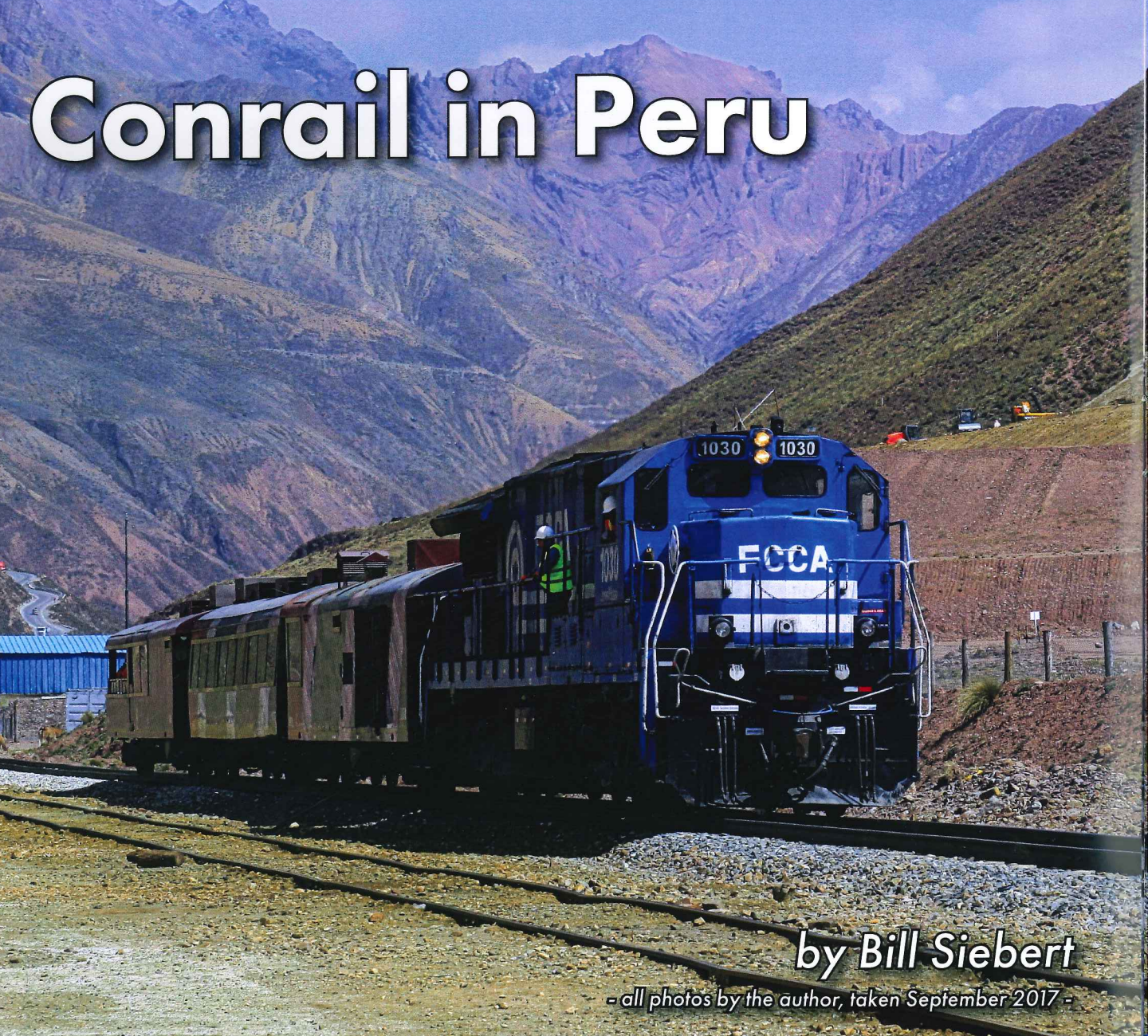


# Conrail in Peru



by Bill Siebert

- all photos by the author, taken September 2017 -

In September of 2017, *Trains* magazine and Special Interest Tours sponsored a two-week trip to Peru. The first several days of the trip used a locomotive that relates to Conrail.

The Ferrocarril Central Andino (FCCA) owes much of its present existence to two Conrail people. Henry Posner III spent ten years in several departments at Conrail. He now is chairman of Railroad Development Corporation, which is a large stakeholder in FCCA. The railroad had been marginal under government ownership until Henry Posner contacted Conrail chairman James Hagen about Conrail becoming the technical advisor for FCCA's

transition to become a private railroad.

When FCCA was in the market for new power, it purchased some cast-off C39-8 locomotives from Norfolk Southern and rebuilt them into C39-8Ps. Posner requested that one locomotive be painted in a Conrail tribute scheme and dedicated to James Hagen. This locomotive pulled the excursion from Lima to San Bartolome on the first day of our trip, from San Bartolome to La Oroya on the second day, and from La Oroya to Cerro de Pasco on the third day. On the first day, the trip stopped at Chosica, where the locomotive was formally dedicated to James A. Hagen (he was unable to attend for medical reasons). 🐾





**Left:** The train did a photo run-by on the second day (September 27, 2017) at "Ghost Station," the site of a former helper station high up in the Andes.

**Below:** FCCA C39-8P #1030 makes a water stop at Matucana, Peru on September 27, 2017.



**Above:** The side of FCCA #1030 is dedicated to former Conrail chairman James A. Hagen on September 26, 2017.



**Right:** FCCA #1030 is sitting in Lima at Desemparados Station at the beginning of the trip on September 26, 2017. This rebuilt C39-8P was built as Norfolk Southern C39-8 #8604 in July of 1985 (it was never owned by Conrail). The rebuild included the angling of the radiator grills, the shortening of the fuel tank, the removal of the "hump" behind the cab, and a more heavily sloped cab roof, all to accommodate narrow tunnels and weight restrictions along FCCA's routes.







**Above:** The train made a photo stop at Selby station on its way to Cerro de Pasco on September 28, 2017.

**Right:** FCCA Chairman Juan Olaechea, Henry Posner III, and Jim Wrinn (editor of *Trains* magazine) at the locomotive's dedication ceremony on September 26, 2017 in Chosica, Peru.







**Below:** The rare combination of high altitude air and hard work made the locomotive belch flames several times. It became a game to see who could capture the fire-breathing dragon, seen here on September 28, 2017. Note the pointed radiators, a spotting feature of this locomotive's rebuilding to a C39-8P.

