

UNITED RAILWAYS OF HAVANA AND
REGLA WAREHOUSES, LTD.

A BRIEF HISTORICAL SKETCH

The History of the United Railways of the Havana is in itself interesting, apart from the fact that it is the history of the first Railway in Cuba, and amongst the first in the World. In Cuba Railways were inaugurated 10 years before Spain commenced the construction of her first railroad.

HAVANA TO GUINES RAILWAY.-- On October 12th. 1834, King Ferdinand VII of Spain authorized the JUNTA DE FOMENTO (Development Board) presided by the Count of Villanueva, to float a loan of \$2,000,000 in England for the construction of a railway from Havana to Güines. The first section from Havana to Bejucal was inaugurated on the 19th. of November 1837, and on its first anniversary, the 19th. of November 1838 the second section from Bejucal to Güines was opened to service.

COMPANIA DE CAMINOS DE HIERRO DE LA HABANA.--On January 11th. 1842, the railway from Havana to Güines was sold at public auction to the COMPANIA DE CAMINOS DE HIERRO DE LA HABANA, one of the conditions of the sale being the construction of a branch from Rincón to San Antonio, another from San Felipe to Batabanó and one from Güines to Unión. The first train entered Batabanó on December 8th. 1843; San Antonio on December 8th. 1844; Unión on November 26th. 1848 and Guanajay on August 1st. 1849.

On March 18th. 1857 permission was given for the construction of a branch from Güines to Matanzas, the first section from Güines to Catalina being opened to service on the 4th. of October 1859, the first train entering the Station of Saint Louis in Matanzas on the 15th. of October 1861.

FERROCARRIL DE LA BAHIA DE LA HABANA.--Permission was granted on March 18th. 1857, to the COMPANIA DEL FERROCARRIL DE LA BAHIA DE LA HABANA (Havana Bay Railway) for the construction of a line from Regla to Matanzas. The first section from Regla to Minas was opened on April 4th. 1859, and the first train entered Matanzas in May of 1863.

On November 1st. 1857, the same Company was granted a concession for the construction of a railroad from Regla to Guanabacoa, which was inaugurated on July 26th. 1858.

RAILWAY FROM MATANZAS TO JOVELLANOS.--The line between Matanzas and Jovellanos was constructed in sections by different companies. The line from Coliseo to Bemba, (now Jovellanos) was opened as far as Ranchuelo (now Madan) on May 23rd. 1858, and from Madan to Jovellanos on September 4th. 1859. The line between Guanábana and Coliseo was opened previously, on Februaury 3rd. 1847, these lines being united subsequently between Guanábana and Matanzas on February 26th. 1861 by the Ferrocarril de Bahía.

REGLA WAREHOUSES.--In 1843 Edward Fesser built the REGLA WAREHOUSES and later on in 1852, the BANK OF COMMERCE was established constituting the Company REGLA WAREHOUSES AND BANK OF COMMERCE.

In 1889 all these Companies, i. e., "Caminos de Hierro de la Habana", "Almacenes de Regla y Banco de Comercio", y "Ferrocarril de la Bahía de la Habana", combined under the name of BANCO DEL COMERCIO, FERROCARRILES UNIDOS DE LA HABANA Y ALMACENES DE REGLA (Bank of Commerce, United Railways of the Havana and Regla Warehouses), and in order to connect these lines in Havana a branch was built from Cienaga to Regla, which was inaugurated on April 1st. 1890.

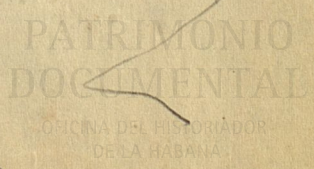
CONSTITUTION OF THE UNITED RAILWAYS OF THE HAVANA.--In 1898 the "Bank of Commerce" withdrew from the Company, which reorganized as an English Company under the title of THE UNITED RAILWAYS OF THE HAVANA AND REGLA WAREHOUSES, LIMITED, with a capital of \$16,823,195

CARDENAS RAILROAD.--On May 23rd. 1837, the COMPANIA DEL FERROCARRIL DE CARDENAS (Cárdenas Railroad Company) was granted a perpetual concession for a railroad from Cardenas to Bemba (now Jovellanos). The first section as far as Contreras was opened during June of 1840, and the first train entered Bemba in December of the same year; in January of 1844 this line was extended as far as Montalvo (now Navajas).

On May 24th. 1849, concession was obtained for a railroad from Bemba to Agüica, and the first train entered Perico in December of 1850; Nueva Bermeja (now Colón), in February, 1851; and Agüica in December of the same year. Little by little this line was extended, until in December, 1871, it reached Santo Domingo, and fourteen years later, in 1885, the service between Santo Domingo and Esperanza was inaugurated.

JUCARO RAILROAD.--The Governor General granted a perpetual concession, on November 19th. 1841, to the COMPANIA DEL FERROCARRIL DE JUCARO (Júcaro Railroad Company) for a railroad from the Sound of Siguagua to San Anton de la Aneгада, store of Sabanilla de la Palma and to Pijuan. The service from Júcaro to Recrec was established in September of 1842, the first train entering Pijuan a year later, in August of 1843, and Sabanilla in May of 1844. A line from Pijuan to Banagüises was inaugurated in November of 1841.

THE UNITED RAILWAY COMPANY OF CARDENAS AND JUCARO.--On August 5th. 1853, these railroads (Cardenas & Jucaro") were combin-



FERROCARRILES UNIDOS DE LA HABANA

LÍNEAS ADYACENTES.

PLANO GENERAL

HABANA
1924

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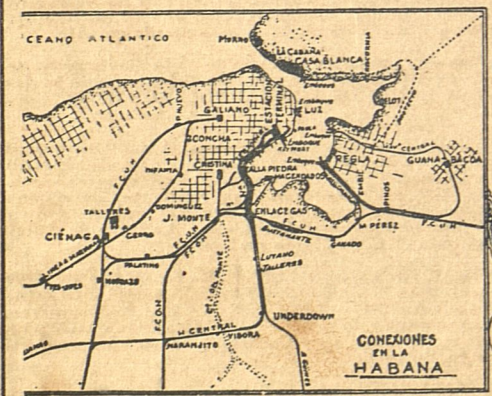
GOLFO DE MEXICO



REFERENCIAS

- F.C. UNIDOS DE LA HABANA VIA ANCHA
- " " " VIA ESTRECHA
- HABANA CENTRAL RAILROAD Co.
- F.C. DE HERSHEY
- F.C. DE CUBA

ESCALA 1:1000000



M A R C A R I B E

LOS FERROCARRILES UNIDOS DE LA HABANA tienen en explotación 1,210 millas de vía ancha y 62 millas de vía estrecha, con un equipo de 381 locomotoras, 313 coches de viajeros y 10,439 carros de carga. Durante el año económico que finalizó en Junio 30 de 1923, se transportaron 15,098,734 pasajeros y 11,257,996 toneladas métricas de carga.

THE UNITED RAILWAYS OF HABANA own and operate 1,210 miles of standard gauge line, 62 miles of narrow gauge line, 381 locomotives, 313 passenger cars and 10,439 freight cars. During the year ending June 30th. 1923, 15,098,734 passengers and 11,257,996 metric tons of freight were transported.