

ASSAM

BONGAIGAON DISTRICT

INDUSTRIAL SITES

Assam State Electricity Board, Bongaigaon Site

ASSI01

Gauge: BG

| | | | | |
|------|-----|-----|------|-------------|
| 4wDH | SAN | 239 | 1982 | DL/200/B/FD |
| 4wDH | SAN | 242 | 1982 | DL/335/BV |

PRESERVED SITES

New Bongaigoan Workshops

ASSP01

Gauge: 2'0"

| | | | | | | |
|-----|---------|-----|-------|------|---|---------|
| 801 | 0-4-0ST | NBQ | 23301 | 1927 | 1 | B class |
|-----|---------|-----|-------|------|---|---------|

1 Supplied to DHR, 48. IR, 801

CHIRANG DISTRICT

INDUSTRIAL SITES

Bongaigaon Refinery & Petrochemical Ltd, Dhaligaon

ASSI02

Refinery opened 20/1/1974.

Gauge: BG

| | | | | |
|--------|-----|-----|------|-------------------|
| 4wDM | SAN | 147 | 1979 | DML/335/BV |
| 4wDH | SAN | 151 | 1979 | DL/335/BV |
| B-BDHF | SAN | 525 | 1997 | DL-650-FLP-BB-60T |

DARRANG DISTRICT

INDUSTRIAL SITES

Borjuli Tea Estate, Empire of India & Ceylon Tea Co

ASSI03

Tea company promoted by Gillanders Arbuthnot & Co. Now owned by Empire and Singlo Tea Ltd.

Gauge: 2'6"

| | | | | | |
|---------|--------|----|------|------|---|
| BORJULI | 0-4-0T | AE | 2014 | 1928 | 1 |
|---------|--------|----|------|------|---|

1 Supplied via Francis Theakston

Singri Panchori River Tramway, Singri Tea Plantation**ASSI04**Now owned by **Hoograjuli (Assam) Tea Co Ltd.**

Gauge: 2'6"

| | | | | | |
|---|--------|----|------|------|---|
| 1 | 2-6-2T | WB | 2406 | 1929 | 1 |
| 2 | 2-6-2T | WB | 2407 | 1929 | 1 |

1 Supplied via Kilburn Brown & Co

DIBRUGARH DISTRICT**INDUSTRIAL SITES****Brahmaputra Valley Fertilizer Corporation Ltd, Namrup****ASSI05**

Established in 1961 by the **Hindustan Fertiliser Co.** The factory opened in 1/1969 with annual capacity of 55000 tonnes of urea and 100000 tonnes of Ammonium Sulphate. A second plant opened in 1976 with to produce 330000 tonnes of urea. A third plant urea opened in 1987 with an annual capacity of 385000 tonnes. Renamed **Brahmaputra Valley Fertilizer Corporation Ltd** on 1/4/2002.

Reference: www.bvfcl.com

Gauge: MG

| | | | | |
|---|---------|----|------|------|
| 1 | 0-6-0DE | YE | 2898 | 1963 |
| 2 | 0-6-0DE | YE | 2914 | 1963 |

Gauge: BG

| | | | |
|---------|-----|--------|------|
| B-BDH | DLW | 1984 | WDM2 |
| 0-6-0DH | DLW | 1997-8 | WDS6 |

Bordubi Tea Estate, Sookerating**ASSI06**Now owned by **Williamson Tea Assam Ltd.**

Gauge: 2'0"

| | | | | |
|------|-------|------|------|---------|
| 4wDH | Deutz | 6408 | 1923 | C XIV F |
| 4wDH | Deutz | 6956 | 1926 | ML122 F |
| 4wDH | Deutz | 7058 | 1926 | ML122 F |
| 4wDH | Deutz | 7799 | 1928 | ML222 F |

Budla Beta Tea Co Ltd**Bokpara Division****ASSI07**

Gauge: 2'0"

| | | | |
|------|----|--------|------|
| 4wDM | RP | 122204 | 1924 |
|------|----|--------|------|

Kharjan Tea Estate**ASSI08**

Gauge: 2'6"

| | | | | |
|------|----|--------|------|------|
| 4wDM | RH | 244571 | 1947 | 20DL |
|------|----|--------|------|------|

The Deamoolie Tea Co Ltd, Doom Dooma**ASSI09**

Gauge: 2'0"

| | | | | | |
|------|-------|------|------|-------|---|
| 4wDH | Deutz | 7052 | 1926 | ML122 | F |
| 4wDH | Deutz | 7646 | 1927 | ML222 | F |
| 4wDH | Deutz | 7647 | 1927 | ML222 | F |
| 4wDH | Deutz | 8079 | 1928 | ML222 | F |

