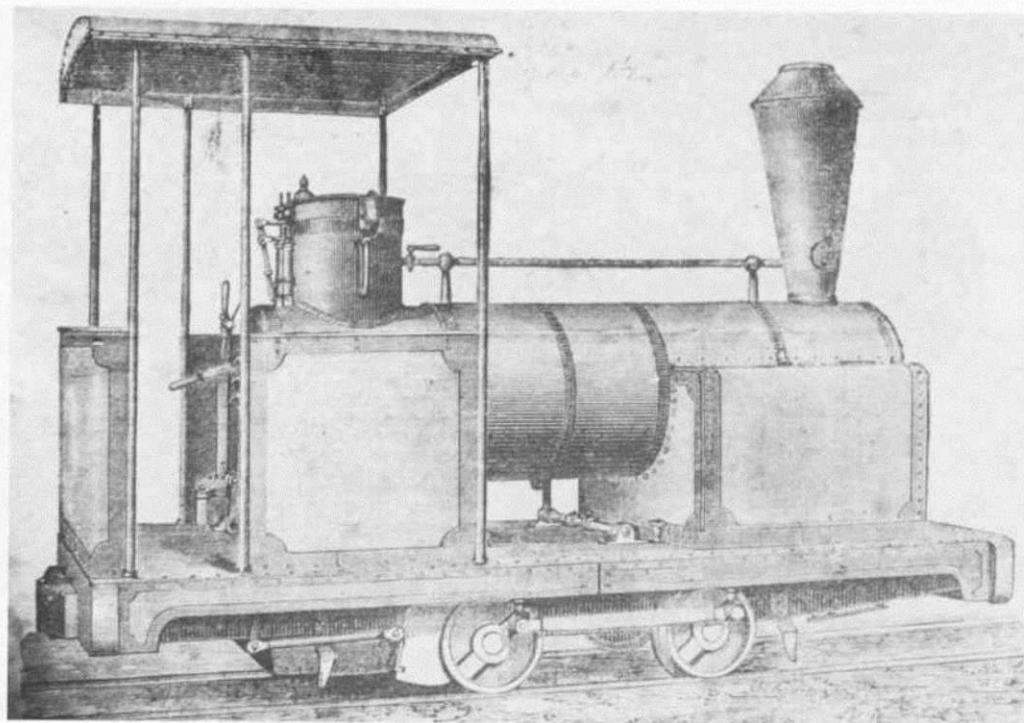


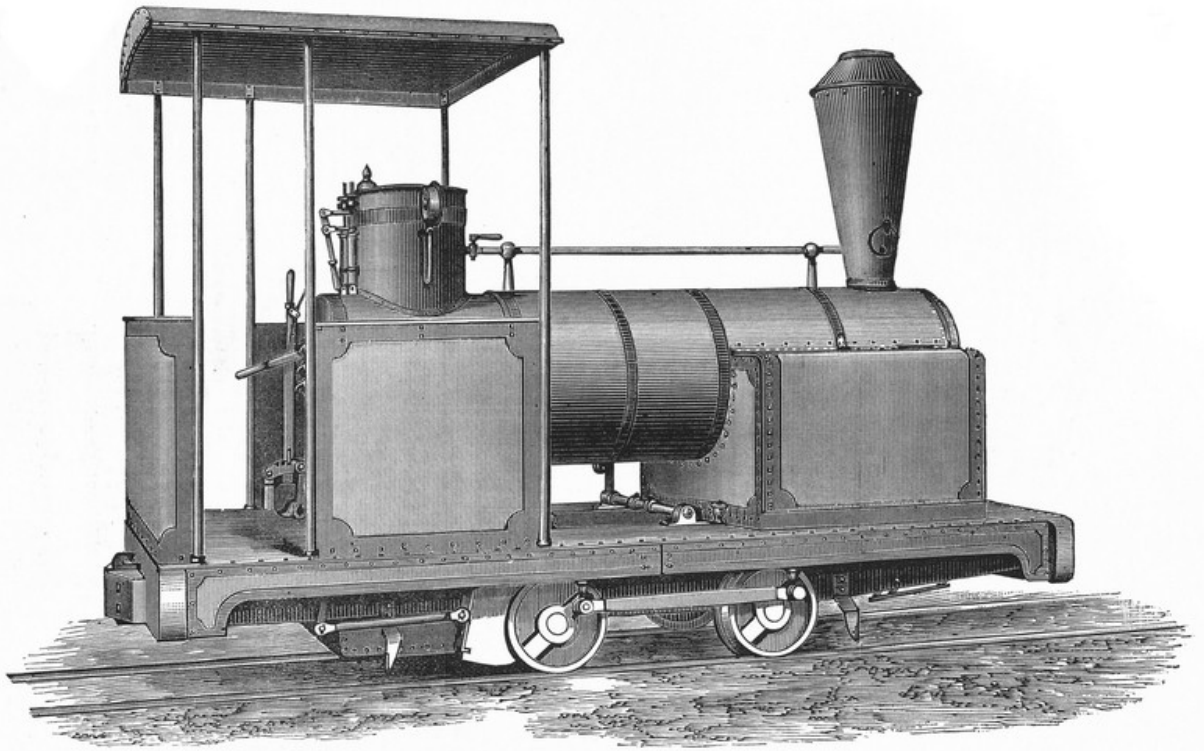
Hacienda Mercedita

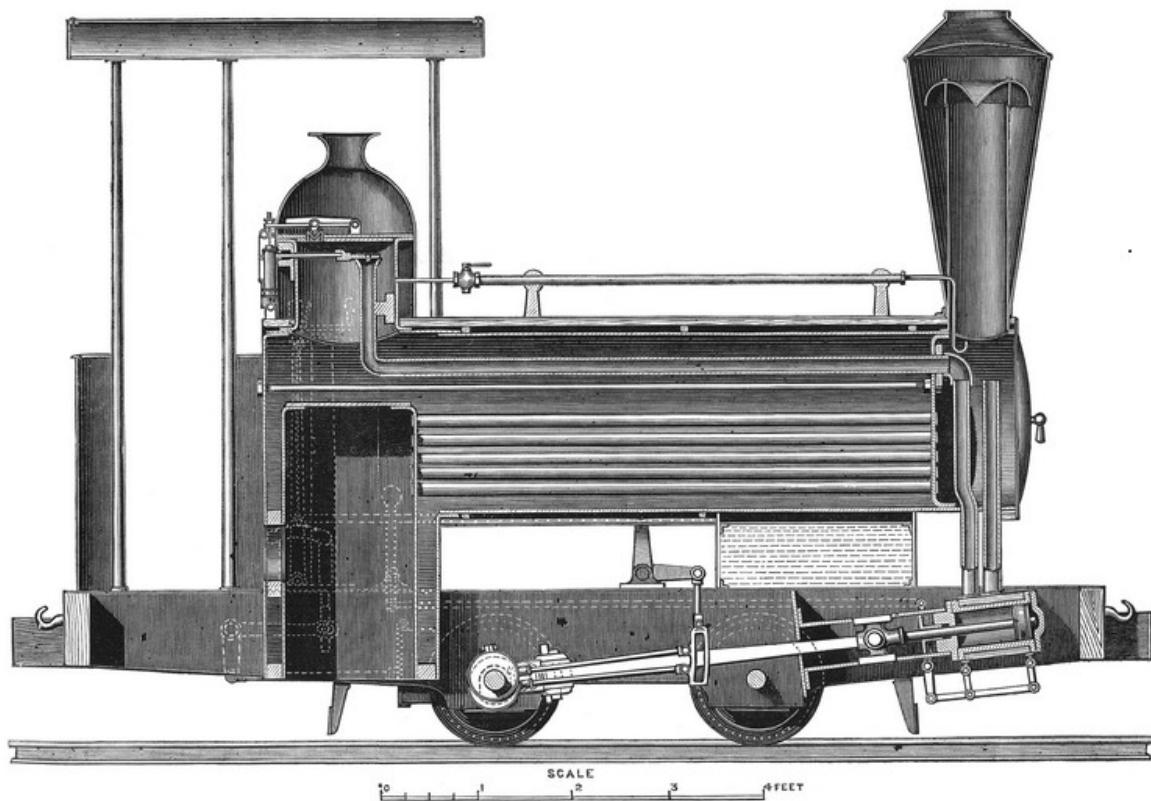
Engraving of Bagnall locomotive, 284 or 285, almost identical, bought by Hacienda Mercedita. Dibujo de locomotora Bagnall, 284 ó 285, eran casi idénticas, comprado por la Hacienda Merceda.



284 or 285 This engraving appeared in *The Engineer*, 12th November 1880, and is thought to show either number 284 or 285, which were almost identical. It was a typical early Bagnall product for export — 'Ideal for plantation work' was how Bagnall described them. Note the pull out regulator, combined handrail and blower steam pipe, together with the inverted saddle tank.

284 Ordered in October 1879 by Manlove, Alliott & Co of Nottingham, who were agents for a customer in Porto Rico (currently spelt Puerto Rico), and named MERCEDITA. Correspondence with the purchasing agents in recent years failed to reveal any surviving records; however, a 1968 *Directory of Sugar Factories* records a Central Mercedita Inc, plantation and factory in Puerto Rico. Manlove, Alliott & Co, also with a works in Rouen, France; and later Manlove, Alliott, Fryer & Co, of Blooms Grove Works, Nottingham, are known to have been manufacturers of