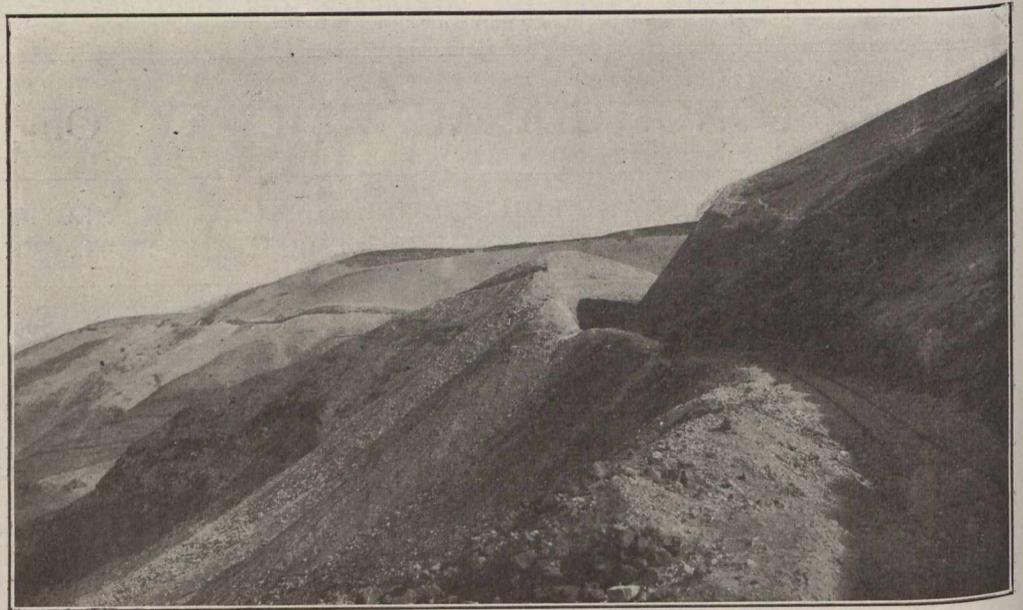


only port at which rolling stock could be landed from steamers, set up and taken direct to the work ready for service. At all other points, engines, cars, etc., were taken in piece-meal and erected at the different material yards established at the junction points by the firm.

Work was first started at El Toco in January, 1911, and the Baquedano section was commenced a week or two later, with the result that the first official train ran from Baquedano station to Toco station on the 16th September, 1911, thus forming an interior connecting link between the ports of Antofagasta and Tocopilla. The line between these points passes over the rich nitrate pampa of Tocopilla, from which industry the railway will derive the largest portion of its freight and passenger revenue.

The Aguas Blancas section was next attacked, and in rapid succession the Pintados, Catalina, and Pueblo Hundido followed. In July, 1913, the rails were joined from the north and south and by November, 1913, the whole of the line was completed and handed over to the original concessionaires. Thus in two years and ten

up ready for operating. The rolling stock included sleepers, diners, 1st, 2nd and 3rd class passenger cars, flats, boxes, open boxes, cattle cars, powder vans, tank cars and 27 engines of different classes. This

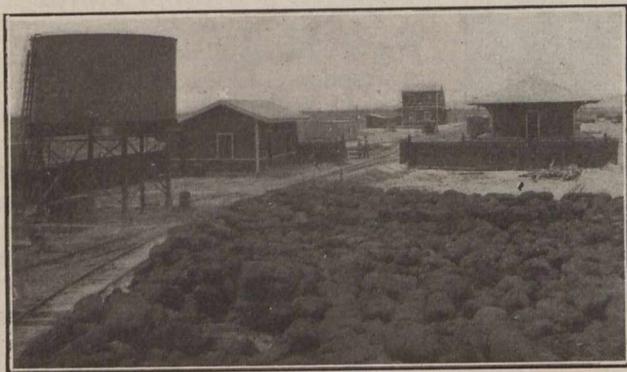


Typical View of Country and Nature of Work.

record for railway building in Chili is absolutely unprecedented.

TABLE I.

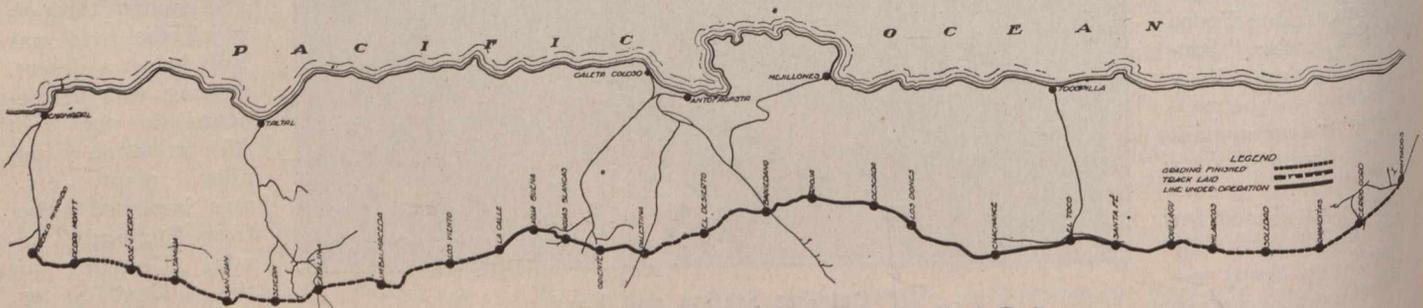
Pueblo Hundido (Junction with Chanaral Ry. northward to Altimira) .....	50 miles
Altimira northward to Catalina (Junction with Taltal Ry.) .....	44 "
Catalina northward to Aguas Blancas (Junction with Aguas Blancas Ry.) .....	81 "
Aguas Blancas northward to Baquedano (Junction with Antofagasta and Bolivia Ry.)..	70 "
Baquedano northward to El Toco (Junction with Tocopilla Ry.) .....	98 "
El Toco northward to Pintados (Junction with Iquique Ry.) .....	107 "
<b>Total .....</b>	<b>450 miles</b>



Pintados Yard and Station.

months the total distance of 450 miles of railway was graded, track laid, telegraph lines, tanks, stations, freight sheds, round-houses, work shops, machine shops, car sheds and turntables were erected; and all rolling stock necessary for the equipment of the road delivered and set

The work was accepted by the Government in sections of 75 miles. Corresponding decrees were issued guaranteeing payment of interest and amortization on the value of these sections as provided by the contract. Based upon these decrees bonds have been successfully issued in London. The contract was to have been completed in April, 1914, and was therefore finished five



General Plan of Northern Section, Chilean Longitudinal Railway.