

Part 11

The Guianas steam locomotive list

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



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

Feel free to use this material, though an acknowledgement would be appreciated.

General introduction

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

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

As news of this work has spread, assistance has come from other researchers, including in particular Chris West, Claus Gaertner and Martin Murray. Grateful thanks is due to their selfless willingness to share information and images. Whilst many of the written sources consulted have been in Spanish, these lists are currently solely available in English. This partly results from my own lack of linguistic confidence, but is also a reflection of the fact that keeping a fast-changing document synchronised in two different tongues is very time-consuming. Nevertheless, quotes from historic documents have usually been left in Spanish and it is to be hoped that in the future a Spanish version of the whole work can be created.

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

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

This Guianan list

There

Introducción general

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

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

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

A medida que se ha difundido la noticia de este trabajo, otros investigadores, como Chris West, Claus Gaertner y Martin Murray, han colaborado. Les agradezco enormemente su desinteresada disposición para compartir información e imágenes. Si bien muchas de las fuentes consultadas están en español, estas listas actualmente solo están disponibles en inglés. Esto se debe en parte a mi falta de confianza en el idioma, pero también a que mantener sincronizado un documento en constante evolución en dos idiomas diferentes requiere mucho tiempo. No obstante, las citas de documentos históricos se han mantenido generalmente en español y es de esperar que en el futuro se pueda crear una versión en español de toda la obra. Es probable que el análisis minucioso de estas páginas siga siendo un interés minoritario, y es probable que aún menos impriman las más de 5200 páginas. Por lo tanto, los archivos se han diseñado para su lectura en pantalla, con hipervínculos desde la página de contenido para facilitar la búsqueda de cada sección. La densidad de información probablemente desaconseje la navegación en un teléfono móvil, pero esperamos que el diseño sea adecuado para su visualización tanto en tabletas como en ordenadores de mayor tamaño.

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

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Red text = hyper-links to appropriate pages.

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Notes and sources

- [1] Rob Dickinson's InternationalSteam pages have an excellent section on the Demerara Railway. <https://www.internationalsteam.co.uk/trains/guyana01.htm>
- [2] Another page from Rob's website concentrates on Surinam: <http://internationalsteam.co.uk/trains/surinam02.htm>
- [3] *Railways of South America, Part 2*, William R. Long and George S. Brady, 1927, US Dept. of Commerce, Bureau of Foreign & Domestic Commerce.
- [4] <http://www.internationalsteam.co.uk/trains/surinam01.htm>
- [5] *The Guianas – Commercial and Economic Survey*, M. J. Meehan, Trade Information Bulletin no. 516, United States Dept. of Commerce, 1927.
- [6] *French Guiana*, 1920, British Foreign Office, Historical Section.
- [7] *Report by E. M. Bland Esq., on Railway to the interior of British Guiana*, 1913, Georgetown, Demerara. <https://babel.hathitrust.org/cgi/pt?id=ien.35556042145573&view=1up&seq=1&skin=2021>
- [8] An issue of *Baldwin Locomotives* published sometime in the 1920s.
- [9] *Vertical Boiler Locomotives and Railmotors built in Great Britain*, Rowland A. S. Abbott, 1989, Oakwood Press, Oxford.
- [10] *Memorandum on the railways of British Guiana*, Colonel Kenneth Cantlie, 1952, in file CO 1031/678 at The National Archives at Kew, west London.
- [11] *La mine d'or de Saint-Elie et Adieu-Vat en Guyane française*. Extrait de *L'Écho des mines et de la métallurgie*. Février 1952. <https://www.manioc.org/patrimon/ORK12173#?c=&m=&cv=&xywh=-2404%2C0%2C7593%2C3696>

The following sources relating to Dutch Guiana / Suriname were cited on Rob Dickinson's website, but have not yet been consulted:

- Spoorwegen in Suriname*, in *Op de Rails* vol. 29, No. 9 (Sep. 1961), Dr. R. Luijken, pp. 107-112;
- Recente reisindrukken bij de Landspoorweg in Suriname*, in *Op de Rails* vol. 42, No. 6 (June 1974), H. J. A. Duparc, pp. 121-123;
- The Railway of Suriname – The “Landspoorweg 1902-2002*, Eric Wicherts, Calgary: Private Rail Consultants, 2004;
- Fotografe in Suriname 1904-1937*, Augusta Curiel, Amsterdam: KIT Publishers, 2007;
- Geschiednis van de Landspoorweg*, Eric Wicherts and Jan Veltkamp, Wageningen: Veka Productions 2012.
- Gold in Suriname*, F. C. Bubberman, in *Suralco Magazine* vol. 9, No. 3 (1977);
- 40 Jaar Paranam bedrijf*, in *Suralco Magazine* vol. 12, No. 4 (1980);
- The Locomotives Built By Machinefabriek Breda*, A. D. De Pater, Leiden, 1970;
- Plantage Mariënborg – Van koffiebes tot rum*, Anne Blondé & Toekijan Soekardi, Amsterdam: KIT Publishers, 2013.
- And from the same website, suggested sources re French Guiana:
- Les voies ferrées de la Guyane*, F. Perraud, pp. 41-43 in *Connaissances du Rail* No. 152 (Nov. 1993);
- La Guyane – « Un nom, une histoire », Tome 2 – Le XXe siècle*”, Bernard Montabo and Elie Stephenson, France-Guyane / Editions Orphie, Cayenne, 2011;
- Quand la Guyane voulait son chemin de fer*, Dennis Lamaison, pp. 50-53 in *Une saison en Guyane* No. 07 (Aug.-Dec. 2011);
- Guide de la Guyane*, Philippe Boré, Cayenne, 12/2012;
- Les Secrets de la Retenue – Une histoire d'eau de d'électricité en Guyane*; Armand Hidair,
- Archéologie et histoire du Sinnamary du XVIIe au XXe s. (Guyane)*, Olivier Piaux and Michel Philippe, Editions de la Maison des Sciences de l'Homme, Paris.
- Les voies de l'or*, Pierre Rostan, pp. 53-55 in *Une saison en Guyane* No. 07 (Aug.-Dec. 2011);

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.

Artificial Intelligence

Whilst AI is not yet a big problem in a topic as esoteric as this, obviously it may become so. My current policy is that I will never use AI myself, but that clearly I cannot totally guarantee that secondary sources have had the same approach. Any photos suspected of having been created by the use of AI will never be used.

Other parts of this work

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

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

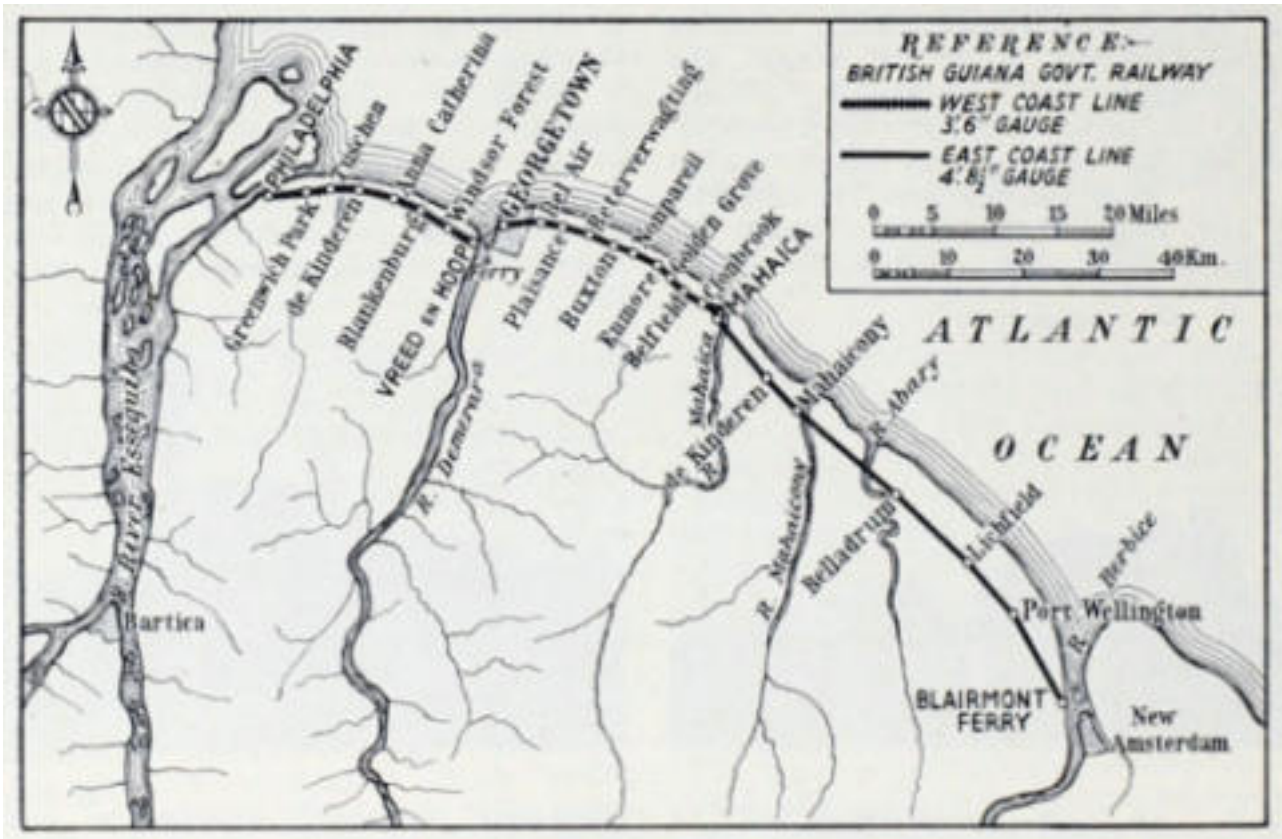
11.1 British Guiana (now Guyana) railways

11.1.1 The Demerara Railway

later the British Guiana Government Railway

Background

Much detail from <https://www.internationalsteam.co.uk/trains/guyana01.htm> Whilst the railway was privately built, it was bought by the government in 1922, and then became known as the British Guiana Government Railway. Railway closed June 30th 1972.



The Demerara Railway proper is the length of railway shown on the map from Georgetown south-eastward to Mahaica and on to Blairmont Ferry, whilst to the west is the subsidiary 3' 6" gauge West Coast Railway from Vreed en Hoop to Philadelphia.

?-?-? d/w ?, cys. ?, built by Kinmond? in ?

Said to have been built by Kinmonds & Co. of Dundee, but there is no reference to this in Lowe's book on *British Steam Locomotive Builders* or in Brown's notes on Kinmond's Montreal branch.

'MOSQUITO'

'SANDFLY'

'FIREFLY'

All withdrawn by 1860?

2-2-2T d/w 66", cys. 15x20", built by Sharp Stewart in 1852-3

Ordered for Demerara Railway, order nos. E252 and E257.

'CENTIPEDE'

w/n 714 Withdrawn by 1936, and probably before the govt. takeover in 1922.

'POOLE HASABINTA'

w/n 752 Withdrawn probably before the govt. takeover in 1922. One source

says withdrawn by 1936 but gives no evidence. Some sources query the SS number, saying that 752 was an 0-6-0 for the MS&LR in England, but the index of railways and loco types (NBL070) in the Mitchell library clearly shows SS order no. 252 as a single 2-2-2 tender loco numbered 752 for Demerara, and as having originally been ordered as order 240 (but no progressive number) for S. B & Co. which then had a tank added.

2-4-0 d/w 46", cyls. 15x18", built by Neilson in 1857

Ordered for Demerara Railway. NB one list in Mitchell Library has cyls. as possibly 15x24". Clearly labelled in Neilson list at Mitchell Library (NBL070) as tender locos.

- | | | |
|--------------------|---------|---|
| ‘SCORPION’? | w/n 434 | Withdrawn by 1936, and probably before the govt. takeover in 1922. |
| ‘MARABUNTA’ | w/n 435 | Withdrawn by 1936, and probably before the govt. takeover in 1922.
The name is that of the local army ant. |

0-4-0T d/w 48", cyls. 12x17", built by Sharp Stewart in 1861

Ordered for Demerara Railway. Order no. E392.

- | | | |
|------------------------|----------|--|
| 1? ‘GEORGETOWN’ | w/n 1248 | Withdrawn by 1936, and probably before the govt. takeover in 1922. |
| 2? ‘MAHAICA’ | w/n 1249 | Withdrawn by 1936, and probably before the govt. takeover in 1922. |
- Rob Dickinson’s International Steam website has these as possibly withdrawn in 1899 and 1904, but gives no source for this.

0-6-0ST d/w 48", cyls. 12x17", built by Sharp Stewart in 1863, 1866, 1872 and 1878

Ordered for Demerara Railway Eastern Division, or for Demerara Railways. Order nos. E449, E502, E617, Supposedly nos. 8 and 6 had 12x19" cylinders.