sugar machinery at that time. In *The Engineer* article it states:— 'No 3 engine has 4½" x 7½" cylinders, 15" wheels, 26" gauge, 2'9" wheelbase. Of this size, several have been sent to sugar plantations. Respecting the engine just described, the proprietor of the plantation on which it is working writes that:— The engine can easily take 12 tons gross load on gradients from 3 to 4 per cent, extending 400 yards, and we find no difficulty in keeping steam up.'





The Engineer Magazine. Text: The Narrow Gauge Railway Society. The engraving first appeared in the issue of 12 November 1880 entitled TANK LOCOMOTIVE, Mr. W. G. BAGNALL, CASTLE WORKS, STAFFORD, ENGINEER (Thanks to David Halfpenny, Australian Narrow Gauge Railways group at Yahoo.com, for the information). Also see: Andrés Ramos Mattei, *La Hacienda Azucarera, Su crecimiento y crisis en Puerto Rico (Siglo XIX)*, Cerep, San Juan, Puerto Rico, 1981, págs. 54, 55, y 113 115 (Descripción del sistema ferroviario instalado en la Hacienda Mercedita para 1880 – Tomado de: Santiago MacCormick, Informe dado a la Excelentísima Diputación Provincial sobre el sistema de Factorías-Centrales para la elaboración del azúcar en la Isla de Puerto Rico (San Juan: Imprenta del Boletín Mercantil, 1880, pp. 114-116)).