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Ferrocarriles de Cuba

Ferrocarriles de Cuba (FCC) or **Ferrocarriles Nacionales de Cuba** (English: **National Railway Company of Cuba**), provides passenger and freight services for Cuba.

Contents

Route network

History

Colonial Cuba

Pre-Revolutionary Cuba

Train ferry

Post-revolutionary Cuba

Recent developments

Rolling Stock

See also

References

Further reading

External links

Ferrocarriles de Cuba

Operation

National railway	FFC (also: FC, FFCC)
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Statistics

Ridership	6.7 million (2018) ^[1]
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System length

Total	4,556.25 km (2,831.12 mi)
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Electrified	1,055 km (656 mi)
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Track gauge

Main	1,435 mm (4 ft 8½ in) standard gauge
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Passenger trains in Cuba (interactive map)

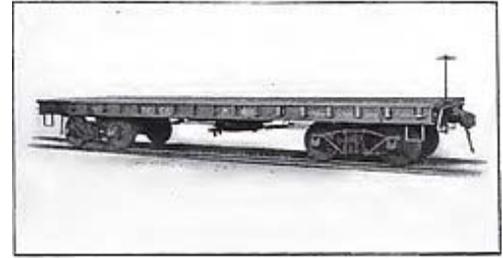
Ferrocarriles de Cuba uses 1,435 mm (4 ft 8½ in) standard gauge that extends from Guane (province Pinar del Río) in the westernmost part of the island up to the bay of Guantánamo in the eastern part. The 1,024 kilometers (636 mi) Central railway runs from Havana to Santiago de Cuba in the eastern region. Most of the 4,556.25 kilometers (2,831.12 mi) system is diesel-powered with 1,055 kilometers (656 mi) electrified. The flagship Train Number 1 travels between Havana and Baracoa. Other long-distance passenger services link Havana to Pinar del Río (western railway), Cienfuegos (South branch), Sancti Spíritus, Bayamo-Manzanillo and Guantánamo. The network connects the six first-level ports in Cuba: Havana, Mariel, Matanzas, Cienfuegos, Nuevitas and Santiago de Cuba, as well as all provincial capital cities.

The Hershey Electric Railway is an electrified railway from Havana to Matanzas that was built by the Hershey Company in order to transport workers and products after it had bought sugar plantations in 1916. It is a commuter service running in northern Havana and Matanzas provinces using some original equipment.^[2]

A few sugar factories switched over to diesel-electric locomotives to haul freight. In 1958, Cuba had more railway trackage per square mile than any other country.

Train ferry

- Prior to the revolution there was a train ferry between Miami and Havana.
- The West India Fruit and Steamship Company was one of a number of companies to provide such service.



Flatcar used by the Cuban Central Railway for transportation of sugar plantations, circa 1913

Post-revolutionary Cuba

The destruction of President Fulgencio Batista's so-called armoured train (it seems to have been an ordinary train carrying soldiers and weapons) by the revolutionaries in the Battle of Santa Clara in December 1958 was an important stepping stone in the Cuban Revolution.

After the revolution in 1959, the Ferrocarriles Nacionales de Cuba was created by nationalizing the private and public railway systems. MINAZ continued to operate a separate railway system, mainly to transport sugar products.

From 1963 to 1966, British Rail helped the national railway obtain newer locomotives which were based on the Brush Type 4 locomotives (later Class 47) at the time being built at Brush Traction in Loughborough, but the final assembly of the Cuban locomotives was performed at Clayton Equipment Company Hatton, Derbyshire.^[3] After the Cuban Missile Crisis, it became harder for Cuba to buy new railway equipment because of the United States embargo against Cuba. Some trains were shipped from third countries, British locomotives were shipped from Hull using Yugoslavian ships.

Cuba's purchase of new trains and parts from the Western Bloc, stopped from the late 1960s, was replaced through trade with the Eastern Bloc. The Soviet Union delivered 107 TE-114K locomotives between 1978 and 1984 but this trade link collapsed with the fall of the Soviet Union.

Cuba was able to obtain used trains and new locomotives, from friendly nations not affected by the embargo:

- 5 RSC18 locomotives were shipped from Canada
- 9 electrical motor coaches were shipped from Ferrocarrils de la Generalitat de Catalunya (FGC) (Catalan Government Railways) of Spain

Many of Cuba's trains are diesel and only a handful of steam locomotives remain for the sugar industry and tourism.

