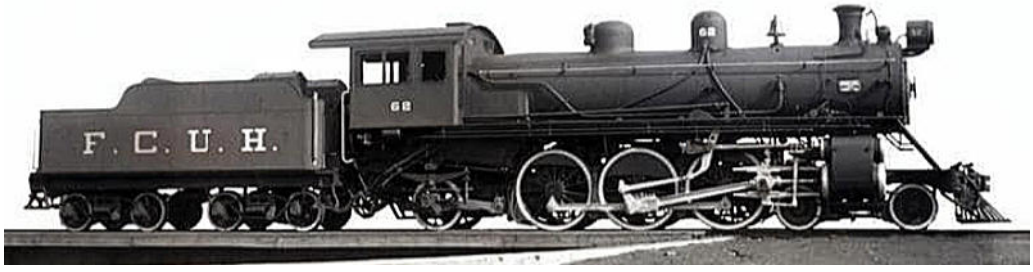


4-6-2 d/w 62", cyls. 20x26", built by ALCo Schenectady in 1913 (400-3) and 1919 (404-5)

Ordered by ? Ex HC **58-61** and **62-63** Classified as passenger pacific 4-6-2 in 1930.

400 w/n 53888
401 w/n 53889
402 w/n 53890
403 w/n 53891
404 w/n 60544
405 w/n 60545

All in service 1930, see list below.

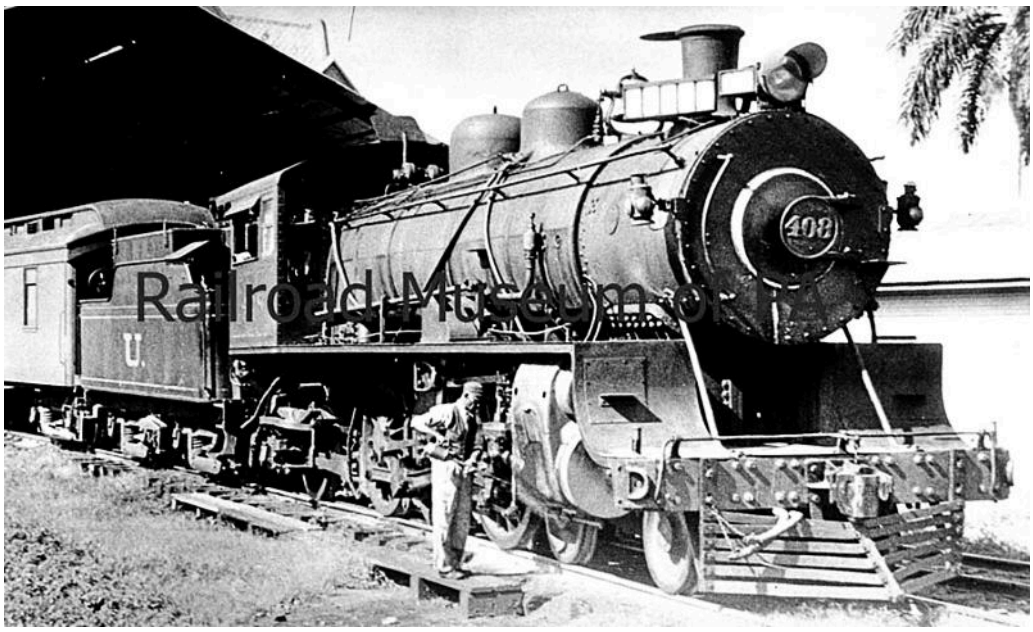


4-6-2 d/w 66", cyls. 20x26", built by Baldwin in 1920

Ordered by United Railways of Havana. BLW class 12-34¼D nos. 58-67. Spec. is in vol. 66 p 43. Mark on tank sides 'F.C.U.H.'. "These locomotives are to conform generally with the American Locomotive Company's No A-6632-E, type 462-S-176 for similar locomotives recently supplied…" "Cab to be English style similar to Peking-Mukden engines with bottom edge on line with tank floor. Cab to have square corners instead of round as shown on railway company's prints." BLW ownership plates on engine and tender. Originally numbered HC **64-73.** Classified as passenger pacific 4-6-2 in 1930.

406 w/n 53564
407 w/n 53582
408 w/n 53583
409 w/n 53584
410 w/n 53585
411 w/n 53627
412 w/n 53628
413 w/n 53645
414 w/n 53646
415 w/n 53674

All in service 1930, see list below.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34359.



Loco no. **408** at the head of a Santa Clara train at Habana. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – General negative 58037.

419 to **433** were early ALCo and/or GE B-B electrics dating from 1906 to 1926.

0-8-0T d/w 46", cyls. 20x24", built by Baldwin in 1908

Ordered by ? BLW class no. . Spec. is in vol. p. Ex WH **33**

490? w/n 33066

0-8-0T d/w 51", cyls. 20x26", built by Baldwin in 1920

Ordered by United Railways of Havana. BLW class no. 8-34E nos. 19-26. Spec. is in vol. 66 p 50. Mark on tank sides: 'F.C.U.H.'. "Locomotive to conform generally… with a similar loco built… for the Western Railway of Havana…" Copeland says ex HC **91-98**, but BLW spec. page gives original running numbers as **491-498** as below.

491 w/n 53573
492 w/n 53589
493 w/n 53590
494 w/n 53591
495 w/n 53592
496 w/n 53643
497 w/n 53644
498 w/n 53673



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07679.

2-8-0 d/w 56", cyls. 21x28", built by Baldwin in 1919 (500-502), 1920 (503-520 and 512-514) and 1921 (511) 503-510 bought new, 511-514 bought new for HC.

Ordered by ? BLW class 10-36E nos. 3588-3593 and 3594-3599. Spec. is in vol. 66 p 56. USATC Pershing design. First one had been Francisco Sugar Co. no. **100**. Second and third had been Tuinucu Sugar Co. nos. **100-101**. **503-510** bought new, **511-514** bought new for HC. Mark on tank sides: 'F.C.U.H.'. Classified as heavy consolidation in 1930

500 w/n 51549
501 w/n 51550
502 w/n 51551
503 w/n 53950
504 w/n 53951 Not listed in 1930.
505 w/n 53966

506 w/n 53967
507 w/n 53968
508 w/n 53969
509 w/n 54019
510 w/n 54020
511 w/n 54293
512 w/n 54211
513 w/n 54212
514 w/n 54213

All except **504** in service 1930, see list below.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07730.

2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1906 (600-1) and 1909 (602) and 1910 (603-4)

Ordered by ? BLW class no. . Spec. is in vol. p. Ex CC nos. **104-108**. Classified as light consolidation in 1930

600 w/n 29616 Sold to Central Rosario, later became *MinAz* no. **1508**.
601 w/n 29617
602 w/n 33993
603 w/n 35324
604 w/n 35325

All in service 1930, see list below.

2-8-0 d/w 50", cyls. 18x24", built by ALCo Schenectady in 1913 (605-7), 1916 (608-14) and 1920 (615-24)

Ordered by ? Ex CC nos. **109-128**. Classified as light consolidation in 1930

605 w/n 54364
606 w/n 54365
607 w/n 54366 Sold to Central Washington, later became *MinAz* no. **1644**.
608 w/n 56660 Sold to Central Carolina, later became *MinAz* no. **1519**.
609 w/n 56661
610 w/n 56662
611 w/n 56663
612 w/n 56664
613 w/n 56665
614 w/n 56666
615 w/n 62653
616 w/n 62654
617 w/n 62655
618 w/n 62656
619 w/n 62657 Sold to Central Washington, later became *MinAz* no. **1645**.

620	w/n 62658	
621	w/n 62659	
622	w/n 62660	
623	w/n 62661	Sold to Central Andrieta, later became *MinAz* no. **1537**.
624	w/n 62662	Sold to Central Perseverencia, later became *MinAz* no. **1543**.

All in service 1930, see list below.

4-4-0 d/w 62", cyls. 18x24", built by Baldwin in 1925

Ordered by Havana Central RR Co. BLW class 8-30C nos. 704-709 . Spec. is in vol. 78 p 71. The spec. page says these were to be numbered **702-707**. Mark on tank sides: 'U'. "These locos. to conform generally with American Loco. Co's. spec.s… and locos. previously built for the Western Railway of Havana…" First one Ex ??? and built by ??? Classified as heavy passenger 4-4-0s in 1930.

700	w/n ?
701	w/n 58619
702	w/n 58620
703	w/n 58631
704	w/n 58632
705	w/n 58633
706	w/n 58634
707	w/n ?????

All in service 1930, see list below.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09600.



Further acquisitions

In 1907 it acquired the Habana Central RR, and in 1910 acquired the Habana Terminal Co., which had owned no locos or stock. Somewhat later, in 1920, the growing company merged with the Western Rly. of Habana and the Cuban Central Rlys.

The fleet in 1930

The following table was translated from records of the Chief Mechanical Engineer, *FCUH*. Cienaga Shops, Havana, by Manuel Diaz Caballos, and was published in *Railroad History*, the magazine of the Railway & Locomotive Historical Society in the summer of 2004. [11] p49.

Locomotives of the United Railways of Havana (FCUH), June 1930

Type	Road Numbers	Totals	
PASSENGER			
Heavy 4-4-0	**7, 11, 12, 16, 21, 700-707**	13	
Medium 4-4-0	**10, 14, 17-19, 24-29, 33-38**	17	
Ten Wheeler 4-6-0	**50-57, 86, 87**	10	
Pacific 4-6-2	**400-415**	16	
Suburban Tank	**1, 2**	2	
Gas Cars	**810, 820-828**	10	
Gas-Electric Cars	**830-837**	8	78
FREIGHT			
Consolidation Light 2-8-0	**185-196, 200, 202, 203, 205-210, 212-238, 240-249, 600-624**	83	
Consolidation Heavy 2-8-0	**250-310, 500-503, 505-514**	75	
Mogul Heavy 2-6-0	**103, 107, 111-118, 161-171, 173-178, 180-182**	30	
Mogul Light 2-6-0	**100-102, 104**	4	
Ten Wheeler 4-6-0	**44-49, 58-85, 88-99**	46	238
SWITCHING			
0-6-0	**125-129, 131-140, 142-147**	21	
0-4-0	**141**	1	
0-4-0 (Bogie)	**121**	1	
0-8-0 Tender	**122, 123**	2	
0.8-0 Tank	**124, 130, 150-158**	11	
0-6-2 Tank	**120**	1	
Gasoline locomotive	**159**	1	38
NARROW GAUGE			
Caibarien 36"	**752-757, 783-768**	12	
Juragua & Caracas 30"	**771-779**	9	21
ELECTRIC			
40 and 60 Ton	**421-428, 433**	9	9
		Total Locomotives	382

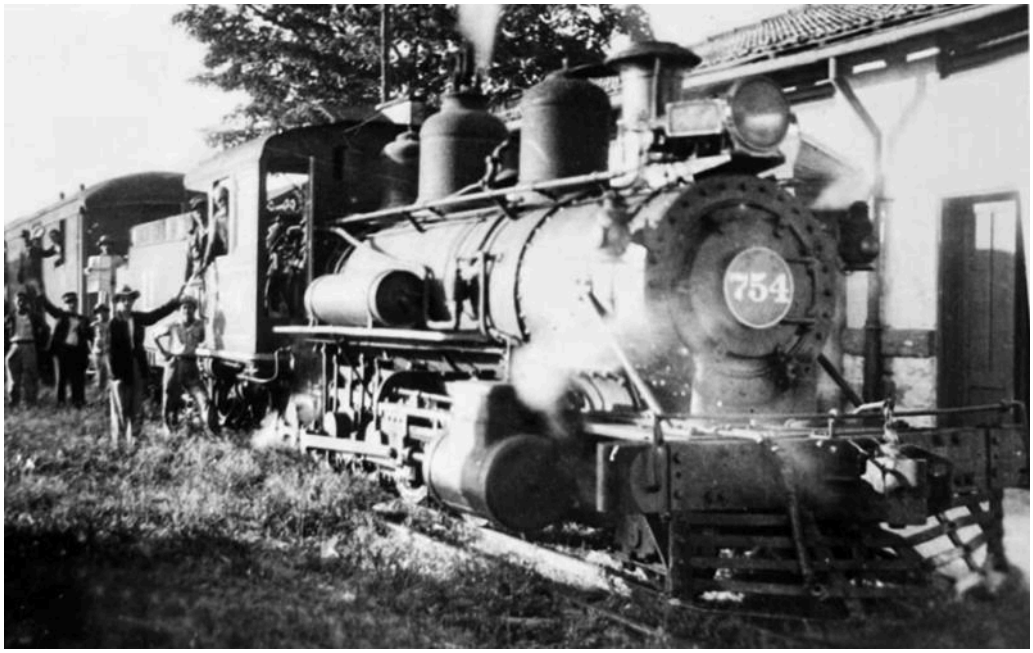
In 1949 the railway entered receivership and in 1953 was sold to the Cuban government, and was renamed.



An unidentified *FCUH* 0-6-0ST seemingly numbered **22** but not yet matched to the list above.

17.9.3 *FCUH* narrow gauge locos 1930

Caibarien 36" **752-757, 783-768** 12

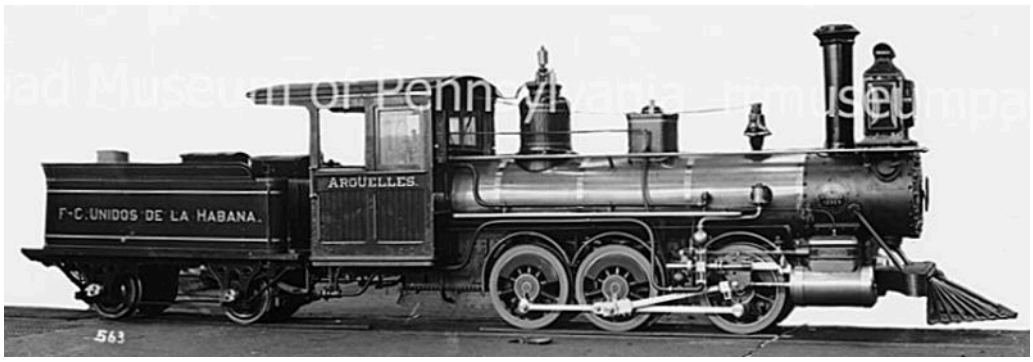


0-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1891 2' 6" gauge

Ordered by *FC Unidos de la Habana*.

BLW class 6-16D no. 21. Spec. is in vol. 17 p 150. No running number. Name on smokebox plate in brass relief letters. Agency plates on steam chests: 'VIONNET & CO. AGENTS. HAVANA & NEW YORK'.

? 'ARGÜELLES' w/n 12329



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00563.

Juragua & Caracas 30" **771-779** 9 21

Lehmuth's BLW list has the following:

2-6-0 d/w 36", cyls. 12x18", built by Baldwin in 1903 2' 6" gauge

Ordered via Agustin Fuller Co. for *FC Unidos de Havana*.

BLW class 8-18D no. ?. Spec. is in vol. p . Not yet found.

775 w/n 23300



2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1894

Ordered by Central Caracas as their **'CHENONCEAU'.** Sold to United Rlys of Havana as their no. **777**.

777 w/n 14106

17.10 *Los Ferrocarriles Occidentales de Cuba*

1953-1960

Background

It is believed that most of the above were disposed of before the railways were consolidated into the *FC de Cuba* in 1960. A few of the above were photographed, however, in 1955 when owned by the *FC Occidentales de Cuba* and were sold off after that.

17.11 Other public railways in Western Cuba

17.11.1 *El Ferro-Carril La Prueba*



Background

Standard gauge. Supposedly linked Regla to Guanabacoa.

"*En 1842, una compañía minera denominada Empresa de la Mina Prosperidad, dirigida por Manuel Pastor, Conde de Bagáez, y Fernando González Agüero, que tenía en explotación un yacimiento de carbón de piedra en la localidad de La Hata, en Guanabacoa, comenzó la construcción de una línea de ferrocarril, con una extensión de cuatro kilómetros, para trasladar el mineral hacia el emboque de Regla, en la bahía de La Habana. La mina se agotó rápidamente, y a fin de resarcirse de las pérdidas sufridas, el ferrocarril, que comenzó a funcionar al siguiente año, movido por tracción animal, fue destinado por sus propietarios al transporte de pasajeros, extendiendo su línea hasta la misma villa de Guanabacoa.*

El recorrido del ferrocarril se iniciaba junto al santuario de Nuestra Señora de Regla, a pocos pasos del emboque de esta villa, atravesaba la población y llegaba hasta el norte de Guanabacoa, a una plazuela situada en la esquina de las calles Soledad y Amenidad, donde se construyó su primer paradero, junto a un circo llamado "La Prueba", propiedad de Miguel Nin y Pons, quien más tarde, en 1845, se convirtió en socio de la empresa del ferrocarril, junto con Manuel Pastor y Fernando González Agüero. Desde entonces el camino de hierro fue conocido con el nombre de "Ferrocarril de La Prueba".

Ese mismo año se remataron los bienes de la Empresa de la Mina Prosperidad, declarada en quiebra, y en este acto Miguel Nin y Pons adquirió la propiedad total del ferrocarril, lo que le permitió realizar varias reformas, entre ellas levantar un nuevo paradero frente al circo y construir una corta doble línea que serviría de desvío o chucho para facilitar el cruce de los carros en una y otra dirección.

Al fallecer Miguel Nin en 1856, pesaban sobre el ferrocarril varias hipotecas que sus herederos no pudieron liquidar, por lo que decidieron venderlo, siendo adquirido en la suma de cien mil pesos por la Primera Empresa de Vapores de la Bahía, representada por Juan Menninger y Antonio Benítez, la cual desde 1850 enlazaba a La Habana, partiendo del muelle de Luz, con Regla y Casablanca.

Dos años más tarde, bajo un nuevo propietario, José Miguel Incháustegui, se realiza una serie de mejoras de beneficio público en el ferrocarril, entre ellas el aumento del número de mulas destinadas al servicio de los carros, y la ampliación del desvío o chucho a una extensión de casi la mitad de todo su recorrido. Al propio tiempo se reforma también el primitivo paradero de Regla, que consistía en un simple colgadizo de madera, y que se convierte en un cómodo salón de mampostería con asientos para el público. Además, a partir de entonces se hacen coincidir sus horarios de salidas y llegadas con los de los vapores, a fin de facilitar el traslado de pasajeros entre La Habana y Guanabacoa sin pérdida de tiempo entre uno y otro medio de transporte.

La realización de todos estos adelantos fue un acto inteligente del señor Incháustegui, pues en ese tiempo se estaba trabajando por otra empresa, la Compañía del Ferrocarril de la Bahía, en la construcción de una nueva línea entre La Habana y Matanzas, la que en su recorrido uniría a Regla y Guanabacoa, y el Ferrocarril La Prueba corría el

riesgo de quebrar si no mejoraba notablemente el servicio al público.
Otras mejoras se realizaron ese año, como la prolongación del ferrocarril hasta la plaza de la Iglesia Parroquial de Guanabacoa y la construcción de un ramal hasta un almacén de madera establecido en Regla, a orillas de la bahía, para facilitar el transporte de las tablas hasta la vecina villa. Por último se autorizó una nueva ampliación de la doble vía en la totalidad del recorrido.
Con motivo de la inminente apertura del ramal de Regla a Guanabacoa construido por la Compañía del Ferrocarril de la Bahía, el señor Incháustegui introduce nuevas mejoras en su ferrocarril, en el que emplea nuevos carros más cómodos y espaciosos encargados a los Estados Unidos y mulas de mayor alzada, acompañadas por un caballo como guía, con lo cual el tiempo del recorrido entre Regla y Guanabacoa se reduciría a un cuarto de hora, sin los contratiempos que se presentaban en la vía en épocas de lluvias. Por otro lado, la línea se extiende hasta el mismo muelle de los vapores, lo que facilita que los pasajeros salgan de los carritos y monten de inmediato en los vapores, que salen también cada cuarto de hora, y al cruzar la bahía en cinco minutos se logra que el viaje entre Guanabacoa y La Habana no demore más de veinte minutos.
En estas reducciones en la duración del viaje radicaba el éxito del servicio del Ferrocarril La Prueba. Sin embargo, su propietario se mantuvo siempre renuente a sustituir el tiro de mulas por locomotoras, a pesar de los beneficios que reportaría este cambio. Años después, en 1884, el ferrocarril y los vapores pasaron a una nueva administración, dirigida por José Figueras y Anglada, y fue éste quien, finalmente, hizo descansar a las mulas al suplantar la tracción animal por pequeñas locomotoras de vapor.
Cinco años después, en 1889, adquiere la Primera Empresa de Vapores de la Bahía y el Ferrocarril La Prueba el señor José Cabrero y Mier, el que traspasa su propiedad a la Cuban Electric Railway Company en fecha no determinada que se estima alrededor de 1899, aunque parece ser que se mantuvo relacionado de alguna forma con dicha compañía, pues en ese propio año la Cuban Electric estableció un cambio de tarifas que había sido propuesto por José Cabrero.
Impulsada por la necesidad de mejorar el servicio con los adelantos técnicos de la época, la Cuban Electric Railway Company sustituyó a partir de 1900 los viejos carros y locomotoras de vapor del Ferrocarril La Prueba por tranvías eléctricos de fabricación norteamericana, que fueron los primeros de su tipo que circularon en Cuba. A ese efecto, la compañía edificó una planta eléctrica en Regla y reconstruyó el paradero y el emboque de los vapores, así como rehizo toda la doble línea ferroviaria, que tenía una extensión de unos cinco kilómetros, con raíles de acero. El primer tranvía movido por electricidad en Cuba circuló de Regla a Guanabacoa el 9 de enero de 1900, en un viaje de prueba oficial que duró tan sólo nueve minutos.
Finalmente, en 1905 se estableció en el país una nueva empresa, la Havana Central Railroad Company (más tarde Havana Electric Railway Company), que electrificó todo el sistema de tranvías de la ciudad de La Habana y en 1908 se hizo cargo de la concesión hecha a la Cuban Electric Railway Company, la cual dejó de existir y junto con ella terminó la vida independiente del Ferrocarril La Prueba, que tanta utilidad prestó en su tiempo a los viajeros entre La Habana, Regla y Guanabacoa." [http://www.cubamuseo.net/inferior-stamp/48]
Summary in Poors' Directory 1886 (spelling etc. tidied up): Regla and Guanabacoa Tramway. – Line of Road: Regla (suburb of Havana) to Guanabacoa, 4.918 km. Gauge, 4 ft. 8½ in. Operated by steam power. Locomotives, 5; cars, 10. GENERAL OFFICE, Regla.

0-4-0T 'Motor' d/w 30", cyls. 9x10", built by Baldwin in 1878

Ordered by Regla Guanabacoa RR Co., *FC La Prueba*. BLW class 4-11C nos. 24-26. Spec. is in vol. 8 p 184. Mark: 'FERRO-CARRIL LA PRUEBA'.

1	w/n 4234
2	w/n 4235
3	w/n 4236

0-4-0T 'Motor' d/w 31", cyls. 8x10", built by Baldwin in 1879

Ordered by *FC La Prueba*. BLW class 4-10½C nos. 15 and 16. Spec. is in vol. 9 p 128. Mark: 'FERRO-CARRIL LA

PRUEBA'.

4 w/n 4675

5 w/n 4678

0-4-0T 'Motor' d/w 32", cyls. 10x14", built by Baldwin in 1889

Ordered by La Prueba RR. BLW class 4-14C no. 88-89. Spec. is in vol. p .

1 'GUANABACOA' w/n 10348

2 'REGLA' w/n 10349

0-4-0ST? d/w 32", cyls. 10x14", built by Baldwin in ?

Ordered for *FC La Prueba*. BLW class 4-10C no. 93. Spec. is in vol. 16 p 18. Straight stack. Mark on tank: 'Fo. Cl. LA PRUEBA'.

3 'HABANA' w/n 10788

17.11.2 *El Urbano RR y Omnibus Co.* in Havana



Background

S

Summary in Poors' Directory 1886 (spelling etc. tidied up): Havana City Railway. – Tramway lines in the City of Havana and to its suburbs, 21.755 km. Gauge, 4 ft. 8½ in. Locomotives, 5 ; cars 52. GENERAL OFFICE, Havana.

0-4-0T Motor/Dummy? d/w 30", cyls. 6x10", built by Baldwin in 1876

Ordered by Urbano RR & Omnibus Co. BLW class 4-6C no. 1. Spec. is in vol. 8 p 29. Mark: "FERRO-CARRIL URBANO 1' Copeland says not shipped by BLW, dismantled and parts used for loco no. 4030. However, Connelly's BLW list suggests that it was not this loco but no. 3985 for the Citizens' Railway Co. which was returned to BLW and destroyed.

1 w/n 3984

1881: "*Motor número 1. Tornear el ege principal y arreglarlo, como igualmente las piezas anexas. Colocarle veinte y dos fluses nuevos. Hacerle un recipiente de hierro dulce. Ponerle toda la tubería nueva como tambien la chimenea. Hacerle muelles principales nuevos varias veces. Idem dos exentricas y dos muñones. Levantar y nivelar la máquina várias veces y hacerle todas las demás reparaciones que ha necesitado. Limpiarla y arreglarla cada tres dias en que ha trabajado.*" State at end of year: "*Bueno*". [19d]
1883: "*Motor Número 1. Nuevo: 2 Abrazaderas. 1 Aparado de perforar. 5 Anillos de bronce. 4 Arandelas. 1 Boquilla. 8 Bronces de las conexiones. 4 Cajas del eje. 4 Id. de voladoras. 4 Chapas de hierro. 34 Chavetas. 1 Contra peso á la retranca. 2 Copillas, 1 Cunero. 8 Cuñas. 1 Depósito de hierro al donkey. 1 Espiral al donkey. 102 Fluses y además un juego completo. 1 Grampa. 2 Juntas. 1 Llave de desahogo. 1 llave al donkey. 6 llave de prueba. 4 Muelles principales. 3 ld. de cabeza de émbolo. 4 Id. de acero de la retranca. 1 Munon á la cigüeña con su cunero y cunas de acero. 12 Niples. 1 Pala. 1 Palanca de cilindro. 1 Id. de retranca. 19 Pasadores. 2 Pedestales. 1 Pieza de bronce á la válvula de mano. 1 Id. a la chimenea. 60 Suplementos, 20 Tornillos con sus roscas. 4 Tubos. 19 Tuercas con sus roscas. 1 Tuerca mariposa de bronce. 1 Union. 2 Id. universales. 2 Unas. 5 Válvulas de bronce. 1 Id. de*

hierro.
Reparaciones. La bomba y su tubería. Las caja de vapor y de las voladoras. El cenicero. La cigüeña. Los cilindros. Las chumaceras. Las conexiones. Las excéntricas. Desarmar la cúpula y la tubería de vapor para virar la placa superior de los fluses, picar los remachas, sacar les fluses, hacer los 82 barrenos nuevos y arreglar los antiguos. El donkey. El eje. Los fluses. La paila. Los pedestales y sus bronces. El pito. La retranca. El tanque. La tubería en general. Las válvulas. El vástago de la retranca. Además cada vez que este motor ha estado dé descanso se le han hecho las limpiezas y recorridas lijeras necesarias." [19b]
1884: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Ademas se ha tramado el motor siete veces y en los dias que le ha correspondido descansar, se le han hecho las limpiezas y recorridas lijeras necesarias*." and "*Casilla: pintarla.*" State at end of year: "*Bueno*". [19f]
1885 Much less detail in [19f]: "*Se le hicieron varias reparaciones importantes.*' and *"Casilla: reparaciones ligeras, pintado."* State at end of year: "*Regular*". [19f]
1886 "*Motor No. **1** – Se le hicieron nueve piezas de más ú menos importancia y se le colocaron cuatro camones nuevos y treinta y seis. fluses.*" Bodywork had light repairs, and overall condition at end of year was recorded as '*Regular*'. [19g]
1889 "*A las motores numeros **1, 3, 4** y **5** se les han hecho durante el año ligeras reparaciones.*" Condition at end of year was '*Regular*". [19i]
1891 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19i]
1892 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19j]
1894 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19k]
1896 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19m]

0-4-0T Motors/Dummies d/w 30", cyls. 8x10", built by Baldwin in 1877

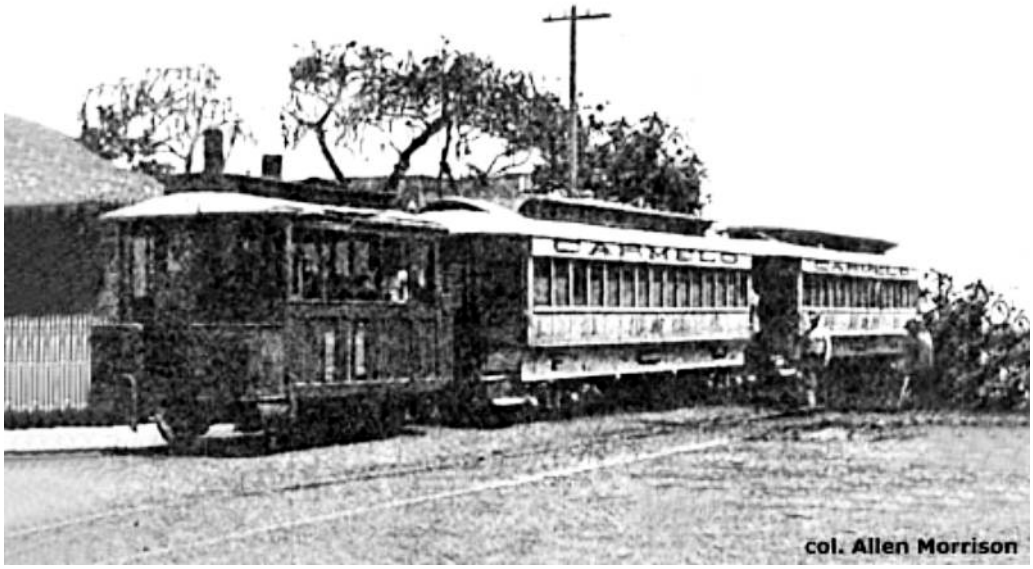
Ordered by Cía Ferrocarril Urbano y Omnibus. BLW class 4-11C no. 15, 16, 19 and 230. Spec. is in vol. 08 p 111, 114 and 138. No. **5** was built for New Haven & West Haven (Conn.) as no. **1 'SAVIN ROCK'**. Not delivered, and then sold to *FCUyO* as no. **5**. with mark 'FERRO-CARRIL URBANO', painted two shades of drab. That one was BLW class 4-11C no. 15. No. **2** was 4-11C no. 16 of 1877. Painting two shades of orange. 4-11C nos. 19 and 20 were *FCUyO* nos. **3** and **4**.

