

Grove Farm museum's 'Plantation Railway Collection'

The railway at Grove Farm (GF) began as a fulfillment of Paul Isenberg's railroad desire for Lihue Plantation Co. (LP Co) after many years of promoting the advantages of rail transport, the example of successful operations in Kilauea, Sept.24, 1881 Kauai's first railway, Paul proposed a cane hauling service for GF, as well as processing the sugar, that way the railroad could pay for itself. In 1891 LP Co. LTD RR began, in 1895 the GF fields were serviced via the '**Lihue Plantation Co. LTD. William Hyde Rice Railway**'. Many years later as the face of Kauai changed, GN incorporated 'Grove Farm Company' and moved daily operations to Puhi, LP Co. tried to raise service rates; G.N. Wilcox saw the advantage of self sufficiency and ordered his own locomotive, cane cars and sugar grinding mill.



G.N. Wilcox created history, even as he created his railway, the '*Flare Side Cane Car*' from the Gregg Company was a first for them as ordered and was listed in their catalog as a 'Grove Farm' type of Cane car (30" gauge). The 0-6-0 Side Tank Baldwin locomotive he ordered also a '*first time type*' of configuration (30" gauge) with special features for Kauai's unique weather conditions were recorded in the **Baldwin Locomotive Works 'Narrow Gauge Catalog'**.

JUST THE THING for the "gentleman farmer" to help gather in the crops. This 0-6-0 side tanker built in 1927 is another illustration of the fine finish given to Baldwin locomotives whether built for the four-billion dollar Pennsylvania—as it was in the days of steam—or a single farm owner! Two sandboxes, top feed injector checks and electric headlight (note that tall exhaust pipe from the steam turbine section of the generator) were used on this engine. The metal plate over the stack was to give some protection against rain when the engine stood outside for long periods. Some French locomotives had a similar arrangement over the stack which could, however, be turned aside or flipped open and shut to suit. A free exhaust is desirable, but where heavy rains are prevalent and engines stored outside the damage done by water to the smokebox interior was to be avoided if possible. (Collection of Frederick Westing)

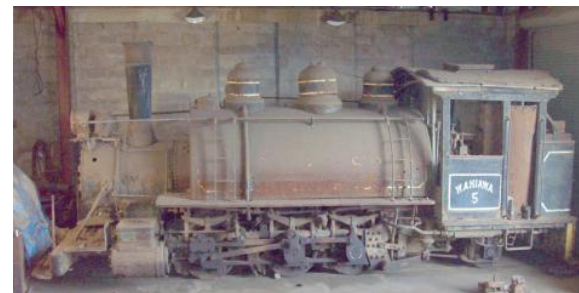
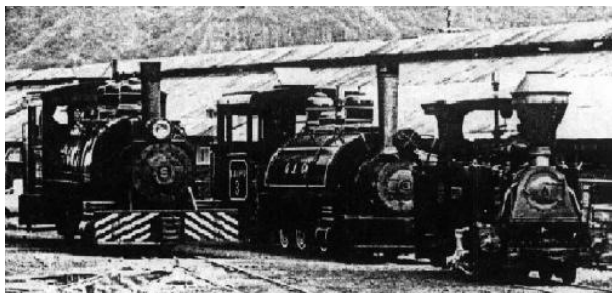


LP quickly realized the mistake and renegotiated the contracts with G.N., they would haul and process the cane, GF marshaled the cars in the fields. G.N. was busy with the Nawiliwili Harbor project in the 1920's and ended up owning Hawaii's first Davenport standard gauge locomotive as well as former LP 0-4-2T (BLW #14981-7/1896) the engine hauling rock for Hobby & Coney. Grove Farms' 13.5 miles of tracks was expanding to Koloa and 1930 saw the connection of East & West Kauai by rail thru Knudson Gap. The 1940's saw the sale and consolidation of Sugar Plantations and the intervention of trucks, first as helpers but slowly taking over. With the purchase of Koloa Mill in 1948, GF Co. tracks added 19.5 miles which created two divisions, Haiku eastern and Koloa western. However by 1954, with a tunnel to Koloa, trucks hauled all of the Koloa division and 2/3 of the Haiku division, the railroad was in the last vestiges of its dominance.

Grove Farm Co. was the last holdout, running Hawaii's only Steam Sugar Cane Trains, till September 24, 1957. Grove Farm Co. Engineer, Elisio Antonio, completed his run to the Lihue Plantation Co. sugar mill, then to Puhi where Elisio parked BLW #38311 **Wainiha**, and cleaned up before walking away... for the last time ...or so he thought.

Grove Farm Company donated their steam locomotives, **Wainiha, Wahiawa, Kaipu** and **Paulo** to Miss Mabel Wilcox in 1974 after she announced plans to preserve Grove Farm, the original homestead of the sugar plantation acquired in 1864 by her uncle, George N. Wilcox. In 1975, Miss Mabel organized and funded the restoration of **Wainiha**, including engineer Elisio Antonio, he participated in the locomotive restorations in 1975, 1981, and 1982.

Locomotives



These four surviving sugar plantation locomotives of Kauai are listed on the State and National Registers of Historic Places as a unique collection of original plantation steam railroad equipment, still housed in their original 1943 'War Era' designed locomotive "roundhouse" in Puhi. Grove Farm museum presents the preserved railway collection of GF, original Operating Hawaiian Steam Locomotives running on original railroad Right of Ways.

Miss Mabel left these to the Kauai community as a touchstone to their shared sugar history.

Grove Farm museum's Preserved Sugar Cane Locomotives

Link & Pin Couplers, Track Gauge - 2ft. 6 in.

PAULO 1887

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Restored 1981
Wood Fired

WAINIHA 1915 –

Restored 1975

Coal converted to Oil



KAIPU 1925 –

Restored 1983



Ordered Oil Fired

WAHIAWA 1921 –

Un- Restored



Coal converted to Oil

	<u>PAULO 1887</u>	<u>WAINIHA 1915</u>	<u>KAIPU 1925</u>	<u>WAHIAWA</u>
<u>1921</u>				
Engine Weight	20,000 Lbs.	52,000 Lbs.	48,000 Lbs.	52,000 Lbs.
Tractive Force	2,065 Lbs.	*9,520 Lbs.	6,590 Lbs	*9,520 Lbs.
Steam Pressure	150 Lbs. (*175 Lbs. Orig.)	160 Lbs.		165 Lbs.
Wheels Diam.	20 in.	33 in.	30 in.	33 in.
Drivers Base	3 ft 1.25 in.	7 ft.0in.	5ft. 4in.	7ft.0in.
Dimensions	5ft.10in.W x 13ft.4in. L	8ft.W x 28ft. L	8ft.W x 24ft.6in. L	8ft.W x 28ft.
Height@Stack	9ft.4 in. H	11ft.6in. H	11ft.6in. H	11ft.6in. H
Engine Brakes	Mechanical	Steam	Steam	Steam

Freight Cars – Hand Brakes

	<u>Cane Car</u>	<u>Flat Car</u>
Track Gauge.....	2ft. 6 in.....	2ft. 6 in.
Dia. Of Wheels.....	18 in.....	18 in.
Wheel Base.....	4 ft.....	2x53” @ 11’ CL
Length (end Beam).....	12 ft.....	17 ft
Guest Bench	19 ft.....	29 ft
Dimensions	8’W x 13.5’L x 5’ H	6’W x 18.8’L x 5’ H



Flared Side 5 Ton Cane Car

Car Styles from 1908 GREGG Catalog



Side Brake Wheel 17 foot Flatcar (sides added)
Cane Car



'Grove Farm Style'