- | | | |
|----------------------|----------|---|
| 3 ‘VICTORIA’ | w/n 1469 | New boiler and tank 1936. Scrapped 1936? |
| 4 ‘ALEXANDRA’ | w/n 1470 | Rebuilt as no. 33 ‘SIR GEOFFRY’, see below. Officially scrapped 1936? |
| 5 | w/n 1758 | Withdrawn 1904? |
| 6¹ | w/n 1789 | Withdrawn 1878? An 1872 loco was still in service in 1922, so the report of this engine’s withdrawal in 1878 might be thought incorrect. However, 6 ² had come into service in 1878 so the original surmise must be correct. It may be that some other old engine, not actually built in 1872/8, was still in service in 1922. |
| 7¹ | w/n 2250 | Cyls. 12x16". Lost at sea? |
| 8 ‘TINNE’ | w/n 2251 | Cyls. 12x16". Named after Chairman of company board in 1870s. New firebox and cyls. 1927. Oil fired by 1952. Withdrawn 1954. Scrapped 1956. |



When compared to the photos below, the loco above - 4 'ALEXANDRA' - displays a smaller bunker and shorter cab roof, no turbo-generator, and most importantly a domeless boiler with raised firebox.



Photo found on Colin Churcher's Flickr page at <https://www.flickr.com/photos/colinchurcher/28944483256>



From a postcard showing an accident to two of these Sharp Stewart 0-6-0STs in 1895. No further details are known.

0-6-0ST d/w 54", cyls. 12x16", built by Sharp Stewart in 1878

Ordered for Demerara Railway. Order no. E752.

7² 'CHAMBERS' w/n 2785 Cyls. 12x16". Withdrawn 1921?

6² 'CLONBROOK'

w/n 2786 Cyls. 12x16" or perhaps 12x19"? though unlikely. New boiler 1925.
Scrapped 1948.

1895 accident

August 6th 1895, collision between two trains – six fatalities.

2-4-2T d/w 60", cyls. 13x18" ic, built by Sharp Stewart in 1899 and 1900

Ordered for Demerara Railway. Order nos. E1118 and E1163.

9 'ABARY'

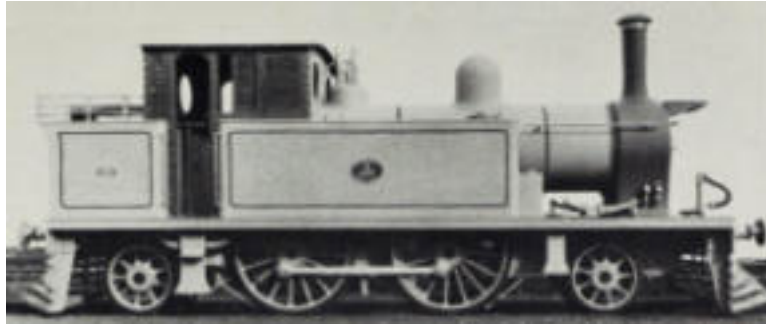
w/n 4462 Withdrawn 1954. Scrapped 1956.

10 'BERBICE'

w/n 4463 Withdrawn 1954. Scrapped 1956.

11 'BELFIELD'

w/n 4591



No. 9 'ABARY' as seen in a photo published in the Railway Magazine.

2-2-2T d/w 54", cyls. 8x14" oc, built by Sharp Stewart in 1899

Ordered for Demerara Railway Eastern Division. Order no. E1147. Cyls. not 8x12" as one modern list states.

1 'EZA'

w/n 4496 Scrapped 1956.





No. 1 'EZA' as pictured in a Railway Gazette article in 1954.

2-4-2T d/w 60", cyls. 13x18", built by North British in 1904

Ordered for Demerara Railway Eastern Division. Order no. L? Presumably built to Sharp Stewart drawings as for nos. 9-11.

2² 'MAHAICA' w/n 16181 Oil fired 1955. Scrapped 1956.

0-6-0ST d/w 48", cyls. 12x17", built by North British in 1904

Ordered for Demerara Railway. Order no. L?

5 'GEORGETOWN' w/n 16331 May later have been renumbered **20**. Condemned 1925, which is surprising after only twenty years in service. Maybe there had been an accident.



An NBL builder's photo which confirms that this loco was originally no. **5**, though other lists have it as no. **20**.

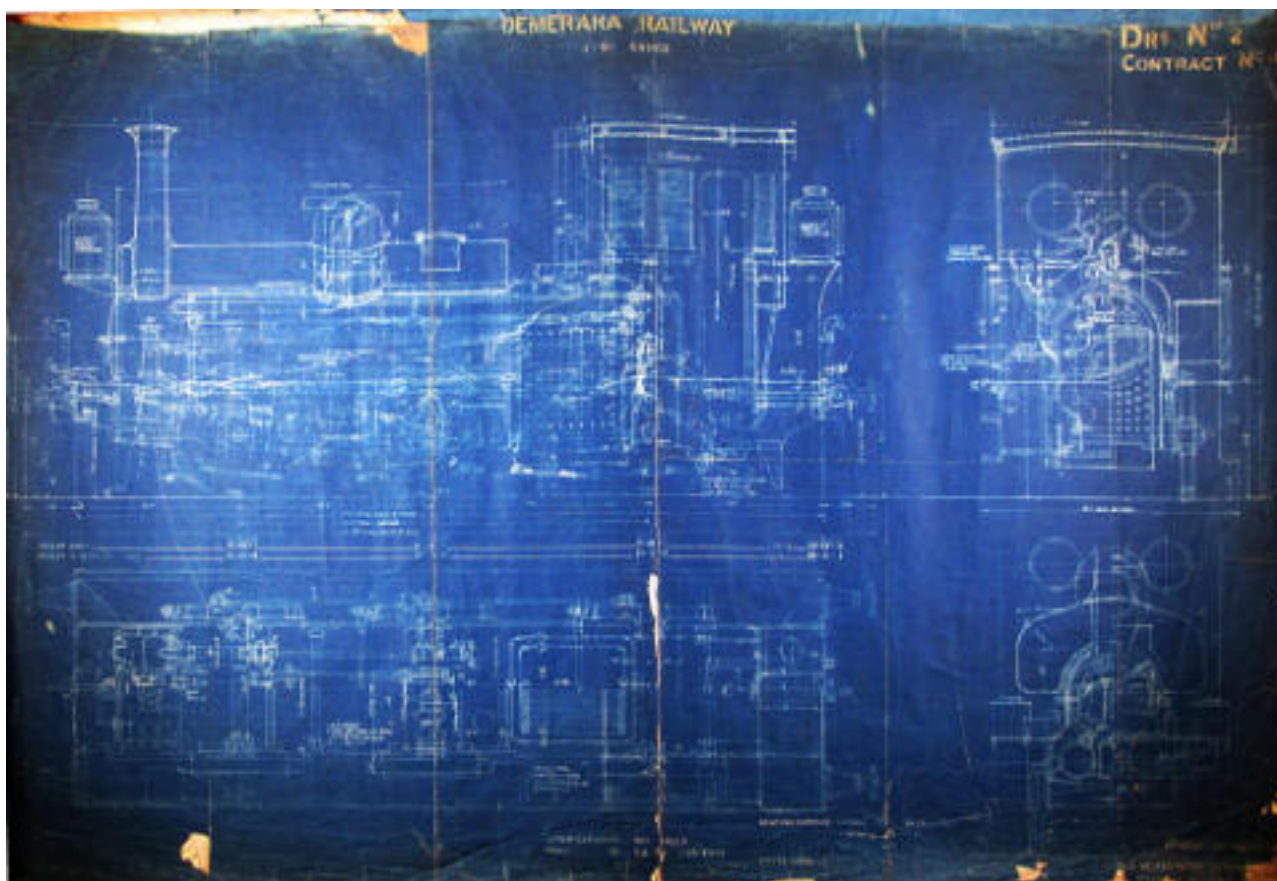
Directors' report April 1905

Expenditure on two new locomotives and three new boilers was mentioned.

0-6-0T d/w 48", cyls. 12x17", built by Hawthorn Leslie in 1920-1

Ordered on 25th July 1919? for Demerara Railway Co. via Crown Agents, British Guiana. Delivered 22nd August 1921. Cyls. possibly 12x19"?

12 'MAHAICONY' w/n 3442 New firebox 1925. Scrapped 1956.



GA drawing found in Hunslet archive at Statfold Barn Farm, Staffordshire, England.

The fleet in 1922

The ubiquitous 1927 American report [3] reported that in 1922 when the railway was taken over by the government, there existed sixteen engines on the entire standard and 3' 6" gauge combined system. The construction dates were listed, and these are set out below together with guesses as to each loco's identity.

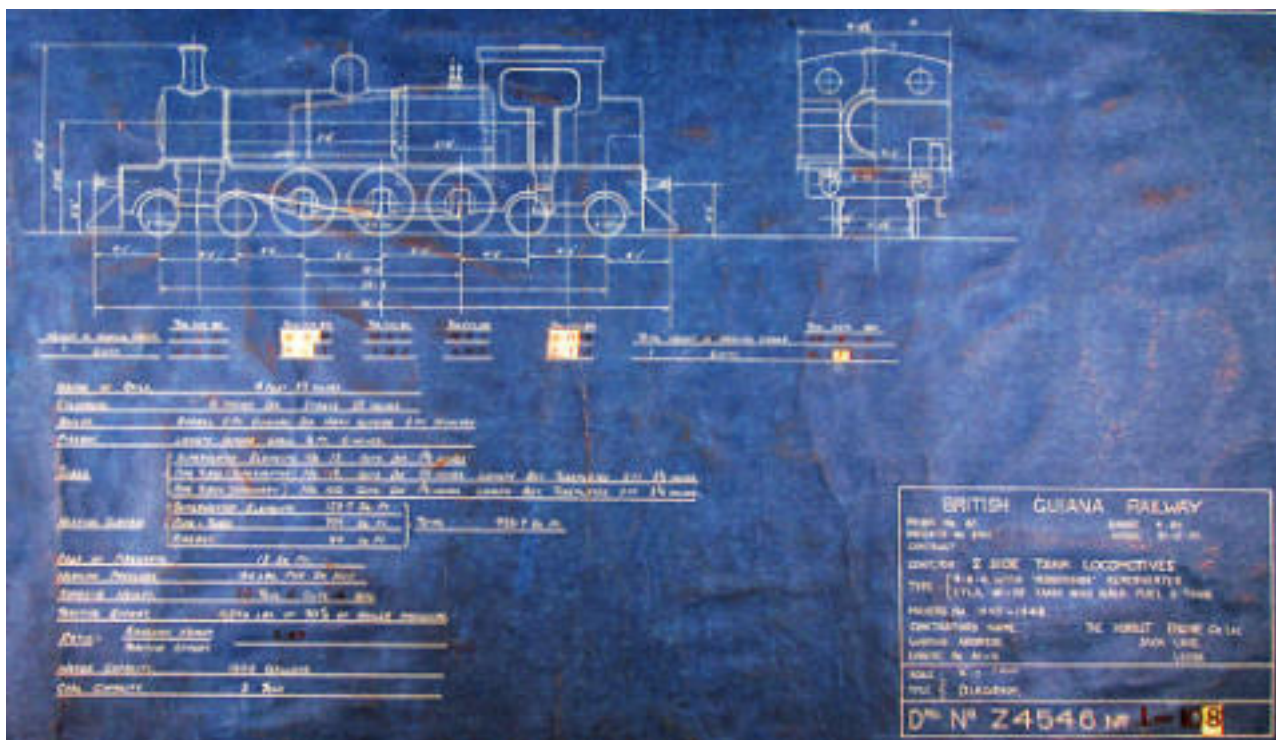
1 built in 1863	3 'VICTORIA' or 4 'ALEXANDRA'. Certainly both were in existence in 1922.
1 built in 1872	Uncertain. The only actual 1872 loco, no. 6¹ , had been withdrawn by 1878 for some reason.
2 built in 1878	8 'TINNE', 6² 'CLONBROOK'
4 built in 1899	1 'EZA', 9 'ABARY', 10 'BERBICE', and West Coast Railway 3 'RUSSELL'
3 built in 1900	11 'BELFIELD', and West Coast Railway 1 'LUARD' and 2 'CORALINE'
2 built in 1904	2² 'MAHAICA' and 5 'GEORGETOWN'
1 built in 1915	West Coast Railway 4 'EGERTON'
1 built in 1921	12 'MAHAICONY'

4-6-4T d/w 48", cyls. 16x22", built by Hunslet in 1924 and 1946

Ordered for Demerara Railway (first 2), and British Guiana Government Railway (last 2). The first two were super-

heated originally, but the final two were built to use saturated steam.

