Part 20

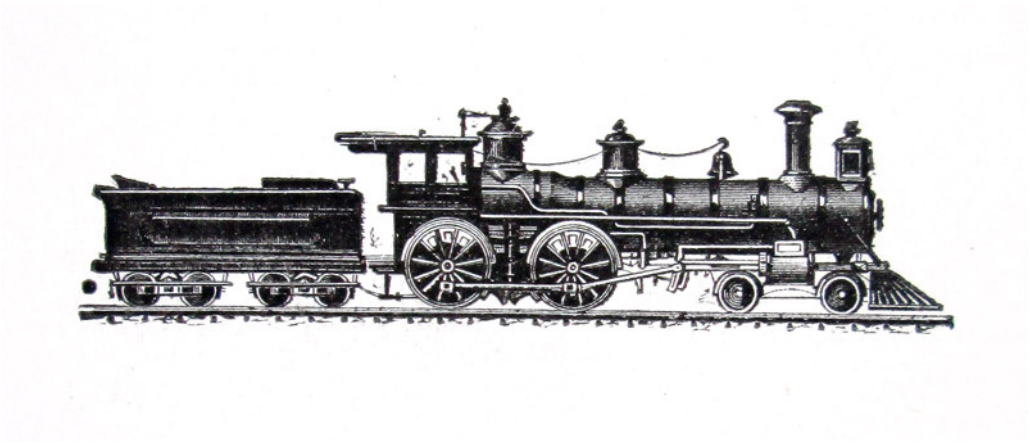
West Indian islands steam locomotive lists

(other than Cuba)

©Martin Coombs

v1.01 October 2025

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



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 West Indian 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

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Historia de un sueño : los ferrocarriles públicos en la República Dominicana, 1880-1930 . Michiel Baud.

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 many other 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.

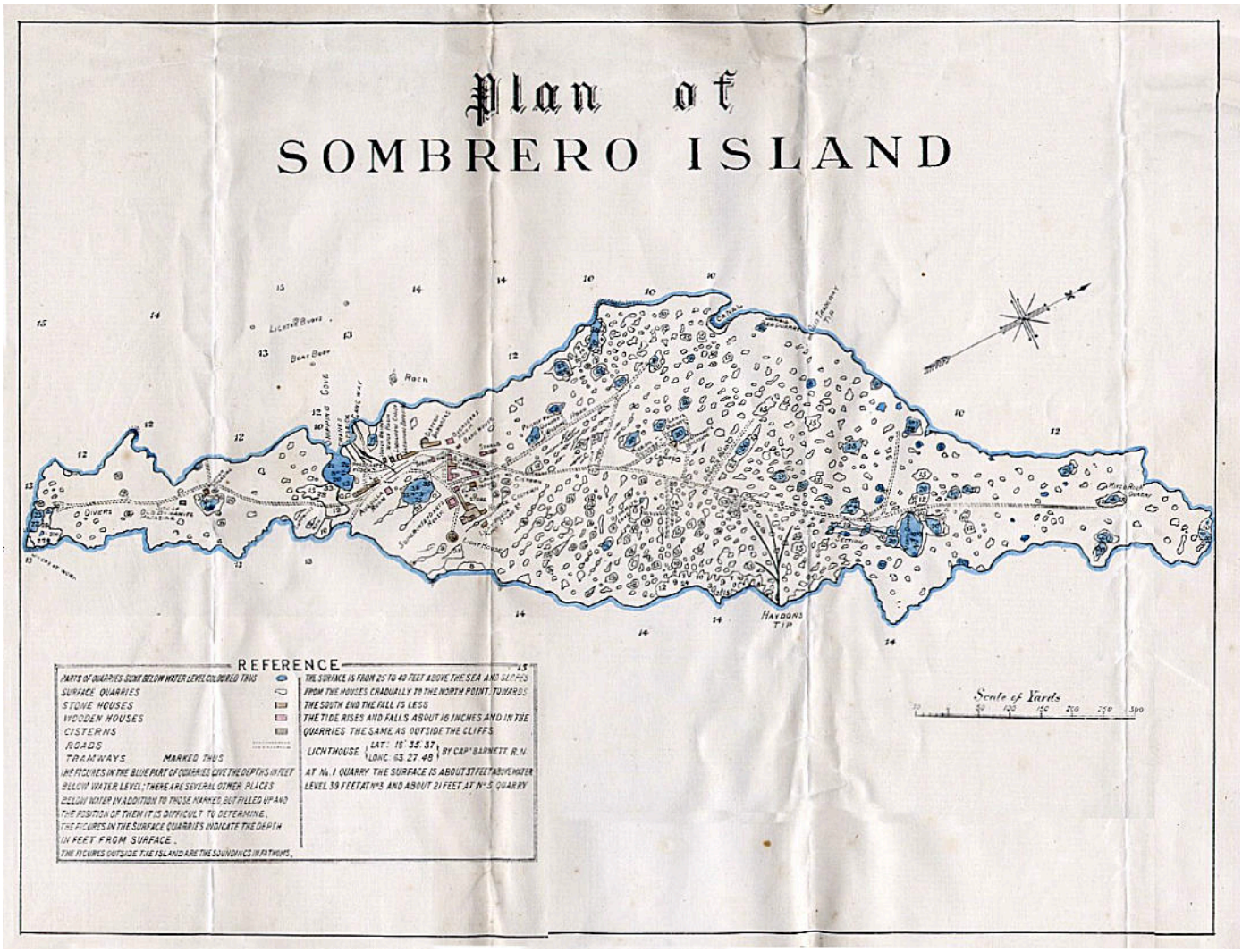
Part 1	**Chilean broad gauge locos**
Part 2	**Chilean intermediate gauge locos**
Part 3	**Chilean metre gauge locos**
Part 4	**Chilean sub-metric gauge locos**
Part 5	**Chilean locos listed by builders**
Part 6	**Ecuadorian locomotives**
Part 7	**Bolivian locomotives**
Part 8	**Paraguayan locomotives**
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)**

20.1 Anguilla

A British Overseas Territory in the Leeward Islands

Background

No proper railways are recorded as having operated on Anguilla, but Sombrero Island (54 km. away) apparently had several short hand-worked guano lines down to the beaches during the latter part of the 19th century.

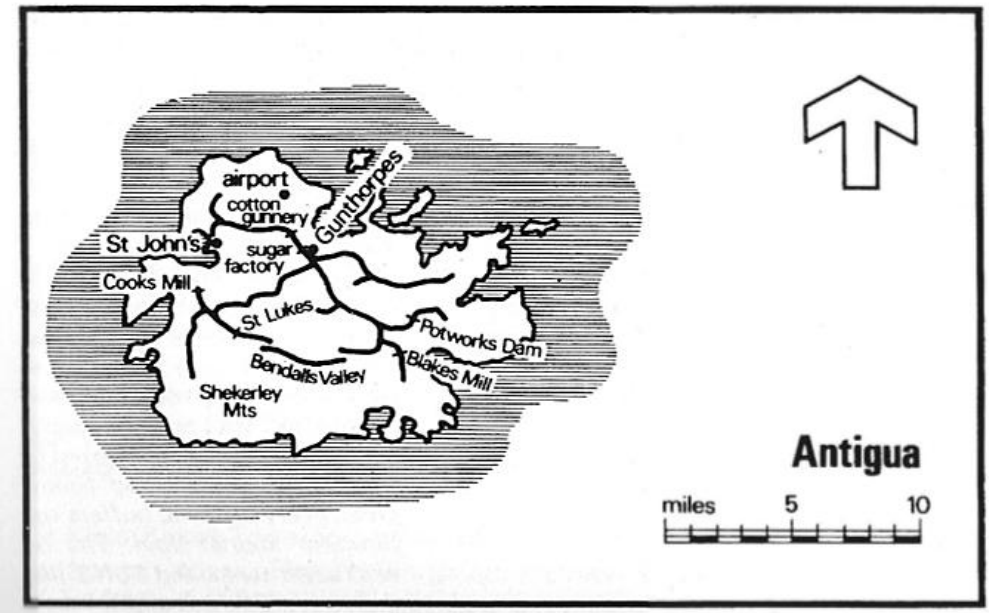


Whilst the symbol for a tramway seems to have been omitted from the map key, it looks as though a thick black line represents such routes, mainly east of Shipping Cove on the north coast, and in a fan converging on Haydon's tip to the south-east. None of them seem long enough to have required locomotive traction.

20.2 Antigua and Barbuda

An independent country in the Leeward Islands

Previously part of the British Leeward Islands colony



Antigua rail network map, as published in IRR issue 93 in June 1982.
Note line up Bendals Valley completely separate from the rest of
the network because it was of a different gauge.

Background

In 1901 two big central sugar mills were built to replace a multitude of small sugar factories.

20.2.1 Antigua Sugar Factory at Gunthorpe's Estate (ASF)

Background

Gauge 2' 6". Construction of the factory started in 1903 and in 1905 the first cane was processed. The railway network, which reached out in five directions with numerous branches, including one to the Sugar Terminal in St. John's, eventually reached a length of 40 miles, and after the 1939 take-over of BSF trackage totalled 50.8 miles. Loco numbers were allocated in the 1930s.

0-4-2ST d/w ?", cyls. ?", built by Kerr Stuart in 1904 and 1907

Ordered by Henckell du Buisson Ltd. for ASF. KS Tattoo class loco or possibly Maurice class.

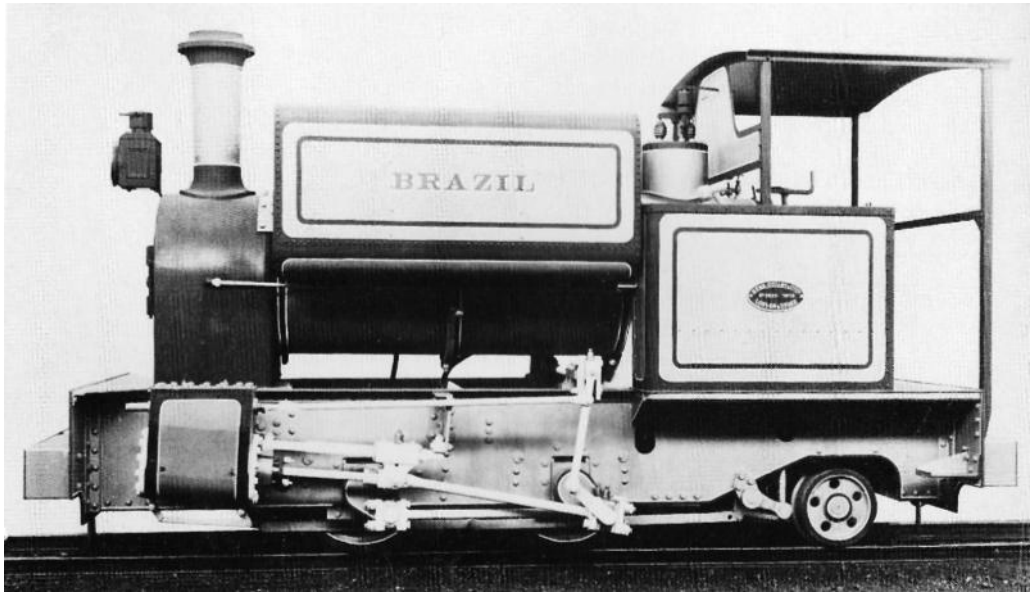
'SIR NEVILLE LUBBOCK'	w/n 857	Derelict 1970 [23]. Boiler, frame and wheels present in 2001, frame and wheels shipped to the U.K. in 2013 and sold.
'SIR GERARD STRICKLAND'	w/n 858	Derelict 1970 [23]. Frame and wheels present in 2001.
'ST. JOHN'S'	w/n 1005	Derelict 1970 [23]. Disposal unknown.

0-4-2ST d/w ?", cyls. ?", built by Kerr Stuart in 1910, 1911, 1916, 1917 and 1920

Ordered by Henckell du Buisson Ltd. for ASF. KS Brazil class loco. Source [23] gives alternative names as **3 'LENA', 4 'JUDIE'** and **2 'MARIANNE'**.

2 'GUNTHORPES', later **'LENA'**	w/n 1098	Damaged in collision (bent frame), Out of use 1970 [23]. derelict in 2001, shipped to UK by 2014 and then for sale.

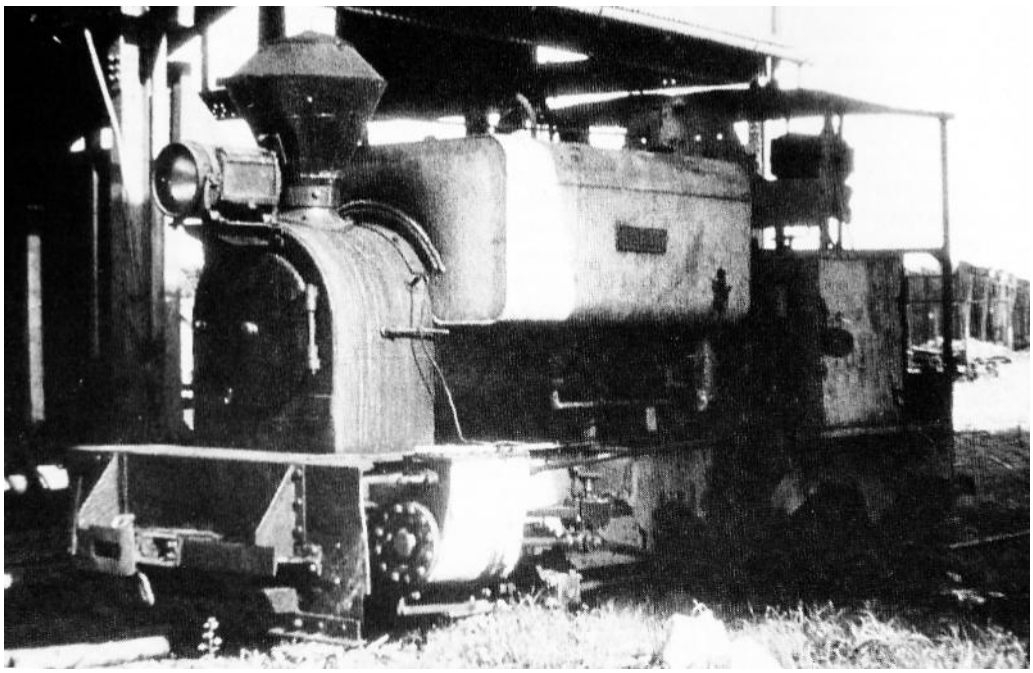
4 'MARION'	w/n 1178	Out of use 1970 [23]. Derelict in 2001, restored for display at Betty's Hope by 2014.
6 'LUCY'	w/n 1313	Oil fired; serviceable 1§970 [23], derelict/complete in 2001, shipped to U.K. by 2014 and then for sale.
1 'EDITH'	w/n 3025	Photographed at builders labelled as **'BRAZIL'** . Oil fired; Out of use 1970 [23]. derelict in 2001, shipped to U.K. in 10/2013 and then for sale.
3 'JUDIE'	w/n 4209	Built 1920. Oil fired; serviceable 1970 [23], derelict in 2001, stored at U.S. Navy Base (now American University of Antigua) and probably scrapped.



Kerr Stuart no. 3025, later ASF no. **1 'EDITH'** but seen here bearing the class designation BRAZIL for photographic purposes before shipment. This image was published in IRR issue 38 of August 1971. Note that this engine has bunkers extending forward to the rear of the saddle tank, unlike the photos below which seem to show reciprocating pumps filling the space forward of the cab on the fireman's side.



A Brazil class 0-4-2ST, probably either **4 'MARION'** or **5 'GEORGE'**, on a cane train towards the end of steam working on the island.

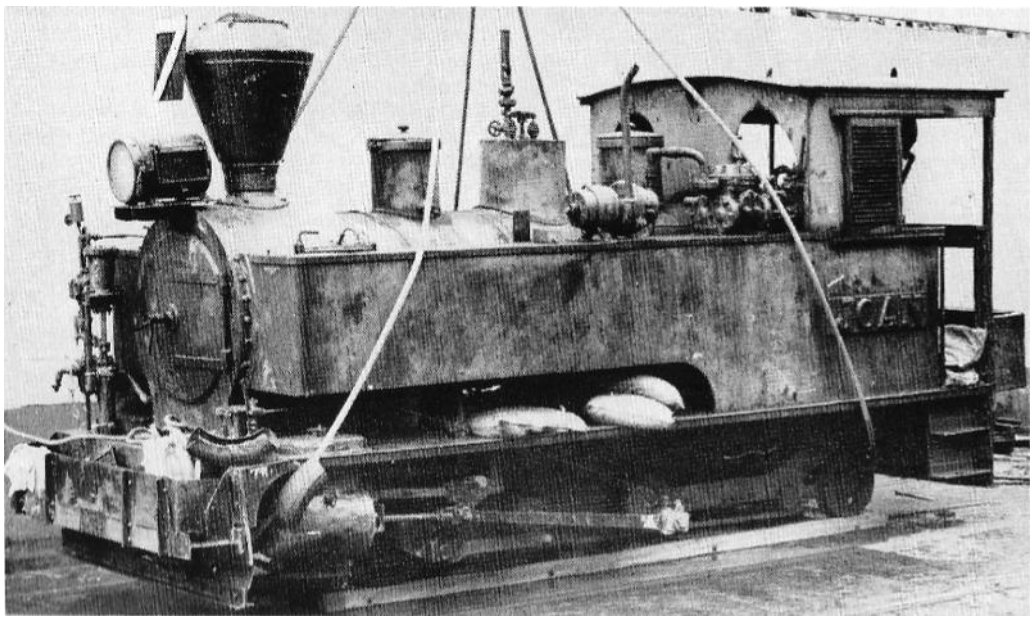


And no. **3 'JUDIE'** on shed in 1970. From Roger Darsley's article in IRR issue 93 in June 1982.

0-6-2T d/w ?", cyls. ?", built by Kerr Stuart in 1927

Ordered for ASF. KS modified Matary class loco with Huxley class boiler.

7 'JOAN' w/n 4404 Supposedly only lightly used after reboilering in 1951 as weight had increased which made it less compatible with lightly-laid sidings [IRR no. 120 of March 1990]. Sold to Welshpool & Llanfair Light Railway in Wales in 1971, operational as No. **12 'JOAN'**.



A photo from IRR issue 93 in June 1982, showing **'JOAN'** being off-loaded from a ship at Liverpool in 1971.



ASF no. **7 'JOAN'** in her later guise as no. **14 'JOAN'** on the Welshpool & Llanfair Light Railway in Wales. Apart from a tidying up of the front buffer-beam, the most obvious change is the removal of the two reciprocating pumps in front of the RH tank and above the rear of the LH tank.

0-4-2ST d/w ?", cyls. ?", built by Hunslet in 1938

Ordered for ASF. KS Brazil class design.

5 'GEORGE'	w/n 1989	Used on tourist train 1968-73, then as stationary boiler at High Point Dock, then buried at Government Dump (2001) and probably scrapped.

Closure

In 1971 a government decision was made for Antigua's economy to concentrate on tourism and to abandon sugar production. ASF was therefore closed in 1972/73. An attempt to operate a tourist rail service dubbed *The Sunshine Shu Shu* using steam loco No. **5 'GEORGE'** and five converted cane cars in 1968/69, and again in 1972/73, failed.

20.2.2 Bendals Sugar Factory at Belvedere Estate (BSF)

Background

Gauge 2' 0". It is believed that this railway up the Bendals valley began operations in the 1903/04 cane season. In 1913 assets showed 5 miles of track and 65 wagons, but no locomotives. Until then, animal traction was probably used. Eventually the network, which consisted of lines in three directions plus branches, was extended to 8 miles. In September 1939 BSF was taken over by ASF and a 2' 6" gauge connection built between the two mills, so that all of the cane could be processed at ASF. Later the remaining BSF lines were either converted to 2' 6" gauge or abandoned.

0-6-0WT d/w ?", cyls. ?", built by O&K in 1913

Ordered for La Spooner & Co., Antigua. 20hp.

1 'THISTLE'	w/n 6741	Disposal unknown.
2 'ROSE'	w/n 6742	Disposal unknown.

20.2.3 Back to Life – Antigua Sugar Locomotives Project

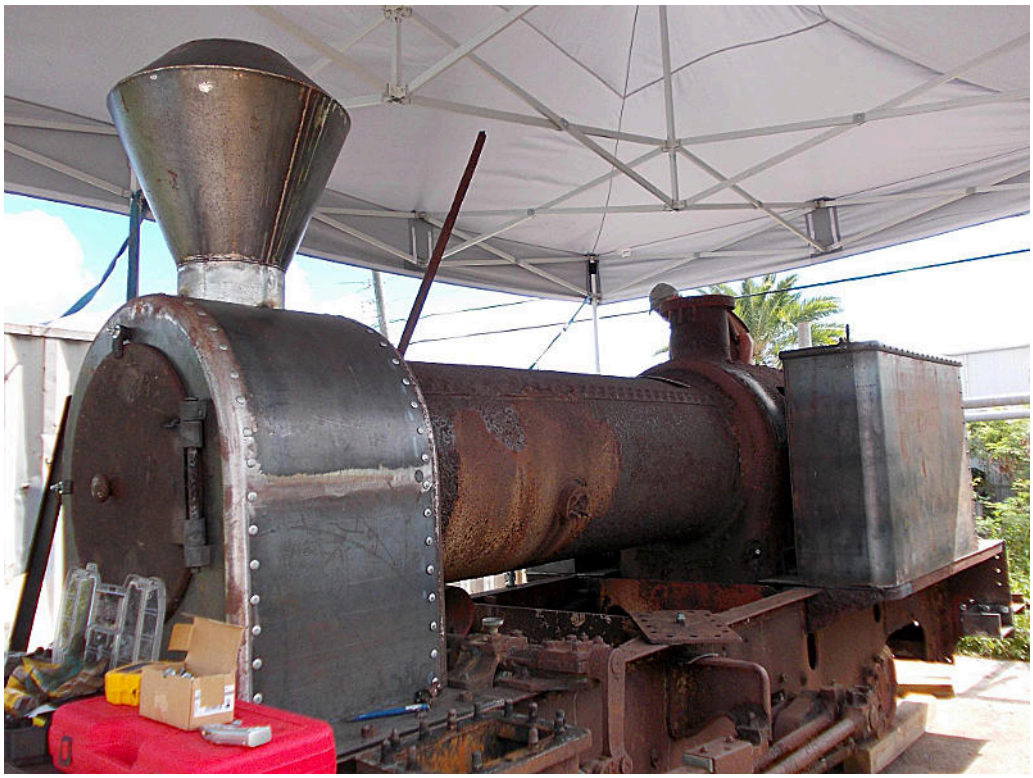
The following formation about this scheme was gleaned from Rob Dickinson's International Steam website, at https://www.internationalsteam.co.uk/trains/antigua01.htm

This scheme, started in 2011, is an attempt to restore some of the ASF locomotives for public display before nothing is left of them (scrap theft has been an increasing problem on the island). It is a joint project of the Museum of Antigua & Barbuda, The Betty's Hope Trust, Lawrence Gameson of T. Gameson & Sons Ltd. (England), the Ministries of Tourism and Agriculture, and the Public Works Department, and with the assistance of local resident Douglas Luery as locomotive consultant.

Since then, L. Gameson has repeatedly spent time in Antigua restoring four of the locos, one of each of the types left on the island, for display. The locos are Kerr Stuart 0-4-2ST No. **4 'MARION'**, and three small diesels. In exchange he was allowed to acquire the other remaining locos (four steam, two diesel and one petrol) for resale in the UK. Work is now coming to an end on the locos and the plan is to eventually put them on display at Betty's Hope Plantation (now an historical site) in Pares, near the eastern end of the island, in two open-sided buildings. These are to be built by the Ministry of Tourism. A 500 metre long working narrow gauge railway between a parking lot on the main road and the site is also projected.

As of September 2015, all four (green) restored locomotives are on display outside the Museum, pending completion of the Betty's Hope project which is currently stalled. The museum already has a small display on the island's sugar industry as well as three wagon axles (two 2' 6" gauge (762mm) and one 2' 0" gauge (610mm).

Progress with the project can followed on the Museum's Facebook page https://www.facebook.com/pages/The-Museum-of-Antigua-and-Barbuda/107508883031



Brazil class loco no. **4 'MARION'** being cosmetically restored.

20.3 Aruba, Bonaire and Curacao

Constituent countries of the Kingdom of the Netherlands (Aruba and Curacao)

and a special municipality of the Netherlands (Bonaire)

within the ABC-eilanden in the Leeward Antilles

Previously the Dutch Colony of Curacao and Dependencies

Background

Bonaire apparently never had any railways, but the other two islands did.

20.3.1 Gold mining on Aruba

Background

Gold was processed at Balashi on the south coast where a 2' 0"(?) line linked a wharf to the smelter. Ore was brought in by donkeys and then by a traction engine. The operators were Aruba Gold Mining Co. Ltd., and later Aruba Gold Concession Ltd. Mining ceased in 1914, possibly because of war-time difficulties in obtaining supplies.

It seems likely that there were never any locomotives used.

20.3.2 Phosphate mining on Aruba

Background

2' 0" gauge, or one source says 2' 6".

The Aruba Phosphate Co. was formed in 1879. The owning company shut down in 1914.

"Phosphate was discovered at Cerroe Colorado, at the southeastern tip of the island, in 1874, and in 1879 the Aruba Phosphate Co. (APC) was founded. The company very quickly realized that shipping the ore by donkey to San Nicolas harbor and then by lighter to the larger ships would be a problem, and as a result it was decided in 1880 to build a modern L-shaped steel pier at San Nicolas, linked to the mines by a 30 inch, 762mm, gauge railway. A steam tug was also ordered to assist steam ships to dock. By the end of 1881 the 7 km railway serving the mines at Cerroe Colorado and Cerroa Culebra, with one small English-built steam locomotive, was completed. By the end of 1881 a second loco of the same type was ordered, each could haul 10-12 loaded tipping cars downhill to the pier, where the ore was unloaded directly into the waiting ships. Business boomed so much that in 1882 a more powerful 0-4-2T, capable of hauling 30 cars, was ordered from H.K. Porter. Workers were able to load up to 300 tons per day, which was the average capacity of the three-masted ships in the West Indian phosphate trade. Aside from 91 tipping cars, the APC also owned a one-axle (?) inspection coach lettered 'A'.

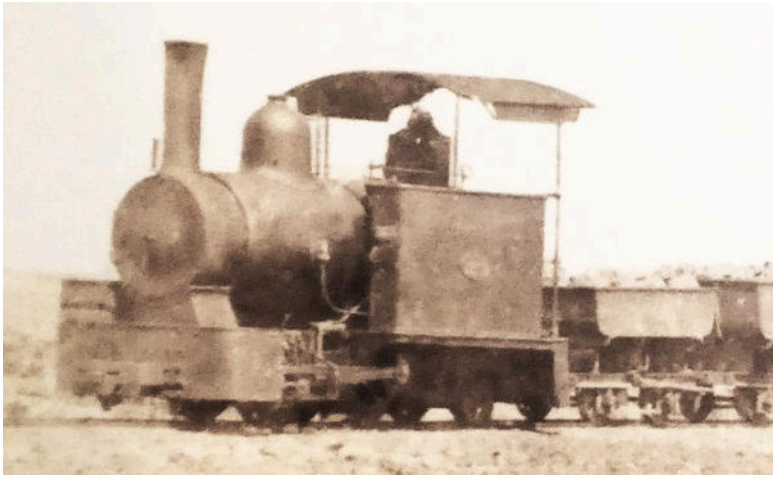
However, due to large discoveries of phosphate in the U.S. and elsewhere for fertilizer, by the mid-1880s demand started to decline. Following the outbreak of WWI in 1914, cutting off supplies and disrupting shipping, the company made the decision to shut down. The mines were closed and the locomotives abandoned on a siding a Serroe Culebra. In 1915, a representative for Shell Oil signed a deal to buy the rails and tipping cars for use at the Shell Oil refinery construction site in Curaçao. Only some rails remained on the pier and in the harbor area at San Nicolas. In the mid-1930s the locos were pushed into the mine pit at Serroe Culebra and covered with trash by crews of the Lago refinery."

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

Ordered for ? Probably built around 1880-1.

? w/n ?

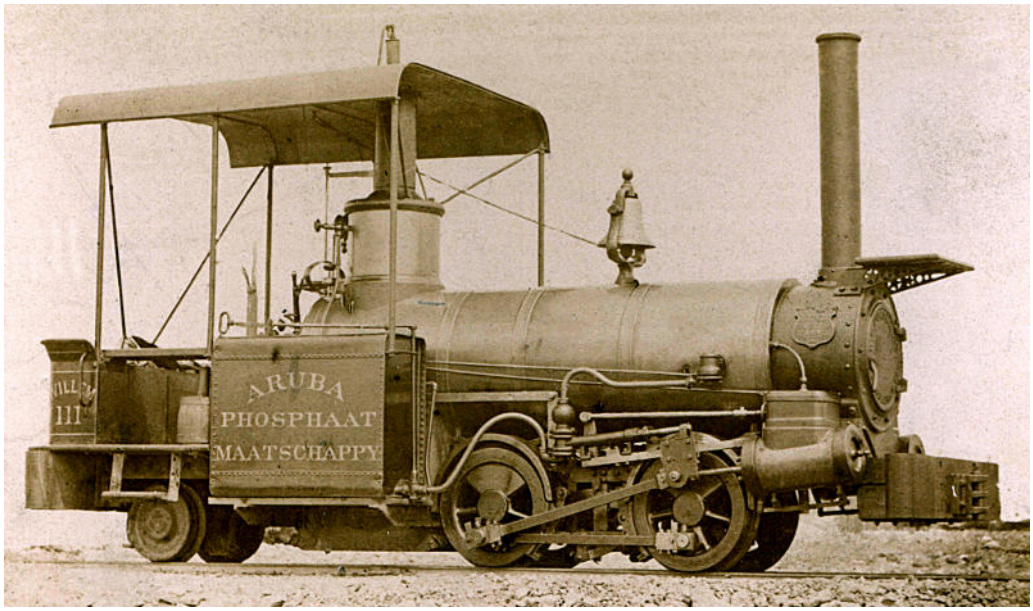
? w/n ?



0-4-2T d/w 23", cyls. 7x12", built by Porter in 1883

Ordered for Aruba Phosphate Co. Connelly's Porter list says built for 24" gauge.

'WILLEM III' w/n 562



The fate of the locos

Thomas Kautzor in Rob Dickinson's *International Steam* pages at https://www.internationalsteam.co.uk/trains/aruba01.htm tells that the engines were abandoned on a siding and then in the 1930s were pushed into the mine pit at Cerroe Culebra and covered with rubbish.

20.3.3 Oil refineries on Aruba

Background

Gauges 2' 0", 2' 6" and standard.

“In 1924 the Lago Oil & Transport Co., Ltd. of Canada (formerly Lago Petroleum Co.) built an oil depot at San Nicolas to transship oil from Lake Maracaibo in Venezuela to be refined in Curaçao. Initially, the old APM pier and the remaining railway tracks were used and extended. It 1927, the decision was made to open a refinery, and during contruction between 02/1928 and the opening of the refinery in 1929, mixed 30 inch/standard gauge track was used and eight standard gauge flat wagons imported from the U.S., as the narrow gauge flat cars were too small to transport some of the heavy components. At first Milwaukee petrol locos were used.” Laster new Plymouths were purchased.

Today, the refinery is operated by Valero Energy of San Antonio, Texas.

“As the Lago refinery was being built, another refinery was being built just west of Oranjestad by the Arend Petroleum Maatschappij (Eagle Petroleum Co.), a subsidiary of Shell Oil. A small wooden wharf was built at Taratat, and a 24 inch, 610mm, gauge railway used to bring in construction materials. As the site was completely level, unlike at Lago, two Muir Hill four-wheel 4-ton 30 h.p. petrol locos could cope with the job.… At the beginning of WWII the Eagle refinery was at the peak of its production, and also become the target of German submarine attacks. Because it did not produce aviation gasoline, it was shut down from 1942 to 1945. After it reopened, the two Muir Hill petrol locos were replaced by a Hunslet loco, equipped with a two-cylinder Ailsa-Craig diesel engine.” Thgis refinery closed down in the late 1940s/early 1950s.

Lee A. Dew, “the railroads of Aruba and Curaçao / railverkeer op Aruba en Curaçao”, Rotterdam: Publishers Wyt, 1977.

No steam locomotives ever seem to have operated at either refinery.

20.3.4 Railways on Curacao

Background

Curaçao only ever possessed one 30” gauge railway. The lack of water supposedly ruled out the use of steam, and donkeys were therefore relied upon until the advent of small diesels. The system was operated for the phosphate mines on the Tafelberg, originally utilising a double-track incline. This operation closed in 1887, but was re-opened by the Minjmaatschappij Curaçao (MMC), utilising a six mile donkey-hauled network as well as 1' 6" gauge portable tracks. Plymouth diesels were later brought in to replace the donkeys. The system apparently closed in the 1970s.

Sources:

Lee A. Dew, “the railroads of Aruba and Curaçao / railverkeer op Aruba en Curaçao”, Rotterdam: Publishers Wyt, 1977.

Willemstad had three separate tramway systems, between 1886 and 1920. See the late Allen Morrison’s pages at http://www.tramz.com/cw/cw.html for details. None used steam.

20.3.5 Antilles Steam Dockyard

Background

The only reference to this loco operator, and indeed to its locomotives, is on Douglas Bailey's Steam Locomotive Information webpages, at https://www.steamlocomotive.info/country.cfm?which=venezuela where references is made to two Shays apparently lying sunken off the Isla de Aves out in the Caribbean 340 miles north of the Venezuelan coast. How they got there, and indeed where their supposed owner was precisely located, are mysteries that no amount of internet delving has yet solved. If the running numbers **6** and **7** listed on that page are correct, however, it must be supposed that there were earlier engines as yet unidentified.

NB The Shay database at www.shaylocomotives.com has no record of an Antilles Steam Dockyard, and moreover, a search through their alphabetical database of Shay owners reveals no purchaser with any name related to that title.

4w+4w Two-truck Shays d/w ?, cyls. ?, built by Lima in ?

Ordered for ? Standard gauge.

6 w/n ?

7 w/n ?

20.4 The Bahamas

An independent country in the Lucayan Archipelago

Previously a British Crown Colony

Background

There are no currently operating railways in the Bahamas. However, there have been a few in the past including on the islands of Inagua, Abaco, and Grand Bahama those used by the salt and logging industries.

20.4.1 Bahama Timber Co. at Wilson City on Abaco

Gauge 3' 0". At Wilson City, Abaco, a mill plant and adjacent town was developed by the Bahama Timber Company, including building twelve miles of railway for logging. They operated three locomotives: a Vulcan 2-6-0, a Vulcan 0-4-4 tank, and a Shay built at the Lima Locomotive Works in Ohio. Along with the three locomotives, the company invested in almost sixty logging cars to carry the timber from the forest. Each train consisted of about twenty log cars. After Wilson City shut down at the end of World War I, Abaco was extensively logged by the Bahamas Cuban Company until 1944, when they moved to Pineridge on Grand Bahama. However, a 2009 article stated that the remains of locomotives still survive at the Wilson City location.

0-4-4T d/w 36", cyls. 9x14", built by VIW in 1905

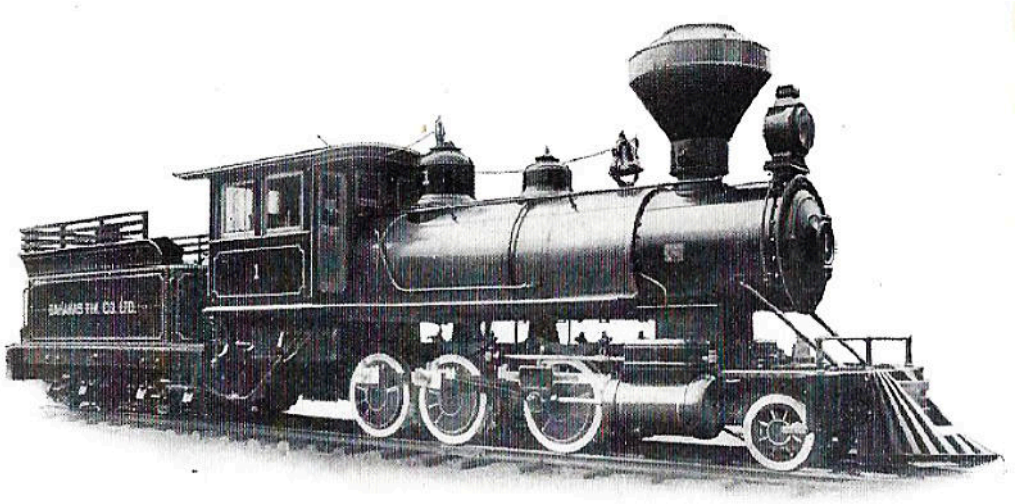
Ordered by E. Hallenbeck, Nassau, Bahamas for Bahama Timber Co. VIW class 7-5-A.

? w/n 612

2-6-0 d/w 36", cyls. 14x20", built by VIW in 1908

Ordered by Brooks-Scanlon Lumber Co. for Bahama Timber Co., Nassau, Bahamas, BWI.

1 w/n 1197

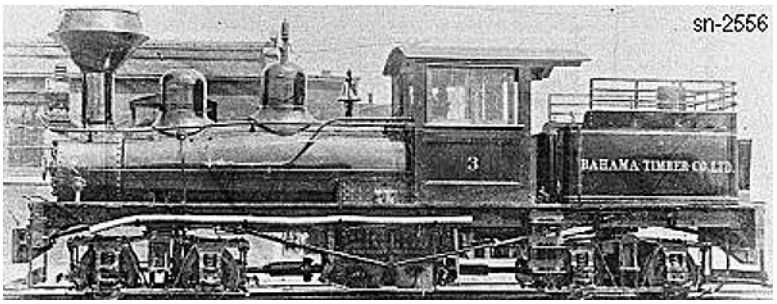


VIW 2-6-0 no. 1197 supplied to Bahama Timber Co. in 1908, as pictured in a VIW catalog.

2-truck Shay d/w ?, cyls. (3)8x10", built by Lima in 1912

Ordered by Bahama Timber Co., Brunswick, Georgia.

3 w/n 2556


sn-2556
3
BAHAMA TIMBER CO. LTD.

20.4.2 Bahamas Cuban Co. on Abaco

Gauge 3' 0". There were five camps on Abaco operated by the Bahamas Cuban Company; Norman's Castle, Millville, Cornwall 1 and 2 (or Cromwell?), and Cross Harbour. They used four narrow gauge locomotives produced by the Climax locomotive works. At the last four camps, causeways were built so that the rail lines could reach the shore, over the vast expanses of swamp and mangroves. After the sinking of the Norwegian tanker *O. A. Knudsen*, the survivors were transported to the Cross Harbour camp by locomotive so that they could receive medical attention. One sailor, Olaus Johansen, died and was buried at the camp.
The company was renamed the Abaco Lumber Co. in 1940, but by 1943 the island had been stripped of profitable timber. Operations moved to a new camp at Pine Ridge close to Swordfish Creek on the north coast of Grand Bahama. Later the focus moved to a new Camp 8 about twelve miles to the east. In January 1946 a serious accident caused by a locomotive boiler explosion killed five men and a young girl.

0-4-4-0 d/w 26", cyls. 6½x7", built by Climax in 1925

Ordered by Bahamas Cuban Co. Climax 12 ton type A.

4? w/n in range 1645-1694

0-4-4-0 d/w ?, cyls. ?, built by Climax in 1919

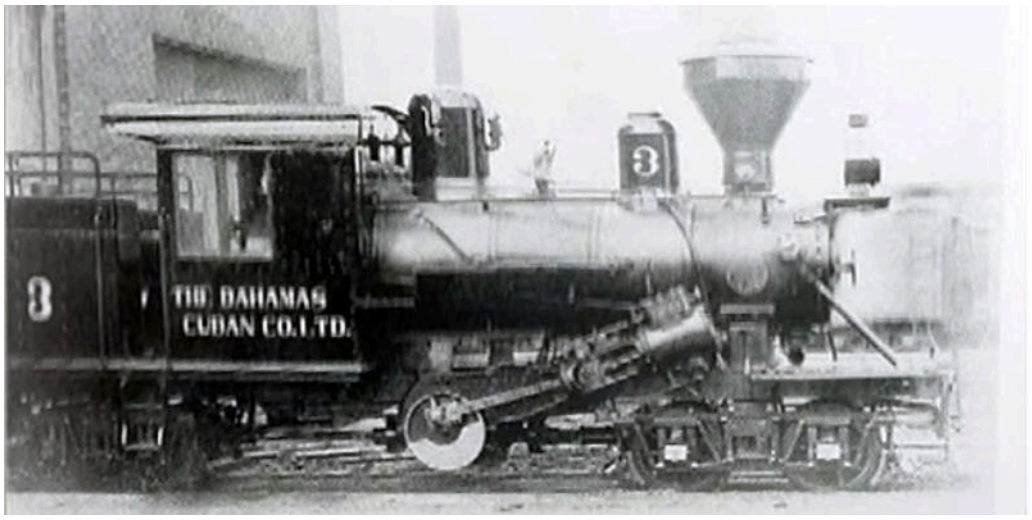
Ordered by Bahamas Cuban Co. Climax type B.

2 w/n [1503]

0-4-4-0 d/w 30", cyls. 11x12", built by Climax in 1923

Ordered by Abaco Lumber Co. of Pine Ridge, Grand Bahama. Climax 35 ton type B.

3 w/n 1637



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

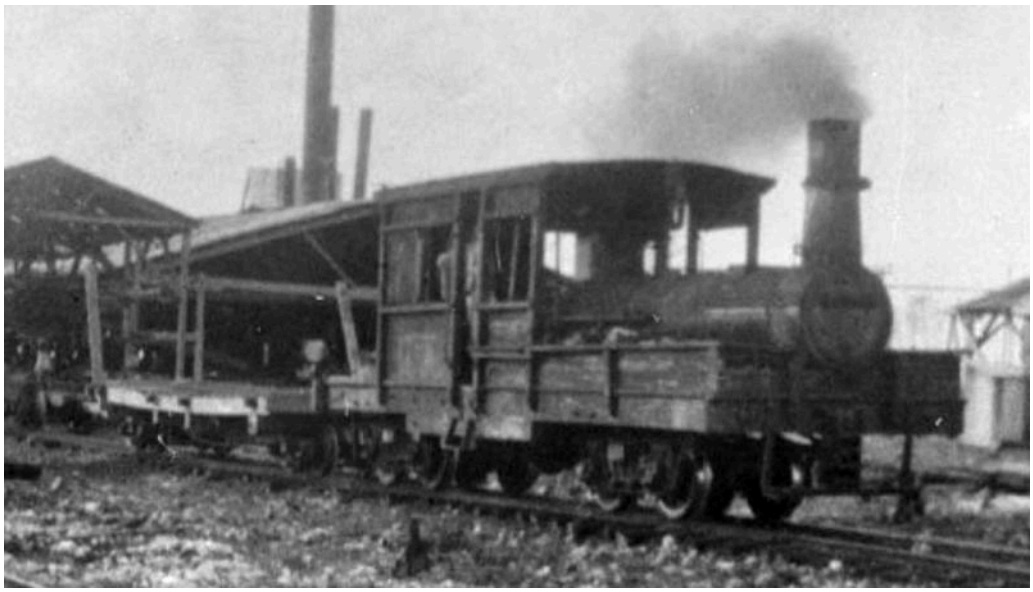
Ordered by Abaco Lumber Co. of Pine Ridge, Grand Bahama.

4 later **5** w/n ?

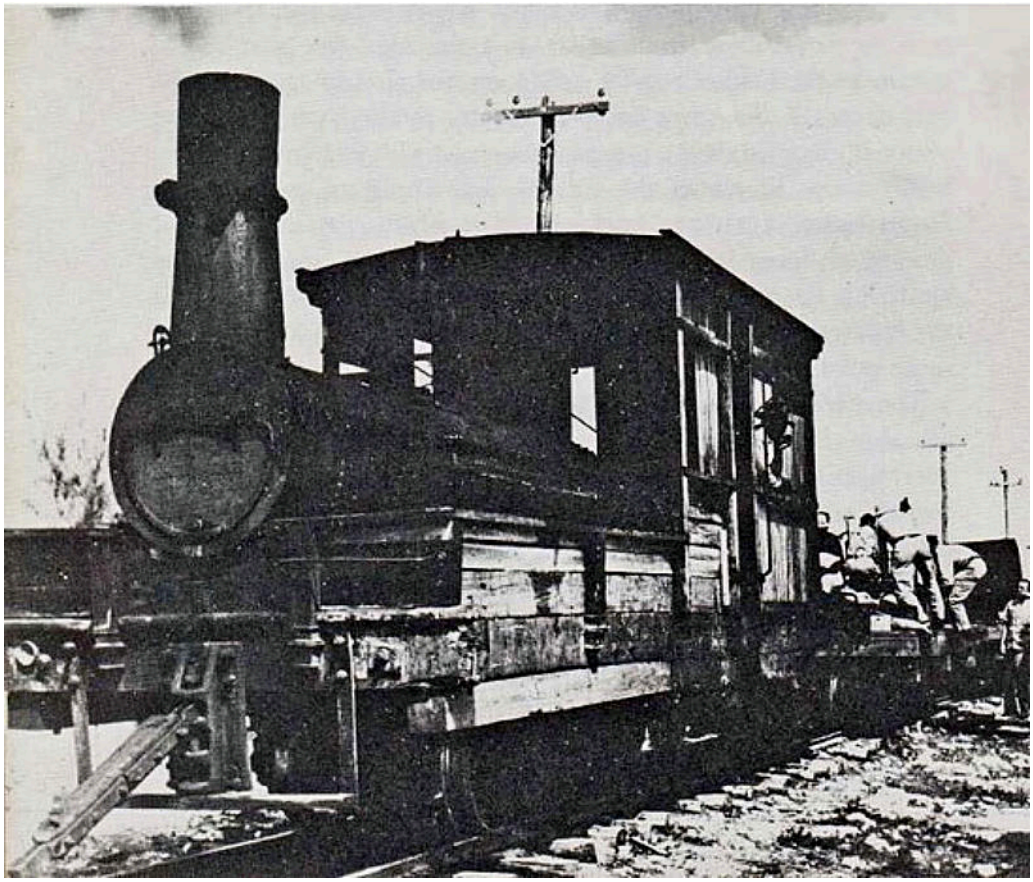
0-4-4-0 d/w ?, cyls. ?, built by ? in 19?

Ordered by ?

5 w/n ?



Bahamas Cuban Co. no. ***5***, seen above at Pine Ridge in 1946, and almost certainly the same loco below a little later when the timber frame had required reinforcement along one side. This is typical of a type A Climax, including the additional short longitudinal member beneath the cab.



20.4.3 Other Bahamas railways without steam

In Inagua, the Morton salt company used small Brookville diesel locomotives to pull trains of salt. The locomotives were eventually phased out, but the tracks remained for a few more years before being removed owing to salt corrosion.
There have been a handful of smaller railways that operated without locomotives, built for the purpose of transporting salt, sisal, and agricultural produce. These existed in Abaco, Exuma, Inagua (Inagua tramways, 1860s), and New Providence. In Abaco there were two short railways built, one at Cedar harbour and one at a plantation near a large blue hole on Little Abaco.
One of these were in Cat Island; the remnants of a short section of (now underwater) track can still be seen from the shore. The railroad was built in the 19th century to carry produce from Old Bight to a port where crops would be shipped to Europe and the US, and was closed when the US stopped foreign exports and plantations were no longer in use. The tracks were subsequently sent to the UK to be repurposed into scrap metal for weapons during World War II.[12]

Some time in the 19th century a railway was constructed on Cat Island in the Bahamas to carry produce from a plantation near Old Bight to the seashore for loading into boats. The nature of the produce is unclear from available online sources, but it is known that both sisal and cotton were being grown on the island at that time.

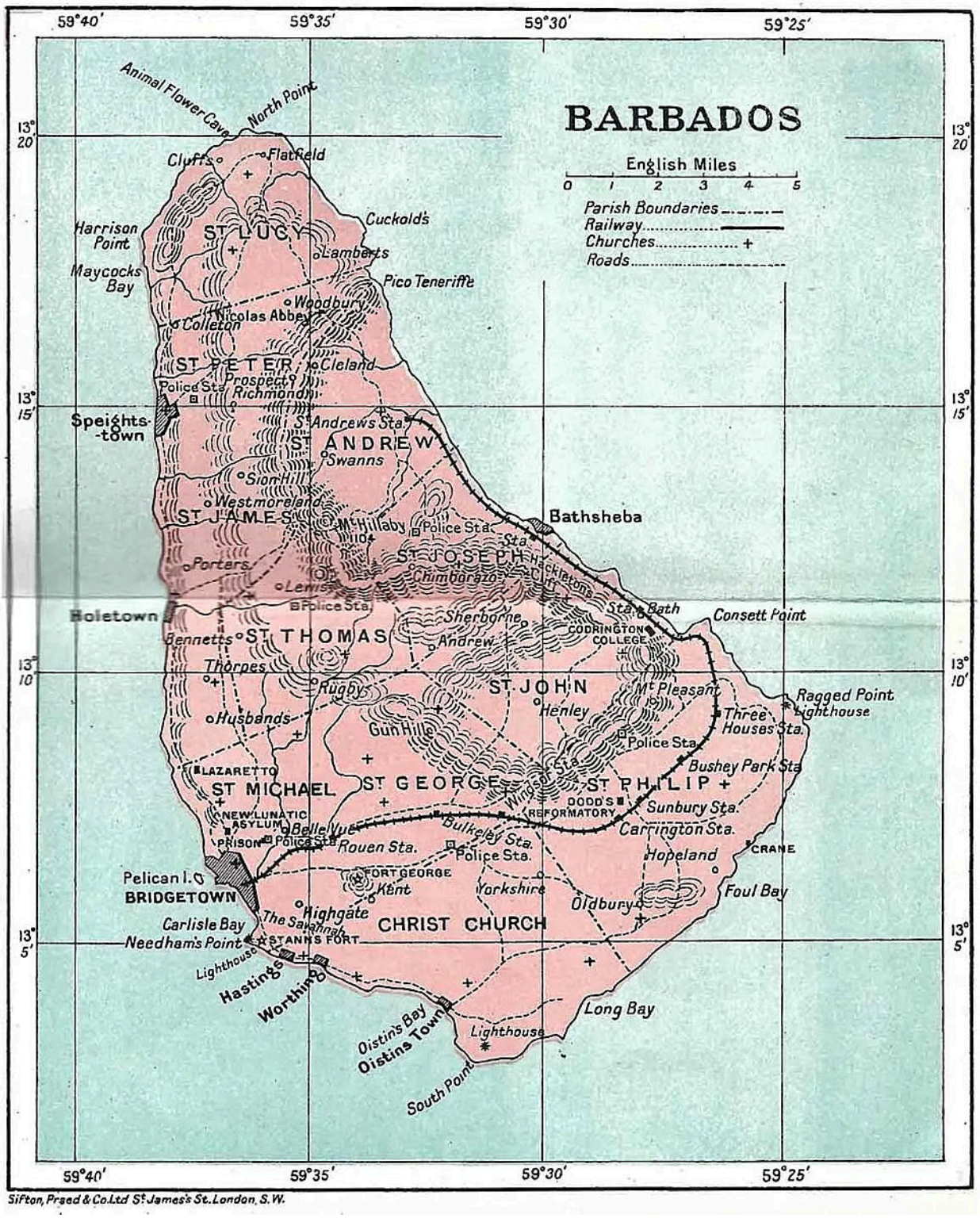
The plantations stopped working in the early 20th century and the railway was abandoned. However, it is recorded that most of the rails remained in place until World War II, when they were recovered by British military forces to provide scrap metal for armaments production. A few lengths near the seashore were left and these are still visible, depending upon the state of the tide. A sign marks the location of the original trackbed.

Also there is a ‘train wreck’ dive site on Eleuthera, after running aground in 1865, supposedly on its way to Cuba. There is reportedly one locomotive and as well as several cars within the wreck.

20.5 Barbados

An independent country in the Lesser Antilles

Previously a British Crown Colony



20.5.1 The Barbados Railway

1877-1897

Background

3' 6" gauge. 24 miles long. Proposed in 1873, with construction beginning in 1877. Opened 1881 and completed in

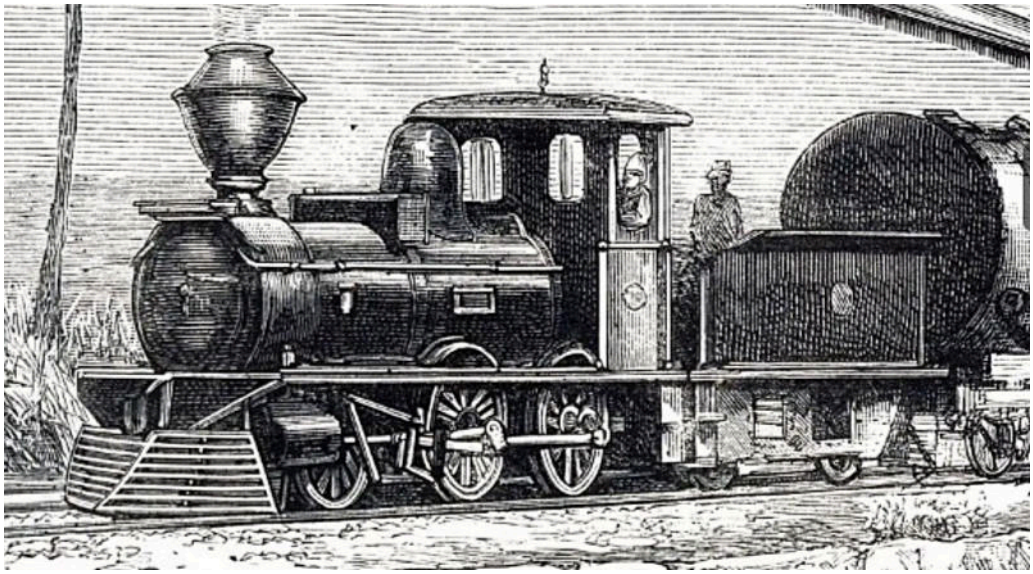
1883. Unfortunately built to a rather unsatisfactory standard, which, combined with disppointing traffic levels, led to a deteriorating situation by the 1890s.

Note that the locomotives were each named after parishes through which the railway ran, rather than directly after individual saints.

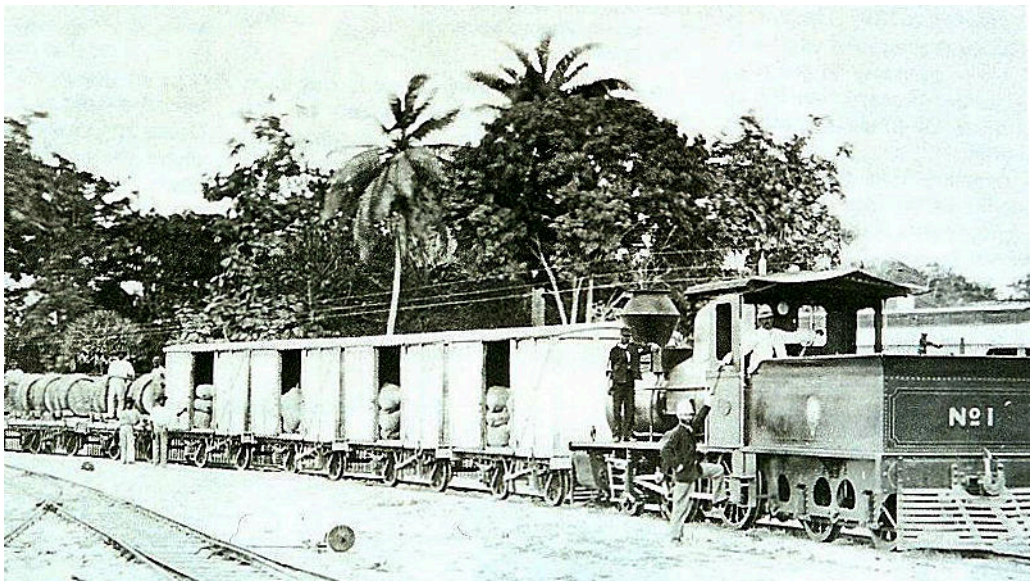
2-4-0 d/w ?, cyls. 12x20", built by Avonside in 1881-2

Ordered by ?

1 'St. JOHN'	w/n 1286	List WL9061 in the SLS library gives the name as **'St. MICHAEL'** but shows no source for this.
2 'St. JOSEPH'	w/n 1287	



Whilst not an altogether accurate representation of the Avonside 2-4-0s, this well-known engraving from 1882 gets many of the major features right.

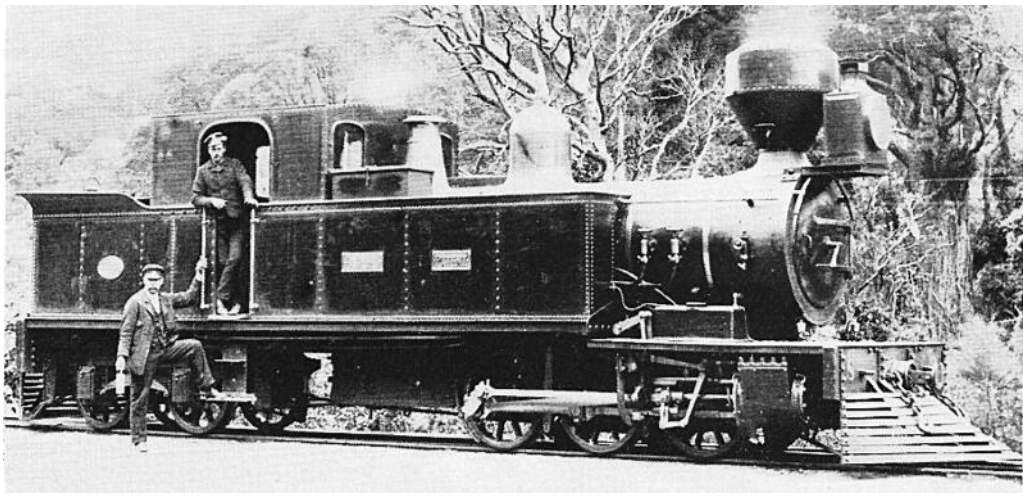


No. **1 'St. JOHN'** arrives back at Bridgetown with a goods train of sugar sacks and molasses tanks.

0-6-4T single Fairlies d/w 36", cyls. 13x16", ordered but not built by Avonside in 1881-2

Ordered by ? Avonside order mark 'BF', but not built. Possibly cancelled owing to shortage of finance, or to a realisation that the track would not cope with engines of this size.

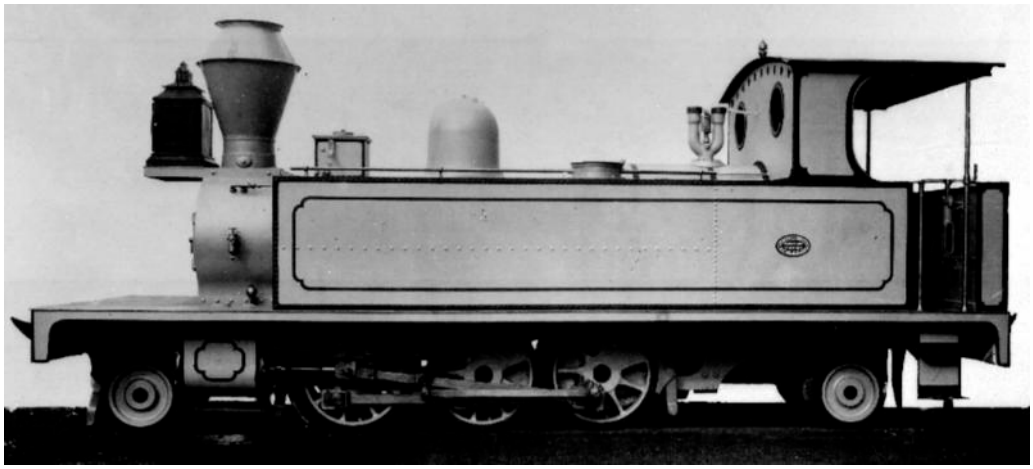
? '?' w/n 1288
? '?' w/n 1289



One of the 3' 6" gauge single Fairlies built by Avonside in 1881 for New Zealand. Given that the gauge in Barbados was the same, and that the locos actually built for Barbados followed straight on from these engines in the Avonside list, it is very possible that they would have looked similar to these S class machines, or to the slightly earlier R class which did not have side tanks.

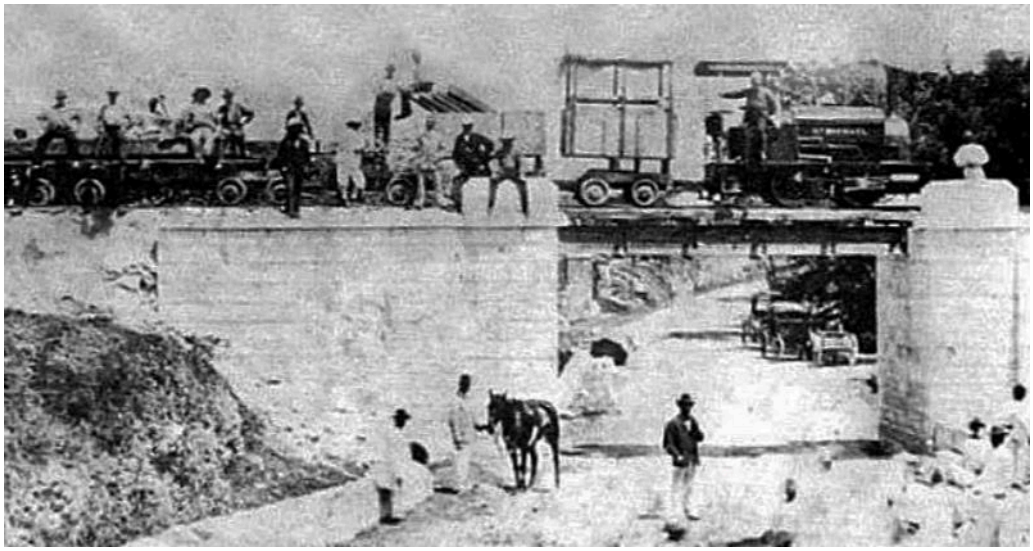
2-6-2T d/w 36", cyls. 12¼x17", built by Vulcan Foundry in 1882

Ordered by ?
3 'St. GEORGE' w/n 951
4 'CHRISTCHURCH' w/n 952



0-4-0ST d/w 27", cyls. 7½x10", built by Black Hawthorn in 1880

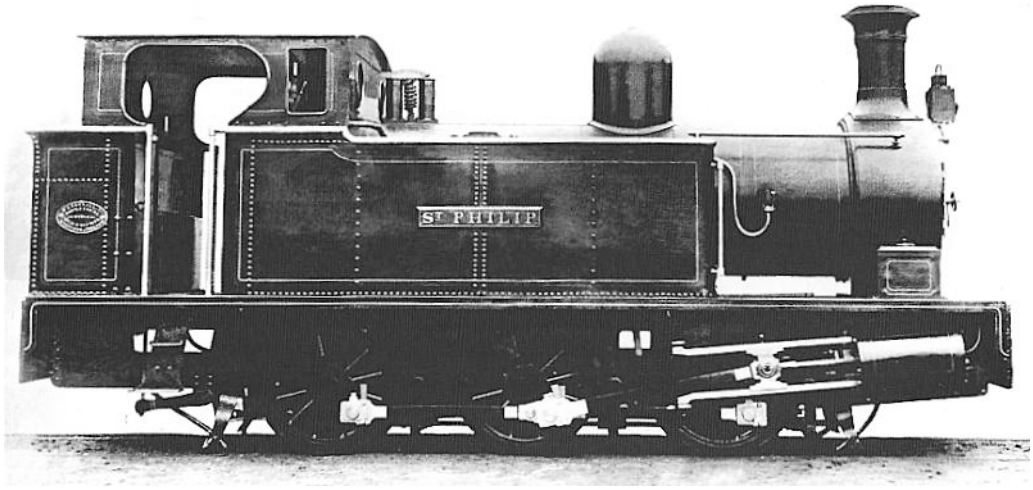
Ordered via Ross & Mathews for Barbados Railway.
5? 'St. MICHAEL' w/n 575



0-6-0T d/w 36?", cyls. 14x20", built by Bagnall in 1890 and 1891

Ordered by Barbados Railway Co.

6 'St. PHILIP'	w/n 1308	After the regauging sold to the Demerara Railway.
7 'St. ANDREW'	w/n 1310	After the regauging sold to the Demerara Railway.



A dire financial situation by 1897

By this stage it was obvvious that the railway could not continue as it was. The Bagnall locos may well have been sold to British Guiana by this point, and then E. R. Calthrop was invited to report on the situation and make recommendations.

20.5.2 The Bridgetown & St. Andrews Railway Ltd

1898-1903

The Barbados Light Railway Co.

1905-1915

The Barbados Government Railway

1916-1937



Bridgetown roundhouse during the 2' 6" gauge era. The loco being pulled onto the turntable is one of the 2-8-2Ts, whilst further to the left are the two smaller Baldwin tank engines.

Background

2' 6" gauge. 24 miles long, plus a later branch from Carrington station to The Crane on the island's south-east coast. Calthrop had recommended relaying the line to this narrower gauge, and by 1898 this had been done, under the auspices of the new Bridgetown & St. Andrew's Railway Co. Unfortunately this entity did not last long, going into voluntary liquidation in 1903. The replacement Barbados Light Railway Company similarly only lasted until 1914, though it did manage to build the five mile branch.

The Barbados government took over the railway in 1916, but continued to make a loss in most years. and in late 1937 the line closed.

For much further detail and a number of additional photos, see Jim Horsford's book, source [18].

2-8-2T d/w 30", cyls. 13x16", built by Baldwin in 1898

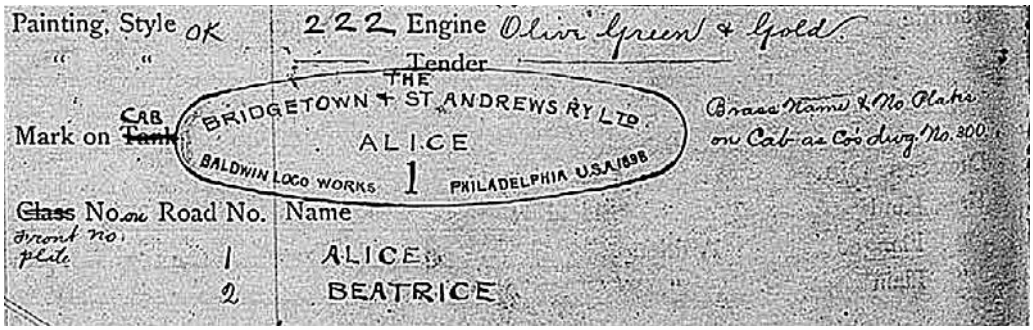
Ordered by Bridgetown & St. Andrew's Railway Ltd. BLW class 12-20¼E nos 1 and 2. Spec. is in 21 p 280.

1 'ALICE' w/n 16269

2 'BEATRICE' w/n 16270



High res image available from the RR Museum of Pennsylvania: BLW neg no. 01114-1.



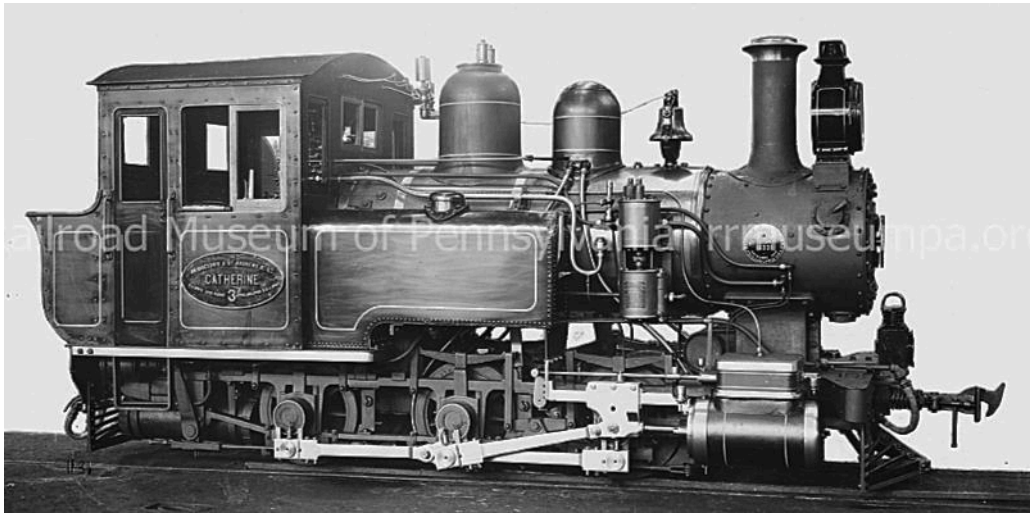
A portion of the Baldwin spec. page showing the combined name and number plates in standard Calthrop style. Annotations suggest that a detailed drawing of these had been supplied to Baldwin.

0-6-0T and 2-6-0T d/w 30", cyls. 11x16", built by Baldwin in 1898

Ordered by ? BLW class 6-16D nos. 51-52 Specs. is in vol 21 p 297. c Fitted with two whistles. Second loco to have pony truck added before leaving factory, and springing to be adjusted to reduce max. axleload to 5 tons.

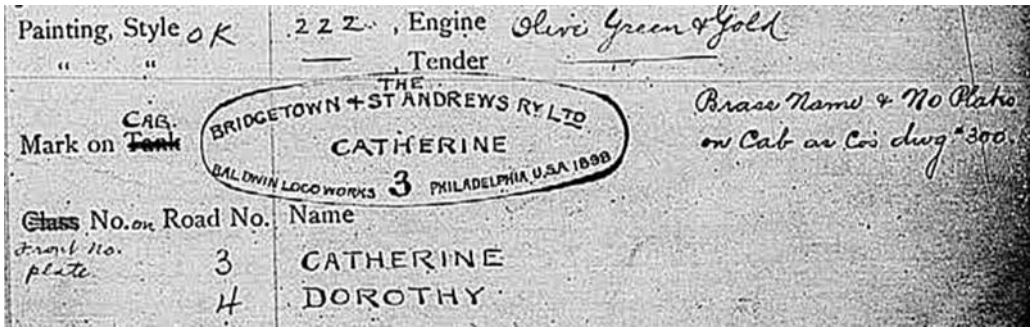
3^1 'CATHERINE' w/n 16331 Renumbered **4^2** in 1919 and rebuilt as a 2-6-0T like no. **3^1**.

4^1 'DOROTHY' w/n 16332 Renumbered **5** in 1919.



These two engines were ordered together and built to the same 0-6-0T specification. However, it seems likely that the first of them quickly revealed itself to be too heavy for the track. Therefore the second was held back at Baldwin until it had been given a pony truck and the suspension had been adjusted to reduce the maximum axle-loading to 5 tons. Much later the first loco was rebuilt in the same way. High res image available from the RR Museum of Pennsylvania:

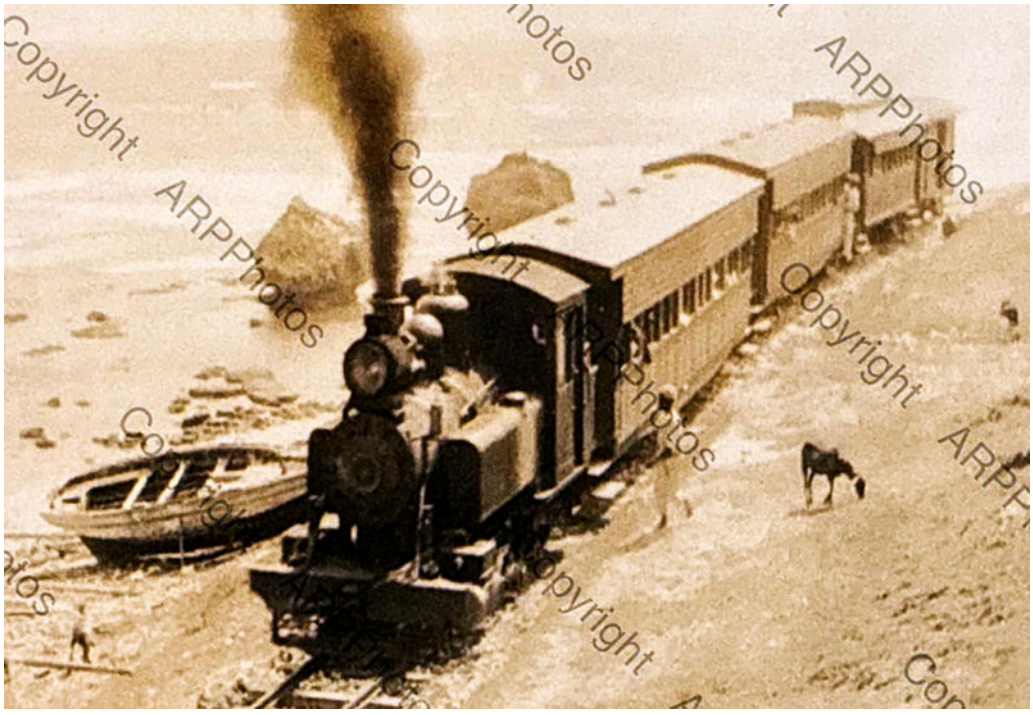
BLW neg no. 01131.



Another image showing showing the number plates to be applied to nos. **3** and **4**.



Note the standard Calthrop oval name and number plates, as also seen on the Leek & Manifold Valley Light Railway engines in the UK, and on those of the Barsi Light Railway in India, the Arakan LIght Railway in Burma, and others. High res image available from the RR Museum of Pennsylvania: BLW neg no. 01141.

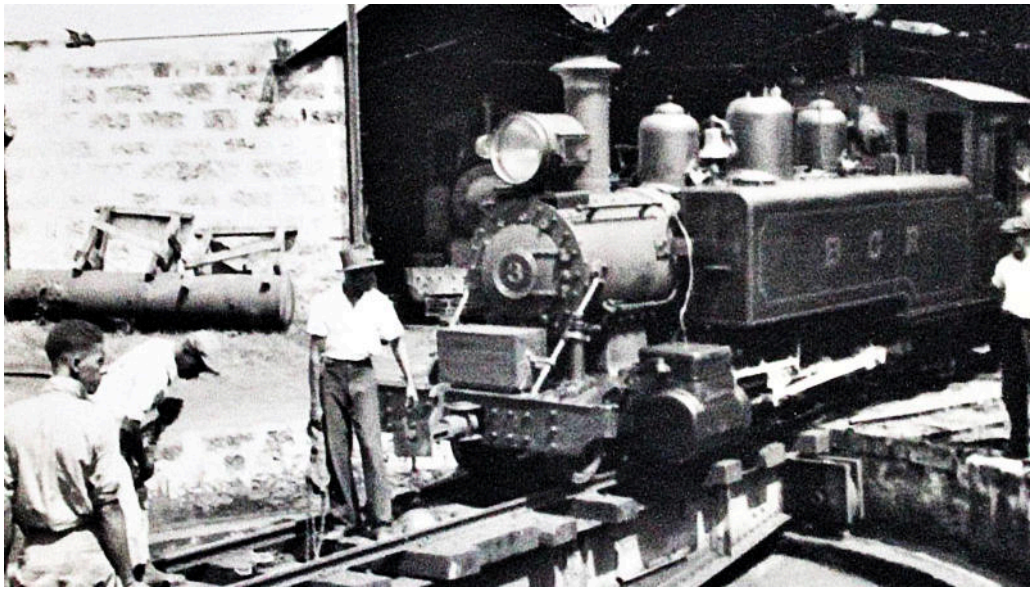


The presence of braces between the smokebox and the buffer beam shows that this engine hauling a passenger train along the coast at Bathsheba must have been 2-6-0T no. **4¹** (later renumbered **5**), or possibly no. **4²** if taken after 1919.

2-8-2T d/w 30", cyls. 13x16", built by Baldwin in 1919

Ordered by Barbados Government Railway. BLW class 12-20¼E no. 4. Spec. is in vol 63 p 245. Dup. of 12-20¼E nos. 1 and 2 except where specified. Painting: maroon lined in black and yellow. Color of paint same as for Midland Railway of England. Mark on tank sides: 'B. G. R.' 10" high and shaded. built as oil burner. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

3² w/n 52196



Baldwin 2-8-2T no. **3²** on the turntable at Bridgetown, possibly on the same occasion as the photo at the head of this section.

20.5.3 Barbados Settlement Co. Ltd.

Background

? gauge. Possibly solely ic locos, though did have one unknown loco before obtaining a 1931 VIW.

20.5.4 St. Nicholas Abbey Heritage Railway

Background

2' 6" gauge. Opened 2018 as an additional attraction at St. Nicholas Abbey in the parish of St. Peter on Barbados. Approx. 1 mile long. Construction and equipping of the railway undertaken in conjuction with Cromar White and Statfold Barn Engineering in the UK.

0-4-4-0T Mallet d/w ?, cyls. ?, built by Jung in 1914

Ordered via E. Rombauts of Rotterdam for Ceper Baru sugar mill in Java. Sold to Statfold Barn / Graham Lee in Staffordshire, England. Sold to Barbados and delivered after overhaul in 2019.

5 'TJEPPER' w/n 2279



Both photos are from the St. Nicholas Abbey Heritage Railway website at https://snahr.com/



0-4-0T d/w ?, cyls. ?, built by La Meuse in 1926

Ordered by SA Hoboken of Antwerp, Belgium. Sold for preservation and moved to Welshpool & Llanfair Light Railway and then to Statfold Barn / Graham Lee in Staffordshire, England. Sold to Barbados and delivered after overhaul in 2020.

6 'WINSTON' w/n 3243



This photo showing the future no. **6** at Statfold Barn, before its relocation to Barbados, is from the Wikipedia page on the St. Nicholas Abbey railway at https://en.wikipedia.org/wiki/St._Nicholas_Abbey_Heritage_Railway

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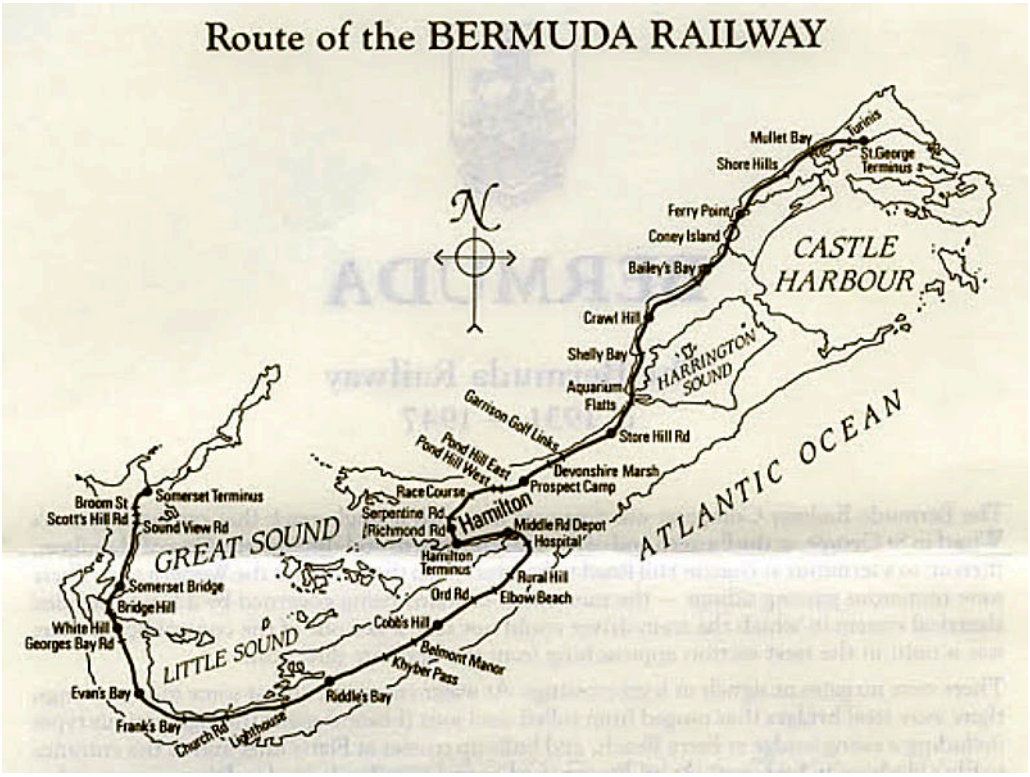
20.6 Bermuda

A British territory out in the Atlantic

20.6.1 The Bermuda Railway

Background

Standard gauge. 21.7 miles long. The Bermuda Railway ran for only seventeen years, from 1931 to 1948. It used solely i.c.-engined railcars, though latterly also with two diesel locos built on Brill car frames. There were no steam engines, not least because of the shortage of fresh water on the island, though the 1922 Foxlee report prior to the construction had suggested steam tank locos on a 3' 6" narrow gauge track.



20.6.2 The miniature railway on Vincent Astor's Ferry Reach estate

Background

Gauge 18". Vincent Astor built a mansion at Ferry Reach near the north-east end of Bermuda in the late 1930s. He added a miniature railway around the estate, with one streamlined steam locomotive, battery locos and passenger cars. It ran to a private halt, Astor's Siding, on the standard gauge Bermuda Railway.

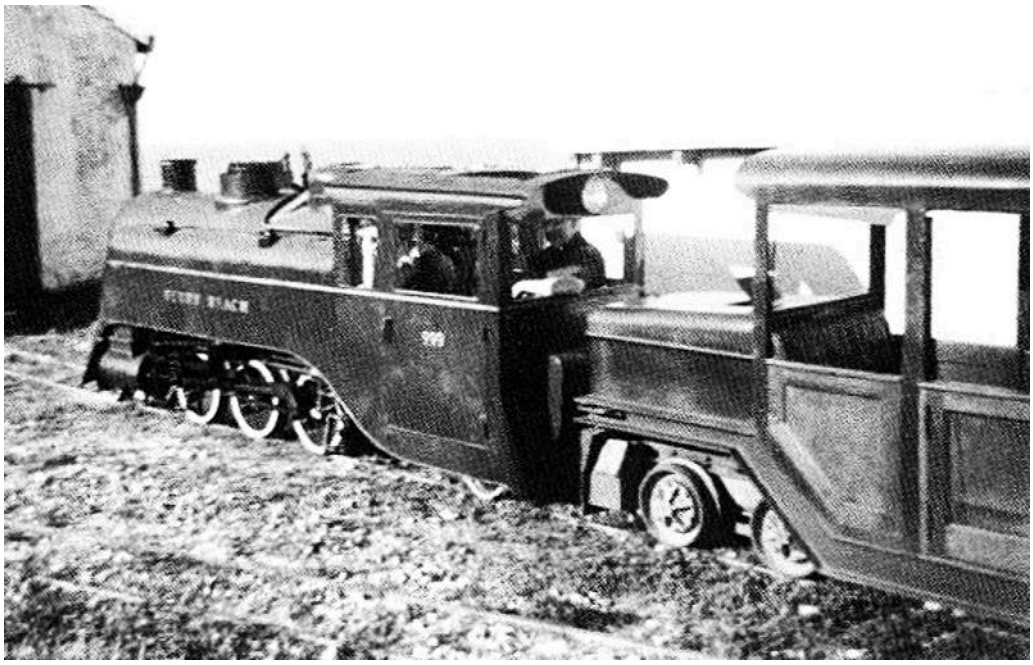
2-6-2T d/w 20", cyls. 6x10", built by Davenport in 1940

Ordered by Vincent Astor.

'MAINLINER' later **999 'FERRY REACH'** w/n 2304

Closure

The estate was sold in 1962. The steam loco seems to have been left derelict, and though it temporarily moved to Bermuda Museum there was no money for restoration and it was eventually returned to the estate and left derelict. Precise details of this later history need to be confirmed.



The loco was streamlined to represent a Baltimore & Ohio mainline engine.





Undated photos show the engine in an advanced state of dereliction.



20.7 British Virgin Islands

A British Overseas Territory in the Leeward Islands

Previously part of the British Leeward Islands colony

Background

No reports have been received of any proper railways on the British Virgin Islands, let alone any using steam locomotive traction. There was a short winch-operated inclined plane known as the Creque Marine Railway, on Hassel island close to St. Thomas. This was for the purpose of drawing vessels out of the water for repairs to be undertaken. As this was supposed to have been active from the 1840s onwards, it might in earlier decades have use a stationary steam engine to power the winch, but nothing is known of that.

20.8 Cayman Islands

A British Overseas Territory in the Greater Antilles

Previously a dependency of the British Crown Colony of Jamaica

Background

No reports have been received of any railways on the Cayman Islands, let alone any using steam traction.

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20.9 Dominica

An independent country in the Windward Islands

Background

Dominica had many small sugar mills, using water power from the many streams, but never developed large steam-powered mills. The mountainous terrain was not well-suited to large scale cane growing, so sugar to gave way to limes and then to bananas.

20.9.1 Dominica Forest Ltd. / Dominica Forests & Sawmills Ltd.

3' 0" gauge. The only railway known to have operated here was a short-lived forestry line which ran inland from Portsmouth on the northern coast, 30 miles north of Roseau. Dominica Forests & Sawmills Ltd. took over the assets of Dominica Forests Ltd. south of the Indian River in December 1910, and by then the railway was already in operation [23]. The sawmill along with the railway was soon abandoned, by 1913 or ’14.

0-4-2ST d/w ?, cyls. 9x15", built by Kerr Stuart in 1910

Ordered by Dominica Forest Ltd. KS Brazil type.

‘The CARIB’ w/n 1097

Sources:

Robert R. Darsley, “Caribbean Cane Tramways – (1) The Lesser Antilles”, in Industrial Railway Record No. 93, June 1982;

20.10 Dominican Republic

An independent country on the island of Hispaniola in the Greater Antilles

Independent since the mid-19th century

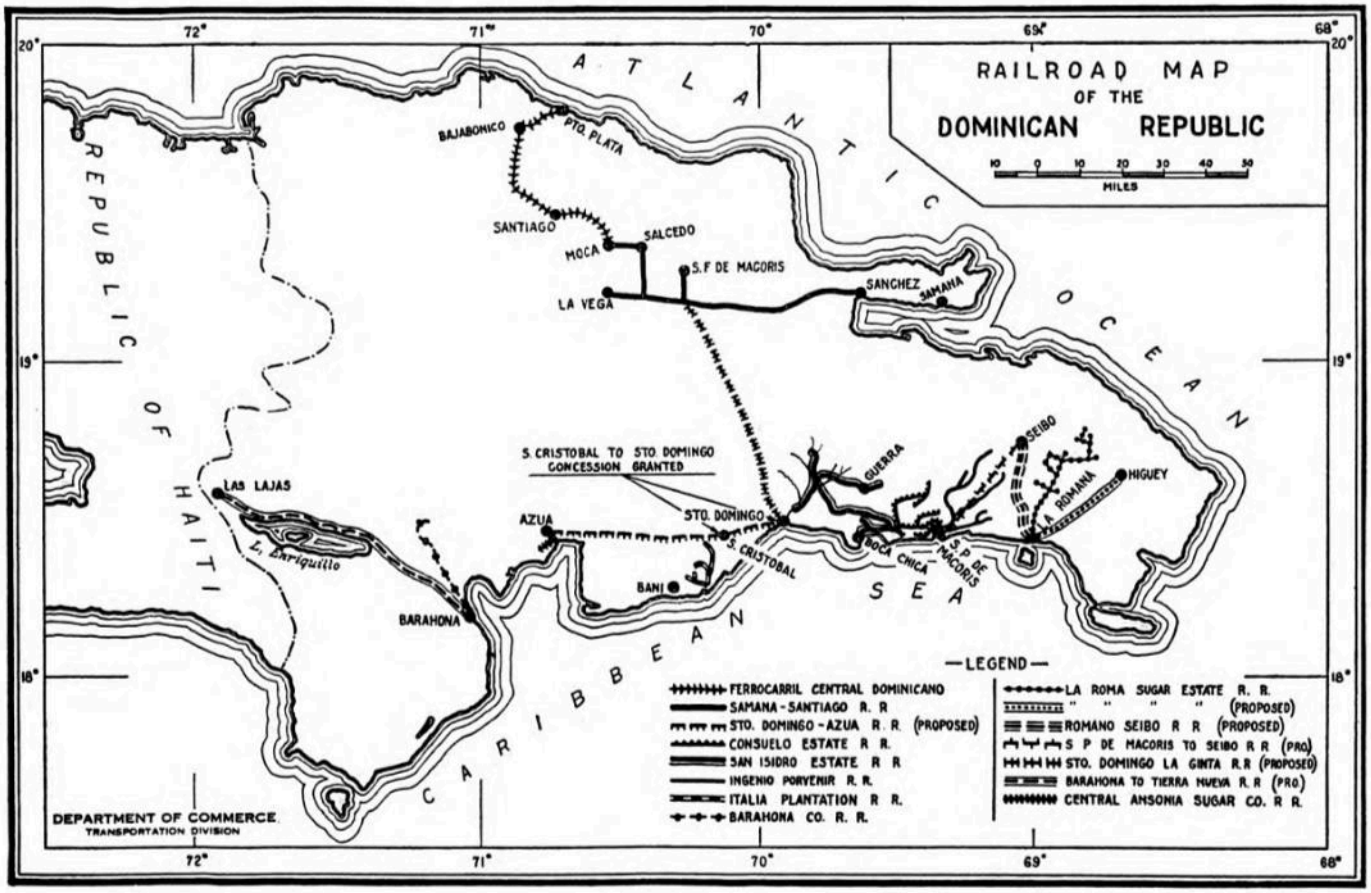


FIG. 43

Background

There were two main public railways in the Dominican Republic, and a short third line which linked the two and was eventually absorbed into one of them. These were all in the north of the country. In the south, on the other hand, were as number of sugar plantation rail systems, seven of which were extensive enough to show up on the map above from 19923.

20.10.1 *FC Samana á Santiago*

1886-

FC Unidos Cibao

FC Unidos Dominicanos (*FUD*)

Background

Gauge 3' 6". 77 miles long. Promoted by Alexander Baird with Scottish capital to run from Sanchez to Santa Capanza, but never completed. Opened from 1886 onward, from Sanchez (a small port town 33 km to the west of Samana) westward via Molinillos (12 miles), Arenoso (18 miles), Villa Riva (21 miles), Pimentel (34 miles), La Jina (45 miles), La Jagua (60 miles) and Camu (74 miles), to La Vega (36 km southeast of Santiago). In 1897 a branch from La Jina to San Francisco de Macoris was added (seven miles), and in 1905 a branch from Las Cabullas to Salcedo (eleven miles), which was extended by seven further miles in 1917 to connect with the 2' 6" gauge line from Puerto Plata at Moca. East of Sanchez, the line was extended along the coast toward Samana as far as Santa Capuza, but that section was quickly abandoned.

The workshops were at Sanchez, while La Vega had a one-engine shed.

Later the railway was nationalised and the name changed to *FC Unidos Cibao*. Locos carried 'FOMENTO' displayed on tank/tender sides.

0-4-0ST d/w ?, cyls. 9x17", built by Andrew Barclay in 1883

Ordered by ?

1	w/n 283	

0-4-4-0T d/w 21", cyls. 6x12", built by Andrew Barclay in 1885 and 1886

Ordered via William Taylor, Glasgow.

2	w/n 284	
3	w/n 293	

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

Ordered by ?

4-5	w/n ?	

2-4-2T d/w 36", cyls. 9½x18", built by Neilson in 1887, 1900 and 1901

Ordered by ?

6	w/n 3642	
7	w/n 5571	Copeland says the cyls. for this one were 9x18". Scrapped 1967.
8	w/n 6114	

0-4-2T d/w 24", cyls. 7x12", built by Andrew Barclay in 1904 and 1907

Ordered by ?

9	w/n 1025	In service 1968.
10	w/n 1112	

2-6-2T d/w ?, cyls. 12x18"?, built by NBL in 1908, 1913, 1915 and 1921

Ordered by Samana & Santiago Rly.

11	w/n 18636	Built 1908.
12	w/n 18637	Built 1908.
12	w/n 20295	Built 1913.
14	w/n 20936	Built 1915.
3^3 or **4^3**	w/n 22706	Built 1921.
4^3 or **5^3**	w/n 22707	Built 1921.



0-4-2T d/w ?, cyls. 7x12", built by Glover in 1919

Ordered by ?

3	w/n 7127	Not delivered, sold to Reynolds Coal Co., Grafton, West Virginia.

2-6-2T d/w ?, cyls. 13x18", built by Glover in 1919

Ordered via W. R. Grace.

4	w/n 13188
5	w/n 13189

In 1923, source [1] reported that the railway owned:
Locomotives:

6 North British (side tank); cylinders, 12 by 18 inches; 25 tons; capacity, 15 loaded cars.	Nos. **11-14** and **4-5**?
3 North British (side tank); cylinders, 9½ by 18 inches; 15 tons; capacity, 9 loaded cars.	Nos. **6-8** by Neilson.
2 North British (shunting); cylinders, 7 by 13 inches; 10 tons; capacity, 6 loaded cars.	Possibly two of the Andrew Barclay tank locos.

Whilst other AB engines might well have been withdrawn by 1923, the puzzle is why the two Glover 2-6-2Ts do not appear in the list.

Closure

The last part of this railway closed in 1976.



An *FCD* tank loco at La Vega during the 1930s. Whilst the engine seems very narrow, the track looks about right for 3' 6" gauge, so I don't believe that the image has been compressed. Note the sloping front running plate, which may in due course assist in the loco's identification.

20.10.2 *FC Central Dominicano (FCD)*

1890?-

Background

Gauge 2' 6". Built by Westendorp & Co. and the Santo Domingo Improvement Co. (which was a front for the UFCo.). This railway was initiated using Belgian funds, and construction started using Belgian engineers. To overcome the steep 1 in 20 gradients just south of Puerto Plata, the engineers chose an Abt rack section, This was originally worked by four racvk and adhesion steam locos built by Cail in 1890. The construction costs, however, exhausted the Belgian investors and as a result their interest in the line was taken over by the US-owned Santo Domingo Improvement Company.

The 11 mile section from Puerto Plata to Bajabonico was opened between 1891 and 1893. During 1895-97 the line was extended across the Cordillera Septentrional to Santiago de los Caballeros, and during 1906-08 to Moca, a total of 62 miles with 41 bridges and one tunnel. In 1908 the Santo Domingo Improvement Co. sold its interests to the Dominican Government.

In 1917 the Abt rack section between Marcos (two miles out of Puerto Plata), La Sabana and Barrabas was replaced by using Shay locomotives between San Marcos and La Sabana and by relaying the track on a less steeper course between La Sabana and Barrabas. From 1917 onward the *FCD* connected with the 3' 6" gauge at Moca, however the break of gauge meant that there were two separate stations.

0-6z2-2T d/w ?, cyls. ?, built by Cail in 1890

Ordered by ?

1	w/n 2346 Cail rack loco 4.	Rack operation discontinued 1918? on receipt of Shays.
2	w/n 2347 Cail rack loco 5.	Rack operation discontinued 1918? on receipt of Shays.
3	w/n 2348 Cail rack loco 6.	Rack operation discontinued 1918? on receipt of Shays.
4	w/n 2349 Cail rack loco 7.	Probably withdrawn by 1910 when a replacement no. **4** was received. Rack operation discontinued 1918? on receipt of Shays.

Two of these sold to Fernando Po [Copeland].

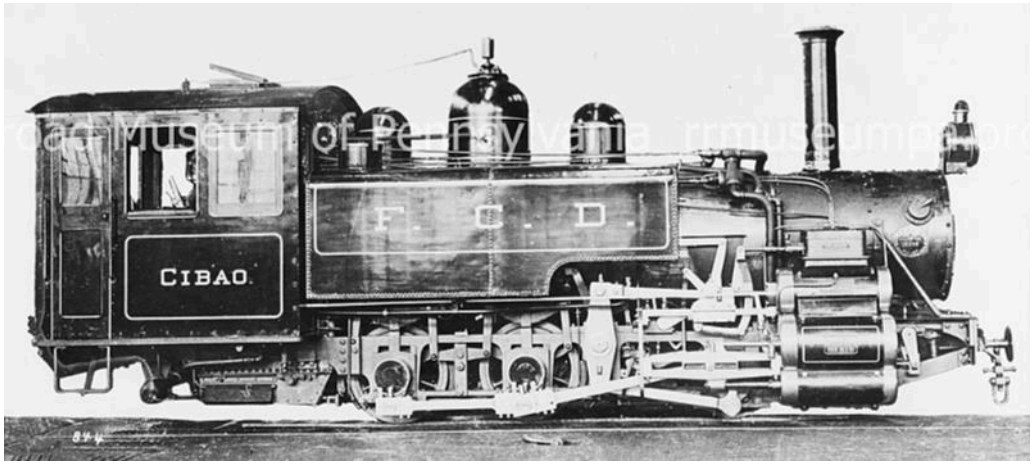


A well-known postcard of one of the FCD's Cail rack and adhesion tank locos, presumably based on a builders' photo taken before it left the Cail factory.

2-4z1-0T Vauclain compound d/w 33", adh. cyls. 8/13x18" rack cyls. 11x18", built by Baldwin in 1895, 1900, 1905 and 1910

Ordered by San Domingo Improvement, Central Dominican and finally Frame & Co. for Central Dominican. These locos had a 9' 0" rigied wheelbase, of which 3' 7" was the driving wheelbase, ie. the front carrying wheels were rigidly mounted. The rack pinion seems to have been driven via that axle through gears, and using rocker arms rather like on Corpet Louvet's Brown valve gear engines. BLW class 7-16 10/20C nos. 1, 2, 3, 4. Specs. are in vol. 19 p 265, vol. 23 p 13, and vol. 36 p 268. BLW compound locos 498, 1424, 2963 and 3506. Side tanks, mark on tank: 'F. C. D.', straight stack, locos to be constructed as far as possible to permit changing later to be adhesion locos only.

5 'CIBAO'	w/n 14345	Rack operation discontinued 1918? on receipt of Shays.
9 'SANTO CERRO'	w/n 17693	Rack operation discontinued 1918? on receipt of Shays.
10 'ANACOANA'	w/n 26011	Rack operation discontinued 1918? on receipt of Shays.
4² 'SAMANA'	w/n 36205	Rack operation discontinued 1918? on receipt of Shays.



High res image
available from the RR Museum of Pennsylvania: BLW neg no. 00844.

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

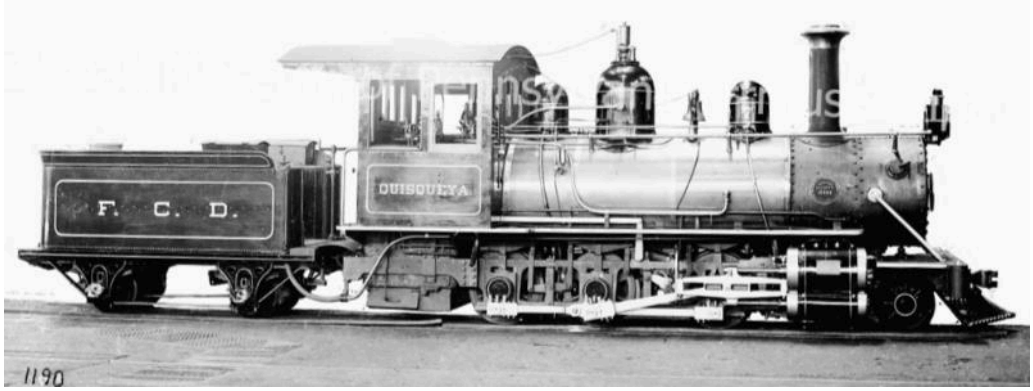
Ordered by ?

6 or possibly **6²**	w/n ?

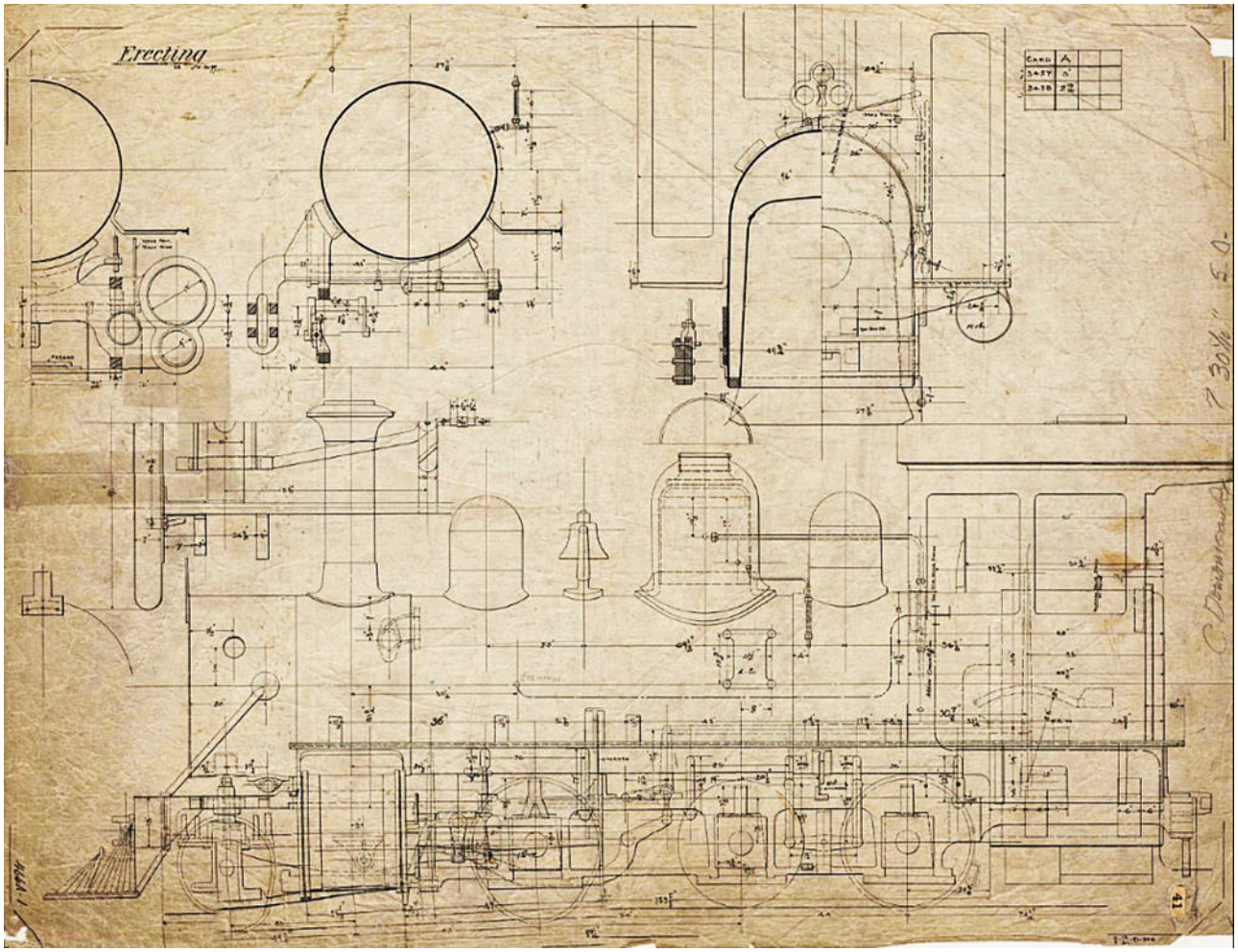
2-6-0 Vauclain compound d/w 33", cyls. 9/15x16", built by Baldwin in 1899

Ordered by Central Dominicaan Rly. BLW class 8-12/24D nos. 5-6. Spec. is in vol. 22 p 89. Compound locos nos. 1208 and 1209. Parts to be inter-changeable where possible with 7-16 10/20C no. 1. Mark on tank: 'F. C. D.', 4-wheeled tender.

7 'QUISQUEYA'	w/n 16666	In service in 1947 when a Baldwin XO purchase was made.
8 'MOCA'	w/n 16667	In service in 1947 when a Baldwin XO purchase was made.



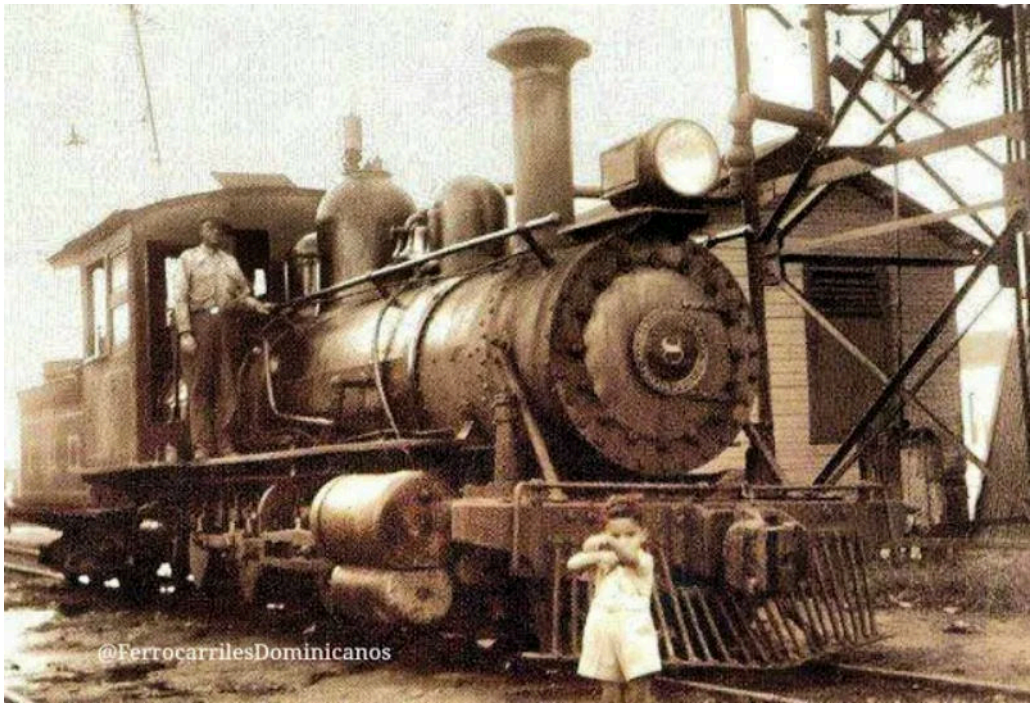
FCD Vauclain compound 2-6-0 no. **7 'QUISQUEYA'**. High res image
available from the RR Museum of Pennsylvania: BLW neg no. 01190.



This Baldwin erecting card drawing showing *FCCD* Vauclain compound 2-6-0s nos. **7** and **8** is from the DeGolyer Library online archive. However, please note that a rip in the original paper sheet,, or movement during the scanning process, has resulted in distortion at the bottom left, resulting in the lower parts of the pony and first driving wheel seeming to run downhill.



A very much touched-up image showing a Vauclain compound loco seemingly numbered **3**, standing in front of *FCCD* water tanks. It seems likely that the number was of the touch-up artist's invention. High-res image available from the RR Museum of Pennsylvania: BLW neg no. 14635.



?-?-? d/w ?, cyls. ?x?", built by ? in ?

Ordered by ? It is quite possible that the single Baldwin 2-6-0 of the *FC Moca á Santiago* was renumbered into the *FCD* fleet, but that is unlikely to have happened until 1908 or later, so it would not have been the first number **6** or **10**. It was definitely in this fleet in 1947 when a Baldwin XO purchase was made.

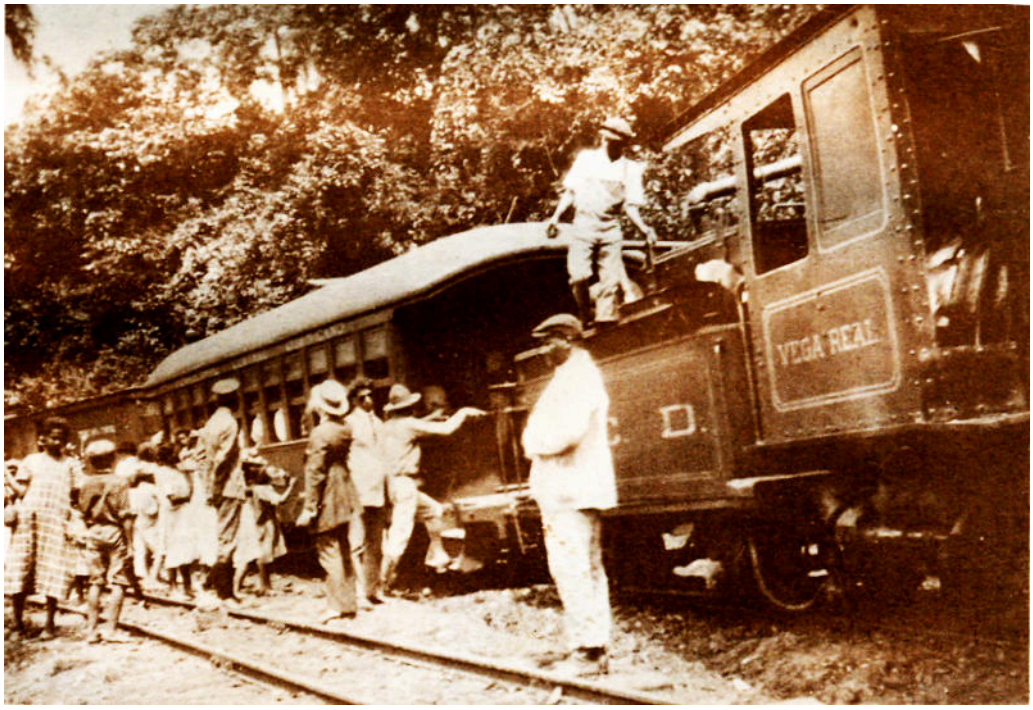
10 w/n ?

2-6-0 Vauclain compound d/w 33", cyls. 9/15x16", built by Baldwin in 1905 and 1910

Ordered by Central Dominicano. BLW class 8-12/24D nos. 7 and 9. Specs. are in vol. 27 p 296, and vol. 36 p 266. Compound engines nos. 2964 and ???? (no no. given on spec. page). 4-wheeled tender, mark on tank: 'F. C. D.', straight stack, outside frames, no indication on spec. sheet that these were rack or tank locos as others say, though they were definitely compounds and the boilers were designed to be safe on 9% grades.

11 'La VEGA REAL' w/n 25865 In service in 1947 when a Baldwin XO purchase was made.

12 'ISABELA' w/n 35078



Loco named **'VEGA REAL'**, supposedly in 1924.

2 truck Shays d/w 29 5/8", cyls. 10x12"(3), built by Lima in 1917 and 1918

Ordered by *FC Central Dominicano*. Class B42-2.

14	w/n 2796	Sold to W. R. Grace & Co. for Braden Copper Co., Rancagua, where became no. **11**.
15	w/n 2961	Sold to W. R. Grace & Co. for Iquique, where regauged to 3' 6" and became no. **?**.

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

Ordered by ? 12 tons. Taubeneck's Bell list quotes the *Railway Age* of Jan. 16th 1920 which mentioned locos on order including "Centrale Santa Dominicas RR, San Domingo, West Indies, has ordered three general utility locomotives from the Bell Locomotive Works, Inc.". If the railway did indeed purchase three Bell geared locos around 1920, then these two numbers **16** and **17** might well have been allocated to two of them whilst the third is rumoured to have become no. **6** .

16	w/n ?
17	w/n ?
6[2]?	w/n ?

2-6-2 d/w 37", cyls. 13x18", built by Baldwin in 1920

Ordered by *FC Central Dominicano*. BLW class 10-20¼D no. 28-29. Spec. is in vol. 63 p 299.

18 'CIBAO'	w/n 53144
19 'ANACOANA'	w/n 53158

The fleet in 1923

By 1923 [1], the railway had twelve US-built steam locomotives:

"Locomotives:

Baldwin prairie type, simple adhesion, 48 tons weight, 10 wheels (6 being drive wheels), 13-inch cylinder (Baldwin symbol: 10-20-5-D) 2 Locos numbered **18** and **19**.

Shay, geared, 42 tons weight, 8 wheels (all drive wheels) 2 Nos. **14** and **15**.

Baldwin compound adhesion, weight 38 tons, 8 wheels (6 drive wheels), 9-inch high-pressure, 15-inch low-pressure

cylinders (Baldwin symbol: 8-12-24-D) 5 Nos. **7, 8, 11, 12**, and the ex-*FCMaS* loco.
Baldwin compound adhesion, weight 30 tons, 6 wheels (4 drive wheels), 10-inch high-pressure, 13-inch low-pressure cylinders (Baldwin symbol: 7-16-10-20-C) 1 One of the erstwhile rack and adhesion 2-4z1-0Ts.
Bell 12-ton oil-burning steam engines, four wheels (all drive wheels), 4¾-inch cylinders 2
Possibly two from nos. **6** , **16** and **17**, but why only two mentioned?

The workshops were at Puerto Plata."

The fate of the railway

Part was eventually converted to 3' 6" gauge, and some locos were also reportedly regauged. The remainder of the 2' 6" gauge was abandoned in 1951. The surviving 3' 6" gauge was nationalised and renamed as *FC Unidos Cibao*.

Surviving locomotives



Baldwin 2-6-0 35078/1910 (38 tons), supposedly originally no. **12 'ISABELA'**, is plinthed without its tender on a steel viaduct span at the Plaza del Viaducto in Moca. Rob Dickinson's International Steam website says that this loco was formerly numbered M-086 or M 0866. NB There is a big question mark over this being one of the *FCD* locos; they were Vauclain compounds, which this is not, and also had cabsides dropping no lower than the running board height.

20.10.3 San Domingo RR
aka Santo Domingo Southern RR

Background

Gauge 2' 6". Nothing yet known about this railway.

0-4-2T d/w 28", cyls. 8x12", built by Dickson in 1897

Ordered by J. B. Vicini.

'MADELEINE' w/n 965

'JUAN FELIPE' w/n 968

20.10.4 *FC Santiago á Moca*

Background

Gauge 2' 6" or maybe 2' 5" (75cm?). Opened 1909? to connect the *FC Samana a Santiago* (so-called) from Moca through to Santiago where where it met the *FCD* end-on. Built by the government, and since the *FCD* had also been taken over by the government in 1908 the two lines were probably operated as one right from the opening day. Converted later to 3' 6" gauge and absorbed into *FC Unidos Cibao*.

2-6-0 Vauclain compound d/w 33", cyls. 9/15x16", built by Baldwin in 1907

Ordered by Frame & Co. for *FC Moca a Santiago*. BLW class 8-12/24D no. 8. Spec. is in vol. 31 p 79. Compound no. 3216. Mark on tank: 'F. M. a S.'. Spec. page says everything underneath to clear rack rail just as on similar FCD locos. 4-wheeled tender. Dupe to 8-13/24D no. 7 except for cast steel frames.

1 '26 de JULIO'	w/n 32259	Possibly renumbered into the *FCD* fleet. In service in that fleet in 1947 when a Baldwin XO purchase was made.

20.10.5 Sugar cane railways

Background

"Between 1948 and 1956, under President Trujillo, most of the sugar industry was nationalised and then became the private property of Trujillo and his family. Only the mills owned by the US-owned South Puerto Rico Sugar Company (including Central La Romana) and those owned by the Vicini family (Angelina, Cristobal Colon and CAEI) were exempt. After Trujillo's death, the sugar mills were turned over into state property in 1962 and from 1966 operated by the Consejo Estatal del Azúcar (CEA).

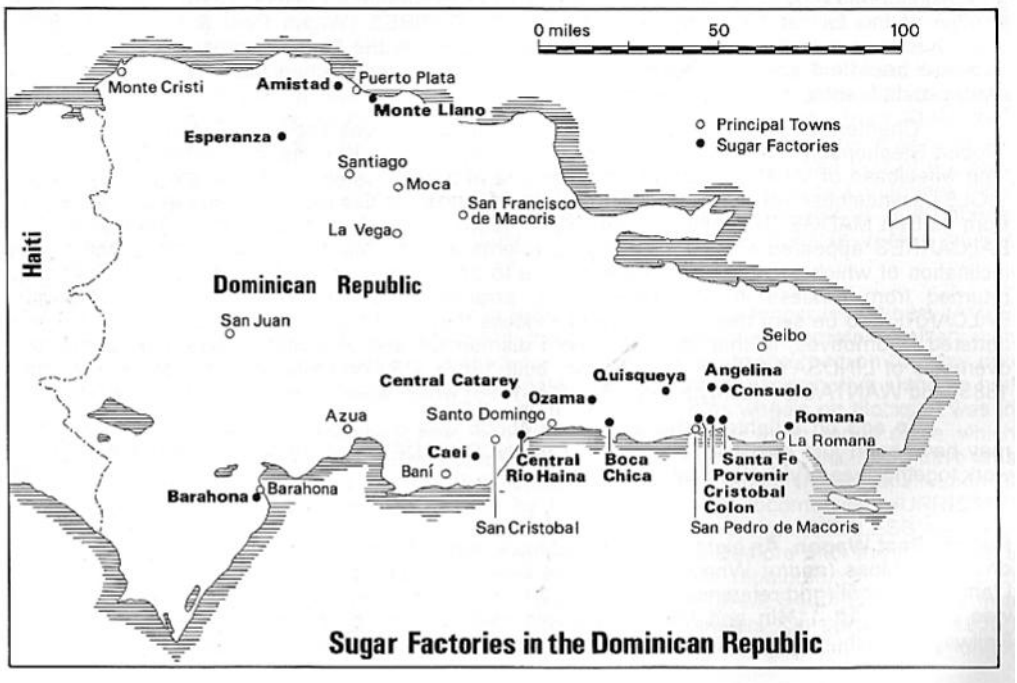
In the late 1990s, with many state-owned mills urgently needing modernisation, they were leased to private companies. A few were taken over by mostly foreign investors, but most mills were closed and demolished." (Condensed from Rob Dickinson's *International Steam* website).

Sugar mills in the Dominican Republic

Mill list from tables created by Geoffrey Hill for the *Industrial Railway Record* no. 143 in 1995.

Mill	Locality	Years	Gauge	No. of known locomotives
Alto de la Pena	Puerto Plata	?		
Amistad		1898-	2' 6"	
Angelina		1876-	2' 6"	
Asuncion/ La Francia	Santo Domingo	1878-? 1896-?		
Aurora	Azua	?		
Azuano	Azua	c1898-c1925	2ft 6in	1
Barahona		1922-	1 metre	
Bella Vista	Santo Domingo	1877-?		
Boca Chica		1916-	2' 6"	
Bolivar	Puerto Plata	-c1931		
Italia/ CAEI		1883	1' 10½"	
Calderon/ Carlota/ Ansonia	Azua	1878-? c1894-1931	2ft 6in	3
Caridad	Santo Domingo	1875-c1896		
Catarey		1950-	2' 0"	
Carolina	Bani	1880-?		
Concepcion	Nizao	1880-?		
Concordia	Azua	?		
Constancia	Santo Domingo	1878-?		
Consuelo		1882-	2' 6"	
Cristobal Colón		1883-	2' 6"	
Cuba	Puerto Plata	-1930s	2ft 6in	2
Dolores/ Stella	Santo Domingo	1881-?		
Encarnacion	Santo Domingo	1879-?	2ft 6in	1
Esperanza		1957-		
Gumersinda	Samana	1877-?		
Jainermosa	Santo Domingo	1881-?		
La Duquesa	Santo Domingo	1882-?	2ft 6in	2

La Esperanza	Santo Domingo	1874-?	2ft 6in	1
La Fe	Santo Domingo	1880-c1910	2ft 6in	4
La Industria/	Puerto Plata	1879-?		
Mercedes		1907-1931		
La Luisa	Puerto Plata	1878-?		
La Rosa	Puerto Plata	1879-?		
Las Damas	San Cristobal	1877-?		
Mercedita/	San Pedro de M.	1886-?	) metre/	
Las Pajas		1917-1954	) 2ft 6in	6
Monte llano		1918-	2' 6"	
Munoz	Puerto Plata			
Ocoa	Azua	1882-1928	3ft 0in	2
Porvenir		1879-	2' 6"	
Progreso	Samana	1878-?		
Progreso	Puerto Plata	1880-?		
Providencia	Puerto Plata	1878-?		
Providencia	San Cristobal	1880-?		
Puerto Rico	San Pedro de M.	1885-cl920	2ft 6in	
Quisqueya		1885-		
Rio Haina		1951-	Standard	
Romana		1918-	Standard	
Rosario	Santo Domingo	1877-?		
San Carlos	Puerto Plata	1919-?	3' 0"	4
San Isidro	Santo Domingo	1881-1934	2ft 6in	7
San Luis/		1881-1930		
Ozama		1939-		
San Marcos	Puerto Plata	1882-cl925	2ft 2in	2
Santa Elena	Santo Domingo	1878-?		
Santa Fe		1885-		
Ubaldina	Puerto Plata	1880-?		



A map of Dominican Republic sugar mills from Geoffrey Hill's article

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Ingenio Amistad, at Pérez

Background

Gauge 2' 6". A small mill 3 km south of Imbert and 29 km from Puerto Plata. Built 1898 by Bentz, Folch and Martinez. Sold to National City Bank 1914. Sold 1926 to Annsing & Somm y Corp. of NY. Sold 1927 to Cornelio Julian, and later inherited by Sra. M. Luisa Bentz vda. Julián, but nationalised in 1953. Mill then sold to Azucarera Haina CA. Total 5 miles along a branch from the *FCD*. Branch closed along with the *FCD* in 1951. Railway replaced by lorries in 1951.

0-4-0T d/w 30", cyls. 7x12", built by VIW in 1917

Ordered via Gillespie Brothers for Bentz Hermanos at Central Monte Llano, Dominican Republic, as **'ROSA MARIA'**. Sold to Yglesias & Co.. 1927, then to Ingenio Amistad 1933. VIW class 7-2.

?	w/n 2680	

The fleet in 1923

One loco in 1923, of 7 tons.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been added in blue.

"7 km. length 30" gauge track; one 10-ton Vulcan locomotive; 90 steel cane cars, 2 tons each. " The Vulcan loco mentioned was pressumably that listed above as VIW 2680.

Ingenio Angelina, at El Higo

Background

Gauge 2' 6". 10 km north of San Pedro de Macoris. Built 1876 by Juan Amechazurra, sold 1877 to Lorenzo Gurdi. Sold 1884 to M. Richhiez, W. Castro, M. Varaca and G. Gonzales. Sold 1896 to J. B. Vicini & Co. of New York, and supposedly eventually became part of Vicini's CAEI group in 1917. Total 36 miles. With a wagon-carrying andarivel across the Río Higuamo to the Central Cristobal Colon network.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1892 (1 and 5), 1894 (2) and 1895 (3)

Ordered via J. B. Vicini & Co.. First two were BLW class 6-8 1/3C nos. 39-40. Spec. is in vol. 18 p 113. R&H stack. No. **5** acquired from Encarnacion estate where it had first worked. The last two were class 6-8 1/3C nos. 47 and 51, with spec. in vol. 19 p 134. R&H stack, no running numbers mentioned on spec. page.

1 'SEIBITA'	w/n 12980	Listed as in fleet in 1923 [1].
5 'BONDILLO	w/n 12981	Listed as in fleet in 1923 [1].
2 'AMALFI'	w/n 14054	Cyls. on these later two 7½x12".
3 'ETRURIA'	w/n 14452	Cyls. on these later two 7½x12". Listed as in fleet in 1923 [1].

0-4-0T d/w 26½", cyls. 8x12", built by Dickson in 1900

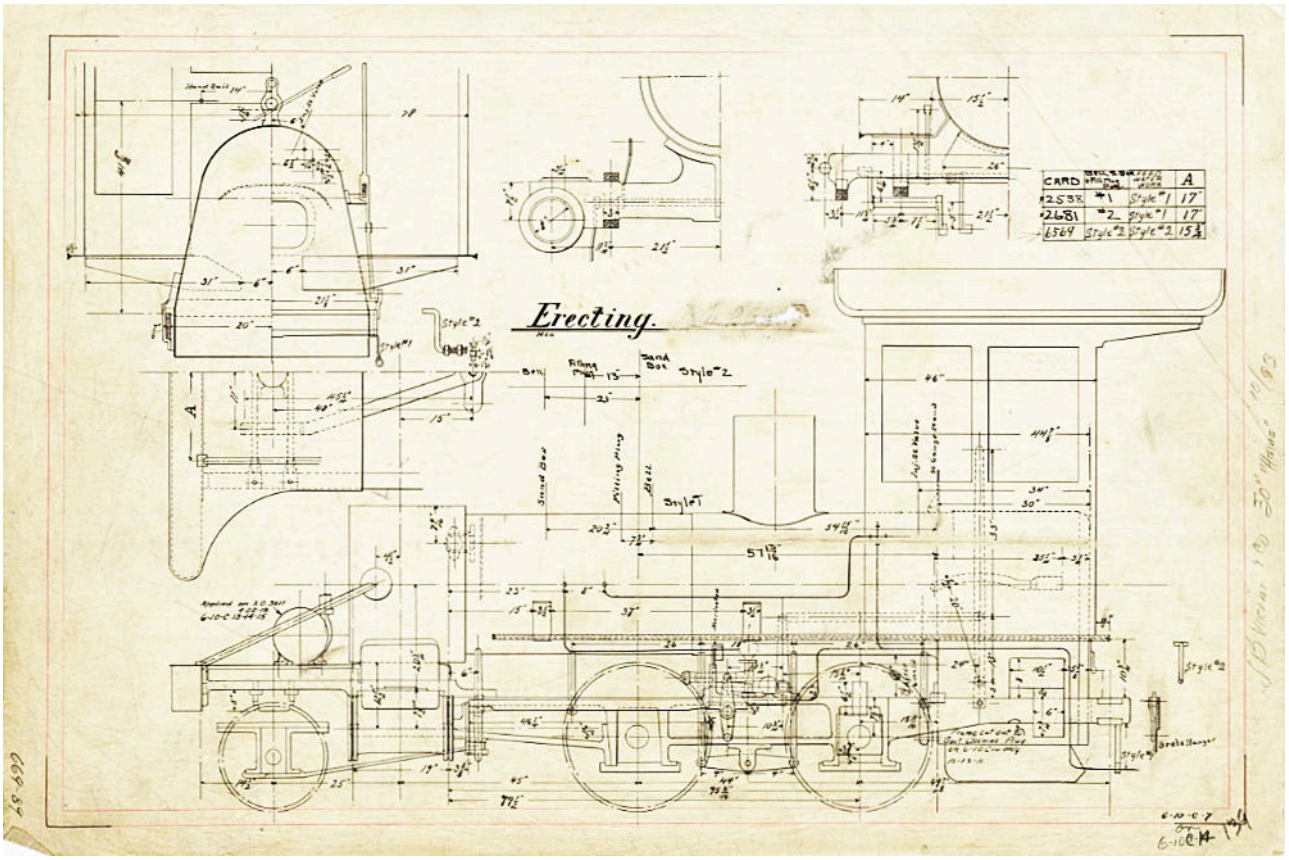
Ordered via J. B. Vicini & Co.

4 'ANGELINA'	w/n 1108	

2-4-0 d/w 26", cyls. 8x14", built by Baldwin in 1893

Ordered by J. B. Vicini. BLW class 6-10C no. 7. Spec. is in vol. 19 p 18. R&H stack. XO 3460 of Sept. 1899. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

6 'HAINA' w/n 13793 Listed as in fleet in 1923 [1].



A Baldwin erecting card drawing for *Ingenio Angelina* no. **6 'HAINA'** of 1893.
Found in the De Golyer Library online archive.

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1907

Ordered via American Trading Co. BLW class 8-12D no. 14. Spec. is in vol. 31 p 97. R&H stack. Mark on tank: 'INGENIO ANGELINA'. 8-wheeled tender.

7 'ROMA' w/n 32287 Listed as in fleet in 1923 [1].

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1894

Ordered by ? BLW class 6-11C no. 5. Spec. is in vol. 19 p 149. R&H stack, no running number mentioned in spec. page.

8 'CAMPANIA' w/n 14103

2-6-6-2 d/w 33", cyls. 10/15x16", built by Baldwin in 1908

Ordered by Santiago Porcella for Ingenio Angelina. BLW class 16-14/24¼DD no. 1. Spec. is in vol. 32 p 313. R&H stack. Mark on tank: 'INGENIO ANGELINA'. To run on 25 lb. rail. Oil burning equipement supplied under XO 832 of 1921.

9 'MILAN' w/n 33008 Listed as in fleet in 1923 [1].



Ingenio Angelina no. **9 'MILAN'**. High res image available from the RR Museum of Pennsylvania: BLW neg no. 02753-1. Note that on such a long thin locomotive the running number is displayed on not just one dome but two.

2-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1911

Ordered via Müller, Schall & Co. BLW class 8-12D no. 18. Spec. is in vol. 39 p 213. More or less dupe of 8-12D no. 14. R&H stack.

10 'TURIN' w/n 37304 Listed as in fleet in 1923 [1].

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1915

Ordered via Porcella Vicini & Co. BLW class 8-14D no. 34. Spec. is in vol. 54 p 234. Replacement boiler was BLW XO7000332 of 1947. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

11 'TRENTO' w/n 42640 Listed as in fleet in 1923 [1].

2-4-0 d/w 33", cyls. 10x16", built by Baldwin in 1916

Ordered via Porcella Vicini & Co. BLW class 6-14C no. 11. Spec. is in vol. 54 p 226. R&H stack, mark on tank: none.

12 'VENEZIA' w/n 44280 Listed as in fleet in 1923 [1].

2-6-0 d/w 30", cyls. 8x12", built by Baldwin in 1898

Ordered by J. B. Vicini for Central Azuano as their **'COMPOSTELA'.** BLW class 8-10D no. 2. Spec. is in vol. 21 p 264. Mark on tank: 'CENTRAL AZUANO', R&H stack.

? w/n 16219

The fleet in 1923

Eleven locos in 1923, all by Baldwin except for no. **4** by Dickson. All as noted above

Closure

The mill closed in 1983.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"56 km. length railway system, including batey tracks, loading switches, etc., 30" gauge track; with suitable acccompaniment of rolling stock." Not enough detail to be of any use.

Central Ansonia, at Azua

Background

Gauge 2' 6". Built by Farrell Corporation of Ansonia, Connecticut, in 1897 for John Hardy. Sold 1901 to Hugh Kelly family. Mill closed 1931. Total 17 miles.

0-4-2T d/w 28", cyls. 8x12", built by Baldwin in 1894

Ordered by Hugh Kelley. BLW class 6-10 1/3C nos. 46 and 48. Spec. is in vol. 19 p 88. As far as possible interchangeable with 6-10 1/3C no. 38. Third one to have mark on tank: 'CENTRAL ANSONIA SUGAR Co.' R&H stack. NB third loco in batch, 6-10 1/3C no. 47, went to Ingenio Porvenir, which see below. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file.

'ANSONIA' w/n 13930 NB No number when first built.
2 'LOTICA' w/n 14163 NB This did carry no. **2** when first built.

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

Ordered by Hugh Kelly for Central Ansonia Sugar Co. BLW class 6-11 1/3C no. 46. Spec. is in vol. 23 p 174. Mark on tank: 'CENTRAL ANSONIA SUGAR Co.' R&H stack. Weight 30,000 lb. according to spec. page.

3 'CAPITAN' w/n 18442

The fleet in 1923

Three locos in 1923, one 13 ton and two 8 ton. All 0-4-2Ts. BLW class 6-18 1/3C and 6-10 1/3C.

Central Azua, at Azua de Compostela

Background

Gauge ?. Total 15 miles. Eight locos in 1923, one only in use. Was this Central Azuano? Source [1] in 1923 said: "CENTRAL AZUA RAILWAY This estate has not been working for four years. The railroad has been out of service for three years except for 1.9 miles of narrow gauge between the estate and the Azua Dock. The estate is owned by the Compania Anonima de Explotaciones Industrieles, whose officials are as follows (all located at Santo Domingo City): President: F. A. Vicini. Vice president: George Mansfield. Secretary: Enrique Henriquez. Auditor: Amadeo Rodriguez. Administrator: Incio G. Billini. The line has 15 miles of track, of which only 1.9 miles are now in use, from the central to the port of Azua and to the town of Azua. The motive power and rolling stock consists of 8 engines and 100 small cars, of which 1 engine and 8 cars are in use. The remainder are practically worthless. In various parts of the estate fences have been built over the railroad tracks, rendering the latter of no use, whatsoever. Purchases for the road are made by the administrator, Incio G. Billini, care of Central Azua, Santo Domingo, Dominican Republic.

Central Azuano

Background

Gauge 2' 6". Mill closed 1925.

2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1894 and 1896

Ordered by J. B. Vicini & Co. Gauge 2' 6". BLW class 8-14D nos. 16 and 18. Spec. is in vol. 19 p 106. Ingenios Angelina and Italia were the main locations using regions of Italy as loco names, but the former fleet is almost all accounted for. However, the latter mill used the unusual 1' 10½" gauge. No number specified for second loco, mark on tank: 'CENTRAL AZUANO', R&H stack, "All bearings to completely cover the journals and all oilers to be covered to avoid the great dust which there always is on the plain of Agua."

1 'UMBRIA' w/n 14024
? 'PAVIA' w/n 14667

2-6-0 d/w 30", cyls. 8x12", built by Baldwin in 1898

Ordered by J. B. Vicini for Central Azuano as their **'COMPOSTELA'.** BLW class 8-10D no. 2. Spec. is in vol. 21 p 264. Mark on tank: 'CENTRAL AZUANO', R&H stack.

'COMPOSTELA' w/n 16219 Sold to Ingenio Angelina?

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

The Baldwin style sketches below represent the colour scheme applied to the locos **1 'UMBRIA' and ? 'PAVIA'** when new in 1894 and 1896. Obviously the letters 'F. R. R.' on the tender sides were for some other railway, and would have been replaced in this case by 'CENTRAL AZUANO'.

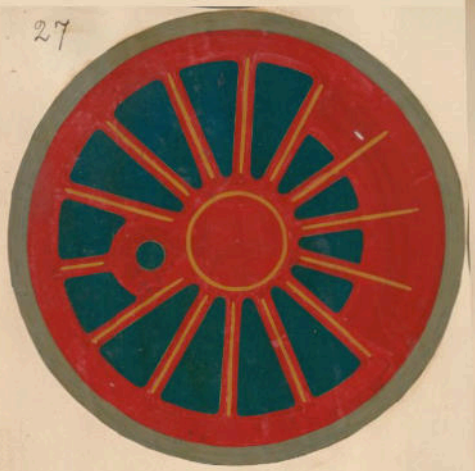
Style Cab.	Cylinder.	Tank or Boiler.	Sand Box.	Driv.	Tender Tank	
275	3	12	—	31	27	35

8-14 D 16
J. B. Vicini & Bro.

35



27



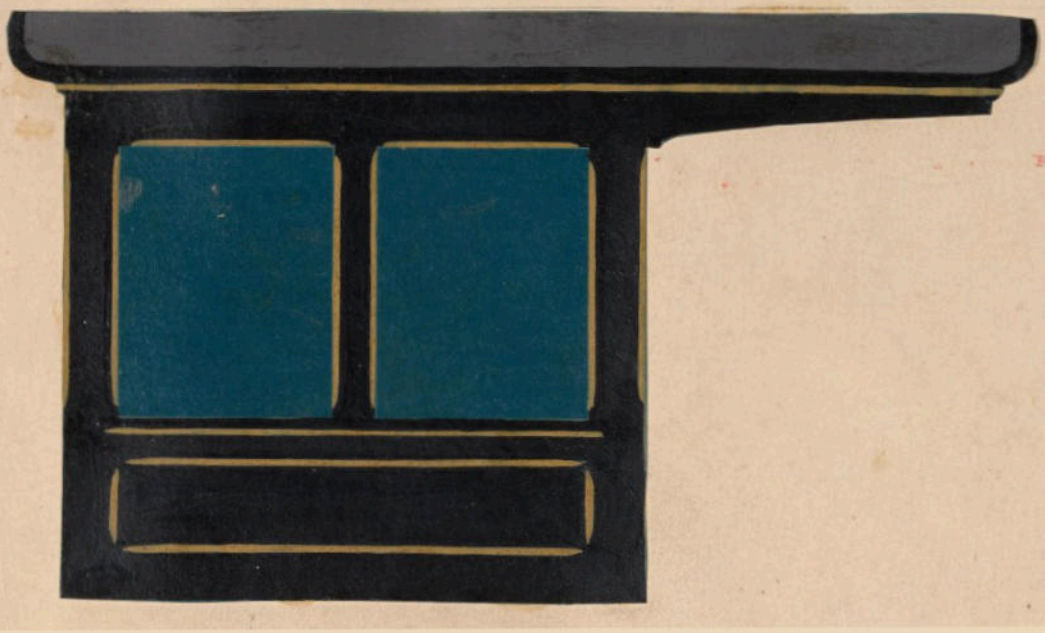
31



12.



3



Ingenio Barahona

Background

Gauge 1 metre, also had 2' 0" gauge but probably only using i.c. engined locos. 188 km. west of Santo Domingo. Built 1919-22 by West Indies Sugar Finance Corp. for Barahona Co. Inc. Mill later became part of West Indies Sugar Corp. and South Puerto Rico Sugar Trading Co. Nationalised 1966 under CEA, then privatised in 1999. Total 31 miles, but growing until it reached about 68 miles by 1970.

The factory has a daily capacity of 5,000 tonnes.

Rob Dickinson's *International Steam* website [] summarises the system thus: "The main line to Batista was once to be part of the never-completed Barahona – San Juan de la Maguana public railway planned during the reign of Trujillo. Nowadays the main line runs from Barahona to Batey 5, passing Barahona's international airport (no scheduled flights at the present time) and two major iron bridges at La Hoya (7.9 km by road from the mill, all km are by road) and Palo Alto (km 13.5). At km 11.1 a short branch heads north into the cane fields. At Batey 6 (km 25.0) another branch heads first southwest to Batey 7 and then northwest to beyond Batey 8. Batey 6, which features three runaround loops is used to store loaded cars when Batey 5 becomes overcrowded. At Batey 5 (km 27.2) there are two loading points, one for full-length cut cane and the other for chopped cane. "

0-4-0ST d/w 28", cyls. 9x14", built by Baldwin in 1919

Ordered by West India Sugar Finance Corp. for Barahona Co. Inc. BLW class 4-11C no. 421. Spec. is in vol. 63 p 313. Mark on tank: 'BARAHONA COMPANY, INC.' Rushton stack.

1	w/n 52500	

0-4-0ST d/w 33", cyls. 11x16", built by Baldwin in 1920 and 1921

Ordered by West India Sugar Finance Corp. for Barahona Co. Inc. BLW class 4-16C nos. 153-4, also 155 also 156. Specs. are in vol. 63 p 315, 317 and 319. Mark on tank: 'BARAHONA COMPANY, INC.' Rushton stack. Nos. to be **2** and **4**! Third one ordered as **3** but renumbered **4** possibly before delivery. Fourth one ordered as no. **5**.

2	w/n 53411	
4 renumbered **3**	w/n 53412	
3 but renumbered **4**	w/n 53887	
5	w/n 54310	Later rebuilt as 2-4-0ST? Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp. Sold to the city of La Vega for display as a reminder of the *FC Sanchez – La Vega*, and is currently in storage there.

2-6-0 d/w 48", cyls. 17x22", built by Baldwin in 1921

Ordered by West India Sugar Finance Corp. for Barahona Co. Inc. BLW class 8-28D no. 324. Spec. is in vol. 63 p 321. One source says built for 2' 6" gauge and later rebuilt to 1 metre, but spec. page just says 1 metre. Mark on tank: 'BARAHONA COMPANY, INC.' Rushton stack. When built was numbered **3**. However, Lehmuth says this was built as no. **1²**. NB 54260 not 54269 as one source said.

6	w/n 54260

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1920

Ordered by ? BLW class 10-24E no. ?. Spec. is in vol. ? p ?. Ex Ingenio Santa Fe no. **14**.

1	w/n 53960

2-8-0 d/w 41", cyls. 18x22", built by Baldwin in 1921 and 1925

Ordered by West India Sugar Finance Corp. for Barahona Co. Inc. BLW class 10-30E nos. 200 and 228. Spec. for

first one is in vol. 63 p 323. Mark on tank: 'INGENIO BARAHONA C POR A', straight stack. Spec. for second loco is in vol. 78 p 115. Strangely, there is no reference on the spec. page of the second engine to the altered style of the tender.

7	w/n 55126	Plinthed in the Parque Litoral Maria Montez south of the mill.
8	w/n 58618	Derelict without its tender in 1997, frames may still be at the railway workshops inside the mill.



Ingenio Barahona 2-8-0s nos. **7** and **8**. At first glance identical, but a closer look reveals that the latter has a most unusual tender for a Baldwin-built loco, with an ALCo style tank collar extending only as far as the back of the bunker. High res images available from the RR Museum of Pennsylvania: BLW neg nos. 08182-1 and 09593.



The fleet in 1923

Six locos in 1923, weight 15 to 60 tons. cyls. 12 to 24".

The fleet in 1962

In 1962, Barahona still had six Baldwin locos: two 60-ton, one 45-ton and three 20-ton. The railway was supposedly the last in the Dominican Republic to use steam locomotives, up until c.1972.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"100 kilometers of meter gauge railway; 275 cane cars of 20-ton capacity; four 60-ton and three 20-ton locomotives." The four 60-ton locos were probably to 2-6-0 numbered **6** and the 2-8-0s numbered **1, 7** and **8**. The 20-ton engines on the other hand must have been three from numbers **1** to **5** which were all 0-4-0STs.

Ingenio Boca Chica, at Andrès, Distrito Nacional

see Central San José, below

Ingenio Caridad, at San Carlos

Background

Gauge 2' 0". Mill built 1875. Rail system built later in 1888.

0-6-0 d/w 30", cyls. 9x14", built by Baldwin in 1888

Ordered via K&P, for Cuba?BLW class no. . Spec. is in vol. p .

1 'JUNIATA' w/n 9681

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

Ordered by ? BLW class no. . Spec. is in vol. p . Possibly built for 2' 5" gauge.

2 w/n 12269

Ingenio Catarey, at Villa Altagracia

Background

Gauge 2' 0". 42 km. NW of Santo Domingo. Built 1949 and later incorporated the machinery from Ingenio Las Pajas, probably only ever used diesel locos. 19 miles, until closed in 1974. Mill closed in 1980s but still exists.

Ingenio Consuelo, at Consuelo

Background

Gauge 2' 6". 12 km. north of San Pedro de Macoris. Built 1880-2 by Padron and Solvan / the West Indies Sugar Corporation, sold 1893 to Bass family. Later mill sold to Bartram Bros. of NY. Purchased 1920 by West Indies Sugar Co. along with Central San Isidro. Total 43 miles. In 1954 the metre gauge system of Ingenio Las Pajas was absorbed and converted to 2' 6" gauge. In 1956, Ingenio Consuelo was nationalized.

0-4-2ST d/w 24", cyls. 7x12", built by Baldwin in 1890 and 1891

Ordered by Bartram Bros., the first two for S. E. Ros.

BLW class 6-8 1/3C nos. 30, 32, 34, 36?. Spec. is in vol. 15 p 157. First two were to have 'INGENIO SANTA FÉ' as mark on tank, third one to have no mark on tank. R&H stack.

1 'SILVINITA' w/n 11403

2 'EMILIA' w/n 11445

3 'DICK' w/n 12274

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1893-1901

Ordered by W. L. Bass ((1st one) and Bartram Bros. (2nd one) both for Ing. Consuelo. First two were BLW class 6-11C nos. 2 and 4. Spec. is in vol. 19 p 2. Mark on tank: 'CONSUELO RR'. R&H stack. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

Ordered by Bartram Bros. (3rd one) and W. L. Bass ((4th and 5th ones) and, all for Ing. Consuelo. Third one was BLW class 6-11C no. 7. Spec. is in vol. 19 p 215. Final two were BLW class 6-11C nos. 9-10. Spec. is in vol. 19 p 215. Mark on tank for 3rd and 5th: 'CONSUELO R.R.'. Mark on tank for 4th: 'CONSUELO R.R. 1900'. These three had straight stacks. Note that names of last two were each in quotation marks. The two locos possibly bearing the number **4** create a problem. Was one lost in an accident? However, five of these locos were recorded in the fleet in 1923.

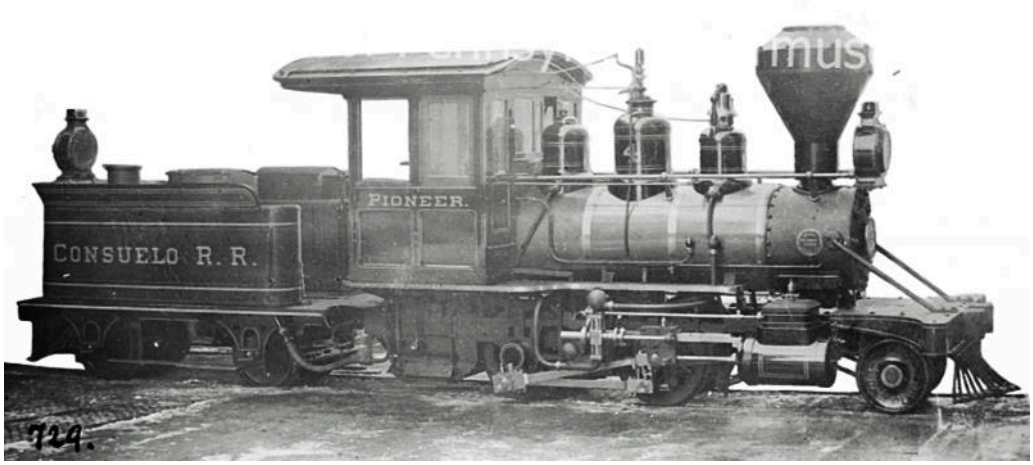
3 or **4¹ 'OUIJA'** w/n 13774 Built 1893

4 or **4² 'PIONEER'** w/n 13906 Built 1894

5 'ALEXANDER' w/n 14242 Built 1894. One source gives name as **'ALEXANDER BASS'** but

spec. page shows only the first word.

6 '"JOHNSON"'	w/n 18370	Built 1900
7 '"BOSTON"'	w/n 19691	Built 1901



High res image available from the RR Museum of Pennsylvania: BLW neg no. 00729.

2-4-0 d/w 33", cyls. 11x16", built by Baldwin in 1910

Ordered by Bartram Bros.

BLW class 6-16C no. 26. Spec. is in vol. 36 p 264. Mark on tank: none. Outside frames, diamond stack.

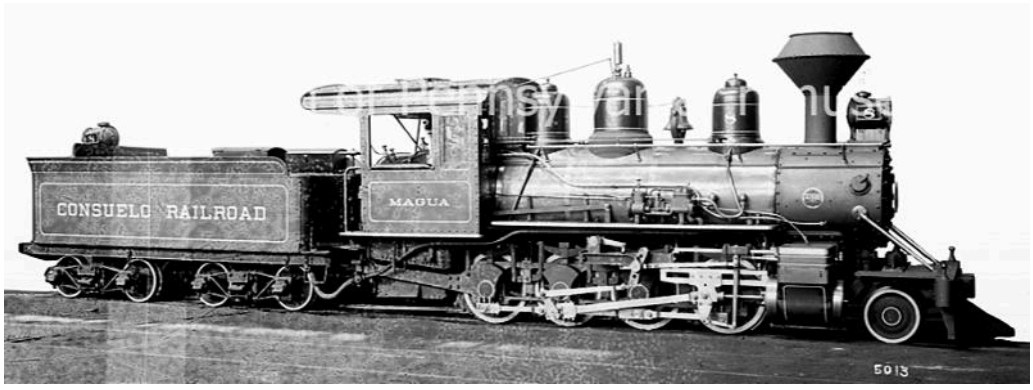
1² 'BASIL'	w/n 35815	Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1914-1937

Ordered by Bartram Bros. for Consuelo Estate.

BLW class 10-22E nos. 61, 108, and two more (the 2nd and 4th below) not yet identified. Specs. so far found are in vol. 54 p 257, and vol. 78 p 112. The last one may have been BLW class 10-22E no. 8(???). Diamond stack on first one but straight stack on third one, mark on tank: 'CONSUELO RAILROAD',

8 'MAGUA'	w/n 41380	Built 1914. Operating in 1947 when Baldwin XOs for parts were placed via the Cuban Dominican Sales Corp.
12 'DON ALBERTO'	w/n 57896	Built 1924. Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.
12² 'SKIPPER'	w/n 58617	Built 1925. Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.
13 'JOHN DINZEY'	w/n 62224	Built 1937



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05013.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 095995.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 11458-1.

2-6-0 d/w 37", cyls. 12x16", built by Baldwin in 1916

Ordered by ? BLW class 8-18D nos. . Spec. is in vol. p .

9 'PLATANTOS'	w/n 44062	Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.
10 'CACHENA'	w/n 44063	Operating in 1947 when Baldwin XOs for parts were placed via the Cuban Dominican Sales Corp.

2-6-0 d/w 36?", cyls. 12x16", built by Porter in 1920

Ordered by Bartram Bros. for Consuelo RR. Porter class C-2-T-1-6.

11 '?' w/n 6568

2-6-0 d/w ?, cyls. 10x16", built by Porter in 1912

Ordered by Bartram Bros. for Estate San Isidro. Ex Estate San Isidro **5 'CAYAEVA'**. Built for 3' 0" gauge according to Lehmuth.

? w/n 5204

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1914

Ordered by Bartram Bros. for San Isidro estate. BLW class 8-16D no. 73. Spec. is in vol. 54 p 73. Outside frames, diamond stack. Ex Estate San Isidro **6 'BRUJELA'**.

?	w/n 41351	Operating in 1947 when Baldwin XOs for parts were placed via the Cuban Dominican Sales Corp.

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1914

Ordered by ? BLW class 6-11C no. 25. Spec. is in vol. 54 p 218. Mark on tank: 'SAN ISIDRO RAILROAD', outside frames, R&H stack. Ex Estate San Isidro **7 'MATAGORDA'**. BLW class 6-11C no. 25.

? w/n 41857

The fleet in 1923

Eleven locos:

BLW 6-16C 1 of 18 tons. cyls. 11x15"	Probably no. **1**[2] **'BASIL'** despite an inconsidtency in cyl. stroke.
BLW 6-11C 5 of 12 tons. cyls. 9x14".	Nos. **4-7**, plus one extra unknown.
BLW 10-22E 1 of 32 tons. cyls. 14x18".	No. **8**, the later engines of this type had not yet arrived.

BLW 8-18D 2 of 22 tons. cyls 12x16". Nos. **9** and **10**.
Porter C-2-T-1 1 of 25 tons. cyls. 12x16"? No. **11**.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The company has 240 km: of 30" gauge track and 20 km. meter gauge. Rolling stock consists of the following: Locomotives – 12 oil-burners consisting of 3 33-ton, 3 25-ton, 1 18-ton, 5 13-ton locomotives; and 21 coal burning locomotives, consisting of 1 35-ton, 1 25-ton, 1 23-ton, 2 22-ton, 4 20-ton, 3 17-ton, 2 15-ton, 3 13-ton, 2 12-ton, 1 11-ton and 1 10-ton. All of the above are Baldwin except 2 25-ton Porter and 1 10-ton Vulcan. Cars – 744 15-ton, 800 12-ton, 56 Gondolas, 29 Tank cars, 88 Dump cars. Communication by rail is possible to the adjoining Central Angelina, a distance of 8 km.; and it is possible to reach Central Boca Chica through Centrales Quisqueya and San Isidro, a distance of 80 km.; and Central San Luis, via Centrales Quisqueya and San Isidro, a distance of 90 km. Communication is had by water to the seaport of San Pedro de Macoris, 15 km. distant. The company's equipment at the port consists of three wood burning tug boats and 19 lighters, with a total hauling capacity for 14,000 bags or 2000 long tons of sugar. " First disposing of the minority builders: the two Porters are presumably the moguls nos. **11** and **?**., but the VIW loco is as yet unidentified. Moving on to the Baldwins, we have around sixteen listed above, but supposedly thirty-three at this location according to Gilmore.

Some locos were later transferred here from Central Quisqueya.

The fleet in 1956

The following locos are reported by Copeland as working here:

4	Baldwin	33 ton	
5	Baldwin	33 ton	
6	Baldwin	33 ton	
7	Baldwin	33 ton	
11	Porter	25 ton	
?	Porter	25 ton	Ex Central San Isidro no. **6**
?	Baldwin	18 ton	Ex Central San Isidro no. **7**
?	Baldwin	18 ton	
?	Baldwin	25 ton	Ex Central Quisqueya no. **?**.
?	Baldwin	25 ton	Ex Central Quisqueya no. **?**.
?	Baldwin	25 ton	Ex Central Quisqueya no. **?**.
?	Baldwin	25 ton	Ex Central Quisqueya no. **?**.
?	Baldwin	18 ton	Ex Central Quisqueya no. **?**.
?	Baldwin	18 ton	Ex Central Quisqueya no. **?**.

Decline and closure

In 1978, two 22.5-ton steam locomotives were supposedly still available for service, though whether they were ever used is uncertain. The mill itself closed after 2006, and has been partly dismantled.



Baldwin 2-8-0 59376/1926 (ex Ing. Santa Fé No. 4) is plinthed at the junction with Route 4.

