



Current State of the Line

Nothing moves on the rails of the Madeira-Mamoré Railway, yet there is much going on behind the scenes on a political level both in Rondônia and in Brazil at large.

The national Ministry of Transport, based in the capital Brasilia, has launched a 'Programme of Recovery of Passenger Railways'. Afonso Carneiro Filho, Deputy Director of Institutional Relations at the Ministry, discussed the recovery plan with companies, state governors and community groups in São Paulo in October 2003. Nationwide there are 69 routes on the list for potential development as passenger routes. Passenger rail transport in Brazil has declined dramatically in the past four decades. The major cities of São Paulo, Rio de Janeiro and Recife retain their metro and urban passenger services but long distance passenger services have all but stopped. Freight is now the major customer on Brazil's privatised railway system, with only two passenger routes, between Vitória and Belo Horizonte and São Luís and Parauapebas still operating. Each journey lasts up to eleven hours and is hauled by a diesel locomotive. The Madeira-Mamoré Railway is amongst the list of 69 potential lines on the Ministry's list. In the coming twelve months officials will discuss each one case by case. It is not clear at this stage where the finance would come from for each project, whether from federal, state or private sources. The website of the Ministry is www.transportes.gov.br.

As reported in *M-MRS Newsletter 7*, officials from the National Heritage Agency, IPHAN, spent much of September recording the land, track, rails, buildings, locomotives and museum artefacts in Porto Velho. This was in order to register the railway as a site of national heritage. It is already denoted as being of State Heritage, but *Patrimônio Nacional* is an important step upwards. This work in registering the line from the railhead at Porto Velho to the 7 kilometre station at Santo Antônio, as well as the cemetery at Candelária where many foreigners are buried, and the rolling stock, took longer than first expected and heritage teams were still on site well into October.



© Luiz Leite 2002 Restoration Plan – Amigos do Trem Madeira-Mamoré

In November Luiz Leite of our sister organisation, the Amigos do Trem Maderia-Mamoré based in Porto Velho travelled to

Brasilia. He took with him a copy of his restoration project (*M-MRS Newsletter 04*) and discovered that IPHAN still had not signed the final registration declaring the railway as national heritage. Hopefully this will happen sometime during 2004.

Registration as national heritage is an important symbolic step for the restoration of the line, but members must be clear that it does not automatically guarantee federal funding for rescue work to be carried out. In this respect Brazil is similar to many other countries where heritage can be 'listed' officially but still be in danger of destruction. Our campaign continues.

The Amigos do Trem Madeira-Mamoré are in talks with private companies in Rondônia with a view to financing small scale restoration projects to some of the rolling stock, locomotives and the turntable. These firms include local energy producers who have previously shown willing in supporting community projects in Porto Velho.

The State Governor of Rondônia, Ivo Cassol, in October was quoted in a local paper, *O Diario da Amazônia*, as saying 'Our promise is to re-open the line between Porto Velho and Teotônio to offer a leisure opportunity and to rescue our history'. As this newsletter went to press there was no confirmation that Cassol had guaranteed State resources for this pledge.

However, worrying news emerged in an article printed in another local newspaper, *Folha de Rondônia* on the 5th of February 2004. It reported that a businessman, Luiz Figueira de Mello, had presented a R\$35 million (UK£7 million) project to Ivo Cassol to build 'a centre for shopping, leisure, culture and history' on the site of the station in Porto Velho. The newspaper said that de Mello's group was behind the construction of twenty other

shopping centres in Brazil. The Madeira-Mamoré Railway Society and the Amigos do Trem Madeira-Mamoré will be investigating these reports. We are committed to ensuring that the heritage is not destroyed.

Messages of support (in English and/or Portuguese) can be sent to the Amigos do Trem Madeira-Mamoré:

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The EFM-M Archives

A further project of the M-MRS is to establish links with all public and private archives holding material about the history and heritage of the Madeira-Mamoré Railway. Last issue we published an initial list of North American archives. In this issue we complete the USA archive information. If you have material to add please contact the M-MRS.

Library Of Congress, Washington D.C., USA

Tel: (202) 707-5000 e-mail: lcweb@loc.gov

CALL NUMBER: Microfilm 44955 HE

AUTHOR: Church, George E[arl], 1835-1910.

TITLE: The rapids of the Madeira branch of the Amazon River. A preliminary report upon the Madeira & Mamore railway,

PUBLISHED: London, Bates, Hendy & co., 1870. DESCRIPTION: 32 p. front. (map) 25 cm.

SUBJECT: Madeira and Mamore railway. SUBJECT: Madeira River.

LCCN NUMBER: 07-10101

CALL NUMBER: Microfilm 10055 F

AUTHOR: Church, George Earl, 1835-1910.

TITLE: The route to Bolivia via the river Amazon. A report to the governments of Bolivia and Brazil,

PUBLISHED: London, Printed by Waterlow and sons, limited, 1877.