- | | | |
|-------------------------|----------|--|
| 30 'SIR WILFRED' | w/n 1447 | Rebuilt 1955-6, with new unsuperheated Hunslet boiler. |
| 31 'SIR GRAEME' | w/n 1448 | New unsuperheated Hunslet boiler fitted 1944. Oil-fired by 1952.
Cyls. sleeved to 14x22" in 1934? |
| 34 'SIR GORDON' | w/n 3386 | Into service 1947. Oil-fired by 1952. |
| 35 'SIR JOHN' | w/n 3387 | Into service 1947. Oil-fired by 1952. |



A weights diagram for these engines, as found in the Hunslet archive at Stafford Barn Farm, Staffordshire, England. A similar diagram is available in the Crown Agents microfilm archive at the NRM, but is much more difficult to copy.



Note the Argentine-style fold-up buffers to minimise the risk of animals hit by the loco being caught in place rather than flung off to one side.



Clearly the fold-up buffers were indeed put out of the way when hauling trains, and you will also note the fitting of a conventional boiler tube cow-catcher rather than the steel plate type illustrated in the first photo.

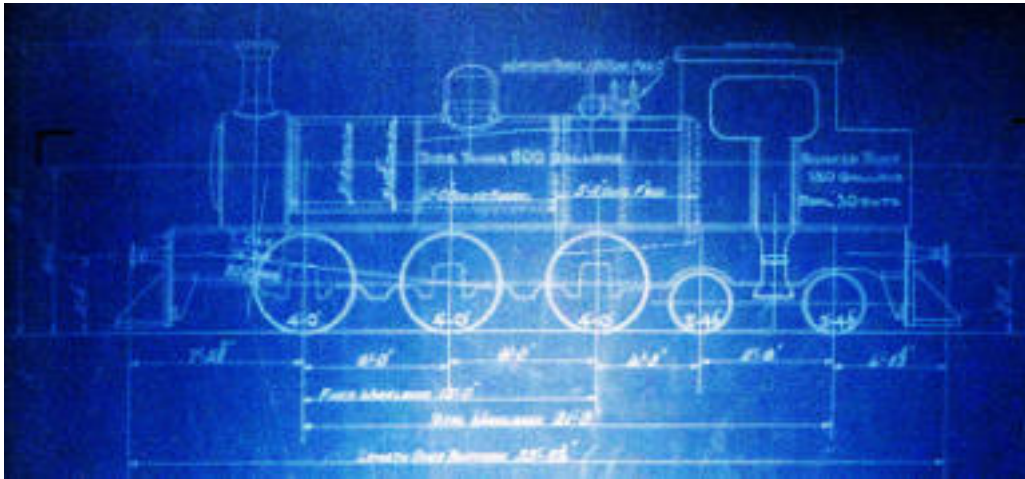


0-6-4T d/w 48", cyls. 14x20", built by Hunslet in 1931

Ordered for

32 'SIR EDWARD'

w/n 1676 New Hunslet boiler 1936 (?), oil-fired by 1952. Scrapped 1956.



Whilst no photo of the solitary 0-6-4T has yet been found, this diagram on microfilm is amongst the Crown Agents' reels at the NRM in York.

0-6-0ST d/w ?, cyls. 12x19", rebuilt at Georgetown in 1936 and 1947

Were originally Sharp Stewart 1470 DR no. 4 'ALEXANDRA', and SS 2786 DR no. 6 'CLONBROOK', rebuilt locally with parts from NBL in the UK in 1946, possibly including new frames.

33 'SIR GEOFFRY'

Later had 12x17" cyls. which probably means that wheels had been replaced with a set from an earlier 17" 0-6-0ST. Rebuilt as tender loco?

36 'DONKEY'

12x19" cyls. Into service 1947, oil-fired by 1952. Rebuilt as tender loco?



Two photos of no. 33 'SIR GEOFFRY'.





'DONKEY' at Georgetown in 1970, giving the lie to suggestions that it latterly had been rebuilt as a tender loco. Photo by Dr. D. A. Down from IRR issue 93 in June 1982.

Number of engines in 1938

An article in the *Railway Magazine* in August 1938 reported that twelve locos were in use.

11.1.2 The Demerara Railway's West Coast Railway

Background

Gauge 3' 6". Eighteen miles from Vreed-en-Hoop to Parika. Dieselised 1955? Closed 1972.

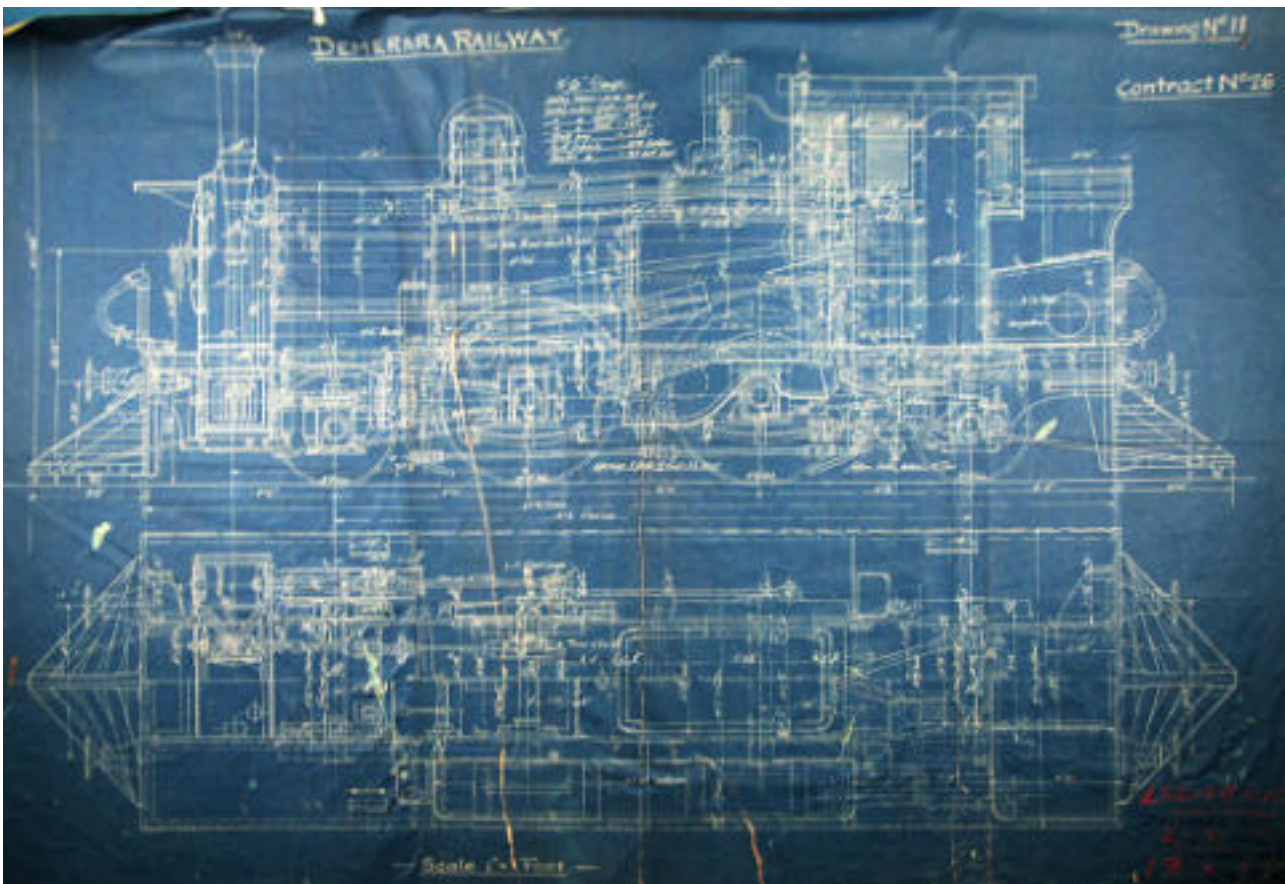
2-4-2T d/w 54", cyls. 13x18", built by Sharp Stewart in 1899 and 1900

Ordered for Demerara Railway. Order nos. E1117 and E1178. Weights rose later, possibly owing to replacement boilers.

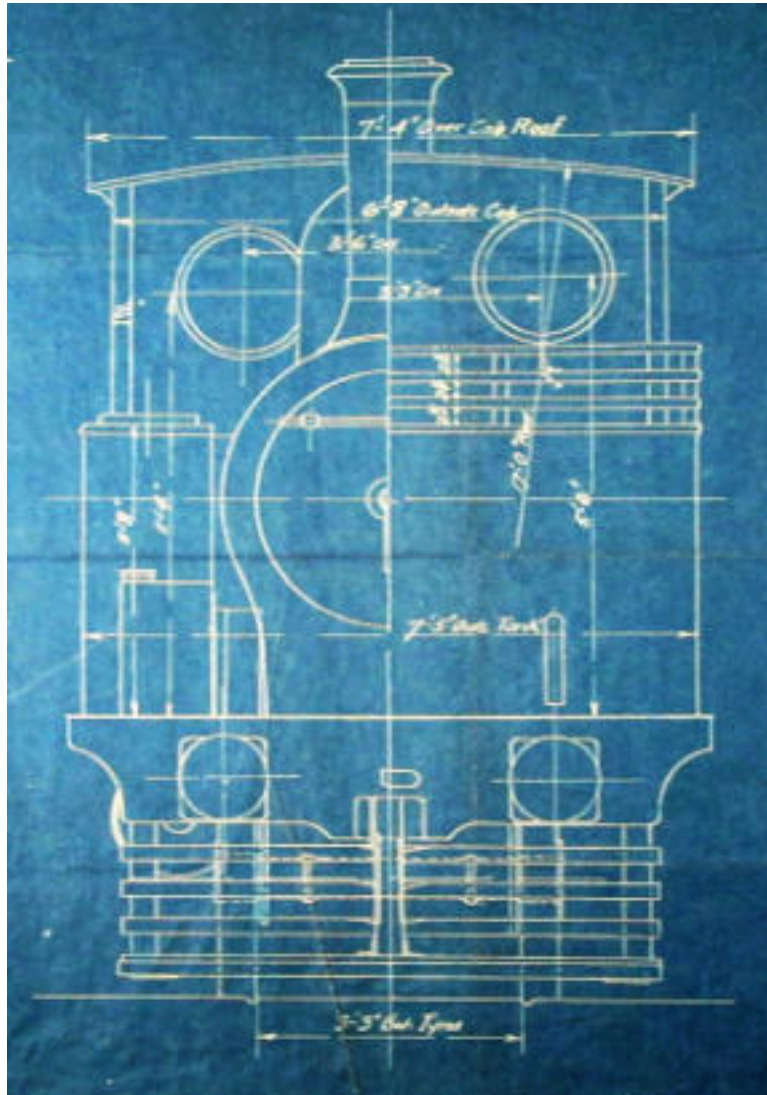
3 'RUSSELL'	w/n 4461	Scrapped 1956.
1 'LUARD'	w/n 4708	Scrapped 1953.
2 'CORALINE'	w/n 4709	Scrapped 1946.



This was West Coast Railway no. 3 'RUSSELL' as seen in a Sharp Stewart builder's photo.



These drawing are in the Hunslet archive at Statfold Barn Farm in the UK.



0-6-0T d/w ?, cyls. 14x20"oc, built by Bagnall in 1890/1891

Ex Barbados General Railway, purchased in 1898 for construction trains at the time that the BGR was regauged to 2' 6". Probably scrapped or sold in 1901. Names and numbers shown were as on the BGR. It is not known whether they retained them on the WCR. NB The Bagnall list by Allan Baker and Allen Civil suggests that the builder's numbers should be the other way round.

- 6? 'St. PHILIP' w/n 1310
- 7? 'St. ANDREW' w/n 1308

A boiler explosion in 1906

The Railway Times of April 7th 1906 (p462) reported as follows:

forward sooner or later, and we did get it when things quieted down. Then I ought to say that during the current half-year we had an unfortunate accident on the west coast owing to the boiler in one of the engines exploding. We regret very much that the driver and fireman on the engine were both killed and three other men were seriously injured. The causes of the accident are under investigation by the proper authorities, and it would not be right, therefore, on my part at this time to enter into an explanation, but I may say that upon the information we possess at present we are satisfied that none of our responsible officers are in any way to blame.

There was a later reference to the accident in the same journal for October 20th of that year (p408), but it added nothing to knowledge except in so far as it implied that the locomotive concerned had since been repaired. However, the

subsequent half-yearly report of the directors, p409 in *The Railway Times* on April 20th 1907, reported as follows:

carried.