2 w/n 4118 1881: "*Motor núm. 2. Ponerle cincuenta y tres fluses nuevos. Idem topes. Idem parrillas. Nivelar la máquina varias veces y hacerle todas las reparaciones que ha necesitado. Al igual que los demás cada vez que le ha tocado trabajar ha descansado el tercer dia, en cual se ha limpiado y recorrido. Le corresponde entrar en reparacion general despues de la núm. 3, la cual está sufriendo una reparacion de importancia.*" State at end of year: "*Bueno*". [19d]

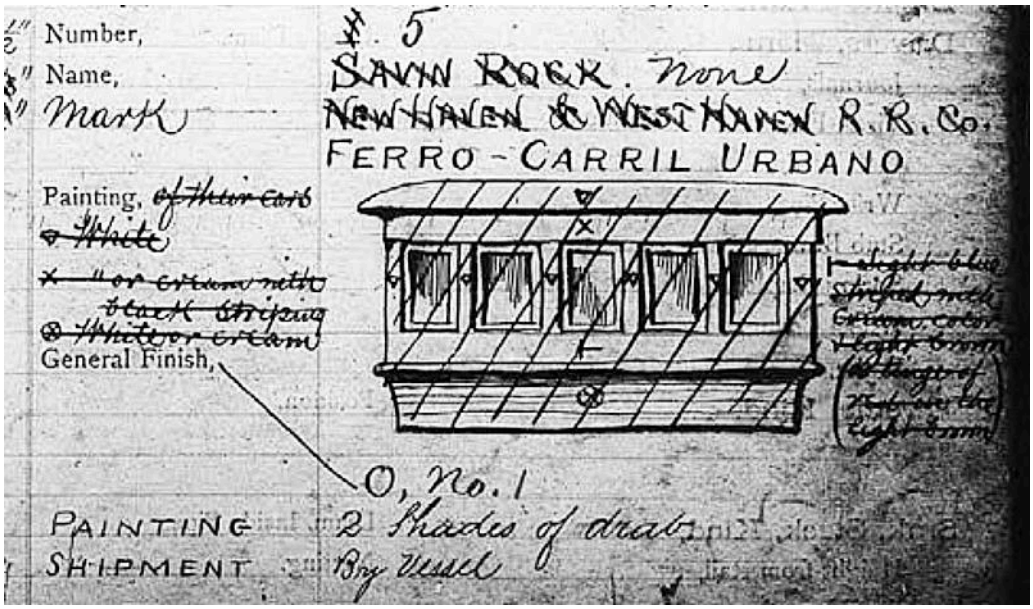
		1883: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Pintar la casilla.*" State at end of year: "*Regular*". [19b] 1884: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Ademas de tramar el motor en 24 ocasiones y recorrido todo el aparato levantado en 3, cada vez que ha estado de descanso se le han hecho las limpiezas y reparaciones lijeras que ha necesitado.*" and "*Casilla: pintarla.*" State at end of year: "*Regular*". [19f] 1885 Much less detail in [19f]: "*Sufrió diez reparaciones do más ó menos importancia y varias ligeras*." and *"Casilla: reparaciones ligeras."* State at end of year: "*Malo*". [19f] 1886 "*Motor No. **2**. Se le hicieron tres piezas nuevas y las reparaciones necesarias para sostenerlo el mayor tiempo posible. Se desarmó por completo.*." Bodywork had light repairs, and overall condition at end of year was recorded as '*Malo*'. [19g] 1889, 1891, 1892, 1894 and 1896. No. **2** was not mentioned at all in the annual reports for these years, the implication being that it had not been in service. [19i]
3	w/n 4171	1881: "*Motor núm. **3**. Se le han colocado parrillas nuevas. Igualmente setenta y dos fluses nuevos y uno de vapor. Se le ha hecho una reparacion generalísima la cual está al terminar, quedando en mucho mejor estado por las mejoras que se le han introducido que cuando se trajo de los Estados Unidos. Taller de Carros, CASILLAS DE MAQUINAS, **3**.—Nueva.*" State at end of year: "*Bueno*". [19d] 1883: A similar level of detail to that given for no. **1** in 1883, above. Also "*Este motor ha sido tramado catorce veces en el ano. Igualmente se ha levantado y recorrido todo el apsrato en cuatro ocasiones y cada vez que le ha correspondido descansar se le han hecho las limpiezas y reparaciones lijeras que ha necesitado.*" State at end of year: "*Regular*". [19b] 1885 Much less detail in [19f]: "*Se le hizo una reparación general y varías pequeñas.*" and *"Casilla: nueva, pintado."* State at end of year: "*Bueno*". [19f] 1886 "*Motor No. **3**. Se le construyeron cincuenta y tres piezas nuevas de más ó menos importancia, y se lo colocaron tres camones nuevos y cincuenta y ocho fluses.* " Bodywork had light repairs, and overall condition at end of year was recorded as '*Regular*'. [19g] 1889 "*A las motores numeros **1, 3, 4** y **5** se les han hecho durante el año ligeras reparaciones.*" Condition at end of year was '*Malo*". [19i] 1891 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19i] 1892 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19j] 1894 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo*'. [19k] 1896 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19m]
4	w/n 4173	1881: "*Motor núm. **4**. Se le han colocado cincuenta y un fiases*

		nuevos. Ha sufrido una reparacion generalísima de idéntica índole á la del núm. ***3****, y además las de menor importan-cia que ha necesitado. Taller de Carros, CASILLAS DE MAQUINAS,* ***4****. Colocarla y arreglarla, Pintarla y barnizarla.* " State at end of year: "*Bueno*". [19d] 1883: A similar level of detail to that given for no. **1** in 1883, above. State at end of year: "*Regular*". [19b] 1884: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Este motor ha sido tramado 18 veces en el ano y el aparato. se ha levantado y recorrido cuatro veces. Igualmente cada vez que le ha correspondido estar de descanso, se le han vrrificado las limpiezas y reparaciones lijeras correspondientes.*" State at end of year: "*Malo; en reparacion general*". [19f] 1885 Much less detail in [19f]: "*Se lo hicieron varias reparaciones generales ligeras y está reconstruyéndose.*" and *"Casilla: reparacion ligera."* State at end of year: "*En construccion*". [19f] 1886 "*Motor No.* ***4****. Se le hicieron todas las reparaciones que necesitó en la primera parte del año y se construyó por completo haciéndose para este objeto doscientas treinta y dos piezas de todas clases y reparándose las " otras y se le colocó la caldera y los fluses nuevos.*" A new body was fitted, and overall condition at end of year was recorded as '*Bueno*'. [19g] 1889 "*A las motores numeros* ***1, 3, 4*** *y* ***5*** *se les han hecho durante el año ligeras reparaciones.*" Condition at end of year was '*Regular*". [19i] 1891 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19i] 1892 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19j] 1894 No detailed comments on repairs or on bodywork. Condition at end of year: "*Regular"*. [19k] 1896 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19m]
5	w/n 4110	1881: "*Motor núm.* ***5****. Se le ha hecho un piston nuevo para cuyo efecto ha habido que construir en el taller un mandril, una barrena y un centro todo de acero. Se le ha colocado la tubería nueva. Igualmente topes, malakof y una cabeza y barra de piston. Tambien se le han colocado diez y ocho fluses. Igualmente se le han hecho todas las reparaciones que ha necesitado. Taller de Carros, CASILLAS DE MAQUINAS,* ***5****.—Nueva, Pintarla y barnizarla.* " State at end of year: "*Bueno*". [19d] 1883: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Pintar la casilla.*" State at end of year: "*En reparacion general*". [19b] 1884: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Este motor ha sido recorrido nueve veces en el ano leventado el aparato y tramado 17 ocasiones.*" and "*Casilla: una reparacion general. Concluirla de pintar.*" State at end of year: "*Bueno*". [19f]

1885 Much less detail in [19f]: "*Varias reparaciones importantes y algunas ligeras."* and *"Casilla: reparacion importante, pintado."* State at end of year: "*Bueno*". [19f]
1886 "*Motor No. **5**. Se lo construyeron ciento diez y ocho piezas de más ó menos importancia y se le cólocaron ocho camones nuevos y treinta fluses.*" Bodywork had light repairs, and overall condition at end of year was recorded as '*Regular*'. [19g]
1889 "*A las motores numeros **1, 3, 4** y **5** se les han hecho durante el año ligeras reparaciones.*" Condition at end of year was '*Regular*". [19i]
1891 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo*'. [19i]
1892 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo*'. [19j]
1894 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo*'. [19k]
1896 No detailed comments on repairs or on bodywork. Condition at end of year: "*Malo"*. [19m]



A view of one of the steam tram locos with two trailers, from the collection of the late Allen Morrison.



This sketch is from the Baldwin spec. page for the engine that became number **5** in this fleet, though originally built for use in Connecticut. It looks as though the bodywork style may have been rather different from that in the photo above.

The earlier 'motors' post 1891

1886 is the last known mention of no. 2 being in service, and from 1889 it is missing entirely from the company's annual reports. As for the other early '*motores de vapor*', from 1891 onward to 1896 nos. **1, 3, 4**, and **5**, mostly disappear from the reports, in contrast to the later machines for which every repair is detailed. The implication is that whilst remaining in the fleet they had been effectively withdrawn from service. In 1896, for example, the following comments omit all mention of the older locos, "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan. El No. **9** ha sido reparado de una manera tan general que ha quedado como nuevo. El No. **11** se encuentra hoy desarmado para sufrir una reparación general*." and the summary list of their conditions at the end of the year has all four as "*Malo*". Given that they had all been built in 1876 or 1877, their working lives may have been no more than twelve or so years.

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

Ordered by ?

6	w/n ?	1883: "*Armar toda la maquinaria y su casilla por haber venido de la Fábrica de Baldwin desarmada. Además se le ha colocado despues, lo siguiente: 2 Anillos. 10 Muelles. 1 Buje. 2 Puertas al cenicero. 1 Codo. 6 Tornillos. 1 Grampa. 1 Tubo. 2 Juntas. Se le han hecho dos recorridas generales, las limpiezas de costumbre cada vez que ha estado de descanso y las reparaciones ligeras que ha necesitado.*" Also: "*Retocar uy barnizar la casilla.*" State at end of year: "*Bueno*". [19b] 1884: A similar level of detail to that given for no. **1** in 1883, above. Also: "*Este motor ha sido recorrido seis veces durante el ano, tramandose trece. Igualmente se le han hecho las limpiezas y lijeras reparaciones cada vez que ha estado de descanso.*" and "*Casilla: hacerlo nuevo, Retocar la que vino y pintar la nueva.*" State at end of year: "*Bueno*". [19f] 1885 Much less detail in [19f]: "*Se le hicieron varias recorridas generales.*" and *"Casilla: rreparaciones ligeras."* State at end of

year: "*Bueno*". [19f]
1886 "*Motor N'o. **6**. Se le construyeron cincuenta y siete piezas nuevas y so colocaron tres camones.*" Bodywork had light repairs, and overall condition at end of year was recorded as '*Bueno*'. [19g]
1889 "*Motor no. **6**. Se le colocaron cinco bronces, tres juegos de anillos de bronce, ocho muelles, un cenicero, 41 fluses, un buje de bronce, cuatro grampas á los muelles y un vástago á la bomba.*" Bodywork was '*Armarla*', and overall condition at end of year was recorded as '*Bueno*'. [19i]
1891 "*Motor núm. **6**. Se lo hicieron las reparaciones más urgentes. Está sufriendo una reparación generilisima, habiéndosele colocado y teniendo listo para colocarle las piezas siguientes: 2 émbolos, 4 cajas con sus bronces, 2 prensas de estopa, 2 anillos, 2 volantes de seguridad y 2 de repartición, 4 bronces de las conexiones, 4 millones, 2 barras, 2 pedestales, 10 paradores y 35 fluses."* and re the bodywork *"Reparacion importantisima*". Condition at end of year: "*Bueno*'. [19i]
1892 "*Motor núm. **6** Se le colocaron 4 cajas con sus bronces, los muelles, un aparato al vacio, 4 camones, 4 barras de retranca, los colgantes, los pedestales, un burro, 40 tornillos de sujeción á la paila, 2 topes de enganche, la caja de la válvula de vapor, 4 muñones y las chumaceras do los existentes. Se arreglaron las armaduras, los tirantes, las válvulas de repartición, las abrazaderas de las excéntricas, los cuadrantes y las barras.*" Condition at end of year "*Bueno*". [19j]
1894 "*Motor número **6** Se le colocaron 20 fluses, siete muelles, 3 suplementos y 4 camones. Se arreglaron los émbolos, 6 veces; las conecciones, 8; las llaves de prueba, 6; la caja de seguridad, 2; el inyector, 6; las llaves de los cilindros y. sus pedestales, 9; la bomba, 2; la repartición del vapor, 1; las cajas, 7; la tubería de los cilindros, 3; el check de la bomba y su tubería 4 y se tramó dos veces.*" and re the bodywork "*Reparacion general.*" Condition at end of year "*Bueno*". [19k]
1896 "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan.*". Condition at end of year: "*Bueno"*. [19m]

0-4-0T Motors d/w 32", cyls. 10x14", built by Baldwin in 1885, 1887, 1889, 1891 and 1893

Ordered by *Cía. FC Urbano y Omnibus*. BLW class no. 4-14C nos. . Spec. for last engine is in vol. 18 p225. 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.

7 w/n 7757 Built in 1885.
1886 "*Motor No. 7. Se armó este motor. Se le hicieron sesenta y una piezas nuevas y se le colocaron dos camones nuevos.* " Bodywork had light repairs, and overall condition at end of year was recorded as '*Bueno*'. [19g]
1889 "*Motor número 7. Se emplearon en este motor cuatro juegos de anillos de bronce, dos camones, cinco bronces, ocho muelles, dos*

grampas, un cenicero, dos pasadores, una tuerca de bronce á, la paila, diez tornillos, un globo, la tubería de deshaución y 47 fluses." Overall condition at end of year was recorded as '*Bueno*'. [19i]
1891 "*Motor núm. 7. So le pusieron nuevos 4 bronces á las cajas y 4 á las conexiones, 6 bujes, una barra de émbolo; un tubo de escape y 24 fluses,"* and re the bodywork *"Reparacion im portante*" and "*Pintarla de un todo*". Condition at end of year: "*Bueno*'. [19i]
1892 "*Motor núm. 7 Arreglarle el aparato al vacío. Arreglar las conexiones, los émbolos, los muelles, el inyector, las cajas, los camones, los cilindros, la bomba, el cenicero, las crucetas, las llaves de prueba y de escape, remachar los tirantes. Colocarle 20 fluses.*" Condition at end of year "*Bueno*". [19j]
1894 "*Motor número **8** Se le pusieron 4 bronces en las cajas de las ruedas y 4 en las conecciones, 30 fluses, 20 tornillos, las válvulas de repartición, los cuadrantes, las de crucetas, los émbolos, la caja de seguridad, las palancas, la tubería de vapor, dos abrazaderas, 4 muñones, un aparato lubrificador de los cilindros y la casilla nueva.*" Condition at end of year "*Bueno*". [19k]
1896 "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan.*". Condition at end of year: "*Bueno"*. [19m]

8 w/n 8808 Built in 1887. Class 4-14C no. 77. Spec. in vol. 12 p 186.
1889 "*Motor número **8**. Se le pusieron: un juego de camones, un vástago á la bomba, tres bronces, la tubería del soplador, seis muelles, 24 fluses, un medio punto á la palanca de mano, cuatro juegos de anillos, tres tarugos de bronce á la paila, cinco grampas y diez pasadores. Se le hicieron además todas las reparaciones con siguientes á un trabajo tan asiduo como tienen los motores de esta Empresa*". Overall condition at end of year was recorded as '*Bueno*'. [19i]
1891 "*Motor núm. **8**. So le colocaron 6 camones y 10 fluses. Se le hicieron cuatro recorridas generales en el año y además se lo han verificado todas las reparacienes que han sido necesarias."* and re the bodywork *"Reparacion ligera*". Condition at end of year: "*Bueno*'. [19i]
1892 "*Motor núm. **8** Se le colacaron 10 tirantes al fogón, el aparato al vacío, 2 bronces á las cajas y 25 fluses.*" Condition at end of year "*Bueno*". [19j]
1894 "*Motor número **8** Se le colocaron bronces nuevos á las cajas y á las conecciones, un inyector, un aparato lubrificador de cilindros con su batería y se reformaron los cuadrantes con sus accesorios. Se arreglaron los émbolos 6 veces; la válvula do seguridad, 2; la de repartición, una; la del aparato de la retranca, 2; la corredera y la cruceta, una; la tubería de vapor, una y las cajas 3.*" and re the body work "*Reparacion general.*" Condition at end of year "*Bueno*". [19k]
1896 "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan.*".

		Condition at end of year: "*Bueno"*. [19m] Sold to Ingenio San José Hatoey; then to Central Washington in 1924. later became *MinAz* no. **?** at Central George Washington 449.
9	w/n 9789	Built in 1889 1889 "*Motor número **9**. Armarlo todo por completo. Colocarle muelles, seis pasadores, cuatro grampas y la tubería del soplador.*" Bodywork was '*Armarla*', and overall condition at end of year was recorded as '*Bueno*'. [19i] 1891 "*Motor núm. **9**. Se le pusieron 12 fluses."* Condition at end of year: "*Bueno*'. [19i] 1892 "*Motor núm. **9** Se le colocaron 2 bronces á las cajas, el aparato al vacío, tarugos de bronce á la paila y 25 fluses.*" Condition at end of year "*Bueno*". [19j] 1894 "*Motor num. **9** "Se le colocaron 10 fluses y una baso á la chimenea. Se le arreglaron los émbolos cuatro veces, las conecciones, cinco; el inyector, 2; la bomba, 3 y la válvula de repartición, una.*" Condition at end of year "*Bueno*". [19k] 1896 "*El No. **9** ha sido reparado de una manera tan general que ha quedado como nuevo.*" and "*Se le hizo la casilla nueva, se forró la paila y se le puso piso nuevo. Se ha pintado de un todo el numero **9**.*" Condition at end of year: "*Bueno"*. [19m]
10	w/n 10532	Built in 1889. 1891 "*Motor núm. **10**. Se le colocaron 2 fluses."* Condition at end of year: "*Bueno*'. [19i] 1892 "*Motor núm. **10** Se le pusieron el aparato al vacío, 4 bronces y 25 fluses.*" Condition at end of year "*Bueno*". [19j] 1894 "*Motor número **10** Se le han hecho las reparaciones ligeras que ha necesitado.*" and re the bodywork "*Reparacion regular.*" Condition at end of year "*Bueno*". [19k] 1896 "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan.*". Condition at end of year: "*Bueno"*. [19m]
11	w/n 11588	Built in 1891. 1891 "*Motor núm. **11**. Se armó el motor por completo. Se le han hecho todas las reparticiones consiguientes al fuerte Servicio que se requiere tanto de este motor emito de todos los de la Empresa."* and re the bodywork *"Recorrerle y hacerle el forro a la caldera.*" and "*pulirla, retocarla y barnizarla*'. Condition at end of year: "*Nuevo*'. [19i] 1892 "*Motor núm. **11** Se le colocaron 8 fluses.*" and re the bodywork "*Arreglarle el piso y colocarle grampas a los costados de las columnas.*" Condition at end of year "*Bueno*". [19j] 1894 "*Motor número **11** Se le pusieron 7 muelles y 13 fluses. Se arreglaron los émbolos, 6 veces; la bomba de alimentación, 3; la cama, una; las barras, 5; el inyector, 3; el check de la bomba, 2; el aparato de la retranca, 4; el lubrificador, 3; las crucetas, 5; la caja q de seguridad, 2; la válvula del aparato de retranca, una; las llaves de pruebas, 6; el pito, una; la llave del vapor, 3; las de los cilindros,*

		una; la tubería de escape, 2; y las cajas, 8." and re the bodywork "*Reparacion importante*" Condition at end of year "*Bueno*". [19k] 1896 "*El No. **11** se encuentra hoy desarmado para sufrir una reparación general.*". Condition at end of year: "*En reparacion"*. [19m]
12	w/n 13599	Built in 1893. 1894 "*Motor núm. **12** Se lo colocaron 3 muelles, un vástago de la bomba, un juego de camones y una goma de diafragma, Se compusieron las cajas, 7 veces; los depósitos, 8; los emboles, 5; las conecciones, 6; el inyector, 4; la retranca, 2; el lubrificada del sebo, una; las llaves de los cilindros, 2; la tubería del vapor, una; lado escape, 4; los chocks, 4; las llaves de prueba, 5; la. tubería del vapor, 1; la del lubrificador, 3; y las válvulas de seguridad, una.*" and re the bodywork "*Reparacion regular.*" Condition at end of year "*Bueno*". [19k 1896 "*Los motores números **6, 7, 8, 10** y **12** han sufrido todas las reparaciones necesarias para el penoso servicio que prestan.*". Condition at end of year: "*Bueno"*. [19m]

Later history

The company was sold in 1899 to the Habana Electric Railway, Light & Power Co., which electrified the railway, and built much new track. That company's report to shareholders for 1912-13 makes no mention of steam, from which I provisionally conclude that the steam Motors had all been withdrawn by that year.

17.11.3 The Hershey Cuban Railroad
El FC Cubano de Hershey

Background

"The Hershey Cuban Railway (Compañía de Ferrocarril Cubano de Hershey) was organized March 31, 1916. The Hershey Co. of Hershey, Pa., is the parent company which also controls and operates in Cuba the Centrals 'Hershey' and 'Rosario'. In May, 1916 the final survey for the location of the road was completed, and construction was begun late in the same year. The line was designed to run between Havana and Matanzas, with one branch running to the Bay of Santa Cruz, and another from the Habana terminal to Cojimar, a near-by suburb.
Construction on the section between the Santa Cruz del Norte-Jibacoa branch, and Central San Juan was the first to be completed, in 1917, while the rest of the line, except the section from Kilometer 12 to Casa Blanca, Cojimar, and Regla (now known as the Hershey Terminal Road) was finished in 1918. The omitted section was undertaken in 1919 and finished in September, 1922, two months after its seperate incorporation as the Hershey Terminal Road.
The first section of the railway to be put into full operation for general freight and passenger service was the section running into Matanzas. At the present time the road does not have direct connection with Habana proper, nor does it possess a ferry. Its terminus is at the junction of the Cojimar branch at Molina, where the short remaining distance is over the line of the Hershey Terminal Ry. Co. to Casa Blanca, close to the United Railway's ferry to the Luz piers.
…
The Hershey Terminal Ry. extends from Casa Blanca toward Guanabacoa, passing behind the Belot Works of the West India Oil Co., thence to a connection within the United Railways of Habana near Fesser, at Regla, with a spur to a dock 330-feet long somewhat north of the town of Regla. This dock, belonging to the Hershey Co., is used for receipt and distribution of freight. A spur gives access for the Terminal Co. to the yards of the Habana Coal Co. at Casa Blanca."

The Hershey-Cubano did all of the line haul for Central Hershey, and some of the haul for Central Rosario, although this latter mill had its own fleet of steam locomotives. The H-C steam and diesel locomotives were used to pull freight and passenger trains principally on the non-electric lines, but did see service on all lines during the cane season.

2-6-0 d/w 45", cyls. 17x20", built by Baldwin in 1916

Ordered by Hershey Cuban RR. BLW class 8-28D no. 310. Spec. is in vol. 54 p 111. Bought new. Mark on tank: 'F.C. CUBANO DE HERSHEY'.

1	w/n 44340	Later to Central Perseverancia / 424 Primero de Mayo as no. **1**. Became *MinAz* no. **1428** at that location.

2-6-0 d/w 50", cyls. 18x24", built by VIW in 1916 and 1917

Ordered for Serbia, but not delivered. Sold via Koppel agency to Hershey as new. Both present here in 1922. VIW class 7-51-E.

2	w/n 2572
3	w/n 2583



Two photos of no. **2**, the first of the pair of VIW 2-6-0s originally ordered for Serbia, but not delivered owing to the progress of the First World War.



4-6-0 d/w 52", cyls. 19x24", built by Baldwin in 1888

Ordered by Colorado Midland RR. as no. **37**. Rly. abandoned 1919 and engine sold to *FC Cubano de Hershey* as their no. **4**. NB See notes below re no. **6** . ???

4 w/n 9300

4-6-0 d/w 52", cyls. 19x24", built by Baldwin in 1888

Ordered by ??? went via Birmingham Railroad & Locomotive (Bainoa, Cuba) to *FC Cubano de Hershey*. No. unknown.

? w/n 9302

2-8-0 d/w 40", cyls. 17x20", built by Lima in 1905

Ordered by ? Purchased from Southern Iron & Equipment as their no. **1255**. Had been Rich Lumber Co. no. **5** at Manchester, Vermont (Cranberry Lake RR).

5[1] w/n 1015 Sold via José Averdano to Central Puerto.

2-6-0 d/w 54", cyls. ?, built by Rogers in 1905

Ordered by ?

5[2] w/n ?

4-6-0 d/w 50", cyls. 19x24", built by Baldwin in 1888

Ordered by ? BLW class 10-32D no. . Spec. is in vol. p. Had been Colorado Midland RR no. **37**, and acquired after 1920.

6[1] w/n 9300 Probably present here in 1922, though d/w quoted as 40". Probably later went to Central Rosario as their no. **4**.

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

Ordered by ?

6[2] w/n ?

2-8-0 d/w 55", cyls. 20x26", built by Brooks in 1901

Ordered by ? Had been Buffalo, Rochester & Pittsburgh RR no. **241**, acquired 1919 via Southern Iron & Equipment (their no. **1422**). Originally a 4-8-0.

7 w/n 4015 Scrapped or sold?

2-8-0 d/w 48", cyls. 19x26", built by ALCo Cooke in 1924

Ordered by ? Acquired from Manati Sugar Co., their no. **65**.

7² w/n 65193

4-8-0 d/w 55", cyls. 20x26", built by Brooks in 1900 and 1901

Ordered by ? Both acquired from Southern Iron & Equipment (their nos. **1468** and **1490**), having come from BR&P where they had been nos. **238** and **245**. Lehmuth has the first one as Brooks no. 3594.

8 w/n 3595 Arrived 1920? Probably present here in 1922, though d/w quoted as 48".

9 w/n 4019 Arrived 1920? Probably present here in 1922, though d/w quoted as 48".

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

Ordered by ? Built for Cuba Northern Rly as no. **44**, but not delivered. Purchased as new for here. Possibly at Central Rosario before arriving here, as not recorded here in 1922.

10 w/n 3003 Sold to Central San Cristobal, then to *MinAz* as no. **1710**.

2-8-0 d/w 42", cyls. 18x24", built by Baldwin in 1920

Ordered by Fowler Estates for Parque Alto Sugar Co. as their no. **1**. BLW class 10-30E no. 176. Spec. is in vol. 64 p 353. Purchased from Manati Sugar Co., no. **61**, operating latterly as Central Josefita no. **?**.

11 w/n 54227?

4-6-0 d/w 60", cyls. 19x24", built by Baldwin in 1916

Ordered by Hershey Cuban RR. BLW class 10-32D no. 1160. Spec. is in vol. 54 p 136. Had been Cuba Northern RR no. **20**, purchased for here in 1920. Built for Williamsport & North Branch RR as their no. **18**, but sold as new to CNR.

12 w/n 43577 Sold to Central Cristobal Colón.

The fleet in 1922

Copeland adds: “In 1922, No. **1** was reported as a Baldwin 2-6-0, 49-18x24; **2-3** as Vulcan 4-6-0, 50-18x24; No. **6** a Baldwin 4-6-0, 40-19x24; **7** & **9** as Brooks 4-8-0, 48-20x26. It was reported that an additional four more steam locomotives were on the property, beyond repair or to be sold as unnecessary”.

4-6-0 d/w 57", cyls. 19x26", built by Schenectady in 1887

Ordered by Colortado Midland RR as no. 15, sold to Birmingham Rail & Locomotive, and sold on to the *FC Cubano de Hershey*.

? w/n 2239

17.11.4 Triscornia Military RR

Background

Source [1] from 1900 says: 7.5 km. of route, 2 freight locos. Weight of heaviest engine in service 100 tons. Opened 1899. Triscornia was the Cuban national immigration centre at Casablanca near Havana, and I believe had been a military port.

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

Ordered by ?

?	w/n ?
?	w/n ?

17.11.5 *FC de San Cayetano á Viñales*
aka *el FC Norte de Viñales*

Background

Source [1] from 1900 says: now derelict, 24 km. of 2' 6" gauge route, 30 lb. rail,. 3 locos. On the north coast of Pinas del Río province.



The topography between the port of La Esperanza and Viñales.
The route of the railway is not yet known.

0-4-4-0T Fairlie d/w 30 or 32", cyls. 8½x14", built by Avonside? in 1873?

Ordered by ?

? w/n ?

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

Ordered by ?

? w/n ?

2-8-0 d/w 33", cyls. 13x16", built by Baldwin in 1891

Ordered by San Cayetano & Vinales RR? BLW class 10-20E no. 8. Spec. is in vol. 16 p 257. Mark on tank: 'SAN CAYETANO Y VINALES'. R&H stack. BLW spec. page possibly had gauge as 2' 4" but difficult to read.

3 'MARÍA' w/n 11979

Closure

Bridges destroyed by a hurricane in September 1895, and rebuilding prevented by lack of funds and by the disturbances resulting from the insurrection than taking place.

17.11.6 *El FC Precioso* to Siguapa port

Background

S

17.11.7 *El FC Mallorquin*

Background

S

Summary in Poors' Directory 1886 (spelling etc. tidied up): Mallarquin Ry. – Line of Road: Las Pozas to Mallarquin, 2.750 km. GENERAL OFFICE, Mallarquin, Cuba.

South-west of Havana.

17.11.8 *El FC Carahatas*

Summary in Poors' Directory 1886 (spelling etc. tidied up): Carahotas Ry. – Completed, 4.155 km.; projected, 16.425 km. Gauge, 4 ft. 8½ in. Laureano Pequeno, Concessionary, Carahotas, Cuba.
Northwest of Sagua la Grande, on the coast
1901 [18]: 8 km., standard gauge, 20 lb rail, 1 loco, 16 cars.
1909 [2]: Situated near Carahatas. Five miles of standard-gauge road. Weight of rail, 50 pounds; rolling stock, 2 locomotives, 30 freight cars, and 15 cane cars.

17.11.9 *El FC Resulta*

Background

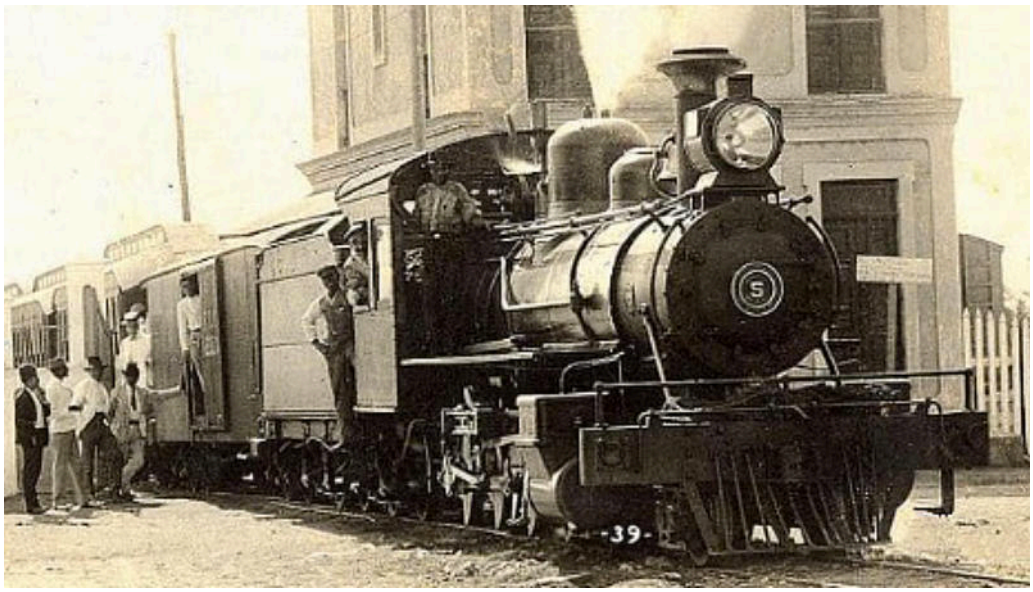
S Resulta is a part of Sagua la Grande but may also be another location somewhere.

In 1909 source [2] said: This road runs from Resulta (situated on the Sagua la Grande River) to Calabazar. It is a private railroad, but has the privilege of being operated as a public railroad. As yet advantage has not been taken of the privilege (1908).

2-8-0 d/w ?, cyls. ?, built by VIW in 1916

Ordered for

5 w/n 2571 Became Central Humberto Alvarez no. ?, and then *MinAz* no. **1356**.



17.11.10 *El FC Nazabal*

Background

S North east of Santa Clara, north-west of Caibarien, on the coast.

17.11.11 *El Ferrocarril de Dubrocq*

Background

Standard gauge? Built by Cuban government. Only four miles long. In Matanzas city, and crossing the Yumuri river. Leased by Tarafa

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17.11.12 The Caney Railroad

Background

Standard gauge? See source [15] p69. "*CANEY. Este ferro-carril que se construyó en virtud de concesion otorgada á Don José Riera y Fabre, Don Juan Sarret y Don Joaquin Payan, por Real decreto de 3 de Setiembre de 1858, con la longitud de 4 k. , cuyo arranque está situado en el camino de hierro de Cuba á Sabanilla y Maroto, se declaró caducado por el Gobierno Superior civil en 3 de Diciembre de 1864 en cumplimiento de lo prevenido por Real órden de 18 de Octubre del propio año, á consecuencia del abandono en que se hallaba la explotacion del mismo; siendo de advertir que en la actualidad cursan los trámites correspondientes para su enajenacion en pública subasta, la cual está ya anunciada.*"

17.11.13 *San Miguel al Baga*

Background

Standard gauge? See source [15] p?72. "*SAN MIGUEL AL BAGA. Este ferrocarril se abrió al servicio público en Junio de 1863. Su longitud total es de 8k. 864m., y costó la construccion del mismo, segun los datos ministrados por su concesionario 84,505 pesos 50 cts.*

Con motivo de la mala situacion económica en que se hallaba la sociedad que construyó dicho camino, resolvió enajenarlo en pública subasta, segun tuvo lugar en 10 de Julio de 1864; adjudicándose este á favor de Don Agustin Alvarez Tamaris por la cantidad de 65,000 pesos, quien tomó posesion de él en 18 de Julio siguiente.

No se consignan los productos y gastos obtenidos en la explotacion de esta linea por falta de d-tos; pues solo se sabe que en 1864 fueron 2,991 pesos 26 cts. y 3,326 pesos 76 cts. respectivamente."

17.11.14 Sierra Morena

Background

Standard gauge? See source [15] p73. "*SIERRA MORENA.*

En 1o. de Marzo de 1804 se autorizó por el Gobernador Superior civil la construccion de esto ferrocarril desde el almacen de Pascual y Vives, en el embarcadero de Sierra-Morena, á la tienda titulada del Rio; dentro de la jurisdiccion de Sagua la Grande, de lo cual se dió cuenta al Gobierno de S. M. en 30 de Marzo del mismo año, sin qué se haya recibido aun resolucion.

Habiendo solicitado el concesionario de este camino en Agosto próximo siguiente el correspondiente permiso para verificar ciertas modicaciones en su trazado, con el objeto de que terminase en el mismo pueblo de Sierra-Morena, con 5k. ,385m. de longitud, en vez de los 4k. 568m. asignados anteriormente, dicha Autoridad Superior se sirvió otorgarlo en 22 de Marzo de 1865. Estas obras están ya en ejecucion."

17.11.15 Cagney miniatures in Havana

Museo Nacional del Ferrocarril de Cuba. OHC

.

Locomotoras Cagneys, realizan su primer performance juntas, como un dia sera en Museo Nacional del Ferrocarril de Cuba, donde las puertas estan abiertas y a la espera de este acontecimiento.
Referido a fotos mostradas a continuacion, tratan sobre la exposicion de la Coleccion Locomotoras Cagney de Cuba, realizada en 2007 en Cochera del Palacio de Capitanes Generales (Museo de la Ciudad, OHC). El evento acogio en un mismo set la citada Coleccion apartir de esfuerzos conjuntos de Oficina del Historiador, Grupo ARPA, Empresa de Materias Primas de la Habana entre otras entidades.
Las Locomotoras Cagney que formaron el conjunto todas 4-4-0, 15 " de ancho de via, calderas de vapor similares pero preparadas para diferentes usos. La Locomotora Vulcano en ese momento del Grupo ARPA y fabricada en 1902, la No. 26 de Talleres Ferroviarios de Cienaga fabricada en 1904 y la No. 5 de la OHC fabricada en 1905.
En el caso de Vulcano con posibildades de trabajo con uso de carbon o madera, la No. 26 con dificultades propias de su paralisacion por años y la No. 5 con tuberias de caldera taponeadas y en uso solo estatico con abastecimiento de aire a partir de un compresor.
Actualmente dxiste la intencion de unir en nuestro Museo Nacional del Ferrocarril de Cuba, las citadas muestras, lo cual esta presente en propuesta de nuevo guion, incluso se prevee la activacion de las 3 con certificados deccaldera y licencias legales que correspondan, toda vez que esta Coleccion es una exclusiva no presente en otros Museos del mundo ferroviario, solo existe en colecciones privadas o independientes.
Escrito elaborado por Especialista en Museologia A. Perez P., a la vez miembro del Grupo ARPA en proceso de react-ivacion.
Fotos desde varios autores, todos desde el citado Grupo ARPA (Pablo, Luis, Raul y Agustin).
Participantes fundamentales en preparacion y montaje, Grupo ARPA, Gonzalo EPD, Tropelaje, Julio, Pedro Daniel entre otros.