Recent developments

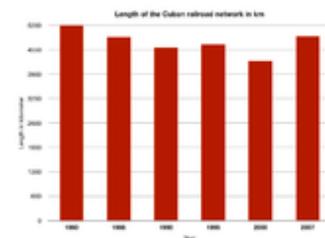


Diagram of Cuban rail network length in km (1980-2007)

Starting in 2000, the Cuban railway network was improved by more second-hand equipment. Used vehicles came from Canada, China, Mexico, and Europe. In 2002 used light rail-cars (BR771) were acquired from Germany.

In 2006 China became Cuba's major supplier of railway equipment. China Northern's February 7 Locomotive Works in Beijing began delivering 12 DF7G-C diesel locomotives. Follow-up orders for 40 and 60 more meant 112 locomotives were delivered between 2006 and 2010. China Railway also sold some of its retired cars.^[4]

On September 25, 2007, investors from the Venezuelan Bank for Socio-Economic Development (BANDES) reached an agreement with transportation officials in Cuba to invest US\$100 million for infrastructure improvements and repairs to Cuba's rail network. The work was expected to help increase the average speed of trains on Cuba's railways from 40 to 100 kilometers per hour (25 to 62 mph). As part of the agreement, Cuban engineers will also work on similar projects on Venezuela's rail network.^[5]

In October 2007, the Cuban railways ordered 200 passenger and 550 freight cars from Iranian manufacturer Wagon Pars. They were delivered by 2009.^[6]

In May 2010 the Cuban government announced wide-ranging plans to repair the railway network, buy new rolling stock, and open four centers to train railway workers.^[7]

Improved Relations between Cuba and the United States has increased interest in Cuban rail travel.^[8] However, in 2017 a new US administration imposed more sanctions.^[9]

In 2016 Russian manufacturer Sinara Transport Machines signed a contract for 60 TGM8 km (TGM8KM) and fifteen TGM4 km (TGM4KM) diesel locomotives to be delivered in small lots by the end of 2021. The TGM8 km has been designed especially to work in the humid tropical climate conditions of Cuba. New spare parts for older Russian locomotives will be part of the order. Sinara will also begin rebuilding older locomotives.^[10]

In March 2017 Russian manufacturer RM Rail, who had just delivered 363 freight cars, signed a contract to deliver an additional 225. They also contracted for twenty-eight four-car passenger train-sets. In September Russian Railways subsidiary RZD International signed a contract for modernizing the system.^{[11][12]}

In March 2018 France's SNCF entered into an agreement to supply equipment, upgrade two shops to modern standards, and train people in both Cuba and France. Training will include repairing and renovating older equipment.^[13]

In August 2018 a decree-law updated and organized the railroad laws and regulation. From September 2018 foreign corporations can operate rail lines. A Safety Commission and other administration changes were made. Part of long-term infrastructure improvements include every track having a right-of-way of at least 15 meters for railroad use only. Any land that borders it must keep a fence in good condition.^[14]

As of January 2019, Sinara Transport Machines had delivered 43 diesel locomotives to Cuba as part of a contract to supply 75 locomotives by the end of 2021. A new contract for 23 LDE-2500 diesel locomotives was signed in January 2019. Prototype four-unit DMU rail-cars are being received.^{[15][16][17]}

In 2019, the Cuban railways received the first delivery of new Chinese-built coaches, and new

