



Know it,
also, also, , , ,
the channel of
Edson Castro
[Youtube]

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão
1970: Return
19541954
Acts 1932
1910: Electrification
Locomotives
EquipmentEquipamentos
" 1907
of 1898
- Steam locomotives
- Route
1883-1889
Debret

Train from Corcovado

- Schedules
- Flights
- Ticket Office

Railroad of Corcovado At Almanak Laemmert: 1883-1889

Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

The "**Roode of Ferro do Cosme Velho ao Corcovado**" was present in the "Almanak Administrative, Mercantile and Industrial Court of Corte and Province of Rio de Janeiro - Editores Eduardo & Henrique Laemmert" - or, ablatively, "Almanak Laemmert" - from 1883 until its last edition, in 1889.

In **1883**, the addresses of the Industrial Bank and the three directors of the railway are already

Bibliography

Gretoeste: The history of the GWBR railway network - 25 Apr. 2016 2016

Index of the Midwest magazines (1984-1995) - 13 Sep. 2015 2015

Everything is transient - 16 Jul. 2015 2015

The tramways of Brazil - 22 Mar. 2015 2015

History of urban transport in Brazil - 19 Mar. 2015 2015

Regulations for the Circulation of CPEF (1951) - 14 Jan. 2015 2015

Mauá Battalion: a story of great deeds - 1st Ten. 2014 2014

Iron paths of Rio Grande do Sul - 20 Nov. 2014 2014

- How to arrive

Videos

TourPassaio

- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Tourist trains

Train from Corcovado

- St. John of King
- Fields of the Jordan
- Gold - Mariana - Golden
- Black
- Train of Waters

Train from the Mantiqueira

- Train of Baths
- Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

Express Father of Aviation
Ecotourism of the Atlantic
Forest
Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
- Cruise - Saint Lawrence
- Train from the Atlantic
Forest
- Train of the Inconfidants
- Train Curitiba - Lapa

Calendar 1987

indicated, with the indication of
"Railway Line in project",
number and date of the Authorization Decree.

In 1884, technical details of the project appear, such as the "Rigi System" [of Mount Rigi, Switzerland, where Nicolau Rigggenbach launched its rack with ramps of up to 25%]; the planned extension of 3.697 km; and the indication of railway "in construction".

Cosme Velho ao Corcovado, E. de F. do, (M. Neutro), [995 Escrip., r. Quitanda, 119, no Banco Industrial.

Sem garantia do Estado. Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1882. Privilegio por 50 annos. Systema Rigi. Com 3^a 697 metros de extensão, em construcção.

ADMINISTRAÇÃO

Presidente.—Francisco Pereira Passos, Dr., r. do Cosme-Velho, 37.

Directores.—Antonio da Costa Chaves Faria, r. G. Camara. 63, e Figueira de Mello, 25.
M. J. da Fonseca, r. do Rosario, 114. *Teleph.* n. 1022.

Railroad of Cosme Velho ao Corcovado in the Almanac Laemmert of 1884

In the Almanac Laemmert of 1885, finally the schedules of the initial stretch to Paineiras, inaugurated in 9 Oct. 1884 – in time for the summer season.

There are no less than ten hours from Cosme Velho on Sundays and "holy days", since 4:30 am.

Six trains departed in the morning, and only four in the afternoon. Seven of these trains departed back from the Paineiras after 45 minutes, but the train that climbed at noon returned only at 2:15 p.m. The last train, which went up at 6 p.m., was returning at 7:30 p.m.

For all these times, one of the two steam rack locomotives built by the Swiss Esslingen factory was enough.

Upon notice two hours in advance, you could hire "special trains for the price of 60\$000 [60,000 réis] for return to 20 people; per surplus passenger will pay 3\$000".

The great attraction was the "hotel restaurant in Paineiras served by the accredited

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Follow up at the FB

During the week, they climbed four trains per day, of which three returned after 1h30min; and the last returned after three hours of stay in Paineiras.

A description — "At 2,750 km in traffic to Paineiras" — and a guarantee — "The work from the extension of the road to the summit is very advanced".

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

7 Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotrices Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12, 2016 2016

Cosme Velho ao Corcovado, E. de F., (M. Neutro), [995

Esript. r. da Quitanda, 119, no Banco Industrial.

Sem garantia do Estado. Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1882. Privilegio por 50 annos. Systema Rigi. Com 2,750^m de extensão em trafego até Paineiras.

ADMINISTRAÇÃO

Presidente.—Francisco Pereira Passos, Dr., r. do Cosme-Velho, 37.

Directores.—Antonio da Costa Chaves Faria, r. G. Camara, 63, e Figueira de Mello, 25.
M. J. da Fonseca, r. do Rosario, 114. *Teleph.* n. 1022.

Horario para os domingos e dias santos no verão

Subida.

Do Cosme Velho.. ás 4.30—6..—7.30—9..—10.30—12.. da manhã
e ás 1.30—3..—4.30—6.. da tarde.

Descida

Das Paineiras..... ás 5.15—6.45—8.15—9.45—11.15..... da manhã
e ás 2.15—3.45—5.15—7.30..... da tarde.

Horario para os dias uteis no verão

Subida

Do Cosme Velho.. ás 7.. — 10.. da manhã e ás 1.. — 4.30 da tarde

Descida.

Das Paineiras..... ás 9.30 — 11.30 da manhã e ás 2.30 — 7.30 da tarde.

1020

ESTRADAS DE FERRO, Grupo 3.^o

(art.995)

Com aviso prévio de duas horas ha trens especines pelo preço de 60\$000 para ida e volta até 20 pessoas; por passageiro excedente se pagará 3\$000.

Hotel restaurant nas Paineiras servido pela acreditada casa Pascoal.

Os trabalhos do prolongamento da Estrada até o cume estão muito adiantados.

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

Pirajá Station completes
Line 1 of the Salvador
Metro - 28 Nov. 2015 2015

Metro DF directs 2/3 of the
trains to Cellândia - 27 Aug.
2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Cosme Velho Railway to Corcovado in the Almanaque Laemmert of 1885

Despite the inauguration of the second stretch of the railroad, to Alto do Corcovado, in 1st Jul. 1885, the Almanac Laemmert of **1886** maintains the previous description — “With 2,750 km of traffic to Paineiras” — and the same guarantee — “The work of the extension of the road to the summit are very advanced.”

The partnership with Casa Pascoal is increased: “For convenience of the public, they will be for sale in the Pascoal confectionery, on the streets of the Ouvidor, on Saturdays and the eve of the days sanctified, the tickets to and from the next day will be for sale”. — You could attend it in the city during the week, and its extension in the “Hotel *restaurant*restaurant” of Paineiras on the weekend.

Note that, from this edition, only the departure times of Cosme Velho are informed — and no longer the descent times, nor the eventual interval until the beginning of the return.

On the other hand, it is clear that those who acquired a round-trip pass could remain in Paineiras the time they wanted, and return in any other train, at their choice, within the same day.

“The return tickets are valid throughout the day for the return on any train, and the passenger may take the time that suits him in any of the intermediate stations [Almanak Laemmert 1886].

The trains remain nine on Sundays and sanctified days, but less early risers than in the previous summer.

During the week, there are also the number of four trains daily.

Programming of Corpus Christi on the tourist trains of ABPF South of Minas - 25 May, 2015 2015

Train tickets to Victoria sell out 15 days before the holiday - 22 Mar, 2015 2015

Railways

Estrada de Ferro Goiás - 30 Jul, 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct, 2017

Train Vitoria - Belo Horizonte - points of sale - 2 Oct, 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep, 2017

Budd RDC Coasts in Brazil - 27 Sep, 2017

Train of the Waters - ABPF South of Minas - 15 Sep, 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mar, 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb, 2017

Hours of the tourist train S. João del Rei - 6 Dec, 2016 2016

Curitiba - Pinhais (1991) - 20 Mar, 2016 2016

Cosme Velho ao Corcovado, E. de F., (Corte), [1995

Escrip. r. da Quitanda, 119, no Banco Industrial.

Sem garantia do Estado. Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1882. Privilegio por 50 annos. Systema Rigi. Ccm 2,750^m de extensão em trafego até Paineiras.

ADMINISTRAÇÃO

Presidente.—Francisco Pereira Passos, Dr., r. das Laranjeiras, 105 B.

Directores.—Antonio da Costa Chaves Faria, r. G. Camara, 63, e Figueira de Mello, 25] M. J. da Fonseca, r. do Rosario, 114. *Teleph.*, 1022.

Horario para os domingos e dias santos no verão

Subida.—Do Cosme Velho.. . . . ás 5.30—7.—8.35—10.15—11.45 da manhã e ás 1.15—2.45—4.15—5.45. . . . da tarde.

Horario para os dias uteis no verão

Subida.—Do Cosme Velho.. . . . ás 6.30—10. da manhã e ás 2. — 5.15 da tarde.

Com aviso prévio de duas horas ha trens especiaes pelo preço de 60\$000 para ida e volta até 20 pessoas; por passageiro excedente se pagará 3\$000.

Hotel restaurant nas Paineiras servido pela acreditada casa Paschoal.

Os trabalhos do prolongamento da Estrada até o cume estão muito adiantados.

Aviso.—Para commodidade do publico, achar-se-hão á venda na confeitaria Paschoal, á r. do Ouvidor, nos sabbados e vespuras dos dias santificados os bilhetes de ida e volta para o dia seguinte.

Os bilhetes de ida e volta são validos durante todo o dia para a volta em qualquer trem, podendo o passageiro demorar-se o tempo que lhe convier em qualquer das estações intermediarias.

Nas Paineiras ha um excellente restaurant e hotel, a cargo da conhecida casa Paschoal.

Old Cosme Train to Corcovado in Almanac Laemmert of 1886

In the Laemmerton Almanac of **1887**, finally the information about the line is finally updated — "3,800 meters of total length, in traffic".

The schedules on Sundays and holidays become "reddondos" and are reduced to seven trips, starting from Cosme Velho at 6am, 8am, 10am, 12pm, 2pm, 4pm and 6pm.

Note that there is no mention of summer. Apparently, the same times were worth for the whole year.

On weekdays, there are four trips.

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Cosme Velho ao Corcovado, E. de F., (Côrte). [995]

Esript. r. da Quitanda, 119, no Banco Industrial.

Sem garantia do Estado. Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1852. Privilégio por 50 annos. Systema Rígi. Com 3.800 metros de extensão total, em trafego.

ADMINISTRAÇÃO

Presidentc. —Francisco Pereira Passos, Dr., r. das Laranjeiras, 105 B.

Directores. —Antonio da Costa Chaves Faria, r. do General Camara, 63, e Figueira de Mello, 25.

M. J. d. Fonseca, r. do Rosario, 114. *Teleph.* 1022.

Horario para os domingos e dias santos

Subida. —Do Cosme Velho... ás 6, 8, 10 e 12 da manhã e ás 2, 4 e 6, da tarde.

Horario para os dias uteis

Subida. —Do Cosme Velho... ás 8 e 12 da manhã e ás 4. 20 e 8. 20 da tarde.

Com aviso prévio de duas horas ha trens especiaes pelo preço de 60\$000 para ida e volta até 20 pessoas; por passageiro excedente se pagará 3\$000.

Aviso. —Para commodidade do publico, achar-se-hão á venda na confeitaria Paschoal, á r. do Ouvidor, nos sabbados e vesperas dos dias santificados os bilhetes de ida e volta para o dia seguinte.

Os bilhetes de ida e volta não validos durante todo o dia para a volta em qualquer trem, podendo o passageiro demorar-se o tempo que lhe convier em qualquer das estações intermedias.

Nas Palmeiras ha um excellente restaurant e hotel, com accomodações para familias.

Railway of Cosme Velho ao Corcovado in Almanaque Laemmert of 1887

In the Laemmerton Almanac of 1888, there are seven trains on Sundays and holidays, departing from the Cosme Velho every two hours, at 6am, 8am, 10am, 12h, 14h, 4h and 18h; and four trips on weekdays.

Art. 995

Cosme Velho ao Corcovado, E. de F., (Côrte).

Esript. r. Quitanda, 119, no Banco Industrial.

Sem garantia do Estado. Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1852. Privilégio por 50 annos. Systema Rígi. Com 3.800 metros de

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-71 MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Trem Rio Doce | Decais Train Victory-Belo Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release Frateschi (1989) on RBF - 21 Oct. 2013 2013

Bibliography

Gretoeste: The history of the GWBR railway network -

Novembro de 1882. Privilégio por 50 annos. Systema Rigi. Com 3.800 metros de extensão total, em trafego.

Horario para os domingos e dias santos

Subida.—Do Cosme Velho... ás 6, 8, 10 e 12 da manhã e ás 2, 4 e 6, da tarde.
1257

(art. 005)

Estradas de Ferro, Grupo 3.º

Horario para os dias uteis

Subida.—Do Cosme Velho... ás 8 e 12 da manhã e ás 4.20 e 8.20 da tarde.

Com aviso prévio de duas horas ha trens especiaes pelo preço de 60\$000 para ida e volta até 20 pessoas; por passageiro excedente se pagará 3\$000.

Railway of the Old Cosme to Corcovado in the Almanac Laemmert of 1888

The **1889** Laemmert Almanac maintains the same information from the previous two years, only more summarized, reducing the space occupied by the railroad.

Art. 995

Cosme Velho ao Corcovado, E. de F., (Côrte).

Escriptorio, r. Quitanda, 119, no Banco Industrial.

Sem garantia do Estado Bitola 1 metro. Autorizada por Decr. n. 3.150 de 4 de Novembro de 1882. Privilégio por 50 annos. Systema Rigi. Com 3.800 metros de extensão total, em trafego.

Horario para os domingos e dias santos

Subida.—Do Cosme Velho... ás 6, 8, 10 e 12 da manhã e ás 2, 4 e 6, da tarde.

Horario para os dias uteis

Subida.—Do Cosme Velho... ás 8 e 12 da manhã e ás 4.20 e 8.20 da tarde.

Com aviso prévio de duas horas ha trens especiaes pelo preço de 60\$000 para ida e volta até 20 pessoas; por passageiro excedente se pagará 3\$000.

1251

Cosme Velho Railway to Corcovado in the Almanac Laemmert of 1889

25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Almanac Laemmert ended up with the Empire (I have not yet researched the possible reasons). The **1889** edition was the last.

Apparently, the editors and their heirs — or their name — continued active in this branch, because I have at least one book published 80 years later by Gráfica Editora Laemmert S/A, Rio de Janeiro, GB, in 1968.

Agenda
do
Samba
e Choro

Train from Corcovado



[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)
[Route](#) | [Road of Pains](#) | [Tour](#) | | [Good for Samba](#) | [Accelerated descent](#)
[1972-79: Reconstruction](#) | [Automotrizes](#) | [Project](#) | [Decision](#)
[1970](#) | [1954](#) | [1932](#) | . . [Electrification](#) | [1907](#) | [1898](#) | [Vapor](#) | [1883-1889](#)
[The conquest of the Mountain of God](#) . [100 years of electrification](#) | [Debret](#) .

Sightseeing and Passenger Trains

[Vitória - Belo Horizonte](#) | [Saint Louis - Parauapebas](#)
[Train from Corcovado](#) | [Saint John of the King](#) | [Gold - Mariana](#)
[Campos do Jordão](#) | [Train of Waters](#) | [Mantiqueira Train](#)
[Train of the Baths](#) | [Mountains Capixabas](#) | [Ubajara](#)

Search on the site

ENHANCED BY Google

Search

[Railways](#) | [Maps](#) | [Stations](#) | [Locomotives](#) | [Diesel](#) | [Steam](#) | [Electric](#) | [Cars](#) | [Wagons](#) | [Trails Urbans](#) | [Tourism](#) | [Ferreomodelismo](#) | [Railway models](#) | [History hobby](#)
| [Beginners](#) | [Ferreosferaosfera](#) | [Books](#) | [Documentation](#) | [Links](#) | [Updates](#) | [Byteria](#) | [Mboabas](#) | [Brasília](#) | [Brasília](#) | [Home](#)

Volta

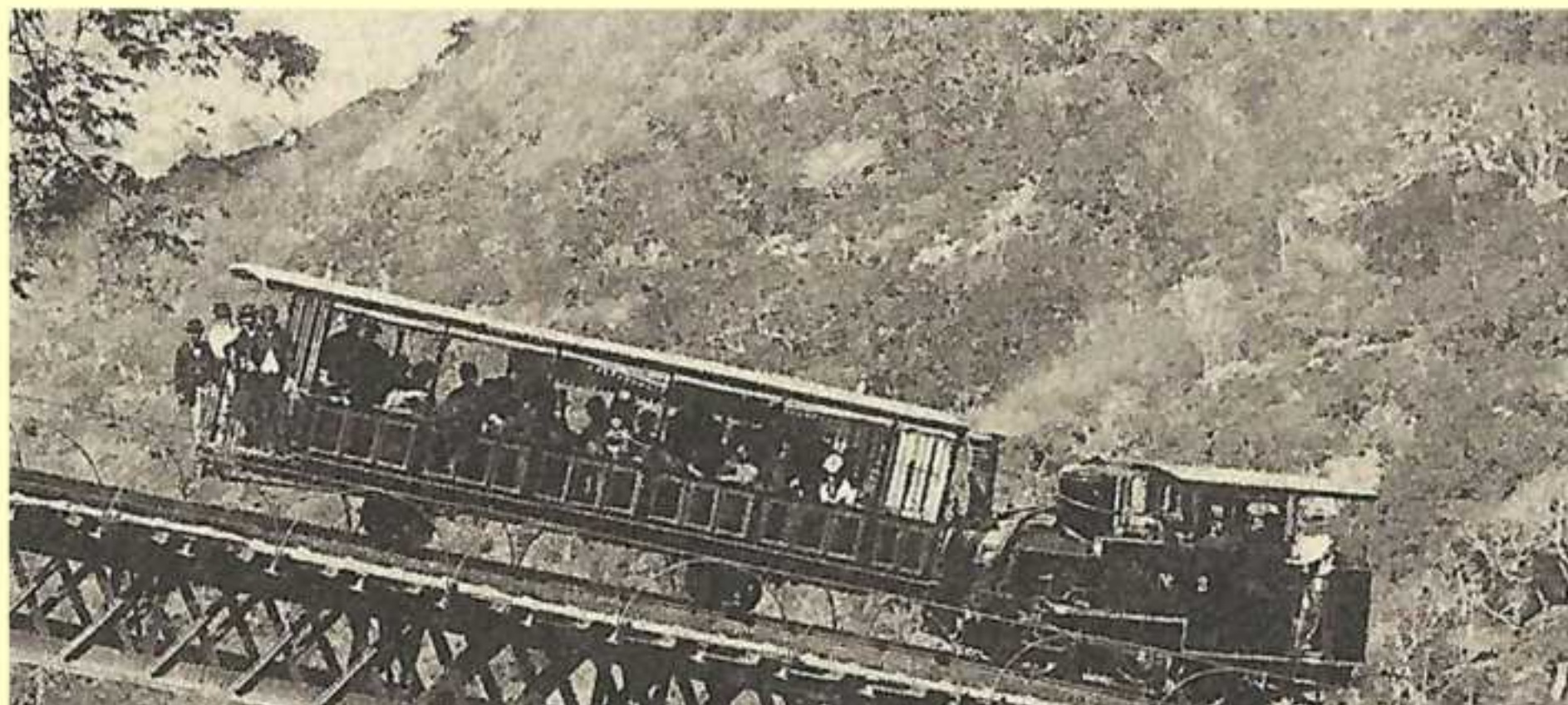
Centro-Oeste

Brasil



Railways's Maps's Stations's Locomotives's Diesel Diesel's Vapor's Electrical's Cars's Wagons, Wagons,'s Rails Urbans and urbans's Tourism and tourism's Ferreomodelismo's Railway pquets's History the hobby's Beginners's Ferreosferaosphere's Books's Documentation's Links Downloads's Updates's Byteria 's Mboabas's Brasilia Brasilia's Home

Know it,
also, also, , , ,
the channel of
Edson Castro
(Youtube)





Steam rack locomotive no 2 do Ferro do Corcovado with passenger car on the Silvestre overpass

Railway of the Iron from the Corcovado

1972'79: Reconstruction

AutomotiveAutomotrizes

ProjectProjeto

DecisionDecisão

1970: Return

19541954

Acts 1932

1910: Electrification

Locomotives

EquipmentEquipamentos

1907

of 1898

- Steam locomotives

- Route

1883-1889

Debret

Train from Corcovado

- Schedules

- Flickr

Railroad of Corcovado

The steam rack locomotives

Flavio R. Cavalcanti - Mar. 2013 2013

The Corcovado Railway began to operate partially (even Paineiras) in 1884; and on the complete route, in 1985, with steam rack locomotives built by the Swiss factory Esslingen.