"Miniature gems of Cuba"

In a short article in *The Narrow Gauge*, issue 189 of Summer 2005, the late Wilf Simms reported that there were four surviving Cagneys around Havana.

'FCUH 26'	At *FC de Cuba Taller de Locomotoras 'José Ramirez Casamayor'* in Havana. Formerly operated in grounds of social club behind the works, but this ceased operation before 19983 and the loco was later plinthed at the works entrance.
5 'TREN 19 de NOVIEMBRE'	At Museo de Ciudad, Plaza de Armas, Havana.
?	At Museo du Ron (rum museum) in Avenida San Pedro. Has a four-wheeled tender. May have worked at a sugar mill park in Matanzas province.
?	At sugar mill Gregorio Arlee Manalich, converted to 2-4-0.

Other miniature passenger-carrying lines

Wilfred Simms, in *The Narrow Gauge* no.189 of 2005, listed a number of other sub 2' 0" gauge passenger lines, all of which seem only to have operated diesel or petrol locomotives. These are listed below, and if they can be shown to have used steam power at any stage they will be accorded appropriate recognition.

El Club Social, Talleres de los FC de Cuba, Camaguey. 1' 10" gauge.

Parque Infantil 'Edad de Oro', at Guaimoro in Camaguey province. Gauge 1' 10".

Parque de Diversiones 'Luis Alfonso Velazquez Flores', at Morón in Ciego de Avila province. Gauge 1' 10".

Parque Zoologico de la Habana, at Nuevo Vedado. Gauge 1' 4".

Parque de Diversiones 'Camilo Cienfuegos', at Placetas in Villa Clara province. Gauge 1' 10".

17.11.16 Public park pleasure railways

Background

Whilst the Parque Lenin pleasure railway at the beginning of this section is well known, the other sites mentioned have received less attention. The base source of information was Wilf Simms other article in *The Narrow Gauge* no. 189 in 2005, entitled *Miniature and Pleasure Railways of Cuba*, though those of less than 2' 0" gauge have already been mentioned in the previous sub-section of this file.

Parque Lenin, at Naranjo in Havana

Background

Gauges 3' 0" and 2' 6". Opened in 1972 with the new park. Information below is from Leach 2nd edition. He says locos often moved to Mill 105 for repair.

Gauge 3' 0"

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

Ordered for ? Came from Central San Antonio de Redor / 630 Manuel Tames by 1990. Ex *MinAz* no. **1260**.

36 w/n 53237 Cab replaced by that from 1259 by 1990. Present 1997.

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

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' . Came to Parque Lenin from Central Tanamo / 640 Frank Pais by 1990. Ex Central Tanamo no. **2**, then *MinAz* no. **1457**.

3 w/n 54234 Present 1997.

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

Ordered by Central Havana as no. **4**. Came from Central Habana / 204 Habana Libre. Never carried a *MinAz* number.

VIW class 7-33,

1 w/n 2761 In use 1997.

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

Ordered by Central Niagara **3**. Sold to Mercedita Sugar Co. as no. **2**, became *Minaz* no. **?**. Came from Central Niagara / 106 Manuel Sangully. Never carried a *MinAz* number.

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

2 w/n 56920 In existence 1995. Present 1997.

Gauge 2' 6"

2-6-0 d/w ?, cyls. ?, built by Porter in 1915

Ordered for ? Came from Central Mercedita / 207 Gregorio Arlee Manalich by 1988. Ex *MinAz* no. **1108**.

3 w/n 5727 Preserved 1997.

Parque de Diversiones, at Punta Gorda in Cienfuegos

Background

Gauge 2' 6". Opened mid-1980s but line out of use by 2002, according to Wilf Simms.

0-4-2DM ex-0-4-2T d/w ?, cyls. ?, built by Porter in 1884

Ordered for ?

1	w/n 677	Converted to diesel mechanical. Loco was ex Central Espartaco.

Daiquiri Tourist Railway, at Playa Daiquiri

Background

Gauge 3' 0". Built around 1984, partly on earlier Daiquiri Mines Railway. Simms suggests the project only ran for a couple of years.

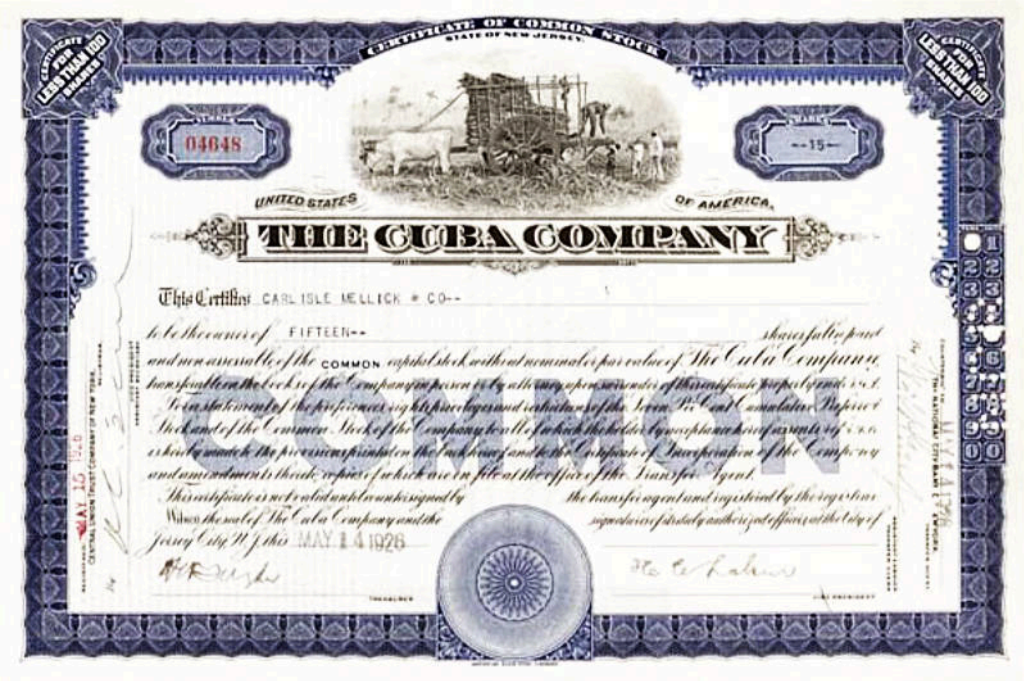
2-6-0 d/w ?, cyl;s. ?, built by Baldwin in 1922

Ordered for ?

2	w/n 55731	

Part B Eastern Cuba

17.12 The Cuba Company railroads



Background

Allen Copeland summarised: "Construction of the Cuba was started in 1900 by Sir William Van Horne (of Canadian Pacific fame) and Grenville Dodge (who was the chief engineer of the Union Pacific in 1869). The road was 350 miles long and ran from a connection with the United Rys. of Havana at Santa Clara to Santiago de Cuba, a distance of 356.1 miles. Santiago was the second largest port in the country, but was cut off from Habana except by sea. The *FC Sabanilla & Moron* was purchased, as this very old road offered the only access to the port at Santiago via a narrow mountain pass. The Sabanilla & Moron was about 30 miles long, and also had a branch extended to the Ponupo mines, a distance of 11.2 miles."

More extensively source [8] commented in 1922: The Cuba Co. was incorporated in New Jersey on April 25, 1900; Its charter gave broad powers. It was authorized to operate railroads and electric railways and to undertake other enterprises of a similar nature. A survey was for a railroad to extend immediately made along the center of the island from Santa Clara, a distance of 356.1 miles, toward Santiago, the second largest port of the country, which had hitherto been cut off from Habana except by sea. The next step was the purchase of the Sabanilla & Moron Railroad (a branch of the Santiago Railroad), an old road about 30 miles long which afforded the only entrance into Santiago through a narrow mountain pass. This road was built by the *Compañía del Ferrocarril y Almacenes de Deposito de Santiago de Cuba.* A branch of this old line was extended at a later date to the Ponupo mines, forming what is now known as the Sabanilla-Ponupo branch, having a distance of 11.2 miles.

The work of constructing the main line from Santa Clara to a connection to this road was started in November, 1900 and the rails were joined in November, 1902, forming a through route from Santiago to Santa Clara (and a connection via the United Rys. of Hababa to Habana). The shops and general offices were located at Camaguey.

On May 1, 1902, the Cuba Railroad Co. was incorporated in New Jersey, the entire common stock being owned by The Cuba Co. The railroad was sold to this subsidiary corporation, subject to an agreement with the parent company which finished certain construction work. With the close of the calendar year 1904, the Cuba RR Co. has operated the road. The mainline was built in the center of the island without regard to population. By this method it was easy to extend branches from the center of the island to the settlements on the seacoast as soon as they developed sufficient business.

When the Cuba RR took over the operation of the line from The Cuba Co., the latter continued with its development work. The development work continued to some extent until Feb. 1, 1918 when the property of the Cuba Co. was

transferred to another subsidiary, the *Compania Cubana*, a Cuban Corporation. The Cuba Co. as a result, owned only 102-acres of undeveloped land and the Van Horne plantation. The most important development task which the Cuba Co. has undertaken was the development of Antilla on Nipe Bay. This was a large port, with warehouses and molasses tanks. A branch line from Alto Cedro on the main line to the Bay of Antilla was constructed in 1905, a distance of 30.8 miles.

The branch from Zaza del Madio on the main line to Sancti Spiritus, 7.3 miles in length, was finished and opened to public service in December, 1903. This branch connects with the Tunas-Sancti Spiritus Railroad. The Holguin branch was opened in October, 1906 connecting Holguin with Cacocum on the main line, and is 11.1 miles long. This line connects with the *FC Gibara y Holquin*.

The Bayamo branch, running between Marti on the main line, and San Luis, was opened in November, 1910, and added 141.3 miles of road to the system.

The Manzanillo branch, from Bayamo to Manxanillo on the south coast, a distance of 32.5 miles was opened to public service in March, 1910.

In 1918 the company completed the Trinidad branch from Cumbre on the main line to the ancient town of Trinidad on the south, and thence to Casilda on the coast, a distance of 56.4 miles.

So congested within recent years have the lines of the Cuba Railroad become that this company has decided to develop another port. For this purpose the Camaguey y Nuevitas road, the first railroad built in Spanish-speaking countries, was purchased on November 15, 1915 at a cost of $2,692,700. It reaches from Camaguey, on the mainline of the Cuba Railroad, to Nuevitas, a distance of 45 miles. This line was known originally as the Puerto Principe y Nuevitas Railroad,. Its construction was commenced in 1837, the organizer of the company being Caspar Betancourt Cisneros. At Nuevitas extensive development work wis going on, the old line has been extended as far as Pastelillo, a distance of 3.27 miles, where a new type of water terminal of large capacity has been constructed. Four large warehouses and molasses tanks with a capacity of 3,000,000 gallons have also been built.

At the present time the Camaguey-Nuevitas Railroad is being independently operated and is an asset of large earning power.…"

The Camaguey y Nuevitas owned a concession granted to that road for the construction of a line between Camaguey and Santa Cruz del Sur, 61.5 miles, where a great harbor existed. Construction of a railroad had been proposed as far back as 1894 when the Spanish Government attempted to start work. Progress was interrupted repeatedly by the Cuban revolution. Completion was undertaken by the Cuba RR Co. and the line opened to traffic on December 14, 1923. The railroad developed the Port of Santa Cruz del Sur by building warehouses, docks and storage facilities with its own engineering staff.

On July 28, 1924 the Consolidated Railroads of Cuba was incorporated to acquire the common stock of the Cuba Railroad Co., the Cuba Northern Railways Co., the Camaguey and Neuvitas Railway and the Espirituano Railroad. The first two continued as operating divisions and the others were completely absorbed. In 1951 the Guantanamo & Western Railroad Co. was taken over. Locos of the Cuba, Cuba Northern and the Guantanamo & Western continued to be lettered for those respective roads after the merger.

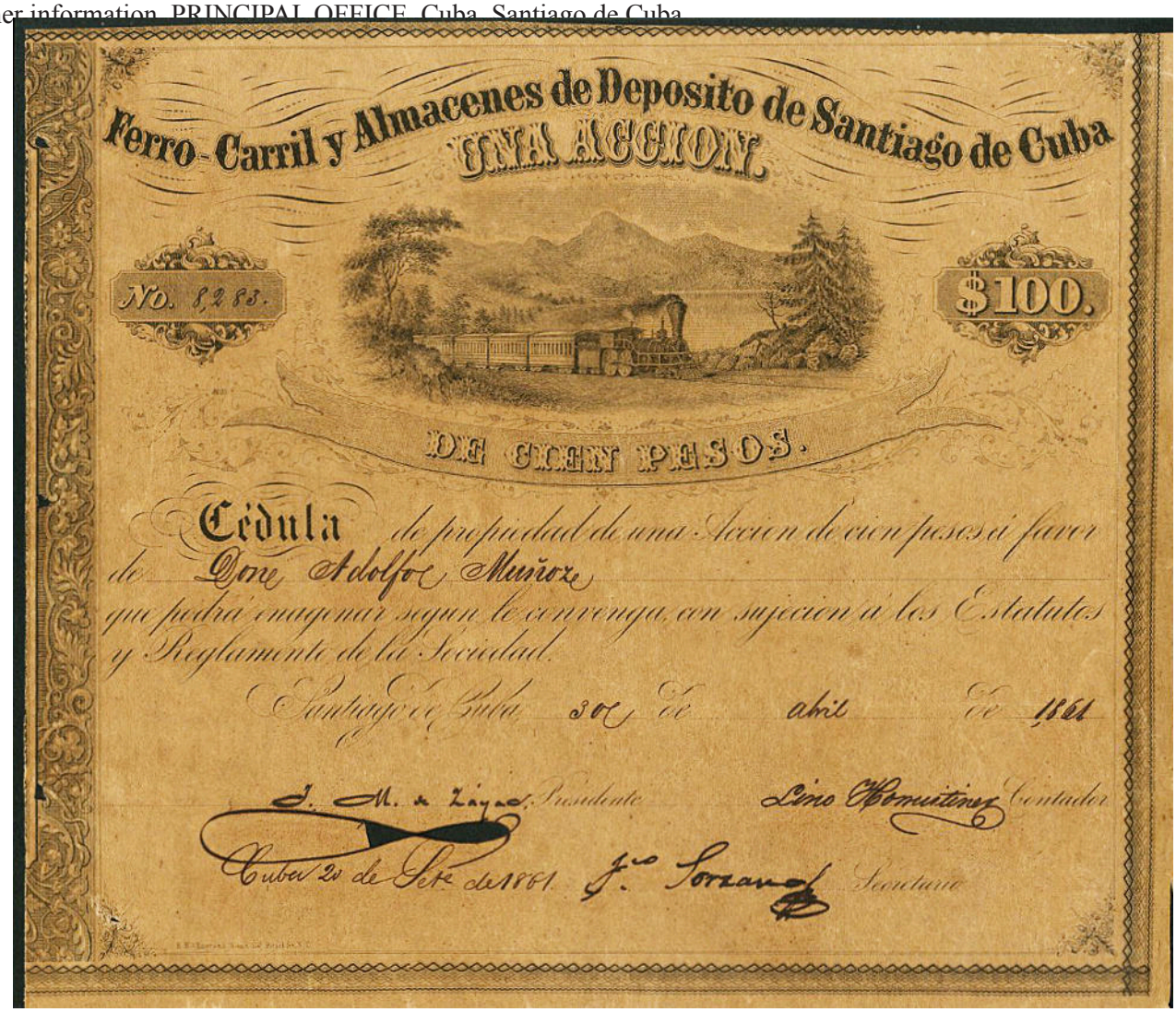
On October 14, 1960 the *FC Consolidados de Cuba* were expropriated by the Govt. of Cuba and taken into the *FC Cuba*.

17.12.1 *Cía. del FC y Almacenes de Deposito de Santiago de Cuba*
Santiago de Cuba RR Co.
also known as *El FC Sabanilla y Moroto*

1856-1900

Background

This railway was built by the *Compañía del Ferrocarril y Almacenes de Deposito de Santiago de Cuba* out of the port of Santiago, about 30 miles. Opened 1859. Later a branch was built to the Ponupo Mines, about 11.2 miles.
Summary in Poors' Directory 1886 (spelling etc. tidied up): Sabanilla and Maroto Railroad. – Cuba (St. Jago) to Ste Christo, Maroto, Sabanilla and Enramada, with branch to Caney – total length, 25 miles. Total projected length, 38 miles. Gauge, 4 ft. 8½ in. Rail, 56 lbs. Locomotives 4. Cars – passenger, 10 ; freight, 34. Cuban corporation. No further information. PRINCIPAL OFFICE, Cuba, Santiago de Cuba.



Early proposals

Source [16] from 1855, which describes the works involved in the construction of this railway, mentioned in relation to the main trunk line two ten-wheeled goods locomotives which were to cost $26,000 in total, and one eight-wheeled passenger engine to cost $8,000, also a fixed engine to haul trains up an inclined plane. Similar sets of two goods locos and one passenger loco were to be purchased at the same prices for each of a) the branch to Sabanilla and b) the branch to Maroto. This document was dated April 1855.

0-8-0 d/w 49", cyls. 17x22", built by Baldwin in 1858 and 1861

Ordered by ? BLW class 21 E nos. 1, 2 and 3. First two listed on BLW spec. pages as for *FC Cuba y Mariotas*.

Running numbers certainly not mentioned in company reports during late 1870s.

1? **'CONCHA'** w/n 804 Connelly's BLW list has this first loco with d/w 54" and cyls. 14x24", but Weber has dimensions as for the other two and as given above.

1875 3828 km. run [19a]

1878 7338 km. run [19a]

1879 11007 km. run [19c]

1880 12000 km. run [19c]

1882 6782 km. run [19e]

2? **'VARGOS'** w/n 807

1875 10332 km. run [19a]

1878 4457 km. run [19a]

1879 6685 km. run [19c]

1880 24888 km. run [19c]

1882 24160 km. run [19e]

3? **'MAROTO'** w/n 995 Certainly in existence until 1911. Scrapped 1911. Boiler to steam laundry in the Hotel Camaguey. Builders' plate to G. M. Best, and now in the Smithsonian Museum, Wash., D.C.

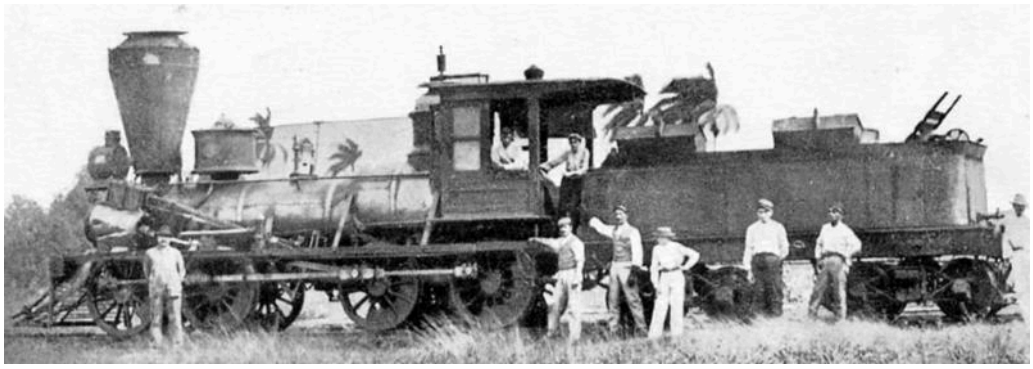
1875 9878 km. run [19a]

1878 18134 km. run [19a]

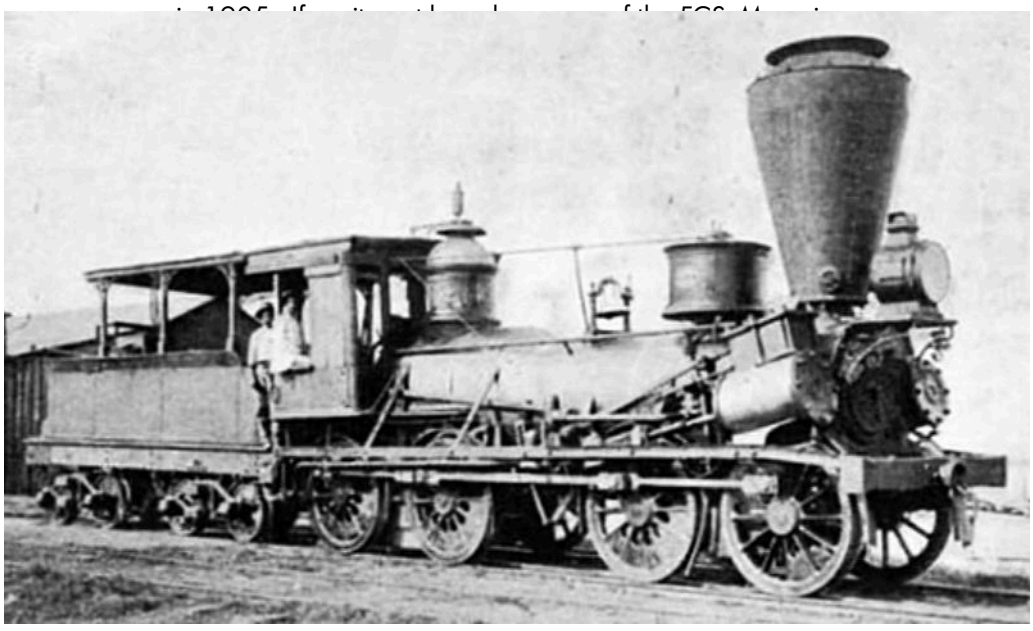
1879 27701 km. run [19c]

1880 22400 km. run [19c]

1882 12084 km. run [19e]



This Baldwin flexible beam 0-8-0 was supposedly on the Cuba RR



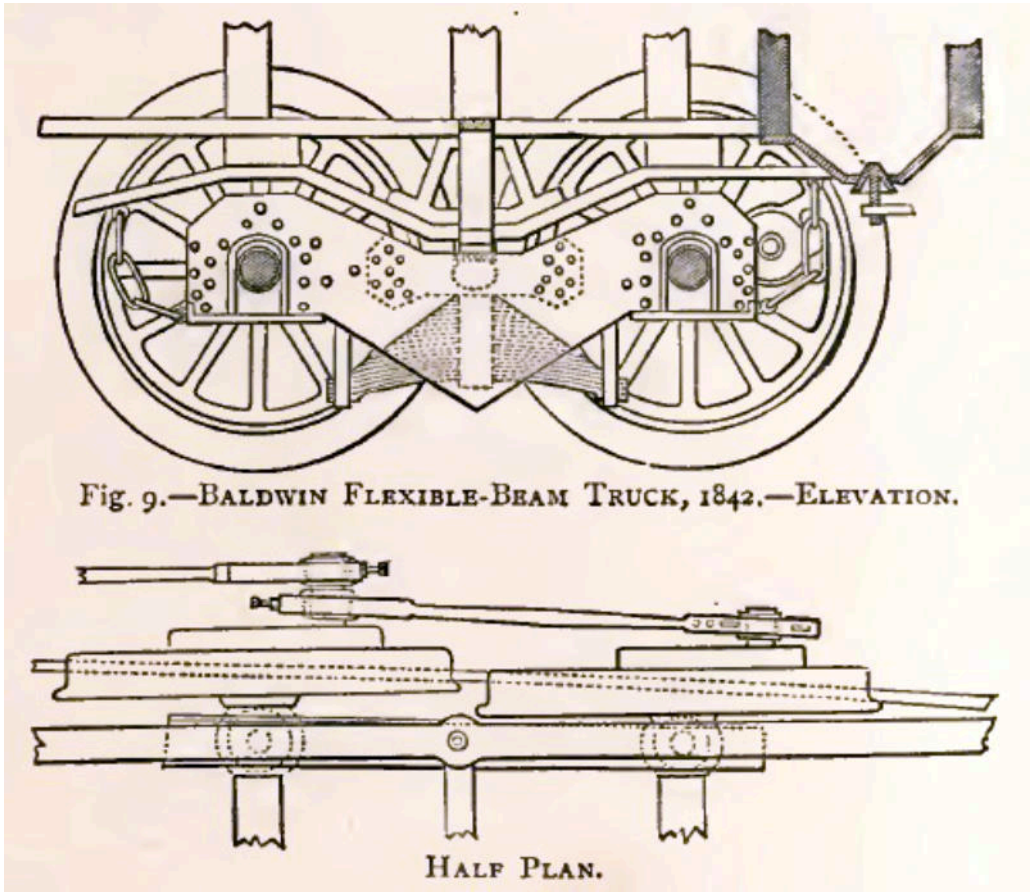
0-8-0 d/w 50", cyls. 17x22", built by Baldwin in 1866

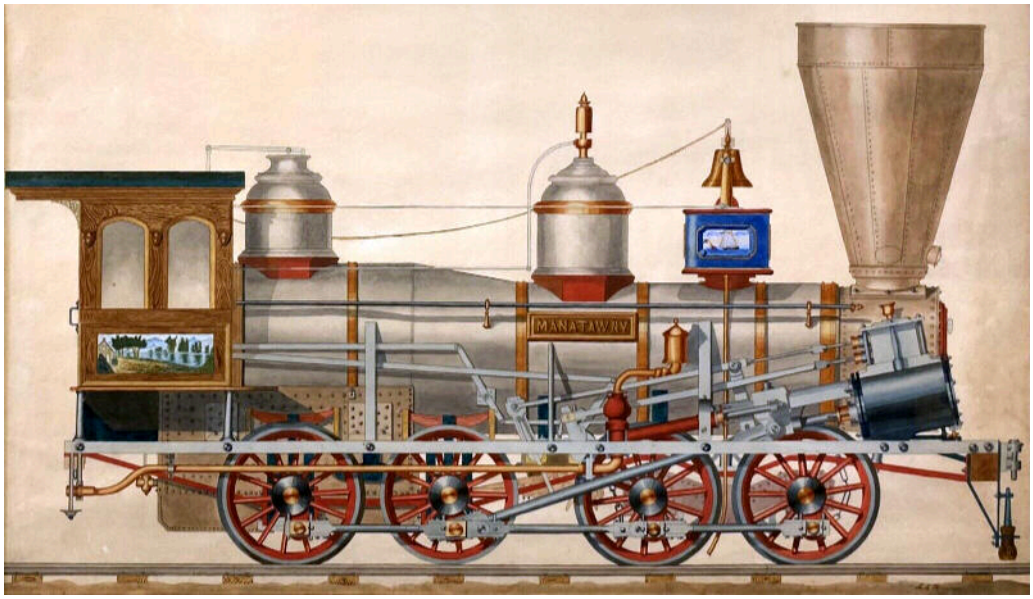
Ordered by ? BLW class 24-E no.

4? **'SANTIAGO de CUBA'** w/n 1486 1875 11764 km. run [19a]
1878 19412 km. run [19a]
1879 29118 km. run [19c]
1880 21692 km. run [19c]
1882 24090 km. run [19e]



Baldwin 'flexible beam' 0-8-0 no. **4 'SANTIAGO de CUBA'**. Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 08351.





The fleet in 1868

"*En las maquinas; porque este año he habido cuatro que reparar cuando en el pasado no hubo mas que tres hasta el mes de Julio que entro en servicio la* ***'Santiago'****; siendo de advertirse que aunque hizo esplosion la caldera de la* ***'Concha'*** *ocasionando los costos consiguientes a su reparacion, se han disminuido los gastos de entretenimiento de las maquinas en la suma de $3298 26 cs. y que si apesar de esto resulta aumento en el total de gastos es por que se han recorrido 15.692 kiometros mas que el año anterior y conducido enla subida 1.307 carros mas y en bajada 1.310. El aumento en gastos por las maquinas, en pues, de $3.613 22.*

'CONCHA' 9,510 km.
'MAROTO' 14,275 km.
'VARGAS' 12,626 km.
'SANTIAGO' 18,639 km."

The fleet up to 1881

The company annual reports for 1875, 1878 and 1879 all confirm that there just four locomotives in the fleet during that period. However, in the 1880 reports there is a mention: "*El endoso de los libranzas a favor de estos Sres. Representantes de la fabrica Baldwin Locomotive Works de Filadelfia, como importe de una ciguena de vapor pedida a dicha fabrica.*" ie that a steam inspection car had been ordered from Baldwin. The 1881 report then says that the "*cigueña de vapor*" had been received on May 4th.

2-2-0T d/w 24", cyls. 4x10", built by Baldwin in 1881

Ordered by Santiago de Cuba RR Co. BLW class 4-2B no. 1. Spec. is in vol. 10 p 218. Inspection car. Seats for 4 persons in front of boiler. Light leather colour with gold striping. Drab underneath. Straight stack.

1[2] 'VIGILANTE' w/n 5517



STEAM INSPECTION CAR

The Arroyo-Blanco bridge collapse in 1881

This bridge had been rebuilt but not yet inspected by the government Direccion de Obras Publicas, though that had been arranged for the day of the accident. It would appear that the driver of the 0-8-0 locomotive **'SANTIAGO'** wished to drive the train over the new bridge, but the guard/conductor of the train resisted. Therefore the loco proceeded light engine, at which point the bridge collapsed depositing the engine at the bottom of the gully. The fireman unfortunately died of his injuries. The loco had to be almost entirely dismantled in order for it to be recovered.

"*Vino el segundo, con muerte de un desgraciado fogonero, al cruzar la Locomotora* ***Santiago*** *en la tardo del veinte y seis de Junio el puente de Arroyo-Blanco, acabado de reconstruir, cuando todavía no se habla practicado el reconocimiento oficial por la Inspeccion de Obras públicas, pedido por la Administracion desde el diá anterior y señalado por aquella para las cinco de la manana siguiente, el mismo veinte y seis; sin que hubiera llegado á verificarse. Acabadas las obras de mamposteria no estaban fraguados los morteros, y siendo insuficiente la perfecta trabazon de la Carpinteria para resistir el peso y trepidacion de la Locomotora que intentó una prueba privada, sin órdenes competentes, cedió la plataforma resbalando aquella hasta descender á las aguas del arroyo, sufriendo tan graves lesiones el fogonero que sucumbió poco tiempo despues al rigor de su desdicha y de la de su infortunada madre, de quien era consuelo y único sosten. Formalizado el sumario, nada todavía ha revelado el procedimiento judicial, y nada debe temer la compania por que si hubo culpas, agenas son á su responsabilidad que no provocó ni originó ese lamentable acontecimiento."*

"El espediente gubernativo contiene un informe de la Inspeccion general en que ha propuesto la multa de doscientos peses oro, suponiendo que se dispuso el tránsito por la Administracion, pero constando que este pidió el reconocimiento por el tenor del oficio de la Inspeccion provincial fecha veinte y cinco, que en nota transcribimos, (1) és evidente que sin un acto de demencia no habría podido disponer un hecho contrario á sus propias prevenciones; corroborando la verdad de no haber aseistido el precepto que la General ha creido, la negativa y resistencia del Conductor del tren que llegaba con la Locomotora al estremo del Puente para el trasbordo de los pasageros procedentes de la Estacion principal á la de Enramadas, á seguir la tentativa que iba ácometerse y que tan funesto resultado ha traido: obediente el Conductor á la Administracion, que era su Gefe, hubiera continuado la ruta sin desenganchar los carros si hubiese recibido la órden, y entonces muy grave seria la falta porque habría sucedido una catástrofe mayor. El Gobierno General ha dado audiencia á la Compañia trasladándole el informe, y es logico esperar que desvanecido el cargo que

sustenta la proposicion de la multa, se verá libre de esa ulterior penalidad."
"*por razon del accidento acaecido el 27 do Junio en que descendió la locomotora* ***Santiago*** *al cause del paso de Arroyo-Blanco por haber fallado el puente al probarse su solidez con el peso de la citada locomotora; esta fue desarmada casi totalmente, y trasladada el Taller, fueran requeridas todas sus piezes volviendo al servicio reparada de un todo, á los tres meses justos del acontecimiento, y siendo el costo preciso de su reparacion $ 3702 y esto prueba evidentemente las ventajas inmensas que reporta la Compania de haber montado el Taller de Maquinaria y fundicion que posee.*"

2-6-0 d/w 49", cyls. 17x24", built by Baldwin in 1883

Ordered by Santiago de Cuba RR Co. BLW class 8-28D no. 69. Spec. is in vol. 11 p 162. Mark on tank: 'F.C. DE SANTIAGO DE CUBA'. Arrived in Cuba on board ship 'Dora Matteus' on May 14th.

5 'El CRISTO' w/n 6645 To Central Agabama as no. **1**, Fomento, Santa Clara

The fleet in 1886

Source [19g] digital page 192 reports that there were five locos in service. A later page makes reference briefly to '*ciguenas*' inspection cars.
A hand-written copy of an 1887 report, in source [19B] digital page talks of five locos and one *ciguena de vapor*.
The 1888 report in source [19h] digital page 57 again records the presence of five locos, and one '*cigüeña de vapor*'.
The following page, though dated 1886, was in the 1888 file as digital page 68.

DOCUMENTO N. 3.

PRODUCTOS Y GASTOS DEL TALLER DE REPARACION DURANTE EL AÑO 1886.

PRODUCTOS.

Máquina Vargas	$	590	49
Id. Goncha	„	1839	94
Id. Santiago	„	4645	97
Id. Maroto	„	1366	06
Id. Cristo	„	671	71
Cigüeña vapor Vigilante	„	83	56

The fleet in 1888

Source [19B] digital page 400 shows the following:

Productos y Gastos del Taller de Reparacion durante el año de 1887.