Ingenio Cristóbal Colón, at San Pedro de Macoris

Background

Gauge 2' 6". 70 km. east of Santo Domingo. Mill opened 1883 by Sres. Castro y Mola. It became Cristobal Colon CA around 1920 and more recently has been owned by the Vicini dynasty's CAEI. Total 30 miles.
Rob Dickinson's *International Steam* website comments: "ICC has the last operating 762 mm gauge railway network in the D.R., with an extent of 68 km. The railway workshops are not at the mill but at Batey Copeyito, at the end of the main line, 30 km west of the mill by road. The mill gets only about 40% of its cane by rail, and the railway here looks to be the "roughest" and most threatened of the three still operating. Between the mill and La Ceiba junction, the main line to Copeyito runs mostly along the Carretera Mella. The branch from La Ceiba to Cayacoita was not in use during the time of our visit. Some loading took place at loading points between La Ceiba and Copeyito, but most cane comes from the cane fields beyond Copeyito, which are off-limits to outsiders, with manned gates at all access roads. These fields extend west of the small town of San José de Los Llanos and branch out into at least five lines. "

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

Ordered by ?

1	w/n ?	
2	w/n ?	

0-4-2ST d/w 24", cyls. 7x12", built by Baldwin in 1892 and 1893

Ordered via Bartram Bros. BLW class 6-8 1/3C nos. 36 and 45. Spec. for first is in vol. 15 p 157. No mark on tank, R&H stack.

3 'CRISTÓBAL COLÓN'	w/n 12659	Still in yard use in 1962. With replacement boiler x/o 600580/46.
4 '?'	w/n 13854	Now plinthed out of sight inside the mill behind the main building.

2-4-0 d/w 33", cyls. 9x16", built by Baldwin in 1912 and 1915

Ordered via Morehead & Co. (**5**), and Lawrence Turnure & Co. (**6**). BLW class 6-12C nos. 6 and 9. Specs. are in vol. 44 p 244, and vol. 54 p 223. Mark on tank: for first on 'YNGENIO CRISTOBAL COLON', and for second 'INGE-NIO CRISTOBAL COLON'. outside frames, R&H stack. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file. NB BLW erecting drawing available from the DeGolyer Library, see list in

appendix.

5 w/n 38034

6 w/n 42632

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1916

Ordered by Porcella Vicini & Co. BLW class 8-14D nos. 34. Spec. is in vol. 54 p 234. Not certain whether this was built for here, but was recorded in this fleet in 1923. No. and name **11 'TRENTO'** when built. Also recorded at Ingenio Angelina, including in 1923 which creates a puzzle.

? w/n 42640

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1916

Possibly two of these mysterious 2-6-0s above and below arriving second-hand and re-numbered.

7 w/n ?

8 w/n ?

2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1896

Ordered by Porcella Vicini & Co. BLW class 8-14D nos. 18. Spec. is in vol. 19 p 106. Not certain whether this was built for here, but was recorded in this fleet in 1923. No. and name **'PAVIA'** when built.

? w/n ?

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1916

Ordered by Porcella Vicini & Co. Gauge 2' 6". BLW class 8-14D no. 35. Spec. is in vol. 54 p 236. Not certain whether this was built for here, but was recorded in this fleet in 1923. No. and name **4 'TRIESTE'** when built.

? w/n 43587

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

Ordered via Lawrence Turnure & Co. BLW class 8-18D no. 154. Spec. is in vol. 63 p 289. Mark on tank: 'INGENIO CRISTOBAL COLON'. Straight stack. Extreme height 9' 6", which was clearly exceeded when the Rushton stack pictured below was fitted.

9 '?' w/n 52343



Ingenio Cristóbal Colón no. **9**. High res image available from the RR Museum of Pennsylvania: BLW neg no. 07222-1. Note the extremely short chimney, which makes one wonder whether fitting of the Rushton stack visible in the photo below had been planned from the very start of the engine's life.



High res image available from the RR
Museum of Pennsylvania: Gen neg no. 34129.

2-6-0 d/w 36", cyls. 12x16", built by Porter in 1924

Ordered by Porcella Vicini for Ingenio Cristobal Colon. Class C-2-T.

2² 'MORONO' w/n 6936 Or possibly **'MORUNO'**.

2 truck Climax d/w 28", cyls. 8x12", built by Climax in 1925?

Ordered by Cristobal Colon, Dominican Republic. 15 ton type B.

3² w/n [2107]

4² w/n [2108]

The fleet in 1923

Ten locos, mostly by Baldwin.

class 6-8 1/3C no. 36, d/w 24", cyls. 7x12",	No. **3**.
class 6-8 1/3C no. 45, d/w 24", cyls. 7x12",	No. **4**.
class 6-12C no. 6, d/w 33", cyls. 9x16",	No. **5**.
class 6-12C no. 9?, d/w 33", cyls. 9x16",	No. **6**.
class 8-18D no. 154, d/w 36", cyls. 12x16",	No. **9**.
class 8-14D no. 34, d/w 33", cyls. 10x16",	Mystery, see in list above.
class 8-14D no. 35, d/w 33", cyls. 10x16",	Mystery, see in list above.
class 8-14D no. 18, d/w 36", cyls. 10x16",	Mystery, see in list above.
class C-2-T, d/w 36", cyls. 12x16", Porter	Probably no. **2²**.
class C-2-T-I, d/w 33", cyls. 10x16", Porter	Mystery at present.

The fleet in 1962

In 1962, the year when steam finished, two steam locos were still in the fleet.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Have 30" gauge track railway system. Rolling stock consists of nine locomotives and 300 cane cars of 10-ton capacity each. "

Central Cuba

Background

Gauge 2' 6". Total 7 km.

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

Ordered by Brugal & Co., Ingenio Cuba, Puerto Plata.

? w/n 6888 50hp.

? w/n ?

The fleet in 1923

Two locos: of 10 tons each. Same in 1927.

Estate Encarnacion

Background

Gauge 2' 6". Mill opened 1879. In 1896 owned by J. B. Vicini & Co.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1892

Ordered via J. B. Vicini & Co.. BLW class 6-8 1/3C no. 40. Spec. is in vol. 18 p 113. R&H stack.

? w/n 12981 Later transferred to Ingenio Angelina as no. **5 'BONDILLO**.

Central Guanica

Background

Gauge standard. Central Guanica is in Puerto Rico. However, this company built the Central La Romana and the first locos purchased were ordered under the Central Guanica name. See Central La Romana below for loco details

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Central Italia, at Yaguate, Provincia San Cristobal

Background

Gauge 1' 10½" or sometimes said to have been 1' 8" or 508mm. Mill began operating 1883 (one source says 1893) and was owned by the Vicini family. Total 36 miles, but by 1970 the extent had reached 45 miles, with the main line being to El Tablazo.. 68 km. west of Santo Domingo.

0-4-4T d/w ?, cyls. ?, built by Hinckley in 1883

Ordered by ?

? 'ITALIA' w/n 1647

0-4-2RT d/w 24", cyls. 6x10", built by Porter in 1885 and 1887

Ordered by ?

2 'YAGUATE' w/n 679

3 'SALENQUE' w/n 897 Lehmuth gives name as **'GALENGUE'**.

Also BLW 13503 4-4-0 **'PALMAR'** ?

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1892, 1896 and 1905

Ordered by ? BLW class 6-8 1/3C no. 37, 41, 52. Spec. is in vol. 18 p 75. Third one ordered for Santiago Porcella, BLW class 6-8 1/3C no. 60, spec. is in vol. 27 p 282. R&H stack, no number but name **'ZOAGLI'**. NB BLW erecting

drawing available from the DeGolyer Library, see list in appendix.

? 'EUTELLA' w/n 12975
? 'LIGURIA' w/n 14674
? 'ZOAGLI' w/n 25559

2-4-0 d/w 28", cyls. 8x14", built by Baldwin in 1905

Ordered by Santiago Porcella. Gauge 1' 10½". BLW class 6-10C no. 11. Spec. is in vol. 27 p 306. Dupe. of 6-10C no. 7. No running no. or mark on tank. R&H stack. 4-wheeled tender. Probably came here, as this gauge not known elsewhere.

'GENOVA' w/n 25840

2-6-0 d/w 30", cyls. 8x14", built by Baldwin in 1906

Ordered via Santiago Porcella for Central Italia. BLW class 8-10D nos. 3-4. Spec. is in vol. 28 p 298. R&H stack. Mark on tank: none. 4-wheeled tender. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix.

? 'PIEMONTE' w/n 28645
? 'LOMBARDIA' w/n 28646

2-6-0 d/w 30", cyls. 8x14", built by Baldwin in 1914 (6), 1916 (7-8) and 1918 (9)

Ordered by Porcella Vicini & Co. BLW class 8-10D nos. 5-8. Specs. are in vol. 54 p 230, vol. 54 p 232, and vol. 63 p 280. Minor details to be same as on 8-10D nos. 3-4. Outside frames, R&H stack, no mark on tank.

6 'PARTENOPE' w/n 41825
7 'SICILIA' w/n 43395
8 'SARDENIA' w/n 43396
9 'VERONA' w/n 48950



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05263.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05916-1.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05917-1.

2-6-0 d/w 33", cyls. 8x16", built by Baldwin in 1921 and 1925

Ordered by Porcella Vicini for Ingenio Italia, and second order direct for Ingenio Italia. BLW class 8-10D nos. 9 and 10-11. Specs. are in vol. 63 p 282, and vol. 78 p 110. Dup. of 8-10D no. 8. Rushton stack. No mark on tank.

1² 'ITALIA' w/n 55035
10 'FIUME' w/n 58591
11 'PADOVA' w/n 58592



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09589.

The fleet in 1923

Nine locos in 1923, 8x10" cyls.

Ingenio *CAEI*

The mill became part of the *Cía. Anonima de Explotaciones Industriales* (*CAEI*) in 1927. The mill itself, with a 2,000 tonnes per day capacity, closed after the 2006/07 season, with all cane now carried by lorry to Ingenio Cristobal Colón.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"30 km. railway system, 50 cm. gauge track, on which operate 350 all-steel cane cars of 5-ton capacity and 7 wood-burning Baldwin locomotives of 10-ton and 15-ton size. "

Estate La Fe, at San Carlos

Background

Gauge 2' 6". Mill began operating in 1880. Owned by J. E. Hatton & Co. Sold 1896 to Alexander Bass {source:

SLS file L8342 Copeland]

0-4-0T d/w ?, cyls. ?, built by Decauville in 1884

Ordered by Hatton & Co., Santo Domingo. Actually built by Couillet as 776.

1? **'ESPERANZA'** w/n 34

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

Ordered by ?

2 w/n ?

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1893

Ordered by Bartram Bros. for Estate La Fe. BLW class 6-8 1/3C no. 44. Spec. is in vol. 19 p 36. Dup. of 6-8 1/3C no. 34. R&H stack, no mark on tank.

3 'JUANITA' w/n 13808

2-4-0 d/w 28", cyls. 8x14", built by Baldwin in 1894

Ordered via Bartram Brothers for Estate La Fe. BLW class 6-10C no. 8. Spec. is in vol. 19 p 167. R&H stack. Dup. of 6-10C no. 7. Mark on tank: none. R&H stack.

4 'OZAMA' w/n 14137

Ingenio La Duquesa

Background

Gauge 2' 6". Built 1882 to be Alexander Bass and F. von Krosigk.

0-4-2RT d/w 24", cyls. 6x10", built by Porter in 1883, 1884 and 1887

Ordered by Bass von Krosigk & Co. for Ingenio La Duquesa. Third one by Pioneer Iron Works.

1 'HIGUERO' w/n 620

2 'ISABELA' w/n 666

'OZAMA'? w/n 906

0-4-2RT d/w ?", cyls. 7x12", built by Porter in 1893

Ordered by S. H. Payne & Son for Santo Domingo..

? w/n 1499

Central La Romana (CR)

Background

Gauge standard. Plantation opened 1911 by South Puerto Rico Sugar Co. and cane shipped by barge to Central Guanica in Puerto Rico. Mill built in 1918. 117 km. east of SD. Rob Dickinson's International Steam website comments more or less thus: "In 1964-67 it was sold to the Gulf & Western Corporation, named as their Romana Division. In 1984/85, G&W resold it to a group of local and foreign investors called the Central Romana Corporation Ltd., with the major partners being the Miami-Cuban Fanjul brothers.

With a milling capacity of 16,000 tonnes/day (850,000 tonnes/year), CR is the largest mill in the D.R. The railway has 354 km of track (140 km. of main line and 214 km. of branches). There are two separate networks which, however,

connect at several points: the north/west network extends through Higüeral and Guayamate to El Seibo, while the east network extends to points south of Higüey.'

0-4-0ST d/w 30", cyls. 10x16", built by ALCo Dickson in 1907

Had been a stock loco, then purchased by Guanica Central of Puerto Rico for the Central La Romana in June 1910. Lehmuth has it as metre gauge, but Connelly as standard gauge.

1 w/n 42792

2-6-0 d/w 42", cyls. 14x22", built by Baldwin in 1913 (2-3), 1914 (4), and 1916 (5-6, 8)

Ordered by Guanica Central, see background paragraph above, for use here. First two were BLW class 8-22D nos. 322 and 323. Spec. is in vol. 44 p 248. Brass plates on cabsides to rea: 'CENTRAL ROMANA' with 'GUANICA CENTRAL' crossed out and over-written. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

Third one was BLW class 8-22D no. 343. Spec. is in vol. 54 p 249. Dup. of 8-22D nos. 322 and 323. Brass plates on cabsides: 'CENTRAL ROMANA'.

Fourth and fifth were BLW class 8-22D no. 341-342. Spec. is in vol. 54 p 251. Dup. of 8-22D nos. 343. Brass plates on cabsides: 'CENTRAL ROMANA'.

2	w/n 39008	Operating in 1947 when a Baldwin XO for parts was placed via the South Puerto Rico Sugar Co.
3	w/n 39688	
4	w/n 41530	Lehmuth has this as metre gauge, presumably in error.
5¹	w/n 43346	Lost in wreck of *SS Yuma*, though some boxes of parts saved. NB No record of the sinking yet found online. This cannot be the SS *Yuma* that wrecked the Cherry St. Bridge, in Toledo, Ohio, in 1908.
6¹	w/n 43347	Lost in wreck of *SS Yuma*, though some boxes of parts saved.
8	w/n 44236	
5	w/n 44486	Built to replace no. **5¹** lost at sea.
6	w/n 44487	Built to replace no. **6¹** lost at sea.

0-6-0ST d/w ?, cyls. 12x16", built by Porter in 1916

Ordered by Guanica Central of Puerto Rico for the Central La Romana.

7 w/n 5858

2-8-0 d/w 50", cyls. 20x24", built by Baldwin in 1919 (9-10), 1925 (12) and 1926 (14)

Ordered by South Puerto Rico Sugar for Central Romana. BLW class 10-34E nos. 2053-2054, 2131 and 2134. Specs. are in vol. 63 p 309, vol. 78 p 128, and vol. 78 p 132. Brass plates on cabsides: 'CENTRAL ROMANA'.

9	w/n 52074	Operating in 1947 when a Baldwin XO for parts was placed via the South Puerto Rico Sugar Co.
10	w/n 52075	Operating in 1947 when a Baldwin XO for parts was placed via the South Puerto Rico Sugar Co.
12	w/n 58487	Operating in 1947 when a Baldwin XO for parts was placed via the South Puerto Rico Sugar Co.
14	w/n 59245	Operating in 1947 when a Baldwin XO for parts was placed via the South Puerto Rico Sugar Co.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09796.

2-6-2ST d/w ?, cyls. 15x20", built by Porter in 1920

Ordered by South Puerto Rico Sugar for Central Romana.

11	w/n 6578	On display in Romana, plinthed on Av. Pedro Abreu, 1 mile east of the mill.

The fleet in 1923

Total 60 miles. Eleven locos in 1923,

2 of 65 ton BLW 2-8-0s.	Presumably **9** and **12**, as the later two had not yet arrived in 1923.
6 of 40 ton BLW 2-8-0s.	Although the source says 'consolidation' types, these were probably the BLW moguls, nos. **2, 3, 4, 5, 6, 8,** of which there were indeed six.
1 of 40 ton Porter.	Probably no. **11**.
2 of 25 ton Porter.	Possibly nos. **1** and **7**, despite the mix-up over builders, unless no. **1** had gone and been replaced by a second small Porter.

Later arrivals

Hoffman's BLW XO list for Caribbean says 56926 class 10-26E no. 441 was here in 1947, road no. **16**, and also 59376 class 10-26E no. 472, road no. **4**. These were both 2' 6" gauge engines from Central Santa Fe. That mill was by then also owned by South Puerto Rico Sugar, but whether those engines were merely being overhauled at La Romana or were actually operating on narrow gauge track here is unknown.

In 1962, one 35-ton steam loco was apparently still in service.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

It is clear from the rather vaguer paragraphs than usual that this mill's owners had not provided any information to Gilmore at this stage. Possibly later editions of the manual may have had more detail.

Ingenio Las Pajas

Background

Gauge 1 metre. Built 1915-17 by Macoris Sugar Co. Total 13 miles. Five locos in 1923, 4-coupled, 4 of 22 tons and 1 of 10 tons, cyls. 10". Sold 1924 to West India Sugar Co. Converted to 2' 6" gauge in early 1930s [source: Copeland]. Railway closed around 1950.

Gauge 2' 6"

?

Gauge 1 metre

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

Ordered by ?

1 w/n ?
2 w/n ?
3 w/n ?
4 w/n ?

2-8-0 d/w 37", cyls. 13x18", built by Baldwin in 1925

Ordered by Ingenio Las Pajas. BLW class 10-20E no. 29. Spec. is in vol. 78 p 121. Mark on tank: 'INGENIO LAS PAJAS'.

5 w/n 58656



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09618-1.

The fleet in 1923

4 wheel drive, 22 tons, 10" cyls. 4 of
4 wheel drive, 10 tons, 10" cyls. 1 of

It is possible that 4 wheel drive means 4 axles, though that is less likely for the single 10 ton loco.

The fleet in 1930

Fleet in 1930 included one loco by VIW and four by ALCo. ????

Closure

At Las Pajas, no traces of the mill or of the railway could be found.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The company has 240 km: of 30" gauge track and 20 km. meter gauge. Rolling stock consists of the following: Locomotives – 12 oil-burners consisting of 3 33-ton, 3 25-ton, 1 18-ton, 5 13-ton locomotives; and 21 coal burning locomotives, consisting of 1 35-ton, 1 25-ton, 1 23-ton, 2 22-ton, 4 20-ton, 3 17-ton, 2 15-ton, 3 13-ton, 2 12-ton, 1 11-ton and 1 10-ton. All of the above are Baldwin except 2 25-ton Porter and 1 10-ton Vulcan. Cars – 744 15-ton, 800 12-ton, 56 Gondolas, 29 Tank cars, 88 Dump cars. Communication by rail is possible to the adjoining Central Angelina, a distance of 8 km.; and it is possible to reach Central Boca Chica through Centrales Quisqueya and San Isidro, a distance of 80 km.; and Central San Luis, via Centrales Quisqueya and San Isidro, a distance of 90 km. Communication is had by water to the seaport of San Pedro de Macoris, 15 km. distant. The company's equipment at the port consists of three wood burning tug boats and 19 lighters, with a total hauling capacity for 14,000 bags or 2000 long tons of sugar. "

Plantation de Macoris

Background

Gauge 2' 6".

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1889 and 1890

Ordered by William L. Bass for Sugar Plantation de Macoris. One source says second one ordered by Pioneer Iron Works, but spec. page does not support this. BLW class 6-8 1/3C nos. 27 and 31. Spec. is in vol. 15 p 157. Mark on tank: 'INGo. CONSUELO' (which presumably owned the de Macoris plantation). R&H stack.

'S. P. de MACORIS' w/n ????
2 'La ROMANA' w/n 11404

Central Mercedes, at Puerto Plata

Background

Gauge 2' 6". Total 1 km. No locos or stock, all hauling done by Dominican Central RR.

Ingenio/Central Monte Llano, at Villa Montellano

Background

Gauges 2' 6", and 3' 0" though the latter may have been the system from the nearby Central San Carlos to the port of Bergantin, to which the 2' 6" lines were linked. Total 5 km. 12 km. SE of Puerto Plata. Built 1918 by the Bentz brothers. Taken over by Chase Manhattan Bank in 1921 along with nearby Ingenio San Carlos. Operated together as Puerto Plata Sugar Co. Later sold to Bergantin Corp. Sold 1952 to Central Rio Haina which was owned by government. Railway closed before 1976.

Gauge 2' 6"

0-4-0T d/w 24", cyls. 7x10", built by VIW in 1917

Ordered via Gillispie Brothers for Bentz Bros. for Central Monte Llano.

'ROSA MARÍA' w/n 2680 Later to Ingenio Amistad?

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

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

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

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

The fleet in 1923

Three locos: 1 of 7 tons, 2 of 4 tons.

Later history

Nationalised 1952. Railway still operating 1966 but closed and lifted by 1994.



Two of the mill's locomotives are plinthed in town nearby:
An 0-4-2T (H.K. Porter?) on the main plaza, just opposite the mill.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

It is clear from the rather vaguer paragraphs than usual that this mill's owners had not provided any information to Gilmore at this stage. Possibly later editions of the manual may have had more detail.

Estate Ocoa

Background

Gauge 2' 6" or possibly 1' 10½". Opened 1882 by J. Heredia & Co. Later owned by Cia. Anon. de Ex. Italia (CAEI), which was owned by J. B. Vicini & Co. Closed 1928. Total 8 miles.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1893

Ordered by J. B. Vicini as second of a batch of three (also including **'ENTELLA'** and **'LIGURIA'**). BLW class 6-8 1/3C nos. 37, 41 and 52. Spec. is in vol. 18 p 75. R&H stack, no mark on tank.

? 'PALMAR' w/n 13503

The fleet in 1923

Three locos, all by Baldwin, 1 large, 2 small.

Ingenio Ozama, Distrito Nacional

See Ingenio San Luis, below.

Ingenio Porvenir, San Pedro de Macoris

Background

Gauge 2' 6". Opened by Kelly family in 1879. Still owned by S. W. Mellor in 1896. Sold to Hugh Kelly & Co. before 1901. Rebuilt 1912 by West Indies Sugar Co. Sold 1952 to Azucarera Nacional and operated by Dominican Sugar Co. Total 25 miles.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1890 and 1892

Ordered, first one by Hugh Kelly for Ing. Porvenir. BLW class 6-8 1/3C nos. 29 and 38. Specs. are in vol. 15 p 157, and vol. 18 p 24. First one: no mark on tank, R&H stack.

1 'PORVENIR' w/n 11230
2 'ESPERANZA' w/n 13025

0-4-2T d/w 28", cyls. 8x12", built by Baldwin in 1894

Ordered by Hugh Kelly, as second of a batch of three (also including **'ANSOVIA'** and **'LOTICA'**). BLW class 6-10 1/3C nos. 46-48. Spec. is in vol. 19 p 88. As far as possible interchangeable with 6-8 1/3C no. 38. R&H stack.

3 'MACORISANA' w/n 14094 BLW XO order for this loco here in 1944.

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1911 and 1913

Ordered by Hugh Kelly & Co. for Porvenir Sugar. BLW class 8-16D nos. 70 and 72. Specs. are in vol. 39 p 203, and vol. 49 p 67. straight stack, mark on tank: 'THE PORVENIR SUGAR COMPANY'. "The mark **'El SOCO'** / **'JAGUAL'** to be above the road number on cab sides and above name of road on tank sides". "Provide two sand boxes for double end service.." Straight stack on first one but R&H stack on second.

4 'El SOCO' w/n 37065 BLW XO orders for this loco here in 1944 and 1947.
5 'JAGUAL' w/n 40802 BLW XO order for this loco here in 1947.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1915

Ordered by Hugh Kelly? Probably BLW class 10-22E no. 67. Spec. is in vol. 54 p 262. R&H stack, mark on tank: 'THE PORVENIR SUGAR COMPANY'. "The mark **'ESCARRAMAN'** to be placed above the road number on cab sides and below the name of road on tank sides". outside frames.

6 'ESCARRAMAN' w/n 42631

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1917

Ordered by Hugh Kelly & Co. for Porvenir Sugar. BLW class 8-16D no. 74. Spec. is in vol. 63 p 284. Straight stack, mark on tank: 'THE PORVENIR SUGAR COMPANY'. "The name on sides of cab to be above the road number." outside frames.

7 'HUGH KELLY' w/n 47232 BLW XO orders for this loco here in 1944 and 1947.

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

Ordered by ?

8 w/n ?

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

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

9 w/n ?

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

Ordered by ?

10 w/n ?

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

Ordered by ?

11 w/n ?

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

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

? w/n ?

The fleet in 1923

Seven locos:
2 of 17000lbs. weight.
3 of 42000 lbs. weight.
1 of 25000 lbs. weight.
1 of 67000 lbs. weight.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The plantation railway system is about 65 miles in extent of 30-inch gauge track and 40-pound rails. Rolling stock consists of 210 cane cars and 7 Baldwin locomotives. 170 of the cane cars are of 15 ton capacity, and the balance of 12 ton capacity. The locomotives are as follows: One of 32 tons; one of 25 tons; two of 19 tons; one of 14 tons; and two of 10 tons each. All locomotives are operated with fuel oil. "

Later history

Nationalized in 1953. One source says that in 1978 it operated with one 70-ton and two 50-ton steam locomotives, but this seems unlikely on 2' 6" gauge. Mill leased to Central Azucarera del Este (CEA) 1999 until 2006 and was still operating in 2007 but closed shortly afterwards. Milling capacity of 3,200 tons/day.

Ingenio Quisqueya, Quisqueya, at San Pedro de Macoris

Background

Gauge 2' 6". 20 km. NW of San Pedro de Macoris. Opened 1896 by D. Juan de Castro, though one source says opened 1885. Sold to West Indies Sugar Corp. Sold 1956 to Azucarera Naacional and operated by Dominican Sugar Co. Total 30 miles. Nationalized in 1956.

2-4-0 d/w ?, cyls. 8x16", built by ? in ?

Ordered by ?

1 w/n ?

2-4-0 d/w ?, cyls. 10x20", built by ? in ?

Ordered by ?

2 w/n ?

2-4-0 d/w ?, cyls. 8x16", built by ? in ?

Ordered by ?

3 w/n ?

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1901

Ordered by ? BLW class 6-11C no. 11. Spec. is in vol. 24 p 104. Dup. of 6-11C no. 7. Mark on tank: 'QUISQUEYA R. R.' R&H stack.

4 'SETH' w/n 19730

2-4-0 d/w 33", cyls. 10x16", built by Baldwin in 1911 (5), 1915 (6)

Ordered by Quisqueya Sugar Estate. BLW class 6-14C no. 7 and 9. Specs. are in vol. 39 p 215, and vol. 54 p 224-5. R&H stack. mark on tank: "'QUISQUEYA SUGAR CO.' first one has no running number on spec. page.

5 'CANUTILLO' w/n 36762 Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.

6 'BARBARITA' w/n 42072



High res image available from the RR Museum of Pennsylvania: BLW neg no. 03644-1.

2-4-0 d/w 33", cyls. 11x16", built by Baldwin in 1916

Ordered by Bartram Bros. for Quisqueya Sugar Estate. BLW class 6-16C no. 30-31. Specs. are in vol. 54 p 229. R&H stack. mark on tank: "'QUISQUEYA SUGAR CO.'

7 'HIGUAMO' w/n 43648 Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.

8 'CASUI' w/n 44230

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1920 and 1921

Ordered by Quisqueya Sugar Estate. BLW class 8-18D nos. 156 and 159. Specs. are in vol. 63 pp 293 and 296. NB source [1] from 1923 gives the cylinders as 12x24", but spec. page gives 12x16" as above. Rushton stack, mark on tank: 'CENTRAL QUIQUEYA'.

9 'CUBA' w/n 52848 Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.

10 'CAMACHO' w/n 54271 Operating in 1947 when a Baldwin XO for parts was placed via the Cuban Dominican Sales Corp.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07812.

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

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

? w/n ?

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

Ordered by ?

? w/n ?

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

Ordered by ?

? w/n ?

The fleet in 1923

Ten locos:

No. **1** 2-4-0 8 tons, cyls. 8x16".

No. **2** 2-4-0 14 tons, cyls. 10x20".

No. **3** 2-4-0 10 tons, cyls. 8x16".

No. **4** 2-4-0 12 tons, cyls. 9x18".

No. **5** 2-4-0 15 tons, cyls. 10x20".

No. **6** 2-4-0 15 tons, cyls. 10x20".

No. **7** 2-4-0 17 tons, cyls. 11x22".

No. **8** 2-4-0 17 tons, cyls. 11x22".

No. **9** 2-6-0 22 tons, cyls. 12x24".

No. **10** 2-6-0 22 tons, cyls. 12x24".

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The company has 240 km: of 30" gauge track and 20 km. meter gauge. Rolling stock consists of the following: Locomotives – 12 oil-burners consisting of 3 33-ton, 3 25-ton, 1 18-ton, 5 13-ton locomotives; and 21 coal burning locomotives, consisting of 1 35-ton, 1 25-ton, 1 23-ton, 2 22-ton, 4 20-ton, 3 17-ton, 2 15-ton, 3 13-ton, 2 12-ton, 1 11-ton and 1 10-ton. All of the above are Baldwin except 2 25-ton Porter and 1 10-ton Vulcan. Cars – 744 15-ton, 800 12-ton, 56 Gondolas, 29 Tank cars, 88 Dump cars. Communication by rail is possible to the adjoining Central Angelina, a distance of 8 km.; and it is possible to reach Central Boca Chica through Centrales Quisqueya and San Isidro, a distance of 80 km.; and Central San Luis, via Centrales Quisqueya and San Isidro, a distance of 90 km. Communication is had by water to the seaport of San Pedro de Macoris, 15 km. distant. The company's equipment at the port consists of three wood burning tug boats and 19 lighters, with a total hauling capacity for 14,000 bags or 2000 long tons of sugar. "

Later history

The mill seems to have closed in 1996.

Ingenio Rio Haina, at Bajos de Haina

Background

Gauge standard. SW of Santo Domingo. Opened 1951 and probably only ever used diesels. Mill closed by 2007. Track mileage 170 at max.

Central San Carlos

Background

Gauge 2' 6". Total 5 miles.

The fleet in 1923

Three locos: of 3 tons each.

Estate San Isidro

Background

Gauge 2' 6". Built by Harron & Co. in 1881. Sold to Bartram Bros. in 1896, who purchased locos 5-7. In 1922 managed by West Indies Sugar Co. They purchased the mill in 1924. Severely damaged by hurricane in 1930. Last cane processed in 1931, and closed formally in 1934. Some locos then transferred to Central Consuelo. Total 32 miles. Seven locos in 1923, 8 to 23 tons.

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

Ordered by ? BLW class 6-? 1/3C no. . Spec. is in vol. p .

1 w/n ?



High res image available from the RR Museum of Pennsylvania: BLW neg no. 08898.

0-4-2T? d/w ?, cyls. 5x10", built by Porter in 1890

Ordered via S. H.. Payne & Son for export via NY? Gauge 60cm. No idea why it has been suggested that it came here.

? w/n 1218

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

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

2 w/n ?

3 w/n ?

4 w/n ?

2-6-0 d/w ?, cyls. 10x16", built by Porter in 1912

Ordered by Bartram Bros. for Estate San Isidro.

5 'CAYAEVA' w/n 5204

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1914

Ordered by Bartram Bros. for Estate San Isidro. BLW class 8-16D no. 73. Spec. is in vol. 54 p 240. Outside frames, details similar to 8-16D no. 72. diamond stack, mark on tank: 'SAN ISIDRO RAILROAD'. Details to be similar to 8-14D no. 28.

6 'BRUJELA' w/n 41351

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1914

Ordered by Bartram Bros. for San Isidro. BLW class 6-11C no. 25. Spec. is in vol. 54 p 219. Dup. of 6-11C no. 23. R&H stack, mark on tank: 'SAN ISIDRO RAILROAD'. outside frames.

7 'MATAGORDA' w/n 41857



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05266-1.

The fleet in 1923

Seven locos, weighing 8 to 23 tons.

Central San José, at Andrès, Distrito Nacional
later Ingenio Boca Chica

Background

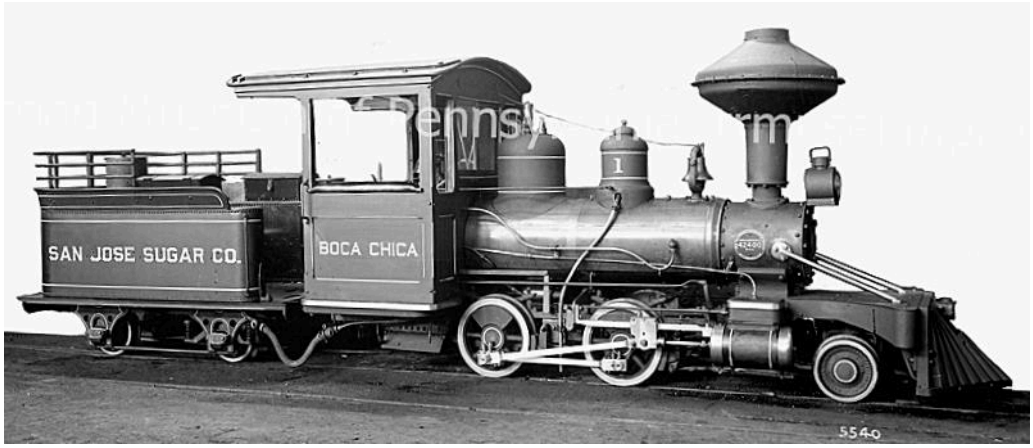
Gauge 2' 6". 34 km. east of SD. Built 1916 as Central San José, owned by Para Alba / West Indies Sugar Co.?. Later

owned by Norman Woolworth, then West Indies Sugar Corp. Total 24 miles, but up to 76 miles at one stage. Mill nationalized in 1956.

2-4-0 d/w 26", cyls. 7x12", built by Baldwin in 1915

Ordered by San Jose Sugar. BLW class 6-08C no. 2. Spec. is in vol. 54 p 217. R&H stack, mark on tank: 'SAN JOSE SUGAR CO.'

1 'BOCA CHICA' w/n 42400



High res image available from the RR Museum of Pennsylvania: BLW neg no. 05540.

2-6-0 d/w 36", cyls. 10x16", built by Baldwin in 1916

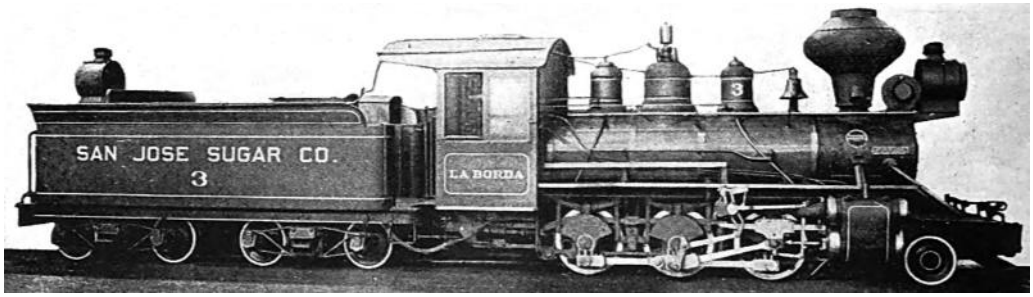
Ordered by San Jose Sugar. BLW class 8-14D no. 36. Spec. is in vol. 54 p 239. Dup. of 8-14D no. 16. outside frames, mark on tank: 'SAN JOSE SUGAR CO.'

2 'PAREDON' w/n 44456

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1917

Ordered by Mecke & Co. for San Jose Sugar. BLW class 8-16D no. 75. Spec. is in vol. 54 p 243. R&H stack, outside frames, mark on tank: 'SAN JOSE SUGAR CO.'

3 'La BORDA' w/n 45935



Central San José 2-6-0 no. **9**, Hi-res copies of this photo are available

from the Railroad Museum of Pennsylvania – BLW negative 06552.

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

Ordered by ?

4 w/n ?

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

Ordered by ?

5 w/n ?

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

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

6 w/n ?

Copeland's list has pencilled additions implying that at some point the fleet comprised locos as follows:

1	?	
2	2-8-0	Baldwin
3	2-4-0	Baldwin
4	2-6-0	Baldwin
5	2-8-0	Baldwin
6	2-4-0	Baldwin
7	2-8-0	Baldwin
8	?	
9	?	
10	?	
11	?	
12	2-8-0	Baldwin
13	2-8-0	Baldwin

However, no further details were given.

The fleet in 1923

Five locos in 1923,
Five moguls, cyls. 11x16".

The fleet in 1930

In 1930 supposedly had one ALCo and four Baldwins, one of which had boiler XO 400799 of 1945.

The fleet in the 1960s

In 1962 four Baldwin locos (two 25-ton and two 20-ton) were still in use, and in 1968 there was still some steam.

Closure

The mill closed by 2007 and has since been demolished.

Baldwin 2-4-0 steam locomotive plinthed inside a children's playground (the boiler carries extra-order plate XO 400799/1945).

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"60 km. of meter gauge railway, with cane car supply to feed full daily tonnage to the mill; using one 35-ton American locomotive and two 20-ton Baldwin locomotives, and 175 10-ton cane cars. "

Ingenio San Luis

site became Central Ozama

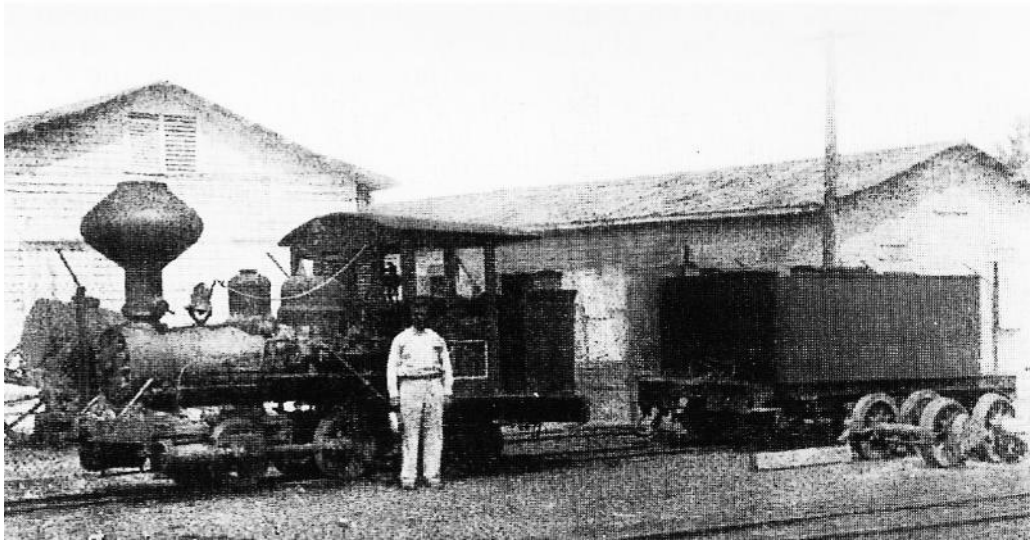
Background

Gauge 2' 6". 19 km. NE of San Domingo. Total 39 miles of route in 1923 but later up to 72 miles. Opened 1880 by Luis Cambiosa. Sold to Santiago Michelena in 1908. Destroyed by fire in 1924. Rebuilt by Dyer & Co. Destroyed by hurricane in 1930. Not rebuilt immediately but reopened 1938 as Central Ozama owned by Bank of Nova Scotia. Purchased by British Columbia Sugar Refining Co. in 1944, then sold on to Azecarera Nacional and operated by Dominican Sugar Co. Nationalised in 1953. Leased out in 1999 but then closed in 2007 and mostly demolished.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1894

Ordered by Leon y Dominguez for Ingenio San Luis. BLW class 6-8 1/3C no. 50. Spec. is in vol. 19 p 174.

1? **'SAN LUIS'** w/n 14125 Became Central Ozama no. **1**. New BLW boiler was XO600717 of 1946. Retired 1950. Scrapped 1955.



2-4-0 d/w 28", cyls. 8x14", built by Baldwin in 1909 and 1911

Ordered by ? BLW class 6-10C nos. 13-15. Spec. is in vol. 33 p 20, and vol. 39 p 211. R&H stack.

2 'MENDOZA' w/n 34090

3 'AVELINA' w/n 37066 Became Central Ozama no. **3**. In fleet in 1947. Retired 1950. Scrapped 1955.

4 'GUERRA SAN LUIS 1912' w/n 37307



High-res image available from the RR Museum of Pennsylvania: BLW neg no. 03738. Note that spec. page vol. 39 p 212 makes it clear that all three of these images were actually created by using the third of these engines and with each name applied in turn!



High-res image available from the RR Museum of Pennsylvania: BLW neg no. 03739.



High-res image available from the RR Museum of Pennsylvania: BLW neg no. 03740.

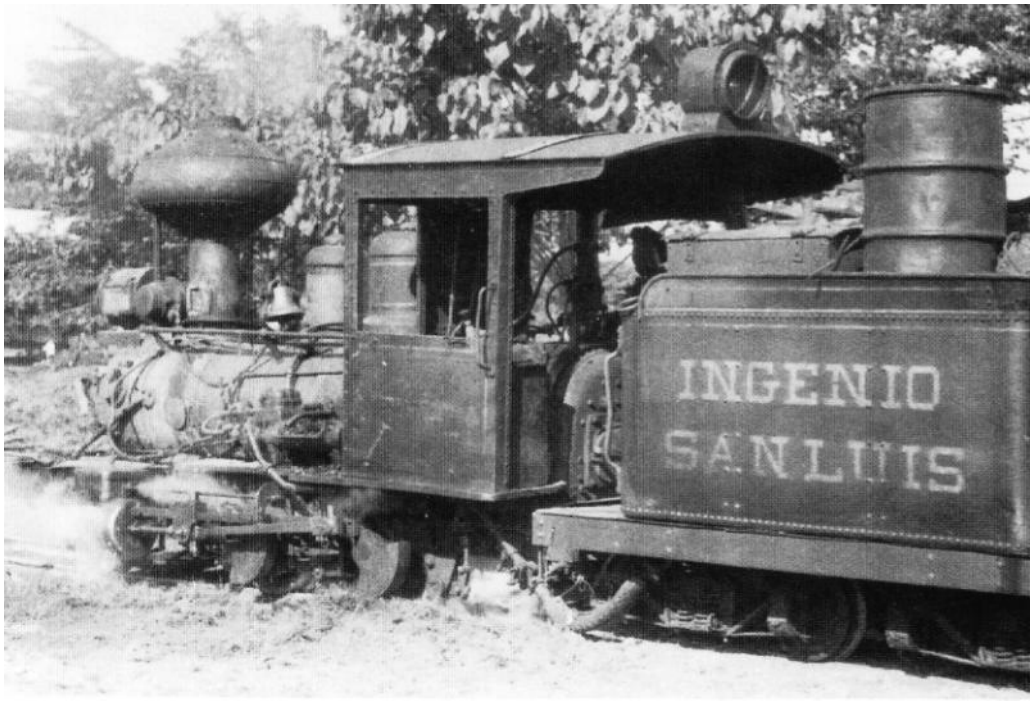


Photo from Geoffrey Hill's article in IRR 143, credited to M. Rogers collection.

0-4-0 d/w 33", cyls. 11x12", built by ALCo Rogers in 1912

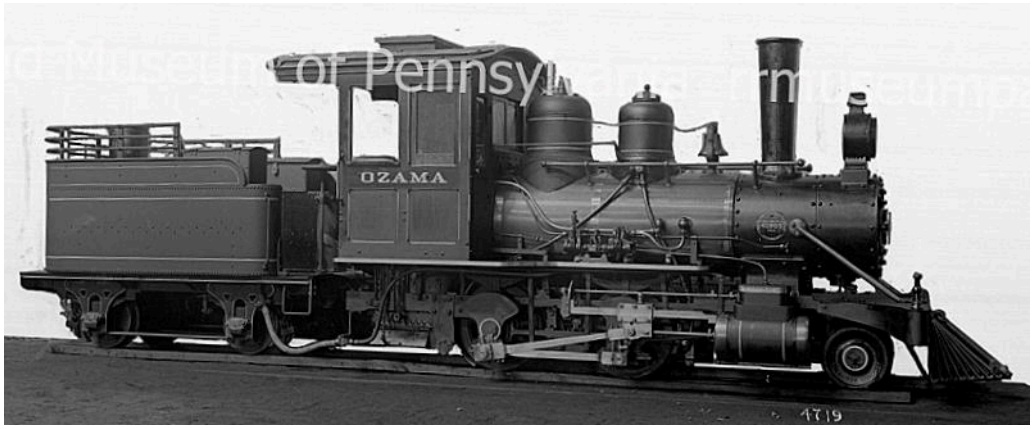
Built as a stock loco, and then sold to Krajewski & Pesant according to both Lehmuth and the Fisher-Rumary list, who also have cyls. as 11x16" and build year as 1913. Connelly, on the other hand, has details as set out above and no mention of stock loco.

5 'BANINA' w/n 52559 Became Central Ozama no. **5**. Scrapped 1956.

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1913

Ordered by Muller, Schall & Co. for Central San Luis. BLW class 6-11C no. 24. Spec. is in vol. 49 p 65. Outside frames, 4-wheeled tender, R&H stack (though see builder's photo below), no mark on tank. no running number. Spec. page has pencilled note saying that the mill replaced the 4-wheeled tender with an 8-wheeled one during the 1920s, similar to that attached to 6-10C no. 15.

6 'OZAMA' w/n 40805 Became Central Ozama no. **6**. In fleet in 1947. Retired 1950. Scrapped 1955.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 04719.

2-6-0? or maybe a Shay? d/w ?, cyls. ?, built by ? in ?

Ordered by ?

7 w/n ?

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1919

Ordered by S. Michelena for Ingenio San Luis. BLW class 8-16D no. 76. Spec. is in vol. 63 p 286. Dup. of 8-1§6D no. 75. outside frames, R&H stack ((though the photo below seems to show a Rushton stack), mark on tank: 'INGENIO SAN LUIS'.

8 'SANTIAGO' w/n 51267 Became Central Ozama no. **8**. In fleet here in 1947. Retired 1956.



Ingenio San Luis 2-6-0 no. **8 'SANTIAGO'** sports a Rushton 'cabbage' stack.
High res image available from the RR Museum of Pennsylvania: BLW neg no. 06996.

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

Ordered by ? BLW class 8-18D no. 164. Spec. is in vol. 72 p 68. To be interchangeable with 8-16D no. 76. outside frames, straight stack, mark on tank: 'INGENIO SAN LUIS'.

9 'MATA MAMON' w/n 58051 Became Central Ozama no. **9**. New BLW boiler was XO10947 of 1938. In fleet in 1947. Retired 1956.



High res image available from the RR
Museum of Pennsylvania: BLW neg no. 09320.

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906

Ordered by Juncos Central Co. of Puerto Rico as no. **4 'RAYO'**. Sold to Central Ozama as no. **7** . One of BLW class 8-16D no. 63-64. Spec. is in vol. 29 p 242. straight stack.

7 w/n 29664 Retired 1948. Scrapped 1955.

The fleet in 1923

Eight locos:

6 wheels, 7 tons, cyls. 7". 1 of.	Probably no. **1**.
6 wheels, 11 tons, cyls. 8". 3 of.	Probably nos. **2, 3** and **4**.
6 wheels, 22 tons, cyls. 11". 1 of.	Probably no. **5**.
6 wheels, 14 tons, cyls. 9". 1 of.	Probably no. **6**.
8 wheels, 34 tons, cyls. 8". 1 of.	Possibly a Shay. Probably no. **7¹**, but I have no clue as its precise identity.

Eight wheels, weight 34 tons, shade type, size of cylinders
8 inches---------- 1

8 wheels, 26 tons. cyls. 11". 1 of. Probably no. **8**.

Nos. **9** and **7²** would not yet have arrived at that date.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Railway 70 km. length, 30" gauge track. Nine locomotives, several of which 24-ton size; and 400 cane cars from 4 to 12-ton capacity. "

Ingenio San Marcos, at Puerto Plata

Background

Gauge 2' 2". Lithgow Brothers plantation. Mill started in 1882. Sold to National City Bank, NY.

0-4-0RT d/w 22", cyls. 6x10", built by Porter in 1883

Ordered by Lithgow Bros. for Ingenio San Marcos.

? 'SAN MARCOS' w/n 576

? 'PUERTO PLATA' w/n 577

0-4-0 d/w 26", cyls. 9x12", built by Baldwin in 1906

Ordered by A. Koppel for San Domingo. Gauge 2' 2". Probably came here as gauge not known elsewhere. BLW

class 4-11C no. 352. Spec. is in vol. 30 p 138. Straight stack, 4-wheeled tender, mark on tank: none.
'EDUARDE' w/n 28880

Ingenio Santa Fé, at San Pedro de Macoris

Background

Gauge 2' 6". Opened in 1885, owned by Vasquez Rousset & Co. though one source says the South Puerto Rico Sugar Co. Sold by 1896 to Salvador Ros. Sold 1922 to South Puerto Rico Sugar Co. In 1956 sold to Azucarera Hiana, C por A. Total 210 miles in 1923.

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

Ordered by ?
1 w/n ?
2 w/n ?

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1893

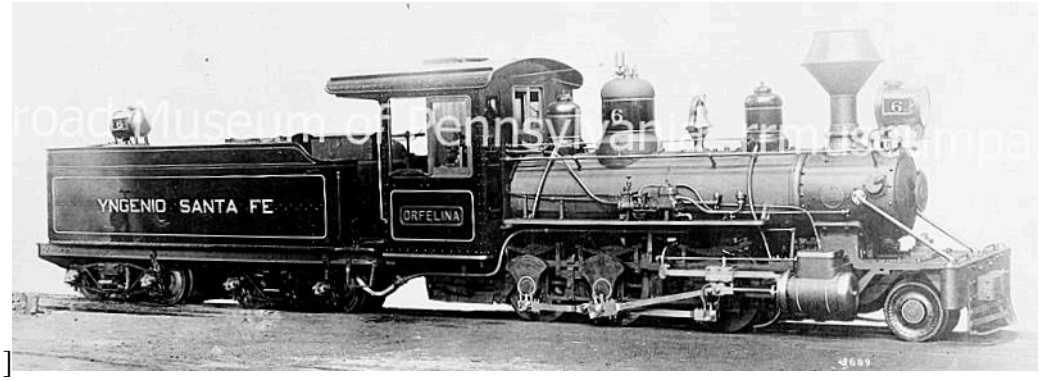
Ordered by S. E. Ros for Ingenio Santa Fe. BLW class 6-11C no. 3. Spec. is in vol. 19 p 28. R&H stack, mark on tank: 'INGENIO SANTA FÉ'.
3 'CORITA' w/n 13802

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

Ordered by ?
4 w/n ?
5 w/n ?

2-6-0 d/w 33", cyls. 10x15", built by Baldwin in 1911 and 1912

Ordered by Bartram Bros. for Santa Fe Plantation and Sugar Co. Copeland gives cyls. of second one as 10x16". BLW class 8-14D nos. 26 and 28. Specs. are in vol. 39 p 219, and vol. 44 p 242. Diamond stack, mark on tank: 'YNGENIO SANTA FÉ',
6 'ORFELINA' w/n 37064
7 'La BALSA' w/n 38478 Plinthed in San Pedro de Macoris , after previously being plinthed at



]

High res image available from the RR Museum of Pennsylvania: BLW neg no. 03699.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 04140-1.

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1913 and 1915

Ordered by Bartram Bros. for Santa Fe plantation. BLW class 6-11C nos. 23 and 26. Spec. is in vol. 44 p 240, and vol. 54 p 220. Diamond stack, outside frames. mark on tank: 'YNGENIO SANTA FÉ', second one had R&H stack.

8 'MACORIS' w/n 40372

10 'YNOCENCIA' w/n 42481

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1915 and 1916

Ordered by Bartram Bros. for Santa Fe plantation. BLW class 10-22E nos. 64 and 69. Specs. are in vol. 54 pp 259 and 263. Outside frames, R&H stack. mark on tank: 'YNGENIO SANTA FÉ'.

9 'GUAZA' or **'GUASA'** w/n 42141

11 'CAMPIÑA' w/n 43566



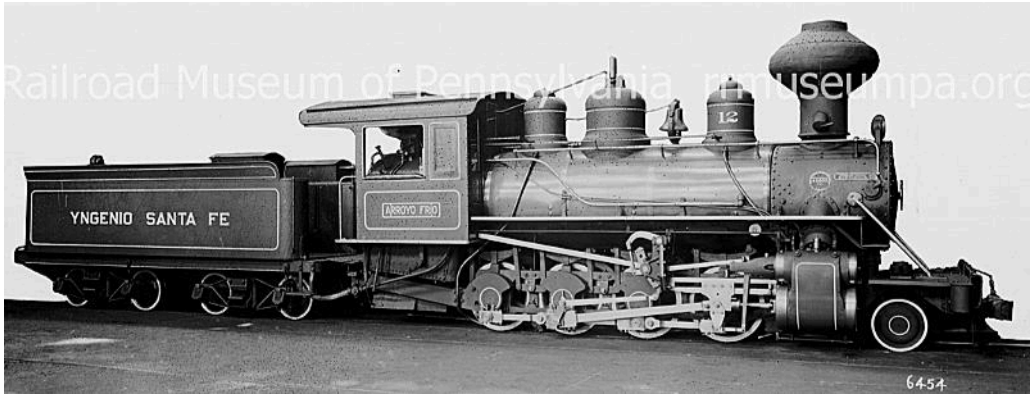
High res image available from the RR Museum of Pennsylvania: BLW neg no. 05929-1.

2-8-0 d/w 37", cyls. 15x18", built by Baldwin in 1917 and 1920

Ordered by Bartram Bros. for Santa Fe Plantation & Sugar. First one was BLW class 10-24E no. 192. Spec. for first one is in vol. 54 p 267. outside frames. mark on tank: 'YNGENIO SANTA FE', name on brass plates on cabsides, R&H stack (but see photo below). Class number and spec. page for second loco not yet found.

12 'ARROYO FRIO' w/n 45600

14 '?' w/n 53960 Later went to Ingenio Barahona and was regauged.

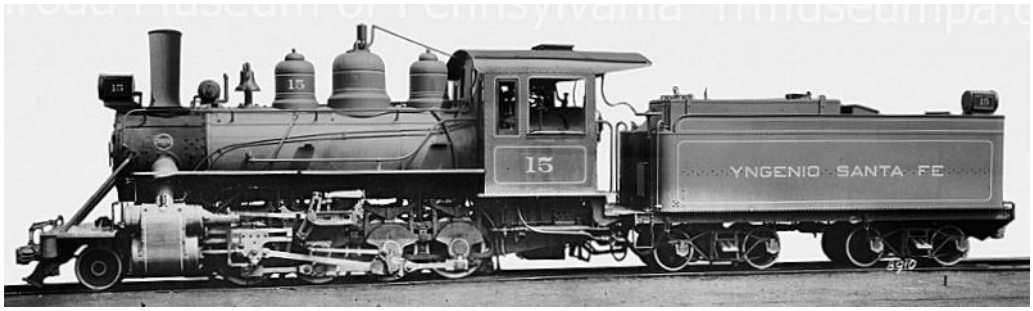


High res image available from the RR Museum of Pennsylvania: BLW neg no. 06454-1. Note Rushton stack instead of R&H stack as specified.

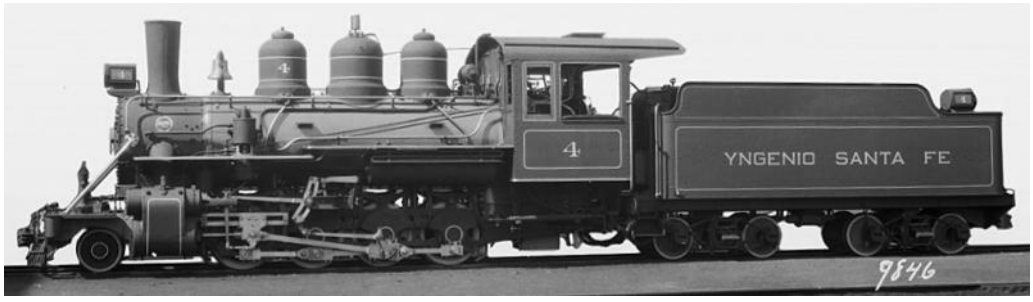
2-8-0 d/w 36", cyls. 16x20", built by Baldwin in 1923 and 1926

Ordered by Yngenio Santa Fe C por A. BLW class 10-26E nos. 440-441 and 472. Specs. are in vol. 63 p 305, and vol. 78 p 124. Another source gives cyls. as 16x18". outside frames. mark on tank: 'YNGENIO SANTA FE', Rushton stack (but see first photo below). Last one to have straight stack, possibly because fuel had changed to oil.

15	w/n 56925	
16	w/n 56926	
4	w/n 59376	Operating in 1947 when Baldwin XOs for parts were placed via the South Puerto Rico Sugar Co.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 08910. Note the straight stack, though the spec. page had required a Rushton stack.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09846.

The fleet in 1923

Sixteen locos: including BLW class 10-26E nos. 440-441.

Decline and closure

In 1962, over 80% of the cane was still hauled by steam locos, but later in the decade these were replaced by diesels. In 1994 there were still around 100 miles of route in use. The mill closed in 1995, but the railway remained in use to haul cane to Ingenio Consuelo. By 1997 the trackage had been reduced to 52 miles. In 1999, the mill was leased to

Central Azucarera del Este (CEA) but it was never reopened and had been dismantled by 2007.

Details given in ‘Gilmore’ 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of ‘Gilmore’ was as follows: Comments by the present author have been addded in blue.

“Cane is hauled to the mill all average distance of 25 miles from the company's fields. It is a 15 km. haul from factory to port, where have masonry warehouses for storing sugar. ”

20.10.6 Other industrial railways

Falconbridge Dominicana C por A (FalconDo), at Bonao

Standard gauge. 77 km north of Santo Domingo. Nickel mine. Opened in 1972 and initially a subsidiary of Canadian mining company Falconbridge Ltd., FalconDo was acquired by Switzerland's Xstrata Nickel in 2006 and absorbed into GlencoreXtrata in 2013. Only ever used diesels.

FC Cruz de Manzanillo, at Pepillo Salcedo

Background

Gauge 3' 6". 278 km. NW of Santo Domingo. 34 km. long. Built by Grenada Fruit Co. in 1940s to access banana plantations and corn farming estates. All now closed. Used Plymouth diesels, also Davenports and Whitcombs according to Richard Yudin in his article in the *The Narrow Gauge* no. 132.

Granada Co. (United Fruit Co.), at Pepillo Salcedo

Background

Gauge 3' 6". 53 miles. Sold by UFCo in 1956 to Ralston Purina Co., then sold 1967 to Coddea. Still in operation for transporting bananas. May only have ever used diesels. This may have been linked / overlapped with the previous network.

Sal y Yeso Dominicanos, at Barahona

1 metre gauge. 185 km. west of Santo Domingo. Owned by government. Built in 1920s, closed in 1990s.
Used to carry salt and gypsum from the mine 4 km west of the village of Las Salinas, to the port of Barahona, a distance of 30 km.

0-4-0T d/w ?, cyls. 12x16", built by Porter in 1928

Ordered by government of the Dominican Republic.

?	w/n 7104
?	w/n 7105
?	w/n 7106

Salinas de Bani

Background

Gauge 60 cm. 26 km. southwest of Bani & 88 km. southwest of Santo Domingo. Salt pans owned by provincial government. Plymouth diesel used in recent years, but earlier motive power unknown.

Samana Bay Fruit Co.

Background

Gauge 2' 6". Producing what? Locos might have belonged to a different but nearby operator.

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1894

Ordered by Harrison & Wolfe for Samana Bay Fruit Co. BLW class 6-8 1/3C no. 49. Spec. is in vol. 19 p 168. Mark on tank: 'SAMANA BAY FRUIT CO. R. R.' Name given on spec. page is **'GEN'L BULL'** but later crossed out. R&H stack.

1 'FRANK' w/n 14095

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1895

Ordered by Samana Bay Fruit Co. BLW class 6-11C no. 6. Spec. is in vol. 19 p 209. Mark on tank: 'SAMANA BAY FRUIT CO. R. R.' R&H stack.

2 'MARIAN HAYDEN' w/n 14235

0-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1898

Ordered by Samana Bay Fruit Co. BLW class 6-12D no. 16. Spec. is in vol. 21 p 180. Mark on tank: 'SAMANA BAY FRUIT CO.' Straight stack.

3 'ELIZABETH' w/n 15925

Minas de Malfidano

Background

Gauge 2' 6".

0-4z2-0T d/w ?, cyls. ?, built by Corpet in 1892

Ordered by Mines de Malfidano.

1 w/n 563

2 w/n 564

3 w/n 565

Museo Nacional de Historia y Geografia, Plaza de la Cultura, Santo Domingo: (February 25th)

This museum has been closed for renovation since 2007. An unidentified 762 mm gauge 0-4-0WT used to be in display here, almost certainly a 20 h.p. Krauss built c1890-1910 and possibly regauged from 500-600 mm gauge. It carries a "Porvenir 1880" plate, however that doesn't necessarily mean much.

20.10.7 Unidentified Dominican Republic locos

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1889

Ordered by K&P Co. for Edward Abreu for Dominican Republic. Probably for Cuba.
Gauge 2' 6". BLW class 6-8 1/3C no. 23. Spec. is in vol. 15 p 166. Mark on tank: 'INGENIO SANTA CATALINA', R&H stack. No running number.
'ANGELINA' w/n 10373

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1892

Ordered by Elisha Atkins & Co. Gauge 2' 6".
BLW class 6-16D nos. 24 and 28. Spec. is in vol. 17 p 180. Might have been for Cuba. Mark on tank: none. No running number specified on page for first engine, but **4** for second one. R&H stack.
1 'SAN MATEO' w/n 12403
4 'SAN ANTON' w/n 13821

0-4-0ST d/w 28", cyls. 9x14", built by Baldwin in 1893

Ordered by K&P for Yrisarri & Co. Gauge 2' 6".
BLW class 4-11C no. 135. Spec. is in vol. 18 p 156. R&H stack. Painting: carmine & gold.
1 'YRISARRI' w/n 13191

2-4-0T d/w ?, cyls. ?, built by O&K in 1895

Ordered by Moorewood & Co., Santo Domingo.
Gauge 2' 2".
? w/n 145 New O&K boiler 3891 in 1910.

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

Ordered by Ihssen Schumacher & Co., Santo Domingo.
Gauge 2' 6".
? w/n 6317

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

Ordered by William Gowrie, Dominican Republic.
Gauge 2' 6".
? w/n 5929

2-8-0 d/w ?, cyls. 16x18", built by Porter in 1919

Ordered by Bartram Bros., Dominican Republic.
Gauge 2' 6".
? w/n 6378

2-6-0 d/w ?, cyls. 12x16", built by Porter in 1919

Ordered by Wonham Bros. & Co., Dominican Republic.
Gauge 2' 6".
? w/n 6418

2-4-0 d/w ?, cyls. 10x16", built by Porter in 1900

Ordered for Puerto Grande R.R. (United Fruit Co.) Dominican Republic
1 w/n 2103

2 'JIMMY' w/n 2104

0-6-0 d/w ?, cyls. 12x18", built by Porter in 1907

Ordered for Puerto Grande RR (United Fruit Co.) Dominican Republic.
Gauge 3' 0".
3 w/n 3851

0-4-2ST d/w 36", cyls. 10x14", built by VIW in 1906

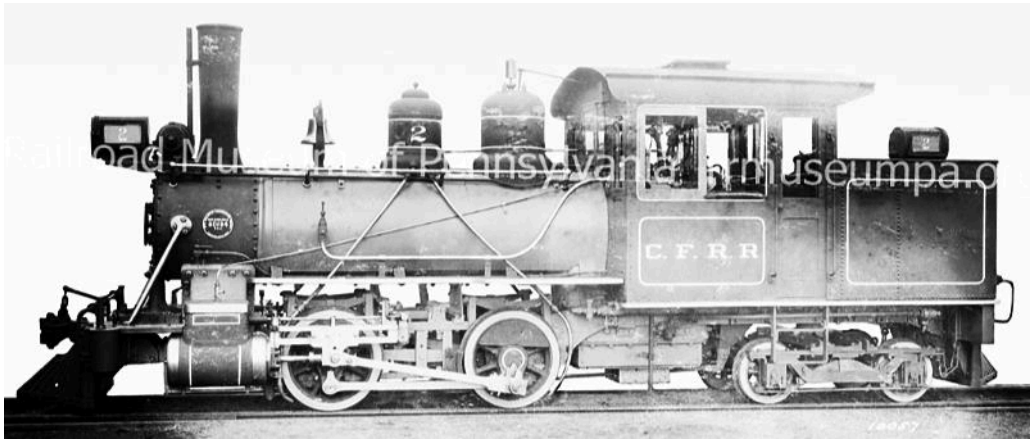
Ordered by Esperanza Central Sugar Co. **1**, Puerto Rico, Sold to Central San Cristobal 2, Puerto Rico, then sold 1917 to Dominican Republic.
Gauge metre.
? w/n 970

0-4-2T? d/w 24", cyls. 7x12", built by Baldwin in 1905

Ordered via Santiago Porcella for Santo Domingo.
BLW class 6-8 1/3C no. 60. Drawing 11. Spec. is in vol. 27 p 282. Gauge 1' 10½", dup. of 6-8 1/3C no. 52. "Boiler elevated on top of machinery similar to 6-8 1/3C no. 17". R&H stack,
'ZOAGLI' w/n ?

Hoffman`s BLW XO list suggests that BLW nos. 54010, 57921 and 58613 might have been moved from Cuba to the Dominican Republic before 1947 when XOs for parts for these were ordered by the Cuban Dominican Sales Corp. However, he might have got this wrong.

Baldwin 2-4-0 36205/1911 (30 tons) plinthed without tender next to the Puerto Plata station (now in use as the port's immigration office and civil defence station), at the intersection of Avenida Colón and Calle Duarte;



High res image available from the RR
Museum of Pennsylvania: BLW neg no. 10057-1.

Difficulties in identifying locos and their locations

Given that most sugar plantations on Santo Domingo / Dominican Republic used 2' 6" gauge track, and the the majority were physically linked to each other, it is not surprising that there was much interchange of locomotives. The dif-

ficulties in identifying owners and locations sometimes start before engines left their builders. As an example the following page displays a Baldwin spec. page ((from vol. 15 p 157) covering seven different 0-4-2Ts supplied to five or six different mills in the Dominican Republic between 1889 and 1892.

Memorandum Spec. No. 1420 " " 1735 for 29 1750 for 30 & 31 1753 for 32 2254 for 36 2121 " 34 — Compare with Spec. 4419 — Dup. 3 & C 17 same as this — Plantation Specialties — Nov. 1889 — Oct. 90 — 157

Specification for Engines, Class 6-8½C Nos. 27, 29, 30, 31, 32, 34, 36

For William L. Bass — 29 Hugh Kelly for Engr Porvenir — 27 & 31 — 30 & 32 Bartram Bros. N.Y. — 34 Bartram Bros for Ste Domingo (Engr Consuelo) (Ste Domingo Sugar Plantation de Macoris) — 36 Bartram Bros for estate Christobal Colon — 8/2 1884 — DRAWING No. 6

Gauge of Road	2 Ft. 6 In., Play ½"	Pumps, Kind	1 Brass ftd, Position R.
Fuel	Hard Coal	Chambers	Top Brass ftd Bottom Iron
Boiler Material	Steel, Thick, ¼", Bill 978	Feed Cock	R., Feed Pipes Iron & Copper
Diam.	24", Plan Straight, Fire Door 7½" × 11"	Check	Brass, Check " Copper
Dome Dia.	15½", Position, Central	Heater	None
" Casing	Iron painted		
Jacket Iron	Planished, Bands Brass, Style 7	Injectors	1 Eclipse, No. 2, Position
Fire Box, Length	20⅞", Width 31½", Depth 31⅛"	Pipes, Steam	Copper, Check Copper, Feed Copper
" Material	Steel, Crown ¼", Tube ⅜", Sides ¼", Back ¼"	Check	B.L.H., Position R.
Water Space, Front	2", Sides 2", Back 2"		" → sent x o. 1965-1928
Crown Bars	None Placed — above Crown.		
" Bolts	Radial Stays ⅞" diam		
Combustion Cham.	None, Hollow Stays None	Sand Box, Diam.	15", Pipes Iron
Tubes, Material	Iron, Ends Swgd for cp. rings & L-end	Body	Iron painted
" No.	46, Dia. 1½", Length 6' 2½"		
Heating Surface	Tubes 110⅞ sq ft, Fire Box 21⅞ sq ft, Total 132⅝ sq ft		Plate at back of boiler on top of Keel to prevent burning
Smoke Box Extension	None, Cleaning Hole and Cap None	Cab, Material	Yellow pine painted, Doorway between Cab & tank
Spark Ejector,	None		Crystal plate glass in all cab windows
Netting & Deflec. Plts.	None	Pilot	Iron, Bumper Yellow Pine
Working Steam Pres.	130 Lbs., Boiler to be tested to { 150 Lbs. Steam Pressure / 180 Lbs. Water Pressure	Drawhead, [Cen. above Rail]	24", Bumper & Couplings & suit Cos as Cos print
		Pushing Shoes,	None, Steps None, Bmpr. Plate None
		Bumper Blocks	As Cos print
Safety Valves	2 B.L.W. 6" With Relief Lev., to Blow off at 130 Lbs.		
Gauge Cocks	3 Back, Surface Valve None		
Water Gauge	None, Blow off Cock R.S.		
Dry Pipe	Wrt. iron, Fire Bricks None	Truck	2 Wheeled Swing Bolster
Cleaning Plugs	Fire Box Corners, L.S., front back (Front corners deg.)	Rad. Bar	With, Wheel Cover None
" "	Waist Under front	Wheels, Dia.	18", Tread 3¾", Kind Plate
1 Plug in top of boiler for filling, 1 Plug in front tube sheet		Journals, "	3", Length 5"
		Tires, Kind	None, Cen. Diam. —, Size —, Held by —
Grate	Plain bars & dead plate		
Ash Pan, Dampers	R.T.L., Depth 7" Netting under dampers		
		Tender	None Wheeled, Frame — Drawing No. —
		Tank	On extension of frame 225 Gallons, Bill 514
		Trucks	—, Springs —
Wheel Base	Rigid 3'8", Driving 3'8", Total 9'0"	Wheels, Dia.	—, Tread —, Kind —
Weight [Working Order]	On Drivers 9600 Lbs. Total 13000 Lbs.	Journals, "	—, Length —
		Tires, Kind	—, Cen. Diam. —, Size —, Held by —
		Tool Boxes	—, Safety Chains —
		Drawhead [Cen. above Rail]	—
Cylinders, Diam.	7", Stroke 12", Oilers Sight Feed, Chest	Brakes, on	— Truck —
Steam Ports, Length	4½", Width ⅞", Bridges ⅞"	Bumper Blocks	—
Exhaust " "	4½" " 1¼"		
Valves, Travel	3", O. S. Lap ¼", I. S. Lap 1/32", Lead 1/32"		
Eccentric Throw	2 1/16", Exhaust Nozzles Single		
Cyl. Casings	Iron painted, Head Covers Sheet Iron finished		
St. Chest "	Iron painted, Beads None		
" " Valves	Plain D		
Valve rods heavier			
		Cab Running Boards	Wood, Nosing Painted
		Lamp Shelf	Iron " Iron painted, Headlight Step None
		Headlight	16", Reflector, to burn Kerosene, Paint'g
Frame	Solid, Braces Welded	Handrail	Iron, Colms. placed on cab, Clock None
Guides	Iron case hard., Oil Cups B.L.W.	Bell Stand	Iron, Bell Medium Size
Crossheads	Cast iron, Rod Oil Cups B.L.W.	Steam Gauge Stand	Iron, Gauge 6" Iron, Maker
Wrist Pins	Steel, Stub Brasses Sqr. Hdgs.	Flag Fixtures	None
Pistons	Cast iron rings sprung into solid head	Finish	D92, Shipment Sub Style
Throttle	Balance, Position Dome	Junior Laws to	July 11th 1889
		Painting, Style	137, Engine Olive Green & Color
		" "	—, Tender —
		Mark, on Tank	Rail below Window of cab ING° CONSUELO. for 27 & 31 NONE on 29 & 34
		Number Plate on Plank on 27, 29, 30 & 31	YNGENIO SANTA FE. CRISTOBAL COLON. for 30 & 32 on Tank, 32 to be put on Tank
Drivers, Diam.	24", Cen. Dia. 20"	Class No.	Road No. Name on cab panel
Tires, Kind Hard Steel, Held by Shrinkage		None	27 S. P. DE MACORIS.
" Flanged	Position all, Size 2" × 4½"	"	29 PORVENIR.
" Plain	" — " "	1	30 SILVINITA.
		2	32 EMILIA.
Journal, Diam.	5½", Length 6", Spring Staples Wrt. iron	2	31 LA ROMANA.
Wheel Covers	None		
Brake, Kind	Hand, Position On drivers		

		No.	Name
		None	DICK. 34
		None	None 36

6 Headlight chimneys, 12 mets., 1 Brass Oil Can, 1 Copper Tallow Pot & Bucket

Stack, Kind	Radley & Hunter, Dia. 7"		
Hgth. above Rail			
Instructions to Eng'r			

20.11 Grenada

An independent country in the Windward Islands

Background

Whilst the River Antoine distillery has a hand-worked narrow gauge track to take bagasse to a tip, there has been no suggestion that steam locomotives have ever been used on the island.

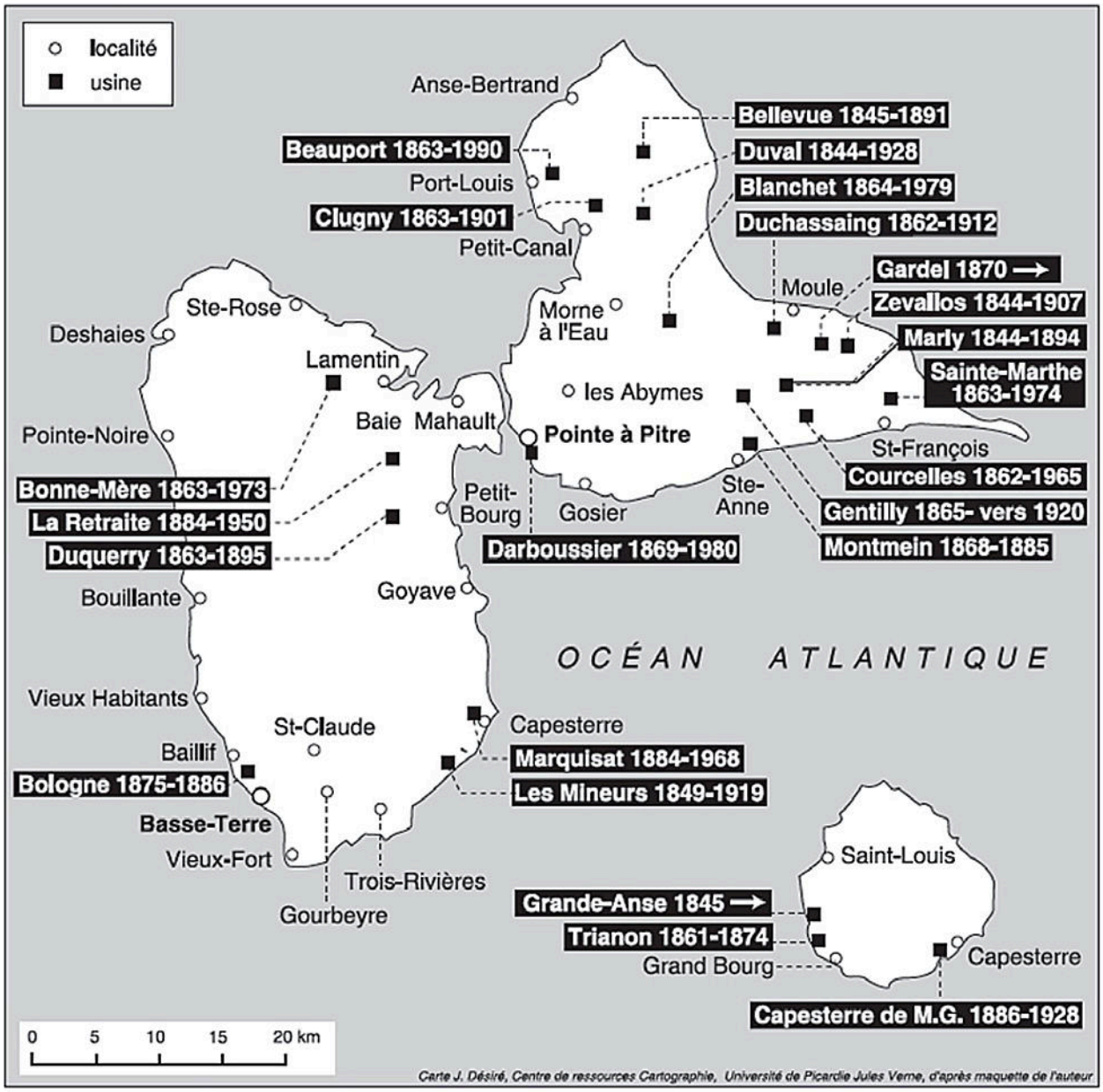
20.12 Guadeloupe

A French territory in the Leeward Islands

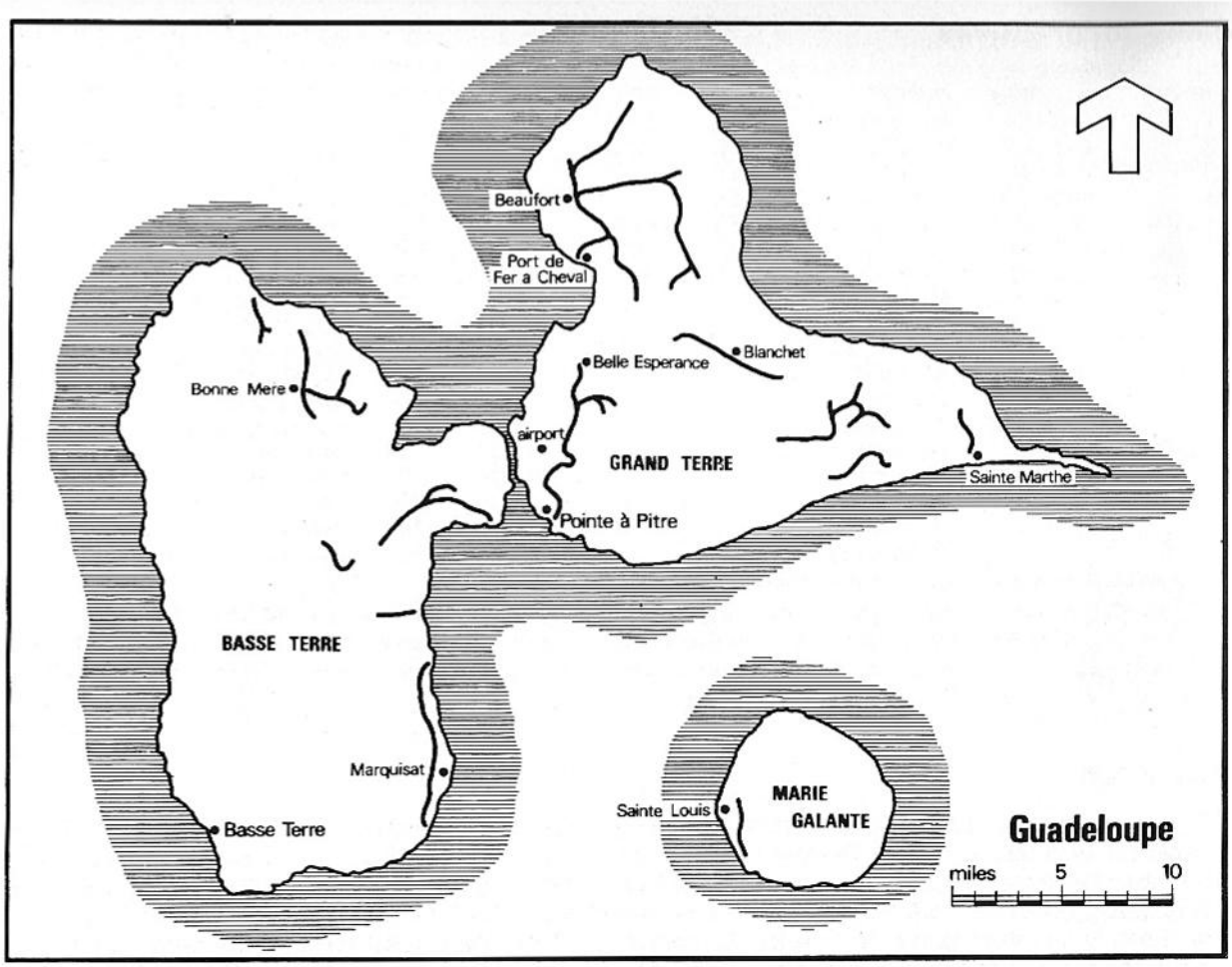
Background

Guadeloupe consists of the twin islands of Grande-Terre and Basse-Terre, both of which had railways in the past (at least fifteen on Grande-Terre and eight on Basse-Terre), as well as smaller islands, of which only Marie-Galante is known to have had railways (at least four). All railways (up to 160 km in total length) served the sugar industry. In the 1960s the sugar industry started its decline, accentuated by a succession of hurricanes and recurring droughts, and in the 1980s bananas overtook sugar cane as Guadeloupe's major export crop.

Gauges included 500, 600, 750, 1000, 1200 and 1460 mm. A larger variety of steam locomotive builders were represented in Guadeloupe than on Martinique, including Cail, Corpet-Louvet, Decauville, Couillet, Tubize, Franco-Belge, St-Leonard, Borsig and Krauss.



A map showing the principal sugar usines in Guadeloupe during the latter part of the 19th century, from Shnakenbourg, source [10].



A railway map of Guadaloupe, from Roger Darsley's article in IRR issue 93 in June 1982.

Grande-Terre

This part of the main islands, mostly flat and ideally suited for sugar cane cultivation, is where the two major railway networks branching out from the large central factories at Darboussier (SIAPAP, see below) and Beauport (SAUB, see below) were located. Smaller systems existed at Blanchet

Basse-Terre

This part of the main islands is very mountainous and railways were only found in the more level northeast and south-east, the major ones being

Marie Galante

Located southeast of Guadeloupe, Marie Galante had a number of sugar factories with narrow gauge railways. No remnants of these could be found during my visit.

In 1903 l'Usine de Retz and l'Usine de Capesterre were mentioned as important.

In 1924 approx., source [1] mentioned Boulognes Freres and Gaston Beaucage as managing mills on Marie Galante.

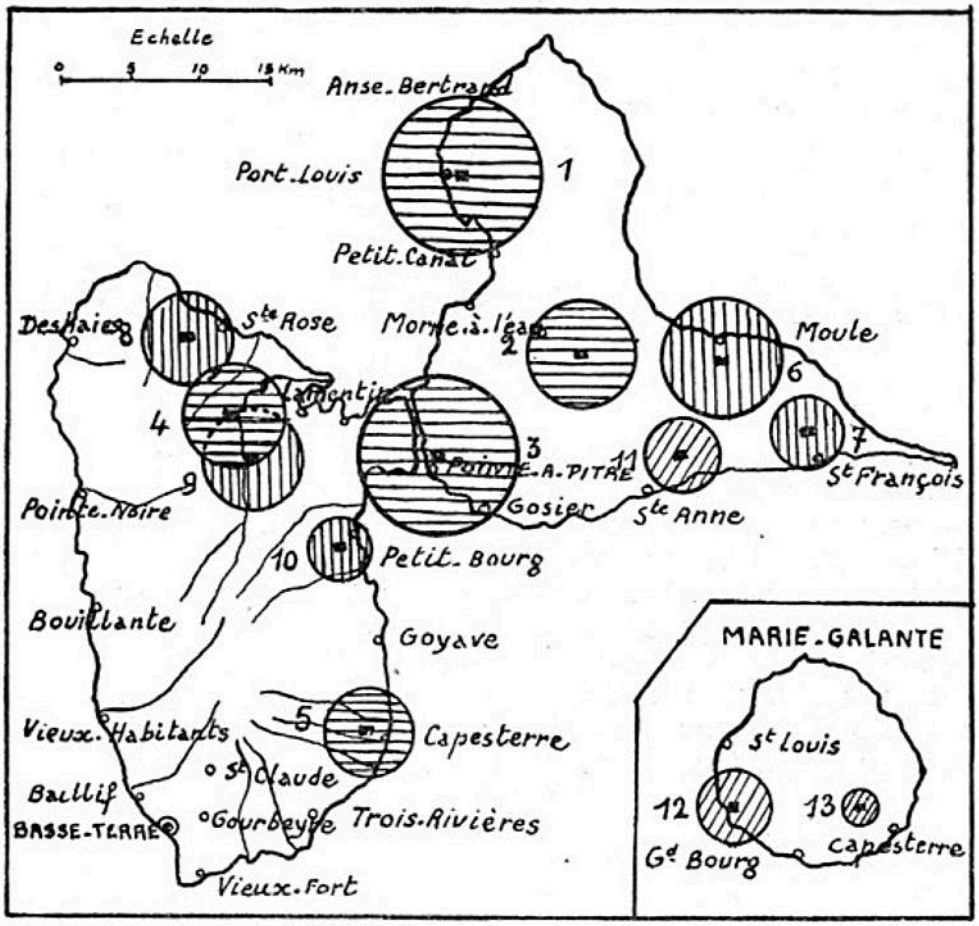


FIG. 1.

La production des sucreries de Guadeloupe en 1951.
Les cercles sont proportionnels à la production. — Traits horizontaux : Usines appartenant à des sociétés métropolitaines : 1. Beauport. 2. Blanchet. 3. Darboussier. 4. Bonne-Mère. 5. Marquisat. — Traits verticaux : Usines appartenant à des Martiniquais : 6. Gardel. 7. Sainte-Marthe. 8. Le Comté. 9. Grosse-Montagne. 10. Roujol. — Traits obliques : Usines appartenant à des Guadeloupéens : 11. Courcelles. 12. Grand'Anse. 13. Le Robert.

A sketch map showing the usines in use in 1951, from source [8].

20.12.1 Proposed public railways

A projected railway between Pointe-à-Pitre and Le Moule on Grande-Terre

A projected tramway line between Basse-Terre and St-Claude, with the idea to later extend it all the way to Pointe-à-Pitre,

Sources :
Robert R. Darsley, “Caribbean Cane Tramways – (1) The Lesser Antilles”, in Industrial Railway Record No. 93, June 1982;
“Beauport – Le Pays de la Canne” (guidebook), Le Moule, 2007.

Source [7] page 58: “*millimètres, suivant sa longueur. Il est maintenu à la partie la plus élevée par un ancrage muni d'un extenseur ou tendeur à la partie inférieure, il est fixé dans un massif ou maçonnerie placé à proximité du wagon a charger et un peu au-dessus de ce dernier. Sur ce table court un galet dans l'axe duquel se fixe un crochet el une corde ou une amarre qui embrasse un chargement de 70 à 100 kilos de paquets de cannes. Ce chargement descend sur le table avec une grande rapidité et vient butter en s'amortissant sur le massif en maçonnerie, sur lequel on a disposé un tas d'amarres. A l'arrivée, les paquets sont désamarrés et mis en wagons. La longueur du cable est de 500 métres environ. De temps en temps, un mulet remonte les cordes et les crochets.*
c) Transport des cannes à l’usine. — Nous avons dit que les voies ferrées avaient un gabarit variable que nous indiquerons en décrivant succinctement chaque usine. Chaque usine possède généralement un réseau complet desservant tous Ies centres agricoles et toutes Ies habitations. La voie est formée de rails de profil très divers, depuis le rail normal de nos voies ferrées, jus-qu'au rail de 12 kilos le mètre. De distance en distance sont placées des gares pour le chargement des wagons. Ceux-ci sont amenes, soit par locomotive, soit par traction de mulets. Ce dernier moyen n'est pas recommandable, il n'est employé que par Ies petites usines. Chaque matin, une locomotive amène a la gare le nombre de wagons nécessaires au centre agricole desservi par la gare et reprend pleine ceux qui ont été chargés pendant la journée précédente. Une locomotive dessert ainsi chaque jour plusieurs gares et le service est réglé de telle sorte que l'approvisionnement peut être assuré mathématiquement, sauf lorsque la pluie survient, inattendue, qui empêche les cabrouets de sortir des traces et de parvenir jusqu'à la gare.
Mais les transports de cannes ne se passent pas toujours aussi simplement, bien que quelques usines de la Guadeloupe (La Retraite, Beauport et d'autres) soient disposées pour recevoir directement les cabrouets a l'usine. Ce sont généralement Ies très petits propriétaires qui livrent ainsi les cannes de terrains très rapprochés de l'usine. Dans d'autres circonstances, trop fréquentes pour l'économie du travail, la livraison est plus compliquée. Les cannes par cabrouets ou par wagons sont amenées ou bord de la mer, chargées dans des chalands de 40 à 50 tonnes, ceux-ci sont remorqués par un bateau a vapeur, a raison de 3 ou 4 chalands par train et suivant la puissance du bateau à vapeur. Quelquefois, ces chalands vont a la voile et se rendent à l'usine. La, le mode de déchargement est variable. Nous y reviendrons plus loin en détail et en fixant le prix de la dépense dans les différents cas.
Dans l'exploitation du Marquisat, a la Basse-Terre, on emploie pour une partie du parcours, le système funiculaire avec voie de garage au milieu. Le wagon plein fait remonter le wagon vide, par le chargement qui s'élève a 3 tonnes de cannes. La longueur de la voie est de 600 mètres et la différence de niveau de 100 mètres. La voie du funiculaire se raccorde au réseau de l'usine.”

20.12.2 Sugar cane railways

Context

Usines often gained a new name when their ownership changed. Thus a number of the names listed below may well need to be merged into other sub-sections.

Guadeloupe: 15 usines in 1935, none in 2000
Marie Galante: Usually said that there were 4 sucreries, but I have 5 names. One may have been renamed.
Martinique: 1 open in 2000

Mill	Locality	Years	Gauge	No. of known locomotives

Guadeloupe

Usine Beauport, Guadeloupe, Port-Louis GT opened 1862 closed 1990.
Sucrerie Beauport – Société Sucrière de Port-Louis – Société Souques-Cail & Cie – 1890 Société des Sucreries de Port-Louis – Société Anonyme des Usines de Beauport.
Usine Bellevue, Guadeloupe, Grande Terre, opened 1845 closed – Société des Sucreries de Port-Louis.
Usine Blanchet, Guadeloupe, Morne a l'eau opened ? closed 1979 – 1934 Darboussier.
Usine Bologne, Guadeloupe, Basse Terre.
Usine Bonne Mère, Guadeloupe opened ? closed 1973 -- Société des Sucreries Coloniales.
Usine Cluny / Clugny, Guadeloupe, Petit-Canal, GT, opened 1863 closed, Société des Sucreries de Port-Louis.
Usine Comté de Loheac, Guadeloupe opened ? closed 1973 André Aubéry
Usine Courcelles, Guadeloupe, Sainte-Anne opened 1861 closed Armand Aubéry
Usine Darboussier, Guadeloupe, Pointe-à-Pitre GT opened 1869 closed Compagnie Sucrière de Pointe-à-Pitre (E. Souques) – 1907 Société Industrielle et Agricole de Pointe- à-Pitre (SIAPAP).
Usine Duchassaing, Guadeloupe, Grande Terre opened 1862 closed
Usine Duquerry, Guadeloupe, Basse Terre opened 1863 closed.
Usine Duval, Guadeloupe, Petit-Canal, GT opened 1844 closed Centre agricole et industriel de Duval -- 1929 Société des Sucreries de Port-Louis.
Usine Gardel (Sainte Marie), Guadeloupe, Moule opened 1870 closed Armand Aubéry.
Usine Gentilly, Guadeloupe, Sainte Anne, GT opened 1865 closed.
Usine Grand Bourg, Marie Galante opened closed.
Usine Grande Anse, Marie Galante opened 1964 to SOSUMAG.
Usine Grosse Montagne, Guadeloupe, Lamentin opened closed 1986.
Usine Marly, Guadeloupe, Grande Terre opened 1845 close.d
Usine de Marquisat, Guadeloupe, Capesterre opened 1883 closed – Société des Sucreries Coloniales.
Usine Montmein, Guadeloupe, Capesterre opened 1868 closed.
Usine de Pirogue, Marie Galante opened closed 1946.
Usine Port Louis, Guadeloupe, Grande Terre opened closed -- Société Anonyme des Usines de Beauport .
Usine La Retraite, Guadeloupe opened closed Société du Centre de la Retraite.
Usine du Robert, Marie Galante opened closed 1959.
Usine Saint Claude, Guadeloupe, opened 1870 closed.
Usine Sainte Marthe Guadeloupe, St. François, GT opened 1868 closed 1974
Usine Trianon, Marie Galante opened 1861 closed.
Usine Zevallos, Guadeloupe opened 1845 closed.

Usine Acomat in Petit Canal on Grande Terre

18??-1???

Background

Usine Beauplaisir in ? on ?

18??-1???

Background

Usine de Beauport at Port Louis on Grande Terre

1863-1990

Background

"The factory opened in 1863 under the entrepreneurship of the Souques family. In 1864 Jean-François Cail was contracted to build a railway system to supply the factory with sugar cane from the surrounding estates. At the beginning animal traction was used and by 1866 the first metre gauge line reached La Goguette, by 1879 9 km of track had been built, and by 1884 20 km. From 1890, the factory was operated by the Souques-owned 'Société Anonyme des Sucreries de Port-Louis (SASPL)', which acquired the nearby factories of Bellevue in 1891 and Clugny in 1901. Four steam locos were acquired through Cail between 1902 and 1908."

Listed in source [7] in 1905, when relevant comments were: "*L'Usine Beauport travaille 700 tonnes de cannes par jour. Elle fait presque toutes ses cannes elle-même et le centre agricole auquel a été annexé ceux de Clugny et de Bellevue, comprend en tout prés do 5.000 hectares exploités en cannes, savanes, bois, jachères. Au milieu de ce centre rayonnent 60 km. de chemins de fer, 200 wagons et 4 locomotives dont 3 pour les cannes et une pour le sucre. Un port d'embarquement existe au Petit-Canal avec magasins, grue a vapeur*."

"In 1908 the factory was taken over by three Bordeaux families, who operated it as 'Société Anonyme des Usines de Beauport (SAUB)'. A decision was made to modernize the railway system. The track gauge was converted to 1200mm and three steam locos and a boiler bought, together with steel cane wagons. In 1920 mule traction was discontinued. In 1928 Usine Duval in Petit-Canal and its rail network were taken over. At its greatest extent, the network consisted of three lines totaling 50 km of track:
One to the northeast past Anse Bertrand serving the estates of Pouzzols, La Goguette, Blonzac, La Mahaudière and La Berthaudière (10,5 km);
One to the east to Bellevue estate, then south to Duval, Chabert and Girard (a steam loco was based at Duval during the cutting season);
To the southwest past Petit-Canal, serving the estates of Habitation Sylvain, Gaschet, Clugny Charropin. Maisoncelle and Balin
Branching off from the southeastern line at Clugny, a 2 km branch gave access to the company port at Beautiran (northwest of Petit-Canal), on an island separated from the mainland by mangroves. From here the refined sugar was shipped by barge to Pointe-à-Pitre for export. "

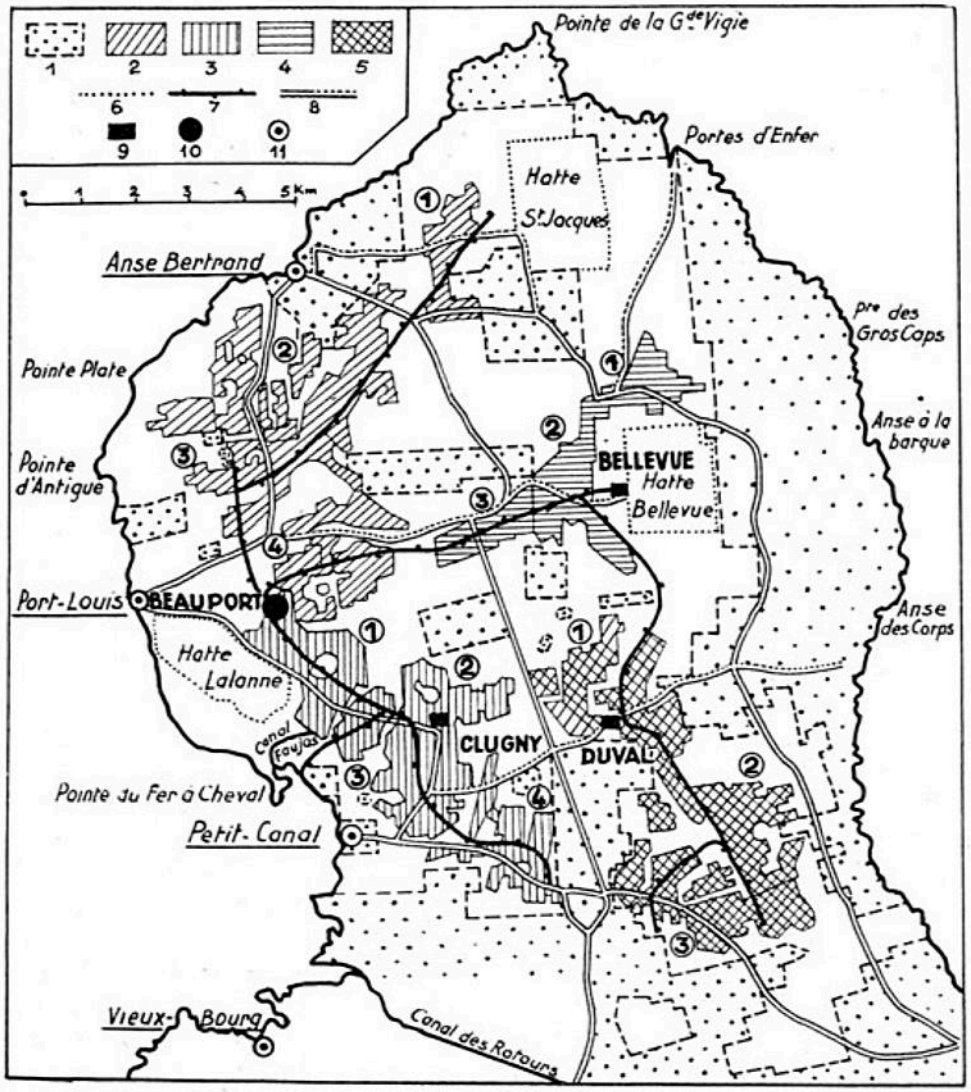


FIG. 3.

Carte du domaine agricole de Beauport.

1. Terres étrangères n'appartenant pas à Beauport, ou non louées par la société. — 2. Centre agricole de Bétin. — 3. Centre agricole de Clugny. — 4. Centre agricole de Bellevue. — 5. Centre agricole de Duval. — 6. Limites du domaine de Beauport (dans la légende, remplacer le pointillé par un tireté). — 7. Voie ferrée. — 8. Routes principales. — 9. Anciennes centrales. — 10. Usine actuelle. — 11. Centre de commune.

Les grisés indiquent les habitations cultivées en faire-valoir direct par la société. Les zones laissées en blanc (en dehors des trois hattes d'élevage indiquées), correspondent aux Halliers, aux marais et aux régions de colonat partiaire.

Liste des habitations constituant les quatre centres agricoles.

a) Centre de Bétin (traits obliques). — 1. La Berthaudière. — 2. Lemercier, Sans Fenêtre. — 3. Bétin, Coquenda. — 4. Espérance, Montalègre.

b) Centre de Clugny (traits verticaux). — 1. Brument, Sylvain. — 2. Clugny, Charropin. — 3. Sainte-Amélie. — 4. Deville, Maisoncelle.

c) Centre de Bellevue (traits horizontaux). — 1. Marie-Thérèse. — 2. Malgré Tout, Beauplaisir. — 3. Plaisance, Philisbourg.

d) Centre de Duval (traits croisés). — 1. Duvalière, Duval, Gruet. — 2. Grand-Maison, Lubeth, Chabert. — 3. Girard, Gaalon.

In 1945 seven steam locos and 130 cane wagons with an average capacity of 9 tons were in use.

In October 1947 there were 49.6 km of track in use (41,0 main and 8,6 sidings) and the roster was as follows:

Steam loco “Éclair” (St. Léonard 789/1902) out-of-use;

Steam loco “Adrienne” (St. Léonard 1251/1903) out-of-use;

Steam loco “Fernande” (St. Léonard 1313/1904);

Steam loco “Odette” (Corpet-Louvet 937/1908);

Steam loco “Marine” (Fives-Lille 109/1912);

Steam loco “Jimmy” (Vulcan I.W. 3017/1920);
0-6-0T steam loco “Pierre” (Krauss K 3/3 8496/1931);
At the time, except for the diesel and the sugar wagons, the entire stock was considered in very poor condition.

0-6-0T d/w ?, cyls. ?, built by St. Leonard in 1888

Ordered by Credit Foncier Colonial for Guadeloupe, probably for Usines de Beauport? Gauge 1200mm.
2 ‘ECLAIR’ w/n 789

0-6-0T d/w ?, cyls. ?, built by St. Leonard in 1900

Ordered by Credit Foncier Colonial for Guadeloupe, probably for Usines de Beauport? Gauge 1200mm.
‘ADRIENNE’ w/n 1251

0-6-0T d/w ?, cyls. ?, built by St. Leonard in 1901

Ordered by Besse Neveu et Cabrol, Bordeaux, for Guadeloupe, probably for Usines de Beauport? Gauge 1200mm.
‘FERNANDE’ w/n 1313

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1902

Ordered by Usine Bobigny? Gauge 1200mm.
‘ODETTE’ w/n 937

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1903

Ordered by Sucrerie de Guadeloupe, probably Usines de Beauport? Gauge 1200mm.
? w/n 985

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

Ordered by? Gauge presumably 1200mm.
‘MARINE’ w/n 109 (NB number does not make sense; FL numbers were up around 4000 by that year)

0-6-0T d/w ?, cyls. ?, built by Krauss in 1921

Ordered by Besse Neveu et Cabrol, Bordeaux, for Usines de Beauport. Gauge 1200mm.
‘LOUISE’ w/n 7896

0-4-0T or 0-6-0T? d/w ?, cyls. ?, built by Borsig in 1922?

Ordered by Usines de Beauport. Gauge 1200mm. NB Merte’s Borsig list has no 1200mm gauge locos built in 1922.
‘PIERRE’? w/n ?

0-6-0T d/w ?, cyls. ?, built by Krauss in 1931

Ordered by Besse Neveu et Cabrol, Bordeaux for Usines de Port-Louis. Gauge 1200mm.
‘PIERRE’ w/n 8496 Later to Usines de Beauport with same name?

The end of steam

Source [8] from 1952 states that the 40 km. rasil network was using four *loco-tracteurs diesel*, with no mention of steaam.



This was probably the Krauss 0-6-0T at Beauport, but more recently has apparently disappeared.

The former bagasse shed now houses a railway exhibit with the following stock on display:
one Usine Darboussier Cail type 59 0-4-0T No. 1659/1868 (1460mm gauge) ;

"In 1981 SAUB went bankrupt and the factory was taken over by the 'Société Sucrière de Marie-Galante (SOSUMAG)' until 1984. In 1985 a worker's cooperative, 'Société Coopérative Ouvrière de Production (SCOP)', took over. The railway closed after being severely damaged by Hurricane Hugo in 1989, while Beauport factory closed on June 30, 1990, at the end of that year's campaign. "



This scene west of Petit-Canal is often casually assumed to be the remains of a single locomotive of some kind, but a closer look suggests that it comprises two sets of 0-6-0T frames, the uppermost being currently upside-down. Both sets of cylinders had valve chest covers sloping down to the front, and were therefore unlikely to have been by Corpet-Louvet. The location was close to

the Beauport rail system, or alternatively the Usine de Clugny.

Usine de Bellevue in ? on Grande Terre

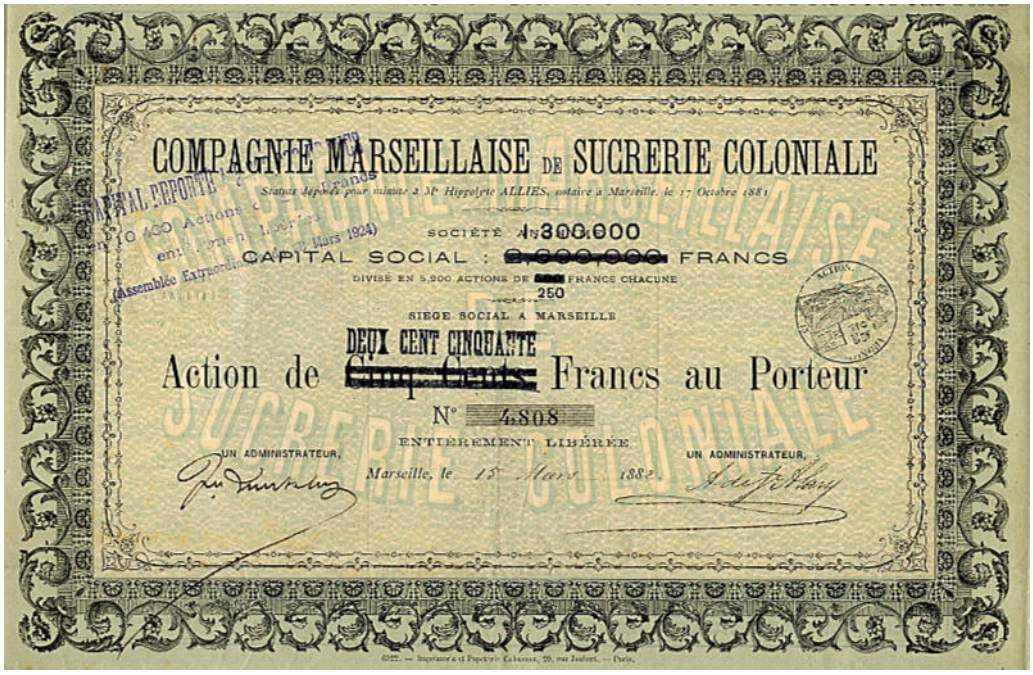
1845-1891

Background

Acquired by the nearby Usine de Beauport in 1891.

Usine de Blanchet in ? on Grande Terre

1864-1979



Background

Listed in source [7] in 1905, when relevant comments were: "*L'usine Blanchet appartient a la Compagnie marseillaise de sucrerie coloniale, societe anonyme au capital de 2.600.000 fr. dont le siege social est a Marseille. ... Les transports de cannes qui etaient faits par des mulets ont ete rentplaces par une locomotive.*"
Source [12]: "*Un chemin de fer de 6 km est construit dans la plaine de Grippon, où se situent la plupart d'entre elles, afin de faciliter et d'accélérer le transfert de leur production vers les moulins et limiter ainsi les pertes de richesse après la coupe.*"

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1927

Ordered by Cie. Marseillaise for Guadeloupe? Gauge 1200mm. Probably for Usine Blanchet as purchased by the Cie. Marseillaise which owned this mill.

? w/n 1750

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1904

Ordered by *CF Regional de Franche Comte* (gauge 1m.) as no. **3**? later **6**. Then to *CF du Doubs* no. **12**. Rebuilt CFD

Montm. in 1948 to 0-6-0DM **102**, then sold to Usine Blanchet, Morne-a-l'Eau. Regauged 1200mm.

? w/n 948

Usine Bonne Mêre in Le Boucan on Basse Terre

1863-1973

Background

(SOM, 1000mm, 1863-1973),

Listed in source [7] in 1905, when relevant comments were: "*L'usine Bonne-Mère, qui appartient au Crédit Foncier colonial, " La voie ferrée est à deux écartements 1 m. et 60 cm. Nous avons expliqué plus haut au transport des cannes comment se fait le transbordement au moyen de chalands. Le réseau complet comprend 13 km. de voies et 3 locomotives.*"

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

Ordered by Credit Foncier Colonial for Usine Bonne Mere. Gauge 1m.

'ANTILOPE' w/n 6752

Reimar Holzinger also had Cail 1556 and Corpet 1082 and 1201 working here.

. Ct-n2 Corp 07/ 1082
CECILE 09/ 1201

Usine de Bologne in ? on Basse Terre

1875-1986

Background

Source [13] says: "*Pour le transport de toutes ces cannes jusqu'aux moulins, Bologne est handicapée par la topographie de la région de Basse-Terre, continuel-lement hachée par de très nombreuses ravines qui interdisent l'établissement d'un réseau cohérent et continu de voies ferrées comparable à celui dont peuvent disposer les usines de la Grande-Terre ; le coût en serait prohibitif, en raison des très nombreux ouvrages d'art qu'il faudrait cons-truire. Le même facteur topographique et la très faible capacité unitaire de chacune d'elles interdisent également d'envisager un approvisionne-ment par charrettes, sauf à organiser de longs et coûteux convois, qui de toutes façons ne pourraient arriver à l'usine qu'après d'interminables tours et détours". Aussi Le Dentu est-il conduit à envisager un système original, unique en Guadeloupe. Pour desservir les fournisseurs de Baillif, un chemin de fer à voie étroite (1 mètre) part de l'habitation Campry pour rejoindre celle de la Coulisse, à 1 300 m de là, où se situe une balance pour la pesée des li-vraisons. De là, un câble métallique de 800 m transfère les cannes jusqu'à la station de chargement, située sur la rive droite de la Rivière des Pères. Pour desservir les fournisseurs de Saint-Claude ", une voie Decauville (50 cm d'écartement) de 1 600 m relie l'habitation Mont-Carmel à la balance de Beauvallon, d'où les cannes sont transférées jusqu'à la station de la Rivière des Pères par un câble de 400 m. Puis une autre voie ferrée de I mètre relie sur 1300 m la station de chargement à l'usine. Enfin, pour l'expédition de la production, une dernière portion de voie joint l'usine à l'embarcadère, situé sur le rivage à 400 m de là, d'où les sucres et les rhums sont portés par mer jusqu'au port de Basse-Terre".*"

Source [14]: "*Est-ce à ce moment que fut construit la petite ligne de chemin de fer qui amenait les cannes à l'usine ? Car dans la modernisation générale, comme dans les autres établissements importants, il faut inclure la création de petits chemins de fer qui réduisaient les manipulations de la canne et les coûts de transport. Celui-ci n'apparaît pas dans les actifs de la société mais sa réalité est attestée lors de la vente de 1887 pour déterminer les limites des quatre hectares qui constituaient le domaine foncier de l'usine proprement dite. Il y avait donc un chemin de fer qui amenait les cannes à l'usine et qui devait drainer tout le bassin cannier, puis une petite ligne que l'on appelait « chemin de fer d'embarcadère » qui devait rejoindre le bord de mer pour charger le sucre et le rhum.*"

Usine de Capesterre in Capesterre on Marie-Galante

previously Usine Dormoy

See section for Usine Dormoy, below.

Usine Changy in ? on ?

18??-1???

Background

Usine de Clugny north of Petit Canal on Grande Terre

1863-1901

Background

Certainly had a 'mainline' about 3 km. long in 1901 [15]. Acquired by the nearby Usine de Beauport in 1901.

Usine du Comté de Lohéac in Sainte-Rose on Basse Terre

Background

"A cabless 0-4-0T now known to be a 1930s Jung sits on a plinth in the parking lot at the entrance. http://www.steam-locomotive.info/vlocomotive.cfm?Display=20044 has it as ex-Marchand (a dealer or contractor) No. **LV210**, built in 1939, other sources show it as built in 1930. The urtica plants (related to the UK's stinging nettle..) covering it prevented a closer inspection. A stretch of 1000mm gauge track emerges from under the plinth and crosses the property towards the empty swimming pool."

0-4-0T d/w ?, cyls. ?, built by Arnold Jung in 1939

Ordered by Brunner & Marchand, Bouray Lv210 and then to Usine de la Comte de Loheac. Gauge 1m.

? w/n ? Survives derelict.

Usine Concrétor P. Canal in Petit Canal on Grande Terre

1870-1874

Background

Usine de Courcelles east of Sainte-Anne on Grand Terre

1862-1965

Background

This mill operated from 1862 to 1965 and used to have a 600 mm gauge railway."

Usine Darboussier at Pointe-à-Pitre on Grande Terre

1869-1980

Background

Société Agricole et Industrielle de Pointe-à-Pitre (SIAPAP):(SIAPAP, 1200mm gauge, factory in activity 1864-1979),

Listed in source [7] in 1905, when relevant comments were: "*L'usine Darboussier est située dans ln ville do la Pointe a Pitre, au bord de la baie, dans une situation tres favorable pour l'approvisionnement des cannes et l'embarquement des produits. Son réseau de voies ferrées, à la voie normale de 1 m. 44, est très complet ; il compte 50 km. En outre, un matériel naval comprenant des chalands et des remorqueurs à vapeur permet l'arrivée des cannes du petit cul-de-sac et du grand cul-de-sac par le passage dans la rivière Salée.*"

Darboussier factory, founded in 1859 by the Souques family, was located on the water's edge just southeast of the centre of Pointe-à-Pitre. The 1460mm gauge railway, built by Jean-François Cail, opened in 1869. The main line went 12.6 km north around the eastern edge of town and past the tip of the airport to Belle Espérance (north of Les Abymes), with short branches also serving the estates of Dothemare, Goaza, Léonie Boyvinette and La Redoute. Darboussier was also supplied in cane by barges owned by the company.

The railway started with five Cail type 59 0-4-0Ts built in 1867/68. By 1919 only one of those survived, No. 1659/1868 nicknamed "Loupiti", together with Krauss 0-6-0T No. 5821/1907 (type XXXVzg) nicknamed "L'Allemande" and a Belgian-built loco nicknamed "Belgique".

As to the Cail 0-4-0T, after Darboussier closed it was donated to the Musée Départemental de la Guadeloupe and restored at Usine de Gardel for display at the Musée Archéologique Edgar Clerc in Le Moule where it was plinthed for many years. After Beauport factory reopened as a museum it was transferred there, where it is on display. After the factory closed in 1980, the Darboussier neighborhood went into economic decline and is today one of the poorest and most crime-ridden areas in Pointe-à-Pitre. The factory was recently torn down and replaced by a social housing project, but the main gate and the administrative building still stand. There are plans to turn the building into a museum as part of the area's revitalization project.

The turntable on display in the park at La Maison Coloniale de Zévallos in Le Moule turns out to be standard gauge, so might have come from SIAPAP (1460 mm).

0-4-0T d/w ?, cyls. ?, built by Cail in 1867

Ordered by Duchassing for Usine Darboussier. Gauge standard.

1 w/n 1556

0-4-0T d/w ?, cyls. ?, built by Cail in 1868

Ordered by Souques & Cie. Guadaloupe, **2**, then to Usine Darboussier **1 'J. F. CAIL'**, later to Sucrerie SIAS, Pointe a Pitre. Gauge standard.

2? w/n 1659 Nicknamed **'LOUPITI'**.



The ex-Usine Darboussirt Cail loco now displayed at Usine Beauport.
Photos by Dale W. Fickés from the Steam Locomotive Info website at
https://www.steamlocomotive.info/nlocoalbum.cfm?which=20043



0-4-0T d/w ?, cyls. ?, built by Cail in 1871

Ordered by Bouges & Cie. for Souques & Cie. for Usine Darboussier. Gauge standard.

3 w/n 1842

Krauss-Maffei
17821/52 boiler -Usine Darboussier (for 0-6-0T)
17963/54 boiler -Usines de Beauport, Pointe a Pitre Usine Darboussier (for 0-6-0T)

0-6-0T d/w ?, cyls. ?, built by Krauss in 1907

Ordered by Banque de Consignation for Usine Darboussier. Gauge 1460mm.

? w/n 5821 Nicknamed **'L'ALLEMANDE'**.

0-6-0T d/w ?, cyls. ?, built by Franco-Belge in 1924

Ordered by Soc. lndustrielle et Agricole de la Pointe a Pitre. Gauge standard.

? w/n 2388

Usine Desmarais in ? on ?

18??-1???

Background

Usine de Doro in ? on Marie-Galante

Background

Destroyed by hurricane in 1928.

Usine de Dormoy in Capesterre on Marie-Galante

later known as Usine de Capesterre

1886-1928

Background

In 1885 Amédée Dormoy transferred his factory from Sainte Anne to this location where a small sugar factory had previously existed. The factory quickly encountered many profitability problems and many owners followed one another. After the cyclone of 1928, the machines were transferred to the Robert section.
From the Beauséjour station, on the heights, a railway line brought the canes here.
Source [9] says: "*La quatrième usine marie-galantaise ne sera établie que beaucoup plus tardivement, en 1885, par transfert du matériel de celle de Montmein, construite initialement à Sainte-Anne. Celle-ci avait été créée en 1868-69 par H. Boissel, par transfor-mation en « centrale » d'une petite usine « bourbonienne »). Après une histoire agitée, au cours de laquelle elle change plusieurs fois de mains, elle est finalement rachetée en 1884 par Amédée Dormoy). Mais il y a alors quatre usines à Sainte-Anne, et la concurrence entre elles est particu-lièrement vive auprès des planteurs*

de canne pour se procurer la matière première indispensable à leur activité. C'est ce qui décide A. Dormoy à transférer son usine à Capesterre de Marie-Galante, « où la matière première abonde »). L'op, ration est réalisée à la fin de 1885. La nouvelle usine est re-construite sur l'habitation Bernard, près de la plage de la Feuillère. Les cannes des Hauts de Capesterre glissent le long d'une coulisse de bois de 360 mètres établie près de l'habitation Pichery, puis tombent dans des wagons qui les portent jusqu'à l'usine en glissant sur un plan incliné et remontent ensuite à vide, tirés par un table d'acier mis en mouvement par ceux qui descendent chargés."

"*A Marie-Galante, l'histoire de l'usine de Capesterre illustre parfaitement le schéma général d'évolution qui précède. Nous savons que la création de cette usine résulte du transfert de celle précédemment installée sur l'habitation Montmein, à Sainte-Anne, réalisé à la fin de 1885, essentiellement grâce à un prêt de 200 000 F accordé par le Crédit Foncier Colonial à Amédée Dormoy. Mais on est alors en pleine crise sucrière, et l'operation ne tarde pas à tourner à la catastrophe ; en 1887, moins de deux ans après le transfert, A. Dormoy, incapable de régler l'annuité de remboursement de son emprunt est exproprié à la requête du CFC. Ne trouvant aucun acheteur, le CFC conserve l'usine et l'exploite directement. D'importants investissements d'accroissement de capacité sont effectués, et la production, qui n'avait été que de 5700 quintaux en 1883, quand l'usine était encore à Montmein, passe à 10 710 quintaux pour la moyenne annuelle de la période 1889-93, puis à 13 092 en 1896. Mais les résultats ne semblent pas à la hauteur de l'effort fourni. La productivité y est particulièrement faible et les coûts y sont particulièrement éleves. Avec la seconde phase de baisse du prix du sucre, en 1894-95, puis avec l'accumulation de catastrophes naturelles qui marquent la fin de la décennie 1890, la situation de l'usine de Capesterre devient tellement désastreuse qu'à la fin de 1898, le CFC annonce sa décision de la fermer à l'issue de la campagne 1898-99 en cours*."

Became the Usine de Robert (solely as a '*Rhumerie*'?) after 1930, and then purchased by government in 1946.

0-4-0T d/w ?, cyls. ?, built by Couillet in 1879

Ordered by Credit Foncier Colonial (Cia. Regos Barros de Lacerda) for Usine Dormoy. Gauge 500mm. Plated as Decauville no. 5.

'BELLE PETITE' w/n 456

500 mm

BELLE PETITE Bt-n2 Dec 80/ 5
LA CAPESTERRE 89/ 79
MARIE GALANTE 93/ 174
FILLETTE 01/ 333

750 mm
MARQUISE B1t-n2 Dec 96/ 236

1220 mm
1 .-n2 . . / .
2 ECLAIR Ct-n2 Leon 88/ 789
3 ETOILE 798
. ADRIANNE 00/ 1251

Usine Duchassaing in Moule on Grand Terre

1862-1912

Background

Usine Duquerry in ? on Basse Terre

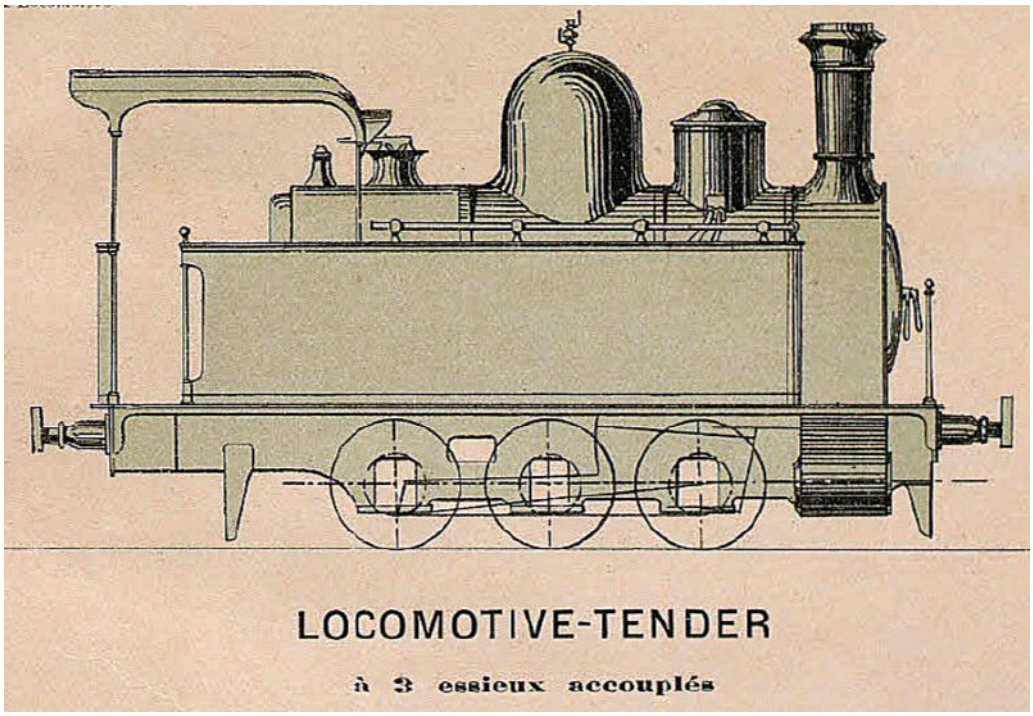
1863-1895

Background

0-6-0T d/w ?, cyls. ?, built by St. Leonard in 1888

Ordered by Credit Foncier Colonial for Guadeloupe. Gauge 1m. Possibly for this usine. If this loco was to the design shown below then the dimensions were d/w 800mm, cyls. 280x380mm.

'L'ETOILE' w/n 798



An illustration from a St. Leonard catalogue, displaying a design that was stated there to have been supplied to Usine Duquerry and various other customers.

Usine Duval in Petit Canal on Grande Terre

1844-1928

Background

Listed in source [7] in 1905. No mention there of any rail system. However, certainly had a 'mainline' about 7 km. long in 1901 [15].

Taken over by Usines de Beauport in 1928. In 1924 approx. had been managed by Societe de l'Usine Duval [1].

0-6-0T d/w 30½", cyls. 10x16", built by VIW in 1920

Ordered by Rene Monroux for Usine Duval. Gauge 1225mm. VIW class 7-12-B.

'JIMMY' w/n 3017

Usine de Gardel at Le Moule on Grande Terre

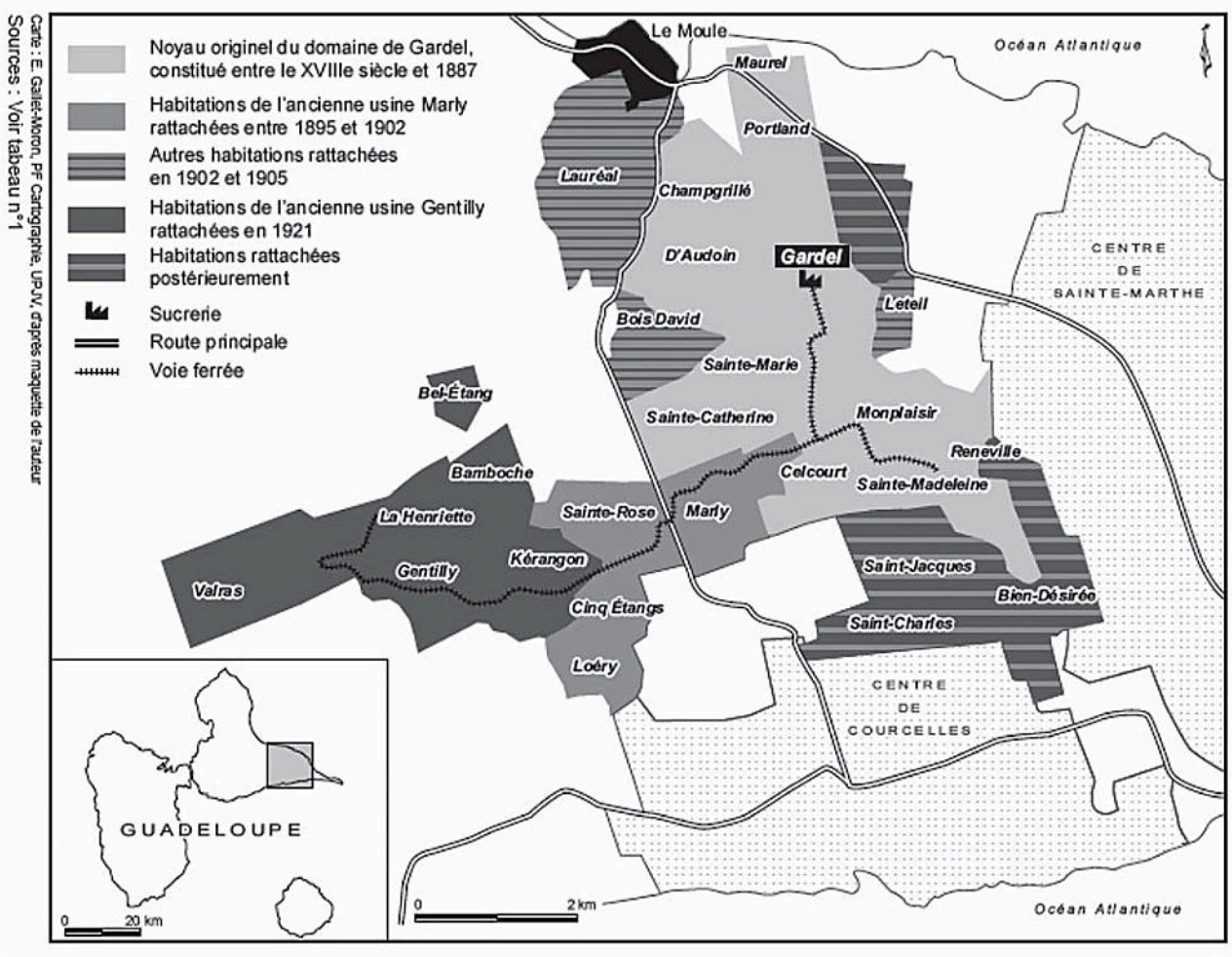
(originally named Lagardelle or Sainte-Marie)

1870-date

Background

Owned by the St. Alary family 1870 to 1920, then by Aubery and family until 1968.

"Grande Terre's last operating sugar factory once had an extensive narrow gauge field railway. … The large steel viaduct across Ravine Corneille was part of the line linking the factory with the port of Le Moule, from where the sugar was exported."



A map showing the Usine de Gardel lands and rail system, from Shnakenbourg, source [10].

Usine Gentilly north of Ste. Anne on Grand Terre

1865-1920?

Background

Usine de Grande Anse in ? on Marie-Galante

1845-date?

Background

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

Ordered by H. de Retz & Cie. for Usine Grand Anse/Soc. lndustrielle et Agricole de la Pointe-a-Pitre? Gauge 600mm. Plated as Decauville no. 70.

'GRANDE ANSE' w/n 738

Usine La Retraite in ? on Basse Terre

1884-1950

Background

Usine de Les Mineurs in ? on Basse Terre

1849-1919

Usine Marly in ? on Grande Terre

1862-1894

Background

Usine de Marquisat at Capesterre-Belle-Eau on Basse Terre

1884-1968

Background

Listed in source [7] in 1905, when relevant comments were: "*Située sur la côte Est de la Basse-Terre dans la région de la Capesterre, l'usine du Marquisat est reliée par unis ramification do la voie ferrée au port de Sainte-Marie. Le réseau complet des voies est do 10 km. en 0 in. 75 avec 3 locomotives. L'usine fait 300 tonnes do cannes par jour…*"

"A 12 km long 750-760 mm gauge railway from Goyave along the eastern coast of Basse Terre used to end at this sugar mill. The pedestrian bridge with railway tracks across Rivière Saint-Denis used to link the mill to the south with a warehouse north of it, from where the line would have continued into Goyave. North of town, a very overgrown metal bridge allowed the railway to cross Rivière du Pérou. (SOM, 1884-1968) and "

Usine de la Martinique in ? on

Background

Usine Montmein in Ste. Anne on Grande Terre

1868-1985

Background
Later was moved to

Usine de Moule in Moule (later Sainte-Marie) on ?

Background
Gauge 600mm. Owned by the St. Alary family, but note that they also owned the Usine de Gardel.

0-4-0T d/w ?, cyls. ?, built by Couillet in 1883

Ordered by E. de St. Alary. Gauge 600mm. Plated as by Decauville, their no. 41.

'AGATHE'	w/n 691

0-4-0T d/w ?, cyls. ?, built by Decauville in 1888

Ordered by E. de St. Alary. Gauge 600mm.

'EMMA'	w/n 63

0-6-0T d/w ?, cyls. ?, built by Decauville in 1905

Ordered by Soc. de la Sucrerie du Moule. Gauge 600mm.

'REGINE'	w/n 435
?	w/n 436?

Usine Moulin-a-Eau in ? on ?

18??-1???

Background

Sucrerie d'Outre Mer at Saine-Marthe on Grande Terre

Background
SOM, 1864-1974).

Usine de Pirogue in ? on Marie-Galante

Background

Usine Pointe-a-Raie in ? on ?

18??-1???

Background

Usine de la Retraite in ? on

Background

Listed in source [7] in 1905, when relevant comments were: "*L'usine de la Retraite située dans la Guadeloupe proprement dite est assez voisine de la Bonne-Mere. Elle est située sur la côte Est dans le Petit Cul-de-Sac. Elle est desservie par 17 km. de voie de 60 cm. sur laquelle circulent des wagons de 5 tonnes remorqués par 2 locomotives dont l'une a 7 tonnes 1/4 et l'autre 9 tonnes. Cette usine travaille en moyenne 230 t. par 24 heures au moyen de doux moulins et avec l'imbibition.*"

Usine Richeval in ? on ?

18??-1???

Background

Usine de Sainte Anne in ? on Grande Terre

Background

Gauge 1 metre?

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1913

Ordered by Usine Ste. Anne. Gauge 1200mm. Merte's CL list gives gauge as 1m.

'STE. ANNE' w/n 1448

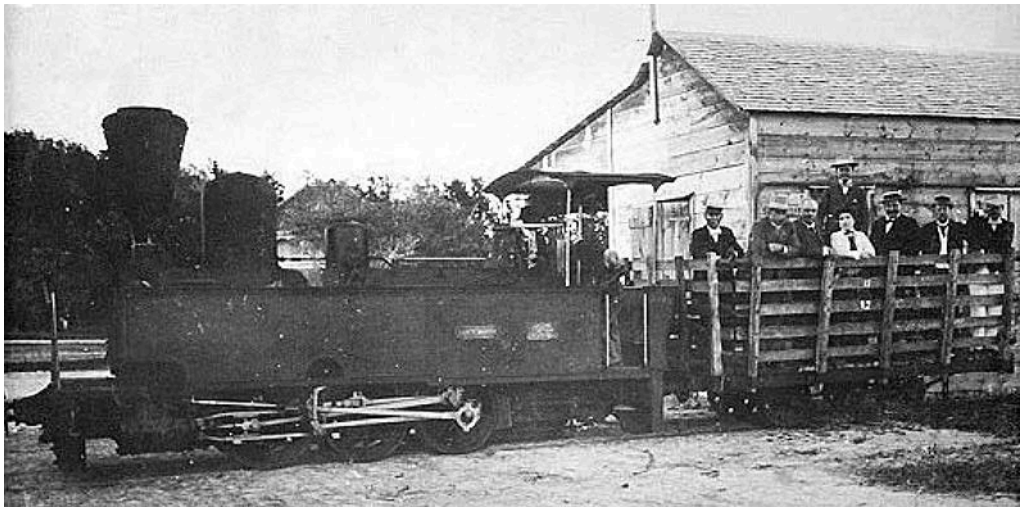
Usine St. Francois in ? on

Background

Usine Sainte-Marthe in St. Francois on Grande Terre

1863-1974

Background



"The picture ... shows a Usine Sainte-Marthe (Grande-Terre) 0-6-0T. It is one of a number of photos on display at the Musée du Rhum at Distillerie Reimonenq in Sainte-Rose (Basse-Terre)." The photo of the pic was apparently taken by Thomas Kautzor.

Usine du Simon in ? on

Usine Trianon in ? on Marie-Galante

1861-1874

Background

Source [9] says: "*La concentration industrielle et foncière Dans l'Ouest de l'lle, elle est réalisée par la famille de Retz autour de l'usine Grande-Anse. En 1863, Alexandre de Retz rachète celle-ci à la Société de Usines Centrales de la Guadeloupe dont il était le locataire depuis dix ans. Mais pendant toute la décennie 1860, le développement de Grande-Anse est entravé par l'existence de l'usine toute voisine de Trianon. La plaine littorale de Grand-Bourg ne produit en effet pas assez de canne « pour alimenter suffisamment deux établissements distincts, (et) cette proximité a eu pour effet.. d'entretenir une concurrence et une rivalité qui n'ont pu que nuire aux intérêts de ces deux usines », et les de Retz envisagent rapidement de se rendre acquéreur de Trianon pour mettre fin à cette situation. De son côté, Victor Botreau-Roussel, le propriétaire de Trianon, connaît pendant toute cette période de grosses difficultés financières, et son endettement est très important. Finalement, en 1873, il se décide à vendre son usine à Hippolyte de Retz, le fils aîné d'Alexandre, décédé entre-temps. Après quelques hésitations), la production est concentrée sur Grande-Anse et Trianon est fermée.*"

Usine Union in ? on ?

18??-1???

Background

Usine Zevallos east of Moule on Grand Terre

1844-1907

Background

Listed in source [7] in 1905. No mention there of any rail system.

20.12.3 Locos for unknown customers on Guadeloupe

Locos ordered via Credit Foncier Colonial, presumably for usines in which they had a stake

0-6-0T d/w ?, cyls. ?, built by St. Leonard in 1888

Ordered by Credit Foncier Colonial for Guadeloupe. Gauge 1m.

'L'ETOILE' w/n 798

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1907

Ordered by Credit Foncier Colonial, Franceville, for Guadaloupe? Gauge 1m.

'COMETE' w/n 1082

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1909

Ordered by Credit Foncier Colonial, Franceville, for Guadaloupe? Gauge 1m.

6 'CECILE' w/n 1201

0-4-0T d/w ?, cyls. ?, built by Decauville in 1890

Ordered by Credit Foncier Colonial, for ? Gauge 500mm.

'La CAPESTERRE' w/n 79

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

Ordered by Credit Foncier Colonial for Guadeloupe, probably for Soc. Sucriere de Marie Galante? Gauge 500mm.

'MARIE GALANTE' w/n 174

0-4-2T d/w ?, cyls. ?, built by Decauville in 1896

Ordered by Credit Foncier Colonial for Guadeloupe. Gauge 750mm.

'MARQUISE' w/n 236

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

Ordered by Credit Foncier Colonial for Guadeloupe. Gauge 600mm.

'FILLETTE' w/n 333

0-4-0T d/w ?, cyls. ?, built by Decauville in 1913

Ordered by Credit Foncier Colonial, for Guadeloupe? Gauge 600mm.

? w/n 852

Other locos purchased for Guadaloupe

0-6-0T d/w 24½", cyls. 7x12", built by VIW in 1919

Ordered by American Trading Co. for Guadaloupe. Gauge 1m. VIW class 7-2-E.

? w/n 2985

0-6-0T d/w ?, cyls. ?, built by Krauss in 1910

Ordered by Besse Neveu et Cabrol, Bordeaux, for Guadeloupe. Possibly for Usines de Beauport? Gauge 750mm.

'PHILIPPE' w/n 6328

0-6-0T d/w ?, cyls. ?, built by Corpet Louvet in 1922

Ordered by Cie. Coloniale for Guadeloupe? Gauge 1200mm.

? w/n 1624

0-4-2T d/w ?, cyls. ?, built by Couillet in 1891

Ordered by J. G. & P. Gerard Freres, Marseille, for a sugar plantation in Guadaloupe. Gauge 600mm. Plated as Decauville no. 124.

'ELISE' w/n 1014

0-4-2T d/w ?, cyls. ?, built by Decauville in 1901

Ordered by J. G. & P. Gerard Freres, Marseille for Guadeloupe. Gauge 600mm.

'ROSE' w/n 338

0-6-0T d/w ?, cyls. ?, built by Cail in 1889

Ordered by l'Olive, Guadaloupe. Gauge 1m.

? w/n 2294

0-6-0T d/w ?, cyls. ?, built by Fives Lille in 1880

Ordered by Usine de la Villette, was this on Guadeloupe?. Gauge standard.

? w/n 2342

Usine L'Olive

1000 mm

. Ct-n2 Cail 87/ 2294

Société Sucrerie de Guadeloupe

1000 mm

. C-n2 Corp 03/ 985

Société Agricole et Industrielle de Guadeloupe

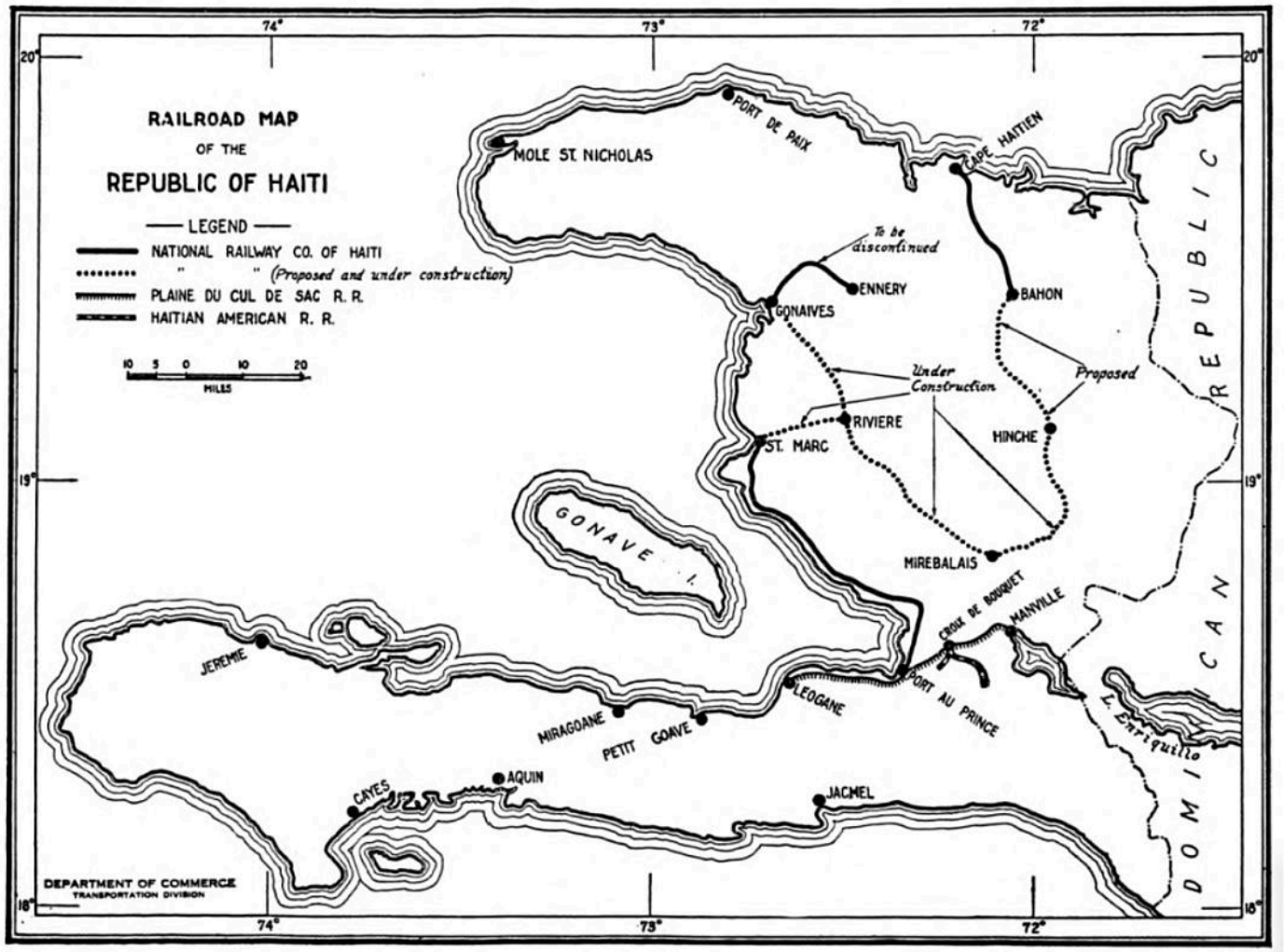
Pointe à Pitre 1211 mm

1 Bt-n2 Cail 68/ 1556

20.13 Haiti

An independent country on the island of Hispaniola in the Greater Antilles

Independent since the beginning of the 19th century, though occupied by US 1915-1934



Railway map of Haiti from the US Dept. of Commerce report in 1925, source [1].

Background

20.13.1 *Société des Tramways de Port-au-Prince*

1897-

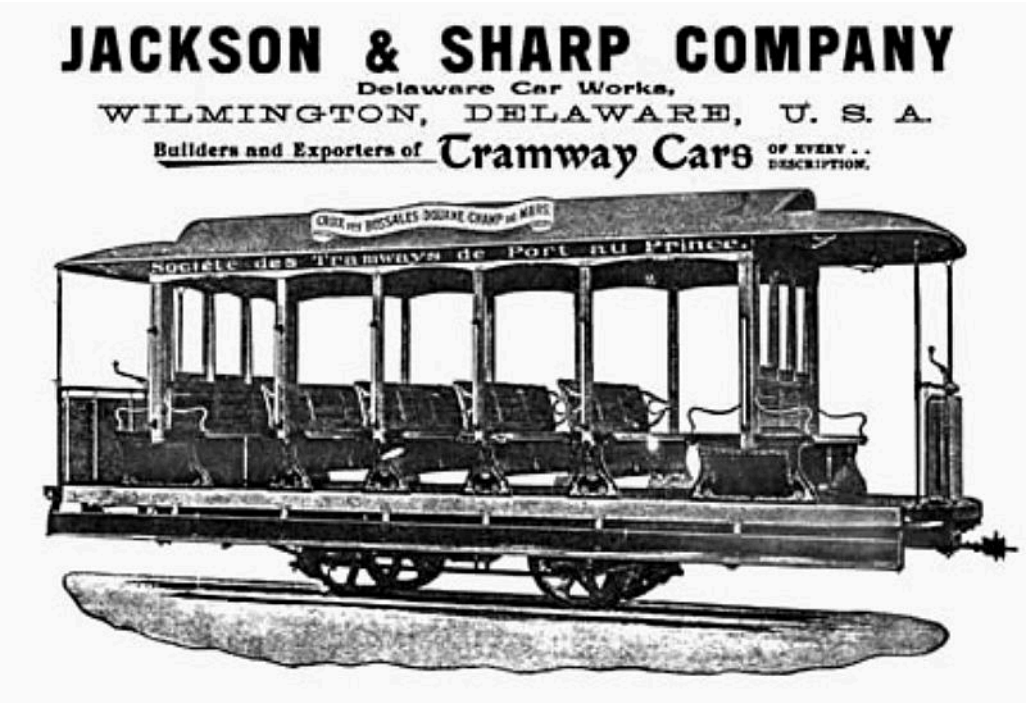
Background

Gauge 2' 6". In 1876 a *Compagnie des Chemins de Fer de Port-au-Prince* (*CCFPP*) began running horse trams in Port-au-Prince, but it went bankrupt in 1885 and those trams finally ceased running in 1888..

On 18 April 1897 the *Société des Tramways de Port-au-Prince* inaugurated the first line of its steam tramway system, from Portail St-Joseph along Rue du Quai and Rue des Miracles to the tramway depot at Champ de Mars, and thence to Rue des Casernes. The second line on the Grand-Rue, from Portail St-Joseph to the Cimetière (cemetery), entered service a week later.

The new *Société des Tramways de Port-au-Prince* ordered an 8-ton locomotive from H. K. Porter Co., followed by others, five 12-ton locomotives from Lokomotivfabrik Krauss in München, Germany, and three or maybe four locomotives from Ateliers de Tubize near Brussels, Belgium. The latter seem to have been Serpollet flash steam railcars, but one source suggests that three of them ended up in Japan, possibly without ever having run in Haiti.

It also ordered ten open passenger cars from Jackson & Sharp Co. in Wilmington, U.S.A., each with eight benches. Here is an advertisement [*Street Railway Journal*, New York, 1/1898, p. 147]:

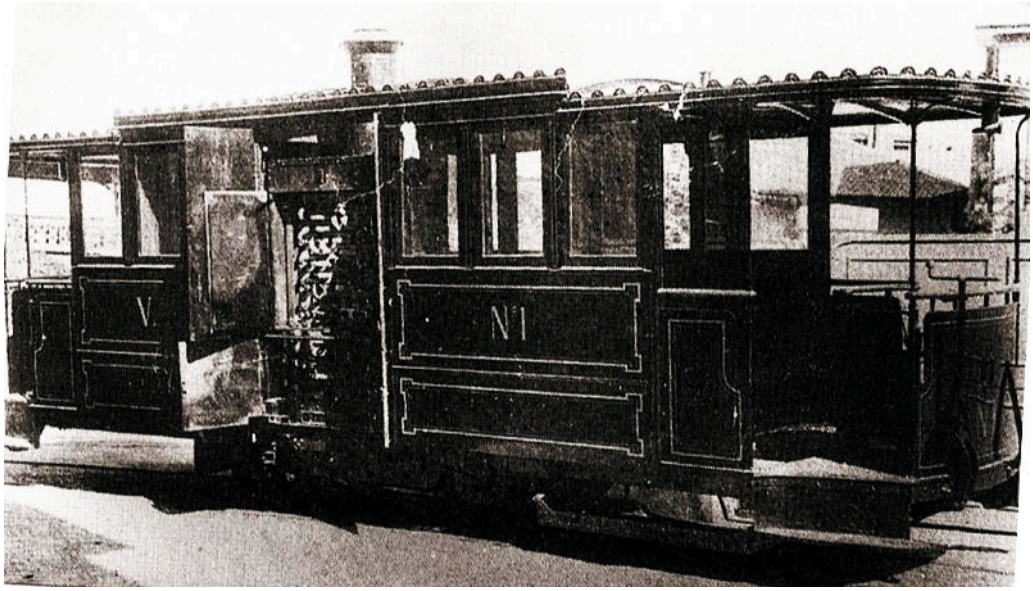


This Jackson & Sharp advert showing a car for Port-au-Prince was from *Street Railway Journal* via the late Allan Morrison's website. It is displayed here, despite not being an actual steam-powered vehicle, because the very distinctive roofs of these cars appear in a number of other photos not merely being hauled by locos owned by the tramways company but also later by engines of the *CF de la Plaine de Cul-de-Sac* company which had taken over the tramways.

?-?-?T d/w ?, cyls. ?, Serpollet railcars built by Tubize in 1896?

Ordered by *Societe de Tramway du Port-au-Prince*, but the first three may have ended up in Japan, perhaps never having reached Haiti.

?	w/n 1069
?	w/n 1070
?	w/n 1071
?	w/n 1072



This was a Serpollet metre gauge flash steam railcar in Geneva, but whether the intended Haitian cars bore much similarity to this is anyone's guess.

0-4-2T d/w ?, cyls. 9x14", built by Porter in 1897

Ordered by S. H. Payne & Son for *Societe de Tramway du Port-au-Prince*.

2	w/n 1731
3	w/n 1732
4	w/n 1733
5	w/n 1734



This photo, and the partial enlargement below, shows a Jackson & Sharp car and a Porter locomotive in Port-au-Prince on 27 September 1896. The latter was baptized **'PRESIDENT SAM'** in honour of Haitian president Tirésias Simon Sam [*Street Railway Review*, 15/3/1897, p 178]:



0-4-2T d/w ?, cyls. 8x14", built by Porter in 1897

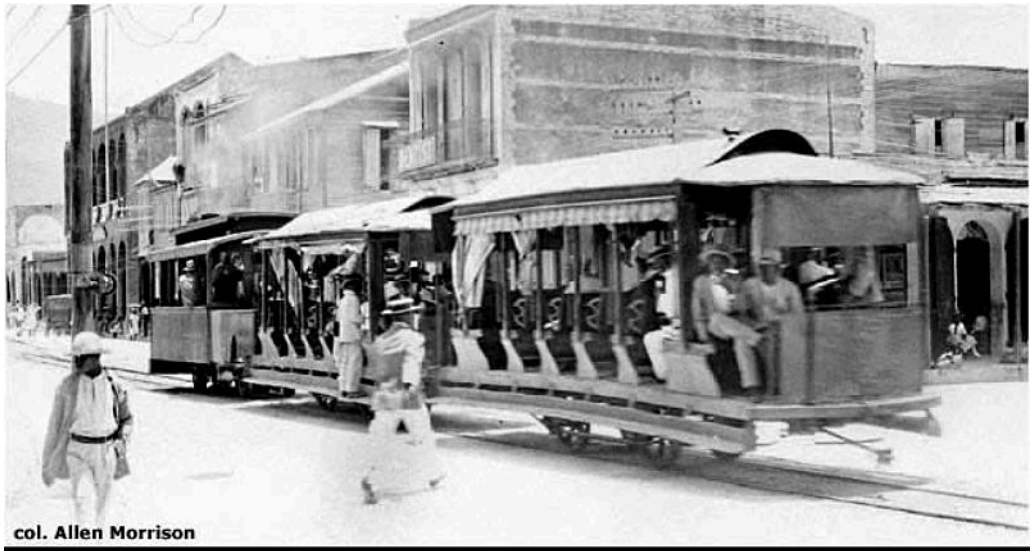
Ordered by S. H. Payne & Son for *Societe de Tramway du Port-au-Prince*.

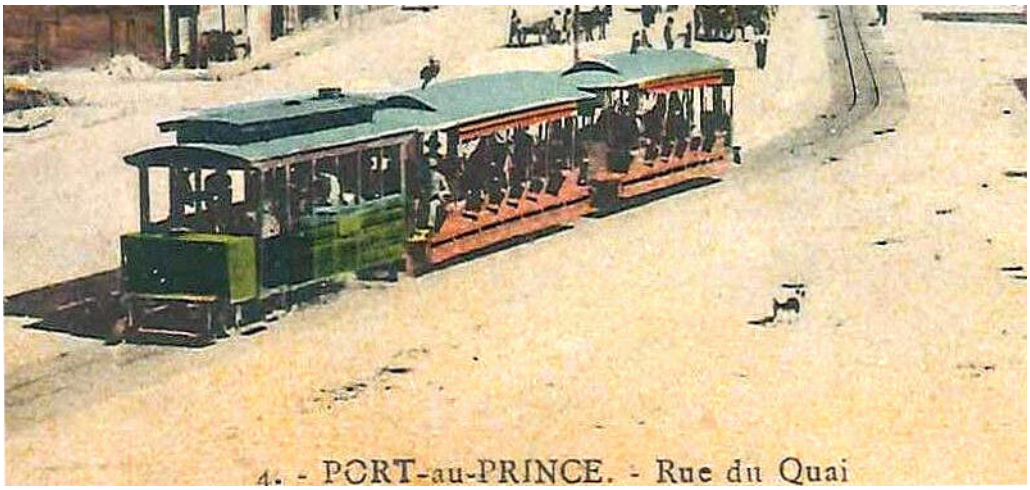
6 w/n 1757



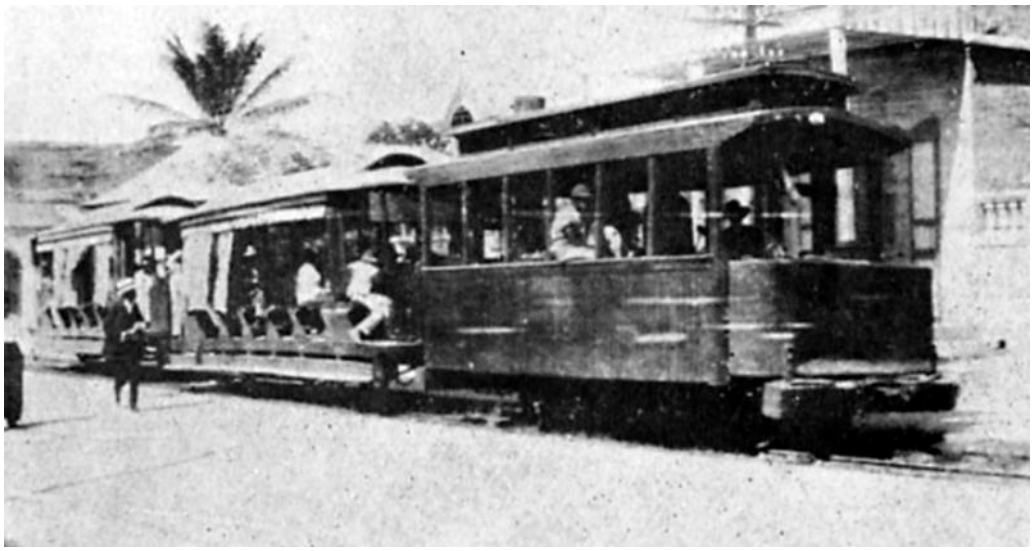
Allan Morrison suggested that the fully-bodied steam 'dummies' pictured in the next four photos resulted when the Cie. des Chemins de Fer de la Plaine du Cul-de-Sac took over the tramways company in 1901 and enclosed the original Porter locos. However, I wonder whether some of the Porters had been supplied as 'dummies' right from the start.