Eastern Assam Trading Co, Balijan-Chubua Railway**ASSI10**

Gauge: 2'0"

| | | | | | |
|---------|----|------|------|--|--|
| 0-4-0PM | WB | P50 | 1912 | | |
| 0-4-0PM | WB | 2220 | 1924 | | |

Jaboka Tea Estate, Sookerating**ASSI11**Now owned by **Empire and Singlo Tea Ltd.**

Gauge: 2'0"

| | | | | | |
|------|-------|------|------|-------|---|
| 4wDH | Deutz | 6427 | 1923 | C XIV | F |
|------|-------|------|------|-------|---|

Jokai (Assam) Tea CoTea company promoted by **Balmer Lawrie & Co.** Also see entry under **Unknown district.****Daisajan Tea Estate****ASSI12**

Gauge: 2'0"

| | | | | | |
|------|--------|------|------|------|--|
| 4wDM | EEB/DC | 2151 | 1939 | 16hp | |
|------|--------|------|------|------|--|

Dikom Tea Estate**ASSI13**

Gauge: 2'0"

| | | | | | |
|---------|--------|------|------|---|------|
| 0-4-0PM | Bg/MEP | 670 | 1914 | 1 | 10hp |
| 4wDM | EEB/DC | 2152 | 1939 | | 16hp |

1 Supplied via Assam Co.

Nakhory Tea Estate**ASSI14**

Gauge: 2'0"

| | | | | | |
|---------|--------|-----|------|------|--|
| 0-4-0PM | Bg/MEP | 768 | 1923 | 10hp | |
|---------|--------|-----|------|------|--|

Tippuk Tea Estate**ASSI15**

Gauge: 2'0"

| | | | | | |
|---------|--------|-----|------|------|--|
| 0-4-0PM | Bg/MEP | 769 | 1924 | 10hp | |
|---------|--------|-----|------|------|--|

Koomsong Tea Estate, Sookerating**ASSI16**Now owned by **McLeod Russell India Ltd.**

Gauge: 2'0"

| | | | | | |
|------|-------|------|------|-------|---|
| 4wDH | Deutz | 6407 | 1923 | C XIV | F |
|------|-------|------|------|-------|---|

Oil India Ltd, Duliajan**ASSI17**

Oil India Private Ltd was incorporated on 18/2/1959 as a joint venture between **Assam Oil Co/Burmah Oil Co** (who owned 66%) and the **Government of India** (who owned the remainder) to develop the newly discovered oil in the Nahorkatiya and Moran areas near Digboi. On 27/7/1961, the shares were redistributed with both parties holding 50%. On 14/10/1981, the company was nationalised with the Government of India become the only shareholder. There are over 1000 oil wells in an area of only 13 square kilometres, producing 900 kilo litres per day.

Gauge: MG

| | | | | |
|------|-----|-----|------|----------|
| 4wDH | SAN | 333 | 1984 | DL/335/M |
| 4wDH | SAN | 338 | 1985 | DL/335/M |

Petroleum Supplies and Service, Zaloni**ASSI18**

Gauge: MG

| | | | | |
|---------|----|--------|------|-------|
| 0-4-0DH | RH | 437366 | 1961 | 165DH |
|---------|----|--------|------|-------|

Francis Theakston Ltd, Balijan**ASSI19**

Gauge: 2'0"

| | | | | |
|---------|--------|-----|------|------|
| 0-4-0PM | Bg/MEP | 797 | 1921 | 10hp |
|---------|--------|-----|------|------|

GOALPARA DISTRICT**INDUSTRIAL SITES****Assam Forestry Department, Goalpara Forest Tramway****ASSI20**

The first tramway was constructed in 1901 under the supervision of a Mr Wills. It was 8km in length and ran from Kachugaon and to Ride No VIII. It was operated by two wood fired steam locos "from Germany" The first 2'0" gauge locos from Germany that can be found to have been imported in to India were all built in 1902. They were all supplied to O&K, Calcutta and were Jung 613 & 662, Krauss 4799 and O&K 810, 811, 964 and 983.

In 1915, the line was extended to Fakiragram, 27kms from Kachugaon. The plan was to extend the line to Sapatgram but this was abandoned. During 1925 the line came under the control of a Mr Thompson and it was known as the Goalpara Forest Division Tramway. The length of the line was 67kms with an extra 18kms that was temporarily laid during the winter.