Before passing on to the net revenue account I will tell you about this boiler explosion. The accident happened on January 30, 1906, and took place at Greenwich Park, being the western terminus on the West Coast Railway. The engine-driver and stoker were killed and three men who were assisting in watering the engine were injured. Claims at the instance of the three men who were injured were made against the company, but the amounts of which were not considered reasonable, and the whole question of the company's liability and the amounts became a matter for judicial determination. In the colony they have no statutory law similar to that laid down by the Workmen's Compensation Acts in this country, but the employer is liable in damages for injuries to a workman where these injuries are caused by the neglect or default of a fellow-workman. In the opinion of the directors this unfortunate occurrence was a pure accident, for which no one could be held justly responsible. The engine and boiler were only a few years old, and there was no reason to suspect the weakness which it was subsequently discovered was the direct cause of the explosion. The court, however, took a contrary view and held that there had been negligence or fault on the

New boilers in 1909 and 1910

The replacement of a boiler reported in *The Railway Times* of April 24th 1909, with another being mentioned in October 1910 .

2-4-2T d/w 54", cyls.13x18", built by Hawthorn Leslie in 1915

Ordered on 21st September 1914 for Demerara Railway Co. Side and rear tanks totalling 1000 gallons. Delivered 12th June 1915.

4 'EGERTON' w/n 3094 Scrapped 1953.

Presumably there may also have been a loco no. 5. Unless the number 6 and 7 surmised for the early Bagnall engines were those that they had arrived with from Barbados.

1924 data from the US report

This volume reported that at the end of 1924 the railway had four locomotives. *A Railway Magazine* article in August 1938 said the same.

Proposed dieselisation in 1940

Correspondence in file CO 111/771 at the National Archives at Kew in west London, suggests that four Baguley ic-engined locomotives were to be purchased to replace the steam engines. However, it seems likely that wartime difficulties prevented this.

Colonel Kenneth Cantlie's post-war report

Source [10], Colonel Cantlie's 1952 summary, comments as follows:

On the West Coast Line there are three small 2-4-2/T Tank Locomotives of 3'6" gauge built by the North British Locomotive Company in the late '90s. Unfortunately their boilers are decrepid and replacement boilers are hard to get and likely to be expensive. Mr. Mitchell now favours accepting a proposal of the American firm, Cummins G.E.C., to replace the boiler and cylinders by a Diesel Engine and gear box using the original under-frames. The American offer includes conversion charges by their own staff for less than £40,000 per locomotive, and is under consideration.

11.1.3 Sproston's Demerara Essequibo Railway (The DER)

Background

Gauge 1 metre. 18¾ miles long. Built 1895 to link the Essequibo and Demerara rivers and to bypass various river rapids on the way to the Potaro goldfields. It ran from Wismar on the Demerara to Rockstone on the Essequibo. See <https://guyanathenandnow.wordpress.com/2011/11/06/the-demerara-essequibo-railway-der/> for more detail. Closed 1940s.

0-6-0T d/w 34", cyls. 10x18", built by Avonside in 1896, 1897 and 1898

First and last ordered for Sproston Son & Co., second for Essequibo Railway, Demerara.

'WESTON' w/n 1369

'OMAI' w/n 1385

'CONAWAROOK' w/n 1390 NB Name not 'CONAWAROCK' as in SLS file WL8733-3.



Watching the British Pathé film from which this still was taken clearly demonstrates that this loco was an 0-6-0T.



This might well show the same type of loco as was seen above, but if so it looks as the the cab upper backplate has been removed.

Plus two more locomotives unknown.

1924 data from the US report

This volume [3] reported that at the end of 1924 the railway had five locomotives, but no clues as to the identity of the fourth and fifth have yet been found.

11.1.4 A. P. Bugle at Demerara

Background

2' 0" gauge.

0-4-0ST d/w ?, cyls. ?, built by Kerr Stuart in 1913

Ordered for

Wren class

'MAIPOORI'

w/n 1248

(2-ft. gauge with wide flanges to operate on wooden rails) was shipped to Demerara on 22 Nov. 1912. It was returned to KS by June 1914 and following alterations to make it suitable for normal 600 mm gauge track sold to the City of Santos Improvements Co., Brazil.

11.1.5 Port Mourant sugar plantation

Background

? gauge. Five miles of track. The Albion sugar estate merged with Port Mourant in 1953.

??T d/w ?, cyls. ?, built by Fowler in 19??

Ordered for ?? Supposedly 12 ton locos.

‘?’ w/n ?

‘?’ w/n ?

Number of locos unknown.

Other sugar mills

The Guyana Sugar Corporation has had a number of mills on the Guyanese coast. Most of the cane was brought in by boat along a multitude of drainage canals but there may have been other railway systems too. Blairmont Mill, south of Rosignol, certainly had Plymouth diesels on 3' 0" and standard gauge. Half a mile of the latter gauge is still in use. It had taken over processing from earlier mills at Bath and Providence which closed in the 1920s. There had also been a Rose Hall Mill in this area.

The old Skeldon Mill dating from 1890, on the west bank of the Corentyne River also had rail tracks and at least one diesel loco. Other locations include the Wales Estate and the Uitvlugt estate both on the west bank of the Demerara river. The latter operation began in 1871 and in 1981 was merged with the former Leonora estate.

Other estates operating in the 1960s included Diamond, Enmore, Lusignan, Houston, LBI, Ogle, Lochaber, and Versailles, but not all will have had their own mills.

In *The Sugar Cane*, April 2nd 1883, p180 [<https://babel.hathitrust.org/cgi/pt?id=nyp.33433008135372&view=1up-&seq=196>] is a reference to the Hampton Court sugar estate having a loco. The same article summarises the facilities of each estate on the Essequibo coast, and continues on pages 243-8. See also pp 486-492 and 529-542 and 580-592. No obvious references to railways were spotted on a quick skim through.

Pages 232-7 of the same volume has a substantial illustrated general article on sugar cane tramways.

Source [5] stated that in 1927 there were nine miles of railway within sugar plantations. A map in the same document also showed a railway of some kind at Blairmont on the Berbice river south of Rosignol (see mention of this location above).

11.1.6 Demerara Bauxite Co.

Background

3' 0" gauge and standard gauge. DemBa, at Linden. Owned by AlCoA.

In 1917 bauxite mining began at the Three Friends Mine and later at the Akyma mine, 8 miles south of Mackenzie, and later at the nearby Maria Elizabeth mine. In 1920 the first 3' 0" gauge railway was opened between Cockatara and the Three Friends Mine (about nine miles). U.S.-built four-wheel saddle tank steam locomotives were used.

0-4-0ST d/w ?, cyls. ?, built by an unknown US builder in ?

?

w/n ?



Whilst this photo of a US-built saddle tank on a passenger train was uncaptioned when found on the *Guyana - A Story of Pictures, Old and New* page on Facebook, the 'BC' letters on the carriage side suggest that this was a Demerara Bauxite train.



A still from a British Pathé silent film shows a saddle tank loco at the Three Friends bauxite mine 60 miles south of Georgetown and presumably somewhere near Linden. Note that these first two images are illustrating different locos. The second engine has a wider chimney, a bell in front of it, and narrower front spectacle glasses to the cab.



Another pic of an 0-4-0ST at the Three Friends Mine, this time from the American Geographical Society online archive. This loco has the same curved tops to the cab front spectacles as the engine in the first view above, and the same canvas window blinds and tilting roof vent.

2-6-0 d/w 50", cyls. 19x24", built by Porter in 1920

Ordered for Demerara Bauxite Co. Standard gauge.

2006 w/n 6456

0-6-0 d/w 36", cyls. 13x18", built by Porter in 1920

Ordered for Demerara Bauxite Co. Standard gauge. Copeland's list says cyls. were 14x20".

? w/n 6562

0-6-2T d/w 40", cyls. 14x20", built by Porter in 1924

Ordered for Demerara Bauxite Co. 3' 0" gauge.

2012? w/n 6857

2013 w/n 6858

11.1.7 Peter's Mine at Cuyuni-Mazaruni

Background

A number of railway lines had been planned in the mid-1920s, from either Bartica or a point across from Rockstone on the western bank of the Essequibo River, to the diamond fields to the west and south, but none of these were ever built.

Many inland mining operations used light railways. At Omai gold mines (1890s-1914) it was reported that the track was still in position in 1991. Peter's Mine (66 miles SW of Bartica) had a small 2' 0" gauge steam loco, it was used until the mine closed in 1909,

0-4-0WT d/w ?", cyls. ?", built by Krauss in 1901

Ordered by Hecht, Pfeiffer & Co., Berlin. Krauss type XIV.

'?'

w/n 4605

11.1.8 Georgetown harbour construction

Background

4' 8" gauge. A quarry was opened to supply stone for the new harbour at Georgetown. Sole source of information is article on Chaplin locos in *The Industrial Locomotive* issue no. 53, also [9].

0-4-0VBT d/w ?, cyls. 4¼ or 4½x9", built by Alexander Chaplin & Co. in 1861

Ordered by Colonial Government Engineer, via John Frederick Bourne (first) and Spence & Buddon of London (second).

'?' w/n 178
'?' w/n 244

11.1.9 Bosenquet Curtis & Co., Nonpareil Plantation

Background

Gauge unknown but very possibly standard gauge. Sole source of information is article on Chaplin locos in *The Industrial Locomotive* issue no. 53, also [9].

0-4-0VBT d/w ?, cyls. 7x14", built by Alexander Chaplin & Co. in 1874

After trial use elsewhere in UK (at Bedworth Coal & Iron Co.) was purchased on 18th February 1876 by Bosenquet Curtis & Co. for the Nonpareil Plantation, Demarara [9].

‘?’ w/n 1768 Was working here in March 1887 and new boiler ordered via Hogg, Curtis, Campbell & Co. in 1893.

11.1.10 Lusignan Plantation

Background

Gauge 3' 0"? Sole source of information is article on Chaplin locos in *The Industrial Locomotive* issue no. 53, also [9].

0-4-0VBT d/w ?, cyls. 5¼x11", built by Alexander Chaplin & Co. in 1883

Ordered through Chaplin's London branch via Hogg Curtis Campbell & Co. for Lusignan Plantation, Demarara.

'?' w/n 2304 New boiler ordered in 1893.

11.1.11 Proposed railway to the interior 1913

Background

Source [7] is a short thirty page preliminary report by a Mr. E. M. Bland, made after a reconnaissance trip to the interior during 1913. In this document he summarises previous proposals, sets out a possible route for detailed survey, and specifies the standards to which a railway should be built. These last paragraphs include an estimate of the locomotives which might be needed, hence the inclusion of a mere early proposal here. At present I have no idea whether this scheme proceeded any further.

The text below has been copied *verbatim* from Mr. Bland's report.

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British Guiana.

COMBINED COURT.

ANNUAL SESSION, 1914.

REPORT

BY

E. M. BLAND, ESQUIRE,

ON

RAILWAY TO THE INTERIOR OF BRITISH GUIANA.

Printed by the Authority of His Excellency the Governor.

GEORGETOWN, DEMERARA :

"THE ARGOSY" COMPANY, LIMITED, PRINTERS TO THE GOVERNMENT OF BRITISH GUIANA,

1913.

COMBINED COURT No. 736.