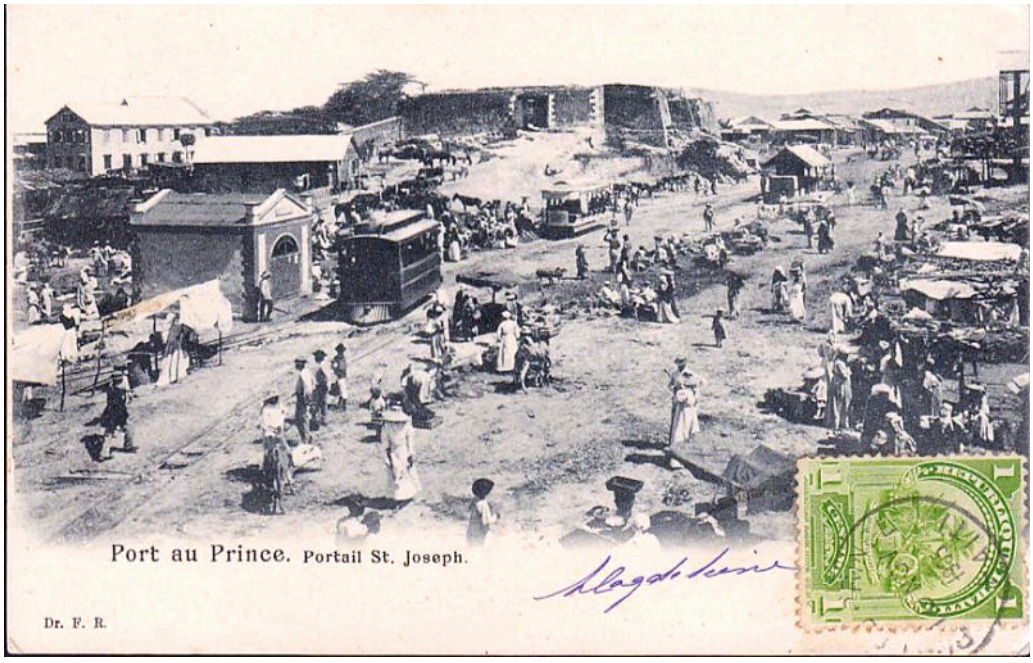


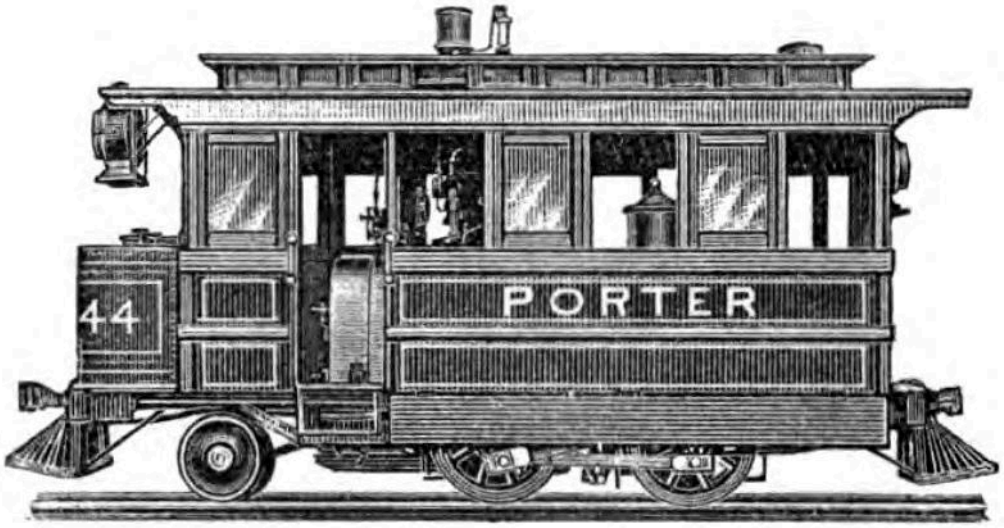


It is not clear whether this image was coloured as a postcard or whether that has been done more recently.



This last photo of a steam dummy and train was captioned 'Train pour Léogàne', but that needs to be treated a bit sceptically. It is possible that the PCS used tramway locos and stock on their longer distance routes after the takeover, but a twenty mile journey in one of those short-wheelbased Jackson & Sharp toastrack cars might have been a bit of an ordeal.



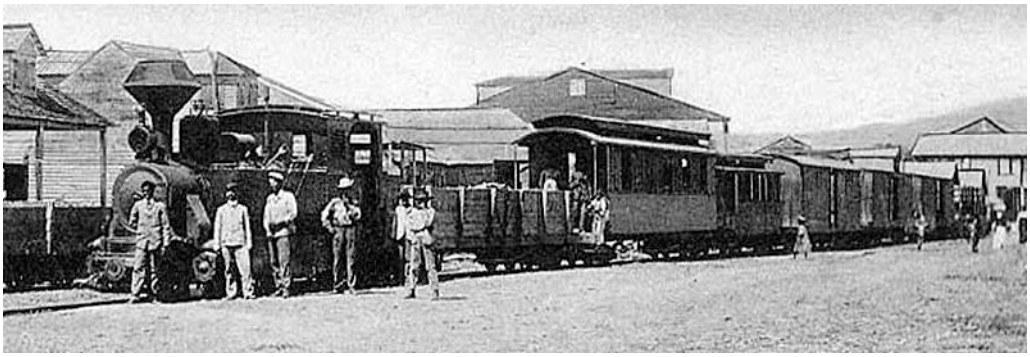


A Porter steam dummy from the 1892 catalog. Allowing for the removal of windows in a climate like that of Haiti, the vehicles pictured above could well have come from the Porter factory.

0-4-2T d/w ?, cyls. ?, built by Krauss in 1897, 1902, 1903, 1906 and 1906

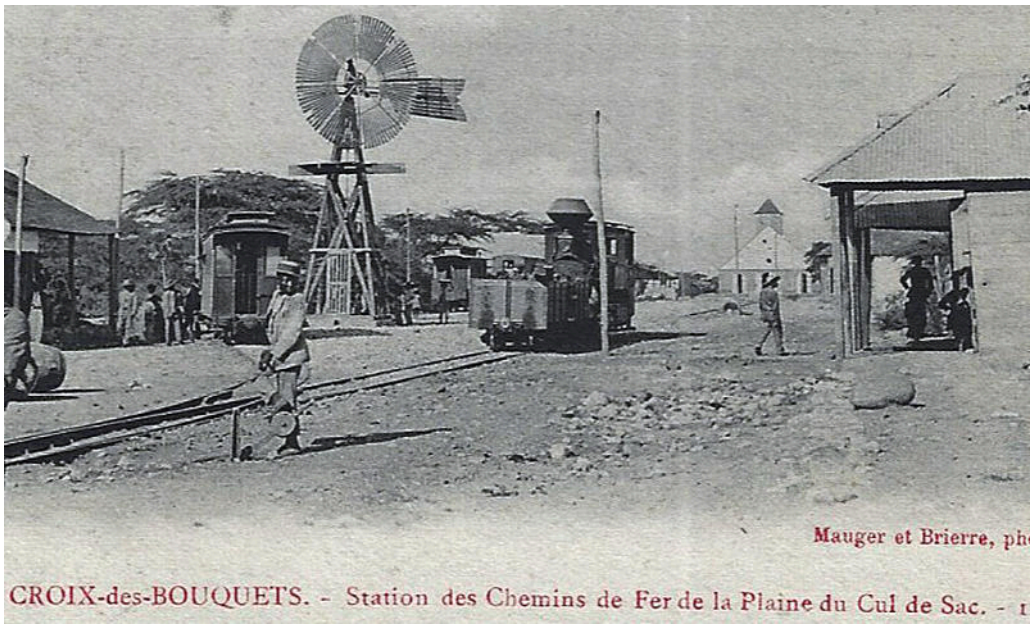
Ordered by ?

7 'CHIQUITINA'	w/n 3540	Built 1897 Ordered via Arthur Koppel. NB This first loco shown in Merte's Krauss list as Bn2t ie. as an 0-4-0T.
8	w/n 4026	Built 1902 Ordered via Strack for Haiti.
9	w/n 4027	Built 1902 Ordered via Strack for Haiti.
10 'ASSUEL'	w/n 4903	Built 1903 Ordered via H. Strack of Hamburg for Haiti.
11 'PORT AU PRINCE'	w/n 5174	Built 1904 Ordered via H. Strack of Hamburg for Haiti.
12 'BIZOTON'	w/n 5484	Built 1906 Ordered via H. Strack of Hamburg for Haiti.



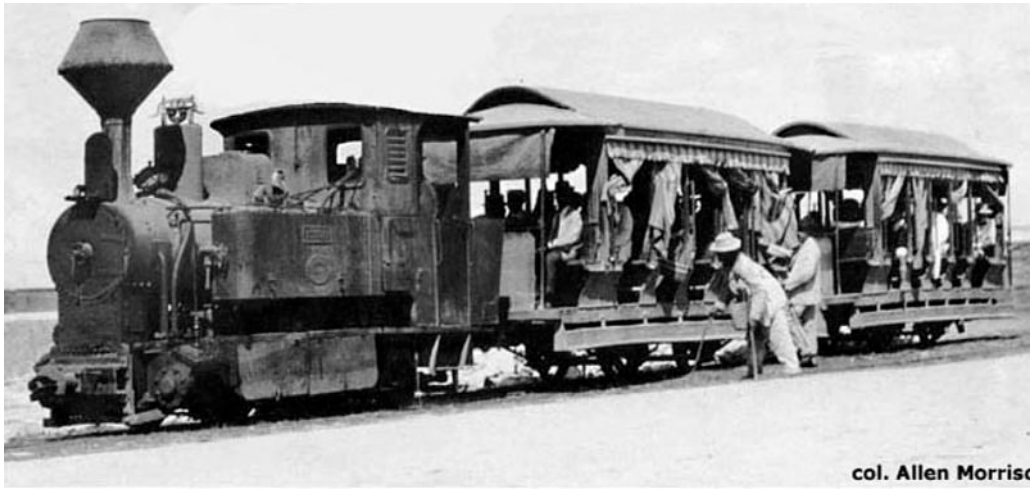
Whilst three of the photos below show Krauss tank locos with the Jackson & Sharp tramcars of the Tramways du Port-au-Prince's own fleet, this first image shows a long train probably made up of PCS stock including a bogie coach.





A Krauss loco at Croix-des-Bouquets stations out along the PCS line east of Port-au-Prince.


STREET-RAILWAY-SYSTEM.
PORT-AU-PRINCE, HAITI.
col. Allen Morrison


col. Allen Morris





Later history

Absorbed in 1901 by the *Cie. des Chemins de Fer de la Plaine du Cul-de-Sac*, and clearly with some overlap in operations thereafter.

The tramways of Port-au-Prince closed completely in 1932. Some of the rolling stock was apparently transferred to coffee and sugar plantations for further use.

20.13.2 *Cie. des Chemins de Fer de la Plaine du Cul-de-Sac* (Central Railway of Haiti)

Background

Originally 2' 6" gauge. Owned by Haitian-American Sugar Co.

The *Compagnie des Chemins de fer de la Plaine du Cul-de-Sac* (PCS) ran a pair of 2' 6" gauge lines out of Port-au-Prince's Gare du Nord.

- One went east to Croix-de-Bouquets, Thomazeau and Manneville on lake Azuei, where a wharf was built for onward service to the Dominican Republic. It was 42.5 km long and opened in 1903.
- The second line followed the coast west to Carrefour and Léogâne, a distance of 36 km, opened in 1907 and 1910. In 1917, following a fatal accident on the Thor bank along this line, the section between Bizoton and Mariani was realigned.
- Construction on a third line to Chancerelles and Pétionville was commenced in 1907 but later abandoned.

The PCS and the Haitian American Sugar Company (HASCo) were owned by the same consortium, which also controlled the Port-au-Prince wharf, through the *Adminstration de Port au Prince* (APP). HASCo also operated branches into its sugarcane plantations at Croix-de-Bouquet (25-27 km) and Léogâne (6 km) using its own locos. In 1932 the PCS was absorbed by HASCo, but remained a separateoperating unit. However, at that time it stopped public passenger and freight service and concentrate solely on transporting cane for HASCo's sugar mill at Port-au-Prince. The connection to Gare du Nord remained in place and the station was used for sugar storage until the 1980s, when it was converted into a market. In 1983 the line to Léogâne was closed, lifted and the rails stored with the intension of opening more branches in the plantations of the Plaine du Cul-de-Sac. However the HASCo sugar factory and railway were also closed cerca 1990.

From 1901 PCS also operated the 2' 6" gauge Port-au-Prince tramway network, using Tubize, Porter and Krauss steam locos, later replaced by i.c.-engined railcars. It was closed in 1932.

0-4-0 d/w 30", cyls. 10x16", built by Porter in 1909

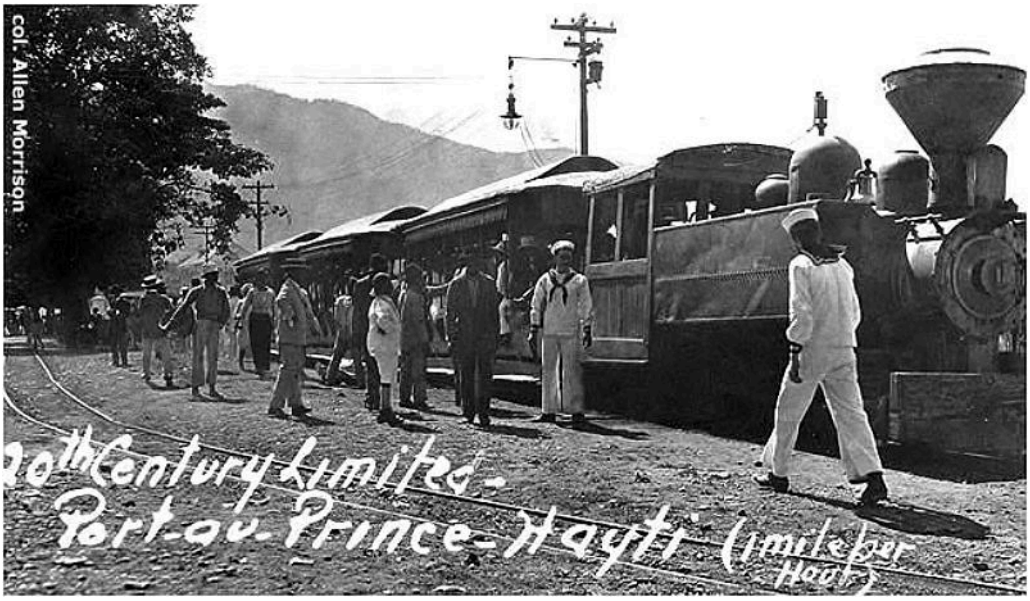
Ordered by Central Rly. of Haiti.

? w/n 4429



These first three pictures of Porter locos on the PCS show engines with side tanks but without tenders, unlike several images further on. It will be noted that these have cabsides that extend well below the bottom of the tanks.



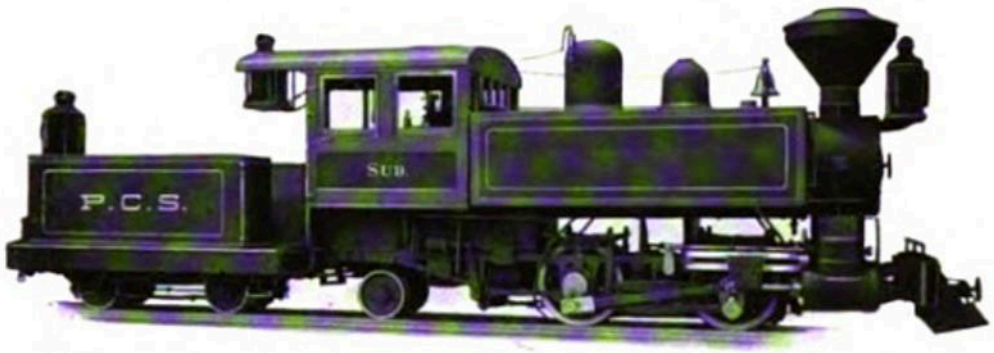


This third photo shows a Porter tank engine with sand domes both fore and aft, unlike the preceding images, and the front number plate appears to bear the number **1**. It may be that this loco was Porter 4429 but I will wait to see if any other photos surface before I decide on this and other identity questions.

0-4-2TT d/w ?, cyls. 13x18", built by Porter in 1909

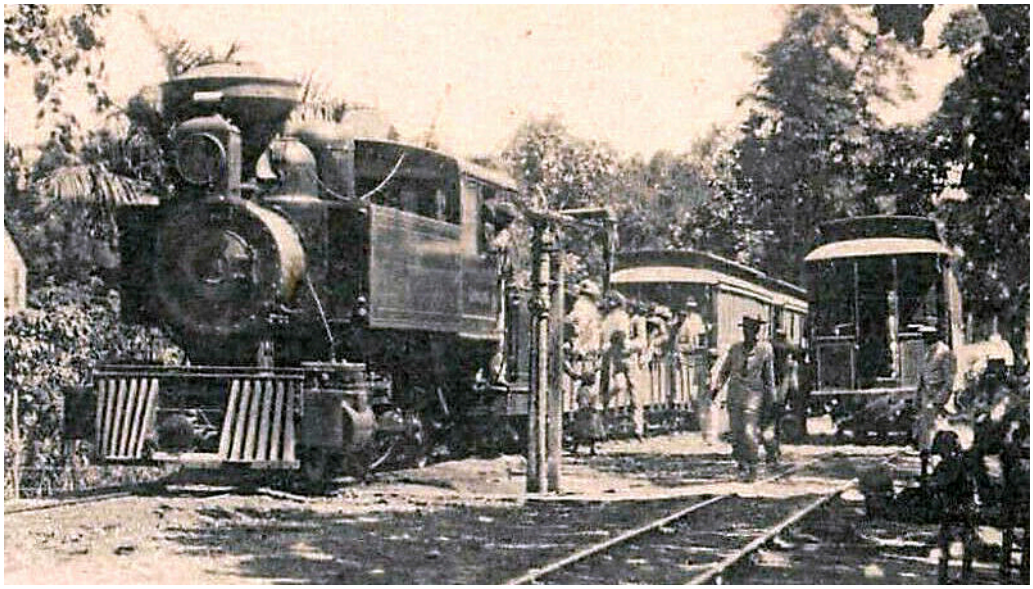
Ordered by Central Rly. of Haiti. 4-wheeled tenders.

?	w/n 4424	
? 'SUD'	w/n 4425	Named as such in Connelly's Porter list.
?	w/n 4426	
?	w/n 4427	

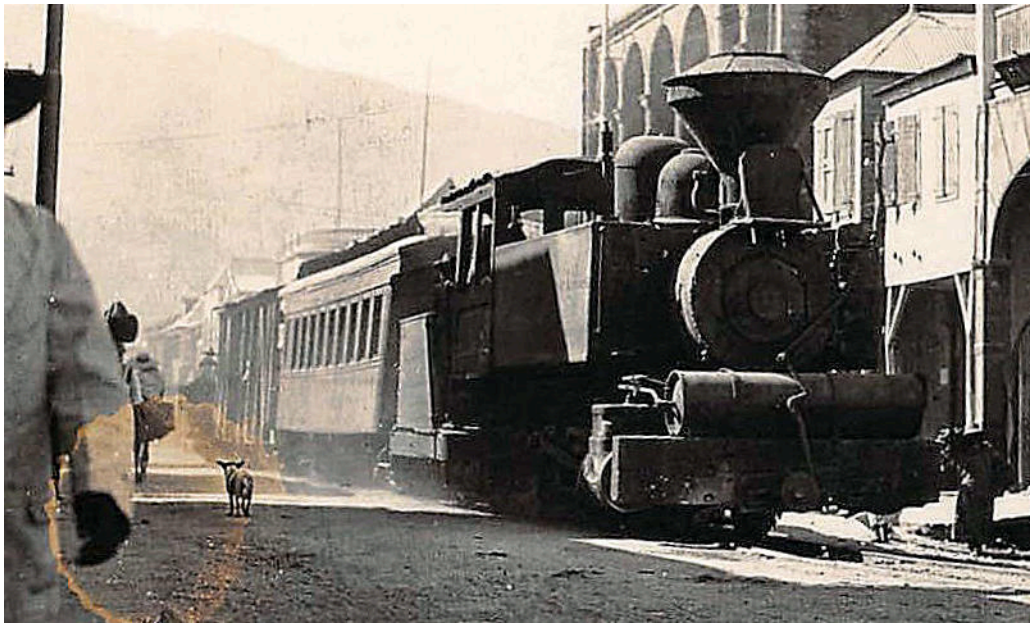


13″ x 18″ cylinders, class 2–B–SS–T4, 30-inch gauge, 60,000 pounds weight of engine and 12,000 pounds tender; a special design for special conditions. Exported to Haiti.

An illustration from a Porter catalog showing the loco **'SUD'** with its four-wheeled tender. I'm not quite sure why two rear-facing lamps were needed.



These three photos show Porter tank tender locos of the PCS on passenger trains. Identifying features for these engines – apart obviously from the tender – include the cabsides extending down not much further than the side tanks, and the single sand dome in front of the steam dome. The picture above, taken at Bizoton station, is probably an earlier view than the next one, since the loco has a tidy-looking pilot or cow-catcher, an old style oil or acetylene headlamp and clean paintwork.





A Porter 0-4-2T as shown in a Porter catalog of the period.



0-4-0 d/w 30", cyls. 13x18", built by Porter in 1910

Ordered by Central Rly. of Haiti. Connell y has cyls. as 10x16".

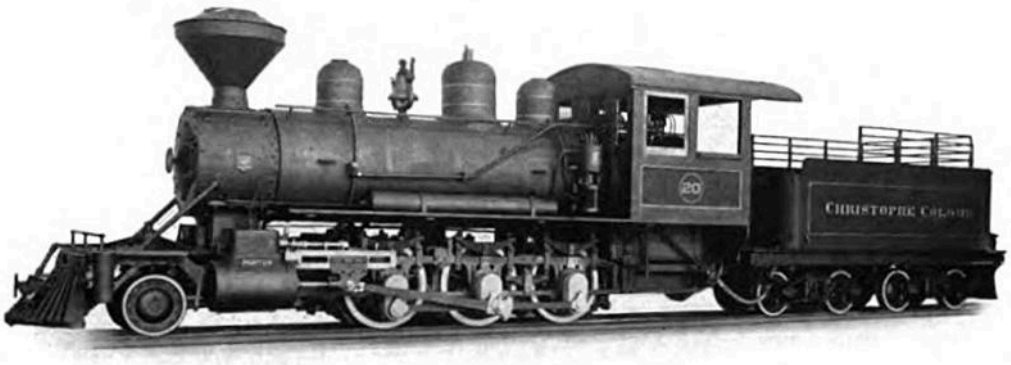
? w/n 4620

0-4-2TT d/w ?, cyls. 8x14", built by Porter in 1910

Ordered by Central Rly. of Haiti. Connelly speculates that road number might have been **19**.
? w/n 4777

2-6-0 d/w 42", cyls. 15x20", built by Porter in 1911

Ordered by Central Rly. of Haiti.
20 'CRISTOPHE COLOMB' w/n 4778



15″ x 20″ cylinders, class C–2–T, 30-inch gauge, engine 76,000 pounds weight and tender 47,000 pounds; air brake, wood fuel, outside frames and cranks. Exported to Haiti.

Possibly also the following, though these might be engines from the Tramways de Port-au-Prince or HASCo fleets:

0-4-2T d/w ?, cyls. ?, built by a German builder in ?

Ordered by ?
'LEOGANE' w/n ?

0-4-2T d/w ?, cyls. ?, built by a German builder in ?

Ordered by ? Lettered 'P. C. S.'
'SUD' w/n ?

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

Ordered by ? Porter class S-B-SS-T4.
? w/n ?

The fleet in 1922

Source [1], the 1925 US Dept. of Commerce report by Rodney Long, states that seven locos were owned at this time.

Unidentified engines

The photo below supposedly shows PCS locos, but they have not yet been identified. They would seem to be of identical design, probably German-built, and relatively modern with piston valves. Minor differences between them include the air reservoirs on the right hand machine, and a rather home-made looking cow-catcher or pilot on the left hand engine. Both have very Germanic-looking headlights and were possibly 2-6-0s.
One can't help but wonder if this photo is a figment of some-one's imagination.



HASCo engines

It seems likely that the HASCo fleet of locos were merged in with these as some point, as their Montreal-built 2-6-0 number **5** was renumbered **21** to follow the Porter mogul no. **20** listed above. So far no other renumberings have come to light.



PCS mogul no. **21**, ex HASCo no. **5**, as nowadays plinthed for display.

20.13.3 Gonaïves – Passe-Reine – Ennery

Background

Concession granted 1904. 3' 6" gauge. 33 km. Construction started in 1905, the section to Passe-Reine was opened in 1905, and to Ennery in 1911 by which time the railway had first been nationalised under the *Cie. Nationales des Chemins de Fer d'Haiti* and then sold (?) to the American entrepreneur James MacDonald.

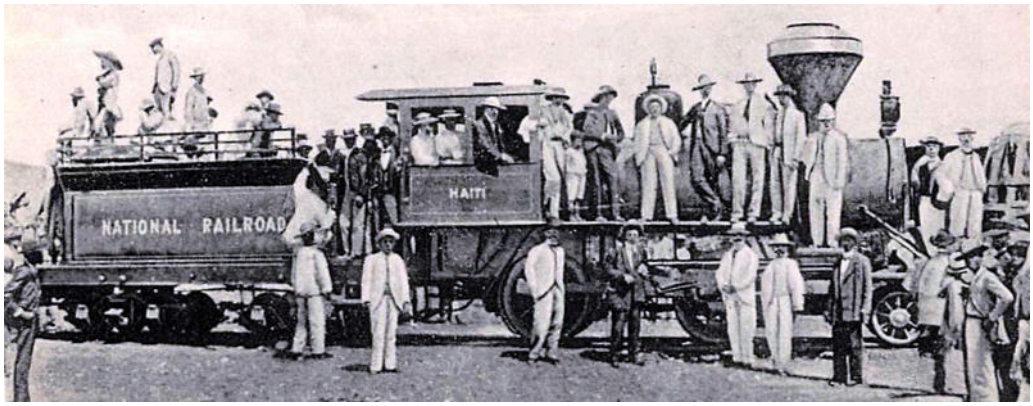
2-4-0 d/w 46", cyls. 14x20", built by VIW in 1905

Ordered by ?

1[1] 'HAITI' w/n 775 Listed as still operating on this line for *CNCFH* in 1925.



Both photos show the VIW 2-4-0 no. **1**, with the second image suggesting that it had been named **'HAITI'**.



0-4-0ST d/w 30", cyls. 9x14", built by VIW in 1906

Ordered by ?

2 'GONAÏVES w/n 962 Listed as still operating on this line for *CNCFH* in 1925.

Construction on extending the line to Hinche started with 5 km of platform completed, but then the entire line was closed sometime between the mid-1920s and early 1930s. The track was not lifted, but stolen over the years. A major bridge was converted to road use just before Ennery on the main north-south road.

20.13.4 *Chemin de Fer du Cap a la Grande Riviere* aka *Le Chemin de Fer du Nord*

1898-1960s

Background

The railway line from Cap-Haïtien to Grande-Rivière du Nord and Bahon was built from 1898 onward. It reached Grande-Rivière (26 km) in 1905. It was then purchased by *Cie. National des CF d'Haiti* in 1906.

In 1910, the American entrepreneur James MacDonald took control of the national railway company. In exchange for the possible construction of a railway northward to Cap-Haïtien, he obtained, for fifty years, the concession of a four kilometre strip of land along the 320 km of the future railway, for banana plantations, and the monopoly on their export. It was with this in mind that he acquired the Gonaïves-Ennery and Cap-Haïtien-Bahon lines, the latter whose original 2' 6" gauge was increased to 3' 6". The MacDonald Company issues $35 million in bonds, 60% guaranteed by the Haitian government. While the company was a failure, the peasants had been expelled, and the Haitian government was forced during the American occupation to repay more than $4 million to investors.

The initial gauge of 2' 6" was therefore converted during 1910-12 to 3' 6", the standard of the *Compagnie Nationale des Chemins de Fer d'Haïti*. in readiness for joining up with a line from Port-au-Prince, passing through the interior of the country, via Arcahaie, Montrouis, Saint-Marc, Verrettes, La Chapelle, Mirebalais, Lascahobas, Thomassique, Hinche, Pignon, Savanette, Bahon, and onward via the existing Grande-Rivière du Nord to Cap-Haïtien route.

ln 1913 a short extension from Grande-Riviere to Bahon (39 km in total) was opened. It was never extended further, despite the plans mentioned above.

After 1948 the extension to Bahon was first closed to public service, followed by the section between Grande-Rivière and Cap Haïtien in the 1950s. However, the route continued to transport crops, particularly sisal from the SHADA company's plantations at Clérisse and Galifet, until the early 1960s. The line was dismantled around 1965, the Tontons Macoutes having stolen the rails and rolling stock. Some of the rails were reused to make street lamps. Others were used to build the stands of the current Cap-Haïtien football stadium. Some bridges were converted to road use and some station buildings and water tower foundations still survived in 1989.

Source : *Les Chemins de Fer d'Haïti* par Georges Michel (1989)

0-4-2 d/w ?, cyls. 6x10", built by Porter in 1899

Ordered by ? Gauge 2' 6".

1 'La CAPOISE' w/n 1982 Not listed in *CNCFH* fleet in 1925, presumably had been sold after the regauging of the track.

0-4-2T d/w ?, cyls. 9x14", built by Porter in 1901

Ordered by S. H. Payne & Son for *Chemin de Fer du Nord*. Gauge 3' 6". Note that the 1901 construction date was well before the involvement of James MacDonald, but that visions of joining up various routes may have surfaced at a much earlier stage.

2 'Le PICOLET' w/n 2286 Not listed in *CNCFH* fleet in 1925.

20.13.5 *Cie. Nationales des Chemins de Fer d'Haiti*

Background

Concession granted 1904?. 3' 6" gauge. Soon after the nationally-owned company was set up and took over the pre-existing lines from Gonaïves and Cap Haïtien, it was sold to James MacDonald of the USA who had gained concessions for additional routes with the intention of creating one contiguous network.

New construction Port-au-Prince – Saint Marc – Les Verrettes

This 145 km. railway was built by the MacDonald company, with work starting in 1911 and the section northwards along the coast to Saint Marc (105 km) opened in 1913. A 40 km extension to Les Verrettes was completed later, probably in the 1930s after the Gonaïves – Ennery line had closed.

A number of plantations and industries were connected to the railway:

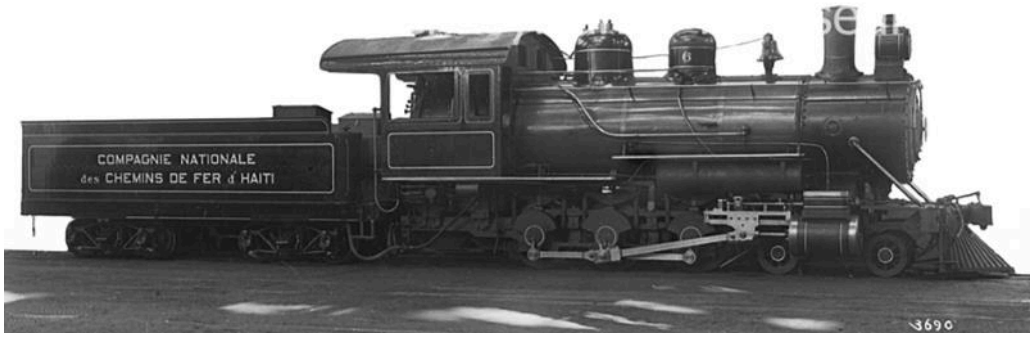
Caribbean Mills flour mill and the *Ciment d'Haiti* cement factory at Fond-Mombin,
The La Baudry brick works in Arcahaie,
SHADA (Haitian-American Agricultural Development Assoc) sisal plantations at Carriès and Cap-St-Marc which had their own internal networks,
a SHADA sisal textile factory at Montrouis,
and the Standard Fruit Ferme-10 banana plantation at Les Verrettes.

A 9 km section between the Haitian-American Sugar Company (HASCo) factory in Port-au-Prince and Sibet was three-rail dual gauge (2' 6" / 3' 6"), over which HASCo had to pay for traffic rights.

4-6-0 d/w 42", cyls. 17x22", built by Baldwin in 1911

Ordered via W. R. Grace & Co. for Haiti. BLW class 10-28D nos. 127-130. Spec. is in vol. 39 p 217. Straight stack. Mark on tank: 'COMPAGNIE NATIONALE DES CHEMINS DE FER D'HAITI'.

3	w/n 36973	Still lies 45 metres below water at Freycinau just south of Saint Marc, where it had fallen off the wharf. Accident date must have been after 1924, possibly even after 1947 when a Baldwin XO parts purchase had been recorded as for this loco (though might have been for the class as a whole). This order was placed by *Societe Haitian-Americaine de Development Agricole.*
4	w/n 36974	
5	w/n 36975	
6	w/n 36976	





This would appear to be one of the *CNCFH* 4-6-0s in service, an impression reinforced by the front number-plate seemingly showing the number **3**, albeit very faintly. Note the vastly extended stack.

2-6-0 d/w 40", cyls. 13x18", built by Baldwin in 1906

Ordered by National RR Co. of Haiti. BLW class 8-20D nos. 127 and 128. Spec. is in vol. 29 p 306. R&H stack. Mark on tank: 'N. R. R. Haiti' but annotated as if later to be 'COMPAGNIE NATIONALE DES CHEMINS DE FER D'HAITI'. Annotated as if renumbered **1** and **2** in 1911 by extra order 5019.

51 w/n 31223
52 w/n 31243

Loco allocations in 1924

In source [1], the US Dept. of Commerce report, the three separate isolated divisions of the railways were recorded as running:

1	Port au Prince to Saint Marc, 65 miles	3x 55 tonne BLW 4-6-0s., nos. **3-5** assumed.
2	Gonaïves to Ennery, 20½ miles	1x 55 tonne BLW 4-6-0, no. **6** confirmed.
		1x VIW 2-4-0, no. **1** implied.
		1x VIW 0-4-0ST, no. **2** implied.
3	Cap Haitien to Bamon,	2x BLW 2-6-0s, **51** and **52** or if renumbered then **1** and **2** .

Network never completed

Linking the three sections of the *CNCFH* had always been a plan, and only two sections totaling 90 km would have been needed to create a link between Haiti's two largest cities. A line linking Port-au-Prince with Leogane and Les Cayes, on the southern peninsula, was also planned but never built.
The U.S.-owned MacDonald company operated the CNCF until it was nationalized in 1948.

Decline and closure.

Text largely from Rob Dickinson's *International Steam* website: Two diesel railcars were latterly used in passenger service, covering the distance to St-Marc in two hours. In 1963 the railway was badly hit by Hurricane Flora, when two sections of the line were washed out and never rebuilt, closing the railway which had already been badly affected by the corrupt policies of the Duvalier regime. *Ciment d'Haiti* continued to use the railway for some time to transport cement to Port-au-Prince using their own Moyse diesel loco, but soon the rails were lifted and sold for scrap along with the rolling stock. Only the track between Carriès, Montrouis and Tamarin was left in place and taken over by SHADA for sisal traffic behind their own Davenport diesels. Carriès – Montrouis was, however, lifted in 1972, followed by Montrouis to Tamarin in 1977 when the factory at Montrouis closed. By 1979 everything was gone.
Dr Michel reported that in 1989 some station buildings still survived in other uses, others as ruins (including Port-au-

Prince's Gare MacDonald), plus bridges, a water tank at Ibo Beach, some wagons, and a small section of track on the property of the Xaragua Hotel.

20.13.6 Atlantic Fruit Co.

Background

3' 0" gauge.

2-6-2 d/w ?, cyls. 12x16", built by Porter in 1917

Ordered by Atlantic Fruit Co. Apparently in lists as going to Haiti.

1	w/n 5956	

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

Ordered by ?

2	w/n ?	

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

Ordered by Atlantic Fruit Co., but possibly for Central Tanamo in Cuba.

3	w/n 61789	

4-6-0 d/w 45", cyls. 15x22", built by Baldwin in 1920

Ordered by West India Sugar Finance Corp. for Atlantic Fruit Co. Apparently in lists and on spec. page as going to Cuba for Tanamo Rly. BLW class 10-24D nos. 142-144. Spec. is in vol. 64 p 396.

4	w/n 53858	
5	w/n 53859	
6	w/n 53886	

0-4-0T d/w ?, cyls. 9x14", built by Porter in 1920 and 1921

Ordered by Atlantic Fruit Co.

7	w/n 6470	Lehmuth has this as no. **7** at Central 640 Frank Pais at Holguin in Cuba.
8	w/n 6473	Lehmuth has this as no. **8** at Central 640 Frank Pais at Holguin in Cuba.
9	w/n 6641	Lehmuth has this as for Haiti.

20.13.7 Haitian-American Sugar Co. or 'HASCo'

Background

Gauge 2' 6".

2-6-0 d/w ?, cyls. 14x20", built by Glover in 1917

Ordered by Haitian-American Sugar.

1 w/n 142010

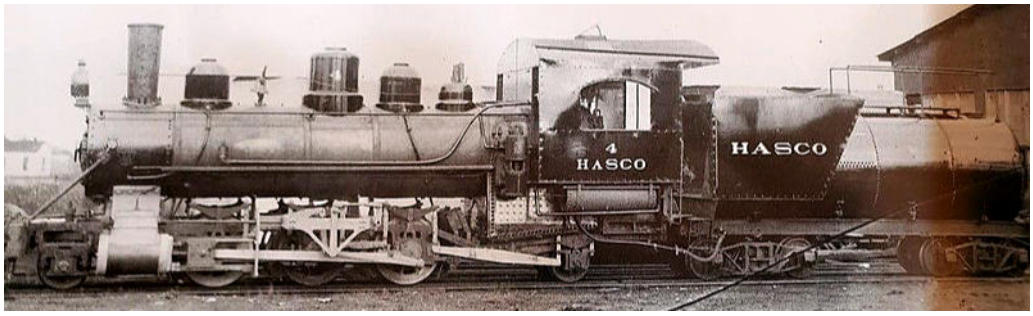
2-6-2 d/w ?, cyls. 15x20", built by Glover in 1918

Ordered by ? The Farrell list for Glover shows the first of these (or another) 2-6-2 for this customer as numbered 121633 in the Glover list, ie. having cyls. 12x16", and the purchaser of 15201 as unknown.

2 w/n 15201

3 w/n 15202

4 w/n 15203



There can't have been many 2' 6" locos with Vanderbilt tenders!

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

Ordered by Haitian-American Sugar.

5 w/n 62663 Renumbered **21**.

0-4-0 d/w 30½", cyls. 11x16", built by Montreal or possibly by ALCo Cooke in 1920

Ordered by Haitian-American Sugar.

? w/n 62749

The fleet in 1922

Source [1], the 1925 US Dept. of Commerce report by Rodney Long, states that four locos were owned at this time.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Public railroad (Cie. des Chemins de Fer de la Plaine du Cul-de-Sac) operating under a contract of concession granted by the Government of Haiti. The length of this public railroad from Léogane to Etang Saumatre, through the city of Port-au-Prince, is 80 kilometers. The track is 30" gauge. The railroad company owns three locomotives: two Porter and one Montreal, two weighing 35 tons and one 20 tons. The sugar company owns 21 km. of private switches, connecting its plantations with the main line of the railroad company. For the transportation of cane, under an agreement with the railroad company, the sugar company owns 4 Mogul locomotives, three weighing 35 tons and one 20 tons; 153 Magor cane cars and 199 Koppel cane care. Of these cars, 240 are of 20 tons capacity and 112 of 15 tons capacity, all side-dump.

All locomotives are wood burning. "

Rob Dickinson's *International Steam* website reports that: PCS Baldwin 2-6-0 No. **21** (30" (762mm) gauge, Baldwin replacement boiler No. 458267) is preserved at the 'Parc Historique de la Canne à Sucre' in Tabarre, opposite the U.S. Embassy. It was moved here from the HASCO factory in 2004.

20.13.8 Other industrial railways

Background

Other operators included the Haitian Agricultural Co. (2' 6" gauge), the Haitian American Development Co.'s Plantation Dauphin (2' 6" gauge), the Shada Corporation (3' 6" gauge), and the Cie. Haitienne du Wharf (2' 6" gauge). However, it seems likely that none of these used steam locos, mostly relying on small diesels by Brookville, Davenport, Plymouth and Whitcomb. Less is known about the lines serving three cocoa factories at Dame-Marie (500mm gauge) and the Madras sisal factory in the north (30-in. (762mm) gauge, closed in the 1960s).

Terika Plantation

Background

Gauge 600mm.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1888

Ordered by Ed. Pereira Zuckerfabrik, Cap Haïtien.

'RAFAEL' w/n 68

Simon, Haiti

Background

Gauge 500mm.

0-4-0T d/w ?, cyls. ?, built by Decauville in 1891

Ordered by Simon, Haiti.

'MIGNON' w/n 102

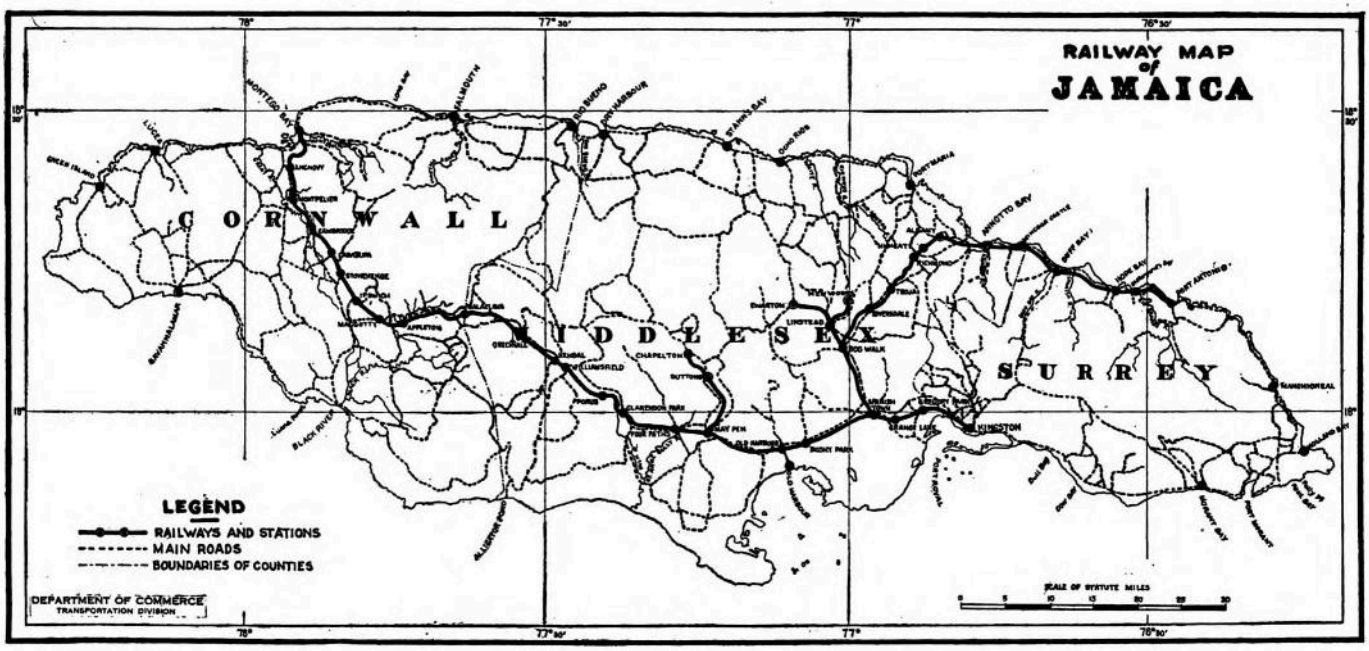
There were other minor railroad lines in Haïti, too. There was a rail network in the Dauphin sisal plantation in the northeast of Haiti that had a 76cm gauge and light rails of 30lb/yard and served the sisal plants of Phaëton and Dérac. It operated from the 1920s to the late 1980s, but was dismantled in the 1990s. A similar line was functioning to the west of this network, serving the plantations of the sisal plant in Madras. Also, in the late 19th century, there was an elevated 18km railroad line built by a German company to link Bassin-Bleu to the Atlantic port of Port-de-Paix. It was dismantled in the 1930s. And there was also a Decauville railroad that served the eastern third of Tortuga island, carrying freight and passengers. It was dismantled in the 1930s, too. It had a 24 inch /60 cm gauge and used Decauville steam engines and rolling stock. Lastly there was a small Decauville railroad in the Dame-Marie area in the south that served the cocoa plantation of the Simmonds brothers, but also carried passengers and freight in the vicinity. It also used the 24 inch/60 cm gauge. Also in the 1950s there were several other Decauville lines of various lengths on agricultural plantations all over Haiti that used the same 60cm gauge or even a smaller one.

From: https://islandluminous.fiu.edu/part07-slide13.html

20.14 Jamaica

An independent country in the Greater Antilles

Previously a British Crown Colony



20.14.1 The Jamaica Railway Co.

1843-1879

Background

5

2-2-2 d/w 60", cyls. 13x20", built by Sharp Brothers & Co. in 1845

Ordered by The first two had been built for the Berlin & Hamburg Railway as **'CONCORDIA'** and **'UNDINE'**, but were sold on to Jamaica and replaced by nos. 318 and 319 for Germany.

'PATRIOT' w/n 302 Renamed **'JAMAICAN',** and became no. **3**[1] in 1879. Rebuilt as 2-2-2T in 1879. Scrapped 1881.

'PROJECTOR' w/n 305 Became no. **1**[1] in 1879. Scrapped 1880.

P. C. Dewhurst on the above two locomotives

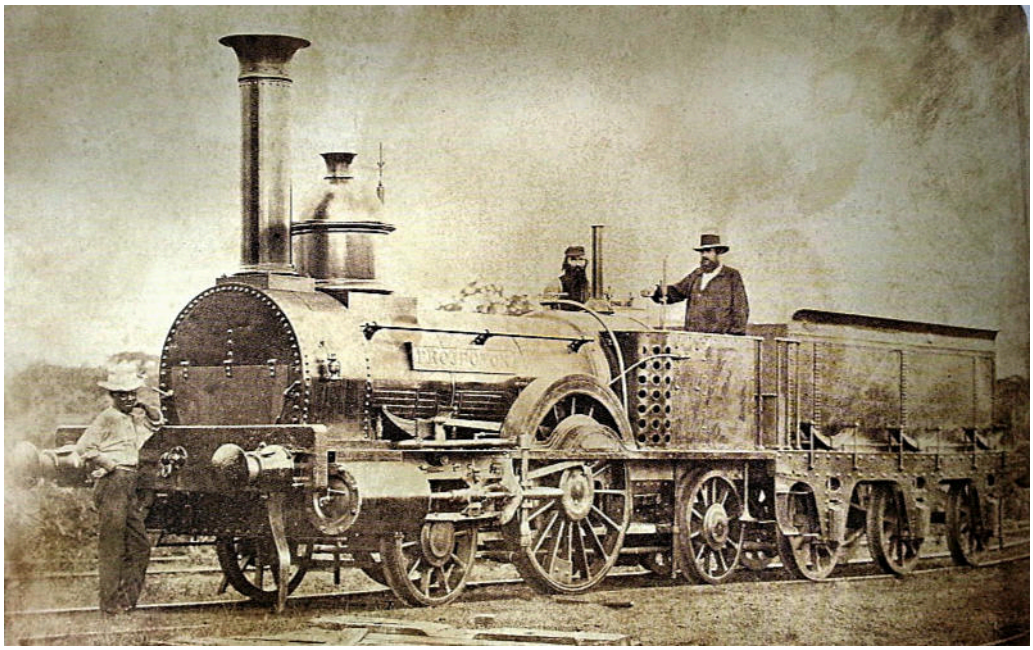
An extract from his 1919 article in *The Locomotive*:

"The first locomotives supplied to Jamaica were two 2-2-2 outside cylinder single-framed tender engines; they were built in 1844 by Sharp Bros., Manchester (makers Nos. 302 and 305) and started work in Jamaica in 1845 ; they were part of a batch of four engines under construction for the Berlin-Hamburg Railway and were supplied to Jamaica in order to expedite delivery, two others being put in hand to replace them in the Berlin-Hamburg lot. They were named **" Patriot "** and **" Projector,"** and were very shnilar to the tank engines next described but having Sharp's standard four-wheeled tender of the period. One of them is shown in Fig. 6, which is a reproduction of a photo taken in 1862. The cylinders were 13 in. by 20 in., driving wheels 5 ft. in. diameter, leading and trailing wheels 3 ft. in diameter, wheel-base 12 ft. 1 in., the total weight of the engines in working order being about 18 tons.

The boiler was 3 ft. 4 in. diameter, the barrel being 9 ft. 5 in. long and the firebox shell 3 ft. 2 in.; it contained 106 2-in. diameter tubes, giving with the firebox a total heating surface of 585 sq. ft. ; the grate area was 10.4 sq. ft. The steam pressure was about 85 lb. The boiler barrel was in three rings, the longitudinal joints being butt-jointed with

cover plates inside only, the dome was on the front ring and had the usual " Sharp " casing with spring balance safety valve thereon. The steam chests were inside the frames, the valves being operated by link motion ; the crossheads were of the two-bar type with the crosshead between. The engines were fitted with feed pumps, placed outside the slide bars and worked off the crossheads, but one of these was later replaced by an injector. The tenders, which ran on six wheels 3 ft. dia., were of the standard "Sharp" pattern of the period with outside bearings and carried about 1,000 gallons of water. These two engines usually burned coke. The gentleman in the high hat shown in the photo on the footplate of the engine **Projector** - was Mr. David Smith, one of the founders of the Jamaica Ry."

\



Sharp Brothers 2-2-2 **'PROJECTOR'** built in 1845.

2-2-2WT d/w 60", cyls. 12x18", built by Sharp Brothers in 1845

Ordered by Jamaica Railway as order E148.

'EMANCIPATION'	w/n 312	Possibly not numbered in 1879 like the others. Scrapped 1880.
'ENTERPRISE'	w/n 313	Became no. **4**[1] in 1879? Scrapped 1880.
'PERSEVERANCE'	w/n 314	Renamed '**OUR OWN'** and became no. **2**[1] in 1879. Scrapped 1884.
'SUCCESS'	w/n 315	Possibly not numbered in 1879 like the others. Scrapped 1880.

P. C. Dewhurst on the above four locomotives

An extract from his 1919 article in *The Locomotive*:

"Four more engines were supplied the following year by Sharp Bros. (makers' Nos. 312-315) dated, 1845, They were 2-2-2 outside cylinder, single-framed, well-tank engines, of practically the same design as the tender engines ; they were named **"Emancipation," Enterprise," " Perseverance"** and **" Success,"** and are illustrated in their original state by Fig. 7, the wheels and wheelbase, motion, etc., being identical with the previous tender engines, but the cylinders were 12 in. by 18 in. The boilers were also the same, except that they contained 147 1¾-in diameter tubes, giving, with the firebox, a total heating surface of 621 sq. ft. The total weight in working order was about 20 tons, As originally built, the well tanks were between the frames, under the boiler, between the leading and driving axles and also under the bunker ; they carried about 400 gallons of water. A hand brake was provided applying one block on the right trailing wheel.

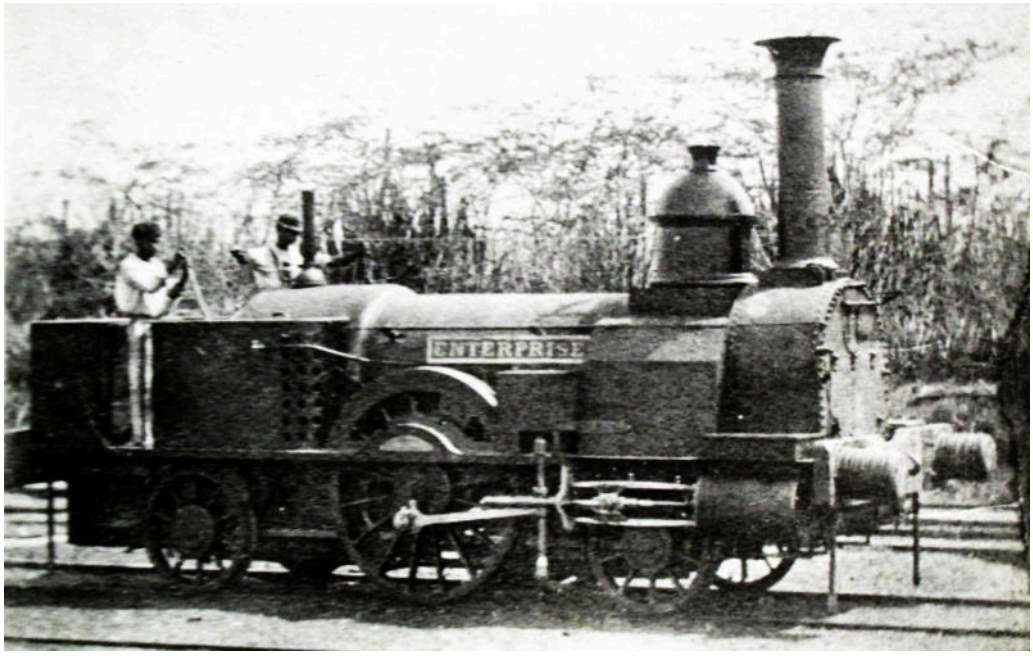
These four engines usually burnt wood for fuel and were for some considerable time fitted with "Diamond" chimneys for this purpose.

Fig. 8 is a reproduction of a photo of **"Enterprise"** taken in Jamaica about 1862 showing an additional box-like

construction at the front end, covering the rubber bearing-springs with which these " Sharp " tank engines were fitted at one time ; they were very similar to those employed by McConnell on the L. & N.W.R. in 1849 ; they were again replaced by steel laminated springs about 1870. About 1875, as a result of an accident in that year, all the engines were fitted with cow-catchers. These six engines would appear to have been ample for the requirements of the line, and no more engines were obtained until the Old Harbour extension was opened in 1869.

There is no direct record of the later history of these " Sharp " engines. At some time prior to 1874 one of the tank engines was altered to a saddle-tank and re-named **" Our Own."** In 1875 one of the tender engines, **" Patriot,"** was converted to a side-tank, the frames being lengthened at the trailing end to carry a bunker ; it was at the same time renamed **"Jamaican."** About this time one of the original tank engines appears to have been broken up. At the end of 1876 one of the tank engines, **" Perseverance,"** was altered and fitted with side-tanks, but does not appear to have been renamed. About the end of 1876 or early 1877 **" Our Own "** was withdrawn.

It will thus be seen that four of these " Sharp " engines were left to come into the possession of the Government in 1879, viz., one tender engine **" Projector,"** one converted engine **"Jamaican,"** one altered tank engine **" Perseverance,"** and one unaltered tank engine, probably **" Enterprise."** ”



The Sharp Brothers 2-2-2WT **'ENTERPRISE'** as built.

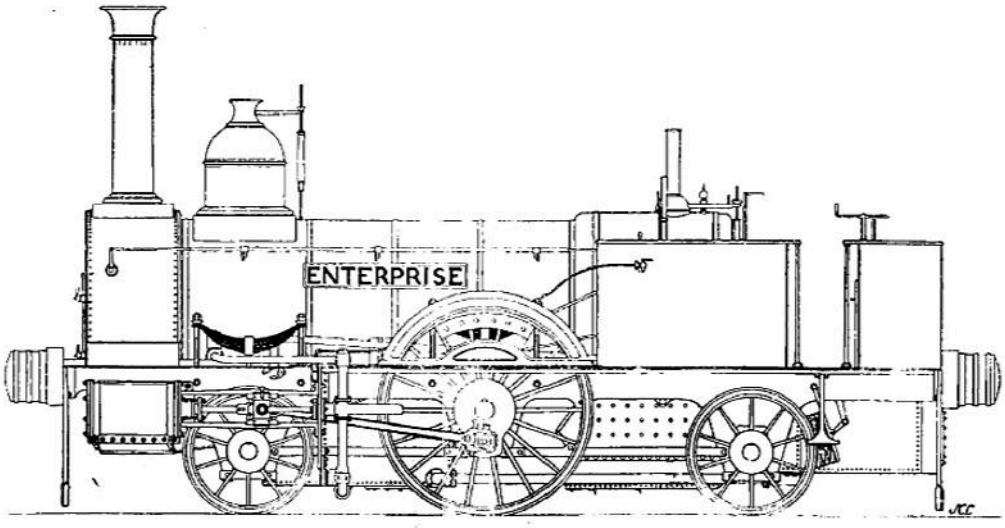


FIG. 7. 2-2-2 TANK LOCO. "ENTERPRISE," JAMAICA RY. (AS BUILT.)

2-4-0T d/w 54", cyls. 12x18", built by Yorkshire Engine Co. in 1868

Ordered by Fairbairn Eng. Co. for Jamaica Railway, via Liverpool. Order no. E7.

'EXTENSION'	w/n 78	Became no. **5**[1] in 1879, then **8**[2] in 1884 and **10**[2] in 1886. Scrapped 1886.
'NEW ERA'	w/n 79	Became no. **6**[1] in 1879, then **9**[2] in 1884. Scrapped 1888.

P. C. Dewhurst on the above two locomotives

An extract from his 1919 article in *The Locomotive*:

"Two more engines were imported in readiness for the opening of the extension to Old Harbour in 1869. These were 2-4-0 inside-cylinder, single-framed, side-tank engines ; they were built by the Yorkshire Engine Co. in 1868 (makers' Nos. 78 and 79). They were named **"Extension "** and **" New Era,"** and are shown in Fig. 9 as built. The cylinders were 12 in. by 18 in. ; leading wheels, 3 ft. ; driving and trailing wheels, 4 ft. 6 in. ; wheelbase, L to D, 6 ft. 4 in. ; D to T, 6 ft. 2 in. The boiler was 3 ft. 3¾ in. diameter, of raised firebox top type, with girder roof stays, the barrel being 9 ft. long, and firebox shell 3 ft. 10 in. ; it contained 124 1¾ in. diameter tubes, and produced with the firebox a total heating surface of 578 sq. ft. ; the grate area was 9.6 sq. ft. The working pressure was about 120 lb. The boiler barrel was in three rings, each ring being made out of two plates (half rings), lap-jointed together at each side on the horizontal centre line of the boiler. Spring balance safety valves were fitted over the firebox. The boiler was fed by two injectors placed beneath the foot-plate. The steam chest was between the cylinders, the valves being operated by link motion, the reversing shaft being below ; the crossheads were of the two-bar type, with the crosshead between. The side tanks carried 500 gallons of water, and the bunker held 16 cwt. of coal ; a hand brake was fitted. The total weight in working order was 20 tons 6 cwt. These engines were fitted with a dome on the front ring of the boiler, a few years after they were built, as they frequently knocked out their cylinder covers owing to priming. A donkey pump was also fitted for some time, being placed at the front end of right-side tank, but it was afterwards removed and a ram pump driven off the right crosshead substituted ; they were fitted with iron cowcatchers about 1875. In their later days they were fitted with dome casings from the old " Sharp " engines, although the safety valves remained over the firebox as when built, in addition to the one on the dome ; taper chimneys were also fitted. A cab with side sheets was provided about 1884, and Fig. 10 shows the engines as they were in 1886 with these alterations, and after they had been taken over by the Government."

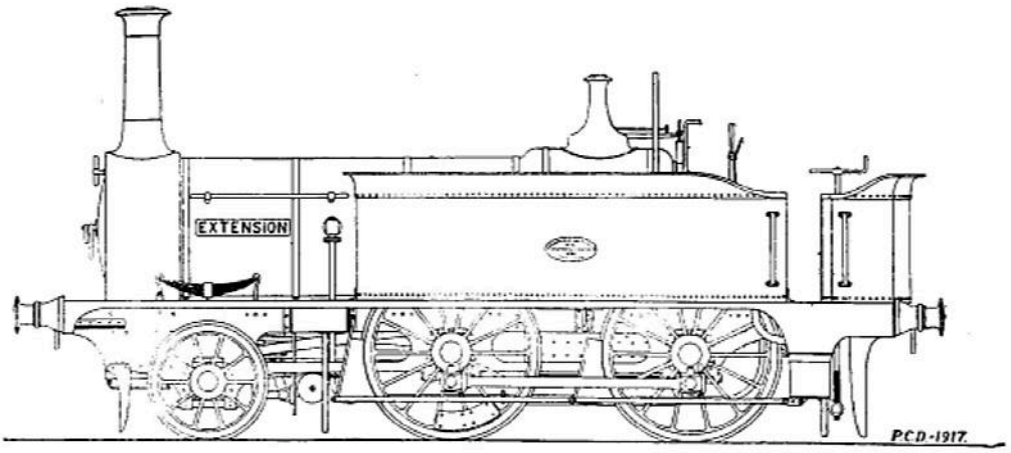


FIG. 6. 2-4-0 SIDE TANK LOCO. "EXTENSION," JAMAICA RY.

YECo. 2-4-0T **'EXTENSION'** as built without a dome.

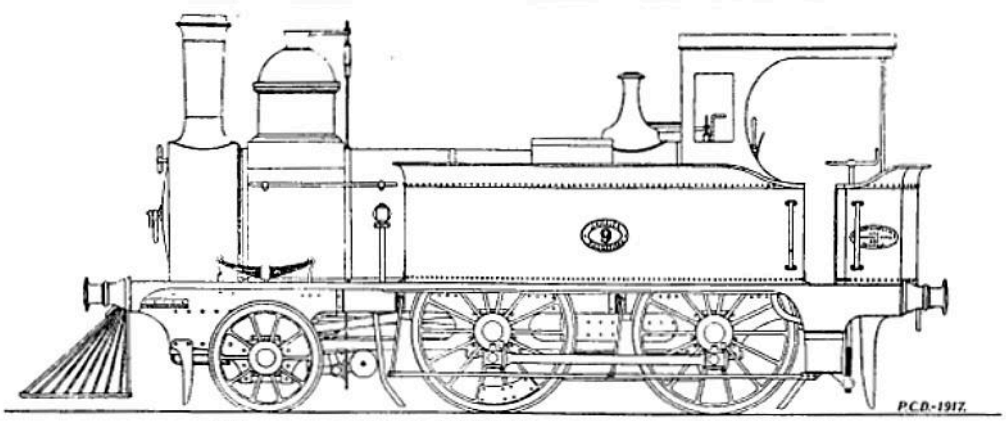


FIG. 10. 2-4-0 REBUILT TANK LOCO. No. 9. JAMAICA RY.

2-4-0T **'NEW ERA'** as later rebuilt as no. **9** with dome and a cab roof.

The Jamaica Government Railway

1879-1889

P. C. Dewhurst on the locos inherited by the new government railway

An extract from his 1919 article in *The Locomotive*:

"When the railway was purchased by the Government in 1879 the engines were given numbers. It will be convenient here therefore to review the loco-motive stock as handed over. This consisted of six engines, Nos. **1** to **4** being the old " Sharp " engines, whilst the **" Extension "** class became Nos. **5** and **6**.

The numbering of the " Sharp " engines is not quite certain, but the converted engine **" Jamaican "** became No **3** and the altered tank engine **" Perseverance "** seems to have become No **2**, leaving the two unaltered tender and tank engines to fill the other numbers.

It seems, however, that Nos. **1** to **4** were in very poor condition, and only one or two of them were fit for service. Nos. **1** and **4** appear to have done little or no work for the Government, and No **3** was withdrawn in a few months and broken up in 1881. No. **2** continued in service until the middle of 1884, when it was condemned and broken up, having lasted practically forty years. There is no record of any new boilers being supplied to these " Sharp " engines, and the rings of the barrels of some of them are still in use as ' blacksmiths' forges, so they must have been made of good material. Nos. **5** and **6**, **" Extension "** class, continued as such to the end of 1884. when they were renumbered **8** and **9** to make room for new Kitson engines ; No. **8** was altered again in January, 1886, to No. **10** and ceased work in September, 1886. No. **9** ceased work in July, 1888."

0-6-0T d/w 45", cyls. 14x20", built by Kitson in 1879 and 1880

Ordered by Jamaica Government Railways.

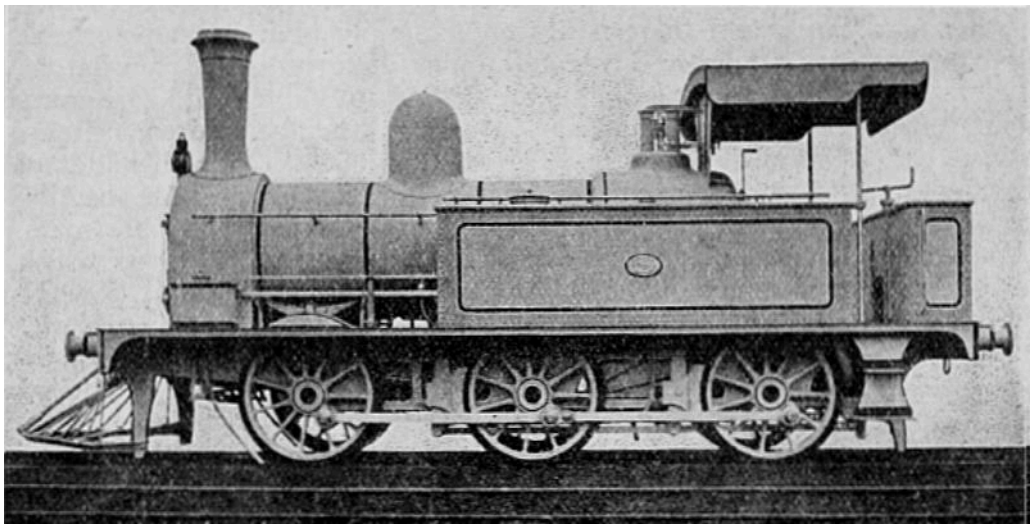
7^1	w/n 2297	Became no. **2^2** in 1884. Scrapped 1915.
8^1	w/n 2298	Became no. **1^2** in 1883. Scrapped 1913.
3^2	w/n 2361	Scrapped 1903.

P. C. Dewhurst on the above three locomotives

An extract from his 1919 article in *The Locomotive*:

"Early in 1880, the first of the engines ordered by the Government arrived in Jamaica. It was an 0-6-0 inside cylinder, side tank engine, built by Kitsons, Leeds, in 1879 (makers' No. 2297). It was at first numbered **7**, and was closely followed by No. **8**, Kitson, 1880 (makers' No. 2298). A third engine of the class was built by Kitson's in 1880 (makers' No. 2361), and started work early in 1881 ; it was given the number **3**, taking the place of old No. **3**, then withdrawn. No. **8** was renumbered **1** a year or two later and at the end of 1884 No. **7** was altered to **2**, replacing old " Sharp " No.

2, and leaving room for one of the newer Kitson engines then being imported.
It will be seen therefore that by the end of 1884 this class was numbered **1** to **3**. They are shown as built in Fig. 11. The boiler was of raised firebox top type with girder roof stays, the barrel being in three rings. An unusual feature of these boilers was the middle ring of the barrel, which was an endless ring plate. The boiler was fed by one pump worked off the L side crosshead and by one injector. The pumps however were removed in 1902-5 and replaced by a second injector ; the steam chests were between the cylinders, the valve gear being Stephenson link, with the reversing shaft above ; the crossheads were of four-bar type.
The engines as built were only fitted with hand brakes, and had " awnings," consisting of a roof and small front weather-boards, but proper cabs were fitted about 1884, very similar to the cabs fitted to Nos. **4** to ***8*** next described. On October 28th, 1892, No. **3** jumped the track just outside the Gibraltar Tunnel, near Bog Walk, and fell some 60 ft. on to the river bed, killing the fireman (the scene of this accident is shown in Fig. 5). The engine was very badly damaged, but was repaired and ran until it was withdrawn from service in February, 1899 ; it was broken up about 1903. In 1904 No. **1** had the side tanks lengthened towards the front, giving 650 gallons capacity, and is so shown in Fig. 12; it was fitted with a second-hand boiler from engine **4** in 1913. This boiler exploded on August 19th, 1913, in Kingston running-shed, the boiler itself being blown through the shed roof ; the engine was badly damaged and was scrapped. The fact that the barrel and firebox were torn apart and fell over 200 yards from one another indicates the severity of the explosion. In 1905 No. **2** was fitted with a saddle tank of semi-circular top pattern, giving a capacity of 950 gallons, and also with an extended smokebox ; see Fig. 13. At the same time the injector clack boxes were fitted on the firebox shell in the cab, one each side just above the firehole, where they delivered the feed against the back plate of the inside firebox ; a very unusual position and trying to the steel inside firebox which was then fitted, but which nevertheless lasted till 1915. It was again altered to a sidetank engine in 1913, but with widened side tanks holding 820 gallons of water, and is shown in Fig. 14. It was withdrawn and scrapped in December, 1915."



One of these three Kitson 0-6-0Ts as first built.

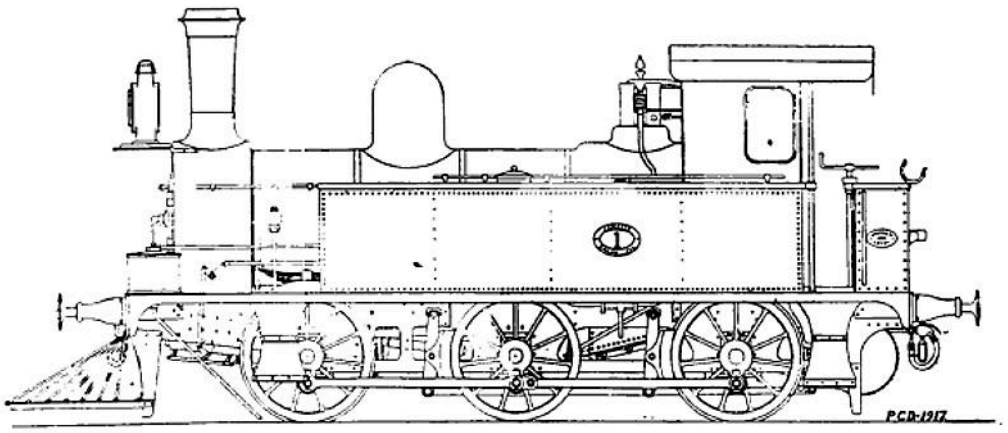


FIG. 12. 0-6-0 SIDE TANK LOCO., NO. 1, J.G. RY.

No. **8**[1] renumbered as no. **1**[2], and seen here post 1904 with longer side tanks.

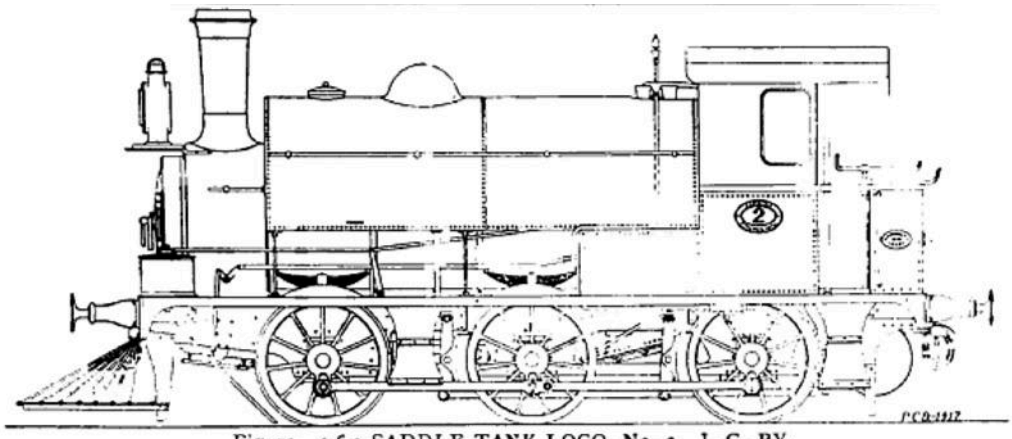


Fig. 13. o 6-o SADDLE TANK LOCO. No. 2. J. G. RY.

No. **2** (originally no. **7**[1]) as rebuilt in 1905 with a saddle tank.

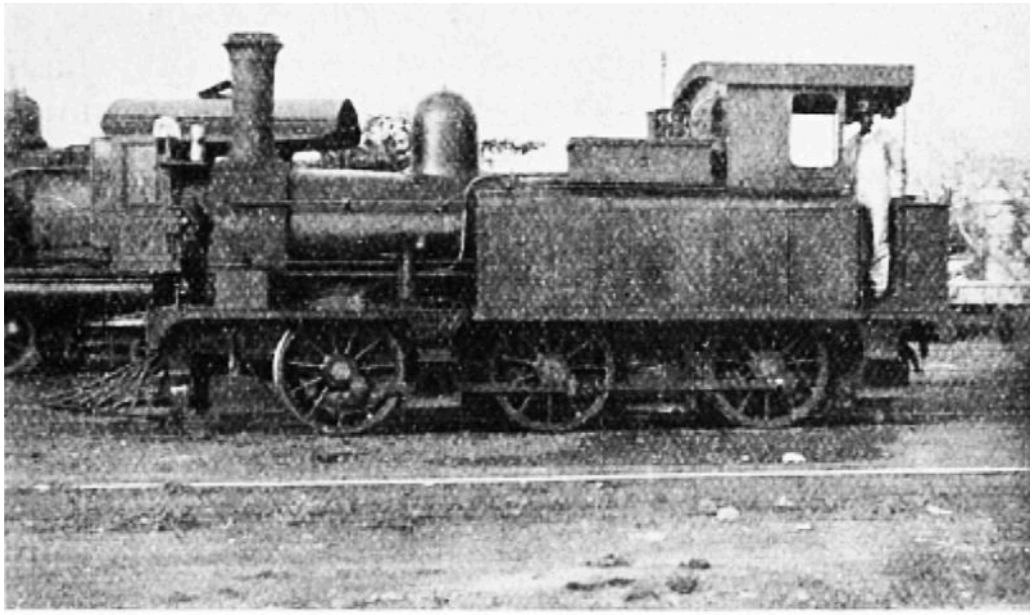
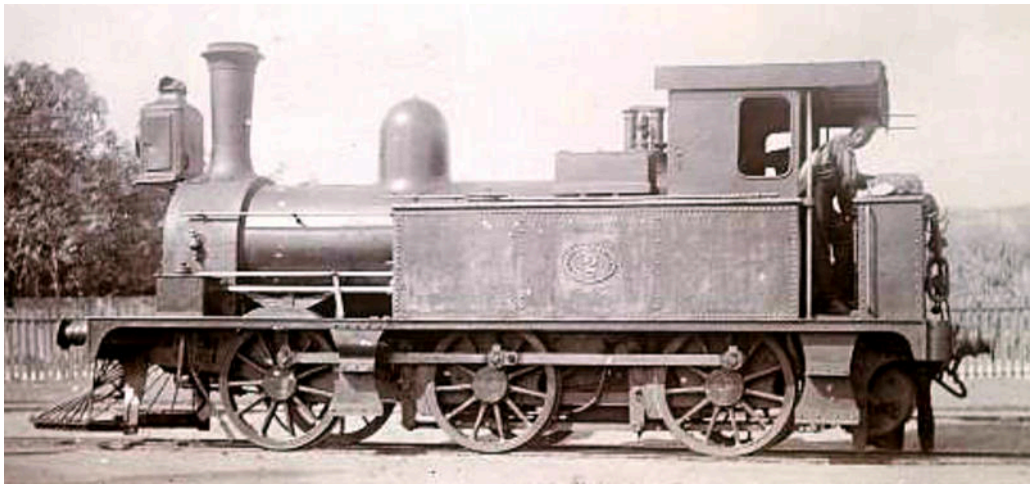


Fig 14. ALTERED o-6-o TANK LOCO. No. 2. JAMAICA GOVT. RY.

No. **2**, as rebuilt again in 1913, this time with wider side tanks.



Another view of Kitson 0-6-0T originally no. **7** but renumbered **2**.
This image seemingly is in the Crown Agents' collection in Bristol Archives under reference: 1999/221/1/62/53.

Later became class A (5-7) and class B (4 and 8)

0-6-0T d/w 40", cyls. 14x20", built by Kitson in 1884 and 1885

Ordered by Jamaica Government Railways.

4[2]	w/n 2631	d/w 45". See Dewhurst's comments below.
5[2]	w/n 2632	
6[2]	w/n 2633	
7[2]	w/n 2634	Renumbered **2** in 1914. Scrapped 1915.
8[3]	w/n 2705?	

P. C. Dewhurst on the above five locomotives

An extract from his 1919 article in *The Locomotive*:

"In the latter part of 1884 four new tank engines, of two different classes, arrived from Kitson's, and were given numbers **4** to **7** (makers' Nos. 2631 to 2634).

These engines, which were 0-6-0 inside cylinder, side-tank engines, were slightly longer and larger than Nos. **1** to **3**, and whereas Nos. **5** to **7** had smaller wheels and larger flush-topped boilers, No. **4** had the same sized wheels and type of boiler as Nos. **1** to **3**, but was otherwise like Nos. **5** to **7**.

No. **4** is represented as built by Fig. 16 (which actually shows No. **8**).

It was the first engine for Jamaica to have a proper cab ; the remarks as to feed pumps, motion, crossheads, etc., given for Nos. **1** to **3**, apply also to this engine ; the middle ring of the boiler was, however, made in the usual way, with a longitudinal butt joint. The engine as built was fitted with a steam brake and was the first in Jamaica so built. In 1902 this engine was reboilered and at the same time the side-tanks were lengthened at front end to give a capacity of 740 gallons ; the bunker was made slightly higher, and gave 1 ton 2 cwt. coal capacity (see Fig. 17) ; it remained in this condition until 1913, when the 1902 boiler was removed to engine **1** and exploded thereon, as mentioned previously. In 1915 it was rebuilt at Kingston Works (see Fig. 18) with a new boiler, in this case having direct firebox roof stays and widened side-tanks giving a capacity of 820 gallons ; the cab was also modified and the roof extended ; a shorter chimney was also provided.

Nos. **5** to **7** are illustrated in Fig. 19.

The boiler is of flush-top type, with direct firebox roof stays, the barrel being in three rings; the motions, crossheads and boiler feed arrangements were the same as No. **4**, and were subsequently modified in the same way ; the engines as built were fitted with steam brakes. No. **5** had a new boiler in 1907, but otherwise remains as when built; No. **6** had a new boiler about 1900 and remained as built; it was rebuilt in 1916 at Kingston, with another new boiler, the cab being modified, roof lengthened and a shorter chimney fitted (see Fig. 20) ; cast-iron driving wheel centres were also fitted at that time. No. **7**, after having a second-hand boiler for some years, was refitted with its original boiler in 1912, and ran until November, 1916, when it was withdrawn.

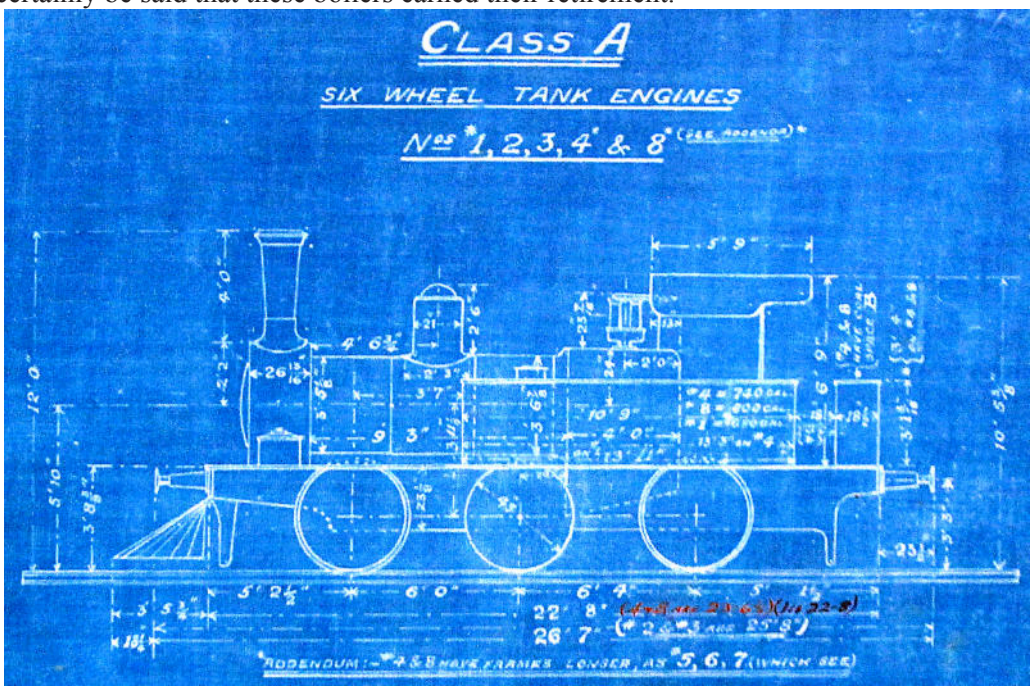
At the end of 1885, another 0-6-0 tank engine arrived from Kitson's and started work in January, 1886 ; it was numbered **8** (makers' No. 2905) ; it is exactly the same as No. **4** previously mentioned, and shown in Fig. 16 ; the feed pump was replaced by a second injector about 1902-3, and in 1913 the side tanks were widened to give 820 gallons capacity, otherwise the engine remained as when built.

In 1917 it was rebuilt at Kingston, a new flush-topped boiler of **5-7** type being employed. The cab has been modified considerably, the back being closed in with a weather-board and side sheets, and the bunker has been made higher in order to prevent coal dust being blown off. The new standard chimney, similar to Nos. **4** and **6**, is also fitted ; it is shown as now running in Fig. 21.

These tank engines, Nos. **1** to **8**, originally had all wheels flanged, but for many years now they have been running with flangeless main drivers. Brake gear is fitted to the driving and trailing wheels only, but for some time previous to about 1901 brake blocks were fitted to the leading wheels as well, but since then they have been running with only the driving and trailing wheels braked as when new. They were all equipped with Westinghouse air brakes about 1901-2.

All the Kitson tank engines have given very good service ; it will be noted that No. **1** original boiler was in service from 1880 to 1913 – thirty-three years,whilst the original boiler of No. **4** (fitted to No. **2** in 1905) lasted from 1884 to 1915 – thirty-one years. No. **7**'s boiler lasted from 1884 to 1916 – thirty-two years, and No. **8**'s from 1885 to 1916 –

thirty-one years ; although they each had a new steel inside firebox during their life (the original inside boxes were copper), it can certainly be said that these boilers earned their retirement."



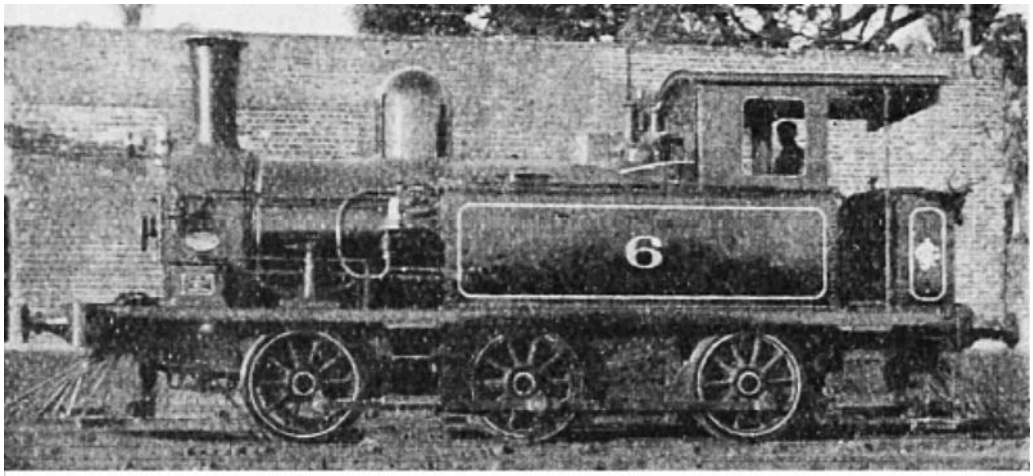


FIG. 20. 0-6-0 TANK LOCO. No. 6, J. G. RY.

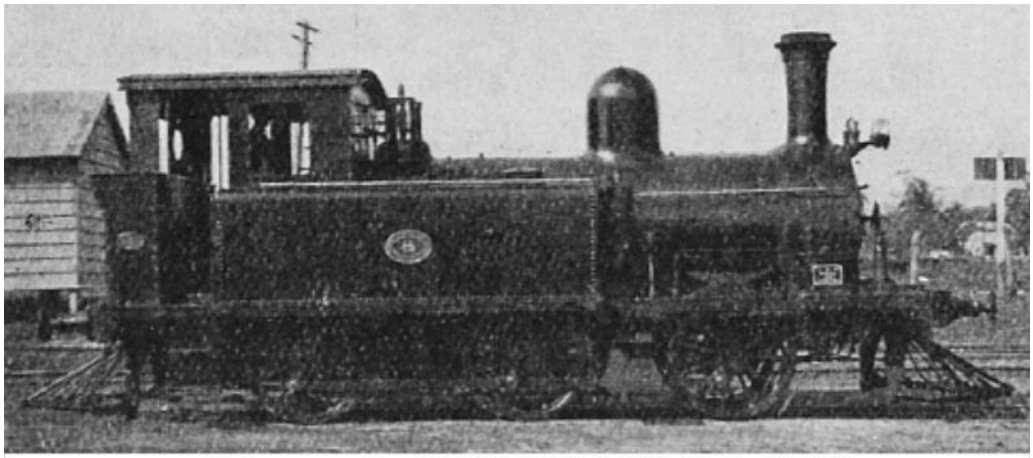
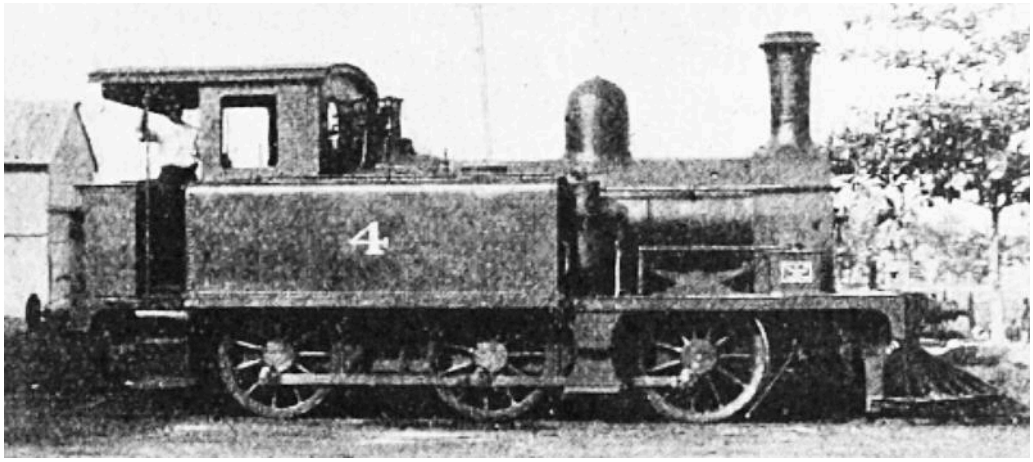


FIG. 21. 0-6-0 TANK LOCO. No. 8, J. G. RY.



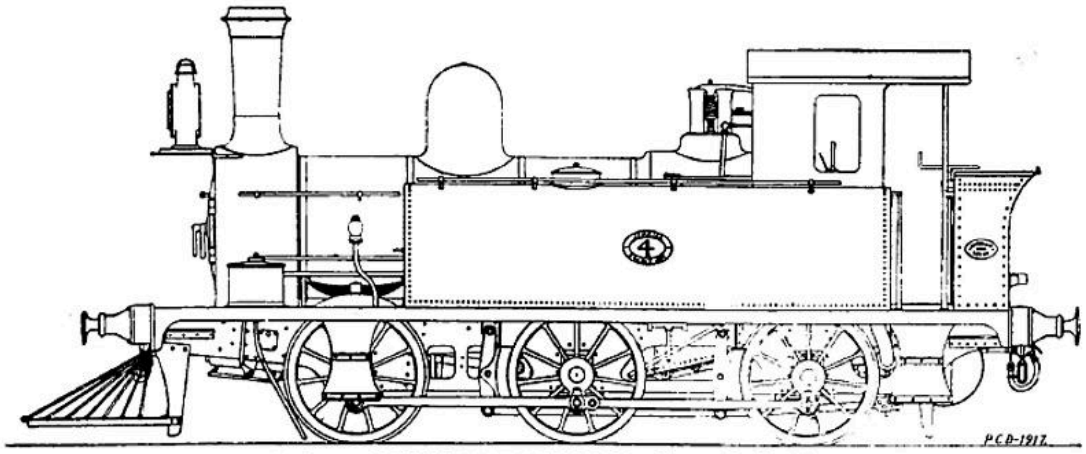
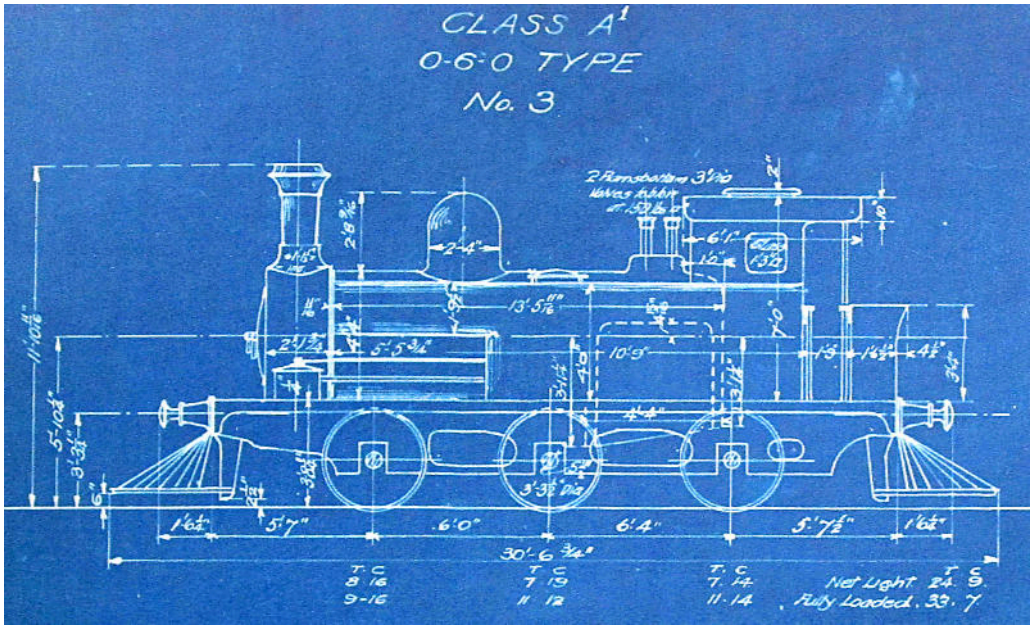
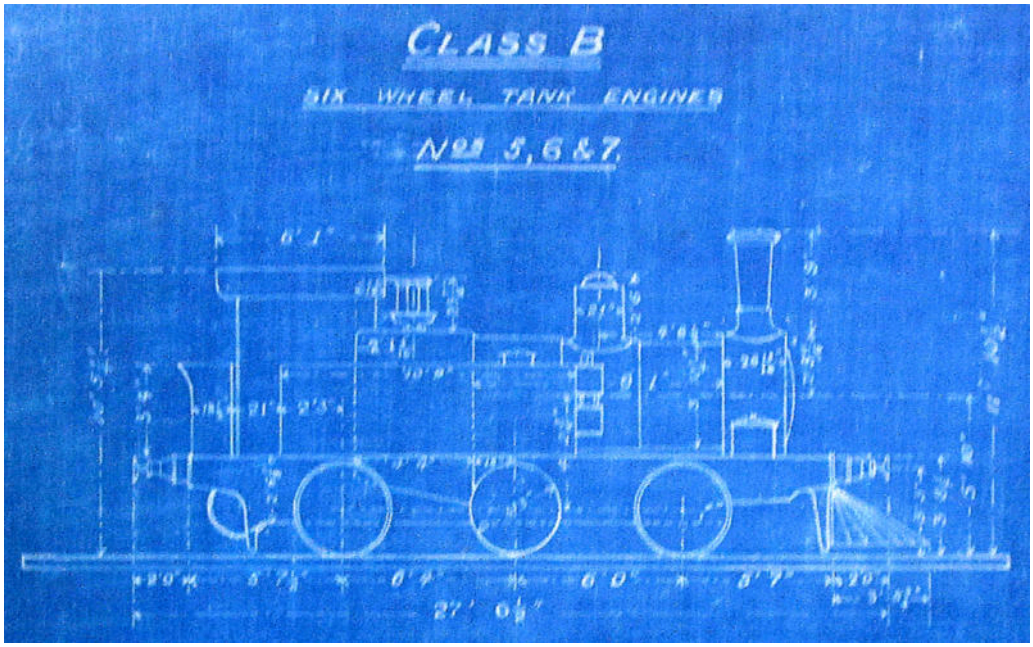
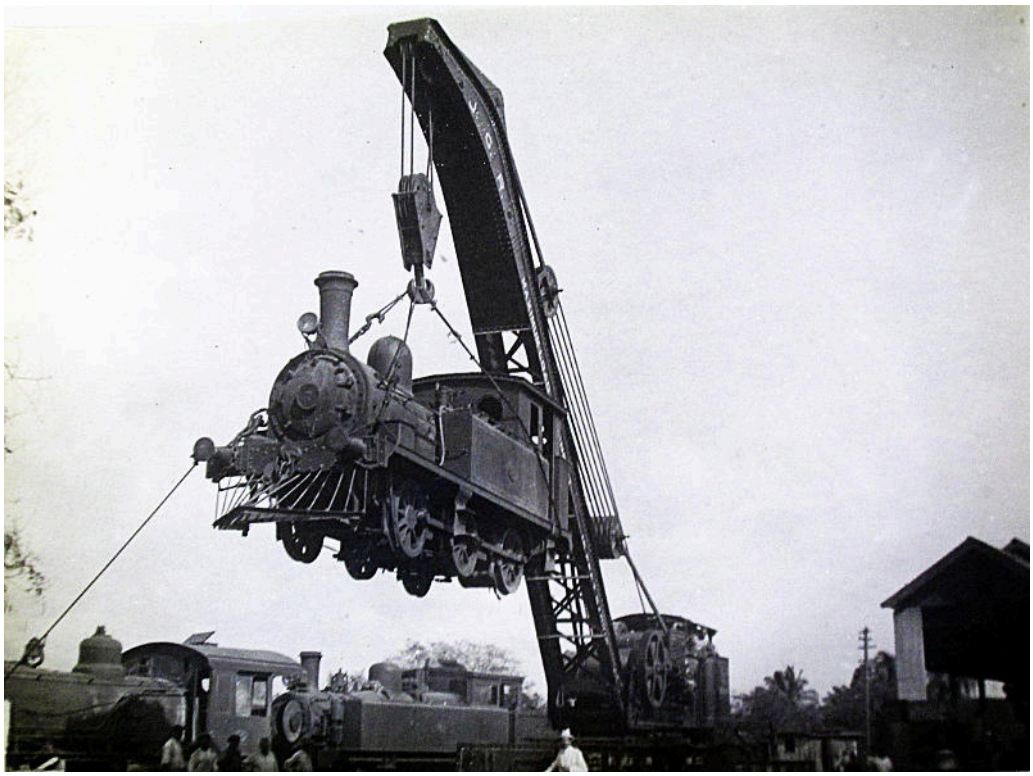


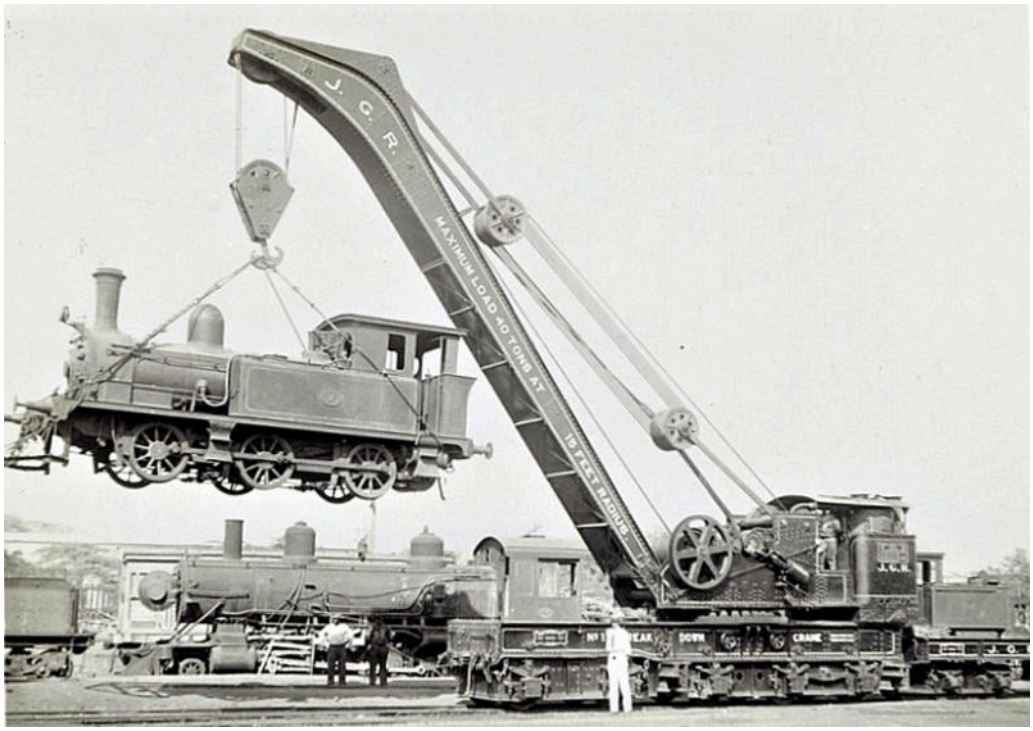
FIG. 77. REBUILT TANK LOCO. No. 4, J. G. RY.






CLASS B
SIX WHEEL TANK ENGINES
Nos 5, 6 & 7.





Kitson 0-6-0T no. **7** being lifted by a steam crane. Note that the cab has a rear spectacle plate and a flared top to the bunker, which is not the case in the later photo below.

(ownership by West India Improvement Co.)

1889-1900

Later became class C

4-4-0 d/w 54½", cyls. 15x22", built by Kitson in 1889

Ordered by Jamaica Government Railways.

9³	w/n 3124
10²	w/n 3125
11	w/n 3126
12	w/n 3127

P. C. Dewhurst on the above four locomotives

An extract from his 1919 article in *The Locomotive*:

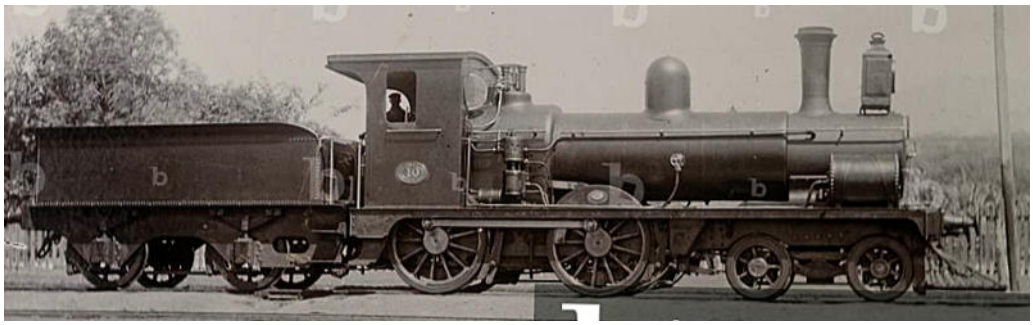
"The next engines were four 4-4-0 inside cylinder tender engines ; they were built by Kitson & Co. in 1889 (makers' Nos. 3,124 to 3,127) and numbered **9** to **12**. Fig. 22 illustrates No. **9** as built. These were the first engines for the Railway to be fitted with " wedge " horns and thereafter all subsequent engines (with the exception of new No. **3** to be described later) were so fitted ; this particular class have the wedges to the front of the horns, all the others have them in the more usual position to the rear.

They were well up-to-date for the time they were built, the cylinder casting being designed with a saddle, on which the circular smokebox rests direct ; the bogie is of the " swing-link " type and steam sanding gear was fitted. The boiler is of raised firebox top type with girder roof stays, the barrel being in three rings, the smokebox tubeplate is of the " drumhead " type. The boiler was fed by one pump off the L side cross-head and one injector placed below the footplate ; the pumps and non-lifting injectors, were removed in 1902-4 and replaced by lifting type injectors, one on each side of the engine, Fig. 23 showing engine No. **10** thus fitted. The steam chest is between the cylinders, the valves being operated by link motion, with the reversing shaft below. These engines have a combined lever and screw

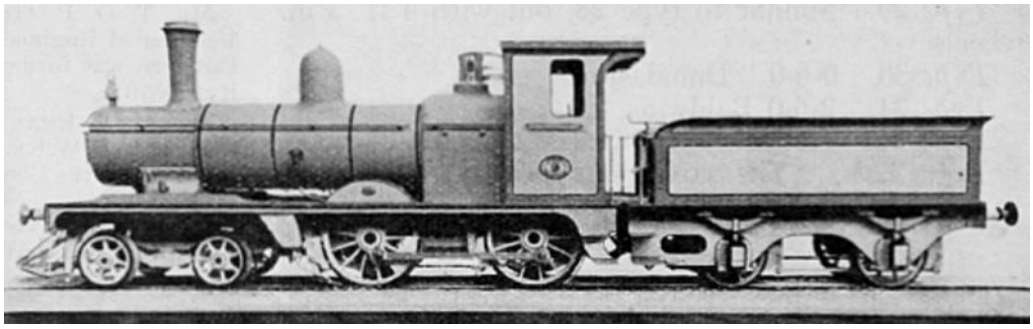
gear in the cab ; one or other method of reversing can be used as required, all previous and subsequent engines (with the exception of Nos. **30-32** to be described later) being reversed with a lever only. The crossheads are of the four-bar type. These engines were equipped with steam brakes on the engine and hand-brakes on the tender when new, but they were fitted with air brakes throughout by 1901-2 ; as first fitted up the reservoirs were short and of large diameter, being placed on the running-plate at the right side of the smokebox. At this time also the sanding gear was altered to operate by air.

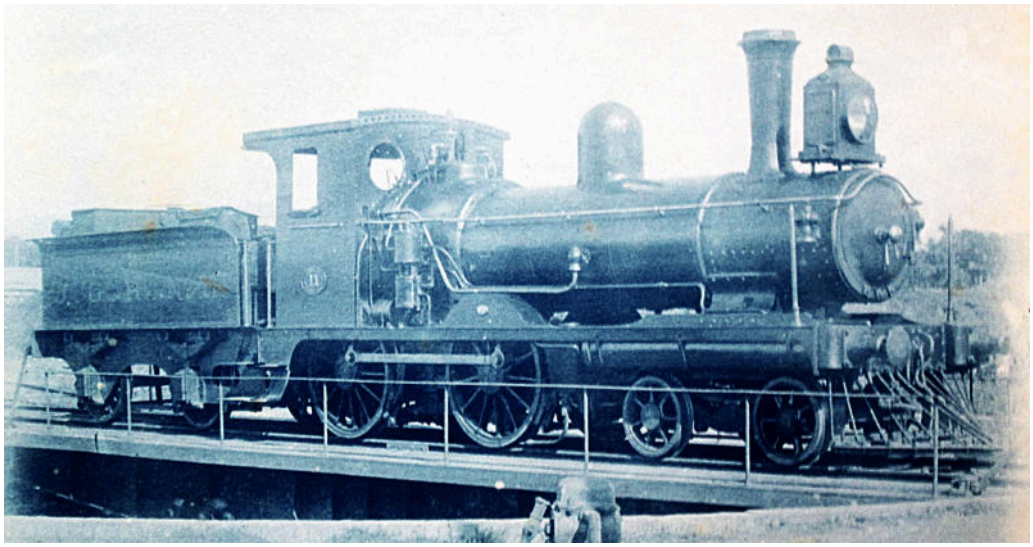
The tenders¨ which are 15 ft. 3 in. long over *buffer* beams with water-bottom type tanks, run on four wheels of 3 ft. 3 in. diameter spaced 7 ft. 0 in. apart having outside frames and bearings.

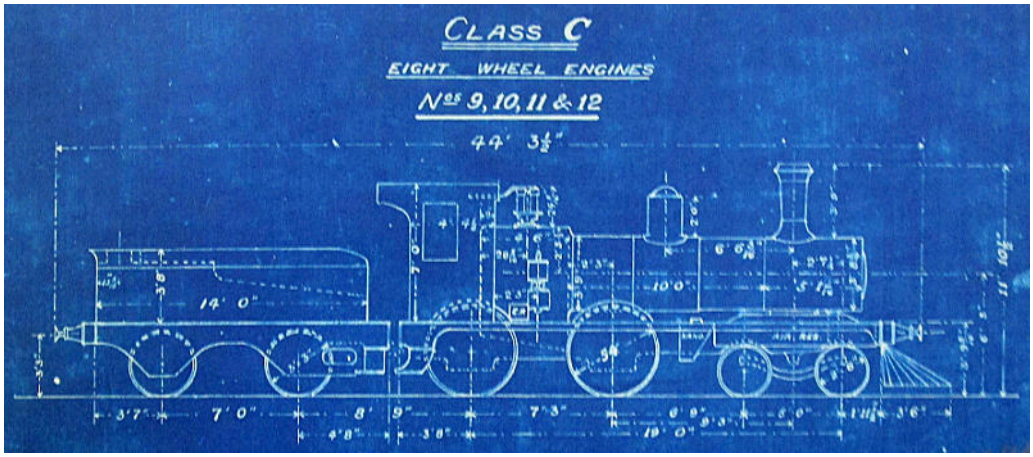
In 1902-4 two of them, Nos. **10** and **11**, were fitted with equalizers between the driving and trailing springs, but these were afterwards removed. In 1910 a new boiler with steel firebox was supplied to No. **11**, and in 1911 a similar new boiler was fitted to No. **12** ; these boilers are of the same design and dimensions as the original ones. No. **11**, however was fitted with a straight-topped chimney at this time, and is so shown in Fig. 24. In 1916 No. **9** was re-built in Kingston with a new boiler, cab, back sandboxes and other modifications, the usual form of screw reversing gear being fitted, the original method of steam sanding being reverted to ; it is shown in Fig. 25."



Kitson 4-4-0 no. **10**.







Rebuilds

The railway's blue-print loco classification lists from the early 1920s show that when rebuilt and enlarged these were known as class C1, and after rebuilding at 4-4-2Ts they became class C2. However, no details are known of which locomotives recerived these modifications or when they occurred.

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

Ordered via Hoadley & Co. originally as 4-4-0s but changed to 4-6-0s.

15[1]	w/n 4400	Scrapped 1914.
16[1]	w/n 4401	Scrapped 1914.

P. C. Dewhurst on the above two locomotives

An extract from his 1919 article in *The Locomotive*:

"The first engines ordered by the new management were two 4-6-0 outside cylinder tender engines ; they were of the usual American construction with " bar " frames and were built by Rogers Locomotive Co., U.S.A., in 1890 (makers' Nos. 4000-1) and numbered **15** and **16**. No. **15** is shown in Fig. 26 and is as built, except for a different chimney. These engines were a great advance in power and were designed for working the hill sections, as have all the engines subsequently obtained, with a few exceptions. The boiler was of the extended wagontop type, the steel firebox having direct radial roofstays, the barrel containing four rings with the dome and safety valves on the back one ; it was fed by two lifting type injectors. The steam chests were above the cylinders with balanced slide valves, operated by the usual American pattern link-motion, with rocking shafts. The crossheads were of the four-bar type with the crosshead centres below. The bogie was of the " swing-link " type with " two point " suspension hangers. The springs of the coupled wheels were equalized throughout and the front pair of coupled wheels were without flanges.

The tenders¨ which were 21 ft. 1 in. long over end beams, were of the usual American pattern with U shaped tanks and channel iron frames carried oh two four-wheeled bogies spaced 11 ft. 0 in. apart, with 2ft. 9 in. wheels at 5ft. 2 in. centres and having outside bearings.

No. **15** was fitted with a new boiler in 1899, identical with the original boiler (which was put to stationary work for some years) and lasted until August, 1914, when it was withdrawn. No. **16** had a new boiler in 1908, and ran until February, 1914, when it was condemned.

These were the first engines for the railway to be fitted with air brakes, and came so fitted, being provided with 8-inch compressors ; all the latter engines came equipped, and the previous engines Nos. **1-12** were fitted up in Jamaica afterwards (with one 8-inch compressor each), as noted in each case.

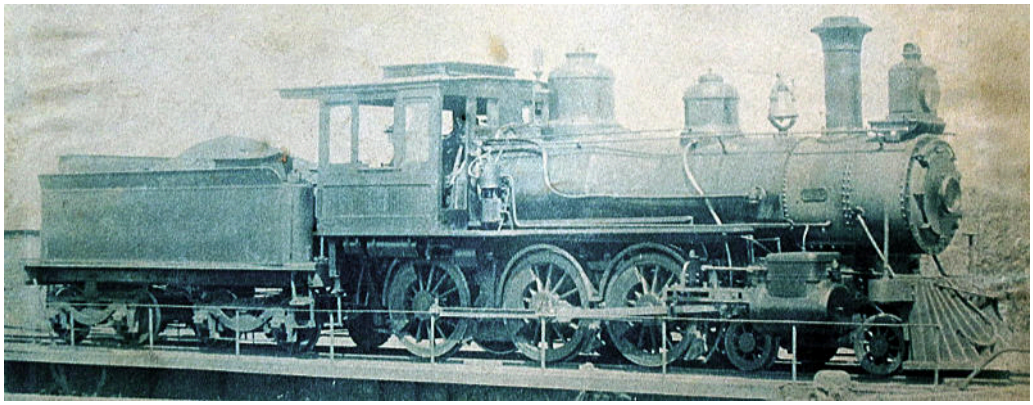
They were also the first to be fitted with rocking-grates of the " finger " type with dump grates at the front ends of the

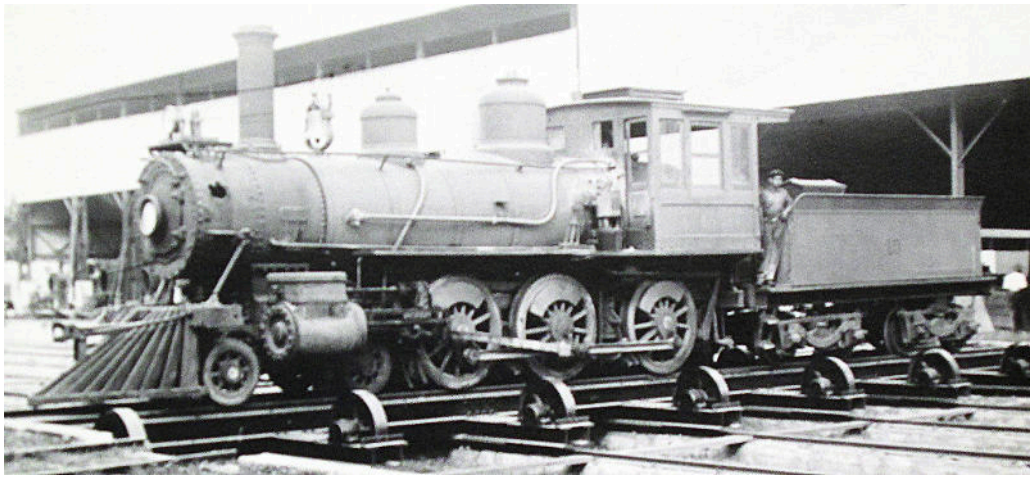
fireboxes. Since that time all engines have been so built or fitted up.

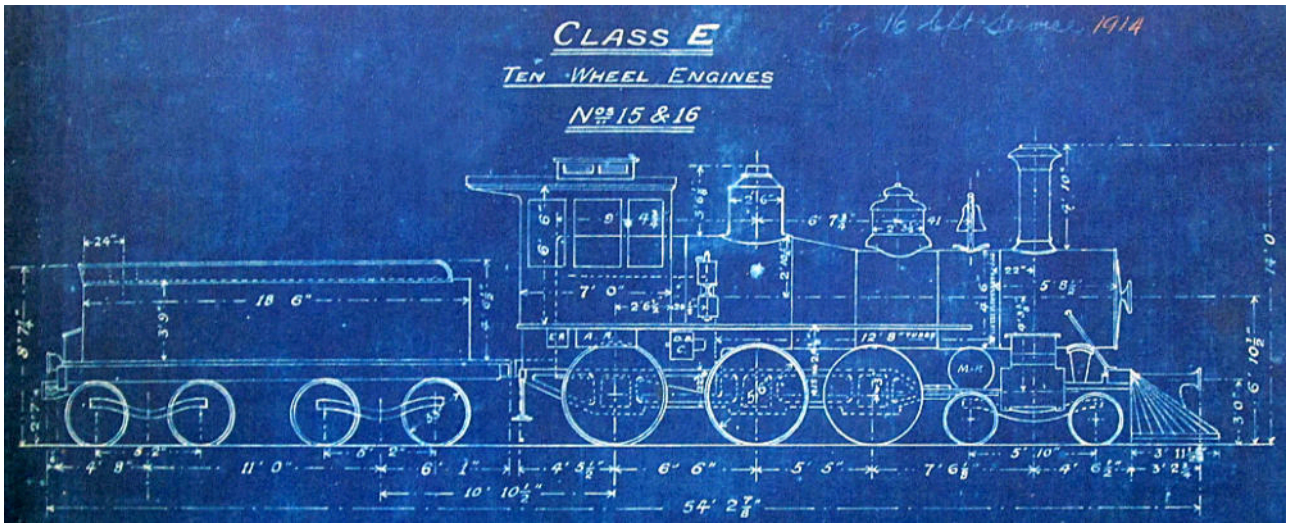
Nos **15-26** were, in addition, all originally fitted with “Le Chatelier” water repression brakes, but these were dismantled by the year 1902 as they caused trouble with cylinder covers particularly on the compound engines.”



High res image available from the RR Museum of Pennsylvania: Gen neg no. 37748.







4-6-0 d/w 50", cyls. 18/28x24" cross compound, built by Rhode Island in 1891

Ordered by West India Improvement Co. for Jamaica.

17[1]	w/n 2651	Renumbered **111**? Rebuilt as simple 18x24" in 1904. Scrapped 1908.

P. C. Dewhurst on the above compound 4-6-0 locomotive

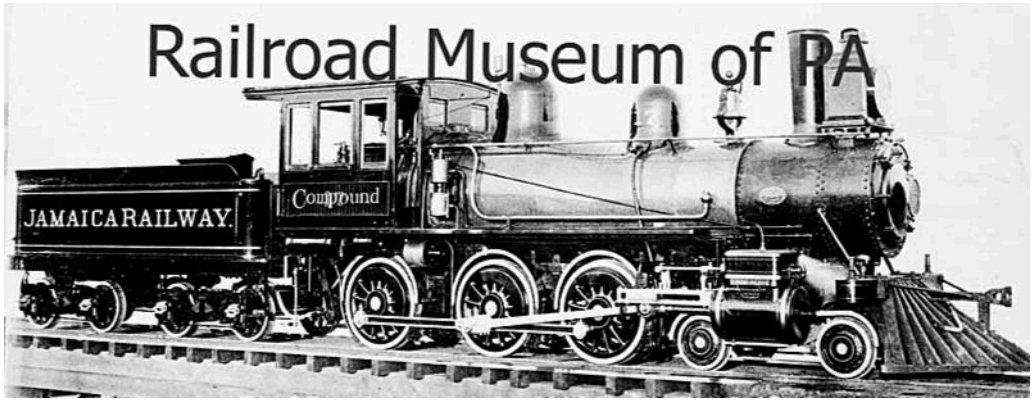
An extract from his 1919 article in *The Locomotive*:

"The next engine was a 4-6-0 outside cylinder, two cylinder compound tender engine ; it was built by the Rhode Island Locomotive Works, U.S.A., in 1891 (makers' No. 2651) and numbered **17**, starting work in 1892. It was of the usual American pattern. Fig. 27 illustrates it as built.

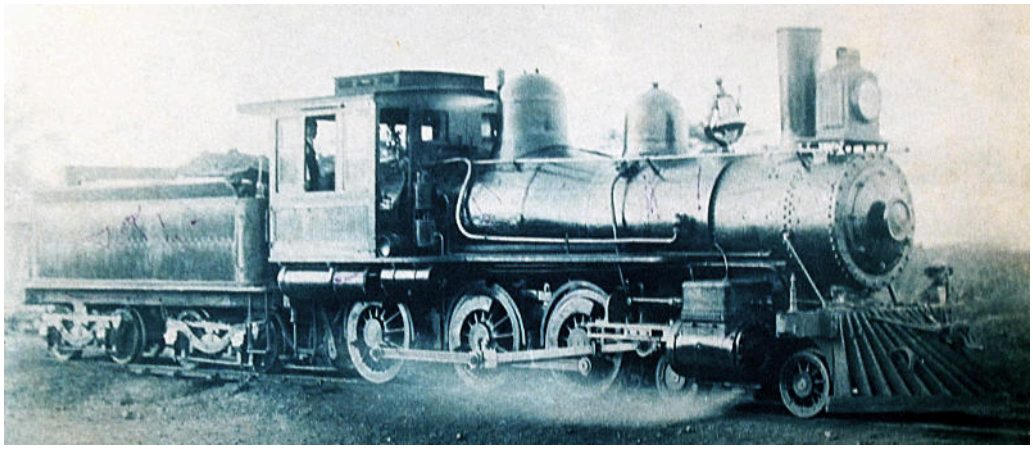
The boiler was of the extended wagon-top type with a steel firebox and direct radial roof stays, the barrel containing four rings with the dome and safety valves on the back one ; it was fed by two lifting-type injectors. The steam chests were above the cylinders, with balanced slide valves operated by link motion through rocking shafts ; semi-automatic starting and intercepting valves were provided and the engine could be run " simple " continuously ; the L P cylinder was on the left side.

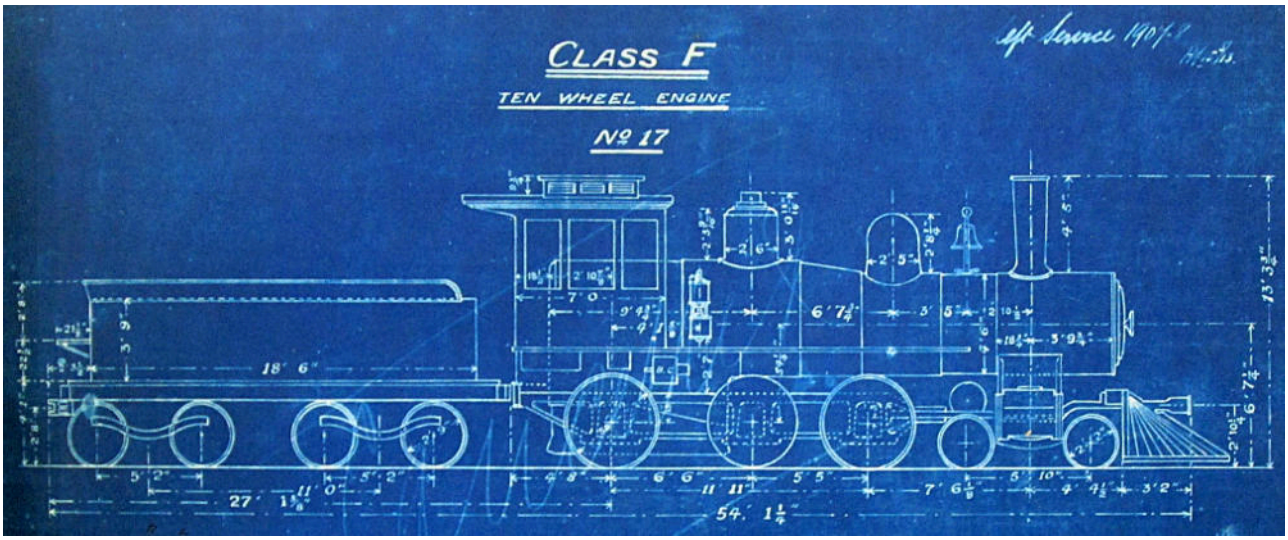
The crossheads were of the four-bar type with the crosshead centres below. The bogie was of the swinglink type with " two-point " suspension hangers. The springs of the coupled wheels were equalized throughout, the main driving wheels being flangeless. Two 8-in. compressors were provided for the air brake system. The tender was similar to Nos. **15** and **16**.

A new boiler was fitted in 1900, similar to the original one, and in 1904-5 the engine was converted to simple, with two 18-in. cylinders, and ran thus until withdrawn in 1907 ; it was scrapped in 1908 and the boiler was put to stationary work, as had also been done with the original boiler in 1900."



High res image available from the RR Museum of Pennsylvania: Gen neg no. 34103.





2-4-4RT d/w 48", cyls. 14x28", built by Rhode Island in 1893

Ordered by West India Improvement Co. for Jamaica.

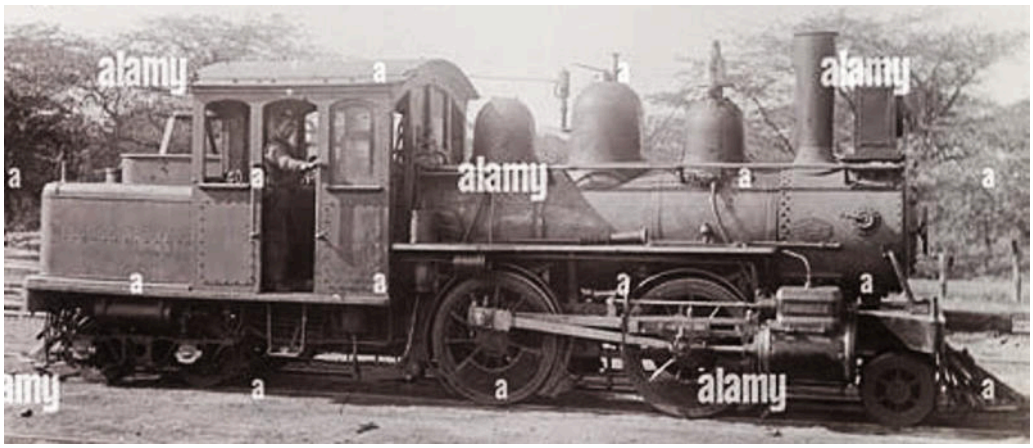
18[1] w/n 2859 Rebuilt as 2-4-4T in 1913. Scrapped 1913.

P. C. Dewhurst on the above rather unsatisfactory locomotive

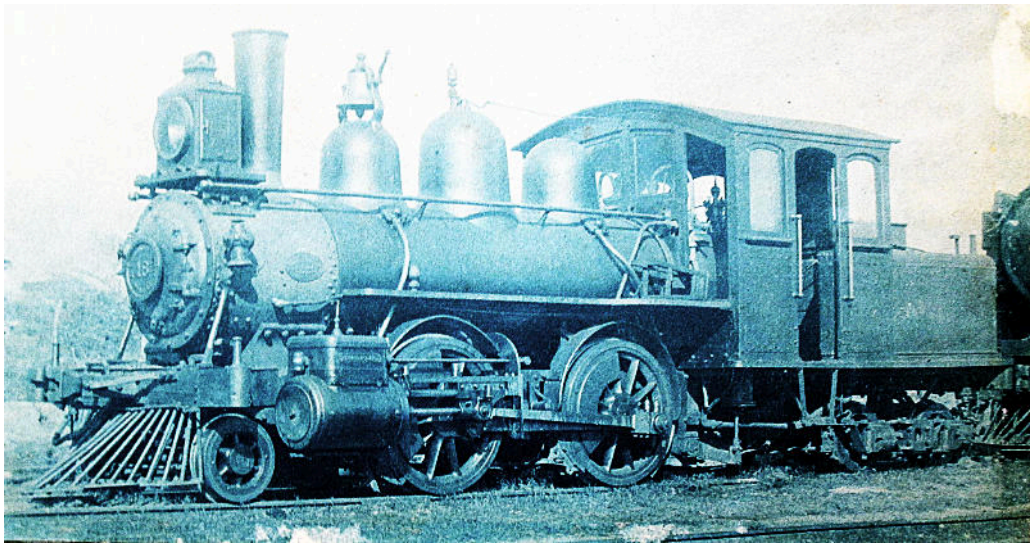
An extract from his 1919 article in *The Locomotive*:

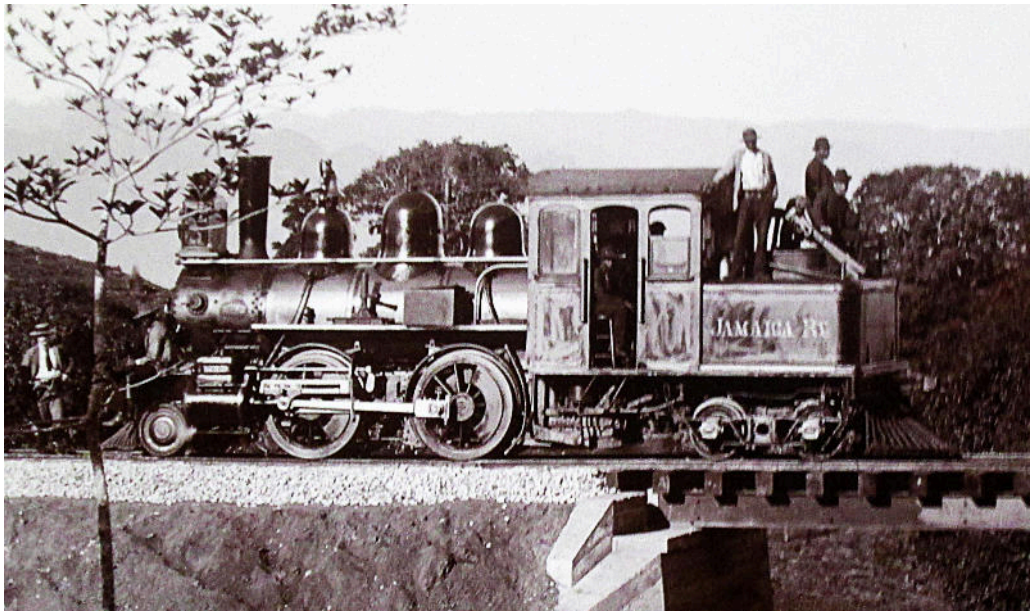
"The next engine, No. **18**, was erected at Montego Bay, as noted previously ; it was a 2-4-4 outside cylinder, rear-tank engine and was built by the Rhode Island Co. in 1893 (makers' No. 2859). It was of course, of American pattern and is shown in Fig. 28.

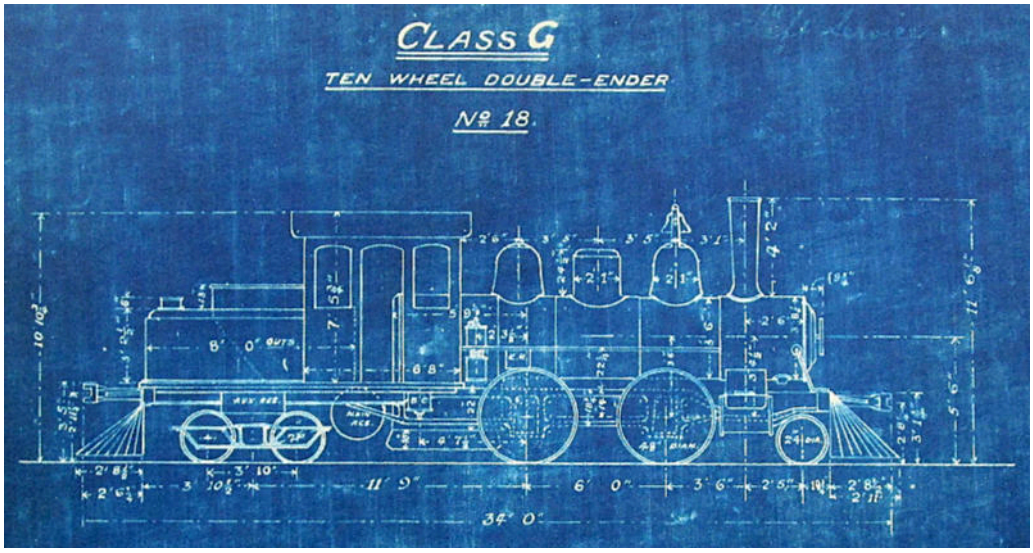
The boiler was of straight-top type with steel firebox and direct roof-stays, the barrel being in three rings with the dome and safety valves on the middle one, and it was fed by two lifting-type injectors.
The steam chests slide valves, and motion were of the usual American type, the crossheads being of the two-bar type with the crosshead centres below. The trailing bogie was of the swing-link type with " two-point " hangers, the springs being incorporated transversely in the swinging bolster. The springs of the leading pony truck and the two coupled axles were all equalized together ; all the wheels had flanges.
One 8-in. compressor on the right side was provided for supplying the air brakes. This engine was never reboilered and was condemned in September, 1913. It was too light for useful work on the hill sections and as the level sections of the line were fully provided for by the English-built Nos. **1-12** it is not easy to understand why the engine was obtained."



This 2-4-4T was probably no. **18**[1] built by Rhode Island, as this was the only engine of that wheel arrangement to run in Jamaica.







4-6-0 d/w 50", cyls. 20/29x26" cross compound, built by Rogers in 1894

Ordered by West India Improvement Co. for Jamaica.

19[1]	w/n 4875	Replacement boiler 1905. Renumbered **19Y** in 1914. Scrapped 1919.

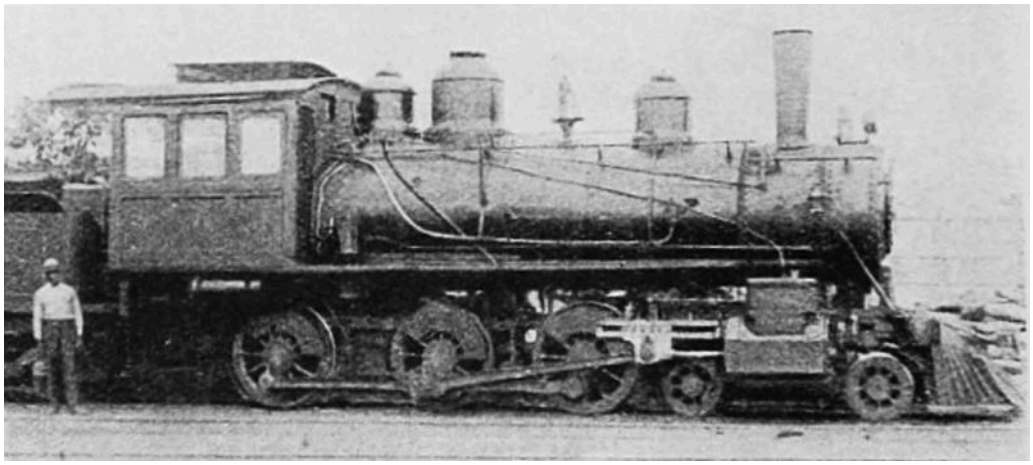
P. C. Dewhurst on the above compound 4-6-0 locomotive

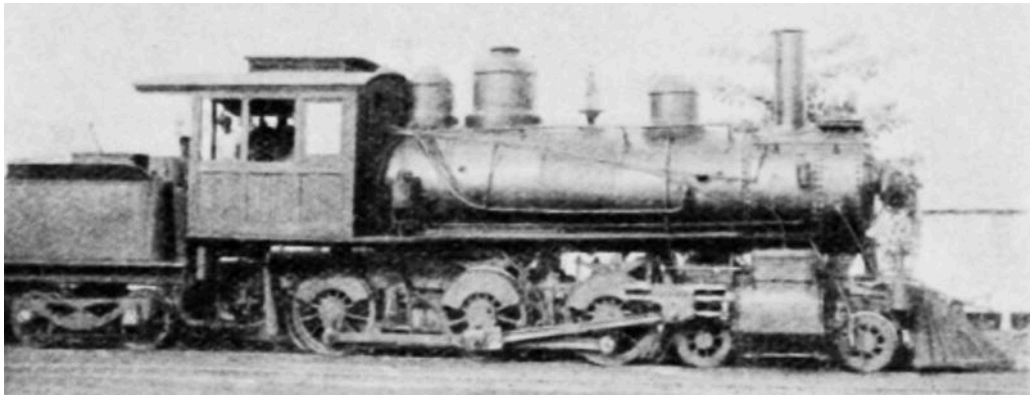
An extract from his 1919 article in *The Locomotive*:

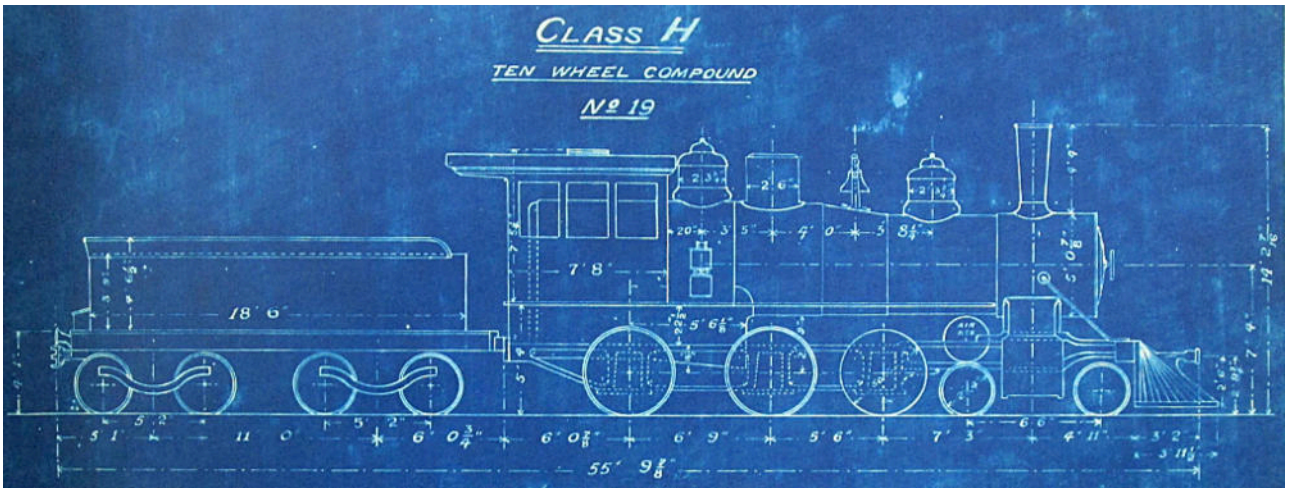
"In July, 1893, another compound started work, and was numbered **19**. It is a 4-6-0 outside cylinder, two cylinder "Cross" compound tender engine built by Rogers in 1893 (makers' No. 4875), it is similar to No. **17**, but larger and is shown in Fig. 29.

The boiler is of the extended wagon-top type with steel firebox and direct radial roof-stays, the barrel being composed of three rings with the dome and safety valves on the back one ; it is fed by two lifting-type injectors. The steam chests, valves and motion are similar to No. **17** but the starting valve is operated by hand from the cab, the intercepting valve automatically causes compound working after a few strokes and the engine cannot be operated " simple ; the L P cylinder is on the right side. The crossheads are of the two-bar type with the crosshead centres below, the bogie is of similar type to No. **17**. The springs of the coupled wheels are equalized throughout, the front pair of coupled wheels being flangeless. Two compressors, one 8-in. and one 9½-in., supplied the air brake system. The tender was similar to

Nos. **15-17**.
A new boiler was fitted in 1905, and the engine is still in service ; it has been very successful and has done a great amount of heavy work, but is now at the end of its life."







4-4-0 d/w 62", cyls. 16x26", built by Rogers in 1893

Ordered by West India Improvement Co. for Jamaica.

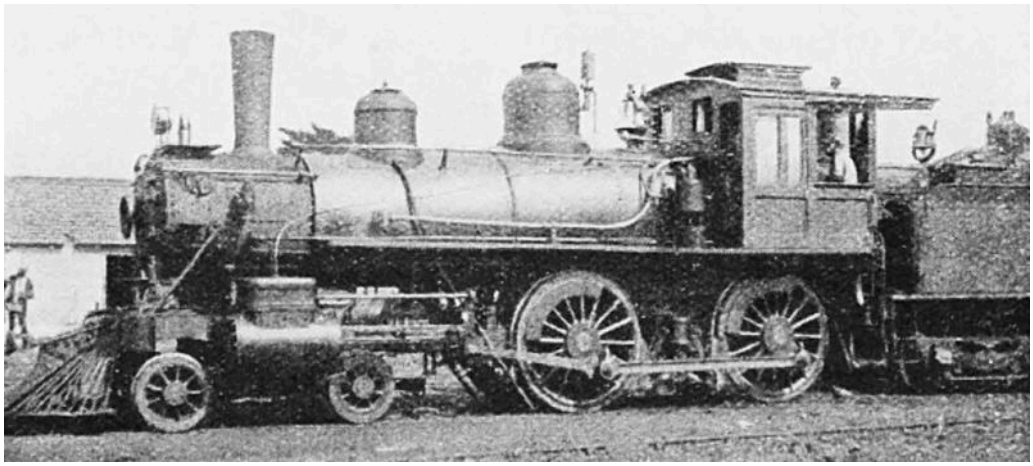
20 w/n 4904 Scrapped 1915.

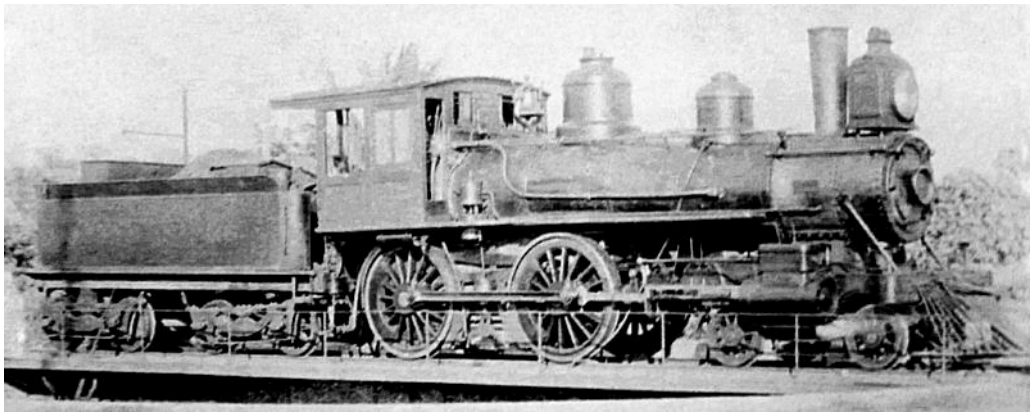
P. C. Dewhurst on the above 4-4-0 locomotive

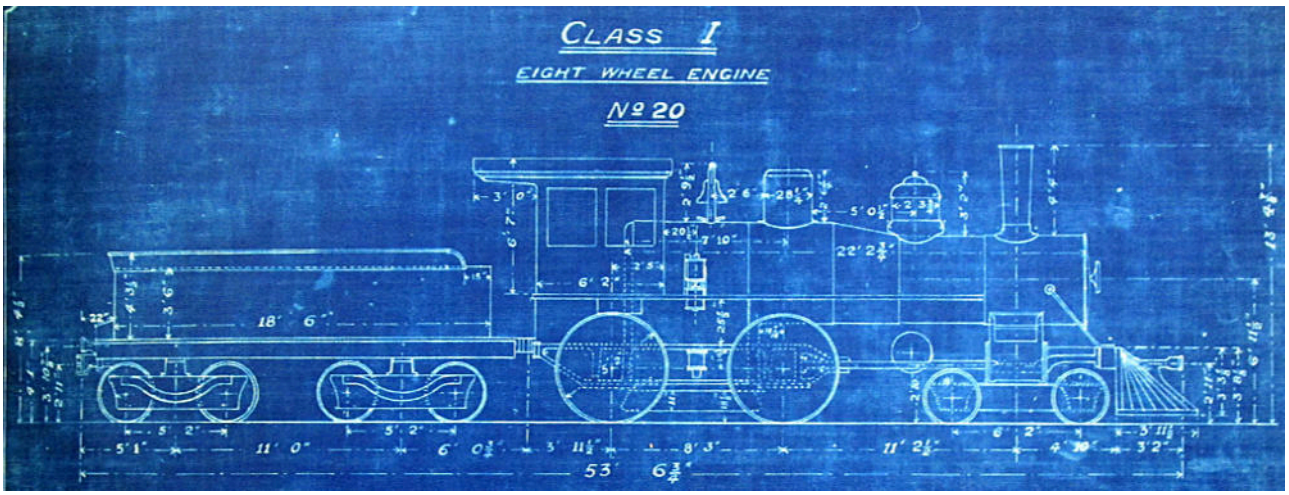
An extract from his 1919 article in *The Locomotive*:

"Engine **20**, built by Rogers in 1893 (makers' No. 4909), was erected at Montego Bay, and was a 4-4-0 outside cylinder, tender engine. It was of the standard American pattern of the time and is shown in Fig. 30. The boiler was of

extended wagon-top type with steel firebox and direct radial roof stays, the barrel being in three rings with the dome and safety valves on the back ring ; it was fed by two lifting-type injectors. The steam chests, valves and motion were of the usual American design, the crossheads being of the close four-bar type with the centres slightly below the bars. The leading end of the engine was carried on a double radial truck, with its centre slightly behind the second axle, the weight being taken on the centre of the truck by means of a slipper attached under the centre of the smokebox saddle casting and working on inclined planes. This automatically centres the engine on straight track, and assists in curving the engine when required. The springs of the driving and trailing wheels were equalized and all the wheels were flanged. Two compressors, one 8-in. and one 9 1/2-in. (originally both 8-in.), supply the air brakes.
The tender was similar to No. **19**, but 6 in. less in the height of the tank sides. The engine was never reboilered and was withdrawn in September, 1915. ”







2-6-4T d/w 50", cyls. 18/28x24" cross compound, built by Rhode Island in 1894

Ordered by West India Improvement Co. for Jamaica. NB Whilst Dewhurst and the Rhode Island lists by Fisher, Goldsmith and 'unattributed' have these two as identical compound Forneys, Connellys list has no. **21** as a simple 2-6-4T with d/w 46" and cyls.15x20". This was probably incorrect as Dewhurst would have mentioned it if the two engines had been different.

21	w/n 3008	Scrapped 1907.
22	w/n 3009	Scrapped 1908.

P. C. Dewhurst on the above two tank locomotives

An extract from his 1919 article in *The Locomotive*:

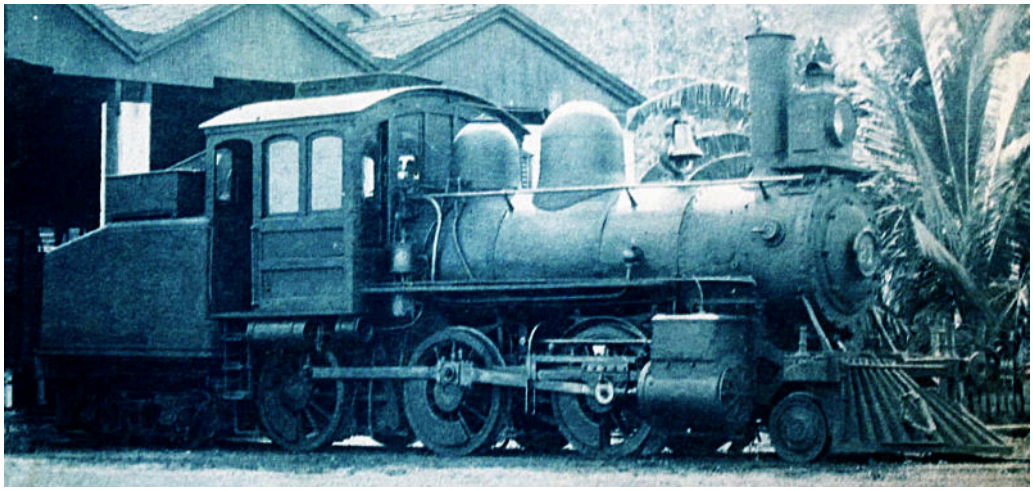
"Following this engine came two 2-6-4 outside-cylinder, two-cylinder compound rear tank engines built by the Rhode Island Co. in 1894 (makers' No. 3008-9). They were numbered **21** and **22**, No. **21** being erected at Montego Bay. Fig. 31 illustrates No. **22** as built.

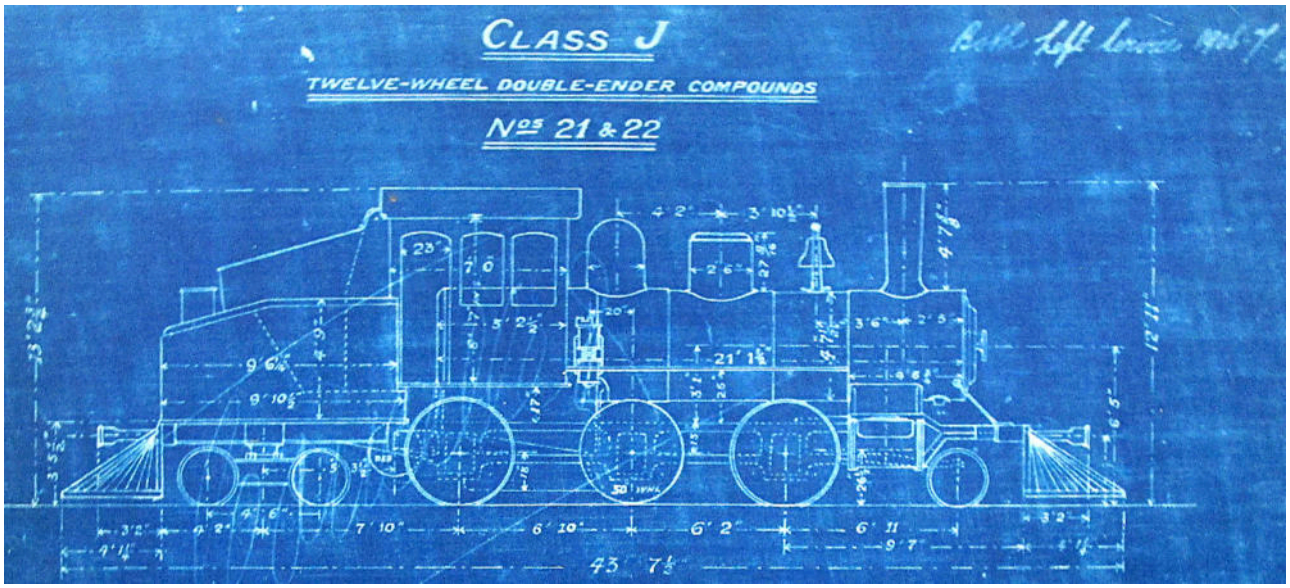
These engines were practically a six-coupled compound enlargement of No. **18**. The boilers were straight-topped, with steel fireboxes and direct roof stays, the barrels being in three rings; the dome, which carried the safety valves, was on the middle ring and the boiler was fed by two lifting-type injectors. The steam chests, valves and motion were very similar to No. **17** and similar semi-automatic starting and intercepting valves were provided ; the L. P. cylinders were on the left side. The crossheads, however, were of the two-bar type with the centres below. The trailing bogies were of the same type as No. **18**. The leading pony truck and the first pair of coupled wheels were equalized together, as also were the main driving and trailing pair of coupled wheels ; the main driving wheels being flangeless. Two 8-in. air compressors were fitted.

These two engines were not very satisfactory and were never reboilered ; No. **22** broke her main frame in 1899 and again in 1905 and was scrapped in 1907, No. **21** having been withdrawn in 1906 was scrapped in 1908."



High res image available from the RR Museum of Pennsylvania: Gen neg no. 34104.





4-6-0 d/w 50", cyls. 20/31x26" cross compound, built by Rogers in 1895

Ordered via James R MacDonald by West India Improvement Co. for Jamaica.

23	w/n 5052	Renumbered **16²** in 1914. Scrapped 1917.
24	w/n 5053	Replacement boiler 1912. Renumbered **17²** in 1914.
25	w/n 5056	Renumbered **18²** in 1914.
26	w/n 5057	Replacement boiler 1908. Renumbered **19** in 1914.

P. C. Dewhurst on the above four 4-6-0 locomotives

An extract from his 1919 article in *The Locomotive*:

"The next engines, Nos. **23-26**, were 4-6-0 outside-cylinder, two-cylinder " Cross " compound tender engines. They were built by Rogers in 1895 (makers' Nos. 5053-6) and started work in December, 1895, and early in 1896 No. **23** being erected at Port Antonio. Fig. 32 shows the L. P. side of engine **26** (now re-numbered **19**).

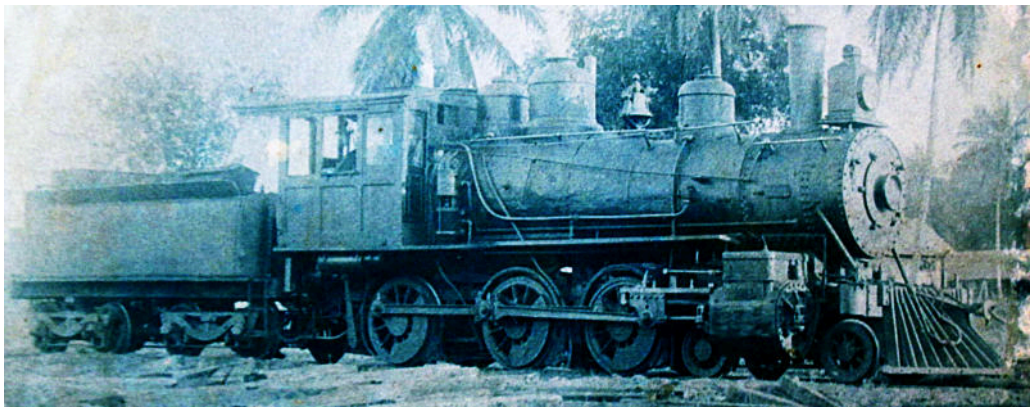
These engines are very similar to No. **19**, but with 2-in. larger diameter of boiler and 2-in. larger L. P. cylinders (on right side) with a 3-in. shorter wheelbase, making 6 ft. 6 in. between the main and back drivers being the most important differences, with the exception of the leading trucks. The same type of starting and intercepting valves are fitted, and the steam chests, valves and motion, crossheads, etc., are identical.

The chief difference is at the leading end of the engines, which is carried on four-wheeled radial trucks of the same pattern as described for engine **20**. The springs of the coupled wheels are equalized throughout, and the main driving wheels are flangeless, this difference from No. 19 being on account of the lead-ing truck. One 8-in. and one 9½-in. compressors were fitted, but two 9½-in. are now used for the air brakes.

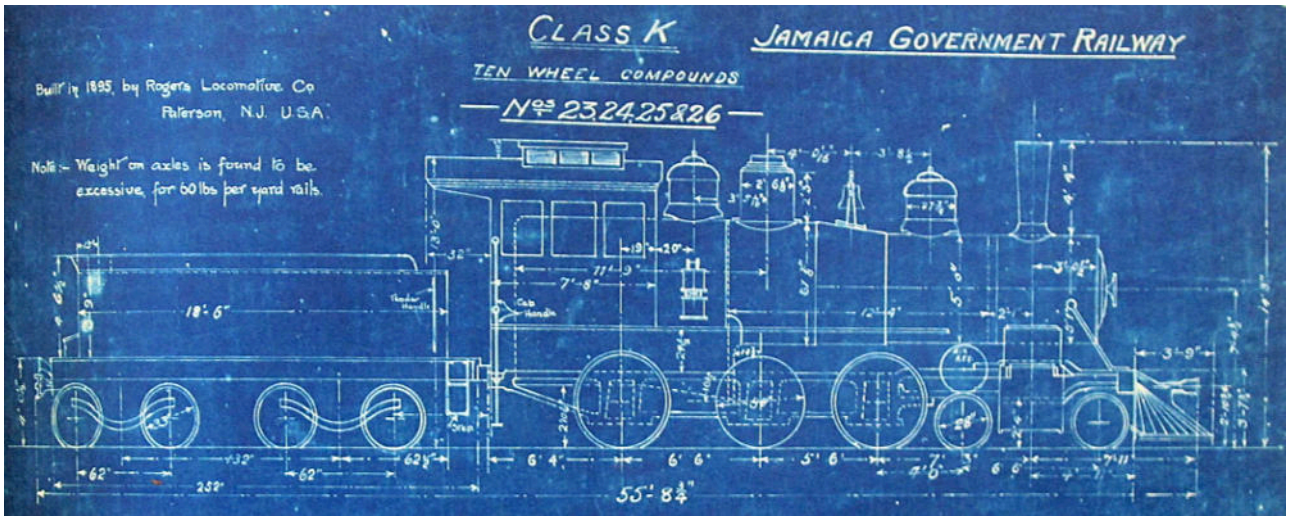
The tenders are the same as No. **19**. In 1902 No. **24** was converted to a simple engine with two H. P. cylinders the same size as the original H.P. cylinder, and ran so converted until 1909; when it was altered to compound again as originally built. It did not give such good results running as a simple engine, being heavy on coal consumption.