DESCRIPTION: 216 p. 2 maps. 26 cm. SUBJECT: National Bolivian navigation company.

SUBJECT: Communication and traffic--Bolivia. SUBJECT: Amazon river.

LCCN NUMBER: 05-41807

CALL NUMBER: HE2930.M2 C82

AUTHOR: Craig, Neville B., 1847-1926.

TITLE: Recollections of an ill-fated expedition to the headwaters of the Madeira River in Brazil / by Neville B. Craig, in cooperation with members of the Madeira and Mamore Association of Philadelphia.

PUBLISHED: Philadelphia : J.B. Lippincott, 1907.

DESCRIPTION: 479 p., [34] leaves of plates (some folded) : ill. (some col.), 6 maps ; 23 cm.

SUBJECT: Madeira-Mamore Railway. SUBJECT: Mercedita (Ship)

SUBJECT: Collins Expedition (1878-1879) SUBJECT: Brazil--Description and travel--To 1900.

OTHER NAME: Madeira and Mamore Association.

NOTE: Includes index.

LCCN NUMBER: 07-29709

CALL NUMBER: F2546 .G8 1952

AUTHOR: Grieve, Peter, 1907-1950.

TITLE: The wilderness voyage.

PUBLISHED: London, J. Cape [1952] DESCRIPTION: 216 p. illus. 21 cm.

SUBJECT: Madeira River (Brazil and Bolivia) SUBJECT: Mamore River.

SUBJECT: Brazil--Description and travel. SUBJECT: Bolivia--Description and travel.

LCCN NUMBER: 52-2230

CALL NUMBER: HE2930.M2 S26 1988

AUTHOR: Santilli, Marcos, 1951-

TITLE: Madeira-Mamore : imagem & memoria = image & memory / Marcos Santilli.

PUBLISHED: Sao Paulo : Memoria Discos e Edicoes : Mundo Cultural, 1988, c1987.

DESCRIPTION: 182 p. : ill. (some col.), col. maps ; 30 cm.
SUBJECT: Madeira-Mamore Railway--History.
SUBJECT: Railroads--Brazil--Rondonia (State)--History.
SUBJECT: Migration, Internal--Brazil--Rondonia (State) SUBJECT: Documentary photography.
SUBJECT: Rondonia (Brazil : State)--Pictorial works.
NOTE: "Projeto Nharamaa." Portuguese and English. Col. maps on lining papers.
ISBN NUMBER: 8585099046
LCCN NUMBER: 89-209116 r95

CALL NUMBER: F2546 .T663
AUTHOR: Tomlinson, Henry Major, 1873-
TITLE: The sea and the jungle, being the narrative of the tramp steamer Capella from Swansea to Santa Maria de Belem do Grao Para in the Brazils, and thence 2,000 miles along the forests of the Amazon and Madeira rivers to the San Antonio falls;
PUBLISHED: New York and London, Harper & brothers, 1930.
DESCRIPTION: xvii p., 1 l., 333 p. front., illus., plates. 23 cm.
SUBJECT: Amazon river. SUBJECT: Madeira river. SUBJECT: Brazil--Description and travel.
OTHER NAME: Leighton, Clare Veronica Hope, 1900- illus.
LCCN NUMBER: 30-28268

AUTHOR: Mathews, Edward D. (Edward Davis)
Title: Report to the directors of the Madeira and Mamoré Railway Company, Limited [microform] / by Edward D. Mathews, upon his return from Brazil and Bolivia in 1875.
Published: London : Waterlow & Sons, printers, 1875.
LC Call No.: Microfilm 85/7795 (T)
Notes: Master microform held by: DLC.
Microfilm. Washington, D.C. : Library of Congress
Photoduplication Service, 1985. 1 microfilm reel 35 mm.
Control No.: 84224900 //r95

CALL NUMBER: HE2930.M2 N6
AUTHOR: Nogueira, Julio.
TITLE: Estrada de Ferro Madeira-Mamore.
PUBLISHED: Rio de Janeiro, S[uperintendencia do] P[lano de] Valorizacao] E[conomica da] A[mazonia] 1959.
DESCRIPTION: 71 p. illus., port., map, fascims. 22 cm.
SUBJECT: Madeira and Mamore Railway. SUBJECT: Amazon River Valley--Description and travel.
SERIES: Colecao Pedro Teixeira, 2
LCCN NUMBER: 62-27014

The New York Public Library, 5th Avenue and 42nd Street, New York, NY, USA

Phone: (212) 930-0830

CATNYP

(CATalog of The New York Public Library) represents the holdings of The Research Libraries, which do not circulate. Included are books, periodicals, manuscripts, maps, microfilms, music scores, prints, photographs, and other materials -- cataloged since 1971 -- from the Center for the Humanities, the Science, Industry and Business Library, The New York Public Library for the Performing Arts, and the Schomburg Center for Research in Black Culture.

Author: Merrill, D. B. (Dana B.)