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Former railway projects

11. In reviewing the different proposals and surveys which from time to time have been made for railways in the country the following points should be borne in mind.
12. As long ago as 1896 an engineer was engaged to undertake the survey of a railway from Kartabo Point near Bartica to the interior of the North West District in a general westerly direction, the idea being to establish communication with the upper reaches of the Mazaruni river which were understood to be navigable for a considerable distance for light craft. The work was carried out under difficulties and a report submitted by the Consulting Engineer in London which tended to show the impracticability of constructing any such line. A 2ft. 6ins. gauge was proposed for the first 35 miles, then a road for a further 80, at a cost for the railway which was prohibitive, amounting to £6,239 per mile, or a total of £218,000. This line would have been of small benefit to the colony only opening up some very scattered gold areas. The country was extremely rough and broken up into innumerable valleys with intervening high hills.
13. During 1904, on the suggestion of the then Governor, an attempt was made to obtain a cattle track from Potaro to the Southern Savannahs and an officer detailed to examine the route. A commencement was made on a line from the mouth of the Konawaruk river in a general south-easterly direction while later on in the same year a flying survey was made from a point near Tirke, on the Rnpununi Savannah, via the Echilebar river and Arnik to the Kaieteur Plateau ; the reports submitted on these two proposals were unfavourable, more especially as regards the latter which crossed the Pakaraima Mountains and was considered impossible.
14. In 1910 a sum of money was voted for the survey of a railway to the Potaro and Konawaruk districts and an engineer was engaged in England for this purpose, the idea being that the existing West Coast Railway was to be continued and a crossing of the Essequibo provided near Bartica or Rockstone ; from which point the watershed between the Essequibo and Mazaruni rivers would be followed until a suitable point was reached to leave it and cross the Potaro and proceed to Konawaruk.
15. The railway proposed was to be metre gauge.
16. This survey was partially carried out and a report submitted which on the line surveyed worked out at a very heavy cost—some £7,500 per mile for a total distance of 98 miles—while no provision whatever was made for crossing the Essequibo River by either a bridge or ferry. The report and plans show that a mistake was made in adhering strictly to the watershed between the Essequibo and Mazaruni rivers, which in some places reaches an elevation of 1,000 feet. In fact the Engineer states in his report that he is of the opinion that the best line to be obtained would be to keep in the valley of the river (Essequibo). It seems the more extraordinary therefore that the survey should have proceeded on the lines indicated. A rough reconnaissance and walk through the country along the water-shed should have shown the impracticability of a railway so situated and a good deal of unnecessary expense saved.
17. From Tumatumari where it was proposed to bridge the Potaro River a flying survey only was made, and the report submitted was not favourable, the country being very rough and broken up with deep ravines while numerous creeks had to be crossed and the intervening watersheds between each, which here reach considerable heights, climbed. The length of the latter section was estimated at 33 miles.
18. Generally speaking a railway so situated would have had many dis-advantages. To begin with, a bridge across the Essequibo at Rockstone or Bartica (which would have to be built eventually) would be a very long and consequently an expensive work. The country to be traversed was very difficult and the area to be opened up small. The line paralleled the Essequibo River, which is navigable by launches for some 60 odd miles and on which timber is being brought down from the very country through which it was proposed to take the Railway. Easy access to Georgetown was not obtainable necessitating at least two transshipments provided the West Coast line was to be utilised and until the Essequibo bridge was built.
19. Any extension beyond Konawaruk with the idea of a trunk line to the far interior would have led into most difficult country, even if not altogether impossible, as the Pakaraima Mountains would have to be negotiated and the expense in doing this would be quite unjustified in view of the light traffic to be expected for several years after completion.
20. Other proposals by private individuals or firms have recently been made to construct a trunk Railway to the interior, but in each case the concessions asked for were excessive and to date no definite Railway construction policy has been outlined.

Description of proposed route

37. The northern terminus can be situated at either Georgetown or near Wismar but I am inclined to favour the latter place to begin with. Undoubtedly it would be a great convenience to have the Railway from Georgetown. It is the centre of population and the business community of the colony. Access from there is easily had along the coast to New Amsterdam and Parika by the existing Railways. The inducements to travel will be much greater if people can step into the train at their doors while in the event of a large cattle industry being established cold storage facilities would undoubtedly spring up in which carcasses would be kept until the arrival of a steamer to take them away.

38. Good wharfage with deep water is to be had just above the Demerara Rowing Club's building which is only some three quarters of a mile from the market square and is served by the tramway, thus rendering it accessible to all parts of the city, while ocean steamers will save 130 miles of river navigation and consequent demurrage.

39. Direct access will also be had with the mail boats and excursions can be run in connexion with same to Kaieteur and the interior.

40. Construction could be commenced at both Georgetown and the point where the line crosses the Demerara River.

41. Against these advantages, however, it must be remembered that the line would parallel an existing waterway for 65 miles on which communication is already well established and from which little or no local traffic could be expected. If the Demerara River is crossed at the head of navigation all bulky freight such as timber, grain, etc., would be off-loaded and shipped from there. The location of the railway would necessarily have to be kept well back from the river bank but even then a lot of low land would be crossed and the bridging would be heavy. 42. Terminal facilities would be costly at Georgetown and land for the right of way would have to be expropriated for a greater part of the distance. 43. In all it is estimated that the extra cost of bringing the line to Georgetown will not fall short of £300,000.

44. If the proposed northern terminus of the line is placed between Christianburg and Wismar on the left bank of the Demerara River, good ground can be had here for terminal facilities with a splendid waterfront along which wharves can be constructed while at the back is a sand ridge eminently suitable for quarters and offices for the staff.

45. From this point the line would strike inland and climb up to the water-shed between the Demerara and Essequibo Rivers (which nowhere about here reaches a very high elevation) keeping a general southerly direction, the Arisaru mountains, which are really only a low range of hills, would be crossed at a point some 3 to 5 miles to the east of the Essequibo River where a break in them occurs. Continuing along at a distance of 3 miles or more back from the Essequibo the Mariwa creek should be crossed as close as possible to its mouth in order that the line may be taken to the vicinity of the Potaro mouth so that it can cater for the traffic of the Konawaruk and Potaro districts. In connexion with this it would be of great benefit if the line could be taken down to the bank of the Essequibo River to enable freight and passengers to be loaded directly into boats from the train. It would also have this advantage, that if a line is ever built up the Potaro River to Kaieteur the crossing of the Essequibo could be made just above the confluence, where rock foundations would be obtained, and on up the right bank of the former river. Owing, however, to the short time at our disposal the question as to whether this is possible could not be definitely decided and it is a matter for the survey party to go into. I have, however, shown the line going down to the river's edge and the alternative route in a dotted line the latter involving a branch some 12 miles in length. This branch should be avoided if possible even at the expense of slightly lengthening the main line. A short branch is expensive to work ; it means the upkeep of staff necessary for two stations, the stabling at the junction of an engine and passenger stock to work the branch which is never fully employed and is comparatively speaking out of control, while the benefits of having an important station (as this will prove to be) on the main line are very great and in view of future extension to the west it should be done if possible.

46. A rough approximation of the two gives the length of the thick line going via the Essequibo River as 55 while the dotted line including the branch is 572 miles. The saving on working expenses makes the former project the more desirable even if the latter was shorter. Against this, however, it must be recognised that the dotted line would open up a greater area of forest land and this point would have to be duly considered on completion of the survey.

47. From here the line continues to skirt the right bank of the Essequibo River passing to the east of the small range of

hills just above the mouth of the Akaiwana creek. From this point the line would run due south to the Kurupu-kari rapids where the Essequibo would be crossed by a steel bridge on concrete piers. Taking a bend to the west it would then follow the Burro-Burro river keeping however well back to avoid crossing any large streams, until the hills behind Annai are reached and the first savannah entered. Continuing almost due west and crossing the Mora creek close to its confluence with the Rupununi, the line would then proceed to the Ireng river, terminating on some high ground a few miles above its mouth or junction with the Takutu, from which point it is navigable for a large part of the year to Manaos and the Amazon.

Rolling stock

179. in order to complete the construction of the line in as short a time as possible the following will be necessary, as well as to work it after completion :-

- 8 main line tender engines.
- 3 heavy tank engines (can also be used for shunting).
- 2 light shunting engines.
- 70 platform bogie trucks.
- 70 lowsided „
- 10 covered goods
- 8 bogie brake vans.
- 5 third-class carriages.
- 3 first-class carriages.
- 2 Officers' saloons.
- 1 10-ton break down crane (hand power).
- 1 5-ton travelling steam crane.

180. All of the above should conform to the Indian meter gauge standards, drawings and specifications of which can easily be obtained in England. In no case should the axle load be greater than 8 tons. In submitting specifications for the locomotives mention should also be made of the daily run expected of them after the line is completed. Also the maximum distance apart of watering stations.

181. In order that there may be sufficient number of covered goods trucks after the line has been completed to work the traffic, the platform and lowsided waggons should be so designed that they can have wooden tops fitted to them in the country. These could be supplied by the makers - in England and shipped out ready for erection when required. If 50 tops were supplied to begin with this number should be sufficient for immediate working and as the traffic increases more can be converted. These wooden tops should not be ordered at first but when the construction is nearing completion and in time to handle ordinary traffic.

182. Tops will also be required to form cattle trucks and these could be ordered at the same time.

183. In the design of these trucks special care must be taken to specify bogies of diamond frame pattern or else the swing bolster type which allows plenty of side play and enables the truck to keep on the road when running over 'a faulty piece of the line. Ten of these covered goods trucks should however be ordered at once, for conveying cement and ordinary supplies during construction. On the assumption that two up and two down trains per week will be all that is required to begin with and that it will take 36 hours to make the single journey stopping one night en route at the Essequibo crossing and the next at Ireng while it would start on the return journey next day arriving back at Wismar on the evening of the fourth.

184. To work to this schedule two trains and crews will be required and allowing 2 third and 1 first class coach on each with one of each in the shops, or standing by, the number of coaching stock necessary is arrived at.

185. The number of brake vans is necessary to work trains on construction and carry passengers during that period.

186. Two officers' saloons have been allowed for ; these should be of the simplest construction and the interior finish and fittings cut down to a minimum.

187. The cranes are necessary for breakdowns while the travelling one will also prove very useful for offloading heavy articles from the ships to the trucks both during construction and afterwards.

11.1.12 Unidentified customers in British Guiana

0-4-0VBT d/w ?, cyls. 5¼x11", built by Alexander Chaplin in 1870

Ordered via Wimshurst & Co., who sold many Chaplin locos, for Buddon Jennings & Co., Demerara.

? w/n 1254 Source [9] includes a puzzling reference to this loco being used on the GWR's Bristol to Radstock line in 1890-3, either meaning that it had been returned to the UK by then or that a mistake has been made somewhere.

A Jung 0-4-0T for a timber railway

Background

Gauge 2' 0". Location in British Guiana unknown.

0-4-0T d/w ?", cyls. ?", built by Arnold Jung in 1928

Ordered via Francis Theakston Ltd. for a timber line in British Guiana. Jung's type Sidon. 40HP, 6.6 ton.

'BIDFORD' w/n 4357

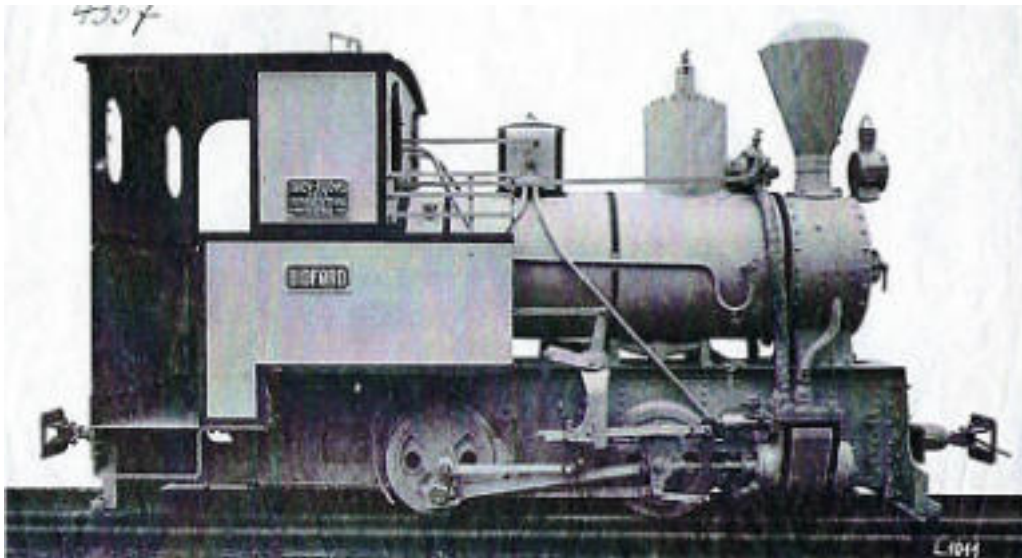


Photo from an article in *The Industrial Locomotive* issue 172, 2019.

Locos for sale in Demerara in 1901

Background

Gauge unknown. Roger West in IRR issue 211 of December 2012, drew attention to an advert. in the *Iron & Coal Trades Review* of 20th December 1901, reading as follows: "Contractors' plant, Georgetown, Demerara. For disposal by private treaty, consisting of 6-wheel tank locomotive, 13in. cylinder, 9ft 8in wheelbase. 4-coupled do, 7in cylinder, 4ft base by Black Hawthorn & Co. ... The whole is in excellent order and condition. Further particulars can be obtained of Edward Wells, Chartered Accountants, 66 Coleman Street, EC." Roger West, who posted the paragraph, speculated that the four-coupled loco might have been BH 1153 of 1897 which had been sent abroad via Bolling & Lowe to an unknown destination. He wondered whether it had worked on some contract for, say, port or railway construction. That loco was 2' 0" gauge, which is compatible with the 4' wheelbase mentioned but less so for the six-coupled loco with its 9' 8" wheelbase.

0-6-0T? d/w ?, cyls. 13x? ", built by ? in ?