In 1907 No. **26** was fitted with a second hand boiler (taken from No. **19** in 1905), but it was removed in 1908 and a new boiler exactly similar to the original No. **26** was fitted. During the years 1907-11 the boilers of engines **23-25** and the original boiler of engine No. **26** were changed about a great deal, and finally in 1917 No. **24** (now numbered **17**, to be explained later) was fitted with a new boiler, also identical with the original ones.

These engines which are still running with the exception of No **23** (altered to **16**) scrapped in 1917, have been very successful, and are (along with No. **19**) remarkable for getting away quickly with their loads. "



???



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

Ordered by ?

27[1] w/n ? Renumbered **14** in ? Scrapped 1907.

Plus something else:

B ... PRR 27-->14 C-n2 . . / . +'07

P. C. Dewhurst on the above mystery locomotive

An extract from his 1919 article in *The Locomotive*:

"We now come to the contractor's engine already referred to as being landed at Port Antonio. It was an 0-6-0 outside cylinder tender engine and was imported second-hand ; neither the builder's name nor the date of its construction can be ascertained.

The engine was eventually purchased by the Railway Syndicate and started running in their service in November, 1899. It was numbered **27** and ran so until 1901, when it was renumbered **14** ; it is shown in Fig. 33.

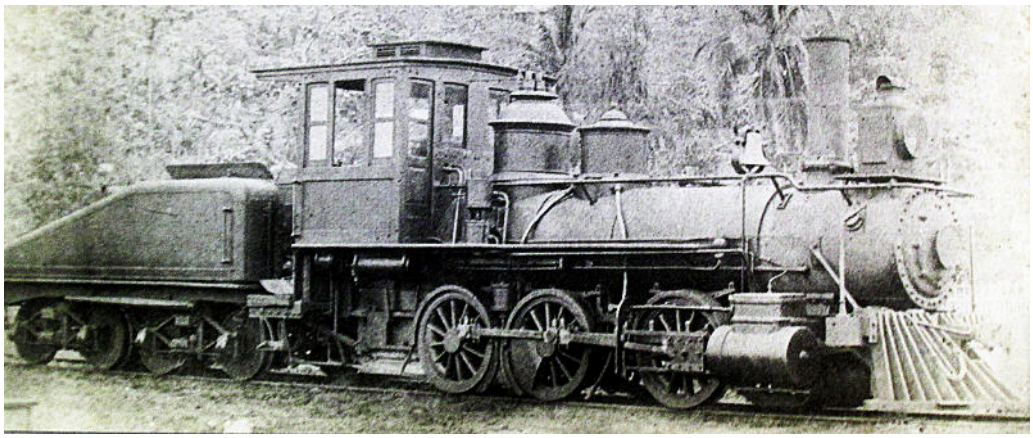
It was of the usual American type switching engine with bar frames, etc., the boiler was of straight-topped type having a very long barrel in four rings with the dome and safety valves on the back one and the firebox behind the trailing wheels. It was fed by two lifting-type injectors. The firebox was of steel with girder roof stays, the girders being placed across the top of the box. The steam chests, valves, motions, etc., were of the usual American type, the crossheads being of the two-bar type with the crosshead between. The spring gear was equalized throughout, and the main driving wheels were fiangeless.

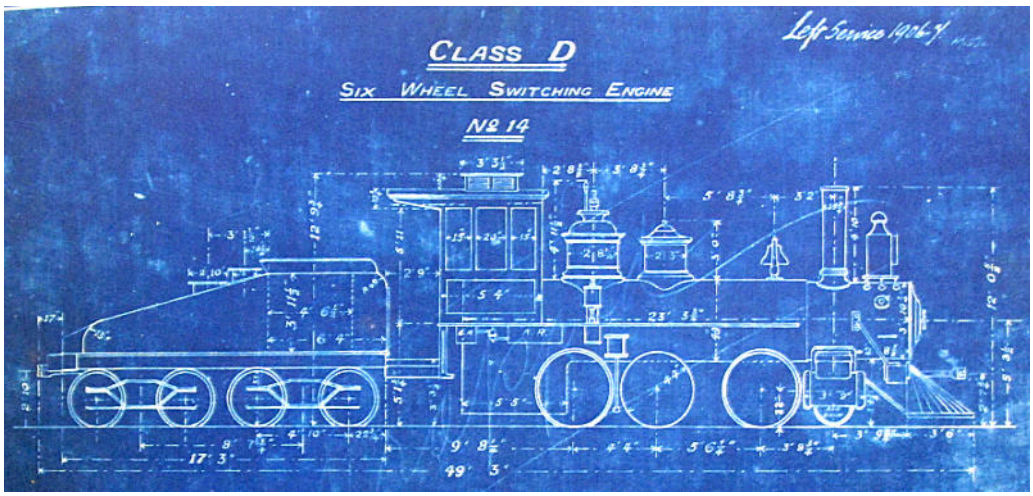
One 8-in. compressor, fitted on the right side, supplied the air brake system. The tender was of the double bogie pattern, with U-shaped tank with the top sloping towards the back as is usual with this class of engine. It was 17 ft. 3

in. long over end beams, the frame being of channel iron, the bogies were of archbar type, spaced 8 ft. 8 in. apart with 2 ft. 9 in. wheels at 4 ft. 10 in. centres with outside bearings.
This engine was used mostly for shunting and worked until February. 1906 ; it was scrapped in 1907.
This completes the description of the engines imported during the management of the Railway by the American Syndicate."

But note the following letter published in *The Locomotive* in response to Dewhurst's article:

EDITOR, LOCOMOTIVE MAGAZINE :
The Jamaica Government locomotive numbered **14**, shown on page 155 of the issue of September 15th, was of Pennsylvania railroad design. Your excellent description of the locomotives of this railroad contains the statement that neither the builder's name nor the date of its construction can be ascertained. Undoubtedly it was purchased from that railroad, and was probably built at its Altoona shops in the late 70's or early 80's.
G. F. STARBUCK.
Waltham, Mass., U.S.A.
Oct. 5th, 1919.





The Jamaica Government Railway

1900-1992

(from 1963 operated by the Jamaica Railway Corporation)

Background

5

Later class E, and class E1 after rebuilding and enlarging

4-8-0 d/w 46", cyls. 19x26", built by Kitson in 1901

Ordered by ?

27²	w/n 3986
28	w/n 3987
29	w/n 3988

P. C. Dewhurst on the above three 4-8-0 locomotives

An extract from his 1919 article in *The Locomotive*:

"The next three engines were ordered soon after the Jamaica Government assumed possession of the line, and are 4-8-0 outside cylinder, tender engines built by Kitson & Co. in 1901 (makers' Nos 3986-8). They are numbered **27** to **29** and are illustrated in Fig. 34 as built.

They are of English plate-framed pattern. The boilers were of raised firebox-top type, with fireboxes of copper provided with girder roof stays, the barrel being in two rings, with the dome placed to the front of the back ring. The boilers were originally fed by two Gresham & Craven combination injectors on the firebox fronts, but these arrangements were modified later, No **27** being fitted with lifting-type injectors placed one on each side of the firebox outside the cab, delivering to the front ring of the boiler as shown in Fig. 35, and No. **28** being similarly altered except that the left side injector itself was placed within the cab. No. **29** was altered on the left side only, being fitted up similarly to the left side of No. **28**. No. **28** in 1913 was fitted with Crosby " Pop " safety valves placed at the top of the Ramsbottom safety valve columns and ran so fitted until rebuilt in 1915.

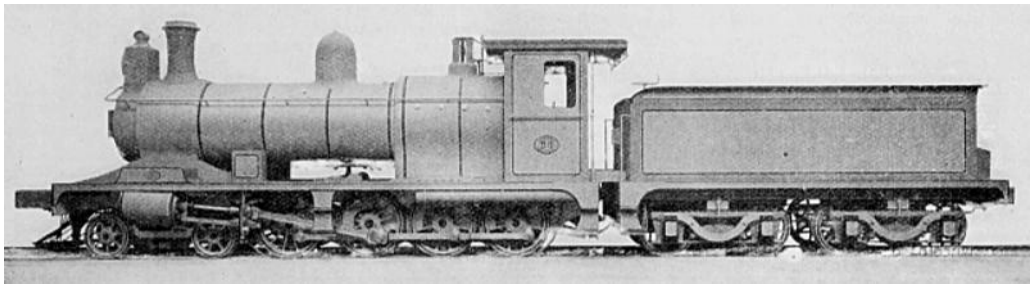
The steam chests of these engines are inside the frames, with balanced slide valves operated by link motion through swinging valve spindle guides, the reversing shaft being above. The crossheads are of the two-bar type with the crosshead between. The bogie is of the swing-link type with " three-point " suspension hangers. The springs of the coupled wheels are independent and the leading pair of coupled wheels are flangeless, the second pair being the main drivers. Engine No. **29** was tried for some time with flanges on the leading coupled wheels, and the main driving wheels flangeless, but the former method was found most satisfactory.

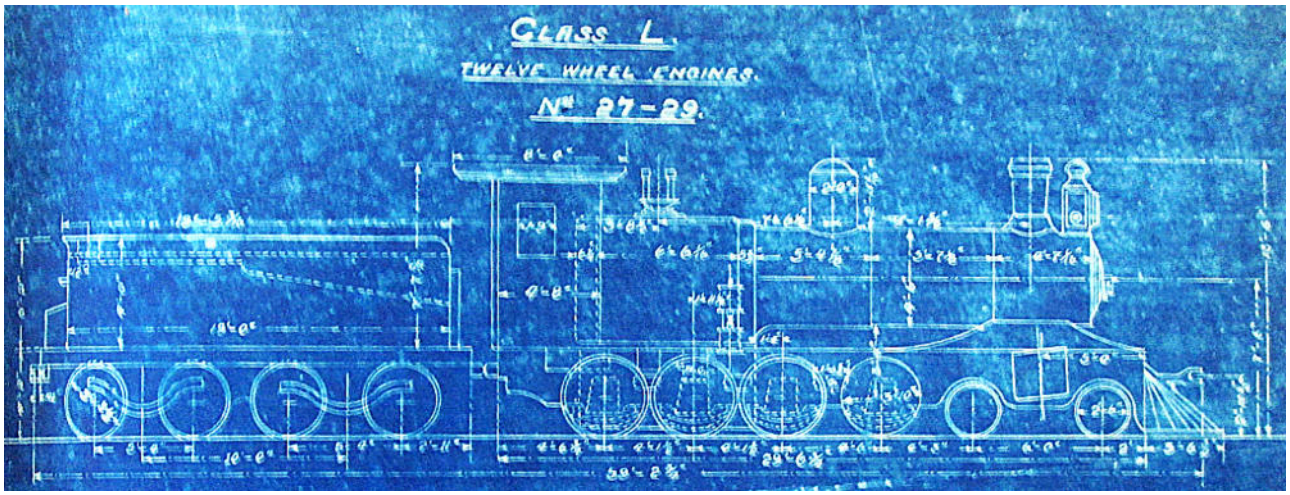
One 9½ in. air compressor is fitted to each engine. The tenders are of double-bogie pattern, 21 ft. 3½ in. over end beams, the tanks being of water bottom type ; bogie centres are 10ft. 0 in. apart with wheels 3 ft. 3½ in. diameter at 5 ft. 4 in. centres having outside bearings.

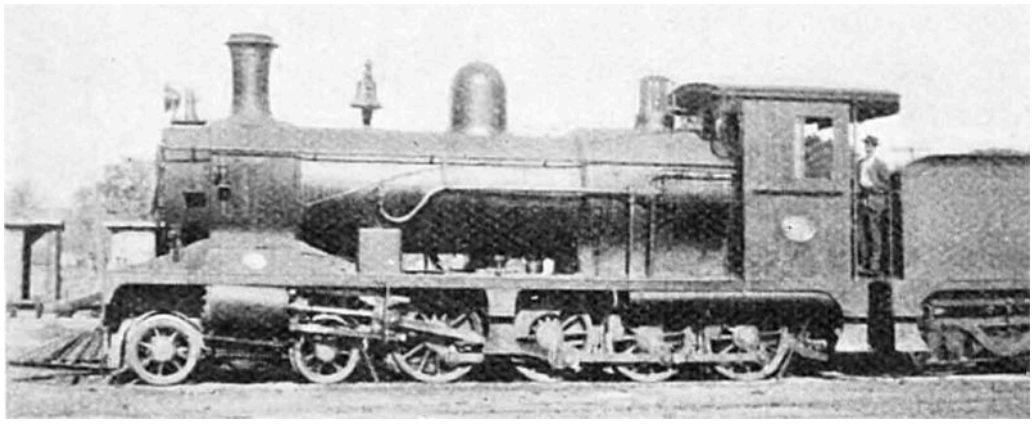
In 1914 No. **29** was rebuilt with a much larger boiler, the frames being lengthened 2 ft. 4½ in. at the trailing end, the wheelbase not being altered. This boiler is of the Belpaire flat-topped type with steel firebox and the usual direct roof stays ; the barrel is in two rings with the dome to the front of the back ring. These boilers have regulators of the circular double-seated balanced type with " pull-out " handles in place of the pilot-valve sliding type with the usual handles as on the original boilers. Two Crosby " Pop " safety valves are fitted over the firebox.

A new cab, etc., was provided, and the injectors, of lifting type, were both placed on the right side of the firebox outside the cab ; larger sandboxes were also fitted. Fig. 36 shows the left side as rebuilt.

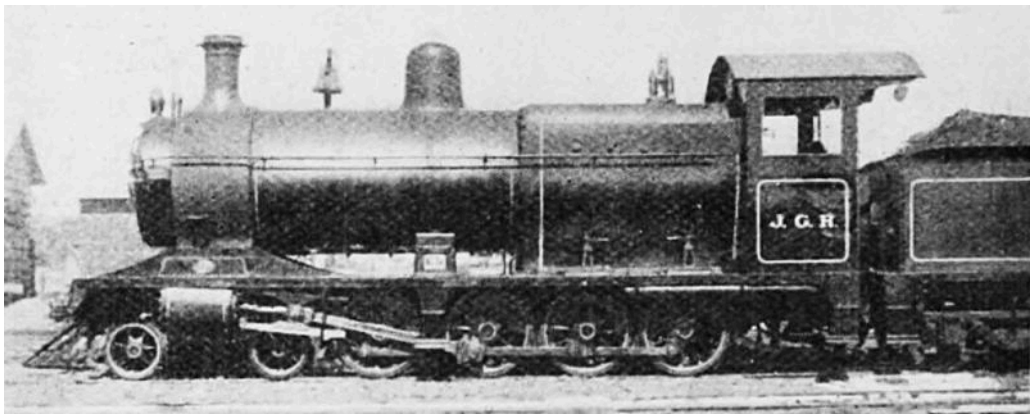
In 1915 No. **28** was similarly rebuilt, and Fig. 37 shows the right side. Fig. 38, which shows Nos, **27** and **29**, gives an idea of the comparison of the engines before and after rebuilding. No. **27** is also being rebuilt in the same manner, but will be fitted with equalizing beams between all the coupled wheels. These engines, especially after rebuilding with the larger boilers, are giving excellent service. Two of the original boilers of these engines are being put to supply steam for the Kingston Workshops Plant."



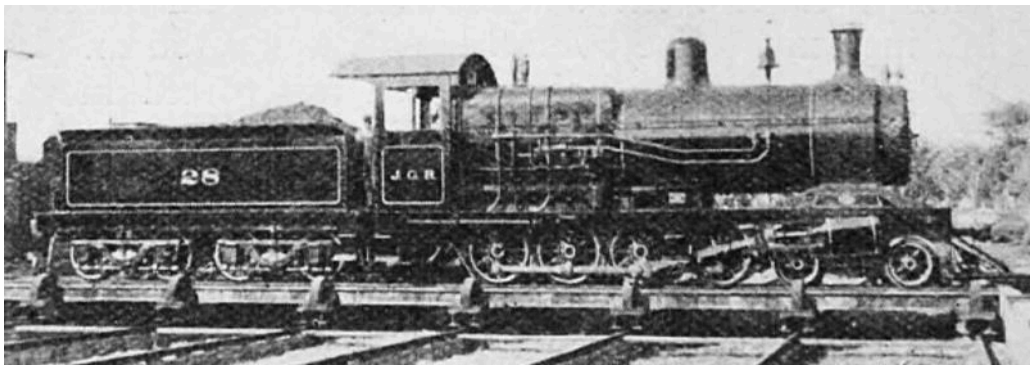




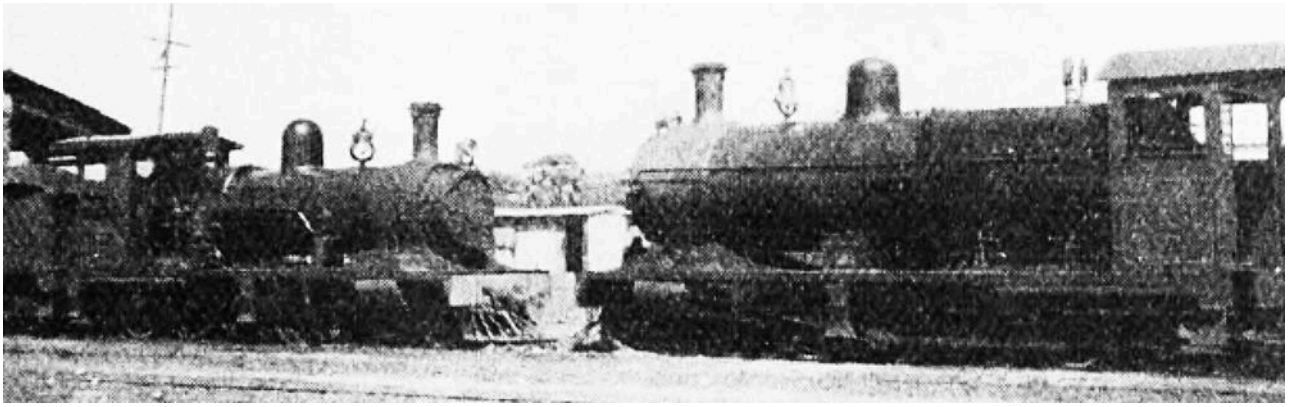
27



29 rebuilt



28

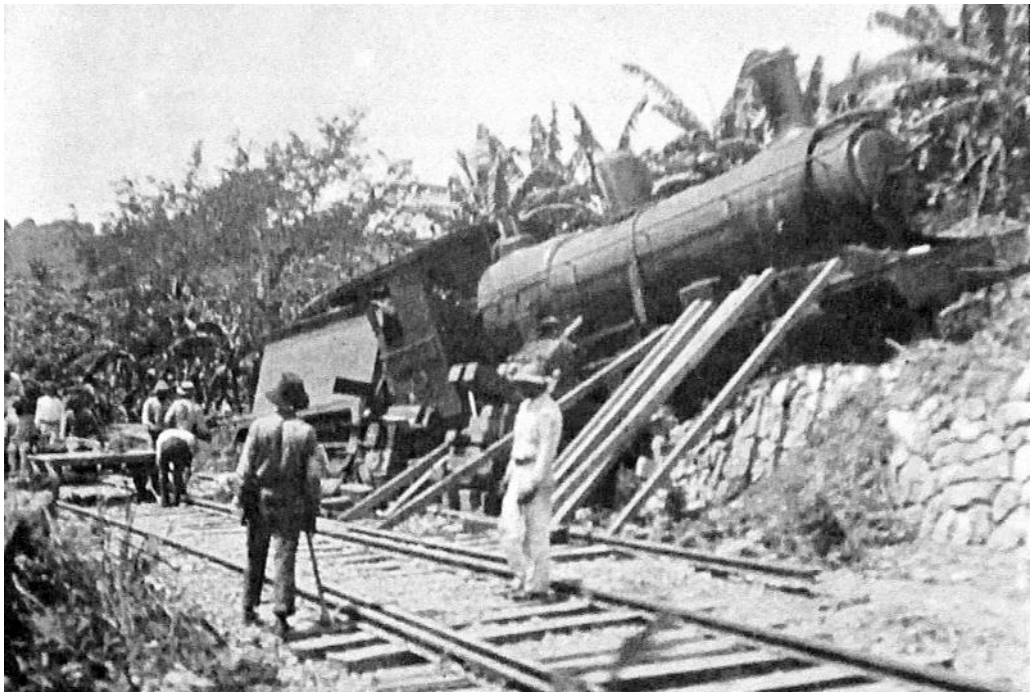


27 and 29





This derailment of class L no. **27** occurred between Highgate and Albany on the line to Port Antonio during August 1909.



Extract from a letter of P. C. Dewhurst to Messrs. Kitson, probably around 1920

"With regard to rebuilding, I may mention that the third 4-8-0 type engine of the three built by you in 1901 (your Nos. 3986-8) has just been rebuilt with a similar boiler to those supplied by you in 1913-14. In this last rebuild I have made some further alterations including equalising beams between all the coupled wheels,. entire re-arrangement ot the brake gear by substituting horizontal brake cylinders with pressure behind the piston, the brake cylinders being located under the front ring of the boiler barrel and the brake blocks being at the rear with centre-pull cross-bars. A new system of sand gear with four boxes (for forward running) has been provided, an extra air-pump fitted on the L H side, a cast-iron smoke-box front and door of American pattern, and a standard MCB automatic front coupler have been fitted.

Most of your engines on this railway have been rebuilt here during the last four years or so, including your Numbers:

26,31, 2633, 2905, 3124, 3126, 3127, 3986, 3987, 3988, and now the Kitsone-Meyers 4252-4.
I enclose a small photograph of engine 27 as just rebuilt also photos of engine 11 (your number 3126) and engine 8 (your No. 2905), as rebuilt in 1918,"

Later class F, or F1 after reconstruction

0-6-6-0T Kitson-Meyer d/w 42", cyls. 13x22"(4), built by Kitson in 1904

Ordered by ?

30	w/n 4252
31	w/n 4253
32	w/n 4254

P. C. Dewhurst on the above three Kitson-Meyer locomotives

An extract from his 1919 article in *The Locomotive*:

"In 1904 Kitson & Co. built three tank engines (makers' Nos. 4252-4) of the 0-6-6-0 " Kitson-Meyer " type, with four outside cylinders placed at the rear of each truck. They are numbered **30-32**, started work early in 1905 and are shown as built in Fig. 39.

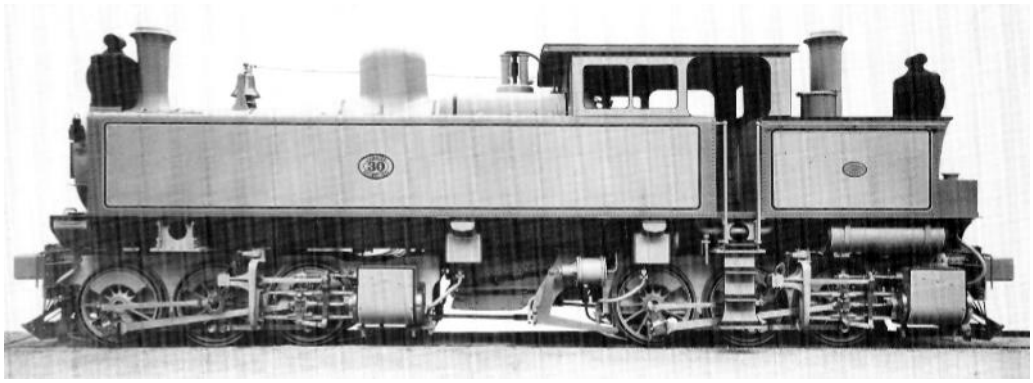
The main frames carrying the boiler and tanks, etc., are girder frames, while the independent trucks are of the usual plate frame construction. The boilers are of the Belpaire type with taper barrels, having fireboxes of copper with the usual direct roof stays ; the barrels are in three rings with the dome on the back one. They were originally fed by two American lifting type injectors fitted on the firebox front, delivering by means of internal delivery pipes, but these were removed in 1912 and 1913 and placed on top of the side tanks delivering to a double " top feed " check box placed between the bell and the smokebox. The usual Ramsbottom safety valves are mounted over the firebox. The cylinders, valve, gear, rods, etc., of each engine unit are identical. The steam chests are above the cylinders, the balanced slide valves being operated by Walschaert valve gear, the motion being reversed by a hand-wheel in the cab. Engine **32** was fitted with a steam reversing gear for a short time, soon after it was built, but it was found unnecessary and was removed.

The crossheads are of the two-bar type with the crossheads between. The trucks are not pivoted centrally, the centres being 10 in. in front of the middle pair of coupled wheels in each truck. The springs of the coupled wheels in each unit are equalized and all the wheels have flanges, the leading pair of each truck being the main drivers. One 11-in. air compressor is fitted, and steam sanding gear was provided, but air-operated sanders were afterwards fitted.

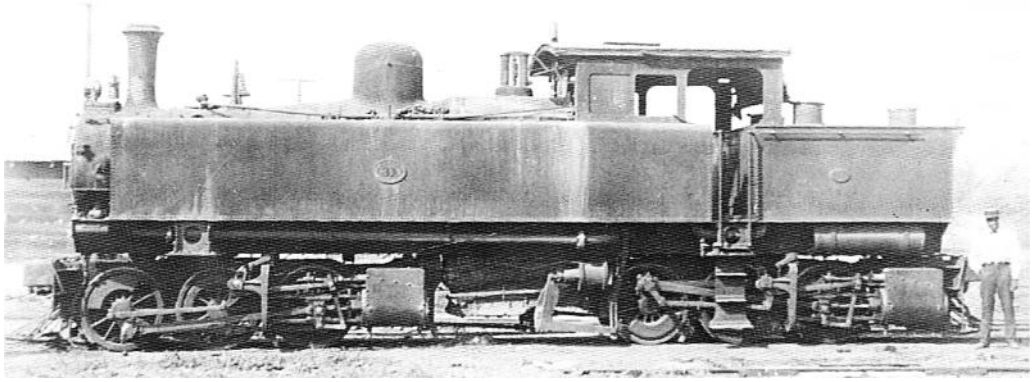
As originally designed these engines had a separate chimney through the rear tank for the back engines, but this was altered at an early date, the exhaust being brought forward to the smokebox ; this caused trouble through the excessive draught throwing sparks and to obviate this, engine **32** was for a time fitted with a " Diamond " chimney, but it was apparently not successful and was removed.

The rear tanks and bunkers were extended to the limit of the frames of Nos. **30** and **32** after the engines had been in use for a year or two, and No. **31** was similarly modified in 1912. Fig. 40 shows engine No. **31** after these various alterations.

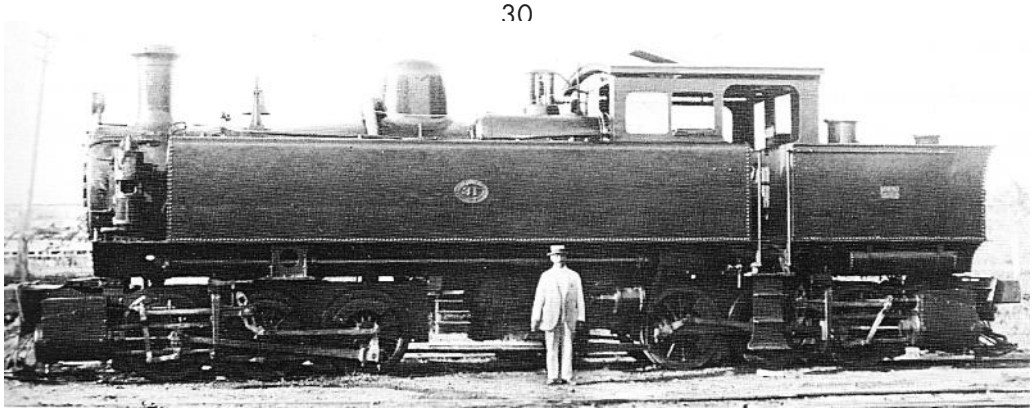
These engines have not proved very satisfactory, being heavy on coal and repairs compared with other engines doing the same work, the character of the line, difficult as it is, hardly justifying the use of a type so expensive in fuel and upkeep."



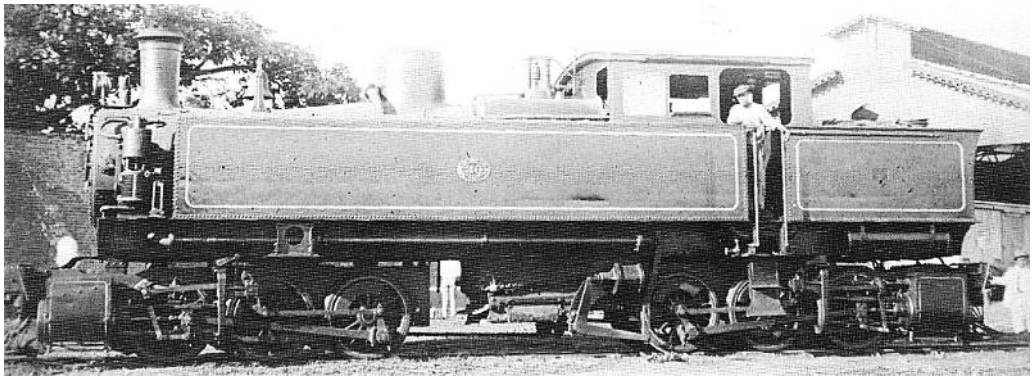
30



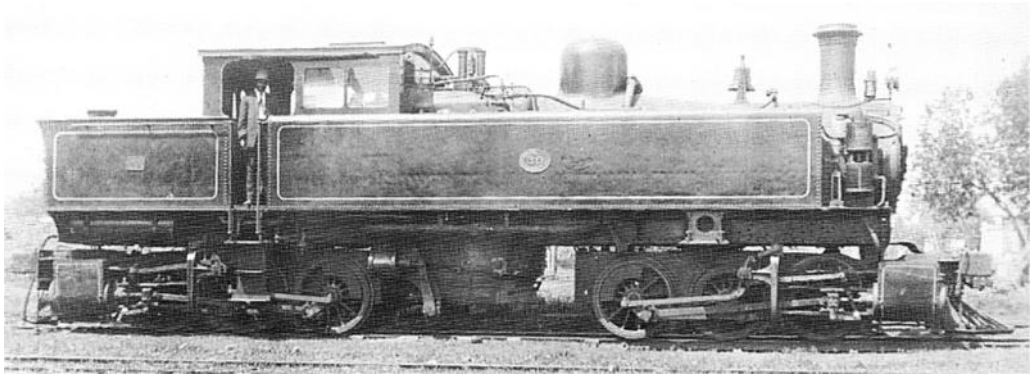
30



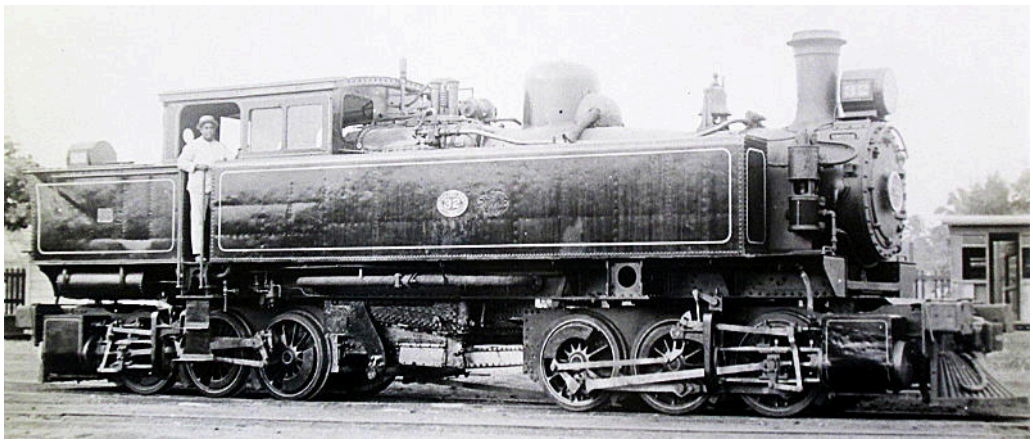
31



30



30



32

Later became class G, and after rebuilding and enlarging class G1

4-8-0 d/w 46", cyls. 19x26", built by Baldwin in 1907

Ordered by ? BLW class 12-32E nos. 1-2. Spec. is in vol. 31 p 146. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

33	w/n 32475	Renumbered **25** in 1914.
34	w/n 32476	Renumbered **26** in 1914.

P. C. Dewhurst on the above two locomotives

An extract from his 1919 article in *The Locomotive*:

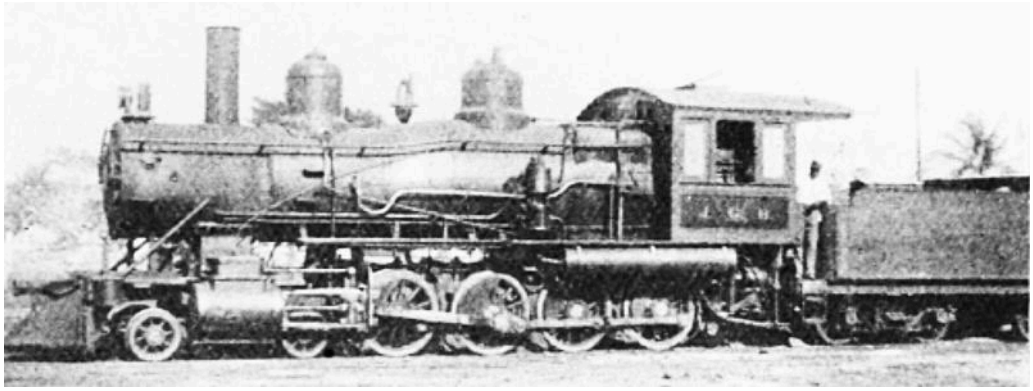
"The next set of engines to be put in service, were practically an American edition of the **27-29** class. They are two 4-8-0 outside cylinder tender engines, built by Baldwin Loco. Works, U.S.A., in 1907 (makers' Nos. 32475-6), and were put into service early in 1908, being numbered **33** and **34**. They are of American pattern with bar frame, etc. Fig. 41 illustrates No. **34**.

The boilers are of extended wagon-top type with a modified type of Belpaire firebox ; the firebox is of steel and is provided with direct roof stays ; the barrel is composed of two rings, the dome being to the rear of the back one, with safety valves thereon, and two lifting-type injectors are provided. The steam chests are above the cylinders with balanced slide valves operated by the usual American pattern of link motion. The crossheads are of the two-bar type with the crosshead between. The bogie is of the swing link type with " two-point " suspension hangers ; all the springs of the coupled wheels are equalized and the second pair of coupled wheels, which are the main drivers, are flangeless. Two 9 1/2 in. air compressors are provided.

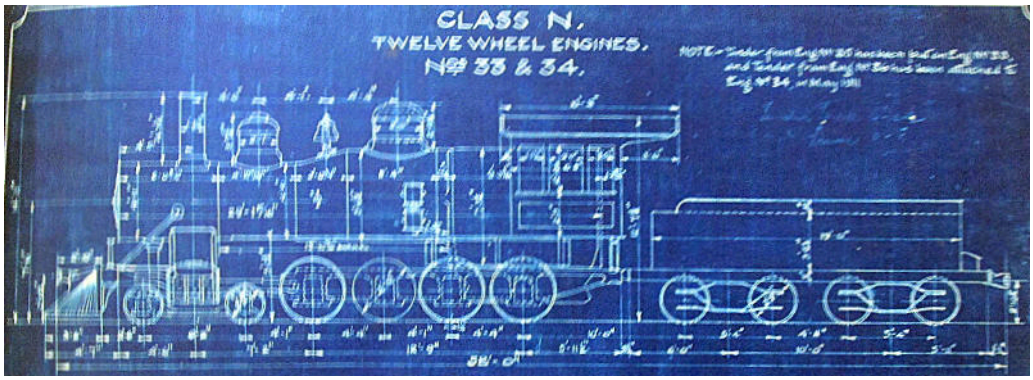
The tenders are of double bogie type, having the usual American channel iron frames and arch bar trucks, with outside bearings, the tanks being U-shaped ; they are 21 ft. 11 in. over end beams, the trucks being 10 ft. between centres and having 2 ft. 9 in. wheels spaced 5 ft. 4 in. apart."



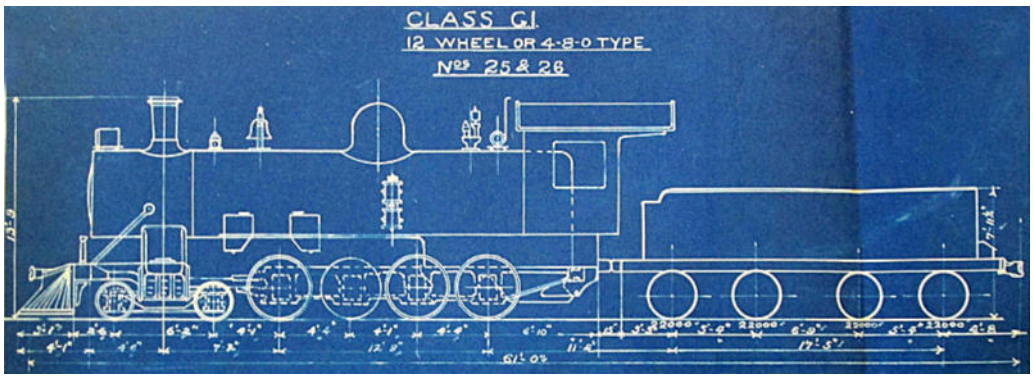
High res image available from the RR Museum of Pennsylvania: BLW neg no. 02607.



34



Why are these shown as class N, when the early 1920s classifications lists show them as class G or G1 after rebuilding?



Probably the above locos after re-boilering.

Later became class H (the first two) and class H1 (the remainder)

2-8-2 d/w ?", cyls. 19x?", built by Baldwin in 1911 and 1914

Ordered by ? BLW class 12-32¼E nos. 3-4, 9-11, and 13. Spec. for first pair is in vol. 36 p271; for second batch is in vol. 54 p 275-6. Spec. for last one is in vol. 54 p 279. Painting: for middle batch, olive green and aluminium, for last one, black with red lining. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix

to this file

35	w/n 36135	
36	w/n 36134	Renumbered **34** in 1914.
37	w/n 41059	
38	w/n 41060	
39	w/n 41061	
40	w/n 41298	Renumbered **36** in 1914, as specified by annotation on spec. page.

P. C. Dewhurst on the above batches of 2-8-2 locomotives

An extract from his 1919 article in *The Locomotive*:

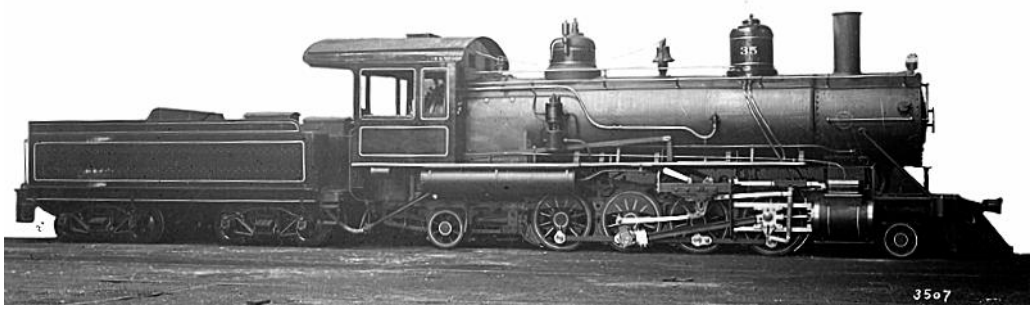
"In 1911 a new type was introduced, two 2-8-2 outside cylinder tender engines being supplied by Baldwins (makers' Nos. 36163-4). They were given numbers **35** and **36**. Fig. 42 shows No. **35**.

They have the " bar " frames and other standard American features. The boilers are straight-topped with steel fireboxes and diiect radial roof stays, the barrels are composed of two rings, the dome being to the rear of the back one with the safety valves thereon ; two lifting-type injectors are provided. The steam chests are above the cylinders, the balanced slide valves being operated by Walschaerts valve gear ; the crossheads are of the two-bar type with the crossheads between. The leading pony truck is fitted with " two-point " suspension swing links, the trailing truck being of the " Rushton " radial pattern. The springs of the leading truck and leading coupled axle are equalized with one another, all the other coupled wheels and the trailing truck being equalized together; the third pair of coupled wheels, which are the main drivers, are flangeless. Two 9 1/2 in. air compressors are provided for the air brake system.

The tenders were similar to Nos. **33** and **34**, but 2ft. 1 in. longer, the length over end beams being 24ft. 0in. and the bogie centres spaced at 12 ft. 1 in., and a short time after the engines were put in service the tenders of these two sets of engines were exchanged."

"The next set of engines were slightly larger editions of Nos. **35** and **36**. They were built in 1914 by Baldwins (makers' Nos. 41059-61 and 41298) and numbered **37-40**. Fig. 44 shows No. 40 (now 36). The cylinders, wheels and wheelbase are the same as for Nos. **35** and **36**.

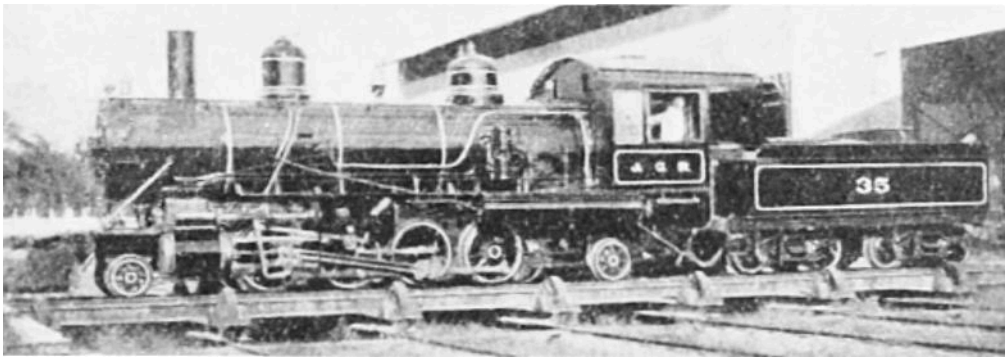
These engines are fitted with superheaters and with piston valves arranged for inside admission ; their boilers are 4 in. larger in diameter, and pitched 2 in. higher from the rails, otherwise they are similar to Nos. **35** and **36** and have the same type short tenders that were originally supplied with Nos. **33** and **34**."



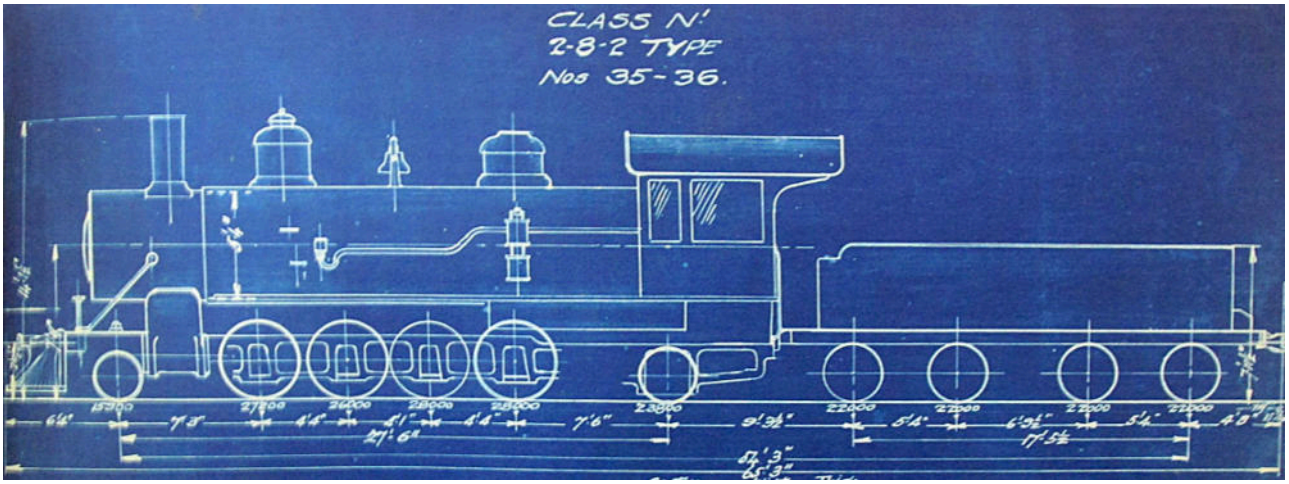
High res image available from the RR Museum of Pennsylvania: BLW neg no. 03507.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 04846.



35



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

One must presume that the inclusion of tender/tank style 152 was intended solely to refer to the lining out rather than to the Chilean EFE's lettering also shown.

STYLE	CAB	CYLINDER	TANK ON BOILER	SAND BOX	DRIV.	TENDED TANK.	
371	3	12	—	11	36	152	12·32½ E 13 JAMAICA GOVT.



Later became class B1

0-6-0T d/w ?, cyls. ?, built by Kitson in 1913

Ordered by ?

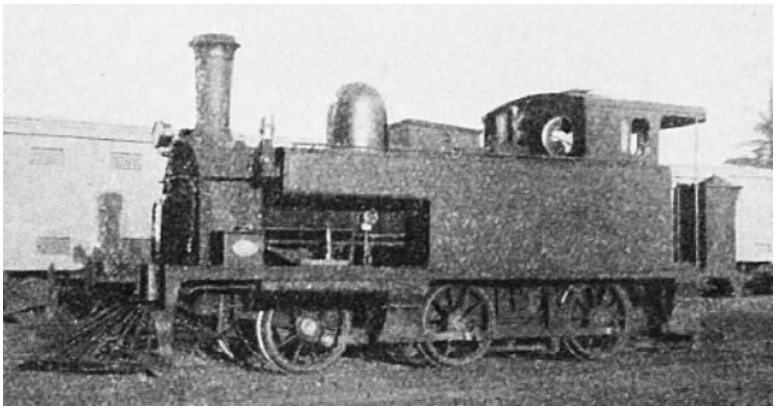
3³ w/n 4937

P. C. Dewhurst on the above 0-6-0T locomotive

An extract from his 1919 article in *The Locomotive*:

"We now come to an engine which is a reversion to about thirty years ago, it having been built for the most part to the drawings of Nos. **5-7** dated 1884.

This engine is numbered **3**, taking the blank space left in the early numbers by the scrapping of old No. **3** about 1903. It was ordered for working on the Rio Minho Valley Branch and was built by Kitson & Co., in 1913 (makers' No. 4937). It is shown in Fig. 43. It is practically identical with old Nos. **5-7**, except for the inside firebox being of steel instead of copper, and the side tanks being higher, and having additional " wing" tanks running forward to the smoke box. The air brake reservoirs are also carried in a different position under the running plate, but except for these items the description given for Nos. **5-7** serves for this engine."



The renumbering in 1914

Inevitably it is Paul Dewhurst whom we turn to "to explain the renumbering that took place in 1914 and 1915, and which was carried out in order to group the engines more satisfactorily.

In this 1914 regrouping

Engines	Became	Nos. altered.
2-8	Class 1, Nos. **2-8**	Nil.
15	Class 10, No. **15**	Nil.
23-26	Class 10, Nos. **16-19**	**23-26** to **16-19**
33, 34, 27-29	Class 20, Nos. **25-29**	**33, 34**, to **25, 26**
35-40	Class 30, Nos. **35-40**	Nil.
9-12, 20	Class X, Nos. **9-12, 20**	Nil.
19	Class Y, Nos. **19**	**19** to **19Y**.
30-32	Class Z, Nos. **30-32**	Nil.

Later in 1915.

Class 30, No. **36**, became Class 30, No. **34**	**36** to **34**
Class 30, No. **40**, became Class 30, No. **36**	**40** to **36**

(It will be noted that all engines have been described under their original numbers).

The result of this was that four main groups were evolved. Classes 1, 10, 20, 30, whilst subsidiary groups X, Y, Z were formed of types of engines which would not be renewed."

Pre-existing locos that have been listed in detail above:

Class	Earlier no.	Pre-1914 no.	Post-1914 no.	Wheels	Builder	Year	Builders' no.	Year of scrapping
1	**7**[1]	**2**[2]	**2**	0-6-0T	Kitson	1879	2297	1915
1		**3**[3]	**3**	0-6-0T	Kitson	1913	4937	1913
1		**4**[2]	**4**[1]	0-6-0T	Kitson	1884	2631	
1		**5**[2]	**5**[1]	0-6-0T	Kitson	1884	2632	
1		**6**[2]	**6**[1]	0-6-0T	Kitson	1884	2633	
1		**7**[2]	**7**[1]	0-6-0T	Kitson	1884	2634	1915
1		**8**[3]	**8**[1]	0-6-0T	Kitson	1885	2705	
X		**9**[3]	**9**	4-4-0	Kitson	1889	3124	
X		**10**[2]	**10**[1]	4-4-0	Kitson	1889	3125	
X		**11**	**11**[1]	4-4-0	Kitson	1889	3126	
X		**12**	**12**[1]	4-4-0	Kitson	1889	3127	
10		**15**	**15**	4-6-0	Rogers	1890	4400	1914
10		**16**	**16**[1]?	4-6-0	Rogers	1890	4401	1914
.		**23**	**16**[1]?	4-6-0	Rogers	1895	5052	1917
.		**24**	**17**[1]	4-6-0	Rogers	1895	5053	
.		**25**	**18**[1]	4-6-0	Rogers	1895	5056	
.		**26**	**19**?	4-6-0	Rogers	1895	5057	
Y		**19**	**19**?	4-6-0	Rogers	1894	4875	1919
X		**20**	**20**	4-4-0	Rogers	1893	4909	1915
			21	?				
			(22	See new locos listed below)				
			(23	See new locos listed below)				
			(24	See new locos listed below)				
		33	**25**	4-8-0	Baldwin	1907	32475	
		34	**26**	4-8-0	Baldwin	1907	32476	
20		**27**	**27**	4-8-0	Kitson	1901	3986	
20		**28**	**28**	4-8-0	Kitson	1901	3987	
20		**29**	**29**	4-8-0	Kitson	1901	3988	
Z		**30**	**30**[1]	0-6-6-0T	Kitson	1904	4252	1919
Z		**31**	**31**	0-6-6-0T	Kitson	1904	4253	1919
Z		**32**	**32**	0-6-6-0T	Kitson	1904	4254	
30		**36**	**34**	2-8-2	Baldwin	1911	36164	
30		**35**	**35**	2-8-2	Baldwin	1911	36163	
30		**40**[1]	**36**	2-8-2	Baldwin	1911	41298	
30		**37**	**37**	2-8-2	Baldwin	1911	41059	
30		**38**	**38**	2-8-2	Baldwin	1911	41060	
30		**39**	**39**	2-8-2	Baldwin	1911	41061	

Class K

4-8-2 d/w 46", cyls. 19x26", built by Baldwin in 1915-16

Ordered by ? BLW class 14-32¼E nos. 1 and 2. Spec. is in vol. 54 p 283-4. Mark on cabsides: 'J. G. R.' Painting: black with white lining. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix to this

file

40 'DUCHESS OF YORK'	w/n 43559	"waiting to be scrapped in 1948" [19].
41	w/n 43560	"waiting to be scrapped in 1948" [19].

P. C. Dewhurst on the above 4-8-2 locomotives

An extract from his 1919 article in *The Locomotive*:

"…a new class of engine now to be described.

These engines are 4-8-2 outside cylinder tender engines described in America as " Mountain " type.

They were built by Baldwins in 1916 (makers' Nos. 43559-60) and are numbered **40** and **41**. Fig. 45 illustrates No. **40** and Fig. 46 shows No. **40** with indicating gear attached.

The dimensions generally are similar to the previous engines Nos. **37-40** of 1914, but, of course, the wheelbase is different ; the boiler is slightly larger and the firebox is wider, but shorter than **37-40** and the front water leg is inclined ; the rest of the boiler and the superheating arrangements are similar to the previous engines. Both injectors are placed on the right (driver's) side.

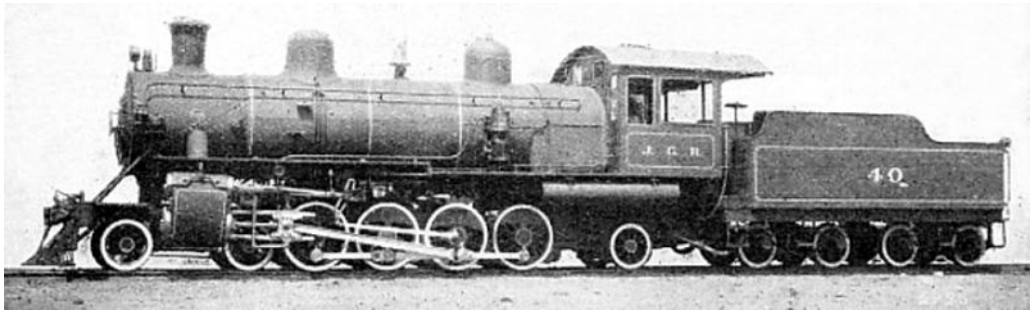
The valve gear, which is Walschaerts, is much lighter and neater and, in the case of No. 40, solid ends are employed for the connecting rods.

The cabs are modified, and an entirely new style of chimney, with a " Capuchon," is fitted. The bogie is of the swing-link type with " three-point " suspension hangers, the trailing radial truck is of the same type as on the previous engines.

There is no equalization between the bogie and the coupled wheels, but the springs of all the coupled wheels and the trailing truck are equalized together; the first and third pairs of coupled wheels are flangeless, the third pair being the main drivers. These engines are equipped with the E T pattern Westinghouse air brake.

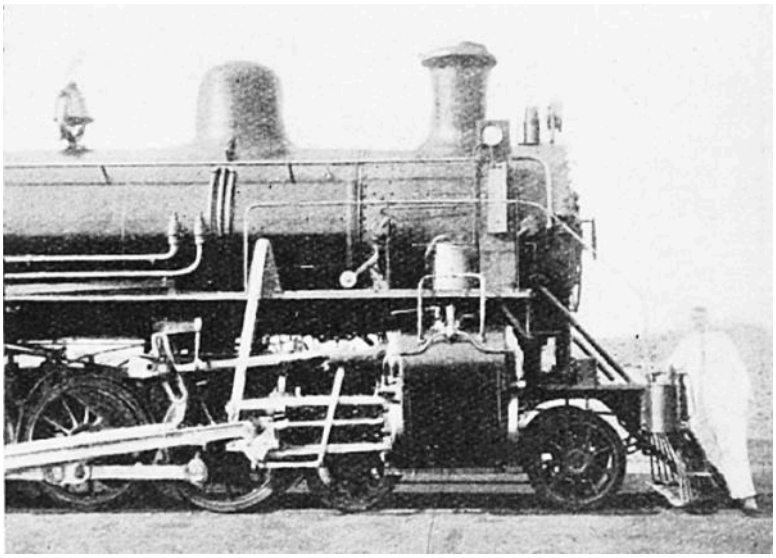
The tender frames and trucks are of similar type to the previous engines, but the tanks are entirely different, having water bottoms in place of the U-shaped tanks with which all previous American built engines on the railway have been provided

The frames are 20 ft. 11 in. long over end beams and the truck centres are spaced 10 ft. 6 in. apart. The wheels are as before, 2 ft. 9 in. diameter, but spaced 5 ft. 4 in. apart."



Whilst this clearly shows Baldwin 4-8-2 no. 40, there seems to be no sign of a **'DUCHESS OF YORK'** name-plate.





Class 20

4-8-0 d/w 46", cyls. 19x26", built by Canadian Loco Co. in 1920

Ordered by Jamaica Government Railways. May have been CLW nos. 1620-1622.

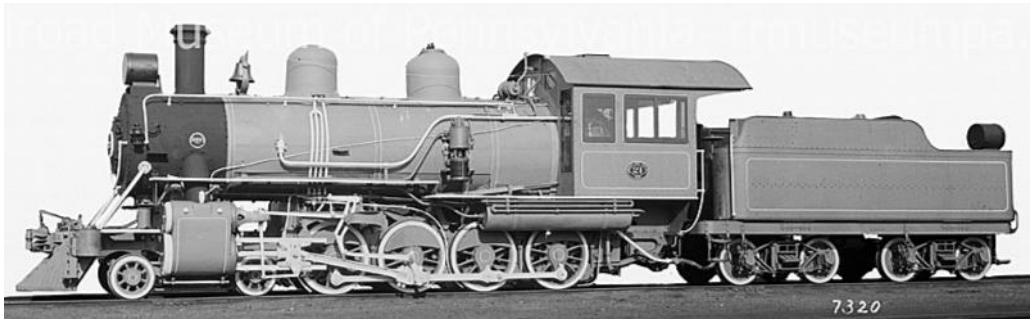
22[1]	w/n 1621	Renumbered **16[2]** in 1930.
23[1]	w/n 1622	Renumbered **17[2]** in 1930.
24[1]	w/n 1623	Renumbered **18[2]** in 1930.

Class L (the first three) and class L1 (the remainder), later all becoming class 20

4-8-0 d/w 46", cyls. 19x26", built by Baldwin in 1919 and 1920

Ordered by ? BLW class 12-32E nos. 3-5 and 6-8. Specs. are in vol. 63 pp 338 and 343 . Painting: black with striping in white. Number plates to have central background painted black and background between inner and outer rims painted red. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

19[2]	w/n 52589	JGR no. **23**? Spec. page definitely says **19-21**.
20[2]	w/n 52590	
21[2]	w/n 52591	
42[1] later **22[2]**	w/n 52916	
43[1] later **23[2]**	w/n 52917	
44[1] later **24[2]**	w/n 52989	



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07320.

Class M

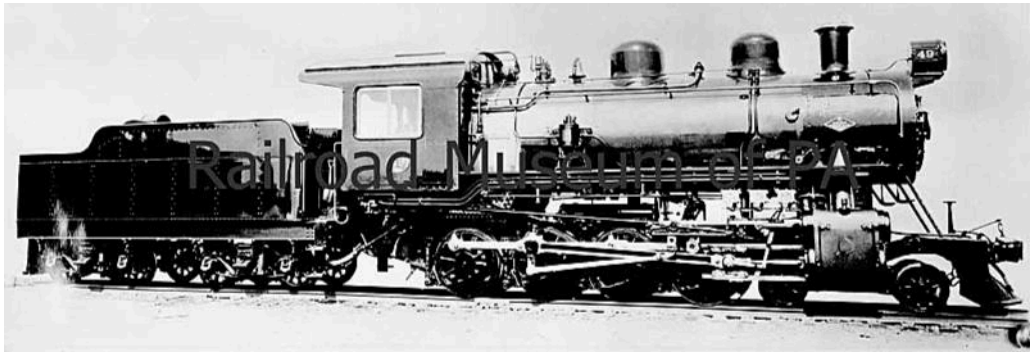
The loco classification lists of the early 1920s show locos **16-18** as class M. What were those three engines?

Class M1

4-8-0 d/w 46", cyls. 19x26", built by Canadian Loco Co. in 1920

Ordered by Jamaica Government Railways.

45[1] later **42**[2] w/n 1623
46[1] later **43**[2] w/n 1624
47[1] later **44**[2] w/n 1625
48[1] later **45**[2] w/n 1626
49[1] later **46**[2] w/n 1627
50[1] later **47**[2] w/n 1628
51[1] later **48**[2] w/n 1629


Railroad Museum of PA

High res image available from the RR Museum of Pennsylvania: Gen neg no. 34105.

Classes N and P?

The loco classification lists of the early 1920s show class N as being new 4-6-2Ts, and class P as 0-6-2Ts. What were these?

Class N

4-6-2T d/w 58"", cyls. 18x23", built by ? in 1921?

Ordered by Jamaica Government Railways.

? w/n ?

Class P

0-6-2T d/w 46", cyls. 16½x22", built by ? in 1921?

Ordered by Jamaica Government Railways.

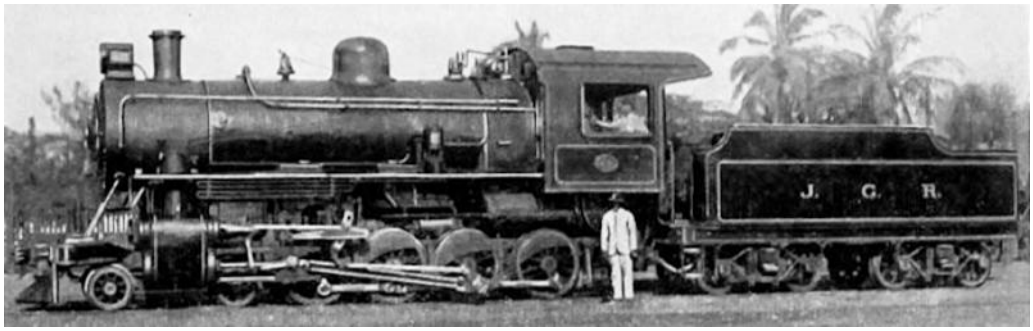
? w/n ?

Class M2

4-8-0 d/w 46", cyls. 19x26", built by Canadian Loco Co. in 1929

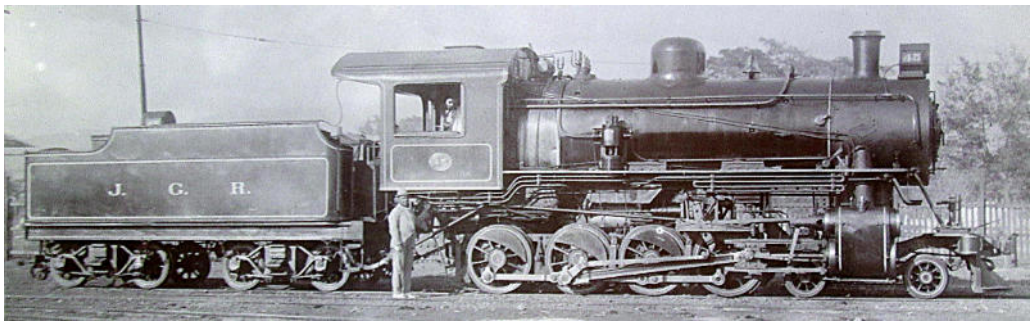
Ordered by ?

51[2] later **49**[2] w/n 1862
52[2] later **50**[2] w/n 1863



Another late type 4-8-0 as seen in an illustration from *The Locomotive* magazine?

Note one difference from the previous image, in that this engine does not have a sand dome but rather running plate mounted sandboxes much as P. C. Dewhurst used for his later Colombian 4-8-0s.



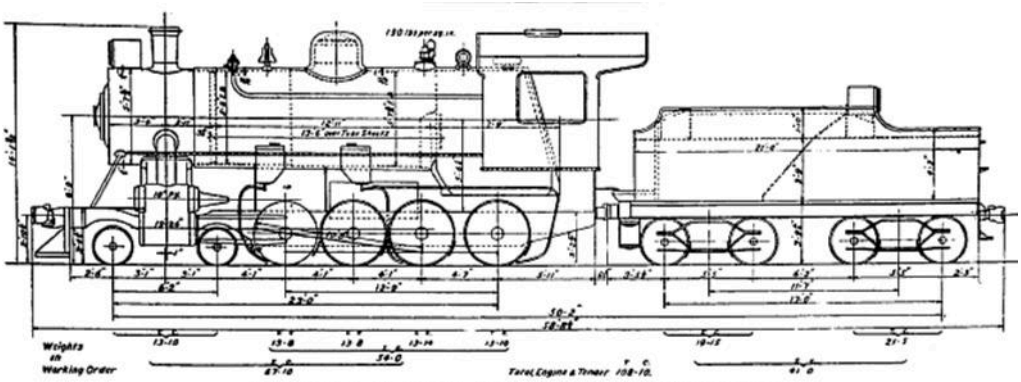


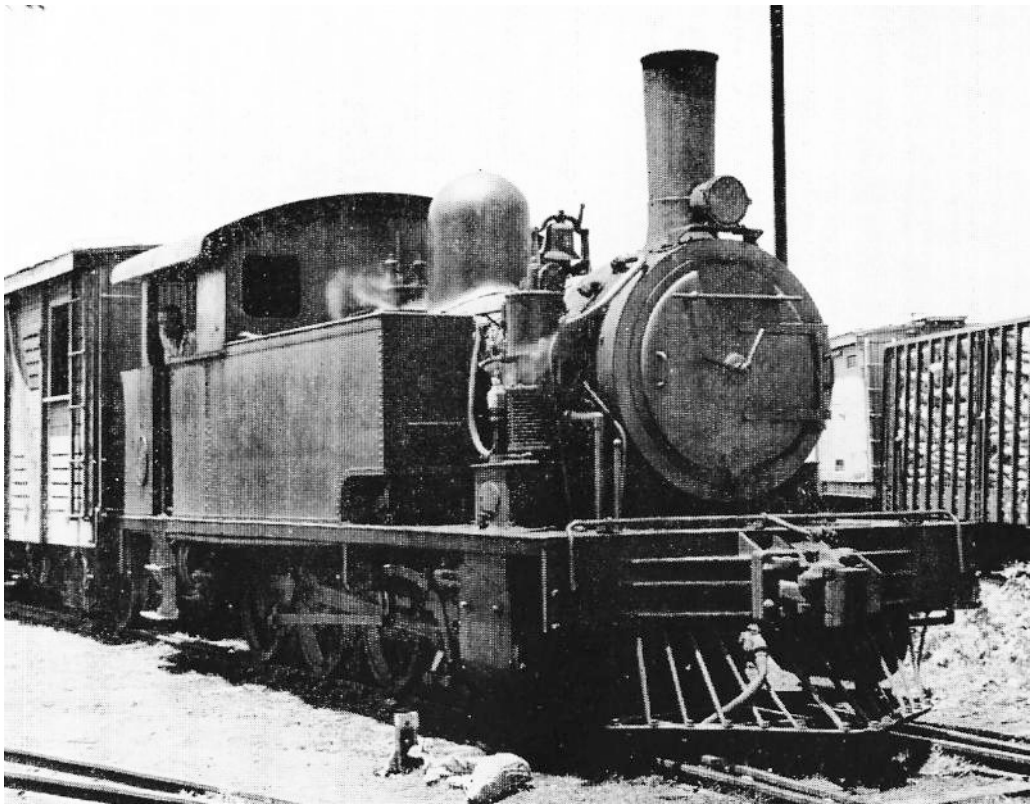
DIAGRAM OF 4-8-0 MIXED TRAFFIC LOCO. JAMAICA GOVT. RY.

Class A

0-8-0T d/w 40", cyls. 15¼x20", built by Kitson in 1930 and 1938

Ordered by Jamaica Government Railway.

4²	w/n 5433
5²	w/n 5434
7²	w/n 5487



One of the Kitson or Nasmyth Wilson 0-8-0Ts, as photographed by Charles Small during the 1950s.



This plinthed 0-8-0T has not yet been identified, but is probably from either the Kitson batches listed above, or that from Nasmyth Wilson shown below. It was not mentioned by Thomas Kautzor after his visit in 2014, so one must hope that it had not been scrapped by then.

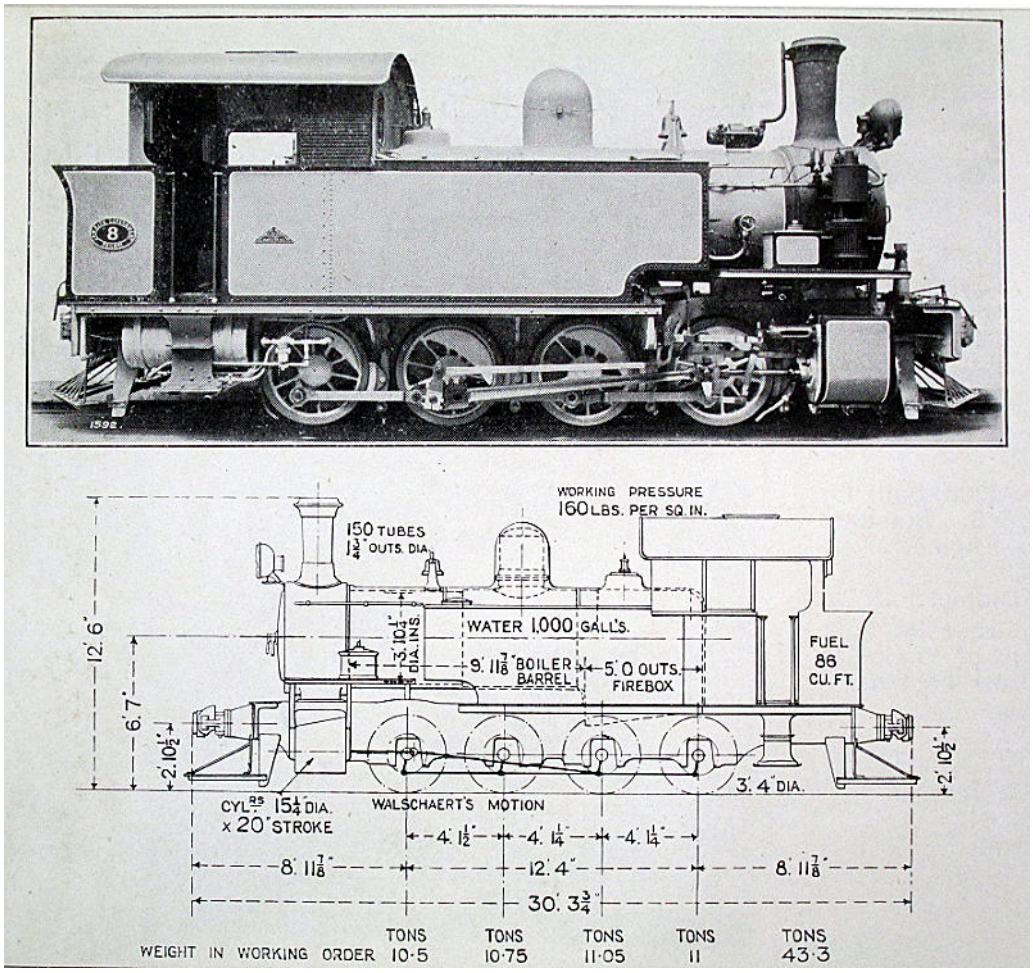
Class A1

0-8-0T d/w 40", cyls.15¼x20"?, built by Nasmyth Wilson in 1931

Ordered by Jamaica Government Railway.

6² w/n 1592

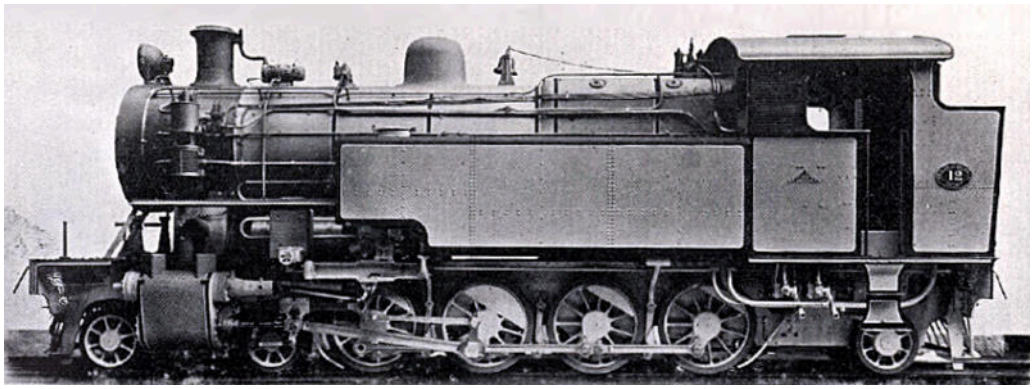
8² w/n 1593



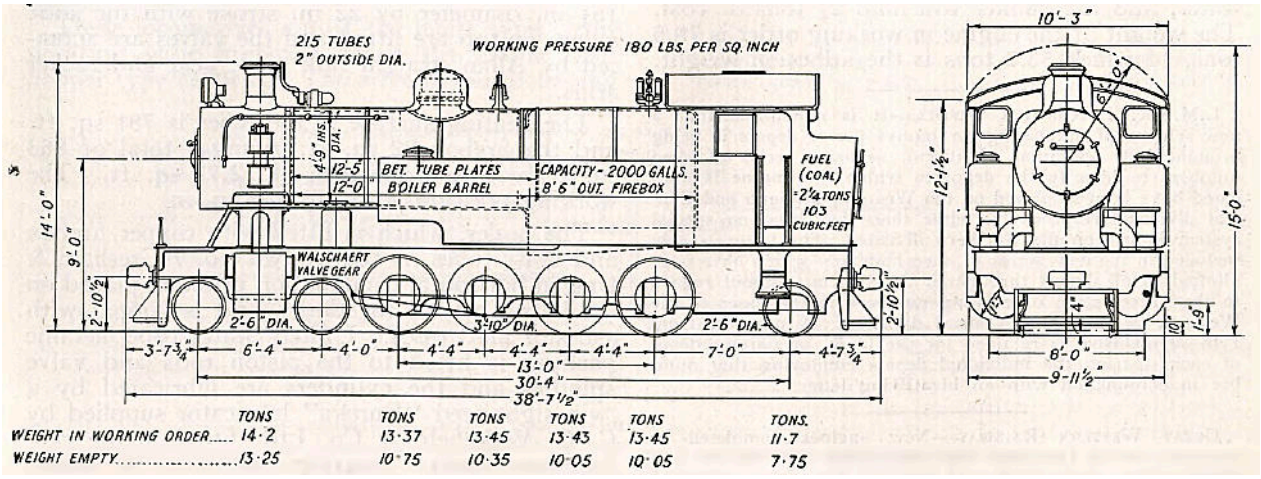
4-8-2T d/w 46", cyls. 17½x24", built by Nasmyth Wilson in 1934

Ordered by ?

12² w/n 1606 Worked on the Ewarton branch, acc. to Charles Small [19], but "waiting to be scrapped in 1948".



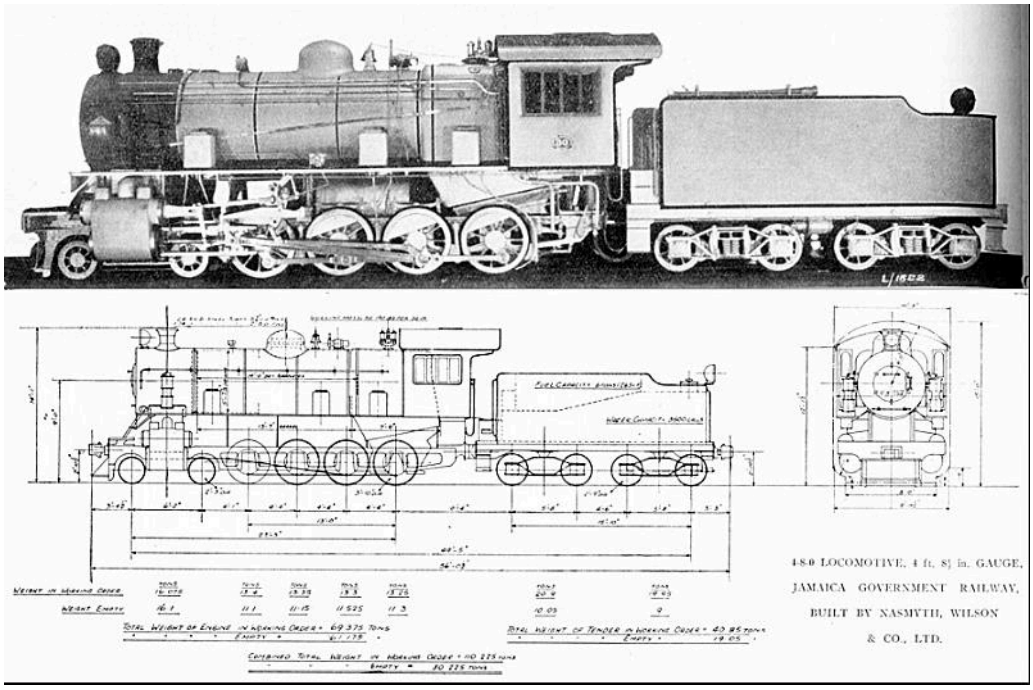
The 4-8-2T built by Nasmyth Wilson in 1934 is seen here in a photo and diagram from *The Locomotive* magazine of 15th February 1935.

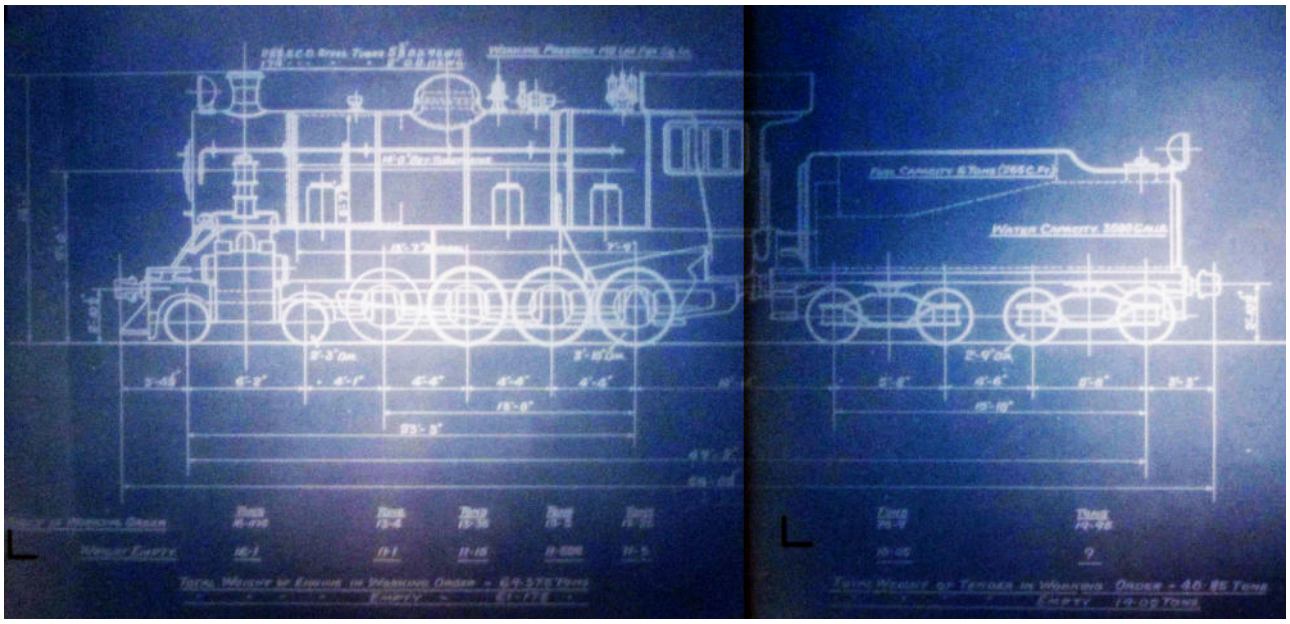


4-8-0 d/w 46", cyls. 19x26", built by Nasmyth Wilson in 1936

Ordered by ?

30² w/n 1622





The Crown Agents microfilm archive at the NRM in York contains a number of diagrams of Jamaican locomotives though, as this image shows, it can be difficult to obtain a clear image when photographing the screen of the film viewer.

A change of fuel

Charles Small [19] tells of the change from British coal to Trinidad oil after WW2, provoked first by wartime difficulty in obtaining good coal and then by cost.

Class M3

4-8-0 d/w 46", cyls. 19x26", built by Canadian Loco Co. in 1944

Ordered by ?

51³	w/n 2120	
52²	w/n 2121	
53	w/n 2122	
54	w/n 2123	Survives.
55	w/n 2124	

56 w/n 2125

Class P

2-8-0 d/w 57", cyls. 19x26", built by ALCo in 1943

Ordered by US Army Transportation Corps. Type S160. Had been USTC nos. **2898-2899**.

60 w/n 71095

61 w/n 71096



An S160 2-8-0, from classes P or P1, takes the daily mixed train for Montego Bay out of Kingston, as seen by Charles Small.

Class P1

2-8-0 d/w 57", cyls. 19x26", built by ALCo in 1945

Ordered by British Colonies Supply Mission for Jamaica Government Railway. Type S160.

62 w/n 73749

63 w/n 73750

64 w/n 73751

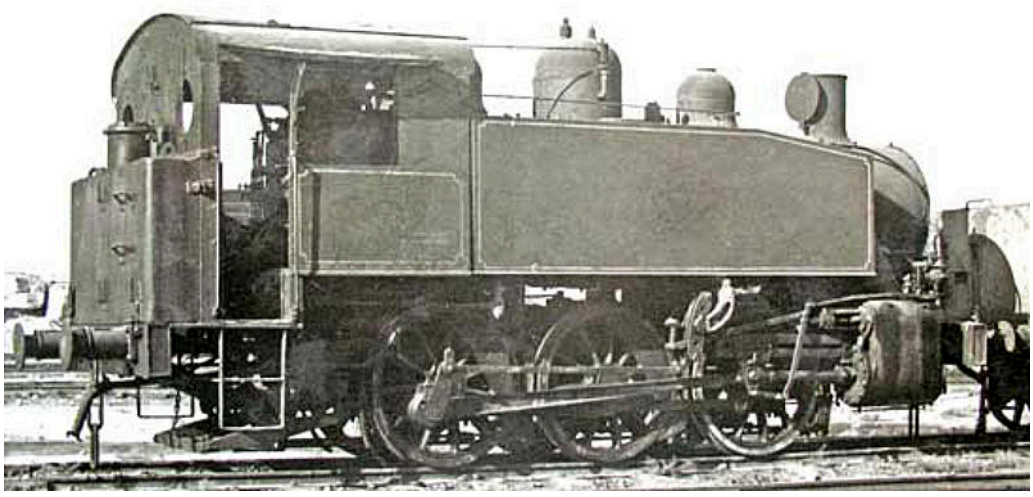
Class C

0-6-0T d/w 54", cyls. 16½x24", built by VIW in 1943

Ordered by ? Had been USATC nos. **4340** and **4341**.

10² w/n 4502

11² w/n 4503



An example of what the JGR called classes C and C1, and what British

observers would know better as a 'USA tank'.

Class C1

0-6-0T d/w 54", cyls. 16½x24", built by VIW in 1945

Ordered by British Colonies Supply Mission for Jamaica Government Railway. VIW class 7-49-D.

14 w/n 4626

15² w/n 4627

20.14.2 Industrial railways

Grinan Estates

Background

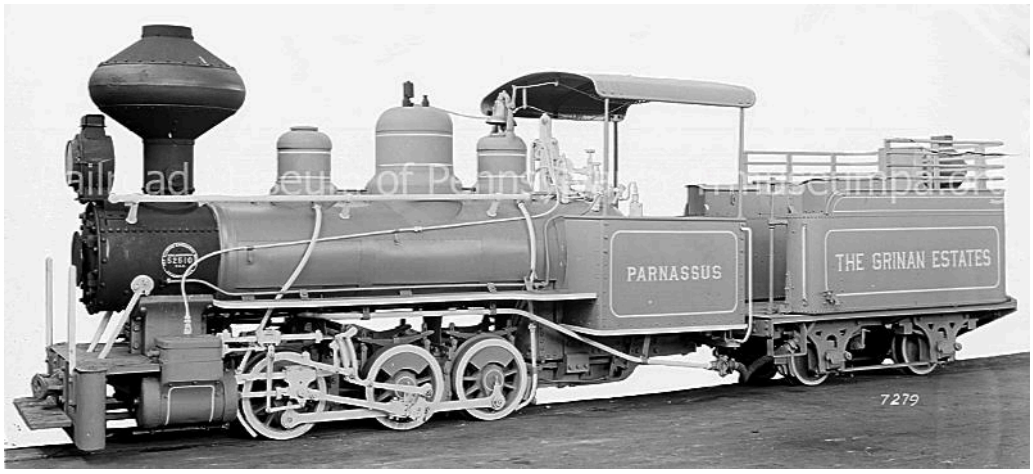
Gauge 2' 0"

0-6-0 d/w 24", cyls. 8x12", built by Baldwin in 1919 and 1924

Ordered by Grinan Estates. "When Juan Grinan died in 1915, his holdings in Jamaica included the Albion, Parnassus, Sandy Gully, and Sevens Estates". BLW class 6-10D no. 9 and 15. Specs. are in vol. 63 p 334 and 338. Rushton stack, mark on tank: 'THE GRINAN ESTATES', no road numbers. 'Names' painted on cab-sides.

'PARNASSUS' w/n 52510

'CENTRAL MERCEDES' w/n 57402



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07279-1.

Innswood Estates

Background

Gauge 2' 0", or possibly 2' 6" as that is what the 0-6-0T below was built for. The Innswood distillery is about 12 miles due west of the centre of Kingston.

0-6-0T d/w 33", cyls. 9x16", built by Baldwin in 1920

Ordered by James Charley for Innswood Estates, Jamaica. BLW class 6-12D no. 79. Spec. is in vol. 63 p 326. NB See below under Frome Sugar Central.

? w/n 53782

Jamaica Sugar Estates

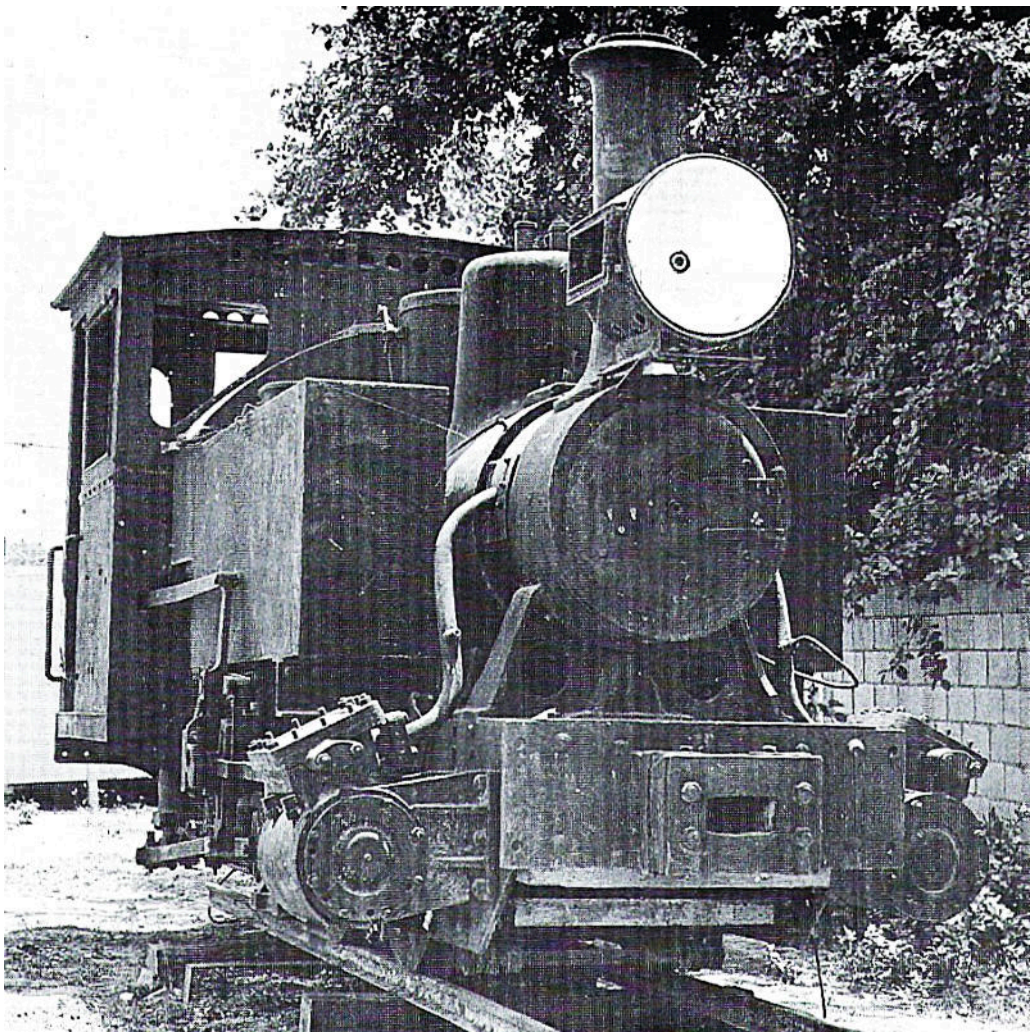
Background

Gauge 2' 6"

0-6-0T d/w 28", cyls. 9x12", built by Andrew Barclay in 1924

Ordered via Duncan Stewart & Co. for Reginald Aitken of Kingston Jamaica. mark on tanks: 'JAMAICA SUGAR ESTATES LTD. No. 1'. oil fired.

1 w/n 1852



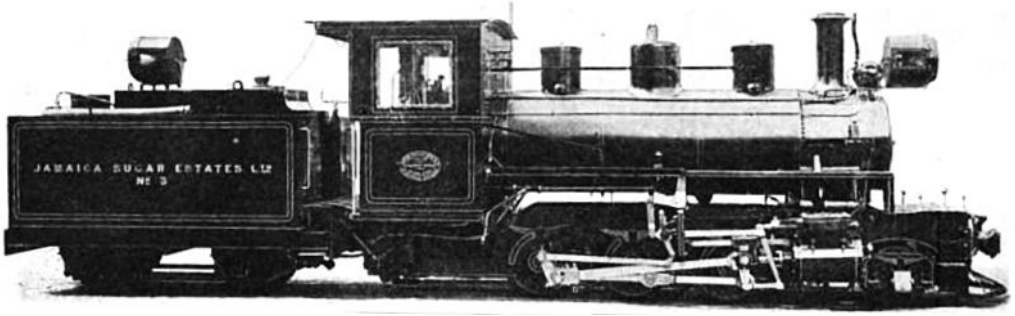
A photo supplied via Mike Satow and published in *The Narrow Gauge* issue 81 in 1978. The side tanks appear to be of welded construction and were probably local replacements for the originals.

2-6-0 d/w 33", cyls. 12x18", built by Andrew Barclay in 1925

Ordered by Jamaica Sugar Estates Ltd.

2 w/n 1859

3 w/n 1860



0-4-0T d/w 21", cyls. 6x10", built by Andrew Barclay in 1928

Ordered for Reginald Aitken of Kingston Jamaica.

? w/n 1948

Moneymusk Plantation

Background

Gauge 2' 0"

0-4-2 d/w 18", cyls. 7x10", built by Baldwin in 1918

Ordered by Lindo Bros. & Co. for Estate Moneymusk. BLW class 6-8 1/3C nos. 69-70. Spec. is in vol. 63 p 328. R&H stack, lettering on cab-sides: 'MONEYMUSK (curved over) 1 JAMAICA B.W.I. (on four lines in total)'

1 w/n 47527

2 w/n 47528

0-4-2T? d/w ?, cyls. ?, built by O&K in 1925

Ordered by Arbuthnot, Latham & Co., for Monymusk Plant(ation?), Jamaica.

? w/n 11120

0-4-2T d/w 28", cyls. 9½x14", built by Andrew Barclay in 1928

Ordered by Caroni Sugar Estates Ltd. for the Frederick Estate in Trinidad, but Russell Wear reported in IRR issue 123 (Dec. 1990) that this loco had been recorded at the Moneymusk Estate during 1945. NB This engine was built to 3' 0" gauge.

'MON PLAISIR' w/n 1961

Gray's Inn Central Factory (sugar mill)

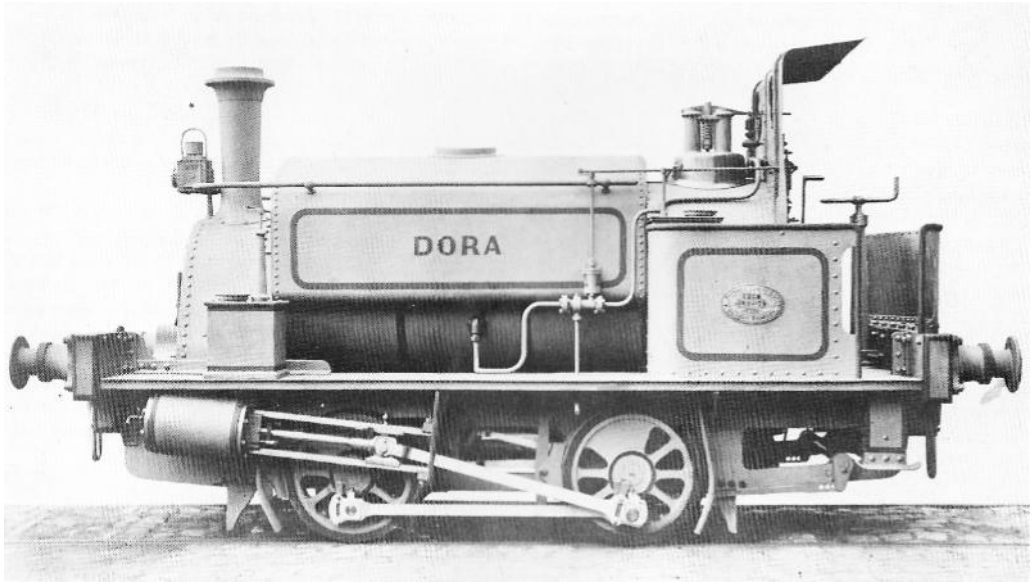
Background

Gauge standard. At Annotto Bay in the parish of St. Mary, which is on the north coast of Jamaica due north of Kingston.

0-4-0ST d/w 30", cyls. 9x15", built by Hudswell Clarke in 1892

Ordered for contractor Thomas Riley at Ansdell near Lytham in Lancashire. Operated by the Fairhaven Estate Co. there, under the name **'FAIRHAVEN'**, but returned to HC for overhaul in 1907 by order of the War Office. Fitted with double roof. Proceeded to LIverpool for shipment in Jan. 1908, but immedioate destination unknown. Recorded 1924 at Grays Inn Central in Jamaica, so may have been used in Jamaica by government or military operator before sale to this mill. [Info in this paragraph mainly from article by Ken Plant in IRR issue 92 of March 1982.]

'FAIRHAVEN'? w/n 391



Hudswell Clarke 0-4-0ST numbered 391, seen bearing the name **'DORA'** for marketing purposes, before its departure from the factory. This image from Ron Redman's collection was reproduced in IRR issue 92 in March 1982.

United Fruit Co.

Background

In the late 1880s the Boston Fruit Co. owned about 10,000 acres of banana plantation along the northern and eastern coast of Jamaica, from whence they shipped to Boston, Massachusetts. In 1899 they became part of Minor C. Keith's United fruit Co.

Gauge 2' 6"

0-4-4T d/w ?, cyls. 8x14", built by Porter in 1899

Ordered by S. H. Payne, NY, for export., possibly to Boston Fruit Co. Gauge 2' 6".

? w/n 1997

0-4-2T d/w ?, cyls. 8x14", built by Porter in 1908 and 1912

Ordered by United Fruit Co., for export. via NY, second one definitely to Jamaica. Gauge 2' 6".

? w/n 4162

? w/n 5222

0-6-2ST d/w ?, cyls. 9x14", built by Porter in 1926

Ordered by United Fruit Co., for Jamaica. Gauge 2' 6".

8 w/n 7024



Illustration No. 35, from photograph of 8 x 14 cylinders, coal-burning locomotive, 30 inches gauge of track, for banana plantation in Jamaica.

Class 2-B-R-K, Plantation and Industrial Locomotive, Four Driving-Wheels, Back-Truck, Rear-Tank and Canopy Cab

Not confirmed as the loco listed above, but a Porter 0-4-2T illustration from a catalog and captioned as having been supplied to Jamaica.

Gauge standard

0-4-0T d/w ?, cyls. 7x12", built by Porter in 1916

Ordered by United Fruit Co., for Jamaica. Gauge standard.

? w/n 5936

Keeling-Lindo Ltd.

Background

Gauge standard

2-4-2ST d/w 33", cyls. 10x16", built by Baldwin in 1919

Ordered by Lindo Bros. & Co. BLW class 8-14¼C nos. 33-34. Spec. is in vol. 63 p 330. Rushton stack; loco is to operate in cane fields. mark on tank: 'KEELING-LINDO Ltd. JAMAICA No. 2'

2 w/n 52228

3 w/n 52229

2-6-2 d/w 37", cyls. 13x18", built by Baldwin in 1920

Ordered by Lindo Brothers. BLW class 10-20¼D no. 31. Spec. is in vol. 63 p 332. Dup. of 10-20¼D no. 24. Rushton stack, mark on tank: 'KEELING-LINDO Ltd. '

5 w/n 53145



At a guess this is the Baldwin 2-6-2 listed above. The photo is from the National Library of Jamaica Digital Collections and was captioned as having been taken at Bernard Lodge which is just west of Kingston. It appears to be a 2-6-2, has a Rushton stack, and the name on the tender tank could plausibly be indeed 'KEELING-LINDO LTD.'

Frome Sugar Central

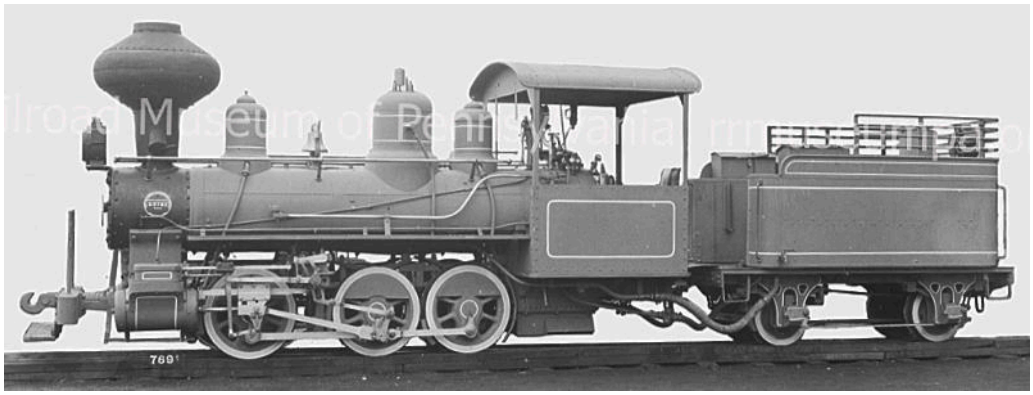
Background

Gauge 2' 6". At Westmoreland, at the western end of Jamaica. Mill opened 1939 by West Indies Sugar Co. owned by Tate & Lyle.

0-6-0 d/w 33", cyls. 9x16", built by Baldwin in 1920

Ordered by James Charley for Frome Sugar Central. BLW class 6-12D no. 79. Spec. is in vol. 63 p 326. Rushton stack, no mark on tank or running number. 4-wheeled tender. NB Connelly has this as an 0-6-0T bought via James Charley for Innswood Estates and Lehmuth as for Frome Sugar Central, but the spec. page has it as an 0-6-0 tender loco.

? w/n 53782



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07691.

Kingston Coal Co.

Background

Gauge 3' 0" NB Do not confuse with the Kingston Coal Co. of Kingston, Pennsylvania, which used the same gauge.

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

Ordered by ?

1 w/n ?

0-4-0ST d/w ?, cyls. ?, built by VIW in 1906

Ordered by ?

2 w/n 834

3 w/n 933

5 w/n 598

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

Ordered by ?

4 w/n ?

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

Ordered by ?

6 w/n ?

7 w/n ?

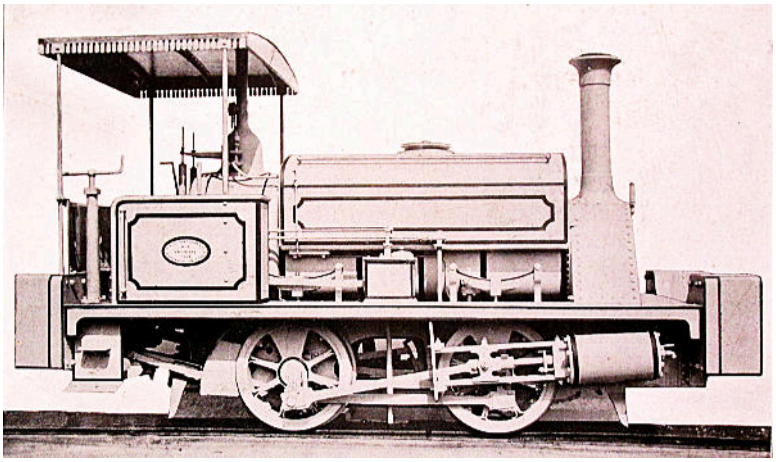
0-4-0ST d/w ?, cyls. ?, built by VIW in 1908

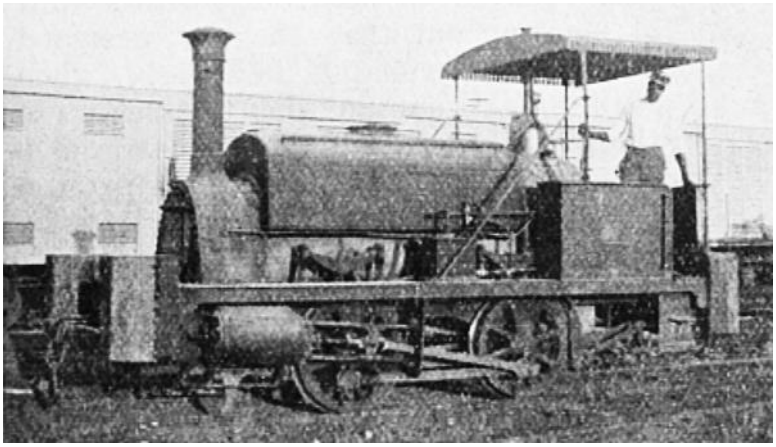
Ordered by ? Had been BCC no. 5.

8 w/n 1073

Locos purchased by the government for the construction of the JGR's Porus and Ewarton extensions

"It will be well, before continuing the actual railway engines, to refer here to two engines which had been imported for the construction of the Porus and Ewarton extensions. These engines were ordered by the Government, but were never actually numbered in the railway stock ; they were 0-4-0 outside cylinder saddle tank engines, built by Black, Hawthorn & Co., in 1882 (makers' Nos. 674 and 675), and carried numbers **1** and **2** (not to be confused with the railway Nos. **1** and **2**). They are illustrated by Fig. 15. The boiler was fed by one plunger pump, worked by an eccentric on the driving axle, and by orie injector on the L side ; two spring balance safety valves were fitted over the firebox. The slide valves were operated by link motion, with the reversing shaft below ; the crossheads were of two-bar type. No. **2** was at Port Royal for some years and was scrapped about 1907. No. **1** was in later years sold to the Hamburg-America Steamship Co. for use on the Kingston piers, and was taken possession of by the Government on the outbreak of war in 1914."





20.14.3 Unidentified locos in Jamaica

O&K

0-4-2T? d/w ?, cyls. ?, built by O&K in 1928

Ordered by Arbuthnot Latham & Co., Jamaica. 2' 6" gauge.

? w/n 11693

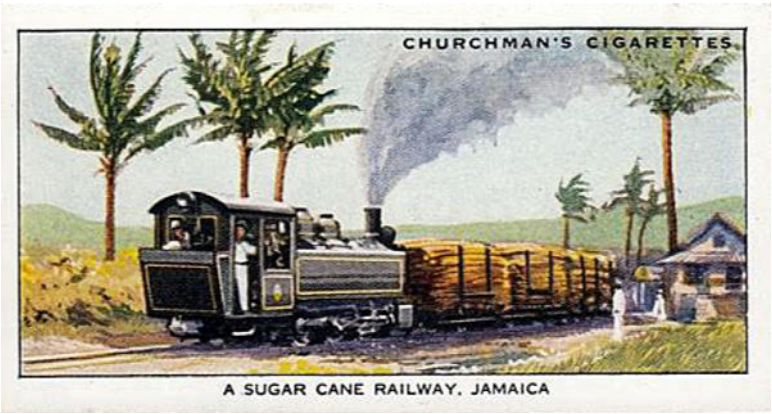
0-4-0T d/w 22", cyls. 5x10", built by VIW in 1921

Ordered by J. E. Kerr & Co., Kingston, Jamaica, gauge 2' 6".

? w/n 3156



An American 0-6-0ST, probably from the latter part of the 19th century, on a train of crude four-wheeled workers' carriages. This too is from the National Library of Jamaica Digital Collections , but might otherwise have been suspected to be in Panama where such locos and stock were common during the early days of work on the French canal project.



A Churchman's cigarette card, possibly from 1935 when they released a railway-themed set, showing a US-built narrow gauge tank loco on a cane train.

VIW

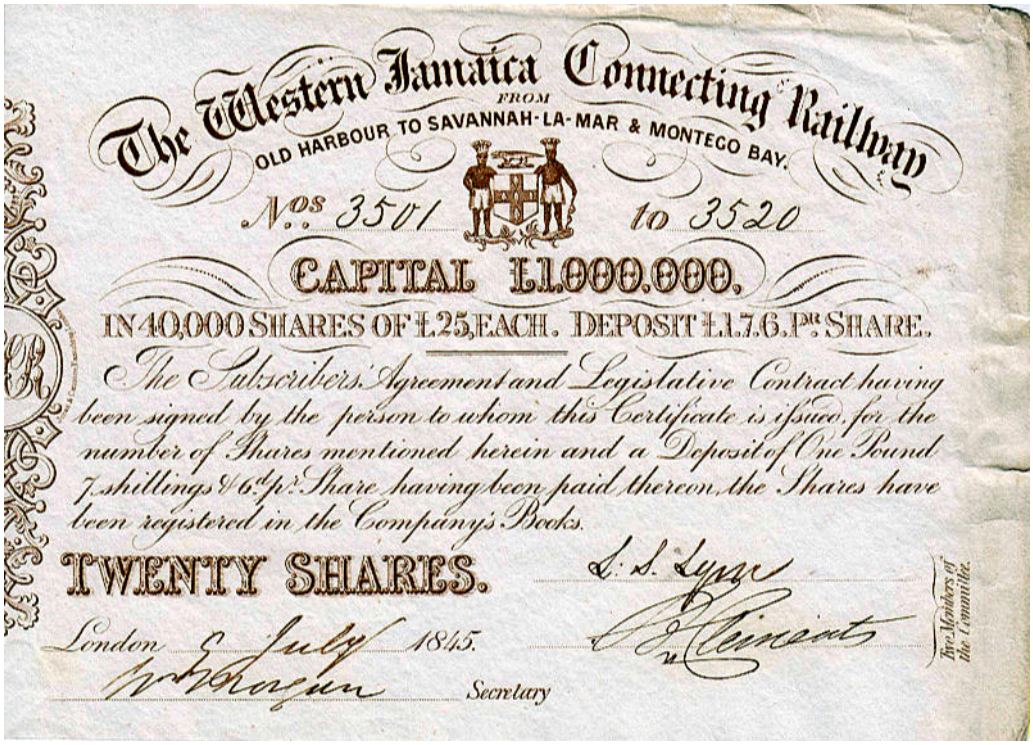
0-4-0T d/w 22", cyls. 5x10", built by VIW in 1921

Ordered by J. E. Kerr & Co. of Kingston, Jamaica.

? w/n 3156



This photo is also from the National Library of Jamaica Digital Collections and seems to show a derelict O&K 0-4-0WT, supposedly at Green Park Great House at Trelawny, which is on the north coast just east of Montego Bay. The date is unknown.


The Western Jamaica Connecting Railway
FROM
OLD HARBOUR TO SAVANNAH-LA-MAR & MONTEGO BAY.
Nos 3501 to 3520
CAPITAL £1.000.000.
IN 40,000 SHARES OF £25 EACH. DEPOSIT £1.7.6. P^r SHARE.
The Subscribers' Agreement and Legislative Contract having been signed by the person to whom this Certificate is issued, for the number of Shares mentioned herein and a Deposit of One Pound 7 shillings & 6^d p^r Share having been paid thereon, the Shares have been registered in the Company's Books.
TWENTY SHARES.
London 2 July 1845.
Secretary
Five Members of the Committee.

Text from Rob Dickinson's website:

By early 1964, only two steam locomotives remained on the books of the Jamaican Railway Corporation (JRC), 4-8-0 No. 54 and 55 (Canadian Loco. Co. 2123-4/1944). They were among the last of a series of 15 M Class locomotives built by the CLC for Jamaica in 1920 (7), 1929 (2) and 1944 (6). Their design was closely monitored by Mr Dewhurst to avoid problems encountered by earlier 4-8-0 designs. Initially they were coal fired, but converted to oil firing be-

tween 1946 and 1950. They lasted up to the end of steam on the island.

Up to 09/1964 the two still saw occasional service on the scenic branch line from May Pen to Frankfield in place of the planned diesel, after which they were used as stationary boilers at a factory in Kingston until that factory purchased its own boiler and they were set aside.

In 1966, Jeremy Browne, a young English resident of Jamaica and railway enthusiast, approached the railway to ask if it would be possible to run a photo charter with either locomotive. Together with Carl Strattmann, another railway enthusiast who worked for the University of the West Indies (UWI), they formed the Jamaican Railway Society, to help restore the locomotive.

It turned out that the boiler of No. 55 was beyond repair, but that No. 54 was in better condition and would only need replacement of the burst main steam pipe. JRC was favourable to the project, but that some financial means should be found to pay for the repairs, so it was agreed that the JRS would organise an excursion and use the funds towards the repair of the locomotive. It turned out that there was quite unexpected support in Jamaica from both the JRC workers and the general public.

On July 17, 1966 "The Banana Boat Steam Train", an excursion with photostops and runpasts between Kingston and Port Antonio, was a complete sellout. The excursion featured in the press and on radio and television, and publicity was worldwide, including an article in the UK's 'Railway Magazine' and another in the US's 'Railroad Magazine', prompting the JRC to fully repaint No. 54 and keep it in operating order. After the initial excursion, a number of others very popular ones followed, including a private charter in which two U.S. railfans flew in specially from California. The JRC was pleasantly surprised and initially cooperated in running the steam excursions.

As a result of all the publicity, the JRC was approached by Metro Goldwyn Mayer for the filming of the 1968 movie “Dark of the Sun” (released in the U.K. as “The Mercenaries”, (http://en.wikipedia.org/wiki/Dark_of_the_Sun). The film’s plot involves a train travelling into the interior of the Congo to rescue a group of Europeans and collect some diamonds from advancing rebels. On its return journey the train comes under attack and the locomotive is wrecked after being hit by mortar fire. Locomotive No. 54 was adapted to look like a wood burner for the film. Carl Stratmann of the JRS, who was appointed Technical Consultant to the film crew, had to organize the wreck, which was faked by using No. 55 disguised as No. 54. As No. 55 could not run under its own power anymore, a diesel attached to the rear of the train pushed it onto a piece of undermined track in a siding at Grange Lane, just outside of Spanish Town, where it fell on its side with much special effects of smoke and flames. The film company, which had paid JRC for the privilege of destroying No. 55, later accepted a nominal amount from a scrap merchant who took the locomotive away to scrap it. The film offers the opportunity to see a JRC steam locomotive operate over some of Jamaica’s most picturesque line, as it was filmed on the line to Port Antonio. It also offers the opportunity to see No. 54 being turned on the turntable in front of Kingston’s roundhouse, which has since been demolished.

Following the filming of “Dark of the Sun”, the Jamaica Tourist Board approached JRC with the intention of running a steam-hauled tourist special along the North Coast line, but gave up after it received a very cold response from JRC. The JRS itself operated a few more excursions, but the final one was a disaster as JRC had organized a diesel-hauled excursion on the same day. Many passengers joined the JRC train by mistake, leaving the JRS almost bankrupt as a result. Shortly thereafter, the JRC decided to use No. 54 as a stationary boiler to run a bank of old Westinghouse air pumps at Kingston workshops. A request by another Hollywood film company to use No. 54 for a major feature movie at around that time was turned down (together with the potential revenue) on the basis that the locomotive could not be spared. After a few weeks as a stationary boiler, 54’s firebox was irreparably damaged, while at the same time a number of brand-new spare class M3 boilers which had been in store were scrapped. This was the end of steam in Jamaica and No. 54 was pushed into a corner of the Kingston yard, to be moved around from time to time.

In recent years, No. 54 has stored under cover in the passenger station hall. Luckily, when we visited we found that it had been moved half way out of the hall and could therefore be photographed in good light late in the afternoon. The Kingston station building is a National Historic Site, and a few weeks before our visit it had been rented out to Heineken for a promotional event and the stock stored in the hall moved aside to make space ("Heineken" has been painted on one side of the tender).

20.15 Martinique

A French *collectivité territorial unique* in the Windward Islands

A French colony since 1635 and later an overseas *departement* of France

Background
5

20.15.1 Public railway schemes never brought to fruition

Text from Rob Dickinson's website:

A projected public railway network of three lines from Fort-de-France via Le Lamentin to Le Marin (south), Le Vauclin (Atlantic coast) and Macouba (north) was never realized.

The city of Saint-Pierre on the island's north Caribbean coast had a narrow gauge mule tram connecting Place du Mouillage in the center of town with the northern suburb of Quartier du Fort and Usine Guérin on the Blanche river. It was destroyed together with the whole city by the eruption of Mont Pelée volcano in 1902.

20.15.2 Sugar cane railways on Martinique

From the 1870s, when small independent sugar estates were replaced by central sugar factories, until the early 1970s, when most of these factories were closed, over 300 km of railway were used to transport cut sugar cane from the fields to the factories in Martinique, serving mostly the island's southern part, as well as the northern Atlantic coastal areas. At least 20 sugar factories are known to have had railways, with a wide range of unusual gauges from 780, 1000, 1050, 1160, 1167, 1170, 1200, 1210, 1270 to 1280 mm. In addition on the Caribbean coast northwest of Fort-de-France, where the terrain in the sugar plantations was too steep for railways, the distilleries often had short railways from the factories to the piers, where the products were loaded onto lighters. These lines were however only worked by animal and manpower.

The great majority of steam locomotives in use on the island were built by Corpet (later Corpet-Louvet), with 47 units delivered between 1870 and 1931. Only a few locos were built by other makers (Cail, Decauville, Vulcan I.W.).

This society was founded in 1997 by Serge Laforce, a former member of APPEVA, with the objective to rebuild a railway between the Rhum Museum at Distillerie Saint James and the Banana Museum, using the trackbed of one of Usine Sainte-Marie's (USM) former plantation lines.

USM's original gauge of 1168mm was chosen by RCS to rebuild the railway and Laforce insisted that everything should be done as closely as possible to the original. The first section of line to the 1st loop was opened in 2002, sadly shortly after Laforce had passed away. The rest of the line to Fourniols, which totals 2.8 km, was reopened in stages until 2008. From its covered station next to the rum museum, which also houses plinthed 0-6-0T "Trinité", the line first runs through a three-track shunting yard ("Gare de Triage") with an inspection pit and a small crane. It then crosses the Cerise stream on a steel bridge donated by the French Army and runs through cane fields to a disused run-around loop at km 1.3, just before a level crossing. After crossing the D24, it enters a valley where it crosses a stream on another steel bridge. After reaching a 2nd and uncompleted run-around loop it crosses a small concrete bridge, which is also used to access a private property, and ends just a couple of hundred metres short of the Musée de la Banane at Fourniols. The banana museum was supposed to finance construction of the last stretch of track into the museum as well as a station, but ran into financial difficulties at the time and that last section was never completed. On the grounds of the banana museum are the remains of three railway bridges, two of which has been turned into footbridges. On its way to Fourniols the locomotive propels its train.

Distillerie Simon, N6, Le Simon, 97240 Le François:
This modern distillery produces Saint-Etienne, Clément and Monna rums. It used to have a railway network serving the cane fields west of the factory.

Martinique's sugar cane museum is housed in the former Distillerie Vatable and opened in 1987 (open Tu-Th 08.30-17.30, Fr/Sa 08.30-17.00, Su 09.00-17.00, admission EUR 3,00). An exhibit on Martinique's railways was held here from July 2004 to July 2005 and the information panels are still on display. A brochure was published for the occasion (see sources below) and is on sale here while stocks last.
a standard gauge 0-6-0T that was obtained from Usine Darboussier in Guadeloupe. The museum claims that it was built by Corpet-Louvet.

Martinique
Usine de Basse Pointe, Martinique, Société anonyme des sucreries de l' usine de Basse-Pointe
Usine Le François, Martinique opened 1867 closed
Usine Le Galion, Martinique opened 1865
Usine Gradis Martinique, opened 1888 closed

to Basse Pointe
Usine de Lareinty (Lamentin), Martinique opened 1862 closed
Usine Le Marin, Martinique opened 1871 closed
Usine de Petit Bourg , Martinique opened 1871 closed
Usine Pointe Simon, Martinique opened 1845 closed
Usine Le Robert, Martinique opened 1897 closed
Usine de la Pointe Simon, Martinique opened 1860
Usine de Sainte-Marie, Martinique opened 1872 closed
Usine Simon, Martinique opened 1871 closed
Usine des frères Sinson, Martinique opened closed
Usine de Soudon (Lamentin), Martinique opened closed
Usine La Trinité, Martinique opened 1872 closed
Usine de Trois-Rivères, Martinique opened c/1883 closed

Messiours Bougenot and Quenesson, whose names crop up below as agents for the import of locos, can be summarised in translated words from source [6] as follows: "Emile BOUGENOT: rise and enrichment of a businessman. Martinique still remains the place of considerable accumulation of capital, hence the example of E. Bougenot. A graduate in 1859 from the Ecole des Arts et Métiers, he entered the service of Maison Cail, which on 3 2 3 December 1860, sent him to Martinique to direct the assembly of the industrial installation of the factory under construction of Baron de Lareinty in the Lamentin plain. Mr. E. Eustache called on him to set up the Galion factory, he obtained the contract to equip the factory and married the owner's daughter. With Joseph Quennesson, he co-founded the François factory in 1867, and in 1869 (with Joseph Quennesson and Octave Hayot) the Petit-Bourg factory: for each of these factories he subscribed for 100 shares, or twice 50,000 F, an indication of the speed of his fortune. From 1865 to 1880: Bougenot played a decisive role in the Martinique sugar economy.'.

Usine Basse Pointe at Basse Pointe

Background

Listed in source [7] in 1905, when relevant comments were: "*Cette usine est placée à l'extrême Nord de I'lle dans le canal de la Dominique. ... Le service de la voie ferrée comprend 4 km. et est à traction de mulets. ... L'embarquement des produits se fait comme à Vivé mais la barre de cendres qui s'est formee après l'éruption est plus large encore qu'a Vivé et plus élevée. Les boucauts sont amenés à la grue par des cabrouets.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1m.

0-6-0T d/w ?, cyls. ?, built by Cail in 1894

Ordered for Usine Basse Pointe, or via Banco Constructor do Brasil? Gauge 1m.
? w/n 2445

Holzinger also had Corpet 0-6-0T 1819 of 1931 working here, but gives the gauge as 1160mm. And also lists ALCo 0-6-0T no. 56716 of 1916 named **'BASSE POINTE'**.

Usine Bassignac at Trinite

Background

Listed in source [7] in 1905, when relevant comments were: "*L'usine Bassignac est placée en amont de la sucrerie précédente sur la rivière du Galion. Elle traite 220 tonnes de cannes par jour avec un seul moulin qui fait la repres-*

sion sans imbibition. ... Le réseau ferré est peu développé." Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1160mm.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1931

Ordered for Usine de Bassignac, Ozanne. Gauge 1160mm.

'BASSIGNAC' w/n 1819

Usine de la Dillon
aka Usine de la Riviere Monsieur

Background

Listed as '*N'a jamais rien donné*' in source [7] in 1905, when relevant comments were "*Située près de Fort de France, cette usine fait presque toutes ses cannes (les 4/5), et travaille 250 tonnes par jour, … L'usine est desservie par un réseau a voie large de 20 km. de chemins do fer. ... Les sucres sont embarqués en wagons, puis par gabares dans les navires mouillés, devant la rivière Monsieur, dans la rade de Fort de France.*" Gauge 1200mm.

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1870

Ordered for Usine de Dillon. Gauge 1200mm.

'La PERLE' w/n 150

'La CRÉOLE' w/n 151

0-6-0T d/w 30", cyls. 9x12", built by Baldwin in 1920

Ordered via R. J. Dorn & Co. for Usine de la Dillon, Martinique. Gauge 1200mm / 3' 11¼". BLW class 6-11D no. 124-125. Spec. is in vol. 63 p 243. Rushton stack. Side spring buffers 59"/1500mm apart.

? w/n 54008

Usine du Francois, at Francois

Background

Listed in source [7] in 1905, when relevant comments included: "*L'approvisionnement de cette usine se fait au moyen de 18 km. de voie ferree de I m. 20 et avec 102 wagons en tole contenant 4.500 kg. de cannes. 2 locomotives suffisent à ce service. Les wagons sont munis d'une porte à bascule ne descendant pas tout à fait jusque sur le plancher du wagon. Cette porte est placée en bout du wagon. L'usine fait 400 tonnes do cannes par jour par deux moulins ayant cha-cun une machine indépendante.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1167mm.
from 1917 to 1998, was never served by a railway.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1887

Ordered for Liottier, for Usine du Francois. Gauge 1167mm.

? w/n 483

Reimar Holzinger also had 0-6-0T Corpet 494 of 1888 working here.

Usine du/le Galion, at Trinite

Background

Built in early 1860s at a location first used for sugar production in the 17th century. Listed in source [7] in 1905 as '*Usine privée*', and there were no comments at that time about any rail network. Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1167mm.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1880

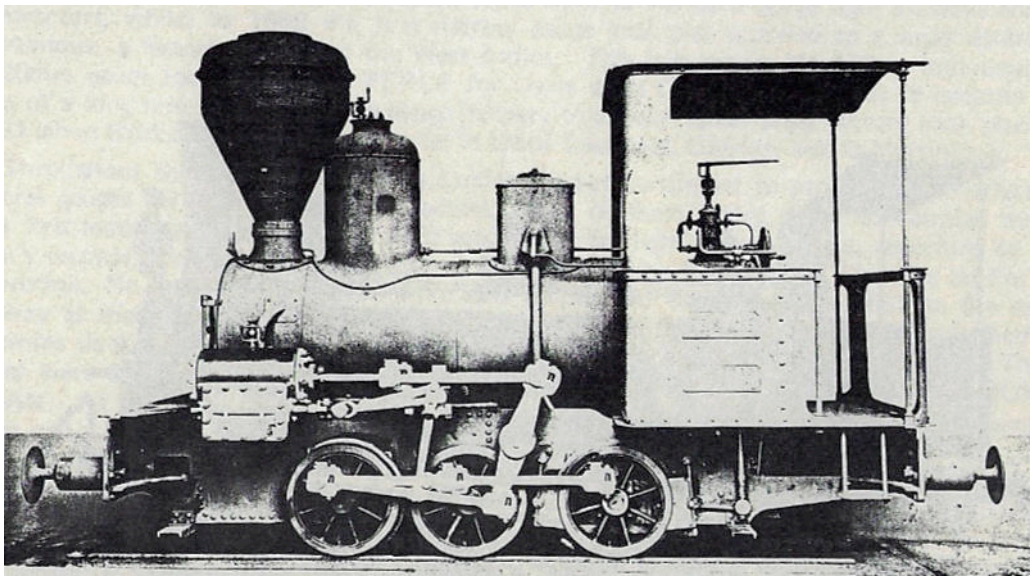
Ordered for M. Bougenot, for Usine du Galion. Gauge 1167mm.

'?' w/n 301

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1890

Ordered for M. Bougenot for Usine du Galion. Gauge 1167mm.

'E. EUSTACHE' w/n 536



0-6-0T d/w 30", cyls. 9x12", built by Baldwin in 1920

Ordered via R. J. Dorn & Co. for Usine du Galion, Martinique. Gauge 1300mm / 4' 3¾". BLW class 6-11D no. 124-125. Spec. is in vol. 63 p 241. Rushton stack. Note gauge different from earlier engines at this location. Side spring buffers 62"/1575mm apart. More or less identical to loco for Usine de Dillon apart from track gauge.

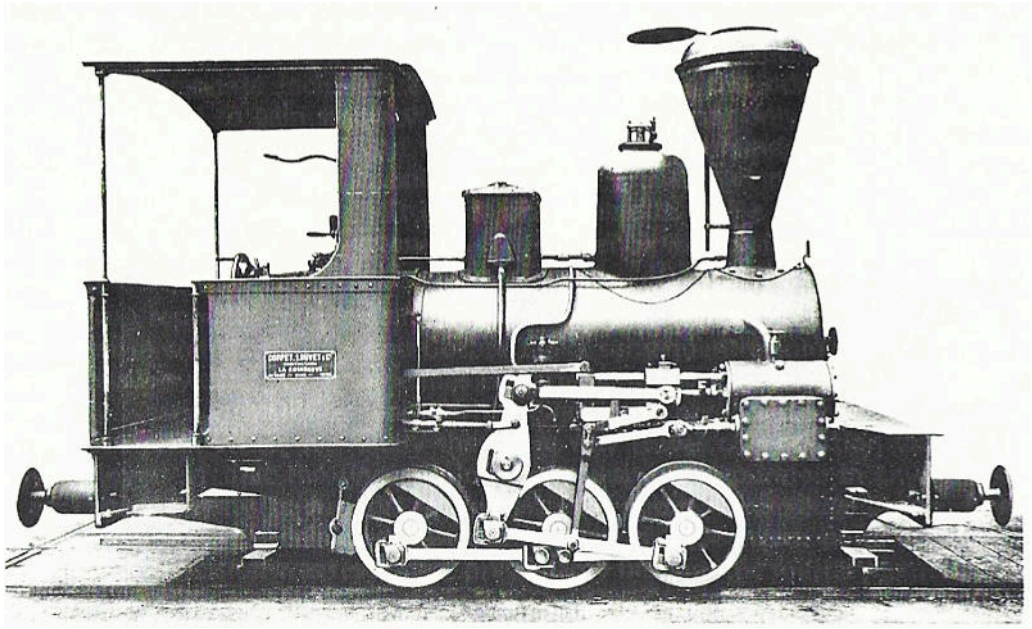
? w/n 54006

? w/n 54007

0-6-0T d/w 600mm, cyls. 210x300mm, built by Corpet / Louvet in 1925

Ordered by M. Bougenot for Usine du Galion. Gauge 1167mm. Brown indirect drive. 7 tonnes.

? w/n 1665 Later to Distillerie Trois Riviere. Hulk survives at Distillerie Trois Rivieres, possibly after having been rescued from bed of Pilote river.



Usine Lamentin, at Lamentin
aka Usine Soudon

Background

Listed in source [7] in 1905, when relevant comments were: "*La sucrerie de la Soudon ou du Lamentin placée dans la plaine si fertile du Lamentin, est l'usine la plus importante de la Martinique. Elle peut mettre en oeuvre, suivant les années, 75.000 tonnes de cannes ou 950 t. par jour. Son approvisionnement se fait par un réseau très complet de voies ferrées, dont le développement est de 40 km. La voie a 1 m. 20. Il y a 6 locomotives. ... Les cannes sont déchargées à la main pour un seul moulin et par basculement des wagons pour l'autre moulin.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1200mm or possibly 1280mm.

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1875

Ordered for Briere de l'Ile, for Usine Soudon?. Gauge 1200mm.

'SOUDON' w/n 200

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1871

Ordered for Usine de Lamentin, via Quenesson. Gauge 1200mm.

1 w/n 158

2 w/n 159

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1873

Ordered for Assier de Pompignan au Lamentin, for Usine de Lamentin?. Gauge 1200mm.

'COLIBRI' w/n 178

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1873

Ordered for Usine de Lamentin, vua Quenesson. Gauge 1280mm.

'CLÉMENT' w/n 185 Or possibly 175?

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1879

Ordered for Bougenot et Lamentin, for Usine de Lamentin. Gauge 1200mm.

‘La GAZELLE’ w/n 283

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1880

Ordered for Bougenot et Lamentin, for Usine du Lamentin. Gauge 1200mm.
‘LONGRILLIERS’ w/n 302

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1914

Ordered for Usine de Lamentin. Gauge 1200mm.
‘PETITE RIVIERE’ w/n 1471

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1925

Ordered for Usine de Lamentin. Gauge 1200mm.
‘SOUDON’ w/n 1700

Usine Lareinty, at Lamentin

Background

Built 1860. Listed in source [7] in 1905 as ‘*privée*’, when relevant comments included: “*L'usine Lareinty, placée dans la fertile plaine du Lamentin, travaille 450 tonnes de cannes par 4 heures. Les cannes sont produites dans 14 centres agricoles appartenant à l'usine pour une partie. ... Le centre agricole de l'usine Lareinty comprend 3.000 hectares d'un seul tenant sur lesquels on coupe chaque année 1.050 à 1.100 hect. do cannes. Ce centre est desservi par 200 wagons, 4 locomotives, un matériel naval, 43 km. de chemin de fer, 700 bœufs de travail et 350 animaux d'élût/née. Les sucres sont embarqués sur des chalands qui conduisent à bord des navires mouillés dans la baie de Fort-de-France.*” Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1200mm or possibly 1280mm.
had a 1280mm gauge railway from 1873/74 serving the cane fields in the Lamentin plain.

0-4-0T d/w ?, cyls. ?, built by Cail in 1873

Ordered for M. Quenesson, for Usine Lareinty? Gauge 1280mm.
? w/n 1873

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1874

Ordered for M. Quenesson, for Usine Lareinty. Gauge 1200mm or maybe 1280mm?.
‘JULES’ w/n 195

0-4-0T d/w ?, cyls. ?, built by Cail in 1887

Ordered for Usine Lareinty. Gauge 1280mm.
? w/n 2266

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1900

Ordered for Usine Lareinty. Gauge 1280mm. Regauged 1170mm in 1925.
‘NELLY’ w/n 849

0-6-0T d/w ?, cyls. ?, built by Decauville in 1930

Ordered for Gauthier, for Usine Lareinty?. Gauge 1280mm.
? w/n 5017

Usine Leon-Marie

Background

Gauge 1230mm.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1891

Ordered for Usine Leon-Marie, Bobigny. Gauge 1230mm. for Martinique?

2 or maybe **3** w/n 540

Usine Lorrain, at Lorrain

Background

Listed in source [7] in 1905, when relevant comments included: "*L'usine du Lorrain, située sur la rivière du Lorrain, travaille 200 tonnes de cannes par jour au moyen de deux moulins. La voie ferrée à 8 km. Les wagons de cannes sont basculés et tombent dans le premier moulin*." Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1m.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1889

Ordered for Usine de Lorrain, via Bobigny. Gauge 1000mm.

'SAINT JACQUES' w/n 505

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1891

Ordered for Usine de Lorrain, via Bobigny. Gauge 1000mm.

'LORRAIN' w/n 538

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1894

Ordered for Usine de Lorrain. Gauge 1000mm. Or 1220mm gauge?

3 'MARIGA' w/n 626 (or 625?) Holzinger gives name as **'MARGOT'**.

Usine du Marin, at Marin

Background

Listed in source [7] in 1905, when relevant comments included: "*Cette usine est située dans le bourg du meme nom, placé dans la baie du Marin sur la coté Sud de ''Ile, dans le canal de Sainte-Lucie.*" but no mention of a railway system. Listed in [1] in 1925, also listed in [3] in 1936. Gauge 780mm, and possibly also 1050mm.

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1913

Ordered for Usine du Marin. Gauge 780mm.

? w/n 1439

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1930

Ordered for Usine du Marin. Gauge 1050mm.

? w/n 1792

Usine de la Meynard

Background

Gauge 1200mm.

0-6-0T d/w ?, cyls. ?, built by VIW in 1917

Ordered via Demare for Usine de la Meynard. Gauge 1200mm.

? w/n 2759

Usine Petit Bourg, at Petit Bourg

Background

Built 1869. Listed in source [7] in 1905, when relevant comments included: "*Comme la précédente cette usine est située dans la plaine du la rivière-Salée. ... L'usine du Petit-Bourg travaille en moyenne 530 tonnes de cannes par jour avec deux moulins. ... Le transport des cannes se fait par locomotives à voie de I m. 20. Le réseau comprend 30 km.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1167mm or possibly 1200mm.

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1871

Ordered for Jollet et Babin, for Usine de Petit-Bourg?. Gauge 1200mm or maybe 1167mm?.

'PETIT-BOURG' w/n 161

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1887

Ordered for O. Haupt, for Hayot for Usine de Petit-Bourg. Gauge 1167mm.

? w/n 482

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1891

Ordered for Usine de Petit-Bourg. Gauge 1167mm.

3 or maybe **7** w/n 543

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1909

Ordered for Usine de Petit-Bourg. Gauge 1167mm.

? w/n 1302

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1924

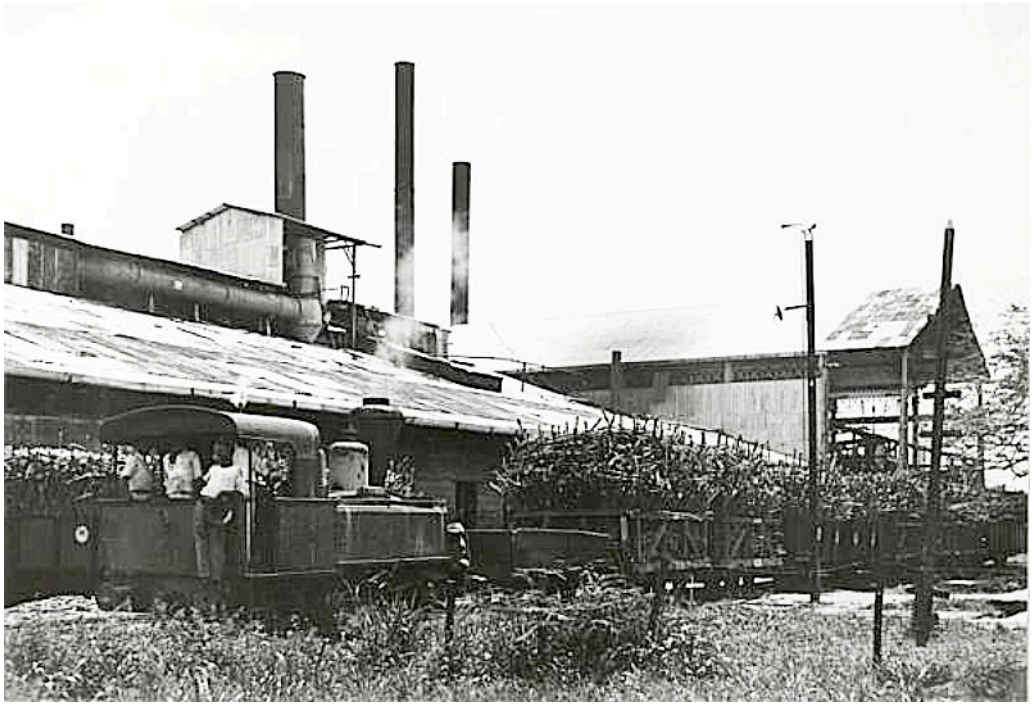
Ordered by Hayot for Usine de Petit-Bourg. Gauge 1170mm or maybe 1167mm?.

? w/n 1657

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1925

Ordered by Hayot for Usine de Petit-Bourg. Gauge 1170mm or maybe 1167mm?.

? w/n 1695



Although this photo has been used to illustrate railway use at a number of usines, the ANOM archive locates the scene at the Usine de Petit-Bourg. The loco is clearly by Corpet / Louvet.

Usine Pointe Simon, at ?

Background

Listed as 'Demontée' in source [7] in 1905.

Usine de Riviere Blanche, in ? on ?

Background

LIsted as 'Usine privée detruuite par le volcan' in source [7] in 1905.

Usine de Riviere Monsieur, in ? on ?

See Usine de Dillon above.

Usine de la riviere Salee, at Riviere Salée

Background

Listed in source [7] in 1905, when relevant comments included: "*Cette usine fait par jour 450 tonnes de cannes ; elle est également située, comme les précédentes, dans la plaine du Lamentin. Le réseau de voies ferrées comprend 30 km. en 1 m. 16.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1200/1210mm.

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1870

Ordered for Usine de la Riviere Salée. Gauge 1200mm.
1? 'GUILLAUD-GIRARD' w/n 152

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

Ordered for Usine de la Riviere Salée. Gauge 1200mm or maybe 1210mm?.
2 'RIVIERE SALEE' w/n 162 Or 163?

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1873

Ordered for D. Gouillard for Usine de la Riviere Salée. Gauge 1200mm or maybe 1210mm?.
'RIVIERE SALEE' w/n 176

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1887

Ordered for O. Haupt, for Martinique? for Usine de la Riviere Salee. Gauge 1210mm.
? w/n 484

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1910

Ordered for Usine de la Riviere Salee. Gauge 1210mm.
? w/n 1301

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1925

Ordered for Usine de la Riviere Salee. Gauge 1210mm.
? w/n 1694

Usine du Robert, at Robert

Background

Listed in source [7] in 1905. Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1m.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1889

Ordered by de Courmont for Usine du Robert. Gauge 1000mm.
? w/n 499

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1921

Ordered by Hayot for Usine du Robert. Gauge 1000mm.
'MARIE-THERESE' w/n 1604

Usine du Simon, at ?

Background

Listed as '*Depuis 1898 usine privée*' in source [7] in 1905, when relevant comments included: "*Usine du Simon L'usine du Simon n'a qu'un défibreur et un moulin. Elle possè.de 8 km. de voie ferrée en 1 m. 20 à traction de mulets. La puissance de cette usine est de 250 tonnes de cannes par jour.*"

Usine Saint Jacques, at ?

Background

Listed as 'Usine privée' in source [7] in 1905, when relevant comments included: "*Cette usine est la première de la colonie qui ait été construite. ... Elle appartient à la colonie. L'usine Saint-Jacques fait 250 tonnes de cannes par jour et est alimentée par 0 km. 5 de chemin de fer à pente escarpée et à 1 m. d'écartement. line partie de la force motrice est fournie par une roue hydraulique qui emprunte l'eau aux rivières qui descendent des mornes. Au fur et à mesure quo nous nous avancerons vers le nord do file, nous trouverons de plu; en plus employé ce procédé économique qui, bien étudié, pourrait rendre les plus grands services. L'usine Saint-Jacques n'a qu'une rade foraine exposée aux coups de vent d'est ; aussi selle obligée d'em-barquer ses produits comme à Sainte-Marie dans des goélettes qui vont en-suite à la Trinité en suivant la côte. La traction se fait avec une locomotive du 10 tonnes et 72 wagons en bois.*"

Usine Ste. Marie, at Ste. Marie

Background

Listed in source [7] in 1905, when relevant comments included: "*Cette usine doit être placée au nombre des mieux tenues de la colonie. Elle fait 400 tonnes de cannes par jour avec deux moulins. ... Le service d'approvisionnement des cannes se fait par 14 km. de voie ferrée à traction de locomotive. ... L'usine est raccordée au port, abrité des vents d'est par une ile reliée à la terre ferme par un banc de sable sur loquet passe la voie et que la nier vient battre au moment des raz de marée. Le port de Sainte-Marie n'est pas sils. Il est exclu des compagnies d'assurances maritimes pour les bâti-ments de fort tonnage. L'embarquement des sucres se fait d'abord dans un wagon, puis dans une embarcation qui conduit à la goélette. Cette der-nière va -ensuite à la voile au port do la Trinité où se fait l'embarquement définitif.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1166/1170mm.
Usine Ste. Marie (often abbreviated to USM), opened in 1872 and apparently started using a railway two years later, with the network eventually reaching 17 km, to which an additional 5.5 km were added when USM absorbed the Usine Saint-Jacques network.

"Dès la mise en place de l'usine centrale de Sainte Marie en 1872, on envisagea tout de suite, la construction d'une voie ferrée, afin d'assurer le transport de la canne à sucre d'une quinzaine d'habitations vers l'unité de transformation (l'usine), puis vers le port d'embarquement qui avait été construit sur l 'îlet de Sainte Marie.
la dernière locomotive de l' usine de Sainte marie « La Trinité » est arrivée en 1925. Collection Pereve
Durant environ un siècle, locomotives à vapeur, locotracteurs diesel, ont beaucoup compté dans la vie agricole et industrielle de notre pays. Les chemins de fer à voie étroite ont commencé à parcourir les plantations, depuis la livraison de canne à sucre par «la Perle », première locomotive à vapeur à transporter la canne à l'usine Dillon à partir de 1870 , jusqu'à « La Trinité » dernière locomotive à vapeur encore visible de l' usine de Sainte Marie. Le rail a fait partie du quotidien des martiniquais
La deuxième moitié du XIX° siècle est marquée dans les colonies par la fin de l'habitation sucrerie. L'usine centrale à vapeur devient l'unité de production de base. On assiste à une véritable révolution dans la production du sucre de canne. L'habitation devient essentiellement une unité agricole à part qui produit la canne à sucre alors que l'usine centrale est chargée de la récupération de la production et de la transformation de la canne en sucre. Avec la révolution industrielle en Europe et dans le monde, on est à l'heure de la concentration de la production, à la recherche de la rentabilité. Les usines centrales et les locomotives à vapeur sont une réponse à ce nouveau défi.
En 1871, une enquête commodo incommodo fut réalisée à Sainte Marie en vue de la construction d'une voie de chemin de fer. Le réseau desservait les habitations de toute la région : les habitations « Union », « Limbe », « Nouvelle Cité », « Concorde » puis « Petite Rivière Salée » et « Fonds Saint Jacques ». Le réseau avait une longueur de 11 kms en 1920 puis 22, 5 kms. Ce réseau avait un écartement de 1170 cm comme celui de Fonds Saint Jacques qui avait une

longueur de 6,5 kms. Effectivement en 1905, l' usine centrale de Fonds Saint Jacques était affermée à Henry Simonet ; L' usine de Fonds Saint Jacques possédait une locomotive de 10 tonnes et 72 wagons en bois. Les activités de l'usine de fonds Saint Jacques et sa ligne s'arrêtèrent en 1934 après la liquidation et le morcellement de l'ancienne habitation monastique de Fonds Saint Jacques .

En 1874, l'usine de Sainte Marie obtient l'autorisation d'utiliser une locomotive à vapeur pour tracter ses wagons. L'usine a possédé jusqu'à 5 locomotives à vapeur et 4 locotracteurs diesel. Les locomotives à vapeur furent livrées entre 1873 et 1925 (48 ans) . La première (N° 186) fut livrée le 24 Novembre 1873 .C'était un modèle de 5 tonnes ; une deuxième machine (n°736) fut livrée le 14 Octobre 1898 (7 tonnes) ; La troisième machine (N 1061) est arrivée le 16 Septembre 1903 (7,5 tonnes),la quatrième(n°1626) Le 17 janvier 1923 (10 tonnes) et la dernière(n°1701) fut livrée Le 31 décembre 1925 et porte le nom de TRINITÉ ;c'est une machine de 10,820 tonnes de type 030 T à l'écartement de 1170 et qui est aujourd'hui exposée au musée Saint James à Sainte Marie. C'est une locomotive Tender à trois essieux couplés; la capacité de ses caisses à eau était de 1550 litres; sa soute à charbon avait un volume de 600 Kgs, ce qui lui conférait une autonomie importante; Elle était en outre équipée d'une pompe d'alimentation qui lui assurait une plus grande souplesse d'utilisation. Elle circulait sur le réseau jusque vers les années 1970. Relativement puissante, cette machine pouvait tirer un train de 20 wagons chargés de 10 tonnes de canne chacun.

Dès 1880, une voie ferrée traversait le boulevard Désir Jox, après avoir franchi le pont de Sainte Marie.

En 1944, l'usine fait l'acquisition d'une locomotive appelée « Délivrance » et en provenance de l'usine du Vauclin qui avait le même écartement de voie de 1170 cm."

0-4-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1873

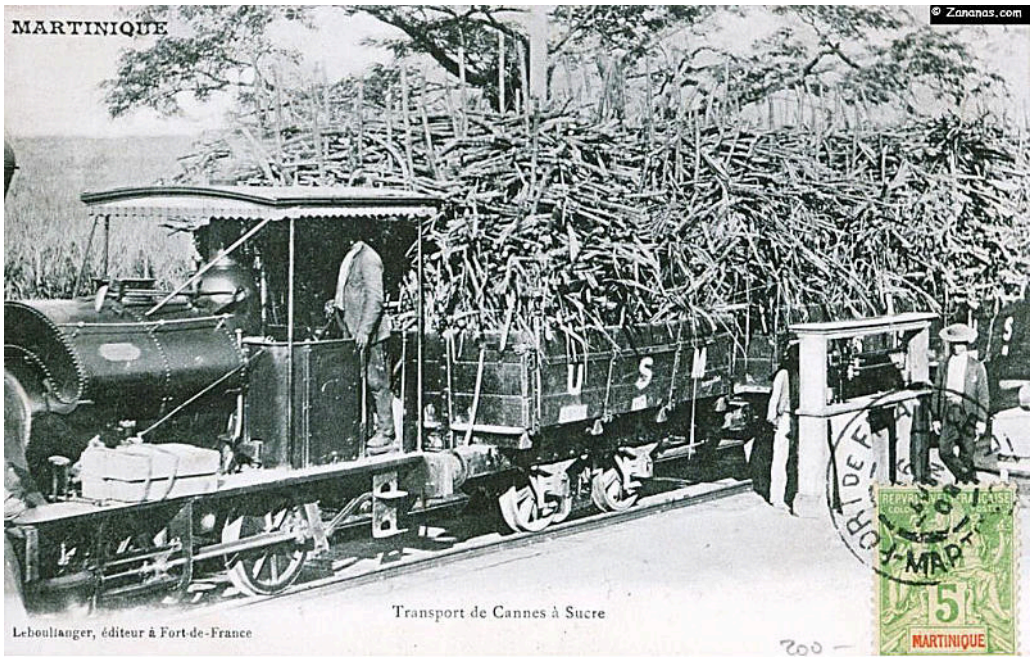
Ordered for Usine Ste. Marie. Gauge 1166mm or maybe 1170mm?. 5 tonnes.

'?' w/n 186

0-4-0ST d/w 36?", cyls. 10x20?", built by Alexander Shanks & Son of Arbroath possibly in early 1870s

Ordered for ?

? w/n ?



An 0-4-0ST seemingly built by the rather obscure British builder Alexander Shanks & Son of Arbroath. Many details seen here are identical to those on standard gauge locos built for a Cuxhaven Harbour contract in Germany and then sold for use in docks in London and Southampton. See advert below, and

then compare the solid wheels, the cab steps, the round connecting rods, the tank design, tank support brackets, etc.



A Shanks advert from *The Engineer*, 1st September 1876, as reproduced in the *Industrial Railway Record*, issue 51, November 1973.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1898

Ordered for Usine Ste. Marie. Gauge 1170mm. 7 tonnes.

? w/n 738

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1905

Ordered for Usine Ste. Marie. Gauge 1170mm. 7.5 tonnes.

'UNION' w/n 1061

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1922

Ordered for Usine Ste. Marie. Gauge 1170mm. 10 tonnes.

? w/n 1626



A Corpet-built 0-6-0T loco with Brown valve gear in use at Usine Ste. Marie.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1910

Ordered for Usine Ste-Marie. Gauge 1200mm or maybe 1170mm?. 11 tonnes. NB Builders' number does not match year of build.

'TRINITÉ' w/n 1701 Later? to Rhumerie St. James. Preserved.

Reimar Holzinger had Corpet nos. 186, 283 and 301 also working here.

0-4-0T d/w ?, cyls. ?, built by Corpet in 1874

Ordered by ?

? w/n 186

0-6-0T d/w ?, cyls. ?, built by Corpet in 1880

Ordered by ?

? w/n 283

? w/n 301



"Délivrance" (1944 ex Usine Vauclin);

The railway was closed after being damaged by Hurricane Dorothy in 1970.

Usine Soudon, at Lamentin
aka Usine du Lamentin

See Usine du Lamentin above.

Usine de la Trinite, at ?

Background

Listed in source [7] in 1905, when relevant comments included: "*Cette usine ne fait que 180 tonnes par 24 heures au moyen d'un seul moulin qui fait la repression. Elle est bien placée, dans le havre meme de la Trinité où une estacade reliée à l'usine par un tronçon de voie ferrée amène toutes les marchandises et les cannes et permet l'embarquement rapide des sucres et des rhums. La voie ferrée a 2 km., sur laquelle circulent 38 wagons.*" Listed in [1] in 1925. Gauge 1230mm.

Usine Trois Rivieres, at Ste. Luce

Background

Listed in source [7] in 1905 as '*Vendue deux fois*', when relevant comments included: "*Cette usine est située sur la côte sud de la Martinique dans le canal de Sainte-Lucie el en face cette colonie qui est parfaitement visible par beau temps. L'usine des Trois Rivières est très probablement appelée à disparatre car ses centres agricoles sont abandonnés*

et envahis par les plantes parasites. ... L'usine à sucre comprend un moulin, 8 chaudières à défequer, un triple effet. 3 appareils à cuire. 10 turbines. 5 générateurs. 3 locomotives. 90 wagons, une gabarre et 20 km. de voie ferrée deseervant les habitations." Listed in [1] in 1925. Gauge 1200mm.
This former distillery opened as a sugar factory in 1894. A railway served the canefields to the north.

0-6-0T d/w ?, cyls. ?, built by VIW in 1917

Ordered for Usine de Trois Rivieres. Gauge 1200mm.

? w/n 2778

Usine du Vauclin, at Vauclin

Background

Listed in source [7] in 1905, when relevant comments included: "*L'usine du Vauclin est pincée sur la côte Est au bord d'un canal très court communiquant avec la mer par lequel se font tous les transports de sucres et de rhum, ainsi que la réception des cannes venant par mer. ... La longueur des voies ferrées est do 7 km. en 1 m. 18.*" Listed in [1] in 1925, also listed in [3] in 1936. Gauge 1170mm.

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1910

Ordered for Usine de Vauclin. Gauge 1170mm.

? w/n 1363

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1925

Ordered for Usine de Vauclin. Gauge 1100mm or maybe 1170mm?.

? w/n 1698

Usine Vivé, at Lorrain
aka Usine Grande Anse

Background

Listed as '*Usine privée*' in source [7] in 1905, when relevant comments included: "*Cette usine est placée dans la région officiellement évacuée de la zone du volcan du la Montagne-Pelée dont elle n'est distante que de 10 km. et qui la domine de sa masse imposante couronnée d'un panache de vapeurs. Le pays s'est peu à peu repeuplé, malgré la destruction d'une partie du bourg de l'Ajoupa-Bouillon situe à 4 km. de l'usine sur le flanc du Mont-Pelé.*
L'usine Vive est placée sur la rivière Capot dont le régime a été désorganisé par suite des perturbations que son affluent, la rivière Falaise qui descend directement de la Montagne-Pelée a subies à la suite de la destruction de la végétation dans les hauteurs. Cette riviere Capot a été envahie par une mul-titude de blocs erratiques, bombes volcaniques provenant d'anciennes éruptions et qui ont force cette usine à de coilteux travaux pour rétablir le canal d'alimentation des moteurs hydrauliques. ... Le réseau de voix ferrée est de 10 km. Il est à traction de mulets. " L'embarquement des marchandises se fait par une voie ferrée qui vient aboutir à une grue au bord de la mer. Les boucauts sont descendus dans une embarcation qui va rejoindre le navire à 300 m. Mais depuis l'éruption do la Montagne-Pelée, il s'est établi une barre de sable et de cendres à l'en-droit 'allie de l'embarquement, large de plus de 20 m., de sorte qu'actuellement on doit établir une voie ferrée de fortune pour transporter le boucaut de la grue dans l'embarcation et ne faire le chargement des marchandises que lorsque la vague ne déferle pas au pied de la grue placée à 10 m. de hauteur au-dessus de la mer." Listed in [1] in 1925. Gauge 1230mm.

Locos built for unknown customers in Martinique

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1887

Ordered for Bobigny-Haine, for Martinique?. Gauge 1230mm.

1 w/n 481

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1888

Ordered for Liottier, for Martinique?. Gauge 1167mm.

? w/n 494

0-6-0T d/w ?, cyls. ?, built by Corpet / Louvet in 1902

Ordered for Bobigny, Paris, for Martinique?. Gauge 1200mm. or for Guadeloupe?