Productos

Máquina	Vargas	$ 451	45
„	Goncha	„ 3687	91
„	Santiago	„ 1370	90
„	Maroto	„ 2393	75
„	Cristo	„ 288	25
Cigüeña	Vigilante	„ 462	45

2-6-0 d/w 50", cyls. 17x24", built by Baldwin in 1891 and 1893

Ordered by Sabanilla & Morato (sic) RR Co. 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'.

6 'FABRÉ'	w/n 11556	To Central Maceo no. **?**, Cacocum, Oriente.
7 'SONGO'	w/n 13813	To Central San Antonio & Cacocum.



This Cuba RR 2-6-0 has Baldwin style boiler mountings, and is therefore more likely to be one of the ex-*FC Sabanilla y Moroto* locos listed above and below, than one of the only later-built Cuba RR 2-6-0s which were by ALCo. However, as yet a 2-6-0 numbered **26** cannot be identified in either the 1906 or 1913 renumbering systems.

4-4-0 d/w 60", cyls. 16x24"", built by Baldwin in 1893

Ordered by Sabanilla & Morato (sic) RR Co. 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.

8 'PONUPO'	w/n 13819	After service with Cuba RR sold to Centrales San Antonio & Cacocum.

Takeover by the new Cuba Company

After the Cuba Co. was incorporated in New Jersey on April 25, 1900, this railroad was purchased to allow access to the port of Santiago de Cuba. Construction was started in November, 1900 to connect this road with the new main line from Santa Clara, this being completed in November, 1902.

It is believed that all of the above locomotives were taken over by the Cuba Co. and disposed of after that railway's new locomotives were delivered.

The fleet in 1901

Source [1] from 1900 says: 54 km. of route, 2 passenger locos and 4 switchers. plus one 'siguena' steam inspection car.

Source [18] summarises the loco fleet of the *Cía. del FC y Almacenes de Deposito de Santiago de Cuba* as being two passenger locos and four switchers.

17.12.2 The Trinidad RR

1856-

Background

A railway from Trinidad to the port of Casilda was first suggested in 1837, but not opened until 1856.
“Finally, on the morning of June 5, 1856, a loud noise was heard in Trinidad, followed by an enormous veil of white smoke released by the North American-made locomotive, followed by several cars decorated with Spanish flags. The iron monster stopped on an improvised platform, which in the future would be the train stop, located in the middle of Cruz Verde street between Desengaño and Angarilla.” A translated quote from https://www.escambray.cu/2021/donde-y-como-nacio-el-primer-ferrocarril-espirituano/
The line was later extended to Paso Real and then to Fernandez. Despite many difficulties it ran until 1888, and the assets were then appropriated by the state in 1896.
Source [1] from 1900 says: 15 miles of route but many rails missing, 2 old locos derelict at Casilda.
On the other hand, *The Cuba Review* of March 1908, p13, said: “The Trinidad Railroad. "The *Ferrocarril de Trinidad*," which was recently opened to the public traffic between Casilda and Trinidad. is the re-constructed line of the railroad of that name. It became government property and the present company holds a lease for seventy-five years and a further franchise to extend its lines to Placetas del Sur, a town in Santa Clara Province, located on the lines of the Cuba Railroad Company. The road is standard gauge single track way between Casilda and Trinidad. The laying of the track to Placetas del Sur is being pushed right along. When finished the extension will be 85 kilometers and will touch at Condado, Guinea de Soto, Sopumpa, Jiquima, Fomento. Nazarino. Baez and Placetas del Sur. The line passes two kilometers from the ""Santisima Trinidad" sugar central and a spur will connect the batey with the main line. The track from Casilda to Trinidad has been relaid and the rolling stock at present consists of two locomotives. passenger cars. flat and freight cars and are all new and of modern construction. At Casilda the railroad owns its private wharves and sheds and the station at Trinidad is a substantial building built of native stone and brick. Cienfuegos further west and Casilda are connected by a line of steamers.”
Whilst the original short line was re-opened by 1903, its extension to Placetas was not commenced until 1915.
It seems likely that the line came under the control of the Cuba RR (with which it connected) at an early date. There is a reference to locos numbered **53** and **50** hauling the first train over the Agabama bridge in 1919, and in the mid-1920s US report by Rodney Long [], the map shows the route as part of the Cuba RR.
In 1988 the bridge over the Agabama river was destroyed, cutting the route to Placetas, though the isolated original section from Trinidad to Casilda continued to operate sporadically.
Summary in Poors' Directory 1886 (spelling etc. tidied up): Trinidad Railway. – Line of Road, as projected: Puerto de Casilda via Trinidad to Sancti Spiritus, 88.497 km. Completed from Puerto de Casilda via Trinidad to Guinia de Soto, a point 29.620 km. northward. Gauge, 1.44 metres. Rail (steel, 14 kg.), 40 lbs. Locomotive engines, 2. Cars – passenger, 3; baggage, 1; freight, 39. Joaquin de Solar, General Manager, Trinidad, Cuba.

Locomotives

Several sources, including two mentioned above, refer to the original railway having had two locomotives. They have been identified, in that Baldwin nos. 689 and 732 of 1856, seem to have gone to a 'Trinidad RR', though that is sometimes assumed to have been on the island of Trinidad, which actually did not gain a railway until 1876. In fact Lehmuth's Baldwin list confirms that the Trinidad RR concerned here was in Cuba.

0-8-0 d/w 48", cyls. 17x22", built by Baldwin in 1856

Ordered by 'Trinidad RR'. BLW class 21-E.

1? **'TÁYABA'**	w/n 689	BLW register book gives name as **'TAYUBA'** but railway's annual report for 1867 says **'TÁYABA'**. Not in service 1871-2.

2? **'AGABAMA'**	w/n 732	d/w may have been 49" acccording to BLW register book. In service 1871-2.

0-8-0 d/w 49", cyls. 17x22", built by Baldwin in 1857

Ordered by ? BLW class 21-E no. . Spec. is in vol. p. Lehmuth says 4-4-0, but Connolly says 0-8-0. The BLW class designation suggests that 0-8-0 was correct.

3? **'CANTERO'**	w/n 800	In service 1871-2.

4-6-0 d/w 54", cyls. 17 5/16x22", built by Baldwin in 1866

Ordered by ? BLW class 26-D no. . Spec. is in vol. p.

4	w/n 1559	In service 1871, but suffered a boiler explosion mid-way through that year.

The fleet in 1867

*"Las maquinas **'Cantero'** y **'Tayaba'** han alternado todo el año con la **'Número 4'** que es excelente; pero ha sido indispensable separar a la **'Tayaba'** del servicio por tender su caldera inutil: la **'Cantero'** necesita una reparacion importante y costosa, y al **'Agabama'** se estaba componiendo para que alterne con la '**Número 4'**. Ha demostrado la experiencia, que en vez de ser util a la Compañía reparaciones muy caras en sus maquinas viejas, se sufren perjuicios notables; siendo preferible adquirir otra locomotora siempre que se pague en plazos analogos a la nueva **'Número 4'**."*

0-8-0 d/w 49", cyls. 15½x22", built by Baldwin in 1858

Ordered by *FC de la Habana*. BLW class 22½-E no. .

7	w/n 827	Purchased in December 1871-January 1872 from the *FC de la Habana*, where it had been their number **7²**. Certainly still known as no. **7** on the *FC Trinidad* in the 1871-2 annual report.

The fleet in 1871-2

"*La cantidad de $15,026-87 cts. que resultan invertidos, lo fue solo en la conservacion del camino para concluir la zafra; pero al fin de ella resulto tan notable deterioro en los puentes y en la linea, agravando el mal la explosion de la locomotora **Numero 4**, que movidos por la idea de conservar el camino, varios señores hacendados y comerciantes de Trinidad hicieron a la Compañía un emprestito de $30,000 para la reparacion mas necesaria en la via y la adquisicion de una maquina habil para la explotacion de la zafra, habiendo una Junta General extraordinaria de accionistas autorizado a la Directiva para contraer el emprestito tan necesario."*

...

*"Las cuentas en Contaduria que figuran en dicho activo se componen de $4,500 importe de la locomotora **Numero 7**, que se pago en Enero de 1872 al ferro-carril de la Habana, y de la cantidad de $10,000 que habia remitido la Administracion para las cuentas de ferreteria y de fluses de la casa de Cail y Compañía, y sueldos atrasados a los empleados de la Directiva."*

17.12.3 *FC de Tunas y Sancti Spiritus*

Background

Standard gauge. Source [1] from 1900 says: Opened 1865, 39 km. of route, 4 locos. Opened 1865. NB The Tunas in the name is the port of Tunas de Zaza on Cuba's southern coast.

Incorporated May 6, 1859. Was opened from Tunas to Zaza (8.851 km.) on November 19, 1862; from Zaza to Casariego (15.691 km.) on May 8, 1864 and from Casariego to Sancti Spiritus (14.081 km.) on May 15, 1865. The road was built to haul sugar from the Natividad sugar mill, and carried about 40,000 bags a year. In 1923 it was reported that the motive power was in poor shape with the exception of the 1915 Baldwin locomotive.
Was owned by Ingenio Natividad, S.A.
Summary in Poors' Directory 1886 (spelling etc. tidied up): Tunas and Santo Espiritus Ry. – Line of Road: Tunas (south side of Cuba), northward to Santo Espiritus, 38.623 km. Gauge, 4 ft. 8½ in. Rail, 58 lbs. Locomotive engines, 5. Cars – passenger, 6; baggage, 2; freight, etc., 25 – total, 83. GENERAL OFFICE, Tunas, Cuba.

Connected to the Cuba RR in 1903, but possibly only absorbed into that system in 1927.

4-4-0 d/w 54", cyls. 14x24", built by Baldwin in 1860

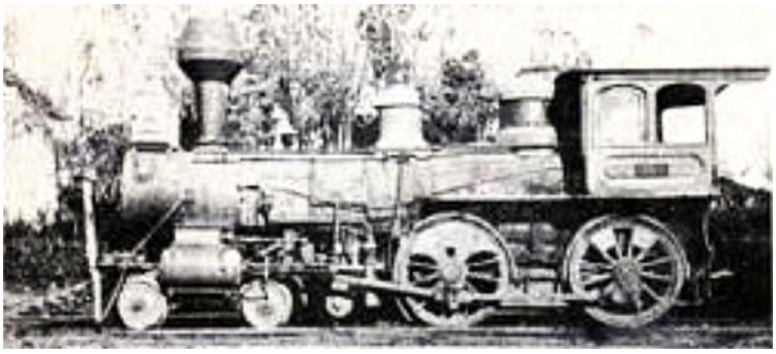
Ordered by ?
? 'ZAZA' w/n 939

4-4-0 d/w 54", cyls. 15x22", built by Rogers in 1867 and 1870

Ordered by ? Lehmuth's Rogers list has cyls. as 14x22".
3 'YAYABO' w/n [1440]
4 'SANTO ESPIRITU' w/n [1779]

4-4-0 d/w 54", cyls. 14x24", built by Rogers in 1875

Ordered by ?
5 'YAYABO'[2] w/n 2418



Supposedly for the *FC Tunas*, but no idea which one. Various idiosyncrasies.

The fleet in 1900

Source [18] page 132 states that the railway had four locos in service at that time.

2-6-0 d/w 42", cyls. 13x18", built by Baldwin in 1915

Ordered by *Ferrocarril de Tunas á Santo Espiritu*. BLW class 8-20D no. 158. Spec. is in vol. 54 p 68. Mark on tank sides: 'FERROCARRIL DE TUNAS Á SANTO ESPIRITU'. R&H stack. Lehmuth, however, says that this loco was a 2-6-2 with cyls. 13x20" and therefore of class 10-20¼D.

5[2] w/n 41921

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

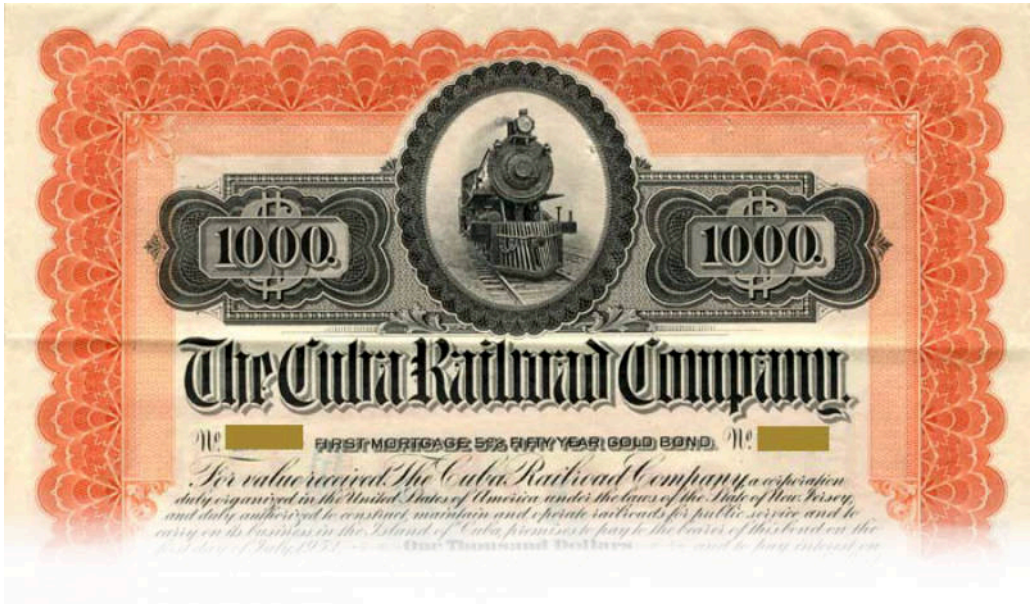
Ordered by ?

6 w/n 57800 Became Tuinucu Sugar Co. no. **6**

17.12.4 The Cuba Railroad Co.

1902-1924

then merged into the Consolidated Railroads of Cuba





1-8? See *FC Sabanilla y Morón* roster above.

4-4-0 d/w 62", cyls. 17x24", built by Rhode Island in 1901

Ordered by ? Copeland only lists three of these.

20	w/n 3282
21	w/n 3283
22	w/n 3284
23	w/n 3285



4-6-0 d/w 56", cyls. 18x24", built by Rhode Island in 1901

Ordered by ?

24	w/n 3346
25	w/n 3347
26	w/n 3348
27	w/n 3349
28	w/n 3350
29	w/n 3351

4-4-0 d/w 62", cyls. 17x24", built by ALCo Rhode Island in 1902

Ordered by ? Holzinger has these as **30** and then **21-23**.

30	w/n 26257
31	w/n 26258
32	w/n 26259
33	w/n 26260

0-4-4T d/w 42", cyls. 11x16", built by Rogers in 1885

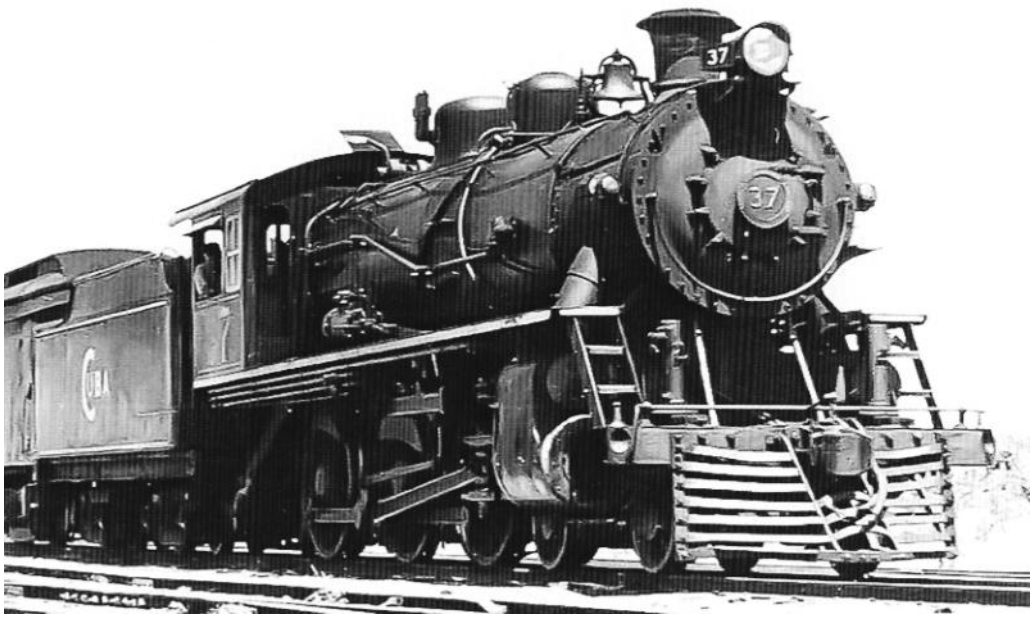
Ordered by ? Acquired August 1903 from Manhattan Rly. no. **11**; ex-New York Elevated no. **11**.

11?	w/n 3552

4-6-0 d/w 56", cyls. 18x24", built by ALCo Rhode Island in 1905

Ordered by ?

34	w/n 38865
35	w/n 38866
36	w/n 38867
37	w/n 38868
38	w/n 38869
39	w/n 38870



First renumbering in 1905/6

At this point, some of the locomotives were renumbered, resulting in the following summary fleet list:

1-8 Locos ex *FC Sabanilla y Morón*, whichever were still in service. Holzinger suggests nos. **1-3**.
11 0-4-4T Rogers 3552 of 1885
20-23 4-4-0 Rhode Island 3282-3285 of 1901
24-27 4-4-0 ALCo Rhode Island 26257-26260 of 1902 Ex-**30-33**
34-39? 4-6-0 Rhode Island 3446-3451 of 1901 Ex-**24-29**
55-60? 4-6-0 ALCo Rhode Island 38865-38870 of 1905 Ex-**34-39**

2-6-2T d/w 44", cyls. 17x24", built by Baldwin in 1906

Ordered by Cuba RR Co. BLW class 10-28¼D nos. 12-13. Spec. is in vol. 29 p 174. Mark on tank: 'CUBA'.

100	w/n 29036	Later renumbered **?**.
101	w/n 29076	Later renumbered **?**.
102	w/n 29188 or 29081?	Later renumbered **?**.
103	w/n 29193	Later renumbered **?**.



Hi-res copies of this photo
are available from the Railroad Museum of Pennsylvania – BLW negative 02223.

4-6-0 d/w 52", cyls. 18x24", built by Baldwin in 1906

Ordered by ? BLW class 10-30D no. 474-479. Spec. is in vol. 29 p 175. Mark on tank: 'CUBA'.

40	w/n 29081	Later renumbered **100**. Sold to Central Maceo.
41	w/n 29115	Later renumbered **101**. Sold to Central Santo Domingo, later became

		MinAz no. **1535**.or possibly **1525**.
42	w/n 29333	Later renumbered **102**.
43	w/n 29334	Later renumbered **103**.
44	w/n 29391	Later renumbered **103** (acc. to Lehmuth). Sold to Central Santo Domingo,
45	w/n 29392	Later renumbered **104** (acc. to Lehmuth). Sold to Central Santa Amalia as no. **45**,. Became *MinAz* no. **1533** at that location. In existence 1995.

Copeland's list says: BLW says **44** destroyed in explosion; **45** renumbered **104**. However, BLW 29391 of 1906 is reported to have been sold to the Central Santo Domingo and became *MinAz* no. **1534.** Possibly **44-45** were renumbered **104-105** and the BLW report is in error.

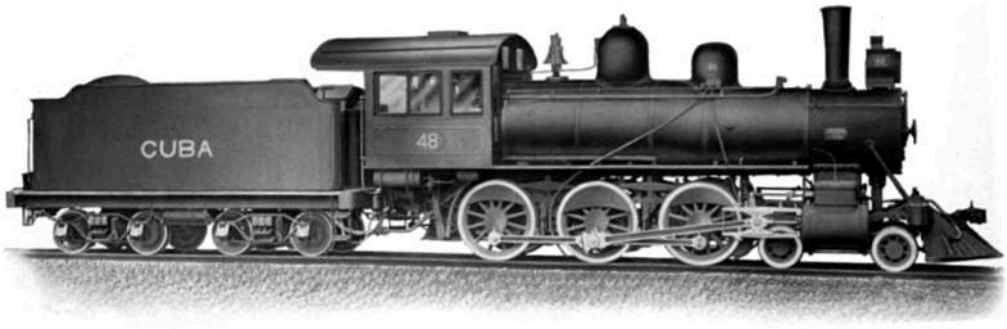


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02252.

4-6-0 d/w 56", cyls. 18x24", built by ALCo Dickson in 1906

Ordered by ?

46	w/n 41405	Renumbered **2**?
47	w/n 41406	Renumbered **3**?
48	w/n 41407	Renumbered **4**?
49	w/n 41408	Renumbered **5**?
50	w/n 41409	Renumbered **6**?
51	w/n 41410	Renumbered **7**?



Cuba RR no. **48** as pictured in an ALCo catalog.

2-6-0 d/w 56", cyls. 19x24", built by ALCo Cooke in 1906

Ordered by ?

52[1]	w/n 41417	Renumbered **?**
53[1]	w/n 41418	Renumbered **?**
54[1]	w/n 41419	Renumbered **?**



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34352.

4-6-0 d/w 68", cyls. 19x24", built by ALCo Rhode Island in 1907

Ordered by ?

14	w/n 44703	Renumbered **28**?
15	w/n 44704	Renumbered **29**?

4-6-0 d/w 68", cyls. 21½x26", built by ALCo Schenectady in 1909

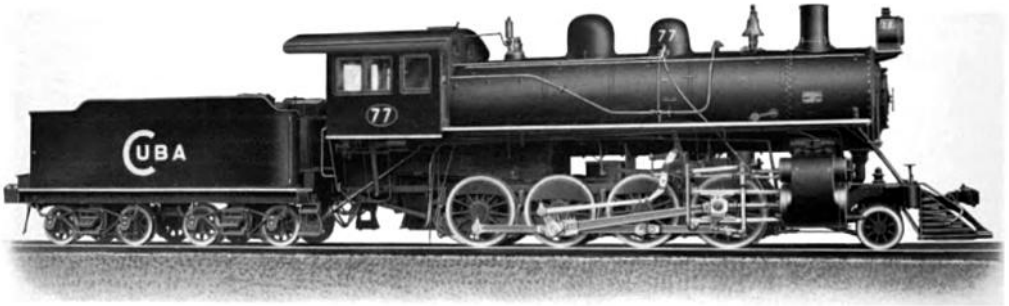
Ordered by ? Connelly and Lehmuth ALCo lists have these as Cuba RR nos. **25-27**.

1	w/n 46279	Renumbered **75**?
2	w/n 46280	Renumbered **76**?
3	w/n 46281	Renumbered **77**?

2-8-0 d/w 54", cyls. 24x26", built by ALCo Schenectady in 1909

Ordered by ? Copeland has one fewer. Connelly and Lehmuth ALCo lists have Cuba RR nos. **75-79** and **81-84** as ALCo 46303-46311.

75	w/n 46282	Renumbered **300**.
76	w/n 46283	Renumbered **301**.
77	w/n 46284	Renumbered **302**.
78	w/n 46285	Renumbered **303**.
79	w/n 46286	Renumbered **304**.
80	w/n 46287	Renumbered **305**.
81	w/n 46288	Renumbered **306**.
82	w/n 46289	Renumbered **307**.
83	w/n 46290	Renumbered **308**.
84	w/n 46291	Renumbered **309**.
85	w/n 46292?	Renumbered **310?**



Cuba RR no. **77** as pictured in an ALCo catalog.

The fleet in 1910

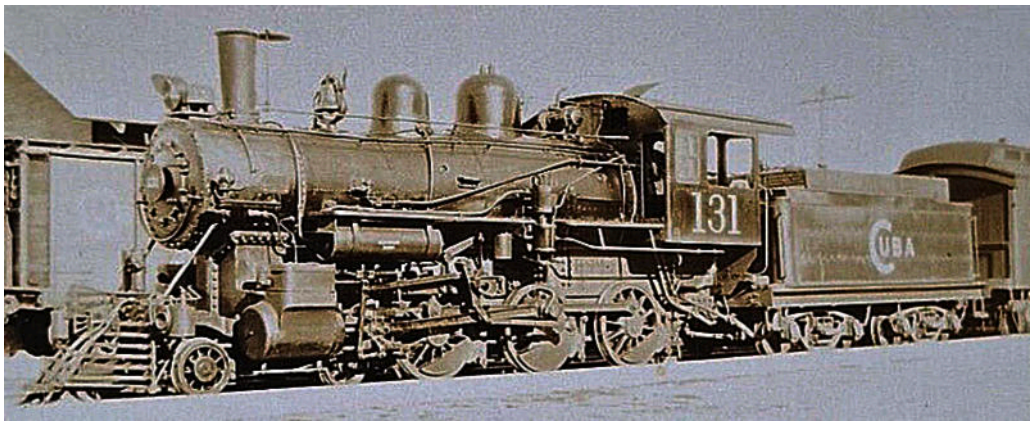
The report to shareholders dated 30th June 1910 states that the fleet included fifty-eight locomotives. the summary sheet for the first renumbering in 1905/6, a couple of pages back, shows a total of 24 engines if the suggestion that just

three from the FC Sabanilla y Morón survived at that point was correct. Adding in all the locos purchased between then and 1909 gives an overall total of fifty-nine. That is pretty close to the fifty-eight mentioned in the 1910 report, and obviously the discrepancy of one might be explained by an accident write-off or something of that nature.

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1910, 1911, 1912 and 1913

Ordered by Cuba Co. for Cuba RR.

55	w/n 48886	Built 1910. Renumbered to **125**?
56	w/n 48887	Built 1910. Renumbered to **126**?
57	w/n 48888	Built 1910. Renumbered to **127**?
58	w/n 48889	Built 1910. Renumbered to **128**?
59	w/n 48890	Built 1910. Renumbered to **129**?
60	w/n 48891	Built 1910. Renumbered to **130**?
61	w/n 48892	Built 1910. Renumbered to **131**?
62	w/n 48893	Built 1910. Renumbered to **132**?
63	w/n 48894	Built 1910. Renumbered to **133**?
64	w/n 48895	Built 1910. Renumbered to **134**?
65	w/n 50232	Built 1911. Renumbered to **135**?
66	w/n 50233	Built 1911. Renumbered to **136**? Later became *MinAz* no. **1666**., first at Central Santa Marta/Candido Gonzales and later at Central Fidencia/Juan Pedro Carbo Servía.
67	w/n 50234	Built 1911. Renumbered to **137**?
68	w/n 50235	Built 1911. Renumbered to **138**?
69	w/n 50236	Built 1911. Renumbered to **139**?
70	w/n 51795	Built 1912. Renumbered to **140**?
71	w/n 51796	Built 1912. Renumbered to **141**? Later became *MinAz* no. **1647** at Central 512 Uruguay.
72	w/n 51797	Built 1912. Renumbered to **142**?
73	w/n 51798	Built 1912. Renumbered to **143**?
52[2]	w/n 53309	Built 1913. Renumbered to **144**?
53[2]	w/n 53310	Built 1913. Renumbered to **145**?
54[2]	w/n 53311	Built 1913. Renumbered to **146**?
74	w/n 53312	Built 1913. Renumbered to **147**?



A second renumbering in 1913

At this point, another renumbering took place. This was probably to place locomotives of the same type and specifications together, and to leave room for future expansion. However, as before, not all details of this renumbering are known, and some of the *FC Sabanilla y Morón* locomotives may still have been on the roster.
A summary fleet list follows, classified by wheel arrangement:

	1-8	Locos ex *FC Sabanilla y Morón*, whichever were still in service, certainly including nos. **5-8**. No. **5** later sold to Central Naranjal (Agabama) as no. **1**. No. **6** later sold to Central Maceo, number unknown. No. **7** later sold to Central Antonio & Caocum, number unknown. Later Central San Jose, number unknown. No. **8** later sold to Central Antonio & Caocum, number unknown.
0-4-4T		
	11?	0-4-4T Rogers 3552 of 1885
2-6-0		
	?	2-6-0 ALCo Cooke 41417-41419 of 1906 originally **52-54**
2-6-2T		
	?	2-6-2T Baldwin 29036, 29076 of 1906 originally **100-101**
	?	2-6-2T Baldwin 29188, 29133 of 1906 originally **102-103**
4-4-0		
	21-23	4-4-0 Rhode Island 3282-3284 of 1901 originally **21-23**
	24-27?	4-4-0 ALCo Rhode Island 26257-26260 of 1902 originally **30-33**
4-6-0		
	28-29	4-6-0 ALCo Rhode Island 44703-44704 of 1907 originally **14-15**
	75-77	4-6-0 ALCo Schenectady 46279-46281 of 1909 originally **1-3**
	100-103	4-6-0 Baldwin 29081, 29115, 29333-29334 of 1906 originally **40-43**. Holzinger has six of these, **100-105**, as Baldwin 29061, 29115, and 29333 but gives no other BLW numbers. No. **100**, ex **40**, was sold to Central Maceo as their no. **100**, but it is not known if it ever received a *MinAz* number. No. **101**, ex **41**, was sold to Central Santo Domingo, receiving an unknown number. It eventually became *MinAz* no. **1535**. As mentioned above, there is obscurity about the fate of nos. **44-45**, one of which had later become **104**. It is possible, though not certain, that both were eventually sold to the Central Santo Domingo, becoming *MinAz* nos. **1534** and **1533**.
	125-147?	4-6-0 ALCo Schenectady 48886-95, 50232-6, 51795-8, 53309-12 of 1910-1913 orig. **55-74** Holzinger has **147**, not as the last of these ALCos, but as the first of Baldwin 4-6-0s (BLW 53312). No. **141**, ex **71** was later sold to Central Jatibonico as their no. **5**, and eventually became *MinAz* no. **1647**.
	?	4-6-0 Rhode Island 3346-3351 of 1901 originally **24-29** later **34-39**
	?	4-6-0 ALCo Rhode Island 38865-38870 of 1905 originally **34-39** later **55-60**
	2-7?	4-6-0 ALCo Dickson 41405-41410 of 1906 originally **46-51**
2-8-0		
	300-304	2-8-0 ALCo Schenectady 46282-46286 of 1909 originally **75-79**
	305-309	2-8-0 ALCo Schenectady 46287-46291 of 1909 originally **81-85**. NB Holzinger has these as originally **80-84**, not **81-85**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07975-1. But why would a builder's photo show it bearing the number **302**?

4-6-0 d/w 68", cyls. 21x26", built by ALCo Schenectady in 1913 and 1914

Ordered by Cuba RR.

30	w/n 53980	Built 1913
31	w/n 54656	Built 1914
32	w/n 54657	Built 1914

4-6-0 d/w 62", cyls. 21x26", built by ALCo Schenectady in 1920

Ordered by Cuba RR.

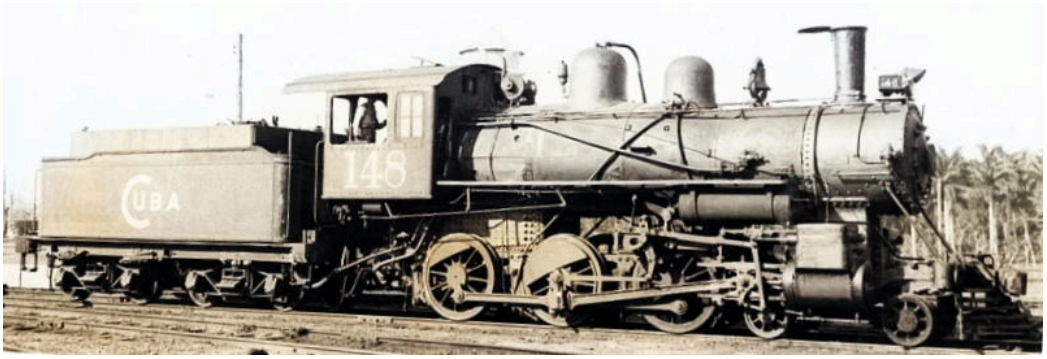
33	w/n 62055	Built 1920
34	w/n 62056	Built 1920
35	w/n 62057	Built 1920
36	w/n 62058	Built 1920
37	w/n 62059	Built 1920
38	w/n 62060	Built 1920
39	w/n 62061	Built 1920
40	w/n 62062	Built 1920
41	w/n 62063	Built 1920
42	w/n 62064	Built 1920

4-6-0 d/w 52", cyls. 18x24", built by ALCo Schenectady in 1913 and 1914

Ordered by ? Holzinger has all these up to **155** as by Baldwin not ALCo, following on from no. **147** (see note above).

148	w/n 53981	Built 1913
149	w/n 53982	Built 1913
150	w/n 53983	Built 1913
151	w/n 53984	Built 1913
152	w/n 53985	Built 1913
153	w/n 53986	Built 1913
154	w/n 53987	Built 1913
155	w/n 53988	Built 1913
156	w/n 53989	Built 1913
157	w/n 53990	Built 1913
158	w/n 53991	Built 1913
159	w/n 53992	Built 1913
160	w/n 53993	Built 1913
161	w/n 53994	Built 1913

162	w/n 54650	Built 1914. Became *MinAz* no. **1566**. at Central Senado / 520 Noel Fernandez.
163	w/n 54651	Built 1914
164	w/n 54652	Built 1914
165	w/n 54653	Built 1914
166	w/n 54654	Built 1914
167	w/n 54655	Built 1914



2-6-0 d/w 50", cyls. 17x24", built by VIW in 1915

Ordered by ? Built for Serbia, not delivered on account of WWI. Locos sold to *FC Cuba* in March 1916.