services with these began in July 2019.^{[18][19]}

Rolling Stock

Model	Manufacturer	Country	Total	Notes	Image
<u>G8</u> ^[20]	<u>General Motors Electro-Motive Division</u>	USA	51	Delivered 1954–1955. Similar to Indonesia #200 05 shown 1,100 kW (1,500 hp) B-B	
<u>TEM2/4/15</u> ^[21]	<u>Bryansk Engineering Works</u>	USSR	144	Delivered from 1964 Similar to #3157 shown 883 kW (1,200 hp) C-C	
<u>DVM-9</u> ^[22]	<u>Ganz–MÁVAG</u>	Hungary	70	Delivered in 1968 Similar to DVM9 #VME 1-116 shown 750 kW (1,000 hp) 1A-A1	[[1] (http://www.loco-photos.net/picture/?/4918/category/20-2011_03_cuba%7C125px)]
<u>M62K</u> ^[23]	<u>Voroshilovgrad Locomotive Factory</u>	USSR	20	Imported in 1975 Similar to Soviet #0093 shown 1,260 kW (1,690 hp) C-C	
<u>MX624</u> ^[24]	<u>Montreal Locomotive Works</u>	Canada	50	Imported in 1976 1,800 kW (2,400 hp) C-C	
<u>TE114K</u> ^[25]	<u>Voroshilovgrad Locomotive Factory</u>	USSR	108	Delivered 1978-1984 1,910 kW (2,600 hp) C-C	
<u>GMD1</u>	<u>General Motors Electro-Motive Division</u>	Canada	20	From <u>Canadian National</u> in 1999 890 kW (1,200 hp) B-B	
<u>C30-7</u>	<u>GE Transportation</u>	USA	19	From Mexico Similar to A.L.L. #9220 shown 2,200 kW (3,000 hp) C-C	
<u>040-DE</u> ^[26]	<u>Brissonneau et Lotz</u>	France	42	Similar to SNCF BB #63123 shown 450 kW (600 hp) B-B	
<u>DF7K-C</u>	<u>China Railway Beijing Group</u>	China	5	Delivered in 2008 1,000 kW (1,400 hp) B-B	
<u>DF7G-C</u> ^[27]	<u>CNR Beijing Locomotive Works</u> ^[28]	China	152	Delivered 2005–2010 Similar to CR #5036 shown 1,840 kW (2,470 hp) C-C	
<u>TGM4</u> ^[29]	<u>Lyudinovsky Locomotive Plant</u>	Russia	15	Delivered from 2017. ^[30] Similar to Russian #0957 shown 599 kW (814 hp) B-B	

Model	Manufacturer	Country	Total	Notes	Image
<u>TGM8</u> ^[31]	Lyudinovsky Locomotive Plant	Russia	60	Delivered from 2017. ^[30] 882 kW (1,200 hp) C-C	
<u>RDC-1 DMU</u> ^[32]	<u>Budd Company</u>	USA	26	Delivered 1952-1959 Similar to LVRR #40 shown Passengers (RDC-1): 90 2 cars are ex-Via Rail 6109 and 6120 (both formerly <u>CN Rail</u> with 6109 purchased from <u>Chicago & Eastern Illinois Railroad</u>).	
<u>DR VT 2.09</u> ^[33] railbuses	<u>Waggonbau Bautzen</u>	<u>GDR</u>	57	771-772-791-792 series Passengers: 40-54	
<u>Tempo Coaches</u>	<u>Hawker Siddeley Canada</u>	Canada		From <u>Mexico</u> Similar to Rio Grande car shown Passengers (coach): 80	
<u>Mistral 69 Coaches</u>		France		From <u>SNCF</u>	
<u>NSB Y1 railcar</u>	<u>Fiat, Kalmar Verkstad</u>	Norway		From <u>Norwegian State Railways</u> Similar to NSB #1350 shown Passengers: 68-76	
<u>VR Dm11 DMU</u>	<u>GEC-Alsthom</u>	Spain	6	From <u>Finnish State Railways</u> Passengers: 145	
Coaches	<u>Wagon Pars</u>	Iran	200	Delivered 2007-2009	
<u>SV-10 DMU</u> ^[34]	Muromteplovz.	Russia	300	Prototypes delivered from 2013 ^[35] Passengers: 45-48	

Freight cars were mainly acquired from Eastern Bloc countries and the USSR, whereas passenger cars from other countries that have diplomatic relations with Cuba (Mexico, Norway, Canada and France).^[36]



Gondolas and
hopper cars of
Ferrocarriles de
Cuba, 2014

See also

- Camagüey railway station
- Ferrocarril Recreacional^[37] (located in Parque Lenin) (Closed)
- Havana Central railway station
- Havana Suburban Railway
- Santa Clara railway station
- Santiago de Cuba railway station
- Tren Francés
- Transportation in Cuba

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External links

- Full bus and train timetable (<http://www.horariodebuses.com>)
- Ferrocarriles de Cuba information (<http://www.seat61.com/Cuba.htm#Train%20times>) — *with time tables*.

- [Hershey Electric Railroad in Cuba \(http://ymtram.mashke.org/cuba/hershey/\)](http://ymtram.mashke.org/cuba/hershey/)
 - [Visit of the delegation from the Republic of Cuba to LTZ. Starting of the production of ТГМ8КМ locomotives, 9-10 Novembre 2016 \(https://sinaratm.ru/press/multimedia/photogallery/0036/\)](https://sinaratm.ru/press/multimedia/photogallery/0036/) —Photogallery
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