The line was operated in two sections – the Forest section that was 40 kms long and the Fakiragram section that was 27kms long. The Fakiragram section was in operation until 1972. The main traffic was the supply of water and the carriage of timber. The carriage of timber was abolished in 1978 due to it being uneconomic. The last remnants of the system finished in 1988. The Forest section was used to supply water to the Forest Beat Offices situated inside Ripu Reserved Forest and the plantations of Sanfan and Central Range Divisions.

The staff of the tramway consisted of one Range Officer, one Range Assistant, one Forester, one Forest Guard, one Foreman, four Locomotive Drivers, five Firemen, three Train Guards, three Loading Assistants, six Train Khalashis, 16 Line Khalashis, one Fitter, two Steam Men, one Hammerman, one Pump Engineer Driver, two Gang Masters, one Blacksmith, one Waterman, one Sawmill Attendant, one Storekeeper, one Chowkider (caretaker) and three Skilled Labourers.

The tramway had two loco sheds and a godown. Its stock consisted of five steam locos, one diesel loco, two inspection trolleys – one for the Divisional Forest Officer and one for the Range Officer, four material trolleys, three coal vans, two Inspection coaches (one known as the Governor Salon and the other as the VIP Salon), 16 water tanks and 71 sets of log trucks.

The main reason the tramway closed down in 1988 was political unrest in the area. Much Government infrastructure in the area was attacked, some of it being stolen or destroyed. The staff were also threatened with kidnap and many left their jobs. Until 1996, the railway headquarters, a few kilometres of track and some stock was in place at Kachugaon. However in that year ethnic violence broke out in the area and the tramway headquarters became a relief camp, which part of it

currently remains. The only remnants of the tramway are reported to be a loco boiler, some of the buildings and rails being used as fencing in the relief camp and at the police station. All staff posts, apart from the Range Officer, were abolished by the Principal Chief Conservator of Forests, Assam on 9/4/2004.

Reference: Success stories and heritage of Forestry Department, Assam

Gauge: 2'0"

| | | | | | |
|--------|-----|-------|------|---|-----------|
| 0-6-0T | O&K | 10095 | 1926 | | 20hp |
| 0-4-2T | WB | 2896 | 1948 | 1 | |
| 0-4-2T | WB | 2897 | 1948 | 1 | |
| 4wDH | SAN | 163 | 1979 | | DL/70/610 |

1 Supplied via McLeod & Co

KOKRAJAH DISTRICT

INDUSTRIAL SITES

Assam State Electricity, Salakati Site

ASSI21

Gauge: BG

| | | | | | |
|------|-----|-----|------|--|----------|
| 4wDH | SAN | 161 | 1979 | | DL/335/B |
|------|-----|-----|------|--|----------|

JORHAT DISTRICT

LIGHT RAILWAYS

Jorhat State Railway

ASSL01

| | |
|---------------------------|------------------------------------|
| Kokilamukh State Railway | 1884 - 1885 |
| Jorhat State Railway | 1885 - 1915 |
| Jorhat Provincial Railway | 1915 - 1927 |
| Managing Agent | 1927 - 1937 |
| Indian Government | 1937 then replaced by MG or closed |

First train ran 9th December 1884.

Reference: Jorhatonline.com, IL III.

Gauge: 2'0"

| | | | | | | |
|----|--------|----|------|------|---|-------|
| 1 | 0-4-2T | JF | 4524 | 1883 | | |
| 2 | 0-4-2T | JF | 4525 | 1883 | | |
| 3 | 0-4-2T | JF | 4857 | 1884 | | |
| 4 | 0-4-0T | MW | 508 | 1875 | 1 | Locke |
| 5 | 0-4-2T | VF | 1179 | 1887 | | |
| 6 | 0-4-4T | BH | 1132 | 1896 | | |
| 7 | 0-4-4T | BH | 1133 | 1896 | | |
| 8 | 0-4-2T | JF | 5488 | 1897 | 2 | |
| 9 | 0-4-2T | JF | 5489 | 1897 | 2 | |
| 10 | 4-6-0 | KS | 1276 | 1913 | | |
| 11 | | | | 3 | | |
| 12 | | | | 3 | | |
| 13 | 0-4-2T | AB | 1850 | 1925 | | |
| 14 | 0-4-2T | AB | 1857 | 1925 | | |
| 15 | 0-4-2T | AB | 1976 | 1929 | | |

- 1 From DHR where it had been used as a construction loco.
- 2 From CCSR, 1907
- 3 Identity unknown, acquired 2nd hand, 1919-20

KABRI ANGLONG DISTRICT**INDUSTRIAL SITES****Cement Corporation of India Ltd, Bokajan****ASSI22**

Works opened 1/4/1974 and has a capacity of 198000 tonnes pa, producing Ordinary and Pozzolona Portland cement. It has a ropeway to move chalk from the quarry to the works with 300 100m³ capacity buckets. This was supplied by Jessop & Co, Calcutta.