247	w/n 2425	Built 1915. Became *MinAz* no. **1466** at Central Cacocum / Cristino Naranjo, O.
(?)	w/n 2426	Built 1915. Lehmuth says was supposed to come to Cuba but got re-diverted to various users in Louisiana.
248	w/n 2427	Built 1916
249	w/n 2428	Built 1916. Sold to Central Santa Marta at unknown date, as their no. **4**. Not known if ever received a *MinAz* no. NB Holzinger thinks it was no. **250** that went there, not **249**.
250	w/n 2429	Built 1916
(?)	w/n 2430	Built 1915. Lehmuth says was supposed to come to Cuba but got re-diverted to Texas Shortline RR as no. **403**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34353.

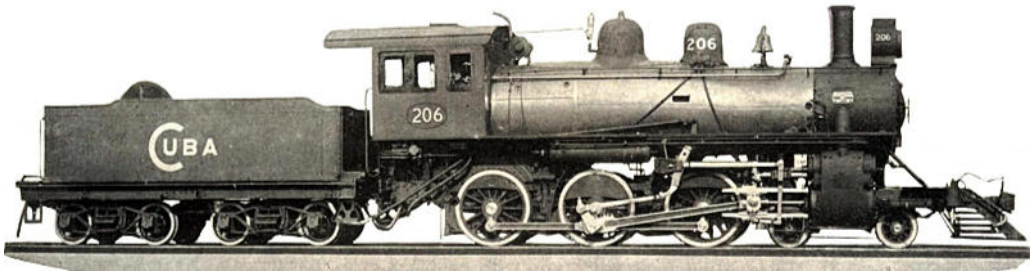
4-6-0 d/w 56", cyls. 20x24", built by ALCo Schenectady in 1915 and 1916

Ordered by ? Connelly and Lehmuth ALCo lists have cyls. as 20x26".

200	w/n 55146	Built 1915
201	w/n 55147	Built 1915
202	w/n 55148	Built 1915
203	w/n 55149	Built 1915
204	w/n 55150	Built 1915

205 w/n 55151 Built 1915
206 w/n 55152 Built 1915
207 w/n 55153 Built 1915
208 w/n 55154 Built 1915
209 w/n 55155 Built 1915
210 w/n 55156 Built 1915
211 w/n 55157 Built 1915
212 w/n 55868 Built 1916
213 w/n 55869 Built 1916
214 w/n 55870 Built 1916
215 w/n 55871 Built 1916
216 w/n 55872 Built 1916
217 w/n 55873 Built 1916
218 w/n 55874 Built 1916
219 w/n 55875 Built 1916
220 w/n 55876 Built 1916
221 w/n 55877 Built 1916
222 w/n 56001 Built 1916
223 w/n 56002 Built 1916
224 w/n 56003 Built 1916
225 w/n 56004 Built 1916
226 w/n 56005 Built 1916.
227 w/n 56006 Built 1916. Sold to Central Florida / 509 Argentina at unknown date. Became *MinAz* no. **1749**.
228 w/n 56007 Built 1916
229 w/n 56008 Built 1916
230 w/n 56009 Built 1916. Sold to Central Jatibonico / 512 Uruguay. Became *MinAz* no. **1731**.
231 w/n 56010 Built 1916
232 w/n 56011 Built 1916
233 w/n 56012 Built 1916
234 w/n 56013 Built 1916. Sold to Central Jatibonico / 512 Uruguay. Became *MinAz* no. **1733**.
235 w/n 56014 Built 1916. Sold to Central Tuinucu / 445 Melanio Hernandez. Became *MinAz* no. **1729**.
236 w/n 56015 Built 1916
237 w/n 56016 Built 1916
238 w/n 56017 Built 1916
239 w/n 56018 Built 1916. Sold to Central Stewart / 522 Venezuela at unknown date. Became *MinAz* no. **1657**.
240 w/n 56019 Built 1916
241 w/n 56020 Built 1916
242 w/n 55990 Built 1916
243 w/n 55991 Built 1916. Sold to Central Jatibonico / 512 Uruguay, then on to Central Algodones / 503b Orlando Gonzalez Ramirez. Became *MinAz* no. **1732**.
244 w/n 55992 Built 1916
245 w/n 55993 Built 1916

246 w/n 55994 Built 1916







0-6-0 d/w 50", cyls. 18x24", built by ALCo Cooke in 1916

Ordered by ? NB Holzinger has these as **P5-P7**, as does Lehmuth in his ALCo list.

P5 w/n 54692

P6 w/n 54693

P7 w/n 54694

2-8-0 d/w 54", cyls. 22x26", built by Baldwin in 1919

Ordered by Cuba RR. BLW class 10-38E no. 3703-3715. 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**.
311	w/n 52487	
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**.
313	w/n 52489	
314	w/n 52490	
315	w/n 52529	
316	w/n 52530	
317	w/n 52531	
318	w/n 52532	
319	w/n 52564	
320	w/n 52565	
321	w/n 52566	
322	w/n 52567	Sold to Central Conchita at unknown date. Became *MinAz* no. **1901**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07278.



No. **322** at Camaguey in 1955. Photo by R. V. Dodge in Jack Swanberg's collection.

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

Ordered by ? Built for ALCo Cuban stock. Sold Sept. 1920 to the *FC de Cuba*. Connelly and Lehmuth's ALCo lists give cyls. as 19x26".

500 w/n 62100

501 w/n 62101

Locos ordered after the merger into the *FC Consolidados* in 1924

These were numbered in the *FC de Cuba* series, even though several were intended for use on the *FC Norte*, see notes below.

Accidents around 1924





These two images were captioned as showing the same accident at Santayana near Camagüey in 1924. However, they seem to show different scenarios. The first photo shows loco no. **32**, whilst the second seemingly illustrates the result of a collision between no. **101** and no. **83**.

2-8-2 d/w 51", cyls. 22x28", built by ALCo Brooks in 1925

Ordered by *FC de Cuba*.

350	w/n 66283	
351	w/n 66284	Sold to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1910**. Transferred to Central Santa Maria / 440 Ifrain Alfonso.
352	w/n 66285	

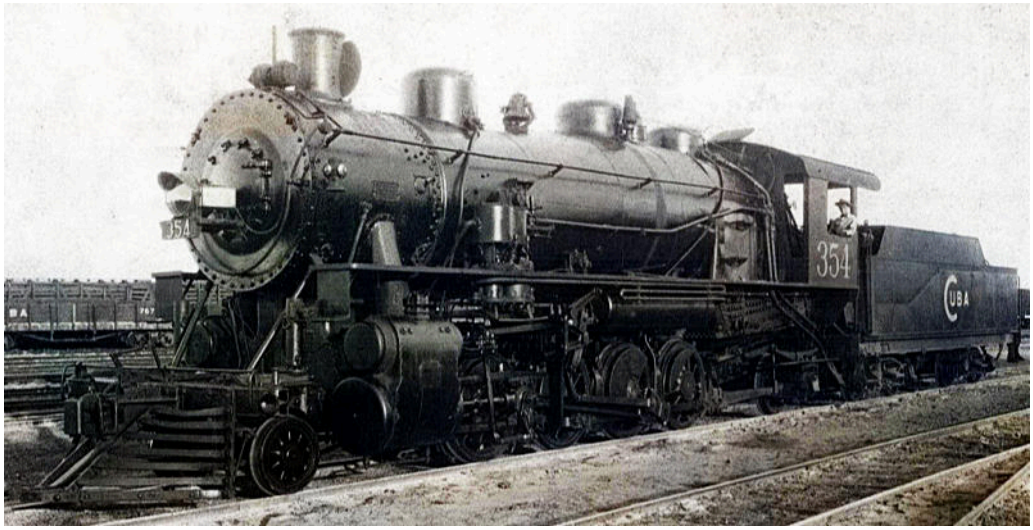
353 w/n 66286

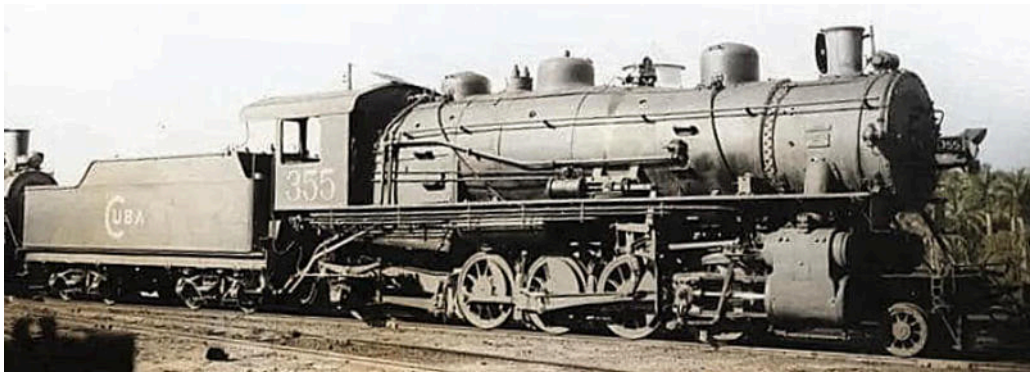
354 w/n 66287 Sold to Central Baguanos / 604 Lopez Pena. Became *MinAz* no. **1911**. Transferred to Central España / 310 España Republicana.

355 w/n 66288

In 1960, one ALCO 2-8-2 had been sold to Central Algodones. It is not known if this was one of the two listed above or a different locomotive for which the *MinAz* number is not known.







No. **355**.

2-8-2 d/w 50", cyls. 22x28", built by Baldwin in 1925

Ordered by Consolidated RRs of Cuba. BLW class 12-38¼E no. 171-176. Spec. is in vol. 78 p 79. The second batch of three were built for use on the *FC Norte*, though numbered in the *FC de Cuba* series. Therefore marks on tender were 'CUBA' for the first three, and 'NORTE' for the remainder.

356 w/n 58785

357 w/n 58786

358 w/n 58787

360 w/n 58788

361 w/n 58789

362 w/n 58790





Railroad Museum of Pennsylvania - rrmuseumpa.org

Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09654

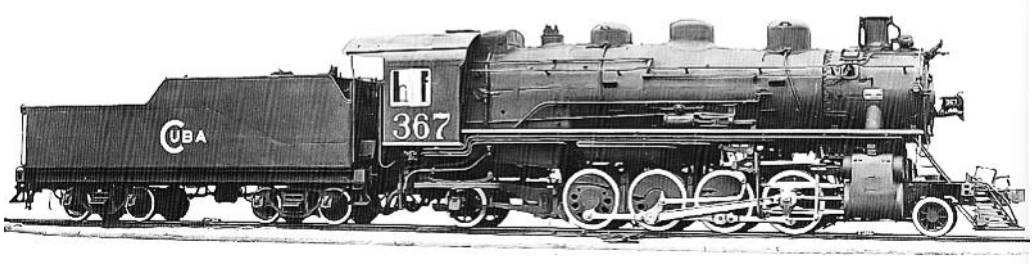
.

2-8-2 d/w 50", cyls. 22x28", built by ALCo Schenectady in 1944

Ordered by ? 1944 is date on builders plates. **363-366** shipped March 1945, **367-372** shipped April 1945. Ordered by Consolidated RRs, but lettered "Cuba".

363 w/n 73498
364 w/n 73499
365 w/n 73500
366 w/n 73501
367 w/n 73502
368 w/n 73503
369 w/n 73504
370 w/n 73505
371 w/n 73506
372 w/n 73507

Out of service by 1955.



17.13 The Cuba Northern Railways Co. and its predecessors

Background

Merged from *FC de Morón, FC Jucaro Morón*, and the *FC de La Costa Norte*.
This railway dates from a consolidation in July, 1916 of three short roads in the provinces of Santa Clara and Camaguey, the *Ferrocarril de Morón* (from Adelaide and Patria to Moron); the Jucaro-Moron Railroad, and the *Ferrocarril de La Costa Norte*, from Caibarien to Nuevitas.

17.13.1 *El FC Línea Militar de Jucaro a Morón*
El FC Trocha

Background

The history of the Jucaro-Moron dates back to 1870, in which year construction was first started by the Spanish Government. This road was built on the old Spanish 'Trocha' or military road which consisted of a chain of small forts built along the roadway to prevent the invasion of the territory west of Santiago and Camaguey during the early part of the revolution of 1868-1878. From the initiation of the work in 1870 construction gradually proceeded until it eventually reached Ciego de Avila and in 1880 finally connected Morón and Jucaro. In 1895, the Spanish authorities, confronted with a new revolution, reconstructed and fortified the Trocha and attempted to complete the line to San Fernando, accomplishing this task in 1897.
By 1897 extended as far as San Fernando. Source [1] from 1900 says: 72 km. of route, 3 freight locos.

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

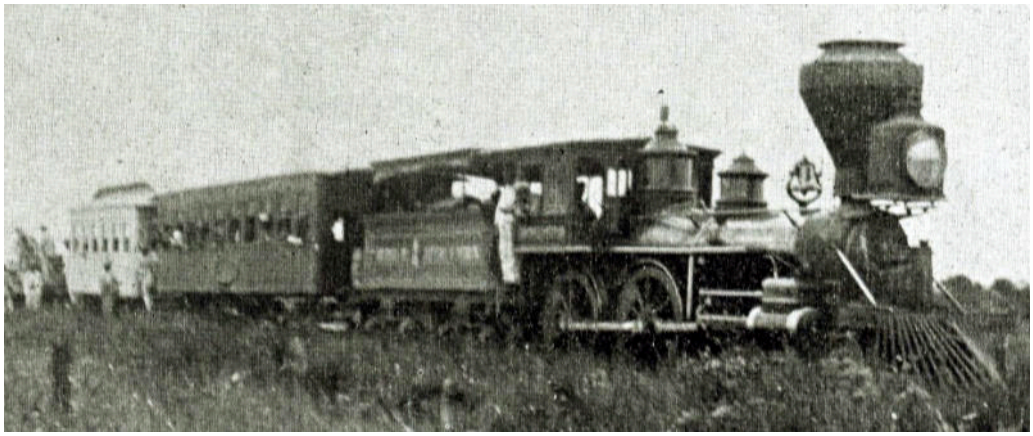
Ordered by ? Copeland mentions these three engines, but gives no clues as to their type or identity.

1 w/n ?
2 w/n ?
3 w/n ?

4-4-0 d/w 55½", cyls. 12x20" built by Baldwin in 1877

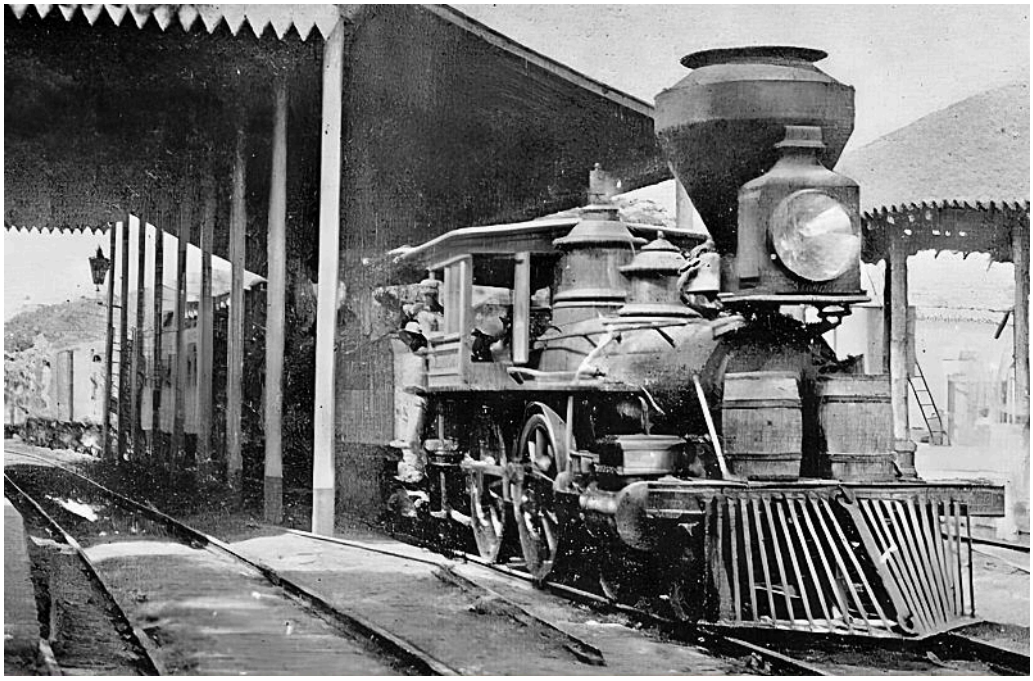
Ordered via Amory Edwards for the Spanish Ordnance Commision in New York. BLW class 08-18C no. 37. Spec. is in vol. 8 p 125. Gauge 4' 7¾". Mark on tank: 'A. M. FERRO-CARRIL MILITAR'. Colour: lake. Radley & Hunter stack. No number.

'CUENCA' w/n 4146



A photo from source [29] published 1897, and supposedly showing a materials train along the Trocha. This engine might be **'CUENCA'**

but that is not certain. It is certainly a 4-4-0 with an R&H stack.



A 4-4-0 in the station at Ciego de Avila. It could very well be the same machine as that pictured above.

0-4-4T d/w 36", cyls. 11x16", built by Baldwin in 1882

Ordered J. A. Pesant for Spanish Military Engineers in Cuba for the Trocha RR. Gauge 4' 7 9/10". BLW class no. 8-16 1/3C no. 51. Spec. is in vol. 11 p 38. Mark on tank: 'FERRO-CARRIL DE LA LINEA MILITAR DEL JUCARO Á MORON'. R&H stack.

4 'AMPARO'	w/n 6096	Copeland says that BLW info suggests that this engine was renumbered to **5**. Holzinger also has this engine continuing into *FCJM* and then *FCN* ownership as no. **5**.

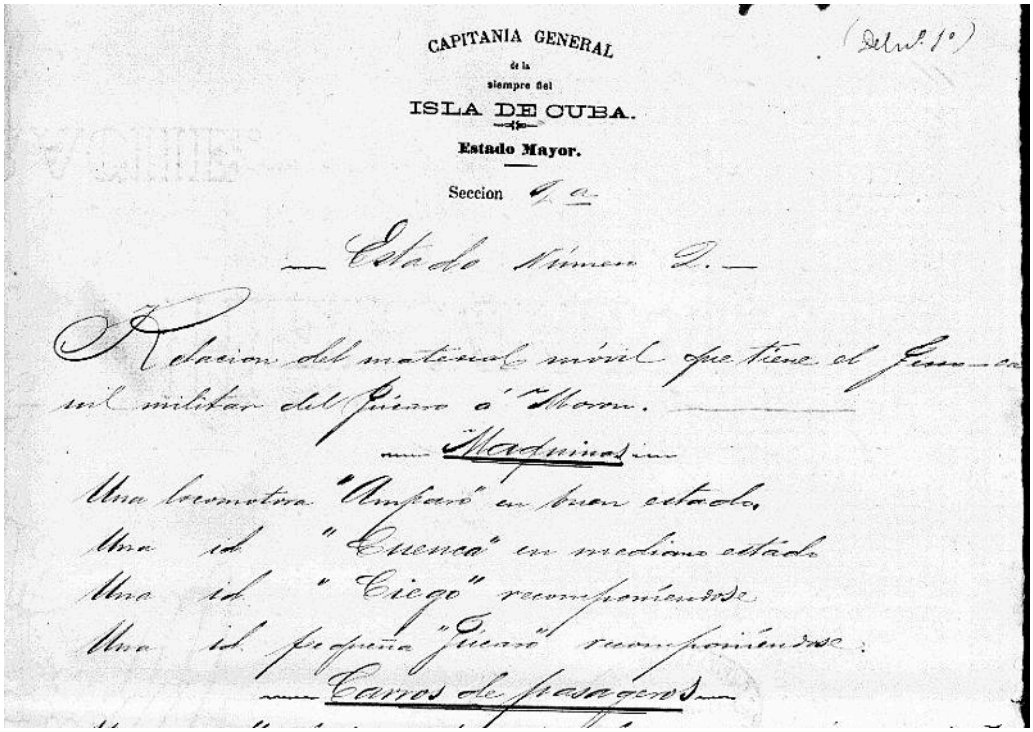
The fleet in 1882

Amongst the handwritten documents in source [30] is a letter seemingly from October 1882 which lists four locomotives on the military railway at that time. Whilst a scan of the list is appended below, it isn't all that easy to read, so here is a transcription:

Relación del material movíl que tiene el ferro-carril militar del Jucaro á Moron.

		MAQUINAS
Una	*locomotora*	*"Amparo" en buen estado.*
Una	*id*	*"Cuenca" en mediano estado.*
Una	*id*	*"Ciego" recomproméndose.*
Una	*id*	*pequeña "Jucaro" recomproméndose.*

Of these, **'AMPARO'** was probably the 1882 Baldwin 4-4-0 listed above as no. **4**. The name **'CUENCA'** has enabled the identification of the loco of that name listed above, whilst **'CIEGO'** is completely unknown, as is the supposedly small **'JUCARO'**. They might of course be the three unidentified engines listed earlier, but in that case were clearly not all of the same design.



CAPITANIA GENERAL
de la
siempre fiel
ISLA DE CUBA.
Estado Mayor.
Seccion 4ª

Estado Número 2.—

Relacion del material móvil que tiene el Ferro-carril militar del Júcaro á Moron.

Máquinas

Una locomotora "Ampará" en buen estado.
Una id "Cuenca" en mediano estado
Una id "Ciego" recomponiéndose
Una id pequeña "Jucaro" recomponiéndose.

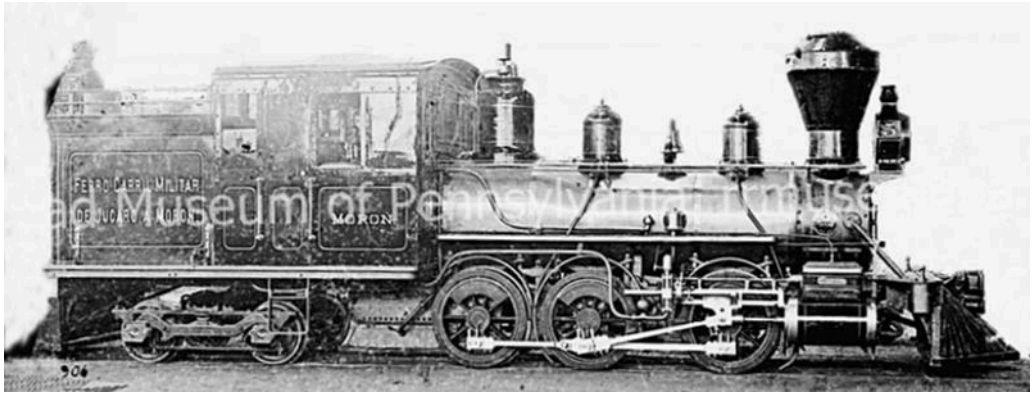
Carros de pasageros

A reproduction of part of page 57 from source [30].

0-6-4T d/w 38", cyls. 12x18", built by Baldwin in 1895

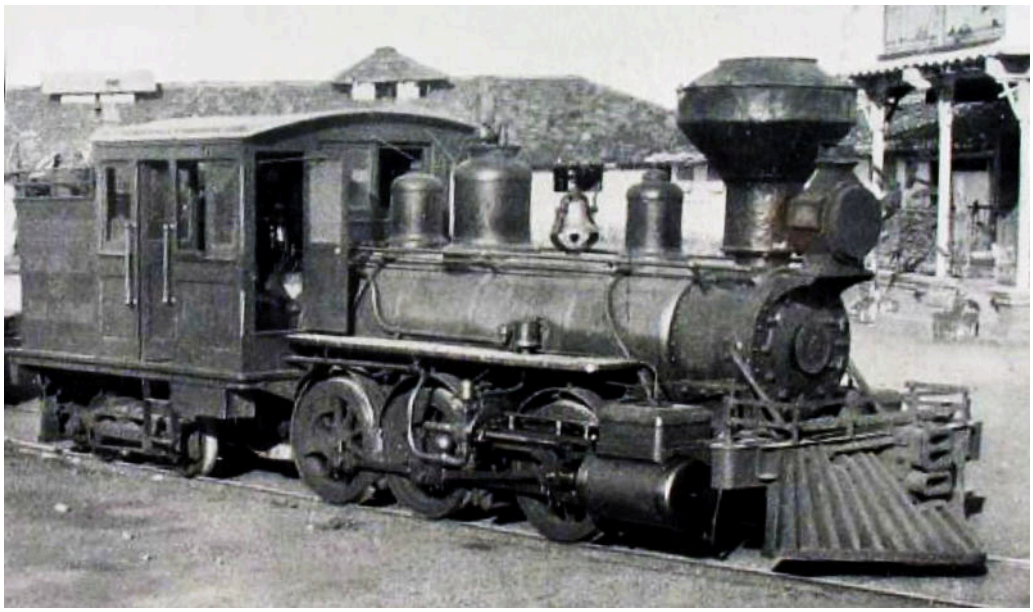
Ordered by Krajewski & Pesant for Spanish Military Engineers. For no. **4** BLW class 10-18 1/3D no. 1. Spec. is in vol. 20 p60. Mark on tank: 'FERRO-CARRIL MILITAR DE JÚCARO Á MORON'. For no. **5** BLW class 10-18 1/3D no. 2, duplicate of class 10-18 1/3D no. 1 except as specified.. Spec. is in vol. 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.

4[2] 'MORON'	w/n 14507	Sold to the *Cía de Luz y Traccion Electrica de Sancti Spiritu*s; 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	Sold to the *Cía de Luz y Traccion Electrica de Sancti Spiritu*s; later 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.



Hi-res copies of this photo are available from the Railroad

Museum of Pennsylvania – Gen negative 00906.

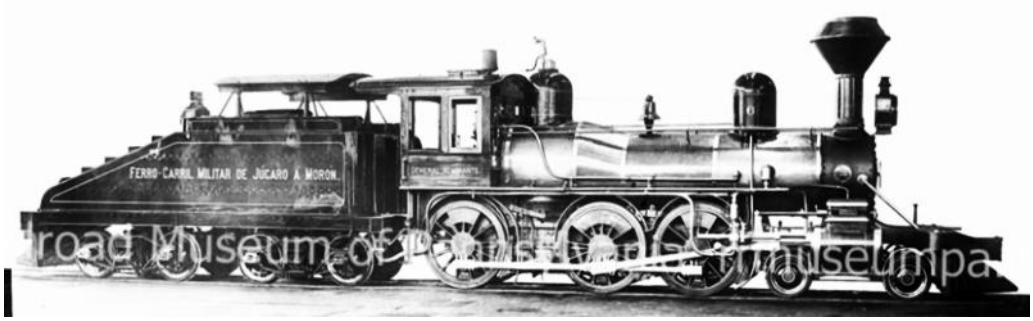


The revised position of the dome suggests that by the time this image was taken the loco had been reboilered, whilst a Radley & Hunter stack has replaced the earlier variety.

4-6-0 d/w 56", cyls. 19x24", built by Baldwin in 1897

Ordered by *FC Militar de Jucaro á Moron* (through Krajewski & Pesant). BLW class 10-26D no. 123. Spec. is in vol. 20 p 260. Mark on tank: 'FERRO-CARRIL MILITAR DE JÚCARO Á MORON'. Diamond stack. Lehrmuth's BLW list gives the cyls. as 16x24".

6 'GENERAL ALMIRANTE' w/n 15202



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 00943.



No. **6** standing at the station at Ciego de Avila.

The fleet in 1900

Source [18] page 137 states that the railway had three locos in service at that time.

Were there other locos to take the fleet numbers up to **11**, before the change of railroad name and the acquisition of no. **12**?

17.13.2 *El FC Jucaro a Morón*

Presumably took over all locos from its predecessor.

2-2-0T d/w 24", cyls. 4x12", built by Baldwin in 1907

Ordered by *FC Puerto Principe a Nuevitas*. BLW class 4-2B no. 6. Spec. is in vol. 29 p 294. Inspection motor.

12 'PROGRESO' w/n 30545

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1907

Ordered for Jucaro & San Fernando RR & Transportation as no. **4**. BLW class 8-26D no. 167-170. Spec. is in vol. 29 p 262. Mark on tank: 'JUCARO & SAN FERNANDO RAILWAY & TRANS. CO.'

4 w/n 29971 Became *FC Norte y del Sur* no. **1**? Sold to Central Patria as no. **4**. On road in 1926.

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

Ordered by ?

13 w/n ?

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1907

Ordered by Jucaro and San Fernando Railway and Transportation Co. BLW class 8-26D no. 167-170. Spec. is in vol. 29 p 262. Mark on tank: 'JUCARO & SAN FERNANDO RAILWAY & TRANS. CO.'

14 w/n 29971 Sold to *FC Norte y del Sur* as no. **1?.** Sold to Central Patría as their no. **4**, or maybe **14**.

15 w/n 30351

16 w/n 30530

17 w/n 30575

A change of operator

In 1912, Colonel Tarafa came into possession of a lease of the Jucaro-Morón Railroad from the Cuban Government.

2-6-0 d/w 56", cyls. 18x24", built by Baldwin in 1913

Ordered by ? BLW class 8-30D no. 668. Spec. is in vol. 44 p 316. Mark on tank: 'JUCARO & MORON RAILWAY'. Lehmuth says this had d/w 37" and cyls. 11x16", thus being class 8-16D, but it looks as though those details may have been repeated from the locos immediately above in his list.

18 w/n 39070

17.13.3 *El FC del Costa Norte*

Background

In

17.13.4 *El FC Norte y del Sur*

Background

In

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 no. . Spec. is in vol. p . Sold to *FC Norte y del Sur*, possibly still as nos. **1-3.**

1	w/n 33049	
2	w/n 33050	
3	w/n 33051	

2-6-0 d/w 50", cyls. 16x24", built by Baldwin in 1907

Ordered by Jucaro and San Fernando Railway and Transportation Co. BLW class 8-26D no. 167-170. Spec. is in vol. 29 p 262. Mark on tank: 'JUCARO & SAN FERNANDO RAILWAY & TRANS. CO.' Sold to *FC Norte y del Sur* as no. **1?.**

14	w/n 29971	Sold to Central Patría as their no. **4**, or maybe **14**.

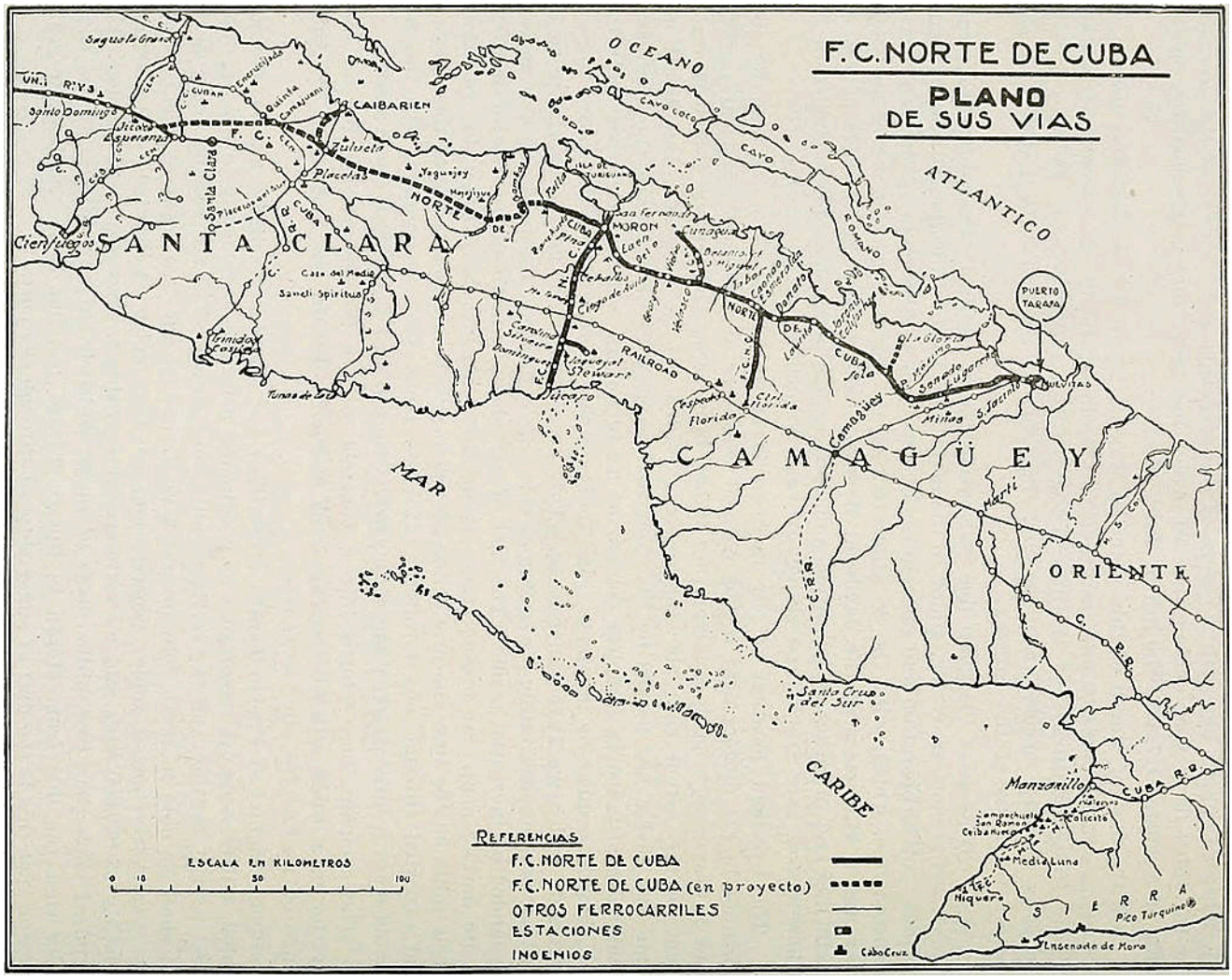
17.13.5 *El FC Norte de Cuba*



Background

In November, 1916, Senor Tarafa transferred from his personal ownership to the Cuban Northern Railroad the two lines from Adelaide and Patria to Moron (*Ferrocarril de Moron*) for $2,300,000. In the same month he transferred to the Cuba Railroad a lease he held on the concession of the North Coast Railway for a sum said to be about $9,700,000, and among other rights, privileges and emoluments, the road was granted a subsidy of $6,000 per kilometer for completed construction in operation.