'ODETTE' w/n 937

20.16 Montserrat

A British territory in the Leeward Islands

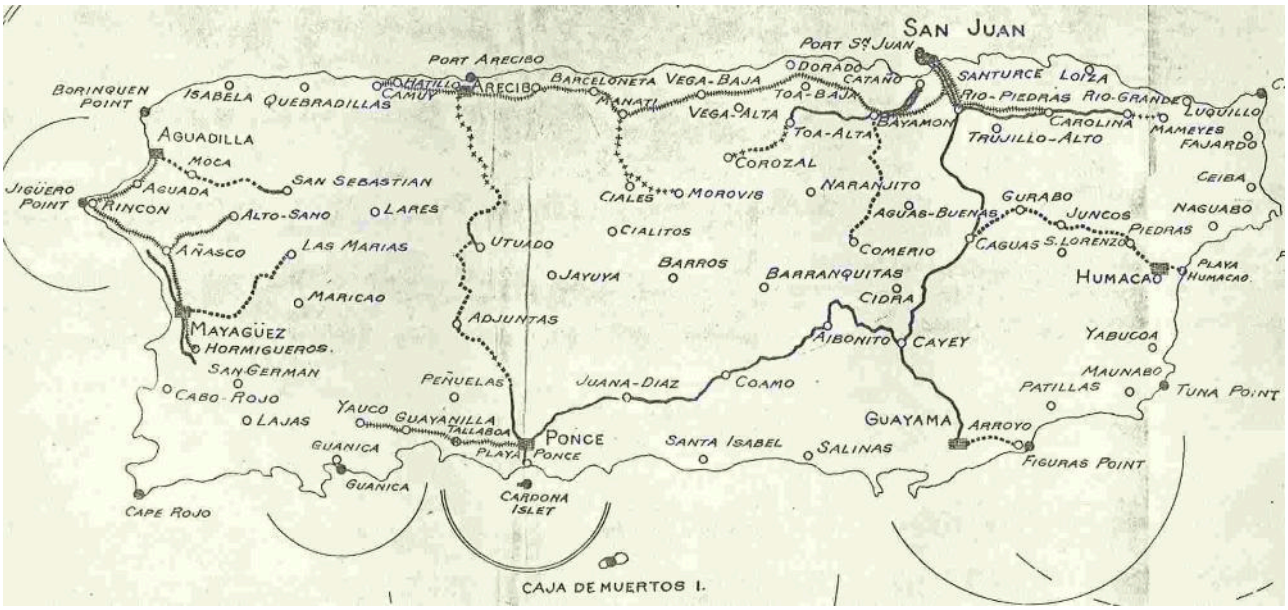
Background

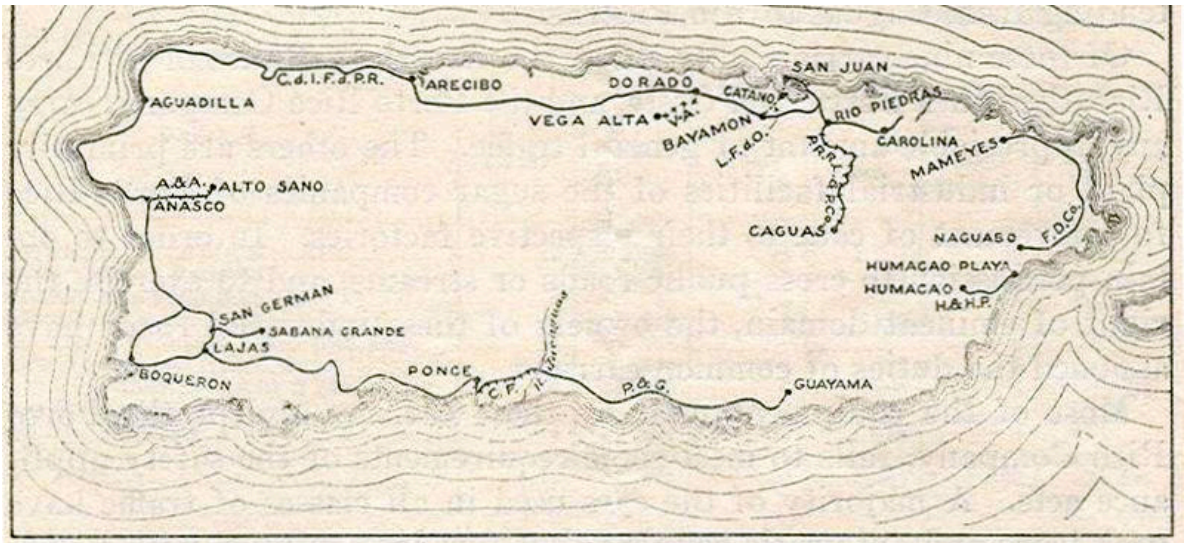
Although Monserrat had a large number of small sugar mills in the past, no record has been seen suggesting that rail transport was ever used.

20.17 Puerto Rico

A United States territory in the Greater Antilles

A Spanish colony since the time of Columbus, until acquired by the USA in 1898





C. d. l. F. d. P. R., Compania de los Ferrocarriles de Puerto Rico; C. F., Central Fortuna, Incorporated; P. & G., Ponce & Guayama Railroad—operated by American Railroad Company of Porto Rico.
F. D. Co., Fajado Development Company.
V. A., Vega Alta Railroad.
H. & H. P., Humacao & Humacao Playa Railroad.
L. F. d. O., Linea Ferrea del Oeste.
A. & A., Anasco & Alto Sano Railroad.
P. R. R., L. & P. Co., Porto Rico Railway, Light & Power Company. (Page 473)

Background

For a fantastic set of maps of the railways of Puerto Rico, go to Hector Ruiz' website at https://sites.google.com/view/redescubriendoapuertorico/ferrocarriles/ferrocarriles-de-puerto-rico-mapa

20.17.1 The several successive iterations of the *FC de Circunvalación*

San Juan–Caguas et Prolonguements
aka Spanish Colonial Railway of PR

1890–1891

Background

Gauge 1 metre. 1888 Concession obtained by Don Ibo Bosch, to circle the island. In 1891 became part of *los FC de Puerto Rico*.

0-6-0T d/w ?, cyls. ?, built by Krauss in 1890

Ordered by Span. Colonien Bahn.

PR01	w/n 2025	May have become no. **101** on the *Cia. de FC de PR*.
PR02	w/n ?	May have become no. **102** on the *Cia. de FC de PR*.

Compania de la Ferrocarriles de Puerto Rico

1891–1902

Background

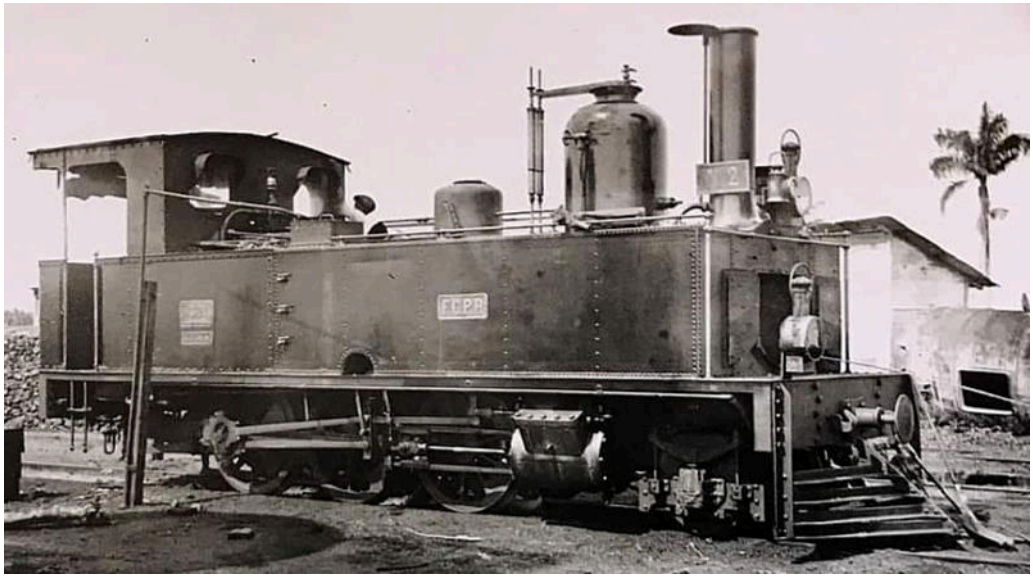
Gauge 1 metre. By 1892 San Juan linked to Carolina to the east and Camuy to the west.
Other completed sections were Aguadilla to Mayaguez in the west, and Ponce to Yauco in South. In 1902 became part of ARR.

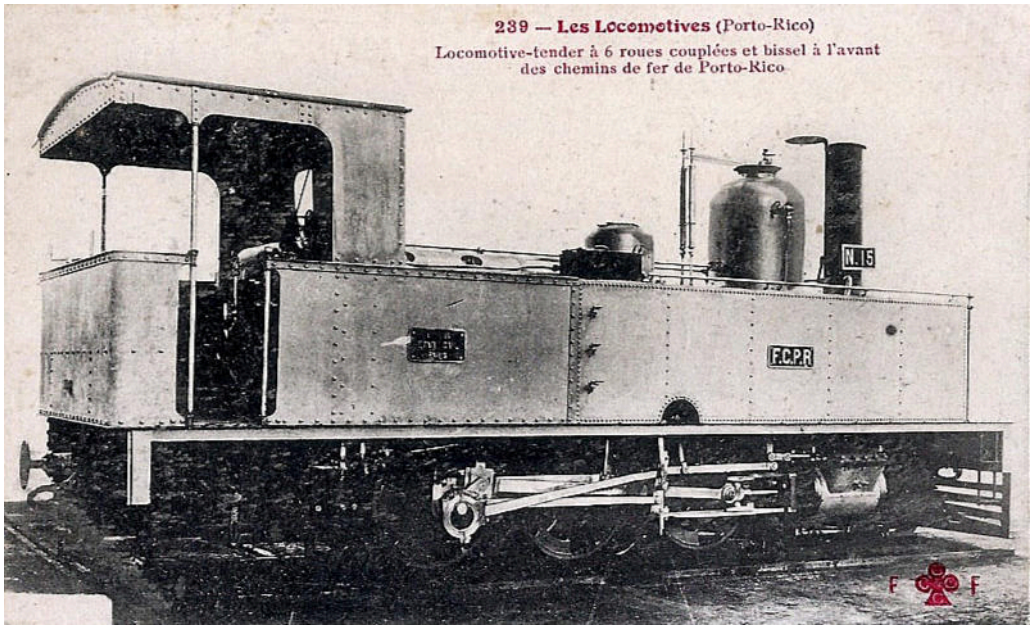
2-6-0T d/w ?, cyls. ?, built by Cail in 1889

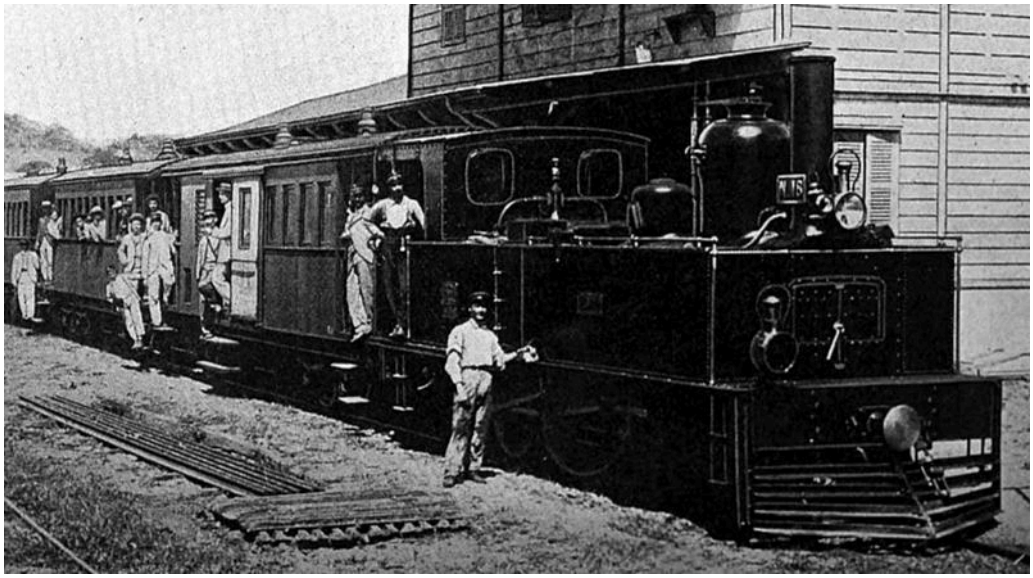
Ordered by *Soc. d'Entreprise des Colonies Espagnoles*. Originally built for *Cie. Universelle du Canal Interoceanique* in Panama but not delivered. Copeland says two may have later been rebuilt to 0-6-0T and renumbered **101-102**.

1	w/n 2295	
2	w/n 2296	Restored for display at Henry Ford Museum in Dearborn, Michigan, but later returned to France in 1994 for the *Chemin de Fer de la Baie de Somme*.
3	w/n 2297	
4	w/n 2298	
5	w/n 2299	
6	w/n 2300	
7	w/n 2301	
8	w/n 2302	
9	w/n 2303	
10	w/n 2304	
11	w/n 2305	
12	w/n 2306	
13	w/n 2307	
14	w/n 2308	
15	w/n 2309	
16	w/n 2310	
17	w/n 2311	

18 w/n 2312
19 w/n 2313
20 w/n 2314
21 w/n 2315
22 w/n 2316
23 w/n 2317
24 w/n 2318
25 w/n 2319
26 w/n 2320
27 w/n 2321









It looks as though this Cail 2-6-0T has a tender attached.

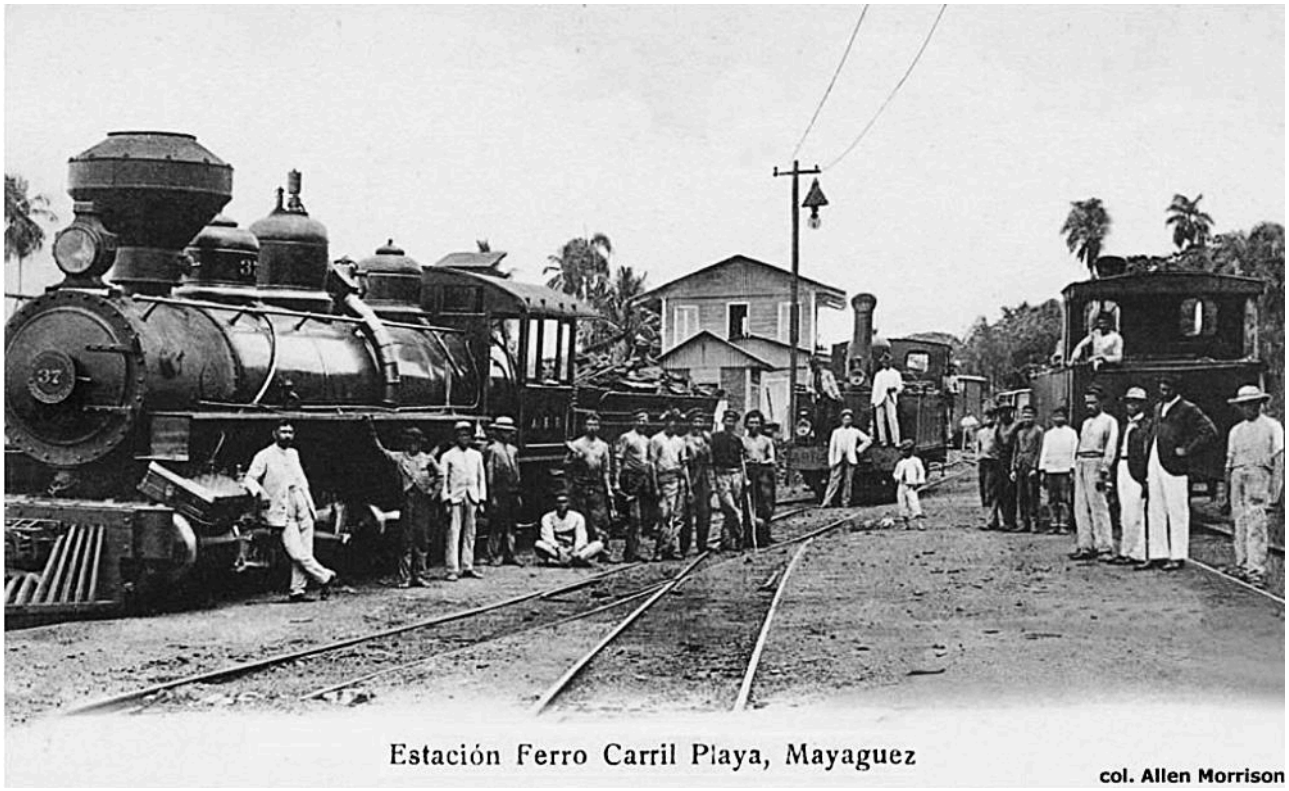


Cail 2-6-0T no. **2** as now running on the *Chemin de Fer de la Baie de Somme*.

Note the added air-pump.

American Railroad Co. of Porto Rico

1902–1947



A pair of Cail 2-6-0Ts in the yard at Mayaguez, along with a very different beast, one of the four Baldwin Mallets.

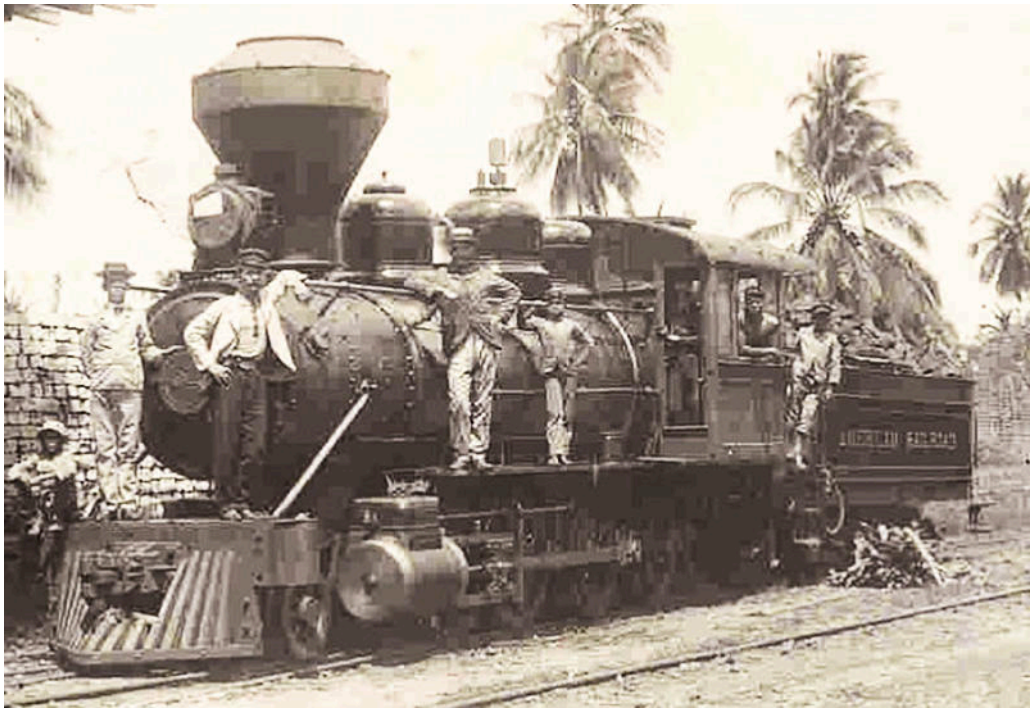
Background

Takeover by NY interests. In 1920 legally became *la Compañía Ferroviaria de Circunvalación de Puerto Rico*., though still traded under the American Railroad name.

2-8-0 d/w 37", cyls. 15x20", built by Baldwin in 1903 and 1904

Ordered by American RR of PR. BLW class 10-24½E no. 110-111 and 113-114. Spec. is in vol. 26 p 173, and vol. 27 p 72. Straight stack on first pair, but R&H stack on second pair, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'.

31	w/n 23182	Rebuilt superheated 1925?
32	w/n 23183	Rebuilt superheated 1925?
33	w/n 24425	Rebuilt superheated 1924?
34	w/n 24452	Rebuilt superheated 1924?



At a guess, this is either no. **33** or **34** of the ARR. It is a 2-8-0 and the low running board suggests that it is from the first batch built in 1903 and 1904. It has a Radley & Hunter stack, which possibly narrows the choice down to the second pair, since the very first two had straight chimneys when delivered.

0-6-6-0 d/w 37", cyls. 12½/19x20", built by Baldwin in 1904 and 1905

Ordered by American RR of PR. BLW class 12-19/32DD no. 1-4. Spec. is in vol. 27 p 127. R&H stack, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'. Mallet arrangement explained at head of spec. page, ie. these were amongst first Mallets built by Baldwin.

35	w/n 24827	Rebuilt as 2-8-0 in 1916-18, rebuilt with superheater 1926.
36	w/n 24828	Rebuilt as 2-8-0 in 1916-18, rebuilt with superheater 1926.
37	w/n 24829	Rebuilt as 2-8-0 in 1916-18, rebuilt with superheater 1930.
38	w/n 24948	Rebuilt as 2-8-0 in 1916-18, rebuilt with superheater 1927.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 01938.

2-8-0 d/w 37", cyls. 14/20x20", built by Baldwin in 1907

Ordered by American RR of PR. Cross compound. BLW class 10-22/34E no. 1-3. Spec. is in vol. 29 p 252. R&H stack, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'.

39	w/n 30038	Rebuilt superheated 1925?
40	w/n 30065	Rebuilt superheated 1936?
41	w/n 30066	Rebuilt superheated 1936?
42	w/n 32225	Rebuilt superheated 1925?
43	w/n 32232	Rebuilt superheated 1928?

44 w/n 32236 Rebuilt superheated 1925?



High res image available from the RR Museum of Pennsylvania: BLW neg no. 02305.



Note the much higher running plate, possibly after rebuilding with a superheated boiler.

2-8-0 d/w 37", cyls. 14/20x20", built by ALCo in 1908, 1910 and 1911

Ordered by American RR of PR. First five built by ALCo Cooke, later batch by ALCo Schenectady.

51 w/n 45559 Built in 1908.
52 w/n 45560 Built in 1908.
53 w/n 48901 Built in 1910.
54 w/n 48902 Built in 1910.
55 w/n 48903 Built in 1910.
56 w/n 50485 Built in 1911.
57 w/n 50486 Built in 1911.
58 w/n 50487 Built in 1911.
59 w/n 50488 Built in 1911.

4-4-0 d/w 50", cyls. 13/19x18", built by Baldwin in 1907 and 1909

Ordered by American RR of PR. Cross compound. BLW class 8-20/32E no. 1-3, and 4-6. Spec. is in vol. 29 p 253, and in vol. 49 p 79. R&H stack, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'.

61 w/n 30039
62 w/n 30067
63 w/n 30068
64 w/n 33512

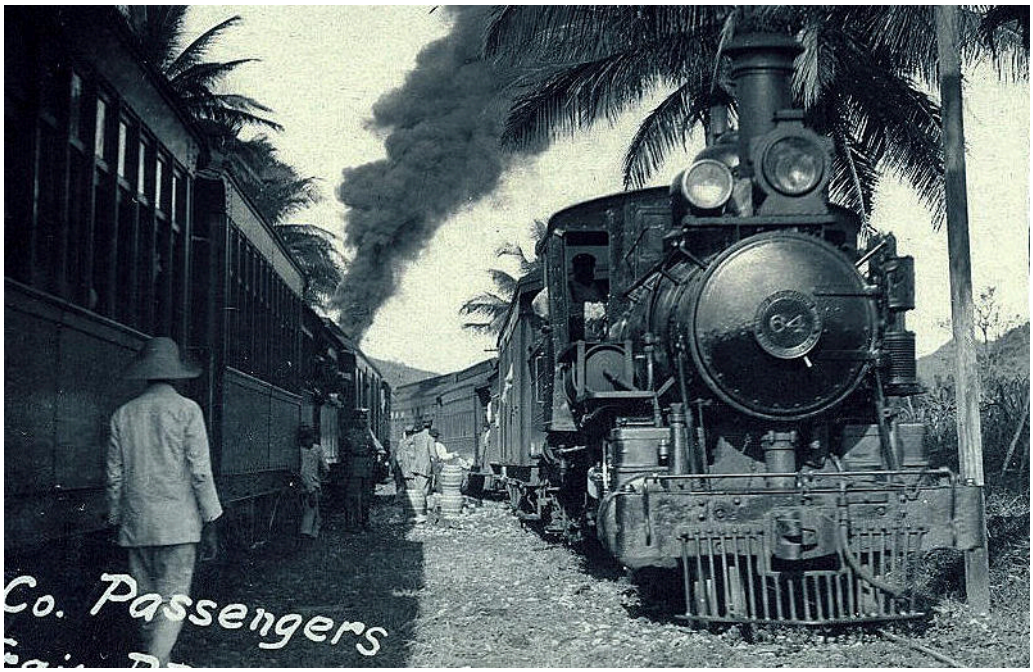
65 w/n 33527

66 w/n 33528



High res image available from the RR Museum of Pennsylvania: BLW neg no. 02304-1.







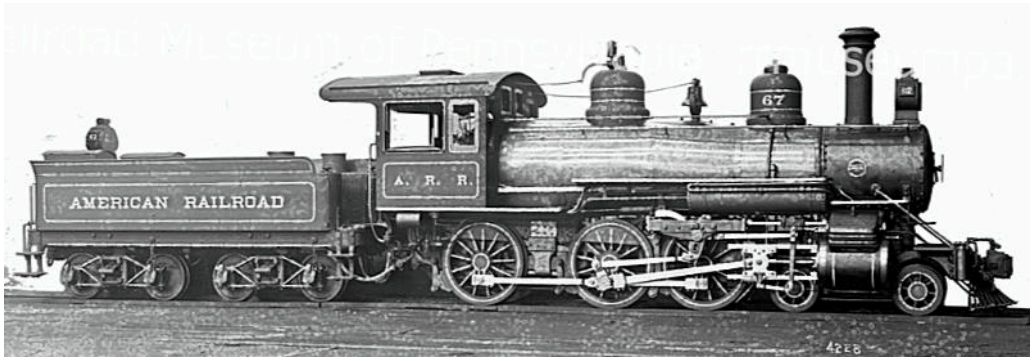


4-4-0 no. **62** on a passenger train whilst still sporting its original R&H stack.

4-6-0 compound d/w 50", cyls. 14/20x20", built by Baldwin in 1913

Ordered by American RR of PR. BLW class 10-22/34D no. 1. Specs. are in vol. 49 p 85. Straight stack, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'.

67 w/n 39032 Built in 1913.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 04228.



Compound no. **67** shows off its large low pressure cylinder.

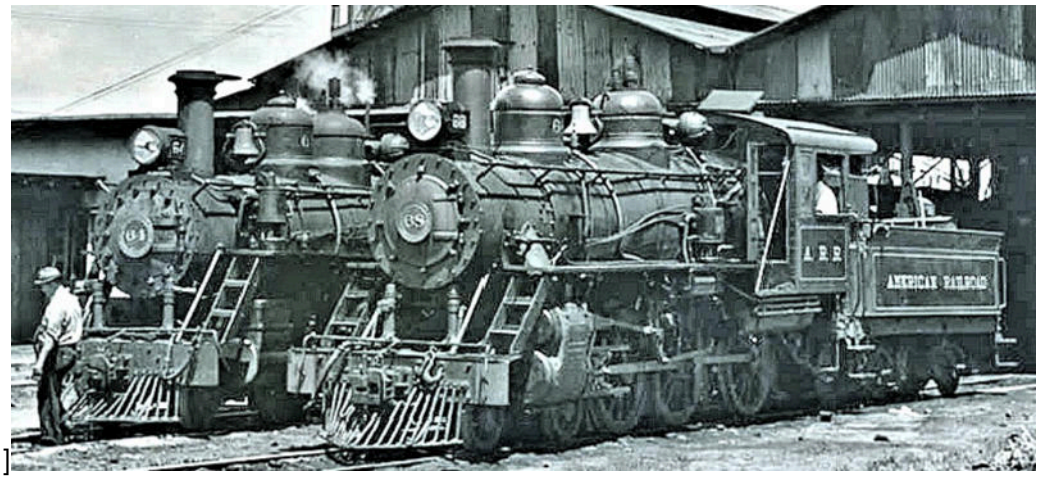
4-6-0 d/w 50", cyls. 14x20", built by Baldwin in 1918 and 1927

Ordered by American RR of PR. BLW class 10-22D nos. 87-90. Spec. is in vol. 63 p 272. Last one was BLW class 10-22D no. 95. Spec. is in vol. 79 p 46. Straight stack, mark on tank: 'AMERICAN RAILROAD', mark on cab: 'A. R. R.'.

68	w/n 50880	Built in 1918.
69	w/n 50881	Built in 1918.
70	w/n 50882	Built in 1918.
71	w/n 50883	Built in 1918.
72	w/n 60183	Built in 1927.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 06958. Piston valves were introduced from this engine onward.



Arr nos. **64** (a 4-4-0) and **68** (4-6-0) at the roundhouse in San Juan, June 1946. Photo by Jack Delano taken in 1946.

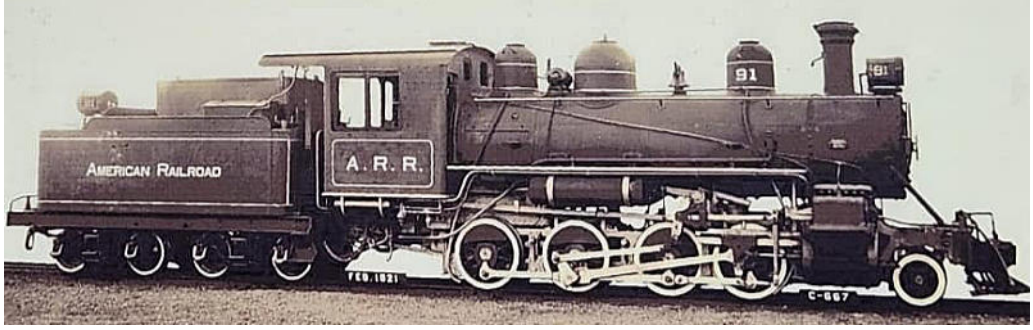


No. **72** in service, with the sand-dome having been moved back away from the chimney. Additionally a turbo-generator has been fitted, with an electric headlight, and the tender has been replaced by one with a less than full length collar. The chimney is now a stove-pipe. This is another Jack Delano pic from 1946, from the DeGolyer online collection.

2-8-0 d/w 37", cyls. 14/20x20", built by ALCo in 1914, 1915, 1918 and 1921

Ordered by American RR of PR. **81-87** built by ALCo Schenectady, and later ones by ALCo Cooke.

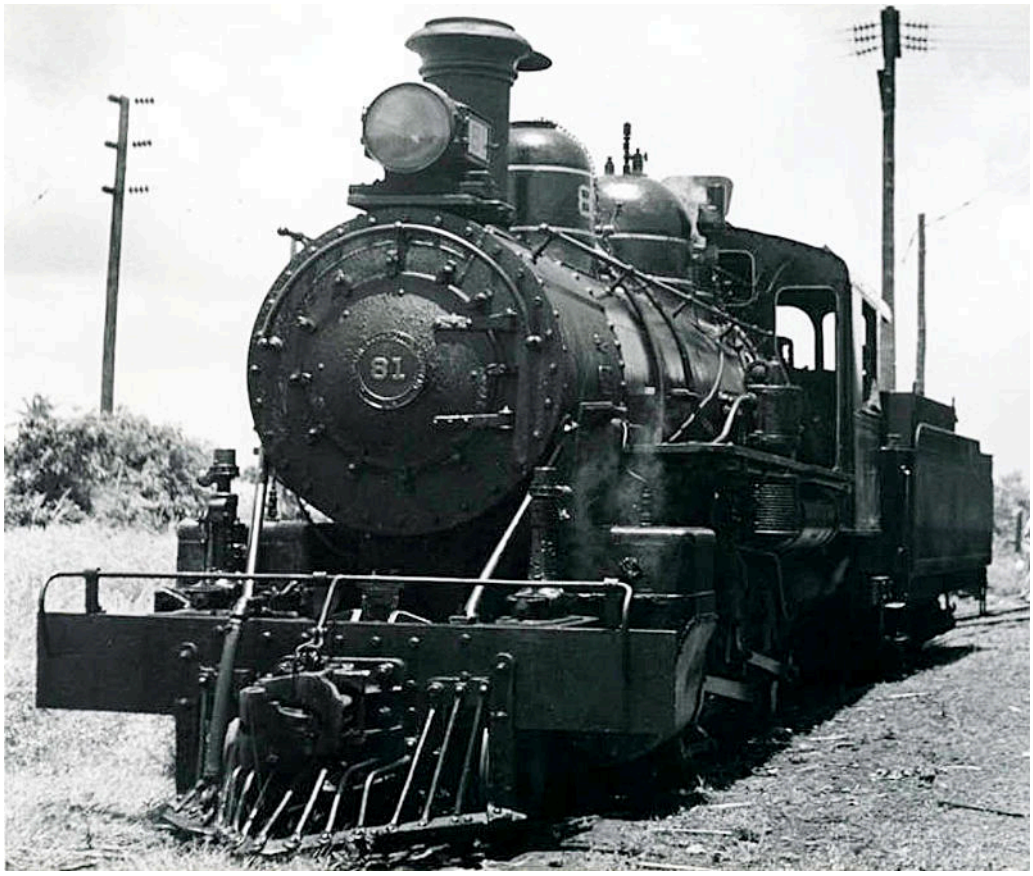
81	w/n 54574	Built in 1914.
82	w/n 54575	Built in 1914.
83	w/n 54576	Built in 1914.
84	w/n 54577	Built in 1914.
85	w/n 55445	Built in 1915.
86	w/n 55446	Built in 1915.
87	w/n 55447	Built in 1915.
88	w/n 59286	Built in 1918.
89	w/n 59287	Built in 1918.
90	w/n 59288	Built in 1918.
91	w/n 68202	Built in 1921.
92	w/n 68203	Built in 1921.



No. **91**, as built.



No. **90**



No. **81** as seen by Jack Delano in 1946. Image from the DeGolyer online archives.

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

Ordered by ? Possibly two of the Cail 2-6-0Ts rebuilt as 0-6-0Ts and renumbered, see above. However, others say they were the original pair of German-built locos numbered **01** and **02**.

101 w/n ?

102 w/n ?

0-6-0T d/w 37", cyls. 13x18", built by Baldwin in 1912, 1917, 1921 and 1926

Ordered by American RR of PR. BLW class 6-20D nos. 35, 38-39, 43-44, and 55. Specs. are in vol. 49 p 81, vol. 63 p 267, vol. 63 p 269, and vol. 78 p 95. Side tanks. Straight stack. Mark on cabsides: 'A. R. R.'. From second loco onwards: cab side windows to be omitted and front windows to be larger. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file.

103 w/n 38918 Built in 1912.

104 w/n 46892 Built in 1917.

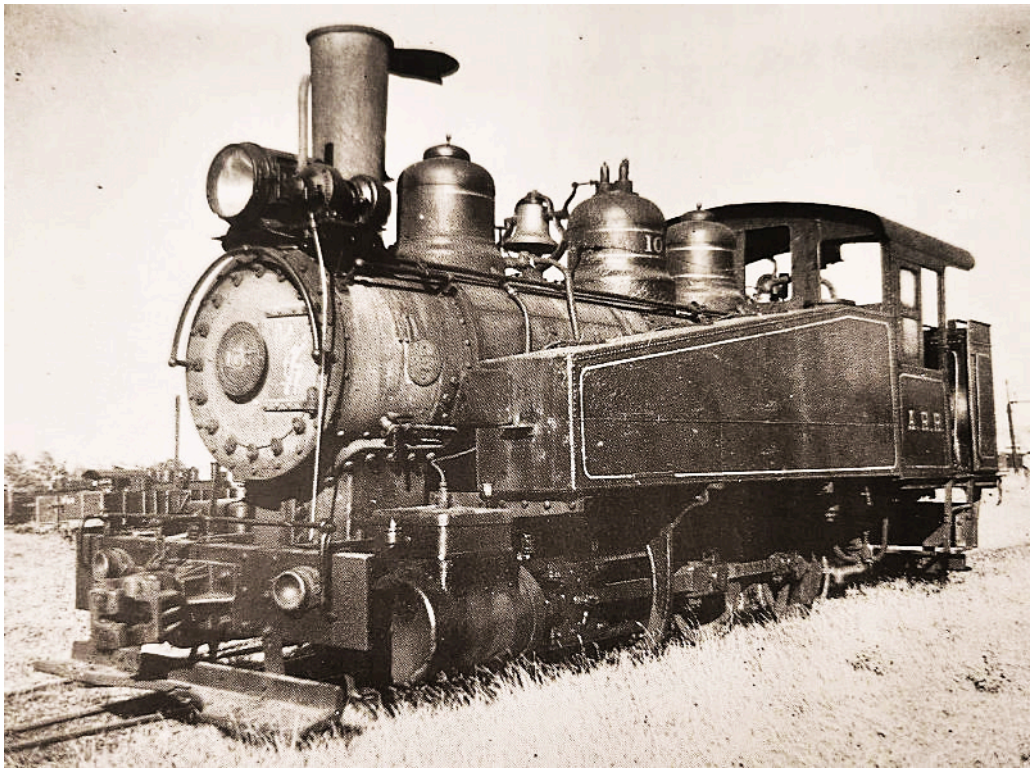
105	w/n 46893	Built in 1917.
106	w/n 54450	Built in 1921.
107	w/n 54451	Built in 1921.
108	w/n 59281	Built in 1926.



No. **103**



No. **104**, with a rather more open cab than its immediate predecessor.

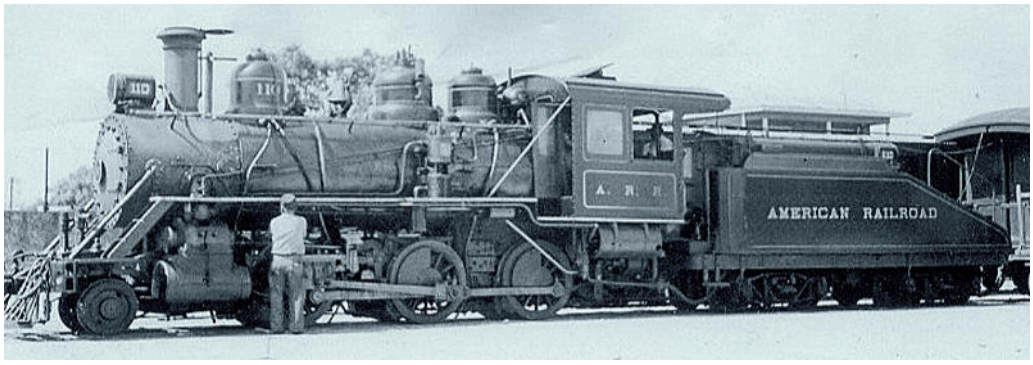


Another of these 0-8-0Ts, with the open-back cab, but with sliding side windows.

2-6-0 d/w 44", cyls. 17x22", built by Baldwin in 1908 and 1912

Ordered by PR Light & Power Co. BLW class 8-28D nos.

110	w/n 38300	Built 1912, ex PR Light & Power Co. no. **5**.
111	w/n 32640	Built 1908, ex PR Light & Power Co. no. **1**.
112	w/n 32541	Built 1908, ex PR Light & Power Co. no. **2**. Sold to ESA at Central Juncos, blew up 1958.
113	w/n 33096	Built 1908, ex PR Light & Power Co. no. **3**.



No. **110**, with slope-back tender.

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1920 and 1925

First one ordered by *FC Guanica Central* as no. **8** but delivered to ARR as no. **8**. Second one ??? BLW class 10-26E no. and 461. Specs. are in vol. p , and vol. 78 p 98. Second one had straight stack, and mark on tank: 'AMERICAN RAILROAD', built as oil-burner.

20²	w/n 53958	later renumbered as **20²**. Rebuilt 1946. Sold to South Puerto Rico Sugar Co. as no. **8**.
21²	w/n 58798	



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09656-1.

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the ARR had possessed 52 locomotives.

0-4-2T+4 railcars d/w 37, cyls. 9x12", built by Baldwin in 1923 and 1924

Ordered by American RR of PR. BLW class 10-12 1/3C nos. 1-5. Specs. are in vol. 72 pp 50 and 56. Mark on sides of car, above windows: 'AMERICAN RAILROAD CO. OF PUERTO RICO', mark on sides, below windows: 'AUTOMOTOR NO. 11' etc. Rectangular water tank under car body, saddle type oil tank above boiler. Property plates: 'THE BALDWIN LOCOMOTIVE WORKS, OWNER'. Bodies by Wason. Cars later converted to loco-hauled stock.

11²	w/n 56602
12²	w/n 56603
13²	w/n 57867
14²	w/n 57868
15²	w/n 57869

Puerto Rico Railroad and Transportation Company

1947–1957

Background

1.000m ex-ARR

Closure 1957. Copeland mentions that several locos were seen lettered '*Mineracao Bahiana*' in 1956-7 and mmay have been sold to Brazil.

20.17.2 *Linea Ferrea del Oeste Inc. / Compania Ferrea del Oeste*

1881–1937

Background

Gauge 1 metre. (SJ) Catano–Bayamon. 7 km. Ran to Central El Ejemplo at Humacao.

0-4-2T d/w 27", cyls. 7x12", built by Black Hawthorn in ?

Ordered by N. P. Nathan's Sons for *FC del Oeste*. **'BAYAMONESA'** and **'CATANO'** were BH nos. 702-3 of 1882.

Another (1151 of 1897) was ordered by N. M. Murphy of Bayamon, PR, for *FC del Oeste*.

1 w/n ?

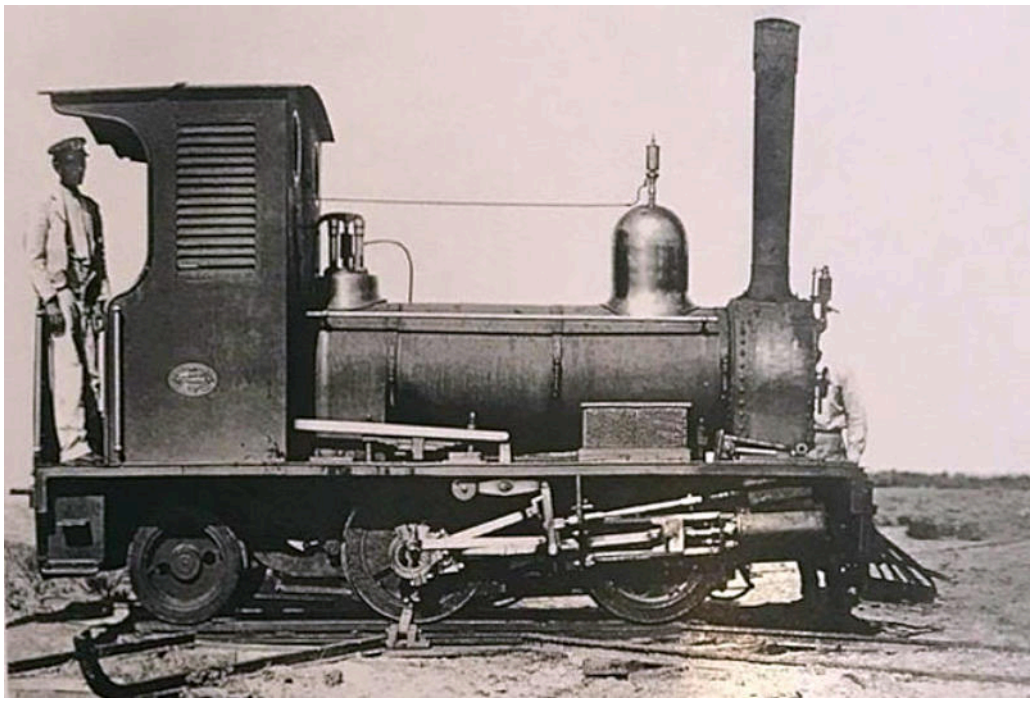
2 w/n ?

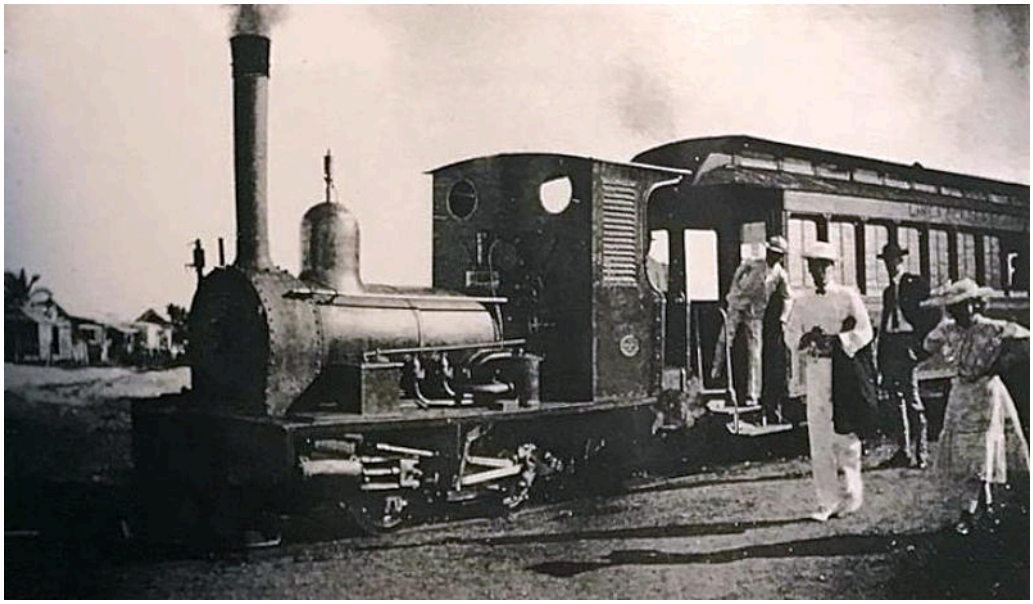
3 w/n ?

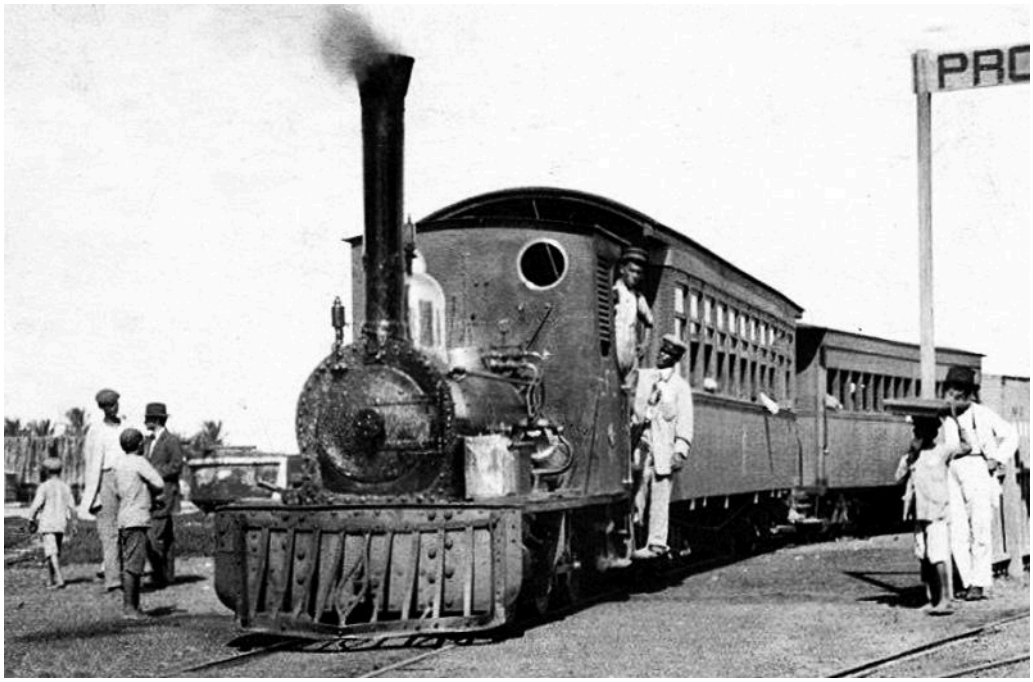
4 w/n ?

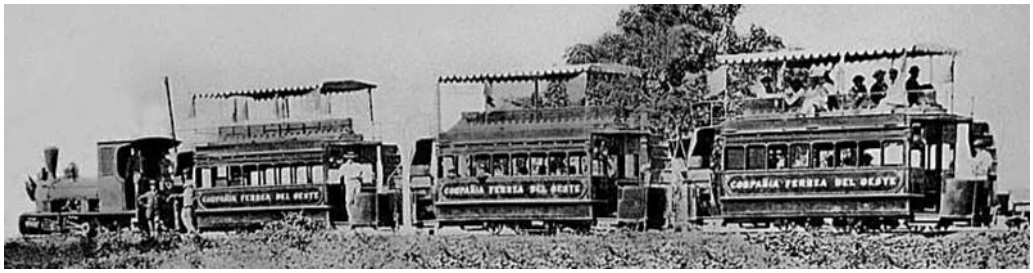
5 w/n ?

6 w/n ?







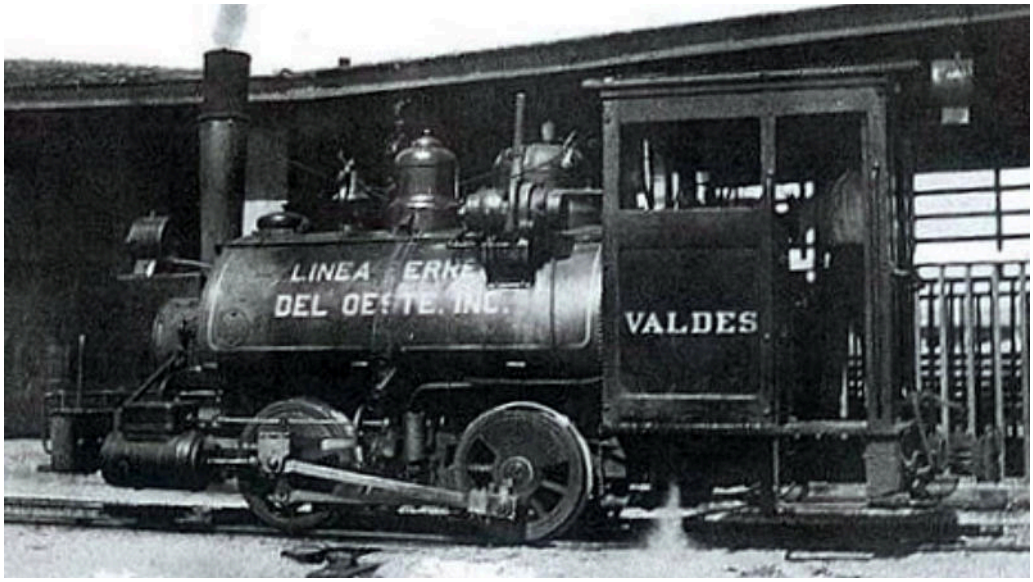


No. **8** was a Baldwin gas mechanical, no. 52698 of 1919.

0-4-0ST d/w 30", cyls. 9x14", built by Baldwin in 1919

Ordered by Linea Ferrea del Oeste Inc. BLW class 4-11C no. 422. Spec. is in vol. 63 p 249. Straight stack, mark on tank: 'LINEA FERREA DEL OESTE INC.' Name painted on sides of cab.

9 'VALDES' w/n 52727



FC del Este

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

Ordered by ?

9 w/n ? Now at Bayamón, Science Park, Parque de las Ciencias Luis A. Ferré

Metre Gauge Ferrocarriles Del Este, Baldwin 60681 10/1928 #7, 2-6-0. The museum has incorrectly renumbered it #8.

Metre gauge, former American Railroad 88 Alco Cooke Compound 59826 10/1918 2-8-0, sold in the 1950s to Ferrocarriles Del Este where it was renumbered #11.

20.17.3 Caguas Tramway Co.

1908–

Background

Gauge 1 metre. steam railway Río Piedras–Caguas, later became part of Puerto Rico Light & Power Co., and eventually the Porto Rico Railroad Co. 28 km. long.

2-6-0 d/w 44", cyls. 17x22", built by Baldwin in 1908, 1911 and 1912

Ordered by PR Light & Power Co.

Third 1908 loco ordered by Porto Rico Rys. Co. Ltd.

1911 loco ordered via PR Construction for PR Railway Light & Power Co. BLW class 8-28D nos. 279-280, 281, 286, and ?. Specs. are in vol. ? p ?, vol. 32 p 21, vol. 39 p 209, and vol. ? p ?. Third 1908 loco mark on tank: 'CAGUAS TRAMWAY COMPANY', straight stack. 1911 loco mark on tank below collar: 'PORTO RICO RAILWAY LIGHT & POWER CO.', mark on cab above windows: 'P. R. R. L. & P. CO.' NB BLW erecting drawing available from the De-Golyer Library, see list in appendix.

1	w/n 32640	Built 1908, later went to American RR of PR as no. **111**.
2	w/n 32541	Built 1908, later went to American RR of PR as no. **112**., then to ESA as no. **112**, and on to CJ.
3	w/n 33096	Built 1908, later went to American RR of PR as no. **113**.
4[1]	w/n 36921	Built 1911, later went to ESA as no. **14**.
5	w/n 38300	Built 1911-2, later went to American RR of PR as no. **110**.

0-4-0T motor d/w 37", cyls. 12x18", built by Baldwin in 1886

Ordered by Belvidere Iron Ore Co. as no. **2**. BLW class 6-18C no. 22. Spec. is in vol. 13 p 171. then Crane Iron Works, Pennsylvania, then to J. G. White Engineering, Sold, and presumably regauged, for the *Tranvia de la Capital a Rio Piedras*, San Juan, Puerto Rico, and eventually (regauged again?) to the Caguas Tramway as no. **6**.

6	w/n 8279

2-6-2T d/w ?, cyls. 12x16", built by Glover in 1925

Ordered by S. J. Serrallies of Ponce, Puerto Rico, later to George Wirshing of San Truce, Puerto Rico??

4[2]	w/n 121645

Puerto Rico Railway, Light & Power Co.

??–1938?

Background

1.000m ex-Caguas Tramway

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the PRRL&PCo had possessed six or five locomotives depending on which page is examined. Nos. **1, 2, 3, 4[1]** and **5** can be identified from a description of the fleet, and the only other engine mentioned is one "Baldwin, 18 tons, old style" which might well be no. **6** listed above.

(Porto Rico Railroad Co.)

-1946

20.17.4 San Juan and Carolina Railroad

?c1908–??

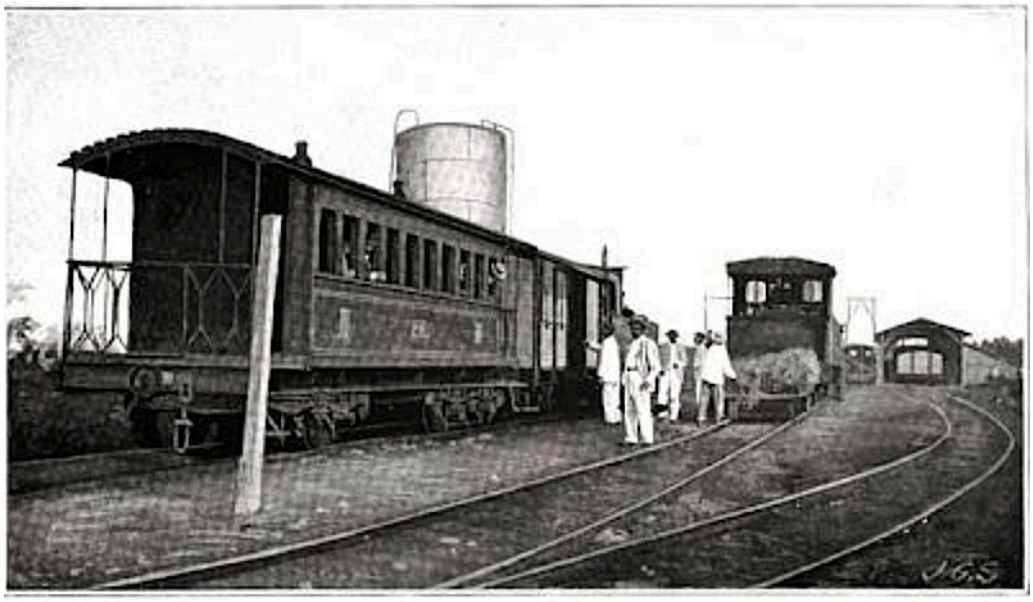
Background

1.000m San Juan–Río Piedras–Carolina, Manati–Arecibo–Camuy

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

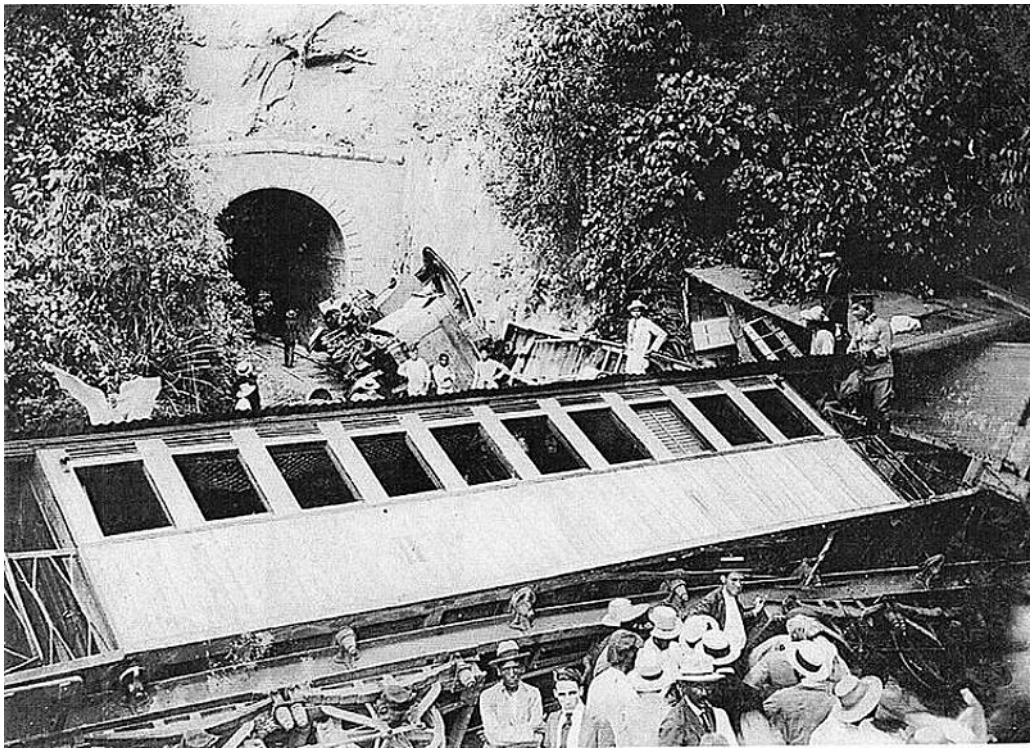
Ordered by ?

? w/n ?



DAILY TRAIN ON THE SAN JUAN-CAROLINA RAILROAD

This scene was found on the internet but the original source is unknown. It appears to have been a published photo from a book or journal showing one or possibly two tank locos at a station. The engines would seem to be of European rather than US origin, and might well be from the ARR's large fleet of Cail 2-6-0Ts. Certainly the rectangular spectacles and flat-footed brace across the rear of the cab roof match that design. Similarly, the passenger carriage to the left might well be one of the ARR's original Belgian-built cars.



Whilst this accident might have occurred on the ARR, the carriage seems very similar indeed to that seen in the previous photo.

20.17.5 Ponce y Guayama Railroad of Puerto Rico

??–1980s

Background

Gauge 1 metre. Owned by Central Aguirre Sugar Co.

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1899 and 1900

Ordered via DeFord & Co. for ARR.

BLW class 6-16D nos. 54 and 55. Spec. is in vol. 22 p 202. drawing no. 20, straight stack, mark on tank: 'CENTRAL AGUIRRE'.

1 'BILLY'	w/n 17245
2 'SAM'	w/n 18289

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1901

Ordered via DeFord & Co. for Central Aguirre.

BLW class 8-16D no. 58. Spec. is in vol. 22 p 202. drawing no. 20, R&H stack, mark on tank: 'CENTRAL AGUIRRE'.

3¹	w/n 19648

0-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1902 and 1903

Ordered via DeFord & Co. for Central Aguirre.

BLW class 6-20D no. 24, 26 and 27. Spec. is in vol. 25 p 136. stack type illegible, mark on tank: 'CENTRAL AGUIRRE'.

4	w/n 21406
5	w/n 23181
6	w/n 23228

2-8-0 d/w 36", cyls. 14x20", built by Baldwin in 1917 and 1920

Ordered by Ponce and Guayama RR.

BLW class 10-22E nos. 74 and 99 . Specs. are in vol. 63 pp 276 and 278 . straight stack, mark on tank: 'P. & G.'.

7	w/n 47234	Became ARR no. **7**. Reboilered 1929 (XO 1100 of 1929). With drawn 1964, donated to *FC Historico* but later scrapped.
8	w/n 53857	Became ARR no. **8**. Reboilered 1929. Withdrawn 1964, donated to *FC Historico* but later scrapped.

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the Ponce & Guayama RR had possessed five or seven locomotives depending on which page is examined. Strangely, no. **3¹** seems to be missing from a table which otherwise includes all those listed above.

2-8-0 d/w 37", cyls. 14x20", built by Baldwin in 1924

Ordered by Central Los Caños as no. **1 'BAYAHENY'**.

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

13?	w/n 57599	Became ARR no. **13**? Received new tender (XO 16083 of 1926). Reboilered 1926. Withdrawn 1964, donated to *FC Historico* but later scrapped.

?-?-? d/w ?", cyls. ?x?", built by Davenport in 19??

Ordered via ? Eljas Polho has this loco in his list, but gives no clue as to origin.

5² w/n?

Camuy RR

Background

- see Camuy Sugar Co. at Central Alianza, San Juan + 1920s had 30 miles or so of metre gauge.

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

Ordered by ?

? w/n ?

20.17.6 *FC de Altozano*



Background

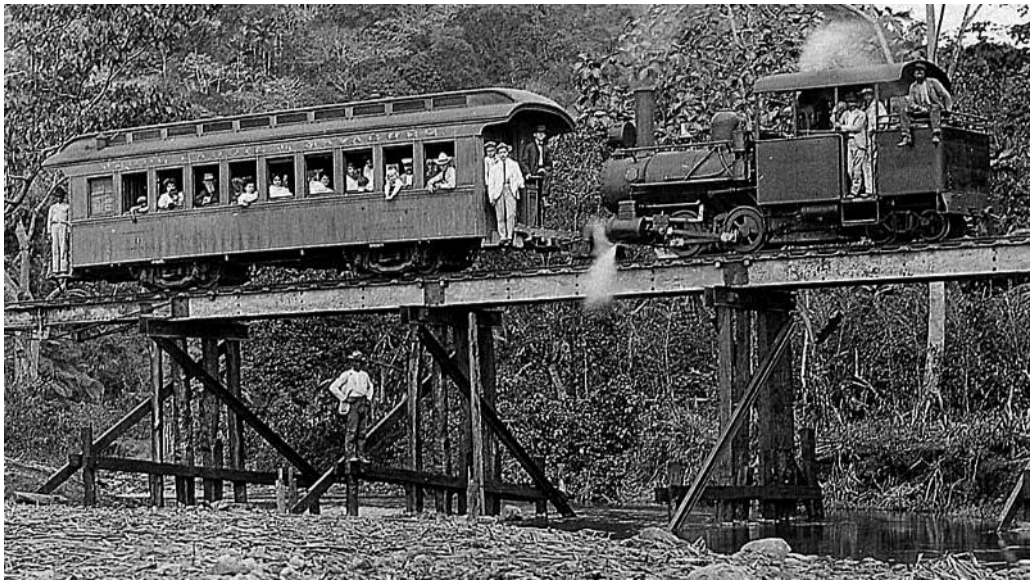
Gauge 60cm. Approx. 10 miles long. *Cia. de FC de Via Estrecha de Mayagüez*. Originally intended to run from Añasco to Lares via San Sebastián, but work halted by the San Ciriaco hurricane of 1899 and never resumed.
The owning company went bankrupt in 1905, and the assets were purchased by the *Sociedad Sucesores de Bianchi*, which owned ther Central Bianchi in Añasco. Hector Ruiz states, however, that permission to reopen the railway was not received until 1910.
Hector Ruiz gives an excellent overview of this railway in his blog {source 21] at https://redescubriendoapuertorico.blogspot.com/2013/11/ferrocarril-alto-sano.html from which many of the facts and photos here were obtained.

0-4-0T? d/w ?, cyls. ?, built by Porter? in 1896?

Ordered by ? "small 6 ton construction loco".
? w/n ?

0-4-4T d/w ?, cyls. ?, built by Porter in 1896

Ordered by ? 12 tons.
1 w/n 1713
2 w/n 1714





Porter 0-4-4T no. **2**.



The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the Anasco & Anto Sano RR had possessed three locomotives.

Closure

It seems that the line may have closed in 1953 at the same time aas the *FC de Circunvalacion*.

20.17.7 Vega Alta Railroad
(Northern Railroad of Porto Rico)

Background

Gauge 1 metre. From ARR line near Toabaja to Vega Alta. Owned by Carmen Centrale Inc.

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

Ordered by ?

1 w/n ?

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

Ordered by ?

2 w/n ?

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

Ordered by ?

3 w/n ?

4 w/n ?

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the Vega Alta RR had possessed four locomotives. A table lists "2 American, 35 tons,, 1 Baldwin 43 tons, 1 Lima, 22 tons". This does not correlate to those listed above.

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1924

Ordered by ?

5 'NUESTRA SEÑORA DEL CARMEN' w/n ?

20.17.8 Humacao Railroad / Roig RR

Background

Gauges 2' 6", and 1 metre? Ran between Central El Ejemplo and the new Central Juncos, from Las Piedras to Humacao and on to the port. The owner was Antonio Roig at Central El Ejemplo. Inaugurated 1916. Length about twenty-two miles.

Fuentes:

• Newspaper, The Time, Social Event - Excursion to the East - 27 June 1916, P. 3) [Digitized Newspaper]

• German Iglesias, Javier "Puerto Rican Owners: An Approval to the History of Antonio Roig Torrellas and his Sugar Emporium in the Eastern Region of Puerto Rico." Magazine of the Puerto Rican Culture Institute. Saint John: ICP, 2015. [In 1904 Antonio Roig Torrellas, owner of the El Example Central in Humacao, joined Julio Gay del Santos to found the Roig and Gay Co. Company and acquire the Juncos Central]

• On the Internet page - Rediscovering Puerto Rico – Héctor Ruiz, The Excursion to the East - The Railroad of Antonio Roig, June 10, 2016 [Photo available from the Cover of Puerto Rico Illustrado Magazine, July 1, 1916 No. 331].

• Migdalia. (1916, junio 27). Excurción a Oriente. [Periódico digitalizado]. El tiempo p. 3.

• Portada. [Revista digitalizada]. Puerto Rico Ilustrado. vol. 331.

0-4-2ST d/w 36", cyls. 9x14", built by Porter in 1908 and 1911

Ordered by ?

1	w/n 4247
4	w/n 4992

2-6-0 d/w 37", cyls. 10x16", built by Porter in 1910, 1911 and 1916

Ordered by ?

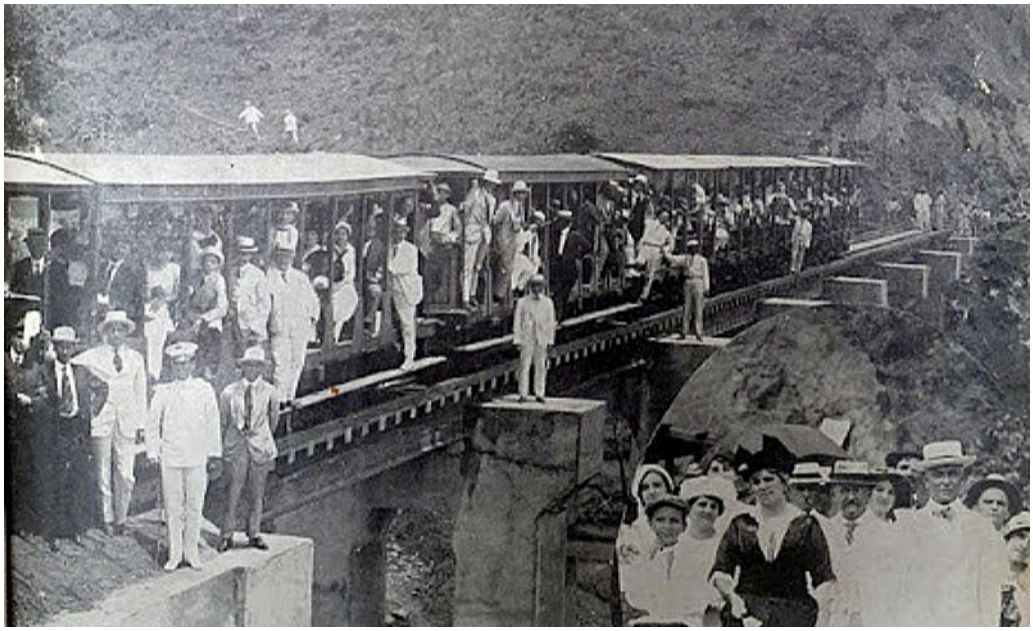
2	w/n 4803
3	w/n 4988
5	w/n 5816

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the Humacao & Humacao Playa RR had possessed three or four locomotives depending on which page is examined. A table mentions “1 Porter, 40 tons” and “3 Porters, 10 tons”.



A photo supposedly showing the new railway, but unfortunately not in sufficient detail to enable any identification of the locomotive.



This photo taken during the opening day shows a train of toast-rack passenger cars on one of the many bridges. Note that the crowd seen at bottom right were part of a separate vignetted photo overlain over the main picture in order to create a front cover for the periodical *Puerto Rico Ilustrado*.

20.17.9 The Ponce tramway
La Sociedad del Tranvia de Ponce

1880–1882

Background

Metre gauge steam tramway, initiated by Sr. Juan Nepomuceno Torruellas who secured a concession to build and operate a steam tramway between Ponce town centre and its port. The 4 km. route began operation on 17th June 1880. However, Allen Morrison reports that "the railway was poorly constructed, maintenance was lax and Torruellas neglected to pay the fines imposed. The Spanish government withdrew his contract on 18 April 1883 and the line closed, after less than three years of operation."

?1882–1898? Ponce tramway, horse tramway (sources disagree on this)

0-4-0T? d/w ?, cyls. ?, built by Hughes in 1879-80?

Ordered by ? The Hughes tram list has seventeen unidentified spaces around this time period. It must be guessed that these four fall within that range. All Hughes trams of the era were 0-4-0s.

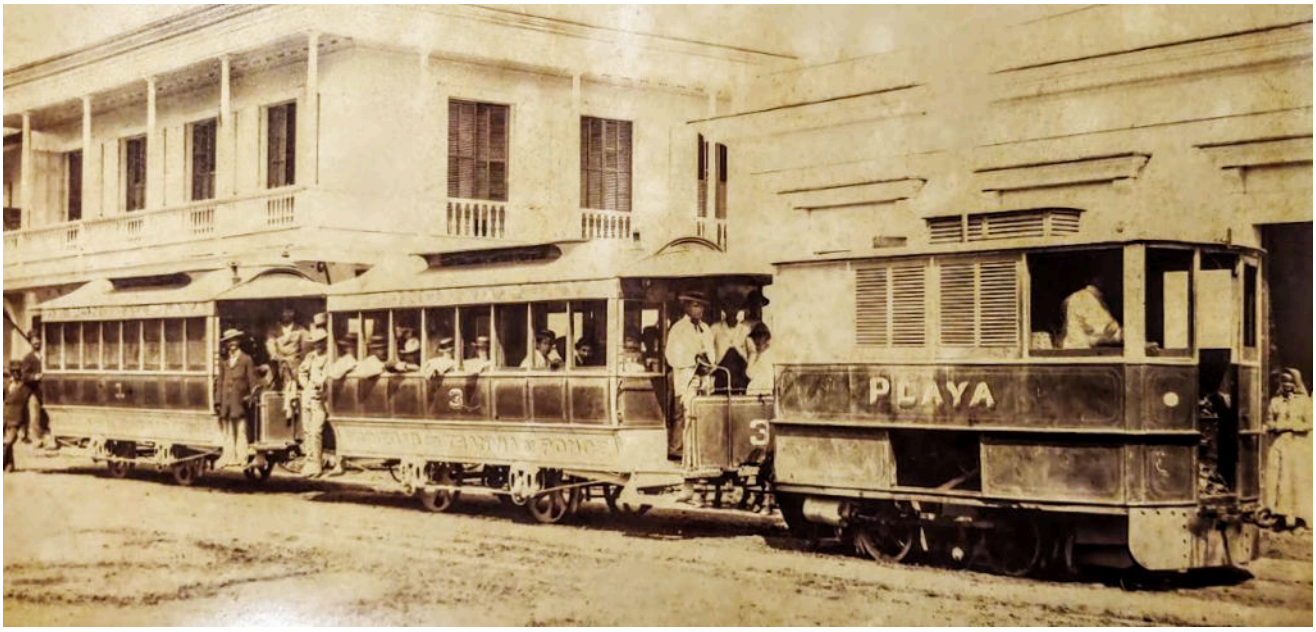
? w/n ?

? w/n ?

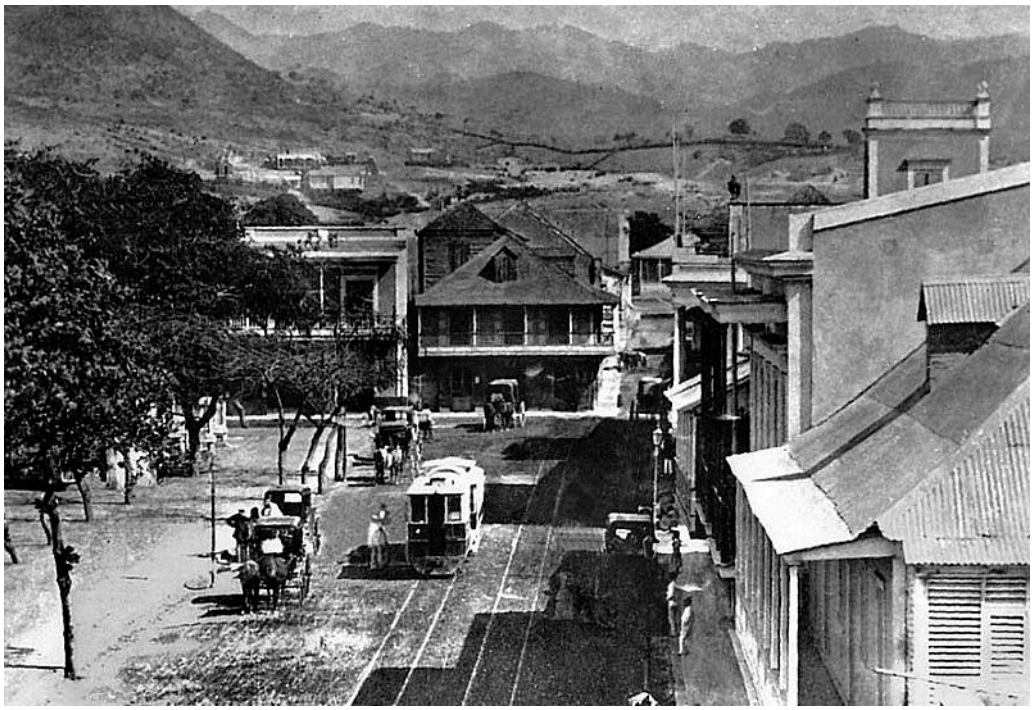
? w/n ?

? w/n ?

EP says all out of use in 1882 and then auctioned off in 1898.



One of the Ponce tramway's Hughes tram locos hauls two trailers. It is not known whether the word **'PLAYA'** on the loco body is the name of the individual engine or a designation of the route served, but the former seems likely. The image comes from the Facebook page designated Ruta Borinquen.



20.17.10 *Tranvia de Ubarri*

1880-1901

Tranvia de la Capital a Río Piedras

1879–1900s

Background

Gauge 2' 6". steam tramway, Built by Pablo Ubarri - - to Porto Rico Power & Light Company from 1901. 32 km.

0-4-2T motors / dummies d/w 28", cyls. 10x13", built by Baldwin in 1879 and 1880

Ordered by ? BLW class 6-14 1/3C nos. 5, 8-9, Specs. are in vol. 9 p 143, vol. 10 p 45,

First three ordered by Pablo Ubarri, mark on cab under windows: 'TRAM-VIA DE LA CAPITAL Á RIO PIEDRAS' (sic), painting: dark maroon,

1	w/n 4733	Built in 1879.
2	w/n 5080	Built in 1880.
3	w/n 5082	Built in 1880.
4	w/n ?	Built in 18??.

0-4-2T motors / dummies d/w 36", cyls. 11x16", built by Baldwin in 1893 and 1896?

Ordered by Pablo Ubarri. BLW class 6-16 1/3C nos. 53, , Specs. are in vol. 18 p 158, vol. ? p ?, First one with no mark on cab or running number.

5	w/n 13244	Built in 1893. Later to Central Cambalache as no. **5**.
6	w/n ?	Built in 18??. Later to Central Cambalache as no. **6**.

0-4-2T motors / dummies d/w 28", cyls. 10x15", built by Baldwin in 1896

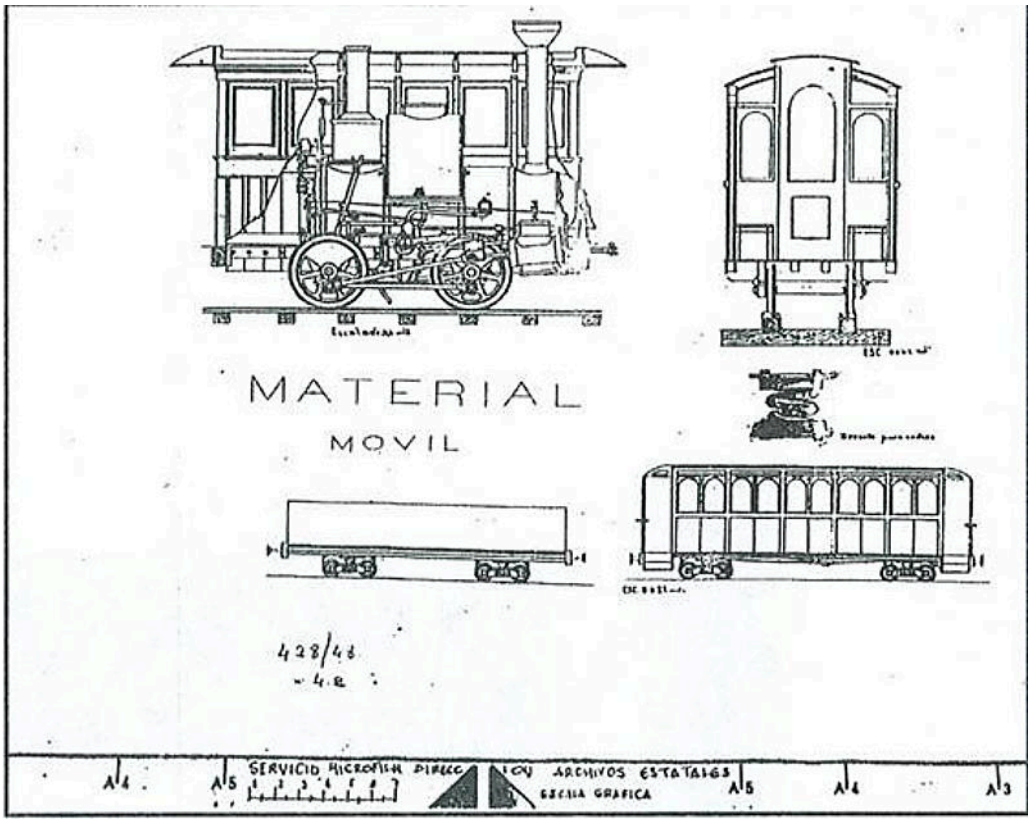
Ordered by Pablo Ubarri. BLW class 6-11 1/3C no. 40, Spec. is in vol. 20 p 156. Mark on tank: none.

7	w/n 14929	Built in 1896.

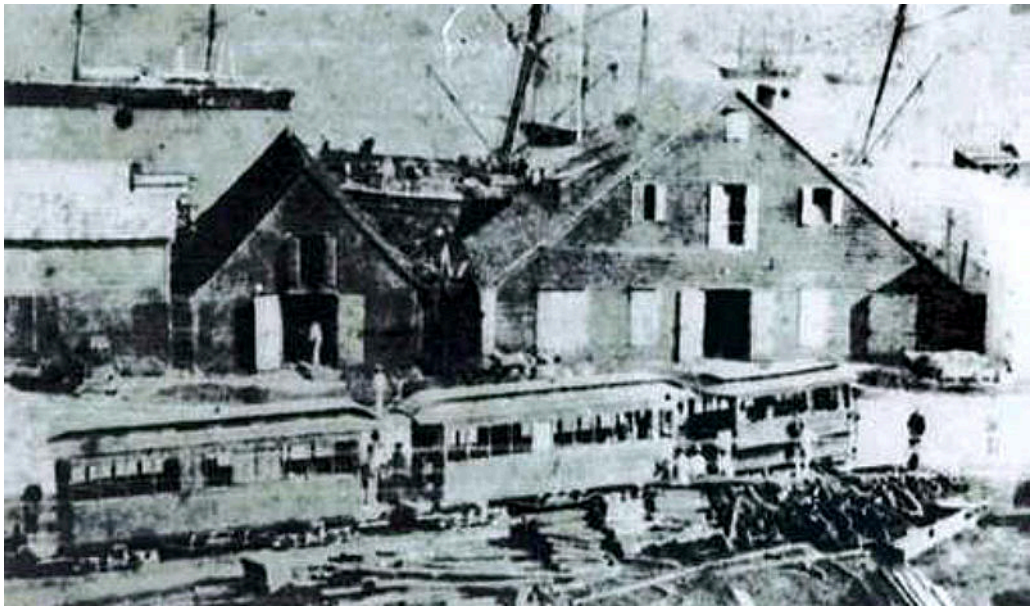
0-4-0T d/w 37", cyls. 12x18", built by Baldwin in 1886

Ordered by Belvidere Iron Ore Co. as no. **2**. BLW class 6-18C no. 22. Spec. is in vol. 13 p 171. then Crane Iron Works, Pennsylvania, then to J. G. White Engineering, Sold, and presumably regauged, for the *Tranvia de la Capital a Rio Piedras*, San Juan, Puerto Rico, and eventually (regauged again?) to the Caguas Tramway as no. **6**.

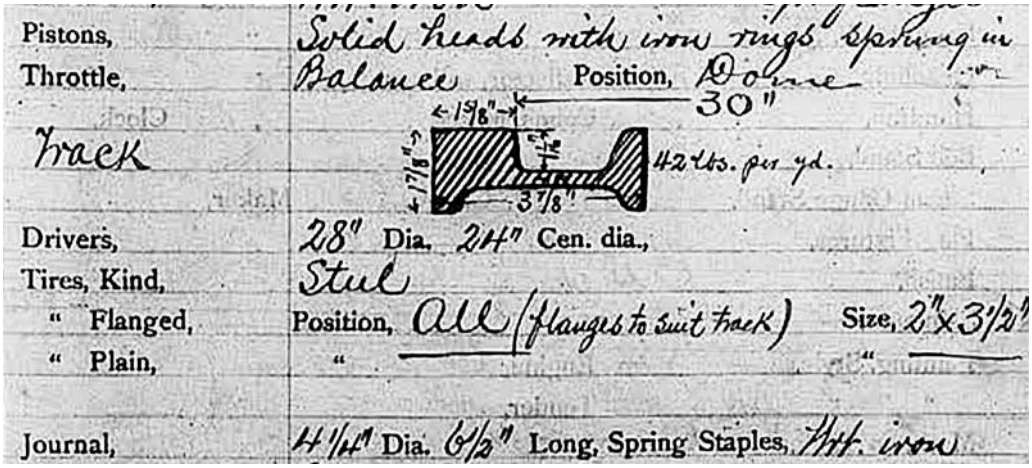
6?	w/n 8279



A slightly mysterious drawing – clearly captioned in Spanish which supports its supposed origin on this tramway, and showing a passenger car which almost though not quite matches those in the photo below, but with an 0-4-0T dummy/ motor loco when the majority running here had been 0-4-2Ts and with a car cross-section showing a track gauge which seems likely to be rather wider than 2' 6". The drawing shows ten windows along the car side, whilst those in the photo have eleven.



The sole, though widely-published view looking down onto a train of two passenger cars with a steam dummy/motor at the right-hand end.



The rather strange rail profile on which these trams ran, as illustrated on the spec. page for one of the Baldwin motors listed above.

20.17.11 Railways of sugar cane plantations and mills

General background history

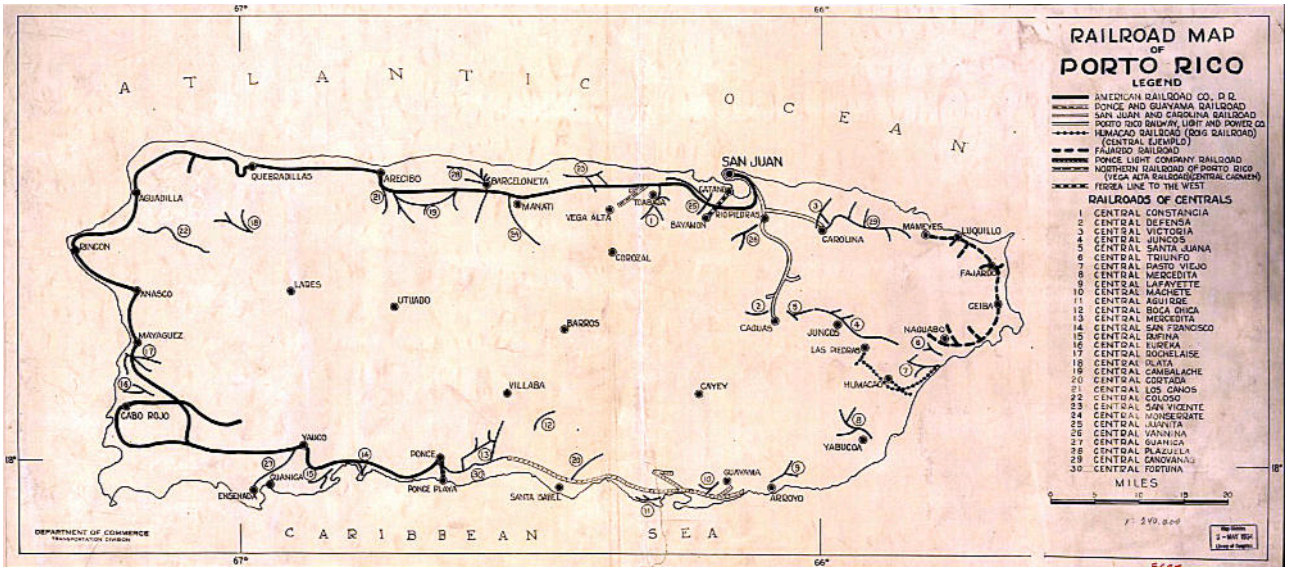
For the history of the Puerto Rico sugar industry go to https://www.jaimemontilla.com/ which has a wealth of detail, and indeed individual pages on each of the main estates and mills.

List of mill names

Central Aguirre
Central Alianza Arecibo y Camuy
Central Arcadia
Central Bayaney
Central Bello Sitio
Central Boca Chica
Central Buena Vista
Central Cambalache
Central Canóvanas
Central Caribe
Carmen Central
Central Cayey
Central Coloso
Central Columbia
Central Constancia
Central Corcega (or possibly Corsica?)
Central Cortada
Hazienda Dolores
Central El Ejemplo
Esperanza Central Sugar Co.
Central Eureka
Central Fajardo / Fajardo Railroad
Central Florida
Central Fortuna
Guanica Centrale
Central Igualdad
Central Juanita
Central Juliana (aka Central Herminia)
Central Juncos
Central Laura
Central La Luisa
Central Las Claras
Central Lafayette
Central Los Caños
Central Machete
Central Maria
Central Mercedita
Central Monserrate
Central Monte Grande
Central Oriente

Central Pagán
Central Pasto Viejo
Central Pellejas
Central Plata
Central Playa Grande
Central Plazuela
Central Porvenir
Central Progreso
Central Providencia
Central Puerto Real
Central Razuela
Central Reparada
Central Restaurada
Central Riollano (aka Central Camuy)
Central Rochelaise
Central Roig ex-Mercedita
Central Rufina
Central San Cristobal
Central San Francisco
Hacienda San Jose (aka Central Defensa)
Central San Vicente
Central Santa Barbara
Central Santa Juana
Central San Luis
Central San Miguel
Central Sóller
Central Triunfo
Central Unión
Utuado Sugar Co.
Vadi Plantation
Central Vannina, later aka Central San José
Central Vitoria
Ingenio Yabucoa
South Puerto Rico Sugar Co.

And on Vieques:
Central Arcadia
Central Vieques (aka Central Esperanza aka Central Puerto Real)
Central Playa Grande
Central Santa Maria



Sucreries de Abarca

Background

2' 6" gauge.

0-4-2T d/w ?, cyls. ?, built by Lima in 1905 and 1908

Ordered by Sucreries de Abarca, San Juan, PR. Possibly for Cia. Azuc. de Toa, may have gone to Central Constancia.

2 'CONSTANCIA' w/n 1002

3 'CONSTANCIA' w/n 1081

? w/n 1123

Central Aguirre

Background

Gauge 660mm and 1 metre. At Aguirre. Established 1899 by DeFord & Co. which initiated also the first 12 miles of NG railroad. Run from 1899 onward by the Central Aguirre Syndicate, which acquired the Ponce & Guyama RR. Absorbed and closed Central Caribe in 1947. Operated 31 miles of light portable track in 1922 [1].
Closed 1990.

Gauge 1 metre

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

Ordered by ?

1 w/n ?

2 w/n ?

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1901

Ordered by ? BLW class 8-16D no. . Spec. is in vol. p .

3 w/n 19648

0-6-0 d/w 36", cyls. 13x18", built by Baldwin in 1902 and 1903

Ordered by ? BLW class 6-20D no. . Spec. is in vol. p .

4 w/n 21406

5 w/n 23181

6 w/n 23228

Gauge 660mm / 2' 2"

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

Ordered by ?

1 w/n ?

0-4-0T d/w 22", cyls. 5x10", built by VIW in 1921

Ordered by Central Aguirre Sugar Co. Gauge 2' 2". VIW class 7-0.

? w/n 3155

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

Ordered by ?

2 w/n 3166

The fleet in 1922

Source [1] gives the loco fleet as:

1 Vulcan, 8 to 10 tons. One of the two VIWs listed above, but why is the other not mentioned?

1 Davenport, 8 to 10 tons. Loco no. **1**.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Central has no railroad of its own. Cane is delivered to storage yards of the mill via the Ponce & Guayama Railroad Company, which is affiliated with the Aguirre Company. The railway extends a distance of some 40 miles, joining the American Railroad Company near Ponce and extending eastward through the zones of the affiliated Centrals Cortada and Machete. "

Central Alianza Arecibo y Camuy

Background

Gauge 2' 6". Built 1910. Closed 1922. At Camuy. Machinery came from Central Oriente whose lands had been absorbed into Central Cambalache. Operated by Central Alianza Inc. Railway closed 1923-4. Not listed in source [1]/

0-6-0T d/w ?, cyls. ?, built by O&K in 1910

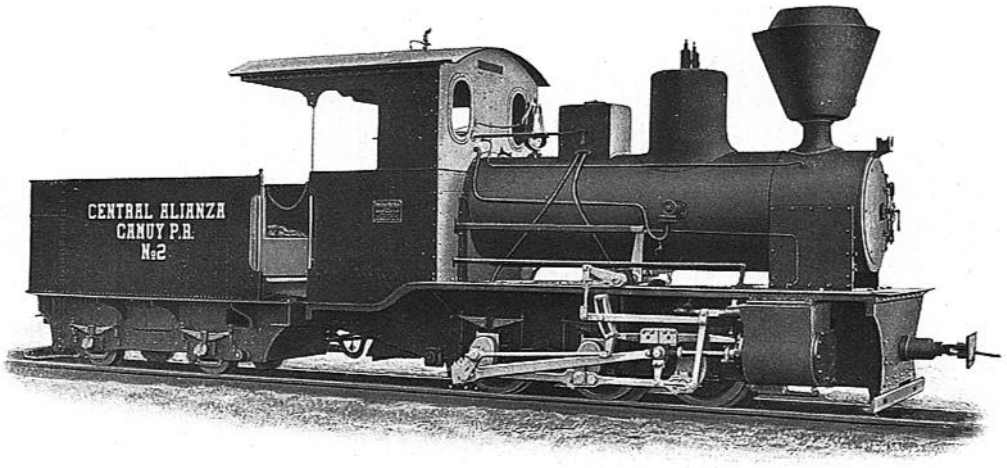
Ordered by Central Alianza Arcibo & Camny, Porto Rico

? w/n 4169

0-6-0TT d/w ?, cyls. ?, built by O&K in 1911

Ordered by Central Alianza Arcibo & Camry, Porto Rico. 110hp.

? w/n 5168



Central Arcadia

Background

Gauge 2' 6".

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1908

Ordered by Ernst Wiener Co. for Central Arcadia **1**. BLW class 6-11C no. 19. Spec. is in vol. 32 p 274. Mark on tank: 'CENTRAL ARCADIA', R&H stack.

1 'Las MARIAS' w/n 32933

Central Bayaney

Background

Gauge ?. Established 1916, but closed 1923. At Hatillo.

Central Boca Chica

Background

Gauge 2' 2" / 660mm. Established 1903. Closed 1946. At Ponce. Owned by Central Boca Chica Inc. Taken over in 1933 by Wirshing y Cia. who also owned Central Mercedita and probably wanted the new land more than the mill. Copeland says was owned by Sucr. J. Serralles who also owned the Central Mercedita at Ponce. Two miles of permanent track and four of portable in 1922, source [1].

0-4-2T d/w ?, cyls. ?, built by Decauville in 1895

Ordered by ?

1[1] 'JULIATA' w/n 208

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

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

1² w/n ?

The fleet in 1922

Source [1] gives the loco fleet as: 1 Baldwin loco, 10 tons. This was presumably no. **1²** , above, the Decauville probably being out of service by then.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Most of the Company's extensive fields are traversed by the Ponce & Guayama Railroad, and portable track brings cane from the fields to the loading stations of the meter gauge road. Bull carts also deliver to the public carrier road, and some 15% of the crop is delivered to the factory by bull carts and trucks. Uses meter gauge Diesel locomotive for batey purposes, and have a Baldwin 6 coupled coal burning locomotive in reserve.

Certain limited length trackage on the Estate changed in gauge to 26" to conform to the gauge of the Central Mercedita railway system; this facilitating any desired interchange of freight between the two mills.

Have 86 26" gauge 21 ton capacity cane cars. "

Central Buena Vista

Background

Gauge 2' 6". Operated 1882 until 1911. Taken over in 1908 by Loiza Sugar Co. who by then owned Central Canovanas which was only 6 km away. After closure, machinery sold to Central Progreso and possibly also to Central Bayaney.

0-4-0ST d/w 28", cyls. 8x12", built by VIW in 1906

Ordered by ?

1 'GURABO' w/n 801 Rebuilt 1910 as 0-4-2ST. Sold to Central Jones, Antonio Roig & Co.

Central Cambalache

Background

Gauge 2' 6". At Arecibo. Established 1905, and operated until 1981. Owned by Central Cabalache Inc. Possessed about 28 miles of track in 1922, [1].

0-4-4T d/w 29", cyls. 8x14", built by Baldwin in 1906

Ordered by Central Cambalache. BLW class 8-10 1/3C no. 6. Spec. is in vol. 29 p 178. No mark on tank, straight stack.

1¹ 'CAMBALACHE' w/n 28643

0-4-4T d/w 28", cyls. 9x16", built by Baldwin in 1906

Ordered by Central Cambalache via Arthur Koppel Co. Slight mystery over identity. BLW class 8-12 1/3C no. ?. Spec. is in vol. ? p ?.

2 'BUENA VISTA w/n 29103

2-4-0 d/w 33", cyls. 9x14", built by Baldwin in 1908

Ordered by ? BLW class 6-11C no. 16. Spec. is in vol. 32 p 272. Mark on tank: 'CENTRAL CAMBALACHE', R&H stack.

3 'Las CLARAS' w/n 32940

2-truck Shay d/w ?, cyls. ?, built by Lima in 1902

Ordered by ? Acquired via J. E. Henry.

4 w/n 762 (wrong number)

0-4-2T motors / dummies d/w 36", cyls. 11x16", built by Baldwin in 1893 and 1896

Ordered by Pablo Ubarri for Tranvia de la Capital a Rio Piedras **5** and **6** (or **7**?). BLW class 6-16 1/3C nos. 53 and ?, Specs. are in vol. 18 p 158. Both sold to Central Cambalache at unknown date.

5	w/n 13244	5 TCPR
6	w/n ?	Possibly BLW 14929, though that had been no. **7** on the tramway, and was a slightly smaller machine. BLW class 6-11 1/3C no. 40, Spec. is in vol. 20 p 156.

2-truck Shay d/w 28", cyls. (3) 8x12", built by Lima in 1909, 1910, 1911 and 1916

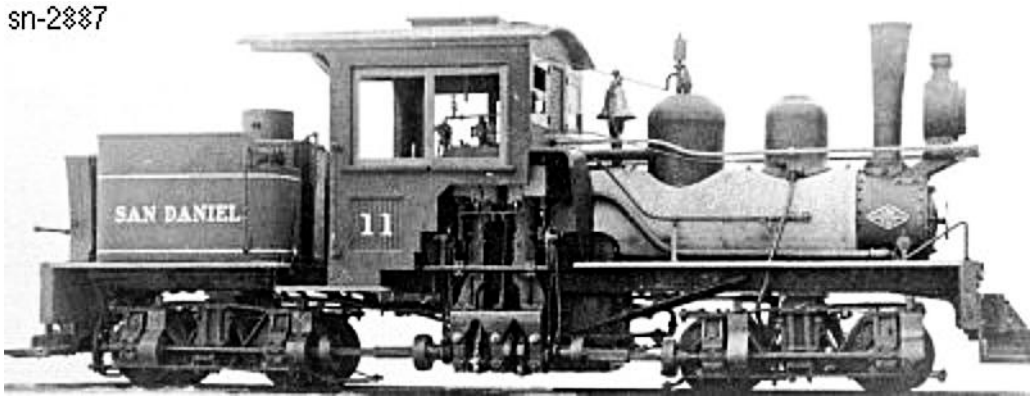
Ordered via Orenstein-Koppel Co. for Central Cambalache. Fifth one ordered via Fox Brothers & Co., NY. Shay class 32-B.

6	w/n 2255	Built 1909.
7 'FLORIDA'	w/n 2389	Built 1910. Acquired via 'Korbler'?
8	w/n 2448	Built 1911. Acquired via Koppel.
9	w/n 2493	Built 1911. Acquired via Koppel.
10	w/n 2480	Built 1911. Lehmuth says was originally no. **2**. of Fox Brothers at Quebradillac.

2-truck Shay d/w 22½", cyls. (2) 6x10", built by Lima in 1916

Ordered by ?

11 'SAN DANIEL'	w/n 2887	Built 1916. Rebuilt later from oil-burner to coal.
12 'CORCOBADA'	w/n 2888	Built 1916. Rebuilt later from oil-burner to coal.



Lima Shay no. 2887 of 1910, Central Cambalache no. **11**.
Photo from shaylocomotives.com database.

The fleet in 1922

Source [1] gives the loco fleet as:

6 Baldwins, 12 to 14 tons. Locos **1, 2, 3, 5** and **6** and presumably one other.

6 Sheas (sic), 12 to 14 tons. Locos **4, 6, 7, 8, 9**, and **10**. But what about nos. **11** and **12**?

2-truck Shay d/w ?, cyls. ?, built by Lima in 1902

Ordered via J. E. Henry & Sons for East Branch & Lincoln RR, New Hampshire, **4** (standard gauge), then in 1910 to Stevens Lumber Co. In 1922 rebuilt to 2' 6" gauge for Central Cambalache.

13	w/n 702	Rebuilt to metre gauge.
14	w/n ?	

0-4-0T d/w 26", cyls. 8x14", built by Lima in 1911

Ordered via Orenstein-Koppel Co. Lehmuth says originally built for 2' 0" gauge.

1²	w/n 1159

Re-gauging

Supposedly the 2' 6" gauge system was relaid to metre gauge in 1926.

2-truck Shay d/w 27½", cyls. (3) 8x8", built by Lima in 1911

Ordered by Lebedjeff & Co. for Canney Sugar Co. San Juan, for Canney RR no. **1**. Then to Central Alianza, and eventually by 1930 to Central Cambalache, presumably having been regauged from 2' 6" to 1 metre at that point.

?	w/n 2403

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"61 km. of 30-inch gauge track, with switches, sidings and loading stations; 13 km. of meter-gauge track. Coal-burning locomotives as follows: For 30" gauge track: Four 32-ton and two 14 ton Shay (Lima) locomotives; and three Baldwin locomotives, 12, 14 and 18-ton sizes. For the meter gauge track: One 35-ton Shay (Lima) locomotive, and two 14-ton and one 18-ton Baldwin locomotives.

Also use on 30"-gauge track three Whitcomb-Fordson locomotives; gasoline operation. The cane cars are all iron, as follows: Thirty 20-ton capacity for the meter gauge; 100 15-ton capacity for the 30" gauge; 170 of 10-ton capacity for the 30" gauge, 30 miscellaneous cars. An important supplement to railway facilities is the delivery of cane to the mill by trucks."

Central Canóvanas

Background

Gauge 2' 6". At Canovanas and Loiza. Established 1880, and operated until 1965. Owned by Latimer & Co., then Canovanas Sugar Factory Ltd., then from 1909 the Loiza Sugar Co. then Fajardo Sugar Co., latterly by the Eastern Sugar Association until 1961, then C. Brewer de Puerto Rico. Popssessed 85 miles of track in 1922 [1].

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

Ordered by ?

1	w/n ?
2	w/n ?
3	w/n ?
4	w/n ?
5	w/n ?

0-6-4 d/w ?, cyls. 9x14", built by Porter in 1910

Ordered by Loiza Sugar Co. for Central Canovanas.
6 w/n 4766

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

Ordered by Melchior, Armstrong & Dessau for Central Canovanas.
7 'SANTA BARBARA' w/n 5221 Later numbered as Eastern Sugar Associates **E451**.

The fleet in 1922

Source [1] gives the loco fleet as:
2 of 10 tons.
3 of 16 tons.
1 of 20 tons.
2 of 25 tons (oil burners).
This gives a total of eight, one more than the number listed.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"The Central is on the Fajardo Development Company's main line, and sugar and molasses are shipped over this hue to the port of Fajardo. As the Fajardo Development Company's line connects with the American Railroad Company's Carolina branch line, the Central also has direct rail connection with the port of San Juan,
Cane Supply All cane is Purchased from growers and is received at factory on railroad cars.
Transportation Equipment — The company's railway is 30" gauge and approximately 60 km. in extent Equipment consists of two 20 ton, one 18 ton, one 15 ton oil burning Porter locomotives and two 12 ton Diesel locomotives (one Midwest and one Davenport); 160 all steel, side unloading, 10 ton cane cars, 160 steel frame and wooden floored 5 ton cane cars and 750 all steel 21/1 ton cane cars. "

Central Caribe

Background

Gauge ?. At Salinas. Established 1930, and operated until 1947, when purchased and dismantled by Central Aguirre.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"The Central has no railroad system of its own. Cane is delivered to the storage yard of the mill by trucks and bull carts; about half the cane is brought in by carts and half by motor truck owners. The Ponce & Guayama Railroad runs bordering the batey of the Central at Its northern limit, and thus is available for possible future delivery of cane to the mill, just as the road is for the handling of outgoing sugar shipments. "

Carmen Central

Background

Gauge 500mm. At Vega Alta. Operated from 1895 until 1945. Apparently Moody's 1922 analysis of the West India Sugar Finance Corp, which was financing the receivers of the owners at the time, stated that the mill had 12 miles of railroad, 6 locos, and 165 cane cars. Owned at some stage by Finlay Bros. & Weymouth Trading Co. Franchise for railway transferred 1918 to Northern PR RR Co.

Gauge 500m

0-4-2ST d/w 24", cyls. 6x10", built by Baldwin in 1910

Ordered by Ernst Wiener & Co. to Central Carmen. BLW class 6-6 1/3C no. 3. Spec. is in vol. 36 p 230. Mark on tank: 'CARMEN CENTRAL', R&H stack.

1 w/n 35601

Two truck Shay d/w 22", cyls. (2) 6x10", built by Lima in 1912

Ordered by Fox Brothers & Co., NY, for Central Carmen. Shay type 13-A.

2 w/n 2530 Later to Northern Puerto Rico Road Co., San Juan.

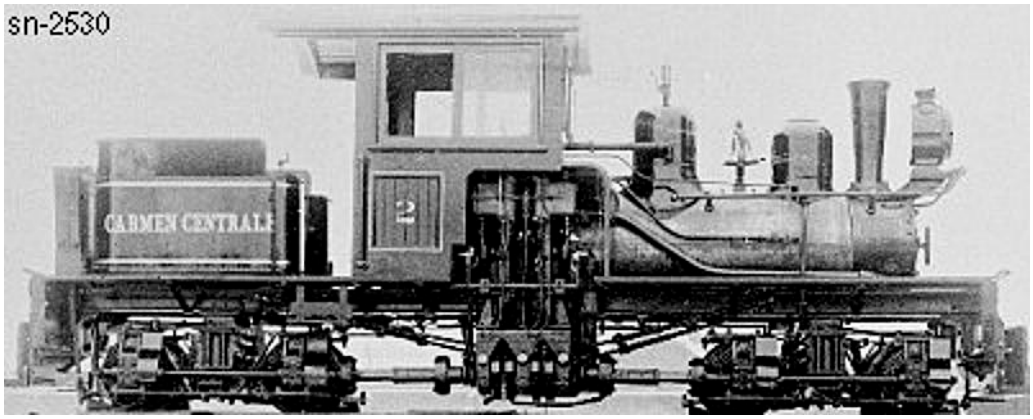


Photo from the Shay website at https://www.shaylocomotives.com/

Gauge 2' 6"

Sometimes known as the *FC del Norte*. OWned by Finlay Bros. and Waymouth, Carmen Centrale. Copeland makes cryptic reference to an ALCo 35 ton 2-6-0 and a Baldwin 43 ton loco here.

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

Ordered by ? 18 tons.

1 w/n ?

?-?-? d/w ?, cyls. ?x?", built by ? in ?

Ordered by ?

2 w/n ?

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

Ordered by ?

3 w/n ?

?-?-? d/w ?, cyls. ?x?", built by ? in ?

Ordered by ?

4 w/n ?

2-6-0 d/w ?, cyls. ?x?", built by Baldwin in 1924

Ordered by ?

5 'NUESTRA SEÑORA del CARMEN' w/n ?

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Have combined 50 cm and meter gauge railway —34.5 km. of meter gauge track and 19 5 km of the half-meter track. Use 228 cane cars of 1 ½ tons capacity; 560 cars of 1-ton rapacity; 225 cars of 4-ton capacity. On the 1/2-meter track do cane hauling in the hilly lands with a 14-ton coal-fired Lima geared locomotive. On the lower lands use an 8-ton coal-fired Baldwin locomotive and one small gasoline locomotive. On the meter gauge track use two 25-ton oil-fired American locomotives, and one 20-ton coal-fired Baldwin locomotive. "

Central Cayey

Background

Gauge 2' 6". Located at Cayey. Established 1911, ceased operation in 1967. Owned in turn by Cayey Sugar Co., United Porto Rican Sugar Co., Eastern Sugar Associates, Fajardo Eastern Sugar Associates, C. Brewer Puerto Rico, Inc.

Two truck Shay d/w 27½", cyls. (2) 7x12", built by Lima in 1910 and 1911

Ordered by R. A. Benitag for Cayey Sugar. Shay type 18-A.

1 'MARIA CUTONIETA'	w/n 2379	Later to United Puerto Rico Sugar at Caguas.
2 'RUCABADO'	w/n 2479	Later (1929) to United Puerto Rico Sugar at Caguas. Mateo Rucabado had been the driving force behind the building of the mill.

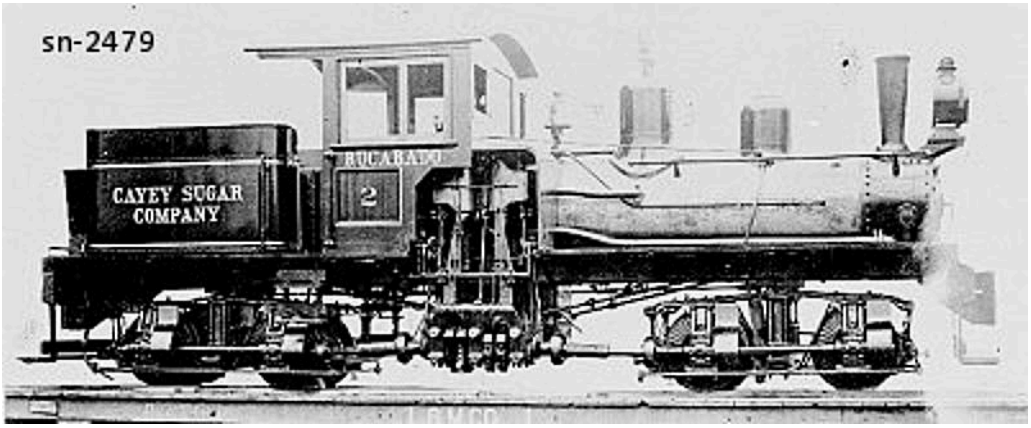


Photo from the Shay website at https://www.shaylocomotives.com/

No. **3** was a diesel.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"This mill is located advantageously in a thickly settled small farm zone. Bull carts and trucks deliver to the mill about 40% of the cane. the rest is brought in by the company's railway. There are about 24 km. of 30" track; 100 1 1/2-ton wagons; two 2-ton gasoline locomotives; one Fordson a 5-ton steam locomotive; and one 8-ton Mid-West Diesel locomotive. "

Sucrerie Central Coloso

Background

Gauge 500mm and 1 metre. At Aguada. Established 1875 and operated until 2003. Owned successively by Sucrerie Central Coloso, and then Western Porto Rico Sugar Co. Apparently this mill replaced that at the Vadi Plantation about 1900, see below.

Gauge 500mm

0-4-2T d/w 24", cyls. 6x10", built by Baldwin in 1906, 1909 and 1911

First ordered via Fox Brothers & Co. of NY for Central Coloso, second and third direct for Sucrerie Central Coloso. BLW class 6-6 1/3C no. 1-2, and 4. Specs. are in vol. 28 p 284, and vol. 39 p 207. Mark on tank for first: 'SU-CRERIE CENTRAL "COLOSO" DE PORTO RICO. MANUFACTURED FOR FOX BROS. & CO. N.Y.'. Mark on tank for second: 'SUCRERIE COLOSO'. Mark on tank for third: 'SUCRERIE CENTRAL "COLOSO" DE PORTO RICO'. R&H stacks on all three.

1 'DECLUY' w/n 27694
2 w/n 34030
3 'COLOSO'? w/n 36980

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

Ordered by ?

4? w/n ?

Gauge 1 metre?

0-4-0T d/w ?, cyls. ?, built by Kellog in ? (ic-engined?)

Ordered by ?

1[1] w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

1 Kellogg, 12 tons. The metre gauge ic loco.
3 Baldwin, 8 tons. Probably locos **1, 2** and **3**.
1 gasoline Baldwin, 6 tons. Possibly no. **4** was an ic-engined machine.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"24 kin, of 20" gauge railway, and 417 meters of one meter gauge track to connect with the main line of the American Railroad Company For meter gauge track transportation (yard haulage) use one 14-ton gasoline locomotive. On the 20" track use one 9-ton Milwaukee and two 7-ton Whitecomb Diesel locomotives, also one 5-ton and one 3-ton gasoline locomotives.

Have 262 2-ton and 308 2 1/2-ton capacity cane cars.

Cane Handling.—Cane from cars of the American Railroad is unloaded by means of a 20-ton electric traveling crane, extending from the mill room. The bundles are in chain slings, tripped to feeding chain table of the carrier This crane also handles sling cane brought to the mill in trucks that have loads of from 6 to 8 tons.

Cane from the small cars is unloaded by means of a tilting table, hand operated, into the cane carrier. Cane carrier driven by a steam engine and chain table by electric motors. About 105,000 tons cane are delivered to the factory by trucks, in the neighborhood of 75,000 tons by public railroad, and approximately 150,000 tons by the company's own railroad."

Central Columbia

Background

Gauge 600mm. Located at Maunabo. Established 1900 and operated until 1928. Destroyed in 1928 by hurricane San Felipe, and machinery moved to Central Lafeyette. Acquired via Koerbler & Co.

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

Ordered by ?

1 w/n ?

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

Ordered by ? Acquired via Koerbler & Co.

2 w/n ?

3 w/n ?

Central Constancia



Was this a share certificate for the Constancia Sugar Co. operating in PR or for that which was active in Cuba? Or were they one and the same?

Background

Gauge 2' 6" or possibly 75cm. At Toa Baja. Established 1897 and closed 1962. Owned by Cia. Azucarera del Toa. Had 31 miles of track in 1922, source [1].

0-4-2T? d/w 30", cyls. 8x12", built by Baldwin in 1878

Ordered via Maitland Phelps & Co. for Constancia Sugar Co. BLW class 6-10 1/3C no. 2. Spec. is in vol. 8 p 257. Shipment by vessel, but destination not specified. Diamond stack. Not yet confirmed that it was for PR, and Cuba also had mills of that name.

1[1] 'CONSTANCIA' w/n 4404

0-4-2T d/w 24", cyls. 6x10", built by Lima in 1905, 1908 and 1910

First one ordered by McMurtrie-Guiler Equipment for Cia. Azuc. de Toa. Second and third were for Sucesores de Abarca for Cia. Azuc. de Toa. Fourth loco ordered via Arthur Koppel for Central Constancia, and strangely was also to be numbered **4**. Lima class 8-G for first one, 9-G for second, third and fourth.

2 'CONSTANCIA' w/n 1002

3 'CONSTANCIA' w/n 1081

4[1] w/n 1123

4 but later **5**[1]? w/n 1138



An unidentified Central Constancia loco at the head of a cane train. Obviously an early engine, and not by Baldwin to judge by the domes.

2-6-0 d/w 28", cyls. 9x14", built by Baldwin in ?

Ordered by ? NB The O&K illustrated below looks much more likely to be a 2-6-0 rather than the 0-6-0TT next below in the list. Maybe this engine was not a Baldwin after all.

5[2] w/n ?

0-6-0TT d/w ?, cyls. ?, built by O&K in 1912

Ordered by ?

6 w/n 6021



This is clearly an O&K rather than a Baldwin, but obviously bears the number **5**. This needs investigating.

The fleet in 1922

Source [1] gives the loco fleet as:

4 Limas, 9 tons. Probably nos. **2** to **5**[1], above.

2 Koerbers (German), 10 and 15 tons. Probably no. **6**, as listed above, and one other, perhaps the no. **5** illustrated.

1 Baldwin (new), 12 tons. ??

2-6-0 d/w 28", cyls. 9x14", built by Baldwin in 1923, 1925 and 1926

Ordered by Cia. Azuc. del Toa. BLW class 8-12D nos. 21, 22, 23 and 24. Specs. are in vol. 63 p 259, vol. 72 p 64, and vol. 78 pp 89 and 92. First one had mark on tank: 'CENTRAL CONSTANCIA' and mark on cabsides: 'TOA BAJA'. Second, third and fourth had mark on tank: 'CIA. AZUCARERA DEL TOA' and mark on cabsides: 'CENTRAL CONSTANCIA'. Straight stacks.

7[1] **'TOA BAJA'** w/n 57400

8[1] w/n 58044

1[2] but possibly later **9** w/n 58782

2[2] but possibly later **10** w/n 59447



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09024-1.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09312.

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

Ordered by ?

11 w/n ?

EP has:

2-8-0 d/w ?, cyls. ?, built by Baldwin in 1927

Ordered by ?

7 w/n 60180 Now preserved at Lewittown in San Juan, at the Cerntro de Bellas Artes.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"57.50 kms, of 30" gauge track for locomotive tractions; and 22 kms. of 30" gauge track for bull tractions; 19.50 kms. of 30" gauge portable track for field service; 900 1 1/2-ton steel cane cars; 50 5-ton cane cars and 50 10-ton steel cane cars 7' 6" x 18' 0", and in 1938 added 25 10-ton steel cane cars.

For cane transportation the company owns: Four 12-ton Baldwin locomotives, class 8-12-D, 30" gauge; one Koppel locomotive 30" gauge and two 12-ton Whitcomb Diesel locomotives, and in 1938 added another 12-ton Whitcomb Diesel locomotive.

For weighing cane and general yard services use two 6-ton Baldwin locomotives with Buda Diesel motors, 30" gauge

For sugar transportation and all hauling connecting with the American Railroad tracks, use one 30-ton American locomotive, class 262 T-63; one meter gauge."

Central Constancia

Background

Gauge. At Ponce.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Plantation railroad is 4 1/2 km. length, 21" gauge, 40-lb. rail. Rolling stock consists of one Midwest Diesel and three Plymouth gasoline locomotives and 570 cane cars of 1 1/2 tons capacity. One locomotive 5-ton size and two 21/2-ton locomotives. Portable track used in requisite extent for the handling of cane in the fields, the cars brought to permanent railroad by use of oxen. All cane is delivered to the mill via the railroad system. "

Central Corcega (or Corsica)

Background

Gauge 500mm. Central Corsica was located at Rincon. Established 1885, and closed 1920.

May have only had ic. locomotives. Certain purchased a Baldwin gas mechanical loco in 1919.

Central Cortada

Background

Gauge 600mm. Located at Santa Isabel. Established 1906 and operated until 1973. Owned by the Santa Isabel Sugar Co., and later the Aguirre Sugar Company. Owned 13 miles of track in 1922 [1].

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

Ordered by ?

1 w/n ?

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

Ordered by ?

2 w/n ?

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

Ordered by Santa Isabel Sugar Co., San Juan. 50HP.

3[1] w/n 3927 Had presumably gone by 1921.

2-6-4T d/w 28", cyls. 8x14", built by VIW in 1921

Ordered by Central Cortada.

3[2] w/n 3160



The fleet in 1922

Source [1] gives the loco fleet as:

2 Porter, 7 tons.. Loco no. **2** and one other?

1 Vulcan, 7 tons. Loco no. **3[2]**.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Fourteen miles of 24" gauge railroad, with 10 cars of 7-ton capacity, 397 cars of 114-ton capacity, 389 cars of 2-ton capacity. Locomotives: One 6-ton Vulcan-steam, one 10-ton Plymouth-Diesel, one 10-ton Davenport-Diesel, and one 3-ton Davenport-gasoline. One of the Diesel locomotives and the gasoline locomotive purchased for the 1938 crop. "

Central Defensa

Background

Gauge ?. Owned by Caguas Sugar Co. 4.3 miles of track in 1922 [1].

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

Ordered by ? 10 tons.

1 w/n ?

?-?-? d/w ?, cyls. ?, built by ALCo in 19??

Ordered by ? 20 tons.

1 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

1 Baldwin, 10 tons.

2 American, 20 tons.

So we still need to find one more ALCo.

Hazienda Dolores

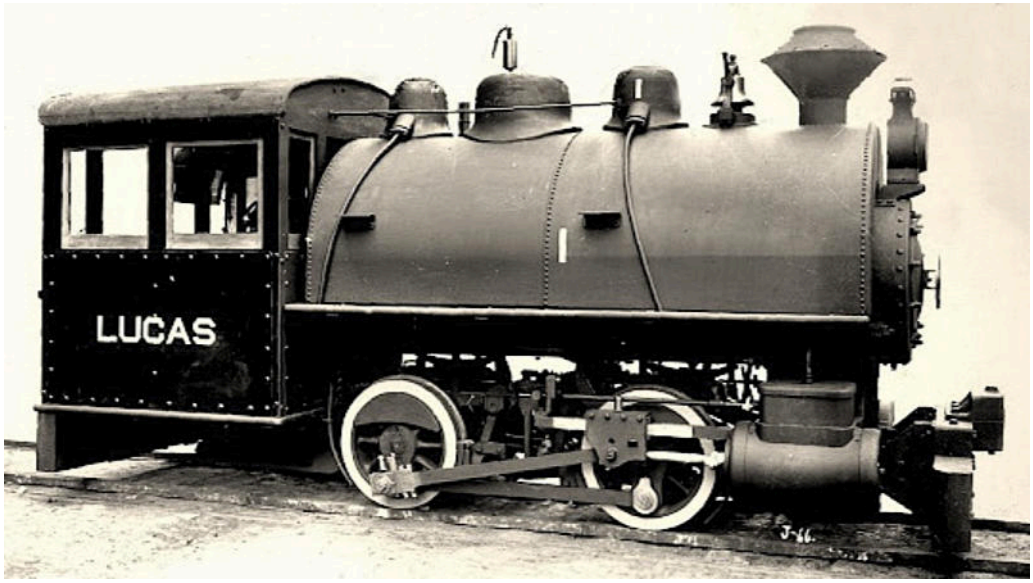
Background

Gauge 1 metre. Owned by South Puerto Rico Sugar Co.

0-4-0ST d/w ?, cyls. ?, built by Baldwin in 1902

Ordered by ?

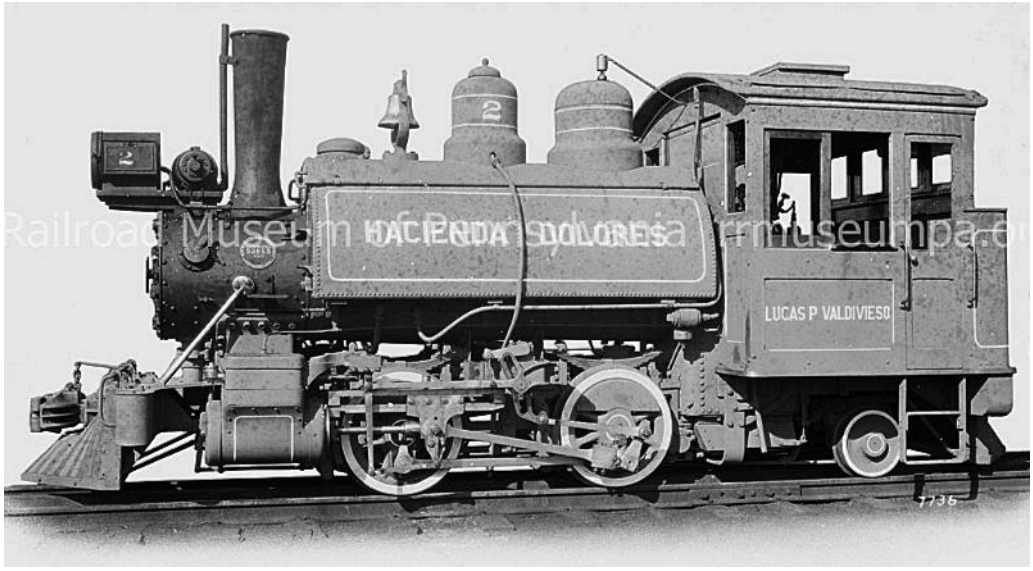
1 w/n ?



0-4-2ST d/w 33", cyls. 11x16", built by Baldwin in 1920

Ordered by ? BLW class 6-16 1/3C no. .

2 'LUCAS P. VALDIVIESO' w/n 53959



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07736-1.



Plinthed in Peñuelas at Plaza de Recreo.

Central El Ejemplo

Background

Gauge 2' 6". Operated from 1898 until 1962. Owned and developed by Antonio Roig Torrellas. Began with its own cane lands, using land owned by colonos. The principal colono was Rudolfo Perez who permitted sugar mill rails to be laid across his land [22].

Gauge 2' 6"

0-4-2T d/w ?, cyls. 9x14", built by Porter in 1908

Ordered by Antonio Roig for Central El Ejemplo.

1 w/n 4247

2-6-0 d/w ?, cyls. 10x16", built by Porter in 1910 and 1911

Ordered by Antonio Roig for Central El Ejemplo.

2 w/n 4803

3 w/n 4988

0-4-2T d/w ?, cyls. 9x14", built by Porter in 1911

Ordered by Antonio Roig for Central El Ejemplo.

4 w/n 4992

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1925

Ordered by Cia. Azuc. El Ejemplo. BLW class 8-16D no. 80. Spec. is in vol. 78 p 84. Mark on tank: 'COMPAÑÍA AZUCARERA EL EJEMPLO', straight stack. An annotation on the spec. page mentions XO 500763-45 and points at the gauge of 2' 6". I wonder if this engine was later regauged.

5 'La QUINTA' w/n 58417





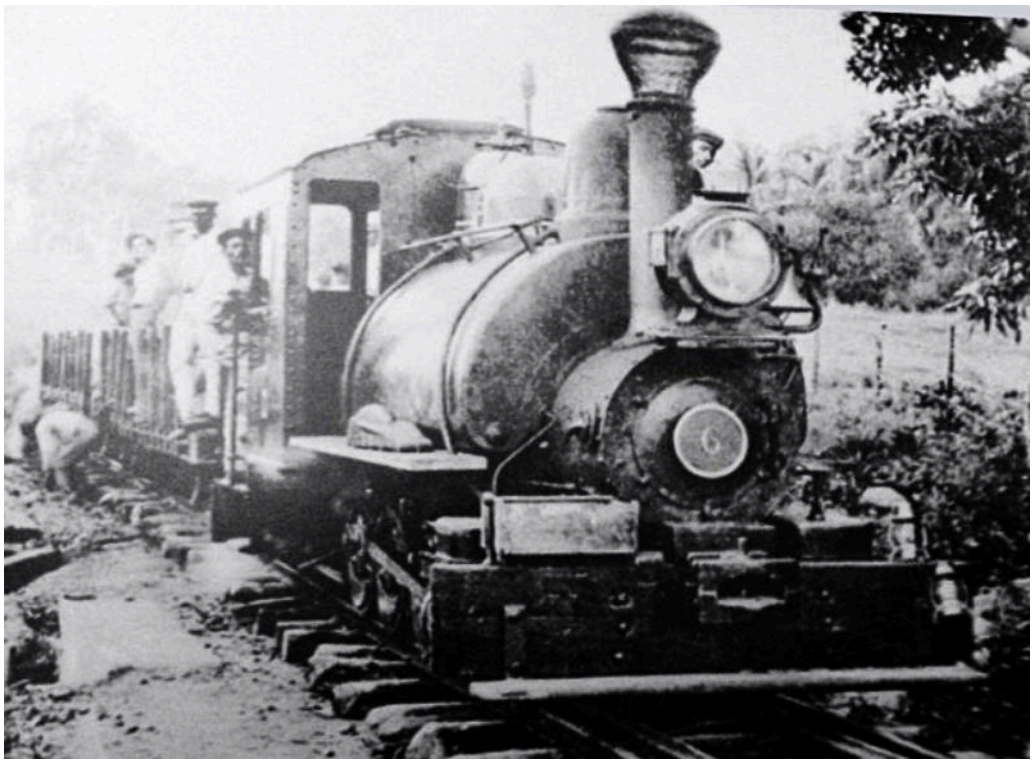
In March 2025 "Karma52' has published several modern photos of the remains of this

engine to the Historia del ferrocarril en Puerto Rico group on Facebook. It is apparently plinthed in the Jardín Central, Humacao, at 📍18.138564206184405, -65.8319774860333 "Restos de la locomotora Baldwin 2-6-0 con s/n 58417 y fabricada en 1925. Esta era la #5 de la Central El Ejemplo. **nota** La locomotora esta dentro de un complejo residencial con control de acceso y por ende la entrada es restringida. Las fotos las tome usando un drone desde la PR-909 y volando a baja altura para capturar en detalle."

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

Ordered by ?

6	w/n ?
7	w/n ?
8	w/n ?



0-4-2ST d/w 24", cyls. 7x12", built by Baldwin in 1928

Ordered by ? Built for 2' 2" gauge? BLW class no. . Spec. is in vol. p .

9	w/n 60565

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Company owns the subsidiary company Ferrocarriles del Este operating a public service line from Humacao to Naguabo, where it connects to the public service line of the Fajardo Development Co. These combined public service lines are all operated by the American Railroad Co. with daily freight and passenger service from San Juan to Humacao. There is also a branch to the port of Humacao. The Public service line is of meter gauge track 23 km. long. The lines owned by El Ejemplo consist of 30" track and connects all the cane fields to the main service lines.
The combined rolling stock operating over the two roads consists of the following:
Meter gauge equipment: 90 cane cars of 2 1/2 tons capacity; 9 of 12 tons; 2 box cars of 12 1/2 tons capacity; 6 flat cars; 4 gondola cars; and two coal fired locomotives, one of 12 tons and the other of 60 tons.

30" gauge equipment: 128 cane cars of 2 1/2 tons capacity; 91 of 3 1/2 tons; 34 of 8 tons; and 6 of 12 tons; 3 box cars of 10 tons capacity and 24 of 12 1/2 tons; 17 flat cars; 3 gondola cars; and 4 tank cars of 2500 gal, capacity each. Also 3 Porter coal fired locomotives of 10, 18 and 25 tons respectively; and one 38-ton Baldwin coal fired locomotive."

2-6-0 d/w 37", cyls. 14x18", built by Baldwin in 1928

Ordered by Ferrocarriles del Este (NB Definitely not 'Oeste'. Spec. page is very clear.) BLW class 8-22D no. 375. Spec. is in vol. 79 p 43. Rushton stack, mark on tank: 'FERROCARRILES DEL ESTE'.

7 w/n 60681 Not 60581 as Copeland's CR list shows.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 10278-1.

Esperanza Central Sugar Co.

Background

Gauge 1 metre. This might be Central Puerto Real (see below) on the island of Vieques, which for a while was known as the Central Esperanza. However, the gauge there is supposed to have been 900mm.

0-4-2T d/w 36", cyls. 10x14", built by VIW in 1906

Ordered by Central Esperanza. VIW class 7-7C. Cylinders possibly 10x16"?

1 w/n 970 Later sold to Central San Cristobal as their no. **2**. Then to Dom. Rep. in 1917.

Central Eureka

Background

Gauge 1 metre, and possibly 60cm judging from photos of surviving track. At Hormigueros. Established 1907 and operated until 1977. Owned by Central Eureka, Inc. Operated 18.6 miles of very light track in 1922 [1].

0-4-0ST d/w 20", cyls. 5x10", built by Baldwin in 1916

Ordered by ? BLW class 4-4C no. 28. Spec. is in vol. 54 p 272. Possible confusion with a loco for Central Los Caños, maybe caused by a page being missing from vol. 54.

1[1] 'EMILITA' w/n 43657

The fleet in 1922

Source [1] gives the loco fleet as:
solely two Ford tractors. This supports the suggestion that the above loco was not actually for this location.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"Cane transported mainly on the company's 40 km. narrow gauge track, 60 cm. gauge. The rolling stock consists of 400 cane cars of 2-ton capacity; four 5-ton gas-motor type locomotives and one 8-ton Plymouth gasoline locomotive. In the sub-hilly country ox carts are used. "

Central Fajardo / Fajardo Railroad

Background

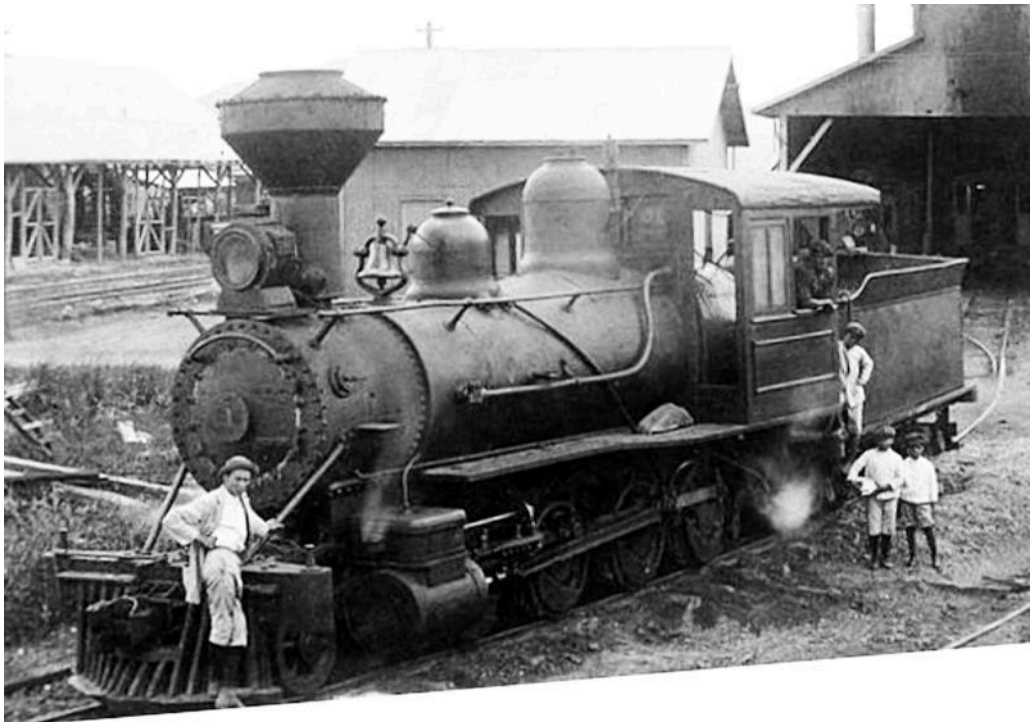
Gauges 2' 6" and 1 metre. At Mameyes–Fajardo–Naguabo. Established 1905 and closed 1977, though the government operated some parts until 1995. Owned by Fajardo Sugar Company, then Fajardo Sugar Comany of PR, later Fajardo Eastern Sugar Association, C. Brewer, PR, Inc.
The rail network was created and operated by a wholly-owned subsidiary – Fajardo Development Co. – which eventually had about eighty miles of track. In 1922 there was a 21 mile mainline and 30 miles of branches.
The mainline was run as a common carrier railway, with six stations and various other halts/flag stops.
The system also possessed asbout 100 miles of portable 16 lb-rail track.

Metre gauge

2-8-0 d/w 37", cyls. 15x18", built by ALCo in 1905

Ordered by Fajardo Sugar Co.

1 w/n 38443
2 w/n 38444



0-6-0T d/w 41", cyls. 14x19", built by ALCo in 1906

Ordered by Fajardo Sugar Co. Cyls. possibly 14x18"?

3[1] w/n 40220 EP says later rebuilt as 2-8-0 with home-made tender.

2-8-0 d/w 37", cyls. 15x18", built by ALCo in 1908, 1910 and 1920

Ordered by Fajardo Sugar Co., second one via M. P. Armstrong.

4 'JORGE BARO Y ARIAS' w/n 45558

5 w/n 48936

6 w/n 62601



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

Ordered by ?

3[2] w/n 54067

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

Ordered by ?

7 w/n ?

0-4-0T geared locos d/w ?, cyls. ?, built by Bell in ?

Ordered by ?

?	w/n ?
?	w/n ?
?	w/n ?
?	w/n ?

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 the Fajardo Developmemnt Co. had possessed the following locomotives:

5 40-ton Baldwins.	It looks as though ALCos **1, 2, 4, 5**, and maybe **6** had been lumped in with Baldwin no. **3**.
1 30-ton Baldwin.	Possibly the ALCo 0-6-0T no. **3**, and one other.
4 6-ton Bells.	Not otherwise known about, and cannot have been numbered in the main series in 1922, or there would not have been space for the later arrivals **8** and **9**.

2-8-0 d/w 38", cyls. 16x20", built by ALCo in 1927

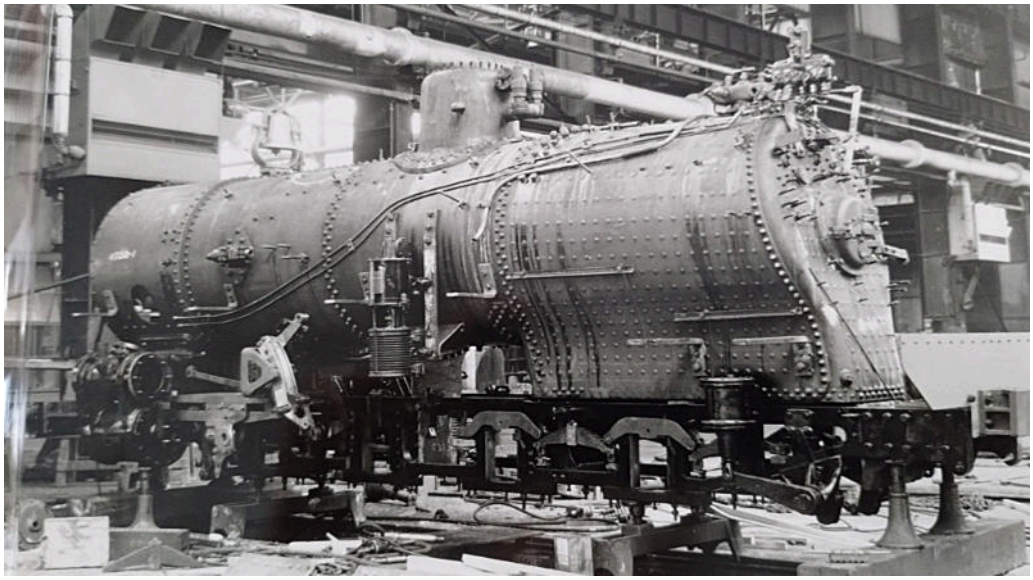
Ordered by L. W. & P. Armstrong for Fajardo Development Co.

8	w/n 67084	

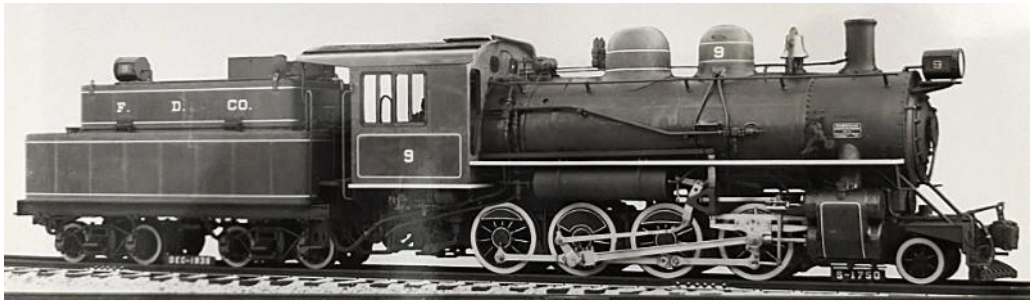
2-8-0 d/w 42", cyls. 17x22", built by ALCo in 1935

Ordered by L. W. & P. Armstrong for Fajardo Development Co.

9	w/n 68721	Renumbered **19** then later as **E465**.

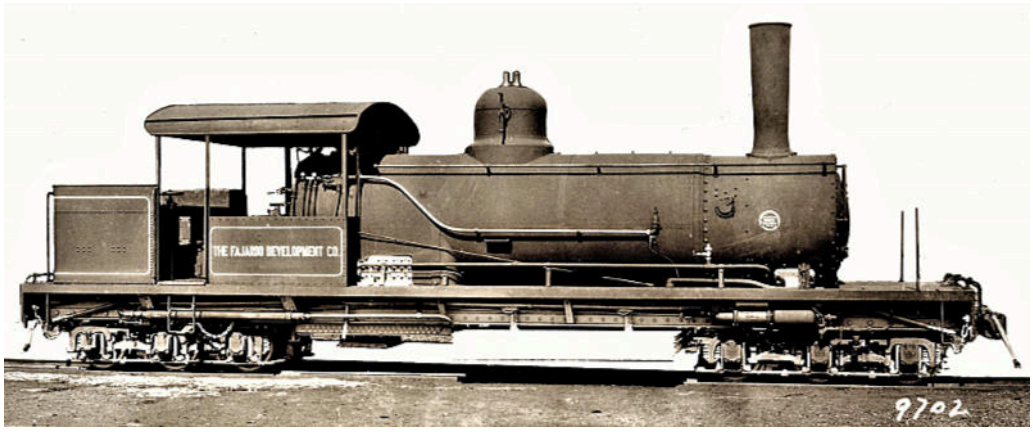


ALCo 68721, Fajardo no. **9**, under construction.



Weed destroyer

This Baldwin weed destroyer was built in ?



Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"132 km. of meter gauge track, connecting with the American Railroad line at Carolina and with Ferrocarriles del Este at Naguabo, giving railroad connection from San Juan to Humacao, witti full complement of rolling stock, going to make this one of the several outstanding sugar company railway systems of the Island.

Equipment consists of seven oil-fired 40-ton and one 60-ton Consolidation-type locomotives, and four 6-ton Midwest Diesel locomotives (1938 addition); with the following cars: 483 all steel cane cars of 15-ton capacity; 45 all-steel box cars, of 25-ton capacity; 16 flat cars of 25-ton capacity; 8 gondola cars of 20-ton capacity; one 20-ton bag-bage car; one 20-ton tool car; and two 40-passenger capacity coaches."

Central Florida

Background

Gauge ? Located at Santa Isabel. Established 1907, closed 1911. Owned by Central Aguirre Sugar Co. A postcard photo taken whilst the mill was in operating certainly shows a rail system with small cane wagons.

Central Fortuna

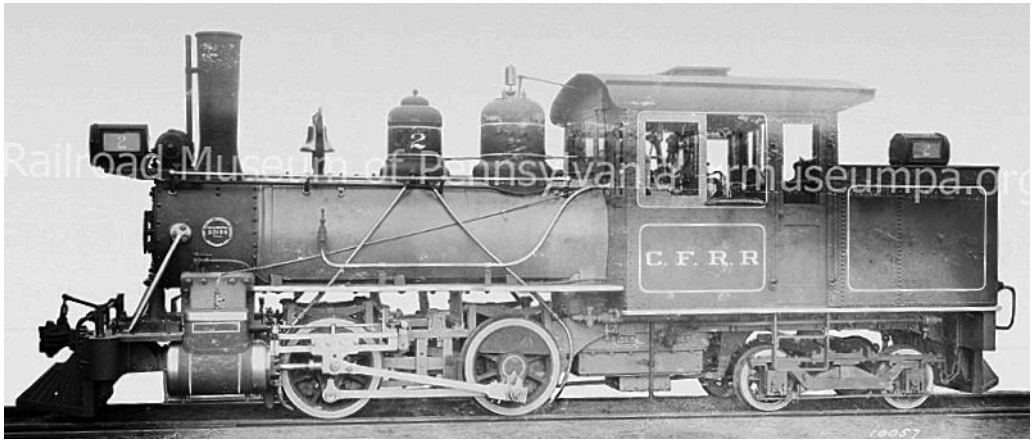
Background

Gauge 600mm. At Ponce. Established 1877 and operated until 1914. Owned by Compagnie Francaise des Sucreries de Porto Rico, and later the South Porto Rico Sugar Company

0-4-4T d/w 33", cyls. 11x16", built by Baldwin in 1906

Ordered by Arthur Koppel Co. for Central Fortuna. BLW class 8-16 1/3C no. 52. Spec.. is in vol. 30 p 154. Plates on cabsides: 'COMPAGNIE DES SUCRERIES DE PORTO RICO CENTRAL FORTUNA No. 1'. Straight stack.

1 w/n 29574



High res image available from the RR Museum of Pennsylvania: BLW neg no. 10057-1. NB not the loco listed above.

0-4-2RT d/w 24", cyls. 6x10", built by VIW in 1904

Ordered by Frank Davies for Puerto Rican Sugar Co. for Central Fortuna. VIW class 7-1A.

2 or maybe **3** w/n 604

The fleet in 1922

Source [1], the US Dept. of Commerce report, stated that in 1922 Central Fortuna had possessed one locomotive.

Central Guamani

Background

Gauge 1 metre. At Guayama. Established 1930 and operated until 1963. Owned by Guamani Sugar Co. At some stage owned by Sucr. de J. Gonzalez.

0-4-0T d/w ?, cyls. ?, built by Baldwin in 1930?

Ordered by ?

1? w/n ?

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been added in blue.

"There is no plantation railway in the fields supplying cane, delivery of the crop effected mainly by ox carts. Cane from more distant points is received over the Ponce & Guayama Railroad that is connected to the mill by a spur 1.5 km. length. The company owns a 13-ton Whitcomb Diesel locomotive, type 0-4-0, for switching cane cars over the railroad spur. "

Guanica Central

Background

Gauge 1 metre. At Ensenada. Established 1900, and closed in 1981. Owned by the South Porto Rico Sugar Company. The largest mill in PR and the second largest in the world after Central Chaparra in Cuba. Operating 8½ miles of route in 1922 [1].

?-?-?T? d/w ?, cyls. 10x14"?, built by Porter? in ?

Ordered by ? Dimensions and builder guessed from the 1922 details in source [1].

1? w/n ?

4-6-0 d/w 42", cyls. 14x20", built by Baldwin in 1902

Ordered by Guanica Centrale. BLW class 10-22D nos. 48-50. Spec. is in vol. 24 p 292. Mark on tank: 'GUANICA CENTRALE', straight stack. XO 6141 in August 1911 supplied oil burning apparatus. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

2 w/n 20582

3 w/n 20978

4 w/n 21088



High res image available from the RR Museum of Pennsylvania: BLW neg no. 01627.

0-6-0 d/w 38", cyls. 14x20", built by ALCo in 1907

Ordered by Guanica Centrale.

5 w/n 43580

0-4-4T d/w 33", cyls. 11x16", built by Baldwin in 1911

Ordered by Guanica Centrale. BLW class 8-16 1/3C nos. 53. Spec. is in vol. 39 p 205. Dup. of class 8-16 1/3C no. 52. Mark on cab 'GUANICA CENTRALE' on brass plate. Straight stack.

6 w/n 36711

2-6-0 d/w 42", cyls. 14x22", built by Baldwin in 1914

Ordered by ?

4² w/n 41530

2-8-0 d/w 38", cyls. 16x20", built by Baldwin in 1920

Ordered by South Puerto Rico Sugar Co. for Central Guanica. BLW class 10-26E nos. 413 and 421. Spec. is in vol. 63 p 257. Mark on tank: 'G. C. R. R.', straight stacks.

7 w/n 53957 Later sold to ARR as no. **7**.

(8) w/n 53958 Did not come here. Delivered to ARR as no. **8** but renumbered **20².**



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07733-1.

The fleet in 1922

Source [1] gives the loco fleet as:

2 Baldwin road engines, 16 by 20 inch cylinders.	Presumably no. **7**, and maybe no. **8** was still expected.
3 Baldwin road engines, 14 by 20 inch cylinders.	Locos **2, 3** and **4**.
1 H. K. Porter engine, 10 by 14 inch cylinders.	Possibly no. **1**?
2 American switch engines, 14 by 20 inch cylinders.	Loco no. **5**, and one other not yet identified.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Factory location is such that most of the cane comes over the American Railroad line, hauled by the public carrier's and the Guánica company's rolling stock.

The factory is located 10 km. west of the Santa Rita station of the American Railroad, from which brought to Guánica over the limited length main line of the Guanica road, On this strip of road the track is 60-lb. rail, whereas it is 40-lb, rail on the 30-odd kin, tracks that are mainly made up of switches and sidings at the numerous loading stations located on Russell & Co. Sucesores, properties and in zones where draw cane from outside subsidiary colonos.

Guanica system cane cars, meter gauge, consist of 217 of 18-ton capacity and 185 of 15-ton capacity; all these cars double-truck, steel frame, with wooden stakes and floor.

Locomotives: 2 American 20-ton switch engines, one 16-ton Porter switch engine, and four Baldwin locomotives. Of the latter three are 35-ton 10-wheelers and one is a 50-ton Consolidation type. "

NB Take care to avoid confusion with the standard gauge engines of the other Guanica Centrale in the Dominican Republic.

Central Igualdad

Background

Gauge 1 metre. At Mayaguez. Established 1890, closed 1977. Owned successively by Central Altagracia Inc., and then Ana Maria Sugar Co.

Diesels only?

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Narrow gauge railway, 12 km. total length; with rolling stock consisting of sixty 2-ton cane cars, one 8-ton Plymouth gasoline locomotives and one 4-ton Whitcomb gasoline locomotive. "

Central Juanita

Background

Gauge 600mm. Located in Bayamón. Operated 1895 until 1963. Apparently possessed half a mile of 60-lb-rail track, and 40 miles of 30-pound-rail track in 1922 [1]. Whilst the 30 lb. rail was no doubt of 600 mm gauge, the half mile of heavy rail would more likely be a spur or siding off the ARR.

0-4-4T d/w ?, cyls. ?, built by VIW in 1906

Ordered by ?

1 'MARIA AUGUSTINA' w/n 985

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

Ordered by ?

2 w/n ?

2-4-0 d/w 24" cyls. 8x12", built by Baldwin in 1909

Ordered by Ernst Wiener for Suc. to A. Monroig at Central Juanita. BLW class 6-10C no. 12. Spec. is in vol. 49 p 69. Mark on tank: 'CENTRAL JUANITA', R&H stack.

3 w/n 33705

2-6-0 d/w 30", cyls. 10x14", built by Lima in 1911

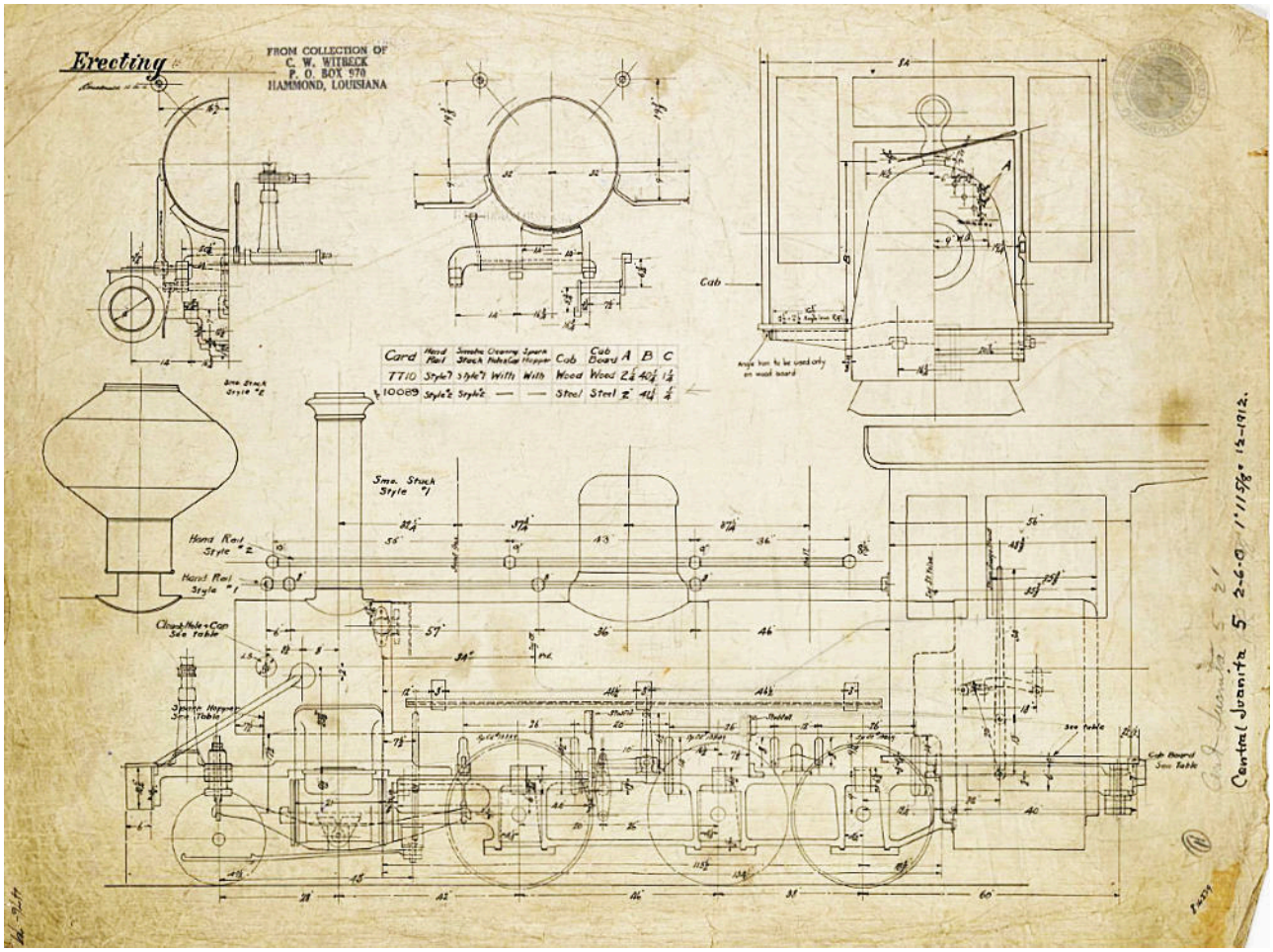
Ordered by Lebedjeff & Co. for Cia. Azuc. Central Juanita.

4 w/n 1194

2-6-0 d/w 33", cyls. 10x16", built by Baldwin in 1913

Ordered by Ernst Wiener Co. for Central Juanita. BLW class 8-14D no. 29. Spec. is in vol. 49 p 73. Mark on tank sides,, and also on cabsides: 'CENTRAL JUANITA INC.'. Straight stack.

5 w/n 39057



A Baldwin erecting card drawing for *Central Juanita* no. **5** of 1913. Found in the De Golyer Library online archive. Note the alternative Rushton stack, possibly one of the very first engines to be offered with that option.

The fleet in 1922

Source [1] gives the loco fleet as:

1 Baldwin, 6 tons.	Loco no. **3**?
1 Baldwin, 15 tons.	Loco no. **5**?
1 Lima, 10 tons..	Loco no. **4**.
2 American, 10 tons.	Loco no. **2**, and one other so far not identified.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"32 km. of 60 cm. gauge and 2 km. of meter gauge railway. 175 cane cars of 2 1/2-ton capacity and 50 cane cars of 5-ton capacity. Locomotives: One new 12-ton Whitcomb Diesel; one 15-ton Lima, one 15-ton and one 5-ton Baldwin locomotives, which are fired by coal. Have 5 km. of portable track."