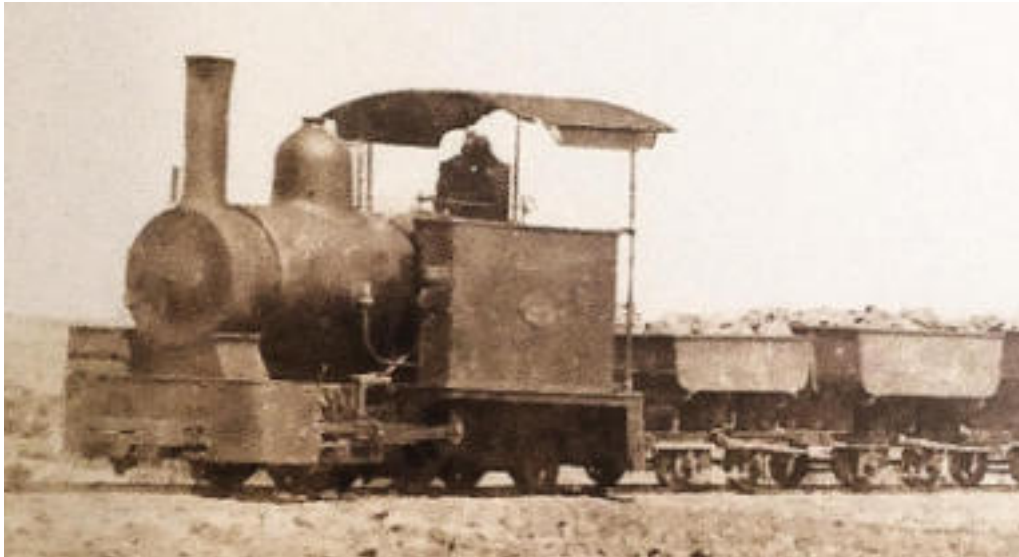
Ordered for ?

? w/n ?

0-4-0ST d/w 24", cyls. 7x12", built by Black Hawthorn in 1897

Ordered via Bolling & Lowe? for ?

? w/n 1153?



This unknown 0-4-2T has a vaguely Bagnall look to it, but the location is unknown.

11.2 Dutch Guiana (now Surinam) railways

11.2.1 Lawa railway

Background

Metre gauge. Sometimes known as the *Suriname Landspoorweg*, (*LS*), or previously the *Koloniale Landspoorwegen*. Built from 1905 to 1912 with the aim of opening up gold reserves. 107 miles (173 km.) long. In two parts separated by a cableway (later a ferry) across the river at Kabel. 11 locos reported in 1924 [3]. The railway closed in stages: beyond Kabel by 1930, beyond Brownsweg by 1964, and the remainder by 1988.

See <http://internationalsteam.co.uk/trains/surinam01.htm> for more details and reports of visits. The following description of the line is from that source: "A significant traffic for the railway until 1959 was aviation fuel in tank cars from the port at Paramaribo to the international airport at Zanderij. The railway had a fleet of one hundred bogie tank cars for this traffic. A worrying thought, especially with the trains being hauled by wood-fired steam locomotives.

The section from Paramaribo to Beekhuizen, the site of the railway's workshops and pier, and which included a swing bridge, was closed on 2nd October 1957, followed by the section from Beekhuizen to Onverwacht on 16th September 1961. A small open-sided shed was built at Onverwacht to maintain the rolling stock. From then on, passengers would first travel by bus to Onverwacht and change to the train.

At the other end, the section from Kabel to Dam was already closed in 1930, but the track was left in place and it reopened during World War II. In 1959, locals were still using trolleys to get around on that section. In the mid-1960s however, most of the area south of Brownsweg was flooded following the construction of the Brokopondo Dam. The section from Brownsweg to Kabel closed on 10th April. 1964.

From then on, the 86 km section between Onverwacht and Brownsweg remained in use mainly to serve the small village of Kwakoegeon, a gateway to the gold mining camps up the Saramacca River, and the Dutch military camp at Brownsweg. In May 1986, twice weekly trains still operated to Kwakoegeon to the following schedule: Mo/Fr Onverwacht 08.00 – Kwakoegeon 11.00/14.00 – Onverwacht 17.30. Shortly thereafter, the railway was closed (by 1988). Between 1994 and 1996, an attempt to turn it into a tourist railway was not successful. After that, the track remained in place and the surviving locos and rolling stock were stored at Onverwacht, where the small station building was still manned in May 2010.

Around 2012 however, the present (Bouterse) government scrapped almost everything that was left of the railway, which included all of the track between Onverwacht and Brownsweg and most of the rolling stock stored at Onverwacht."

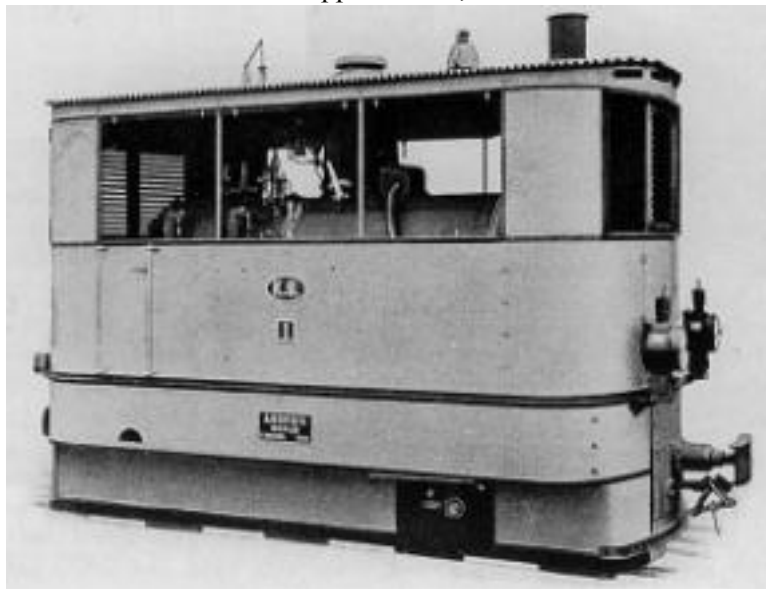


Photo from the Anthony Burgess collection uploaded to Flickr by Colin Churcher.

0-4-0T d/w ?, cyls. ?, built by Borsig in 1904

Ordered for Department van Kolonien at s'Gravenhage.

1	w/n 5339	Serviceable until the end [4].
2	w/n 5340	Serviceable until the end [4].
3	w/n 5341	Serviceable until the end [4].
4	w/n 5342	Serviceable until the end [4].
5	w/n 5343	Serviceable until the end [4].
6	w/n 5344	Scrapped earlier, before 1967.



The first of the Borsig tram locos as built. Photo from Trevor Rowe's The Railways of South America, and attributed to Uwe Bergmann's collection.

The topmost plate reads 'K.S.' for Koloniale Landspoorwegen.



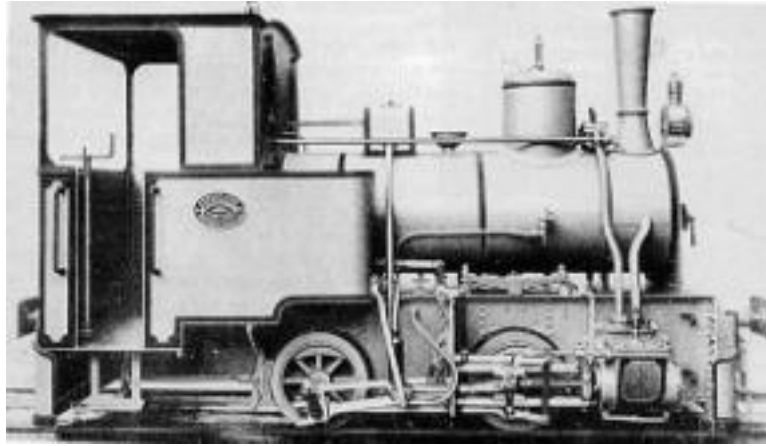
The plates on the side panel now read 'LS' (upper) and the loco's number, **4** (lower).

A Borsig builder's plate is below them on the skirt. Photo from the Anthony Burgess collection uploaded to Flickr by Colin Churcher.

0-4-0T d/w ?, cyls. ?, built by Jung in 1905

Ordered originally for Düsselwerk Ew. Schulze-Vellinghausen, Oberkassel near Düsseldorf. Used beyond the cable-way at the river crossing at Kabel. Thus designed to be taken apart so they could be carried across.

'MAABO'	w/n 820	Possibly preserved back in Amsterdam?
'KADJOE'	w/n 889	



'MAABO', Jung 820 as built. Photo from Trevor Rowe's *The Railways of South America*, and attributed to Uwe Bergmann's collection.



Jung 0-4-0T 'MAABO' with another of the Borsig tram engines, 5, behind. Photo from the Anthony Burgess collection uploaded to Flickr by Colin Churcher.

0-4-0T d/w ?, cyls. ?, built by Krauss in 1908

Ordered for "*Kolonial Eisenbahn Suriname*".

- | | | |
|--------|----------|--|
| 'DAM' | w/n 6074 | Plinthed in front of the District Commissioner's office. |
| 'GEGE' | w/n 6075 | Scrapped/dismantled before the closure. |



'DAM' as now plinthed. Photo from Rob Dickinson's International Steam website.

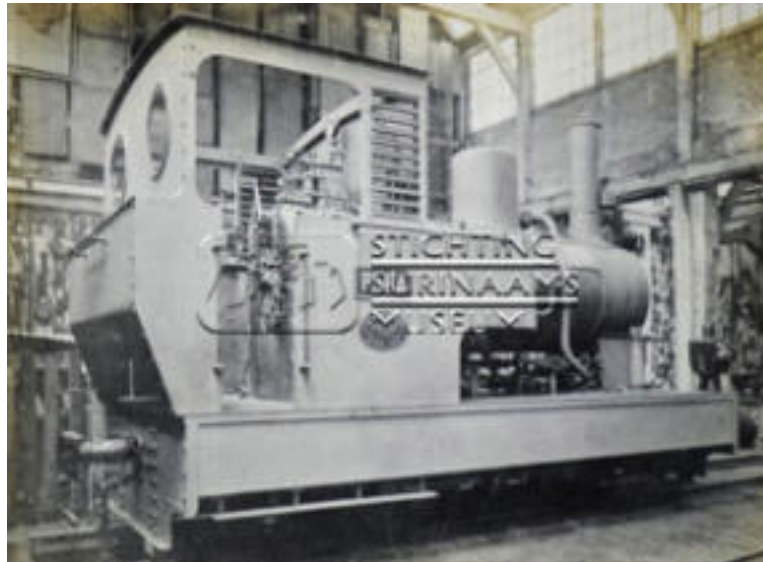
0-4-0 Tram d/w ?, cyls. ?, built by Backer & Rueb in 1916

Ordered for *Koloniale Spoorwegen*.

'PARA'

w/n 300

Serviceable until the end [4].



'PARA' seemingly in ex-works condition.



'PARA' as 'preserved'. Photo from Rob Dickinson's International Steam website.

The fleet in 1925

The US report says the fleet included eleven locos at that time. That matches the total of engines listed above.

The fleet in 1967 and in 2000

Rob Dickinson's International Steam pages include a page on Surinam at <https://www.internationalsteam.co.uk/trains/surinam01.htm> This includes a fleet list compiled by Geoff Todd in 1967 which has been utilised in building up the notes above, and photos taken by Pim van der Jagt in 2000.

11.2.2 Surinaamsche Bauxite Maatschappij later SurAlCo part of AlCoA, at Moengo

Background

3' 0" gauge, 15 km. long, later extended. Surinaamsche Bauxite Maatschappij, founded 1916, and later abbreviated to SurAlCo. 15 km route linking mines to processing plant and port at Moengo. Also internal 2' 0" gauge system. Another short-lived SurAlCo plant at Paranam operated 1939 to 1953, but may well have only used diesel power. The same goes for a Billiton aluminium plant at Smallkalden. This had 7km of metre or 3' 6" gauge opened in 1940.

0-4-0ST d/w 30", cyls. 10x16", built by Porter in 1927

Ordered by *Surinaamsche Bauxite Maatschappij*. 19 tons.

? w/n 7022

Probably other small US-built tank locos.



This photo taken at Moengo shows a side tank loco, probably American-built, and seemingly an 0-6-0 as the visible driving wheels appear to be too close together for it to be an 0-4-0.

11.2.3 The Marowijne Company

Background

Standard gauge, around 16 miles long. Commenced 1899, but failed by 1907. Intention was to exploit gold reserves near Marowijne river. <http://internationalsteam.co.uk/trains/surinam05.htm> explains reasons for failure. Equipment supposedly brought from US 5' 0" gauge railroads according to some sources, but puzzlingly the Baldwin list shows 4287 to have been built to standard gauge, as was the later Baldwin 0-4-0ST.

2-4-4T d/w 51", cyls. 11x18", built by Baldwin in 1878

Ordered for the Camden & Atlantic Railroad, as their second no. **1**, '**JOHN LUCAS**'. Renumbered as **501** in 1883. Sold in 1890 to E. H. Wilson of Philadelphia, PA, for Middletown Iron Works, Middletown, PA. Then to Bradley Mining Co. in Dutch Guiana and used for construction work. Railway not completed, and loco abandoned there.