With the acquisition of leases on the Jucaro-Moron, Adelaida and Patria-Moron, North Coast Railway, and also the short spur from Morón to San Fernando, the new company was in a position to receive income from the north-south trackage, while continuing construction in accordance with the North Coast concession. The Cuba Northern was incorporated in Delaware. The company was reorganized July 18, 1918 as the *Ferrocarril del Norte de Cuba*. The road was held on a lease until July, 1919 when a valuation of the road was made by the government of Cuba and it was sold at a net price of $381,784 to the *Ferrocarriles del Norte de Cuba* by decree on January 14, 1920. On March 8, 1922 the road operated 202 miles of track.



The following locomotives are known to have been operated by the *Norte*, as well as those acquired from the *FC Jucaro-Morón*:

4-6-0 d/w 60", cyls. 19x24", built by Baldwin in 1916

Ordered by *FC del Norte de Cuba.* BLW class 10-32D no. 1160. Spec. is in vol. 54 p 136. 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'". 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	Sold 1920 to *FC Hershey Cubano* possibly as no. **12**; later went to Central Cristobal Colón.

4-6-0 d/w 56", cyls. 19x24", built by Baldwin in 1917

Ordered by *FC del Norte de Cuba.* BLW class10-32D no. 1161-1164. Spec. is in vol. 54 p 138. Mark on tank sides 'NORTE'. Lehmuth's BLW list has cyls. as 19x26".

21	w/n 44799	Sold to Central Cacocum as no. **?** ; later to *MinAz* as no. **1591**.
22	w/n 44800	
23	w/n 44801	
24	w/n 44802	

"Locomotive(s?) changed to oil fuel 1919".



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 06222-1.

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

Ordered by ? BLW class no. . Copeland's list says built for John Marsch [contractor] Inc. nos. **53-54**. Not delivered. Sold June 1917 to *FC Norte* as nos. **25-26**. However, BLW spec. page in vol. 53 p 4, implies that John Marsch, railway contractor, ordered six of these engines, BLW class 06-26D nos. 107-112, of which he kept the first two, passed 109-110 to the *FC Norte de Cuba*, 111 went to the Cuba Cane Sugar Corporation, and the last 112 went to Donner Steel Co. Inc. The first two were to carry marks 'JOHN MARSCH INC., RAILROAD CONTRACTORS' and the running numbers **51** and **52**.

25	w/n 44888	Later renumbered **P1**?
26	w/n 44889	Later renumbered **P2**?

4-6-0 d/w 54", cyls. 19x26", built by Baldwin in 1918

Ordered by *FC del Norte de Cuba*. BLW class 10-32D no. 1238-1242. Spec. is in vol. 64 p 374. Mark on tank sides: 'NORTE'.

27	w/n 50733	
28	w/n 50734	
29	w/n 50735	Later sold to Central Stewart as their no. **?**, eventually became *MinAz* no. **1738**.
30	w/n 50784	
31	w/n 50785	Sold to Central Rio Cauto. Became *MinAz* no. **1677** at that location. In existence 1995.

2-8-0 d/w 48", cyls. 19x26", built by VIW in 1918, 1919, 1920 and 1921

Ordered by Cuba Northern Rly. VIW class 7-54-A1.

32 (not delivered)	w/n 2892	Built 1918. Sold by VIW in April 1920 to Central Cuba as no. **5**. NB Connelly's VIW list gives cyls. as 19x24", but Lehmuth's list shows 19x26".
33 (not delivered)	w/n 2893	Built 1918. 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. 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".
34 (not delivered)	w/n 2898	Built 1918. Sold by VIW in June 1920 to Central Poleo Marianao as no. **?**, then to Central Toledo as no. **8**. Became *MinAz* no. 1806 at that location.
35	w/n 2994	Built 1919

36	w/n 2995	Built 1919
37	w/n 2996	Built 1919
38	w/n 2997	Built 1919
39	w/n 2998	Built 1919
40 (not delivered)	w/n 2999	Built 1920. Sold by VIW to Central Rosario as no. **?**, then to *FC Hershey Cubano* as no. **10**, to Central San Cristobal as no. **?**, later to *MinAz* as no. **1702**.
41 (not delivered)	w/n 3000	Built 1920. Sold by VIW to Hershey Sugar Co. for Central Rosario as no. **?.**
42 (not delivered)	w/n 3001	Built 1920. Sold by VIW to Hershey Sugar Co. for Central Rosario as no. **?.**
43 (not delivered)	w/n 3002	Built 1920. Sold by VIW to Hershey Sugar Co. for Central Rosario as no. **?.**
44 (not delivered)	w/n 3003	Built 1920. 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. Became MinAz no. **1710** at that location.
45 (not delivered)	w/n 3004	Built 1920. Diverted by VIW in Cuba to Central Stewart as no. **11**. Sold to Central Andorra, PdR. Returned to Central Stewart / 522 Venezuela. Became *MinAz* no. **1902** at that location.
46 (not delivered)	w/n 3005	Built 1920. Sold by VIW to Central Limones as no. **15.**
46[2]	w/n 3052	Built 1920
32[2]	w/n 3071	Built 1920
33[2]	w/n 3074	Built 1920
34[2]	w/n ?	Built 19??. Holzinger says this was VIW 3082.
40	w/n 3082	Built 1920. Holzinger says this was VIW 2999, see no. **40**[1] above.
?	w/n 3088	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**. Sold/ transferred to Central Por Fuerza / 314 Jesus Rabi. Became *MinAz* no. **1810** at that location.
44[2] (not delivered)	w/n 3109	Built 1920. 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**. Became *MinAz* no. **1???** at that location.
45[2]	w/n 3165	Built 1921, later sold but buyer unknown.





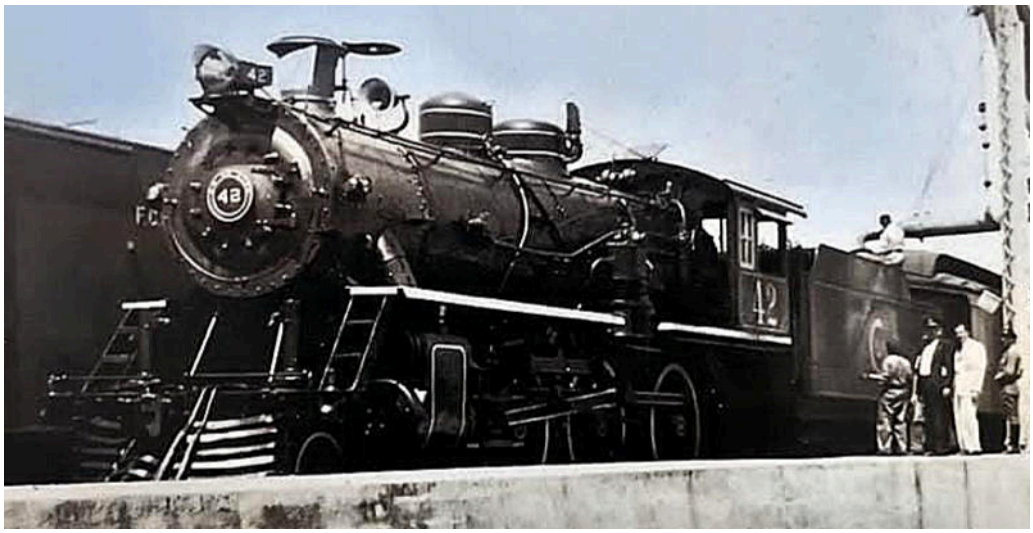


Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34348.

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

Ordered by ?

41	w/n ?	
42	w/n ?	
43	w/n ?	
44	w/n ?	



An ex Norte loco? Can't be ex Cuba RR, despite the big C on the tender. ???
R. V. Dodge pic, Jack Swanberg collection.

2-8-0 d/w 48", cyls. 19x26", built by Baldwin in 1919

Ordered by *FC del Norte de Cuba.* BLW class 10-32E no. 150-154. Spec. is in vol. 64 p 378. Mark on tank sides: 'NORTE DE CUBA'.

47	w/n 52480	
48	w/n 52481	Sold to Central Cespedes. Became *MinAz* no. **1838**. at that location. In existence 1995.
49	w/n 52536	
50	w/n 52537	

51 w/n 52538



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07306.

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

Ordered by ? BLW class no. . Spec. is in vol. p. Previous owner unknown.

84 w/n ?

2-8-2 d/w 50", cyls. 22x28", built by Baldwin in 1925

Ordered by Consolidated Railroads of Cuba for the *FC Norte* (as part of an order for six). BLW class 12-38¼E no. 174-176. Spec. is in vol. 78 p 79.

360 w/n 58788

361 w/n 58789

362 w/n 58790

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

Ordered by ? BLW class 6-26D no. 109-110. Spec. is in vol. 53 p 4. Built for John Marsch [contractor] Inc. nos. **53-54**. Not delivered. Sold June 1917 to *FC Norte* as nos. **25-26**. Then renumbered **P1-P2**?

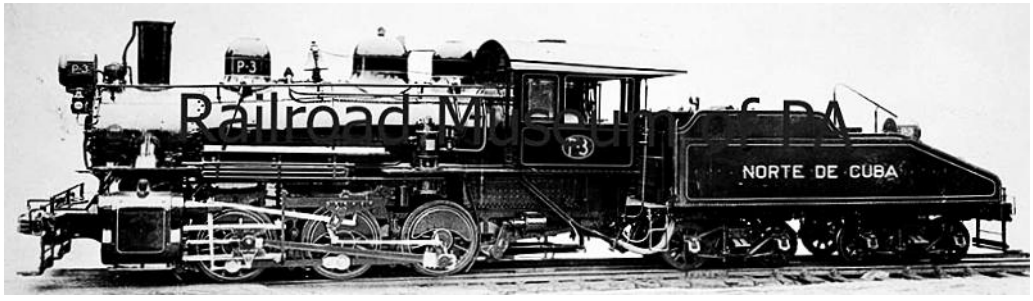
P1? w/n 44888

P2? w/n 44889

0-6-0 d/w 48", cyls. 18x24", built by VIW in 1921

Ordered by ?

P3 w/n 3154 Sold to Central Cespedes as no. **?**, converted to 2-6-0, to *MinAz* as no. **1744**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34347.

0-6-0 d/w 44", cyls. 18x24", built by Baldwin in 1923

Ordered by ? BLW class 6-30D nos. 479-480. Spec. is in vol. 64 p 370.

P4 w/n 57384 Sold to Central Mabay as no. **1**, converted to 2-6-0, to *MinAz* as no. **1675**.

P5 w/n 57385 Sold to Central Patría as no. **4**.

0-4-2ST d/w 33", cyls. 11x16", built by Baldwin in 1908

Ordered by ? BLW class 6-16C no. . Spec. is in vol. p. Central Jaqueyal closed around 1928, and these engines may have been acquired around that time.

1[2]? w/n 33049 Ex Central Jaqueyal no. **1**.

2[2]? w/n 33050 Ex Central Jaqueyal no. **2**.

3[2]? w/n 33051 Ex Central Jaqueyal no. **3**.

The fleet in 1922

The U.S. Commerce Report says that in 1922 there were 41 locomotives on this road, of which 31 were built in the United States.







17.14 Other railways that became part of the *FC Consolidados*

17.14.1 The Camaguey and Nuevitas Railway aka *El FC Nuevitas y Puerto Principe,* or *El FC de Puerto Principe y Nuevitas,* Previously *el Camino de Hierro de Nuevitas á Puerto Principe*

1846-

Background

Originally the *FC Nuevitas y Puerto Principe*. Gauge 5' 0" (or possibly 1.6m.) until ?
This railway was incorporated Nov. 13, 1852. Construction must have started under another name or authority, as the first section from Villanueva to S. Nueva was opened for service, 59.136 km. was opened on April 5, 1846; from S. Nueva to Puerto Principe on Dec. 25, 1851, 12.220 km. An extension to Guincho (2.321 km.) was opened on October 10, 1866, and an additional .313 km of track was built at the Port of Nuevitas in 1878.
One Cuban source [38] suggests that in fact this railway commenced operations as early as 1836 (a year earlier than the Have to Güines line in fact) under the entrepreneurship of Gaspar Betancourt Cisneros 'El Lugareño'.
Summary in Poors' Directory 1886 (spelling etc. tidied up): Ferro-Carril de Puerto Principe y Nuevitas. – Main Line Puerto Principe to Nuevitas, 71.356 km.; Guencho, 2.334 km.; Harbour branch, 313 hecto. – total, 74.003 km. (45.98 miles). Gauge, 1.44 metres (4 feet 8½ inches). Rail (steel, 15 miles), 56 lbs. Locomotive engines, 8; cars – passenger, 7; baggage, 4; freight, 52. Jose Ramon Simon', General Manager ; Enrique Millard, Engineer; Virgilio Guerrero, Secretary. GENERAL OFFICE, Puerto Principe, Cuba.

4-2-0 d/w 48", cyls. 10½x18", built by Baldwin in 1840

Ordered by ?

? 'E. F. GASPAR'	w/n 163	Name was possibly **'E. L. GASPER'**.

Purchase in 1844?

The company's annual report for 1844 lists, under the heading *Presupuesto de Carrerá*, 14000 for *dos locomotoras*, and under *Gastos en efectivo* 7000. These sums might have been for the pair of engines which arrived in 1846.

4-4-0 d/w 54", cyls. 11x18", built by Rogers in 1846 and 1854

Ordered by ?

? 'El LUGAREÑO'	w/n [78]	
5 '?'	w/n [510]	Rebuilt at Rogers from older loco. Returned to Rogers and rebuilt Feb. 1867 with new boiler. NB Holzinger has this as Rogers [810] but Lehmuth's Rogers list confirms [510].

4-4-0 d/w 60", cyls. 12x22", built by Rogers in 1861

Ordered by ?

6 'El FELIZ'	w/n [995]

4-4-0 d/w 60", cyls. 14x22" built by Rogers in 1862

No. 917 first ordered by Winchester & Alabama RR in 1860, but cancelled and number then reused for *FC Nuevitas y Puerto Principe*.

1 'El CAMAGUEY' w/n [917]

4-4-0 d/w 60", cyls. 14x22", built by Rogers in 1866

Ordered by ?

2 'El LUGAREÑO' w/n [1381]

4-4-0 d/w 54", cyls. 15x24", built by Mason in 1867

Ordered by ?

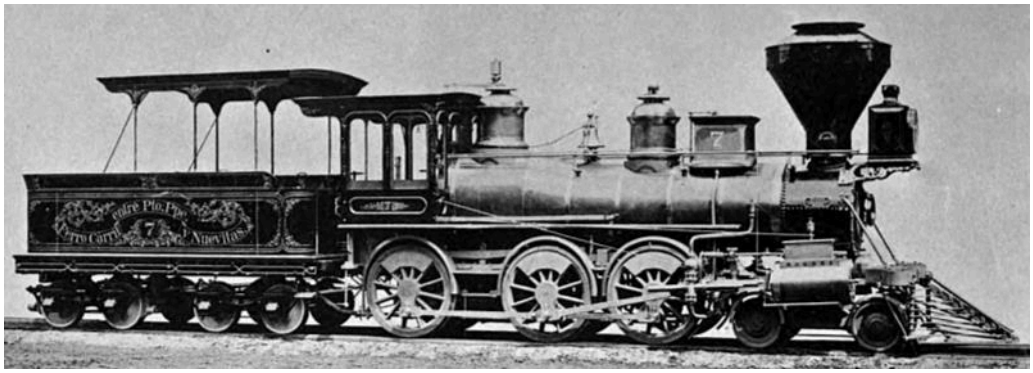
7 'AMERICA' w/n 272

4-6-0 d/w 54", cyls. 17x22", built by Rogers in 1872 and 1875

Ordered by ? Lehmuth has cyls. as 17x24".

6[2] w/n [2053]

7[2] w/n 2406



A photo of *FCPPyN* no. **7** from a Rogers catalog of 1876.



4-4-0 d/w 60", cyls. 17x24", built by Rogers in 1883

Ordered by ? Cyls. possibly 16x24".

8 'COLÓN' w/n 3206



2-6-0 d/w 55¾", cyls. 17x24", built by Rogers in 1893 and 1896

Ordered by ? First one ordered via Mosle Bros.

9 'CENTENARIO' w/n 4846

10 w/n 5111

The fleet in 1900

Sources [1] and [18] from 1900 say: 73 km. of route on 5' 0" gauge. 5 passenger locos and 5 freight locos. Opened 1851. There are a total of twelve engines listed above, so perhaps just two of them had been withdrawn at that point..

2-6-0 d/w 55¾", cyls. 17x24", built by Baldwin in 1903

Ordered by *FC de Puerto Principe y Nuevitas*. BLW class 8-28D no. 2080. Spec. is in vol. 25 p 264. Ordered for 5' 0" gauge. Mark on tank 'FERROCARRIL DE PUERTO PRINCIPE Y NUEVITAS'. R&H stack. Roof over front part of tender.

11 'La REPUBLICA' w/n 21599 Became part of the *FC Norte* fleet, along with other *FCPPyN* locos?

0-2-2T or 2-2-0T d/w 24", cyls. 4½x10", built by Baldwin in 1907

Ordered by *FC de Puerto Principe y Nuevitas*. Inspection loco. BLW class 4-2B no. 6. Spec. is in vol. 29 p 294. Ordered for 5' 0" gauge. Accommodation provided for four personnel. Cylinders inside frames and driving on to a crank axle.

12 'PROGRESO' w/n ?

Eventual takeover and later a merger

On November 11, 1915 this road was sold to the Cuba Co., but the railway continued to be operated separately. However, on July 28, 1924 this line was taken over by the Cuba RR.

17.14.2 The Guantanamo and Western RR Co.
El FC Guantanamo y Occidente

Background

Built as the Cuba Eastern Railroad. Named changed to Guatanamo & Western.
Built from Port of Boqueron on South East coast to San Luis and a connection with the Cuba RR. In 1951 the road was taken over by the Consolidated RRs of Cuba, but continued to be operated separately. The road was dieselized by 1954. There is no information on GyO steam locos being sold for further use.
This road, originally called the Cuba Eastern Railroad Co., was completed between Boqueron and Sempre, a distance of 24.8 miles, in 1903, was extended 6.2 miles to Cuneira in 1905, and was completed from Cuneira to San Luis in 1907. The mainline extends from the port of Boqueron on Guantanamo Bay through Guantanamo city to a connection with the mainline of the Cuba Railroad to Entronque San Luis. Service was started on the various branches in the following years: Esperanza Branch, 1907, Confluente Branch, 1906; Marcos Sanchez Branch, 1906; Moroto Branch, 1908; San Antonio Branch, 1912; San Justo Branch 1903. The Esperanza, Confluente, San Antonio, Santa Cecilia and Santa Maria branches all terminate at sugar mills having the same names as the branches. The Marcos Sanchez Moroto branch terminates at a cane-loading spur and is used in the crop season for cane transportation. The San Justo branch terminates at the Guantanamo city passenger and freight stations, where the general shops and the offices of the company are located.
The Guantanamo & Western Railroad is the only connection between Guantanamo City, the United States naval station on Guantanamo Bay, and the rest of the island of Cuba. All the fresh water for the United States naval station is transported via this road from Guantanamo city to Boqueron, where it is delivered via United States barges over a special wharf.
In addition to general freight and passenger traffic in the territory serviced, this roads hauls to its port on Guantanamo Bay all the sugar produced by the following sugar estates: Santa Cecilia, Romelie, San Antonio, Esperanza, Santa Maria, Confluente, Ermite and Almeida. A large proportion of the sugar mills Borgita, Union and Soledad is also transported by this company to the port of Boqueron.
The road is owned by private capital, and incorporated under the laws of the State of Maine. On June 23, 1923 a total of 91 miles of track were operated.

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

Ordered by ?

1	w/n 304??	

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

Ordered by ?

2	w/n ?	
3	w/n ?	

2-6-0 d/w 50", cyls. 18x24", built by ALCo Cooke in 1903 and 1904

Ordered by ? Had been Cuba Eastern. nos. **4** and **5**.

4	w/n 29515	
5	w/n 30497	Holzinger says this was an 0-6-0, but Lehmuth. and Connelly confirm 2-6-0.

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. Later sold to Cuban Eastern Rly./Guantanamo & Western RR.

6	w/n 16434	Had been USWD Cuban Service no. **1 'WIKOFF'**.
7	w/n 16435	Had been USWD Cuban Service no. **2 'CAPRON'**.

One possibly later rebuilt to 2-6-0.

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

Ordered by ?

8	w/n ?

4-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1906

Ordered by ? BLW class 10-30D no. 481-482. Spec. is in vol. 30 p. 132. Built for *FC Morela & Tacambaro,* Mexico, as nos. **9-10**. Not delivered and sold by BLW to Cuba Eastern RR as nos. **9-10**.

9	w/n 28918
10	w/n 28919

4-6-0 d/w 52", cyls. 18x24", built by ALCo Cooke in 1910

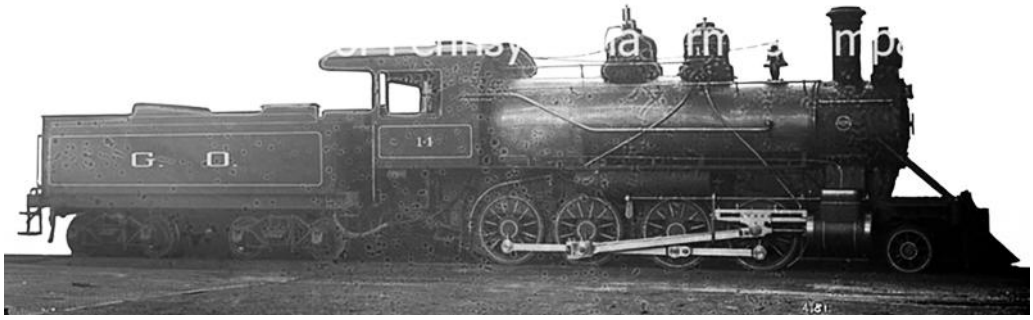
Ordered by ?

11	w/n 49217	
12	w/n 49218	
13	w/n 49219	Later renumbered **15**?

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1912

Ordered by Guantanamo & Western RR Co. BLW class no. 10-34E no. 2013. Spec. is in vol. 44 p 314. Mark on tank sides 'G. O.'

14	w/n 38829



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 04181-1.

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

Ordered by ?

15	w/n ?



2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1915, 1916, 1919 and 1920

Ordered by Carr Brothers for Guantanamo & Western RR. BLW class 10-34E nos. 2044-2045, 2046-2048. Spec. is in vol. 54 pp 200-207. Figures on sides and back of tank to be 32½" high. For nos. **21-22**, spec. is in vol. 66 pp36 and 40. Mark on tank to be 'G. Y O.' in letters 16" high. There is no mention of no. **23** in the spec. page.

16	w/n 42229	Built 1915.
17	w/n 42230	Built 1915.
18	w/n 42720	Built 1916.
19	w/n 42721	Built 1916.
20	w/n 42722	Built 1916.
21	w/n 52098	Built 1919.
22	w/n 53699	Built 1920.
23	w/n 53721	Built 1920. Not delivered. Sold to Ermita Sugar Co. as no. **1**. Later *MinAz* no. **1846**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 05523-1.



Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – Gen negative 34341.

2-8-0 d/w 51", cyls. 19x26", built by ALCo Cooke in 1925

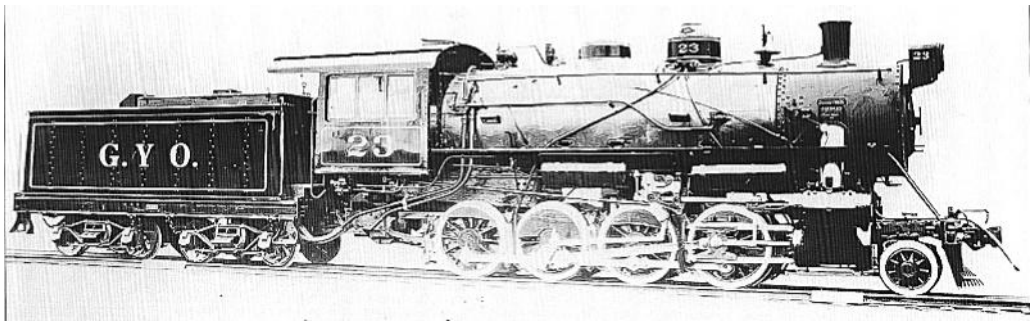
Ordered by Guantanamo & Western RR.

23[2] w/n 66438

24 w/n 66439



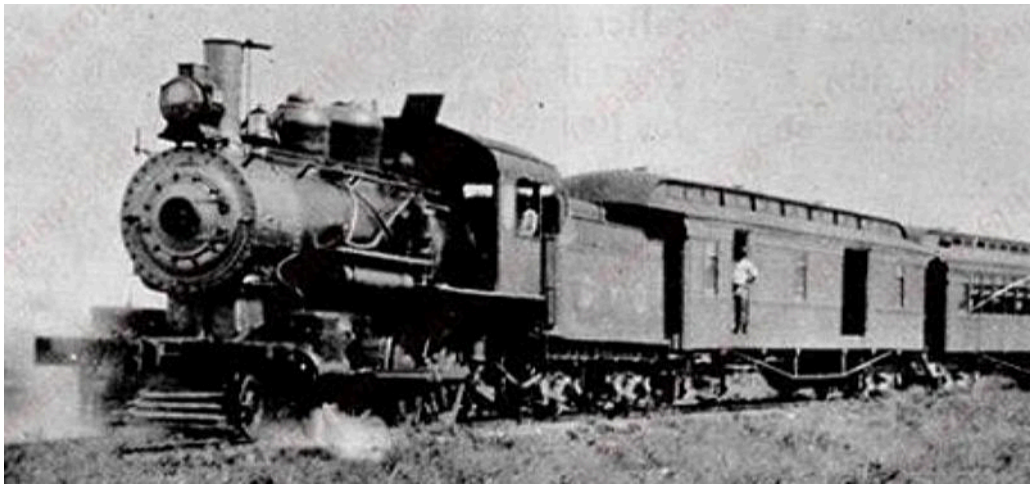
Hi-res copies of this photo are available from the Railroad
Museum of Pennsylvania – Gen negative 34342.



In 1913, the following locomotives were owned:

```
#4    1  2-6-0  18x24  103000
 ?    1  2-6-0  16x24   91200
#6?   1  2-6-0  20x24  120000
#7?   1  0-6-0  20x24  120000
#9    1  4-6-0  18x24  122270
#10   1  4-6-0  18x24  122270
#11   1  4-6-0  20x24  119000
#12   1  4-6-0  20x24  119000
#14   1  2-8-0  20x24  130800
#15   1  4-6-0  18x24  119000
```

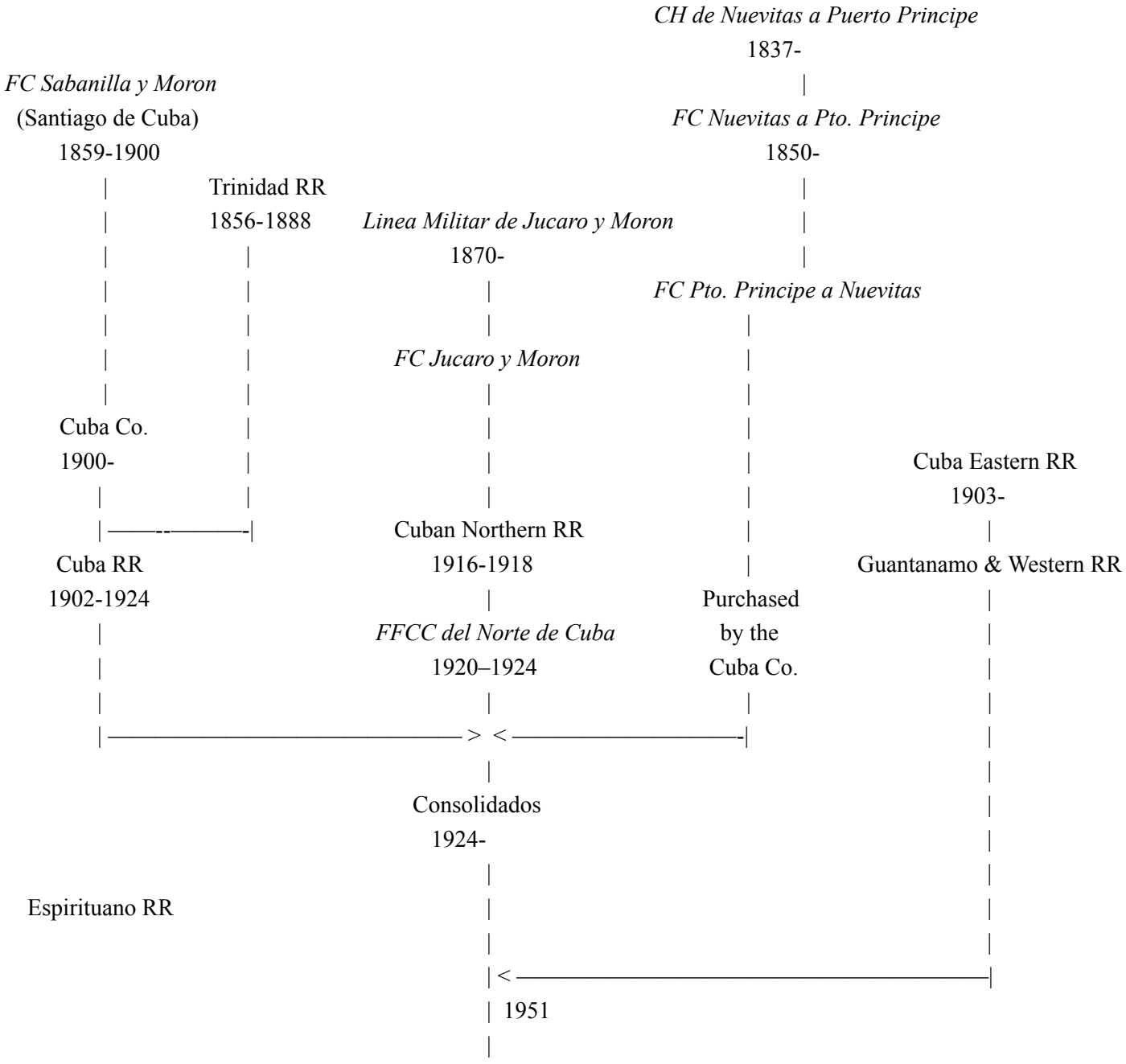
In 1923, an additional seven locomotives were owned, all 2-8-0, 20x24, 134000.



An *FC Guantanamo y Oeste* passenger train at speed, supposedly around 1925. Loco as yet unidentified.

17.15 *Los FC Consolidados de Cuba*

Standard gauge public railways in the eastern half of Cuba,
The constituent parts of the The Consolidated Railroads of Cuba





Background

Formed on 26th July 1924, from the following railroads:

FC de Cuba

FC Guantanamo y Occidente

FC Norte de Cuba

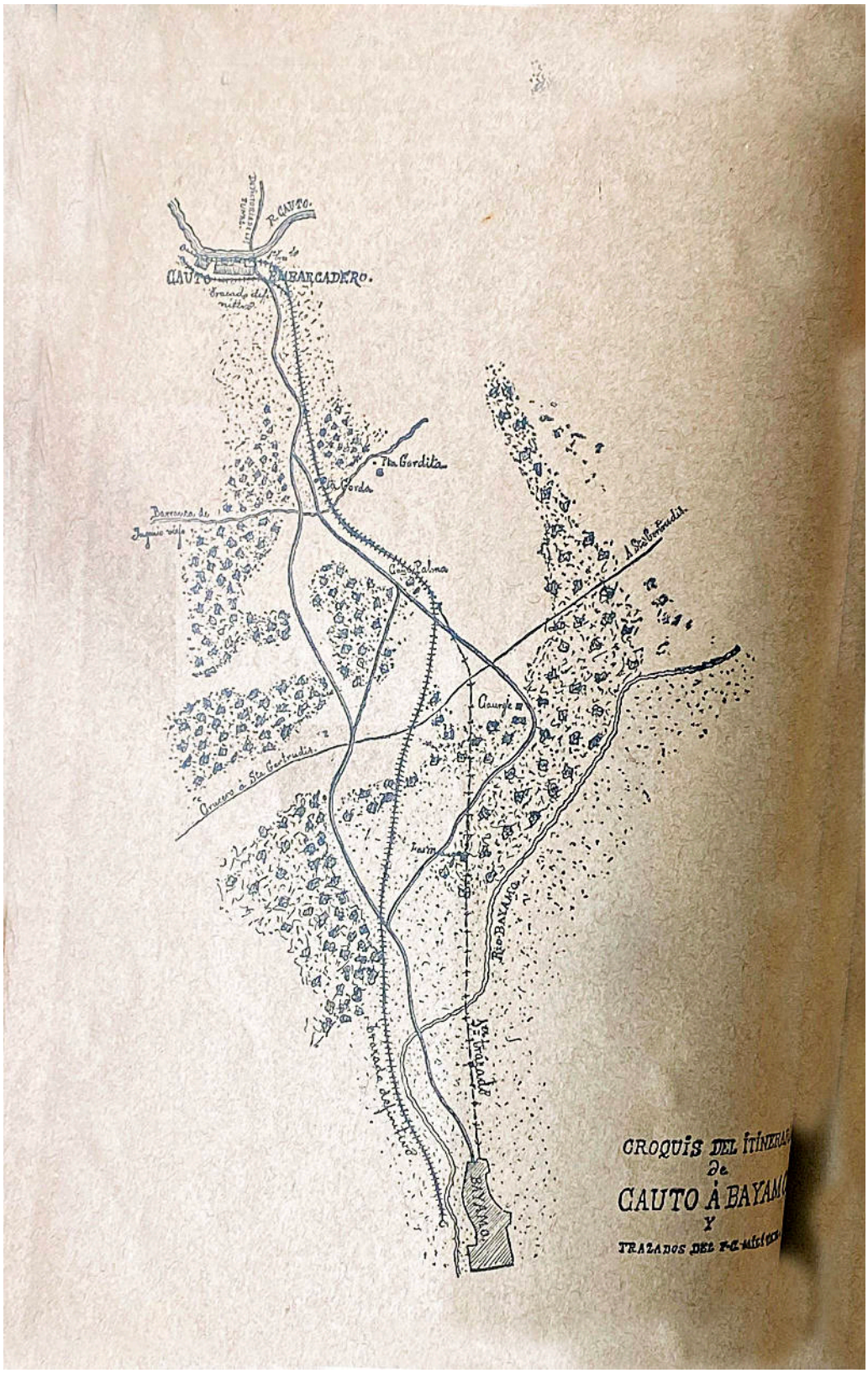
Their locomotives retained their existing numbers.