Title: Views of the Estrada de Ferro Madeira e Mamore Amazonas & Matto Grosso, Brazil S.A. /

D. B. Merrill. Imprint [19--]

LOCATION: Humanities-Photographs, MFZ+++ (Merrill) 81-795

Descript: [58], 64 p. : chiefly ill. ; 36 x 58 cm.

Note: Album of 7 cyanotypes 115 x 168 mm and 256 gelatin silver prints, some of oval format, from 45 x 90 mm to 120 x 170 mm, 2 gelatin silver multi-print panoramic views 110 x 410 mm and 110 x 330 mm, dry-mounted on grey mounts in library binding. Most prints numbered in negative, some titled in ink on mount. Plates numbered in pencil on mount.

Subject: Estrada de Ferro Madeira e Mamoré – Pictorial works. Railroads -- Brazil -- Pictorial works.

Railroads -- Construction -- Pictorial works. Railroad engineering -- Pictorial works.

Brown University Library, USA

Author Rose, Herbert R

Title Papers, [ca. 1911-1972]

Descript'n Approximately 240 items

Summary:

Correspondence, postcards, photographs, printed and mimeographed pamphlets, programs, and newspaper clippings relating to the Madeira-Mamore Association (1939-1972) and the construction of the Madeira-Mamore (Brazil) Railway (ca. 1911-1913)

The Photographic Archive of Dana Merrill

Confusion surrounds the whereabouts of this historic material. Dana Merrill was employed by the railway to document the construction. Charles Gauld, Percival Farquhar's biographer, notes that Edgar A. Smith, the American who ran the Madeira-Mamoré Survivors Association in the USA bought the Merrill archive of 300 glass plate negatives. Smith died aged 73 on 20th April 1953. More research is required to locate this collection. M-MRS member Lee Clockman has established that none of Merrill's photos are stored at Yale. However, in the New York Public Library, New York City, there exists a bound volume of sixteen poems written by workers and photographs taken by Merrill between February and April 1909 (see listing above). This volume, made by Merrill, was given by him to Groesbeck Walsh, M.D. who donated it later to the NY Public Library. It is not known if this is the only copy of this book in existence. The question remains as to where the original negatives of Merrill's work are now. One hundred are in the care of the Museu Paulista in São Paulo, Brazil. These have been restored and prints made from the glass plates for an exhibition shown in Brazil in 2000 called 'Dreams and Tracks'. The remaining two hundred glass plates are unaccounted for.

In the next issue of the newsletter we'll feature an in-depth report about Dana Merrill.

Historical Context of the Madeira-Mamoré Railway

Railway building in Brazil began in the 1850s. For the first fifty years the early lines were British-built by English and Scottish engineers using capital raised on the London money markets. From 1905 entrepreneurs from the USA came into dominance, in particular Percival Farquhar who by 1914 controlled through his Brazil Railway Company over ninety percent of the Brazilian railway system. The Madeira-Mamoré Railway was part of his Brazilian business empire. The majority of Brazilian lines were constructed principally to connect the coastal ports with the immediate interior to aid the exportation of sugar, coffee and iron ore.

The EFM-M was the only railway to be constructed deep inside Brazil, but again its purpose was for resource extraction. In the case of the Madeira-Mamoré it was to get the rubber from the forests of north eastern Bolivia out past the twenty-two rapids and waterfalls of the rivers Mamoré and Madeira and onto the navigable stretches of the Amazon basin. In their time ocean-going freighters have docked at Porto Velho.

The English management of the EFM-M left in 1930 when the line was nationalised under the Getúlio Vargas regime. In 1956 the Brazilian railway system was unified and the RFFSA was created. The EFM-M was administered by the Army in the 1960s, and in 1972 they closed it down after building a road along the route. The first restoration took place in 1982 when 14 kilometres of track were reopened. Steam train operations stopped in 2000 after a landslide following several years of neglect by the local authorities. In the same year the Madeira-Mamoré Railway Society was formed to campaign for its restoration.



The 366km route of the Madeira-Mamoré Railway linking Bolivia's rubber forests to the navigable reaches of the Amazon river system

The Madeira-Mamoré Railway Society is a not-for-profit association dedicated to giving international support to the rescue, preservation, maintenance, operation and development of the Estrada de Ferro Madeira-Mamoré in Rondônia, Brazil. It works in close co-operation with its sister organisation in Porto Velho, the Amigos do Trem Madeira-Mamoré. Both associations recognise that the EFM-M represents industrial and transport heritage which is local, national and international by the nature of its creation, construction, operation and potential for the public celebration of memory.

In order to keep down printing costs the Society prefers to send Newsletters out via e-mail where possible. If you have received this as an e-mail attachment but would prefer a printed version, or if you have received this through the post and wish to receive an electronic version, please contact us. All contributions to the MMRS Newsletter should be addressed to the Editor at the address below. Manuscripts and photographs will be returned but please enclose a stamped addressed envelope.

Madeira-Mamoré Railway Society

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