According to Stiel, the railway started with two Esslingen locomotives and two passenger cars. Subsequently, he acquired two more locomotives, built by Baldwin [Stiel, I, l'm p. 362]. At the beginning of the electrical operation, it kept "the same" three cars and a load wagon / steam stationing service, although "fully renovated" [Stiel, I, l'm p.

Ferreofotos

Aimorés Station - Train
Vitória a Minas - 27 Sep.
2017

EFSPRG - The railroad in
the contested war - 25 Sep.
2017

Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017

The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017

Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016

Train of the centenary of
the siege of Lapa (1993) - 2
Dec. 2016 2016

Embark of armored vehicles

- Ticket Office
- How to arrive

Videos

- TourPasseio
- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Tourist trains

- Train from Corcovado
- St. John of King
- Fields of the Jordan
- Gold - Mariana - Golden Black
- Train of Waters
- Train from the Mantiqueira
- Train of Baths
- Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

- Express Father of Aviation
- Ecotourism of the Atlantic Forest
- Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
- Cruise - Saint Lawrence
- Train from the Atlantic Forest
- Train of the Inconfidentes
- Train Curitiba - Lapa

364-365].].

In 1885, in 1885 the railway still had only two locomotives and two passenger cars. By 1891, the rolling stock was made up of three locomotives and five cars. In 1892 a fourth locomotive was acquired, but the first - in operation since 1884 - remained several months in repairs in the workshop. There were two Esslingen and two Baldwin. It attributes to all, indiscriminately, the ability to "worth a useful weight of 8 tons on ramps of 30%, with the speed of 7 km/h" [Suévo, p. 91].



LOCOMOTIVA DE CREMALHEIRA DO SYSTEMA DE RIGGENBACH

Rack steam locomotive built in 1888 by Baldwin
to the Corcovado Railway. Source: Baldwin Locomotive Works

This staggered acquisition of the Baldwin locomotives confers with the information existing in several editions of the history of this manufacturer —

in Fepasa (1994) - 27 Nov. 2016 2016

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep. 2016 2016

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalimeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-7i MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Tram Rio Doce I

Calendar 1987

VFC | Bitolinha | Lapa |
Inconfidants | Train from
the Sierra | Paranaíplacaba

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotrizes Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -

always quoting a single copy for the
Corcovado Railway in the biennium
1888-1889:

The demand for steam engines for urban
service reached great proportions during
this period, having built ninety-five
during the years 1888 and 1889. During
this year two rack locomotives were
built, of the Rigggenbach system, one with
a single sprocket and four hardships,
weighing in running order 14,515 kilos,
for the Estrada de Ferro do Corcovado, in
Rio de Janeiro, Brazil, and the other with
two-wheels and eight wheels pertrizes,
weighing in running order 35,835 kilos, to the Estrada de Ferro de
Grão The illustrations of these locomotives are presented in these pages* [History of Baldwin Locomotive
Works: 1831-1922].

The demand for steam motors for street railway service
attained large proportions at this period, and ninety-five were
built during the years 1888
and 1889. Two rack-rail loco-
motives on the Rigggenbach
system, one with a single
cog-wheel and four carrying
wheels, and weighing in work-
ing order thirty-two thousand
pounds, for the Corcovado
Railway of Brazil, and the
other having two cog-wheels
and eight carrying wheels,
and weighing in working order seventy-
nine thousand pounds, for the Estrada de Ferro Principe do Grão
Pará of Brazil, were constructed during this year. Illustrations
of these locomotives are presented herewith.

The ten thousandth locomotive was built in June, 1889.



RACK LOCOMOTIVE, RIGGENBACH SYSTEM

Decals Train Victory-Belo
Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release
Frateschi (1989) on RBF -
21 Oct. 2013 2013

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

May 12, 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Duro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Ferreofotos

Aimorés Station - Train
Vitória a Minas - 27 Sep.
2017

EFSPRG - The railroad in
the contested war - 25 Sep.
2017

Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017

The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017

Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016

Train of the centenary of
the siege of Lapa (1993) - 2
Dec. 2016 2016

Embark of armored vehicles
in Fepasa (1994) - 27 Nov.

The ten thousandth locomotive was built in June, 1889,
for the Northern Pacific Railroad. This locomotive had twenty-
two by twenty-eight inch cylinders, and weighed one hundred

History of the

Baldwin

HISTORY OF THE BALDWIN LOCOMOTIVE WORKS

78

1831-1920

and forty-seven thousand five hundred pounds in working order.
It was representative of the heaviest class of Consolidation loco-
motive built at that time.

In October, 1889, the first compound locomotive in the
practice of the Works was
completed and placed on the
Baltimore and Ohio Railroad.
It was of the four-cylinder
type, as designed and patented
by Mr. S. M. Vaucrain. The
economy in fuel and water
and the efficiency of this de-



RACK LOCOMOTIVE WITH TWO COG-WHEELS

Information and engravings of the racking locomotives by steam built in 1889-1889
for the railways of Corcovado and Príncipe do Grão Pará,
in "History of Baldwin Locomotive Works: 1831-1920"

However, there is a Swiss or German reference indicating only a Baldwin locomotive
from 1888; and an 1890 locomotive whose builder is designated abbreviated "ME"
[Maschinenfabrik Esslingen?]. According to this source [to identify and confer], the Baldwin locomotive of
1888 was 8.5 tons at a speed of 6 km/h, while the 1890 "ME" locomotive was traction at a
speed of 8 km/h.

Railways

Estrada de Ferro Goiás - 30
Jul. 2018 2018

- GE U23C locomotive 3902
RFFSA - 8 Oct. 2017

Train Vitória - Belo
Horizonte - points of sale -
2 Oct. 2017

Hours of the Vitória Train -
Belo Horizonte - 28 Sep.
2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Train of the Waters - ABPF
South of Minas - 15 Sep.
2017

Painting phases of the
locomotives English Electric
EFSJ / RFFSA - 2 Mar. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

2016 2016

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Bibliography

Gretoeste: The history of the GWBR railway network - 25 Apr. 2016 2016

Index of the Midwest magazines (1984-1995) - 13 Sep. 2015 2015

Everything is transient - 16 Jul. 2015 2015

The tramways of Brazil - 22 Mar. 2015 2015

History of urban transport in Brazil - 19 Mar. 2015 2015

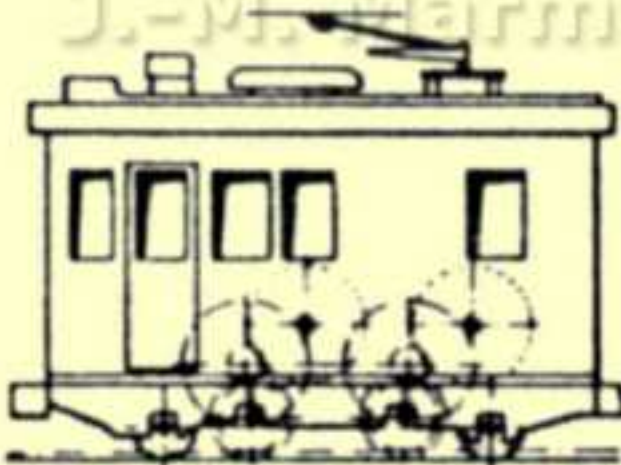
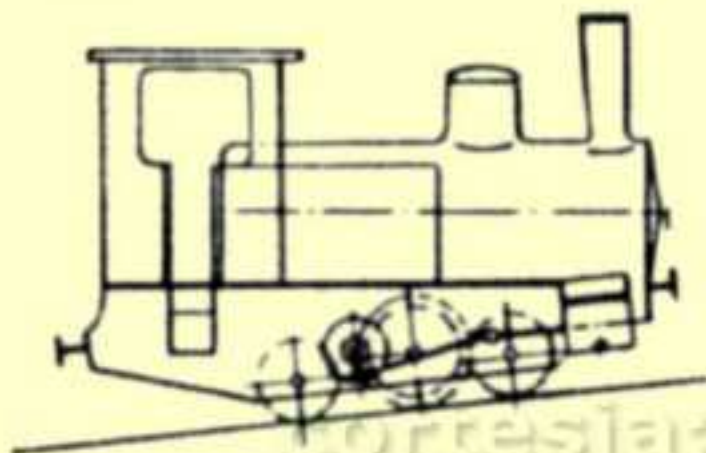
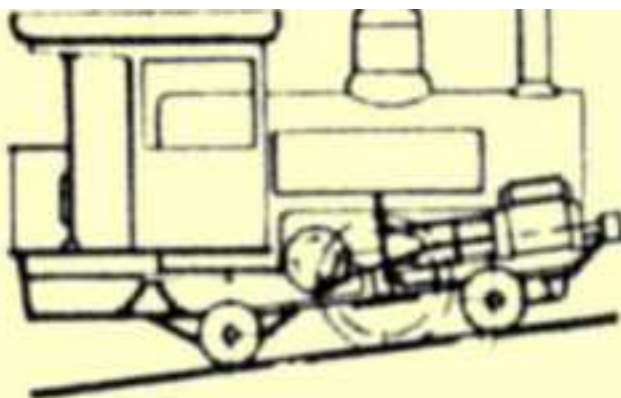
Regulations for the Circulation of CPEF (1951) - 14 Jan. 2015 2015

Mauá Battalion: a story of great deeds - 1st Ten. 2014 2014

Iron paths of Rio Grande do Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF Brazil - 13 Mar. 2014 2014

General Guide to the Railroads - 1960 - 11 Feb.



Follow up at the FB

2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Railways

Estrada de Ferro Golás - 30
Jul. 2018 2018

GE U23C No. 3902 RFFSA -
8 Oct. 2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Painting phases of the
English Electric EPSJ /
RFFSA - 2 May. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Profiles on the scale of locomotives to rack
Baldwin (1888), "ME" (1890) and SLM/MFO (1910/1920)
the Corcovado Railway

Everything indicates that this source [identifying and conferring] contained at least one
previous sheet, perhaps with the data of the first locomotives.

Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | ... Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debrat .

Sightseeing and Passenger Trains

Vitoria - Belo Horizonte | Saint Louis - Parauapebas
Train from Corcovado | Saint John of the King | Gold - Mariana
Campos do Jordão | Train of Waters | Mantiqueira Train
Train of the Baths | Mountains Capixabas | Ubajara

Search on the site

ENHANCED BY Google

Search

Railways | Maps | Stations | Locomotives | Diesel | Steam | Electric | Cars | Wagons | Trails Urbans | Tourism | Ferreomodelismo | Railway models | History hobby
| Beginners | Ferreosferaosfera | Books | Documentation | Links | Updates | Byteria | Mboabas | Brasilia | Brasilia | Home

Volta

About the Midwest site | Contact | Advertising | Privacy Policy



Know it,
also, also, , , ,
the channel of
Edson Castro
[Youtube]

Train from Corcovado

- Schedules
- Flights
- Ticket Office
- How to arrive

Videos

TourPasseio

- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão
1970: Return
19541954
Acts 1932

Railroad of Corcovado At Electrification: 1909-1910



Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

The electrification works of the Corcovado Railway began on 8 Nov. 1909 and, in essence, lasted about two months, during which the operation of tourist trains was suspended.

"Traffic only worked 10 months, having been justly suspended in a summer period, to start the electrification work that began on November 8th" [MVOP ref. 1909, p. 246].]

It is common to cite 18 Nov. as the

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalimeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-7) MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

1910: Electrification
Locomotives
EquipmentEquipamentos
" 1907
of 1898
- Steam locomotives
- Route
1883-1889
Debret

Tourist trains

Train from Corcovado
- St. John of King
Fields of the Jordan
Gold - Mariana - Golden
Black
- Train of Waters
Train from the Mantiqueira
- Train of Baths
Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

Express Father of Aviation
Ecotourism of the Atlantic
Forest
Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
Cruise - Saint Lawrence
Train from the Atlantic
Forest
Train of the Inconfidants
Train Curitiba - Lapa

Calendar 1987

date of the beginning of the works, because of this day the Decree No. 7,671, which approved the design of the modifications of the line, facilities, equipment, etc. To this end, we should consider that the ministry report (above) missed the date.

On Jan. 1910, the railway was already working again, with the two types of traction: steam, and electric on an experimental basis.

"On 6 Jan., the engineers in charge of assembling the new electrical installations made the first experimental trip, traveling the line and climbing by electric traction to the Paineiras. It's... the ['ve a... " for the 've the-of--my ss- it's the-of--m--of-the-ms of- the-m--of--the-m--m--of--the-m--m- of the-- m--- The next day, 7 Jan., interested people were invited to climb for free on the train, to the Paineiras, from 8 a.m. [Semenovitch p. 31-32].].

This month, the last 57 steam trains were flowed on passenger service; and 212 in the electrification service.

"In February, steam locomotives were definitely suppressed" [MVOP ref. 1910, p. 186].

For comparison, it is worth observing that in the ten months of operation in 1909 had run 3,507 trains, which gives an average of 350 trains per month [MVOP ref. 1909, p. 245].

Over 1910 5,437 trains with electric traction were flowed, which would give an average of 450 trains per month — or more, since the January movement was atypical [MVOP ref. 1910, p. 186].

Stiel concludes that there was no official inauguration:

"There was officially no inauguration of the new traction system, which was little by little replacing the previous one" [Stiel, p. 363].

It is possible that the reason for there being no inauguration will be found in the political section of the newspapers of the time. It was marked the departure of the president, Marshal Hermes, to the Corcovado Railway, already completely electrified, on 28 Mar. 1911, however he canceled at the last hour, and only the Light had left to turn off the fey lighting prepared for the occasion [Memory of Electricity p. 47.. At the same time, and under the same president, the EFMMalso did not have official inauguration, according to the text of Márcio de Souza. Mad Mary, p. 339-341].

At the end of April or early May 1910 [date of the ref report. 1909], all the rails were replaced, only in the stretch between Cosme Velho and the Paineiras, — which was the priority demand of the public, the authorities and possibly concessionaires, — thus lacking the

The Frima Frateschi wagon
of 1970 - 3 Jun. 2014 2014

- Decais Trem Rio Doce |
Decais Train Victory-Belo
Horizonte - 26 Jan. 2014 2014

Alco FA1 and the release
Frateschi (1989) on RBF -
21 Oct. 2013 2013

Ferreofotos

Aimorés Station - Train
Vitória a Minas - 27 Sep.
2017

EFSPRG - The railroad in
the contested war - 25 Sep.
2017

Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017

The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017

Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016

Train of the centenary of
the siege of Lapa (1993) - 2
Dec. 2016 2016

Embark of armored vehicles
in Fepesa (1994) - 27 Nov.
2016 2016

The "old" steam trains of
RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan"
No. 4103-4196 in ALL - 7

Vila | Bicentennial | Legra |
Inconfidentes | Train from
the Sierra | Paranapiacaba

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotriz Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12, 2016 2016

replacement of the Paineiras superstructure to Alto do Corcovado, in addition to some works of electrification, the reform of one of the cars and the completion of other works.

"The electrification works of this road are almost completed; the line is ready to the top; three electric locomotives and two passenger locomotives are already assembled and operated. It is also almost ready the station of the transformers of the electric current, lacking only a complementary work that does not disturb its operation. For final completion of the works and official inauguration, only the construction of the diversion of the Silvestre, the building of the workshops and the renovation of the Cosme Velho station.

"(...) The poles for electrical wires for lighting of the stations of Cosme Velho, Paineiras and Alto were settled on the whole line. It's... the 1'm... uh of it's the-of--m--of--the-m--of--o [-of--the--m--of--the-m--of--the

"Between Cosme Velho and Paineiras were replaced all the rails, for electrification" [MVOP ref. 1909, p. 244-245].

Only in 2 ten. 1910, Notice No. 141 approved the *"time of trains of definitive traffic by the new system and the fares of luggage, special trains and wagons for cargo, material and goods"* [MVOP ref. 1910, p. 183].

In the following years, however, the reports will cite this table as provisional:

"The provisionally agreed timetables and tariffs provisório on 2 December 1910 shall remain in force" [MVOP ref. 1911, p. 190].

"The schedules and tariffs approved provisionally provisório by this Ministry in December 1910" [MVOP ref. 1912, p. 150].

"The provisionally approved provisório by the Ministry of Road and Public Works in force in December 1910" [MVOP ref. 1914, p. 149].

Until the end of electrification, — possibly in Ten. 1910, date of Notice No. 141, — the superstructure of the railway was replaced quite completely, up to Alto do Corcovado, with minor changes in the ramps (leveling):

The method was not modified. The superstructure has been, however, renovated in almost its entirety. All

Sep. 2016 2016

Locomotives "Loba" GE 1-
C+C-1 in 2001 to 2025
Fepasa - 5 Sep. 2016 2016

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

The Christmas Railway Museum - 25 Apr. 2016 2016

Tickets and calendar of the tourist train Ouro Preto - Mariana | Route - 20 Dec. 2015 2015

Tickets and discounts of the Corcovado Train | Where to buy - 12 Dec. 2015 2015

EF Campos do Jordão | Open Schedules | Hosting - 15 Jul. 2015 2015

Ferreofotos

Almorés Station - Train Vitória a Minas - 27 Sep. 2017

EFSPRG - The railroad in the contested war - 25 Sep. 2017

Toshiba DNPVN - Port of Rio Grande - 11 Jul. 2017

The return of the locomotive "Old Lady" (1981) - 18 Feb. 2017

Reconstruction of the Rotunda of São João del Rei (1983-1984) - 8 Dec. 2016 2016

Train of the centenary of the siege of Lapa (1993) - 2 Dec. 2016 2016

Embark of armored vehicles in Fepasa (1994) - 27 Nov. 2016 2016

The roadbed was not improved. The superstructure had been, however, renovated in detail: its sleepers, rails, clamps and junction plates and almost all sleepers were replaced.

Leveling was improved at some points where it was possible to reduce the ramp, increasing the respective extension [MVOP ref. 1910, p. 184].

At the request of the government tax engineer, another deviation was installed, which soon proved to be essential to the expansion of the railroad traffic capacity, in the face of the increase in demand.

In addition to the deviations that the road had, another one was mounted, at the demand of the tax engineer, between Silvestre and Paineiras. This deviation has provided relevant service, greatly increasing the traffic capacity of the road. The large influx of passengers, which has occurred after electrification, has forced the Company to make, on certain days, trains every half an hour, and this would be absolutely impossible without that deviation.

The kilometers of the line were marked, with the length of 3,824 km [MVOP ref. 1910, p. 184 to 185].

Only three years later, however, would appear consolidated data on the permanent reformed route, which leads to imagining an extension of these works:

Conditions of the line	
Extension of the line	3,824 m
Extension in rectus alt alignment	1,157 m
Extension in curves	2,667 m
Minimum radius	120,076 m
MVOP ref. 1913, p. 102	

And one surprise: the maximum ramp would have passed from 30% — indicated in the reports of previous decades — to 33%:

"The maximum ramp is 33%, used in a small extension in the stretch of Paineiras ao Alto do Corcovado" [MVOP ref. 1913, p. 102].

Station	Distance From It 1 , (km)	Altitude , Altitude,It (m)
Cosme Velho	0,000	338,8
Morro do Inglês	0,700	141,2

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitoria - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mar. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train S. João del Rei - 6 Dec. 2016 2016

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

Steam tourist bus coach Curitiba - Lapa (1986) - 26 Nov. 2016 2016

The "old" steam trains of RFFSA - 21 Nov. 2016 2016

Follow up at the FB

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitoria - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EPSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train S. João del Rei - 6 Dec. 2016 2016

Curitiba - Pinhais (1991) -

Silvestre	1,200	25,6
Paineiras	2,750	465,0
Corcovado	3.824	667,8
MVOP ref. 1913, p. 102		

To top it off, according to the tax engineer and the ministry, it would be necessary to acquire a fourth electric locomotive and the renovation or replacement of the fourth passenger car.

The material is insufficient for a perfectly regular traffic service, especially the traction service.

The considerable influx of passengers, which has occurred after electrification, has already shown the impossibility of regularly making heavy traffic of certain days of celebration and Sundays with three locomotives only. It has already been complained about the acquisition of another one at least [MVOP ref. 1910, p. 186].

The capital employed on the railway of Corcovado,—free of interest—was officially registered as 712:000\$, or "712 contos de réis" [MVOP: 1912; 1913; 1914].

It is interesting to note that the prospectus of the creation of the railway, launched still in the Empire by Pereira Passos and Teixeira Soares, intended to complete a capital of 700 contos de réis, a budget value for the implementation of the railway with traction by steam locomotives. Twenty years later, Light took the railroad through 250 contos de réis. After the investment in the reform and electrification, budgeted in just over 400 contos de réis (limit approved by the ministry), the capital employed in the railway reached... 712 stories of réis.

The renovation of the Hotel das Paineiras, contractual commitment, was only made or completed in 1921, although since 1909 Light had built the "Residência" of one of its directors in the Paineiras. The fourth train only entered service in 1922, for the visit of King Albert I of Belgium, in the Centenary of Independence.

Train from Corcovado



Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | . . Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debret .