17.16 Other public railways in Eastern Cuba

17.16.1 The Cauto (military) Railway

Background

75 cm gauge. Location uncertain but the Rio Cauto is in the east of Cuba near Santiago de Cuba. May well have run from Cauto Embarcadero on the Rio Cauto in a south-westerly direction for about 20 km. to Bayamo.



The route of the FC Militar de Cauto, showing an alternsative trajectory into

Bayamo. This map has north-east at the top. Source [40].

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1898

Ordered by Krajewski & Pesant for Spanish Military Engineers. BLW class 8-14D nos. 19-21. Spec. is in vol. 21 p144. Mark on tank: 'FERRO-CARRIL MILITAR'. KP plates on steam chests. R&H stack. Painting brown, and gold bands.

1 'ALFONSO XIII' w/n 15777
2 'MARIA CRISTINA' w/n 15778
3 'PRINCESA MERCEDES' w/n 15779

17.16.2 *El FC de Guantánamo*



Background

Source [1] from 1900 says: 39 km. of track, 2 passenger locos, 2 freight locos, 2 switchers. Opened 1858, extended 1883-4.

This road was organized under the Spanish Government on January 1, 1858, for military purposes… Construction had already started and was completed between Cerro Gyayabo and Santa Catalina on Feb. 3, 1857; to Caimanera on July 29, 1857; to Ramal de Jamaica in September, 1883, and to Idem de Soledad in 1884. Came under the control of the Guantanamo Sugar Co., which also owned the Central Los Canos and Central Solidad.

In 1923 9 locos were owned, and in 1950 operated 36 miles of track and 8 locos.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Guantanamo Rallroad. – Line: Calmanera (Guantanamo Bay) to Jamaica (a small village inland), 19 miles; Cuatro Caminos to Soledad, 3.75 miles – total, 22.75 miles. Rail (steel), 60 lbs. Gauge, 4 ft. 8½ in. Locomotive engines, 6, American combination wood and coal burners; average weight, 50,000 lbs.; diameter of cylinder, 14 and 15 inches, length of stroke, 18 and 22 ; driving wheels, 2 and 4. Passenger cars, 6; average length, 34 feet; average. number of wheels, 8; baggage cars, 8; average length, 10 feet; average number of wheels, 4; box cars, 4; average length, 27 feet; average capacity, 40,000 lbs.; average weight, 40,000 lbs.; average number of wheels, 8. Platform cars, 32; average length, 27 feet; average number of wheels, 8. Maximum lotal curvature or road (radius, 1.139 metres), 17 deg. 30 min. Maximum grade, ascending, 11 metres per 1,000; descending, 10 metres per 1,000. Company chartered in 1857 and construction begun toward close of same

year. In 1859 opened from Caimanera to Sta. Catalina, 20.425 kilo. In 1881 construction was begun on the extension; in 1883 it was opened, Castro to Caminos, 5 kilo., and in 1884 to Jamaica. 6 km. Total cost to December 31, 1885, $1,000,000, Gross earnings for 1885, $189,911.78; expenses, $103,034.41; net earnings, $86,-877,37. Louis Brooks, President, Pablo Guereca, Secretary, Santaigo de Cuba; Antonio Narino, Treasurer, Felipe Avnirre, General Manager, Walter S. Phelps, Master of Locomotive Repairs, N. Calderin, Superintendent of Telegraph, Brooks & Co., Purchasing Agents, Guantanamo, Cuba. PRINCIPAL OFFICE, Santiago de Cuba.

0-8-0 d/w 42", cyls. 14½x18", built by Baldwin in 1856

Ordered by ?

? 'VARGAS' w/n 699

4-4-0 d/w 54", cyls. 14x24", built by Baldwin in 1857

Ordered by ?

? 'GUASO' w/n 801

0-8-0 d/w 54", cyls. 15½x20", built by Baldwin in 1861

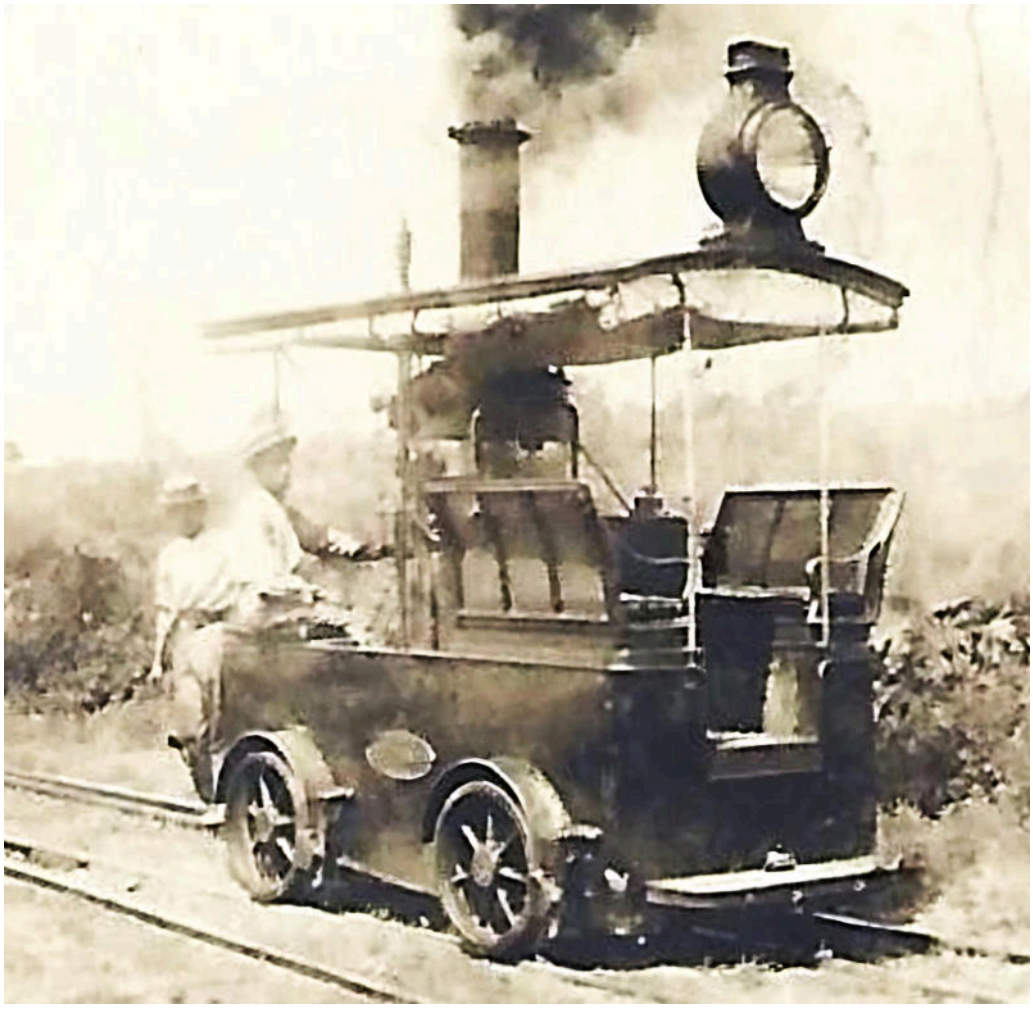
Ordered by ?

? 'JAIBO' w/n 1020

2-2-0T d/w 24", cyls. 4x10", built by Baldwin in 1881

Ordered by Guantanamo RR Co. BLW class 04-02B no. 2. Spec. is in vol. 11 p 20. Engine light leather color, gold striping, drab underneath, tank drab. Straight stack.

'AYUDANTE' w/n 5817 Inspection car



A ciguena or inspection car on the *FC de Guantanamo*. Whilst it has not

yet been positively identified as **'AYUDANTE'**, it is clearly different from the railway's other known inspection car built in 1906 (see below) and thus may well be the 1881 vehicle listed above. Photo supposedly taken in 1904.

4-4-0 d/w 61", cyls. 15x24", built by Danforth in 1884

Ordered by Guantanamo RR.

? 'GENERAL PARDO' w/n 1630

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

Ordered by ?

? w/n ?

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1891

Ordered by Guantanamo RR Co. BLW class 8-24D no. 29. Spec. is in vol. 16 p 176. Mark on tank: 'FERROCARRIL DE GUANTÁNAMO'. Straight stack.

6 'J. F. MACKINLEY' w/n 11500 Sold to Central Hatillo in 1919 as their no. **3**, then to Central Santa Ana in 1937 as their no. **1**.

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

Ordered by ?

7 w/n ?

2-6-0 d/w 50", cyls. 16x24", built by Rogers in 1893

Ordered via Lawrence Tenure & Co.

8 w/n 4947

2-6-0 d/w 50", cyls. 15x24", built by Baldwin in 1900

Ordered by Guantanamo Rly. BLW class 8-24D no. 113. Spec. is in vol. 23 p 173 . Mark on tender 'F.C. DE GUANTÁNAMO', Straight stack.

9 'GENERAL WOOD' w/n 18419 Sold to Central Palma Soriano as their no. **5**.

The fleet in 1900

Source [18] page 80 states that the railway possessed two passenger engines, two freight engines, and two switchers, in other words a total of six. Given that ten are listed above, that suggests that four of the oldest had been withdrawn by that time.

2-6-0 d/w 54", cyls. 16x24", built by ALCo Rogers in 1905-6

Ordered by Guantanamo Rly. No. **12** ordered via Lawrence Tenure & Co.

10 w/n 38818

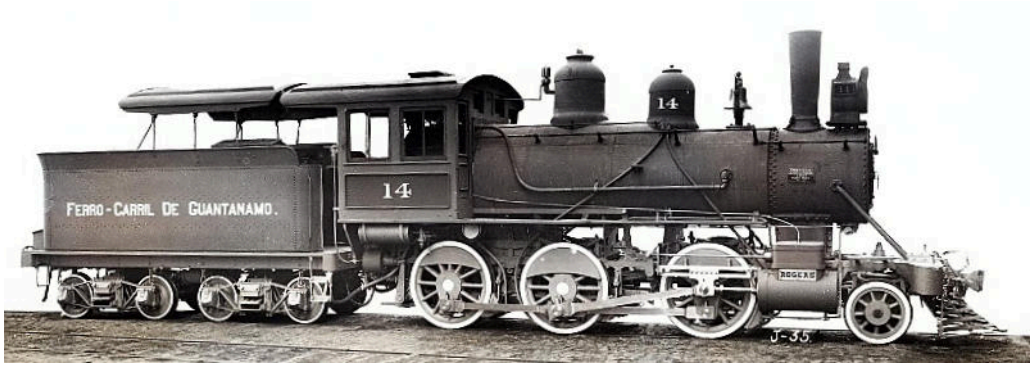
11 w/n 38819

12 w/n 41090

2-6-0 d/w 54", cyls. 16x24", built by ALCo Rogers in 1907

Ordered via Guantanamo Sugar Co.

14 w/n 44802



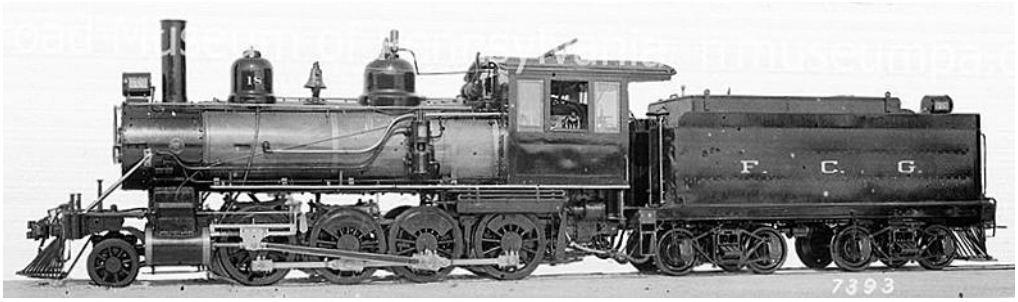
2-8-0 d/w 50", cyls. 18x24", built by Baldwin in 1910, 1911 and 1920

Ordered by Guantanamo Sugar for Guantanamo Rly. BLW class 10-30E no. 157, to be similar to 10-30E no. 124 Spec. for this final loco no. **18** is in vol. 64 p 316. Tank sides 'F.C.G.'.

15 w/n 35330
16 w/n 37126
17 w/n 37271
18 w/n 59211



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 03417.



Hi-res copies of this photo are available from the Railroad of Pennsylvania – BLW negative 07393.

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

Ordered by ?

19 w/n ?

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

Ordered for Central El Pilar as their no. **7**, later came here.

20 w/n 3119

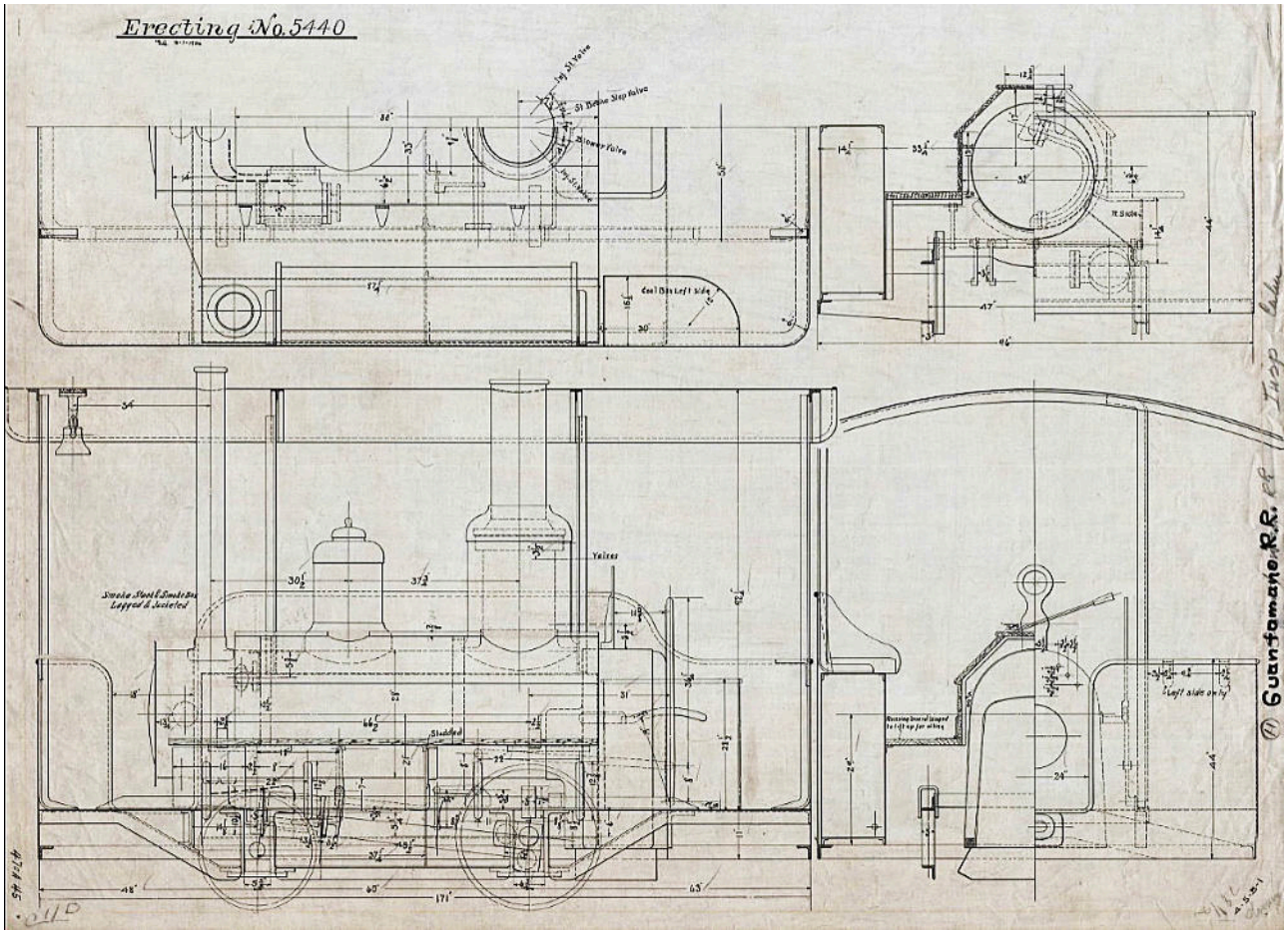
2-2-0T d/w 30", cyls. 5x10", built by Baldwin in 1906

Ordered by ? BLW class 4-5B no. Spec. is in vol. p .

? w/n 27695 Inspection car



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 02128.



A Baldwin erecting card drawing of the GRR's 1906 inspection car. The drawing is from the DeGolyer Library's online archive. As with earlier Rogers inspection cars for Peru, the low and widely spaced side tanks doubled up as benches for inspectors or track gangs.

The fleet in 1923

Nine locos in fleet at that time.

The fleet in 1950

Operating 36 miles of track and eight locos.

17.16.3 *El FC de Gibara y Holguin*

1885-

Background

Source [1] from 1900 says: 33 km. of route, 2 locos. Opened 1885 through to 1894. 3' 0" gauge. Owned by Chaparra Sugar Co. Length possibly 56 miles in total. Copeland says later associated with *Cía. Azucarera Antilla SA*, which had Central Tacajo and Central Baquanos.

"This railway was organised under Spanish law on December 27, 1884. The section from Gibara to Cantimplora was opened on October 28, 1885; from there to Auras on Feb. 12, 1888; from there to Aguas Claras on October 11, 1891, and completed to Holguin on April 4, 1894. The mileage of the road on June 30, 1923, was as follows: Mainline 19.3 miles; branch B, 9.3 miles; branch 5, 27.9 miles; total, 56.5 miles."

In 1923, four locomotives were available for use.

Summary in Poors' Directory 1886 (spelling etc. tidied up): Holguin and Gibara Railroad. – Under construction between Holguin and Gibara in Santiago de Cuba.

4-4-0 d/w 43", cyls. 12x18", built by Baldwin in 1884

Ordered by *FC de Gibara y Holguin*. 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".

1 'HOLGUIN' w/n 7168 Sold to UFCo. for Banes RR no. **9**.



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00217.

2-6-0 d/w 37", cyls. 13x18", built by Baldwin in 1884

Ordered by *FC de Gibara y Holguin*. BLW class 8-20D no. 51. Spec. is in vol. 12 p 11. Loco and tender to be painted Tuscan Brown & Gold. R & H stack, no mark on tank.

2 'AURAS' w/n 7179



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 34366.

The fleet in 1886

Source [19g] digital page 510 confirms that there were just two locos in service, as do the 1888-9 and 1890 annual reports [19i] and [19n].

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1889

Ordered by Gibara y Holguin RR 3' 0" gauge.

1 w/n 11512

2-8-0 d/w 37", cyls. 16x20", built by Baldwin in 1891

Ordered by *FC de Gibara y Holguin*. BLW class 10-26E no. 171. Spec. is in vol. 16 p 175. R & H stack, wood rack around top of tank. Loco and tender to be painted Tuscan Brown & Gold.

3 'GIBARA' w/n 11505

2-2-0T d/w 24", cyls. 4½x10", built by Baldwin in 1892

Ordered via Mosle Brothers for Gibara y Holguin. BLW class 4-2B no. 4. Spec. is in vol. 17 p 207. Wood roof (of ash), curtains at sides. Iron sides. To seat 6 persons besides engineer. Mark on cab: 'FERRO CARRIL DE GIBARA Y HOLGUIN'.

4 'VIGILANTE' w/n 12518 Inspection car.

2-6-0 d/w 42", cyls. 15x18", built by Baldwin in 1898

Ordered by *FC de Gibara y Holguin*. BLW class 8-24D no. 87. Spec. is in vol. 21 p 177. Loco and tender to be painted Tuscan Brown & Gold. straight stack, no mark on tank. Holzinger says was named **'CHICAMITA'**

5 'PAZ' w/n 15909

The fleet in 1901

Source [18] says that two locomotives only were in service.

2-6-0 d/w 52", cyls. 15x18", built by Baldwin in 1904

Ordered by *FC de Gibara y Holguin*. BLW class 8-24D no. 132. Spec. is in vol. 27 p 153. Loco to be duplicate of no. **5**. Loco and tender to be painted Tuscan Brown & Gold. R & H stack, no mark on tank. Lehmuth says d/w were 42".

6 'FE' w/n 24822

2-2-0T d/w 24", cyls. 5x10", built by Baldwin in 1906

Ordered by ? BLW class 4-4B no. 3. Spec. is in vol. 29 p 154. Wooden roof, iron sides with curtains. Seating for 6 persons besides the engineer. Mark on cab: 'FERRO CARRIL DE GIBARA Y HOLGUIN'. Diamond stack. The front part, ie. where the passage is, in place of having an open entrance, to be closed with a double door so as to be more commodious and give a little more capacity.

7 'LINCE' w/n 28510 Inspection car.

0-4-0T d/w 28", cyls. 9x12", built by Baldwin in 1880

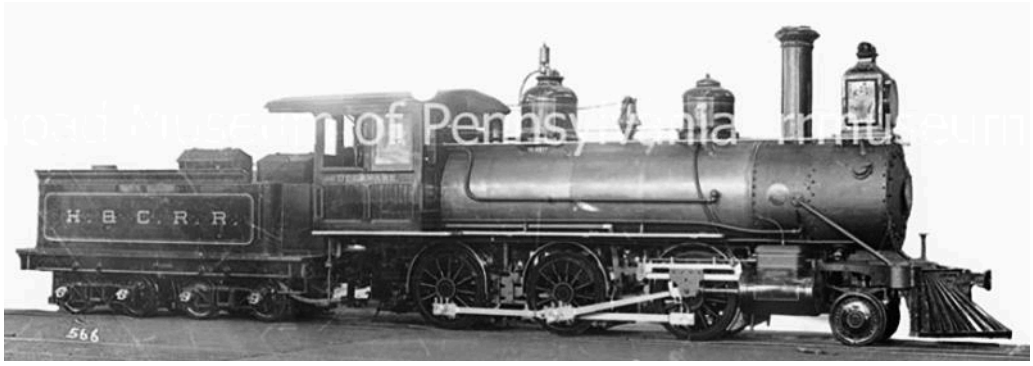
Ordered by North Chicago Steel Works as std. gauge **'FIRE FLY'**, then sold to *FCGyH*. BLW class 4-11C no. 51. Spec. is in vol. 10 p 80.

? 'HEPPI' w/n 5248

2-6-0 d/w 44", cyls. 16x22", built by Baldwin in 1891

Ordered by 3' 0" gauge Hancock & Calumet RR as no. **8 'DELAWARE'**, then to Ashland, Siskiwit & Iron River Rly. no. **8**, then Clarkson Saw Mill Co., then to *FCGyH* in 1910. BLW class 8-26D no. 101. Spec. is in vol. 17 p 152.

? w/n 12325



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – Gen negative 14961.

2-6-0 d/w 48", cyls. 16x24", built by Baldwin in 1889

Ordered by Northern Pacific RR for 3' 0" gauge Couer d'Alene Rly. & Navigation Co. no. **4**, then to East Broad Top Rly. & Coal Co. as no. **9**, then in 1915 to Males Co., then Tacajo Sugar Co. for *FCGyH*. Copeland says some sources have loco here as no. **40**. BLW class 8-26D no. 59. Spec. is in vol. 15 p 18.

? w/n 9836



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 00383.

The fleet in 1923

Apparently four locos in use.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1924

Ordered by *FC de Gibara y Holguin*. BLW class 10-26E no. 443. Spec. is in vol. 72 pp 34-35. BLW property plates on loco and tender. straight stack. Lehmuth has d/w as 30", but this sounds unlikely.

7² w/n 57641



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09107-1.



17.17 Unidentified locomotives

Thomas H. Paul and Son, of Frostburg, Maryland

?-?-? (possibly 4-4-0 or 2-6-0) d/w ?, cyls. ?, built by Thomas H. Paul around 1882

Pauls only built a dozen or so locos, mainly for the Oregon Improvement Co., the Toledo Delphos & Burlington RR, the Pittsburgh & Western RR, and the Austin & NW RR, all of 3' 0" gauge. Supposedly this one reached Cuba from the Tidewater & Western RR no. **7**., that probably being not the first owner. Weber reported that one reached the *FC Norte Occidente*, possibly via SI&E, but what was that railway? See source [39] for more info on Thomas H. Paul.

? w/n ?



An unidentified relately-modern 4-6-0, numbered **18**.

17.18 Appendices

17.18.1 Baldwin erecting drawings of locos on Cuban public railways available for purchase from the DeGolyer Library

Background

When the Baldwin works closed in 1956 C. W. Whitbeck was given permission to salvage what he could of the company's records and drawings. This was inevitably only a miniscule fraction of what had existed, but nevertheless is extremely valuable for researchers. Much of what he saved has now migrated to the DeGolyer Library of Southern Methodist University in Texas. Some is available online, whilst drawings and other items can be ordered.

Baldwin loco specification books

These hold a vast amount of information about individual batches of locos, though they were copied from microfilms which can make the identification of the appropriate pages more difficult – though not impossible – in some volumes. https://digitalcollections.smu.edu/digital/collection/rwy/id/32

Erecting drawings

About 4000 Baldwin general arrangement drawings are available – out of perhaps 50,000 or more. Lists – and other assets – can be found via https://txarchives.org/smu/finding_aids/00052.xml but note that it worth taking time to browse deeply, as the Txarchives and SMU libraries websites are not always easy to navigate.

Image services and permission to publish

https://www.smu.edu/libraries/degolyer/using/images

Reproduction fees

https://www.smu.edu/libraries/degolyer/using/images/usage-fees

Available drawings of Colombian engines

Low-res copies of those available online are displayed at the relevant points in this file. Details of those drawings and others are displayed below to assist anyone wishing to order high-res copies.

Index no.	Dwg. no.	Road name	Road no.	Year	Baldwin class and no.	Wheels	Dwg. type & size	
468-13	5227	*FC Cardenas y Jucaro*	**13-14**	1905	06-28D	206-207	0-6-0	SE/CS 3
466A-60	4335	*FC Cardenas y Jucaro*	**62-63**	1902	08-28D	206-207	2-6-0	SE/CS 3
468-15	5224	*FC Cardenas y Jucaro*	**64**	1905	08-30C	628	2-6-0	SE/CS 3
471-58	4611	*FC Cardenas y Jucaro*	**5-6**	1903	08-30C	608-609	4-4-0	SE/CS 3
470A-73	5222	*FC Cardenas y Jucaro*	**11-12**	1905	08-30C	622-623	4-4-0	SE/CS 3
XX-117		*FC Urbano y Omnibus*	**7**	1887	04-11C	16	0-4-0	CS 26x65
XX-118		*FC Urbano y Omnibus*	**7**	1887	04-11C	16	0-4-0	SE 26x65
XX-119		*FC Urbano y Omnibus*	**3-4**	1884	04-11C	19-20	0-4-0	SE 25x65
671A-31	2009	*Cia Unida de los FC de Caibarien*	**7**	1891	08-20D	79	2-6-0	SE/CS 3
470-76	5696	Cuba RR	**100-103**	1906	10-28¼D	12-15	2-6-2	SE/CS 3
470-77	5687	Cuba RR	**40-45**	1906	10-30D	474479	4-6-0	SE/CS 3
470-75	5676	Cuba & Eastern	**9-10**	1906	10-30D	481-482	4-6-0	SE/CS 3
470A-17	5760	Cuban Central Rlys.	**5**	1906	08-28C	916	4-4-0	SE/CS 3
175-13AX	7168	Cuban Central Rlys.	**10-11**	1911	08-28C	930-931	4-4-0	CS 30x63

175-13CX	7167	Cuban Central Rlys.	**10-11**	1911	08-28C	930-931	4-4-0	SE	30x63
249C-51	4632	Cuban Central Rlys.	**13**	1903	10-26E	311	2-8-0	SE/CS	18x24
475A-70	7155	Cuban Central Rlys.	**15**	1911	10-26E	358	2-8-0	SE/CS	3
472A-33	6046	Cuban Central Rlys.	**152-153**	1907	10-28¼D	18-19	2-6-2	SE/CS	3
470-47	5699	Cuban Central Rlys.	**41**	1906	10-30D	480	4-6-0	SE/CS	3
469A-37	4874	Cuban Central Rlys.	**45-47**	1904	10-30D	446, 448-449	4-6-0	SE/CS	3
475A-74	7177	Cuban Central Rlys.	**50-54**	1911	10-30D	604-608	4-6-0	SE/CS	3
476-52	7595	Cuban Central Rlys.	**55-57**	1912	10-30D	627-629	4-6-0	SE/CS	3
475-63	6827	Cuban Central Rlys.	**107**	1910	10-30E	116-120	2-8-0	SE\CS	3
473-50	5194	Cuban Central Rlys.	**101-103**	1905	10-30E	29-31	2-8-0	SE/CS	3
468A-93	3780	Cuban Central Rlys.	**48-51**	1900	10-32D	682-685	4-6-0	SE/CS	3
470A-45	5440	Guantanamo RR		1906	04-05B	1	2-2-0	SE/CS	3
671A-71	1941	Guantanamo RR	**6**	1890	08-24D	29	2-6-0	SE/CS	3
181-20X	7626	Guantanamo & Western	**14**	1912	10-34E	2013	2-8-2	CS	28x66
365A-54	10179	Guantanamo & Western	**22**	1920	10-34E	2077	2-8-0	SE	4
364-77	8813	Guantanamo & Western	**18-20**	1916	10-34E	2046-2048	2-8-0	SE	4
729A-27	141	Bahia de la Habana		1876	08-28D	28	2-6-0	SE/CS	3
729-3	884 Tracing 869	Matanzas	**8**	1883	04-18C	15	0-6-2	SE/CS	3
465A-58	4605	Matanzas	**21**	1903	08-30C	605	4-4-0	SE/CS	3
469A-42	4890	Matanzas	**5**	1904	10-32D	903	4-6-0	SE/CS	3
472-57	3640	Matanzas	**3**	1900	10-34E	1535	2-8-0	SE/CS	3
473A-30	4583	Matanzas	**18-19**	1903	10-34E	16951696	2-8-0	SE/CS	3
172-11CX	9732	*FC Norte de Cuba*		1919	10-32E	150	2-6-2	SE	
172-11AX	9733	*FC Norte de Cuba*	**47-51**	1919	10-32E	150-154	2-6-2	CS	27x65
465A-63	5889	Puerto Principle y Nuevitas	**5**	1907	04-02B	6	2-2-0	SE/CS	3
674-23	4383	Puerto Principle y Nuevitas	**11**	1902	08-28D	208	2-6-0	SE/CS	3
672-35	1560	*FC Sagua la Grande*	**16-17**	1889	08-30D	304-305	2-6-0	SE/CS	3
466A-7	5823	*FC Unidos de la Habana*		1906	06-28D	209	0-6-0	SE/CS	
470A-22	5697	*FC Unidos de la Habana*	**24-29**	1906	08-26C	562-567	4-4-0	SE/CS	3
467A-42	5761	*FC Unidos de la Habana*	**111-116**	1906	08-28D	240-245	2-6-0	SE/CS	3
470-38	6051	*FC Unidos de la Habana*	**54-57**	1907	10-30D	509-512	4-6-0	SE/CS	3
471A-94	4091	*FC Unidos de la Habana*	**221-224**	1901	10-34E	1624-1627	2-8-0	SE/CS	3
473-54	5187	United Railroad of Havana	**229-236**	1905	10-34E	1747-1754	2-8-0	SE/CS	3
465-33	3795	Western Rly. of Havana	**23**	1900	08-28C	886	4-4-0	SE/CS	3
473A-66	6268	Western Rly. of Havana	**6**	1908	08-28C	922	4-4-0	SE/CS	3
468A-77	3677	Western Rly. of Havana	**17**	1900	10-30D	406-440	4-6-0	SE/CS	3
472-73	3774	Western Rly. of Havana	**2**	1900	10-34E	1566-1569	2-8-0	SE/CS	3
500A-45	Tracing 15164	Western Rly. of Havana (proposal)		1908	10-29¼C	4-4-2	SE	4	
729-48	791 Tracing 981	Western Rly. of Cuba	**8**	1884	10-34E	463	2-8-0	SE/CS	3

Further drawings in other archives

National Museum of American History, Smithsonian Institution, PO Box 37012, Washington, DC 20013-7012, (202) 633-3270, Email: archivescenter@si.edu

Item	**Type**	**Railroad**	**BLW**	**Date**	**Gauge**	**Weight**	**Cyls.**	**Wheel Diam.**
Scale	**Remarks**	**Map Case**	**Drawer**	**Folder**	**Measurements**		**Condition**	