'**JOHN LUCAS**' w/n 4287 Supposedly loco still exists at Pakira Creek.



A Baldwin builders' photo of the C&ARR 2-4-4RT '**JOHN LUCAS**'.



Supposedly a view of the Baldwin 2-4-4RT at Pakira Creek in the 1920s, though the cab roof looks rather different and there

is no sign of the domes [8].

0-4-0ST d/w 38", cyls. 12x18", built by Baldwin in 1901

Ordered by Robert H. Foerderer for the Marowijne Company. BLW class 4-18C no. 58. Spec. is in vol. 23 p225.

Lettering on tank to read 'MAROWYNE COMPANY' (sic). Radley & Hunter stack. No pilot, link & pin couplings.

2

w/n 18624

This loco also supposedly survives on a bank of the
Marowijne river.

11.2.4 Suikerfabriek Mariënborg

Background

1280mm gauge or 4' 0". First built by Cail in 1880, then a big new replacement mill was constructed by Werkspoor in 1922. See [www.http://internationalsteam.co.uk/trains/surinam04.htm](http://internationalsteam.co.uk/trains/surinam04.htm) for more information.

Also see *The Sugar Cane* issue of Oct. 1st 1884 p523-528 and 581-586. <https://babel.hathitrust.org/cgi/pt?id=nyp.33433008135398&view=1up&seq=540> The article talks of 10 miles of railway and three locomotives.

Oct. 1, 1884.

THE SUGAR CANE.

523

DUTCH GUIANA.

THE SURINAM CENTRAL FACTORY.

countrymen in Surinam, and an impulse to the cultivation of the sugar cane. The Company have no canes of their own, but grind the canes from different estates lying to the right and left of Mariënborg. At an immense expense they cleared all the bush through these estates and built a railway, putting up iron bridges over side lines and middle walks for the transportation of the canes to the factory. The total length of railway is about 10 miles, and it has been with the utmost difficulty that the dam for the rails has been made up and solidified. It is now, however, in first class order, well drained and covered with shell and other hard substance, and gives no trouble. The Company have three locomotives and 120 trucks, each truck capable of containing five to six tons of canes. At each estate there is a siding which runs alongside the navigation canal, and it is a very simple arrangement to throw the canes out of the punts and to pack them on the trucks. As soon as four or five trucks are loaded, down comes a locomotive and away they are carried to the factory at a speed of ten or twelve miles an hour. Each truck has its tare marked and there is an overman specially told off for weighing as the truck passes over

An extract from *The Sugar Cane* journal in 1884. The text has been cropped more-or-less to the section commenting on the company's railway.

0-4-0T d/w ?, cyls. ?, built by Cail in 1880 and 1881

Ordered for

? w/n 2091

? w/n 2130

0-4-0T d/w ?, cyls.?, built by Backer & Rueb of Breda in 1893

Ordered via *Nieuw Nederlandsche Handels-Maatschappij*.

1 'BEDJO' w/n 98 Replacement boiler fitted 1929. Withdrawn 1963.

0-4-0T d/w ?, cyls. ?, built by Krauss in 1900, 1901, 1905 and 1912

First two ordered by *Zuikerfabriek Suriname*, and remainder via *Figée & de Kruyff* of Amsterdam for same.

? w/n 4279 Type IV zo

? w/n 4285 Type IV zo

?	w/n 4583	Type IV zs
?	w/n 5348	Type IV bi
?	w/n 6667	Type IV by
?	w/n 6668	Type IV by

0-4-0T d/w ?, cyls. ?, built by Ducroo & Brauns in 1922, 1924 and 1925 and 1928

Ordered by *NHM* for *Suikerfabriek Mariënborg*.

?	w/n 1
?	w/n 54
3 'NGADIN'	w/n 55
?	w/n 58
?	w/n 59

One survives as a wreck at the Fort Nieuw Amsterdam museum.

0-8-0T d/w ?, cyls. ?, built by Ducroo & Brauns in 1928

Ordered by *NHM* for *Suikerfabriek Mariënborg*, majority via Figée & de Kruyff, Amsterdam. Names 'TITO' and 'WOGGRAN' according to one source, whilst Copeland's Guianas list says they became nos. 1 and 2 with one of them being named 'WONGSO'.

?	w/n 146
?	w/n 147

Additional info from Rob Dickinson's International Steam website

All of the steam locomotives were named after employees of the company. The two-axled locomotives were capable of hauling up to 30 loaded cane cars (4-6 t. each), while the two four-axled locomotives (named "Tito" and "Woggran") were capable of hauling 50. These last two were assigned to the longest line to Alkmaar (10 km).

One of the Du Croo & Braun 0-4-0Ts survives at Fort Nieuw Amsterdam, now an open-air museum at the junction of the Suriname and Commewijne rivers. At the gate, nobody knew about it and after we found it outside the moat, we first had to remove some of the vegetation in order to photograph it. Parts of other steam locos were seen at a scrap dealer in 2010.

Three photos

The following images show locomotives on, or in one case off, the tracks of the Mariënborg sugar refinery.



These first two pictures illustrate the same type of 0-4-0T loco, probably by Krauss or DuCroo & Brauns. The engine seen below on a train of cane, is numbered 8 on the rear cab panel and the side tank.



This third loco, seen having left the track somewhat spectacularly though still remaining upright, is slightly larger but would appear to be also an 0-4-0T.



Whilst this Backer en Rueb (Breda) 0-6-0T was not knowingly ordered for Dutch Guiana, it does have a number of very close similarities to the loco in the first two photos, including the cabside louvres, the outside Stephenson valve gear, the small forward-sloping valve chests, the live steam and exhaust pipes, and the spark arresting chimney. A number of these features were also to be found on Krauss locos of course.

11.2.5 Surinaamsche Houthandel & Zagerij Mij

Background

700mm gauge. The organisation named above was probably merely an agent. These may also have gone to the *Suikerfabrik Mariënburg*.

0-4-0T d/w ?, cyls. ?, built by Ducroo & Brauns in 1928

Ordered by

? w/n 169

? w/n 170



This is cropped from a postcard that was published in the late Christopher Walker's book *Latin American Railways in Historic Postcards*.

11.3 French Guiana railways

Source [6], published by the Foreign Office in London in 1920, mentions several unfulfilled railway schemes in French Guiana:

1 A coastal line from Cayenne to Saint-Laurent via Macouria, Kourou, Sinnamari and Mana, with “lines of penetration” branching off inland at intervals. This was proposed in 1887 by the President of the Conseil General.

2 A line proposed by M. David Levat in 1899. This would have run from Cayenne up the Comté valley to the goldfields of the Upper Approuague via Matoury, le Tour de l’Ile, Roura, la Comté, l’Orapu, Saut Bagot and Matarony, then branching to the Awa via the Inini valley, and to the Oyapok frontier. This would have involved 100 km. of metre gauge.

3 A state railway from Saut Tourepée on the Approuague.

4 A 1913 authorisation of a narrow gauge line from the Dégrad Cacao to the valley of the Inini, about 100 miles. Active light railways on the goldfields are also mentioned, including from the Hermina Rapid on the Marowyne to the Elysée concession, and a Decauville railway along the Lézard creek.

Other schemes are detailed in Rob Dickinson’s International Steam website, from whence the following info was found:

“5 In 1883, the colonial administration sold 1000 sq. km of savanna land at Kourou to the penitentiary administration at a preferential price, with the provision that a railway would be built to link Kourou with Cayenne (42 km), with an expected traffic of 12,000 passengers per year. In 1890 the project was abandoned by Governor Gerville-Réache, who deemed the existing road sufficient.

6 In 1906, a mission by two military engineers recommended the construction of a 160 km long railway between Cacao (a village 65 km south of Cayenne now almost entirely inhabited by Hmong refugees from Laos and their descendants) to supply the Inini goldfields. Cacao could be reached by small river steamers from Cayenne. The proposal failed due to the high cost estimates. In 1910, the proposal was revived by Bridges and Roads Dept. chief engineer Renard, who claimed that costs could be reduced by a third by building the line as a Decauville (600 mm gauge) railway. It estimated transport figures of 24,000 passengers and 6,000 tonnes of freight per year. With the start of the First World War, the project was forgotten.”

11.3.1 *Service de la Relegation*

Background

60cm gauge, from the Bagne (prison camp) de Saint-Laurent-du-Maroni to Maroni-St. Jean. This may well be the prison railway described in the 1927 US report as being run by *Chantiers Chavians* and having 12 km of line with two or three wood-burning locos that had been purchased in France. Source [6] describes this as running between Saint-Laurent and Saint-Jean, serving the factory at Saint-Maurice. Built apparently in 1897. The prison closed in 1946. “Another line, 22 km long, was opened from St-Laurent to the Charvein sawmill (northeast towards Mana). In addition a number of permanent and temporary branches were laid as required to various work and forest camps. Aside from the three steam locos, Asian buffalos were also used, while most single-car workings were powered by convicts, who either pushed the cars by hand or propelled them with bamboo poles.” Paragraph from Rob Dickinson’s International Steam website.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1889

Ordered by *Ministère du Commerce de l'Industrie et des Colonies, Service de la Rélégation, Guyane Francaise.*
'SAINT JEAN' w/n 65

0-4-0T d/w ?, cyls. ?, built by Decauville in 1889

Ordered by *Ste. de la Rele Gatin Guyana.*

‘MARONI’

w/n 67

0-4-0T d/w ?, cyls. ?, built by Decauville in 1901, 1908 and 1909

Ordered *Credit Foncier Colonial* for the *Chantiers Chavians* penal settlement?

‘FILLETTE’

w/n 333

‘?’

w/n 510

? May have gone to Guinée in West Africa.

‘?’

w/n 544

? May have gone to Guinée in West Africa.

0-4-4-0T d/w ?, cyls. ?, built by Decauville in 1892

Ordered for

‘TUMUC-HUMAC’

w/m 161

0-4-2T d/w ?, cyls. ?, built by Decauville in 1905

Ordered by *Ministere des Colonies*.

‘MANA’

w/n 447

‘?’

w/n 568

? May have gone to Guinée in West Africa.

Owned three wood-burning locomotives in the mid-1920s.



Two images showing Decauville 0-4-0TTs at St. Laurent in the 1920s. As published in *Baldwin Locomotives* at the time [8]. The tender also appears to bear a Decauville plate.



Surviving relics?

Paragraphs from Rob Dickinson's International Steam website:

“When the St-Jean pier was built, a steam locomotive was pushed by bulldozer into the Maroni River. There have been attempts to retrieve it, the last time in June 2009 by archeologist divers, but it could not be found so far. A “train” is also said to be abandoned somewhere in the jungle near Godebert, on the way to Charvein, it is however difficult to find out what is meant by that: a loco, a loco and wagons, wagons, a wagon, a length of track?”

11.3.2 *Société Nouvelle de Saint-Elie et Adieu Vat*

Background

50cm originally? and later 60cm gauge. Gold mining at Sainte-Elie, 100 km south of Sinnamary. Various earlier companies. Railway generally operated by mules or men. See <http://internationalsteam.co.uk/trains/frenchguiana03.htm> for more information. Loco reputedly purchased in mid-1920s but apparently may never have gone into service.

0-4-0T d/w ?, cyls. ?, built by Krauss or Max Orenstein in ?

Ordered by ?

? w/n ? Rob Dickinson's website says: "The small steam loco was flown out by helicopter in 1993 prior to area being flooded. It has since been sitting inside the Hydreco lab compound (the company which monitors the water quality of the lake) at the base of the dam, under a small roof. Although it is classified as a National Historical Monument, it is in very poor condition. According to the experts, it is thought to be either a very early 10-20 hp Krauss, or a copy of a Krauss by O&K predecessor Max Orenstein. As such it would be a candidate for the oldest preserved O&K in the World. Checking for any stampings proved impossible as the boiler is home to some very nervous bees."

Samuel Rachdi has written on this railway as follows:

A railway in French Guyana?

In 1873 rich gold deposits were found near Saint-Elie, about 100 km. From the Atlantic coast of French Guyana. To reach Saint-Elie and neighbouring Saint-Nazaire, which also had some gold deposits, a long trip by pirogues on the Sinnamary river up to Tigre creek was necessary, then the remaining 35 km had to be made by foot or by animal trekking.

So the Saint-Elie company decided in 1882 to build (a) narrow gauge railway from Tigre to Saint-Elie using rails of 5 kg/m and with a length of 28 km of tracks. With the financial help of (the) Saint-Elie and Dieu-Merci companies (the latter one involved Saint-Nazaire), construction of the line began in 1884 from Tigre to Nouvelle-France. Two years later construction reached Kilometre point 3.5 with rails, (and an) additional 15 km of embankment were terminated. But at this time the enterprise failed into a financial crisis, (the) Saint-Elie and Dieu-Merci companies fell into bankruptcy. The railway was sold to a company in France. Two years later construction continued and reached République station, (at) Kilometre 20 and the former animal trekking path was abandoned.