Electrification and Passenger Trains

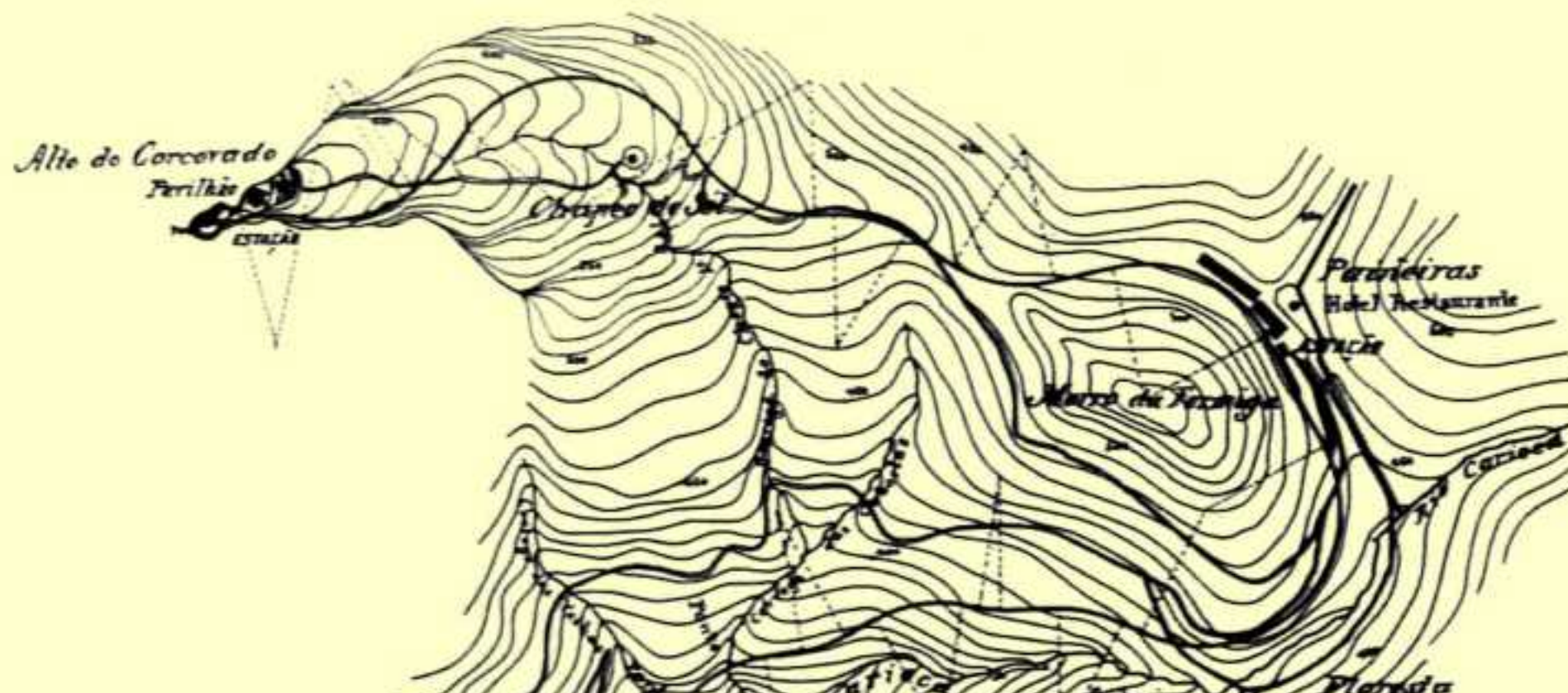
Centro-Oeste

Brasil



Ferrovias | Mapas | Estações | Locomotivas | Diesel | Vapor | Elétricas | Carros | Vagões | Trilhos Urbanos | Turismo | Ferreomodelismo | Maquetes ferroviárias | História do hobby | Iniciantes | Ferreosfera | Livros | Documentação | Links | Atualizações | Byteria | Mboabas | Brasília | Home

Conheça,
também,
o canal do
Edson Castro
(Youtube)





Planta do trecho superior da Estrada de Ferro do Corcovado

Estrada de Ferro do Corcovado

- 1972~79: Reconstrução
 - Automotrizes
 - Projeto
 - Decisão
- 1970: Devolução
- 1954
- 1932
- 1910: Eletrificação
 - Locomotivas
 - Equipamentos
- 1907
- 1898
- Locomotivas a vapor
- Percurso
- 1883-1889
- Debret

Trem do Corcovado

- Horários

Estrada de Ferro do Corcovado

Percurso dos trilhos



Trem do Corcovado

[Horários](#) | [Passagens](#) | [Bilheteria](#) | [Onde comprar](#) | [Como chegar](#)

Flávio R. Cavalcanti - Mar. 2013

A descrição do trajeto adotado pela Estrada de Ferro do Corcovado é hoje, exatamente a mesma da época de sua implantação.

Não sofreu qualquer alteração nas duas reconstruções por que passou.

Sobre a primeira reconstrução, — durante a eletrificação, em 1909-1910

Ferreofotos

- Estação Aimorés - Trem Vitória a Minas - 27 Set. 2017
- EFSPRG - A ferrovia na guerra do Contestado - 25 Set. 2017
- Toshiba DNPVN - Porto do Rio Grande - 11 Jul. 2017
- A volta da locomotiva "Velha Senhora" (1981) - 18 Fev. 2017
- Reconstrução da Rotunda de São João del Rei (1983-1984) - 8 Dez. 2016
- Trem do centenário do cerco da Lapa (1993) - 2 Dez. 2016
- Embarque de blindados

- Passagens
- Bilheteria
- Como chegar

Vídeos

- Passeio
- Bom de Samba
- Descida acelerada
- Estrada das Palmeiras

Debret, 1824*

- Corcovado
- Lagoa
- Entrada da Guanabara
- Rio de Janeiro
- Mangue

Trens turísticos

- Trem do Corcovado
- São João del Rei
- Campos do Jordão
- Ouro Preto - Mariana
- Trem das Águas
- Trem da Mantiqueira
- Trem das Termas
- Montanhas Capixabas
- Barra do Rio Grande
- Teleférico de Ubajara

Em projeto

- Expresso Pai da Aviação
- Trem ecoturístico da Mata Atlântica
- Locomotiva Zezé Leone

Antigos trens turísticos

durante a eletrificação, em 1909-1910, — diz o relatório do Ministério da Viação e Obras Públicas (MVOP) referente a 1910:

O leito da estrada não sofreu modificação alguma. A superestrutura foi, porém, renovada em quase sua totalidade. Foram substituídos todos os trilhos, grampos e chapas de junção e quase todos os dormentes.

Foi melhorado o nivelamento em alguns pontos em que foi possível diminuir a rampa, aumentando a respectiva extensão [MVOP ref. 1910, p. 184].

Sobre a segunda reconstrução, — em 1977-1979, entre a entrega pela "Light" à União (1970) e o novo arrendamento à iniciativa privada (1984), — afirma Semenovitch que:

"(...) o percurso da ferrovia foi tão bem planejado, que se pode dizer que é praticamente perfeito. Na época da reconstrução total da EFC, empreendida em 1977-1979, nem se cogitou de melhorar o roteiro. Com toda a técnica moderna, não se encontraria, provavelmente, melhor traçado para a ferrovia do que o trajeto determinado há mais de um século" [Semenovitch p. 19-20].

É ele quem fornece a descrição mais completa do trajeto em relação ao relevo da montanha — infelizmente, sem indicar a fonte, que pode ser, portanto, de qualquer época desde 1885:

"Partindo da estação do Cosme Velho, a 38 m acima do nível do mar, sobe pelo lado direito do vale do Silvestre e à esquerda da caixa d'água do Morro do Inglês; transpõe o mesmo vale sobre um viaduto de superestrutura metálica, com três vãos de 25 m cada um, e dois pilares de ferro de 10 m de altura, sobre socos de alvenaria; cruza o caminho da Carioca, na cota de 218 m (no Silvestre) e, vencendo por um grande corte o espigão que separa os vales do Silvestre e do rio Carioca, desenvolve-se pela encosta da margem direita deste rio; atravessa dois outros vales secundários em pontes de 25 m de vão cada uma, denominadas 'Ponte das Velhas' e 'Ponte das Caboclas', atingindo a estação das Palmeiras, na cota de 464 m; segue pelo dorso da montanha, passando à direita do local denominado 'Chanéu do Sol' e, finalmente, atinge o ponto

em vagões Fepasa (1994) - 27 Nov. 2016

• Os "antigos" trens turísticos a vapor da RFFSA - 23 Nov. 2016

• G12 canadenses "espartanas" nº 4103-4196 na ALL - 7 Set. 2016

• Locomotivas "Loba" GE 1-C+C-1 nº 2001 a 2025 Fepasa - 5 Set. 2016

Bibliografia

• A Gretoeste: a história da rede ferroviária GWBR - 25 Abr. 2016

• Índice das revistas Centro-Oeste (1984-1995) - 13 Set. 2015

• Tudo é passageiro - 16 Jul. 2015

• The tramways of Brazil - 22 Mar. 2015

• História do transporte urbano no Brasil - 19 Mar. 2015

• Regulamento de Circulação de Trens da CPEF (1951) - 14 Jan. 2015

• Batalhão Mauá: uma história de grandes feitos - 1ª Dez. 2014

• Caminhos de ferro do Rio Grande do Sul - 20 Nov. 2014

• A Era Diesel na EF Central

- São Paulo - Santos
- Cruzeiro - São Lourenço
- Trem da Mata Atlântica
- Trem dos Inconfidentes
- Trem Curitiba - Lapa

Calendário 1987

VFCJ | Bitolinha | Lapa | Inconfidentes | Trem da Serra | Paranapiacaba

Trens de passageiros

- Vitória - Belo Horizonte
- São Luís - Parauapebas

Antigos trens de passageiros

- Xangai
- Barrinha
- Expresso da Mantiqueira
- Barra Mansa a Lavras
- Trem de Prata
- Trem Húngaro
- Automotriz Budd
- Litorinas Fiat
- Cruzeiro do Sul
- Trem Farroupilha
- Trem de aço da Paulista

Plataforma de embarque: 1995

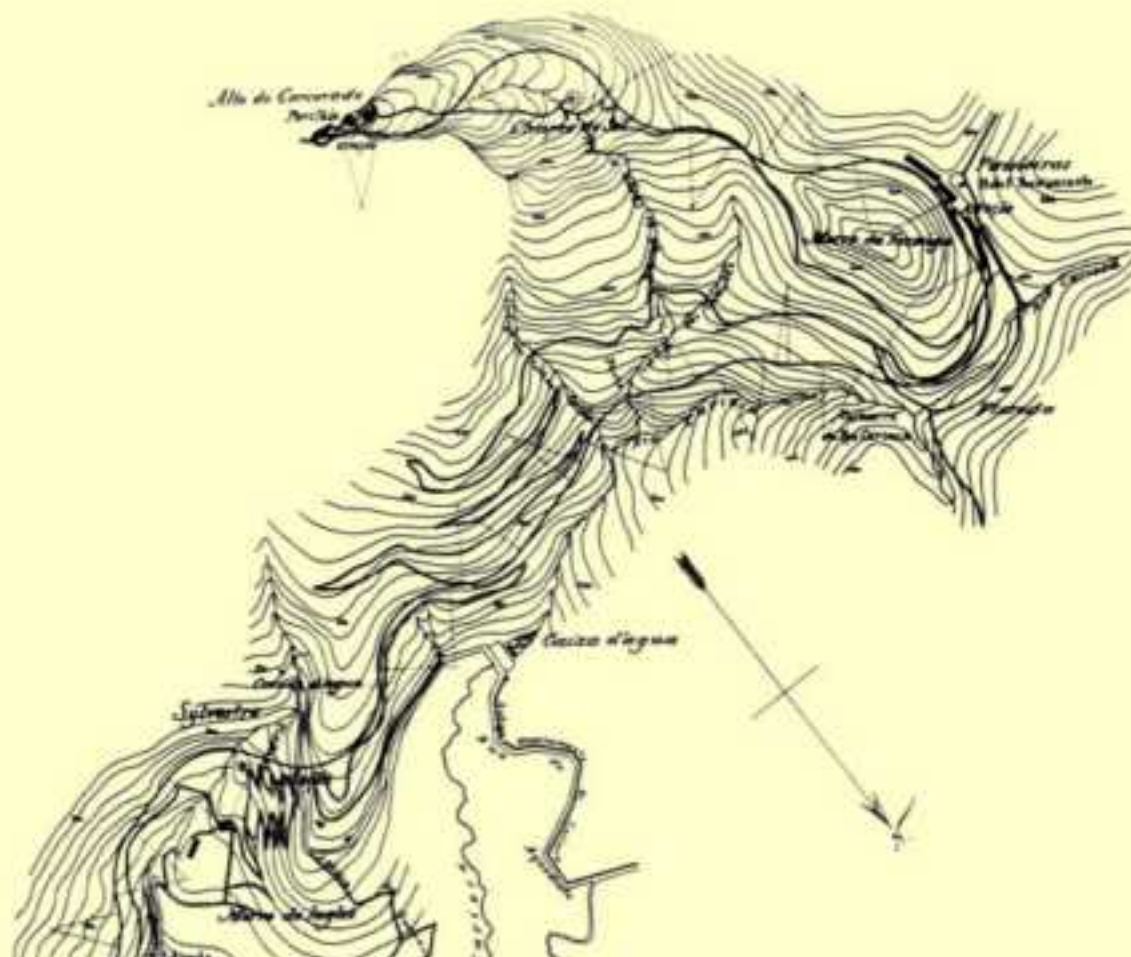
- Trens turísticos e passeios ferroviários
- Trens de passageiros
- Museus ferroviários
- Manufatura ferroviária

terminal à esquerda do cume do Corcovado, onde se situa a estação do Alto (670 m de altura)".

"Dali até o ponto culminante, que fica a 710 m acima do nível do mar, subia-se a pé, por um caminho aladeirado, onde posteriormente foram construídos, em alguns locais, degraus rudimentares" [Semenovitch p. 20].

A planta e o perfil oficiais do percurso da ferrovia — aqui desdobrados em três partes, para melhor visualização — fazem parte do acervo da Biblioteca Nacional do Rio de Janeiro, cuja classificação aproximativa indica a década de 1890 [Memória da Eletricidade p. 21].

Vale observar que a rampa máxima indicada era de 30%, no quarto trecho a partir do alto.



do Brasil - 13 Mar. 2014

• Gula Geral das Estradas de Ferro - 1960 - 13 Fev. 2014

• Sistema ferroviário do Brasil - 1982 - 12 Fev. 2014

Ferreomodelismo

• Backlight em maquetes de ferreomodelismo - 5 Nov. 2017

• Luzes de 0,5 mm (fibra ótica) - 2 Jun. 2016

• Vagão tanque TCQ Esso - 13 Out. 2015

• Escalímetro N / HO pronto para imprimir - 12 Out. 2015

• Carro nº 115 CPEF / ABPF - 9 Out. 2015

• GMDH-1 impressa em 3D - 8 Jun. 2015

• Decais para G12 e C22-71 MRN - 7 Jun. 2015

• Cabine de sinalização em estireno - 19 Dez. 2014

• Cabine de sinalização em palito de fósforo - 17 Dez. 2014

• O vagão Frima Frateschi de 1970 - 3 Jun. 2014

• Decais Trem Rio Doce | Decais Trem Vitória-Belo Horizonte - 28 Jan. 2014

- Propostas ferroviárias
- Eventos

Ferreocliping

- Livro sobre a GWBR em João Pessoa e Recife - 12 Mai. 2016
- Museu Ferroviário de Natal - 25 Abr. 2016
- Passagens e calendário do trem turístico Ouro Preto - Mariana | Percurso - 20 Dez. 2015
- Passagens e descontos do Trem do Corcovado | Onde comprar - 12 Dez. 2015
- EF Campos do Jordão | Horários | Hospedagem - 15 Jul. 2015

Ferreofotos

- Estação Almorés - Trem Vitória a Minas - 27 Set. 2017
- EFSPRG - A ferrovia na guerra do Contestado - 25 Set. 2017
- Toshiba DNPVN - Porto do Rio Grande - 11 Jul. 2017
- A volta da locomotiva "Velha Senhora" (1981) - 10 Fev. 2017
- Reconstrução da Rotunda de São João del Rei (1983-1984) - 8 Dez. 2016



Planta do percurso completo da Estrada de Ferro do Corcovado



- Alco FA1 e o lançamento Frateschi (1989) na RBF - 21 Out. 2013

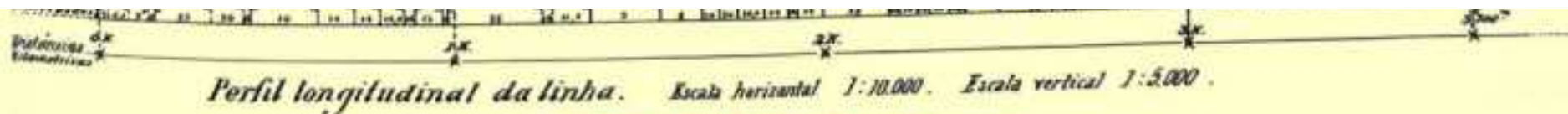
- Trem do centenário do cerco da Lapa (1993) - 2 Dez. 2016
- Embarque de blindados em vagões Fepasa (1994) - 27 Nov. 2016
- Os "antigos" trens turísticos a vapor da RFFSA - 23 Nov. 2016
- G12 canadenses "espartanas" nº 4103-4196 na ALL - 7 Set. 2016
- Locomotivas "Loba" GE 1-C+C-1 nº 2001 a 2025 Fepasa - 5 Set. 2016

Ferrovias

- Estrada de Ferro Golás - 30 Jul. 2018
- Locomotiva GE U23C nº 3902 RFFSA - 8 Out. 2017
- Trem Vitória - Belo Horizonte - pontos de venda - 2 Out. 2017
- Horários do Trem Vitória - Belo Horizonte - 28 Set. 2017
- Litorinas Budd RDC no Brasil - 27 Set. 2017
- Trem das Águas - ABPF Sul de Minas - 15 Set. 2017
- Fases de pintura das locomotivas English Electric EFSJ / RFFSA - 2 Mai. 2017
- A Velha Senhora no trem da Luz a Paranapiacaba



Planta do trecho inferior da Estrada de Ferro do Corcovado



Perfil longitudinal da Estrada de Ferro do Corcovado

Trem do Corcovado

Horários | Passagens | Bilheteria | Onde comprar | Como chegar
Percurso | Estrada das Palmeiras | Passeio | Bom de Samba | Descida acelerada
1972~79: Reconstrução | Automotrizes | Projeto | Decisão
1970 | 1954 | 1932 | Eletrificação | 1907 | 1898 | Vapor | 1883-1889
A conquista da Montanha de Deus | 100 anos da eletrificação | Debret

Bondes

Corcovado | EFCJ | Ramal do Prata | Fazenda dos Ingleses
História do transporte urbano no Brasil | The tramways of Brazil | Tudo é passageiro

Passelos turísticos e Trens de passageiros

Vitória - Belo Horizonte | São Luís - Parauapebas
Trem do Corcovado | São João del Rei | Ouro Preto - Mariana
Campos do Jordão | Trem das Águas | Trem da Mantiqueira
Trem das Termas | Montanhas Capixabas | Ubajara

Busca no site

ENHANCED BY Google

Search

Ferrovias | Mapas | Estações | Locomotivas | Diesel | Vapor | Elétricas | Carros | Vagões | Trilhos Urbanos | Turismo | Ferreomodelismo | Maquetes ferroviárias |
História do hobby | Iniciantes | Ferreosfera | Livros | Documentação | Links | Atualizações | Byteria | Mboabas | Brasília | Home

Volta

Sobre o site Centro-Oeste | Contato | Publicidade | Política de privacidade



Know it,
also, also, , , ,
the channel of
Edson Castro
[Youtube]

Tourist trains

Train from Corcovado

- St. John of King

Fields of the Jordan

Gold - Mariana - Golden

Black

- Train of Waters

Train from the Mantiqueira

- Train of Baths

Capixaba Mountains

- Barra do Rio Grande

- Ubajara Cable Car

In a project

Express Father of Aviation

Ecotourism of the Atlantic

Forest

Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos



CORCOVADO MARAVILHOSA VISTA DO RIO E DA
ESTATUA DE CHRISTO REDEMPTOR

(710 metros acima do nivel do mar)

Cruise - Saint Lawrence
 Train from the Atlantic
 Forest
 Train of the Inconfidants
 Train Curitiba - Lapa

Calendar 1987

VFCJ | Bitolinha | Lapa |
 Inconfidants | Train from
 the Sierra | Paranapiacaba

Railway of the Iron from the Corcovado

1972'79: Reconstruction
 AutomotiveAutomotrizes
 ProjectProjeto
 DecisionDecisão
 1970: Return
 19541954
 Acts 1932
 1910: Electrification
 Locomotives
 EquipmentEquipamentos
 * 1907
 of 1898
 - Steam locomotives
 - Route
 1883-1889
 Debret

Train from Corcovado

- Schedules
 - Flights
 - Ticket Office
 - How to arrive

Videos

VEJA
O RIO MARAVILHOSO
 NA
SUA MOLDURA SEM IGUAL
 E
O GRANDE
MONUMENTO AO CHRISTO
REDEMPTOR

Tome um bonde de Aguas Fereças na Galeria Cruzeiro ou um omnibus da linha Estrada de Ferro-Corcovado, da Visão Excelsior, no Club Naval, para conduzi-lo até a estação inicial da Estrada de Ferro Corcovado à rua Cosme Velho, 151 (Laranjeiras), de onde, por uma Estrada de Ferro eléctrica com cremalheira, chegará a Paineiras ou ao Pico, de accôrdo com o seguinte horario:

Horario dos trens

DIAS UTEIS <i>Janeiro a Março</i>		DOMINGOS E FERIADOS		DIAS UTEIS <i>Abril a Dezembro</i>	
COSME VELHO	PAINEIRAS	COSME VELHO	PAINEIRAS	COSME VELHO	PAINEIRAS
6.15	7.20			6.15	7.20
8.00	8.30		8.00	8.00	8.30
9.00 *	10.00 *	XX	9.00	X	10.30
X	10.30	XX	10.00		12.35
13.00 *	12.35	XX	11.00		13.00 *
13.00 *	13.30 *	XX	11.30	XX	13.30 *
XX	14.00	XX	12.00		16.00
16.00 *	15.35	XX	12.30		17.00
17.30	16.40 *	XX	13.00		18.30
18.30	18.00	XX	13.30		19.00
18.30	19.00	XX	14.00		20.00
19.30	20.00	XX	15.00		
20.30 *	21.30 *	XX	16.00		
22.00 *	22.30 *	XX	17.00		
			18.00		
			18.30		
			19.00		
			20.00		
			20.30		
			21.00 *		
			21.30 *		
			22.00 *		
			22.30 *		

X — Indica que esse trem vai ao alto, caso tenha 10 passageiros. — XX — Indica que esses trens vão ao alto, caso não chova. — Todos os demais trens vão somente até Paineiras — * — Indica trens extraordinarios, cujas viagens são facultativas.