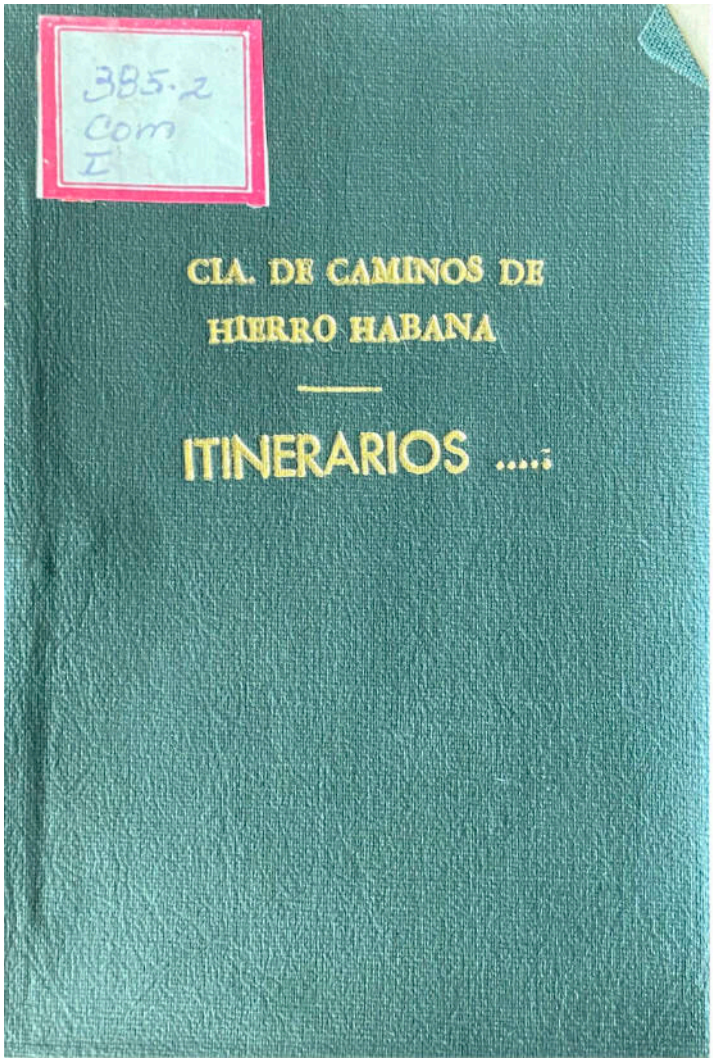
4581	4-4-0	Havana Bay & Matanzas R.R.		1860/11		24 Tons	15 x 22"	54"
2" = 12"	side elevation class C 1		2		24 X 62		Poor	
4662	Tank	Ferro Carril del Cobre	8-28-1/3-D-1	1882	5' 0"		17 x 24"	50"
2" = 12"	side elevation (0-6-2) 1		4		26 x 66		Good	
4663	Tank	Ferro Carril del Cobre	8-28-1/3-D-1		5' 0"		17 x 24"	50"
2" = 12"	front, end & yoke section 1		4		26 x 66		Good	
4666	2-6-0	Sigua Iron Works	8-34-D-4	1891	4' 8-1/2"		20 x 24"	50"
2" = 12"	side elevation 1		1		26 x 66		Fair	
4667	2-6-0	Sigua Iron Works	8-34-D-4	Feb 1891/02	4' 8-1/2"		20 x 24"	50"
2" = 12"	front, end & section through yoke 1		1		26 x 66		Good	
4718	Tender	A. Pesant	213	1882/09	2' 6"			
2" = 12"	4 wheel 1		1		26 x 37		Poor	

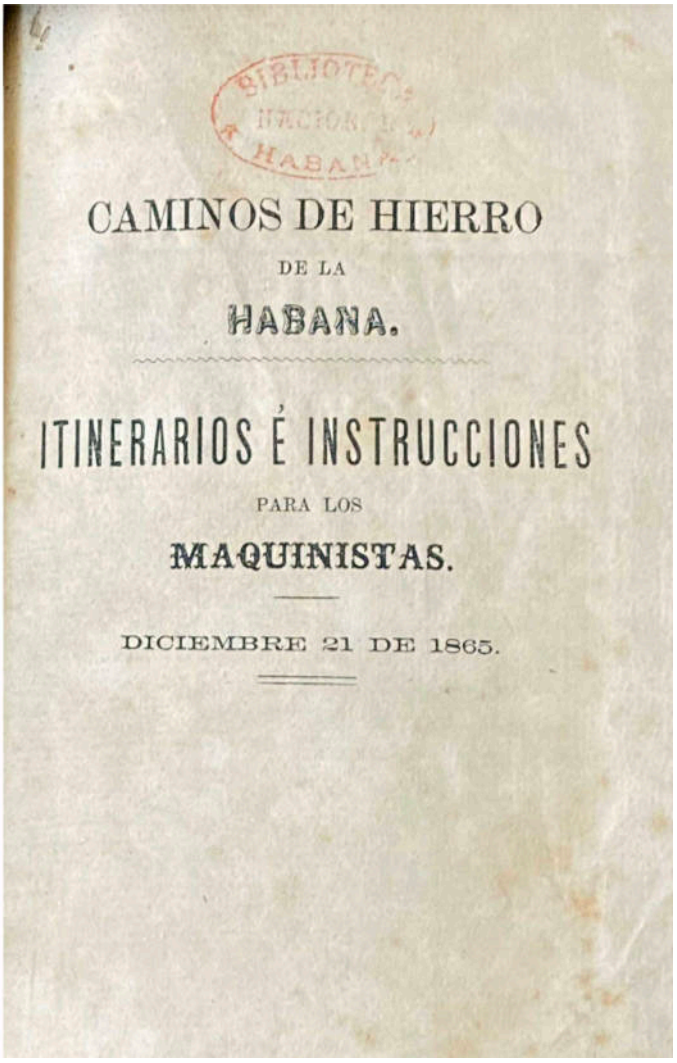
17.18.2 *Caminos de Hierro de La Habana*
Itinerarios é Instrucciones para los máquinistas, Diciembre 21 de 1865

Background

This booklet was found in the *Biblioteca Nacional* in Havana. Samples of the *itinerarios* (working timetable sheets) are shown below, followed by the whole of the *instrucciones* section. It is notable that the whole booklet was in parallel text Spanish and English, perhaps reflecting not only the railway's British ownership but also the fact that loco-men may still have been recruited from Britain and the USA at that time.

Some of the regulations for drivers at this relatively early date may surprise you: such as the rule for trains keep at least a mile apart, or the maximum speed for freight trains of twelve miles per hour.





SALA CUBANA

385.2
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INDICACION

del numero, clase y nombre de los trenes y hora de salida del punto de partida.

TRENES DESCENDENTES Ó DE IDA.

Núm.	Clase.	NOMBRES.			Salida.
1	Viajeros.	Expreso	para	Union . . .	M. 5-30
3	Id. .	Ordinario	id.	id	M. 5-45
5	Id. .	Id.	id.	Guanajay .	M. 6-45
7	Id. .	Id.	id.	San Luis. .	T. 2-40
9	Id. .	Id.	id.	Guanajay .	T. 3-40
11	Id. .	Id. de S. Felipe	id.	Batabanó .	M. 7-18
13	Id. .	Expreso de Güines	id.	San Luis. .	M. 7-22
15	Misto. .	De S. de Robles	id.	Madruga .	M. 7-52
17	Id. .	De id.	id.	id	T. 5-27
19	Cargas .	Oridnario	id.	San Luis. .	M. 5-55
21	Id. .	Id.	id.	Almendares	M. 6-25
23	Id. .	Id.	id.	Batabanó .	M. 6-50
25	Id. .	Id.	id.	Union . . .	M. 7-40
27	Id. .	Id.	id.	Guanajay .	M. 7-50
29	Id. .	Id.	id.	Palos . . .	M. 8-10
31	Id. .	Especial de Güines	id.	Union . . .	M. 11-22
33	Id. .	Id. id. id.	id.	San Luis. .	M. 12-50

TRENES DE VIAJEROS.

N.° 3. Ordinario para Union.

		M.	
		Llegada.	Salida.
C A	Villanueva	.....	5.45
	Ciénaga	5.57	6.02
	Almendares	6.12	6.14
A	Aguada del Cura	6.22	6.26
	Rincon	* 6.33	6.35
	Crucero del Oeste	6.38	6.39
	Bejucal	6.45	6.47
	Quivican	7.00	7.02
C A	San Felipe	7.08	7.13
	Duran	7.20	7.22
	Guara	+ (4) 7.30	7.35
	Melena	7.43	7.45
A	Güines	8.01	8.05
	Rio Seco	+ (20) 8.17	8.17
	San Nicolás	8.23	8.25
	Vegas	+ (22) 8.39	8.41
	Palos	8.53	8.55
A	Bermeja	+ (8) 9.13	9.16
C	Union	9.29	.....

A Toma de agua.
C „ de combustible.
+ Cruce con otro tren.

Los números colocados en esta forma (8) indican los de los trenes que se cruzan.

Los números colocados en esta forma ⊙ indican los de los trenes de viajeros á los cuales se da paso.

Los números sin paréntesis indican los de los trenes alcanzados por otros.

Los trenes atrasados no deben salir de ninguna estacion sin permiso del Jefe de ella.

* Espera en este punto 10' por el tren núm. 2.

A Water.
C Fuel.
+ Meet train.

Numbers written in this way (8) indicate those of the trains to be passed.

Numbers written in this way ⊙ indicate those of the passenger trains having a right to road.

Numbers written without parenthesis indicate those of trains to be reached by another.

No train behind time will leave any station without express permission of the station master

* Waits 10' at this place for train núm. 2.

TRENES DE VIAJEROS.

N.° 5. Ordinario para Guanajay.

		M.	
		Llegada.	Salida.
C A	Villanueva	.....	6.45
	Ciénaga	21 7.00	7.03
	Almendares	7.14	7.16
A	Aguada del Cura	7.29	7.34
	Rincon	7.42	7.44
	San Antonio	8.02	8.06
	Seborucal	8.17	8.19
A	Seiba	8.30	8.33
	Guanajay	8.45	.....

A Toma de agua.
C „ de combustible.
+ Cruce con otro tren.

Los números colocados en esta forma (8) indican los de los trenes que se cruzan.

Los números colocados en esta forma ⊙ indican los de los trenes de viajeros á los cuales se da paso.

Los números sin paréntesis indican los de los trenes alcanzados por otros.

Los trenes atrasados no deben salir de ninguna estacion sin permiso del Jefe de ella.

A Water.
C Fuel.
+ Meet train.

Numbers written in this way (8) indicate those of the trains to be passed.

Numbers written in this way ⊙ indicate those of the passenger trains having a right to road.

Numbers written without parenthesis indicate those of trains to be reached by another.

No train behind time will leave any station without express permission of the station master.

TRENES DE CARGAS.

N.° 23. Ordinario para Batabanó.

		M.	
		Llegada.	Salida.
C A	Villanueva	.....	6.50
	Ciénaga	7.15	7.16
A	Aguada del Cura	8.07	8.07
	Rincon + (4)	8.25	8.26
	Crucero del Oeste	8.32	8.33
	Bejucal	8.52	8.52
	Chucho de Buanaventura. + (28)	9.16	9.16
	Quivican	.....	.....
A	San Felipe	9.58	9.58
	Pozo Redondo + (10)	10.30	10.50
	Batabanó	11.20	.....

A Toma de agua.
C ,, de combustible.
+ Cruce con otro tren.

Los números colocados en esta forma (8) indican los de los trenes que se cruzan.

Los números colocados en esta forma ⊙ indican los de los trenes de viajeros á los cuales se da paso.

Los números sin paréntesis indican los de los trenes alcanzados por otros.

Los trenes atrasados no deben salir de ninguna estacion sin permiso del Jefe de ella.

A Water.
C Fuel.
+ Meet train.

Numbers written in this way (8) indicate those of the trains to be passed.

Numbers written in this way ⊙ indicate those of the passenger trains having a right to road.

Numbers written without parenthesis indicate those of trains to be reached by another.

No train behind time will leave any station without express permission of the station master.

TRENES DE CARGAS.

N.° 25. Ordinario para Union.

		M.	
		Llegada.	Salida.
C A	Villanueva	.....	7.40
	Ciénaga	8.05	8.06
A	Aguada del Cura	8.50	8.50
	Rincon	9.06	9.06
	Crucero del Oeste	9.12	9.13
	Bejucal	9.29	9.29
	Chucho de Buenaventura. + (28)	9.53	9.53
	Quivican	.....	.....
C A	San Felipe	10.26	10.26
	Chucho de Duran. + + (20) (8)	10.46	11.07
	Guara	11.33	11.33
	Melena + (26)	11.57	12.04
	Chucho del Palenque	12.36	12.36
A	Güines	12.54	12.54
	Rio Seco + (12)	1.25	1.40
	San Nicolás	2.00	2.00
	Las Vegas	.....	.....
A	Los Palos	3.00	3.00
A	Bermeja	3.50	3.50
C	Union	4.25	.....

A Toma de agua.
C ,, de combustible.
+ Cruce con otro tren.

Los números colocados en esta forma (8) indican los de los trenes que se cruzan.

Los números colocados en esta forma ⊙ indican los de los trenes de viajeros á los cuales se da paso.

Los números sin paréntesis indican los de los trenes alcanzados por otros.

Los trenes atrasados no deben salir de ninguna estacion sin permiso del Jefe de ella.

A Water.
C Fuel.
+ Meet train.

Numbers written in this way (8) indicate those of the trains to be passed.

Numbers written in this way ⊙ indicate those of the passenger trains having a right to road.

Numbers written without parenthesis indicate those of trains to be reached by another.

No train behind time will leave any station without express permission of the station master.

TRENES DE CARGAS.

N.° 31. Especial de Guines para Union.

		M.	
		Llegada.	Salida.
C A	Güines	.....	11.22
	San Nicolás	12.12	12.12
	Vegas + (12)	12.50	1.09
A	Palos	1.42	1.42
A	Bermeja	2.32	2.32
C	Union	3.08	.....

N.° 33. Especial de Guines para S. Luis.

		M.	
		Llegada.	Salida.
C A	Güines	.....	12.50
A	Catalina	1.40	1.40
A	Sabana de Robles	2.20	2.20
	Aguacate + (14)	2.50	3.13
A	Seiba Mocha	4.00	4.00
	San Luis	4.58	.....

A Toma de agua.
C ,, de combustible.
+ Cruce con otro tren.

Los números colocados en esta forma (8) indican los de los trenes que se cruzan.

Los números colocados en esta forma ⊙ indican los de los trenes de viajeros á los cuales se da paso.

Los números sin paréntesis indican los de los trenes alcanzados por otros.

Los trenes atrasados no deben salir de ninguna estacion sin permiso del Jefe de ella.

A Water.
C Fuel.
+ Meet train.

Numbers written in this way (8) indicate those of the trains to be passed.

Numbers written in this way ⊙ indicate those of the passenger trains having a right to road.

Numbers written without parenthesis indicate those of trains to be reached by another.

No train behind time will leave any station without express permission of the station master.

TRENES ASCENDENTES Ó DE VUELTA.

Núm.	Clase.	NOMBRES.	Salida.
2	Viajeros.	Ordinario de Guanajay	M. 5-30
4	Id.	Expreso de San Luis	M. 5-45
6	Misto.	De Madruga para S. de Robles.	M. 6-17
8	Viajeros.	Ordinario de Union	M. 9-03
10	Id.	Id. id. Batabanó	M. 10-30
12	Id.	Especial de Union	M. 12-15
14	Id.	Ordinario de San Luis	T. 2-30
16	Misto.	De Madruga para Sabana de Robles.	T. 3-06
18	Viajeros.	Ordinario de Guanajay	T. 3-30
20	Cargas.	Id. id. Union	M. 4-40
22	Id.	Especial de Union para Güines.	M. 5-27
24	Id.	Id. id. S. Luis para Güines.	M. 5-50
26	Id.	Ordinario de San Luis	M. 6-35
28	Id.	De San Felipe (Palos)	M. 7-58
30	Id.	Ordinario de Batabanó	M. 11-30
32	Id.	De Almendares	M. 11-40
34	Id.	Ordinario de Guanajay	M. 12-24
36	Id.	Id. id. Palos	T. 4-14

Cruzamientos con otros Ferro-carriles.

Toda máquina con tren ó sin él, que salga de Villanueva, se **detendrá precisamente** en la estacion de la Ciénaga el tiempo indispensable para cerciorarse de que está expedito el cruzamiento del ferro-carril de Marianao. Al regreso á Villanueva se detendrá igualmente en la misma estacion; pero los maquinistas vendrán preparados para hacerlo en caso necesario **ántes** del citado cruzamiento: con cuyo fin estarán muy al tanto de las señales que haga el vigilante.

Toda máquina, con tren ó sin él, cualquiera que sea la direccion que lleve, se **detendrá precisamente,** á lo ménos un minuto, **ántes** de llegar al cruzamiento con el ferro-carril del Oeste; y no continuará su marcha, sin que el vigilante de aquel punto haya quitado la señal roja, para indicar que la via está expedita.

Al acercarse al cruzamiento con el ferro-carril de Regla á Matanzas en la Jaiba, lo harán siempre los maquinistas con el mayor cuidado; teniendo presente que los trenes de aquella línea pasan por allí á las horas siguientes:

Crossings with other Roads.

Engines leaving Villanueva, with or without a train, will **stop precisely** at Ciénaga Station the time necessary to see that the crossing with the Marianao R. Road is clear. When coming towards Villanueva they will also stop at said station, and engineers will run prepared to stop, if necessary, **before** reaching the above mentioned crossing, for which object, they must pay all their attention to whatever signs they may receive from the watchman at the place.

Engines with, or without a train, will **stop precisely** for one minute at least, **before** reaching the crossing with the Oeste R. R., and will not move ahead until the red signal is taken away by the watchman.

Engineers when approaching the Regla and Matanzas R. R. crossing at Jaiba, will run with the utmost caution, bearing in mind that the trains of said Road pass by there at the following hours:

TRENES DE PASAJEROS.

	Hs. Ms.
Tren que sale de Regla á las 6 de la mañana:—Pasa por la Jaiba á las...	8—07
Id. id. id. 10 y 40	12—43
Id. id. id. 3 y 25 de la tarde...	5—30
Tren que sale de Matanzas á las 6 de la mañana.....	6 —03
Id. id. id. 10 y 30 de id.....	10—33
Id. id. id. 3 y 15 de la tarde...	3—19

TRENES DE CARGA.

Primer tren que sale de Regla á las 6 y 20 de la mañana, pasa por la Jaiba..	2—00
Segundo id. id. 8 y 25.....	2—45
Primer tren que sale de Matanzas á las 6 y 20 de la mañana	6—25
Segundo id. id. 8 y 35.....	8—40

El maquinista que infrinja las órdenes anteriores incurrirá en una multa de veinte pesos, ademas de la responsabilidad civil y criminal que pueda caberle.

INSTRUCCIONES.

1. Ningun tren debe salir de los paraderos **ántes de las horas** designadas en el itinerario con arreglo al reloj de Villanueva.

PASSENGER TRAINS.

Train starting from Regla at 6 A. M. passes by Jaiba at	8-07 A. M.
„ „ „ 10-40 A. M.....	12-43 P. M.
„ „ „ 3-25 P. M.	5-30 P. M.
Train starting from Matanzas at 6 A. M. passes by Jaiba.....	6-03 A. M.
„ „ „ 10-30 A. M.....	10-33 A. M.
„ „ „ 3-15 P. M	3-19 P. M.

FREIGHT TRAINS.

First train starting from Regla at 6-20 A. M. passes by Jaiba at.....	2-00 P. M.
Second „ „ „ at 8-25 A. M. „ at.	2-45 P. M.
First „ „ Matanzas „ 6-20 A. M. „ at.	6-25 A. M.
Second „ „ „ 8-35 A. M. „ at.	8-40 A. M.

Engineers not fulfilling these orders, will be liable to a fine of $20, and they will be in addition responsible for their fault, according to criminal law.

INSTRUCTIONS.

1. No train must leave a station **before** the time especifield in the Table, as regulated by the clock at Villanueva station.

2. Los trenes de pasajeros no esperan por los de cargas.

3. Al llegar á las estaciones procurarán los maquinistas de los trenes **expresos disminuir la velocidad** á fin de evitar la posibilidad de un accidente.

4. Todo tren de pasajeros esperará **diez minutos** en la estacion donde deba cruzarse con otro tren de pasajeros, si este no ha llegado, y continuará despues su viaje con la mayor precaucion, especialmente en las curvas.

5. El tren de pasajeros que venga **hácia** la Habana, no seguirá hácia una estacion donde deba encontrar otro tren de pasajeros, á no ser que tenga tiempo de llegar **cinco minutos** ántes de la hora señalada para la salida de dicho tren.

6. Los trenes de carga **esperarán siempre** por los de pasajeros, dejándoles libre el paso; y no **saldrán nunca** de una estacion á la hora señalada para un tren de pasajeros, á no ser que se haya recibido noticia positiva de la causa de su tardanza ó haya trascurrido **media hora.** Tambien esperarán cuando ménos **quince minutos** por los otros trenes de carga en los paraderos designados para cruzarse.—En uno ú otro caso se adelantarán con la mayor precaucion.

2. Passenger trains will not wait for Freight trains.

3. Engineers of Express trains will, when arriving to a Depot, **slacken the speed** in order to avoid accidents.

4. All Passenger trains will wait **ten minutes** at a station in which they will be passed by another Passenger train, and if the one expected has not arrived, the train waiting will proceed with the greatest care, specially at the curves.

5. A Passenger train going **towards** Habana will not proceed to a station where another Passenger train is expected to be, unless it shall be able to arrive **five minutes** before the time of leaving of the latter train.

6. Freight trains will **in all cases** wait for Passenger trains, and be kept entirely out of their way; **never leaving** a station on the time of the Passenger train, unless from positive information received from it, or **half an hour** after its due time. They will also wait **15 minutes** at least for other Freight trains at the station appointed for passing. In both cases Enginemen will advance with the utmost care.

7. Los trenes **irregulares** y **extraordinarios** deben ceder siempre el paso á todos los demas, á no ser que se dé órden expresa en contra.

8. Toda máquina que preceda inmediatamente á un tren **irregular** ó **extraordinario,** debe llevar delante una bandera roja si es de dia, ó una luz del mismo color si es de noche.

9. La marcha de todos los trenes debe ajustarse á sus itinerarios. La mayor velocidad á que es permitido andar á los trenes de carga es la de **doce millas** por hora. En caso de retardo, los maquinistas de los trenes de viajeros podrán recuperar el tiempo perdido, aumentando la velocidad hasta **cinco millas,** ó sean **ocho kilómetros** por hora, sobre la que señale su itinerario; con tal de que pasen con cuidado por las curvas, y por los puntos de la línea que no se hallen en el mejor estado.

10. Si por cualquiera causa no ha podido un tren de cargas llegar en el tiempo señalado á la estacion siguiente, y se está esperando otro tren, el maquinista, de acuerdo con el conductor, cuidará de enviar delante en las curvas **un hombre** con una **bandera roja** si es de dia, ó un **farol rojo** de noche para advertir que se acerca.

7. **Irregular** and **extra trains** will be kept out of the way for all other trains unless in consequence of positive order.

8. A red flag by day, or a red lantern by night, must always be exhibited upon an engine; when an **extra** or **irregular** train is to follow it.

9. Trains of every kind must run according to their schedule. The highest rate of speed is **TWELVE MILES** per hour for freight trains. The engineers of passenger trains **when behind time,** may increase their schedule speed **five miles,** or **eight kilometres** per hour, until they make it up;—provided they run cautiously on the curves and bad parts of the Road.

10. If it shall be found impracticable, from any cause, for a Freight train, in passing from one station to another, to reach the station to which it is proceeding in season, and another train is expected, the Engineman, with the understanding of the Conductor, will be careful to send a man very far ahead in the curves, with **a red flag** by day, or a **red lantern** by night, to give notice of his approach.

11. En el caso de encontrarse dos trenes de cargas en la medianía de dos depósitos ó de dos desviaderos, retrocederá **desde el momento que se avisten**, el que esté mas cerca de uno de los desviaderos, á no ser que lo impida el peso del tren, la inclinacion del camino, ó el estado de la máquina. La misma prevencion se hace respecto á los trenes de pasajeros; y en caso de duda retrocederá el que **venga hácia** la Habana.

12. Al llegar un tren de pasajeros ó de cargas á un desviadero donde deba encontrarse con otro, entrará **siempre por el extremo mas próximo**, y no pasará nunca adelante con el objeto de entrar retrocediendo.

13. Si en algun caso se ven obligados los trenes de cargas á quedarse en la línea principal para que un tren de pasajeros entre en el desviadero, se **mandará siempre** un fogonero ó retranquero con una bandera roja de dia, ó un farol rojo de noche, en la direccion de donde se espera el tren, para darle á tiempo aviso de que se acerque con cuidado.

14. Ningun tren de cargas saldrá de una estacion que preceda inmediatamente á otra en que deba cruzarse con un tren

11. In case that two Freight trains will meet between two stations or between two turnouts, **as soom as they will come in sight**, the nearest to the station or to the turnout must inmediately go back, unless prevented by the state of the engine, or by the weight of the train combined with the declivity of the road. The same prescription will be observed by Passenger trains, and in doubtful cases the train **coming towards** Habana must go back.

12. Trains, whether Passenger or Freight, in arriving at a turnout where a meeting with another train is intended, will enter **upon** the nearest end of the turnout, never passing ahead with a view of backing in upon it.

13. If Freight trains are at any time obliged to keep the main track in passing Passenger trains, a fireman or brakeman, with a red flag by day, or a red lantern by night **will be always sent** in the direction of the approaching train, to give suitable warning for it to approach carefully.

14. A Freight train must nost leave a station inmediately preceding a station where a Passenger train is expected to

de pasajeros, á no ser que pueda llegar, con la velocidad señalada para su marcha, **diez minutos** ántes de la hora fijada para salir el tren de pasajeros.

15. Ningun tren que vaya detrás de otro deberá acercársele **á ménos de una milla**, á no ser que el de adelante esté parado ó necesite auxilio, que debera pedir expresamente el maquinista ó el conductor. Si el tren que va detrás es de viajeros, deberá conservarse á una distancia cuando ménos de tres millas. Al acercarse á una estacion, el maquinista del tren que va detrás, pondrá especial cuidado en **disminuir la velocidad** á fin de evitar la posibilidad de un choque con el que precede. No se admitirá como excusa á la falta de cumplimiento á esta órden, el haberse equivocado en cuanto á la distancia.

16. Por regla general el maquinista de todo tren atrasado deberá tocar el pito repetidas veces ántes de entrar en una curva; y miéntras esté en ella, acortará su velocidad lo necesario para poder parar en caso de obstáculo.

17. En la doble via todos los trenes sin excepcion de clases, deberán ir de la Ciénaga al Rincon, precisamente por la via

pass unless it shall be able to arrive at the latter station by its prescribed rate of running, **ten minutes** before the time for the Passenger train to leave.

15. Trains running behind another, shall not approach it **within less than a mile**, unless that the train ahead be stopped on the line or wants help, which must be expressly required by the Conductor or the Engineman. If the train running behind another happens to be a passenger one, the train behind will keep at a distance of **three miles** at least. In approaching a station, particular caution will be used **to slacken the speed** as to avoid the possibility of running into the leading train. No excuse as to being deceived about the distance will be received for a neglect of this rule.

16. As a general rule, when a passenger or freight train suffers any delay, the engineman will repeatedly blow the whistle when entering into a curve, and while running in it will slacken speed in such a manner as to be able to stop, in case of any obstacle.

17. All trains without exception running on the double-track will when going from Ciénaga to Rincon take the line on

de la izquierda, así como por la opuesta, los del Rincon á la Ciénaga.

18. Aun cuando el tren de cargas de los Palos no se cruza en su marcha ordinaria con otro tren, á su regreso desde aquel destino al de S. Felipe, se advierte á los Maquinistas de los trenes de pasajeros números 7 y 14 que tengan presente la hora de salida de Güines de dicho tren en los casos de retardos. Asimismo se recomienda al Maquinista del citado tren, que al regreso se informe con el Guarda-almacen de Güines de la marcha de los trenes de pasajeros ántes citados.

19. Ninguno de los dos trenes de carga especiales podrá salir de Güines sin que haya llegado el otro, y en caso de hacerlo habrá de autorizarlo el Guarda-almacen de dicho punto.

SEÑALES.

20. El color rojo es señal de "PELIGRO" para **DETENERSE.**
El verde ,, ,, "CUIDADO" para **ANDAR DESPACIO.**
El blanco ,, "CORRIENTE" **ADELANTE.**

the left hand side precisely, and the opposite one when coming from Rincon to Ciénaga.

18. Although freight train *from* los Palos is not crossed by any other train in its regular running when returning from Palos to S. Felipe, engineers of passenger trains nº 7 & 14 are advised that they must bear in mind the hour the Palos train leaves Güines in case of delays.

It is also recommended to the Engineer of the Palos train, that when coming to Villanueva he must inquire from the station master at Güines the running of the above mentioned passenger trains.

19. The two special trains will not leave Güines before the one expected has arrived; and in case of doing so an authorization from the station master must be required.

SIGNALS.

20. Red is a signal of **DANGER; STOP.**
Green ,, ,, **CAUTION; PROCEED SLOWLY.**
White ,, ,, **ALL RIGHT.—GO ON.**

DE DIA.

21. De dia se hacen las señales con **banderas.**

22. Ademas, cualquier otro signo, ó un brazo, **movidos** con violencia, indican **peligro,** y la necesidad de pararse inmediatamente.

DE NOCHE.

23. La señal de "**peligro**" para **parar,** es una **luz roja,** ó cualquiera otra luz movida repetidas veces de **alto á bajo.**

24. La señal de "**cuidado**" para **andar despacio,** es una **luz verde,** ó cualquiera otra movida lentamente de **derecha á izquierda.**

25. Una **luz blanca** es señal de que la línea está expedita.

POSTE DE SEÑALES.

DE DIA.

26. Los postes de señales, ó "Semaforos" tienen uno ó dos brazos. La señal se

DAY.

21. The signals will be made by **Flags** in the day-time.

22. In addition to this, any signal, or the arm **waved** violently, denotes **danger,** and the necessity of stopping inmediately.

NIGHT.

23. The **danger** signal **to stop,** is shown by a **red light,** or by any light moved **up and down.**

24. **Caution to slacken speed,** is shown by a **green light,** or any light moved slowly from **right to left.**

25. **All right** is shown by a **white light.**

SIGNAL POSTS.

26. The Semaphore, or Signal posts are constructed with either one or two

hace *invariablemente* en el lado izquierdo del poste, visto por el maquinista que se acerca.

27. La señal de "**peligro**" para **detenerse**, es el brazo izquierdo del *semaforo* en posicion horizontal, en la cual se conservará siempre hasta cinco minutos despues de haber pasado un tren.

28. La señal de "**cuidado**" para **andar despacio** es el brazo izquierdo del *semaforo* levantado hasta un angulo de 45 grado; en cuya posicion se conservará hasta diez minutos despues de haber pasado cualquier tren.

29. Cuando el brazo del *semaforo* está oculto en el poste es señal de que la línea **está expedita.**

DE NOCHE.

30. La señal de "**peligro**" es una **luz roja**, que se conservará visible hasta cinco minutos despues de pasar un tren.

31. La de "**cuidado**" una **luz verde** que se conservará hasta diez minutos despues de haber pasado un tren.

32. La de "**corriente**" una **luz blanca.**

arms. The signal is *invariably* made on the left hand side of the Post, as seen by the approaching engine driver.

27. The **danger** signals **to stop** is shown by the arm on the left hand side being raised to the horizontal position, which must always be kept up for five minutes after a train has passed.

28. The **caution** signal, to **slacken speed**, is shown by the Semaphore arm on the left hand side being raised to an angle of 45 degrees; which must always be kept up until 10 minutes after a train has passed.

29. **All right** is indicated by the left hand side of the Post being clear, the arm being within the Post.

NIGHT.

30. The **danger** signal is given by the **red light**, which must always be shown for five minutes after a train has passed.

31. The **caution** signal is given by the **green light**, which must always be shown until 10 minutes after a train has passed.

32. The **all right** signal is shown by the **white light.**

33. Desde que oscurezca debe llevar siempre todo tren **dos faroles** con **luz roja** detrás del último carro; y no se admitirá ninguna excusa al descuido en el cumplimiento bien sea de exhibir esta señal, bien de obedecerla.

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34. Los maquinistas deben obedecer inmediatamente **todas las señales** que les hagan los celadores, reparadores, chucheros, ó cualquiera otra persona al servicio de la Compañía, y **ya sepan ó no** el motivo con que se las hacen: excepto cuando vean que hay **peligro** en ejecutarlo. El maquinista que no obedezca á una señal, será despedido, sin *perjuicio de la responsabilidad civil y criminal* que le resulte de su falta.—Los maquinistas sin embargo **no deben confiarse** únicamente á las señales, sino que siempre deben estar sobre aviso.

35. Dentro de la poblacion de la Habana cuidarán los maquinistas de **tocar sin cesar** la campana, y de no **adelantarse nunca** al Celador montado que precede siempre á los maquinistas para advertir-

33. Two **red lanterns** must always be exhibited in the evening at the rear of all trains; and no excuse will be admitted for any neglect either in exhibiting or obeying this signal.

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34. Enginemen must inmediately obey **all signals** they may receive from the watchmen, repairers, switchmen or any other servants of the Company, whether the cause of the signal **is known to them or not**, except when they see there is **danger** in doing so. Any engineman neglecting to obey a signal, is liable to dismissal, and moreover to the *civil and criminal responsability of* his fault. The engineman must not however **trust to signal**, but on all occasions be vigilant and cautious.

35. Enginemen, when running within the town of Havana, will always keep their **bell constantly ringing**, and they will take care **not to pass ahead** of the watchman who always rides preceding the engines, to give notice of any obstacle on

les si hay algun obstáculo; en la inteligencia de que el Gobierno tiene impuesta **la multa de $25** al maquinista que infrinja esta órden, ademas de exigirle la responsabilidad en que por esta causa incurran.

J. A. Echeverria,

ADMINISTRADOR GENERAL.

the line; it being understood that every violation of this rule will subject the Engineman, by Government's order, to a **fine of 25 dollars**, and he will be in addition liable to the consequences of his fault.

BIBLIOTECA NACIONAL HABANA

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