Reference: www.cementcorporation.co.in

Gauge: MG

| | | | |
|------|-------|-----|-------|
| 4wDH | Telco | 201 | 150hp |
|------|-------|-----|-------|

Deopani Extension Tea Estate**ASSI23**

Gauge: 2'0"

| | | | | | |
|------|----|-------|------|---|---------|
| 4wDM | MR | 20007 | 1949 | 1 | 20/28hp |
|------|----|-------|------|---|---------|

1 Supplied via William Jones Ltd

KAMRAP DISTRICT**INDUSTRIAL SITES****Hydro Electric Construction Pvt Ltd, Gauhati****ASSI24**

Gauge: 2'0"

| | | | | |
|------|-----|-----|------|-----------|
| 4wDH | SAN | 256 | 1982 | DL/30/610 |
| 4wDH | SAN | 257 | 1982 | DL/30/610 |
| 4wDH | SAN | 259 | 1982 | DL/30/610 |
| 4wDH | SAN | 265 | 1982 | DL/30/610 |

Gauge: 3'0"

| | | | | |
|------|-----|-----|------|-----------|
| 4wDH | SAN | 260 | 1982 | DL/70/914 |
|------|-----|-----|------|-----------|

Indian Carbon, Gauhati**ASSI25**

The company was established in 1961 with the site at Gauhati opening on 1962. The plant produces calcined petroleum coke (which is the purest form of Carbon, containing over 99.5% carbon) along with electrode carbon paste and tamping paste which are used widely in the ferro alloys and allied industries and in the production of Carbide.

Reference: www.indiacarbonltd.com

Gauge: MG

| | | | | | |
|-------|-------|------|-------|---|------|
| 4wDMF | MR | 9927 | 1963 | 1 | 50hp |
| 4wDH | Telco | 088 | 150hp | | |

1 Supplied via RMP, London via Parry.

Indian Oil Corporation, Gauhati Refinery**ASSI26**

Refinery commissioned in 1/1/1962. Part of a joint venture with Romania.

Gauge: MG

| | | | | | |
|------|-------|------|------|---|-------------|
| 4wDM | MR | 5767 | 1962 | 1 | 65/85hp |
| 4wDM | MR | 5768 | 1962 | 1 | 65/85hp |
| 4wDH | Telco | 171 | | | 150hp |
| 4wDH | SAN | 184 | 1980 | | DL/200/M/CD |

1 Supplied via RMP via Parry to Indian Refineries, Guahati

PRESERVED SITES**Northern Frontier Railway Headquarters, Guahati****ASSP02**

Gauge: 2'0"

808 4-6-2 NBA 20642 1914 1 C class

1 Supplied to DHR, 38. IR, 808. Wdn 1976

Gauge: MG

32086 4-8-2+2-8-4 BP 7144 1945 1

1 Supplied to WD, 74228. Became BAR 684 then NER 979 and finally IR 32086.

LAKHIMPUR DISTRICT**INDUSTRIAL SITES****North Eastern Coalfields****Ledo Brickworks****ASSI27**

Gauge: 2'0"

| | | | | | |
|----------|---------|----|------|------|---|
| NAMDANG | 0-4-0ST | WB | 1437 | 1894 | 1 |
| HASANG | 0-4-0ST | WB | 1506 | 1897 | 2 |
| TARAKUSI | 0-4-0ST | WB | 1556 | 1899 | 3 |
| NAMCHICK | 0-4-0ST | WB | 1962 | 1913 | 4 |
| QUEENIE | 0-4-0ST | WB | 2100 | 1919 | 5 |
| DAVID | 0-4-0ST | WB | 2132 | 1924 | 6 |
| BETTY | 0-4-0ST | WB | 2448 | 1931 | 7 |

- 1 From Tirap Colliery after 1970, by 1978. To Coal India Office, Margherita for preservation by 2004.
- 2 From Ledo Colliery after 1970, by 1978. To RTM, Delhi for preservation by 1990.
- 3 Supplied to ART. Built as a 0-4-2ST. At this site in 1970. To Indian Oil Corporation, Digboi Centenary Museum by 2007.
- 4 Supplied to ART. At this site in 1970. Der but largely complete, 2008.
- 5 From Ledo Colliery by 1991. Der.
- 6 From Tipong Colliery by 1991. Returned by 2005.
- 7 From Tipong Colliery by 1991. Possible still here der in 2008.