TRENS ESPECIAES
A QUALQUER HORA
 PARA
 INFORMAÇÕES
 TELEPHONE
 5 — 0016 ou 4 - 0237



UM PASSEIO IDEAL

Depois do almoço ou do chá leve os seus convidados ás Paineiras, onde encontrarão um ambiente repousante e fresco; ao cair da noite leve-os ao alto do Pico para que vejam a Avenida Beira Mar e todas as ruas da cidade surgirem da sombra uma por uma desenhadas por 20.000 lampadas electricas.

TourPasseio

- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Passenger trains

- Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

- ? Shanghai
- Baminha
- Express of the Mantiqueira
- Barra Mansa to Lavras
- Silver Train
- Hungarian Train
- Automotriz Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupiha
- Steel Train from Paulista

Board of shipment: 1995

- Tourist trains and railroad tours
- Passenger trains
- Railway museums
- Railway machetes
- EventsEventos

Ferreocliping

- Book about the GWBR in João Pessoa and Recife - Mar. 13, 2014 2014

Announcement of the Corcovado train at the "Revista das Estradas de Ferro" on January 30, 1932

Railroad of Corcovado Open Hours of 1932 in an "Light" announcement



Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

The announcement of the Corcovado Train in 1932 (above) evokes the entire "glamour" of a "golden season". The scene could have come straight out of a Hollywood movie, those that still today arouse a certain "setalinous beingssion."

It indicated 15 times on Sundays and Holidays, with departures every hour.

Little, in fact, if we remember that 22 years earlier, the same trains — thus with the same number of seats — were traveling every half an hour:

The large influx of passengers, which has occurred after electrification, has forced the Company to make, on certain days, trains every half in half an hour [MVOP ref. 1910, p. 185].

Examining the hours of 1932, we see that 2 of these 15 *schedules* were "extraordinary trains, whose trips are optional".

Of the remaining 13 times, 4 were only Paineiras; and the other 9 only went to the top

Bibliography

Gretoeste: The history of the GWBR railway network - 25 Apr. 2016 2016

Index of the Midwest magazines (1984-1995) - 13 Sep. 2015 2015

Everything is transient - 16 Jul. 2015 2015

The tramways of Brazil - 22 Mar. 2015 2015

History of urban transport in Brazil - 19 Mar. 2015 2015

Regulations for the Circulation of CPEF (1951) - 14 Jan. 2015 2015

Mauá Battalion: a story of great deeds - 1st Ten. 2014 2014

Iron paths of Rio Grande do Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF Brazil - 13 Mar. 2014 2014

General Guide to the Railroads - 1960 - 13 Feb. 2014 2014

Rail system of Brazil - 1982 - 12 Feb. 2014 2014

Ferreomodelismo

May 12, 2019 2019

The Christmas Railway Museum - 25 Apr. 2016 2016

Tickets and calendar of the tourist train Ouro Preto - Mariana | Route - 20 Dec. 2015 2015

Tickets and discounts of the Corcovado Train | Where to buy - 12 Dec. 2015 2015

EF Campos do Jordão | Open Schedules | Hosting - 15 Jul. 2015 2015

Ferreofotos

Aimorés Station - Train Vitória a Minas - 27 Sep. 2017

EFSPRG - The railroad in the contested war - 25 Sep. 2017

Toshiba DNPVN - Port of Rio Grande - 11 Jul. 2017

The return of the locomotive "Old Lady" (1981) - 18 Feb. 2017

Reconstruction of the Rotunda of São João del Rei (1983-1984) - 8 Dec. 2016 2016

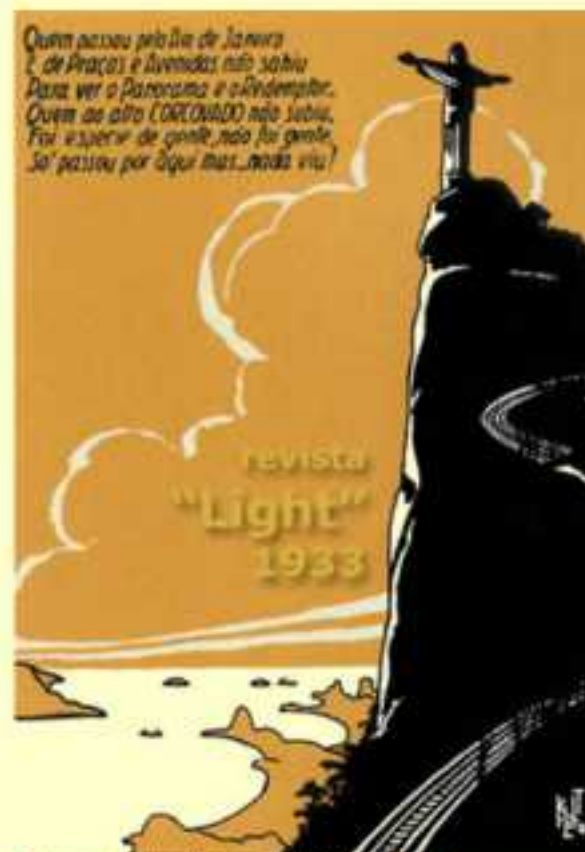
Train of the centenary of the siege of Lapa (1993) - 2 Dec. 2016 2016

Embark of armored vehicles in Fepasa (1994) - 27 Nov. 2016 2016

of Corcovado — "if it doesn't rain".

Perhaps it would be possible to imagine that the monument to Christ the Redeemer, inaugurated only three months before—on 12 Oct. 1931 - This summer attract a far greater passenger influx than the simple electrification of the railway, 22 years earlier.

In addition, that summer of 1932, the Corcovado railway did not yet suffer any competition - since the highway to the high would only be inaugurated more than 4 years later, in 17 Nov. 1936.



Disclosure of the Corcovado train on covers of the magazine "Light" in 1932 and 1933 [Memory of Electricity p. 75]

Many reasons could explain a moderate flow of passengers in the summer of 1932

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-71 MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Trem Rio Doce | Decals Train Victory-Belo Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release Frateschi (1989) on RBF - 21 Oct. 2013 2013

Byteria .

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitória - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train 5. João del Rei - 6 Dec. 2016 2016

Summer of 1924

The whole world was still living in the effects of the crash of 1929—an economic crisis of catastrophic proportions that, strictly speaking, was not fully overcome until the end of the following decade.

In this context, it may be difficult to assess any effects (positive or negative) of the price of tickets, disclosure, schedule policy, or quality of service at that time.

The information available in the most well-known sources is few, and it would be necessary to raise others, for a more objective analysis.

The Electricity Memory Center's book, with access to vast documentation, states that "Light" struggled to maintain quality service and disseminate it in the media of the time, to win new visitors.

The style of the phrases, however, suggests that it can be transcription, partial or total, of a text that comes directly from the public relations department of the company, at that time or at any later time:

"For several years, Light tried to make the Corcovado Railroad a venture that would ensure greater profits or at least minor losses. During the years she was in charge of the concession, she devoted special attention to the maintenance of the railway and its rolling stock, in the continuous effort to win new visitors among foreign and Brazilian tourists, both for the railway, and for the Hotel das Paineiras. With this objective, he used the media intensively, inserting ads in Light magazine, newspapers and radio stations. [Memory of Electricity p. 75].]-

Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | . . . Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debret .

Sightseeing and Passenger Trains

Vitória - Belo Horizonte | Saint Louis - Parauapebas

Follow up at the FB



Know it,
also, also, , , ,
the channel of
Edson Castro
(Youtube)

Train from Corcovado

- Schedules
- Flights
- Ticket Office
- How to arrive

Videos

TourPasseio

- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão
1970: Return
19541954
Acts 1932

Brazilian Railways in 1954: maps and information Road of Corcovado Railway



100th century of Brazilian railways
IBGE/ / CNG, Rio de Janeiro, 1954
presentation: Flavio R. Cavalcanti

No physical changes were made on the Corcovado Railway, from the time of electrification (1909-1910) until about 1952, dates from some texts that make up the book of the Corcovado Railway. IBGE/ / CNG. A rigor, portanto, as informações de "1954" seriam as mesmas de 40 anos antes.

Moacir M. F. Silva, whose text brings the maps of 1954, says little about the railway:

Bibliography

Gretoeste: The history of the GWBR railway network - 25 Apr. 2016 2016

Index of the Midwest magazines (1984-1995) - 13 Sep. 2015 2015

Everything is transient - 16 Jul. 2015 2015

The tramways of Brazil - 22 Mar. 2015 2015

History of urban transport in Brazil - 19 Mar. 2015 2015

Regulations for the Circulation of CPEF (1951) - 14 Jan. 2015 2015

Mauá Battalion: a story of great deeds - 1st Ten. 2014 2014

Iron paths of Rio Grande do Sul - 20 Nov. 2014 2014

1910: Electrification
Locomotives
EquipmentEquipamentos
" 1907
of 1898
- Steam locomotives
- Route
1883-1889
Debret

Railways

Estrada de Ferro Goiás - 30
Jul. 2018 2018

- GE U23C locomotive 3902
RFFSA - 8 Oct. 2017

Train Vitória - Belo
Horizonte - points of sale -
2 Oct. 2017

Hours of the Vitória Train -
Belo Horizonte - 28 Sep.
2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Train of the Waters - ABPF
South of Minas - 15 Sep.
2017

Painting phases of the
locomotives English Electric
EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Tourist railway, with 3.8 kilometers, from
the Cosme Velho station, in the street of
Laranjeiras, to the Corcovado, on the
mountain of this name. He's under the administration of Co. Carris Light and Strength (Light)

Much more detailed is the information contained in **the** text of **Flavio Vieira** - but it
should be noted some errors, highlighted below in marcador"mark" yellow:

The smallest railway in Brazil is in the Federal District, within the city of Rio de Janeiro. It's E. F.
Corcovado, with the length of 3,824 kilometers, that develop on the slope of the mountain that gives it its
name, starting from the River Waters, in Laranjeiras, to the high summit that bears the image of Christ
the Redeemer, 700 meters high. There are those who understand that it is not a railway, but a line of
electric trams, such as Guarujá, on the island of this name in São Paulo.

"However, Corcovado is classified as a railway and as such, supervised by the National Department of
Railways.

I'm the

The line, in rack, in the gauge of 1 meter, ramps up to 75% and minimum curve of 30 meters, has cuts of
more than 18 meters high and crosses a large metallic viaduct, with 170 meters, to reach the Silvestre.

"The traction system is the electric system, owning the road company "Light and Power", which
introduced this system (the primitive traction was steam), after obtaining, on May 22, 1906, the transfer
of the concession to itself. 130-131].

There is no doubt that there were
never "rams up to 75%", nor
"minimum curve of 30 meters" in the
EFF of Corcovado.

Declines of "up to 75%" are an
obvious absurdity; and all sources
have stressed that the curves have
"one radius, 120 meters". Not
"maximum," not "minimum." One
goddamn.

Interestingly, **Flavio** Vieira's text
(or its source of consultation) seems
to have served as a basis for the
description published in **the Brazilian
Railways** (RF) supplement of 1960,
only "correcting" the maximum slope for a more acceptable number — but equally wrong:

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

Pirajá Station completes
Line 1 of the Salvador
Metro - 28 Nov. 2015 2015

Metro DF directs 2/3 of the
trains to Cellândia - 27 Aug.
2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Programming of Corpus
Christi on the tourist trains
of ABPF South of Minas - 25
May. 2015 2015

Train tickets to Victoria sell

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

The official relationship of the national railways comprises the Corcovado Railway, located in the state of Guanabara. Corcovado, however, is nothing more than an electric tram line, intended to transport passengers, for tourist purposes. It stands by the hillside that gives the name, in a rack line that presents many curves and radii of 30 meters and ramps of 7%. Its gauge is 1.00 meters. It only measures 4 kilometers."

Observe - in one and in another text - the same question as to whether it is a "railway", or mere "bone line"; as well as the same expression on the path by the "scave of the hill that gives it its name", which reinforces the probability that a text has served as a consultation for the other, or both having consulted the same source.

To see, in the history of the local denominations of Rio de Janeiro, the initial point attributed by **Flávio Vieira** - "from the *Águas Férreas, in Laranjeiras*". The **1907** survey cites "Cosme Velho, in Laranjeiras"; however I have not yet found an exact definition of the location or scope of the "Ferland Waters". A railway plant, from the late 19th century, situates "Água Férrea" (in the singular) the good distance of the Cosme Velho station. On the other hand, the tram line might end up at the Cosme Velho station, as I imagine, since he made maneuvers there.

Demerval Pimenta also offers a lot of information about the Corcovado Railway - the first electrified railway in Brazil, and one of the first in the world. It does not mention radius of curve, but says the same as almost all other sources: "There is a stretch on this road with a ramp of 30%, being 4% the minimum slope of its lines ." For clarity: there was no level stretch (without inclination) on the railway.

The focus of **Demerval Pimenta** is on electrification, but also brings other important data, not only from the 1950s, but also from its history:

- The tourist railway was "fully deficient" from the inauguration in 1884, until 1905 inclusive. I was in a precarious situation when The Rio de Janeiro Tramway Light & Power Co. Ltd. obtained authorization [Decree No. 6.040, of 22 May, 1906] to buy it, aiming to take advantage of the surplus energy of the hydroelectric plant under construction in Ribeirão das Lajes (RJ).
- On July 5, 1906, [Light] made the calculation of all the goods and concessions of the former concessionaire, Cia. Ferro Carril and Hotel Corcovado, having paid, for all these goods and concessions, the amount of Cr\$ 250,000.00 [Actually, "250:000\$000", or 250 "réis's stocks"].
- The 20th one. 1906, "Light" signed the Transfer Term of the concession no Ministry of Road / Ministry of Agriculture, pledging to electrify the railway.
- The Ribeirão das Lajes hydroelectric dam was officially inaugurated on 14 Feb. 1908.

out 15 days before the
holiday - 22 Mar. 2015 2015

Byteria .

Railways

Ferreocliping

Book about the GWBR in João Pessoa and Recife - May 12, 2016 2016

The Christmas Railway Museum - 25 Apr. 2016 2016

Tickets and calendar of the tourist train Ouro Preto - Mariana | Route - 20 Dec. 2015 2015

Tickets and discounts of the Corcovado Train | Where to buy - 12 Dec. 2015 2015

Pirajá Station completes Line 1 of the Salvador Metro - 28 Nov. 2015 2015

Metro DF directs 2/3 of the trains to Ceilândia - 27 Aug. 2015 2015

EF Campos do Jordão | Open Schedules | Hosting - 15 Jul. 2015 2015

Programming of Corpus Christi on the tourist trains of ABPF South of Minas - 25 May. 2015 2015

Train tickets to Victoria sell out 15 days before the holiday - 22 Mar. 2015 2015

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

- In 27 Aug. 1909 the "Light" signed the Term of Agreement (leem) committing to invest up to the limit of 410:300\$ in electrification.
- The electrification works of the Corcovado Railway were completed in 1910, and the traction was inaugurated "in the end" of the same year.

Some data from **Demerval Pimenta** updated until the year 1952:

Locomotives and cars — It currently has 4 electric locomotives, each towing a car for 55 passengers. The locomotives have a weight of 16,500 kilograms, the tensile effort, in the coupling of the tender, of 8,422 kilograms and a power of 310 HP.

Economic Results — The exploitation of this Road that, since the year of its inauguration in 1884, was deficient, offered, in the first year of its electrification, a positive balance of Cr\$ 10,502,51. In recent years, however, it has been living again in the deficit regime.

Statistical data — In the first year of electrification, in 1911, 4,979 trains ran, carrying 47,919 taxpayer passengers, and in 1952 ran 5,516 trains, with the transport of 407,085 passengers, including the Company's employees. These electric trains in 1952 consumed 328,992 kWh.

It is noteworthy that it has made a profit already in the first year after electrification (1911), carrying, on average, less than 10 (!) passengers per train. The literature found – produced by Light or influenced by it – usually suggests that it was the result of the greater economy of electric traction, efficiency, etc., but perhaps it is interesting to check this in detail.

Note that the 1952 average would give almost 74 passengers per train, which exceeds the declared capacity. One possibility is that Light would accept overcrowding, willingly. Another possibility is that at this time the return and return tickets were separately counted [This would reduce the average to almost 37 passengers per train. If the same criterion were to be valid for 1911, the average capacity of that year would fall to less than 5 passengers per train. Therefore, care must be taken with any changes in criteria.]

This is possible, if we observe the existence of three (undeclared) stops near the starting point, and before the English Hill (km 0.850), used by local residents – in the opposite direction to tourists: – descending to the city at first, and later rising again a few hundred meters to their homes.

It is clear that even the best authors—often subject to multiple activities, and sometimes tight deadlines—are liable to commit glaring failures, while trying to compile a considerable mass of information about large numbers of railways.

There is no guarantee that all the data is based on the same year – that, as we have seen, is that of "1952" for much of the content of the book, published by the same year.

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitoria - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train S. João del Rei - 6 Dec. 2016 2016

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

Steam tourist bus coach Curitiba - Lapa (1986) - 26 Nov. 2016 2016

The "old" steam trains of RFFSA - 21 Nov. 2016 2016

Byteria .

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-71 MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Trem Rio Doce | Decals Train Victory-Belo Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release Frateschi (1989) on RBF - 21 Oct. 2013 2013

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitoria - Belo Horizonte - points of sale -

IBGE/ / CNGwith the date of "1954".

The map (below) is quite primitive. It is possible that it is completely wrong.



Follow up at the FB

2 OCT. 2017

Hours of the Vitória Train -
Belo Horizonte - 28 Sep.
2017

Budd RDC Coasts In Brazil -
27 Sep. 2017

Train of the Waters - ABPF
South of Minas - 15 Sep.
2017

Painting phases of the
locomotives English Electric
EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016





Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent.
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | ... Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debret .