In the meantime a new Saint-Elie company had been founded (named Société nouvelle de Saint-Elie) which built the remaining line up to Saint-Elie station, 33.5 km from Tigre-Gare. The line needed 101 bridges, each of 4 and more metres long, and dozens of smaller ones. Sleepers and all bridges were built with wood only.

The railway helped sharply to exploit the gold deposits. All trains were animal powered. The tropical climate with its high humidity and heavy use of the line with up to 8 pairs of trains each day, loaded with industrial products up to 5 tons, got the line into disrepair within a short time. So trains became human powered with loads not exceeding one ton.

Between 1926 and 1953 all rails were replaced by new rails of 9 kg/m and it was expected to pull trains with a steam locomotive. Probably after world-war II a small steam locomotive was brought to Gare-Tigre, but was never put on the rails. Until today this locomotive remains, partly dismantled and completely covered by rust, at the (disem)barcation pier. It was probably a Decauville steam locomotive or similar. Until the end of the new Saint-Elie company 32 men were responsible for pushing the small wagons up the line. Whilst the line was relatively flat between Gare-Tigre and République, it has steep gradients from the latter station to Saint-Elie. In 1956 the Saint-Elie company ceased operation and gold extraction has been let to adventurers.

In 1982 the railway was still in operation. The 50 cm narrow gauge line has lost many rails, which have mostly been replaced by wooden structures. Bridges were only repaired after collapsing and most sleepers have been dissolved. The owner of the store at Saint-Elie has equipped one of the small wagons with a gasoline motor, type 'Bernard', (and) a few other wagons remained in operation by human power, at least 8 men pulling the wagons. From Saint-Elie wagons descended by gravity. Gare-Tigre has the only building, a hall, which was planned as a workshop, but which serves as a warehouse for arriving goods, before they are unloaded to pirogues.

In 1984 it was reported that about 20 bridges were in 'good condition'. In 1985 a US company was interested to exploit the gold deposits near Saint-Elie and it was planned to build a road through from the coast to this small town. Would this be the end of this railway?

A timetable has never existed and in 1984 the line was operated still some times each month (up to 7 trips a month). Could anyone tell what has happened since then?



An expedition in 1987 reached St. Elie along the old railway track. This photo is one displayed at <http://crisfoto.canalblog.com/archives/2007/05/16/4970019.html>

11.3.3 Other railways:

Thomas Kautzor has spotted the following additional railways, as recorded at <http://internationalsteam.co.uk/trainsfrenchguiana03.htm> :

Sawmill in Dégrad Corrèze on the Orapu River in Roura

An active internal 600 mm gauge railway with fourteen trucks.

The Ecomusée municipal d'Approuage-Kaw' in Régina

(111 km from Cayenne on the N2 towards Brazil) has the frame of a Decauville 'Progrès' 0-4-0T. Nothing is known about its history, it used to be on display at the Guyanese Space Center (CSG) in Kourou and was donated to EMAK after 2006. At the CSG it still had a very rusty boiler.

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

Ordered for ? 'Progres' class loco. Owner unknown.

? w/n ?

The Saut-Maripa portage railway

20 km upstream from Saint-Georges-de-l'Oyapock, the border town with Brazil 184 km from Cayenne, a 2 km long 600 mm gauge portage railway in the past allowed speed boats to overcome the rapids by transferring excess loads onto hand-powered flat wagons. The railway is not in use anymore and the wagons are gone, but the track remains in place.

11.3.4 Unidentified locomotives

0-4-0T d/w ?, cyls. ?, built by Decauville in 1889

500mm gauge. Ordered via *Credit Foncier* for French Guiana.

‘La CAPISTERRE’ w/n 79

0-4-0T d/w ?, cyls. ?, built by Decauville in 1893 and 1896

600mm gauge. Ordered via *Credit Foncier* for French Guiana.

‘MARIE GALLANT’ w/n 174

‘MARQUISE’ w/n 236

11.5 Loco list by builders

Works	Year	Wheels	Gauge	Owner and number and name	Section
Avonside					
1369	1896	0-6-0T	Metre	Sproston's Demerara Essequibo Rly. 'WESTON'	11.1.3
1385	1897	0-6-0T	Metre	Sproston's Demerara Essequibo Rly. 'OMAI'	11.1.3
1390	1898	0-6-0T	Metre	Sproston's Demerara Essequibo Rly. 'CONAWAROOK'	11.1.3
Backer & Rueb of Breda					
98	1893	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> 1 'BED JO'	11.2.4
300	1916	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 'PARA'	11.2.1
Baldwin					
4287	1878	2-4-4T	Std.	Camden & Atlantic RR 1 'JOHN LUCAS' later to Bradley Mining Co., Dutch Guiana	11.2.3
18624	1901	0-4-0ST	Std.	R. Foerderer for Marowijne Co.	11.2.3
Bagnall					
1310	1890	0-6-0T	3' 6"	DR's West Coast Railway 6 'St. PHILIP'	11.1.2
1308	1890	0-6-0T	3' 6"	DR's West Coast Railway 7 'St. ANDREW'	11.1.2
Borsig					
5339	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 1	11.2.1
5340	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 2	11.2.1
5341	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 3	11.2.1
5342	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 4	11.2.1
5343	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 5	11.2.1
5344	1904	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 6	11.2.1
Cail					
2091	1880	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
2130	1881	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
Chaplin					
178	1861	0-4-0VBT	4' 8"	Georgetown Harbour works ?	11.1.8
244	1861	0-4-0VBT	4' 8"	Georgetown Harbour works ?	11.1.8
1254	1870	0-4-0VBT	Std?	Buddon, Jennings & Co. ?	11.1.12
1768	1874	0-4-0VBT	Std.?	Nonpareil Plantation ?	11.1.9
2304	1883	0-4-0VBT	3' 0"?	Lusignan Plantation ?	11.1.10
Decauville					
65	1889	0-4-0T	60cm	<i>Service de la Rélégation, Guyane Francaise</i> 'SAINT JEAN'	11.3.1
67	1889	0-4-0T	60cm	<i>Service de la Relegacion, Guyana</i> 'MARONI'	11.3.1
79	1889	0-4-0T	50cm	Ordered via <i>Credit Foncier</i> 'La CAPISTERRE'	11.3.4
161	1892	0-4-4-0T	60cm	? 'TUMUC-HUMAC'	11.3.1
174	1893	0-4-0T	60cm	Ordered via <i>Credit Foncier</i> 'MARIE GALLANT'	11.3.4
236	1896	0-4-0T	60cm	Ordered via <i>Credit Foncier</i> 'MARQUISE'	11.3.4

333	1901	0-4-0T	60cm	<i>Chantiers Chavians</i> penal settlement 'FILLETTE'	11.3.1
447	1905	0-4-2T	60cm	<i>Ministere des Colonies</i> 'MANA'	11.3.1

DuCroo & Brauns

1	1922	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> 'NGADIN'	11.2.4
54	1924	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
55	1925	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
58	1928	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
59	1928	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
146	1928	0-8-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
147	1928	0-8-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
169	1928	0-4-0T	70cm	<i>Surinaamsche Handel & Zagerij</i> ?	11.2.4
170	1928	0-4-0T	70cm	<i>Surinaamsche Handel & Zagerij</i> ?	11.2.4

Fowler

?	?	?	?	Port Mourant sugar plantation ?	11.1.5
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Very possibly more than one engine.

DR Georgetown Works

	1936	0-6-0ST	Std.	Demerara Railway 33 'SIR GEOFFRY'	11.1.1
	1947	0-6-0ST	Std.	Demerara Railway 36 'DONKEY'	11.1.1

Hawthorn Leslie

3094	1915	2-4-2T	3' 6"	DR's West Coast Railway 4 'EGERTON'	11.1.2
3442	1920	0-6-0T	Std.	Demerara Railway 12 'MAHAICONY'	11.1.1

Hunslet

1447	1924	4-6-4T	Std.	Demerara Railway 30 'SIR WILFRED'	11.1.1
1448	1924	4-6-4T	Std.	Demerara Railway 31 'SIR GRAEME'	11.1.1
1676	1931	4-6-4T	Std.	Demerara Railway 32 'SIR EDWARD'	11.1.1
3386	1946	4-6-4T	Std.	Demerara Railway 34 'SIR GORDON'	11.1.1
3387	1946	4-6-4T	Std.	Demerara Railway 35 'SIR JOHN'	11.1.1

Jung

820	1905	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 'MAABO'	11.2.1
889	1905	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway 'KADJOE'	11.2.1

Kerr Stuart

1248	1913	0-4-0ST	2' 0"	A. P. Bugle at Demerara 'MAIPOORI'	11.1.4
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Kinmonds of Dundee?

?	1847?	?	Std.	Demerara Railway 'MOSQUITO'	11.1.1
?	1847?	?	Std.	Demerara Railway 'SANDFLY'	11.1.1
?	1847?	?	Std.	Demerara Railway 'FIREFLY'	11.1.1

Krauss

4279	1900	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4
4285	1900	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg</i> ?	11.2.4

4583	1901	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg ?</i>	11.2.4
4605	1901	0-4-0T	2' 0"	Peter's Mine at Cuyuni-Mazaruni ?	11.1.7
5348	1905	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg ?</i>	11.2.4
6074	1908	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway ' DAM '	11.2.1
6075	1908	0-4-0T	Metre	<i>Suriname Landspoorweg</i> Lawa Railway ' GEGE '	11.2.1
6667	1912	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg ?</i>	11.2.4
6668	1912	0-4-0T	4' 0"	<i>Suikerfabriek Mariënburg ?</i>	11.2.4

Neilson

434	1857	2-4-0	Std.	Demerara Railway ' SCORPION '	11.1.1
435	1857	2-4-0	Std.	Demerara Railway ' MARABUNTA '	11.1.1

North British

16181	1904	2-4-2T	Std.	Demerara Railway 2 ' MAHAICA '	11.1.1
16331	1904	0-6-0ST	Std.	Demerara Railway 20 ' GEORGETOWN '	11.1.1

Porter

6456	1920	2-6-0	Std.	Demerara Bauxite Co. 2006?	11.1.6
6562	1920	0-6-0	Std.	Demerara Bauxite Co. ?	11.1.6
6857	1924	0-6-2T	3' 0"	Demerara Bauxite Co. 2012?	11.1.6
6858	1924	0-6-2T	3' 0"	Demerara Bauxite Co. 2013	11.1.6
7022	1927	0-4-0ST	3'0"	<i>Surinaamsche Bauxite Maatschappij ?</i>	11.2.2

Sharp Stewart

714	1852	2-2-2T	Std.	Demerara Railway ' CENTIPEDE '	11.1.1
752	1852	2-2-2T	Std.	Demerara Railway ' POOLE HASABINTA '	11.1.1
1248	1861	0-4-0T	Std.	Demerara Railway 1? ' GEORGETOWN '	11.1.1
1249	1861	0-4-0T	Std.	Demerara Railway 2? ' MAHAICA '	11.1.1
1469	1863	0-6-0ST	Std.	Demerara Railway 3 ' VICTORIA '	11.1.1
1470	1863	0-6-0ST	Std.	Demerara Railway 4 ' ALEXANDRA '	11.1.1
1758	1866	0-6-0ST	Std.	Demerara Railway 5	11.1.1
1789	1872	0-6-0ST	Std.	Demerara Railway 6	11.1.1
2250	1878	0-6-0ST	Std.	Demerara Railway 7	11.1.1
2251	1878	0-6-0ST	Std.	Demerara Railway 8 ' TINNE '	11.1.1
2785	1878	0-6-0ST	Std.	Demerara Railway 7 ' CHAMBERS '	11.1.1
2786	1878	0-6-0T	Std.	Demerara Railway 6 ' CLONBROOK '	11.1.1
4461	1899	2-4-2T	3' 6"	DR's West Coast Railway 3 ' RUSSELL '	11.1.2
4462	1899	2-4-2T	Std.	Demerara Railway 9 ' ABARY '	11.1.1
4463	1899	2-4-2T	Std.	Demerara Railway 10 ' BERBICE '	11.1.1
4591	1900	2-4-2T	Std.	Demerara Railway 11 ' BELFIELD '	11.1.1
4496	1899	2-2-2T	Std.	Demerara Railway 1 ' EZA '	11.1.1
4708	1900	2-4-2T	3' 6"	DR's West Coast Railway 1 ' LUARD '	11.1.2
4709	1900	2-4-2T	3' 6"	DR's West Coast Railway 2 ' CORALINE '	11.1.2