Ledo Colliery**ASSI28**

Gauge: 2'0"

| | | | | | |
|---------|---------|----|------|------|---|
| HASANG | 0-4-0ST | WB | 1506 | 1897 | 1 |
| QUEENIE | 0-4-0ST | WB | 2100 | 1919 | 2 |

- 1 Supplied to ART. Built as a 0-4-2ST. At this site in 1970. To Ledo Brickworks by 1978.
- 2 Supplied to ART. At this site in 1970. Probably to Ledo Brickworks by 1991.

Tipong Colliery**ASSI29**

Gauge: 2'0"

| | | | | | | |
|-----------|---------|-----|-------|------|----|------------|
| LHASI-IAN | 0-4-0ST | WB | 1732 | 1904 | 1 | |
| JOAN | 0-4-0ST | WB | 2131 | 1934 | 2 | |
| DAVID | 0-4-0ST | WB | 2132 | 1924 | 3 | |
| DAVID | 0-4-0ST | WB | 2134 | 1924 | 4 | |
| SALLY | 0-4-0ST | WB | 2447 | 1930 | 5 | |
| BETTY | 0-4-0ST | WB | 2448 | 1931 | 6 | |
| 781 | 0-4-0ST | SS | 4560 | 1899 | 7 | B class |
| 784 | 0-4-0ST | SS | 4977 | 1903 | 8 | B class |
| 789 | 0-4-0ST | NBA | 20638 | 1914 | 9 | B class |
| 796 | 0-4-0ST | DHR | | 1923 | 10 | B class |
| | 4wDM | SAN | 26 | 1974 | | DML/70/610 |
| | 4wDM | SAN | 28 | 1974 | | DML/70/610 |
| | 4wDH | SAN | 393 | 1987 | | DL/100/610 |

- Supplied to ART. At this site in 1970. Scr after 1978.
- Supplied to ART. At this site in 1970 and 1978. Boiler at Margherita Workshops in 2004, assumed the rest of the loco scrapped. .
- Supplied to ART, delivered with the name TONY. At this site in 1970 fitted with the saddle tank and name plate from DAVID (WB 2134/1924). To Ledo Brickworks by 1991. Returned to Tipong Colliery by 2005.
- Supplied to ART, delivered with the name TONY. At this site in 1970 and named GITA but with no name plates fitted. s/s after 1970.
- Supplied to ART. At this site in 1970. s/s after 1978, by 1991.
- Supplied to ART. At this site in 1970. To Ledo Brickworks by 1991.
- ex DHR. Supplied to DHR, 24. IR, 781. Purchased 1968 and overhauled by Calortex, Calcutta prior to delivery. Reported here by 4/1970. Scr after 2/1992.
- ex DHR. Supplied to DHR, 27. IR, 784. Purchased 1968 and overhauled by Calortex, Calcutta prior to delivery. Reported here by 4/1970. Der 3/2008.
- ex DHR. Supplied to DHR, 34. IR, 789. Purchased 1968 and overhauled by Calortex, Calcutta prior to delivery. Reported here by 4/1970. Working 3/2008.
- ex DHR. Supplied to DHR, 43 KURSEONG. IR, 796. Purchased 1968 and overhauled by Calortex, Calcutta prior to delivery. Reported here by 4/1970. Working 3/2008.

Tirap Colliery**ASSI30**

Gauge: 2'0"

| | | | | | |
|----------|---------|----|------|------|---|
| NAMDANG | 0-4-0ST | WB | 1437 | 1894 | 1 |
| RAM-RING | 0-4-0ST | WB | 1733 | 1904 | 2 |

- Supplied to ART. Built as a 0-4-2ST. At this site in 1970. To Ledo Brickworks by 1978.
- Supplied to ART. At this site in 1970. s/s by 1991.