The Railways in 1954

EFMM | EF Tocantins | EF of Bragança | EF Amapá | EFSLT | EF Central do Piauí | EF Petrolina - Teresina | RVC | EF Mossorô | EF Sampaio Correia | RFN | VFLLB | EF Nazaré | EF Ilhéus | EF Bahia and Minas | EFVM | | EF Itapemirim | EF Leopoldina | EF Itabapoana | EFCB | | EF Maricá | EF Corcovado | RMV | EF Morro Velho | EFSJ | CMEF | CPEF | EF Sorocabana | EF Araraquara | EF Morro Agudo | EF Perus-Pirapora | EF Monte Alto | Ramal Férreo Campineiro | EF Jaboticabal | EF Bar Bonita | EF São Paulo and Minas | EF Votorantim | EF Campos do Jordão | RVPSC | EF Mate Laranjeira | EFSC | EFDTC | VFRGS | EF Palmares a Osório | EF Jacuí | EF Goiás | EF NoB
Railways in 1952 | Railways in 1956

Railway stations

2015 | | 1986 | 1982 | 1960 | The 1930

Rail maps

1991 | 1984 (RFFSA) | 1974 | 1970 | 1965 | 1954 | 1927 | 1898

Frames of the railways

1960 (Names) | 1956 | | 1954 | 1952 | 1945 | | 1940-1945 | 1937 | | 1927 | 1907
Rail plans | Legislation

Search on the site

ENHANCED BY Google

Search

Railways | Maps | Stations | Locomotives | Diesel | Steam | Electric | Cars | Wagons | Trails Urbans | Tourism | Ferreomodelismo | Railway models | History hobby
| Beginners | Ferreosferaosfera | Books | Documentation | Links | Updates | Byteria | Mboabas | Brasília | Brasília | Home

Volta

About the Midwest site | Contact | Advertising | Privacy Policy



Know it,
also, also, , , ,
the channel of
Edson Castro
[Youtube]

Train from Corcovado

- Schedules
- Flights
- Ticket Office
- How to arrive

Videos

TourPasseio

- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão
1970: Return
19541954
Acts 1932

Railroad of Corcovado Return by "Light" in 1970



Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

The state of the Corcovado Railway — locomotives, rails, racks — was the worst possible, on 7 Jan. 1970, when the deadline of the concession to "Light" was over.

On the eve of the scheduled date of return, *"the trains were already in poor condition, after six decades of operation, since 1910. Almost everyone was standing still, for lack of parts or simply because they were too old."* [Semenovitch p. 62].

Railways

Estrada de Ferro Goiás - 30
Jul. 2018 2018

- GE U23C locomotive 3902
RFFSA - 8 Oct. 2017

Train Vitória - Belo
Horizonte - points of sale -
2 Oct. 2017

Hours of the Vitória Train -
Belo Horizonte - 28 Sep.
2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Train of the Waters - ABPF
South of Minas - 15 Sep.
2017

Painting phases of the
locomotives English Electric
EPSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light
train to Paranapiacaba

1910: Electrification
Locomotives
Equipment/Equipamentos
" 1907
of 1898
- Steam locomotives
- Route
1883-1889
Debret

Tourist trains

Train from Corcovado
- St. John of King
Fields of the Jordan
Gold - Mariana - Golden
Black
- Train of Waters
Train from the Mantiqueira
- Train of Baths
Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

Express Father of Aviation
Ecotourism of the Atlantic
Forest
Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
Cruise - Saint Lawrence
Train from the Atlantic
Forest
Train of the Inconfidants
Train Curitiba - Lapa

Calendar 1987

"Nesty-ever" — on a fleet of four
trains — can only be "three."
Apparently, a train was kept in working
conditions, to characterize service in activity.

With little to lack of delivery of the railway, its administrator got "Light" a money to put
all the locomotives in conditions - *"for the trains to be delivered running, even if
precariously, which was carried out in just over 20 days"* [Semenovitch p. 62].

As brief as the "recovery" work of sexager locomotives must have been their expiration
date. Maybe it would last a few days, until 7 Jan. 1970. But the government did not accept
the railway so hastily. You may have determined an inventory, for example.

Only on 19 Mar. 1970 was made the **"Freceipt and Deliverable Term of the
Collection and Personnel of the Corcovado Railway"**, between "Light", the
government and SEIPN.

"On this occasion, by virtue of their precarious state, old and spent, the trains were stopped again."
[Semenovitch p. 62-63].

Only after a month, and with much effort, the railroad would return to work — with a
single train, every hour.

"I started working at the Corcovado Railway on Apr 19. 1970 – Colonel Everardo of Simas Kelly once told
me. "It was Sunday and, after a lot of work and big fight, one of the trains was at the station ready to
run. At 10 a.m., the train went up, with the guests, among them the Dr. José Flavio Pêcora,
representing the sr. Minister of Finance, Dr. Antonio Delfim Netto" [Semenovitch p. 63].

"It was scrap and we can make it work. The work was craftsmanship, there was no manufacturing line in
Brazil, it could not matter. I went to São Paulo once to visit several industries, to see if I could find
pulleys, reels and ribbons for the resistance box of the old machines. The material had been
manufactured in Switzerland more than 60 years earlier, it was necessary to make it right here and we
did not have the composition formulas of the metal alloys. We then had to do qualitative and quantitative
analyses to order manufacturing." [Semenovitch p. 63-64].

At that time, there were 3 stops between Cosme Velho and Silvestre, to meet the
residents of low purchasing power, known to the railroad personnel, and traditionally
transported for free. The first and second were given the names of former residents: Dr.
Ravache and Da Lia. The third was named after the Colonel Nerita Kelly's late wife, CEIPN,
and officials. [Semenovitch p. 64-65].].

Municipality impasse and anticipation

(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

VCL | Brumina | Lige |
Inconfidentes | Train from
the Sierra | Paranapiacaba

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotriz Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

Materiality, processes, and transportation for later

In a much more "faithful" tone — almost
of "press release" of the old Light, — the
book of Memory of Electricity adds little.

In Chapter III, under the showy title
"**Light: the end of an era**", there is efforts
to attract visitors and make it profitable,
unfortunately bald by various difficulties.

The scrapping of the railroad and
sexageis trains emerges as a "contot",
almost as an unforeseen discovery, on the
eve of the return:

"After six decades of continuous operation, at
the end of 1969 it was found that the trains
were in poor condition, with almost all cars
stopped due to lack of parts or because they
were too old. Despite the proof of the poor
state of conservation of the rolling stock, the
fixed material and, especially, the electricity
grid, Light no longer wanted to bear expenses,
in view of the proximity of the return of the
railway to the administration of the federal
government. [Memory of Electricity p. 84].

The text only carries in the inks,
describing a glouble scrap, in general tone
of sloppiness, still in the same Chapter III,
but already under the title "**New times:
conducted by the Union**":

After 86 years of uninterrupted operation [sic],
from steam to electricity, the Corcovado Railway, in precarious conditions, for the first time [sic] remained
closed. The four machines remained paranded, all rolling and fixed material was in an advanced state of
deterioration, the road officials had no financial or material means for recovery and the electrical grid
needed adjustments and repairs. It was said, at the time, that machines could even go up, but the
problem would be to go down, as the brakes would probably not work. The Hotel das Palmeiras, without
any maintenance for a long time, was also totally forgotten." [Memory of Electricity p. 85].

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

Pirajá Station completes
Line 1 of the Salvador
Metro - 28 Nov. 2015 2015

Metro DF directs 2/3 of the
trains to Cellândia - 27 Aug.
2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Programming of Corpus
Christi on the tourist trains
of ABPF South of Minas - 25
May. 2015 2015

Train tickets to Victoria sell
out 15 days before the

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Ferreofotos

Almorés Station - Train
Vitória a Minas - 27 Sep.
2017

EFSPRG - The railroad in
the contested war - 25 Sep.
2017

Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017

The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017

Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016

Train of the centenary of
the siege of Lapa (1993) - 2
Dec. 2016 2016

Embark of armored vehicles
in Fepasa (1994) - 27 Nov.
2016 2016

However, the impasse was drawing with some clarity at the time of the return of the railway, and the responsibility for the decision to paralyze it on the scheduled date:

"Terminating the concession deadline for the railway on January 7, 1970, Light stopped operating it. With no interest in the maintenance of service by that company, of any other or of the federal government, a stalemate was created and the traffic of the railway was interrupted until the issue could be solved. Two months later, the Corcovado Railway was transferred to the Union. [Memory of Electricity p. 84].]

The reversal clause of the railway of Corcovado to the municipality of Rio de Janeiro – common in older texts – appears only in passage, and in another context, a little further, where the order of new trains is spoken:

"there was in this time the intention to make the transfer of the railway to the Tourism Company of the Municipality of Rio de Janeiro S/A (Riotur), which in fact never happened" [Memory of Electricity p. 87-88].

Also Semenovitch, only later, regarding a federal dilemma between eradicating or rebuilding the railway, mentions the government of Guanabara (former Federal District), which at that time perhaps responded by old municipal assignments:

"... the dilemma of disabling and extinguishing the EFC — which was suggested by the governor of Guanabara, Francisco Negrão de Lima, who refused to stay on the road, or immediately promote its reconstruction and modernization (...)" [Semenovitch p. 66-67].

In addition to these gaps and inaccuracies, the Electricity Memory book adds a seemingly confusing excerpt, which is perhaps an indication of a few more gaps:

"Although the concessions of public transport services ended in 1964, only on January 7, 1970, Light made an agreement with the government anticipating [sic] the end of its concession of trams. Such an agreement, however, did not include the Corcovado Railway, which continued to be operated by the company until the date initially agreed upon" [sic] [Memory of Electricity p. 80 . . .

This shuffling of different concessions and impasses—car trams, railroad, and the most crucial at that time, that of electricity—it leads to endless oceans.

At the 1954 Carnival, for example, when the march was launched "Vagalume", by Vítor Simon and Fernando Martins, reflecting long-standing scrapings:

"London
The City That Induces Us
Lack of missing water
In the night there is no light."

And also, "Hey the candle", by João de Barro (Braguinha):

holiday - 22 Mar. 2015 2015

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Follow up at the FB

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

GE U23C No. 3902 RFFSA - 8 Oct. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Painting phases of the English Electric EFSJ / RFFSA - 2 May. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

"Turn the candle, Yeah
Light the candle
Light cut the light
In the dark I don't see that
A car that seduces me.

Your English from Light
The thing will not all right
If with whiskey you won't go
Shea cachaça in the river."

SEIPN [Superintendence of Companies Incorporated to National Heritage, organ of the Ministry of Finance], then transformed into CEIPN [Coordination]. She administered companies nationalized for some eventuality, without strategic, economic or social interest, to be managed by the State (Union).

Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent.
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | ... Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debret .

Sightseeing and Passenger Trains

Vitoria - Belo Horizonte | Saint Louis - Parauapebas
Train from Corcovado | Saint John of the King | Gold - Mariana
Campos do Jordão | Train of Waters | Mantiqueira Train
Train of the Baths | Mountains Capixabas | Ubajara

Search on the site

ENHANCED BY Google

Search

[Railways](#) | [Maps](#) | [Stations](#) | [Locomotives](#) | [Diesel](#) | [Steam](#) | [Electric](#) | [Cars](#) | [Wagons](#) | [Trails Urbans](#) | [Tourism](#) | [Ferreomodelismo](#) | [Railway models](#) | [History hobby](#)
| [Beginners](#) | [Ferreosferaosfera](#) | [Books](#) | [Documentation](#) | [Links](#) | [Updates](#) | [Byteria](#) | [Mboabas](#) | [Brasilia](#) | [Brasilia](#) | [Home](#)

Volta



Know it,
also, also, , , ,
the channel of
Edson Castro
(Youtube)

Ferreofotos

Almorés Station - Train
Vitória a Minas - 27 Sep.
2017

EFSPRG - The railroad in
the contested war - 25 Sep.
2017

Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017

The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017

Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016

Train of the centenary of
the siege of Lapa (1993) - 2
Dec. 2016 2016

Embark of armored vehicles
in Fepasa (1994) - 27 Nov.



2016 2016

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitória - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train 5. João del Rei - 6 Dec. 2016 2016



Three seasons in the traction of the Corcovado railway: steam locomotive, electric locomotive (E) and electric autorails

Railroad of Corcovado Dilema, decision and contracts of the reconstruction: 1972-1979

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0,5 mm (optical fiber) - 2 Jun. 2016 2016

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26 Nov. 2016 2016

The "old" steam trains of RFFSA - 21 Nov. 2016 2016

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão

1970: Return
19541954

Acts 1932

1910: Electrification
Locomotives

EquipmentEquipamentos
" 1907
of 1898

- Steam locomotives

- Route

1883-1889

Debret

Train from Corcovado

- Schedules

- Flights

- Ticket Office

- How to arrive

Videos

TourPasselo

- Good of Samba



Train from Corcovado



[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

Far from being a defect, Semenovitch's novelized style often offers clues and suggestions for more detailed research.

This is the case, for example, of the delicious passage where the general engineer Vinício dos Santos Guida, executive director of the railway of Corcovado [subordinate to the Ministry of Finance] is called by the president of Embratur [subordinate to the Ministry of Industry and Commerce], in Oct. 1971, and from him receives the task of going to Switzerland "choose" trains:

"I need you to go to Switzerland to choose the new trains for the Corcovado Railway," Dr told him. Carlos Alberto de Andrade Pinto [Semenovitch p. 66].

Institutional absurdity is not yet all: the initiative comes from outside the state – it comes from the Swiss manufacturer and his representative in Brazil, with an interest in the transaction:

By the initiative of Sulzer do Brasil S/A Ind. e Com., representative of SLM – Swiss Locomotive and Machine Works, Serete S/A Engenharia, one of the largest Brazilian consulting companies, prepared a work called "Technical-Economics Study of Tourism Ingulation in Corcovado".

The study, which, once ready, was offered to Embratur, suggested a series of measures aimed at promoting the development of a large tourist complex, involving part of the Tijuca National Park, the Dona Marta Mirante, the Monument to Christ the Redeemer, the Hotel das Paineiras and the Corcovado Railway.

"SLM proposed, through Sulzer, the manufacture of new, state-of-the-art autonitrizes to replace the old Light trains, which could not continue to function safely for long. The curious detail is that the old trains, completely outdated and obsolete, had been manufactured by the same SLM, more than 50

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-71 MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Trem Rio Doce | Decals Train Victory-Belo Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release Frateschi (1989) on RBF - 21 Oct. 2013 2013

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitória - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train -

Accelerated descent
- Estrada das Paineiras

Debret, 1824 .

Corcovado
Lagoon
- Guanabara Entrance
7 from Rio Grande do Norte
Mangrove

Tourist trains

Train from Corcovado
- St. John of King
Fields of the Jordan
Gold - Mariana - Golden
Black
- Train of Waters
Train from the Mantiqueira
- Train of Baths
Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

Express Father of Aviation
Ecotourism of the Atlantic
Forest
Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
Cruise - Saint Lawrence
Train from the Atlantic
Forest
Train of the Inconfidants
Train Curitiba - Lapa

energy completely exhausted and exhausted, had been manufactured by the same factory, more than 50 years before. [Semenovitch p. 66].

It should not be discarded, a priori, that, behind this novel "narrative", there has been some edict, or another regular process of consultation, omitted by boring:

"There was also a proposal for the supply of Japanese trains, with diesel engines" [Semenovitch p. 65].

Choices and decisions

In the purest cinematic style, it is from this point that the author retreats in time and jumps to the "considerers", in other spheres of the national state of that time.

In short, the government faced a "dif dilemma", between disabling and extinguishing the FEC — a suggestion of the governor of Guanabara, Francisco Negrão de Lima, who had refused to "rely stay" with the railway, or promoting its immediate reconstruction and modernization, because not only did the trains need to be replaced. Cremalheiras and rails were "spending almost up to the limit of safety." The air network and the entire electrical system also called for complete renewal [Semenovitch p. 66-67].

Considering that the Monument to Christ the Redeemer and the trains of Corcovado were a well-known set throughout the world, the disappearance of the FBE would deprive Brazil of one of its most important tourist attractions. [Semenovitch p. 67].

Resolveu-se"Resolved", then, that the works would be carried out by the Union (federal government), the lost fund; the return would be indirect, via tourism. Minister Delfim Neto and its secretary-general José Flávio Pécora "committed" with President Garrastazu Médici to be authorized to carry out the project. With the collaboration of Embratur and SEIPN, "it was decided", after all, to completely rebuild [Semenovitch p. 67].

The general engineer boarded for Switzerland at the end of Oct. 1971. He had already sent a drawing of his idea: instead of locomotive + car (66 passengers), two units, both for passengers (61 + 63 seats). They offered continuous current; they did not accept it. The ancients worked for more than 60 years and saw no reason to change. There was provision to take advantage Mirante Dona Marta (in the study of Serete); he thought of conserving the old trains, renovating and using them on a branch from the "current" Deviation Novo to the viewpoint; for this he needed to keep in the trains the electric characteristics of the old ones, so that they were compatible. Finally, he argued with the chain grinding equipment, very sensitive and exposed to lightning damage, many common in the summer. DC motors lend themselves especially for differentiated speeds; it required constant speed. Because of the new trains would

BELO HORIZONTE - 28 Sep.
2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Train of the Waters - ABPF
South of Minas - 15 Sep.
2017

Painting phases of the
locomotives English Electric
EFSJ / RFFSA - 2 Mar. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

Calendar 1987

VFCJ | Bitolinha | Lapa |
Inconfidentes | Train from
the Sierra | Paranapiacaba

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotrizes Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
EventsEventos

Ferreocliping

Book about the GWBR in

for differentiated speeds; it consigned constant speed. Engines of the new trains would use 900 Volt voltage in 60 cycles, not 750 V as the old ones [Semenovitch p. 67-68].

General Santos Guida returned to Rio and presented his report: "It was a favorable *momento favorável*moment"; a "window of opportunity", we would say today. Sometimes it would take years for SLM to be able to direct its assembly line to a type of train; and it happens that at that moment it was adapted fair to the "train type." [Semenovitch p. 67-68].

Contract, bridges and large garage workshop

"all arrangements have been made for the acquisition.

In March 1972, the general engineer resigned from the executive director of the EFC to dedicate himself to other activities, being replaced by another general, "but everything was practically solved".

In 12 Oct. 1972 began the "Corcovado Railway Modernization Program"; Sulzer do Brasil signed a contract on behalf of SLM [Semenovitch p. 68].

With few variations, the book of Electricity also says. Adds an accident in Ten. 1971, to reinforce the need for modernisation, albeit without major consequences. It would have been the first in the entire history of the railroad, but it is not described.

"On October 12 of that year [1972], contracts were signed for the obtaining of railway compositions: with SLM, through its representative, Sulzer do Brasil, which

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF
Brazil - 13 Mar. 2014 2014

General Guide to the
Railroads - 1960 - 13 Feb.
2014 2014

Rail system of Brazil - 1982
- 12 Feb. 2014 2014

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

Pirajá Station completes
Line 1 of the Salvador
Metro - 28 Nov. 2015 2015

Makes DE directs 2/3 of the

João Pessoa and Recife -
May 12, 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

History of urban transport
in Brazil - 19 Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Mauá Battalion: a story of
great deeds - 1st Ten. 2014
2014

Iron paths of Rio Grande do

manufactured the mechanical part of the
new trains; with Brown Boveri, responsible
for the electric part; and with Von Roll AG,
supplier of the racks, the track change
appliances and the carrier table. This was the first step to the beginning of **the Corcovado Railway
Modernization Program.**" [Memory of Electricity p. 91].

None of the books go into detail of the events from October 1972 until the
beginning of 1977 – a period of just over four years, in which a general (successor of
Santos Guida) was succeeded in the direction of the EFC, an engineer colonel, an
aviator colonel and finally a lawyer. There are only vague suggestions:

"Administrative problems regarding the approval of contracts, funds and bids caused great delay in
the beginning of some works and for those already underway. From 1972 to 1977 there were
numerous exchanges in the executive direction of the Corcovado Railway. [Memory of Electricity p. 92].
].

From this period, we learned that – while the new auto-motrices was built in
Switzerland – the firm PAS, from São Paulo, carried out the reinforcement of the metal
structures of the bridges of the Corcovado railway, to support the new trains, weighing
almost twice the old ones; and that Brizon Engenharia touched the work of the "*large
building of the new garage workshop*", whose construction was already "*quite
advanced*" in early 1977, when the General [Semenovitch p. 69. . . .

SEIPN [Superintendence of Companies Incorporated to National Heritage, organ of the Ministry of Finance], then
transformed into CEIPN [Coordination]. She administered companies nationalized for some eventuality,
without strategic, economic or social interest, to be managed by the State (Union).

It is worth remembering that on 15 Mar. 1974, the president Garrastazu Medici, the Minister of
Finance Delfim Netto and his secretary-general José Flávio Pécora, replaced by President Geisel,
Minister Mário Henrique Simonsen and the secretary general José Carlos Soares Freire. Former
minister Delfim Netto was sent by the new government to the Brazilian embassy in Paris, and his
former colleague Roberto Campos, from Planning, to the embassy in London. In some lists and data
sheets of the new automotrices, there is the year of construction 1975 – although the contract is
1972; and they left the factory, apparently, in the second half of 1977, disembarking in the port of
Rio de Janeiro in October (FRC).

"" – (...)