Central Juncos

Background

Gauge 2' 6". Possessed 37 miles of track in 1922 [1]. At Juncos. Established 1904, and operated until 1973. Owned successively by Juncos Central Company, United Porto Rican Sugar Co., Eastern Sugar Associates, Fajardo Sugar Co., and finally C Brewer Porto Rico, Inc.

This Central was at one end of the Humacao RR, described in sub-section 20.17.?, and very probably provided some of the locomotives used on that line.

Gauge 2' 6"

?-?-? d/w ?", cyls. ?x?", built by ? in ?

Ordered by ?

1[1] w/n ?

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

Ordered by ?

2 w/n ?

2-6-0 d/w 36", cyls. 11x16", built by Baldwin in 1906

Ordered by Central Juncos as no. 3. Gauge 2' 6". BLW class 8-16D nos. 63-64. Spec. is in vol. 29 p 242. Mark on tank: 'JUNCOS R. R.'. straight stack.

3 'Mr. ROIG' w/n 29663

4 'RAYO' w/n 29664 Later to Central Ozama **7**, in Dominican Republic.

0-4-0ST later 0-4-2ST d/w 28", cyls. 8x12", built by VIW in 1906

Ordered by A. Koppel for Eugai & Co. for Central Buena Vista **1 'GURABO'**. Rebuilt as 0-4-2ST in 1910, then to Antonio Roig Ltd. for Central Juncos. Replacement VIW boiler 1926.

5 w/n 801

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

Ordered by ?

6 w/n ?

7 w/n ?

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1920

Ordered by Porto Rico International Corp. for Central Juncos **1**. Gauge 2' 6". BLW class 8-18D no. 160. Spec. is in vol. 63 p 266. Mark on tank sides: 'THE JUNCOS CENTRAL CO., LAS PIEDRAS, P. R.', straight stack.

1[2] w/n 54136

The fleet in 1922

Source [1] gives the loco fleet as:

3 Baldwins. Nos. **3, 4** and **1[2]**.

3 Porters. Probably nos. **2, 6** and **7**.

1 Vulcan. No. 5.

Gauge 1 metre

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1927

Ordered by Central Pasto Viejo **8**, on 2' 6" gauge. Rebuilt to metre gauge for Central Juncos **8**.

8 w/n 60181 Became **E462**.

2-8-0 d/w ?, cyls. 16x18", built by Porter in 1917

Ordered by Central Macagua in Cuba **3**. May not have been built, or returned to Porter and rebuilt. 2' 6" gauge. In 1927 went to Central Pasto Viejo at Humacao as no. **9**. Later converted to metre gauge, and went to Central Juncos as no. **9**. Then became Eastern Sugar Associates no. **E463**.

9 w/n 6601

2-6-0 d/w 44", cyls. 17x22", built by Baldwin in 1908

Ordered by Puerto Rico Light & Power for Caguas Tramway as no. **2** (though seems to have become **3 there)**, became ARR no. **112**, then to Central Juncos (Eastern Sugar Associates?) as no. **112**. BLW class 8-28D no. 281. Spec. is in vol. 32 p 21.

? w/n 32641 Boiler explosion 1958.



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07786-1.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The railway equipment joins the cane growing resources of the Juncos estate with those of two of the company's other factories, Pasto Viejo, and Santa Juana. The cane supply is thereby interchangeable from one mill to the other as conditions may demand or make advisable. These four centrals of the company located in a fertile valley that extends some 20 kilometers in the center section of the extreme eastern part of the Island, from Caguas eastward over to the sea coast at Punta Santiago. The combined railway equipment consists of 100 km. 30" gauge track, 15 km. of 36" gauge track and 111 km. of meter gauge track. Total rolling stock consists of twelve coal-tired and four oil-burner locomotives used on the meter gauge track, ranging from 5 to 10 tons capacity; ten coal-burning locomotives for the 30" gauge track; and three 18-ton coal-burning locomotives for the 36" gauge track. Total car equipment consists of 478 cane cars of 15 tons capacity; 320 cane cars of 10 tons ca-pacity; 353 cane cars of three-ton capacity, 61 cane cars of 10-ton capacity; 45 box cars of 20-ton capacity; 21 box cars of 10-ton capacity; nine tank cars; 50 flat cars and gondolas of 20-ton, and 50 of 10-ton capacity. "

Central La Luisa

Background

Gauge ? At Manati. Established 1870s, and ran until 1922. Owned by Brunet family. Apparently Sr. Ferreras Pagan in *Biografia de las Riquezas de Puerto Rico* in 1922 stated that the mill had its own railroad system to bring cane in. The gauge seen in a poor photo might well have been about 2' 6".

Central Las Claras

Background

Gauge ?. At Arecibo. Established 1877 and ran until 1902.

Central Lafayette

Background

Gauge 2' 6". Located at Aguirre. Established 1905, and ran until 1973. Owned by Asociacion Azucarera Cooperativa Lafayette. At some point owned by Sucreries Fantauzzi. Ran a passenger service between Arroyo and Guyama until some time in 1890s. Mileage given as 12.4 in source [1] from 1922.

0-4-0TT d/w ?, cyls. ?, built by Decauville in 1884

Ordered by Borras y Hermanos, Sugar Plantation, Porto Rico. Actually built as Couillet 763 of 1884.

1 'SENORITA' w/n 27 Scrapped 1902?

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

Ordered by ? Other lists mention solely nos. **2** and **3**, but if the Decauville loco above was withdrawn in 1902 then it might well have been replaced by an engine numbered **1²**.

1² w/n ?

2 w/n ?

3 w/n ?

0-6-0T d/w 23", cyls. 10x14", built by Porter in 1911

Ordered by The Gregg Co. Ltd. for Central Lafeyette.

4 w/n 4817

0-6-0 d/w 33", cyls. 10x14", built by Baldwin in 1908

Ordered by K&P for Central Lafeyette. BLW class 6-14D no. 44. Spec. is in vol. 32 p 301. Mark on tank: 'CENTRAL LAFEYETTE', straight stack. Annotation to spec. page implies that this loco may have been renumbered '**3**' in 1912 using a new front number plate delivered with the next loco listed below.

5¹ w/n 32972 possibly 32971?

2-6-0 d/w 36", cyls. 12x16", built by Baldwin in 1912 and 1928

Ordered by Central Lafeyette. BLW class 8-18D nos. 137 and 165. Spec. is in vol. 49 p 77 and vol. 79 p 52. Outside frames. Mark on tank: 'CENTRAL LAFEYETTE'. Straight stack. With first one, an additional front number plate numbered '**3**' to be supplied for application to an existing loco. Copeland says second loco had d/w 33".

5² 'FANTAUZZI' w/n 38459

5³ w/n 60642

The fleet in 1922

Source [1] gives the loco fleet as:

2 Baldwins, 15 and 25 tons.

2 Porters, 15 tons.

Whilst the Baldwins could well be nos. **5¹** and **5²**, that doesn't explain why both remained in service together. The Porters on the other hand presumably include no. **4** and one other not yet identified.



The nearer engine appears to bear the number **1** upon its smokebox number-plate and cabside, and the second loco looks very similar, so presumably they were two of the so-far-unidentified numbers **1²**, **2** and **3**. Certainly the sand domes are not of Baldwin style, but a little more delving will be needed before their origin can be pinned down confidently.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"Have 27 km. of 30" fixed track and also some portable track to operate in the Poyal Lands. For the latter purpose use 1-ton cane cars. Use 5-ton and 10-ton cars for the fixed track. Have 3 Baldwin and 2 Porter locomotives, 1 Plymouth, 3 Fordson gas engines, and 1 8-ton Whitcomb, 4-cylinder Diesel. "

Central Los Caños

Background

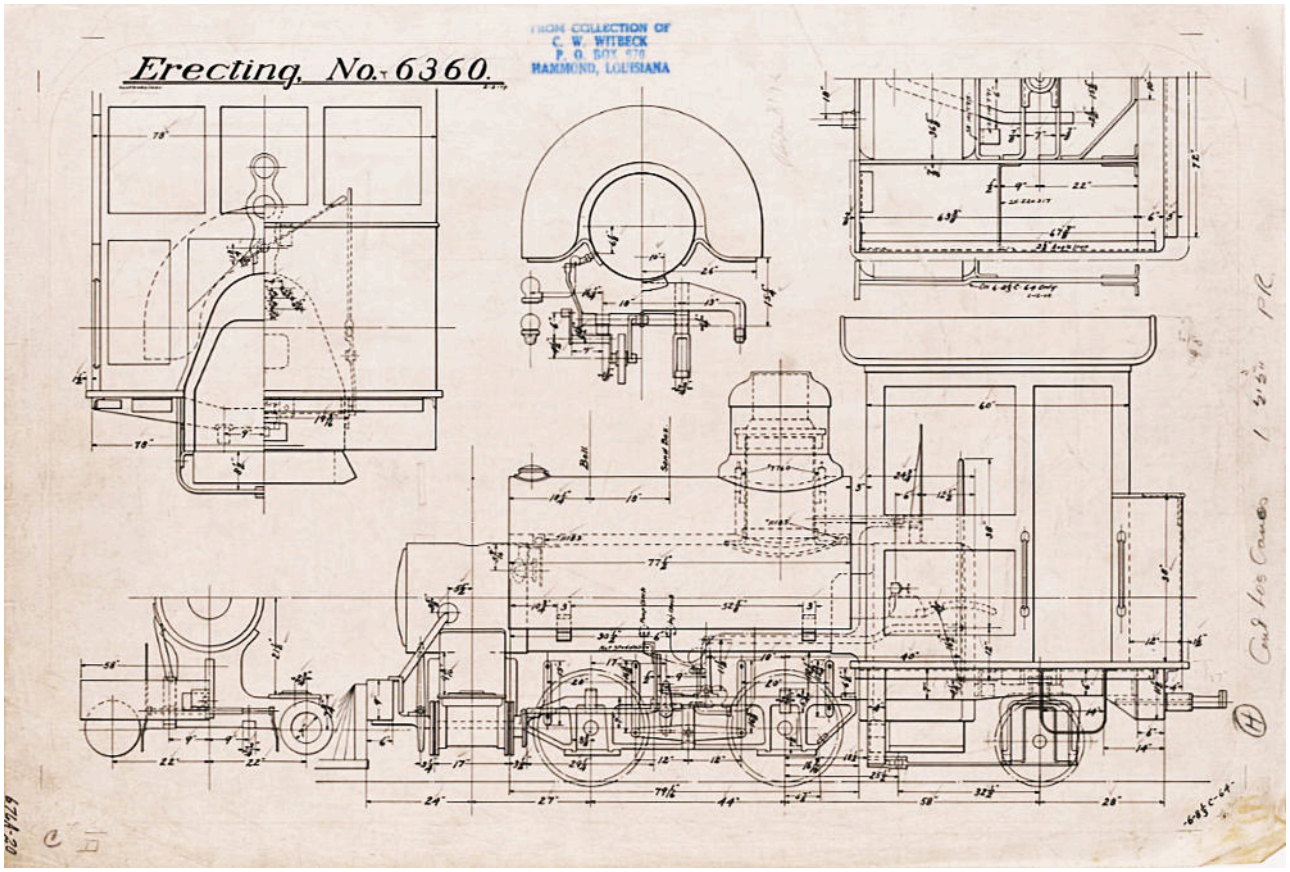
Gauges 2' 2"/66cm and 1 metre. Located at Arecibo. Established 1884 and operated until 1972. Owned by Los Caños Sugar Cooperative. Had 18 miles of track in 1922, from source [1], but no other details given.

Gauge 66cm/2' 2"

0-4-2ST d/w 24", cyls. 7x12", built by Baldwin in 1909

Ordered by Central Los Caños. BLW class 6-8 1/3C no. 64. Spec. is in vol. 32 p 53. Mark on tank: 'CENTRAL LOS CAÑOS', straight stack. Originally 2' 2" gauge?

1¹ w/n 33200 #'.. 13 P&G

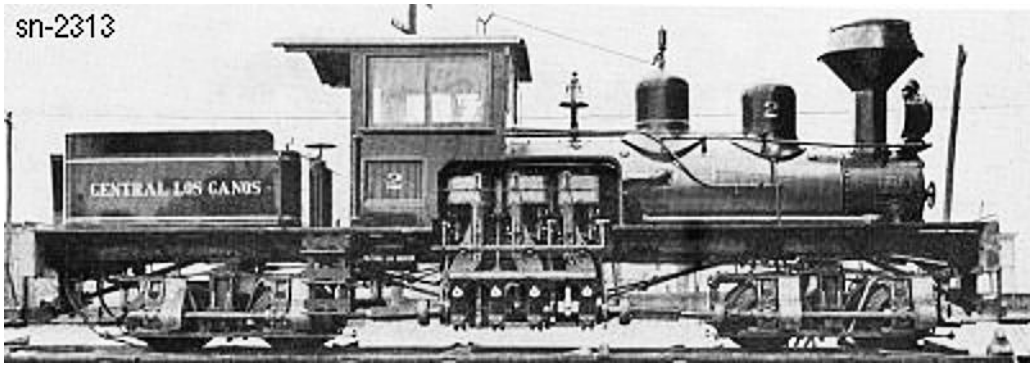


This Baldwin erecting card drawing from the DeGolyer Library collection shows Central Los Caños no. **1¹** of 1909.

Two-truck Shay d/w 26½", cyls. (3) 8x8", built by Lima in 1909 and 1910

Ordered by J. J. Ramos & Co. for Central Los Caños. Shay class 24-B. Lehmuth has second one as 26"/36" gauge, whilst Connelly says was built for 26", but seemingly operated on 36" (??).

1² 'LOS CAÑOS'	w/n 2232	Rebuilt to metre gauge in 1923. New boiler 1938. Possibly sold to Plazuela Sugar Co.
2	w/n 2313	Rebuilt to metre gauge in 1923.



Lima Shay no. 2313 of 1910, Central Los Caños no. **2**.
Photo from shaylocomotives.com database.

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

Ordered by ?

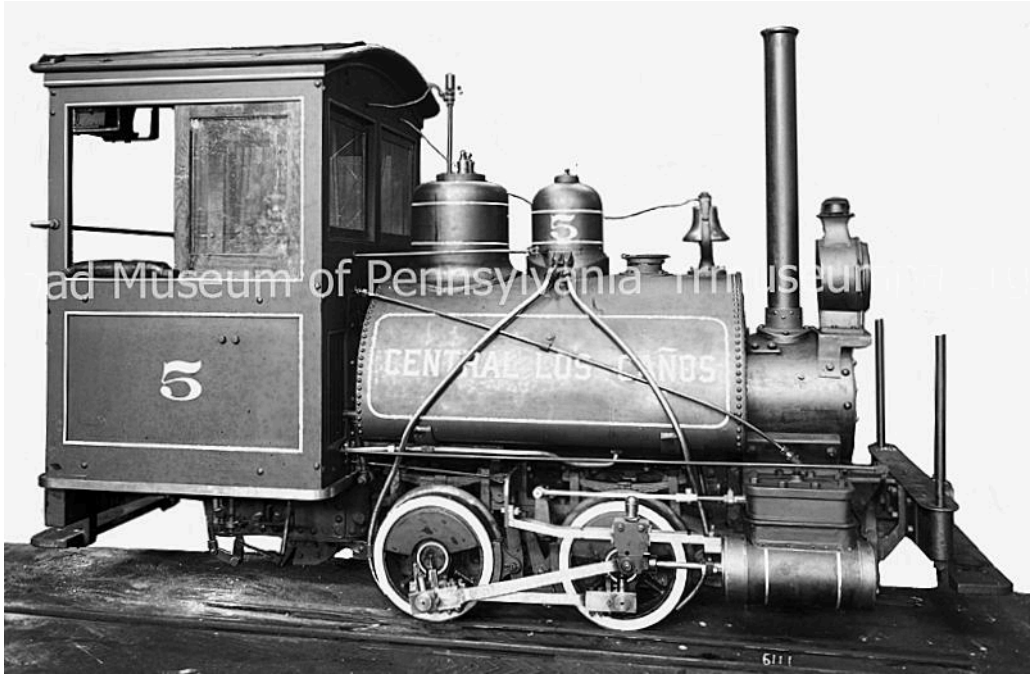
3	w/n ?

No. **4** was a Baldwin ic. loco.

0-4-0ST d/w 28", cyls. 5x10", built by Baldwin in 1916

Ordered by Central Los Caños. BLW class 4-4C no. 28. Spec. is in vol. 54 p 272. Mark on tank: ‘CENTRAL LOS CAÑOS’, straight stack. Oil tank in left side of cab. Originally 2' 2" gauge?

5 w/n 44278



High res image available from the RR Museum of Pennsylvania: BLW neg no. 06111-1.

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

Ordered by ?

6 w/n ?

Two-truck Shay d/w 29", cyls. (3) 10x12", built by Lima in 1911

Ordered by Fox Brothers & Co., NY, for Central Plazuela **1**. Lehmuth says later rebuilt 1925 for 2' 6" gauge for Central Los Caños. Shay class 36-B.

7 w/n 2496

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

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

8 w/n ?

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

Ordered by ?

9 w/n ?

10 w/n ?

11 w/n ?

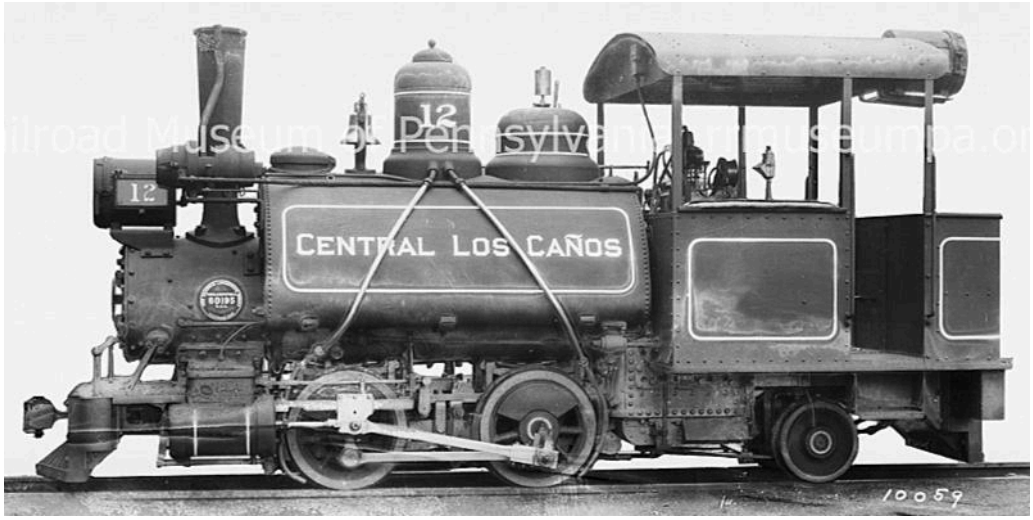
The fleet in 1922

Source [1] gives no details for this mill.

0-4-2ST d/w 28", cyls. 8x12", built by Baldwin in 1927

Ordered by Central Los Caños. BLW class 6-10 1/3C no. 89. Spec. is in vol. 79 p 61. Mark on tank: ‘CENTRAL LOS CAÑOS’, straight stack.

12 w/n 60195



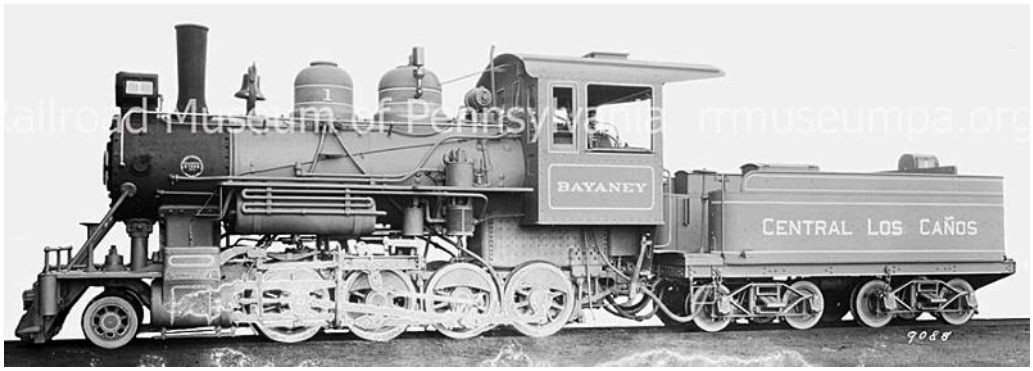
High res image available from the RR Museum of Pennsylvania: BLW neg no. 10059.

Gauge 1 metre

2-8-0 d/w 37", cyls. 14x20", built by Baldwin in 1924

Ordered by Central Los Caños. BLW class 10-22E no. 104. Spec. is in vol. 72 p 66. Mark on tank: 'CENTRAL LOS CAÑOS', straight stack.

1 'BAYANEY' w/n 57599 Later to ARR as no. **13**. New tender ordered by XO 16083 of 1926. Copeland has later sale as to Ponce y Guyama RR rather than to ARR.



1 'BAYANEY' Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 09088.

Two truck Climax d/w 30", cyls. 11x12", built by Climax in 1925 and 1926

Ordered by Central Los Caños. 35 ton type B loco.

? w/n 1673 Connelly gives road number as **1673**.

? w/n 1683 Connelly gives road number as **1683**.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"36 km. of meter gauge railway, and 17 km. of 65-cm. gauge railway.

For the meter gauge track have 15 cane cars of 15-ton capacity, 75 cane cars of 10-ton capacity, and 110 cane cars of 5-ton capacity.

Eight geared locomotives are used on the wide-gauge railroad, as follows: Five Lima locomotives, respectively 35-ton, (two) 24-ton, 20-ton and 12-ton sizes; two Climax, each 35-ton size; one 30-ton Baldwin.

For the 65-cm. railway have 350 cane cars of 2-ton, 2 1/2-ton and 3-ton. capacities.

On the narrow gauge railroad use three geared Baldwin locomotives, of 12-tou, 10-ton and 6-ton sizes; also one Baldwin gasoline locomotive. ”

Central Machete

Background

Gauge 2' 6". Located at Guayama. Established 1906 and operated until 1968. Owned by Central Aguirre Sugar Company. Had 10 miles of track in operation in 1922 [1].

Gauge 2' 6"

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

Ordered by ?

1? w/n ?

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

Ordered by ?

2? w/n ?

Gauge 1 metre

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

Ordered by ?

1 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

1 Porter, metre gauge, 4 driving wheels, 8 tons.	The loco listed immediately above.
1 Porter, 30 inch gauge, 4 driving wheels, 6 tons.	The 2' 6" gauge Porter first listed.
2 American, 30 inch gauge, 6 driving wheels, 10 tons.	The ALCo listed above, and one other similar engine.

Details given in ‘Gilmore’ 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of ‘Gilmore’ was as follows: Comments by the present author have been addded in blue.

“Consists of 7.723 km. of meter gauge track and 13.78 km. of 30" gauge track. On the 30" track use one 12-ton Plymouth Caterpillar Diesel locomotive and 100 5-ton cane cars. On the meter gauge track use one 15-ton Plymouth locomotive; 30 12-ton cane cars and 28 10-ton cane cars.

No portable track in use. ”

Central Mercedita

Background

Gauges 2' 6" and 1 metre. Located at Ponce. Established 1895 and operated until 1994. Owned by the Serrallés family. Sugar estates began earlier, eg the Hacienda Teresa which had a rail system from 1879 onward [22]. Source [1] gives the permanent mileage as forty, and with 43 miles of portable track.

Gauge 2' 6"

0-4-4T d/w 27", cyls. 8x12", built by Davenport in 1908

Ordered by the Gregg Co. for Central Mercedita.

1 w/n 836

2 w/n 850

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

Ordered by ?

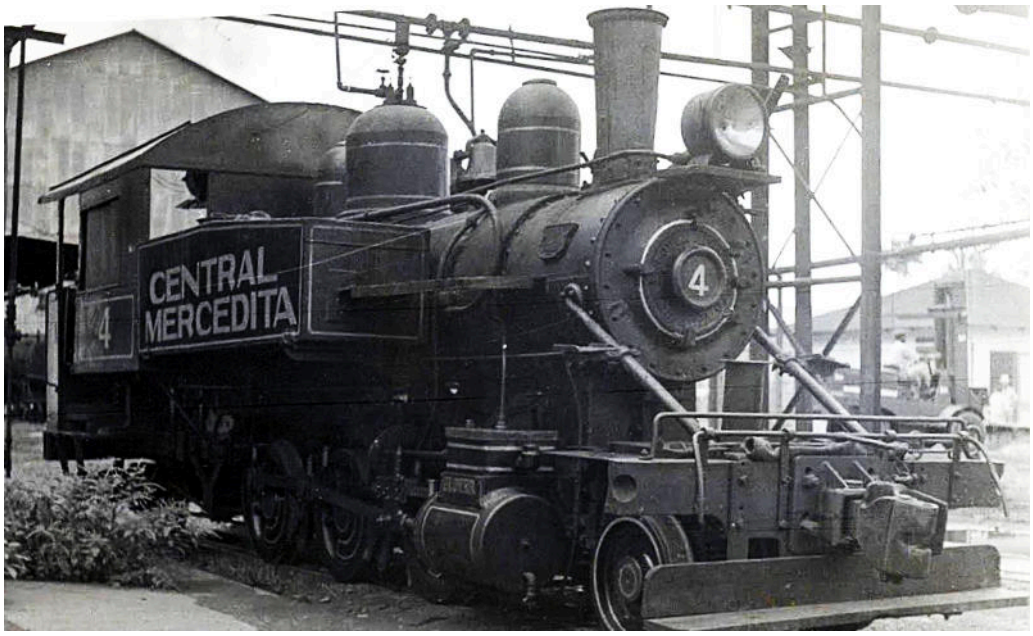
3 w/n ?

Gauge 1 metre

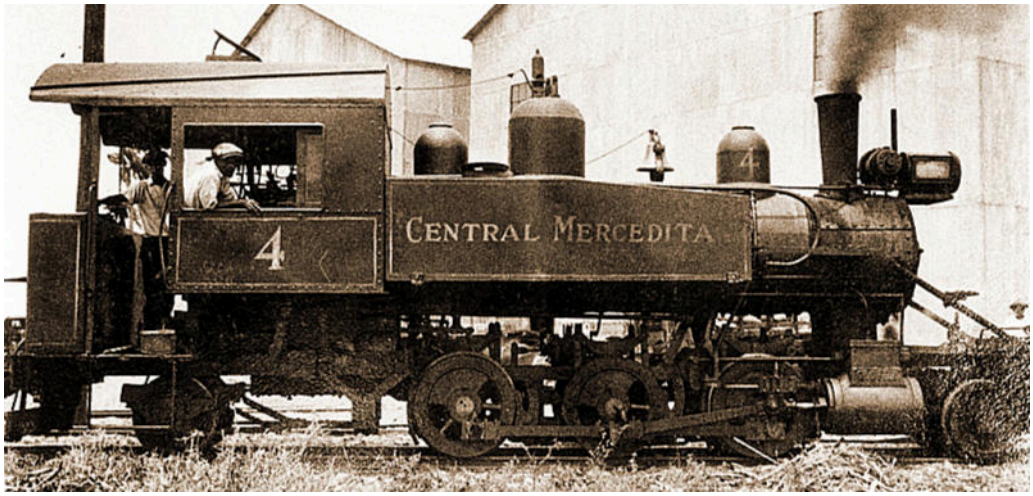
2-6-2T d/w ?, cyls. ?, built by Glover in 1925

Ordered by S. J. Serrailles, Ponce, PR. Possibly built as 0-6-2T?

4 w/n 121645



Central Mercedita's Glover 2-6-2T no. **4**. This loco is now in the railway museum in Caracas, Venezuela.



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

Ordered by ?

5 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

2 Davenports, 12 tons.

1 Davenport, 13 tons.

It rather looks as though solely the 2' 6" gauge system was being considered, with all locos accounted for, and that possibly it wads only after this time that the metre gauge began to develop.

See also locos for Central Roig at Yabucoa.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"62 km. of 26" gauge railway; two 12-ton Davenport and two 14-ton, 4-coupled locomotives; one 6-ton Plymouth gasoline and one 8-ton Plymouth Diesel locomotive; 82 cane cars of 8-ton capacity, 26 of 5-ton capa-city and 446 cane cars of 2 1/2-ton capacity.

Branch line meter gauge connects factory with American Railroad, 4 km. including sidings, on which use one 27-ton Glover 2-6-2 locomotive. "

Central Monserrate

Background

Gauge 600mm and 1 metre. Located at Manati. Established 1894 and ran until 1972. Owned by Calaf family.

NB Some Baldwin lists have got these two gauges mixed up for several of the following locos. The details given below were taken directly from the spec. pages. In 1922 the mill had 10 miles of 35-lb.-rail track [1].

Gauge 1 metre (NB Copeland lists these first two locos as being on 600mmm gauge like the others.)

0-4-4T d/w 33", cyls. 9x16", built by Baldwin in 1907

Ordered by Ernst Wiener Co. Metre gauge. BLW class 8-12 1/3C no. 6. Spec. is in vol. 31 p 13. Mark on tank: 'CENTRAL MONSERRATE'. NB Spec. page is very difficult to read, owing to ink having run.

1 'MARIA' w/n 31446



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02495.

2-4-0 d/w 33", cyls. 9x14", built by Baldwin in 1908

Ordered by Ernst Wiener Co. Metre gauge. BLW class 6-11C no. 15. Spec. is in vol. 32 p 200. Mark on tank: 'CENTRAL MONSERRATE'. R&H stack.

2 'RITA' w/n 32738



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 02656.

Gauge 600mm

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

Ordered by Ernst Wiener Co. 600mm gauge. BLW class 8-10 1/3C no. 11. Spec. is in vol. 32 p 29. Mark on tank: 'CENTRAL MONSERRATE'.

3[1] 'CONCEPCION' w/n 33097

Two-truck Shay d/w 27½", cyls. (3) 8x10", built by Lima in 1911

Ordered by Orenstein-Arthur Koppel Co., NY, for Central Monserrate. Shay class B 28-2.

3[2] w/n 2476

2-6-0 d/w 33", cyls. 12x16", built by Baldwin in 1910

Ordered by Ernst Wiener Co. for Central Monserrate. BLW class 8-18D no. 127. Spec. is in vol. 36 p 240. Details to be same as 6-11C no. 15. Mark on tank: 'CENTRAL MONSERRATE', diamond stack.

4 'MOROVIS' w/n 35250

0-4-0T d/w ?, cyls. ?, built by Baldwin in 1910

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

5 w/n ?

0-4-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by Federico Calaf, Manati, PR. 20HP.

6 w/n 4925

Two-truck Shay d/w 27½", cyls. (3) 8x10", built by Lima in 1916

Ordered by Korber & Co. (Koppel?) for Central Monserrate. Shay class B 28-2.

7 'PROGRESO' w/n 2878

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

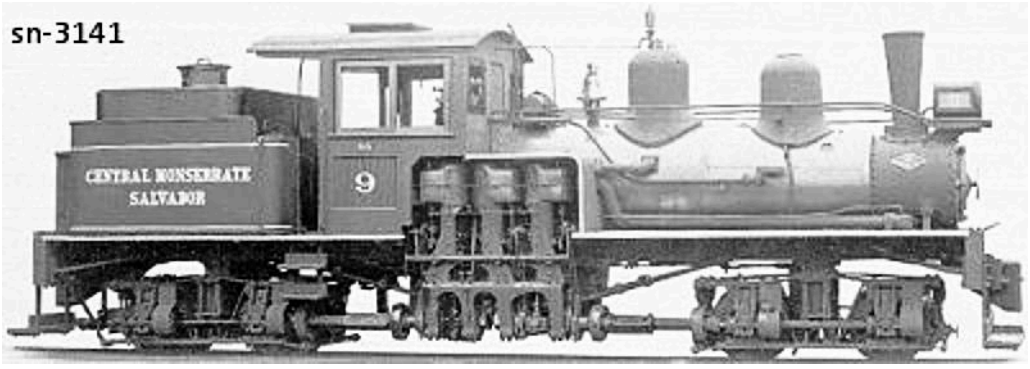
Ordered by ? BLW class 4-6C no. . Spec. is in vol. p .

8 'CARMEN' w/n 53372

Two truck Shay d/w 27½", cyls. (3) 8x10", built by Lima in 1920

Ordered by Riera, Toro & Von Twistern (Fredico Calaf), Havana, Cuba , For: Central Monserrate Sugar Co. Shay class B 28-2.

9 w/n 3141



Lima Shay no. 3141 of 1920, Central Monserrate no. **9**.
Photo from shaylocomotives.com database.



One of Central Monserrate's 60cm gauge Shays hauls a loaded cane train to the mill, date unknown.

The fleet in 1922

Source [1] gives the loco fleet as:

1 Baldwin, 30 tons.	Probably loco no. **4**.
4 Baldwins, 12 tons.	Probably locos **5, 8** and one other.
3 Limas, 28 tons.	Locos nos. **3², 7** and **9**.
1 Koerper (German, 5 tons.	Loco no. **6**.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

“Sixty meter-gauge cars, 3-ton capacity; 180 60-cm. 1 1/2-ton capacity cars; 150 60-cm. 5-ton capacity cars; 3 1/2-kms. meter gauge track; 25 kms. 60-cm. track; 8 kms. portable 60-cm. track.
Also 9 coal-burning locomotives as follows: One 18-ton capacity, one 22-ton, one 12-ton, one 30-ton, one 5-ton—all Baldwin locomotives; three 29-ton Limas and one 5-ton German-make locomotive. ”

Central Mosquito

Background

Gauge ? Located at ?

2-4-0 d/w ?, cyls. ?, built by Baldwin in 1900-1910

Ordered by ?

?	w/n ?	

Central Oriente

Background

Gauge ? Located at Arecibo. Established 1896 and run only until 1910. Owned successively by Central Oriente Co, and then Central Cambalache, Inc. Old photos [22] show NG tracks of around 2' 6" gauge.

Central Pagán

Background

Gauge ?. At Anasco. Established 1883 and operated until 1918. Eventually leased by Bianchi Rosafa family to the South Porto Rico Sugar Co.

Central Pasto Viejo

Background

Gauge 2' 6". Located in Humacao. Operated 1907 until 1958. Owned first by the Humacao Sugar Co., then from 1907 by the Puerto Rico Sugar Co.. Acquired 1910 by Borinquen Sugar Co. until purchased by Central Pasto Viejo Inc.. Acquired 1926 by the United Porto Rican Sugar Co. later known as Eastern Sugar Associates. Last owned by the Fajardo Sugar Co.

0-4-4T d/w 30", cyls. 8x14", built by VIW in 1905

Ordered by Rojo Fabrian & Co. (for where?) but not delivered, sold on to Central Pasto Viejo. VIW class 7-4.

1 ‘PETRA’	w/n 756	Rebuilt by VIW with new boiler in 1926 as order no. 4097.

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

Ordered by ?

2	w/n ?
3	w/n ?
4	w/n ?
5	w/n ?

6 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

1 Vulcan, 15 tons. Presumably no. 1, above.
2 Baldwin, 15 tons.) These five were
1 Porter, 24 tons.) presumably
2 Porters, 20 tons.) nos. **2** to **6**, above.

2-8-0 d/w 37", cyls. 14x18", built by Baldwin in 1927

Ordered by Central Pasto Viejo. BLW class 10-22E nos. 110-110. Spec. is in vol. 79 p 64. Outside frames, Rushton stack, mark on tank: 'CENTRAL PASTO VIEJO'.

7 w/n 60180
8 w/n 60181 Rebuilt 1928 to metre gauge for Central Juncos **8**. Became **E462** of Eastern Sugar Associates at some point.

Toa Baja, Levittown
Metre gauge (former 2ft 6in gauge) Baldwin 60180 (#7) 2-8-0 10-22E-110 class locomotive built in 1927 for Central Pasto Viejo.

2-8-2 d/w ?, cyls. 16x18", built by Porter in 1920

Ordered for no. **3** at Central Macagua in Cuba, either not delivered or returned to be rebuilt. Came here in 1927.

9 w/n 6601 Rebuilt 1928? to metre gauge. Became Central Juncos **9**, Became **E463** of Eastern Sugar Associates at some point.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"(See Central Juncos report). "

Central Pellejas

Background

Gauge ?. Located at Adjuntas. Established 1910 and ran until 1949. Owned by Valivieso family.

Central Plata

Background

Gauge ? Located at San Sebastian. Established 1910 and operated until 1996. Owned by Abarca family, and then by Plata Sugar Co. Owned 7.4 miles of track in 1922 [1].

0-4-2ST d/w 26", cyls. 8x14", built by Lima in 1911

First one ordered via Lebedjeff & Co., and second via Fox Brothers.

1 w/n 1189
2 w/n 1210

The fleet in 1922

Source [1] gives the loco fleet as:

2 Lima, 10 tons. The two locos listed above.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"9 Km. of 60 cm. railway track; two Lima locomotives 12-ton size: one 12-ton Davenport Fairbanks Morse Diesel engine locomotive; one 3-ton Plymouth gasoline locomotive; 30 cane cars of 5-ton capacity; 63 cane cars of 3-ton capacity and 48 cane cars of 1-ton capacity. "

Central Playa Grande

Background

Gauge 2' 6". This was the Central Playa Grande on the island of Vieques east of PR. Operated until 1941. 28 km. of narrow gauge track. Owned by José Benitez Guzman and successors.

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1908, 1909, 1910 and 1916

Ordered via Ernst Wiener Co. for Benitez Sugar Co. for Central Playa Grande. BLW class 6-11C nos. 17-18, 20, 21-22 and 299. Specs. are in vol. 32 p 273, vol. 32 p 91, vol. 36 p 232, and vol. 54 p 273. Outside frames, R&H stack, mark on tank: none. Last one had straight stack and mark on tank: 'BENITEZ SUGAR COMPANY'.

1 'PLAYA GRANDE'	w/n 32931	Built 1908.
2 'RESOLUCION'	w/n 32932	Built 1908.
3 'PUNTA ARENAS'	w/n 33271	Built 1909.
4 'PLAYA VIEJA'	w/n 34091	Built 1909.
5 'MONTE SANTO'	w/n 35539	Built 1910.
6 'PEPIN'	w/n 44272	Built 1916.

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

Ordered by ?

7 w/n ?

2-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1920

Ordered by Benitez Sugar Co. for Central Playa Grande. BLW class 8-16D no. 79. Spec. is in vol. 63 p 261. Straight stack and mark on tank: 'BENITEZ SUGAR COMPANY'.

8 'PELIGRO' w/n 53727



Hi-res copies of this photo are available from the Railroad Museum of Pennsylvania – BLW negative 07690.

Surviving locos

Several of the above locos survive, though in some cases as desperately decayed hulks. One is in Playa Grande itself and a couple more are out in the bush.





Two stills from a YouTube video about the ruins of the Playa Grande mill.
This is one of the Baldwin locos listed above, recently discovered lying
on its side some way away from the mill itself.
https://www.youtube.com/watch?v=lomRRqbV3fY

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been added in blue.

"Railway system consists of 38 km. of 30" track, on which operate one 20-ton and seven 11-ton Baldwin locomotives; using 350 cane cars of 3-ton capacity. Seven gasoline motor trucks constitute an important division of the cane transportation equipment; using four 3-ton capacity Dodge trucks and 3 International 3-ton trucks. "

Central Plazuela

Background

Gauge 1 metre. Located at Barceloneta. Established in 1896 and operated until 1963. Owned by the Balseiro and Georgetti families under name Central Plazuela, Balbeiro & Giorgetti Sugar Co.. Owned 40 miles of track in 1922 [1].

2-4-2RT d/w 28", cyls. 7x12", built by Lima in 1904

Ordered by McMurtrie-Guiler Equipment for New York & San Juan no. **1**, then to Central Plazuela.

1 w/n 1001

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

Ordered by McMurtrie-Guiler Equipment for New York & San Juan no. **3**, then to Central Plazuela.

2 w/n 1016

2-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1906

Ordered by Central Plazuela. BLW class 8-18D no. 120, Spec.is in vol. 28 p 257. Mark on tank: CENTRAL PLAZUELA, BALSEIRO Y GIORGETTI', and name on one side of cab 'CENTRAL PLAZUELA' and on other side 'PALMAS ALTAS', straight stack.

3 'PALMAS ALTAS' w/n 27550

2-6-0 d/w 41", cyls. 14x18", built by Baldwin in 1907 and 1909

Ordered by Ernst Wiener Co. for Central Plazuela. BLW class 8-22D no. 301, 311 and 315. Specs. are in vol. 31 p86. and vol. 36 p 234. First one had mark on tank: 'PLAZUELA SUGAR COMPANY, BARCELONETA', straight stack. Second and third had mark on tank: 'PLAZUELA SUGAR COMPANY, BARCELONETA, P. R.', straight stack. NB BLW erecting drawings available from the DeGolyer Library, see list in appendix.

4[1] 'ESPERANZA' w/n 32230

5 'FLORIDA' w/n 33926

6 'SAN RAFAEL' w/n 35758



0-4-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by ? Possibly 600mm gauge. Renumbered as **1²** prior to arrvial of the Shay listed below. Scrapped 1948 by Land Authority of PR.

7¹ w/n 5076

Two truck Shay d/w 29", cyls. (3) 10x10", built by Lima in 1916

Ordered by ?

7² 'YANES' w/n 2870

The fleet in 1922

Source [1] gives the loco fleet as:

4 Baldwins. Locos **3, 4, 5** and **6**.

6 Limas, 20 to 35 tons. Locos **1, 2, 7²** and three others not yet identified.

It looks as though the small O&K no. **7¹** was not here at this date.

Two truck Shay d/w 26½", cyls. (3) 8x12", built by Lima in 1909

Ordered by Central Los Caños, sold to this location in 1933 but not known if for use or for parts.

? ex C. Los Caños **1** w/n 2232

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"63.8 km. meter-gauge railway and 22.9 km. of 65-cm. gauge railway.

For the meter-gauge track have 191 wooden and steel cane cars of 15-ton capacity and 20 steel cars of 20-ton capacity.

Miscellaneous car equipment consists of two 3000-gal. capacity tank cars; 13 open cars for sugar shipment, each 15-ton capacity; 10 closed cars of 20-ton capacity for sugar shipment; 12 ballast cars.
Locomotive equipment consists of: One 35-ton oil-burning Lima for meter gauge track; four Baldwin locomotives, from 20 to 28-ton size, oil-burners, also for meter track; one Koppel and one Fordson locomotive for the narrow gauge. Operate two Fairmont meter-gauge track cars. ”

Central Providencia

Background

Gauge ? Located at Patillas. Established 1905 and operated solely until 1917. Owned by Providencia Central Co. The site had previously been that of Ingenio Rio Chico. After the closure of the central in 1917 the cane-lands supplied raw cane to Central Lafeyette. Jaime Montilla [22] suggests that later, after Hurricane San Felipe in 1928-9, the lands of the Providencia Central Co. were acquired in order that cane previously processed at Central Columbia could also be carried through to Central Lafeyette.

Central Puerto Real

Background

Gauge 900mm. On the island of Vieques just east of PR. Operated 1910 to 1927. Owned by Mourraille y Martineau (1910-1915), Sindicatura a L.W.G.P. Amstrong (1921-1926), United Puerto Rico Sugar Co. (1927). Latterly known as Central Esperanza.

0-4-2ST d/w 28", cyls. 8x12", built by Baldwin in 1908

Ordered by Ernst Wiener for Central Puerto Real. BLW class 6-10 1/3C no. 67. Spec. is in vol. 32 p 306. R&H stack.
1 ‘PUERTO REAL’ w/n 32991

0-4-4T d/w 33", cyls. 9x16", built by Baldwin in 1909

Ordered by Ernst Wiener Co. BLW class 8-12 1/3C no. . Spec. is in vol. p .
2 w/n 33180



A 2019 photo by Cristian Méndez showing the remains of either loco no. **1** or no. **2**.

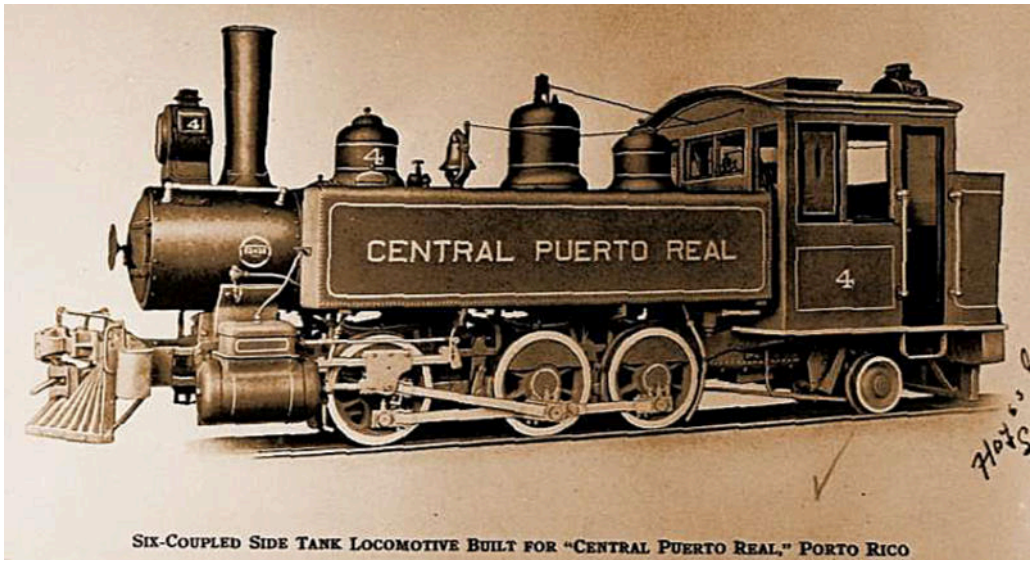
0-6-0T d/w 33", cyls. 11x16", built by Baldwin in 1910

Ordered by Ernst Wiener for Gustavo Meurraile. BLW class 6-16D no. 66. Spec. is in vol. 36 p 238. Mark on tank: ‘CENTRAL PUERTO REAL’. R&H stack.
3 w/n 34846

0-6-2T d/w 33", cyls. 11x16", built by Baldwin in 1919

Ordered by ? BLW class 8-16 1/3D no. 15. Spec. is in vol. 63 p 263. Gauge given in Spec. page as 3' 0", unlike all earlier locos. "Frames cast steel. Furnished free by railway co. and applied to loco. by the B.L.W." (???) Mark on tank: 'CENTRAL PUERTO REAL'. straight stack. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

4 w/n 52435



A Baldwin catalog picture of Central Puerto Real no. **4**.



It looks very much as though these 1962 photos are showing a derelict loco no. **4** after modification to a tender engine, and with a very professional-looking tender too. The second image below also shows another loco, but which one is unknown. The photos apparently came from Gerow and Betty Carr of Esperanza, and the originals aare now held by the *Archivo Historico de Vieques*.





A 2019 photo by Cristian Méndez showing the remains of no. **4**.

Central Razuela

Background

Gauge 1 metre. Did this central exist as a separate entity? Or is it just a mistake for Central Plazuela?

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

Ordered by ?

1? w/n ?

2? w/n ?

2-6-0 d/w ?, cyls. ?, built by Baldwin in 1906

Ordered by ? See previous page for this loco supplied to Central Plazuela

3 w/n 27550

Central Riollano

Background

Gauge ? Located at Camuy on site previously used briefly as Central Camuy. This was in front of the Camuy ARR station, and a branch led into the mill grounds. Established 1938 and operated until 1970. Owned by the Golzalez and Marques families. All cane was brought in from sub-contracting ‘colonos’ rather than from land owned by the mill.

Central Rochelaise

Background

Gauge 600mm. Owned by Mayaguez Sugar Co. Owned 18.6 miles of track in 1922 [1].

The fleet in 1922

Source [1] gives the loco fleet as:
2 Baldwin, gasoline, 3½ tons.

May never have owned any steam locos.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"Have 7 km. of 60 cm. gauge track, one 5-ton, type 0-4-0 Whitcomb Diesel locomotive, and 200 narrow gauge cane cars of 1 1/2-ton capacity. This central is also served by the American railroad. "

Central Roig ex-Mercedita

Background

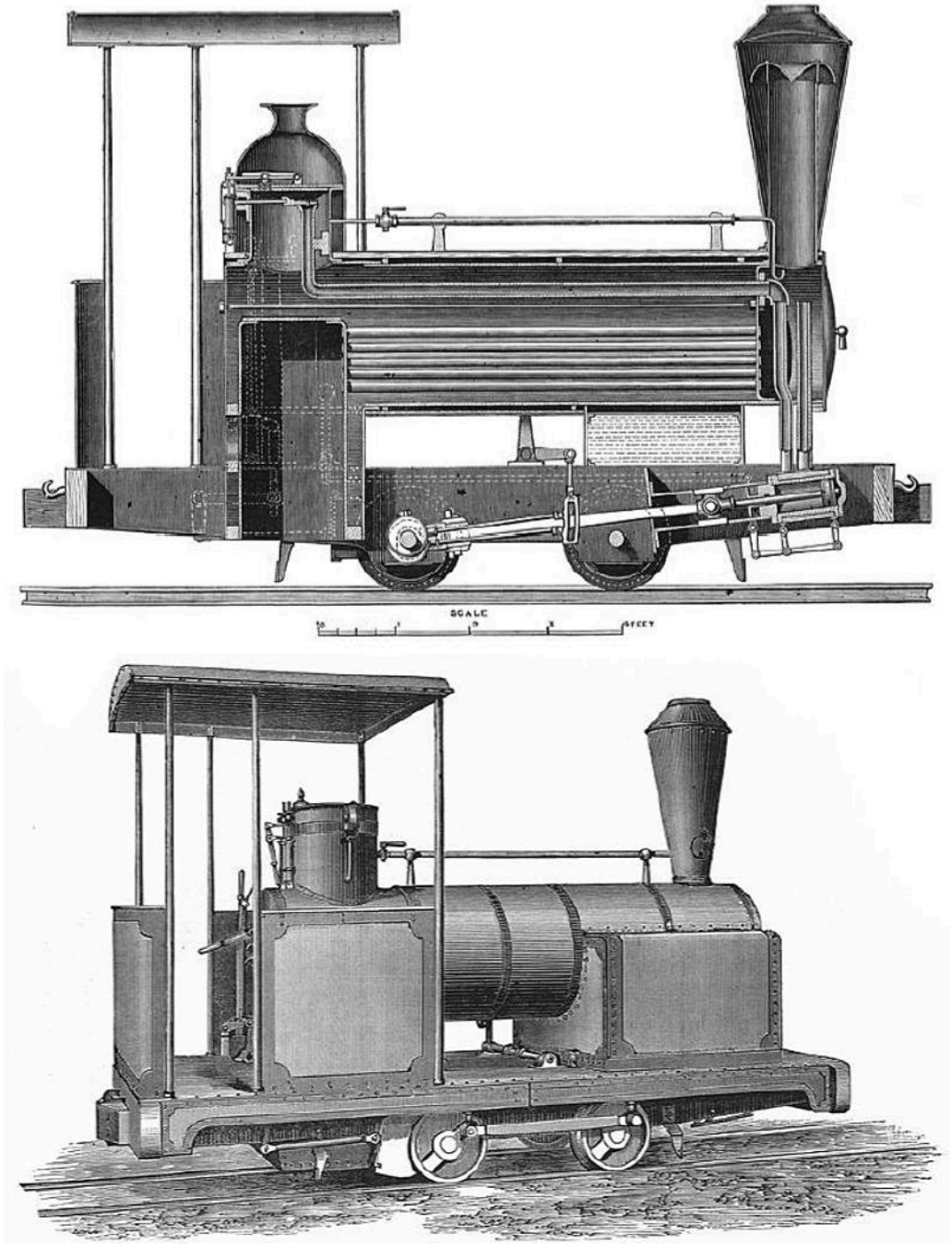
Gauge 2' 2". Located at Yabucoa. Established 1895, on a site previously utilised as Ingenio Carmen and from 1878 as Central Mercedita. Owned by the Compañia Azucarera del Este, which in 1906 was acquired by the Yabucoa Sugar Co. owned by Antonio Roig Torcellas. The name of the mill was only changed to Central Roig after 1926. The mill ceased operating in 2001.

Gauge 2' 2"

Several early mills in Puerto Rico used this gauge, Centrales Boca Chica and Mercedita/Roig among them.

0-4-0IST d/w 15", cyls. 4½x7½", built by Bagnall in 1880

Ordered via Manlove Alliot & Co. for PR. Identified as for this location by the loco name and the unusual gauge.
1 'MERCEDITA' w/n 284



Bagnall 284 '**MERCEDITA'**, ordered via Manlove Alliot & Co. of Nottingham for PR.
Illustration from *The Engineer* 12th Nov. 1880.

0-4-0IST d/w 15?", cyls. 4½x7½?", built by Bagnall in 1881

Ordered via Manlove Alliot & Co., possibly for PR and for this location as the gauge for the first one was the same unusual 2' 2" as the loco above.

'JULITA'	w/n 412
'CAUCAS' or **'CA CAS'**	w/n 414

0-4-0ST d/w ?, cyls. 7x12", built by Porter in 1907 and 1909

Ordered via A. Lascelles Co.

2	w/n 3829
3 '"MERCEDITA'	w/n 4045
4 'GUAGANES'	w/n 4046
5 'YABUCOA'	w/n 4275

0-4-0ST d/w ?, cyls. 5x8", built by Porter in 1911

Ordered via Arthur Koppel & Co.

6 w/n 4863

0-4-0ST d/w ?, cyls. 7x12", built by Porter in 1911

Ordered via Arthur Koppel & Co.

7 w/n 4864

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

Ordered by Yabucoa Sugar Co. for Central Mercedita. Gauge 2' 2". BLW class 6-8 1/3C no. . Spec. is in vol. p .

8 w/n 54242



High res image available from the RR Museum of Pennsylvania: BLW neg no. 07802-1.

The fleet in 1922

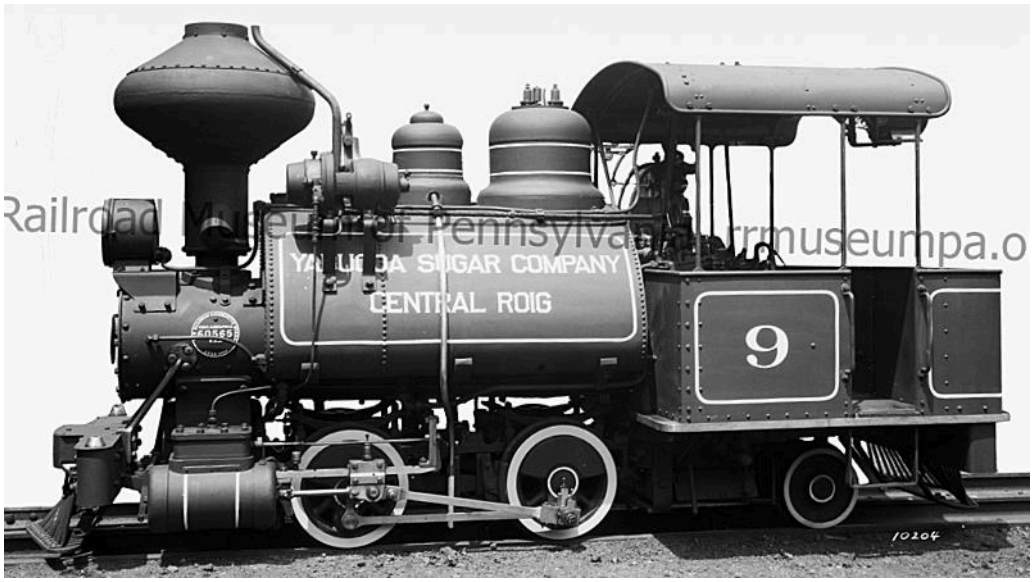
Source [1] gives the loco fleet as:

6 Porters, 6 to 8 tons.	Presumably nos. **2** to **7**.	
1 Koerber (German), 8 tons	NB Koerber was an agent working in PR.	Unidentified.
1 Baldwin, 12 tons.	Number **8**?	

0-4-2T d/w 24", cyls. 7x12", built by Baldwin in 1928

Ordered by ? BLW class 6-8 1/3C no. 73. Spec. is in vol. 79 p 55. NB Lehmuth has this ordered by Yabucoa Sugar Co. for Central Mercedita. Gauge 2' 2". The spec. page certainly has the mark on tank as: 'YABUCOA SUGAR CO. CENTRAL ROIG'. Rushton stack.

9 w/n 60565



High res image available from the RR Museum of Pennsylvania: BLW neg no. 10204-1.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The company owns 66.67 kilometers of railroad 26" gauge track, which includes tho line from the factory to the Port of Guayanés 8 km. distant. Also owns 32.87 km, of portable track.

The hauling equipment consists of 801 cane cars of 2 1/2 tons capacity, 1,028 cars of 1 ton capacity, the necessary box cars, flat cars, tank cars, etc., and 9 coal burning locomotives, 7 "Porter" and 2 "Baldwin", weighing about 8 to 10 tons each; also one Hanomag Diesel and one Fordson locomotives. "

Central Rufina

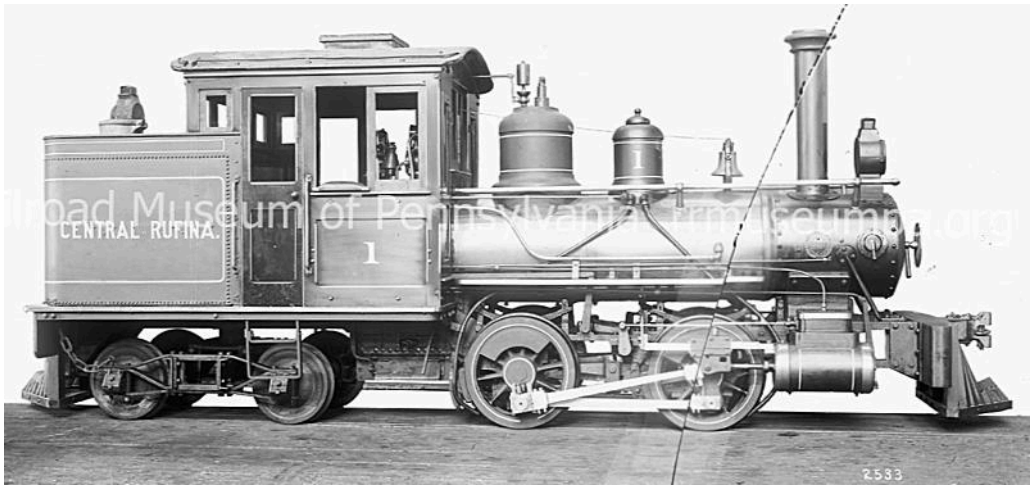
Background

Gauge 1 metre. Located in Guayanilla. Established 1901 and operated until 1967. Owned by the Trujillo and Mercado families. Then by Mario Mercado y Hijos and later by Cia. Carron Inc.

0-4-4T d/w 33", cyls. 9x16", built by Baldwin in 1907 and 1909

Ordered by Ernst Wiener Co. for Trujillo y Mercado for Central Rufino. BLW class 8-12 1/3C nos. 6 and 9. Specs. are in vol. 31 p 13 and vol. 49 p 71. Spec. page for first is missing from the DeGolyer microfilm copy. Second loco was to be Dup. of 8-12 1/3C no. 7. Mark on tank: none. No running number, but **2** on numberplate ordered by XO 1982 of 1909.

1	w/n 31705
2	w/n 33594



High res image available from the RR Museum of Pennsylvania: BLW neg no. 02533-1.

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

Ordered by ?

3 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:
2 Baldwin locomotives, 20 tons.
Which might be nos. **1** and **2**.
A gasoline Vulcan locomotive is also mentioned.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The plantation rail-way system adequate to delivery of cane to the mill, well equipped with rolling stock. The railway connects with the American Railroad, the main line 700 meters from the factory; also connects with the company's pier in the Guayanilla Bay, two kilometers from the Mill. The company operates 35 12-ton steel cane cars and 30 large capacity sugar cars delivering output to dock; using three 19-ton oil-fired Baldwin locomotives. "

Central San Cristobal

Background

Gauge 1 metre.

0-4-0T d/w ?, cyls. 10x14", built by Porter in 1906

Ordered by ?

1 w/n 3493

0-4-2T d/w 36", cyls. 10x14", built by VIW in 1906

Ordered by Central Esperanza as no. **1** or maybe **2**. Later sold to Central San Cristobal. VIW class 7-7C.

2 w/n 970 Later went to Dominican Republic in 1917.

Central San Francisco

Background

Gauge 1 metre. Located at Guayanilla on the site of the old-fashioned Hacienda Mercedes mill. Established 1913 and operated until 1977. Used ARR tracks to reach mill.

Source [1] from 1922 stated that no locos were owned, and later acquisitions were probably diesels only?

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been added in blue.

"The Central has railway siding 1600 meters long, 1-meter gauge, over which about 10,000 tons of colono canes are brought in by the American Railroad Company of Porto Rico. Approximately the same tonnage arrives by trucks. The balance, or administration canes is delivered by ox carts.

About 25,000 tons colono cane delivered in trucks. The farthest point from which railroad cane is received is 3.5 km., in western direction. Have one Davenport Diesel locomotive for batey use."

Central San Vicente

Background

Gauge 1 metre. Located at Vega Baya. Established 1873 and operated until 1967. Owned by Central San Vicente Inc., and later by Robert Hnos., Inc. 10.5 miless of track in 1922.

0-4-0T d/w ?, cyls. ?, built by Cail in 1887

Ordered by *Sucrerie de San Vicente* as no. **20**. Gauge in Merte's list shown as 760mm.

1	w/n 2265	

0-4-4ST d/w 29", cyls. 8x14", built by Baldwin in 1906, 1907 and 1909

Ordered by Ernst Wiener Co. (for Central San Vicente? but 2' 6" gauge). BLW class 8-10 1/3C nos. 7-8 and . Specs. are in vol. 29 p237, and vol.

2 'PALMYRA'	w/n 27260	Def. Metre gauge acc. to Lehmuth.
3 'EMILIA'	w/n 31376	Def. Metre gauge acc. to Lehmuth.
4	w/n 33853	Lehmuth has gauge as 2' 5½".

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

Ordered by ?

5	w/n ?

0-6-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by Hubert Hermanos, PR. Metre gauge. 125hp.

6	w/n 4980

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

Ordered by ?

7	w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:

4 Baldwins, 10 to 12 tons.

! Koerber (German), 15 tons.
The latter might well have been the O&K, no. **6**, whilst the Baldwins probably included nos. **2** to **4**, and one other not yet pinned down.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"35% of the company's cane is handled over the railway system that extends 43 km. length, 75 cm. gauge. The rolling stock consists of: 13 steel cars 6-ton capacity; 446 steel cars 2 1/2-ton capacity; 30 steel cars 1 1/2-ton capacity. 210 additional steel cars of
(I foolishly omitted to copy the remainder of this paragraph)"

Central Santa Barbara

Background

Gauge ? Located at Jayuya. Established 1912 and operated until 1948. Owned by the Pierluissi, Perez del Castillo, Toro, and Ortiz-Toro families in turn. As this was a small mill and in hilly country it might not have used rail transport to bring in the cane.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"Cane is brought from the fields in ox-carts to nearest cane scales, from which it is hauled by motor trucks to factory scales. From field near factory cane is brought directly in ox-carts to factory. Have 60 ox-carts and 160 oxen. Motor trucks (seven) are supplied by outside contractor."

Central Santa Juana

Background

Gauge 1 metre. Located at Caguas. Established in 1906 and operated until 1967. Owned in turn by Societé Anónyme des Sucreries de Saint Jean (Belgian-based), then from 1927 the United Porto Rico Sugar Co., Eastern Sugar Associates from 1934 onward, Fajardo Eastern Sugar Associates, and C Brewer & Co. of Puerto Rico, Inc. Owned 21 miles of track in 1922 [1].

0-4-0T d/w ?, cyls. ?, built by Thiriau in 1906

Ordered by Central Santa Juana. However, Merte's Thiriau list shows only two, nos. 89 and 90 with running numbers **1** and **2**.

1	w/n 88
2	w/n 89
3	w/n 90

0-4-0T d/w ?, cyls. ?, built by La Meuse in 1907

Ordered by *SA Hauts Forneaux de Grivegnee*, later sold to *Sucrerie St. Jean* for use in PR.

4	w/n 1810

0-4-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by ?

5	w/n 4944	1928 became no **35** of UPRS. 1932 became no. **35** of Eastern Sugar Associates. Scrapped 1934

The fleet in 1922

Source [1] gives the loco fleet as:

3 Belgian, 30 tons.	Presumably the three Thiriau locos, but what about the La Meuse?
1 Koerper (German), 15 tons.	Loco no. **5**, the O&K.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"(See Central Juncos report). "

Central Sóller

Background

Gauge ? Located at Camuy. Established 1910 and operated until 1968. Owned by the Marques family.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"No plantation railway is maintained. Cane delivery effected by 24 2-ton motor trucks (owned by the company), and by carts drawn by oxen and mules. "

Central Triunfo

Background

Gauge 1 metre. Located at Naguabo. Established 1916 and operated until 1930 when it was destroyed by Hurricane San Ciprian. Owned by the Garzot and Fuertes families. Had about 10 miles of track in 1922, source [1].

0-4-4T d/w 24", cyls. 7x12", built by VIW in 1916

Ordered by Arthur Koppel for Central Triunfo. VIW class 7-2-A.

1	w/n 2579	Scrapped 1933.

2-4-0 d/w 30", cyls. 9x14", built by Baldwin in 1922

Ordered by Central Triunfo. BLW class 6-11C no. 31. Spec. is in vol. 63 p 253.

2	w/n 55641

The fleet in 1922

Source [1] gives the loco fleet as:

1 Baldwin, 20 tons.	Loco no. **2**.
! Vulcan, 12 tons.	Loco no. **1**.

Central Unión

Background

Gauge ? Located at Bayamón. Established 1894 and ceased operation in 1910. Owned by the Masson family..

Utuado Sugar Co.


INC. BAJO LAS LEYES DE PUERTO RICO

No. 4. 3. Acciones

UTUADO SUGAR COMPANY

CAPITAL AUTORIZADO $ 300,000

Certificamos que Don Jacinto Coll es dueño de Tres Acciones del Capital Social de la

UTUADO SUGAR COMPANY

transferibles solamente en los libros de la Corporación por el tenedor en persona ó por su apoderado debidamente autorizado, mediante entrega de este Certificado endosado en forma.

En testimonio de la cual fijamos el sello de la Corporación en el presente certificado y lo firmamos en Utuado, Puerto Rico, hoy 3 de Agosto de 1950.

Presidente — Tesorero

ACCIONES DE $ 100. CADA UNA

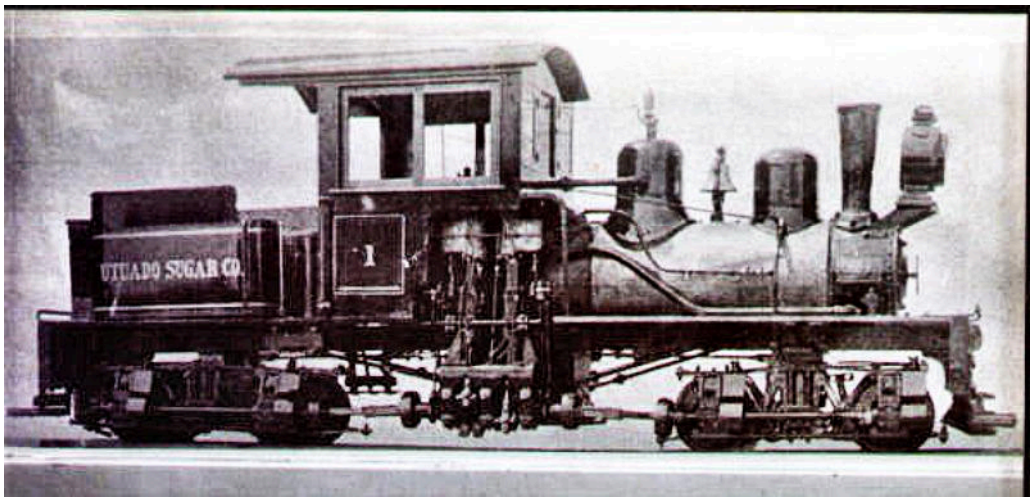
Background

Gauge 2' 6" In central PR, north of Ponce and south of Arecibo. Mill built 1910, but was under receivership by 1916..

Two truck Shay d/w 22", cyls. (2) 6x10", built by Lima in ?

Ordered by Melchior, Armstrong & Dessau, NY, for Utuado Sugar Co. Shay class A 13-2.

1 w/n 2473



Vadi Plantation

Background

Gauge 600mm. Mill closed around 1900 and was replaced by Central Coloso, which might have inherited the loco below.

0-4-0T d/w ?, cyls. ?, built by Couillet in 1883

Ordered by SA Decauville (their no. 21 of 1888) for Vadi plantation, PR.

'CYRNOS' w/n 619

Central Vannina, later aka Central San José

Background

Gauge 1 metre. Located in Rio Piedras. Operated from 1910 until 1952. renamed Central San Joséin 1939.

0-4-4T? d/w ?, cyls. ?, built by O&K in 1911

Ordered by Central Vannina. 140hp.

1 w/n 4660

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

Ordered by ?

2 w/n ?

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

Ordered by ?

3 w/n ?

0-6-2T d/w 43", cyls. 11x16", built by Baldwin in 1911

Ordered by ? BLW class 8-16 1/3D no. ?

4 'GUAYNABO' w/n 37169

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"31.392 kms. of meter gauge railway, which reaches to a point 27 kms. distant with 11 sidings for loading of cane. 28 cane cars of 20 tons capacity; 88 of ten tons capacity; and 17 cane cars of 8 tons capacity. All the cars are of steel, except for wooden platforms, but 25 ten-ton cars bought several seasons ago have steel platforms also. Four coal-fired locomotives; two 28 tons Caíl (French make); one 25-ton Baldwin and one 22-ton Koppel locomotives."

Central Vitoria

Background

Gauge 2' 6". Owned by Cia. Azuc. de Carolina. NB Source [1] seems to list this as Central Victoria. 18.6 miles of track in 1922 [1].

0-4-0T d/w ?, cyls. ?, built by O&K in 1911

Ordered by ?

1 w/n 5058 (wrong number. This one went to Antofagasta.)
2 w/n 5088 (Ordered for Cia. Azuc. de Carolina, PR)

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

Ordered by ?
3 w/n ?

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

Ordered by ?
4 w/n ?

The fleet in 1922

Source [1] gives the loco fleet as:
2 Koerber (German).
2 Porters (light use, coal).
The Koerber locos were almost certainly the O&Ks listed above, for Koerber imported O&Ks to PR. The Porters were presumably locos **3** and **4**, so unusually all engines listed aare accounted for.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.
"Thirty kilometers of 30" gauge track; three 13-ton Orenstein-Koppel locomotives and two 8-ton Porter locomotives, all coal burners; 520 all-steel cane cars or from 2 1/2-ton to 3-ton capacity; 20 all-steel cane cars of 5-ton capacity. Also use two 2 1/2-ton Whitcomb gasoline locomotives. "

South Puerto Rico Sugar Co.



Background

Gauge 1 metre.

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

Ordered by ?

1 w/n ?

0-4-2T d/w ?, cyls. ?, built by Baldwin in 1920

Ordered by ? BLW class no. . Spec. is in vol. p . Lehmuth says went to Central San Cristobal in Cuba.

2[1] w/n 53954 (number therefore probably wrong)

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

Ordered by ? BLW class no. . Spec. is in vol. p . Lehmuth says went to Egypt.

7 w/n 53974 (number therefore probably wrong)

0-4-0T d/w ?, cyls. ?, built by Baldwin in 1927

Ordered by ? BLW class 8-16 1/3C no. . Spec. is in vol. p . Lehmuth says built for SPRSCo. **2**., and was an 0-4-4T.

2[2] w/n 60184

Eastern Sugar Associates

Background



A loco bearing 'E. S. A.' on its tender, and numbered 2. The photo was originally captioned at at a Central Santa Lucia.

20.17.12 Other industrial railways

Isabela Irrigation Service

Background

Gauge 2' 6".

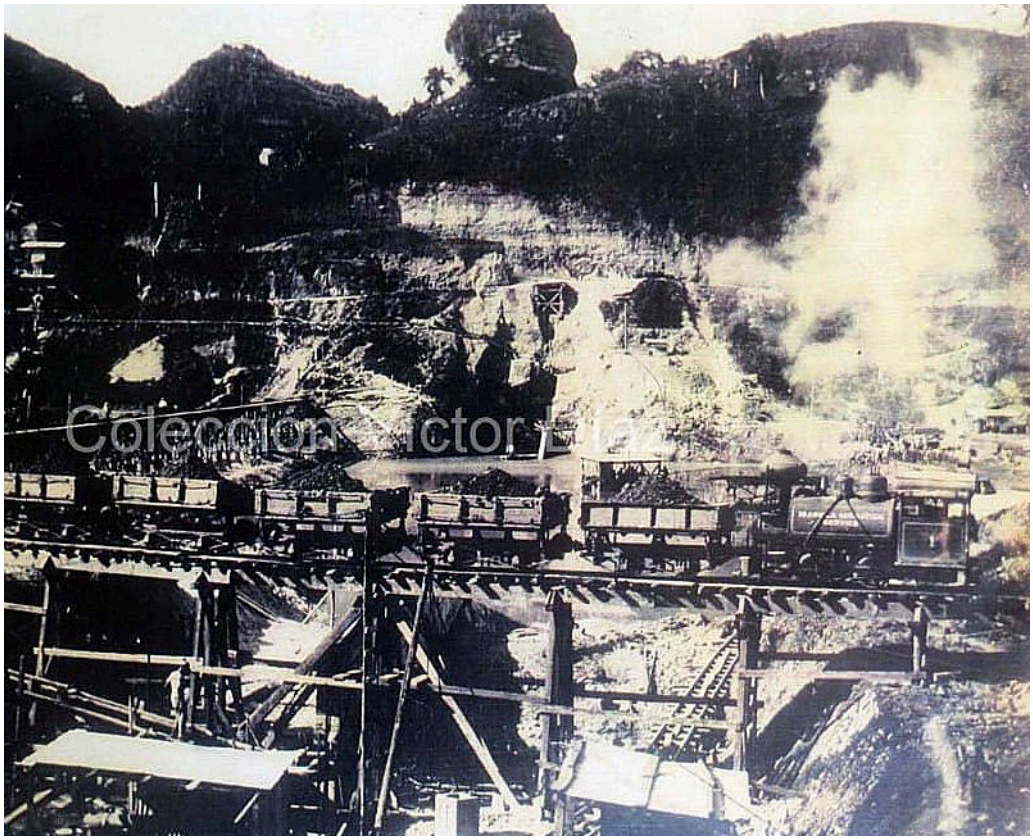
0-4-0ST d/w 30", cyls. 9x12", built by Baldwin in 1925

Ordered by Isabela Irrigation Service. BLW class 4-10½C nos. 140-142. Spec. is in vol. 78 p 87. Mark on tank: 'ISABELA IRRIGATION SERVICE', Rushton stack. NB BLW erecting drawing available from the DeGolyer Library, see list in appendix to this file

1	w/n 58826
2	w/n 58827
3	w/n 58828



High res image available from the RR Museum of Pennsylvania: BLW neg no. 09665.



Puerto Rico Irrigation Service

Background

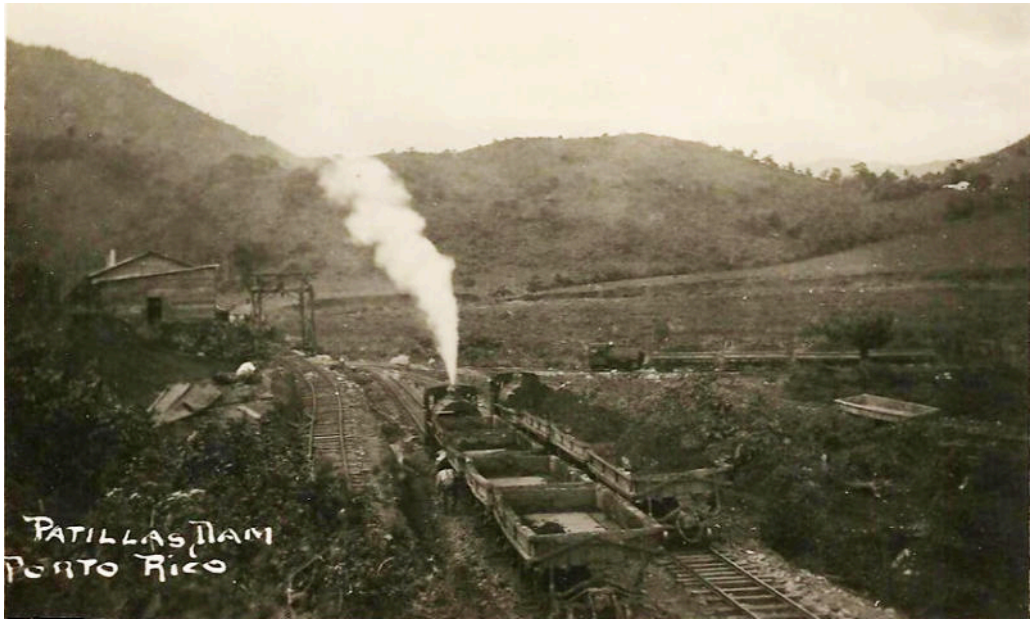
Gauge 600mm. Rail system used to construct Patillas reservoir, from October 1910 onward.

2-6-4T d/w 28", cyls. 8x14", built by VIW in 1912

Ordered by US Treasury for PR Irrigation Service, Guaybel Dam, Ponce. VIW class 7-4-E.

1 w/n 1843 Replacement VIW boiler in 1928.





Three saddle tanks in view during the Patillas Dam construction works.

Pharmachem

Background

Gauge standard.

Only diesel locos?

Porto Rico Coal Co. / Coal & Oil Co.

Background

Gauge?



Seatrains Inc.

Background

Gauge standard. Closed 1970?

Only diesel locos?

Lock Joint Pipe Co. of Puerto Rico

Background
Gauge 3' 0".

Only diesel locos?

Naco Fertilizer Co.

Background
Gauge 750mm.

Only diesel locos?

Military Railways

USATC

Background
Gauge standard.

Only diesel locos?

US Navy

Background
Gauge standard.

Only diesel locos?

20.17.13 Unidentified Puerto Rico locomotives

Baldwin

0-6-0 d/w 33", cyls. 11x16", built by Baldwin in 1893

Ordered via Elisha Atkins & Co. Gauge 2' 6".

4 'SAN ANTÓN' w/n 13821

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

Ordered by Arthur Koppel for PR. Gauge 590mm.

? w/n 28785

? w/n 28786 Moved to Santta Isabel Sugar Co. 1930.

0-4-4T d/w 30", cyls. 8x14", built by Baldwin in 1906

Ordered by Ernst Wiener Co. for PR. Gauge 2' 6".

3 'EMILIA' w/n 29540

2 'PALMIRA' w/n 29541

0-4-4T d/w 29", cyls. 8x14", built by Baldwin in 1910

Ordered by Ernst Wiener Co. for PR. Gauge 750mm.

5 w/n 35632

2-8-0 d/w 36", cyls. 13x18", built by Baldwin in 1912

Ordered by Ernst Wiener Co. for PR. Gauge 3' 0".

1 w/n 38661

0-6-0 d/w 37", cyls. 12x18", built by Baldwin in 1912

Ordered via Fox Brothers Co. 3' 0" gauge.

1 w/n 38797

0-4-4T d/w 33", cyls. 11x16", built by Baldwin in 1927

Ordered by 'C. F. RR.' in PR. For South Puerto Rico Sugar Co.? Metre gauge.

2 w/n 60184

Davenport

2-4-2T d/w ?, cyls. 9x12", built by Davenport in 1932

Ordered by ? Gauge 2' 2".

1 w/n 2194

Krauss

0-6-4T d/w ?, cyls. ?, built by Krauss in 1890

Ordered by Spanish Colonial Rly. of PR. Metre gauge.

01 w/n 2025

Lima

2-truck Shay d/w 27½", cyls. (3) 8x8", built by Lima in 1916

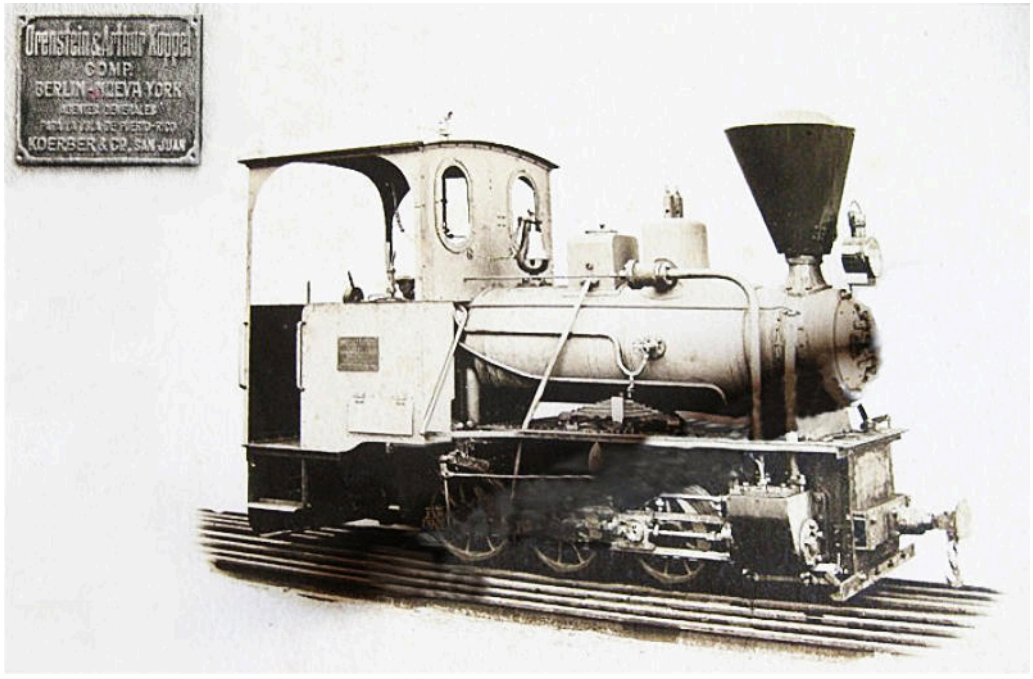
Ordered for Arthur Koppel Co.

7 'MAMEY' w/n 2880

O&K

D	2167	1906	20 PS	Bt	600.10.1906	Porto Rico Arthur Koppel
D	3927	1909	50 PS	Bt	600.12.1909	Santa Isabell Sugar Co., St. Juan, Porto Rico
D	4204	1910	60 PS	Bt	750.09.1910	Sobrinos de Eyquiaga, San Juan, Porto Rico
D	4660	1911	140 PS	Bt	1000.07.1911	Central Vannina, Rio Piedras, Porto Rico
D	4919	1911	30 PS	Ct	762.09.1911	Esquiaga, Las Monjas, Porto Rico
D	4925	1911	20 PS	Bt	600.10.1911	Féderico Calaf, Manati, Porto Rico
D	4980	1911	125 PS	Ct	1000.09.1911	Hubert Hermanos, Porto Rico
D	4994	1911	70 PS	Bt	1000.10.1911	Sucreries San Juan, Porto Rico
D	5076	1911	50 PS	Bt	600.10.1911	Bolserio & Georgetti, Porto Rico
D	5088	1911	60 PS	Bt	762.10.1911	Cia Azucarera de Carolina, Porto Rico
D	6021	1912	100 PS	Ct+t	750.12.1912	Compania Azucarera del Zoa Porto Rico
D	8469	1920		Bt	750 neu	Frederico Calaf Manati, Porto Rico
K	12367	1931		Ersatzkessel	- neu	Koppel Industrial Car & Equipment Co., Porto Rico
K	13095	1938		Ersatzkessel	-.01.1938	Pressed Steel Car Co. Inc., Porto Rico

O&K



Porter

0-4-0T d/w ?, cyls. 6x10", built by Porter in 1879

Ordered by Sucrerie de Don. J. Latimer, PR, Canovanas? Gauge 2' 6".

? w/n 356

0-4-2T d/w ?, cyls. 7x12", built by Porter in 1880

Ordered by Lanman & Kemp for PR, for Don J. Satinjer(?) 'LOIZA'.

? w/n 403

0-6-0T d/w ?, cyls. 8x14", built by Porter in 1900

Ordered by S. H. Payne for PR. First one for G… Sugar Factory? Second one 'BRAZIL'? 2' 6" gauge.

1 w/n 2268

? w/n 2269

0-4-2T d/w ?, cyls. 7x12", built by Porter in 1906

Ordered by Melchor Armstrong & Dessau for PR. Metre gauge. For Estate Bethlehem.

1 'JOHAN' w/n 3420

2 'OLGA' w/n 3421

0-6-0 d/w ?, cyls. 10x14", built by Porter in 1907

Ordered by Sobrinas de Esquiaga, San Juan, PR. Buena Vista? 2' 6" gauge.

? w/n 3986

0-4-0 d/w ?, cyls.10x16", built by Porter in 1907

Ordered by Melchor Armstrong & Dessau for PR. 2' 6" gauge.

? w/n 4082

0-8-0T d/w ?, cyls. 9x14", built by Porter in 1908

Ordered by McMurtrie0Guiler & Co. PR. Metre gauge.

? w/n 4244

0-4-0 d/w ?, cyls. 5x10", built by Porter in 1909

Ordered by The Gregg Co. for PR. 2' 6" gauge. 'S. JIL H 1' ???

? w/n 4313

0-6-0 d/w ?, cyls. 8x14", built by Porter in 1909

Ordered by Wonham Major & Sugar for PR 'PUERTO RICO' 2' 6" gauge.

? w/n 4332

0-4-0 d/w ?, cyls. 7x12", built by Porter in 1910

Ordered by Lebedjeff & Co. for PR. Gauge 2' 6".

? w/n 4770

? w/n 4771

0-4-0 d/w ?, cyls. 8x14", built by Porter in 1910

Ordered by Gustavo Preston for PR. Metre gauge.

? w/n 4811

0-6-0 d/w ?, cyls. 8x14", built by Porter in 1911

Ordered by Czarnikow Rionda & Co. for PR. 2' 6" gauge.

? w/n 4939

0-4-0 d/w ?, cyls. 9½x12", built by Porter in 1912

Ordered by Wonham. Metre gauge.

? w/n 5270

? w/n 5271

0-4-0 d/w ?, cyls. 9x14", built by Porter in 1913

Ordered by ?

? w/n 5335

0-4-0 d/w ?, cyls. 10x14", built by Porter in 1913

Ordered by Wonham. Metre gauge.

? w/n 5337

0-4-0 d/w ?, cyls. 11x16", built by Porter in 1913

Ordered by Wonham. Metre gauge.

? w/n 5381

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

Ordered by Antonio Roig. 2' 6" gauge.

? w/n 5854

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

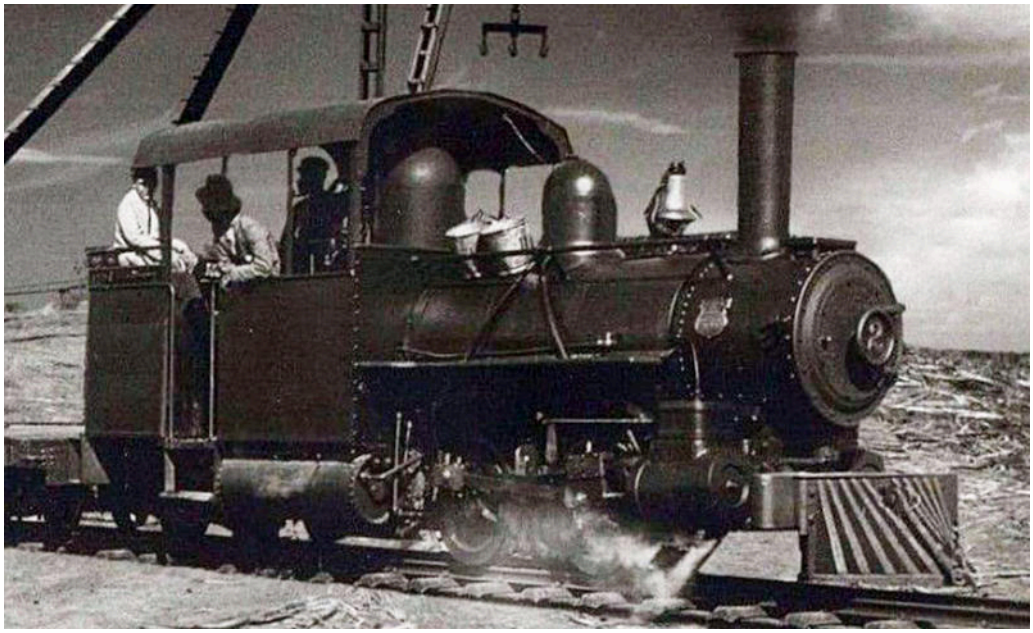
Ordered by ?

? w/n ?



Illustration No. 256, from photograph of 10 x 14 cylinders, coal-burning locomotive, 30 inches gauge of track, exported to Porto Rico.

An illustration from a Porter catalog.



An 0-4-2T at Mayaguez.

Text from Rob Dickinson's website:

http://rogerseducationalpage.com/ferrocarrilespr/
Wikipedia article - http://en.wikipedia.org/wiki/Rail_transport_in_Puerto_Rico.

Camuy, Parque de las Cavernas del Río Camuy (Camuy Caves Park)

20.18 Saint Barthélemy

An overseas collectivity (COM) of France in the Leeward Islands

though from 1784 to 1887 it had been a possession of the Swedish crown.

Background

Being both mountainous and dry, the island has never had much economic development, and thus no industrial plants seem ever to have brought in rail transport.

20.19 Saint Kitts and Nevis

An independent country in the Leeward Islands

Background

2' 6" gauge.

20.19.1 St. Kitts Sugar Manufacturing Corporation (SSMC)

Text adapted from Rob Dickinson's website: A central sugar factory was opened by Henckell, Du Buisson & Co. at Basseterre in 1912 to replace the mills and boiling-houses on individual estates. The first section of the 2' 6" gauge to open was from the factory pier to the factory (1½ miles). During construction it was used to transport parts of the factory and later to ship bulk sugar and molasses to the warehouses and tanks at the pier. In 1981 the branch was extended to serve the newly-built deep water pier. For the transportation of cane, lines were built both northeast and northwest of the factory around the coasts. These were later linked to form a 30 mile circle around the island. Ten transfer sidings were used to transfer cut cane to the wagons. A few additional passing loops allowed additional train crossings. The railway was worked in three sections, with the northern section served by a locomotive based at Sandy Point Terminus (mile 18¾), all controlled by a central dispatcher.
In 1972 the sugar estates were taken over by the government and in 1976 the sugar factory itself was nationalized. Following years of producing at a loss, it was decided to close the factory after the 2005 season, and to base the economy mainly on tourism.
The railway on St. Kitts is described in details in Jim Horsford, "The St. Kitts Railway" (Locomotives International, 2004, ISBN 1-900340-18-6).

0-4-2T d/w ?, cyls. 9x15", built by Kerr Stuart in ?

Ordered by Henckell, Du Buisson & Co., Basse Terre Sugar Factory. All were Brazil class, though 1314 was a 'Modified Brazil'.

?	w/n 1176	Built 1910, Cyls. 9½x15".
'KING GEORGE'	w/n 1234	Built 1911
'QUEEN MARY'	w/n 1235	Built 1911
'SIR BICKHAM'	w/n 1236	Built 1911
5	w/n 1314	Built 1916, modified Brazil class. This might have meant fitted with side tanks, like KS no. 1315 which went to the Baranquilla Rly. & Pier Co. in Colombia that same year. However, photos of it derelict show a square saddle tank like the others.
6?	w/n 4211	Built 1920
7?	w/n 4214	Built 1922

These were withdrawn in the late 1950s and mostly scrapped in 1972, with the exception of no. **5** which has for some reason survived, although in very poor condition. Whilst it was due to be preserved, someone moved it with a bulldozer sometime after 2005, when part of the factory complex was cleared to make way for a new power plant. At that time it lost its cab and chimney, and all that remains today are the frame, wheel set, boiler and water tanks.

Thomas Kautzor reports:

Nevis:

The small island of Nevis (93 km2, 12,000 inhabitants) is part of the associated state of St. Kitts and Nevis. It was settled by England in 1628 and soon sugar became the dominant source of wealth. When the Leeward Islands were separated from Barbados in 1671, Nevis became the seat of the colony and was given the nickname "Queen of the Caribees". During the late 17th century it was the richest of the British Leeward Islands, also outranking larger islands such as Jamaica in sugar production.

Attacks by France in the 18th century, when a large number of slaves were captured and sent of to Martinique to be resold, led to the collapse of the sugar industry and hardships. As a result, small plots of land were made available to the remaining enslaved families for them to grow their own food on. When slavery was abolished in the British Empire in 1834, a relatively large percentage of land was already locally owned or controlled. With a large number of owners, each planting whatever he wanted, it made little sense to build a large central sugar factory such as on St. Kitts, and therefore those small sugar factories that existed remained in use until the last one was closed in the late 1950s, having since been replaced by tourism and offshore financial services as the main sources of income.

We found three steam engines remaining on a day trip to the island:

At New River Estate, on the eastern side of the island, and is an 1883 G(eorge) Fletcher & Co., London & Derby, steam engine and mills. The mill was the last to close on Nevis in 1958.

20.20 Saint Lucia

An independent country in the Windward Islands

20.20.1 Sugar mills

Background

5

Text from Rob Dickinson's website:
"Four sugar mills are known to have used railways on the island of St. Lucia : the Central Factory (Cul de Sac Co. Ltd.) in the Cul de Sac Valley south of Castries (13 miles with three diesel locos and over 130 steel cane cars in the mid-1950s), the Roseau Factory in the Roseau Valley further south seven miles from Castries (16 miles with three diesel locos and 145 cane cars in the mid-1950s), Dennery Factory at La Caye in the Mabouya Valley on the island's Windward coast, and Vieux Fort factory at the southern tip of the island near the international airport built by the U.S. military during WWII. In the early 1960s sugar cane cultivation was replaced by that of bananas, an industry which collapsed a few years ago."

Central Factory, Cul de Sac Valley

Background

Gauge ?. 13 miles long. Nothing appears to remain of the factory. Roger Darsley [IRR issue 178] says it had used wood-burning locos in the 1920s. 13 mile rail system.

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

Ordered by ?

? w/n ?

Roseau Factory, near Jacmel

Background

16 miles long. The Roseau factory was formerly owned by Geest Industries and later used as the centre for an extensive banana operation. The 2'8"-gauge sugar cane railway was used to transport bananas from the fields to a central packing shed near the factory. Roger Darsley [IRR issue 178] says it too had used wood-burning locos originally.

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

Ordered by ?

? w/n ?

Dennery Estate, La Caye (Dennery)

Background

Gauge 3' 9". The estate belongs to the Barnard family. The distillery here closed in 1972 and the equipment was moved to Roseau Factory. The estate was abandoned in c.1998.

0-?-0T d/w ?, cyls. ?, built by Fives Lille in 1883

Ordered by Sucrerie Dennery, Sta. Lucia. Gauge 1160mm.

1 w/n 2505

0-4-2T d/w ?, cyls. 7½x12", built by Kerr Stuart in 1900

Ordered by Dennery Co. Ltd. Skylark class.

2 w/n 740

Vieux Fort Sugar Estate

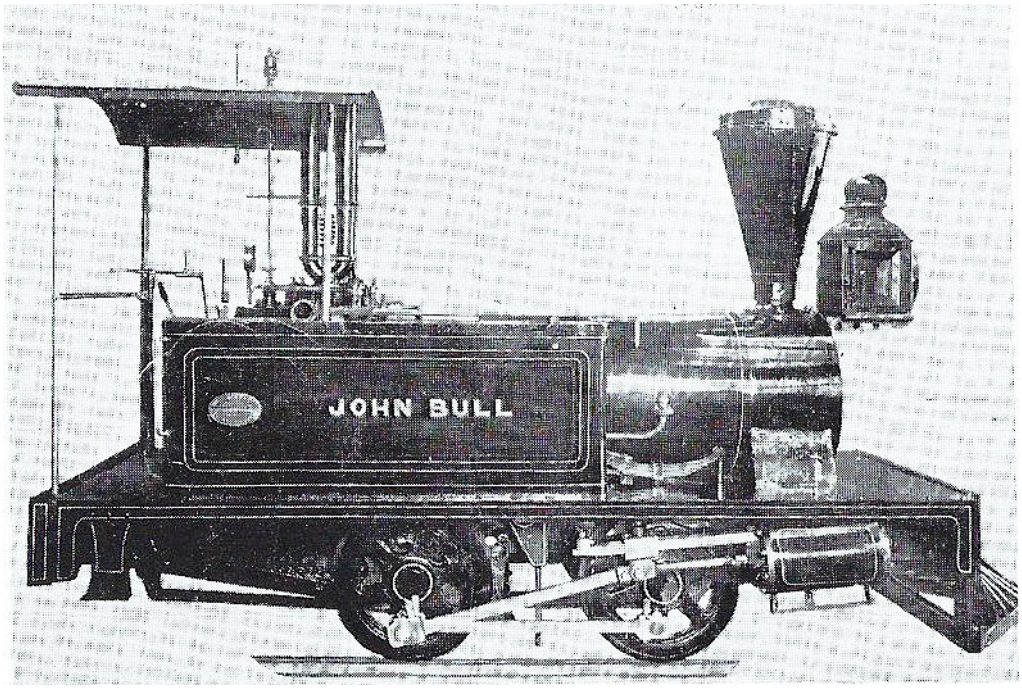
Background

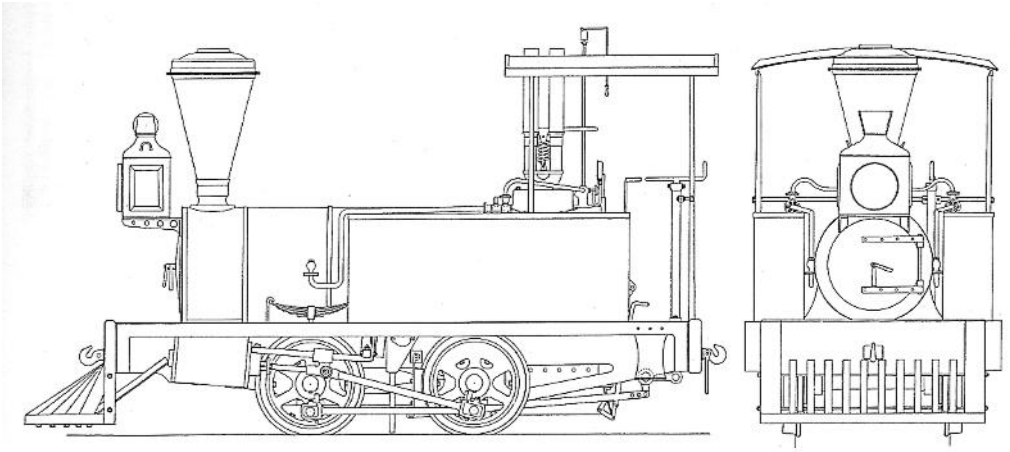
Gauge 3' 9"?

0-4-0T d/w 30", cyls. 8x16", built by Kerr Stuart in 1891

Built by Hartley Arnaux & Fanning for Dick Kerr for the agents Kerr Stuart. For St. Lucia, and for this customer stated by Roger Darsley

'JOHN BULL' w/n 51





HARTLEY, ARNOUX & FANNING
ENGINE No.51

Drawing from IRR no. 174 by Fred Harman.

20.20.2 Locos for unidentified customers

Henckill du Buisson & Co. for where?

0-4-0ST d/w ?, cyls. 7x10½", built by Bagnall in 1889

Ordered via R. Boulton & Co. (agents). Gauge 3' 0½".

'BELSON' w/n 1134

For unknown customer in St. Lucia

0-4-0T d/w ?, cyls. 7½x12", built by Corpet in 1884

Ordered via Molinard, Fils et Cie., and order book apparently said was for St. Lucia. See letter by Ken Clingan in IRR issue 170 of Sept. 2002.

? w/n 426

20.21 Saint Martin

An overseas collectivity (COM) of France

on the northern half of the island of Saint Martin in the Leeward Islands

Background

5

20.22 Saint Vincent and the Grenadines

An independent country in the Windward Islands

Background

5

20.23 Sint Maarten, Sint Eustatius and Saba

A constituent country of the Kingdom of the Netherlands (Sint Maarten) and special municipalities of the Netherlands (Sint Eustatius and Saba) within the SSS-eilanden of the Windward Islands

Background

5

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

Ordered by ?

? w/n ?

Thomas Kautzor reports:

A one-day special offer by Air France for cheap flights to Sint Maarten allowed me to take my family there for a two-week holiday in July. Sint Maarten (the Dutch part) used to be part of the Netherland Antilles (with Curaçao, Bonaire, Saba and Sant Eustatius, while Aruba separated in 1987) which was dissolved in 2010 and Sint Maarten has since then the status of a constituent country of the Kingdom of the Netherlands, while St. Martin (the French part), which used to be a commune part of Guadeloupe, separated in 2007 and is now a French overseas collectivity (Collectivité d'Outre-Mer – COM). As this was my only 3rd visit to a nation without any railways (after Niger and the Maldives), I looked at a map for the nearest alternative and decided to spend some time on close-by St. Kitts. This proved a good thing as St.M, although scenic in parts, proved to be very touristy with little else to do than lay on the beach and get roasted in the heat.

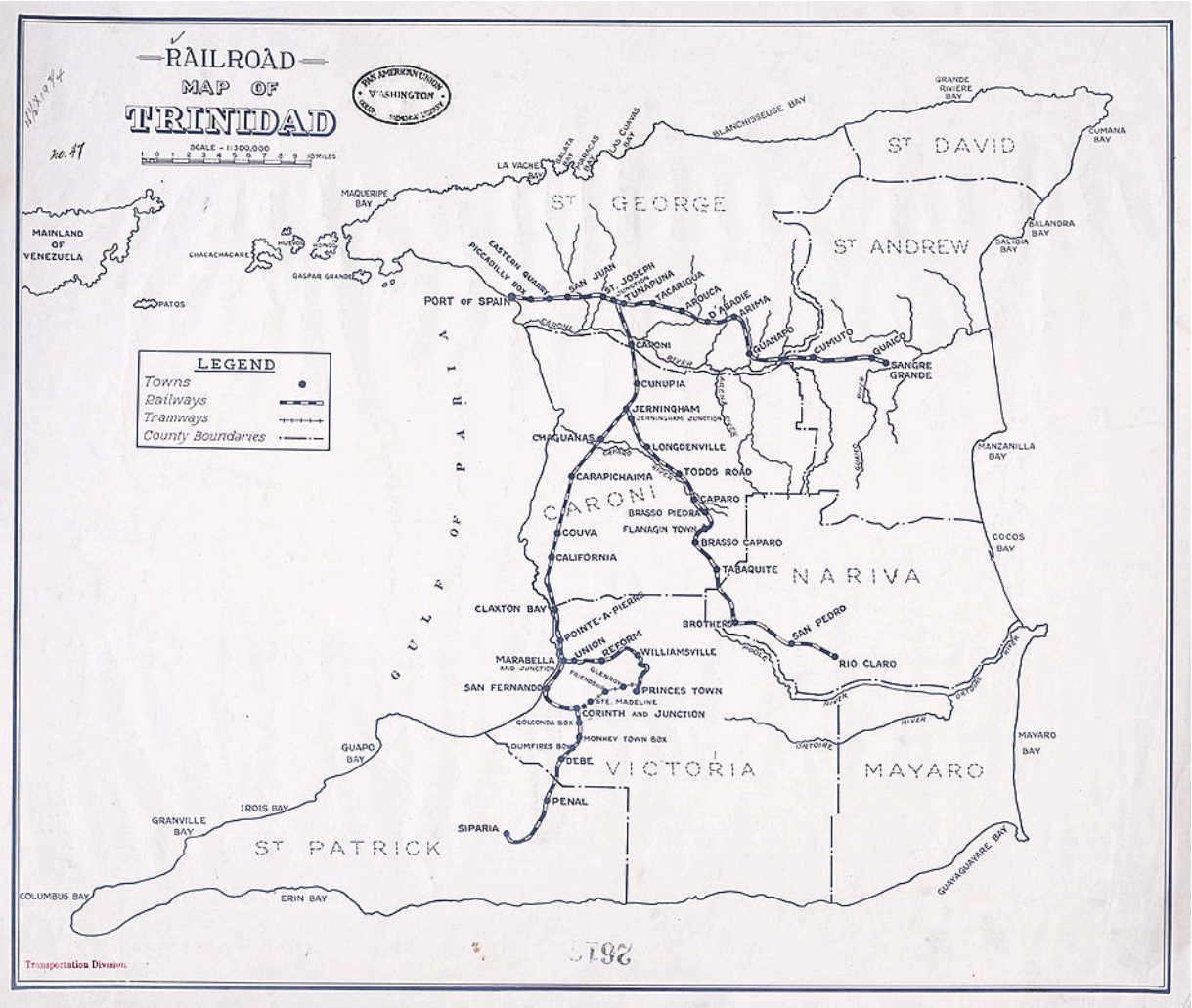
Sint Maarten/St. Martin

There used to be plantation estates (sugar, tobacco and cotton) here, but due to the island's small size these were also very small and many closed at an early date. A few ruins remain and a couple of others can be visited. I don't know if any stationary steam engines were ever used and don't think any survive (on the Dutch side little historic preservation has occurred), but I nevertheless found the following on the French side: First is a boiler at Spring Plantation (open 10-16h, closed Saturday & Monday) on the eastern side of the island and second is the ruins of the factory and chimney at Hope Plantation on the outskirts of the capital, Marigot.

20.24 Trinidad and Tobago

An independent country in the Lesser Antilles

Previously a British Crown Colony from 1802 onward



Background

20.24.1 The Cipero Tramway

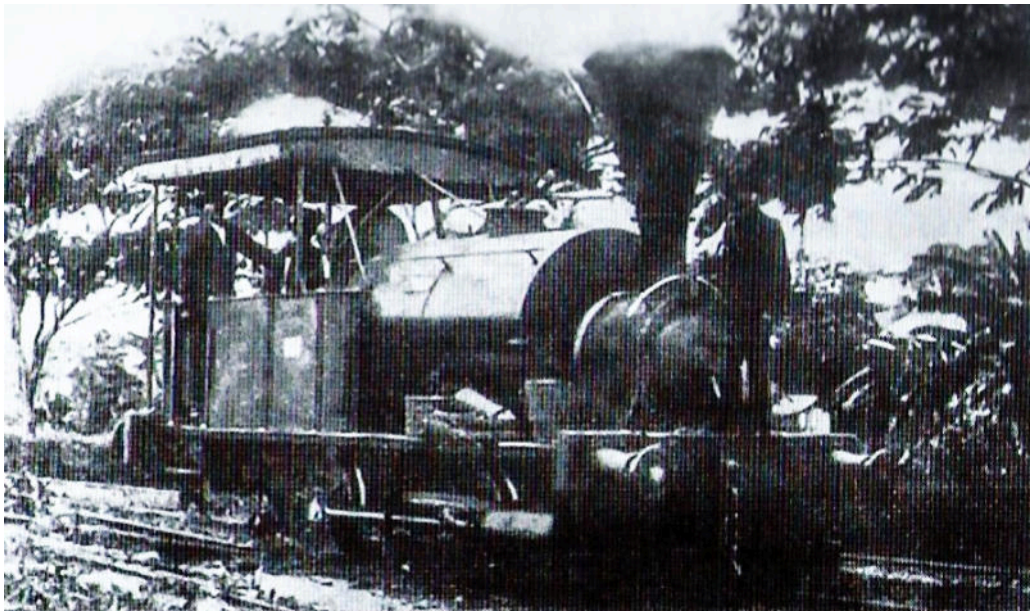
Background

Standard gauge.

0-4-0ST d/w ?, cyls. ?, built by Shanks of Arbroath in 1863?

Ordered by unknown. A Shanks loco was advertised for sale in 1864 as it was "too small for its present work". It may have then become this first loco in Trinidad. This suggestion, and the photo below, are from Roger Darsley and were made public in IRR issue 250 of Sept. 2022.

'FORERUNNER' w/n ?



This certainly looks like a Shanks-built engine, with a number of that builder's standard features.

20.24.2 The Trinidad Government Railway



Port-of-Spain engine shed.

Background

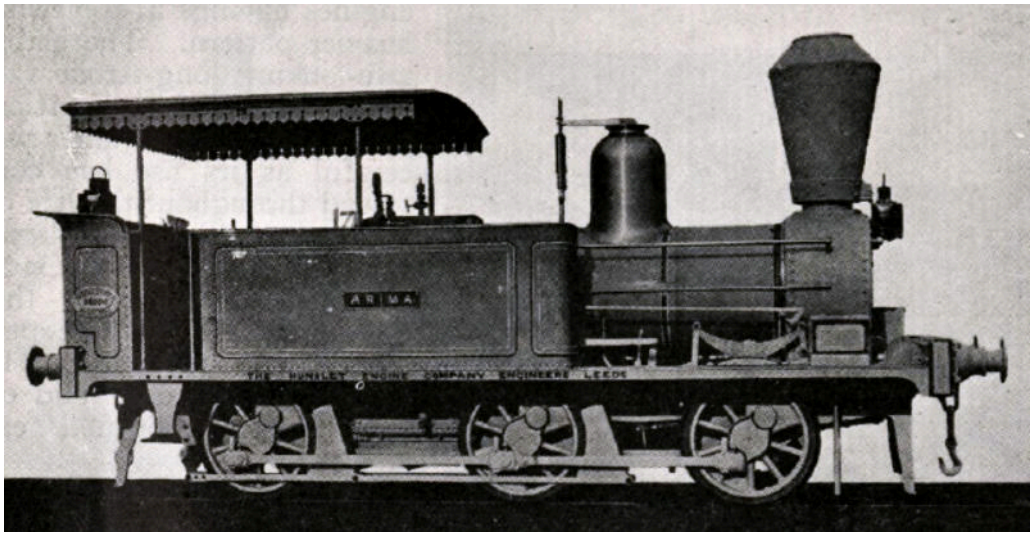
Standard gauge.

Early construction locomotives

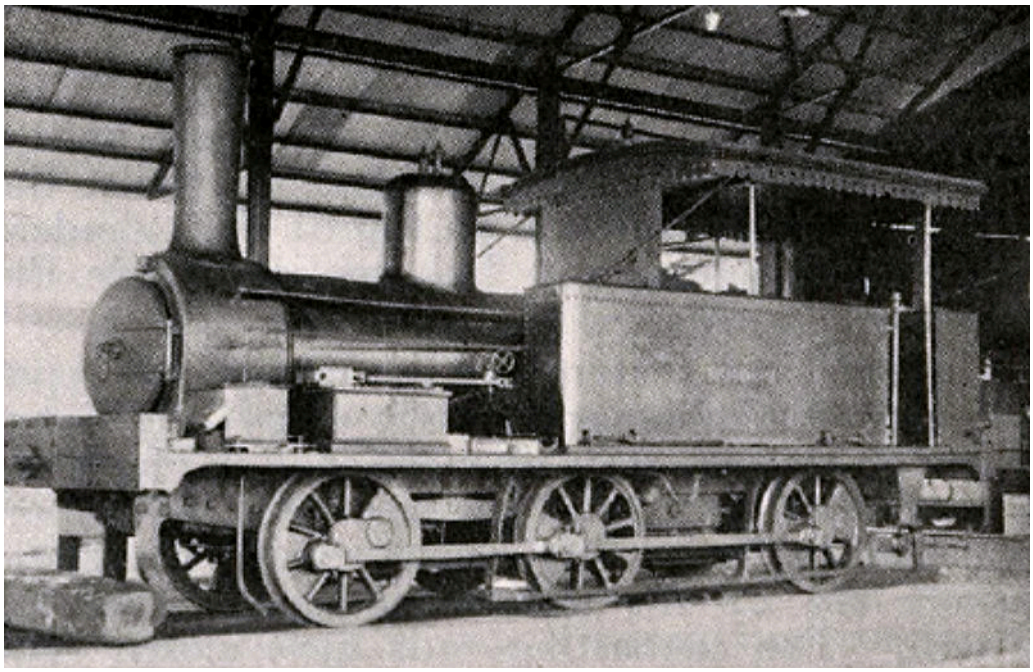
0-6-0T d/w 37", cyls. 12x18", built by Hunslet in 1874

Ordered by Crown Agents for Trinidad Government Railway.

'ARIMA' w/n 125 Replacement boiilers in 1896 and 1919, the latter with pop safety valves on the dome. Converted to oil burning.



A builders' photo of **'ARIMA'**. Note the side buffers, a feature that was not repeated on other Trinidad engines. P. C. Dewhurst, in his articles on Trinidad locomotives in *The Locomotive* in 1935, also drew attention to the common Leeds feature of double-bossed driving wheels, which could be used on the driving axle or other driven axles merely by inserting the crank pin as appropriate to place the correct balance weight in the right place.



By the time that this photo was taken **'ARIMA'** had lost its side buffers, spark-arresting stack and flared bunker top, and the centre driving wheels had been replaced by a more conventional pair with single crank webs.

P. C. Dewhurst on the above 0-6-0T locomotive 'ARIMA'

An extract from his 1935-6 article in *The Locomotive*:

"The earliest locomotive possessed by the railway is one brought out for construction work during the making of the first section of the line; it was built by the Hunslet Engine Company (maker's number 125) in 1874 and named Arima after the town which formed the first objective of the railway. It is illustrated by Figure 1 from which will be evident its principal structural characteristics, whilst the dimensions are given under the illustration. It was, apparently, originally intended for wood-fuel although this is not certain as the spark-arresting chimney may have been considered necessary in any case because of the combustible nature of the surroundings in the tropics, and it had a most ample awning over the footplate and surroundings.

The boiler had a raised-top firebox with particularly ample firebox heating surface for a locomotive of the kind and the boiler pressure was also the high one, for that date, of 160 lb.per square inch. The springs were all above the axle-boxes, the L. and D. being connected by compensating beams; the wheels were of the pattern favoured for many years by Manning, Wardle and other Leeds firms, and are identical for both main driving and other coupled wheels, the requisite difference in balancing being obtained by inserting the crank-pins in one or other of the two bosses provided, according to whether the preponderating weight was required on the same side, or opposite to, the crank-pin. The reversing shaft was above the motion and a ram pump was fitted on R. side worked off the cross-head ; a hand-brake only was provided and brake blocks, of wood, were applied to the D. and T. wheels, whilst sandboxes supplying sand in front of the leading wheels for forward running only were provided. It will be noted that this engine had side buffers of the usual British type and was the only one thus equipped, central couplers being introduced in the next locomotive obtained. Arima has had a long career, being supplied with a new boiler in 1896-7 – an exact duplicate of the original one and subsequently in 1919-20, another boiler of the same dimensions and heating surface but modernised in details and having a pair of "pop" safety valves on the dome was applied, an ordinary type of chimney having been substituted early. At the present time (see Fig. 2) the only change resulting from the 60 years' service, other than the boiler and the central couplers, are a slight modification and stiffening of the front of the cab, the removal of the "flare" from the bunker space and the replacing of the original main driving wheels by a more customary type. The engine has never carried a number and retains the hand-brake only ; it has been equipped to burn oil fuel."

0-4-0ST d/w ?, cyls. 9x16", built by Black Hawthorn/Andrew Barclay in 1896-7

Ordered by Trinidad Estates Co. Ltd. via Gregor Turnbull & Co. of Glasgow, for Brechin Castle Estate.

'SEVILLA' w/n 801

0-4-0ST d/w ?, cyls. 9x14", built by Hunslet in 1896

Ordered by Charles Tennant Sons & Co., Trinidad.

'CIPERO' w/n 643 Later to Trinidad Government Railway as **C**, see below.

0-4-0ST d/w ?, cyls. 9x14", built by Hunslet in 1880

Ordered by W. F. Burnley & Co., Trinidad.

'WELLINGTON' w/n 251

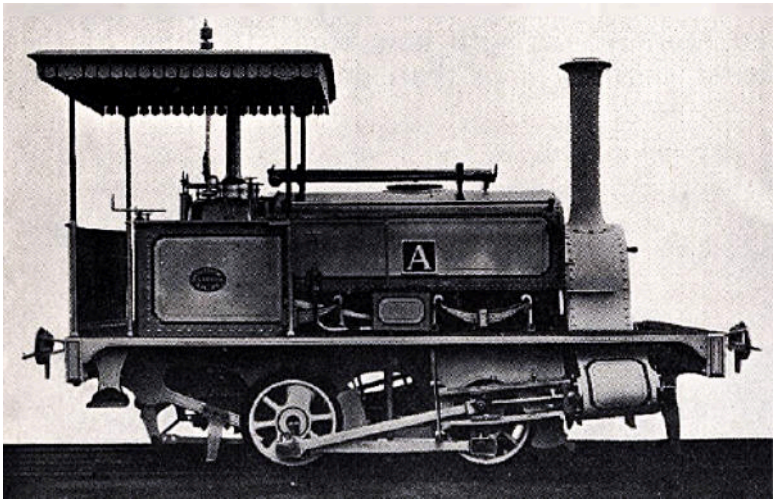
Shunting locomotives

0-4-0ST d/w ?, cyls. 9x14", built by Hunslet in 1879 and 1880

Ordered by Trinidad Government Railway.

A 'BRUCE?' w/n 216

B w/n 233



Hunslet 0-4-0ST no. **A**.

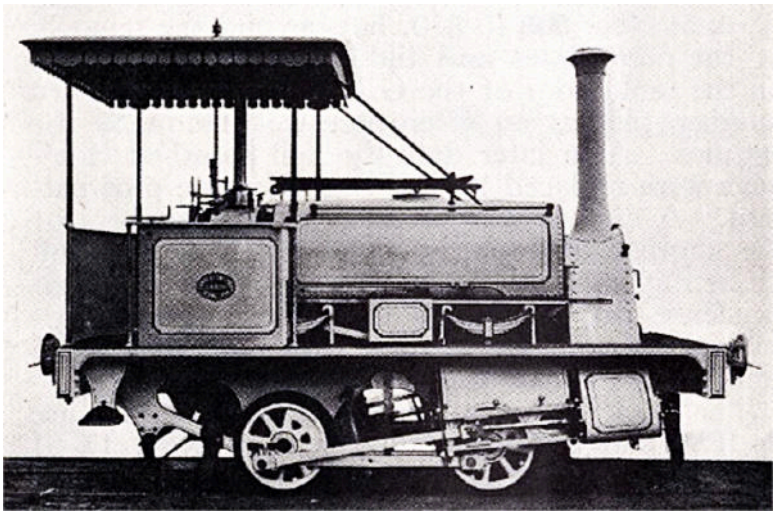
0-4-0ST d/w ?, cyls. 7x14", built by Hunslet in 1880 and 1896

Ordered by Trinidad Government Railway. (first two) and Charles Tennant Sons & Co., Trinidad (last one).

Y w/n 236 Renumbered **C**? Later to H. M. Canoo, Esper Estates.

Z w/n 237 Renumbered **D**? Later to Charles Tennant Sons & Co.?

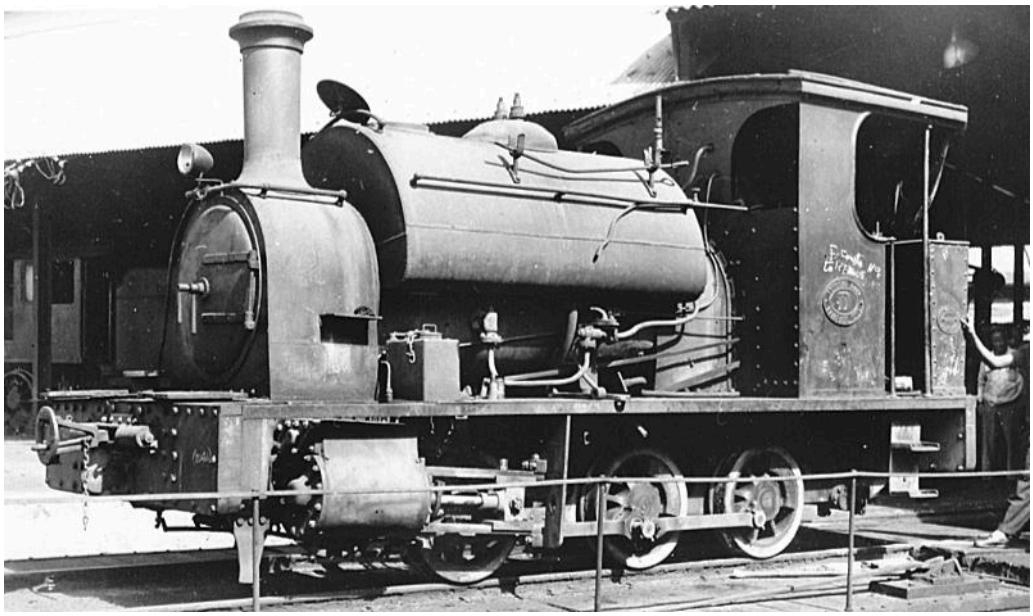
C w/n 643 Ex-**'CIPERO'**, see above.



0-6-0ST d/w ?, cyls. 11½x16", built by Hunslet in 1914

Ordered by Trinidad Government Railway.

D[2]	w/n 1168	Had previously been numbered **19**[1]? Later to H. M. Canoo, Esper Estates. Now in museum?
E	w/n 1169	Had previously been numbered **20**[1]? Scrapped 1954-55?





P. C. Dewhurst on the above Hunslet 0-6-0ST locomotives D² and E

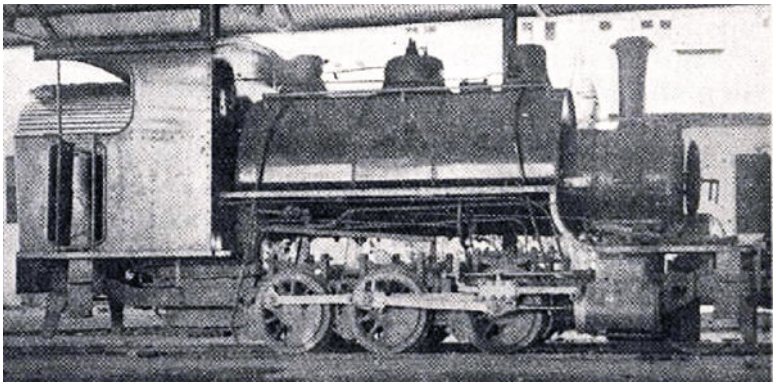
An extract from his 1935-6 article in *The Locomotive*:

"No more shunting engines were obtained until 1914 when two 0-6-0 outside cylinder saddle-tank engines were built by the Hunslet Engine Co. (Nos. 1168-9) dated 1914 and 1915 respectively and lettered " **D** " and " **E** " ; they are illustrated by Fig. 9 from which their principal constructional features will be seen. It is to be noted that they have the particular arrangement of rocking-shafts noticed on the Kitson 4-4-0 tank engines and they also had a somewhat similar crosshead pump on the left side; in the case of these shunting engines however the pump has been removed in recent years and an injector substituted."

0-6-0ST d/w ?, cyls. 11x16", built by Montreal Loco Works in 1919

Ordered by Int. Nat. Supply Co. for Trinidad Government Railway. MLW order Q-279, class 060-T-45.

F	w/n 61527	Withdrawn/scrapped 1927?
G	w/n 61528	Withdrawn/scrapped 1938?
H	w/n 61529	Withdrawn/scrapped 1935?



P. C. Dewhurst on the above Montreal 0-6-0ST locomotives F, G and H

An extract from his 1935-6 article in *The Locomotive*:

"At the end of 1919 three engines of practically the same power and weight as the foregoing, but with much greater tube heating surface, were obtained; these were built by the Montreal Locomotive Works, Canada, in December 1919 (Nos. 61527-9) and "lettered" " **F**," " **G**." and " **H**." Fig. 10 illustrates these engines and as will be seen they are 0-6-0 outside cylinder saddle tank engines of typical American design, having bar frames, combined cylinder and half-saddles supporting the smokebox, steam-chests above the cylinders and the firebox sitting upon the tops of the frames behind the trailing wheels. Single slide-bars were used and the rods and motion followed American practice, although—due probably to risk of obstructions when working in yards and wharves—link motion with rocking-shafts was employed. The springs were all above the frames, the main driving and rear coupled being equalized together whilst the forward ends of the front springs were cross-equalized. A steam brake was provided, the cylinder being located above the frames against the forward waist-plate applying blocks to the rear of all the wheels. Sand was supplied from two separate boxes upon the saddle tank to the front and rear of the leading and trailing coupled wheels. An injector of non-lifting type was fitted on each side, below the cab-sides and safety valves of "Consolidated" pattern were provided upon the dome. The first of these engines "**F**" was withdrawn in 1926-7 and some time afterwards scrapped."

0-4-0+4T railmotors d/w ?, cyls. ?, built by Beyer Peacock in 1905-6

Ordered by London Brighton & South Coast Railway. Carriage body built in Preston, Lancashire by the Electric Rail-

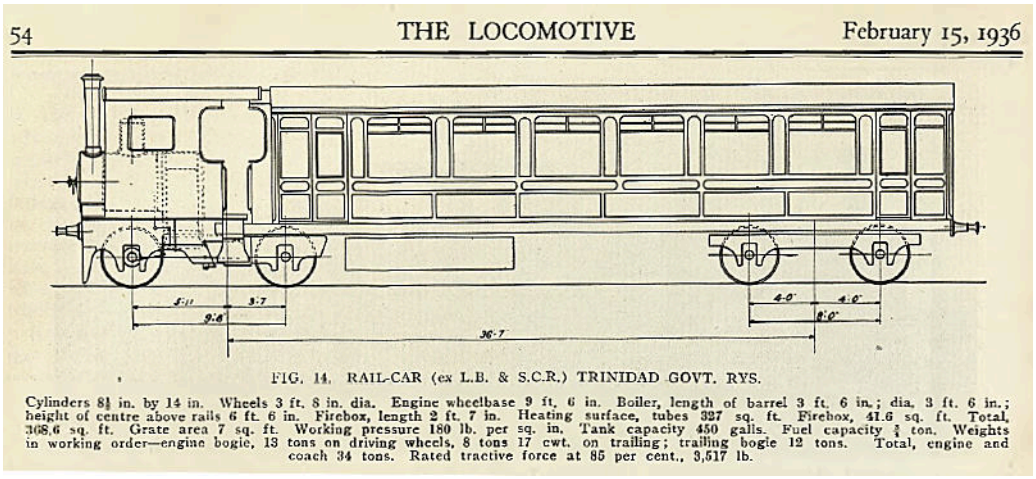
way & Tramway Carriage Works. Out of use for substantial period, then loaned to the War Department, and then sold to Trinidad in 1919. Never put into regular service there. One carriage portion became the governor's carriage and the other became a second class carriage. Numbers below are as when on the LBSCR; numbers allocated in Trinidad not certain but may have been unchanged.

1 w/n 4721

2 w/n 4722



LBSCR railmotor no. **1**, in as new condition.



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FIG. 14. RAIL-CAR (ex L.B. & S.C.R.) TRINIDAD GOVT. RYS.

Cylinders 8½ in. by 14 in. Wheels 3 ft. 8 in. dia. Engine wheelbase 9 ft. 6 in. Boiler, length of barrel 3 ft. 6 in.; dia. 3 ft. 6 in.; height of centre above rails 6 ft. 6 in. Firebox, length 2 ft. 7 in. Heating surface, tubes 327 sq. ft. Firebox, 41.6 sq. ft. Total, 368.6 sq. ft. Grate area 7 sq. ft. Working pressure 180 lb. per sq. in. Tank capacity 450 galls. Fuel capacity ¾ ton. Weights in working order—engine bogie, 13 tons on driving wheels, 8 tons 17 cwt. on trailing; trailing bogie 12 tons. Total, engine and coach 34 tons. Rated tractive force at 85 per cent., 3,517 lb.

This diagram accompanied P. C. Dewhurst's review of the TGR loco fleet in *The Locomotive* magazine in 1935-6. However, interestingly, there are differences in the coach bodywork shown here, when compared with the photo above.

P. C. Dewhurst on the above Beyer, Peacock 0-4-0+4T railmotors 1 and 2

An extract from his 1935-6 article in *The Locomotive*:

"In about the years 1908-12 two steam rail-cars of the types which had a short spell of popularity in England in 1903-6 were imported second hand by the railway. They were two which had been built in 1905 for the London, Brighton and South Coast Railway to the specification of Mr. D. E. Marsh, the engine portion by Beyer, Peacock & Co. Ltd. and the coach bodies by the Electric Railway, Tramway and Carriage Works, Preston. No photograph showing their appearance in Trinidad is available but an outline diagram of their original state is given in Fig. 14. The engine drove only on to the leading pair of wheels. A full description of these cars appeared in THE LOCOMOTIVE, Vol. XI, p.

150, and no changes are known to have been made after their arrival in the Island.

They appear, in fact, to have done little or no regular work in Trinidad – as railcars – the body, etc., of one being converted into a special coach for H.E. The Governor of Trinidad and the other into a second-class carriage; the engine portions were broken up."

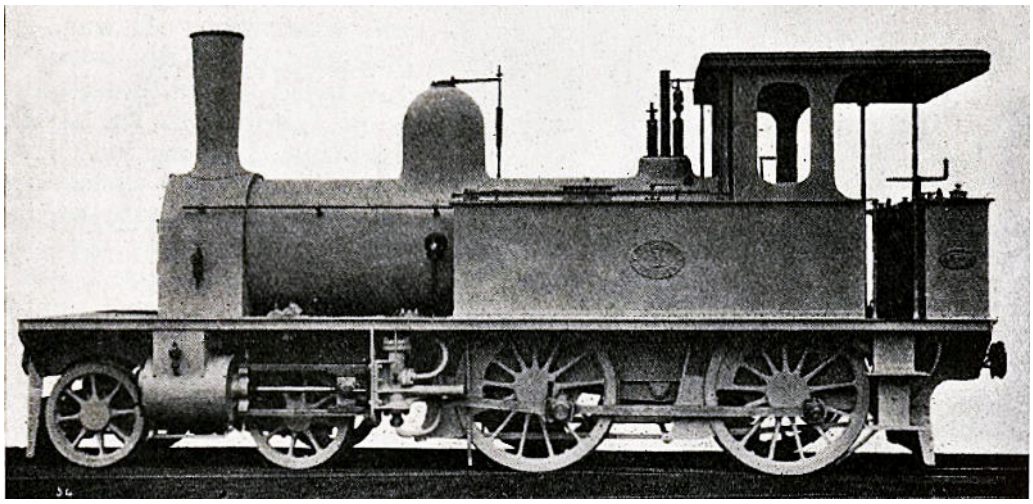
Mainline locomotives

Class 01 or class 1-18

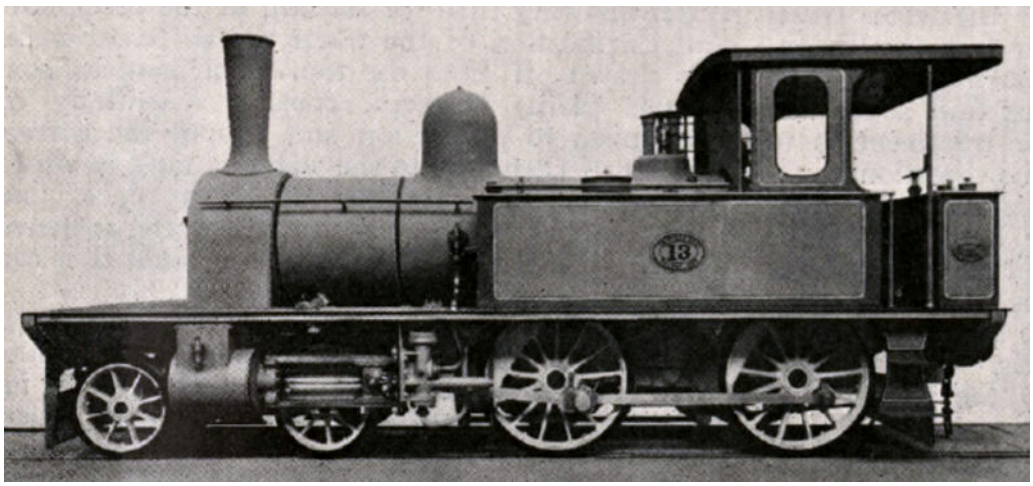
4-4-0T d/w 51", cyls. 14x20", built by Kitson in 1875, 1879, 1880, 1886, 1894, 1897 and 1907

Ordered by ?

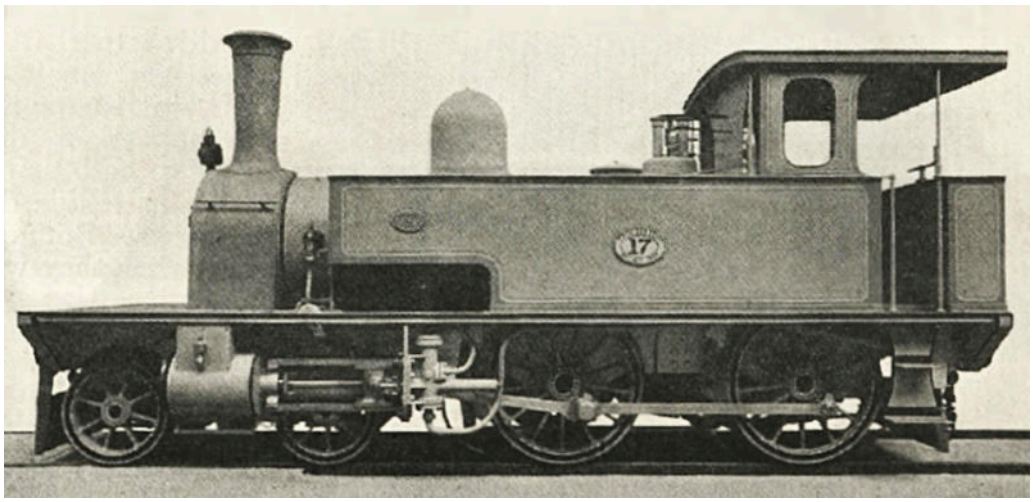
1	w/n 2022	Built 1875.
2	w/n 2023	Built 1875.
3	w/n 2024	Built 1875.
4	w/n 2252	Built 1879.
5	w/n 2253	Built 1879.
6	w/n 2271	Built 1879.
7	w/n 2334	Built 1880.
8	w/n 2335	Built 1880.
9	w/n 2336	Built 1880.
10	w/n 2957	Built 1886.
11	w/n 3591	Built 1894.
12	w/n 3592	Built 1894.
13	w/n 3727	Built 1897.
14	w/n 3728	Built 1897.
15	w/n 4330	Built 1905.
17	w/n 4489	Built 1907.
18	w/n 4490	Built 1907.



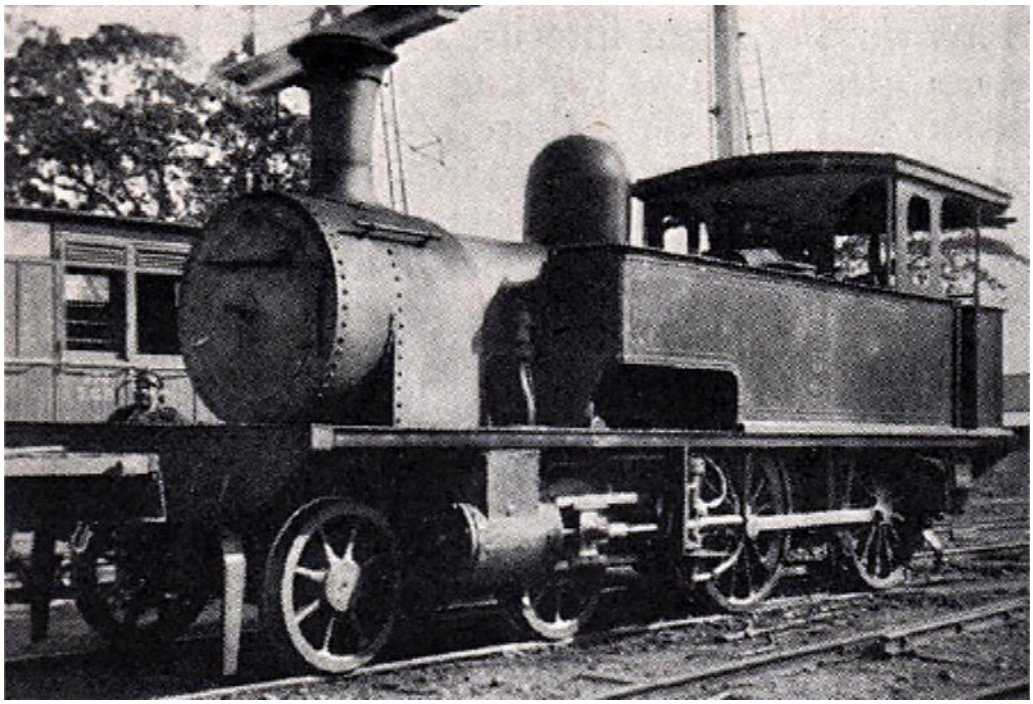
Kitson-built 4-4-0T no. **1**.



Kitson-built 4-4-0T no. **13**.



Kitson-built 4-4-0T no. **17**.



No. ?? seen with extended smokebox.



Kitson-built 4-4-0T no. **13** in later years with extended tanks



No. **13** during the 1960s, but still using link and pin couplers.

4-4-0T d/w 51", cyls. 14x20", built by Nasmyth Wilson in 1906

Ordered by Trinidad Government Railway.

16 w/n 781

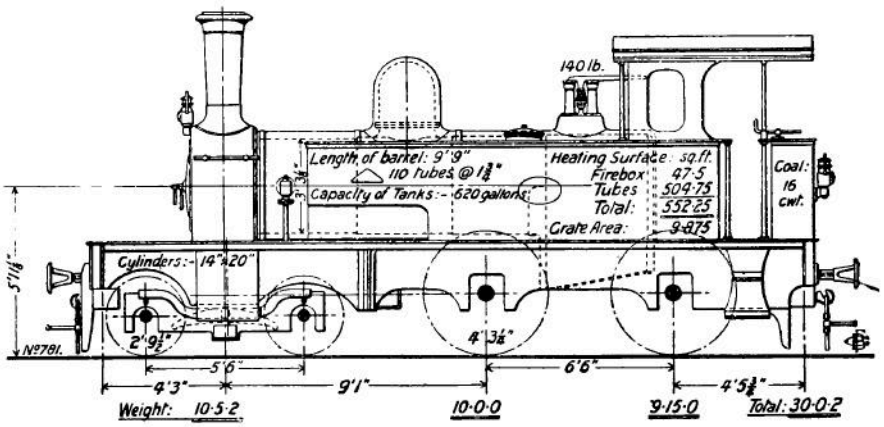
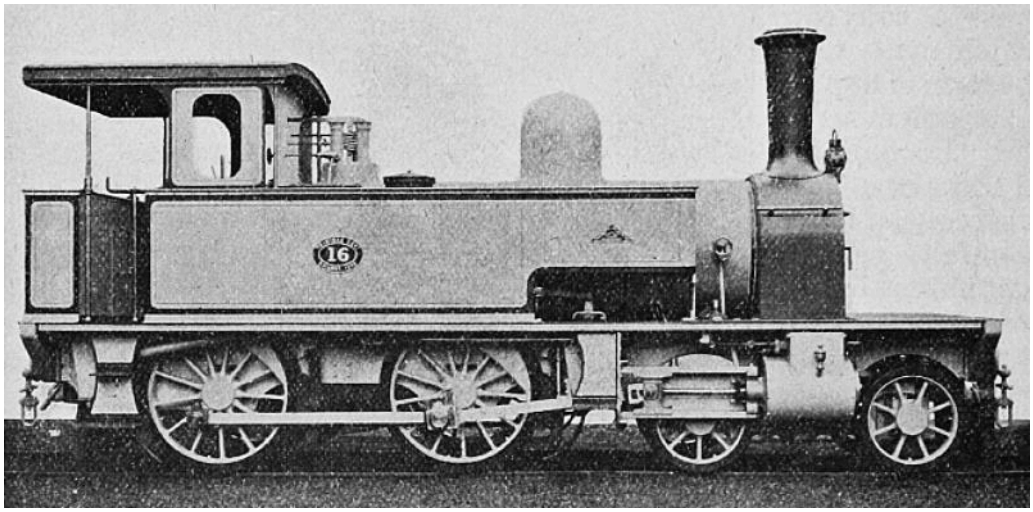


DIAGRAM OF 4-4-0 TANK LOCOMOTIVE, No. 16, TRINIDAD GOVERNMENT RY.



No. **16**, built by Nasmyth Wilson, but seemingly identical to all the other Kitson 4-4-0Ts on the railway.

P. C. Dewhurst on the above Kitson and Nasmyth Wilson 4-4-0Ts

An extract from his 1935-6 article in *The Locomotive*:

"The first locomotives constructed for traffic purposes were three 4-4-0 type tank engines built in 1875 by Kitson & Co. (makers' numbers 2022-4) and with which the line was opened in July 1876. These engines were numbered **1** to **3** and are illustrated as built by Fig. 3. They were particularly neat, but small engines, and were the commencement of a series destined to handle all the main line traffic for 45 years. The boiler was of the straight - topped pattern having a Salter spring-balance safety-valve on the dome and a Naylor safety-valve over the firebox, whilst the valve chests were outside on top of the cylinders with the eccentrics and link motion inside the frames.

The principal features of the design are apparent from the photograph, but many additional points of interest may be mentioned. The driving and trailing springs are below the axleboxes, connected by equalising beams, whilst the bogie springs are of the inverted-in-equalising cradle pattern. The connecting rods have closed type big-ends with cotter adjustment whilst the little-ends have a vertical screw adjusting wedge-block ; the coupling rods have bushed ends, the subsequent engines having a somewhat heavier pattern. The elaborate-looking long-stroke ram pump provided is particularly conspicuous and successful as its use has continued throughout the life of the engine. The centre-body of the crosshead is solid with the piston rod and this special feature likewise per-sisted throughout the 18 engines of this class and on two further modified examples.

As mentioned these engines had the valves above the outside cylinders although the link motion was inside the framing (with the reversing shaft above) there being a rocking - shaft set just above the running plate. Almost at the same time as these engines were built Kitson & Co. constructed an identical 4 ft. 8 1/2 in. gauge engine (No. 2037 of

1875) for Natal, in which Colony it is believed to have been the first locomotive, and this particular arrangement of motion transference persisted right through the subsequent types of 2-6-0, 4-6-0 and 4-8-2 main line tank engines of 3 ft. 6 in. gauge on the Natal lines until the 1890's. The somewhat unusual arrangement of a spring-balance safety-valve on the dome in addition to those over the firebox also persisted on the Natal locomotives.

Subsequent series of engines to the same design, but differing slightly in certain details as will be described in sequence, were supplied by the same makers, Nos. **4-6** (Kitson 2252-3, 2271) in 1879.; Nos. **7-9** (2334-6) in 1880, and No. **10** (2957) in 1886, after which the spring balance and Naylor safety - valves were replaced by the Ramsbottom type over the firebox only. Then followed Kitson's 3591-2, Nos. **11-12**, in 1894, and 3727-8, Nos. **13-14** in 1897, after which there was a gap until 1905 when Kitson & Co.'s No. 4330 arrived, No. **15**. The next engine, although still of the same class, was built by Nasmyth, Wilson & Co. (makers' number 781) in 1906, followed shortly after by the last two imported which were built by Kitson & Co. (Nos. 4489-90) in 1907. The brake-blocks of the earliest engines Nos. **1** to **9**, were originally of wood, but cast iron blocks of a hollowed-out pattern were supplied with engine No. **10** although wooden blocks were reverted to on engines Nets. **11** and **12**, cast iron blocks being finally adopted from engine No. **13** onwards. All the early series were eventually like-wise equipped. Brake application was by hand only, until 1905, when engine No. **15** arrived with the steam brake fitted, and this was adopted subsequently on all the class. The chimneys were all of plain tapered pattern until engine No. **16** appeared which was fitted with a built-up "capped" pattern, subsequently applied to all the class, the height being reduced in later years coincident with the introduction of extended smoke-boxes on these engines. The wheels of the early engines up to No. **12** of 1894 were of wrought iron but with integrally-forged balanced weights whilst those subsequent to that date were of cast steel, the main driving and coupled wheels having semi-crescent shaped balance weights.

Fig. 4 shows engine No. **13** with the altered design of safety-valves, brake-blocks and hangers, but with the original style of chimney and the hand-brake. The weight of this engine, and also of Nos. **14** and **15** was increased to 8 tons 16 cwt. on the bogie and 9 tons 18 cwt. and 9 tons 12 cwt. on the driving and trailing wheels respectively, a total of 28 tons 6 cwt.

With engine No. **16** built in 1906 by Nasmyth, Wilson & Co. Ltd. an extension of the side tanks forward in the form of "wing" tanks was introduced and engines **17** and **18** were built similarly by Kitson and Co. Ltd. in the following year; this increased the water capacity from 494 to 620 gallons and the rest of the class were similarly modified at a much later date. An illustration of engine No. **16** appeared in our issue of December 15, 1908, when full particulars were given. Fig. 5 shows the left side of a Kitson engine of the ultimate design ; in this case the weight was increased to 10 tons 1 cwt. on the bogie and 10 tons 1 cwt. and 10 tons 0 cwt. on the driving and trailing wheels respectively, a total of 30 tons 2 cwt. in the 1920's extended smokeboxes were adopted for these engines, some being of the circular-extension pattern, see Fig. 6, and others flat-based. Of course during their long life these engines had been rebuilt with new boilers. Some of the earlier engines more than once; by 1898 engines **1** to **10** had been re-boilered in a similar style to the later-built engines whilst between that date and 1917 nine more boilers were supplied to the class. In 1919 four further boilers were supplied, of which however two were utilized in the construction of some engines in the Island which will be described in their place. Amongst the last to be rebuilt was No. **9** in 1916, whilst engines **3, 8** and **11** were reboilered as late as 1924, 1925 and 1924 respectively whilst engine No. **18** has been converted to a tender engine similar to two engines mentioned later. Engines **5** and **7** were scrapped in 1922-3, two more in 1931-2, whilst during 1933-34 their number has been further reduced by 8 or 9 withdrawals. It is remarkable that these small engines sufficed for all the traffic both passenger and goods for many years notwithstanding the frequent, although short, gradients of from 1 in 73 to 1 in 82 on both the Sangre Grande and Rio Clara lines ; obviously the loads, until recent years, must have been light."

Change to oil-burning

Prior to

0-6-0ST d/w ?, cyls. 11½x16", built by Hunslet in 1914

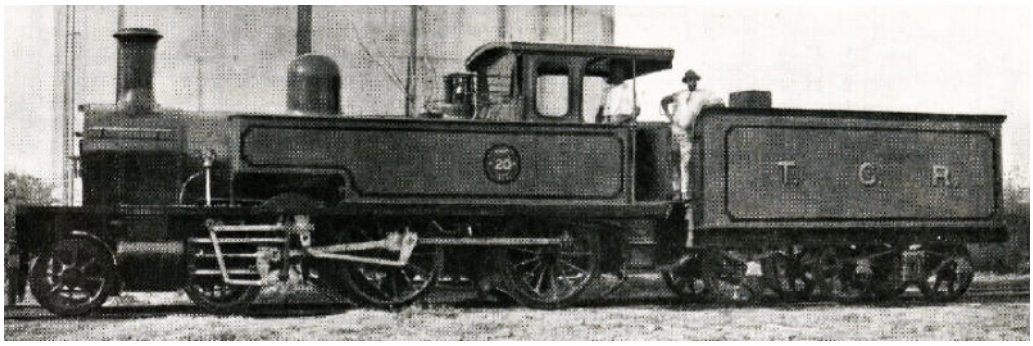
Ordered by Trinidad Government Railway. See above under later numbers (ie. letters)

19[1] later became **D**[2]	w/n 1168	Later to H. M. Canoo, Esper Estates. Now in museum?
20[1] later became **E**	w/n 1169	Scrapped 1954-55?

4-4-0TT d/w 52", cyls. 14x20", built by TGR's own shops in 1921

Ordered by Trinidad Government Railway from own workshops, though boilers had come from UK. Loco tanks used for oil fuel whilst water was stored in the tenders.

19[2]	w/n ?
20[2]	w/n ?



P. C. Dewhurst on the above locally-assembled 4-4-0TTs

An extract from his 1935-6 article in *The Locomotive*:

"In 1923 two interesting locomotives were constructed in the railway shops at Port-of-Spain, being numbers **19** and **20**, and they arc illustrated by Fig. 12. These engines are identical with the later 4-4-0 Kitson tank engines, in fact their boilers, wheels, etc., were spare and stock parts for those engines, but they have been built as tender engines by utilising the side banks of the engine for fuel-oil and the whole of the tender capacity for water. All the engine dimensions are the same as given for the 4-4-0 tank engines, but engine **20** differs from its prototypes in being fitted with Walschaert valve-gear of which a clear view of the lay-out appears in the photograph.

The tenders are also of local construction, having the front pair of wheels rigid and the other two pairs forming a bogie of the arch-bar type; the water capacity of the tank being 3,000 galls.

Subsequently another engine, No. **18**, has been modified and fitted with a tender in similar manner to the two foregoing and the engine retains the original link motion arrangements as was done when constructing No. 19."

Class 21

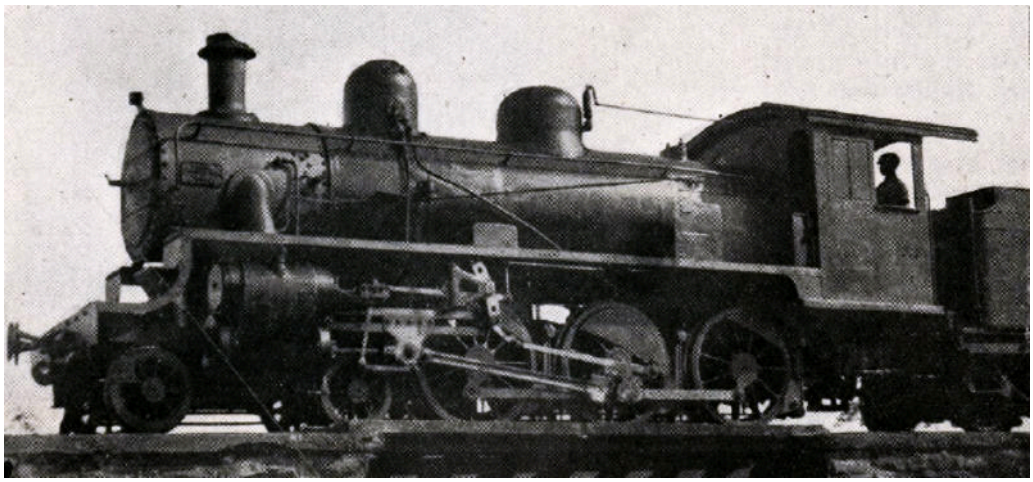
4-6-0 d/w 51¼", cyls. 16x24", built by Montreal Loco Works in 1919, 1921 and 1942

Ordered by Int. Nat. Supply Co. for Trinidad Government Railway. MLW order Q-278, class 460-92. Second batch were MLW order Q-307 class 460-S-92. Third batch were MLW order Q-396 and class 460-94. Names almost certainly added during the war.

21 'CHIANG KAI SHEK'	w/n 61530	Built 1919.
22 'LADY CLIFFORD'	w/n 61531	Built 1919.
23 'HIS MAJESTY'	w/n 61532	Built 1919.
24 'CHURCHILL'	w/n 63088	Built 1921.
25 'HIS EXCELLENCY'	w/n 63089	Built 1921.
26	w/n 63090	Built 1921.
27	w/n 63091	Built 1921.
28	w/n 63092	Built 1921.
29	w/n 63093	Built 1921.

61	w/n 69742	Built 1942.
62 'STALIN'	w/n 69743	Built 1942.





One of the class 21 locos in service. The only changes from the previous image are the addition of a capuchon to the chimney and the removal of the headlamp and the turbo-generator from above the firebox.

P. C. Dewhurst on the above MLW 4-6-0s

An extract from his 1935-6 article in *The Locomotive*:

"At the beginning of 1920 the first tender engines were placed in service on the line, they are of 4-6-0 type with double-bogie tenders being built at the Montreal Locomotive Works, Canada (Nos. 61530-2) in December 1919 and numbered **21-3** on the railway and are illustrated by Fig. 11. They are of typical American pattern having bar frames, each cylinder and steam chest combined with half-saddle under the smokebox and the boiler supported from the frames in the customary U.S.A. manner.

Superheaters, piston valves with inside admission and Walschaert valve gear were all first introduced to the line on these engines; the springs of the front coupled and main driving axles are above the frames whilst those of the rear coupled are within the frame spaces and compensated with the main drivers. The crossheads are of the Laird pattern, the connecting-rods having strap-type big-ends and closed-type little-ends with horizontal adjusting screws. The boiler is of the straight-topped round firebox type, is fed by two under-type injectors and equipped with two "Pop" safety valves over the firebox; sanding is provided to the front of the front coupled wheels and the back of the main drivers, the sand-box being upon the boiler barrel. The tenders are of usual American pattern and have arch-bar type bogies. A steam brake is provided applying blocks to the rear of all the coupled wheels; brake blocks are also provided to all the tender wheels.

A further series of these engines, precisely similar, was built by the same firm in July 1921 (Nos. 63088-93) being numbered **24-9**. Some of the engines of both series were subsequently fitted with " capuchons" to the chimney as will

be seen in Fig. 11. No. **22** was converted to burn oil-fuel in the mid 1920's, but put back to coal after two or three years.

