

## THE LOCOMOTIVE OF LAS ESPERANZAS COAHUILA

Marco Antonio Gonzalez Galindo  
Saltillo, Coahuila

Some time ago, they sent me photographs of an abandoned locomotive in the field in the town of Las Esperanzas Coahuila. It was overgrown with many pieces missing. Sammy King was consulted about it, but the photographs did not allow him to classify it clearly only by mentioning that it was probably a standard-gauge Brooks locomotive, apparently it has three axes, and also a guide truck (or barrow), I do not know if it is one or two axes in front. The locomotive disappeared and we believed that it had been sold as scrap metal, but no, the mining company rescued it and restored it with the few parts that were there, initially they put it in Palau, Coahuila, municipality of Múzquiz.



FOTOS: Jorge Alberto Treviño Lara

Mr. Jorge Treviño in the abandoned locomotive in the old mineral of Las Esperanzas  
2013

Professor Melecio Mendoza, chronicler of Las Esperanzas made arrangements to take her to that place, he moved the locomotive to that place.

With the new photos, I was able to classify it, this locomotive was No. 4 of the Conquista Railroad, later called the Coahuila Carboniferous Railroad that ran from Barroterán to Múzquiz. This is a Brooks type built by Williams & Co. Burnham (Baldwin) with number 25,502, in 1905, it was Stephenson 4-6-0, Ten-wheeler, Class 92 with a weight of 271,000 pounds, (151,000 locomotive and 121,000 pounds of tender) with 60 "drive wheels and 19 x 26" displacement, the tender had a water

capacity of 6,000 gallons, the boiler pressure of 200 psi, the pulling force was 26,599 pounds resulting in a weight / traction ratio at a 4.44 grip factor. It had a large 176 cu. But Camelback ( No 3 )had smaller drive wheels and operated at 20% higher boiler pressure to provide charging power.



Foto: Melecio Mendoza

Baldwin 4-6-0 locomotive after rescue



Foto: Melecio Mendoza

Arrangement of the place where it will remain as a monument

It is missing many parts, such as the truck, guide or 2-axle forklift, the connecting rods, one of the cylinders, part of the cabin, the cooling jacket, the chimney, and many things, however little by little it wants to be restored although not original



Foto: Melecio Mendoza

Placing the locomotive in its place in Las Esperanzas, Coahuila.

For us it has been a pride, the rescue and make known this type of findings, I will send you shortly the Jaral, in the municipality of General Cepeda, Coahuila.

We also appreciate the invaluable help of Sammy King, Dave Conrad, Lowell Mc Manus, Jorge Alberto Treviño Lara, Mario Alberto Monjaraz, our companion of explorations