18 Nov. 1966 - Creation of the Embratur, in the midst of the camboted of Decree-Law (no 31 to 57),
as well as others before and after; true reform of the State!

trains to Cellândia - 27 Aug.
2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Programming of Corpus
Christi on the tourist trains
of ABPF South of Minas - 25
May. 2015 2015

Train tickets to Victoria sell
out 15 days before the
holiday - 22 Mar. 2015 2015

Follow up at the FB



Know it,
also, also, , , ,
the channel of
Edson Castro
(Youtube)

Tourist trains

[Train from Corcovado](#)

- St. John of King

Fields of the Jordan

Gold - Mariana - Golden

Black

- Train of Waters

[Train from the Mantiqueira](#)

- Train of Baths

Capixaba Mountains

- Barra do Rio Grande

- Ubajara Cable Car

In a project

[Express Father of Aviation](#)

Ecotourism of the Atlantic

Forest

Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos



Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Cruise - Saint Lawrence
Train from the Atlantic
Forest
Train of the Inconfidents
Train Curitiba - Lapa

Calendar 1987

VFCJ | Bitolinha | Lapa |
Inconfidents | Train from
the Sierra | Paranapiacaba

Ferreocliping

Book about the GWBR in
João Pessoa and Recife -
May 12. 2016 2016

The Christmas Railway
Museum - 25 Apr. 2016 2016

Tickets and calendar of the
tourist train Ouro Preto -
Mariana | Route - 20 Dec.
2015 2015

Tickets and discounts of the
Corcovado Train | Where to
buy - 12 Dec. 2015 2015

EF Campos do Jordão |
Open Schedules | Hosting -
15 Jul. 2015 2015

Railway of the Iron from the Corcovado

1972'79: Reconstruction
AutomotiveAutomotrizes
ProjectProjeto
DecisionDecisão
1970: Return
19541954



Arquivo CEIPN in
A conquista da montanha de Deus
Jorge Scevola de Semenovitch

Settlement of new rails, racks, sleepers and poles of the Corcovado railway, in Silvestre

Railroad of Corcovado Reconstruction: 1972-1979



Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

General Vinício dos Santos Guida,
who had requested removal from the
management of the railway of
Corcovado in March 1972, returned "in
early 1977" — now "as an engineer in
charge of the supervision of all works"

©Semenovitch p. 60

Railways

Estrada de Ferro Goiás - 30
Jul. 2018 2018

- GE U23C locomotive 3902
RFFSA - 8 Oct. 2017

Train Vitória - Belo
Horizonte - points of sale -
2 Oct. 2017

Hours of the Vitória Train -
Belo Horizonte - 28 Sep.

Acts 1932

1910; Electrification

Locomotives

Equipment/Equipamentos

~ 1907

of 1898

- Steam locomotives

- Route

1883-1889

Debret

Train from Corcovado

- Schedules

- Flights

- Ticket Office

- How to arrive

Videos

Tour/Passelô

- Good of Samba

Accelerated descent

- Estrada das Paineiras

Debret, 1824 .

Corcovado

Lagoon

- Guanabara Entrance

? from Rio Grande do Norte

Mangrove

Passenger trains

Victoria - Belo Horizonte

- Saint Louis - Parauapebas

Old passenger trains

In **April 1977**, it was concluded that it was time to paralyze the old railway to intensify the works. From then on, he was out of operation for almost 2 years [Memory of Electricity p. 92];

[Semenovitch p. 69. . . .]

"Several studies had already been completed by the companies Projest

Engenharia e Projetos Ltda, and Tensor Engenharia de Facilities Ltda, for the execution of the electrical installations of the force substations of Cosme Velho and Paineiras, reconstruction of the entire electrical system of the Road and supply of materials and various facilities" [Semenovitch p. 69-70].

In **Set. 1977**, CEIPN? appointed the architect and auditor of the IRS Jorge Scévola de Semenovitch to work on the railway, "*in collaboration with General Santos Guida, both in the supervision of works and facilities and in the receipt of equipment, including the autotrizes that were already to arrive*" [Memory of Electricity p. 92]; or, in his own words: "*presiding or participating in various committees and collaborating with General Vinício in the supervision and in the receipt of works, facilities and equipment, including the self-prop erectives themselves*". At that time, the EFC already had a new executive director, civil engineer Newton José de Alcantara, also a fiscal auditor of the IRS [Semenovitch p. 70].

In **early 1978**, the garage building workshop was completed, and the Brazilian Company of Engineering and Industry (CBEI) began the reconstruction of the permanent and air network, "*within the supervision of General Santos Guida and the supervision of Swiss technicians, who periodically came to Rio de Janeiro ."*

It was the replacement of all rails, racks, AMVs, deviations, and the entire air network system, thus removing all the old material; in addition to performing preliminary works of earthwork, works of art and drainage for the receipt of the new railway superstructure.

[Semenovitch p. 69. . . .]

"It was meticulous and difficult work, because it was not a common railway, in which tolerances are expressed in centimeters. In the Riggerbach type rack system, the spaces between the teeth located in each 3 m piece are evidently the same. The same does not happen in the seams of one piece with another, in which the adjustments must be millimetric. Many stretches were redone several times, while the entire air network was also rebuilt, mounted in the molds of the self-stressing system. The rails used were of the type TR-37, of Companhia Siderúrgica Nacional, fixed in law wood dormants, based in crushed stone ballad. Six new Via Change Apparatus [AMVs] were installed, one in Cosme Velho, two in the English Hill, two in the New Deviation and one in Paineiras" [Semenovitch p. 70-71].

2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EFSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba (1985) - 22 Feb. 2017

Hours of the tourist train S. João del Rei - 6 Dec. 2016 2016

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

Steam tourist bus coach Curitiba - Lapa (1986) - 26 Nov. 2016 2016

The "old" steam trains of RFFSA - 21 Nov. 2016 2016

Byteria .

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotrices Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad
tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreofotos

Almorés Station - Train
Vitória a Minas - 27 Sep.
2017
EFSPRG - The railroad in
the contested war - 25 Sep.
2017
Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017
The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017
Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016

In addition, the reconstruction provided for the construction of the garage workshop, with respective equipment and facilities, including a "carrier" for the manipulation of new autotrices inside; the total refurbishment of communications, with installation of a new telephone exchange; and new equipment for energy supply for traction and other operating needs of the railway:

"In the power houses five transformers of 500 KVA (13,200 / 900 V) each, two of them installed in the Cosme Velho and three in the Palmeiras; two different transformers: one of 112.5 KVA and another of 30 KVA (13,200 / 220 V); several circuit breakers and equipment improvement of the power factor of the traction system" [Semenovitch p. 71].

Months after the beginning of the reconstruction, still in the **second half of 1978**, a part of the railway was already in operational condition. In addition to the Swiss technicians who came to regularly inspect the parameters of the railway, four other technicians also arrived, "to put the new trains into operation and teach the workshop staff and the drivers to deal with them." [Semenovitch p. 73].

On **23 Nov. 1978**, motorman No. 1 conducted its first operation test on the railway, taking only on board the Swiss technicians. Two months later, the first full trip:

On the **12th Jan. 1979**, for the first time a new train crossed the Viaduct of the Silvestre, going to the lower head of the Old Bridge, having surpassed the Novo Deviation. **The next day**, the machine No. 3 arrived at Alto station at 10:45 a.m., making the first full trip, with Swiss technicians (the engineer Guiler as an engineer), General Vinício, directors and engineers of CBEI and some employees of EFC. [Semenovitch p. 74].

On the **9th Sep. 1979** A commemorative plaque was inaugurated at the Cosme Velho station. Dozens of officials - secretary general of the Ministry of Finance, José Carlos Soares Freire, representing Minister Simonsen - and guests climbed one of the new trains, "turning the Road back to operation, after almost two years of stoppage." [Semenovitch p. 74].

The "Programa de Modernization of the Corcovado Railway" was completed [Semenovitch p. 74].

Shortly after noon, the Corcovado train was opened to the public, which was already queuing from an early age. Emílio de Aguiar, from Niterói, acquired the passage no 000,001 and was the first passenger of the new trains [Semenovitch p. 74].

Characteristics of the layout

The reconstruction was so complete that, in the words of the head of the

Ferreofotos

Almorés Station - Train
Vitória a Minas - 27 Sep.
2017
EFSPRG - The railroad in
the contested war - 25 Sep.
2017
Toshiba DNPVN - Port of Rio
Grande - 11 Jul. 2017
The return of the
locomotive "Old Lady"
(1981) - 18 Feb. 2017
Reconstruction of the
Rotunda of São João del Rei
(1983-1984) - 8 Dec. 2016
2016
Title of the contest of

2016

Train of the centenary of the siege of Lapa (1993) - 2 Dec. 2016 2016

Embark of armored vehicles in Fepasa (1994) - 27 Nov. 2016 2016

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitoria - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric RFFSA / RFFSA - 3 May 2017

CBEI,—*"of the old railway only the landscape remained."* [Semenovitch p. 70].

In fact, it took advantage of a little more than the landscape. The 1883 track was considered perfect, practically impossible to perfect, and did not undergo changes [Semenovitch p. 19-20].

Only one more deviation was introduced, the "New Deviation", — at the crossing of the trains, 160 meters below half of the railway route, when hours of the train are operated by half an hour.

"The climb speed could be any one (10, 20 or 30 km/h). In order for passengers, especially tourists from Europe and the United States, who have never seen a rainforest, could conveniently enjoy the trees, plants and flowers, the climbing speed was fixed at 15 km/h and the descent in 12 km/h. Thus, the train goes up in 17 minutes and descends in 22 minutes. The maximum speed of 12 km/h on the descent meets Swiss safety standards for the maximum ramp of 30%. As the speed of descent is lower, the train that descends leaves from the High five minutes before the up train leaves the Cosme Velho, in order that the two arrive simultaneously at the Novo Deviation. This when train schedule is half an hour. When the movement is greater, three complete trains are put into service and the schedule becomes twenty minutes. Crosses are made no longer in the middle of the road (New Deviation), but in the first and second thirds of the course (Morro do Ingles and Paineiras). The New and English Morro deviations are 'alive', that is, while one train passes on the straight the other enters the parallel line and goes away as well. The deviation of the Paineiras is 'dead', for lack of space. The train that enters lets the other pass and then marches the reverse before proceeding." [Semenovitch p. 72].].

The distances between the stations, as well as in the total course, present some more differences in relation to those recorded at the end of the electrification, in 1910:

"On each pole of the route are written the letters EFC, followed by a number, which corresponds to the amount of meters traveled from the starting point in the Old Cosme. The total length of the line is 3,829 m. Even the English Hill, it is covered 850 m. The other distances are" [Semenovitch p. 72].].

Stations and distances from Railroad of Corcovado	
Station	Distance From it I, (m)
Cosme Velho	0

train of the centenary of the siege of Lapa (1993) - 2 Dec. 2016 2016

Embark of armored vehicles in Fepasa (1994) - 27 Nov. 2016 2016

The "old" steam trains of RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan" No. 4103-4196 in ALL - 7 Sep. 2016 2016

Locomotives "Loba" GE 1-C+C-1 in 2001 to 2025 Fepasa - 5 Sep., 2016 2016

Follow up at the FB

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Hours of the tourist train S.
João del Rei - 6 Dec. 2016
2016

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

Steam tourist bus coach
Curitiba - Lapa (1986) - 26
Nov. 2016 2016

The "old" steam trains of
RFFSA - 21 Nov. 2016 2016

Bibliography

Gretoeste: The history of
the GWBR railway network -
25 Apr. 2016 2016

Index of the Midwest
magazines (1984-1995) -
13 Sep. 2015 2015

Everything is transient - 16
Jul. 2015 2015

The tramways of Brazil - 22
Mar. 2015 2015

Regulations for the
Circulation of CPEF (1951) -
14 Jan. 2015 2015

Iron paths of Rio Grande do
Sul - 20 Nov. 2014 2014

Quilômetro	Extensão
Morro do Inglês	850
Viaduct of the Forest	1,040
the Forest Station of Silvestre	1.140
Deviation New	1.740
The Old Bridge	1,880
The Bridge of Caboclas	2,010
Deviation of the Palmeiras	2.715
The Station of Palmeiras	2.750
The Station of the High	3.800
Total extension	3. 629

SEIPN [Superintendence of Companies Incorporated to National Heritage, organ of the Ministry of Finance], then transformed into CEIPN [Coordination]. She administered companies nationalized for some eventuality, without strategic, economic or social interest, to be managed by the State (Union).

Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent
1972-79: Reconstruction | Automotrizes | Project | Decision
1970 | 1954 | 1932 | . . Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. 100 years of electrification | Debret .

Sightseeing and Passenger Trains

Vitoria - Belo Horizonte | Saint Louis - Parauapebas
Train from Corcovado | Saint John of the King | Gold - Mariana
Campos do Jordão | Train of Waters | Mantiqueira Train
Train of the Baths | Mountains Capixabas | Ubajara

Search on the site

ENHANCED BY Google

Search

Centro-Oeste

Brasil



Railways's Maps's Stations's Locomotives's Diesel Diesel's Vapor's Electrical's Cars's Wagons, Wagons,'s Rails Urbans and urbans's Tourism and tourism's Ferreomodelismo's Railway pquets's History the hobby's Beginners's Ferreosferaosphere's Books's Documentation's Links Downloads's Updates's Byteria 's Mboabas's Brasilia Brasilia's Home

Know it,
also, also, , , ,
the channel of
Edson Castro
(Youtube)





Main motors (E) and subordinate 2(D) leaving SLM factory in Winterthur

Railway of the Iron from the Corcovado

1972'79: Reconstruction
 AutomotiveAutomotrizes
 ProjectProjeto
 DecisionDecisão
 1970: Return
 19541954
 Acts 1932
 1910: Electrification
 Locomotives
 EquipmentEquipamentos
 * 1907
 of 1898
 - Steam locomotives
 - Route
 1883-1889
 Debret

Train from Corcovado

- Schedules
 - Flights
 - Ticket Office

Railroad of Corcovado

SLM autotrizes - Brown Boveri

Train from Corcovado

[Open Schedules](#) | [Passages](#) | [Ticket Office](#) | | [Where to buy](#) | | [How to get there](#)

The specifications of the mechanical engineer Vinício dos Santos Guida led to the choice of the combined autotrizes Bhe4/8 of the Gornegrat railway (Switzerland), with changes to allow the dismemberment (Bhe2/4), reducing the supply and operational expenditure, maintained the schedule, in the nine months of lower demand { { (- (- s { { , , "or "pt the ssn a whole ssn a whole scfn in the ssn a whole pt out of a whole pt out of the ssn Ipt pt out of a whole pt out of a whole pt out of a whole sn in a whole pt out of a whole pt out of a whole pt out of the time, a whole I've of the time out of I've the out of I've the out of I've of the time out of I've of the one

Railways

Estrada de Ferro Golás - 30 Jul. 2018 2018

- GE U23C locomotive 3902 RFFSA - 8 Oct. 2017

Train Vitória - Belo Horizonte - points of sale - 2 Oct. 2017

Hours of the Vitória Train - Belo Horizonte - 28 Sep. 2017

Budd RDC Coasts in Brazil - 27 Sep. 2017

Train of the Waters - ABPF South of Minas - 15 Sep. 2017

Painting phases of the locomotives English Electric EPSJ / RFFSA - 2 Mai. 2017

The Old Lady in the Light train to Paranapiacaba

Videos

- TourPasselo
- Good of Samba
- Accelerated descent
- Estrada das Paineiras

Tourist trains

- Train from Corcovado
- St. John of King
- Fields of the Jordan
- Gold - Mariana - Golden
- Black
- Train of Waters
- Train from the Mantiqueira
- Train of Baths
- Capixaba Mountains
- Barra do Rio Grande
- Ubajara Cable Car

In a project

- Express Father of Aviation
- Ecotourism of the Atlantic
- Forest
- Locomotive Zezé Leone

Former tourist trains

- São Paulo - Santos
- Cruise - Saint Lawrence
- Train from the Atlantic
- Forest
- Train of the Inconfidants
- Train Curitiba - Lapa

The fados smiled: the SLM factory was organized, at that moment, for the construction of this model – newly presented at the Revue Brown Boveri de Out. 1970.

With the unfolding, each complete train is made up of a main motorway – with pantographs and two cabins, which can also travel scout – and a subordinate automoriz, without pantographs, with only one cabin, and an additional bench with two seats.

Hence why one offers 61 seats, while the other offers 63 seats.

The subordinate motorway always goes upstream of the main one, so has the cabin at the end facing the climb [Semenovitch p. 71].

All autotrizes (main, subordinates) have an engine in each truck, each moving a central sprocket [Semenovitch p. 71].

Semenovitch's description speaks of the possibility of operating 3 complete trains and 1 self-motive Scout [Semenovitch p. 71], which is perhaps a simplistic abstraction.

Its own description of the deviations points to only two types of operation – with departures every 30 minutes and crossing of the trains in the middle of the route (New Deviation); or departures every 20 minutes and crossings at 1/3 and 2/3 of the route (Morro do Inglês and Paineiras) [Semenovitch p. 72].].].

Therefore, the description of the manufacturers - of 4 main motors, equipped with all equipment, being able to transfer Scouts; and 3 subordinate autotrizes, which can be coupled in times of greater demand, forming 3 complete trains - is the one that makes the most sense.

As there are no deviations of crossing 1/4 and 3/4 of the course, necessary for operation with exits every 15 minutes, the fourth main motorway seems destined for the reserve, or rotation.

Unless another speed was adopted for the climb. But then, why would the fourth train have half the capacity of the rest?

Speeds

According to Semenovitch, "the climb speed could be any (10, 20 or

Hours of the tourist train S. João del Rei - 6 Dec. 2016 2016

Curitiba - Pinhais (1991) - 29 Nov. 2016 2016

Steam tourist bus coach Curitiba - Lapa (1986) - 26 Nov. 2016 2016

The "old" steam trains of RFFSA - 21 Nov. 2016 2016

Bibliography

Gretoeste: The history of the GWBR railway network - 25 Apr. 2016 2016

Index of the Midwest magazines (1984-1995) - 13 Sep. 2015 2015

Everything is transient - 16 Jul. 2015 2015

The tramways of Brazil - 22 Mar. 2015 2015

History of urban transport in Brazil - 19 Mar. 2015 2015

Regulations for the Circulation of CPEF (1951) - 14 Jan. 2015 2015

Mauá Battalion: a story of great deeds - 1st Ten. 2014 2014

Iron paths of Rio Grande do Sul - 20 Nov. 2014 2014

The Diesel Era in Central EF Brazil - 13 Mar. 2014 2014

Calendar 1987

VFCJ | Bitolinha | Lapa |

Incidents | Train from the Sierra | Paranapiacaba

Passenger trains

Victoria - Belo Horizonte
- Saint Louis - Parauapebas

Old passenger trains

? Shanghai
Barrinha
Express of the Mantiqueira
- Barra Mansa to Lavras
Silver Train
Hungarian Train
Automotriz Budd
- Fiat Litorinas
- Southern Cross
- Trem Farroupilha
Steel Train from Paulista

Board of shipment: 1995

Tourist trains and railroad tours
Passenger trains
- Railway museums
- Railway machetes
Events/Eventos

Ferreoclipping

Book about the GWBR in João Pessoa and Recife - May 12, 2016 2016

30 km/h)" - while the descent speed is limited to 12 km/h by Swiss safety standards for the maximum ramp of 30%.

It was an ascent speed of 15 km/h, according to Semenovitch, for the convenience of allowing tourists - largely from temperate and cold climates - to enjoy the trees, plants and flowers of the tropical forest of Tijuca.

This speed difference requires that the train leave the High five minutes before the departure of the train that rises from the Old Cosme:

"So the train goes up in 17 minutes and from 22 minutes. (...). (...). As the speed of descent is lower, the train that descends leaves from the High five minutes before the up train leaves the Cosme Velho, in order that the two arrive simultaneously at the Novo Deviation. This when train schedule is half an hour. When the movement is greater, three complete trains are put into service and the schedule becomes twenty minutes. Crosses are made no longer in the middle of the path (New Deviation), but in the first and second thirds of the course (Morro do Inglês and Paineiras) [Semenovitch p. 72].] .] .

Security Security

"Trains offer passengers the greatest safety. Just say they have four different types of brakes. The first is manual and is the current service brake. The second is related to the speed of descent, which, as has been said, usually proceeds, at a maximum of 12 km/h. If the train exceeds this speed by 10% (reaching 13.2 km/h), it will stop automatically, thanks to the superspeed device. The third is called the "brake of the dead man." If, by chance, anything happens to the driver, if he falls asleep, faints, or dies suddenly, that brake will stop the train. This is because the driver is always with his feet on a big, wide pedal. He must take his feet from there every minute and put them back on. If, after 60 seconds, he does not take off his feet, the machine will honor warn. After four more seconds, the train will brake automatically. There is also another brake, emergency, which makes the train stop immediately, at the touch of a button [Semenovitch p. 73].

Receipt

In some lists and data sheets of the new automotrizes, there is the year of construction 1975 - although the contract is 1972; and they have left the factory, apparently in the second half of 1977.

