



## A Visit to Central Azucarera de Tarlac (Luzon Island, Philippines) by Hans Hufnagel, 1985



The sugar factory is located 117 km north of Manila and was privately owned by Don Pepe, the father of the slain opposition leader Aquino, and includes 7200 ha of plantations.

The track width is 1067 mm. Although the tracks have the same gauge as the PNR, and they even cross, there is no connection between the two systems to allow a car exchange.

All locomotives bear numbers and names. The steam locomotives carry the name of the owner and their daughters, diesel locomotives were named after the wife and their granddaughters.

During my visit on 22 January 1985 I could see the following oil-fired steam locomotives:

- 8 TERRY, C, Baldwin 60247/1927
- 9 TINTING, C, Baldwin 60248/1927
- 10 PASSY, C, Baldwin 60249/1927
- 11 DON PEPE, 1C, Henschel 20923/1927
- 12 JOSEPHINE, 1C, Henschel 20921/1927
- 13 OORY, 1C, Henschel 20922/1927
- ex-12, Ct ,Henschel (?) 21464 (?)

No 8 was fully connected and would be repaired soon. No 9 was used in work train service, No 10 was shunting in the yard and No 11 waiting for boiler washing. 12 and 13 were out-of-service due to lack of spare parts, but should be repairable. Although No ex-12 was available, it had been sold to Japanese railway enthusiasts.

The diesel fleet included 7 machines:

- 1 (ex-17) BALSU, Plymouth
- 2 (ex-18) OELDA, Plymouth
- 3 (ex-19) SARITA, Plymouth
- 4 (ex-20) GINA, Plymouth
- 5 (ex-15) LIAA?, (D-E)
- 6 (ex-16) MARISSE?, (D-E)
- 7 (ex-9) DNA. METRING, Whitcomb 13127/1933

During the processing season (October to April) three different car types are used: 5 tons (12' long, 6' wide and 4' high), 15 tonnes (25' x 7' x 7') and 25 tonnes (32' x 7' x 9').



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