These nine locomotives, with a tractive effort double that of the main line engines naturally rendered excellent service, especially during the sugar production boom of the early 1920's and now, on the subsidence of the boom have – together with the class of engines next to be described – enabled considerable modernisation of traffic working to be introduced."

A 1921 report on a visit to the workshops

A SHORT VISIT TO THE T.G.R. LOCO. WORKSHOP.

Through the courtesy of Mr. Malthus, we recently had the opportunity of walking through and inspecting the work being carried out at the Goverment Railway Engineering and Workshops. We first had the opportunity of looking on at the newly-imported American locomotives, Nos. 27, 28 and 29, being erected, Nos. 24, 25 and 26 having been already put together and tested under steam, with apparent satisfaction. These large-type locomotives, contrary to the advice of Mr. Malthus, were ordered by Mr. Marwood as coal burners, and, obviously, will occasion unnecessary trouble and expense to convert into oil burners, as Mr. Malthus is determined to have all locomotives (and steamers, too- oil burners. As a matter of fact, all the English-made locomotives will be oil burners about the end of the year. Leaving the new locos now being put together, we were shown

TWO TENDER LOCOMOTIVES

now being locally built, and which will each carry along with 600 gallons of oil fuel, a supply of 3,000 gallons of water. These locomotives, when completed, will be exclusively employed on the Sangre Grande goods trains, thereby putting an end to the recurring trouble, each year experienced, of having difficulty in obtaining water on the route beyond Arima. The designing of these two additions to the rolling stock belongs to Mr. Malthus, and the workmanship is a credit to our local men, under the supervision of Mr. Dick, the responsible "foreman." It is just fair to mention that owing to the increasing volume of work being carried on,

Paragraphs from the *Port-of-Spain Gazette* Sept 25 1921.

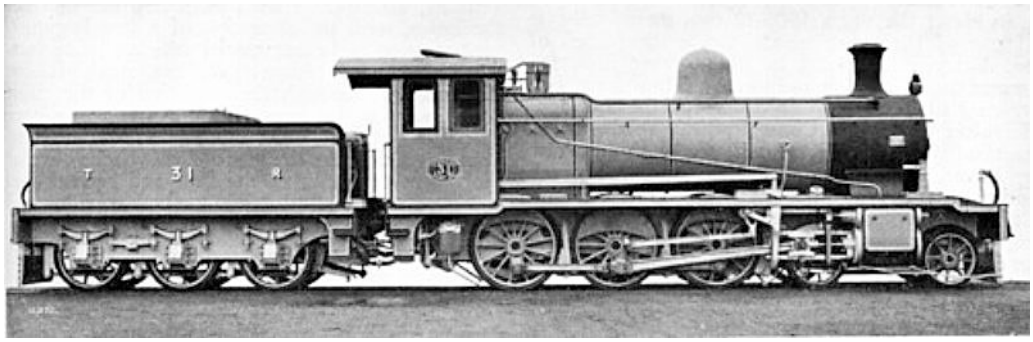
Class 31

4-6-0 d/w 51¼", cyls. 16x24", built by Armstrong Whitworth in 1928

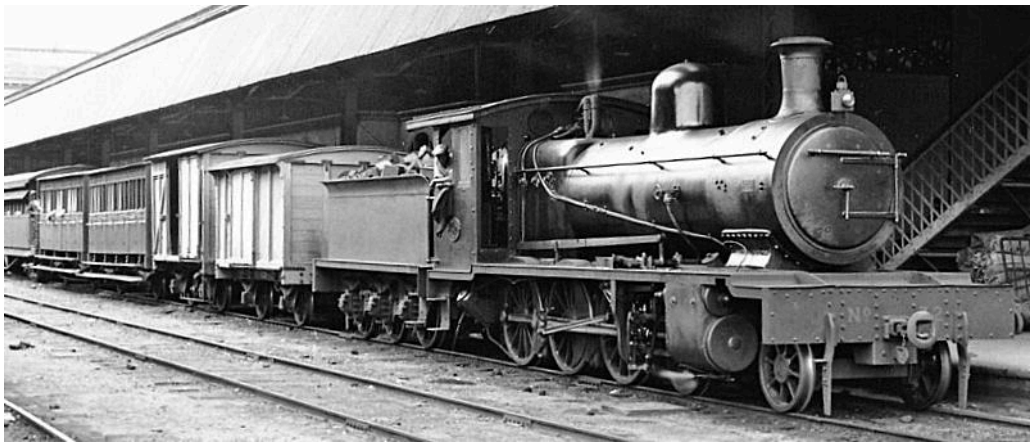
Ordered by ?

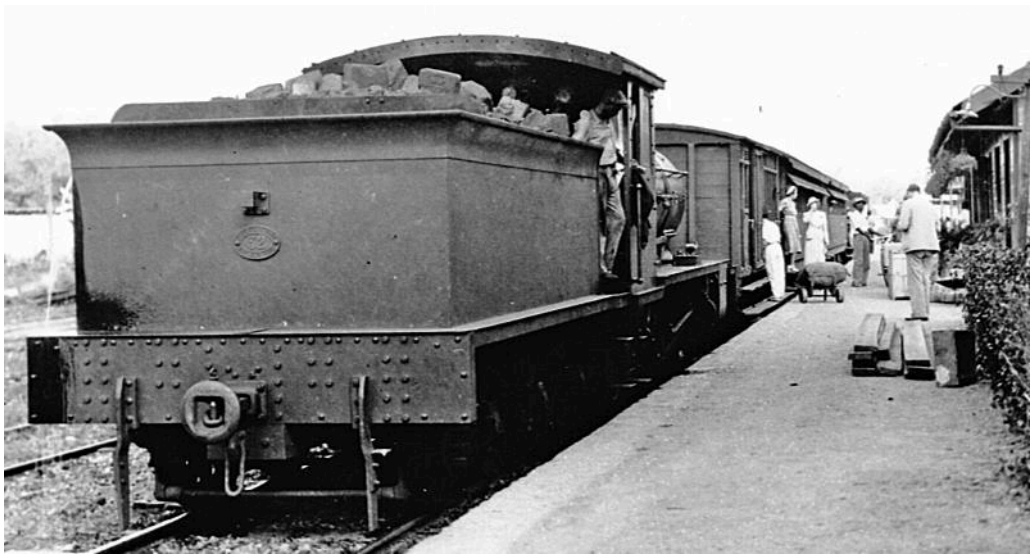
31 w/n 1003

32 w/n 1004



These Armstrong Whitworth 4-6-0s can be identified easily in photos by the miniscule steps in the running board – ahead of the cylinders and at the front of the cab – in contrast to the much larger steps of the MLW locos.





No. **32** as seen from behind the tender and whilst still equipped to burn coal/wood.

P. C. Dewhurst on the above Armstrong Whitworth 4-6-0s

An extract from his 1935-6 article in *The Locomotive*:

"The latest locomotives to be received are two of a very similar size and weight, but somewhat less powerful than the previous passenger tender engines of 1919-21, and intended more especially for the principal passenger trains. They were built by Armstrong, Whitworth St Co. Ltd. in 1928 (Makers' Nos. 1003-4), delivered in 1929 and numbered **31-2** and are illustrated by Fig. 13. Their cylinders, wheels and heating surfaces in general are similar to their Canadian-built predecessors but the boiler pressure is 20 lb. less and the superheating ratio is less. The constructional features

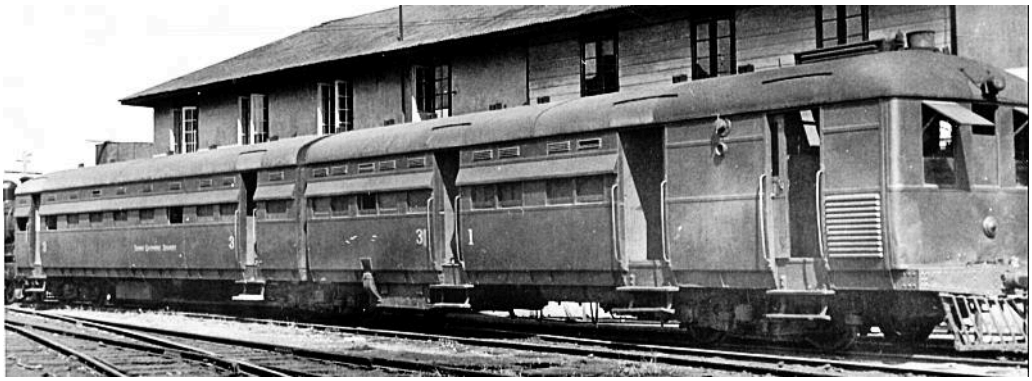
however are quite distinct, following English practice in every particular although the smokebox is supported on a saddle-casting between the frames and an ample cab is provided ; the tender also is of plate-framed pattern being on six wheels and having much less water capacity.

Inside admission piston valves are employed, operated by Walschaert valve gear, "alligator" pattern crossheads, connecting-rods of fluted section with closed-type big-ends adjusted by cotter and closed-type little-ends adjusted by vertical screw-blocks ; underhung springs are fitted to the coupled axles. The boiler is of the Belpaire type and is fed by two injectors of non-lifting type and reversion is made to safety valves of the Ramsbottom pattern; sanding is provided by separate sand-boxes to the front of the front coupled wheels and to the back of the rear ones. These engines are equipped for working the vacuum brake on the trains, the engine itself being braked by vacuum-controlled steam brake applying blocks to the front of all the coupled wheels, but the tender brake is vacuum-applied. These two engines are equipped to burn oil and the fuel tank will be seen above the water space of the tender."

0-4-0+4T articulated two car sets d/w ?, cyls. 6x7"(6 cyls. single-acting), built by Sentinel in 1931

Ordered by Crown Agents for Trinidad Government Railway. Tri-composite accommodation, with luggage compartment and lavatory. Running on Hyatt roller-bearing axle-boxes. Purchased for use on Sangre Grande section of railway out of Port-of-Spain.

? w/n 8426



P. C. Dewhurst on the above Sentinel railmotor

An extract from his 1935-6 article in *The Locomotive*:

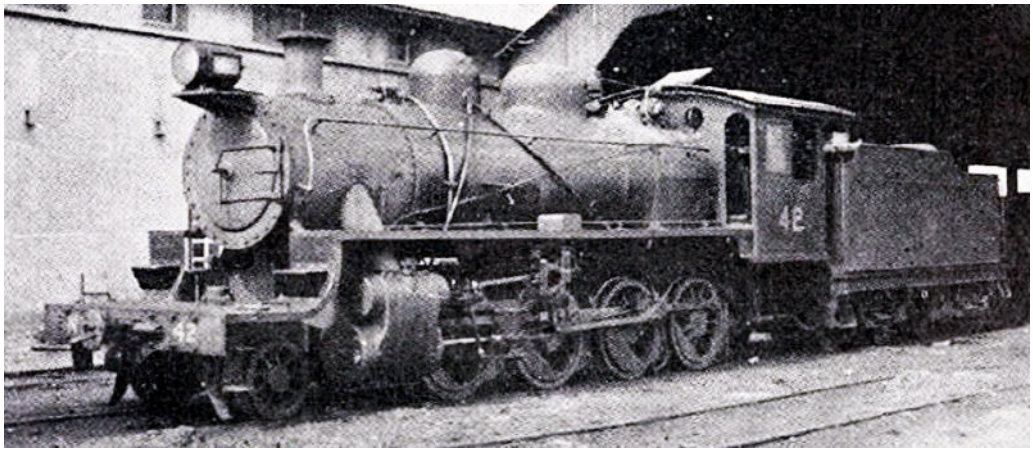
"In 1931 a Sentinel-Cammell rail-car was built and put into service on the Sangre Grande line. It is of the twin articulated type having the Gresley patent bogie in the centre and was illustrated and described in our issue of Jan. 15, 1932, page 32. The unit follows the usual practice of the builders, the six-cylinder, single-acting horizontal engine being slung below the frame immediately behind the leading bogie, driving through a cardan shaft to the leading axle of the driving bogie. The boiler is a standard "Sentinel" vertical type, oil-fired by means of a Laidlaw-Drew equipment. Dual control is fitted, operated either from the engine-room compartment or from a driver's compartment at the other extremity of the coach."

Class 41

2-8-0 d/w 45", cyls. 16x24", built by Montreal Loco Works in 1937 and 1942

Ordered by ALS Trinidad Government Railway. First two were MLW order Q-383, class 280-S-113. Third loco was MLW order Q-397, class 280-S-113. Names almost certainly added during the war.

41 'MONTGOMERY'	w/n 69059	Built 1937.
42 'THE COLONEL'	w/n 69060	Built 1937.
43 'EISENHOWER'	w/n 69744	Built 1942.



Nos. **51** to **60** were early diesels

Class 71, very possibly all purchased during the war to relieve a shortage of motive power

2-6-0 d/w 54", cyls. 18x24", built by Baldwin in 1914

Ordered by Cape Girardeau Northern RR of Michigan as their no. **11**? later **13**. Probably BLW class 8-30D no. 673, with spec. in vol. 45 p 255. Closely based upon moguls previously built for this road by ALCo. Sold by 1923 to San Antonio Uvalde & Gulf RR as no. **10**. Then in 1925 via BR&L **'SAUSAGE'** to Louisiana Southern RR as **13**.

71 w/n 41168



Cape Girardeau Northern RR no. **11** as built.

4-4-0 d/w 69", cyls. 16x24", built by Manchester in 1894

Ordered by Bangor & Aroostook RR **21** of class H-2, renumbered **207**, sold to Walsh Construction Co., then to Mt. Waldo Granite Co. **207**, sold in 1941 and shipped to Trinidad Government Rly.

72 w/n 1624

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

Ordered by ?

73 w/n ?

20.24.3 Sugar Cane railways

NB The locomotive details below are currently very muddled, owing to my current lack of knowledge of the history of Trinidadian sugar estates. There were many take-overs, and movements and sales of engines. Until I get my head around the order of events and the time periods when individual owners were active, I am unlikely to get the following lists sorted out.

List of Trinidad sugar estates at end of 19th century

Source [20] page 306.

Camden
Wellington
Perseverance
Waterloo
Picton
Exchange
Brontë
Forres Park
Aranjues
Craignish
Brechin Castle
Caroni
Lothians
Estates of Sir Charles Tennant
Dinsley
Woodford Lodge
Perseverance (Cedros)
Palmiste
Estates of the Colonial Co. Ltd.
Endeavour

Brechin Castle Estate

Background

Standard gauge. At Couva. Owned by G. Turnbull later Turnbull Stewart & Co. At Savonetta in Couva. Later (1962 onward) owned by Caroni Sugar Estates Co. Ltd. who probably owned many other estates? Caroni (1975) Ltd. ceased operations in 2003.

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

Ordered by ?

1 w/n ?

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

Ordered by ?

2 w/n ?

0-4-0ST d/w ?, cyls. 8x18", built by Andrew Barclay in 1893

Ordered by Trinidad Estates Co. Ltd. via Gregor Turnbull & Co. of Glasgow, for Brechin Castle Estate.
'BRECHIN CASTLE' w/n 735

0-4-0ST d/w ?, cyls. 9x16", built by Andrew Barclay in 1894

Ordered by via Gregor Turnbull & Co. of Glasgow, for Brechin Castle Estate.
'MILTON' w/n 753

0-4-0ST d/w 33", cyls. 8x18", built by Andrew Barclay in 1896-7

Ordered by ? Began life as Black Hawthorn no. 1087, which supposedly was a 3' 6" gauge 9x16" 0-4-0ST sold by the BH liquidator. WL2310A says cyls. were 9x16". *The Industrial Locomotive* issue 37, Spring 1985 has an article by Russell Wear on the disposal of BH locomotives by the liquidator, but this has not yet been examined.
'SEVILLA' w/n 801 Used around 1941 by contractors building USAF base at Cumuto. Spares supplied at least until 1944.

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

Ordered by ?
? w/n ?

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

Ordered by ? Both ex Waterloo Estate. Baldwin?
3 'WOODLAND' w/n ?
4 'FELICITE' w/n ?

0-4-2ST d/w ?, cyls. ?, built by ALCo in 1918

Ordered via Trinidad Shipping & Trading Co.
'RIVULET' w/n 59860

Usine Ste. Madeleine

Background

Standard gauge. Owned by The Colonial Co. 1866-1895, then The New Colonial Co. 1895-1913, then the Ste. Madeleine Sugar Co. 1913-1963. In 1930 had 80 miles of standard gauge, and 10 miles of 2' 6" gauge.
Thomas Kautzor [] has written: "At Usine Sainte Madeleine (USM), in the much hillier Southern area, the railway remained in use after 1976. The factory had been built in 1870 by George Fletcher & Co. of Derby, England, for the Colonial Co., replaced in 1895 by the New Colonial Co. which in 1913 became the Sainte Madeleine Sugar Co. Ltd. Following its acquisition by the West Indies Sugar Co. Ltd. and Caroni Ltd., day-to-day operations at USM were managed by Henckell, du Buisson & Co. Ltd. A railway was introduced in the late 1800s. Steam locomotives used were mostly small tank engines built by Hunslet and Kerr Stuart, but also included two vertical-boilered Chaplin 0-4-0VBTs delivered in the early 1870s to the Colonial Co. Ltd. and an Aveling & Porter four-wheeled loco with the cylinder on top of the boiler. Between 1927 and 1939 Hunslet delivered three impressive and powerful 2-6-2Ts.
Steam was phased out in 1956/57"

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

Ordered by ? But Hunslet 1022 was a 2-6-2T for the Gold Coast Railway in 1910.
'KIT' w/n 1022?

0-4-0ST d/w ?, cyls. 7x12", built by Hunslet in 1891

Ordered by J. Ellis & Sons, Barrow on Soar, as **'PADDY'**, then C. Tennant & Sons, then to St. Madeleine Sugar Co.
'PADDY'? w/n 526

0-4-0ST d/w ?, cyls. 7x12", built by Hunslet in 1896

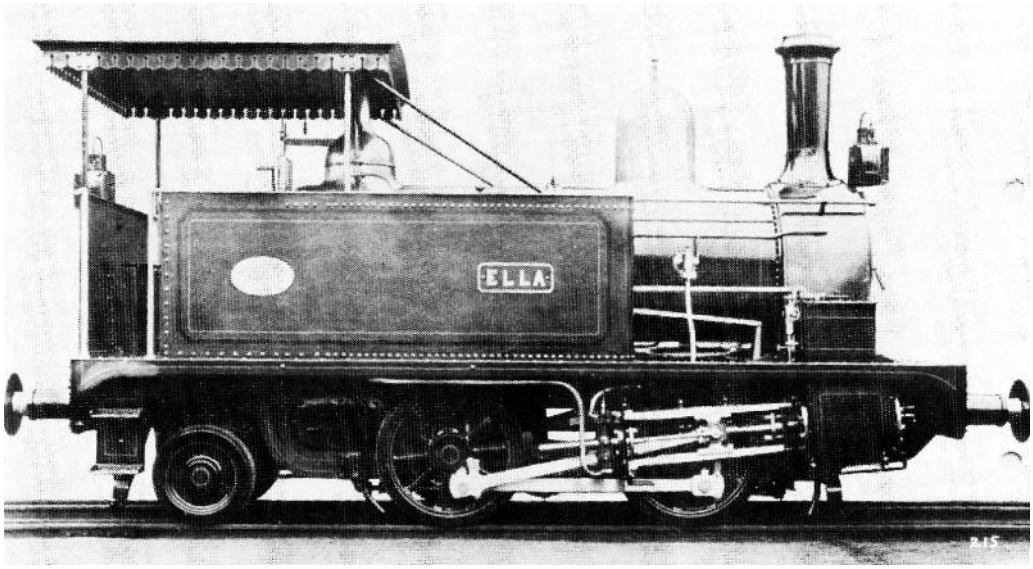
Ordered by ?
'CIPERO' w/n 643 Built 1896. Sold to TGR as **C**.

0-4-0ST d/w 28", cyls. 9x14", built by Hunslet in 1884 and 1889

Ordered by The Colonial Co. Ltd., Trinidad.
'DART' w/n 354
'ARROW' w/n 501

0-4-2T d/w 36", cyls. 11x16", built by Hunslet in 1894

Ordered by ?
6 'ELLA' w/n 604 Later rebuilt to 0-6-0T.



Pics from IRR no. 113 by Dr. D. Down.



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

Ordered by ?

‘NEIL’ w/n ?

0-4-0VBT d/w ?, cyls. ?, built by Chaplin in 1872

Ordered via Wimhurst, Hollins & Co., London.

‘EDITH’ w/n 1477

‘MABEL’ w/n 1482

0-4-0ST d/w 30", cyls. 5x7½", built by Bagnall in 1890

Ordered by The Colonial Co. Baker and Civil give gauge as 2' 6".

‘VIRGINIA’ w/n 1230 Spares supplied in 1896 annd 1900.

0-4-2T d/w 36", cyls. 11x16", built by Hunslet in 1906

Ordered by The New Colonial Co. Ltd., Trinidad.

‘BERTHA’ w/n 917

0-4-0ST d/w 37", cyls. 12x18", built by Hudswell Clarke in 1907

Ordered by C. Tennant Sons & Co. Ltd., Trinidad.

15 ‘PAMELA’ w/n 819 or possibly 891 Still lying derelict in 2001.



Pic from IRR no. 113 by Dr. D. Down.

0-4-2T d/w 33", cyls. 11x16", built by Kerr Stuart in 1914, 1916 and 1920

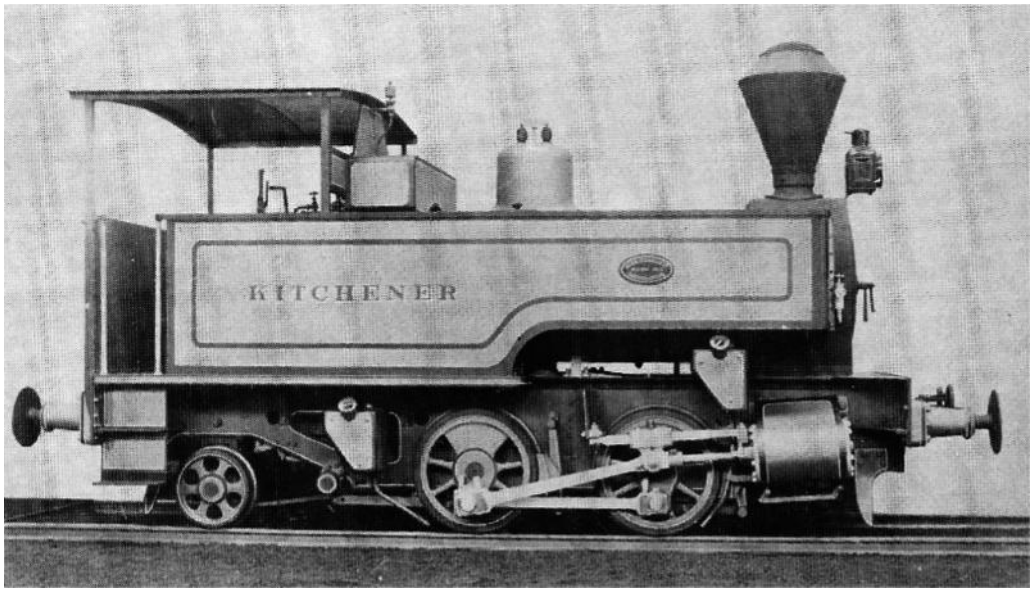
Ordered by Ste. Madeleine Sugar Co. Ltd. Special Huxley type.

8 ‘KITCHENER’ w/n 2384 Built 1914.

9 ‘JELLICOE’ w/n 2285 Built 1916.

11 ‘BEATTY’ w/n 3021 Built 1916.

12 ‘HAIG’ w/n 4078 Built 1920. Cyls. 12x16". Later to Caroni Ltd. with same no. and name. Still lying derelict in 2001 at Usine Ste. Madeleine.



KS no. 2384 as built, and below as later running in Trinidad. The alteration to a straight chimney probably reflects a change to oil-firing, but the removal of the sand-boxes and side buffers needs a little more investigation.



Pic from IRR no. 113 by Dr. D. Down.

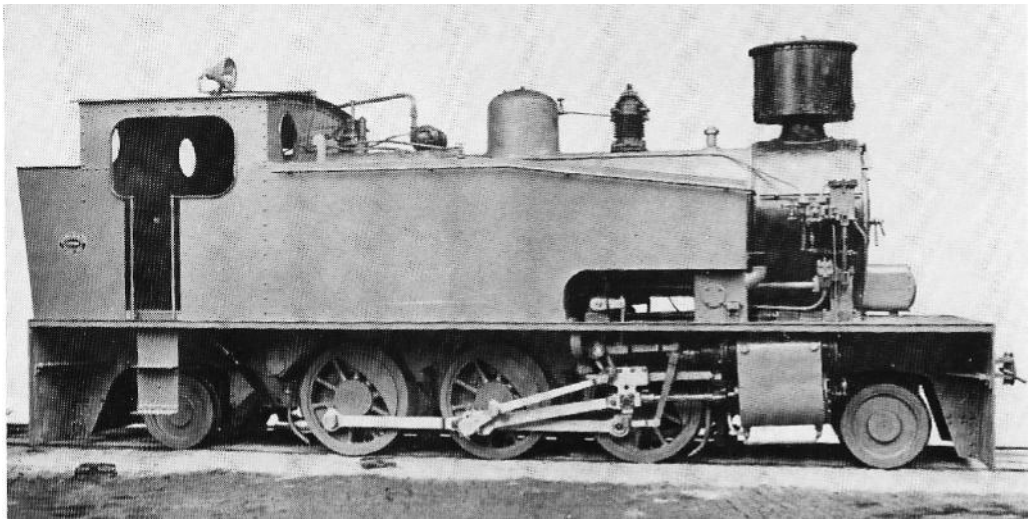
2-6-2T d/w ?, cyls. ?, built by Hunslet in 1927, 1934 and 1939

Ordered by ?

18 'PICTON' w/n 1540 Still lying derelict in 2001, but later returned ((2002) by David Monckton to the Middleton Railway in Leeds for preservation.

19 'TAROUBA' w/n 1749 Still lying derelict in 2001.

20 'CEDARHILL' w/n 2055 Still lying derelict in 2001.



Hunslet 1540 **'PICTON'** as built., above, and in service, below. This loco is now back in Leeds.



Trinidad Sugar Estates at Orange Grove

Background

Gauge 2' 0". Owned by William H. Burnley.

0-4-0T d/w ?, cyls. ?, built by O&K? in 1903 and 1907

Ordered by ?

'MARGARITA' w/n 400
'ELENA' w/n 491

0-4-0T d/w ?, cyls. ?, built by ? in 1914

Ordered by ? O&K reached number 6796 in 1914, but that loco went to Niederhessische Basaltwerke GmbH, of Malsfeld.

? w/n 6796

St. Augustin Estate

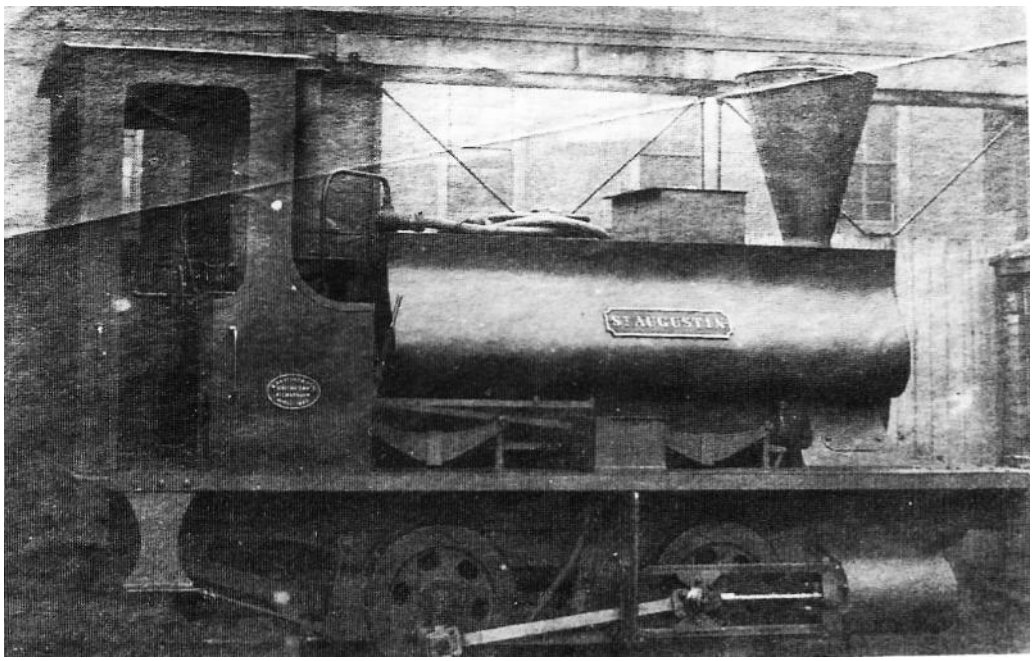
Background

Gauge

0-4-0ST d/w ?, cyls. 9x14", built by Andrew Barclay in 1883

Ordered by Alex Chaplin, Glasgow, for St. Augustin Estate.

'St. AUGUSTIN' w/n 257



Andrew Barclay no. 257 **'St. AUGUSTIN'**. This photo, from Russell Wear's collection, was reproduced in IRR issue 123 of December 1990.

Charles Tennant Estates

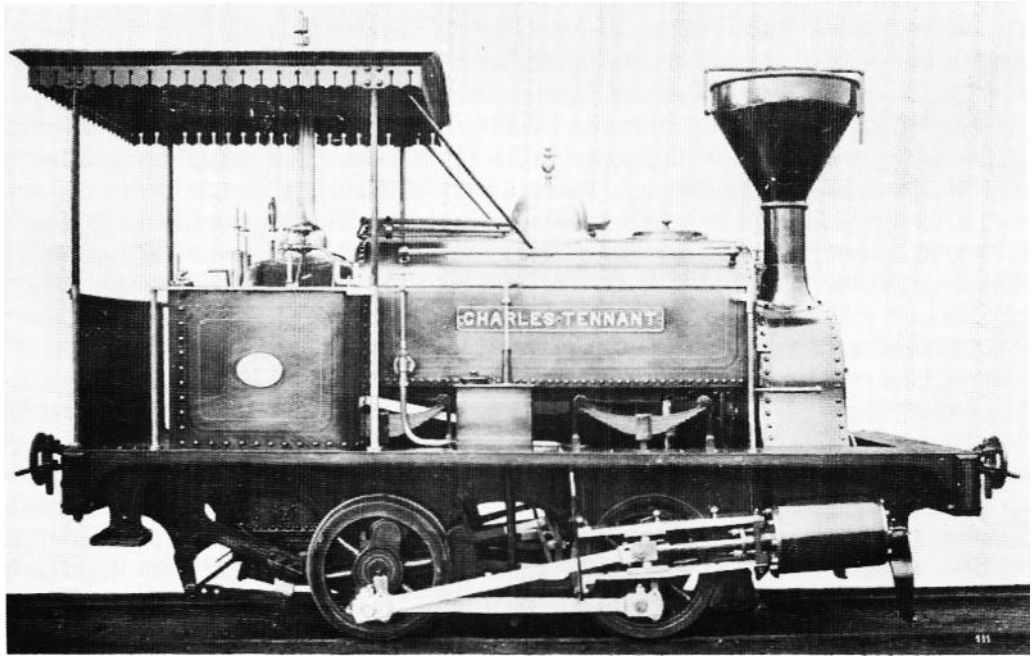
Background

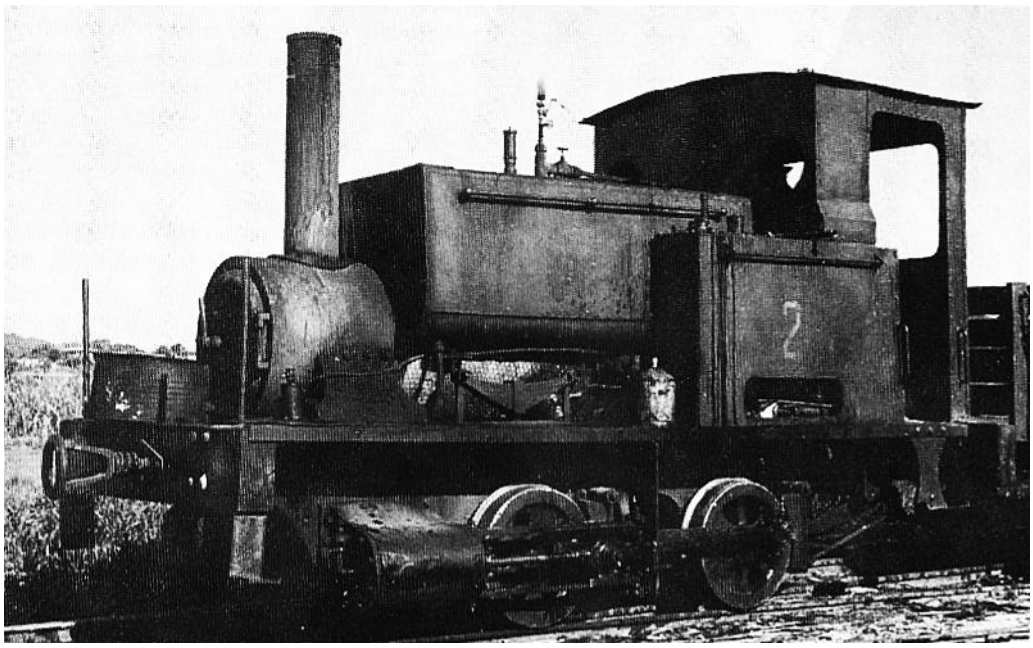
Gauge standard. Became part of St. Madeleine Sugar Co. in 1923.

0-4-0ST d/w ?, cyls. 7x12", built by Hunslet in 1880, 1883, 1884, 1891, 1893 and 1896

Ordered by ?

?	w/n 236	Built in 1880 for TGR as **Y** renumbered **C**, later bought by Charles Tennant Estates, though Brian Rumary's HE list has it going to H. M. Canoo at Esper Estates in 1938.
?	w/n 237	Built in 1880 for TGR as **Z** renumbered **D²**, later bought by Charles Tennant Estates.
'CHARLES TENNANT'	w/n 329	Built 1883. Sold to St. Madeleine Sugar Co. in 1923.
'SAINT ROLLOX'	w/n 330	Built 1884. Sold to St. Madeleine Sugar Co. in 1923.
'PADDY'?	w/n 526	Built 1891. Bought second-hand, after use by J. Ellis & Sons, Barrow on Soar, as **'PADDY'**
'RIBBLESDALE'	w/n 592	Built 1893. Brian Rumary's HE list queries this one as an 0-6-0T.
'CIPERO'	w/n 643	Built 1896. Sold to TGR as **C**.





Pic from IRR no. 113 by Dr. D. Down.

La Fortunee Estates

Background

Gauge originally 2' 9", later regauged to standard?

0-4-2T d/w 33½", cyls. 11x16", built by ALCo / Montreal Loco Works in 1920

Ordered by Boos & Co. for La Fortunee Estate. Lehmuth gives gauge as 2' 6". Connelly has names of second and third the other way around.

16 'La FORTUNEE' w/n 62726
? 'BIENVENUE' w/n 62727
? 'HERMITAGE'? w/n 62728

Esperanza Estate

Background

Gauge standard. Originally owned by W. F. Burnley's Couva Estates, ie. Esperanza, Phoenix Park and Providence. Later owned by Kleinworth Sons & Co, At some stage owned by Gordon Grant Sugar Estates, then sold 1956 to Caroni Sugar Estates.

0-4-0ST d/w ?, cyls. 9x14", built by Andrew Barclay in 1883

Ordered by Dempster, Moore & Co., Glasgow.

? w/n 270

0-4-0ST d/w 22", cyls. 6x12", built by Andrew Barclay in 1895

Ordered by William F. Burnley & Co., Glasgow, for Esperanza Estate.

? w/n 771

0-4-0ST d/w ?, cyls. 9x14", built by Hunslet in 1880

Ordered by ?

'WELLINGTON' w/n 251

0-4-0T d/w 36", cyls. 8x?", built by Andrew Barclay in 1909 and 1921

Ordered by Arbuthnot Latham & Co. for Brontë Estate. These two also listed under Bronte Estate, which see below.

1 w/n 1191

2 'BRONTE' w/n 1727

0-4-2T d/w 33½", cyls. 11x16", built by ALCo / Montreal Loco Works in 1920

Ordered by Boos & Co. for La Fortunee Estate. Lehmuth gives gauge as 2' 6". Sold later to W. F. Burnley?

? 'BIENVENUE' w/n 62727 or maybe 62728?

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

Ordered by ?

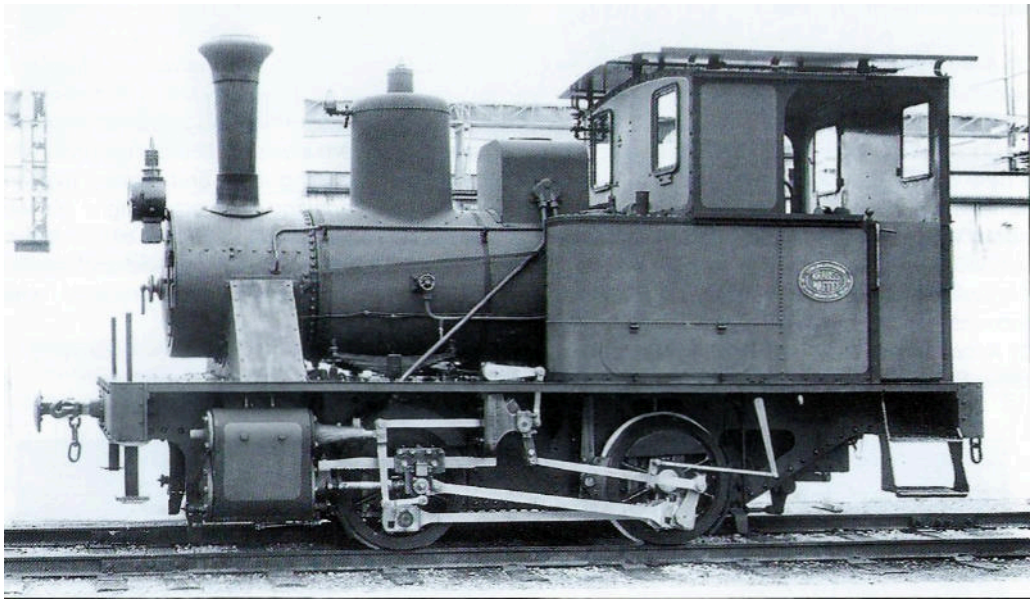
2 w/n ?

3 w/n ?

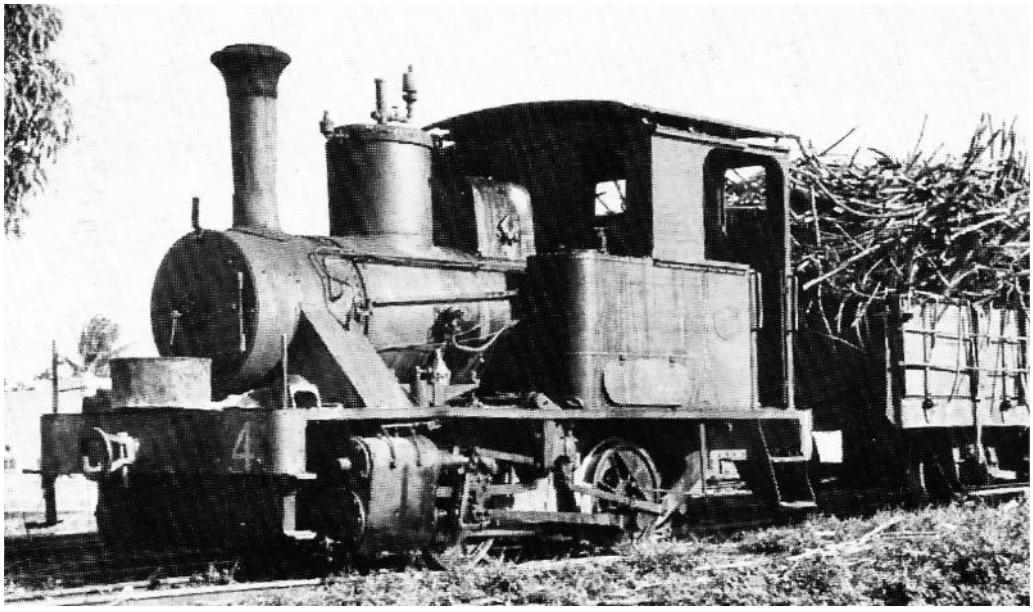
0-4-0T d/w ?, cyls. ?, built by Krauss Maffei in 1938

Ordered by Gordon Grant (Esperanza) Sugar Estates.

4 'HITLER' w/n 15665



Krauss-Maffei 15665, in a photo published in IRR issue 215 of December 2013, from Uwe Bergmann's collection.



Pic from IRR no. 113 by Dr. D. Down. I would guess that the name **'HITLER'** originated as an unofficial war-time nickname for this German-built loco, rather than as an official name on brass plates.

Frederick Estate, later became the Caroni Estate

Background

Gauge 3' 0". Trinidad Estates Ltd., ex Prentice, Service & Henderson?

0-4-0T d/w 27", cyls. 7x14", built by Andrew Barclay in 1893, 1894 and 1897

Ordered by Trinidad Estates Co. Ltd.

'CARONI'	w/n 734
'WASHINGTON'	w/n 752
'St. HELENA'	w/n 792

0-4-2T d/w ?, cyls. 9x14", built by ALCo MLW in 1915

Stock loco then to Trinidad Shipping & Trading Co.
'FREDERICK' w/n 55493

0-4-2T d/w 30½", cyls. 9x14", built by ALCo in 1918

Ordered by Trinidad Shipping & Trading Co. 3' 6" gauge according to Lehmuth.
1 w/n 59107

0-4-2T d/w 28", cyls. 9½x14", built by Andrew Barclay in 1928

Ordered by Caroni Sugar Estates Ltd.
'MON PLAISIR' w/n 1961 Russell Wear reported in IRR issue 123 (Dec. 1990) that this loco had been recorded in Jamaica at the Moneymusk Estate during 1945.

0-4-2T d/w ?, cyls. ?, built by ALCo in 1918-19

Ordered via Trinidad Shipping & Trading Co.
'WOODLAND ESTATE'? w/n 59858 Possibly name was 'WOODFORD' rather than Woodland.
'RIVULET' w/n 59860

Bronte Estate

Background

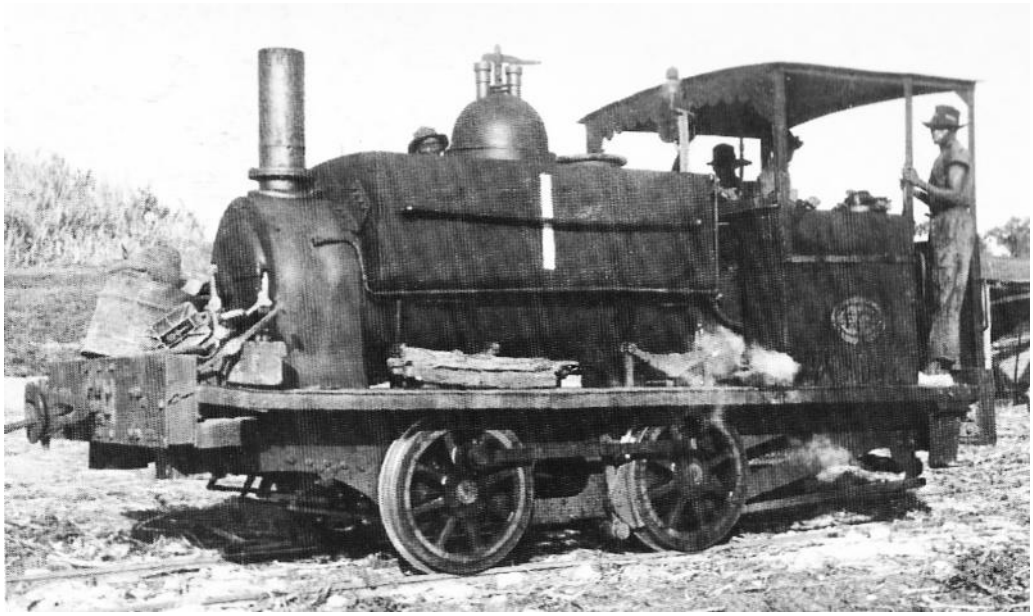
Gauge originally 3' 0", but later regauged to standard.

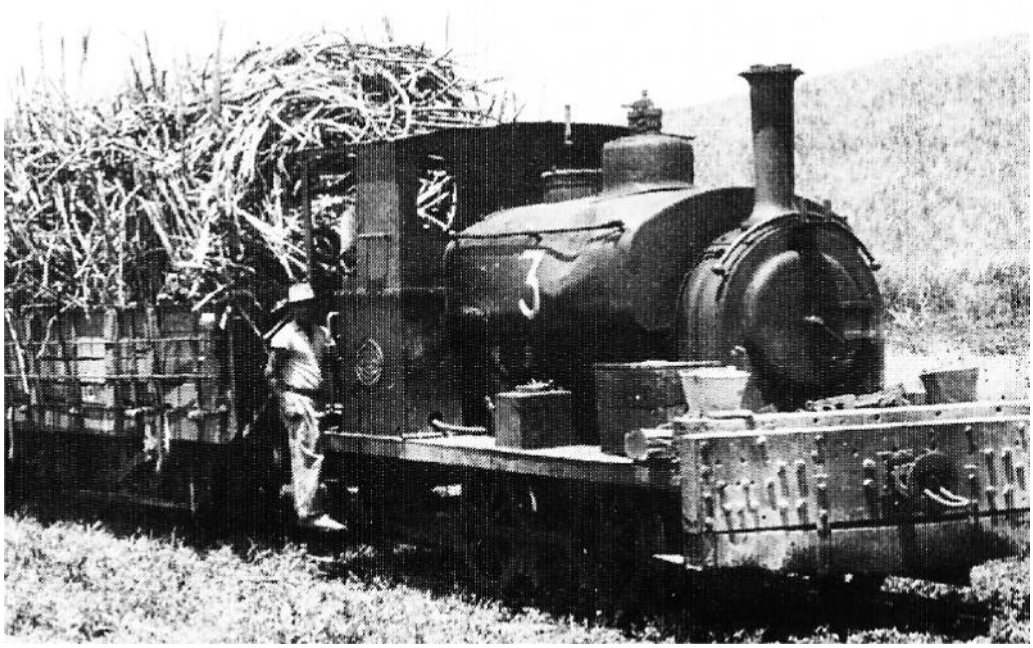
0-4-0ST d/w 33", cyls. 8½x14", built by ? in 1897

Second-hand loco sold by Andrew Barclay to Arbuthnot Latham & Co. for Brontë Estate in 1898. Possibly originally ordered by Smith & McLean of Mossend near Glasgow, and seemingly for standard gauge and with cyls. 14x22".
'BRONTE No. 3' w/n 9075

0-4-0ST d/w 33", cyls. 8¾x14", built by Andrew Barclay in 1909 and 1921

Two ordered by Arbuthnot Latham & Co., London. Inside cylindered locos (unusually for AB) similar the the loco listed immediately above.
'BRONTE' w/n 1191 Gauge 2' 9".
'BRONTE No. 2' w/n 1727 Gauge 2' 9".





Pic from IRR no. 113 by Dr. D. Down.

Woodford Lodge

Background

Gauge standard.

0-4-0ST d/w ?, cyls. 8½x12", built by Avonside in 1921 and 1928

Ordered by Alston, Arbuthnot & Harrison., and by Harrison & Crossfield Ltd.

?	w/n 1886
?	w/n 2023

0-4-2T d/w 30½", cyls. 9x14", built by ALCo in 1919

Ordered via Trinidad Shipping & Trading Co. for Woodland Estate (Woodford Lodge?). 3' 6" gauge according to Lehmuth.

'WOODLAND ESTATE' (incorrect?) w/n 59858

Waterloo Estates Ltd.

Background

Gauge standard. Became part of Caroni Ltd. in 1937.

0-4-2T d/w ?, cyls. 9½x15", built by Kerr Stuart in 1897, 1898 and 1911

Ordered by Waterloo Estates Ltd. Last one ordered via Kleinwort Sons & Co., for Trinidad.

'WATERLOO No. 7'	w/n 130	Midge type.
'PICTON'	w/n 649	
'CAMDEN No. 6'	w/n 1242	Waterloo type. At some stage owned by W. F. Burnley & Co. and then by Kleinwort Sons & Co. possibly at Esperanza Estate.

0-4-2T d/w ?, cyls. 12x16", built by Kerr Stuart in 1920

Ordered by Waterloo Estates Ltd., Triinidad. Huxley type.

‘PERSEVERANCE No. 8’ w/n 4137

20.24.4 Other industrial railways

Shell Oil at Point Fortin

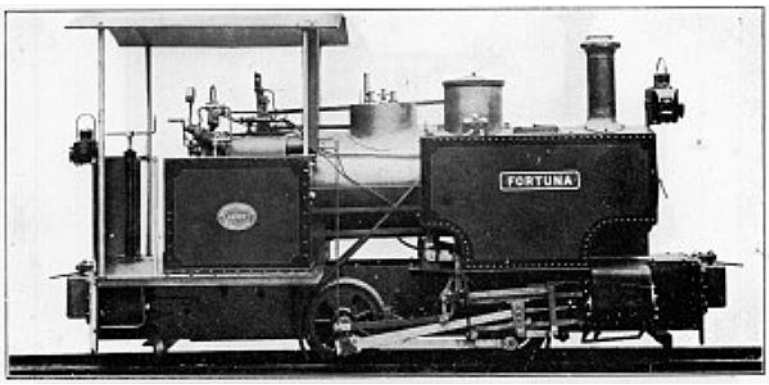
Background

Gauge 2' 6".

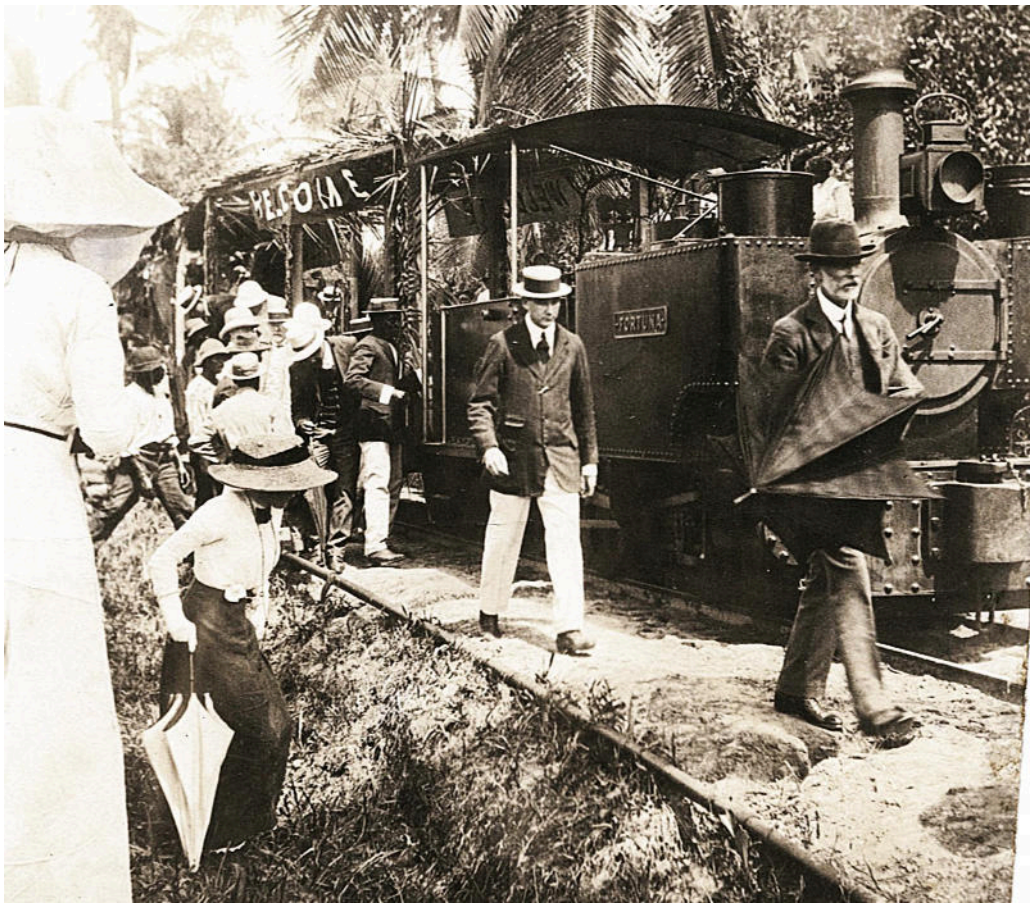
0-4-0ST d/w ?, cyls. 7x12", built by Hunslet in 1910

Ordered by Thompson & Hunt, Trinidad Oil Fields, later? to United British Oil fields of Trinidad.

'FORTUNA' w/n 1042



The builders' pic above gives the impression that **'FORTUNA'** was very small, but the image below, showing the loco at the head of a special train of some kind, demonstrates that it was in fact rather larger.



Pointe-a-Pierre Refinery jetty

Background

Gauge 2' 6". Possibly ony used i.c. locos.

Genere Petroleum Properties of Trinidad

Background

Gauge 2' 6".

0-4-2ST d/w ?, cyls. ?, built by Kerr Stuart in 1910

Ordered by ?

1 w/n 1139

20.24.5 Unidentified locos in Trinidad

0-4-0T d/w 36", cyls. 8x?", built by Andrew Barclay in 1894

Ordered by Trinidad Estates Co. Ltd.

? w/n 753

Text from Rob Dickinson' website:

Thomas Kautzor has been to several Caribbean islands to check out what is left of their railways and industrial heritage.

He reports on his visit with Torsten Schneider to Trinidad, 4th - 5th September 2014.

See also:

A Railway Map of Trinidad (at bottom of this page)
Trinidad Plantation Railways, 2014
An Industrial Railway in Trinidad, 2014
Glen Beadon's videos

Together with Torsten Schneider, I spent two full days in Trinidad looking for railway remains. 'Trinidad Railway Expert' Glen Beadon had arranged for his friend and 'Trinidad Railway Photographer' Wayne Abraham to show us around. We intended to see all of the surviving locomotives on the island, as well as a good sample of other railway remains, such as station buildings, bridges, signal boxes, etc… and were very successful in achieving that goal. It should be noted that there are a huge number of small remains (bridges, building foundations, poles, platforms) associated with the railway along the old railway lines, but unless you are told by an expert where and for what to look, these would mostly be overlooked. Even most residents of the island would not know that these would have been associated with the railway. It must also be said that many of these items are being lost every year to construction, scrap thieves or general decay.

In the past, Trinidad had a standard gauge government railway, a number of plantation railways serving various sugar factories which used both standard and narrow gauge track of 30 inch, 36 inch and 42 inch, as well as a few narrow gauge refinery railways. Today, only one short narrow gauge industrial railway is still in use.

The capital of Port-of-Spain also had a tramway system. The first line was a 42 inch gauge mule tram opened in 1883. In 1895 the Belmont Tramway Co. opened the West Indies' first electric-powered railway system. In 1902/03 all the private lines were taken over by the Trinidad Electric Light & power Co., converted to standard gauge and electrified. The tramway system closed in 1950.

The smaller island of Tobago is not known to have ever had any railways.

Sources:

W. Rodney Long, "Railways of Central America and the West Indies", Washington, DC: U.S. Bureau of Foreign and Domestic Commerce, 1925 (pp. 360-370);

Roger R. Darsley, "Caribbean Cane Tramways – 2 Trinidad", in *International Railway Record* No. 113 (June 1988), pp. 248-263;
David Rollinson, "Railways of the Caribbean", Oxford: MacMillan Caribbean, 2001 (pp. 92-97, 119-120);
Robin Barnes, "Eastern Region to West Indies", in Locomotives International No. 61 (February-March 2002), pp. 26-27;
Roger Darsley, "Sugar Cane Railways in Trinidad", in NTSRA Newsletter, Summer 2005, pp. 12-19;
"Trinidad Government Railways", in Continental Railway Journal No. 170 (Summer 2012), pp. 513-515 (incl. TGR steam & diesel locomotive list);
Wayne Abraham, "Trinidad Railway History (A brief account: key dates and some items of interest)".
Trinidad Government Railway (TGR):

The first line between Port-of-Spain and Arima, the center of the island's expanding cocoa industry, a distance of 15.5 miles, was opened on August 30, 1876. This was however not the island's first railway, as in 1859 the Cipero Tramway, an agricultural line from the Cipero Wharf in San Fernando to Usine Sainte Madeleine sugar factory was completed. The tramway used mules as motive power. In 1861 the line was extended east to the town of Mission (later renamed Princes Town). In 1864 the first steam locomotive, "Forerunner", was introduced.

Between 1880 and 1914 the TGR was gradually extended, and the Cipero Tramway acquired in 1913. At its largest extent, total mileage of the railway system including sidings and loops was 150, of which 115 were worked by TGR and the remainder leased, consisting of the following lines and branches:

Port-of-Spain – San Juan – St. Joseph – Curepe Jn. –Tunapuna – Tacarigua – Arouca – Dabadie – Arima (opened 1876) – Guanapo (1896) – Cumuto – Guaico – Sangre Grande (1897);
Curepe Jn. – Caroni – Cunupia – Jernigham Jn. – Chaguanas – Carapichaima – Couva (1880) – California – Claxton Bay – Pointe-a-Pierre – Marabella Jcn. – San Fernando (1882) – Corinth – Debe – Penal – Siparia (1913/14);
Jerningham Jn. – Longdenville – Todds Road – Caparo – Brasso Piedra – Flanagin Town – Brasso Caparo – Tabaquite (1898) – Brothers Road – San Pedro – Rio Claro (1914, Caparo Valley Line);
Marabella Jcn. – Union – Reform – Williamsville – Princes Town (Guaracara line, 1884);
San Fernando – Corinth – Sainte Madeleine – Jordan Hill Jcn. – Princess Town (ex-Cipero Tramway);
Jordan Hill Jcn. – Bronte.
Between Port-of-Spain and Curepe Jn., the line was double-tracked in 1923/24.

Much of the TGR lines were planned to pass through fertile agricultural land. At various points, the plantation railways of the following sugar factories connected with the TGR lines: Caroni, Woodford Lodge (near Chaguanas), Waterloo, Brechin Castle (near Couva), Usine Sainte Madeleine and Oropouche.

While traffic grew with the development of the oil industry and World War II, increased competition from road transport brought an eventual post-war decrease in traffic and an increased need for government subsidies for the railway. The demise of the TGR started in 1953, with the closures of the Siparia line and the Sangre Grande extension. In 1963, the Madory Report recommended the closing of the railway in favor of road transport, a recommendation which was adopted by the authorities at the time, a big mistake in retrospect in view of the present traffic situation on the island's roads. In 1964, the Siparia line was reopened temporarily to accommodate school children, but the following year the San Fernando, Rio Claro and Siparia lines were shut down permanently, leaving only the line from Port-of-Spain to Arima open to traffic. Finally, on Saturday December 28th, 1968, the last scheduled passenger train operated from San Juan to Port-of-Spain, hauled by TGR 2-8-0 No. 42.

Since then, the TGR right-of-way between Port-of-Spain and Arima (12 miles) has been turned into the PBR priority busway and Port-of-Spain station turned into the City Gate bus station. The building was designed by German

architect David Hahn and completed in 1924, to replace the original wooden structure. Today it is managed by and houses the headquarters of TGR's successor, the Public Transport Service Corporation (PTSC), which operates bus services all over the island. The PBR is used by PTSC buses, private maxi-taxi shared taxis and during off-peak hours by HOV3 private vehicles. There are 10 stations and 46 other stops with laybys to permit passing. The former railway sheds and workshops at Port-of-Spain are nowadays used as a garage for the PTSC bus fleet.

Just across the street from the station building, TGR 0-6-0ST No. 'D' (HE 1168/1914) is on display in the yard of The Museum of the City of Port-of-Spain, which is housed in Fort San Andres (open Tu-Fr 9am-5pm). The loco is now (erroneously) numbered No. 42 in memory of the loco that hauled the last train from San Juan to Port-of-Spain, however No. 42 was MLW 69060/1937, a 56 tons 2-8-0 which was scrapped in 1973. No. D probably spent its working life shunting the Port-of-Spain docks and its livery was always black. Its sister loco No. E (HE 1169/1914) was scrapped sometime between 1952 and 1968. For more on D check out Glen Beadon's article http://www.trinidadexpress.com/news/Real-story-of-Engine-D-285931141.html.

During construction of the PBR, most of the TGR structures along the line were demolished, however, at St. Joseph the station building still stands and is now in use as a private home and church.

On the line to San Fernando, not much except the platform is left at Caroni station (the smaller TGR station buildings were made of wood, so decayed quickly after closure), however just north of it the steel bridge across the Caroni River survives, while south of it, the Railway Bar faces the former Southern Main Road level crossing. Inside, the brass number plate of TGR 4-4-0T No. 11, which is plinthed in San Fernando, is on display above the bar and a number of black-and-white pictures of the TGR hang on the walls.

Further south towards San Fernando, between Couva and Brechin Castle sugar factory, a large three-span steel brudge across the Couva River survives.

Pointe-a-Pierre station is now on the grounds of the Petrotrin refinery. The station building has been extended and today houses the Petroleum and Asphalt History Museum, opened in 07/2009 and managed by the Petroleum Historical Society. Outside displays include a Ruston & Hornsby portable steam engine (minus its front axle) and a stationary steam engine. However, due to a lack of funding and shortage of staff, the museum has closed and we found the gates locked, so these are Glen Beadon's pictures from 2009.

In San Fernando, the ruins of the 1903 masonry station building which replaced the original wooden structure as well as a water crane still survive at King's Wharf not far from the bus station:

Up in town on Harris Promenade, TGR 4-4-0T No. 11 (Kitson 3591 of 12/1894) has been on display since 1967, nowadays behind a fence (2 pics). Shortly after our visit, the Mayor of San Fernando ordered the locomotive restored and repainted, see http://www.trinidadexpress.com/news/Preserving-historic-Engine-No-11-278189461.html.

TGR No. 11 was one of 18 4-4-0T built by Kitson and to one exception by Nasmyth Wilson (No. 16) between 1897 and 1907 which formed the mainstay of the TGR main line loco park until the arrival of more modern tender locos after WWI. A number however survived until closure on branch line service.

At Stanley Village, not far from Usine Sainte Madeleine, an original signal box, today somebody's home, as well as a point lever built by Tyer & Co. of London & Carlisle still survive.

On the Rio Claro line, the water tank, platform (now the foundation for a bus shelter) and water crane of Caparo station survive,

Just north of Tabaquite, Knolley's Tunnel (1898) has been turned into a minor tourist attraction:

Trinidad industrial railways:

He reports on his visit with Torsten Schneider to Trinidad, 4th - 5th September 2014.

See also:

The Railways of Trinidad, 2014
An Industrial Railway in Trinidad, 2014
Glen Beadon's videos
At the beginning of the 19th century, there were 300 sugar mills on the island. In 1830, the first steam-powered mill was installed at Harmony Hall and five years later there were 40 steam mills. From the middle of the 19th century, the small sugar estates were amalgamated into sugar centrals (called "usines" in Trinidad). At that time, railways were introduced to transport the sugar cane from the fields or collection points to the mills. Most were of standard gauge, but 42, 36 and 30 inch (1067mm, 914mm and 762mm) gauges were also used.

Locomotives were fired mostly with coal and some wood, but with the exploitation of Trinidad's oil reserves most were converted to oil firing. From 1939/40, British and U.S.-built diesel locomotives were introduced, and steam lasted in the south until 1956/57. In the plains of the north, road transport started replacing railways from the 1940s. At first surplus gun carriers were used, then tractor and trailers, and from the 1950s semi-articulated trucks.

Major sugar factories were located at (from north to south):

Caroni
Woodford Lodge (at Chaguanas)
Waterloo
Brechin Castle (at Couva)
Esperanza
Sainte Madeleine (east of San Fernando)
Oropouche (south of San Fernando)

Caroni Sugar Estates Co. (Trinidad) Ltd. and Waterloo Sugar Estates Ltd. were merged in 1937 to form a subsidiary of Tate and Lyle Ltd. In the mid-1950s the Oropouche Valley line was converted from 30 inch to standard gauge. By 1956, Usine Sainte Madeleine (USM) was jointly owned by West Indies Sugar Co. Ltd. (the Jamaican subsidiary of Tate & Lyle) and Caroni Ltd. In 1961 Woodford Lodge Estates, up to then owned by Sir H.E. Robinson, was taken over by Caroni Ltd. In 1962, it was the turn of Usine Sainte Madeleine and in 1965 that of the Trinidad Sugar Estates Ltd. (Brechin Castle). In 1970, the Trinidad & Tobago government obtained a majority share of Caroni Ltd., leaving 32% with Tate and Lyle Ltd. At that time Caroni Ltd. produced 90% of Trinidad's sugar. In 1975 Tate and Lyle Ltd. lost its share to the government and the company became Caroni (1975) Ltd.

In 1969, the Caroni Ltd. railway system comprised 69.6 miles in the Northern system (Brechin Castle, Waterloo, Woodford Lodge and Caroni) and 22.4 miles in the Southern system (Usine Sainte Madeleine). In that year, 47.4% (361,300 tons) of cane came to Brechin Castle by rail, 39.9% (695,300 tons) to Woodford Lodge and 38.7% (305,800 tons) to Sainte Madeleine. During harvest time, which lasted from December to May, the railway operated 24 hours a day. Trains were made up of rakes of up to 60 cars and operated by crews of three or four men. Caroni Ltd. had running rights over the TGR lines, and cane trains would usually operate over those sections at night after the passage

of the last passenger train. After TGR closed, Caroni Ltd. leased or bought those sections.

In 1974, the track mileage in the Northern area was reduced to 35 miles, but some spurs were added to the Southern area network. At that time, seven Vulcan and one Simplex (for workshop shunting), as well as 330 cane cars were assigned to the Northern area, while the five Hunslet, three Vulcan (two 25 tons and one 20 tons) and 320 cane cars were assigned to the Southern area. Use of railways in the flatter Northern area was finally phased out at Brechin Castle in 1976. The factory itself remained in use until 2003.

At Usine Sainte Madeleine (USM), in the much hillier Southern area, the railway remained in use after 1976. The factory had been built in 1870 by George Fletcher & Co. of Derby, England, for the Colonial Co., replaced in 1895 by the New Colonial Co. which in 1913 became the Sainte Madeleine Sugar Co. Ltd. Following its acquisition by the West Indies Sugar Co. Ltd. and Caroni Ltd., day-to-day operations at USM were managed by Henckell, du Buisson & Co. Ltd. A railway was introduced in the late 1800s. Steam locomotives used were mostly small tank engines built by Hunslet and Kerr Stuart, but also included two vertical-boilered Chaplin 0-4-0VBTs delivered in the early 1870s to the Colonial Co. Ltd. and an Aveling & Porter four-wheeled loco with the cylinder on top of the boiler. Between 1927 and 1939 Hunslet delivered three impressive and powerful 2-6-2Ts.

Steam was phased out in 1956/57 after Hunslet delivered five 0-6-0DM of the same type as British Rail's Class 05, numbered D6 to D10 (HE 5131/56, 5149-50/56 and 5151-2/57, Caroni stock No. 39120/19/21-23). These weighed 30 tons and were equipped with Gardner 8-cylinder 4-stroke 8L3 engines with an output of 204 hp. At the time, five of the remaining steam locos were stored on a siding as an emergency reserve about a half-mile outside the mill and nearly forgotten for almost 50 years as they were overgrown by vegetation:

0-4-2T No. 12 "Haig" (KS 4078/1920)
0-4-0ST No 15 "Pamela" (HC 819/1907)
2-6-2T No. 18 "Picton" (HE 1540/1927)
2-6-2T No. 19 "Tarouba" (HE 1749/1934)
2--6-2T No. 20 "Cedarhill" (HE 2055/1939)
The 1970s saw the arrival of three more Hunslet diesels to supplement D6-D10 at USM:

0-6-0DH D11 / No. 39127 (HE 7472/rebuilt 1974-5 from HC D1268/1962, 260 hp Gardner 8L3B, ex Mersey Docks & Harbour Board No. 42, U.K.);
0-4-0DH D12 / No. 39126 (HE 7459/1976, 179 hp) delivered in 1976.
0-4-0DH D14 / No. 39128 (HE 7160/1970, 179 hp, 1970/71 on loan to Colvilles Clyde Iron Works, UK), new to Brechin Castle in 1972, transferred to USM 1975/6.
Rail haulage of cane at USM lasted until 1998, when two locos were still in use together with 160 Gregg, 60 R. Hudson and 60 Canadian cane cars. On May 15th, 1998, D10 made the last trip from the cane fields to the mill, after which the diesels were stored in the shed. USM itself closed after the 2003 season, when Trinidad stopped producing sugar. In 2002, No.18 "Picton" was was purchased by David Monckton, a member of the Middleton Railway and brought back to the U.K., while the other steam locos were scrapped in 2005, together with diesels D9, D12 and D14. The pictures show Picton in Trinidad 1987 (courtesy of Glen Beadon) and on 1st November 2014 in Leeds, UK.

In 2011, Prime Minister Kamla Persad-Bissessar formally announced that Brechin Castle would turned into the Sugar Heritage Village and Museum (http://www.sugarheritagevillage.com/index.php link broken by December 2021) in order to preserve the memory of the sugar industry. After a decision was made to dismantle USM, in 2012 D6/39120, D7/39119, D8/39121 as D9/39122 (for some reason this loco was renumbered at some point of time, the real D9 was scrapped in 2005) and D10/39123 were moved to Brechin Castle and put on display on short track lengths. Together with the four diesels came a 30-inch gauge flat wagon which was used in the USM workshops.

USM D11/39127, gone from USM by 07/2009, had been sold to an individual who was apparently intending to put her on display inside a planned theme park, and had her stored at The Paramount Transport & Trading Co. Ltd. in the Point Lisas Industrial Estate, not far from Brechin Castle. Allegedly due to incrementing unpaid storage costs, ownership of the loco changed to the Paramount Co., whose owner is pondering what to do with it. One possibility would be to donate her to the Sugar Heritage Village and Museum, another to put her on display in front of the company compound.

A steam locomotive boiler and firebox is plinthed in front of the driveway of a private home on Mon Plaisir Road in Cunupia. It is believed to be from Bronte Sugar Estate (Princes Town) 0-4-0ST No. 2 (A. Barclay 1727/1921). At the end of its career, this oil-fired loco was converted into a mobile boiler, mounted on rubber-tyred wheels.

———

The start of commercial oil production in 1910 along the coast north and south of San Fernando, saw the use of a number of narrow gauge refinery railways in Trinidad. Where possible, the refineries were also connected to the TGR by private sidings on which equipment was brought in and crude oil transported to the ports for export. The railways were later replaced by pipelines and bulk tankers and almost nothing remains of them today.

At La Brea, 24 km southwest of San Fernando, the Pitch Lake is the largest natural deposit of asphalt in the world. It covers 40 ha and is reported to be 75 m deep. It was re-discovered in 1595 by Sir Walter Raleigh, who found immediate use. Asphalt has been extracted from the lake commercially since 1851, since 1949 by The Trinidad Lake Asphalt Company, and exported all over the world. In the early 1970s the UK market switched to coal tar and asphalt became a much less popular product, and in 1978 the Government of T&T took ownership of the asphalt extraction business under the name Lake Asphalt of Trinidad and Tobago (1978) Ltd. (http://www.trinidadlakeasphalt.com/home/index.php), which operates a a processing plant on the edge of the lake where the asphalt is treated (boiled) for export. A 24-inch gauge railway network was in the past laid all over the lake to transport the asphalt extracted by hand. Skips were pushed by hand to the base of a cable-worked incline which connected the lake with the factory. Today, only the incline is still in use, the last railway in operation on Trinidad. At the base, there is a point with two spurs. Asphalt extracted by mobile mechanical diggers is deposited into two rakes of ten skips each, called “buckets”, and winched up the incline for unloading into one of the six boilers. Each skip loads 500 lbs. and ten rakes are needed to fill one boiler, which takes about 16-18 hours. The railway regularly operates Monday-Friday 07.00-16.00, with a one-hour lunch break at 11.00, plus when required. On average, between 150 and 200 tonnes are extracted daily and the company has 175 employees. Sadly, on the day of our visit, the incline had stopped working a few days before because of “cable problems” and was still being repaired. La Brea Pitch Lake is a major tourist attraction (20,000 visitors per year) and half-hour tours taking in the base of the incline start from the Visitor’s Centre daily between 09.00 and 17.00 (cost TT$30/adult).

In the past, an overhead cableway conveyed the barrels of treated/melted asphalt from the factory to the nearby company pier at Brighton. Initially the buckets used could take one barrel, but later the company designed cradles which could load two. Nowadays, the barrels are exported mostly in shipping containers.

20.25 Turks and Caicos Islands

A British Overseas Territory in the Lucayan Archipelago

Previously governed indirectly through Bermuda, the Bahamas or Jamaica

Background

5

20.26 US Virgin Islands

A United States territory in the Leeward Islands of the Lesser Antilles

A Danish colony until 1917 when sold to the USA.

Background

The islands of Sankt / Saint Thomas and Sankt / Saint John do not seem to have had anything more than a slipway railway and certainly nothing requiring locomotives. Sankt / Saint Croix on the other hand, certainly did have steam.

20.26.1 Danish West Indian Sugar Co., formerly *A/S Den Vestindiske Sukkerfabrik* at Estate Bethlehem / Central Factory on Sankt / Saint Croix

Background

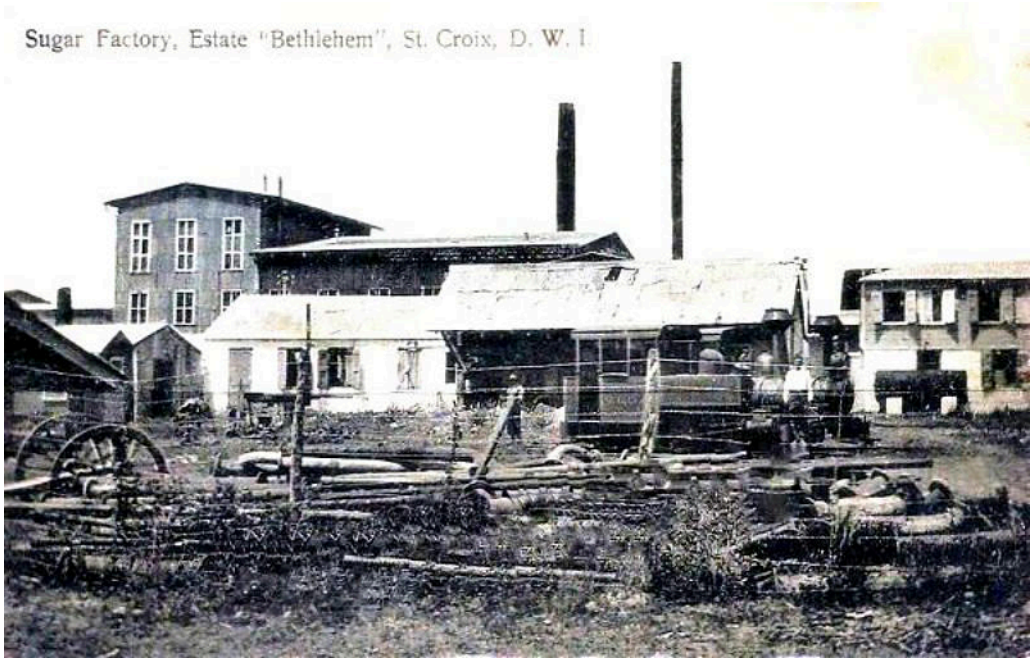
Metre gauge. 12 mile railway including four branches. Began operating 1909. Bethlehem factory was closed in 1966.

0-4-2T d/w ?, cyls. 7x12", built by Porter in 1906

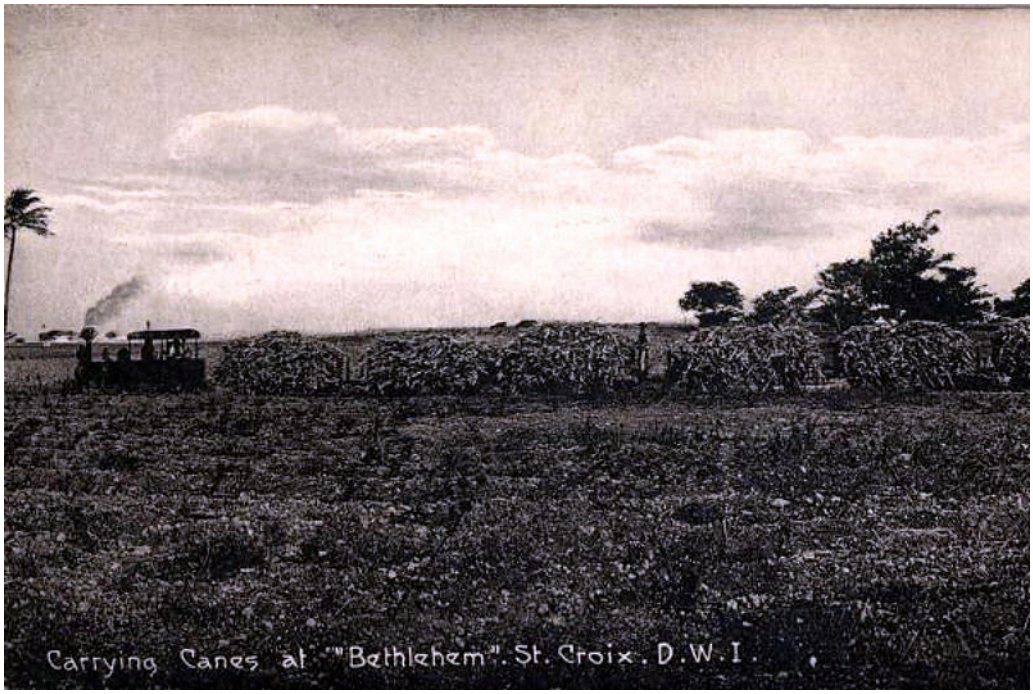
Ordered by Melchior Armstrong & Dessau for Estate Bethlehem.

1 'JOHAN' w/n 3420

2 'OLGA' w/n 3421



The two Porter locos outside the mill. No. **2 'OLGA'** is that nearer to the camera. An early photo, which Bent Hanssen [16] suggests was taken around 1908.



Very possibly one of the two Porters out in the cane fields.

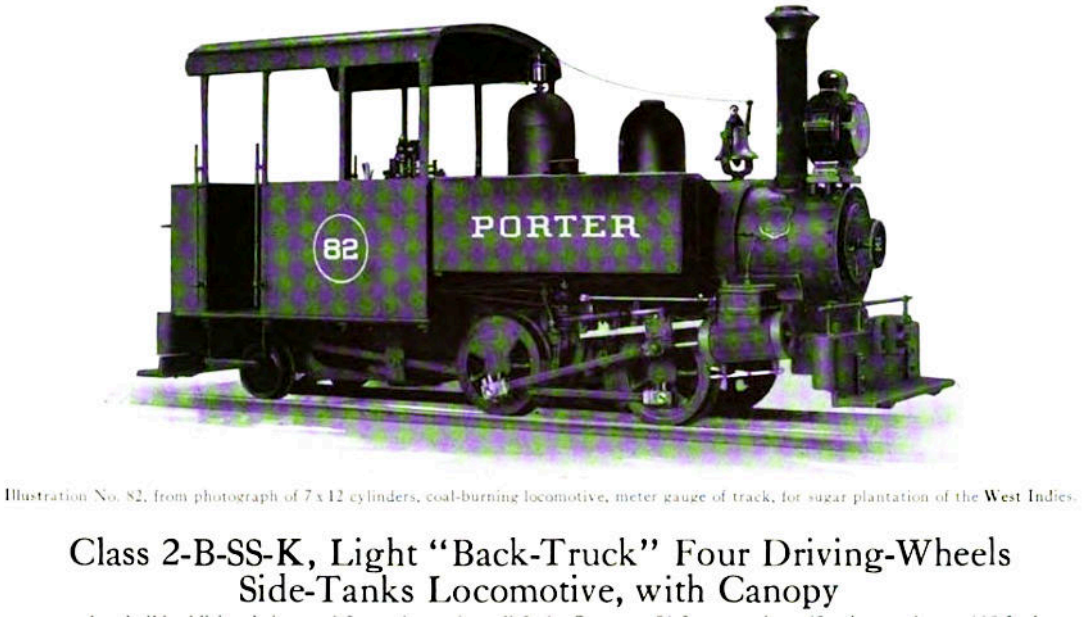


Illustration No. 82, from photograph of 7 x 12 cylinders, coal-burning locomotive, meter gauge of track, for sugar plantation of the West Indies.

Class 2-B-SS-K, Light "Back-Truck" Four Driving-Wheels Side-Tanks Locomotive, with Canopy

A Porter catalog image, showing a loco supplied to a West Indian sugar plantation, probably this one.

0-8-0T d/w ?, cyls. ?, built by O&K in 1913

Ordered by Vestindische Suggerfabrik. 90hp. equipped with Klien-Lindner axles and similar to the locomotives used in Java.

3 'BLAERE' w/n 6934



Clearly the O&K 0-8-0T no. **3 'BLAERE'**.

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1910

Ordered by Carlos Rohr for ? (Brazil?). BLW class 6-12 1/3C no. . Spec. is in vol. p . These two Baldwin locos are mentioned by Bent Hansen at https://bentsbane.dk/jernbaner-i-nord-og-sydamerika/ The second one is indeed listed in Lehmuth's Baldwin list as for the Bethlehem sugar factory on St. Croix, but neither can be identified in the DeGolyer class or purchaser lists, and thus no spec. pages have yet been found.

? '?' w/n 34607

0-4-2T d/w 30", cyls. 9x14", built by Baldwin in 1913

Ordered by Carlos Rohr for Bethlehem Plantation. BLW class 6-11 1/3C no. . Spec. is in vol. p . I had suspected that one of these engines might have been class 6-11 1/3C nos. 53 or 54 (both missing from the class index), but whilst both of those were ordered through Carlos Rohr the spec. pages suggest that they both went to Brazil.

? '?' w/n 39161

0-4-2T d/w 24½", cyls. 7½x12", built by VIW in 1921

Ordered by Melchior, Dessau & Armstrong for ? VIW class 7-3-6. Oil-fired.

? '?' w/n 3145



An unidentified loco at the Bethlehem mill. Not one of the Porter engines as the dome is taller and the tanks shorter and deeper, but could be by either VIW or Baldwin perhaps.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"The Central (Bethlehem) has approximately 15 km.. of 1-meter gauge track on steel sleepers.

The rolling stock consists of: One Diesel powered Brookville locomotive, 12-ton capacity. One 15-ton 8-wheel drive steam locomotive. One 10-ton 4-wheel drive steam locomotive. 125 cane cars of 4 tons capacity each. 6 flat body motor trucks of 1 ½ ton capacity each. 13 flat body motor trucks of 3 ton capacity each.

The greater part of the cane handling is done by motor trucks which are hand loaded and derrick loaded directly in the field. "

And at the Central Sugar Factory "The Central uses motor trucks only for the hauling of the company's cane, the rest of the cane ground at this factory being delivered by squatters or colonos in hired trucks and donkey carts. Six 1 1/2-ton capacity flat body motor trucks and thirteen 3-ton capacity flat body motor trucks are used for making deliveries. These trucks are loaded by hand in some instances, and by derricks in the field. '

20.26.2 Estate La Grange on Sankt / Saint Croix
A/S St. Croix Sukkerfabrikker

Background

2' 6" gauge. Used mules and may never have had locomotives. Two mile line northwest to Estates Prosperity and Williams and southeast to Estate Wheel of Fortune.

Details given in 'Gilmore' 1938 [25]

The Transportation paragraph for this mill in the 1938 edition of 'Gilmore' was as follows: Comments by the present author have been addded in blue.

"No field railroad system is used, instead the company having a fleet of 12 motor trucks that in dry weather deliver direct from field to factory. In wet weather use light carts in the field and transfer cane from carts by field hoists into trucks on improved highways leading to the factory. Small colonos deliver either in light trucks or by small carts. "

20.26.3 Proposed public railway between Christianssted and Frederikssted

Background

Bent Hansen [16] states that just before the First World War, there were also plans for a metre gauge public railway between the island's two towns Christianssted and Frederikssted. The track would have had 15 kg/m rails, just over 30 kilometers long including harbour sidings and factory sidings. There were planned to be three locomotives, ten passenger cars, two mail and passenger cars but surprisingly few freight cars. However, 100 sugar cane transport cars were anticipated. Dave Rollinson [17] adds: Although an engineering survey was carried out, no funds were granted by the Danish Government and it was never built. A photo shows that there was also a pier tramway, probably hand-hauled, at the Central Factory's sugar warehouse in Christiansted.

Further contemporary information about the proposed public railway can be found at: https://www.dwis.dk/digitale-udstillinger/transport-produktion-og-handel-21/jernbaner-i-dansk-vestindien

Additional sources listed by Hansen include:

Sigurd Trolle, "Sukkerbanerne pa St. Croix", in Morten Flindt Larsen, Per Topp Nielsen and John Poulsen, "Roer pa skinner – Jernbnernes rolle I dansk sukkerproduktion", bane boger, Smorum, 2008 (4 pages).

Erik Lawaetz, St. Croix.

Ernst Mentze, Dansk Vestindien. Billede af lokomotiv nr. 3, Blaere.

Vore gamle Tropekolonier IV. Flere forfattere. Redaktør ikke opgivet.

P. P. Sveistrup, Bidrag til de tidligere dansk-vestindisske øers økonomiske historie. København 1942.

Smith and Ames, Report on the West Indian Sugar Factory. 1923. S & A var rådgivende ingeniører i New York og Havana.

Ålborg Stiftstidende 20.06.1876. Indbydelse til aktietegning i A/S St. Croix Fællessukkerkogerier blandt andet underskrevet af G. A. Hagemann og C. F. Tietgen.

St. Croix Avis 12.05.1906.

St. Thomas Bank.

St. Croix Landmark Society.

Dansk Vestindisk Selskab.

Selskabets medlemsblade. Således 4.2002.

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Sigurd Trolle.

Per Topp Nielsen.

Martin Murray.

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The Royal Library.
The National Museum.
Sigurd Troll.
Per Topp Nielsen.
Martin Murray.
Morten Flindt Larsen, Per Topp Nielsen and John Poulsen, Rowing on rails. Track books 2008. Here are more photos from the sugar tracks.

20.27 Unidentified locomotives for Caribbean destinations

20.28 Appendices

20.28.1 Summary information on the history of Puerto Rico sugar mills

20.28.2 P. C. Dewhurst's article in the *Locomotive Magazine* in 1919, on the locomotives and stock of the Jamaica Government Railway

THE LOCOMOTIVE JANUARY 15, 1919.
THE JAMAICA GOVERNMENT RAILWAY AND ITS LOCOMOTIVES.
By P. C. DEWHURST, M.Inst. Loco. E., M. J. Inst. E.

January episode follows:

(Map of Jamaica and gradient profiles both displayed on the first double page spread)
Also FIG. 1. TROJA STATION, J. G. RY.
and FIG. 2. SPANISH TOWN JUNCTION, J. G. RY.

MANAGED as a Government Department, the Jamaica Government Railway is under the control of a director, with headquarters at Kingston, the capital of the island.

The total length of the railway is now 197½ miles, its present constitution being practically two main lines with a branch on each ; (see map). The line is of standard gauge 4 ft. 8½ in., and single throughout, with crossing places provided at all stations. The general form is an " Island " platform comprising the station-master's house and the usual waiting rooms, etc. Fig. 1, which shows " Troja " station on the Port Antonio line, gives a good idea of this. Fig. 2 is a view of the east end of Spanish Town station, looking westward. Spanish Town is the principal junction.

The traffic is operated from Kingston, on the American system, by Train Despatchers. Each main line has one through passenger train each way per day,, as well as some local passenger trains and branch connections. Trains stop at all stations.

The bulk of the traffic is agricultural produce, sugar, cattle, etc., goods trains being run as required. Fruit (bananas, oranges, etc.,) is a large item, and calls for special trains at all hours of the day and night on short notice.

Passenger trains on the level average 27 miles per hour, and on the hill sections 18 miles per hour.

Goods trains on the level run 15 to 18 miles per hour and on the hill sections 10 to 15 miles per hour.

The gradients on much of the line are severe, as will be seen from the gradient profile, the maximum being 1 in 30 ; the summit on the Montego Bay line is 1,680 ft. and on the Port Antonio section 750 ft., whilst the three main termini are each within a few feet of sea level.

The curves in the hill sections are very sharp, as severe as 330 ft. radius being frequent. Bottle-neck loops also occur in these sections and in some parts the train is never clear from a guard or check rail on one side or the other.

Most of the older sections of the line are laid with English type bull-head rails, 60 Ib. per yard, in chairs. The later sections have American type flat-bottomed rails, weighing in some cases 60 Ib. and in others 80 Ib. per yard, spiked direct to the sleepers. The 60-lb. rail is gradually being superseded by the 80-lb. American type rail. Wood sleepers are used throughout, being of various hardwoods grown in the island.

The Spanish Town Old Harbour section was laid with " Lovesey (sic, should be 'Livesey') " oval pot sleepers throughout when it was first built and some of these sleepers are still in use in sidings.

There are forty-one tunnels on the line, aggregating 5,345 yards in length, of which three are over 300 yards, the longest being the Gibraltar Tunnel (730 yards) near Bog Walk ; a view of the west entrance of this tunnel is shown in fig. 3. Some of the tunnels are only partly lined and some entirely unlined. There are few overbridges.

There are five concrete viaducts, the greatest length being 250 ft. in five spans, one near Linstead and a similar one near Ewarton. The steel viaducts also total five, of which the longest is 332 ft. long in eleven spans near Montego Bay.

The longest bridge is the Rio Grande Bridge near St. Margaret's Bay ; this is 468 ft. long in six spans of 78 ft. The Wag Water Bridge, near Annotto Bay, has the longest span, however, having one span of 180ft. and two of 130 ft., making 440 ft. in all. May Pen Bridge over the Rio Minho at May Pen comes next, with one 150 ft. span and two of 75 ft., totalling 300 ft. The Wag Water Bridge is shown in Fig. 4 and is composed of through Pratt truss spans, as are

most of the modern steel bridges on the line.
Before dealing with the locomotives, it will be interesting to survey the origin and growth of the line to its present position.
Details of the history of the railway, even the comparatively recent part, are difficult to trace owing to the many changes in ownership, and finally by the destruction in the great earthquake of 1907 of most of the records then left.

On the second double page spread are FIG. 3. GIBRALTAR TUNNEL, J. G. RY.
FIG. 4. WAG WATER BRIDGE, J. G. RY.
and FIG. 5. KINGSTON RUNNING SHEDS, J. G. RY.

The Jamaica Railway is noteworthy as being the earliest colonial railway, and undoubtedly owes its inception to the " railway mania " of the forties, the first part of the line being projected in 1843.
During the building of this first section, the railway projects for Jamaica, which were before the public in England, had assumed most extravagant proportions. There were at the time no fewer than six schemes projected (including an Atmospheric line), with a total suggested capital of nearly £3,500,000, and a total length of over 300 miles. As if this were not already enough, in the latter half of 1845 the " Jamaica Southern, Eastern and Northern Railway " was projected to run from Kingston to Montego Bay (by what route is not now clear) ; the capital of this ambitious scheme was to be £1,500,000. However, towards the end of 1845, the British Government instituted a strict supervision of all proposed railways in the colonies, and thereupon all these schemes appear to have fallen through, the original project alone surviving.
The first section of the railway to be built was that from Kingston through Spanish Town to Angels, 14½ miles (see map). It was named " The Jamaica Railway," and was projected by a Mr. William Smith, of Manchester, England, in 1843 ; actual construction commenced about September, 1844.
The first locomotive to arrive in the island appears to have been the object of great interest to the people, one newspaper of the time noting that " a goodly crowd collected for the purpose of seeing the locomotive in action."
The section was opened on Nov. 21st, 1845, by the Governor of Jamaica, the Earl of Elgin, when a special train was run to Spanish Town and back with the Governor ; on the return journey a maximum speed of 30 miles per hour was attained. A second trip was made later in the day and the return trip was performed at an average speed of 28 miles per hour.
These speeds appear to have been higher than was considered safe in Jamaica at that time, as the following quaint extract (from a newspaper of December, 1845), serves to show : " Isaac Taylor,
the driver of the train on Sunday evening, was fined £2 for disobeying orders in having put the train at 40 miles per hour instead of 20, as he had been ordered, thereby causing great alarm and endangering the lives of the passengers inasmuch as there was great risk of the train taking fire, or some other accident occurring from the great rapidity of the motion." Incidentally this shows that Sunday trains were early in demand.
This 14½ miles remained the length of the line until on July 1st, 1869, an extension from Spanish Town to Old Harbour, 11 miles, was opened ; this was owned and worked by the original company.
In April, 1879, the Jamaica Government purchased the railway and soon afterwards put in hand two extensions ; one from Old Harbour to Porus, 24½ miles, was opened on February 26th, 1885, and the other, from Angels to Ewarton, 14½ miles, was opened on August 13th, 1885.
On January 1st, 1890, the Government sold the railway to the West India Improvement Co., an American syndicate, under covenants for the extension of the line to Montego Bay and Port Antonio respectively.
The extension from Porus to Montego Bay, 66 miles, was opened in the latter part of January, 1895, whilst the extension from Bog Walk (a station on the Ewarton extension) to Port Antonio, 54½ miles, was opened on August 6th, 1896. The new owners, however, do not appear to have made the railway a financial success, as in 1898 the bond-holders assumed possession of the line, and finally in April, 1900, the Jamaica Government again resumed possession.
The railway has since been carried on as a Department of the Government, and with the exception of a branch from May Pen to Chapelton, 13 miles, opened on September 4th, 1913, no further extensions have been made.

The locomotive running sheds are at Kingston, Montego Bay, Port Antonio, Clarendon Park and Ewarton ; Kingston being the headquarters where the locomotive, carriage and wagon works are situated, the present works having been completed in 1909.

Fig. 5 shows Kingston running shed from the west. The depots for coaling, watering and turning of engines are indicated on the gradient profile.

It will also be observed from this profile that as the Kingston-Porus section is mainly flat and also fairly free from curves while the remainder is of a distinctly hilly nature, two entirely different classes of locomotive work are required. Owing to this the smaller classes of engines are kept on the Kingston-Porus section and on the Ewarton and Chapelton branches, whilst the larger engines are kept as much as possible to the hill sections, as their small driving wheels render them very unsuitable for running at anything more than 20 miles per hour.

The locomotive department in later years has been very much handicapped by an exceptional variety of types of engines, and further by very frequent changes in the superintendency.

(To be continued).

February episode follows:

FIG. 6. 2-2-2 TENDER LOCO “PROJECTOR . JAMAICA RY.

The first locomotives supplied to Jamaica were two 2-2-2 outside cylinder single-framed tender engines; they were built in 1844 by Sharp Bros., Manchester (makers Nos. 302 and 305) and started work in Jamaica in 1845 ; they were part of a batch of four engines under construction for the Berlin-Hamburg Railway and were supplied to Jamaica in order to expedite delivery, two others being put in hand to replace them in the Berlin-Hamburg lot. They were named " Patriot " and " Projector," and were very shnilar to the tank engines next described but having Sharp's standard four-wheeled tender of the period. One of them is shown in Fig. 6, which is a reproduction of a photo taken in 1862. The cylinders were 13 in. by 20 in., driving wheels 5 ft. in. diameter, leading and trailing wheels 3 ft. in diameter, wheelbase 12 ft. 1 in., the total weight of the engines in working order being about 18 tons.

The boiler was 3 ft. 4 in. diameter, the barrel being 9 ft. 5 in. long and the firebox shell 3 ft. 2 in.; it contained 106 2-in. diameter tubes, giving with the firebox a total heating surface of 585 sq. ft. ; the grate area was 10.4 sq. ft. The steam pressure was about 85 lb. The boiler barrel was in three rings, the longitudinal joints being butt-jointed with cover plates inside only, the dome was on the front ring and had the usual " Sharp " casing with spring balance safety valve thereon. The steam chests were inside the frames, the valves being operated by link motion ; the crossheads were of the two-bar type with the crosshead between. The engines were fitted with feed pumps, placed outside the slide bars and worked off the crossheads, but one of these was later replaced by an injector. The tenders, which ran on six wheels 3 ft. dia., were of the standard "Sharp" pattern of the period with outside bearings and carried about 1,000 gallons of water. These two engines usually burned coke. The gentleman in the high hat shown in the photo on the footplate of the engine Projector - was Mr. David Smith, one of the founders of the Jamaica Ry.

Four more engines were supplied the following year by Sharp Bros. (makers' Nos. 312-315) dated, 1845, They were 2-2-2 outside cylinder, single-framed, well-tank engines, of practically the same design as the tender engines ; they were named "Emancipation," Enterprise," " Perseverance" and " Success," and are illustrated in their original state by Fig. 7, the wheels and wheelbase, motion, etc., being identical with the previous tender engines, but the cylinders were 12 in. by 18 in. The boilers were also the same, except that they contained 147 1¾-in diameter tubes, giving, with the firebox, a total heating surface of 621 sq. ft. The total weight in working order was about 20 tons, As originally built, the well tanks were between the frames, under the boiler, between the leading and driving axles and also under the bunker ; they carried about 400 gallons of water. A hand brake was provided applying one block on the right trailing wheel.

FIG. 7. 2-2-2 TANK LOCO “ENTERPRISE” JAMAICA RY. (AS BUILT)

FIG. 8. 2-2-2 TANK LOCO “ENTERPRISE” JAMAICA RY. IN 1862.

These four engines usually burnt wood for fuel and were for some considerable time fitted with " Dia-mond" chimneys for this purpose.

Fig. 8 is a reproduction of a photo of "Enterprise " taken in Jamaica about 1862 showing an additional box-like construction at the front end, covering the rubber bearing-springs with which these " Sharp " tank engines were fitted at one time ; they were very similar to those employed by McConnell on the L. & N.W.R. in 1849 ; they were again replaced by steel laminated springs about 1870. About 1875, as a result of an accident in that year, all the engines were fitted with cow-catchers. These six engines would appear to have been ample for the requirements of the line, and no more engines were obtained until the Old Har-bour extension was opened in 1869.

There is no direct record of the later history of these " Sharp " engines. At some time prior to 1874 one of the tank engines was altered to a saddle-tank and re-named " Our Own." In 1875 one of the tender engines, " Patriot," was converted to a side-tank, the frames being lengthened at the trailing end to carry a bunker ; it was at the same time renamed "Jamaican." About this time one of the original tank engines appears to have been broken up. At the end of 1876 one of the tank engines, " Perseverance," was altered and fitted with side-tanks, but does not appear to have been renamed. About the end of 1876 or early 1877 " Our Own " was withdrawn.

It will thus be seen that four of these " Sharp " engines were left to come into the possession of the Government in 1879, viz., one tender engine " Projector," one converted engine "Jamaican," one altered tank engine " Perseverance," and one unaltered tank engine, probably " Enterprise."

Two more engines were imported in readiness for the opening of the extension to Old Harbour in 1869. These were 2-4-0 inside-cylinder, single-framed, side-tank engines ; they were built by the Yorkshire Engine Co. in 1868 (makers' Nos. 78 and 79). They were named "Extension " and " New Era," and are shown in Fig. 9 as built. The cylinders were 12 in. by 18 in. ; leading wheels, 3 ft. ; driving and trailing wheels, 4 ft. 6 in. ; wheelbase, L to D, 6 ft. 4 in. ; D to T, 6 ft. 2 in. The boiler was 3 ft. 3¾ in. diameter, of raised firebox top type, with girder roof stays, the barrel being 9 ft. long, and firebox shell 3 ft. 10 in. ; it contained 124 1¾ in. diameter tubes, and produced with the firebox a total heating surface of 578 sq. ft. ; the grate area was 9.6 sq. ft. The working pressure was about 120 lb. The boiler barrel was in three rings, each ring being made out of two plates (half rings), lap-jointed together at each side on the horizontal centre line of the boiler. Spring balance safety valves were fitted over the firebox. The boiler was fed by two injectors placed beneath the foot-plate. The steam chest was between the cylinders, the valves being operated by link motion, the reversing shaft being below ; the crossheads were of the two-bar type, with the crosshead between. The side tanks carried 500 gallons of water, and the bunker held 16 cwt. of coal ; a hand brake was fitted. The total weight in working order was 20 tons 6 cwt. These engines were fitted with a dome on the front ring of the boiler, a few years after they were built, as they frequently knocked out their cylinder covers owing to priming. A donkey pump was also fitted for some time, being placed at the front end of right-side tank, but it was afterwards removed and a ram pump driven off the right crosshead substituted ; they were fitted with iron cowcatchers about 1875. In their later days they were fitted with dome casings from the old " Sharp " engines, although the safety valves remained over the firebox as when built, in addition to the one on the dome ; taper chimneys were also fitted. A cab with side sheets was provided about 1884, and Fig. 10 shows the engines as they were in 1886 with these alterations, and after they had been taken over by the Government.

FIG. 9. 2-4-0 SIDE TANK LOCO. “EXTENSION.” JAMAICA RY.
FIG. 10. 2-4-0 REBUILT TANK LOCO. No. 9 JAMAICA RY.

When the railway was purchased by the Government in 1879 the engines were given numbers. It will be convenient here therefore to review the loco-motive stock as handed over. This consisted of six engines, Nos. 1 to 4 being the old " Sharp " engines, whilst the " Extension " class became Nos. 5 and 6.

The numbering of the " Sharp " engines is not quite certain, but the converted engine " Jamaican " became No 3 and the altered tank engine " Perseverance " seems to have become No 2, leaving the two unaltered tender and tank

engines to fill the other numbers.
It seems, however, that Nos. 1 to 4 were in very poor condition, and only one or two of them were fit for service. Nos. 1 and 4 appear to have done little or no work for the Government, and No 3 was withdrawn in a few months and broken up in 1881. No. 2 continued in service until the middle of 1884, when it was condemned and broken up, having lasted practically forty years. There is no record of any new boilers being supplied to these " Sharp " engines, and the rings of the barrels of some of them are still in use as ' blacksmiths' forges, so they must have been made of good material. Nos. 5 and 6, " Extension " class, continued as such to the end of 1884. when they were re-numbered 8 and 9 to make room for new Kitson engines ; No. 8 was altered again in January, 1886, to No. 10 and ceased work in Septem-ber, 1886. No. 9 ceased work in July, 1888. (To be continued.)

March episode follows:

Early in 1880, the first of the engines ordered by the Government arrived in Jamaica. It was an 0-6-0 inside cylinder, side tank engine, built by Kitsons, Leeds, in 1879 (makers' No. 2297). It was at first numbered 7, and was closely followed by No. 8, Kitson, 1880 (makers' No. 2298). A third engine of the class was built by Kitson's in 1880 (makers' No. 2361), and started work early in 1881 ; it was given the number 3, taking the place of old No. 3, then withdrawn. No. 8 was renumbered 1 a year or two later and at the end of 1884 No. 7 was altered to 2, replacing old " Sharp " No. 2, and leaving room for one of the newer Kitson engines then being imported.
It will be seen therefore that by the end of 1884 this class was numbered 1 to 3. They are shown as built in Fig. 11. The boiler was of raised firebox top type with girder roof stays, the barrel being in three rings. An unusual feature of these boilers was the middle ring of the barrel, which was an endless ring plate. The boiler was fed by one pump worked off the L side crosshead and by one injector. The pumps however were removed in 1902-5 and replaced by a second injector ; the steam chests were between the cylinders, the valve gear being Stephenson link, with the reversing shaft above ; the crossheads were of four-bar type.
The engines as built were only fitted with hand brakes, and had " awnings," consisting of a roof and small front weather-boards, but proper cabs were fitted about 1884, very similar to the cabs fitted to Nos. 4 to 8 next described.
On October 28th, 1892,

FIG. 11. 0-6-0 TANK LOCO. No. 7 AS BUILT. J. G. RY.
Cylinders .. .. 14 in. x 20 in.
Wheels, diameter of coupled, 3 ft. 9 in. (3 ft. 10 in. with 2½ in. tyres).
Wheelbase, leading to driving, 6 ft. 0 in. ; driving to trailing, 6 ft. 4 in.
Boiler, height of centre line . . .. . . 5 ft. 10 in.
,, length of barrel, 9 ft. 3 in. ; mean dia. 3 ft. 6 in.
Firebox shell, length, 4 ft. 0 in. ; width, 4 ft. 0 in.
Tubes, number, 114; outside diameter, I¾ in.
Heating surface, tubes, 500 sq. ft. ; firebox 54 sq. ft.
" " total 554 sq. ft.
Grate area 12 sq. ft.
Boiler pressure 150 Ibs. per sq. in.
Tank capacity 500 gall.
Coal capacity 18cwt.
Engine brakes Hand.
Weight in working order, total 24 tons 15cwt.
Rated tractive force at 85% 11,107 lb.

No. 3 jumped the track just outside the Gibraltar Tunnel, near Bog Walk, and fell some 60 ft. on to the river bed, killing the fireman (the scene of this accident is shown in Fig. 5). The engine was very badly damaged, but was

repaired and ran until it was withdrawn from service in February, 1899 ; it was broken up about 1903. In 1904 No. 1 had the side tanks lengthened towards the front, giving 650 gallons capacity, and is so shown in Fig. 12; it was fitted with a second-hand boiler from engine 4 in 1913. This boiler exploded on August 19th, 1913, in Kingston running-shed, the boiler itself being blown through the shed roof ; the engine was badly damaged and was scrapped. The fact that the barrel and firebox were torn apart and fell over 200 yards from one another indicates the severity of the explosion. In 1905 No. 2 was fitted with a saddle tank of semi-circular top pattern, giving a capacity of 950 gallons, and also with an extended smokebox ; see Fig. 13. At the same time the injector clack boxes were fitted on the firebox shell in the cab, one each side just above the firehole, where they delivered the feed against the back plate of the inside firebox ; a very unusual position and trying to the steel inside firebox which was then fitted, but which nevertheless lasted till 1915. It was again altered to a sidetank engine in 1913, but with widened side tanks holding 820 gallons of water, and is shown in Fig. 14. It was withdrawn and scrapped in December, 1915.

It will be well, before continuing the actual railway engines, to refer here to two engines which had been imported for the construction of the Porus and Ewarton extensions. These engines were ordered by the Government, but were never actually numbered in the railway stock ; they were 0-4-0 outside cylinder saddle tank engines, built by Black, Hawthorn & Co., in 1882 (makers' Nos. 674 and 675), and carried numbers 1 and 2 (not to be confused with the railway Nos. 1 and 2). They are illustrated by Fig. 15. The boiler was fed by one plunger pump, worked by an eccentric on the driving axle, and by orie injector on the L side ; two spring balance safety valves were fitted over the firebox. The slide valves were operated by link motion, with the reversing shaft below ; the crossheads were of two-bar type. Xo. 2 was at Port Royal for some years and was scrapped about 1907. No. 1 was in later years sold to the Hamburg-America Steamship Co. for use on the Kingston piers, and was taken possession of by the Government on the outbreak of war in 1914.

(To be continued.)

FIG. 12. 0-6-0 SIDE TANK LOCO. No. 1. J. G. RY.
FIG. 13. 0-6-0 SADDLE TANK LOCO. No. 2. J. G. RY.
FIG. 14. ALTERED 0-6-0 TANK LOCO. No. 2. JAMAICA GOVT. RY.
FIG. 15. CONTRACTORS' LOCO. No. 1.

Cylinders 9 in. x 14 in.
Wheels, diameter 2 ft. 9 in.
Wheelbase 4 ft. 9 in.
Boiler, length of barrel, 7 ft. 3 in. ; mean dia. 2 ft. 3 in.
Firebox shell, lengrth 2 ft. 5 in., width, 3 ft. 2 in.
Tubes, number 55 : outside dia., 1 ¾ in.
Heating surface, tubes, 217 sq. ft. ; firebox, 20 sq. ft.
" " total 237 sq. ft.
Grate area 5 sq. ft.
Boiler pressure 120 lb. Per sq. in.
Tank capacity 250 gall.
Coal capacity 8 cwt.
Weight in working order, total 12 tons 10 cwt.
Rated tractive effort at 85% 3505 lbs.

Nothing in April.

May episode follows:

In the latter part of 1884 four new tank engines, of two different classes, arrived from Kitson's, and were given numbers 4 to 7 (makers' Nos. 2631 to 2634).

These engines, which were 0-6-0 inside cylinder, side-tank engines, were slightly longer and larger than Nos. 1 to 3, and whereas Nos. 5 to 7 had smaller wheels and larger flush-topped boilers, No. 4 had the same sized wheels and type of boiler as Nos. 1 to 3, but was otherwise like Nos. 5 to 7.
No. 4 is represented as built by Fig. 16 (which actually shows No. 8).

FIG. 16. 0-6-0 TANK LOCO. No. 8, J. G. RY.
Cylinders .. .. 14 in. x 20 in.
Wheels, diameter of coupled, 3 ft. 9 in. (3 ft. 10 in. with 2¾ in. tyres).
Wheelbase, leading to driving, 6 ft. 0 in. ; driving to trailing, 6 ft. 4 in.
Boiler, height of centre line .. .. .. 5 ft. 10 in.
length of barrel, 9 ft. 3 in. ; mean dia. 3 ft. 6 in.
Firebox shell, length, 4 ft. 0 in. ; width, 4 ft. 0 in.
Tubes, number, 114 ; outside diameter, I¾ in.
Heating surface, tubes, 499 sq. ft. ; firebox, 53 sq. ft.
" " total .. .. 552 sq.ft.
Grate area .. .. 11.5 sq ft.
Boiler pressure .. .. 150 Ib. per sq. in.
Tank capacity, as built, 600 gall, (as altered, 820 gall.).
Coal capacity . . .. 1 ton
Engine brakes . . .. Steam & hand
Weight in working order :
Total as built .. .. 29 tons
" (as altered) . . .. 30 tons 10 cwt.
Rated tractive force at 85% .. .. .. 11,107 Ib.

It was the first engine for Jamaica to have a proper cab ; the remarks as to feed pumps, motion, crossheads, etc., given for Nos. 1 to 3, apply also to this engine ; the middle ring of the boiler was, however, made in the usual way, with a longitudinal butt joint. The engine as built was fitted with a steam brake and was the first in Jamaica so built. In 1902 this engine was reboilered and at the same time the side-tanks were lengthened at front end to give a capacity of 740 gallons ; the bunker was made slightly higher, and gave 1 ton 2 cwt. coal capacity (see Fig. 17) ;

FIG. 17. REBUILT TANK LOCO. No. 4, J. G. RY.
FIG. 18. REBUILT TANK LOCO. No. 4, J. G. RY.

it remained in this condition until 1913, when the 1902 boiler was removed to engine 1 and exploded thereon, as mentioned previously. In 1915 it was rebuilt at Kingston Works (see Fig. 18) with a new boiler, in this case having direct firebox roof stays and widened side-tanks giving a capacity of 820 gallons ; the cab was also modified and the roof extended ; a shorter chimney was also provided.
Nos. 5 to 7 are illustrated in Fig. 19.
The boiler is of flush-top type, with direct firebox roof stays, the barrel being in three rings; the motions, crossheads and boiler feed arrangements were the same as No. 4, and were subsequently modified in the same way ; the engines as built were fitted with steam brakes. No. 5 had a new boiler in 1907, but otherwise remains as when built; No. 6 had a new boiler about 1900 and remained as built; it was rebuilt in 1916 at Kingston, with another new boiler, the cab being modified, roof lengthened and a shorter chimney fitted (see Fig. 20) ; cast-iron driving wheel centres were also fitted at that time. No. 7, after having a second-hand boiler for some years, was refitted with its original boiler in 1912, and ran until November, 1916, when it was withdrawn.
At the end of 1885, another 0-6-0 tank engine arrived from Kitson's and started work in January, 1886 ; it was numbered 8 (makers' No. 2905) ; it is exactly the same as No. 4 previously mentioned, and shown in Fig. 16 ; the feed

pump was replaced by a second injector about 1902-3, and in 1913 the side tanks were widened to give 820 gallons capacity, otherwise the engine remained as when built.
In 1917 it was rebuilt at Kingston, a new flush-topped boiler of 5-7 type being employed. The cab has been modified considerably, the back being closed in with a weather-board and side sheets, and the bunker has been made higher in order to prevent coal dust being blown off. The new standard chimney, similar to Nos. 4 and 6, is also fitted ; it is shown as now running in Fig. 21.
These tank engines, Nos. 1 to 8, originally had all wheels flanged, but for many years now they have been running with flangeless main drivers. Brake gear is fitted to the driving and trailing wheels only, but for some time previous to about 1901 brake blocks were fitted to the leading wheels as well, but since then they have been running with only the driving and trailing wheels braked as when new. They were all equipped with Westinghouse air brakes about 1901-2.
All the Kitson tank engines have given very good service ; it will be noted that No. 1 original boiler

FIG. 19. 0-6-0 TANK LOCO. No 5, J. G. RY.
Cylinders . . . . . 14 in. x 20 in.
Wheels, diameter, coupled . . . . 3 ft. 3 in.
Wheelbase, leading to driving, 6 ft. ; driving to trailing, 6 ft. 4 in.
Overhang, leading, 5 ft.7 in. ; trailing . . 5 ft. 7½ in.
Boiler, height of centre line . . . . 5 ft. 10 in.
„ length of barrel, 9 ft. 1 in. ; mean dia. 3 ft. 11 in.
Firebox shell, length 4 ft. 4 in.; width . . 4 ft.
Tubes, number, 130; outside dia. .. 1¾ in.
Heating surface, tubes 558 sq. ft. ; firebox.. 58 sq. ft.
total . . . . . 616 sq. ft.
Grate area 13 sq. ft.
Boiler pressure 150 Ib. per sq. in.
Tank capacity 600 gall.
Coal capacity 1 ton.
Engine brakes Steam and hand.
Weight in working order, total 29 tons 2 cwt.
Rated tractive force at 85 per cent. 12,815 lb.

FIG. 20. 0-6-0 TANK LOCO. No. 6, J. G. RY.

was in service from 1880 to 1913 – thirty-three years,whilst the original boiler of No. 4 (fitted to No. 2 in 1905) lasted from 1884 to 1915 – thirty-one years. No. 7's boiler lasted from 1884 to 1916 – thirty-two years, and No. 8's from 1885 to 1916 – thirty-one years ; although they each had a new steel inside firebox during their life (the original inside boxes were copper), it can certainly be said that these boilers earned their retirement.

FIG. 21. 0-6-0 TANK LOCO. No. 8, J. G. RY.

No episode in June.

July episode follows:

The next engines were four 4-4-0 inside cylinder tender engines ; they were built by Kitson & Co. in 1889 (makers' Nos. 3,124 to 3,127) and numbered 9 to 12. Fig. 22 illustrates No. 9 as built. These were the first engines for the Railway to be fitted with " wedge " horns and thereafter all subsequent engines (with the exception of new No. 3 to be described later) were so fitted ; this particular class have the wedges to the front of the

horns, all the others have them in the more usual position to the rear.
They were well up-to-date for the time they were built, the cylinder casting being designed with a saddle, on which the circular smokebox rests direct ; the bogie is of the " swing-link " type and steam sanding gear was fitted. The boiler is of raised firebox top type with girder roof stays, the barrel being in three rings, the smokebox tubeplate is of the " drumhead " type. The boiler was fed by one pump off the L side cross-head and one injector placed below the footplate ; the pumps and non-lifting injectors, were removed in 1902-4 and replaced by lifting type injectors, one on each side of the engine, Fig. 23 showing engine No. 10 thus fitted. The steam chest is between the cylinders, the valves being operated by link motion, with the reversing shaft below. These engines have a combined lever and screw gear in the cab ; one or other method of reversing can be used as required, all previous and subsequent engines (with the exception of Nos. 30-32 to be described later) being reversed with a lever only. The crossheads are of the four-bar type. These engines were equipped with steam brakes on the engine and hand-brakes on the tender when new, but they were fitted with air

FIG. 22. 4-4-0 TENDER ENGINE No. 9, JAMAICA GOVT. RY.
Cylinders ... ... 15in. x 22. in
Wheels, diameter of bogie ... ... 2 ft. 6 in.
(2 ft. 6½ in. with 2¾ in. tyres.)
diameter of coupled ... ... 4 ft. 6 in.
(4 ft. 6½ in. with 2¾ in. tyres.)
Wheelbase, adhesive, 7ft. 3 in. ; total engine 19 ft. 0 in.
Overhang, leading, 1 ft. 11½, in. ; trailing ... 3 ft. 8 in.
Boiler, height of centre line ... ... 6 ft. 3 in.
length of barrel, 10 ft. 0 in. ; mean dia. 3 ft. 8 in.
Firebox shell, length, 4ft. 6 in. ; width ... 4 ft. 1 in.
Tubes, number, 128; outside diameter ... 1¾ in.
Heating surface, tubes, 603.5 sq. ft. ; firebox, 68 sq. ft.
total ... ... 671.5 sq. ft.
Grate area ... ... 14 sq. ft.
Boiler pressure ... ... 150 Ib. per sq. in.
Tank capacity ... ... 1200 gall.
Coal capacity ... ... 3 tons.
Weights in working order :—
Adhesive ... ... 21 tons 5 cwt.
Total engine ... ... 31 tons 5 cwt.
Total engine and tender ... ... 48 tons 10 cwt.
Rated Tractive Force at 85% ... ... 11,687 Ib.

FIG. 23. ENGINE NO. 10, J. G. RY., REBUILT.

brakes throughout by 1901-2 ; as first fitted up the reservoirs were short and of large diameter, being placed on the running-plate at the right side of the smokebox. At this time also the sanding gear was altered to operate by air.
The tenders¨ which are 15 ft. 3 in. long over buffer beams with water-bottom type tanks, run on four wheels of 3 ft. 3 in. diameter spaced 7 ft. 0 in. apart

FIG. 24. 4-4-0 ENGINE NO. 11, J. G. RY., ALTERED.

having outside frames and bearings.
In 1902-4 two of them, Nos. 10 and 11, were fitted with equalizers between the driving and trailing springs, but these

were afterwards removed. In 1910 a new boiler with steel firebox was supplied to No. 11, and in 1911 a similar new boiler was fitted to No. 12 ; these boilers are of the same design and dimensions

FIG. 25. 4-4-0, ENGINE NO. 9, J. G. RY., REBUILT.

as the original ones. No. 11, however was fitted with a straight-topped chimney at this time, and is so shown in Fig. 24. In 1916 No. 9 was re-built in Kingston with a new boiler, cab, back sandboxes and other modifications, the usual form of screw reversing gear being fitted, the original method of steam sanding being reverted to ; it is shown in Fig. 25.

We now come to the period of extension of the lines by the West India Improvement Co., and before describing the locomotives ordered during the time the line was under that management, it is convenient to note the engines used on the construction work at the isolated ends, viz. : Port Antonio and Montego Bay.

On the Port Antonio section No. 3 (Kitson 1880) was the first engine to be used, it was sent from Kingston to Port Antonio by sea, and was shipped practically intact ; Nos. 5 and 11 were afterwards shipped in a similar manner. Next a contractor's engine (afterwards Nos. 27 and 14) was imported second-hand and landed at Port Antonio ; later No. 23 was erected there, early in 1896, and was on construction work until the line was completed, when it came through to Kingston.

On the Montego Bay section Xos. 18, 20 and 21 were employed, being landed and erected at Montego Bay, coming through to Kingston when the line was linked up.

With the five exceptions given above, all the engines of the Jamaica Railway were landed and erected at Kingston.

It should be noted that there is a gap in the numbering between Nos. 12 and 15, and it may be said that there has never been a No. 13 and no No. 14, except between 1901 and 1906, when the contractors' engine No. 27 carried No. 14.

It should also be noted that from now on all the locomotives (except new No. 3 to be described later) and rolling stock have been built with central couplers of American type with no side buffers. The previous English-built stock has not however been converted except one or two odd carriages and wagons, at first for financial reasons and latterly on account of that stock being too old ; consequently the inconvenience of two entirely different systems of coupling has gone on for about 28 years and will continue until the old stock finally disappears.

The first engines ordered by the new management were two 4-6-0 outside cylinder tender engines ; they were of the usual American construction with " bar " frames and were built by Rogers Locomotive Co., U.S.A., in 1890 (makers' Nos. 4000-1) and numbered 15 and 16. No. 15 is shown in Fig. 26 and is as built, except for a different chimney.

These engines were a great advance in power and were designed for working the hill sections, as have all the engines subsequently obtained, with a few exceptions. The boiler was of the extended wagontop type, the steel firebox having direct radial roofstays, the barrel containing four rings with the dome and safety valves on the back one ; it was fed by two lifting type injectors. The steam chests were above the cylinders with balanced slide valves, operated by

FIG. 26. 4-6-0 ENGINE NO. 25, J. G. RY.
Cylinders 18 in. x 24 in.
Wheels, diameter of bogie 2 ft. 4 in.
"" diameter of coupled … 4 ft. 8 in.
Wheelbase, adhesive, 11 ft. 11 in. ; total engine 22 ft. 4 in.
Overhang, leading, 1 ft. 7½ in. ; trailing … 4 ft. 5½ in.
Boiler, height of centre line … 6ft. 10½ in.
"" length of barrel, 12ft. 3 in. ; mean dia. 4ft. 6in. and 5 ft. 3 in.
Firebox shell, length, 8 ft. 3 in. ; width 3 ft. 5½ in.
Tubes, number, 201 ; outside diameter 2 in.
Heating surface, tubes, 1324 sq.ft. ; firebox 161.9 sq. ft.
total ... ... 1485.9 sq. ft.
Grate area ... ... 21.5 sq. ft.

Boiler pressure ... ... 180 lbs. per sq. in.
Tank capacity ... ... 2916 galls
Coal capacity ... ... 5 tons.
Weights in working order :—
Adhesive ... ... 36 tons, 8 cwt. 2 qrs.
Total engine ... ... 48 tons, 11 cwt. 2 qrs.
Total engine and tender ... ... 81 tons, 5 cwt. 0 qrs.
Rated Tractive Force a 85% .. ... 21,245 Ib.

the usual American pattern link-motion, with rocking shafts. The crossheads were of the four-bar type with the crosshead centres below. The bogie was of the " swing-link " type with " two point " suspension hangers. The springs of the coupled wheels were equalized throughout and the front pair of coupled wheels were without flanges.
The tenders¨ which were 21 ft. 1 in. long over end beams, were of the usual American pattern with U shaped tanks and channel iron frames carried oh two four-wheeled bogies spaced 11 ft. 0 in. apart, with 2ft. 9 in. wheels at 5ft. 2 in. centres and having outside bearings.
No. 15 was fitted with a new boiler in 1899, identical with the original boiler (which was put to stationary work for some years) and lasted until August, 1914, when it was withdrawn. No. 16 had a new boiler in 1908, and ran until February, 1914, when it was condemned.
These were the first engines for the railway to be fitted with air brakes, and came so fitted, being provided with 8-inch compressors ; all the latter engines came equipped, and the previous engines Nos. 1-12 were fitted up in Jamaica afterwards (with one 8-inch compressor each), as noted in each case.
They were also the first to be fitted with rocking-grates of the " finger " type with dump grates at the front ends of the fireboxes. Since that time all engines have been so built or fitted up.
Nos 15-26 were, in addition, all originally fitted with "Le Chatelier" water repression brakes, but these were dismantled by the year 1902 as they caused trouble with cylinder covers particularly on the compound engines.
(To be continued.)

August episode follows:

The next engine was a 4-6-0 outside cylinder, two cylinder compound tender engine ; it was built by the Rhode Island Locomotive Works, U.S.A., in 1891 (makers' No. 2651) and numbered 17, starting work in 1892. It was of the usual American pattern. Fig. 27 illustrates it as built.
The boiler was of the extended wagon-top type with a steel firebox and direct radial roof stays, the barrel containing four rings with the dome and safety valves on the back one ; it was fed by two lifting-type

FIG. 27. 4-6-0 COMPOUND LOCO. No. 27, J.G. RY.
Cylinders : (1) H.P. 18 in. x 24 in. (1) L.P. 28 in. x 24 in.
Wheels, diameter of bogie : 2 it. 2 in.
coupled, 4 ft. 2 in.
Wheelbase, adhesive, 11 ft. 11 in., total engine, 22 ft. 4 in.
Overhang, leading, 1 ft. 7½ in., trailing, 4 ft. 5½ in.
Boiler, height of centre line, 6 ft. 1¼ in.
,, length of barrel, 12 ft. 6¼ in. mean dia., 4 ft 6 in and 5 ft. 3 in.
Firebox shell, length, 8 ft. 3 in., width, 3 ft. 5 in.
Tubes, number 201, outside dia., 2 in.
Heating surface, tubes, 1324 sq. ft. ; firebox, 161.9 sq ft
total, 1485.9 sq. ft.
Grate area, 21.5 sq. ft.

Boiler pressure, 180 Ib. per sq. in.
Tank capacity, 2916 gall.
Coal capacity, 5 tons.

	T. c. Q.
Weights in working order : Adhesive,	38 12 2
Total engine,	51 10 0
Total engine and tender,	84 3 2

Divided wheelbase : bogie, 5 ft. 10 in.
Centre of bogie to front coupled, 7 ft. 6 in.
Front coupled to main driving, 5 ft. 5 in.
Main driving to rear coupled, 6 ft. 6 in.

injectors. The steam chests were above the cylinders, with balanced slide valves operated by link motion through rocking shafts ; semi-automatic starting and intercepting valves were provided and the engine could be run " simple " continuously ; the L P cylinder was on the left side.
The crossheads were of the four-bar type with the crosshead centres below. The bogie was of the swinglink type with " two-point " suspension hangers. The springs of the coupled wheels were equalized throughout, the main driving wheels being flangeless. Two 8-in. compressors were provided for the air brake system. The tender was similar to Nos. 15 and 16.
A new boiler was fitted in 1900, similar to the original one, and in 1904-5 the engine was converted to simple, with two 18-in. cylinders, and ran thus until withdrawn in 1907 ; it was scrapped in 1908 and the boiler was put to stationary work, as had also been done with the original boiler in 1900.

FIG. 28. 2-4-4 TANK LOCO. NO. 18, J. G. RY.
Cylinders, 14 in. x 18 in.
Wheels, diameter of leading pony, 2 ft. 0 in.
coupled, 4 ft. 0 in.
trailing bogie, 2 ft. 2 in.
Wheelbase, adhesive, 6ft. 0 in., total engine, 25 ft. 7 in.
Overhang, leading, 1 ft. 2¾ in., trailing, 1 ft. 11½ in.
Boiler, height of centre line, 5 ft. 6 in.
length of barrel, 9 ft. 3 in... mean dia., 3 ft. 6 in.
Firebox shell, length, 4 ft. 9 in., width, 3 ft. 8 in.
Tubes number 98, outside dia., 2 in.
Heating surface, tubes, 506 sq. ft., firebox, 74.5 sq. ft.
total, 580.5 sq. ft.
Grate area, 12 sq. ft.
Boiler pressure, 180 Ib. per sq. in.
Tank capacity, 833 gall.
Coal capacity, 1½ tons.

	T c Q
Weights in working order : Adhesive,	20 1 0
Total,	35 0 0

Rated tractive force at 85 per cent., 11,245 Ib.
Divided wheelbase : Leading pony to front coupled, 5 ft. 11 in.
Front coupled to main driving, 6 ft. 0 in.
Main driving to centre of bogie, 11 ft. 9 in.
Trailing bogie, 3 ft. 10 in.

The next engine, No. 18, was erected at Montego Bay, as noted previously ; it was a 2-4-4 outside cylinder, rear-tank engine and was built by the Rhode Island Co. in 1893 (makers' No. 2859). It was of course, of American pattern and is shown in Fig. 28.

The boiler was of straight-top type with steel firebox and direct roof-stays, the barrel being in three rings with the dome and safety valves on the middle one, and it was fed by two lifting-type injectors.

The steam chests slide valves, and motion were of the usual American type, the crossheads being of the two-bar type with the crosshead centres below. The trailing bogie was of the swing-link type with " two-point " hangers, the springs being incorporated transversely in the swinging bolster. The springs of the leading pony truck and the two coupled axles were all equalized together ; all the wheels had flanges.

One 8-in. compressor on the right side was provided for supplying the air brakes. This engine was never reboilered and was condemned in September, 1913. It was too light for useful work on the hill sections and as the level sections of the line were fully provided for by the English-built Nos. 1-12 it is not easy to understand why the engine was obtained.

FIG. 29. 4-6-0 COMPOUND LOCO. NO. 19, J.G. RY.

Cylinders, (1) H.P. 20 in. x 26 in., (1) L.P. 29 in. x 26 in.
Wheels, diameter of bogie, 2 ft. 4 in.
,, ,, coupled, 4 ft. 2 in.
Wheelbase, adhesive, 12 ft. 3 in., total engine, 22 ft. 9 in.
Overhang, leading, 1 ft. 8 in., trailing, 6 ft. 0 in.
Boiler, height of centre line, 7 ft. 4 in.
,, length of barrel, 11 ft. 11 in., mean dia., 4 ft. 10¼ in. and 5 ft. 6¼ in.
Firebox shell, length, 10 ft. 3¾ in., width, 3 ft. 6 in.
Tubes, number 240, outside dia., 2 in.
Heating surface, Tubes, 1,539 sq. ft., firebox, 169 sq. ft.
Total, 1,708 sq. ft.
Grate area, 26.4 sq. ft.
Boiler pressure, 180 Ib. per sq. in.
Tank capacity, 2,916 gall.
Coal capacity, 5 tons.

	T.	C.	Q.
Weights in working order ^-Adhesive,	43	6	0
Total engine,	56	18	2
Total engine and tender,	89	12	0

Rated tractive force at 85 per cent., 22,464 Ib.
Divided wheelbase : Bogie, 6 ft. 6 in.
Centre of bogie to front coupled, 7 ft. 3 in.
Front coupled to main driving, 5 ft. 6 in.
Main driving to rear coupled, 6 ft. 9 in.

In July, 1893, another compound started work, and was numbered 19. It is a 4-6-0 outside cylinder, two cylinder "Cross" compound tender engine built by Rogers in 1893 (makers' No. 4875), it is similar to No. 17, but larger and is shown in Fig. 29.

The boiler is of the extended wagon-top type with steel firebox and direct radial roof-stays, the barrel being composed of three rings with the dome and safety valves on the back one ; it is fed by two lifting-type injectors. The steam chests, valves and motion are similar to No. 17 but the starting valve is operated by hand from the cab, the intercepting valve automatically causes compound working after a few

strokes and the engine cannot be operated " simple ; the L P cylinder is on the right side. The crossheads are of the two-bar type with the crosshead centres below, the bogie is of similar type to No. 17. The springs of the coupled wheels are equalized throughout, the front pair of coupled wheels being flangeless. Two compressors, one 8-in. and one 9½-in., supplied the air brake system. The tender was similar to Nos. 15-17.
A new boiler was fitted in 1905, and the engine is still in service ; it has been very successful and has done a great amount of heavy work, but is now at the end of its life.

September episode follows:

Engine 20, built by Rogers in 1893 (makers' No. 4909), was erected at Montego Bay, and was a 4-4-0 outside cylinder, tender engine. It was of the standard American pattern of the time and is shown in Fig. 30. The boiler was of extended wagon-top type with

FIG. 30. 4-4-0 LOCO. No. 20 JAMAICA GOVT. RY.
Cylinders, 16 in. x 26 in.
Wheels, diameter of bogie, 2 ft. 6 in.
coupled, 5 ft. 2 in.
Wheelbase, adhesive, 8 ft. 3 in., total engine, 22 ft. 6½ in.
Overhang, leading, 1 ft. 9 in., trailing, 3 ft. 9 in.
Boiler, height of centre line, 6 ft. 11½ in.
,, length of barrel, 10 ft. 6 in., mean dia., 4 ft. 2 in. and 4 ft. 10¾ in.
Firebox shell, length, 6 ft. 5½ in., width. 3 ft. 5¾ in.
Tubes, number 179, outside dia., 2 in.
Heating surface, tubes, 1023.5 sq. ft., firebox. 119 sq. ft.
Total, 1142.5 sq. ft.
Grate area, l5.5 sq. ft.
Boiler pressure, 180 lb. per sq. in.
Tank capacity. 2,500 gallons.
Coal capacity. 4½ tons.

	T. C. Q.
Weights in working order :—Adhesive,	28 16 0
Total engine,	41 19 2
Total engine and tender,	71 19 3

Rated tractive force at 85 per cent., 16,425 lb.
Divided wheelbase :—Bogie, 6 ft. 2 in.
Centre of bogie to driving, 11 ft. 2} in. Driving to trailing, 8 ft. 3 in.

steel firebox and direct radial roof stays, the barrel being in three rings with the dome and safety valves on the back ring ; it was fed by two lifting-type injectors. The steam chests, valves and motion were of the usual American design, the crossheads being of the close four-bar type with the centres slightly below the bars.

FIG. 31, 2-6-4 COMPOUND TANK LOCO. No. 22. J. G. RY.
Cylinders, (I) H.P. 18 in. x 24 in., (I) L.P. 28 in. x 24 in.
Wheels, diameter of leading pony, 2 ft. 2 in.
,, coupled, 4 ft. 2 in.
trailing bogie, 2 ft. 2 in.
Wheelbase, adhesive, 13 ft. 0 in., total engine, 30 ft. 0 in.
Overhang, leading, 2 ft. 8 in., trailing, 1 ft. 11 in.

Boiler, height of centre line, 6 ft. 5 in.
„ length of barrel, 9 ft. 9¼ in., mean dia., 4 ft. 5 in.
Firebox shell, length, 6 ft. 9¼ in., width, 3 ft. 7 in.
Tubes, number 160, outside dia., 2 in.
Heating surface, tubes, 838 sq. ft., firebox, 106 sq. ft.
„ total, 944 sq. ft.
Grate area, 17.6 sq. ft.
Boiler pressure, 180 lb. per sq. in.
Tank capacity, 1,972 gallons.
Coal capacity, 3 tons.

	T.	C.	Q.
Weights in working order :—Adhesive,	37	1	0
Total,	57	16	1

Rated tractive force at 85 per cent., 16,796 lb.
Divided wheelbase :—Leading pony to front coupled, 6 ft.11 in.
Front coupled to main driving, 6 ft.10 in.
Main driving to rear coupled, 6 ft. 10 in.
Rear coupled to centre of bogie, 7 ft. I 0 in
Trailing bogie, 4 ft. 6 in.

The leading end of the engine was carried on a double radial truck, with its centre slightly behind the second axle, the weight being taken on the centre of the truck by means of a slipper attached under the centre of the smokebox saddle casting and working on inclined planes. This automatically centres the engine on straight track, and assists in curving the engine when required. The springs of the driving and trailing wheels were equalized and all the wheels were flanged. Two compressors, one 8-in. and one 9i-in. (originally both 8-in.), supply the air brakes.
The tender was similar to No. 19, but 6 in. less in the height of the tank sides. The engine was never reboilered and was withdrawn in September, 1915.
Following this engine came two 2-6-4 outside-cylinder, two-cylinder compound rear tank engines built by the Rhode Island Co. in 1894 (makers' No. 3008-9). They were numbered 21 and 22, No. 21 being erected at Montego Bay. Fig. 31 illustrates No. 22 as built.
These engines were practically a six-coupled compound enlargement of No. 18. The boilers were straight-topped, with steel fireboxes and direct roof stays, the barrels being in three rings; the dome, which carried the safety valves, was on the middle ring and the boiler was fed by two lifting-type injectors. The steam chests, valves and motion were very similar to No. 17 and similar semi-automatic starting and intercepting valves were provided ; the L. P. cylinders were on the left side. The crossheads, however, were of the two-bar type with the centres below. The trailing bogies were of the same type as No. 18. The leading pony trak and the first pair of coupled wheels were equalized together, as also were the main driving and trailing pair of coupled wheels ; the main driving

FIG. 4-6-0 COMPOUND LOCO. No. 19, J. G. RY.
Cylinders, (1) H.P. 20 in. x 26 in., (1) L.P. 31 in. x 26 in.
Wheels, diameter of bogie, 2 ft. 4 in.
coupled, 4 ft. 2 in.
Wheelbase, adhesive, 12 ft. 0 in., total engine, 22 ft. 6 in.
Overhang, leading, 1 ft. 8 in., trailing, 6 ft. 3 in.
Boiler, height of centre line, 7 ft. 4½ in.
„ length of barrel. 11 ft. 11 in., mean dia., 5 ft. 0 in. and 5 ft. 8 in.
Firebox shell, length, 10 ft. 3¾ in., width, 3 ft. 6 in.
Tubes, number 250 (now 236), outside dia., 2 in.

Heating surface, tubes, 1,603 sq. ft. (now 1,514 sq. ft.), firebox, 166 sq. ft.
„ Total, 1,769 sq. ft. (now 1,680 sq. ft.).
Grate area, 26.6 sq. ft.
Boiler pressure, 180 lb. per sq. in.
Tank capacity, 2,916 gallons.
Coal capacity, 5 tons.

	T. C. Q.
Weights in working order :—Adhesive,	44 12 3
Total engine,	58 0 3
Total engine and tender,	90 14 1

Rated tractive force at 85 per cent., 22,464 lb.
Divided wheelbase :—Bogie, 6 ft. 6 in.
Centre of bogie to front coupled, 7 ft. 3 in.
Front coupled to main driving, 5 ft. 6 in.
Main driving to rear coupled, 6 ft. 6 in.

wheels being flangeless. Two 8-in. air compressors were fitted.
These two engines were not very satisfactory and were never reboilered ; No. 22 broke her main frame in 1899 and again in 1905 and was scrapped in 1907, No. 21 having been withdrawn in 1906 was scrapped in 1908.
The next engines, Nos. 23-26, were 4-6-0 outside-cylinder, two-cylinder " Cross " compound tender engines. They were built by Rogers in 1895 (makers' Nos. 5053-6) and started work in December, 1895, and early in 1896 No. 23 being erected at Port Antonio. Fig. 32 shows the L. P. side of engine 26 (now re-numbered 19).
These engines are very similar to No. 19, but with 2-in. larger diameter of boiler and 2-in. larger L. P. cylinders (on right side) with a 3-in. shorter wheelbase, making 6 ft. 6 in. between the main and back drivers being the most important differences, with the exception of the leading trucks. The same type of starting and intercepting valves are fitted, and the steam chests, valves and motion, crossheads, etc., are identical.
The chief difference is at the leading end of the engines, which is carried on four-wheeled radial trucks of the same pattern as described for engine 20. The springs of the coupled wheels are equalized throughout, and the main driving wheels are flangeless, this difference from No. 19 being on account of the lead-ing truck. One 8-in. and one 9½-in. compressors were fitted, but two 9½-in. are now used for the air brakes.

FIG. 33. 0-6-0 TENDER LOCO. No, 14, J G. RY.
Cylinders. 15 in. x 22 in.
Wheels, diameter of coupled, 3 ft. 8 in.
Wheelbase, leading to driving, 5 ft. 6 1/4in. ; driving to trailing, 4 ft. 4 in.
Overhang, leading, 7 ft. 6½ in., trailing, 9 ft. 8 1/4 in.
Boiler, height of centre line, 5 ft. 3½ in.
length of barrel, 12 ft. 11 in., mean dia., 3 ft. 10 in.
Firebox shell, length, 5 ft. 5 in., width, 3 ft. 6 in.
Tubes, number 91. outside dia., 2½ in.
Heating surface, tubes, 930 sq. ft.. firebox, 78 sq. ft.
total, 1,008 sq. ft.
Grate area, 12.8 sq. ft.
Boiler pressure, 150 lb. per sq. in.
Tank capacity, 1,500 gallons.
Coal capacity, 4 tons.

	T. C. Q.
Weights in working order : —Total engine,	27 3 0

Total engine and tender, 49 10 0
Rated tractive force at 85 per cent., 14,344 lb.

The tenders are the same as No. **19**. In 1902
No. 24 was converted to a simple engine with two H. P. cylinders the same size as the original H.P. cylinder, and ran so converted until 1909; when it was altered to compound again as originally built. It did not give such good results running as a simple engine, being heavy on coal consumption.
In 1907 No. 26 was fitted with a second hand boiler (taken from No. 19 in 1905), but it was removed in 1908 and a new boiler exactly similar to the original No. 26 was fitted. During the years 1907-11 the boilers of engines 23-25 and the original boiler of engine No. 26 were changed about a great deal, and finally in 1917 No. 24 (now numbered 17, to be ex-plained later) was fitted with a new boiler, also identical with the original ones.
These engines which are still running with the exception of No 23 (altered to 16) scrapped in 1917, have been very successful, and are (along with No. 19) remarkable for getting away quickly with their loads.
We now come to the contractor's engine already referred to as being landed at Port Antonio. It was an 0-6-0 outside cylinder tender engine and was imported second-hand ; neither the builder's name nor the date of its construction can be ascertained.
The engine was eventually purchased by the Railway Syndicate and started running in their service in November, 1899. It was numbered 27 and ran so until 1901, when it was renumbered 14 ; it is shown in Fig. 33.
It was of the usual American type switching engine with bar frames, etc., the boiler was of straight-topped type having a very long barrel in four rings with the dome and safety valves on the back one and the firebox behind the trailing wheels. It was fed by two lifting-type injectors. The firebox was of steel with girder roof stays, the girders being placed across the top of the box. The steam chests, valves, motions, etc., were of the usual American type, the crossheads being of the two-bar type with the crosshead between. The spring gear was equalized throughout, and the main driving wheels were fiangeless.
One 8-in. compressor, fitted on the right side, supplied the air brake system. The tender was of the double bogie pattern, with U-shaped tank with the top sloping towards the back as is usual with this class of engine. It was 17 ft. 3 in. long over end beams, the frame being of channel iron, the bogies were of archbar type, spaced 8 ft. 8 in. apart with 2 ft. 9 in. wheels at 4 ft. 10 in. centres with outside bearings.
This engine was used mostly for shunting and worked until February. 1906 ; it was scrapped in 1907.
This completes the description of the engines imported during the management of the Railway by the American Syndicate.

Letter published in the October edition (and repeated in the December issue):

EDITOR, LOCOMOTIVE MAGAZINE :
The Jamaica Government locomotive numbered **14**, shown on page 155 of the issue of September 15th, was of Pennsylvania railroad design. Your excellent description of the locomotives of this railroad contains the statement that neither the builder's name nor the date of its construction can be ascertained. Undoubtedly it was purchased from that railroad, and was probably built at its Altoona shops in the late 70's or early 80's.
G. F. STARBUCK.
Waltham, Mass., U.S.A.
Oct. 5th, 1919.

October episode follows:

The next three engines were ordered soon after the Jamaica Government assumed possession of the line, and are 4-8-0 outside cylinder, tender engines built by Kitson & Co. in 1901 (makers' Nos 3986-8). They are numbered 27 to 29 and are illustrated in Fig. 34 as built.

They are of English plate-framed pattern. The boilers were of raised firebox-top type, with fireboxes of copper provided with girder roof stays, the barrel being in two rings, with the dome placed to the front of the back ring. The boilers were originally fed by two Gresham & Craven combination injectors on the firebox fronts, but these arrangements were modified later, No 27 being fitted with lifting-type injectors placed one on each side of the firebox outside the cab, delivering to the front ring of the boiler as shown in Fig. 35, and No. 28 being similarly altered except that the left side injector itself was placed within the

FIG. 35. 4-8-0 LOCO. No. 27, J. G. RY.

Cylinders, I9½ in. x 24 in.
Wheels, diameter of bogie, 2 ft. 6 in coupled, 3 ft. 10 in.
Wheelbase, adhesive, 12 ft. 9 in. : total engine, 23 ft.
Overhang, leading 2 ft. ; trailing, 4 ft. 7½ in.
Boiler, height of centre line, 7 ft. 6 in.
length of barrel, 11 ft. 3 in. ; mean dia., 4 ft. 6 in.
Firebox shell, length 7 ft. 6 in., width, 4 ft. 0½ in.
Tubes, number 225, outside dia, 1 7/8 in.
Heating surface, tubes 1,285 sq, ft., firebox, 127 sq. ft.
total, 1,412 sq, ft.
Grate area, 24'2 sq. ft.
Boiler pressure, 180 lb. per sq. in.
Tank capacity, 3,000 gall.
Coal capacity, 6 tons.
Engine brakes, Westinghouse air.

Weights in working order :—	T. C. Q.
Adhesive ...	41 13 0
Total engine	53 8 0
Total engine and tender ...	93 14 0

Rated tractive force at 85 per cent., 30,354 lb.
Divided wheelbase :— Bogie, 6 ft.
Centre of bogie to front coupled, 7 ft. 3 in.
Front coupled to main driving, 4 ft. 6 in.
Main driving to Intermediate coupled, 4 ft. I½ in.
Intermediate coupled to rear coupled, 4 ft. I½ in,

cab. No. 29 was altered on the left side only, being fitted up similarly to the left side of No. 28. No. 28 in 1913 was fitted with Crosby " Pop " safety valves placed at the top of the Ramsbottom safety valve columns and ran so fitted until rebuilt in 1915.

The steam chests of these engines are inside the frames, with balanced slide valves operated by link motion through swinging valve spindle guides, the reversing shaft being above. The crossheads are of the two-bar type with the crosshead between. The bogie is of the swing-link type with " three-point " suspension hangers. The springs of the coupled wheels are independent and the leading pair of coupled wheels are flangeless, the second pair being the main drivers. Engine No. 29 was tried for some time with flanges on the leading coupled wheels, and the main driving wheels flangeless, but the former method was found most satisfactory.

One 9½ in. air compressor is fitted to each engine. The tenders are of double-bogie pattern, 21 ft. 3½ in. over end beams, the tanks being of water bottom type ; bogie centres are 10ft. 0 in. apart with wheels 3 ft. 3½ in. diameter at 5 ft. 4 in. centres having outside bearings.

In 1914 No. 29 was rebuilt with a much larger boiler, the frames being lengthened 2 ft. 4½ in. at the trailing end, the wheelbase not being altered. This

FIG. 38. REBUILT 4-8-0 LOCO. No. 29, J. G. RY.

Cylinders, wheels and wheelbase as when built.
Overhang, leading 2 ft., trailing 7 ft.
Boiler, height of centre line, 8 ft. 3 in.
„ length of barrel, 11 ft. 3 in. ; mean dia, 5 ft. 9 in.
Firebox shell, length, 9 ft. 10½ in. width, 4 ft. 0½ in.
Tubes, number 314 ; outside dia., 2 in.
Heating surface, tubes, 1,926 sq. ft. ; firebox, 196 sq. ft.
total, 2,122 sq. It.
Grate area, 30 sq. ft.
Boiler pressure. 180 lb. per sq. in.
Tank capacity, 3,000 gall.
Coal capacity, 6 tons.
Engine brakes, Westinghouse air and hand.

Weights in working order :—	T, C. Q.
Adhesive	47 11 3
Total engine	60 10 0
Total engine and tender	100 16 0

Rated tractive force at 85 per cent.. 30.354 lb.

FIG. 37. REBUILT 4-8-0 LOCO. No. 28, J. G. RY.

boiler is of the Belpaire flat-topped type with steel firebox and the usual direct roof stays ; the barrel is in two rings with the dome to the front of the back ring. These boilers have regulators of the circular double-seated balanced type with " pull-out " handles in place of the pilot-valve sliding type with the usual handles as on the original boilers. Two Crosby " Pop " safety valves are fitted over the firebox.

A new cab, etc., was provided, and the injectors, of lifting type, were both placed on the right side of the firebox outside the cab ; larger sandboxes were also fitted. Fig. 36 shows the left side as rebuilt.

In 1915 No. 28 was similarly rebuilt, and Fig. 37 shows the right side. Fig. 38, which shows Nos, 27 and 29, gives an idea of the comparison of the engines

FIG. 38. LOCOS Nos. 27 and 29, J. G. RY. A COMPARISON.

before and after rebuilding. No. 27 is also being rebuilt in the same manner, but will be fitted with equalizing beams between all the coupled wheels. These engines, especially after rebuilding with the larger boilers, are giving excellent service. Two of the original boilers of these engines are being put to supply steam for the Kingston Workshops Plant.

(To be continued.)

November episode follows:

FIG. 39. 0-6-6-0 KITSON-MEYER TYPE TANK LOCO No. 30 JAMAICA GOVT. RY.
Cylinders, (4) 13 in. x 22 in.
Wheels, diameter of coupled, 3 ft. 6 in.
Wheelbase, adhesive, two groups of 7 ft. 9 in. ; total engine, 29 ft. 9 in.
Boiler, height of centre line, 7 ft. 9 in.
length of barrel, 11 ft. 6 in. ; mean dia., 4 ft. 0 in. and 5 ft. 1 ¼ in.

Firebox shell, length, 6 ft. 3 in. ; width, 5 it. 5 in.
Tubes, number 226 ; outside dia., l 7/8 in.
Heating surface, tubes, 1,328 sq. ft. ; firebox, 130 sq ft.
total, 1458 sq. ft.
Grate area, 26 sq. ft.
Boiler pressure, 180 Ib. per sq. in.
Tank capacity, as built, 2,500 gall, (as altered, 2,850 gall.).
Coal capacity, 4 tons.
Engine brakes, Westinghouse air and hand.

Weight in working order : -	T	C	Q
Total as built	80	15	0
As altered	82	4	0

Rated tractive force at 85 per cent., 27,088 Ib.
Di vided wheelbase of each truck :-
Driving to intermediate, 3 ft. l0 1/2 in.
Intermediate to trailing, 3 ft. 10 1/2 in.

In 1904 Kitson & Co. built three tank engines (makers' Nos. 4252-4) of the 0-6-6-0 " Kitson-Meyer " type, with four outside cylinders placed at the rear of each truck. They are numbered 30-32, started work early in 1905 and are shown as built in Fig. 39.
The main frames carrying the boiler and tanks, etc., are girder frames, while the independent trucks are of the usual plate frame construction. The boilers are of the Belpaire type with taper barrels, having fireboxes of copper with the usual direct roof stays ; the barrels are in three rings with the dome on the back one. They were originally fed by two American lifting type injectors fitted on the firebox front, delivering by means of internal delivery pipes, but these were removed in 1912 and 1913 and placed on top of the side tanks delivering to a double " top feed " check box placed between the bell and the smokebox. The usual Ramsbottom safety valves are mounted over the firebox. The cylinders, valve, gear, rods, etc., of each engine unit are identical. The steam chests are above the cylinders, the balanced slide valves being operated by Walschaert valve gear, the motion being reversed by a hand-wheel in the cab. Engine 32 was fitted with a steam reversing gear for a short time, soon

FIG. 40. LOCO. No. 31 AS MODIFIED, J. G. RY.

after it was built, but it was found unnecessary and was removed.
The crossheads are of the two-bar type with the crossheads between. The trucks are not pivoted centrally, the centres being 10 in. in front of the middle pair of coupled wheels in each truck. The springs of the coupled wheels in each unit are equalized and all the wheels have flanges, the leading pair of each truck being the main drivers. One 11-in. air compressor is fitted, and steam sanding gear was provided, but air-operated sanders were afterwards fitted.
As originally designed these engines had a separate chimney through the rear tank for the back engines, but this was altered at an early date, the exhaust being brought forward to the smokebox ; this caused trouble through the excessive draught throwing sparks and to obviate this, engine 32 was for a time fitted with a " Diamond " chimney, but it was apparently not successful and was removed.
The rear tanks and bunkers were extended to the limit of the frames of Xos. 30 and 32 after the engines had been in use for a year or two, and No. 31 was similarly modified in 1912. Fig. 40 shows engine No. 31 after these various alterations.
These engines have not proved very satisfactory, being heavy on coal and repairs compared with other engines doing the same work, the character of the line, difficult as it is, hardly justifying the use of a type so expensive in fuel and upkeep.
The next set of engines to be put in service, were practically an American edition of the 27-29 class. They are two 4-8-

0 outside cylinder tender engines, built by Baldwin Loco. Works, U.S.A., in 1907 (makers' Nos. 32475-6), and were put into service early in 1908, being numbered 33 and 34. They are of American pattern with bar frame, etc. Fig. 41 illustrates No. 34.

FIG. 41. 4-8-0 LOCO. No. 34, J. G. RY.
Cylinders, 19 in. x 26 in.
Wheels, diameter of bogie 2 ft. 2 in.
coupled, 3 ft. 10 in.
Wheelbase, adhesive, 12 ft. 9 in. ; total engine, 23 ft.
()verhang, leading, 2 ft. 6 in. ; trailing, 5 ft. 11 1/2 in.
Boiler, height of centre line, 7 ft. 6 in.
length of barrel, 13 ft. 10 1/2 in. ; mean dia., 4 ft. 10 in.
and 5 ft. 6 1/2 in.
Firebox shell, length, 9 ft. 3 1/4 in. ; width, 4 ft. 2 in.
Tubes, number 258 (now 244) ; outside dia., 2 in.
Heating surface, tubes, 1,879 sq. ft. (now 1,777 sq. ft.) ;
firebox, 148 sq. ft.
Total, 2,027 sq. ft. (now 1,925 sq. ft.).
Grate area, 30 sq. ft.
Boiler pressure, 190 Ib. per sq. in. (now 180 Ib. per sq in.).
Tank capacity. 3,000 gall, (altered to 3,500 gall.).
Coal capacity, 5 tons (altered to 6 1/4 tons).
Engine brakes, Westinghouse air and hand.