General Guide to the Railroads - 1960 - 13 Feb. 2014 2014

Rail system of Brazil - 1982 - 12 Feb. 2014 2014

Ferreomodelismo

Backlight in models of ferreomodel - 5 Nov. 2017

Lights of 0.5 mm (optical fiber) - 2 Jun. 2016 2016

Tank Wagon TCQ Esso - 13 Oct. 2015 2015

N/HO Scalmeter ready to print - 12 Oct. 2015 2015

Car No. 115 CPEF/ABPF - 9 Oct. 2015 2015

GMDH-1 3D printed - 8 Jun. 2015 2015

Decals for G12 and C22-71 MRN - 7 Jun. 2015 2015

Signal booth in styrene - 19 Dec. 2014 2014

Signage booth in matchstick - 17 Dec. 2014 2014

The Frima Frateschi wagon of 1970 - 3 Jun. 2014 2014

- Decals Trem Rio Doce | Decals Train Victory-Belo Horizonte - 28 Jan. 2014 2014

Alco FA1 and the release Frateschi (1989) on RBF -

Ferreocliping

Book about the GWBR in João Pessoa and Recife - May 12. 2016 2016

The Christmas Railway Museum - 25 Apr. 2016 2016

Tickets and calendar of the tourist train Ouro Preto - Mariana | Route - 20 Dec. 2015 2015

Tickets and discounts of the Corcovado Train | Where to buy - 12 Dec. 2015 2015

Pirajá Station completes Line 1 of the Salvador Metro - 28 Nov. 2015 2015

Metro DF directs 2/3 of the trains to Ceilândia - 27 Aug. 2015 2015

EF Campos do Jordão | Open Schedules | Hosting - 15 Jul. 2015 2015

Programming of Corpus Christi on the tourist trains of ABPF South of Minas - 25 May. 2015 2015

Train tickets to Victoria sell out 15 days before the holiday - 22 Mar. 2015 2015

Follow up at the FB

The Christmas Railway Museum - 25 Apr. 2016 2016

Tickets and calendar of the tourist train Ouro Preto - Mariana | Route - 20 Dec. 2015 2015

Tickets and discounts of the Corcovado Train | Where to buy - 12 Dec. 2015 2015

EF Campos do Jordão | Open Schedules | Hosting - 15 Jul. 2015 2015

Ferreofotos

Aimorés Station - Train Vitória a Minas - 27 Sep. 2017

EFSPRG - The railroad in the contested war - 25 Sep. 2017

Toshiba DNPVN - Port of Rio Grande - 11 Jul. 2017

The return of the locomotive "Old Lady" (1981) - 18 Feb. 2017

Reconstruction of the Rotunda of São João del Rei (1983-1984) - 8 Dec. 2016 2016

Train of the centenary of the siege of Lapa (1993) - 2 Dec. 2016 2016

Embark of armored vehicles in Fepasa (1994) - 27 Nov. 2016 2016

The 1911 steam train of

The new trains disembarked at the port of Rio de Janeiro in October 1977:

"The new trains arrived at the port of Rio de Janeiro more than a year before the trails and racks could receive them. Taken to the Federal Railway Network workshops, in Engenho de Dentro, they were kept until mid-1978, when they then crossed the city on large trailers and made their triumphant entrance in the new garage workshop of Cosme Velho. [Semenovitch p. 71].

On 23 Nov. 1978, motorman No. 1 conducted its first operation test on the railway, taking only on board the Swiss technicians. On the 13th Jan. 1979, machine No. 3 arrived at the station of Alto. On 9 Mar. 1979 began to transport the public to Corcovado [Semenovitch p. 74].

Painting

Although red, the new trains received a different shade, with two white bands on the side:

(...) The old trains passed to CEIPN in their dark red color, while the new ones, also red, gained a more vivid and brighter painting, with two white stripes on the side [Memory of Electricity p. 95].

"At the time of 'Light', the trains had the same dark green color as the trams, until they were painted dark red, in the dr administration. Roberto de Silva Ramos, within the idea of giving them his own personality. The new trains display a brighter, brighter red, which contrasts happily with the green vegetation." [Semenovitch p. 72-73].

Technical characteristics

Maximum speed (risc)	15 km / h
Maximum speed (descent)	12 km / h
Transmission	1;14,4
Average Ramp	16.7%
Maximum Ramp	30%
System	Riggenbach
Bitola	1.0 m
Tara	36.9 t

The Old Lady in the Light
RFFSA - 23 Nov. 2016 2016

G12 Canadian "Spartan"
No. 4103-4196 in ALL - ?
Sep. 2016 2016

Locomotives "Loba" GE 1-
C+C-1 in 2001 to 2025
Fepasa - 5 Sep., 2016 2016

Railways

Estrada de Ferro Goiás - 30
Jul. 2018 2018

GE U23C No. 3902 RFFSA -
8 Oct. 2017

Budd RDC Coasts in Brazil -
27 Sep. 2017

Painting phases of the
English Electric EFSJ /
RFFSA - 2 May. 2017

The Old Lady in the Light
train to Paranapiacaba
(1985) - 22 Feb. 2017

Curitiba - Pinhais (1991) -
29 Nov. 2016 2016

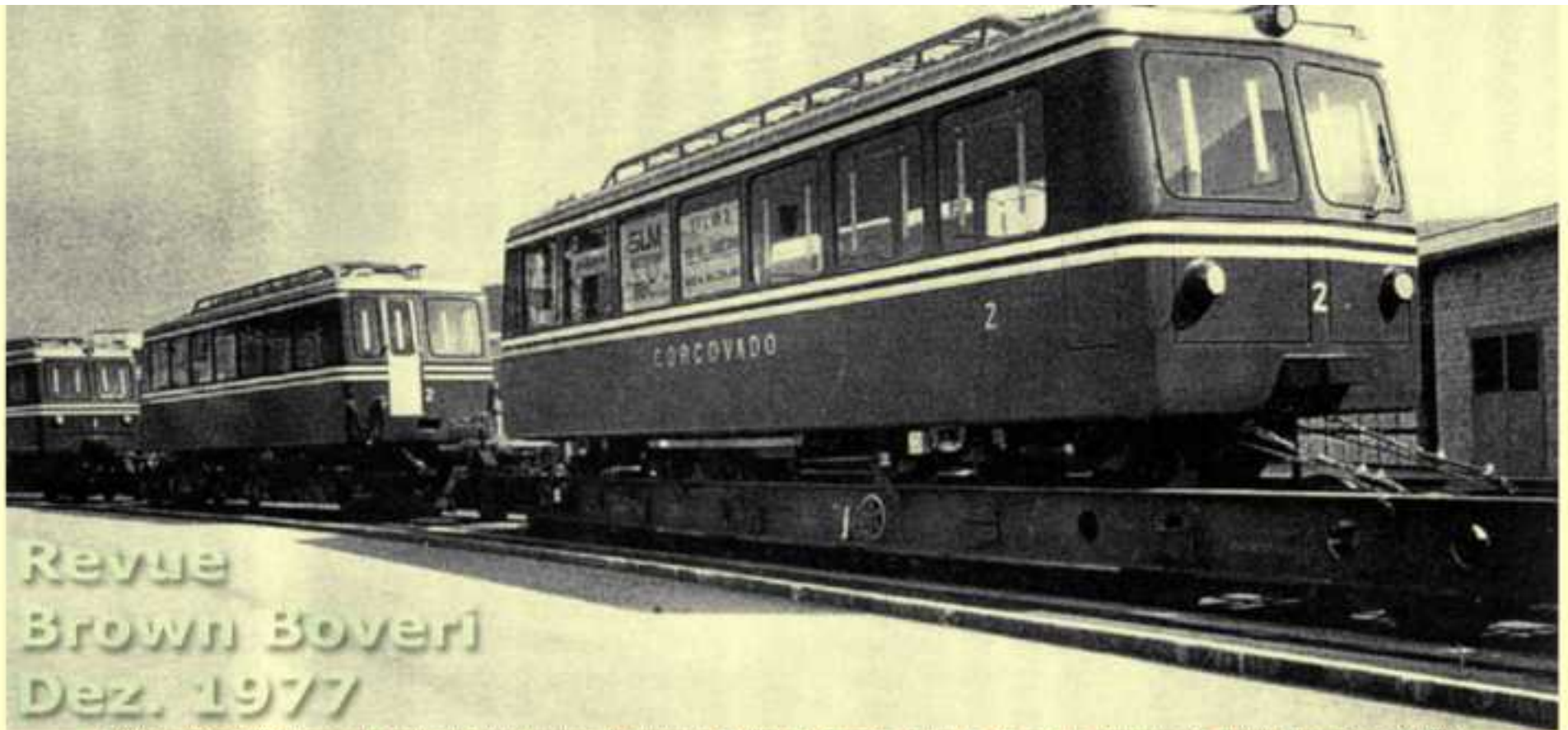
Gross weight	46.2 t
The current current	Three-s of a phase, 900 V
Source: SLM (data graph).	

EFC Brochure / CEIPN / Farm

Bitola	1,00 m
Diameter of the wheels	55.00 mm
Number of axles	8
Number of seats	124
Speed on the ascent	15 km / h
Speed on the descent	12 km / h
Length between bumpers	24.0 m
Width	2,60 m
Weight (tara)	35,60 t
Net load (124 people at 75.00 kg)	9.30 t
Weight of service	44,90 t
Source: EFC [EFC / CEIPN / Ministry of Finance]	

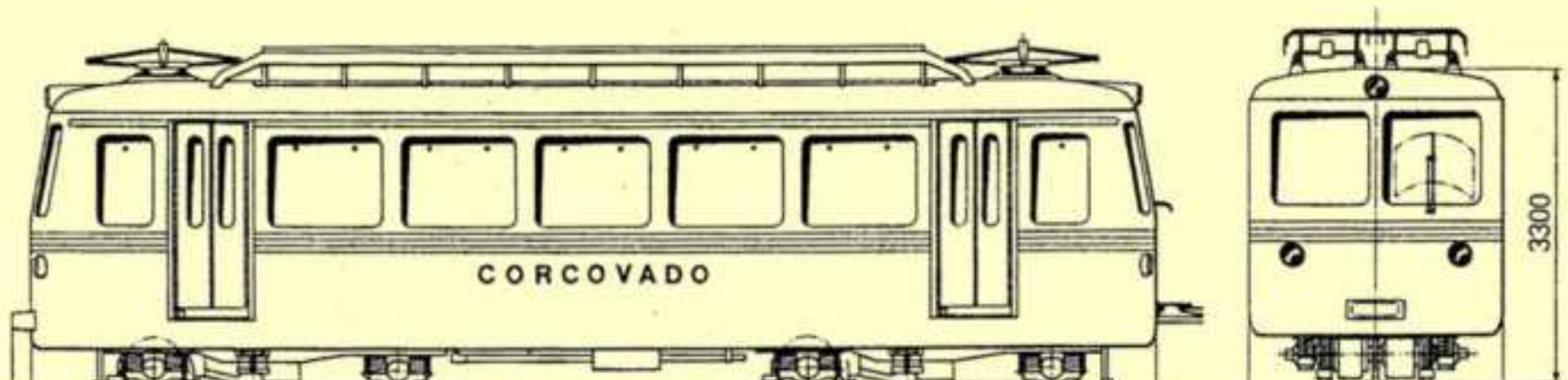
SEIPN [Superintendence of Companies Incorporated to National Heritage, organ of the Ministry of Finance], then transformed into CEIPN [Coordination]. She administered companies nationalized for some eventuality, without strategic, economic or social interest, to be managed by the State (Union).

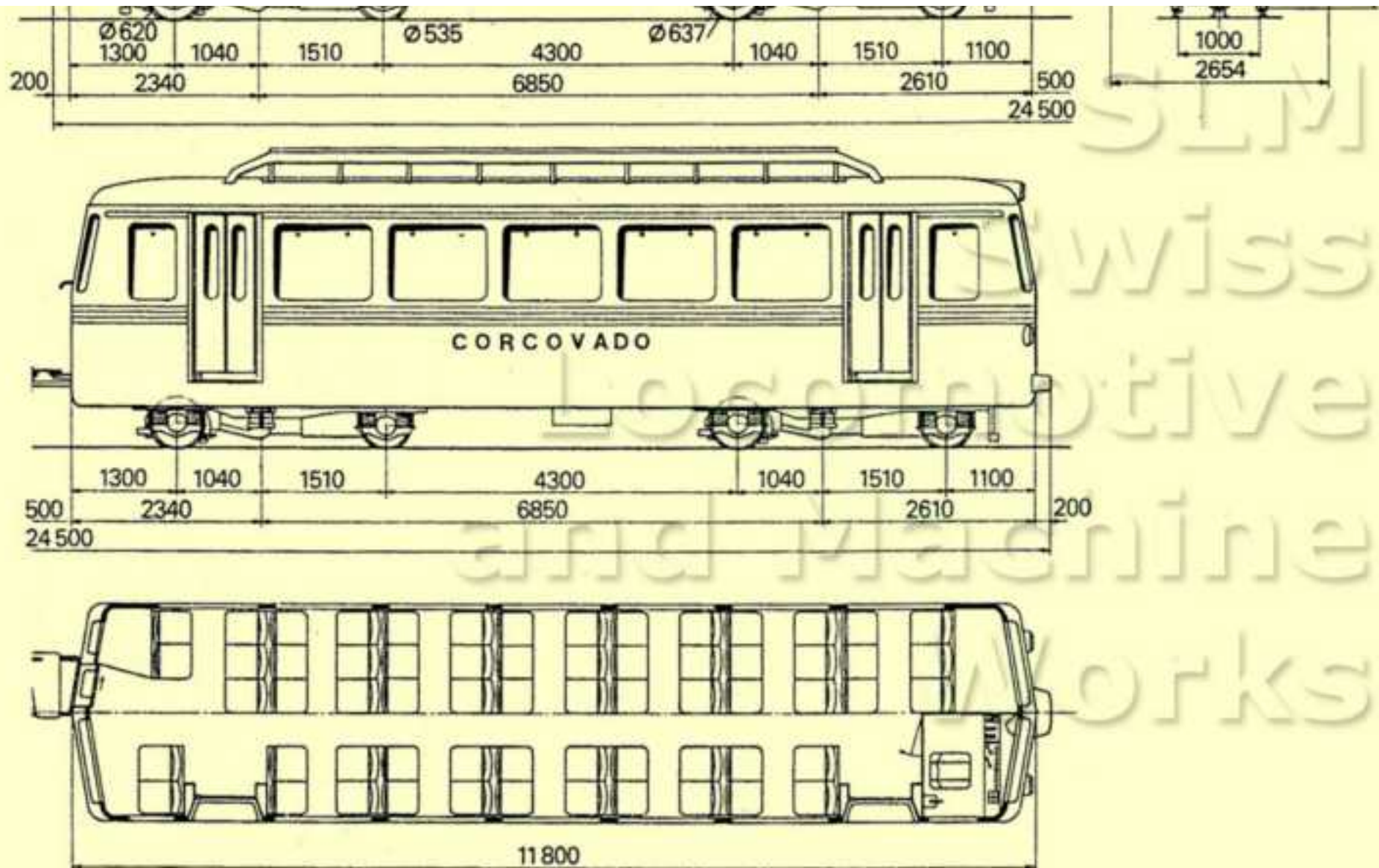




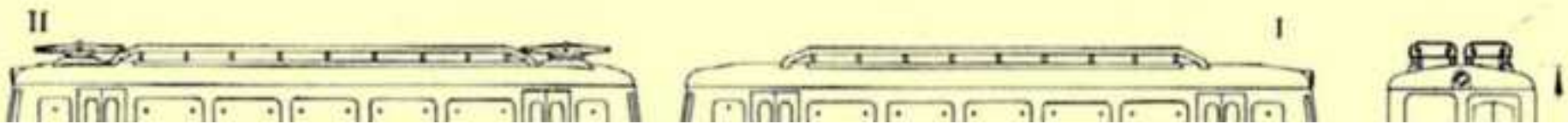
Revue
Brown Boveri
Dez. 1977

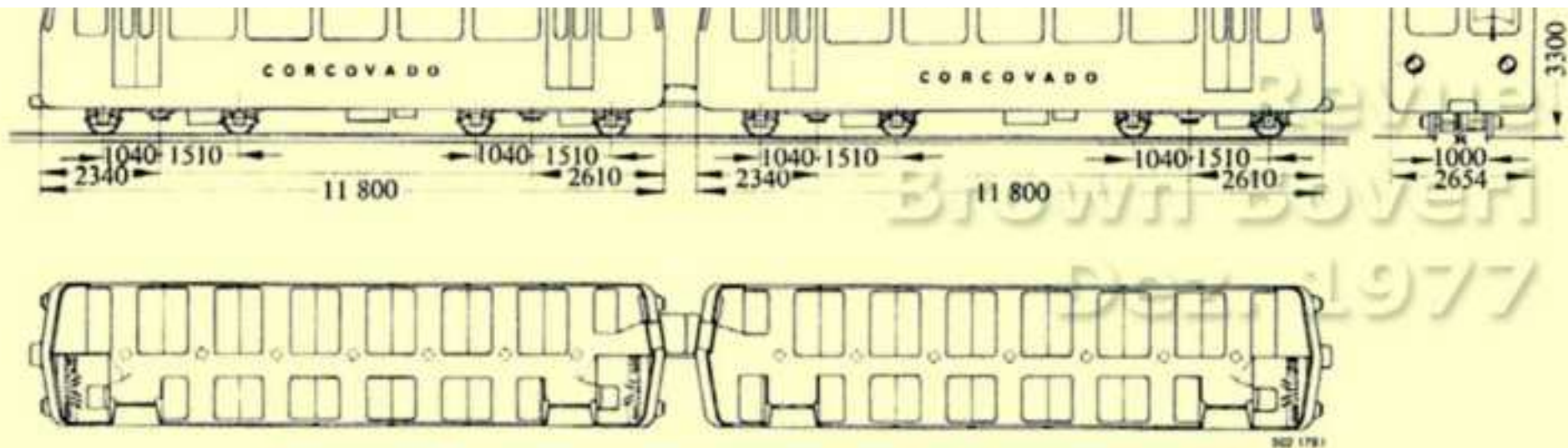
Autotrizes from the Corcovado railway on board wagons for transport by railroad, from the factory to the port, in the magazine Brown Boveri (Dec. 1977))





Design and measurements of the Corcovado railway autotriz on the SLM data sheet - Swiss Locomotive and Machine Works





Design and measures of the trains of Corcovado (automotrices coupled) in the magazine Brown Boveri (Dez. 1977)

Daten der Komposition

Leistung am Rad
- einständig 480 kW

Zugkraft
- einständig 114 kN
- maximal 220 kN

Geschwindigkeit
- maximal bergwärts 15 km/h
- maximal talwärts 12 km/h

Gewicht
- tara 36,9 t
- brutto 46,2 t

Getriebeübersetzung 1:14,4

Steigung
- mittlere 167‰
- maximale 300‰

Spurweite 1000 mm

Stromsystem

Caractéristiques de la rame

Puissance à la jante
- unihoraire 480 kW

Effort de traction
- unihoraire 114 kN
- maximal 220 kN

Vitesse
- maximale en montée 15 km/h
- maximale en descente 12 km/h

Poids de la composition automotrice
- à vide 36,9 t
- à pleine charge 46,2 t

Rapport de transmission 1:14,4

Rampe
- moyenne 167‰
- maximale 300‰

Ecartement de la voie 1000 mm

Système électrique

Data of the railcar set

Output at the wheel
- one-hour rating 480 kW

Tractive effort
- one-hour rating 114 kN
- maximum 220 kN

Speed
- maximum uphill run 15 km/h
- maximum downhill run 12 km/h

Weight of railcar set
- tare 36.9 t
- gross weight 46.2 t

Transmission ratio 1:14.4

Gradient
- average 16.7%
- maximum 30%

Gauge 1000 mm

Electric system

Drehstrom 900 V, 60 Hz

**Lieferant der elektrischen Ausrüstung
BBC Aktiengesellschaft
Brown, Boveri & Cie., Baden**

Courant triphasé 900 V, 60 Hz

**Fournisseur de l'équipement électrique
BBC Société Anonyme
Brown, Boveri & Cie., Baden**

Three-phase current 900 V, 60 Hz

**Electrical equipment supplier
BBC Brown, Boveri & Company Ltd.
Baden**

SLM[®]

**Schweizerische Lokomotiv- und Maschinenfabrik
CH-8401 Winterthur**

**Société Suisse pour la Construction de
Locomotives et de Machines, CH-8401 Winterthur**

**Swiss Locomotive and Machine Works
CH-8401 Winterthur**

Features of Corcovado railway autotrices on SLM datasheet - Swiss Locomotive and Machine Works

Train from Corcovado

Open Schedules | Passages | Ticket Office | | Where to buy | | How to get there
Route | Road of Pains | Tour | | Good for Samba | Accelerated descent
1972-79: Reconstruction | Automotrices | Project | Decision
1970 | 1954 | 1932 | . . . Electrification | 1907 | 1898 | Vapor | 1883-1889
The conquest of the Mountain of God. [100 years of electrification](#) | Debret .

Bonds

Corcovado | EFCJ | Branch of Silver | Farm of the English
History of urban transport in Brazil | The tramways of Brazil | [Everything is a passenger](#)

Sightseeing and Passenger Trains

Vitoria - Belo Horizonte | Saint Louis - Parauapebas
Train from Corcovado | Saint John of the King | Gold - Mariana
Campos do Jordão | Train of Waters | Mantiqueira Train
Train of the Baths | Mountains Capixabas | Ubajara

Search on the site

ENHANCED BY Google

Search

Railways | Maps | Stations | Locomotives | Diesel | Steam | Electric | Cars | Wagons | Trails Urbans | Tourism | Ferreomodelismo | Railway models | History hobby
| Beginners | Ferreosferaosfera | Books | Documentation | Links | Updates | Byteria | Mboabas | Brasilia | Brasilia | Home

Volta

About the Midwest site | Contact | Advertising | Privacy Policy

NEWS

Concessionaire delays delivery of new compositions of the Corcovado Train

Future wagons should only enter the trails from April 2019

William Nassif

17/08/2017 - 14:30 / Updated on 17/08/2017 - 09:08



Reporters and Translators



One of the trains approaches an old wooden bridge, pedestrian walks the path ignoring the risk of being surprised by the locomotive. Photo: Gustavo Dalmida / Agência O Globo

Inaugurated in 1884 by the emperor Dom Pedro II, the Inaugurated in 1884 by the emperor Dom Pedro II, the Corcovado Train has opened beautiful landscapes to millions of cariocas and tourists, and has received popes, kings, princes and presidents. Older than the monument of Christ the Redeemer itself, it was steamed until 1910, when it gained state-of-the-art locomotives and its path became the first electrified railway in Brazil. The compositions circulating today (the third generation) have been in operation since 1979. With the upholstery torn on some benches and without a dread notice, they should be changed this

14/08/2017



year. However, the process was delayed. According to the Chico Mendes Institute for Biodiversity Conservation (ICMBio), responsible for the management of Tijuca National Park, the new wagons should only enter the trails from April 2019, almost two years after the expected term in contract. Other investments required in the document, such as the Paineiras-Corcovado trail and the reform of the Cosme Velho and Silvestre stations, also did not leave the paper. And to make matters worse, the fertilization takes the scenarios that have enchanted so many visitors.

Esfeco, which has operated the system for 38 years, won in October 2014 a bid to explore the Corcovado Train until 2034. For the competition, it partnered with the Cataratas Group (administrator of the Iguaçu National Park, in Paraná, AquaRio and the zoo), which in 2015 asked to leave the project — the request was accepted by ICMBio in January this year. One of the main counterparts of the concession was the acquisition of three new trains, more modern, fast and comfortable. The order was delivered to the Swiss company Stadler Rail, and next month, the director of Esfeco, Sávio Neves, will accompany the beginning of the manufacture of the first vehicle, which is expected to be delivered in the second half of 2018. Tests will need to be done by April of the following year.

How will the new model

CURRENT TRAIN



A NEW TRAIN





The current wagons hold only a hundred people. The new ones will hold 154.

There will be no air conditioning. During the hot months in summer, all side windows can be opened for air circulation, because tourists want to take pictures (as is today).

Soaked on the ascent up 25km/h. Maximum speed on the descent of 18km/h to 16km/h.

The panoramic design in 80% of passenger compartments provide tourists with a completely new look.

Central lighting with LED lights is planned that will illuminate passenger wagons, without preventing too much of the view at night.

Source: Tren Novo Corcovado

© 2012/2013

PROMISE AND COMPLAINTS

The promised changes in the concession contract are to fill the eyes. The new trains will be able to bring Christ up to 6,710 passengers per day, an increase of 76.8% over the current volume. The capacity will increase from 100 to 150 passengers per composition. The climb speed of Corcovado can be increased from 15 km/h to 20 km/h, and the descent, from 12 km/h to 18 km/h. The wagons will not have air conditioning – the justification is that “tourists want to take pictures with open windows” – but will have a panoramic roof.

THE GLOBE RECOMMENDS



FOOTBALL

Walker posts fight photo with Felipe Melo: 'Nobody moves my back', football stars laugh



NEWS

Doctors were shot in shooting in Avenida Brasil when they left Christmas celebration in Rio



ECONOMICS

Who are the overpaid workers in the market? They choose where to work and have salaries above R\$ 20,000.



NEWS

Enchs surrendered six days after operation that seized documents and phones of deputy

CONTENT & DESIGN BY THE GLOBE

— [We had some problems.] The increase in the exchange rate completely broke our budget. When we took the proposal (of concession), the dollar was at R\$ 2.20; now, it reaches R\$ 3.40. Another aspect that also delayed the process was the detailed audit of the guarantor (which evaluates the financial health of the concessionaire, to grant financing abroad). It's a lot of bureaucracy. When an edict is made, one does not observe all this scenario of difficulties. It is natural that this is so. But we are going, we are moving forward," Neves said.

The director of the Corcovado Train said that the exchange of equipment will cost R\$ 130 million. According to him, maintenance expenses will be reduced, and there will be a savings of 70% in electricity expenditures. Neves says he is anxious to put the new compositions in circulation because he needs to save: he regrets the drop in the number of passengers, who pay a fare ranging from R \$ 61 to R \$ 74, depending on the season. The economic viability study of the concession predicted that 1.25 million people would visit Christ the Redeemer for the rail link in 2016, but the Olympic year closed with 792,920 visitors, 37% below the expected demand. For comparison, in 2013, a year before the World Cup, 923,691.

— CONTINUA NA PAGINA 12 DO RELATÓRIO

— PROBLEMA

This year, the scenario is also down, contrary to what predicted the study, which pointed to a demand of 1,159,736 visitors. According to ICMBio data, from January to May, 339,285 passengers were transported, compared to 360,341 in the same period of 2016, that is, there was a decrease of 5.8%.

This has a lot of impact on the contract. We don't know if we're going to behave that. It is very heavy, and we take on all the counterparts," Neves complained, adding that the impact of the economic crisis on tourism is great. "Rio is all stopped, there is a very strong crisis context, and the image of the city is bad. We have never been through such a complicated situation. Many have been a disaster, but this one is unique. The problem is not that the

them, they are more a museum, more an exhibit. Sugar Loaf is not like the Sugar Loaf, which has a greater visitation, but has never passed as much tightness as now. There are days that come to an end with a total of 400 visitors, only.

The delay for the presentation of the plans of visual identity, security and surveillance and communication and marketing has already resulted in a fine of R\$ 238,000 to the concessionaire of the Corcovado Train, and there is no more possibility of administrative appeal. André Barbosa, head of the Advanced Administration and Finance Unit of ICMBio, informed that if no plausible justifications are presented for the fulfillment of other contractual requirements, new penalties may be applied.

CONTINUA NA PÁGINA 10

10

"We have held meetings with the Corcovado Train at intervals of, at most, two weeks, to understand what is the difficulty for the implementation of the planned measures and discuss the best paths. We are following them by item of the contract, always endorsed by the edict. We must not forget that the goal is not to punish, there is an educational nature. There is no point in imposing a lot of fines. We want to comply with what has been foreseen," Barbosa said.

A Path of DesANTIES

While the new compositions do not arrive, the current trains run through a railway surrounded by disenchantments. The GLOBO team made a trip last Tuesday and noticed that the amount of houses and water tanks near the trails grew, and found bad conservation problems. There are rusty poles and broken guardrails, and pedestrians run through the railroad oblivious to the risk of being surprised by vehicles without sound signaling. In addition, the system of planning of the circulation of compositions is old-fashioned: to get an idea, the driver needs to put half of his body out of a window to move a lever of change of direction.

The renovation of the Cosme Velho station is pending, with no deadline to be made. The project needs to be approved not only by ICMBio but also by the State Institute of Cultural Heritage (Inepac), since the property is listed. According to Sávio Neves, the idea is to build another entrance by a side and a mezzanine in the back of the land, where the shops would be today scattered around the corridor of the station. The businessman also wants to install there a bookstore, a coffee shop and a wagon in which a virtual 4-D walk can be held.

COMPANHIA SANEAMENTO DE SÃO PAULO

PROJETOS

Until now, the demands met have been the reform of the Paineiras Station, the monitoring of the trails in the Serra da Carioca Sector (Paineiras, Sumaré and Morro da Carioca) and the assumption of the maintenance contracts of the escalators and elevators, surveillance and supply of water and electricity of Christ the Redeemer.

The Globe, a national newspaper: [Stay on top of the evolution of the most widely read newspaper in Brazil](#)



NEWS HEAD ON THE GLOBE

1. **Bolsonaro says on TV that his children do not 'run on risk' of dating blacks or turning gays because they were 'very well educated'**
The globe, and
2. **Remember the 50 most controversial phrases of Lula during his eight years in office**
Juliana Freitas, and
3. **PMs of the Undersecretary of Intelligence arrested trader who did not pay bribes, investigation revealed**
Global Measurements, the House and Quantum Security

Rio de Janeiro (Brazil) - Closing Trem de Corcovado transaction - in December 2017, the long awaited financial closing of the Trem de Corcovado transaction finally was announced.

At the end of December 2017, AIL closed a structured project finance transaction in Brazil for the world famous touristic mountain railway Trem de Corcovado in Rio de Janeiro.

The railway to the Corcovado exists since the year 1884 and runs from Cosme Velho to the summit of the Corcovado Mountain at an altitude of 710 m (2330 ft), inside the Tijuca National Park.



The summit is known for its statue of Christ the Redeemer, considered one of the "Seven Wonders of the World", and offers a breathtaking view over the city and beaches of Rio. The monument is visited by more than 2.2 mio. visitors per year.

Trem do Corcovado will replace the existing veteran rolling stock material by three modern and energy-efficient tailor-made rack rail units from Stadler. In addition to the investment in the rolling stock material, Trem do Corcovado also invests in the touristic infrastructure (new visitor center, gift shops, boarding area, restrooms etc.). The new rolling stock will allow Trem de Corcovado to cope with the continuously increasing passenger streams and to offer their passengers a modernized and comfortable way of travelling.



The long-term funding of the transaction on a completely private base can be considered innovative, particularly since the general economic situation in Brazil currently is challenging for private funding. AIL Structured

Finance, as advisor of the Swiss rolling stock manufacturer Stadler Rail,

structured the financing scheme and invited selected banks to provide a financing offer.

The transaction is strongly supported by the Swiss Export Risk Insurance (SERV), the financing bank as well as the strong commitment of the owners from Trem de Corcovado. Heribert Knittlmayer, Head of Insurance Business & Deputy CEO of SERV: "We are very pleased with the outcome of this transaction and that SERV can provide all the necessary support to its Swiss exporters. It is one of our core tasks to support our customers especially in turmoiling economical environments and markets. We are looking forward to seeing the new trains in operation and are convinced that the passengers of Trem de Corcovado will highly appreciate the comfort of the new trains built in Switzerland." Peter Jenelten, Executive Vice President Marketing & Sales of Stadler, also mentioned that he couldn't be happier with the support of SERV: "SERV and its team members have been an excellent support in this transaction. Stadler is glad to count on such a reliable and professional risk taker which helps us to staying competitive in the global markets and to contribute to a sustainable workplace Switzerland."

Throughout the entire period, from the beginning of the initial commercial offer from Stadler until financial closing, AIL was strongly involved in the structuring and adjustment of the tailor-made financing solution.

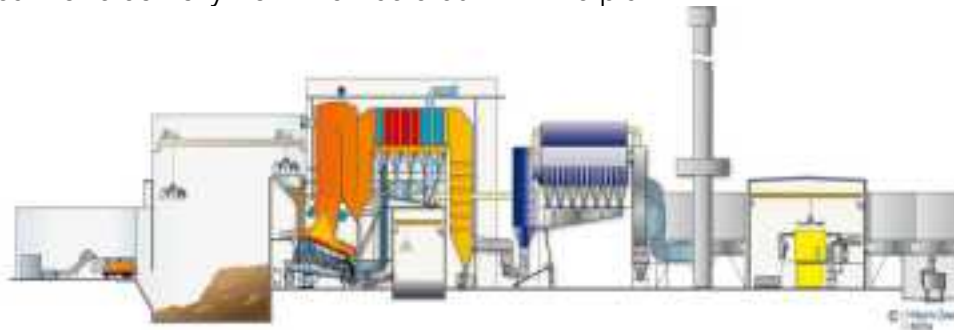
This transaction again shows that with committed and dedicated partners a financing can be closed despite a challenging economic environment in the country of the buyer.

AIL Support for Hitachi Zosen Inova's Energy from Waste Plant in Istanbul

Since a couple of years, AIL Structured Finance is advising Hitachi Zosen Inova (HZI) in risk mitigation and financing issues for several projects.

Hitachi Zosen Inova: HZI formed from the former Von Roll Inova has been founded in 1933 as a department of the Ludwig von Roll Eisenwerke dedicated to thermal waste treatment. Six years later, a first incineration plant was built in Dordrecht, in the Netherlands. The expansion of the company occurred from the 1960th, acting later under the well-known company name Von Roll Inova. The company has integrated the Japanese group Hitachi Zosen Corporation in 2010. HZI's innovative and reliable waste and flue gas treatment solutions have been part of over 600 reference projects delivered since 1933. To find out more about HZI, please visit www.hz-inova.com.

The Technology HZI's Activities: From pure incineration plants, HZI developed quite rapidly energy from waste plants, which were able to produce hot water, steam or electricity from the waste burnt in the plant.



An energy from waste plant is composed of four sub-systems: grate combustion, energy recovery, flue gas treatment and residue treatment. HZI carries out entirely the engineering, comprising also the electrical and control technology, the balance of plant and the energy use. HZI designs all equipment and installation and purchase it from long term suppliers. During the project execution, HZI acts as project manager.

The Project: The Istanbul Metropolitan Municipality (city of Istanbul), the initiator of the project has launched an international tender for the turnkey delivery of an energy from waste plant, which has been awarded to a consortium comprising the Swiss company HZI as consortium leader and an important Turkish civil contractor Makyol.

The energy from waste plant will be composed of three lines and will have a total capacity of one million tons per year, which will be the biggest plant of this type in Europe. The plant will be fueled by municipal solid waste. The energy

recovery capacity of the plant will be around 70 MW net electricity. HZI will also operate and maintain the plant during at least the first year of operation. Besides supplying electricity, the new plant will also deliver added value for the region economically: more than a fifth of all components will be produced by local businesses, while all the work regarding the construction will be carried out exclusively by local workers.

The Payment Security: AIL has been mandated by HZI to carry out a risk analysis and propose risk mitigation measures. The payment security shall apply for the entire scope of HZI. The main issue was to study in detail each phase of the project and to make sure that an adequate security was available for each of these phases.

As the city of Istanbul was the buyer of the plant, the insurance cover could be based on the creditworthiness of the city with a corresponding budget, therefore no additional security package was required.

Payment Security for Stadler' Tram project in the Czech Republic

AIL has arranged an insurance cover of SERV for Stadler to secure the payments under a delivery contract concluded with Dopravni Podnik Ostrava, the transport company of the city of Ostrava, in the eastern part of the Czech Republic.

Dopravni Podnik Ostrava has initiated a project to renew its fleet of tramways, trolleybuses and buses. Under this project, Stadler Bussnang has been selected to supply 40 tramways. The project is financed through the European Fund for Regional Development and Czech public budgets.

The funds of the European Union are usually granted based on a specific project in the framework of defined priorities (country strategies). The EU funds shall be disbursed to a local authority, which shall be manager of the funds received. According to the project progress, the local authority will transfer EU and local funds to the initiator of the project, Dopravni Podnik. Dopravni Podnik pays Stadler according to the payment terms under the delivery contract.

In cases of a funding from the European Union, it is important to understand the money flows. As the funds are not disbursed directly to the supplier, the more transfers of the money, the higher risks it may represent for the supplier. The support of SERV gives Stadler the sufficient comfort for a smooth execution of the project.

Contact

AIL Structured Finance Ltd
Schaffhauserstr. 418
CH-8050 Zurich / Switzerland
www.ailsf.ch

Attn: Andres Heusser
Phone: +41 43 299 62 11
Email: andres.heusser@ailsf.ch



NSAIDs

REVISTA FERROVIÁRIA



Research



Login (Not a member?)

Register to

START - NEWS NEWS - PUBLICATIONS - RF EDITIONS - MARKET STUDY - THE RF AWARDS - THE ANNOUNCEMENTS - CONTACT

START - NEWS FROM THE PRESS - Ministry of the Environment and Chico Mendes Institute hold auction of trains replaced from Corcovado

Ministry of the Environment and Chico Mendes Institute hold auction of trains replaced from Corcovado

15/03/2021 - Gazeta de Votorantim - News From the Press



Gazeta de Votorantim - When planning a tour of Rio de Janeiro it is impossible not to think of a visit to Christ the Redeemer. The tourist attraction that has been open to public visitation since 1922 is known as one of the seven wonders of the modern world. The monument is located in the Tijuca National Park, at the top of Morro do Corcovado and has the most privileged view of the main sights of the Marvellous City.

Every day the attraction receives thousands of tourists. Many arrive to the site driven by the Corcovado Railway, the oldest electrified railway in operation in Brazil. The railway composition of Parque da Tijuca was inaugurated in 1884 by Dom Pedro II and by the railroad tracks, for four consecutive years were transported the pieces of the largest carlioca postcard.



THE JOURNAL OF RAILWAY



Until 2024
15/03/2021



Way to acquire new equipment Plaster & Theurer
15/03/2021



Lieven Cooreman leaves the VLI presidency
15/03/2021



New edition of RF is on the website
15/03/2021

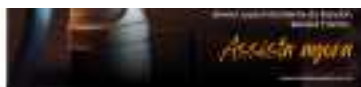


Metro of SP presents new machine that modernizes maintenance and improves passenger experience
15/03/2021



Infra SA studies feasibility of re-liaction of FCA and South Meix
15/03/2021

Click and see more news from the Revista Ferroviária



In 2013, the railway began to be managed by the Ministry of Environment through the Chico Mendes Institute for Biodiversity Conservation (ICMbio). The following year, noting the need to offer better quality and comfort to visitors, it was decided to replace the compositions. The works were completed in 2019 with the exchange of trains that had been active since 1976.

On March 31, 2021 the ICMbio and the Ministry of the Environment in partnership with the auctioneer Jonas Moreira, will hold through auction for sale of the replaced Trains. The auction will take place electronically through the website www.mgl.com.br/leilao/11715/lots.

The compositions divided into 05 lots, are available for bid since February 25 and the session is scheduled to close March 31, 2021 from 13 hours with closure according to the rules described in the auction notice no. 001/2021.

According to the evaluation report issued by ICMbio "The goods are still functional, but due to the time of use (40 years) reforms are necessary, as well as the performance of preventive and routine maintenance". There is no doubt that the equipment brings with them a great historical and cultural value, which can now add this value to private investments such as supermarkets, fast-food chains, restaurants and segments related to tourism.

Website: <http://www.mgl.com.br>

Source: <http://www.governosul.com.br/governosul/leilao/assiste/2021/03/03/leilao/>
<https://www.facebook.com/leilao/> <https://www.instagram.com/leilao/> <https://www.linkedin.com/company/leilao/> <https://www.pinterest.com/leilao/> <https://www.youtube.com/channel/UC840261041>



Don't get our newsletter yet? Register and receive free of charge

Prefer to receive our newsletter:

- Daily (working days)
 2 times a week
 1 time a week

What matters of your interest?

- Know the news of the market
 Reports from the cargo sector
 Reports from the passenger sector
 Interviews
 Other is of

I agree to receive communications.

By informing my data, I agree to the Privacy Policy

Register

2 COMMENTS

João Carlos Curty Alves said:

14/02/2017 11:09

I fully agree with the position of the Murilo Cardozo Chaves. How was that choice? Was there a Bidding Process that justified lower price or better conditions? Not that the sending of professionals from other states is defended but becomes something rather strange, of an Auction here in Rio de Janeiro, with the material that is being auctioned, deposited here, what reasons justify seeking a auctioneer so far away? I understand that the Chico Mendes Institute owes this explanation.

[RESPOND](#)

Murilo CARDOZO CHAVES said:

14/02/2017 11:06

With so much competent auction owner in Rio de Janeiro, will you take a professional in ITA? With the material stored in the city of Rio de Janeiro? Is this Brazil, if it can be complicated to facilitate?

[RESPOND](#)

Make a comment

Your email will not be disclosed.

Comment

Name ^{*} ^{*} ^{*}

Email Email ^{*} ^{*} ^{*}

Save my name, email and website in this browser for the next time I comment.

[File you an ODE](#) 

[RESPOND](#)

PRODUCTS

[The Journal of Railway](#)

[Avaldy](#)

[3D Map](#)

[The Commercial Market](#)

THE EDITORA

[Industrial](#)

[The Railway Memory](#)

[Contact](#)

[Brazilian Railway Market](#)

SOCIAL NETWORKS

[Facebook](#)

[Twitter](#)

[YouTube](#)

[LinkedIn](#)