Weights in working order :	T.	C.	Q.
Adhesive	49	0	0
Total engine _...	62	0	0
Total engine and tender	95	16	0
altered to	101	6	0

Rated tractive force at 85 per cent., 32,953 Ib. (now 31,219 lb.)
Divided wheelbase : Bogie, 6 ft. 2 in.
Centre of bogie to front coupled, 7 ft. 2 in.
Front coupled to main driving, 4 ft. 4 in.
Main driving to intermediate coupled, 4 ft. 1 in.
Intermediate coupled to rear coupled, 4 ft. 4 in.

The boilers are of extended wagon-top type with a modified type of Belpaire firebox ; the firebox is of steel and is provided with direct roof stays ; the barrel is composed of two rings, the dome being to the rear of the back one, with safety valves thereon, and two lifting-type injectors are provided. The steam chests are above the cylinders with balanced slide valves operated by the usual American pattern of link motion. The crossheads are of the two-bar type with the crosshead between. The bogie is of the swing link type with " two-point " suspension hangers ; all the springs of the coupled wheels are equalized and the second pair of coupled wheels, which are the main drivers, are flangeless. Two 9 1/2 in. air compressors are provided.
The tenders are of double bogie type, having the usual American channel iron frames and arch bar trucks, with outside bearings, the tanks being U-shaped ; they are 21 ft. 11 in. over end beams, the trucks being 10 ft. between centres and having 2 ft. 9 in. wheels spaced 5 ft. 4 in. apart.

December episode follows:

In 1911 a new type was introduced, two 2-8-2 outside cylinder tender engines being supplied by Baldwins (makers' Nos. 36163-4). They were given numbers 35 and 36. Fig. 42 shows No. 35.
They have the " bar " frames and other standard American features. The boilers are straight-topped with steel fireboxes and diiect radial roof stays, the barrels are composed of two rings, the dome being to the rear of the back one with the safety valves thereon ; two lifting-type injectors are provided. The steam chests are above the cylinders, the balanced slide valves being operated by Walschaerts valve gear ; the crossheads are of the two-bar type with the crossheads between. The leading pony truck is fitted with " two-point " suspension swing links, the trailing truck being of the

FIG. 42. 2-8-2 LOCO. No. 35, J. G. RY.
Cylinders, 19 in. x 26 in.
Wheels, diameter of leading pony, 2 ft. 2 in.
coupled, 3 ft. 10 in.
trailing truck, 2 ft. 6 in.
Wheelbase, adhesive, 12 ft. 9 in. ; total engine, 27 ft. 6 in.
Overhang, leading, 2 ft. 9 1/4 in. ; trailing, 5 ft. 3 in.
Boiler, height of centre line, 7 ft. 9 in.
length of barrel, 17 ft. 1 1/2 in. ; mean dia., 5 ft. 4 in.
Firebox shell, length, 8 ft. 3 in. ; width, 5 ft. 8 in.
Tubes, number 270 (now 258) ; outside dia., 2 in.
Heating surface, tubes, 2,426 sq. ft. (now 2,318 sq. ft.) ;
firebox, 130 sq. ft.
Total, 2,556 sq. ft. (now 2,448 sq. ft.).
Grate area, 37.4 sq. ft.
Boiler pressure, 190 lb. per sq. in. (now 180 lb. per sq. in.).
Tank capacity, 3,500 gall, (altered to 3,000 gall.).
Coal capacity, 6 1/4 tons (altered to 5 tons).
Engine brakes, Westinghouse air and hand.

Weights in working order :	T. c. Q.
Adhesive	48 15 0
Total engine	66 9 2
Total engine and tender	105 15 2
altered to ...	100 5 2

Rated tractive force at 85 per cent. 32,953 Ib. (now 31,219 Ib.).
Divided wheelbase :
Leading pony to front coupled, 7 ft. 3 in.
Front coupled to intermediate coupled, 4 ft. 4 in.
Intermediate coupled to main driving, 4 ft. 1 in.
Main driving to rear coupled, 4 ft. 4 in.
Rear coupled to trailing truck, 7 ft. 6 in.

" Rushton " radial pattern. The springs of the leading truck and leading coupled axle are equalized with one another, all the other coupled wheels and the trailing truck being equalized together; the third pair of coupled wheels, which are the main drivers, are flangeless. Two 9 1/2 in. air compressors are provided for the air brake system.
The tenders were similar to Nos. 33 and 34, but 2ft. 1 in. longer, the length over end beams being 24ft. 0in. and the bogie centres spaced at 12 ft. 1 in., and a short time after the engines were put in service the tenders of these two sets of engines were exchanged.

FIG. 43. 0-6-0 TANK LOCO. No. 3, J. G. RY.

Cylinders, 14 in. x 20 in.
Wheels, diameter of coupled, 3 ft. 3 1/2 in. (3 ft. 4 in. with
2 3/4 tyres).
Wheelbase, leading to driving, 6 ft. ; driving to trailing, 6 ft. 4 in.
Overhang, leading, 5 ft. 7 in. ; trailing, 5 ft. 1 1/2 in.
Boiler, height of centre line, 5 ft. 10 1/4 in.
,, length of barrel, 9 ft. 1 in. ; mean dia., 3 ft. 11 in.
Firebox shell, length, 4 ft. 4 in. ; width, 4 ft.
Tubes, number 130 ; outside dia., 1 3/4 in.
Heating surface, tubes, 558 sq. ft. ; firebox, 58 sq. ft.
total, 616 sq. ft.
Grate area, 13 sq. ft.
Boiler pressure, 150 lb. per sq. in.
Tank capacity, 1,200 gall.
Coal capacity, 1 ton.
Engine brakes, Westinghouse air and hand.
Weight in working order : Total, 33 tons 7 cwt.
Rated tractive force at 85 per cent., 12,653 Ib.

We now come to an engine which is a reversion to about thirty years ago, it having been built for the most part to the drawings of Nos. 5-7 dated 1884.
This engine is numbered 3, taking the blank space left in the early numbers by the scrapping of old No. 3 about 1903. It was ordered for working on the Rio Minho Valley Branch and was built by Kitson & Co., in 1913 (makers' No. 4937). It is shown in Fig. 43. It is practically identical with old Nos. 5-7, except for the inside firebox being of steel instead of copper, and the side tanks being higher, and having additional " wing" tanks running forward to the smoke box. The air brake reservoirs are also carried in a different position under the running plate, but except for these items the description given for Nos. 5-7 serves for this engine.

FIG. 44. 2-8-2 LOCO. No. 40, J. G. RY.
Cylinders, wheels, wheelbase and overhang same as Xos. 35, 36.
Boiler height of centre line, 7 ft. 11 in.
,, length of barrel, 16 ft. 10 1/2 in. ; mean dia., 5 ft. 8 in.
Firebox shell, length, 8 ft. 3 in. ; width, 5 ft. 8 in.
Tubes, number 173 (now 164) ; outside dia., 2 in.
Large Flues, number 24 ; outside dia., 5 3/8 in.
Heating surface, tubes, 2,103 sq. ft. (now 2,023 sq. ft.);
firebox, 136 sq. ft.
Total, 2,239 sq. ft. (now 2,159 sq. ft.).
,, additional superheater, 473 sq. ft.
Grate area, 37.4 sq. ft.
Boiler pressure, 190 lb. per sq. in. (now 180 lb. per sq. in.).
Tank capacity, 3,000 gall.
Coal capacity, 5 tons.
Engine brakes, Westinghouse air and hand.

Weights in working order :	T.	c.	Q.
Adhesive	54	2	2
Total engine	71	17	2
Total engine and tender	106	5	0

Rated tractive force at 85 per cent., 32,953 Ib. (now 31,219 Ib.).

The next set of engines were slightly larger editions of Nos. 35 and 36. They were built in 1914 by Baldwins (makers' Nos. 41059-61 and 41298) and numbered 37-40. Fig. 44 shows No. 40 (now 36). The cylinders, wheels and wheelbase are the same as for Nos. 35 and 36.
These engines are fitted with superheaters and with piston valves arranged for inside admission ; their boilers are 4 in. larger in diameter, and pitched 2 in. higher from the rails, otherwise they are similar to Nos. 35 and 36 and have the same type short tenders that were originally supplied with Nos. 33 and 34.

Before proceeding to describe the latest type of engine put into service, it is necessary to explain the renumbering that took place in 1914 and 1915, and which was carried out in order to group the engines more satisfactorily.
In this 1914 regrouping

Engines	Became	Nos. altered.
2-8	Class 1, Nos. 2-8	Nil.
15	Class 10, No. 15	Nil.
23-26	Class 10, Nos. 16-19	23-26 to 16-19
33, 34, 27-29	Class 20, Nos. 25-29	33, 34, to 25, 26
35-40	Class 30, Nos. 35-40	Nil.
9-12, 20	Class X, Nos. 9-12, 20	Nil.
19	Class Y, Nos. 19	19 to 19Y.
30-32	Class Z, Nos. 30-32	Nil.

Later in 1915.

Class 30, No. 40, became Class 30, No. 36	40 to 36
Class 30, No. 36, became Class 30, No. 34	36 to 34

(It will be noted that all engines have been described under their original numbers).
The result of this was that four main groups were evolved. Classes 1, 10, 20, 30, whilst subsidiary groups X, Y, Z were formed of types of engines which would not be renewed. This also kept the numbers below 40, and left room for a new class of engine now to be described.
These engines are 4-8-2 outside cylinder tender engines described in America as " Mountain " type.
They were built by Baldwins in 1916 (makers' Nos. 43559-60) and are numbered 40 and 41. Fig. 45 illustrates No. 40 and Fig. 46 shows No. 40 with indicating gear attached.
The dimensions generally are similar to the previous engines Nos. 37-40 of 1914, but, of course, the wheelbase is different ; the boiler is slightly larger and the firebox is wider, but shorter than 37-40 and the front water leg is inclined ; the rest of the boiler and the superheating arrangements are similar to the previous engines. Both injectors are placed on the right (driver's) side.
The valve gear, which is Walschaerts, is much lighter and neater and, in the case of No. 40, solid ends are employed for the connecting rods.
The cabs are modified, and an entirely new style of chimney, with a " Capuchon," is fitted. The bogie is of the swing-link type with " three-point " suspension hangers, the trailing radial truck is of the same type as on the previous engines.
There is no equalization between the bogie and the coupled wheels, but the springs of all the coupled wheels and the trailing truck are equalized together; the first and third pairs of coupled wheels are flangeless, the third pair being the main drivers. These engines are equipped with the E T pattern Westinghouse air brake.
The tender frames and trucks are of similar type to the previous engines, but the tanks are entirely different, having water bottoms in place of the U-shaped tanks with which all previous American built engines on the railway have been provided
The frames are 20 ft. 11 in. long over end beams and the truck centres are spaced 10 ft. 6 in. apart. The wheels are as before, 2 ft. 9 in. diameter, but spaced 5 ft. 4 in. apart.

It is intended to replace the small passenger engines Nos. 9 to 12 on the level shortly, and the old 0-6-0 tank engines on the branches later on, by one type of 4-6-2 Pacific type tank engine, as all these small engines are overtaxed by the present-day loads.

It may be of interest to mention that the colour of the locomotive stock is black with white lines (the lining being dispensed with during war-time) ; some few years back, however, a medium green was the standard, and at one time grey was used.

The carriage stock consists of twenty-four American type double-bogie coaches, some having wood and others steel underframes, mostly 58 ft. 6 in. long with clerestory roofs and the Governor's saloon named " Norman," also ten old English type coaches 26 ft. long with steel underframes mostly on four wheels.

The present standard colour is bronze-green although grey and also plain varnish finish have been previously used.

There are also two petrol motor trolleys of 35-40

FIG. 45. 4-8-2 SUPERHEATER EXPRESS LOCO. No. 40, JAMAICA GOVT. RY.

Cylinders, 19 in. x 26 in.
Wheels, diameter of bogie, 2 ft. 9 in.
,, ,, coupled, 3 ft. 10 in.
,, ,, trailing truck, 2 ft. 9 in.
Wheelbase, adhesive, 12 ft. 3 in. ; total engine, 29 ft. 3 in.
Overhang, leading, 2 ft. 8 in. ; trailing, 4 ft. 8 1/4 in.
Boiler, height of centre line, 8 ft.
,, length of barrel, 16 ft. 9 1/2 in. ; mean dia., 5 ft. 8 in.
Firebox shell, length, 8 ft. 3 3/4 in. ; width, 6 ft. 3 3/4 in.
Tubes, number 173 (now 164) ; outside dia., 2 in.
Large flues, number 24 ; outside dia., 5 3/4 in.
Heating surface, tubes, 2,103 sq. ft. (now 2,023 sq. ft.);
firebox, 134 sq. ft.
Total, 2,237 sq. ft. (now 2,157 sq. ft.).
,, ,, additional superheater, 473 sq. ft.
Grate area, 37.7 sq. ft.
Boiler pressure, 190 Ib. per sq. in. (now 180 Ib. per sq. in.).
Tank capacity, 3,000 gall.
Coal capacity, 5 tons.
Engine brakes, Westinghouse air and hand.

Weights in working order :	T.	c.	Q.
Adhesive	54	0	0
Total engine	73	17	3
Total engine and tender	108	10	0

(with 2,600 gall, water and 4 tons of coal)
Rated tractive force at 85 per cent., 32,953 Ib. (now 31,219 Ib.).
Divided wheelbase : Bogie, 6 ft. 6 in.
Centre of bogie to front coupled, 6 ft. 10 in.
Front coupled to intermediate coupled, 4 ft. 1 in.
Intermediate coupled to main driving, 4 ft. 1 in.
Main driving to rear coupled, 4 ft. 1 in.
Rear coupled to trailing truck, 6 ft. 11 in.
FIG. 46. INDICATING GEAR ARRANGEMENT 4-8-2 LOCO. No. 40, J. G. RY.

H.P. each, capable of carrying eight to twelve persons besides the driver and conductor ; one of these cars is shown in

the view of Spanish Town Station (Fig. 3).

The wagon stock consists of 310 American type wagons, 30 ft., 34 ft. and 36 ft. long, 25 per cent, of which have steel underframes ; " Archbar " trucks and chilled cast-iron wheels being used throughout ; 85 per cent, of this stock is composed of covered box wagons. The old English stock numbers 100, mostly 17 ft. long on four wheels of the usual English spoked pattern. Forty per cent, of the English type are box wagons and these have steel underframes, the remainder nearly all being wood underframes. The wagons are painted grey.

There is also a hand-operated breakdown crane composed of an American type wagon fitted with a " pillar " crane at one end incorporated with the truck centre. This is capable of lifting up to 6 tons with its supporting beams outrigged. It was built in America about 1890, is 35 ft. long and weighs 27 tons.

The Kingston Works cover 6 1/2 acres, and employ about 500 men ; all kinds of locomotive work is dealt with, including rebuilding, etc., but no new engines are built there. The carriage and wagon work includes the construction of new vehicles, both passenger and goods ; a large amount of bridgework and other permanent way requirements are also dealt with.

In conclusion, I have to thank the builders of the early engines, the North British Locomotive Co., the Yorkshire Engine Co., Messrs. Hawthorn, Leslie and Co., Messrs. Kitson & Co., also Mr. T. Carpenter Smith of Jamaica, for kindly furnishing information, drawings, etc., from which some of the illustrations have been prepared.

Concluded.

20.28.3 P. C. Dewhurst's article in the *Locomotive Magazine* in 1935-6, on the locomotives and stock of the Trinidad Government Railway

THE LOCOMOTIVE OCTOBER 1935.
THE TRINIDAD GOVERNMENT RAILWAY AND ITS LOCOMOTIVES.
By P. C. DEWHURST, M.Inst. Loco. E., M. J. Inst. E.

October episode follows:

TRINIDAD was the third British possession in the West Indies and Caribbean to introduce railways, the first having been British Guiana or Demerara, and the second Jamaica, all of standard gauge, Trinidad having the distinction that its principal railway system was Government owned from the commencement.
The initiation of Trinidad's railways may be discerned in the period of the "Railway Mania" because at that time a company was formed called the " Trinidad Great Eastern and South Western Railway "; the concern was provisionally registered in England during 1845 and in 1846 actually had offices in London. During this latter year appeared a notice headed "Trinidad Railway" – which evidently refers to the same project – stating that its object was to construct railways from Port-of-Spain to Arima and from Port-of-Spain to Point-a-Pierre with contemplated extensions to most parts of the island, and that application was being made to the Trinidad Legislature for the necessary Act, etc. Notwithstanding that £2 10s. 0d. each was paid up on some 12,000 shares nothing practical appears to have resulted from this early project, its demise no doubt coinciding with post-mania deflation.
As stated, the railway constructed has always been Govt.-owned and from the commencement of the line in 1874 up to 1894 the railway formed part of the Public Works and Railways Department, although from 1880 a traffic manager had been in charge; from 1894 onwards, however, the railway has been administered by its own general manager (title changed to superintendent a year or two back), whilst it appears that there have been six locomotive superintendents to date.
The gauge of the line is 4 ft. 8i in. and as will be seen from the map, the system now consists of three principal sections – of which however the present main line is not the oldest – formed by successive bifurcations from the originating trunk commencing at Port-of-Spain, the capital. The present passenger station there is handsome and commodious, built as recently as 1924. The general aspect of the line and signals is nearer to an English one than is generally the case with Colonial railways but the station platforms are only about half the height of those in England. There are two short tunnels, one at the highest point of the railway at just over 400 feet altitude between Brasso Caparo and Tabaquite on the Rio Claro line and one at the highest point of the Cipero loop line just before it joins the original branch to Princes Town at Glenroy Junction near that terminal. One end of this tunnel collapsed in January 1924 and the line was blocked for several weeks.
The line is all single, except for the 7 miles from Port-of-Spain to St. Joseph Junction, of which 6 1/4 miles to this point is worked as a true double line, onward from which the two lines are really the commencement of the single lines to Sangre Grande and San Fernando respectively. There are crossing loops at all the stations except Dabadie, Guaico, and Cross but there are no crossing-places in the sections. The majority of the sections are worked on the electric tablet system. The ruling gradient is 1 in 70 but in general the lines are much flatter and there are no main line curves worse than 660 ft. radius. The rails are flat-bottomed type, 60 lb. per yard.
The order of opening the different sections of the line has been as follows: –
Port-of-Spain to Arouca, 11 1/2 miles, July 1876.
Arouca to Arima, 4 miles, August 1876.
St. Joseph Junction to Couva, 17 ½ miles, March 1880.
Couva to San Fernando, 10 1/4 miles, May 1882.
Marabella Junction to Princes Town, 9 3/4 miles, November 1884.
Arima to Guanapo, 3 1/4 miles, October 1896.

Guanapo to Sangre Grande, 9 3/4 miles, Sept., 1897.
Jerningham Junction to Brasso, 12 1/4 miles, January 1898.
Brasso to Tabaquite, 2 3/4 miles, August 1898.
San Fernando to Siparia, 16 1/4 Talks, Nov. 1913.
Tabaquite to Rio Claro, 12 3/4 miles, Sept. 1914.
A loop line from Cross, on the Siparia extension, to Glenroy Junction close to Princes Town on the original branch to that place, with a branch to Bronte, was constructed subsequently. Finally the line was doubled from Port-of-Spain to San Juan 4 1/4 miles in 1923 and on to St. Joseph station, 2 miles further, in 1924.
There are a number of feeder lines in the San Fernando-Princes Town district which are more in the nature of plantation lines and the principal of which are shown on the map – apart from privately owned lines in the same region ; these bring the total Government Railway track mileage including ordinary sidings and loops – to 150 miles, of which 115 1/2 miles are worked and the remainder leased.
Details of the fluctuations in grade of those sections of the line having appreciable gradients are shown in the profile of the lines ; the main line to San Fernando is practically level and not given. From the profile it will be seen that the maximum gradient is 1 in 33 on the Jordan Hill (goods) branch whilst the Rio Claro and the Sangre Grande lines both have maxima of 1 in 73, in view of which latter – although not prolonged – it is the more notable that until 1919 all the principal traffic was handled by quite small tank engines.
The principal running-sheds, and main repairing shops, are at Port-of-Spain ; the former consisting of a sector of round-house type with corresponding turntable and an additional straight shed adjoining, whilst the latter consists of the usual buildings including a locomotive erecting-shop having capacity for six locomotives and equipped with 25-ton electric overhead cranes. The carriage and wagon repair shops, in which new construction is also carried out, include a saw-mill adequate for dealing with the local hardwood timbers.
There are also engine-sheds at San Fernando, Siparia, Sangre Grande, and Rio Claro. Fuelling points outside Port-of-Spain are at Jerningham Junction, San Fernando and Sangre Grande. Watering facilities are provided at eleven places including Port of Spain, viz. : St. Joseph, Chagu-anas, Couva, San Fernando, Siparia, Arima, Sangre Grande, Todd’s Road, Rio Clara and Princess Town.

November episode follows:

Most of the rolling-stock, with the exception of about 25 per cent. of the passenger stock and cer-tain tank wagons being bogie, is four-wheeled and centre couplers of simple "link and pin" type are used, with a safety-coupling composed of a central hook and links below the link and pin coupler. The first locomotive, employed on the construction of the line, had, however, side buffers originally. Until 1919 no tender engines were in use and until recently no automatic continuous brake was in use, but the two most recent locomotives are vacuum-equipped.
Oil is the fuel used on all the tank engines, on two of the eleven tender engines, and on two tank-tender engines ; the former were converted from coal-burners in the early 1920’s and the two latter types were built as oil-burners as will be described. The burner is placed at the rear of the firebox below the firedoor, the fuel oil being carried in the bunkers of the tank engines and above the water-space upon the tenders of the tender engines, whilst in the case of the unusual tank-tender engines it is carried in the side tanks of the engine. One other tender engine was converted to burn oil fuel in the middle 1920’s but after a year or two it was put back to coal.
The earliest locomotive possessed by the railway is one brought out for construction work during the making of the first section of the line; it was built by the Hunslet Engine Company (maker's number 125) in 1874 and named Arima after the town which formed the first objective of the railway. It is illustrated by Figure 1 from which will be evident its principal structural characteristics, whilst the dimensions are given under the illustration. It was, apparently, originally intended for wood-fuel although this is not certain as the spark-arresting chimney may have been considered necessary in any case because of the combustible nature of the surroundings in the tropics, and it had a most ample awning over the footplate and surroundings.
The boiler had a raised-top firebox with particularly ample firebox heating surface for a locomotive of the kind and the

boiler pressure was also the high one, for that date, of 160 lb.per square inch. The springs were all above the axle-boxes, the L. and D. being connected by compensating beams; the wheels were of the pattern favoured for many years by Manning, Wardle and other Leeds firms, and are identical for both main driving and other coupled wheels, the requisite difference in balancing being obtained by inserting the crank-pins in one or other of the two bosses provided, according to whether the preponderating weight was required on the same side, or opposite to, the crank-pin. The reversing shaft was above the motion and a ram pump was fitted on R. side worked off the cross-head ; a hand-brake only was provided and brake blocks, of wood, were applied to the D. and T. wheels, whilst sandboxes supplying sand in front of the leading wheels for forward running only were provided. It will be noted that this engine had side buffers of the usual British type and was the only one thus equipped, central couplers being introduced in the next locomotive obtained.

Arima has had a long career, being supplied with a new boiler in 1896-7 – an exact duplicate of the original one and subsequently in 1919-20, another boiler of the same dimensions and heating surface but modernised in details and having a pair of "pop" safety valves on the dome was applied, an ordinary type of chimney having been substituted early. At the present time (see Fig. 2) the only change resulting from the 60 years' service, other than the boiler and the central couplers, are a slight modification and stiffening of the front of the cab, the removal of the "flare" from the bunker space and the replacing of the original main driving wheels by a more customary type. The engine has never carried a number and retains the hand-brake only ; it has been equipped to burn oil fuel.

The first locomotives constructed for traffic purposes were three 4-4-0 type tank engines built in 1875 by Kitson & Co. (makers' numbers 2022-4) and with which the line was opened in July 1876. These engines were numbered 1 to 3 and are illustrated as built by Fig. 3. They were particularly neat, but small engines, and were the commencement of a series destined to handle all the main line traffic for 45 years. The boiler was of the straight - topped pattern having a Salter spring-balance safety-valve on the dome and a Naylor safety-valve over the firebox, whilst the valve chests were outside on top of the cylinders with the eccentrics and link motion inside the frames.

The principal features of the design are apparent from the photograph, but many additional points of interest may be mentioned. The driving and trailing springs are below the axleboxes, connected by equalising beams, whilst the bogie springs are of the inverted-in-equalising cradle pattern. The connecting rods have closed type big-ends with cotter adjustment whilst the little-ends have a vertical screw adjusting wedge-block ; the coupling rods have bushed ends, the subsequent engines having a somewhat heavier pattern. The elaborate-looking long-stroke ram pump provided is particularly conspicuous and successful as its use has continued throughout the life of the engine. The centre-body of the crosshead is solid with the piston rod and this special feature likewise per-sisted throughout the 18 engines of this class and on two further modified examples.

As mentioned these engines had the valves above the outside cylinders although the link motion was inside the framing (with the reversing shaft above) there being a rocking - shaft set just above the running plate. Almost at the same time as these engines were built Kitson & Co. constructed an identical 4 ft. 8 1/2 in. gauge engine (No. 2037 of 1875) for Natal, in which Colony it is believed to have been the first locomotive, and this particular arrangement of motion transference persisted right through the subsequent types of 2-6-0, 4-6-0 and 4-8-2 main line tank engines of 3 ft. 6 in. gauge on the Natal lines until the 1890’s. The somewhat unusual arrangement of a spring-balance safety-valve on the dome in addition to those over the firebox also persisted on the Natal locomotives.

Subsequent series of engines to the same design, but differing slightly in certain details as will be described in sequence, were supplied by the same makers, Nos. 4-6 (Kitson 2252-3, 2271) in 1879.; Nos. 7-9 (2334-6) in 1880, and No. 10 (2957) in 1886, after which the spring balance and Naylor safety - valves were replaced by the Ramsbottom type over the firebox only. Then followed Kitson's 3591-2, Nos. 11-12, in 1894, and 3727-8, Nos. 13-14 in 1897, after which there was a gap until 1905 when Kitson & Co.'s No. 4330 arrived, No. 15. The next engine, although still of the same class, was built by Nasmyth, Wilson & Co. (makers' number 781) in 1906, followed shortly after by the last two imported which were built by Kitson & Co. (Nos. 4489-90) in 1907.

The brake-blocks of the earliest engines Nos. 1 to 9, were originally of wood, but cast iron blocks of a hollowed-out pattern were supplied with engine No. 10 although wooden blocks were reverted to on engines Nets. 11 and 12, cast iron blocks being finally adopted from engine No. 13 onwards. All the early series were eventually like-wise equipped.

Brake application was by hand only, until 1905, when engine No. 15 arrived with the steam brake fitted, and this was adopted subsequently on all the class. The chimneys were all of plain tapered pattern until engine No. 16 appeared which was fitted with a built-up "capped" pattern, subsequently applied to all the class, the height being reduced in later years coincident with the introduction of extended smoke-boxes on these engines. The wheels of the early engines up to No. 12 of 1894 were of wrought iron but with integrally-forged balanced weights whilst those subsequent to that date were of cast steel, the main driving and coupled wheels having semi-crescent shaped balance weights.

Fig. 4 shows engine No. 13 with the altered design of safety-valves, brake-blocks and hangers, but with the original style of chimney and the hand-brake. The weight of this engine, and also of Nos. 14 and 15 was increased to 8 tons 16 cwt. on the bogie and 9 tons 18 cwt. and 9 tons 12 'cwt. on the driving and trailing wheels respectively, a total of 28 tons 6 cwt.

December episode follows:

With engine No. 16 built in 1906 by Nasmyth, Wilson & Co. Ltd. an extension of the side tanks forward in the form of "wing" tanks was introduced and engines 17 and 18 were built similarly by Kitson and Co. Ltd. in the following year; this increased the water capacity from 494 to 620 gallons and the rest of the class were similarly modified at a much later date. An illustration of engine No. 16 appeared in our issue of December 15, 1908, when full particulars were given. Fig. 5 shows the left side of a Kitson engine of the ultimate design ; in this case the weight was increased to 10 tons 1 cwt. on the bogie and 10 tons 1 cwt. and 10 tons 0 cwt. on the driving and trailing wheels respectively, a total of 30 tons 2 cwt. in the 1920's extended smokeboxes were adopted for these engines, some being of the circular-extension pattern, see Fig. 6, and others flat-based.

Of course during their long life these engines had been rebuilt with new boilers. Some of the earlier engines more than once; by 1898 engines 1 to 10 had been re-boilered in a similar style to the later-built engines whilst between that date and 1917 nine more boilers were supplied to the class. In 1919 four further boilers were supplied, of which however two were utilized in the construction of some engines in the Island which will be described in their place. Amongst the last to be rebuilt was No. 9 in 1916, whilst engines 3, 8 and 11 were reboilered as late as 1924, 1925 and 1924 respectively whilst engine No. 18 has been converted to a tender engine similar to two engines mentioned later.

Engines 5 and 7 were scrapped in 1922-3, two more in 1931-2, whilst during 1933-34 their number has been further reduced by 8 or 9 withdrawals. It is remarkable that these small engines sufficed for all the traffic both passenger and goods for many years notwithstanding the frequent, although short, gradients of from 1 in 73 to 1 in 82 on both the Sangre Grande and Rio Clara lines ; obviously the loads, until recent years, must have been light.

Before proceeding further with the main line locomotives it is necessary to revert back to 1879 when the first shunting or " Dock " locomotives were obtained. All such engines on the railway have been distinguished by letters, not numbers. The first were two 0-4-0 outside cylinder saddle-tank engines built by the Hunslet Engine Co. (Nos. 216 and 233) in 1879 and 1880 respectively and "lettered" A and B ; being illustrated as built in Fig. 7. They were typical engines of their class at that period and call for no special remark except that the ample awning-roof worthily follows the example of Arima by the same builders and that the boiler was of the dorneless high-firebox type; their main constructional features are clearly apparent from the photograph but it may be added that a pair of spring - balance safety valves were upon the firebox, that the reversing shaft was above the link motion, that the brake was applied by hand-screw only with wooden_ blocks to both pairs of wheels and that one sand-box on each side delivered sand midway between the wheels. Both engines remained in service until 1921, when they were scrapped or sold for use on sugar plantation and factory work.

The next shunting engines were two 0-4-0 saddle tanks by the same builders identical with the fore-going in constructional features and appearance but appreciably smaller. They were built in 1880 (Nos. 236-7), were lettered "Y" and "Z," and are shown by Fig. 8. Engine "Y" (having for some years previously been re-numbered "C") was sold about 1921 to C. Tennant, Sons and Co. now absorbed in the St. Madeleine Sugar Co. of Trinidad ; whilst engine "Z" (whether having been re-numbered "D" is not certain) had been disposed of to the same firm some time previous to

1917, and these engines, at least until recently, were still in use on the plantation and factory lines.
At the beginning of these articles on the Trinidad Government Railways (page 329, October 15) it was stated that the earliest Colonial railway was in British Guiana, but this is not correct as the first section of the Jamaica Railway, i.e., from Kingstown to Angels, 14 1/2, miles, was opened as far back as November 21, 1845, whereas the British Guiana line was not built until 1847.

January episode follows:

No more shunting engines were obtained until 1914 when two 0-6-0 outside cylinder saddle-tank engines were built by the Hunslet Engine Co. (Nos. 1168-9) dated 1914 and 1915 respectively and lettered " D " and " E " ; they are illustrated by Fig. 9 from which their principal constructional features will be seen. It is to be noted that they have the particular arrangement of rocking-shafts noticed on the Kitson 4-4-0 tank engines and they also had a somewhat similar crosshead pump on the left side; in the case of these shunting engines however the pump has been removed in recent years and an injector substituted.
At the end of 1919 three engines of practically the same power and weight as the foregoing, but with much greater tube heating surface, were obtained; these were built by the Montreal Locomotive Works, Canada, in December 1919 (Nos. 61527-9) and "lettered" " F," " G." and " H." Fig. 10 illustrates these engines and as will be seen they are 0-6-0 outside cylinder saddle tank engines of typical American design, having bar frames, combined cylinder and half-saddles supporting the smokebox, steam-chests above the cylinders and the firebox sitting upon the tops of the frames behind the trailing wheels. Single slide-bars were used and the rods and motion followed American practice, although—due probably to risk of obstructions when working in yards and wharves—link motion with rocking-shafts was employed. The springs were all above the frames, the main driving and rear coupled being equalized together whilst the forward ends of the front springs were cross-equalized. A steam brake was provided, the cylinder being located above the frames against the forward waist-plate applying blocks to the rear of all the wheels. Sand was supplied from two separate boxes upon the saddle tank to the front and rear of the leading and trailing coupled wheels. An injector of non-lifting type was fitted on each side, below the cab-sides and safety valves of "Consolidated" pattern were provided upon the dome. The first of these engines "F" was withdrawn in 1926-7 and some time afterwards scrapped.
At the beginning of 1920 the first tender engines were placed in service on the line, they are of 4-6-0 type with double-bogie tenders being built at the Montreal Locomotive Works, Canada (Nos. 61530-2) in December 1919 and numbered 21-3 on the railway and are illustrated by Fig. 11. They are of typical American pattern having bar frames, each cylinder and steam chest combined with half-saddle under the smokebox and the boiler supported from the frames in the customary U.S.A. manner.
Superheaters, piston valves with inside admission and Walschaert valve gear were all first introduced to the line on these engines; the springs of the front coupled and main driving axles are above the frames whilst those of the rear coupled are within the frame spaces and compensated with the main drivers. The crossheads are of the Laird pattern, the connecting-rods having strap-type big-ends and closed-type little-ends with horizontal adjusting screws. The boiler is of the straight-topped round firebox type, is fed by two under-type injectors and equipped with two "Pop" safety valves over the firebox; sanding is provided to the front of the front coupled wheels and the back of the main drivers, the sand-box being upon the boiler barrel. The tenders are of usual American pattern and have arch-bar type bogies. A steam brake is provided applying blocks to the rear of all the coupled wheels; brake blocks are also provided to all the tender wheels.
A further series of these engines, precisely similar, was built by the same firm in July 1921 (Nos. 63088-93) being numbered 24-9. Some of the engines of both series were subsequently fitted with " capuchons" to the chimney as will be seen in Fig. 11. No. 22 was converted to burn oil-fuel in the mid 1920's, but put back to coal after two or three years.
These nine locomotives, with a tractive effort double that of the main line engines naturally rendered excellent service, especially during the sugar production boom of the early 1920’s and now, on the subsidence of the boom have –

together with the class of engines next to be described – enabled considerable modernisation of traffic working to be introduced.

February episode follows:

In 1923 two interesting locomotives were constructed in the railway shops at Port-of-Spain, being numbers 19 and 20, and they arc illustrated by Fig. 12. These engines are identical with the later 4-4-0 Kitson tank engines, in fact their boilers, wheels, etc., were spare and stock parts for those engines, but they have been built as tender engines by utilising the side banks of the engine for fuel-oil and the whole of the tender capacity for water. All the engine dimensions are the same as given for the 4-4-0 tank engines, but engine 20 differs from its prototypes in being fitted with Walschaert valve-gear of which a clear view of the lay-out appears in the photograph.

The tenders are also of local construction, having the front pair of wheels rigid and the other two pairs forming a bogie of the arch-bar type; the water capacity of the tank being 3,000 galls.

Subsequently another engine, No. 18, has been modified and fitted with a tender in similar manner to the two foregoing and the engine retains the original link motion arrangements as was done when constructing No. 19.

The latest locomotives to be received are two of a very similar size and weight, but somewhat less powerful than the previous passenger tender engines of 1919-21, and intended more especially for the principal passenger trains. They were built by Armstrong, Whitworth St Co. Ltd. in 1928 (Makers' Nos. 1003-4), delivered in 1929 and numbered 31-2 and are illustrated by Fig. 13. Their cylinders, wheels and heating surfaces in general are similar to their Canadian-built predecessors but the boiler pressure is 20 lb. less and the superheating ratio is less. The constructional features however are quite distinct, following English practice in every particular although the smokebox is supported on a saddle-casting between the frames and an ample cab is provided ; the tender also is of plate-framed pattern being on six wheels and having much less water capacity.

Inside admission piston valves are employed, operated by Walschaert valve gear, "alligator" pattern crossheads, connecting-rods of fluted section with closed-type big-ends adjusted by cotter and closed-type little-ends adjusted by vertical screw-blocks ; underhung springs are fitted to the coupled axles. The boiler is of the Belpaire type and is fed by two injectors of non-lifting type and reversion is made to safety valves of the Ramsbottom pattern; sanding is provided by separate sand-boxes to the front of the front coupled wheels and to the back of the rear ones. These engines are equipped for working the vacuum brake on the trains, the engine itself being braked by vacuum-controlled steam brake applying blocks to the front of all the coupled wheels, but the tender brake is vacuum-applied. These two engines are equipped to burn oil and the fuel tank will be seen above the water space of the tender.

In about the years 1908-12 two steam rail-cars of of of the types which had a short spell of popularity in England in 1903-6 were imported second hand by the railway. They were two which had been built in 1905 for the London, Brighton and South Coast Railway to the specification of Mr. D. E. Marsh, the engine portion by Beyer, Peacock & Co. Ltd. and the coach bodies by the Electric Railway, Tramway and Carriage Works, Preston. No photograph showing their appearance in Trinidad is available but an outline diagram of their original state is given in Fig. 14. The engine drove only on to the leading pair of wheels. A full description of these cars appeared in THE LOCOMOTIVE, Vol. XI, p. 150, and no changes are known to have been made after their arrival in the Island.

They appear, in fact, to have done little or no regular work in Trinidad – as rail cars – the body, etc., of one being converted into a special coach for H.E. The Governor of Trinidad and the other into a second-class carriage; the engine portions were broken up.

In 1931 a Sentinel-Cammell rail-car was built and put into service on the Sangre Grande line. It is of the twin articulated type having the Gresley patent bogie in the centre and was illustrated and described in our issue of Jan. 15, 1932, page 32. The unit follows the usual practice of the builders, the six-cylinder, single-acting horizontal engine being slung below the frame immediately behind the leading bogie, driving through a cardan shaft to the leading axle of the driving bogie. The boiler is a standard "Sentinel" vertical type, oil-fired by means of a Laidlaw-Drew equipment. Dual control is fitted, operated either from the engine-room compartment or from a driver's compartthent at the other extremity of the coach.

At the present time there are 23 locomotives in service, no less than nine having been withdrawn during the last three years or so ; whilst the rolling stock consists of 96 passenger and 856 goods vehicles, about 75 of the former and the whole of the latter, with the exception of a few bogie oil-tank wagons and other special vehicles, being four-wheeled stock. Almost all the stock follows English practice with the exception of the centre couplers. Of course, the bogie passenger carriages are of more modern appearance, but even in their case the third-class coaches are of the compartment type, the first and second-class being of the usual Colonial central corridor and end-platform pattern.
The passenger train services may be summarised as follows: –
San Fernando and Siftaria Main Line. – Three trains each way daily, taking about 2 3/4 hours including stops for the 51 miles with an average running speed of about 22 m.p.h. excluding stops. Refreshment cars are attached to all the trains running on this section,
Rio Claro line. Three trains each way daily, the best taking 2 1/2 hours including stops for the 42 1/2 miles—with a 15 minute interval at Jerningham Junction—and an average running speed of about 21 m.p.h. excluding stops.
Sangre Grande Line. Although this line also has only three trains each way daily throughout, it has a fairly frequent service of six others each way between Port-of-Spain and Anima with five more running out part of the way, making fourteen in all running out various distances on the section; a good proportion of the lesser-distance trains stopping at a number of "halts," of which there are no less 'than ten between Port-of-Spain and Arouca stations.
The goods services practically consist of one regular train each way daily over each section; additional trains – particularly cane specials, of which there are a number during the cropping season – being run as specials.
The Govt. Rly. maintains two steamer services, one serving the northern coast of the south west prolongation of the Island and the other the various small, but exceedingly picturesque islands lying off, and between, the north western shoulder and the mainland of South America; the maintenance of the vessels and all equipment in connection therewith being an additional responsibility of the Loco. Dept.
In conclusion, thanks are accorded to Messrs. Kitson & Co., Hunslet Engine Co. American Loco. Co. and others, for information and photographs.

Since the article was written the locomotive Arima and two more shunting engines "G" and "H" have been scrapped; a slight error occurred in stating, on page 384 of our Dec. issue, that a further 8 or 9 of the 4-4-0 tank engines had been latterly withdrawn, as this should have been 5 or 6, and although withdrawn they have not been scrapped.

Concluded

20.28.4 Baldwin erecting drawings for West Indian locos available for purchase from the DeGolyer Library

Background

When the Baldwin works closed in 1956 C. W. Whitbeck was given permission to salvage what he could of the company's records and drawings. This was inevitably only a miniscule fraction of what had existed, but nevertheless is extremely valuable for researchers. Much of what he saved has now migrated to the DeGolyer Library of Southern Methodist University in Texas. Some is available online, whilst drawings and other items can be ordered.

Baldwin loco specification books

These hold a vast amount of information about individual batches of locos, though they were copied from microfilms which can make the identification of the appropriate pages more difficult – though not impossible – in some volumes. https://digitalcollections.smu.edu/digital/collection/rwy/id/32

Erecting drawings

About 4000 Baldwin general arrangement drawings are available – out of perhaps 50,000 or more. Lists – and other assets – can be found via https://txarchives.org/smu/finding_aids/00052.xml but note that it worth taking time to browse deeply, as the Txarchives and SMU libraries websites are not always easy to navigate.

Image services and permission to publish

https://www.smu.edu/libraries/degolyer/using/images

Reproduction fees

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Available drawings of West Indian 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	
Barbados									
528A-69	9622	Barbados Government	**3**	1919	12-20¼E	4	2-8-2	SE/CS	3
Dominican Republic									
476-78	7705	Guanica Centrale (C. La Romana) (Santo Domingo)	**2-3**	1912	08-22D	322-323	2-6-0	SE/CS	3
1031-90	8597	Ingenio Cristobal Colon (Domin. Rep.) (by L. Turnure)	**6**	1915	06-12C	9	2-4-0	SE/CS	3
465-32	3788	Central Ansonia Sugar	**3**	1900	06-11 1/3C	46	0-4-2T	SE/CS	3
1031-94	8605	Central Angelina (see Porcella Vincini)	**11**	1915	08-14D	34	2-6-0	SE/CS	3
669-84	2529	Central Consuelo (see Bass, W. L.)	**3**	1893	06-11C	2	2-4-0	SE/CS	3
1031-94	8605	Porcella, Vicini for Central Angelina	**11**	1915	08-14D	34	2-6-0	SE/CS	3
669-89	2538	Vicini (J.B.) & Company for Ingenio Angelina	**'HAINA'**	1893	06-10C	7	2-4-0	3	
365-15	9580	Central Romana	**9-10**	1919	10-34E	2053-2054	2-8-0	SE	4
476-22	7467	Cristobal Colon Estate							

		(by Morewood)	**5**	1912	06-12C	6	2-4-0	SE/CS	3
670A-71	5642	Koppel, Arthur	**'BUENA VISTA'**	1906	04-11C	352	0-4-0	SE/CS	3
326-19X	9023	Mecke and Co.,							
		San Jose Sugar		1916	08-14D	36	2-6-0	SE	
673A-14	5618	Santiago, Porcella							
		(Italia Estate)	Pied. & Lomb.	1906	08-10D		2-6-0	SE/CS	3
476-22	7467	Morewood & Co. for							
		Central Cristobal Colon	**5**	1912	06-12C	6	2-4-0	SE/CS	3
669A-68	2330	Italia Estate	**'EUTELLA'**	1892	06-08 1/3C	37, 39-40	0-4-2	SE/CS	3
673A-14	5618	Italia Estate (see Porcella							
		Santiago)		1906	08-10D	3	2-6-0	SE/CS	3
Jamaica									
365-12	Tracing 39130	Jamaica Govt.	**25-26** (?)	1919	12-32E	1-2	4-8-0	SE	3
172-21CX	9760	Jamaica Government	**19-21**	1919	12-32E	3-5	4-8-0	CS	32x84
172-21X	9759	Jamaica Government	**19-21**	1919	12-32E	3-5	4-8-0	SE	32x84
382-31	Tracing 26558	Jamaica Govt.	**36**	1914	12-32¼E	13	2-8-2	SE/CS	6
382-87	Tracing 28185	Jamaica Govt.	**36**	1937?	12-32¼E	13	2-8-2	SE/CS	6
380-7	8143	Jamaica Government	**37-39**	1913	12-32¼E	9-11	2-8-2	SE/CS	6
364-90	Tracing 32347	Jamaica Govt.	**40-41**	1916	14-32¼E	1-2	4-6-2	SE/CS	4
365-9	Tracing 39131	Jamaica Govt.							
		(proposal)	**25**	1919?	12-32E	1	4-8-0	SE	3
Puerto Rico									
396-42	9289	Ponce & Guayama RR	**7**	1917	10-22E	74	2-8-0	SE/CS	6
197-20X	7681	American RR of PR	**103**	1912	06-20 D	35	0-6-0T	CS 28 X 65	
352-10AX	12073	Isabela Irrig. Service	**1-3**	1925	04-10½C	140-142	0-4-0	CS	23x82
172-11BX	9738	Central Puerto Real	**4**	1919	08-16 1/3D	15	0-6-2	SE	27x61
172-11X	9739	Central Puerto Real	**4**	1919	08-16 1/3D	15	0-6-2	CS	26x66
469-7	4225	Guanica Centrale							
		(Puerto Rico)	**2-4**	1902	10-22D	48-50	4-6-0	SE/CS	3
467-62	6202	Caguas Tramway Co. (later							
		PR Rly., Light & Power Co.)	**1-2**	1907	08-28D	279-280	2-6-0	SE/CS	3
466A-11	6104	Plazuela Sugar	**4**	1907	08-22D	301	2-6-0	SE/CS	3
474A-22	6532	Plazuela Sugar	**5-6**	1909	08-22D	311, 315	2-6-0	SE/CS	3
104-15X	10136	Central Monserrate	8	1920	04-06C	22	0-4-0	SE/CS	23x65
520-75	12543	Central Pasto Viejo	**7-8**	1927	10-22E	110-111	2-6-0	SE/CS	4
470A-44	5431	Fox Brothers & Company for							
		Sucr. Central Coloso	**1**	1906	06-00 6 1/3C	1	0-4-2	SE/CS	3
670A-72	5637	Koppel, Arthur for							
		Cie. des Sucrs. de PR	**2-3**	1906	08-08 1/3C	5-6	0-4-4	SE/CS	3
470A-12	5770	Koppel, Arthur for							
		Central Fortuna	**1**	1906	08-16 1/3C	52	0-4-4	SE/CS	3
673A-45	5318	Koppel, Arthur							
		for Vega Alta RR	**1**	1905	08-16D	58	2-6-0	SE/CS	3
473A-83	6297	Krajewski & Pesant for							
		Ingenio Lafayette		1908	06-14D	44	0-6-0	SE/CS	3
473A-88	6303	Wiener, Ernst							
		for Central Porto Real	**1**	1908	06-10 1/3C	67	0-4-2	SE/CS	3
470A-19	5730	Wiener, Ernst							

		for Porto Rico	**2-3**	1906	08-10 1/3C	7-8	0-4-4	SE/CS	3
476-79	7710	Wiener, Ernst for Central Juanita	**5**	1912	08-14D	29	2-6-0	SE/CS	3
674-10	5400	Wiener, Ernst for Central Plazuela	**3**	1906	08-18D	120	2-6-0	SE/CS	3

20.29 List of locos by builder

ALCo

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
38443	1905	2-8-0	Metre	PR	Central Fajardo **1**	20.17.11
38444	1905	2-8-0	Metre	PR	Central Fajardo **2**	20.17.11
40220	1906	0-6-0T	Metre	PR	Central Fajardo **3**	20.17.11
42792	1907	0-4-0ST	Std.	DomR	Central La Romana **1**	20.10.5
43580	1907	0-6-0	Metre	PR	Guanica Central **5**	20.17.11
45558	1908	2-8-0	Metre	PR	Central Fajardo **4**	20.17.11
45559	1908	2-8-0	Metre	PR	American RR **51**	20.17.1
45560	1908	2-8-0	Metre	PR	American RR **52**	20.17.1
48901	1910	2-8-0	Metre	PR	American RR **53**	20.17.1
48902	1910	2-8-0	Metre	PR	American RR **54**	20.17.1
48903	1910	2-8-0	Metre	PR	American RR **55**	20.17.1
48936	1910	2-8-0	Metre	PR	Central Fajardo **5**	20.17.11
50485	1911	2-8-0	Metre	PR	American RR **56**	20.17.1
50486	1911	2-8-0	Metre	PR	American RR **57**	20.17.1
50487	1911	2-8-0	Metre	PR	American RR **58**	20.17.1
50488	1911	2-8-0	Metre	PR	American RR **59**	20.17.1
52559	1912	0-4-0	2' 6"	DomR	Ingenio San Luis **5 'BANINA'**	20.10.5
54574	1914	2-8-0	Metre	PR	American RR **81**	20.17.1
54575	1914	2-8-0	Metre	PR	American RR **82**	20.17.1
54576	1914	2-8-0	Metre	PR	American RR **83**	20.17.1
54577	1914	2-8-0	Metre	PR	American RR **84**	20.17.1
55445	1915	2-8-0	Metre	PR	American RR **85**	20.17.1
55446	1915	2-8-0	Metre	PR	American RR **86**	20.17.1
55447	1915	2-8-0	Metre	PR	American RR **87**	20.17.1
59107	1918	0-4-2T	3' 0" or 3' 6"?	Trin	Frederick Estate **1**	20.24.3
59286	1918	2-8-0	Metre	PR	American RR **88**	20.17.1
59287	1918	2-8-0	Metre	PR	American RR **89**	20.17.1
59288	1918	2-8-0	Metre	PR	American RR **90**	20.17.1
59858	1919	0-4-2T	Std.	Trin	Woodford Lodge Estate **'WOODLAND ESTATE'** (name probably incorrect)	20.24.3
59860	1918	0-4-2ST	Std.	Trin	Brechin Castle Estate **'RIVULET'**	20-24.3
?????	19??	2-6-0	Std.	Trin	Trinidad Govt. Railway **73**	20.24.2
61789	1920	2-6-0	3' 0"	Hait?	Atlantic Fruit Co.? **3** (or maybe to Cuba for C. Tanamo)	20.13.6
62601	1920	2-8-0	Metre	PR	Central Fajardo **6**	20.17.11
62749	1920	0-4-0	2' 6"	Hait	Haitian-American Sugar Co. **?** (or possibly by Montreal)	20.13.7
67084	1927	2-8-0	Metre	PR	Central Fajardo **8**	20.17.11
68202	1921	2-8-0	Metre	PR	American RR **91**	20.17.1
68203	1921	2-8-0	Metre	PR	American RR **92**	20.17.1
68721	1935	2-8-0	Metre	PR	Central Fajardo **9**	20.17.11
					Later to ESA as **19**	20.17.11
71095	1943	2-8-0	Std.		USATC **2898**	
				Jama	Jamaica Govt. Railway **60**	20.14.1
71096	1943	2-8-0	Std.		USATC **2899**	

				Jama	Jamaica Govt. Railway **61**	20.14.1
73749	1945	2-8-0	Std.	Jama	Jamaica Govt. Railway **62**	20.14.1
73750	1945	2-8-0	Std.	Jama	Jamaica Govt. Railway **63**	20.14.1
73751	1945	2-8-0	Std.	Jama	Jamaica Govt. Railway **64**	20.14.1

Andrew Barclay

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
257	1883	0-4-0ST	?	Trin	Via Alex Chaplin, Glasgow, for shipment **?'St. AUGUSTINE'** 20.24.3	
270	1883	0-4-0ST	Std.	Trin	W. F. Burnley's Couva Estates, Esperanza Estate **'St. AUGUSTINE**	20.24.3
283	1883	0-4-0ST	3' 6"	DomR	*FC Samana á Santiago* **1**	20.10.1
284	1885	0-4-4-0T	3' 6"	DomR	*FC Samana á Santiago* **2**	20.10.1
293	1886	0-4-4-0T	3' 6"	DomR	*FC Samana á Santiago* **3**	20.10.1
734	1893	0-4-0T	3' 0"	Trin	Frederick Estate **'CARONI'**	20.24.3
735	1893	0-4-0ST	Std.	Trin	Trinidad Estates Co. **?**	20.24.3
				Trin	Brechin Castle Estate **'BRECHIN CASTLE'**	20.24.3
752	1893	0-4-0T	3' 0"	Trin	Frederick Estate **'WASHINGTON'**	20.24.3
753	1894	0-4-0T	?	Trin	Trinidad Estates Co. **?**	20.24.3
754?	1894	0-4-0ST	Std.	Trin	??? **?**, later to	20.24.3
				Trin	Brechin Castle Estate **'MILTON'**	20.24.3
771	1895	0-4-0ST	Std.	Trin	W. F. Burnley's Couva Estates, Esperanza Estate **'?'**	20.24.3
792	1893	0-4-0T	3' 0"	Trin	Frederick Estate **'St. HELENA'**	20.24.3
801	1897	0-4-0ST	Std.	Trin	Trinidad Estates Co. **'SEVILLA'** at Brechin Castle	20.24.3
				Trin	Trinidad Govt. Railway **'SEVILLA'**	20.24.2
907?	1901	0-4-0ST	?	Trin	Arbuthnot Latham & Co. for Bronte Estate? **'BRONTE No. 3'** (AB no. probably incorrect)	20.24.3
1025	1904	0-4-2T	3' 6"	DomR	*FC Samana á Santiago* **9**	20.10.1
1112	1907	0-4-2T	3' 6"	DomR	*FC Samana á Santiago* **10**	20.10.1
1191	1909	0-4-0T	Std.	Trin	W. F. Burnley's Couva Estates, Esperanza Estate **1 '?'**	20.24.3
					at Brontë Estate for a period **'BRONTE'**	20.24.3
1727	1921	0-4-0T	Std.	Trin	W. F. Burnley's Couva Estates, Esperanza Estate **2 'BRONTË',** at Brontë Estate for a period	20.24.3
20.24.3						
1859	1925	2-6-0	2' 6"	Jama	Jamaica Sugar Estates **2**	20.14.2
1860	1925	2-6-0	2' 6"	Jama	Jamaica Sugar Estates **3**	20.14.2
1961	1928	0-4-2T	3' 0"?	Trin	Caroni Sugar Estates **'MON PLAISIR'**	20.24.3

Armstrong Whitworth

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1003	1928	4-6-0	Std.	Trin	Trinidad Govt. Railway **31**	20.24.2
1004	1928	4-6-0	Std.	Trin	Trinidad Govt. Railway **32**	20.24.2

Avonside

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section

1286	1881	2-4-0	3' 6"	Barb	Barbados Railway **1 'St. JOHN'**	20.5.1
1287	1881	2-4-0	3' 6"	Barb	Barbados Railway **2 'St. JOSEPH'**	20.5.1
1288	1881	0-6-4T Fairlie	3' 6"	Barb	Barbados Railway (loco not built)	20.5.1
1289	1881	0-6-4T Fairlie	3' 6"	Barb	Barbados Railway (loco not built)	20.5.1
1886	1921	0-4-0ST	Std.	Trin	Woodford Lodge Estate **?**	20.24.3
2023	1921	0-4-0ST	Std.	Trin	Woodford Lodge Estate **?**	20.24.3

Bagnall

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
284	1880	0-4-0IST	2' 2"	PR	Central Mercedita, later Central Roig **'MERCEDITA'**	20.17.11
412	1881	0-4-0IST	2' 2"	PR	Central Mercedita, later Central Roig **'JULITA'**	20.17.11
414	1881	0-4-0IST	2' 2"	PR	Central Mercedita, later Central Roig **'CAUCAS'**	20.17.11
1134	1889	0-4-0ST	3' 0½"	StLucia	Henckell du Buisson & Co. **'BELSON'**	20.20
1308	1890	0-6-0T	3' 6"	Barb	Barbados Railway **6 'St. PHILIP'**	20.5.1
1310	1891	0-6-0T	3' 6"	Barb	Barbados Railway **7 'St. ANDREW'**	20.5.1
1230	1890	0-4-0ST	2' 6"	Trin	The Colonia Co. **'VIRGINIA'**	20.24.3

Baldwin

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
4404	1878	0-4-2T?	2' 6"	PR	Central Constancia **1[1] 'CONSTANCIA'**	20.17.11
4733	1879	0-4-2T Motor	2' 6"	PR	*Tranvia de Ubarri* **1**	20.17.10
5080	1880	0-4-2T Motor	2' 6"	PR	*Tranvia de Ubarri* **2**	20.17.10
5082	1880	0-4-2T Motor	2' 6"	PR	*Tranvia de Ubarri* **3**	20.17.10
?	188?	0-4-2T Motor	2' 6"	PR	*Tranvia de Ubarri* **4**	20.17.10
8279	1886	0-4-0T Motor	?	USA	Belvidere Iron Ore Co. 2	
					Crane Iron Works, Pennsylvania ?	
			2' 6"	PR	*Tranvia de la Capital a Rio Piedras* **?**	20.17.10
					Caguas Tramway **6**	20.17.
9681	1888	0-6-0	2' 0"	DomR	Ingenio Boca Chica **1 'JUNIATA'**	20.10.5
?	1889	0-4-2T	2' 6"		Plantation de Macoris **'S. P. de MACORIS'**	20.10.5
11230	1890	0-4-2T	2' 6"	DomR	Ingenio Porvenir **1 'PORVENIR'**	20.10.5
11403	1890	0-4-2ST	2' 6"	DomR	Ingenio Consuelo **1 'SILVINITA'**	20.10.5
11404	1889	0-4-2T	2' 6"		Plantation de Macoris **2 'La ROMANA'**	20.10.5
11445	1891	0-4-2ST	2' 6"	DomR	Ingenio Consuelo **2 'EMILIA'**	20.10.5
12269	1891	2-6-0	2' 0"	DomR	Ingenio Boca Chica **2**	20.10.5
12274	1891	0-4-2ST	2' 6"	DomR	Ingenio Consuelo **3 'DICK'**	20.10.5
12403	1892	0-6-0	2' 6"	DomR or Cuba	Ordered via Elisha Atkins for unknown **1 'SAN MATEO'**	20.10.7
12659	11892	0-4-2ST	2' 6"	DomR	Ingenio Cristóbal Colón **3 'CRISTÓBAL COLÓN'**	20.10.5
12975	1892	0-4-2T	2' 6"	DomR	Ingenio Cristóbal Colón **? 'EUTELLA'**	20.10.5
12980	1892	0-4-2T	2' 6"	DomR	Ingenio Angelina **1 'SEIBITA'**	20.10.5
12981	1892	0-4-2T	2' 6"	DomR	Estate Encarnacion **?**	20.10.5
				DomR	Ingenio Angelina **5 'BONDILLO'**	20.10.5
13025	1892	0-4-2T	2' 6"	DomR	Ingenio Porvenir **2 'ESPERANZA'**	20.10.5
13191	1893	0-4-0ST	2' 6"	DomR?	Ordered via K&P for Yrisarri & Co. **1 'YRISARRI'**	20.10.7
13244	1893	0-4-2T Motor	2' 6"	PR	*Tranvia de Ubarri* **5**	20.17.10

					Sold to Central Cambalache **5**	20.17.11
?	1896?	0-4-2T	Motor	2' 6"	PR	*Tranvia de Ubarri* **6**	20.17.10
						Sold to Central Cambalache **6**	20.17.11
13503	1893	4-4-0		2' 6"	DomR	Ingenio Cristóbal Colón **? 'PALMAR'**?	20.10.5
					DomR	was at Estate Ocoa for a period **? 'PALMAR'**?	20.10.5
13774	1893	2-4-0		2' 6"	DomR	Ingenio Consuelo **3** or **4¹ 'OUIJA'**	20.10.5
13793	1893	2-4-0		2' 6"	DomR	Ingenio Angelina **6 'HAINA'**	20.10.5
13802	1893	2-4-0		2' 6"	DomR	Ingenio Santa Fe **3 'CORITA'**	20.10.5
13808	1893	0-4-2T		2' 6"	DomR	Estate La Fe **3 'JUANITA'**	20.10.5
13821	1893	0-6-0		2' 6"	PR	Unknown customer	20.17.13
12403	1892	0-6-0		2' 6"	DomR or Cuba	Ordered via Elisha Atkins for unknown **4 'SAN ANTON'**	20.10.7
13854	1893	0-4-2ST		2' 6"	DomR	Ingenio Cristóbal Colón **4 '?'**	20.10.5
13906	1894	2-4-0		2' 6"	DomR	Ingenio Consuelo **4** or **4² 'PIONEER'**	20.10.5
13930	1894	0-4-2T		2' 6"	DomR	Central Ansonia **'ANSONIA'**	20.10.5
14024	1894	2-6-0		2' 6"	DomR	Central Azuano **1 'UMBRIA'**	20.10.5
14054	1894	0-4-2T		2' 6"	DomR	Ingenio Angelina **2 'AMALFI'**	20.10.5
14094	1894	0-4-2T		2' 6"	DomR	Ingenio Porvenir **3 'MACORISANA'**	20.10.5
14095	1894	0-4-2T		2' 6"	DomR	Samana Bay Fruit Co. **1 'FRANK'**	20.10.6
14125	1894	0-4-2T		2' 6"	DomR	Ingenio San Luis **1 'SAN LUIS'**	20.10.5
14137	1893	2-4-0		2' 6"	DomR	Estate La Fe **4 'OZAMA'**	20.10.5
14163	1894	0-4-2T		2' 6"	DomR	Central Ansonia **2 'LOTICA'**	20.10.5
14235	1895	2-4-0		2' 6"	DomR	Samana Bay Fruit Co. **2 'MARIAN HAYDEN'**	20.10.6
14242	1894	2-4-0		2' 6"	DomR	Ingenio Consuelo **5 'ALEXANDER'**	20.10.5
14301	1894	2-4-0		2' 6"	DomR	Ingenio Angelina **8 'CAMPANIA'**	20.10.5
14345	1895	2-4z1-0T		2' 6"	DomR	*FC Central Dominicano* **5 'CIBAO'**	20.10.2
14452	1895	0-4-2T		2' 6"	DomR	Ingenio Angelina **3 'ETRURIA'**	20.10.5
14667	1896	2-6-0		2' 6"	DomR	Central Azuano **? 'PAVIA'**	20.10.5
14674	1896	0-4-2T		2' 6"	DomR	Ingenio Cristóbal Colón **? 'LIGURIA'**	20.10.5
14929	1896	0-4-2T	Motor	2' 6"	PR	*Tranvia de Ubarri* **7**	20.17.10
15925	1898	0-6-0		2' 6"	DomR	Samana Bay Fruit Co. **3 'ELIZABETH'**	20.10.6
16219	1898	2-6-0		2' 6"	DomR	Central Azuano **'COMPOSTELA'**	20.10.5
						later to Ingenio Angelina **?**	20.10.5
16269	1898	2-8-2T		2' 6"	Barb	Bridgetown & St. Andrew's Railway **1 'ALICE'**	20.5.2
16270	1898	2-8-2T		2' 6"	Barb	Bridgetown & St. Andrew's Railway **2 'BEATRICE'**	20.5.2
16331	1898	0-6-0T		2' 6"	Barb	Bridgetown & St. Andrew's Railway **3¹ 'CATHERINE'**	20.5.2
16332	1898	2-6-0T		2' 6"	Barb	Bridgetown & St. Andrew's Railway **4¹ 'DOROTHY'**	20.5.2
16666	1899	2-6-0		2' 6"	DomR	*FC Central Dominicano* **7 'QUISQUEYA'**	20.10.2
16667	1899	2-6-0		2' 6"	DomR	*FC Central Dominicano* **8 'MOCA'**	20.10.2
17245	1899	0-6-0		Metre	PR	Ponce y Guayama RR **1 'BILLY'**	20.17.5
17693	1900	2-4z1-0T		2' 6"	DomR	*FC Central Dominicano* **9 'SANTO CERRO'**	20.10.2
18289	1900	0-6-0		Metre	PR	Ponce y Guayama RR **2 'SAM'**	20.17.5
18370	1900	2-4-0		2' 6"	DomR	Ingenio Consuelo **6 '"JOHNSON"'**	20.10.5
18442	1900	0-4-2T		2' 6"	DomR	Central Ansonia **3 'CAPITAN'**	20.10.5
19648	1901	2-6-0		Metre	PR	Ponce y Guayama RR **3¹**	20.17.5
						Central Aguirre **3**	20.17.11
19691	1901	2-4-0		2' 6"	DomR	Ingenio Consuelo **7 '"BOSTON"'**	20.10.5
19730	1901	2-4-0		2' 6"	DomR	Central Quisqueya **4 'SETH'**	20.10.5

20582	1902	4-6-0	Metre	PR	Guanica Central **2**	20.17.11
20978	1902	4-6-0	Metre	PR	Guanica Central **3**	20.17.11
21088	1902	4-6-0	Metre	PR	Guanica Central **4**	20.17.11
21406	1902	0-6-0	Metre	PR	Ponce y Guayama RR **4**	20.17.5
					Central Aguirre **4**	20.17.11
23181	1903	0-6-0	Metre	PR	Ponce y Guayama RR **5**	20.17.5
					Central Aguirre **5**	20.17.11
23182	1903	2-8-0	Metre	PR	American RR **31**	20.17.1
23183	1903	2-8-0	Metre	PR	American RR **32**	20.17.1
23228	1903	0-6-0	Metre	PR	Ponce y Guayama RR **6**	20.17.5
					Central Aguirre **6**	20.17.11
24425	1904	2-8-0	Metre	PR	American RR **33**	20.17.1
24452	1904	2-8-0	Metre	PR	American RR **34**	20.17.1
24827	1904	0-6-6-0	Metre	PR	American RR **35**	20.17.1
24828	1904	0-6-6-0	Metre	PR	American RR **36**	20.17.1
24829	1904	0-6-6-0	Metre	PR	American RR **37**	20.17.1
24948	1905	0-6-6-0	Metre	PR	American RR **38**	20.17.1
25559	1905	0-4-2T	2' 6"	DomR	Ingenio Cristóbal Colón **? 'ZOAGLI'**	20.10.5
25840	1905	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **? 'GENOVA'**	20.10.5
25865	1905	2-6-0	2' 6"	DomR	*FC Central Dominicano* **11 'La VEGA REAL'**	20.10.2
26011	1905	2-4z1-0T	2' 6"	DomR	*FC Central Dominicano* **10 'ANACOANA'**	20.10.2
27260	1906	0-4-4ST	2' 6"	PR	Central San Vicente **?**	20.17.11
			Metre?		Regauged? and became Central San Vicente **2 'PALMYRA'**	20.17.11
27694	1906	0-4-2ST	500mm	PR	Unknown customer **1 'DUCLUY'**	20.17.13
27550	1906	2-6-0	Metre	PR	Central Plazuela **3 'PALMAS ALTAS'**	20.17.11
					Possibly worked at a Central Razuela too?	
27694	1906	0-4-2T	500mm	PR	Central Coloso **1 'DECLUY'**	20.17.11
28643	1906	0-4-4T	2' 6"	PR	Central Cambalache **1 'CAMBALACHE'**	20.17.11
28645	1906	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **? 'PIEMONTE'**	20.10.5
28646	1906	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **? 'LOMBARDIA'**	20.10.5
28785	1906	0-4-4T	590mm	PR	Unknown customer	20.17.13
28786	1906	0-4-4T	590mm	PR	Unknown customer	20.17.13
28880	1906	0-4-0	2' 2"	DomR	Ingenio San Marcos **'EDUARDE'**	20.10.5
29103	1906	0-4-4T	2' 6"	PR	Central Cambalache **2 'BUENA VISTA'**	20.17.11
29540	1906	0-4-4T	2' 6"	PR	Unknown customer **3 'EMILIA'**	20.17.13
29541	1906	0-4-4T	2' 6"	PR	Unknown customer **2 'PALMIRA'**	20.17.13
29574	1906	0-4-4T	600mm	PR	Central Fortuna **1**	20.17.11
29663	1906	2-6-0	2' 6"	PR	Central Juncos **3 'Mr. ROIG'**	20.17.11
29664	1906	2-6-0	2' 6"	PtoR	Juncos Central Co. **4 'RAYO'**	20.
				DomR	Ingenio San Luis **7²**	20.10.5
30038	1907	2-8-0	Metre	PR	American RR **39**	20.17.1
30039	1907	4-4-0	Metre	PR	American RR **61**	20.17.1
30065	1907	2-8-0	Metre	PR	American RR **40**	20.17.1
30066	1907	2-8-0	Metre	PR	American RR **41**	20.17.1
30067	1907	4-4-0	Metre	PR	American RR **62**	20.17.1
30068	1907	4-4-0	Metre	PR	American RR **63**	20.17.1
31223	1906	2-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **51**	20.13.5
31243	1906	2-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **52**	20.13.5

31446	1907	0-4-4T	Metre	PR	Central Monserrate **1 'MARIA'**	20.17.11
31705	1907	0-4-0T	2' 2"	PR	Central Rufino **1**	20.17.11
32225	1907	2-8-0	Metre	PR	American RR **42**	20.17.1
32230	1907	2-6-0	Metre	PR	Central Plazuela **4[1] 'ESPERANZA'**	20.17.11
32232	1907	2-8-0	Metre	PR	American RR **43**	20.17.1
32236	1907	2-8-0	Metre	PR	American RR **44**	20.17.1
32259	1907	2-6-0	2' 6"	DomR	*FC Santiago á Moca* **1 '26 de JULIO'**	20.10.4
				DomR	*FC Central Dominicano* **?**	20.10.2
32287	1907	2-6-0	2' 6"	DomR	Ingenio Angelina **7 'ROMA'**	20.10.5
32475	1907	4-8-0	Std.	Jama	Jamaica Govt. Railway **33**, later **25**	20.14.1
32476	1907	4-8-0	Std.	Jama	Jamaica Govt. Railway **34**, later **26**	20.14.1
32541	1908	2-6-0	Metre	PR	Caguas Tramway **2**, PR Light & Power Co. no. **2**.	20.17.3
					American RR **112**	20.17.1
32640	1908	2-6-0	Metre	PR	PR Light & Power Co. no. **1**.	20.17.
					American RR **111**	20.17.1
32640	1908	2-6-0	Metre	PR	Caguas Tramway **1**	20.17.3
					American RR **111**	20.17.1
32641	1908	2-6-0	Metre	PR	Caguas Tramway **2** (or **3**?)	20.17.
					Ameerican RR **112**	20.17.1
					the to Central Juncos **112**	20.17.11
					Later became ESA no. **?**.	20.17.11
32738	1908	2-4-0	Metre	PR	Central Monserrate **2 'RITA'**	20.17.11
32931	1908	2-4-0	2' 6"	PR	Central Playa Grande **1 'PLAYA GRANDE'**	20.17.11
32932	1908	2-4-0	2' 6"	PR	Central Playa Grande **2 'RESOLUCION'**	20.17.11
32933	1908	2-4-0	2' 6"	PR	Central Arcadia **1 'Las MARIAS'**	20.17.11
32940	1908	2-4-0	2' 6"	PR	Central Cambalache **3 'Las CLARAS'**	20.17.11
32972	1908	0-6-0	2' 6"	PR	Central Lafayette **5[1]**	20.17.11
32991	1908	0-4-2ST	900mm	PR	Central Puerto Real **1 'PUERTO REAL'**	20.17.11
33008	1908	2-6-6-2	2' 6"	DomR	Ingenio Angelina **9 'MILAN'**	20.10.5
33096	1908	2-6-0	Metre	PR	Caguas Tramway **3,** PR Light & Power Co. no. **3**.	20.17.3
					American RR **113**	20.17.1
33097	1908	0-4-4T	600mm	PR	Central Monserrate **3 'CONCEPCION'**	20.17.11
33180	1909	0-4-4T	900mm	PR	Central Puerto Real **2**	20.17.11
33200	1909	0-4-2ST	2' 6"	PR	Central Los Caños **1[1]**	20.17.11
33271	1909	2-4-0	2' 6"	PR	Central Playa Grande **3 'PUNTA ARENAS'**	20.17.11
33512	1909	4-4-0	Metre	PR	American RR **64**	20.17.1
33527	1909	4-4-0	Metre	PR	American RR **65**	20.17.1
33528	1909	4-4-0	Metre	PR	American RR **66**	20.17.1
33594	1909	0-4-04T	2' 2"	PR	Central Rufino **2**	20.17.11
33705	1909	2-4-0	600mm	PR	Central Juanita **3**	20.17.11
33926	1907	2-6-0	Metre	PR	Central Plazuela **5 'FLORIDA'**	20.17.11
34030	1909	0-4-2T	500mm	PR	Central Coloso **2**	20.17.11
34090	1909	2-4-0	2' 6"	DomR	Ingenio San Luis **2 'MENDOZA'**	20.10.5
34091	1909	2-4-0	2' 6"	PR	Central Playa Grande **4 'PLAYA VIEJA'**	20.17.11
34607	1910	0-4-2T	Metre	USVI	St. Croix Estate Bethlehem? **? '?'**	20.26.1
34846	1910	0-6-0T	900mm	PR	Central Puerto Real **3**	20.17.11
35078	1910	2-6-0	2' 6"	DomR	*FC Central Dominicano* **12 'ISABELA'**	20.10.2
35250	1910	2-6-0	600mm	PR	Central Monserrate **4 'MOROVIS'**	20.17.11

35539	1910	2-4-0	2' 6"	PR	Central Playa Grande **5 'MONTE SANTO'**	20.17.11
35601	1910	0-4-2ST	500mm	PR	Carmen Central **1**	20.17.11
35632	1910	0-4-4T	750mm	PR	Unknown customer **5**	20.17.13
35758	1909	2-6-0	Metre	PR	Central Plazuela **6 'SAN RAFAEL'**	20.17.11
35815	1910	2-4-0	2' 6"	DomR	Ingenio Consuelo **1² 'BASIL'**	20.10.5
36135	1911	2-8-2	Std.	Jama	Jamaica Govt. Railway **35**	20.14.1
36134	1911	2-8-2	Std.	Jama	Jamaica Govt. Railway **36**, later **34**	20.14.1
36205	1910	2-4z1-0T	2' 6"	DomR	*FC Central Dominicano* **4² 'SAMANA'**	20.10.2
36711	1911	0-4-4T	Metre	PR	Guanica Central **6**	20.17.11
36762	1911	2-4-0	2' 6"	DomR	Central Quisqueya **5 'CANUTILLO'**	20.10.5
36921	1911	2-6-0	Metre	PR	Caguas Tramway **4¹**	20.17.3
					ESA **14**	20.17.
36973	1911	4-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **3**	20.13.5
36974	1911	4-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **4**	20.13.5
36975	1911	4-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **5**	20.13.5
36976	1911	4-6-0	3' 6"	Haiti	*Cie. Nationales des CF d'Haiti* **6**	20.13.5
36980	1911	0-4-2T	500mm	PR	Central Coloso **3**	20.17.11
37064	1911	2-6-0	2' 6"	DomR	Ingenio Santa Fe **6 'ORFELINA'**	20.10.5
37065	1911	2-6-0	2' 6"	DomR	Ingenio Porvenir **4 'El SOCO'**	20.10.5
37066	1911	2-4-0	2' 6"	DomR	Ingenio San Luis **3 'AVELINA'**	20.10.5
37169	1911	0-6-2T	Metre	PR	Central Vannina (later Central San Jose) **4 'GUAYNABO'**	20.17.11
37304	1911	2-6-0	2' 6"	DomR	Ingenio Angelina **10 'TURIN'**	20.10.5
37307	1909	2-4-0	2' 6"	DomR	Ingenio San Luis **4 'GUERRA SAN LUIS 1912'**	20.10.5
38034	1912	2-4-0	2' 6"	DomR	Ingenio Cristóbal Colón **5**	20.10.5
38300	1912	2-6-0	Metre	PR	Caguas Tramway **5,** PR Light & Power Co. no. **5**.	20.17.3
					American RR **110**	20.17.1
38459	1912	2-6-0	2' 6"	PR	Central Lafayette **5² 'FANTAUZZI'**	20.17.11
38478	1912	2-6-0	2' 6"	DomR	Ingenio Santa Fe **7 'La BALSA'**	20.10.5
38661	1912	2-8-0	3' 0"	PR	Unknown customer **1**	20.17.13
38797	1912	0-6-0	3' 0"	PR	Unknown customer	20.17.13
38918	1912	0-6-0T	Metre	PR	American RR **103**	20.17.1
39008	1913	2-6-0	Std.	DomR	Central La Romana **2**	20.10.5
39032	1913	4-6-0	Metre	PR	American RR **67**	20.17.1
39057	1913	2-6-0	600mm	PR	Central Juanita **5**	20.17.11
39161	1913	0-4-2T	Metre	USVI St. Croix	Estate Bethlehem? **? '?'**	20.26.1
39668	1913	2-6-0	Std.	DomR	Central La Romana **3**	20.10.5
40372	1913	2-4-0	2' 6"	DomR	Ingenio Santa Fe **8 'MACORIS'**	20.10.5
40802	1913	2-6-0	2' 6"	DomR	Ingenio Porvenir **5 'JAGUAL'**	20.10.5
40805	1913	2-4-0	2' 6"	DomR	Ingenio San Luis **6 'OZAMA'**	20.10.5
41059	1914	2-8-2	Std.	Jama	Jamaica Govt. Railway **37**	20.14.1
41060	1914	2-8-2	Std.	Jama	Jamaica Govt. Railway **38**	20.14.1
41061	1914	2-8-2	Std.	Jama	Jamaica Govt. Railway **39**	20.14.1
41168	1914	2-6-0	Std.		Cape Girardeau Northern RR of Michigan **11**? later **13**	
					San Antonio Uvalde & Gulf RR **10**	
					in 1925 via BR&L **'SAUSAGE'** to Louisiana Southern RR **13**	
				Trin	Trinidad Govt. Railway **71**	20.24.2
41298	1914	2-8-2	Std.	Jama	Jamaica Govt. Railway **40**, later **36**	20.14.1
41351	1914	2-6-0	2' 6"	DomR	Estate San Isidro **6 'BRUJELA'**	20.10.5

				DomR	Ingenio Consuelo **9 'PLATANTOS'**	20.10.5
41380	1914	2-8-0	2' 6"	DomR	Ingenio Consuelo **8 'MAGUA'**	20.10.5
41530	1914	2-6-0	Std.	DomR	Central La Romana **4**	20.10.5
41825	1914	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **6 'PARTENOPE'**	20.10.5
41857	1914	2-4-0	2' 6"	DomR	Estate San Isidro **7 'MATAGORDA'**	20.10.5
				DomR	Ingenio Consuelo **?**	20.10.5
42072	1915	2-4-0	2' 6"	DomR	Central Quisqueya **6 'BARBARITA'**	20.10.5
42141	1915	2-8-0	2' 6"	DomR	Ingenio Santa Fe **9 'GUAZA'** or **'GUASA'**	20.10.5
42400	1915	2-4-0	2' 6"	DomR	Central San José **1 'BOCA CHICA'**	20.10.5
42481	1915	2-4-0	2' 6"	DomR	Ingenio Santa Fe **10 'YNOCENCIA'**	20.10.5
42632	1915	2-4-0	2' 6"	DomR	Ingenio Cristóbal Colón **6**	20.10.5
42631	1915	2-8-0	2' 6"	DomR	Ingenio Porvenir **6 'ESCARRAMAN'**	20.10.5
42640	1915	2-6-0	2' 6"	DomR	Ingenio Angelina **11 'TRENTO'**	20.10.5
					also recorded at Ingenio Cristobal Colon	20.10.5
43346	1914	2-6-0	Std.	DomR	Central La Romana **5¹** (lost at sea)	20.10.5
43347	1914	2-6-0	Std.	DomR	Central La Romana **6¹** (lost at sea)	20.10.5
43395	1916	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **7 'SICILIA'**	20.10.5
43396	1916	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **8 'SARDENIA'**	20.10.5
43559	1915	4-8-2	Std.	Jama	Jamaica Govt. Railway **40 'DUCHESS OF YORK'**	20.14.1
43560	1915	4-8-2	Std.	Jama	Jamaica Govt. Railway **41**	20.14.1
43566	1916	2-8-0	2' 6"	DomR	Ingenio Santa Fe **11 'CAMPIÑA'**	20.10.5
43587	1916	2-6-0	2' 6"	DomR	Location unknown **4 'TRIESTE'**	20.10.5
				DomR	Ingenio Cristóbal Colón **?**	20.10.5
43648	1916	2-4-0	2' 6"	DomR	Central Quisqueya **7 'HIGUAMO'**	20.10.5
43657	1916	0-4-0ST	Metre	PR	Central Eureka **1¹ 'EMILITA'**	20.17.11
44062	1916	2-6-0	2' 6"	DomR	Ingenio Consuelo **9 'PLATANTOS'**	20.10.5
44063	1916	2-6-0	2' 6"	DomR	Ingenio Consuelo **10 'CACHENA'**	20.10.5
44230	1916	2-4-0	2' 6"	DomR	Central Quisqueya **8 'CASUI'**	20.10.5
44236	1916	2-6-0	Std.	DomR	Central La Romana **8**	20.10.5
44272	1916	2-4-0	2' 6"	PR	Central Playa Grande **6 'PEPIN'**	20.17.11
44278	1916	0-4-0ST	2' 6"	PR	Central Los Caños **5**	20.17.11
44280	1916	2-4-0	2' 6"	DomR	Ingenio Angelina **12 'VENEZIA'**	20.10.5
44456	1916	2-6-0	2' 6"	DomR	Central San José **2 'PAREDON'**	20.10.5
44486	1916	2-6-0	Std.	DomR	Central La Romana **5²**	20.10.5
44487	1916	2-6-0	Std.	DomR	Central La Romana **6²**	20.10.5
45600	1917	2-8-0	2' 6"	DomR	Ingenio Santa Fe **12 'ARROYO FRIO'**	20.10.5
45935	1917	2-6-0	2' 6"	DomR	Central San José **3 'La BORDA'**	20.10.5
46892	1917	0-6-0T	Metre	PR	American RR **104**	20.17.1
46893	1917	0-6-0T	Metre	PR	American RR **105**	20.17.1
47232	1917	2-6-0	2' 6"	DomR	Ingenio Porvenir **7 'HUGH KELLY'**	20.10.5
47234	1917	2-8-0	Metre	PR	Ponce y Guayama RR **7**	20.17.5
47527	1918	0-4-2	2' 0"	Jama	Moneymusk Plantation **1**	20.14.2
47528	1918	0-4-2	2' 0"	Jama	Moneymusk Plantation **2**	20.14.2
48950	1918	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **9 'VERONA'**	20.10.5
50889	1918	4-6-0	Metre	PR	American RR **68**	20.17.1
50881	1918	4-6-0	Metre	PR	American RR **69**	20.17.1
50882	1918	4-6-0	Metre	PR	American RR **70**	20.17.1
50883	1918	4-6-0	Metre	PR	American RR **71**	20.17.1

51267	1919	2-6-0	2' 6"	DomR	Ingenio San Luis **8 'SANTIAGO'**	20.10.5
52074	1919	2-8-0	Std.	DomR	Central La Romana **9**	20.10.5
52075	1919	2-8-0	Std.	DomR	Central La Romana **10**	20.10.5
52196	1919	2-8-2T	2' 6"	Barb	Bridgetown & St. Andrew's Railway **3²** **'ALICE'**	20.5.2
52228	1919	2-4-2ST	Std.	Jama	Keeling-Lindo Ltd. **2**	20.14.2
52229	1919	2-4-2ST	Std.	Jama	Keeling-Lindo Ltd. **3**	20.14.2
52343	1919	2-46-0	2' 6"	DomR	Ingenio Cristóbal Colón **9 '?'**	20.10.5
52435	1919	0-6-2T	900mm	PR	Central Puerto Real **4**	20.17.11
52500	1919	2-6-0	Metre	DomR	Ingenio Barahona **1**	20.10.5
52510	1919	0-6-0	2' 0"	Jama	Grinan Estates **'PARNASSUS'**	20.14.2
52589	1919	4-8-0	Std.	Jama	Jamaica Govt. Railway **19²**	20.14.1
52590	1919	4-8-0	Std.	Jama	Jamaica Govt. Railway **20²**	20.14.1
52591	1919	4-8-0	Std.	Jama	Jamaica Govt. Railway **21²**	20.14.1
52727	1919	0-4-0ST	Metre	PR	*FC del Oeste* **9 'VALDES'**	20.17.2
52848	1920	2-6-0	2' 6"	DomR	Central Quisqueya **9 'CUBA'**	20.10.5
52916	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **42¹** later **22²**	20.14.1
52917	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **43¹** later **23²**	20.14.1
52989	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **44¹** later **24²**	20.14.1
53144	1920	2-6-2	2' 6"	DomR	*FC Central Dominicano* **18 'CIBAO'**	20.10.2
53145	1920	2-46-2	Std.	Jama	Keeling-Lindo Ltd. **5**	20.14.2
53158	1920	2-6-2	2' 6"	DomR	*FC Central Dominicano* **19 'ANACOANA'**	20.10.2
53372	1920	0-4-0T	600mm	PR	Central Monserrate **8 'CARMEN'**	20.17.11
53411	1920	0-4-0ST	Metre	DomR	Ingenio Barahona **2**	20.10.5
53412	1920	0-4-0ST	Metre	DomR	Ingenio Barahona **4** later **3**	20.10.5
53727	1920	2-6-0	2' 6"	PR	Central Playa Grande **8 'PELIGRO'**	20.17.11
53782	1920	0-6-0T	2' 6"?	Jama	Innswood Estates **'?'** (or for Frome Sugar Central?)	20.14.2
53858	1920	4-6-0	3' 0"	Haiti?	Atlantic Fruit Co.? **4** (or maybe to Cuba for C. Tanamo)	20.13.6
53859	1920	4-6-0	3' 0"	Haiti?	Atlantic Fruit Co.? **5** (or maybe to Cuba for C. Tanamo)	20.13.6
53886	1920	4-6-0	3' 0"	Haiti?	Atlantic Fruit Co.? **6** (or maybe to Cuba for C. Tanamo)	20.13.6
53887	1920	0-4-0ST	Metre	DomR	Ingenio Barahona **3** renumbered **4**	20.10.5
53957	1920	2-8-0	Metre	PR	Guanica Central **7**	20.17.11
					Later to American RR as **7**	20.17.1
53958	1920	2-8-0	Metre	PR	Guanica Central **8** but delivered to ARR.	20.17.
					American RR **20²**	20.17.1
					later to South Puerto Rico Sugar Co. as no. **8**	20.17.
53959	1920	0-4-2ST	Metre	PR	Central Dolores **2 'LUCAS P. VALDIVIESO'**	20.17.11
53954?	1920	0-4-2T	Metre	PR	South Puerto Rico Sugar Co. **2¹**	20.17.11
53960	1920	2-8-0	2' 6"	DomR	Ingenio Santa Fe **14**	20.10.5
			Metre	DomR	Ingenio Barahona **6**	20.10.5
53974?	1920	2-8-0	Metre	PR	South Puerto Rico Sugar Co. **7**	20.17.11
54006	1920	0-6-0T	1300mm	Mart	Usine du Galion **'?'**	20.15.2
54007	1920	0-6-0T	1300mm	Mart	Usine du Galion **'?'**	20.15.2
54008	1920	0-6-0T	1200mm	Mart	Usine de Dillon **'?'**	20.15.2
54136	1920	2-6-0	2' 6"	PR	Central Juncos **1²**	20.17.11
54242	1921	0-4-2ST	2' 2"	PR	Central Mercedita **8**	20.17.11
54260	1921	2-6-0	Metre?	DomR	Ingenio Barahona **3** later **6**	20.10.5
54271	1921	2-6-0	2' 6"	DomR	Central Quisqueya **10 'CAMACHO'**	20.10.5
54310	1921	0-4-0ST	Metre	DomR	Ingenio Barahona **5**	20.10.5

54450	1921	0-6-0T	Metre	PR	American RR **106**	20.17.1
54451	1921	0-6-0T	Metre	PR	American RR **107**	20.17.1
55035	1921	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **1²** **'ITALIA'**	20.10.5
55126	1921	2-8-0	Metre	DomR	Ingenio Barahona **7**	20.10.5
55641	1922	2-4-0	Metre	PR	Central Triunfo **2**	20.17.11
56602	1923	0-4-2T+4	Metre	PR	American RR **11²**	20.17.1
56603	1923	0-4-2T+4	Metre	PR	American RR **12²**	20.17.1
56925	1923	2-8-0	2' 6"	DomR	Ingenio Santa Fe **15**	20.10.5
56926	1923	2-8-0	2' 6"	DomR	Ingenio Santa Fe **16**	20.10.5
57400	1923	2-6-0	2' 6"	PR	Central Constancia **7¹**	20.17.11
57402	1924	0-6-0	2' 0"	Jama	Grinan Estates **'CENTRAL MERCEDES'**	20.14.2
57599	1924	2-8-0	Metre	PR	? **1** **'BAYAHENY' or 'BAYANEY'?**	20.17.
					Ponce y Guayama RR **13**?	20.17.5
					Later to American RR as no. **13**	20.17.1
57867	1924	0-4-2T+4	Metre	PR	American RR **13²**	20.17.1
57868	1924	0-4-2T+4	Metre	PR	American RR **14²**	20.17.1
57869	1924	0-4-2T+4	Metre	PR	American RR **15²**	20.17.1
57896	1924	2-8-0	2' 6"	DomR	Ingenio Consuelo **12** **'DON ALBERTO'**	20.10.5
58044	1925	2-6-0	2' 6"	PR	Central Constancia **8¹**	20.17.11
58051	1924	2-6-0	2' 6"	DomR	Ingenio San Luis **9** **'MATA MAMON'**	20.10.5
58417	1925	2-6-0	2' 6"	PR	Central El Ejemplo **5** **'La QUINTA'**	20.17.11
58487	1925	2-8-0	Std.	DomR	Central La Romana **12**	20.10.5
58617	1925	2-8-0	2' 6"	DomR	Ingenio Consuelo **12²** **'SKIPPER'**	20.10.5
58618	1925	2-8-0	Metre	DomR	Ingenio Barahona **8**	20.10.5
58656	1925	2-8-0	Metre	DomR	Ingenio Las Pajas **5**	20.10.5
58782	1926	2-6-0	2' 6"	PR	Central Constancia **1²** possibly later **9**	20.17.11
58798	1925	2-8-0	Metre	PR	American RR **21²**	20.17.1
58826	1925	0-4-0ST	2' 6"	PR	Isabela Irrigation Service **1**	20.17.11
58827	1925	0-4-0ST	2' 6"	PR	Isabela Irrigation Service **2**	20.17.11
58828	1925	0-4-0ST	2' 6"	PR	Isabela Irrigation Service **3**	20.17.11
59245	1926	2-8-0	Std.	DomR	Central La Romana **14**	20.10.5
59281	1926	0-6-0T	Metre	PR	American RR **108**	20.17.1
59376	1926	2-8-0	2' 6"	DomR	Ingenio Santa Fe **4²**	20.10.5
59447	1926	2-6-0	2' 6"	PR	Central Constancia **2²** possibly later **10**	20.17.11
59591	1925	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **10** **'FIUME'**	20.10.5
59592	1925	2-6-0	2' 6"	DomR	Ingenio Cristóbal Colón **11** **'PADOVA'**	20.10.5
60180	1927	2-8-0	2' 6"	PR	Central Pasto Viejo **7**	20.17.11
60181	1927	2-8-0	2' 6"	PR	Central Pasto Viejo **8**	20.17.11
			Metre		Regauged for Central Juncos in 1928 **8**	20.17.11
					Became **E462** of ESA	20.17.11
60183	1927	4-6-0	Metre	PR	American RR **72**	20.17.1
60195	1927	0-4-2ST	2' 6"	PR	Central Los Caños **12**	20.17.11
60642	1928	2-6-0	2' 6"	PR	Central Lafayette **5³**	20.17.11
60681	1928	2-6-0	Metre	PR	*FC del Este* **?**	20.17.
					Later to *FC del Oeste* **7**	20.17.2
60184	1927	0-4-0T	Metre	PR	South Puerto Rico Sugar Co. **2²**	20.17.11
60565	1928	0-4-2ST	2' 2"	PR	Central Mercedita, later Central Roig **9**	20.17.11

60681

62224	1937	2-8-0	2' 6"	DomR	Ingenio Consuelo **13 'JOHN DINZEY'**	20.10.5

Bell

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
?	1920	0-4-0T	2' 6"	DomR	*FC Central Dominicano* **16**	20.10.2
?	1920	0-4-0T	2' 6"	DomR	*FC Central Dominicano* **17**	20.10.2
?	1920	0-4-0T	2' 6"	DomR	*FC Central Dominicano* **6²**?	20.10.2

Beyer, Peacock

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
4721	1905	0-4-0+4T	Std.		London Brighton & South Coast Railway **1** railmotor	
				Trin	Trinidad Govt. Railway **1**	20.24.2
4722	1905	0-4-0+4T	Std.		London Brighton & South Coast Railway **2** railmotor	
				Trin	Trinidad Govt. Railway **2**	20.24.2

Black Hawthorn

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
575	1880	0-4-0ST	3' 6"	Barb	Barbados Railway **5 'St. MICHAEL'**	20.5.1
702	1883	0-4-2T	Metre	PR	*FC del Oeste* **'BAYAMONESA'** (Became nos. **1-6**)	20.17.2
703	1883	0-4-2T	Metre	PR	*FC del Oeste* **'CATANO'** (Became nos. **1-6**)	20.17.2
?	188?	0-4-2T	Metre	PR	*FC del Oeste* **'?'** (Became nos. **1-6**)	20.17.2
?	188?	0-4-2T	Metre	PR	*FC del Oeste* **'?'** (Became nos. **1-6**)	20.17.2
?	189?	0-4-2T	Metre	PR	*FC del Oeste* **'?'** (Became nos. **1-6**)	20.17.2
1151	1897	0-4-2T	Metre	PR	*FC del Oeste* **'?'** (Became nos. **1-6**)	20.17.2

Borsig

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
????	1922?	0-4/6-0T?	1200mm	Guad	Usines de Beauport **'PIERRE'**	20.12.2

Cail

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1556	1867	0-4-0T	Std.	Guad	Usine Darboussier **1**	20.12.2
1659	1868	0-4-0T	Std.	Guad	Usine Darboussier **1 'J. F. CAIL'**	20.12.2
				Guad	Sucrerie SIAS at Pointe a Pitre **?** nick-name **'LOUPITI'**	20.12.2
1842	1871	0-4-0T	Std.	Guad	Usine Darboussier **3**	20.12.2
1873	1873	0-4-0T	1280mm	Mart	Usine Lareinty? **?**	20.15.2
2265	1887	0-4-0T	2' 6"	PR	Sucrerie San Vicente **20**	20.17.11
			Metre?		Regauged and became Central San Vicente **1**?	20.17.11
2266	1887	0-4-0T	1280mm	Mart	Usine Lareinty **?**	20.15.2
2294	1889	0-6-0T	Metre	Guad	l'Olive, Guadaloupe. **?**	20.12.2
2295	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **1**	20.17.1
2296	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **2**	20.17.1
2297	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **3**	20.17.1

2298	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **4**	20.17.1
2299	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **5**	20.17.1
2300	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **6**	20.17.1
2301	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **7**	20.17.1
2302	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **8**	20.17.1
2303	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **9**	20.17.1
2304	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **10**	20.17.1
2305	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **11**	20.17.1
2306	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **12**	20.17.1
2307	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **13**	20.17.1
2308	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **14**	20.17.1
2309	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **15**	20.17.1
2310	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **16**	20.17.1
2311	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **17**	20.17.1
2312	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **18**	20.17.1
2313	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **19**	20.17.1
2314	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **20**	20.17.1
2315	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **21**	20.17.1
2316	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **22**	20.17.1
2317	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **23**	20.17.1
2318	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **24**	20.17.1
2319	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **25**	20.17.1
2320	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **26**	20.17.1
2321	1889	2-6-0T	Metre	Mart	*Soc. d'Entreprise des Colonies Espagnoles/FC de PR* **27**	20.17.1
2346	1890	0-6z2-2T	2' 6"	DomR	*FC Central Dominicano* **1**	20.10.2
2347	1890	0-6z2-2T	2' 6"	DomR	*FC Central Dominicano* **2**	20.10.2
2348	1890	0-6z2-2T	2' 6"	DomR	*FC Central Dominicano* **3**	20.10.2
2349	1890	0-6z2-2T	2' 6"	DomR	*FC Central Dominicano* **4**	20.10.2
2445	1894	0-6-0T	Metre	Mart	Usine Basse Pointe **?**	20.15.2

Canadian Locomotive Co.

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1620	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **22¹**, later **16²**	20.14.1
1621	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **23¹**, later **17²**	20.14.1
1622	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **24¹**, later **18²**	20.14.1
1623	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **45¹**, later **42²**	20.14.1
1624	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **46¹**, later **43²**	20.14.1
1625	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **47¹**, later **44²**	20.14.1
1626	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **48¹**, later **45²**	20.14.1
1627	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **49¹**, later **46²**	20.14.1
1628	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **50¹**, later **47²**	20.14.1
1629	1920	4-8-0	Std.	Jama	Jamaica Govt. Railway **51¹**, later **48²**	20.14.1
1862	1929	4-8-0	Std.	Jama	Jamaica Govt. Railway **51¹**, later **49²**	20.14.1
1863	1929	4-8-0	Std.	Jama	Jamaica Govt. Railway **52¹**, later **50²**	20.14.1
2120	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **51³**	20.14.1
2121	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **52²**	20.14.1
2122	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **53³**	20.14.1

2123	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **54**	20.14.1
2124	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **55³**	20.14.1
2125	1944	4-8-0	Std.	Jama	Jamaica Govt. Railway **56³**	20.14.1

Chaplin

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1477	1872	0-4-0VBT	Std.	Trin	Ordered via Wimhurst, Hollins & Co., London **'EDITH'**	20.24.3
1482	1872	0-4-0VBT	Std.	Trin	Ordered via Wimhurst, Hollins & Co., London **'MABEL'**	20.24.3

Climax

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
[1503]	1919	2-tr. Climax	3' 0"	Baha	Bahamas Cuban Co. **2**	20.4.2
1637	1923	2-tr. Climax	3' 0"	Baha	Bahamas Cuban Co. **3**	20.4.2
16??	1925	2-tr. Climax	3' 0"	Baha	Bahamas Cuban Co. **4**?	20.4.2
????	19??	2-tr. Climax	3' 0"	Baha	Bahamas Cuban Co. **4** or **5**	20.4.2
1673	1925	2-tr. Climax	Metre	PR	Central Los Caños **1673**?	20.17.11
1683	1926	2-tr. Climax	Metre	PR	Central Los Caños **1683**?	20.17.11
[2107]	1925?	2-tr. Climax	2' 6"	DomR	Ingenio Cristobal Colon **3²**	20.10.5
[2108]	1925?	2-tr. Climax	2' 6"	DomR	Ingenio Cristobal Colon **4²**	20.10.5

Corpet / Louvet

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
150	1870	0-4-0T	1200mm	Mart	Usine de Dillon **'La PERLE'**	20.15.2
151	1870	0-4-0T	1200mm	Mart	Usine de Dillon **'La CRÉOLE'**	20.15.2
152	1870	0-4-0T	1200mm	Mart	Usine de la riviere Salée **1**? **'GUILLAUD-GIRARD'**	20.15.2
158	1871	0-4-0T	1200mm	Mart	Usine Lamentin **1**	20.15.2
159	1871	0-4-0T	1200mm	Mart	Usine Lamentin **2**	20.15.2
161	1871	0-4-0T	1200mm?	Mart	Usine de Petit-Bourg **'PETIT-BOURG'**	20.15.2
162	1872	0-4-0T	1200mm?	Mart	Usine de la riviere Salée **2 'RIVIERE-SALÉE'**	20.15.2
176	1873	0-4-0T	1200mm?	Mart	Usine de la riviere Salée **'RIVIERE-SALÉE'**	20.15.2
178	1873	0-4-0T	1200mm	Mart	Usine Lamentin? **'COLIBRI'**	20.15.2
185	1873	0-4-0T	1280mm	Mart	Usine Lamentin **'CLÉMENT'**	20.15.2
186	1873	0-4-0T	1166mm?	Mart	Usine Ste. Marie **'?'**	20.15.2
195	1874	0-4-0T	1200mm?	Mart	Usine Lareinty? **'JULES'**	20.15.2
200	1875	0-4-0T	1200mm	Mart	Usine Soudon? **'SOUDON'**	20.15.2
283	1879	0-4-0T	1200mm	Mart	Usine Lamentin **'La GAZELLE'**	20.15.2
301	1880	0-6-0T	1167mm	Mart	Usine du Galion **'?'**	20.15.2
302	1880	0-6-0T	1200mm	Mart	Usine Lamentin **'LONGRILLIERS'**	20.15.2
481	1887	0-6-0T	1230mm	Mart	Unknown customer **'?'**	20.15.2
482	1887	0-6-0T	1167mm	Mart	Usine de Petit-Bourg **'?'**	20.15.2
483	1887	0-6-0T	1167mm	Mart	Usine du Francois **'?'**	20.15.2
484	1887	0-6-0T	1210mm	Mart	Usine de la riviere Salée **'?'**	20.15.2
494	1888	0-6-0T	1167mm	Mart	Unknown customer **'?'**	20.15.2
499	1889	0-6-0T	Metre	Mart	Usine du Robert **'?'**	20.15.2
505	18989	0-6-0T	Metre	Mart	Usine Lorrain **'SAINT JACQUES'**	20.15.2

536	1890	0-6-0T	1167mm	Mart	Usine du Galion **'E. EUSTACHE'**	20.15.2
538	1891	0-6-0T	Metre	Mart	Usine de Lorrain **'LORRAIN'**	20.15.2
540	1891	0-6-0T	1230mm	Mart?	Usine Leon-Marie **2** or maybe **3**	20.15.2
543	1891	0-6-0T	1167mm	Mart	Usine de Petit-Bourg **3** or maybe **7**?	20.15.2
563	1892	0-4z2-0T	2' 6"	DomR	Minas de Malfidano **1**	20.10.6
564	1892	0-4z2-0T	2' 6"	DomR	Minas de Malfidano **2**	20.10.6
565	1892	0-4z2-0T	2' 6"	DomR	Minas de Malfidano **3**	20.10.6
625/6?	1894	0-6-0T	Metre?	Mart	Usine de Lorrain **3 'MARIGA'**	20.15.2
758	1898	0-6-0T	1166mm?	Mart	Usine Ste. Marie **'?'**	20.15.2
849	1900	0-6-0T	1280mm	Mart	Usine Lareinty? **'NELLY'**	20.15.2
937	1902	0-6-0T	1200mm	Mart or Guad?	Unknown customer **'ODETTE'**	20.15.2
948	1904	0-6-0T	Metre		*CF Regional de Frqnche Comte* in France **3**? later **6**	
			1200mm	Guad	regauged for Usine de Blanchet **?**	20.12.2
985	1903	0-6-0T	1200mm	Guad	Probably for Usine de Beauport **?**	20.12.2
1061	1905	0-6-0T	1166mm?	Mart	Usine Ste. Marie **'UNION'**	20.15.2
1082	1907	0-6-0T	Metre	Guad	Ordered by Credit Foncier Colonial **'COMETE'**	20.12.2
1201	1909	0-6-0T	Metre	Guad	Ordered by Credit Foncier Colonial **6 'CECILE'**	20.12.2
1301	1910	0-6-0T	1210mm	Mart	Usine de la riviere Salée **'?'**	20.15.2
1302	1909	0-6-0T	1167mm	Mart	Usine de Petit-Bourg **'?'**	20.15.2
1363	1910	0-6-0T	1170mm	Mart	Usine de Vauclin **'?'**	20.15.2
1439	1913	0-4-0T	780mm	Mart	Usine du Marin **'?'**	20.15.2
1448	1913	0-6-0T	Metre	Guad	Usine Ste. Anne. **'STE. ANNE'**	20.12.2
1471	1914	0-6-0T	1200mm	Mart	Usine Lamentin **1'PETITE RIVIERE'**	20.15.2
1604	1921	0-6-0T	Metre	Mart	Usine du Robert **'MARIE-THERESE'**	20.15.2
1624	1922	0-6-0T	1200mm	Guad	Cie. Coloniale for Guadeloupe? **'?'**	20.12.2
1626	1922	0-6-0T	1170mm?	Mart	Usine Ste. Marie **'?'**	20.15.2
1657	1924	0-6-0T	1170mm?	Mart	Usine de Petit-Bourg **'?'**	20.15.2
1665	1925	0-6-0T	1167mm	Mart	Usine du Galion **'?'**	20.15.2
1694	1925	0-6-0T	1200mm?	Mart	Usine de la riviere Salée **'?'**	20.15.2
1695	1925	0-6-0T	1170mm?	Mart	Usine de Petit-Bourg **'?'**	20.15.2
1698	1925	0-6-0T	1170mm?	Mart	Usine de Vauclin**'?'**	20.15.2
1700	1925	0-6-0T	1200mm	Mart	Usine Lamentin **'SOUDON'**	20.15.2
1701	1910?	0-6-0T	1166mm?	Mart	Usine Ste. Marie **'TRINITÉ'**	20.15.2
1750	1927	0-6-0T	1200mm	Guad	Probably for Usine de Blanchet **?**	20.12.2
1792	1930	0-6-0T	1050mm	Mart	Usine du Marinn **'?'**	20.15.2
1819	1931	0-6-0T	1160mm	Mart	Usine de Bassignac **?**	20.15.2

Couillet

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
456	1879	0-4-0T	500mm	Guad	Usine Dormoy **'BELLE PETITE'**	20.12.2
619	1883	0-4-0T	600mm	PR	Vadi Plantation **'CYRNOS'** (plated as Decauville 21 of 1888)	20.17.11
691	1883	0-4-0T	600mm	Guad	E. de St. Alary, for Usine de Gardel? **'AGATHE'** (plated as Decauville 41)	20.12.2
763	1884	0-4-0TT	2' 6"	PR	Central Lafayette **1 'SENORITA'** (Plated as Decauville 27)	20.17.11
776	1897	0-4-2T	2' 6"	DomR	Estate La Fe **1**? **'ESPERANZA'** (see Decauville 34)	20.10.3
1014	1891	0-4-2T	600mm	Guad	J. G. & P. Gerard Freres, Marseille, for a sugar plantation in	

					Guadaloupe. **'ELISE'** (plated as Decauville 124)	20.12.2

Davenport

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
?	190?	0-4-0T	2' 2"	PR	Central Aguirre **1**	20.17.11
836	1908	0-4-4T	2' 6"	PR	Central Mercedita **1**	20.17.11
850	1908	0-4-4T	2' 6"	PR	Central Mercedita **2**	20.17.11
2193	1932	0-4-0T	Metre	PR	Brown & Sites for unknown.	
2194	1932	2-4-2T Possibly 0-4-0T?	2' 2"	PR	Brown & Sites for Central Mercedita?	20.17.13
2304	1940	2-6-2T	1' 6"	Berm	Vincent Astor's Ferry Reach Estate **'MAINLINER'**	20.6.2

Decauville

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
21	1888	0-4-0T	600mm	PR	Vadi Plantation **'CYRNOS'** (Built by Couillet 619 in 1883)	20.17.11
27	1884	0-4-0TT	2' 6"	PR	Central Lafayette **1 'SENORITA'** (Actually built by Couillet as 763)	20.17.11
34	1884	0-4-0T	2' 6"	DomR	Estate La Fe **1**? **'ESPERANZA'** (see Couillet 776)	20.10.5
41	1883	0-4-0T	600mm	Guad	E. de St. Alary, for Usine de Gardel? **'AGATHE'** (actually built by Couilllet 691)	20.12.2
63	1888	0-4-0T	600mm	Guad	E. de St. Alary **'EMMA'**	20.12.2
68	1888	0-4-0T	600mm	Haiti	Ed. Pereira Zuckerfabrik **'RAFAEL'**	20.13.8
70	1889	0-4-4-0T	600mm	Guad	Usine de Grande Anse **'GRANDE ANSE'** (actually built by Tubize 738)	20.12.2
79	1890	0-4-0T	500mm	Guad	Credit Foncier Colonial **'La CAPESTERRE'**	20.12.2
102	1891	0-4-0T	500mm	Haiti	Simon of Haiti? **'MIGNON'**	20.13.8
124	1891	0-4-2T	600mm	Guad	J. G. & P. Gerard Freres, Marseille, for a sugar plantation in Guadaloupe. **'ELISE'** (actually built as Couillet 1014)	20.12.2
174	1893	0-4-0T	500mm	Guad	Credit Foncier Colonial probably for Soc. Sucriere de Marie Galante? **'MARIE GALANTE'**	20.12.2
208	1895	0-4-2T	2' 2"	PR	Central Boca Chica **1**[1]	20.17.11
236	1896	0-4-2T	750mm	Guad	Credit Foncier Colonial **'MARQUISE'**	20.12.2
333	1901	0-4-0T	600mm	Guad	Credit Foncier Colonial **'FILLETTE'**	20.12.2
338	1901	0-4-2T	600mm	Guad	J. G. & P. Gerard Freres, Marseille **'ROSE'**	20.12.2
852	1913	0-4-0T	600mm	Guad	Credit Foncier Colonial **'?'**	20.12.2
435	19905	0-6-0T	600mm	Guad	Soc. de la Sucrerie du Moule. **'REGINE'**	20.12.2
5017	1930	0-6-0T	1280mm	Mart	Usine Lareinty? **?**	20.15.2

Dickson

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
965	1897	0-4-2T	2' 6"	DomR	San Domingo RR **'MADELEINE'**	20.10.3
968	1897	0-4-2T	2' 6"	DomR	San Domingo RR **'JUAN FELIPE'**	20.10.3
1108	1900	0-4-0T	2' 6"	DomR	Ingenio Angelina **4 'ANGELINA'**	20.10.5

Fives Lille

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
2342	1880	0-6-0T	Std.	Guad	Usine de la Villette, was this on Guadeloupe? **'?**	20.12.2
2505	1883	0-?-0T	1160mm	StLucia	Sucrerie Dennery **'?'**	20.15.2
109??	1912	0-6-0T	1200mm?	Guad	Unknown location **'MARINE'**	20.12.2

Franco-Belge

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
2388	1924	0-6-0T	Std.	Guad	Soc. Ind. et Agric. de la Pointe a Pitre **?**	20.12.2

Glover

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
142010	1917	2-6-0	2' 6"	Haiti	Haitian-American Sugar Co. **1**	20.13.7
15201	1918	2-6-2	2' 6"	Haiti	Haitian-American Sugar Co. **2**	20.13.7
15202	1918	2-6-2	2' 6"	Haiti	Haitian-American Sugar Co. **3**	20.13.7
15203	1918	2-6-2	2' 6"	Haiti	Haitian-American Sugar Co. **4**	20.13.7
7127	1919	0-4-2T	3' 6"	DomR	*FC Samana á Santiago* **3²** (Not delivered)	20.10.1
13188	1919	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **4²**	20.10.1
13189	1919	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **5²**	20.10.1
121645	1925	2-6-2T	Metre	PR	Central Mercedita **4**	20.17.11
					S J Serrallles, Ponce, Puerto Rico	20.17.
					Private Owner - George Wirshing, San Truce', Puerto Rico	

Hinkley

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1647	1883	0-4-4T	1' 10½"	DomR	Central Italia **'ITALIA'**	20.10.5

Hudswell Clarke

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
819?	1907	0-4-0ST	Std.	Trin	C. Tennant Sons & Co. **15 'PAMELA'** (possibly HC 891)	20.24.3

Hughes

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
?	1879	0-4-0T	?	PR	*The Ponce Tramway* **?**	20.17.9
?	1879	0-4-0T	?	PR	*The Ponce Tramway* **?**	20.17.9
?	1879	0-4-0T	?	PR	*The Ponce Tramway* **?**	20.17.9
?	1879	0-4-0T	?	PR	*The Ponce Tramway* **?**	20.17.9

Hunslet

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
125	1874	0-6-0T	Std.	Trin	Trin Govt. Railway **'ARIMA'**	20.24.2
216	1879	0-4-0ST	Std.	Trin	Trinidad Govt. Railway **A 'BRUCE'**?	20.24.2

233	1880	0-4-0ST	Std.	Trin	Trinidad Govt. Railway **B**	20.24.2
236	1880	0-4-0ST	Std.	Trin	Trinidad Govt. Railway **Y** later **C**,	20.24.2
					Charles Tennant Estates ?	20.24.3
					possibly to H. M. Canoo at Esper Estates in 1938 ?	20.24.3
237	1880	0-4-0ST	Std.	Trin	Trinidad Govt. Railway **Z** later **D²**,	20.24.2
					Charles Tennant Estates ?	20.24.3
251	1880	0-4-0ST	Std.	Trin	W. F. Burnley & Co. **'WELLINGTON'**	20.24.3
				Trin	Trinidad Govt. Railway **'WELLINGTON'**	20.24.2
329	1883	0-4-0ST	Std.	Trin	Charles Tennant Estates **'CHARLES TENNANT'**	20.24.3
				Trin	Sold to Ste. Madeleine Sugar Co. in 1923 **?**	20.24.3
330	1884	0-4-0ST	Std.	Trin	Charles Tennant Estates **'SAINT ROLLOX'**	20.24.3
				Trin	Sold to Ste. Madeleine Sugar Co. in 1923 **?**	20.24.3
354	1884	0-4-2ST	Std.	Trin	The Colonial Co. **'DART'**	20.24.3
501	1889	0-4-2ST	Std.	Trin	The Colonial Co. **'ARROW'**	20.24.3
526	1891	0-4-0ST	Std.		J. Ellis & Sons, Barrow-on-Soar, UK	
				Trin	C. Tennant & Sons **'PADDY'**?	20.24.3
				Trin	St. Madeleine Sugar Co. **'PADDY'**	20.24.3
592	1893	0-4-0ST?	Std.	Trin	Charles Tennant Estates **'RIBBLESDALE'** (possibly 0-6-0ST?)	20.24.3
604	1894	0-4-2ST	Std.	Trin	? **6 'ELLA'**, later rebuilt to 0-6-0T	20.24.3
643	1896	0-4-0ST	Std.	Trin	Charles Tennant Sons & Co. **'CIPERO'**	20.24.3
				Trin	Trinidad Govt. Railway **C**	20.24.2
917	1906	0-4-2ST	Std.	Trin	The New Colonial Co. **'BERTHA'**	20.24.3
1042	1920	0-4-2T	2' 6"	Trin	Shell Oil at Point Fortin **'FORTUNA'**	20.24.4
1168	1914	0-6-0ST	Std.	Trin	Trinidad Govt. Railway **D²**, previously **19¹**?	20.24.2
				Trin	later to H. M. Canoo at Esper Estates **?**	20.24.3
1169	1914	0-6-0ST	Std. Trin	Trinidad	Govt. Railway **E**, previously **20¹**?	20.24.2
1540	1927	2-6-2T	Std.	Trin	Ste. Madeleine Sugar Co. **18 'PICTON'**	20.24.3
1749	1934	2-6-2T	Std.	Trin	Ste. Madeleine Sugar Co. **19 'TAROUBA'**	20.24.3
1989	1938	0-4-2ST	2' 6"	Ant&B	Antigua Sugar Factory **5 'GEORGE'**	20.2.1
2055	1939	2-6-2T	Std.	Trin	Ste. Madeleine Sugar Co. **20 'CEDARHILL'**	20.24.3

Jung

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
????	1939	0-4-0T	Metre	Guad	Usine du Comte de Loheac **'?'**	20.12.2
2279	1914	0-4-4-0T	750mm?		Ceper Baru sugar mill in Java	
			2' 6"	Barb	St. Nicholas Abbey Heritage Railway **5 'TJEPPER'**	20.5.4

Kerr Stuart

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
51	1891	0-4-0T	3' 9"	StLucia	Dennery Estate 'JOHN BULL'	20.20
					(actually built by Hartley, Arnaux & Fanning for KS)	
130	1897	0-4-2T	Std.	Trin	Waterloo Estates **'WATERLOO No. 7'**	20.24.3
649	1898	0-4-2T	Std.	Trin	Waterloo Estates **'PICTON'**	20.24.3
740	1900	0-4-2T	3' 9"	StLucia	Dennery Co. Ltd. **2**	20.20
857	1904	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **'SIR NEVILLE LUBBOCK'**	20.2.1

858	1904	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **'SIR GERALD STRICKLAND'**	20.2.1
1005	1907	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **'St. JOHN'S'**	20.2.1
1097	1910	0-4-2ST	3' 0"	Dom	Dominica Forest Ltd. **'The CARIB'**	20.9
1098	1910	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **2 'GUNTHORPES'** later **'LENA'**	20.2.1
1139	1910	0-4-2ST	2' 6"	Trin	Genere Petroleum Properties **1**	20.24.4
1176	1910	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **'?'**	20.19
1178	1910	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **4 'MARION'**	20.2.1
1234	1911	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **'KING GEORGE'**	20.19
1235	1911	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **'QUEEN MARY'**	20.19
1236	1911	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **'SIR BICKHAM'**	20.19
1242	1911	0-4-2T	Std.	Trin	Waterloo Estates **'CAMDEN No. 6'**	20.24.3
1313	1916	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **6 'LUCY'**	20.2.1
1314	1916	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **5**	20.19
2384	1914	0-4-2T	Std.	Trin	Ste. Madeleine Sugar Co. **8 'KITCHENER'**	20.24.3
2385	1916	0-4-2T	Std.	Trin	Ste. Madeleine Sugar Co. **9 'JELLICOE'**	20.24.3
3021	1916	0-4-2T	Std.	Trin	Ste. Madeleine Sugar Co. **11 'BEATTY'**	20.24.3
3025	1920	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **1 'BRAZIL'** later **'EDITH'**	20.2.1
4078	1920	0-4-2T	Std.	Trin	Ste. Madeleine Sugar Co. **12 'HAIG'**	20.24.3
4137	1920	0-4-2T	Std.	Trin	Waterloo Estates **'PERSEVERANCE No. 8'**	20.24.3
4209	1920	0-4-2ST	2'6"	Ant&B	Antigua Sugar Factory. **3 'JUDIE'**	20.2.1
4211	1920	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **6**?	20.19
4214	1922	0-4-2T	2' 6"	StK	St. Kitts Sugar Manu. Corp. **7**?	20.19
4404	1927	0-6-2ST	2'6"	Ant&B	Antigua Sugar Factory. **7 'JOAN'**	20.2.1

Kitson

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
2022	1875	4-4-0T	Std.	Trin	Trinidad Govt. Railway **1**	20.24.2
2023	1875	4-4-0T	Std.	Trin	Trinidad Govt. Railway **2**	20.24.2
2024	1875	4-4-0T	Std.	Trin	Trinidad Govt. Railway **3**	20.24.2
2252	1879	4-4-0T	Std.	Trin	Trinidad Govt. Railway **4**	20.24.2
2253	1879	4-4-0T	Std.	Trin	Trinidad Govt. Railway **5**	20.24.2
2271	1879	4-4-0T	Std.	Trin	Trinidad Govt. Railway **6**	20.24.2
2297	1879	0-6-0T	Std.	Jama	Jamaica Govt. Railway **7¹** later **2²**	20.14.1
2298	1879	0-6-0T	Std.	Jama	Jamaica Govt. Railway **8¹** later **1²**	20.14.1
2334	1880	4-4-0T	Std.	Trin	Trinidad Govt. Railway **7**	20.24.2
2335	1880	4-4-0T	Std.	Trin	Trinidad Govt. Railway **8**	20.24.2
2336	1880	4-4-0T	Std.	Trin	Trinidad Govt. Railway **9**	20.24.2
2361	1880	0-6-0T	Std.	Jama	Jamaica Govt. Railway **3²**	20.14.1
2631	1884	0-6-0T	Std.	Jama	Jamaica Govt. Railway **4²**	20.14.1
2632	1884	0-6-0T	Std.	Jama	Jamaica Govt. Railway **5²**	20.14.1
2633	1884	0-6-0T	Std.	Jama	Jamaica Govt. Railway **6²**	20.14.1
2634	1884	0-6-0T	Std.	Jama	Jamaica Govt. Railway **7²** later **2**	20.14.1
2705	1885	0-6-0T	Std.	Jama	Jamaica Govt. Railway **8²** l	20.14.1
2957	1886	4-4-0T	Std.	Trin	Trinidad Govt. Railway **10**	20.24.2
3124	1889	4-4-0	Std.	Jama	Jamaica Govt. Railway **9²**	20.14.1
3125	1889	4-4-0	Std.	Jama	Jamaica Govt. Railway **10²**	20.14.1
3126	1889	4-4-0	Std.	Jama	Jamaica Govt. Railway **11**	20.14.1

3127	1889	4-4-0	Std.	Jama	Jamaica Govt. Railway **12**	20.14.1
3591	1894	4-4-0T	Std.	Trin	Trinidad Govt. Railway **11**	20.24.2
3592	1894	4-4-0T	Std.	Trin	Trinidad Govt. Railway **12**	20.24.2
3727	1897	4-4-0T	Std.	Trin	Trinidad Govt. Railway **13**	20.24.2
3728	1897	4-4-0T	Std.	Trin	Trinidad Govt. Railway **14**	20.24.2
3986	1901	4-8-0	Std.	Jama	Jamaica Govt. Railway **27²**	20.14.1
3987	1901	4-8-0	Std.	Jama	Jamaica Govt. Railway **28**	20.14.1
3988	1901	4-8-0	Std.	Jama	Jamaica Govt. Railway **29**	20.14.1
4252	1904	0-6-6-0T	Std.	Jama	Jamaica Govt. Railway **30**	20.14.1
4253	1904	0-6-6-0T	Std.	Jama	Jamaica Govt. Railway **31**	20.14.1
4254	1904	0-6-6-0T	Std.	Jama	Jamaica Govt. Railway **32**	20.14.1
4330	1905	4-4-0T	Std.	Trin	Trinidad Govt. Railway **15**	20.24.2
4489	1907	4-4-0T	Std.	Trin	Trinidad Govt. Railway **17**	20.24.2
4490	1907	4-4-0T	Std.	Trin	Trinidad Govt. Railway **18**	20.24.2
4937	1913	0-6-0T	Std.	Jama	Jamaica Govt. Railway **3³**	20.14.1
5433	1930	0-8-0T	Std.	Jama	Jamaica Govt. Railway **4²**	20.14.1
5434	1930	0-8-0T	Std.	Jama	Jamaica Govt. Railway **5²**	20.14.1
5487	1938	0-8-0T	Std.	Jama	Jamaica Govt. Railway **7²**	20.14.1

Krauss

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
2025	1890	0-6-4T	Metre	PR	Spanish Colonia Rly. of PR **01**	20.17.13
3540	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **7 'CHIQUITINA'**	20.13.1
4026	1902	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **8**	20.13.1
4027	1902	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **9**	20.13.1
4903	1903	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **10 'ASSUEL'**	20.13.1
5174	1904	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **11 'PORT-AU-PRINCE'**	20.13.1
5484	1906	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **12 'BIZOTON'**	20.13.1
5821	1907	0-6-0T	1460mm	Guad	Usine Darboussier **1** nick-name **'L'ALLEMANDE'**	20.12.2
6328	1910	0-6-0T	750mm	Guad	Possibly for Usines de Beauport? **'PHILIPPE'**	20.12.2
6752	1912	0-6-0T	Metre	Guad	Usine Bonne Mere **'ANTILOPE'**	20.12.2
7896	1921	0-6-0T	1200mm?	Guad	Usines de Beauport **'LOUISE'**	20.12.2
8496	1931	0-6-0T	1200mm?	Guad	Usines de Port Louis **'PIERRE'**	20.12.2
				Guad	Usines de Beauport **'PIERRE'**?	20.12.2

Krauss Maffei

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
15665	1938	0-4-0T	Std.	Trin	W. F. Burnley's Couva Estates, Esperanza Estate **4 'HITLER'**	20.24.3

La Meuse

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1810	1907	0-4-0T	Metre		SA Hauts Forneaux de Grivegnee	
				PR	Later to Central Santa Juana **4**	20.17.11
3243	1926	0-4-0T	750mm?		SA Hoboken of Antweerp, Belgium	

			2' 6"	Barb	St. Nicholas Abbey Heritage Railway **5 'TJEPPER'**	20.5.4

Lima

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
702	1902	2-tr. Shay	Std.	USA	East Branch & Lincoln RR, New Hampshire **4**	
					Stevens Logging Co., Louisiana.	
			2' 6"/Metre?	PR	Central Cambalache **13**	20.17.11
?	1902	2-tr. Shay	Std.	USA	East Branch & Lincoln RR, New Hampshire?	
			2' 6"	PR	Central Cambalache **14**	20.17.11
?762?	1902	2-tr. Shay	2' 6"	PR	Central Cambalache **4**	20.17.11
1001	1904	2-4-2RT	Metre	?	New York & San Juan **1**	
				PR	Central Plazuela **1**	20.17.11
1002	1905	0-4-2T	2' 6"	PR	Cia. Azuc. de Toa ?	20.17.11
					Later?, to Central Constancia **2 'CONSTANCIA'**	20.17.11
1016	1905	2-6-2T	Metre	?	New York & San Juan **3**	
				PR	Central Plazuela **2**	20.17.11
1019	1905	0-4-2T	750mm	PR	Unknown customer **5**	20.17.13
1041	1906	0-4-4T	Metre	PR	Unknown customer	20.17.13
1042	1906	0-4-4T	Metre	PR	Unknown customer	20.17.13
1081	1905?	0-4-2T	2' 6"	PR	Cia. Azuc. de Toa ?	20.17.11
					Later?, to Central Constancia **3 'CONSTANCIA'**	20.17.11
1123	1908	0-4-2T	2' 6"	PR	Cia. Azuc. de Toa ?	20.17.11
					Later?, to Central Constancia **4**[1]	20.17.11
1138	1910	0-4-2T	2' 6"	PR	Central Constancia **4** later **5**[2]	20.17.11
1159	1911	0-4-0T	2' 6"	PR	Central Cambalache **1** (possibly orig.. built for 2' 0" gauge)	20.17.11
1189				PR	Lebedjeff & Co. for Plata Sugar Co., Aguadilla, PR.	
1194	1911	2-6-0	600mm	PR	Central Juanita **4**	20.17.11
1210				PR	Fox Brothers for Plata Sugar Co., Aguadilla, PR.	
1218	1912	0-4-4T	Metre	PR	J. G. White Co. for 'Ramon Valdis, San Juan' **4**	20.17.13
2232	1909	2-tr. Shay	2' 6"	PR	Central Los Caños **1**[2]	20.17.11
			Metre		Regauged 1923	
					to Plazuela Sugar Co. 1933	
2255	1909	2-tr. Shay	2' 6"	PR	Central Cambalache **6**	20.17.11
2313	1910	2-tr. Shay	2' 6"	PR	Central Los Caños **2**	20.17.11
			Metre		Regauged 1923, possibly to 3' 0" gauge.	
2379	1910	2-tr. Shay	2' 6"	PR	Central Cayey **1 'MARIA CUTONIETA'**	20.17.11
					Later to United Puerto Rico Sugar at Caguas	20.17.11
2389	1910	2-tr. Shay	2' 6"	PR	Central Cambalache **7 'FLORIDA'**	20.17.11
2403	1911	2-tr. Shay	Metre	PR	Canney Sugar Co., San Juan, PR **1**	20.17.11
					Central Cambalache **12 'CORCABADA'**	20.17.11
2448	1911	2-tr. Shay	2' 6"	PR	Central Cambalache **8**	20.17.11
2473	19??	2-tr. Shay	2' 6"	PR	Central Triunfo **1**	20.17.11
2476	1911	2-tr. Shay	600mm	PR	Central Monserrate **3**	20.17.11
2479	1912	2-tr. Shay	2' 6"	PR	Central Cayey **2 'RUCABADO'**	20.17.11
					Later to United Puerto Rico Sugar at Caguas	20.17.11
2480	1911	2-tr. Shay	2' 6"	PR	Central Cambalache **2**? later **10**	20.17.11
2493	1911	2-tr. Shay	2' 6"	PR	Central Cambalache **9**	20.17.11

2496	1911	2-tr. Shay	2' 6"	PR	Central Los Caños **7**	20.17.11
2530	1912	2-tr. Shay	500mm	PR	Carmen Central **2**	20.17.11
2556	1912	2-tr. Shay	3' 0"	Baha	Bahama Timber Co. **3**	20.4.1
2796	1917	2-6-0	2' 6"	DomR	*FC Central Dominicano* **14**	20.10.2
2870	1916	2-tr. Shay	Metre	PR	Central Plazuela **7² 'YANES'**	20.17.11
2878	1916	2-tr. Shay	600mm	PR	Central Monserrate **7 'PROGRESO'**	20.17.11
2887	1916	2-tr. Shay	2' 6"	PR	Central Cambalache **11 'SAN DANIEL'**	20.17.11
2888	1916	2-tr. Shay	2' 6"	PR	Central Cambalache **12 'CORCABADA'**	20.17.11
2961	1918	2-6-0	2' 6"	DomR	*FC Central Dominicano* **15**	20.10.2
3141	1920	2-tr. Shay	600mm	PR	Central Monserrate **9**	20.17.11

Manchester

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
1624	1894	4-4-0	Std.		Bangor & Aroostook RR **21**, renumbered **207**	
					Walsh Construction Co., then to Mt. Waldo Granite Co. **207**	
				Trin	Trinidad Govt. Railway **72**	20.24.2

Montreal

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
55493	1915	0-4-2T	3' 0"	Trin	Frederick Estate **'FREDERICK'**	
20.24.3						
61527	1919	0-6-0ST	Std.	Trin	Trinidad Govt. Railway **F**	20.24.2
61528	1919	0-6-0ST	Std.	Trin	Trinidad Govt. Railway **G**	20.24.2
61529	1919	0-6-0ST	Std.	Trin	Trinidad Govt. Railway **H**	20.24.2
61530	1919	4-6-0	Std.	Trin	Trinidad Govt. Railway **21** and later **'CHIANG KAI SHEK'**	20.24.2
61531	1919	4-6-0	Std.	Trin	Trinidad Govt. Railway **22** and later **'LADY CLIFFORD'**	20.24.2
61532	1919	4-6-0	Std.	Trin	Trinidad Govt. Railway **23** and later **'HIS MAJESTY'**	20.24.2
62663	1920	2-6-0	2' 6"	Haiti	Haitian-American Sugar Co. **5** later **21**	20.13.7
62726	1920	0-4-2T	2' 6"?	Trin	La Fortunee Estate **16 'La FORTUNEE'**	20.24.3
62727	1920	0-4-2T	2' 6"?	Trin	La Fortunee Estate **'BIENVENUE'**	20.24.3
62728	1920	0-4-2T	2' 6"?	Trin	La Fortunee Estate **'HERMITAGE'**	20.24.3
62749	1920	0-4-0	2' 6"	Haiti	Haitian-American Sugar Co. **?** (or possibly by ALCo Cooke)	20.13.7
63088	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **24** and later **'CHURCHILL'**	20.24.2
63089	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **25** and later **'HIS EXCELLENCY'**	20.24.2
63090	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **26**	20.24.2
63091	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **27**	20.24.2
63092	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **28**	20.24.2
63093	1921	4-6-0	Std.	Trin	Trinidad Govt. Railway **29**	20.24.2
69059	1937	2-8-0	Std.	Trin	Trinidad Govt. Railway **41** and later **'MONTGOMERY'**	20.24.2
69060	1937	2-8-0	Std.	Trin	Trinidad Govt. Railway **42** and later **'THE COLONEL'**	20.24.2
69742	1942	4-6-0	Std.	Trin	Trinidad Govt. Railway **61**	20.24.2
69743	1942	4-6-0	Std.	Trin	Trinidad Govt. Railway **62 'STALIN'**	20.24.2
69744	1942	2-8-0	Std.	Trin	Trinidad Govt. Railway **43 'EISENHOWER'**	20.24.2

Nasmyth Wilson

Works	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
781	1906	4-4-0T	Std.	Trin	Trinidad Govt. Railway **16**	20.24.2
1592	1931	0-8-0T	Std.	Jama	Jamaica Govt. Railway **6²**	20.14.1
1593	1931	0-8-0T	Std.	Jama	Jamaica Govt. Railway **8²**	20.14.1
1606	1934	4-8-2T	Std.	Jama	Jamaica Govt. Railway **12²**	20.14.1
1622	1936	4-8-0	Std.	Jama	Jamaica Govt. Railway **30²**	20.14.1

Neilson

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
3642	1887	2-4-2T	3' 6"	DomR	*FC Samana á Santiago* **6**	20.10.1
5571	1900	2-4-2T	3' 6"	DomR	*FC Samana á Santiago* **7**	20.10.1
6114	1901	2-4-2T	3' 6"	DomR	*FC Samana á Santiago* **8**	20.10.1

North British

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
18636	1908	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **11**	20.10.1
18637	1908	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **12**	20.10.1
20295	1913	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **12**	20.10.1
20936	1915	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **14**	20.10.1
22706	1921	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **3³** or **4³**	20.10.1
22707	1921	2-6-2T	3' 6"	DomR	*FC Samana á Santiago* **4³** or **5³**	20.10.1

O&K

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
145	1895	0-4–0T	2' 2"	DomR	Ordered via Morewood & Co., Santo Dom, for unknown **?**	20.10.7
2167	1906	0-4-0T	600mm	PR	Arthur Koppel for unknown PR customer.	20.17.
3927	1909	0-4-0T	600mm	PR	Santa Isabel Sugar Co., ? for Central Cortada **3¹**	20.17.11
?	1910	0-6-0T	2' 6"	PR	Central Alianza Arecibo y Camuy **?**	20.17.11
4204	1910	0-4-0T	750mm	PR	Sobrinos de Eyquiaga, San Juan, Porto Rico	20.17.
4660	1911	0-4-0T	Metre	PR	Central Vannina (later Central San Jose) **1**	20.17.11
4919	1911	0-6-0T	2' 6"	PR	Esquiaga, Las Monjas, Porto Rico	20.17.
4925	1911	0-4-0T	600mm	PR	Féderico Calaf, Manati, for? Central Monserrate **6**	20.17.11
4944	1911	0-4-0T	Metre	PR	Central Santa Juana **5**	20.17.11
					Later to UPRS as **35**, then to ESA **35**.	20.17.11
4980	1911	0-6-0T	Metre	PR	Hubert Hermanos, Porto Rico	20.17.
4994	1911	0-4-0T	Metre	PR	Sucreries San Juan, Porto Rico	20.17.
50??	1911	0-4-0T	2' 6"	PR	Central Vitoria **1**	20.17.11
5076	1911	0-4-0T	600mm	PR	Bolserio & Georgetti, Porto Rico	20.17.
5088	1911	0-4-0T	2' 6"	PR	Cia. Azuc. de Carolina for Central Vitoria **2**	20.17.11
5067?	1911	0-4-0T	Metre	PR	Central Plazuela **7²**	20.17.11
5168	1911	0-6-0TT	2' 6"	PR	Central Alianza Arecibo y Camuy **?**	20.17.11
6021	1921	0-6-0TT	2' 6"	PR	Compania Azucarera del Zoa, for? Central Constancia **6**	20.17.11
6317	1913	0-4-0T	2' 6"	DomR	Ordered via Ihssen Schumacher & Co. for Santo Dom. for unknown **?**	20.10.7
6741	1913	0-6-0WT	2' 0"	Ant&B	Bendalls Sugar Factory **1 'THISTLE'**	20.2.2

6742	1913	0-6-0WT	2' 0"	Ant&B	Bendalls Sugar Factory **2 'ROSE'**	20.2.2
6888	1913	0-4-0T	2' 6"	DomR	Central Cuba **?**	20.10.5
6934	1913	0-8-0T	Metre	USVI St. Croix	Vestindische Suggerfabrik **3 'BLAERE'**	20.26.1
?	191?	0-4-0T	2' 6"	DomR	Central Cuba **?**	20.10.5
8469	1920	0-4-0T	750mm	PR	Frederico Calaf Manati, Porto Rico	20.17.
11120	1925	0-4-2T?	2' 0"	Jama	Moneymusk Plantation **?**	20.14.2
11693	1928	0-4-2T?	2' 0"	Jama	Ordered via Arbuthnot Latham & Co. for unknown. **?**	20.14.2

Porter

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
356	1879	0-4-0T	2' 6"	PR	Unknown customer 'Sucr. de don J. Latimer' Canovanas?	20.17.13
403	1880	0-4-2T	2' 6"	PR	Unknown customer 'Don J. Satinjer' **'LOIZA'**	20.17.13
562	1883	0-4-2T	2' 0"?	ABC	Aruba Phosphate Co. **'WILLEM III'**	20.3.2
576	1883	0-4-0RT	2' 2"	DomR	Ingenio San Marcos **? 'SAN MARCOS'**	20.10.5
577	1883	0-4-0RT	2' 2"	DomR	Ingenio San Marcos **? 'PUERTO PLATA'**	20.10.5
620	1883	0-4-2RT	2' 6"	DomR	Ingenio La Duquesa **1 'HIGUERO'**	20.10.5
666	1884	0-4-2RT	2' 6"	DomR	Ingenio La Duquesa **2 'ISABELA'**	20.10.5
679	1885	0-4-2RT	1' 10½"	DomR	Central Italia **2 'YAGUATE'**	20.10.5
897	1887	0-4-2RT	1' 10½"	DomR	Central Italia **3 'SALENQUE'**	20.10.5
906	1887	0-4-2RT	2' 6"	DomR	Ingenio La Duquesa **? 'OZAMA'**	20.10.5
1218	1890	0-4-2T?	2' 6"	DomR	Estate San Isidro **?**	20.10.5
1713	1896	0-4-4T	Metre	PR	*FC de Altozano* **1**	20.17.3
1714	1896	0-4-4T	Metre	PR	*FC de Altozano* **2**	20.17.3
1731	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **2**	20.13.1
1732	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **3**	20.13.1
1733	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **4**	20.13.1
1734	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **5**	20.13.1
1757	1897	0-4-2T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **6**	20.13.1
1982	1899	0-4-2	2' 6"	Haiti	*CF du Cap a la Grande Riviere* **1 'La CAPOISE'**	20.13.4
1997	1899	0-4-4T	2' 6"	Jama	Boston Fruit Co.? **?**	20.14.2
2103	1900	2-4-0	3' 0"	DomR	Puerto Grande RR, United Fruit Co. **1 'PINKEY'**	20.10.7
2104	1900	2-4-0	3' 0"	DomR	Puerto Grande RR, United Fruit Co. **2 'JIMMY'**	20.10.7
2268	1900	0-6-0T	2' 6"	PR	Unknown customer 'Gahouann Sugar Factory?	20.17.13
2269	1900	0-6-0T	2' 6"	PR	Unknown customer 'Brazil?	20.17.13
2286	1901	0-4-2T	3' 6"	Haiti	*CF du Cap a la Grande Riviere* **2 'Le PICOLET'**	20.13.4
3404	1906	0-4-2RT	2' 6"	PR	Juncas RR **1 'BEHE'**	
3405	1906	0-4-2RT	2' 6"	PR	Humacoa RR **1 'ADABERTE'**	
3420	1906	0-4-2T	Metre	USVI St. Croix	Estate Bethlehem **1 'JOHAN'**	20.26.1
				USVI St. Croix	Estate Bethlehem **2 'OLGA'**	20.26.1
3421	1906	0-6-0T	2' 6"	PR?	Unknown customer 'G… Sugar Factory?	20.17.13
3422	1906	0-4-2T	Metre	USVI St. Croix	Estate Bethlehem **2 'OLGA'**	20.26.1
3493	1906	0-4-0T	Metre	PR	Central San Cristobal **1**	20.17.11
3829	1907	0-4-ST	2' 2"	PR	Central Roig **2**	
3851	1907	0-6-0	3' 0"	DomR	Puerto Grande RR, United Fruit Co. **3**	20.10.7
3986	1907	0-6-0	2' 6"	PR	Sobrinas de Esquiaga, **1 'BUENA VISTA'**	20.17.13
4045	1907	0-4-0ST	2' 2"	PR	Central Roig **3 'MERCEDITA'**	
4046	1907	0-4-0ST	2' 2"	PR	Central Roig **4 'GUAGANES'**	

4082	1907	0-4-0	2' 6"	PR	Melchor Armstrong & Dessau for Unknown customer	20.17.13
4162	1908	0-4-2T	2' 6"	Jama	United Fruit Co. **?**	20.14.2
4244	1908	0-8-0T	Metre	PR	Unknown customer **3**	20.17.13
4247	1908	0-4-2T	2' 6"	PR	Central El Ejemplo **1**	20.17.11
4313	1909	0-4-0	2' 6"	PR	Unknown customer **1**	20.17.13
4332	1909	0-6-0	2' 6"	PR	Unknown customer	20.17.13
4424	1909	0-4-2TT	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4425	1909	0-4-2TT	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? 'SUD'**	20.13.2
4426	1909	0-4-2TT	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4427	1909	0-4-2TT	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4429	1909	0-4-0T	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4620	1910	0-4-0T	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4766	1910	0-6-0T	2'6"	PR	Central Canovanas **6**	20.17.11
4770	1910	0-4-0	2' 6"	PR	Lebedjeff & Co. for PR	20.17.13
4771	1910	0-4-0	2' 6"	PR	Lebedjeff & Co. for PR	20.17.13
4777	1910	0-4-2TT	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4778	1910	2-6-0	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **20 'CRISTOPHE COLOMB'**	20.13.2
????	19??	0-4-2T	2' 6"	Haiti	*CF de la Plaine du Cul-de-Sac* **? '?'**	20.13.2
4803	1910	2-6-0	2' 6"	PR	Central El Ejemplo **2**	20.17.11
4811	1910	0-4-0	Metre	PR	Gustavo Preston for PR	20.17.13
4817	1911	0-6-0T	2' 6"	PR	Central Lafayette **4**	20.17.11
4939	1911	0-6-0	2' 6"	PR	Czarnikow Rionda & Co. for PR	20.17.13
4988	1911	2-6-0	2' 6"	PR	Central El Ejemplo **3**	20.17.11
4992	1911	0-4-2T	2' 6"	PR	Central El Ejemplo **4**	20.17.11
5204	1912	2-6-0	2' 6"	DomR	Estate San Isidro **5 'CAYAEVA'**	20.10.5
				DomR	Ingenio Consuelo **?**	20.10.5
5221	1912	0-6-0T	2'6"	PR	Central Canovanas **7 'SANTA BARBARA'**	20.17.11
5222	1912	0-4-2T	2' 6"	Jama	United Fruit Co. **?**	20.14.2
5858	1916	0-6-0ST	Std./2' 0"?	DomR	Central La Romana **7**	20.10.5
5270	1912	0-4-0	Metre	PR	Via Wonham for unknown customer	20.17.13
5271	1912	0-4-0	Metre	PR	Via Wonham for unknown customer	20.17.13
5335	1913	0-4-0	Metre	PR	Via Wonham for unknown customer	20.17.13
5337	1913	0-4-0	Metre	PR	Via Wonham for unknown customer	20.17.13
5381	1913	0-4-0	Metre	PR	Via Wonham for unknown customer	20.17.13
5854	1916	2-6-0	2' 6"	PR	Antonio Roig	20.17.13
5929	1916	2-6-0	2' 6"	DomR	Ordered via William Gowrie for unknown **?**	20.10.7
5936	1916	0-4-0T	Std.	Jama	United Fruit Co. **?**	20.14.2
5956	1917	2-6-2	3' 0"	Haiti	Atlantic Fruit Co. **1**	20.13.6
6378	1919	2-8-0	2' 6"	DomR	Ordered via Bartram Bros. for unknown **?**	20.10.7
6418	1919	2-6-0	2' 6"	DomR	Ordered via Wonham Bros. & Co. for unknown **?**	20.10.7
6470	1920	0-4-0T	3' 0"	Haiti?	Atlantic Fruit Co.? **7** (or maybe to Cuba for C. Tanamo)	20.13.6
6473	1920	0-4-0T	3' 0"	Haiti?	Atlantic Fruit Co.? **8** (or maybe to Cuba for C. Tanamo)	20.13.6
6568	1920	2-6-0	2' 6"	DomR	Ingenio Consuelo **11 '?'**	20.10.5
6578	1920	2-6-2ST	Std.	DomR	Central La Romana **11**	20.10.5
6601	1920	2-8-2?	2' 6"		Ordered for Central Macagua **3** in Cuba, not delivered or sold on	
		or 2-6-0?		PR	Arrived 1927 Central Pasto Viejo **9**	20.17.11
			Metre		Regauged 1928 for Central Juncos **9**	20.17.11
					Became **E463** of ESA	20.17.11

6641	1921	0-4-0T	3' 0"	Haiti?	Atlantic Fruit Co.? **9** (or maybe to Cuba for C. Tanamo)	20.13.6
6936	1924	2-6-0	2' 6"	DomR	Ingenio Cristobal Colon **2² 'MORONO'**	20.10.5
7024	1926	0-6-2ST	2' 6"	Jama	United Fruit Co. **8**	20.14.2
7104	1928	0-4-0T	Metre	DomR	Sal y Yeso Dominicanos **?**	20.10.6
7105	1928	0-4-0T	Metre	DomR	Sal y Yeso Dominicanos **?**	20.10.6
7106	1928	0-4-0T	Metre	DomR	Sal y Yeso Dominicanos **?**	20.10.6

Rhode Island

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
2651	1891	4-6-0	Std.	Jama	Jamaica Govt. Railway **17¹**	20.14.1
2859	1893	0-4-4T	Std.	Jama	Jamaica Govt. Railway **18**[1], rebuilt as 2-4-4T	20.14.1
3009	1894	2-6-4T	Std.	Jama	Jamaica Govt. Railway **22**	20.14.1

Rogers

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
4400	1890	4-6-0	Std.	Jama	Jamaica Govt. Railway **15¹**	20.14.1
4401	1890	4-6-0	Std.	Jama	Jamaica Govt. Railway **16¹**	20.14.1
4875	1894	4-6-0	Std.	Jama	Jamaica Govt. Railway **19¹**	20.14.1
4904	1893	4-4-0	Std.	Jama	Jamaica Govt. Railway **20**	20.14.1
5052	1895	4-6-0	Std.	Jama	Jamaica Govt. Railway **23**, later **16²**	20.14.1
5053	1895	4-6-0	Std.	Jama	Jamaica Govt. Railway **24**, later **17²**	20.14.1
5056	1895	4-6-0	Std.	Jama	Jamaica Govt. Railway **25**, later **18²**	20.14.1
5057	1895	4-6-0	Std.	Jama	Jamaica Govt. Railway **26**, later **19**	20.14.1

Sentinel

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
8426	1931	Artic-twin-set	Std.	Trin	Trinidad Govt. Railway **?**	20.24.2

Shanks of Arbroath

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
???	187?	0-4-0T	1166mm?	Mart	Usine Ste. Marie **'?'**	20.15.2
???	18??	0-4-0ST	Std.	Trin	Cipero Tramway **'FORERUNNER'**	20.24.1

Sharp Brothers

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
302	1845	2-2-2	Std.	Jama	Jamaica Railway Co. **'PATRIOT'**	20.14.1
305	1845	2-2-2	Std.	Jama	Jamaica Railway Co. **'PROJECTOR'**	20.14.1
312	1845	2-2-2WT	Std.	Jama	Jamaica Railway Co. **'EMANCIPATION'**	20.14.1
313	1845	2-2-2WT	Std.	Jama	Jamaica Railway Co. **'ENTERPRISE'** later **4¹**	20.14.1
314	1845	2-2-2WT	Std.	Jama	Jamaica Railway Co. **'PERSEVERANCE'** later **2¹ 'OUR OWN'**	20.14.1
315	1845	2-2-2WT	Std.	Jama	Jamaica Railway Co. **'SUCCESS'**	20.14.1

St. Leonard

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
789	1888	0-6-0T	1200mm	Guad	Probably for Usine de Beauport **2 'ECLAIR'**	20.12.2
798	1888	0-6-0T	Metre	Guad	Ordered by Credit Foncier Colonial **'L'ETOILE'**	20.12.2
1251	1900	0-6-0T	1200mm	Guad	Probably for Usine de Beauport **'ADRIENNE'**	20.12.2
1313	1901	0-6-0T	1200mm	Guad	Probably for Usine de Beauport **'FERNANDE'**	20.12.2

Thiriau

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
88	1906	0-4-0T	Metre	PR	Central Santa Juana **1**	20.17.11
89	1906	0-4-0T	Metre	PR	Central Santa Juana **2**	20.17.11
90	1906	0-4-0T	Metre	PR	Central Santa Juana **3**	20.17.11

TGR's own Port of Spain shops

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
–	1921	4-4-0TT	Std.	Trin	Trinidad Govt. Railway **19²**	20.24.2
–	1921	4-4-0TT	Std.	Trin	Trinidad Govt. Railway **20²**	20.24.2

Tubize

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
738	1889	0-4-4-0T	600mm	Guad	Usine de Grande Anse **'GRANDE ANSE'** (plated as Decauville 70)	20.12.2
1069	1896?	?-?-?T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **?**	20.13.1
1070	1896?	?-?-?T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **?**	20.13.1
1071	1896?	?-?-?T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **?**	20.13.1
1072	1896?	?-?-?T	2' 6"	Haiti	*Société des Tramways de Port-au-Prince* **?**	20.13.1

Vulcan Foundry

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
951	1882	2-6-2T	3' 6"	Barb	Barbados Railway **3 'St. GEORGE'**	20.5.1
952	1882	2-6-2T	3' 6"	Barb	Barbados Railway **4 'CHRISTCHUCH'**	20.5.1

VIW

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
604	1904	0-4-2T	600mm	PR	Central Fortuna **3** later to Central Cortada **4**	20.17.11
612	1905	0-4-4T	3' 0"	Baha	Bahama Timber Co. **?**	20.4.1
756	1905	0-4-4T	2' 6"	PR	Built for Rojo Fabrian & Co. but not delivered Central Pasto Viejo **1 'PETRA'**	20.17.11
775	1905	2-4-0	3' 6"	Haiti	Gonaïves–Passe-Reine–Ennery **1¹ 'HAITI'**	20.13.3
801	1906	0-4-0ST	2' 6"	PR	Central Buena Vista **1 'GURABO'**	20.17.11
		0-4-2ST			Central Juncos **5**	20.17.11

					Rebuilt to metre gauge.	
962	1906	0-4-0ST	3' 6"	Haiti	Gonaïves–Passe-Reine–Ennery **2**[1] **'GONAÏVES'**	20.13.3
970	1906	0-4-2ST	Metre	PtoR	Esperanza Sugar Co. **1**,	20.17.11
					then to Central San Cristobal **2**,	20.17.11
				DomR	then 1917 sold to Dominican Republic for unknown **?**	20.10.7
985	1906	0-4-4T	600mm	PR	Central Juanita **1 'MARIA AUGUSTINA'**	20.17.11
1197	1908	2-6-0	3' 0"	Baha	Bahama Timber Co. **1**	20.4.1
1843	1912	2-6-4T	600mm	PR	Puerto Rico Irrigation Service **1**	20.17.11
					later to Central Cortada Sugar **3**	
2579	1916	0-4-4T	Metre	PR	Central Triunfo **1**	20.17.11
2680	1917	0-4-0T	2' 6"	DomR	Ingenio Monte Llano **'ROSA MARÍA'**	20.10.5
				DomR	later to Ingenio Amistad **?**	20.10.5
2759	1917	0-6-0T	1200mm?	Mart	Usine de la Maynard **'?'**	20.15.2
2778	1917	0-6-0T	1200mm?	Mart	Usine de Trois Rivieres **'?'**	20.15.2
2985	1919	0-6-0T	Metre	Guad	American Trading Co. **'?'**	20.12.2
3017	1920	0-6-0T	1225mm	Guad	Usine Duval **'JIMMY'**	20.12.2
3145	1921	0-4-2T	Metre	USVI St. Croix	Estate Bethlehem? **? '?'**	20.26.1
3155	1921	0-4-0T	2' 2"	PR	Central Aguirre **?**	20.17.11
					later to Central Cortada Sugar **6**	
3160	1921	2-6-4T	600mm	PR	Central Cortada **3**[2]	20.17.11
3166?	1921	0-4-0T	2' 2"	PR	Central Aguirre **2**	20.17.11
4502	1943	0-6-0T	Std.		USATC **4340**	
				Jama	Jamaica Govt. Railway **10**[2]	20.14.1
4503	1943	0-6-0T	Std.		USATC **4341**	
				Jama	Jamaica Govt. Railway **11**[2]	20.14.1
4626	1945	0-6-0T	Std.	Jama	Jamaica Govt. Railway **14**	20.14.1
4627	1945	0-6-0T	Std.	Jama	Jamaica Govt. Railway **15**[2]	20.14.1

Yorkshire Engine Co.

Works No.	Year	Wheels	Gauge	Island	Purchaser, running number, name, and later owner etc.	Section
78	1868	2-4-0T	Std.	Jama	Jamaica Railway Co. **'EXTENSION'** later **5**[1], then **8**[2] then **10**[2]	20.14.1
79	1868	2-4-0T	Std.	Jama	Jamaica Railway Co. **'NEW ERA'** later **6**[1], then **9**[2]	20.14.1