Unknown colliery**ASSI31**

Gauge: 2'0"

| | | | | | |
|----------|---------|----|------|------|---|
| TIRAP | 0-4-2ST | WB | 1436 | 1894 | 1 |
| SAIDROW | 0-4-2ST | WB | 1505 | 1897 | 1 |
| KOLAPANI | 0-4-2ST | WB | 1557 | 1899 | 1 |
| | 0-4-2ST | HE | 3503 | 1948 | |

- Supplied to ART. Later converted to 0-4-0ST. Scr by 1970

The Pabbojan Tea Co Ltd**ASSI32**

Gauge: 2'0"

| | | | | |
|------|-------|------|------|---------|
| 4wDM | Deutz | 7053 | 1926 | ML122 F |
|------|-------|------|------|---------|

NAGAON DISTRICT**INDUSTRIAL SITES****Hindustan Paper Corporation Ltd, Nagaon****ASSI33**

A **Government of India** company, incorporated on 29/5/1970. It produces 80000 tonnes of paper and 200000 tonnes of newsprint pa.

Reference: www.hindpaper.in

Gauge: MG

| | | | | |
|------|-----|-----|------|----------|
| 4wDH | SAN | 251 | 1982 | DL/335/M |
| 4wDH | SAN | 254 | 1982 | DL/335/M |

SIBSAGAR DISTRICT**INDUSTRIAL SITES****Assam Co Ltd**

Tea company promoted by **Kilburn & Co** in 1839.

Cherideo Tea Plantation**ASSI34**

Gauge: 2'0"

| | | | | |
|-----------------------|--------|-----|------|------|
| CHERIDEO No 2 0-4-0PM | Bg/MEP | 535 | 1914 | 10hp |
|-----------------------|--------|-----|------|------|

Gelakey Tea Plantation**ASSI35**

Now owned by **Banshidhar Sewbhagovan & Co (Tea Warehouse)**.

Gauge: 2'0"

| | | | | |
|----------------------|--------|-----|------|------|
| GELAKEY No.1 0-4-0PM | Bg/MEP | 534 | 1914 | 10hp |
| GELAKEY No.2 0-4-0PM | Bg/MEP | 681 | 1916 | 10hp |

Lakmijan Tea Plantation**ASSI36**

Gauge: 2'0"

| | | | | |
|-----------------------|--------|-----|------|------|
| LAKMIJAN No 1 0-4-0PM | Bg/MEP | 567 | 1914 | 10hp |
|-----------------------|--------|-----|------|------|

Tingalibam Tea Estate**ASSI37**

Now owned by **Bhaskar Tea & Industries Ltd.**

Gauge: 2'0"

| | | | | | |
|------|----|------|------|---|---------|
| 4wDM | MR | 9220 | 1947 | 1 | 20/28hp |
|------|----|------|------|---|---------|

1 Supplied via William Jones, Calcutta

Cherideo Purbat Tea Estate, No 2 Cherideo Purbat**ASSI38**Now owned by **The General Fibre Dealers Pvt Ltd.**

Gauge: 2'0"

| | | | | | |
|------|----|-------|------|---|---------|
| 4wDM | MR | 20008 | 1949 | 1 | 20/28hp |
|------|----|-------|------|---|---------|

1 Supplied via William Jones Ltd

Jay Shree Tea Gardens Ltd, Towkok Tea Garden**ASSI39**

When Jay Shree Tea obtained this locomotive, the only tea garden that they operated was at this site. It is assumed that this was where this loco was delivered to.

Reference: jayshreetea.com

Gauge: 2'0"

| | | | | | |
|------|----|-------|------|---|------|
| 4wDM | MR | 22079 | 1960 | 1 | 30hp |
|------|----|-------|------|---|------|

1 Supplied via RMP, London via Parry, Calcutta

SONTIPUR DISTRICT**LIGHT RAILWAYS****Tezapore – Balipara Light Railway****ASSL02**

| | |
|-----------------------------------|-------------|
| Tezapore – Balipara Steam Tramway | 1894 - 1898 |
| Tezapore – Balipara Light Railway | 1898 – |

20 mile line built for the benefit of the local tea gardens. It received an annual subsidy of Rs 5000 from the Local Board of Tezapore.

A new boiler was supplied by WB for WB 1993 in 9/1925 and a new firebox for the same loco was supplied in 5/1929. WB also supplied two new boilers for WB 2136 in 8/1934 and a new firebox for the same loco was supplied in 12/1939.

Reference: IL II

Gauge: 2'6"

| | | | | | |
|---|-------|----|------|------|---|
| 1 | 4-4-0 | FE | 227 | 1894 | |
| 2 | 4-4-0 | FE | 228 | 1894 | |
| 3 | 4-4-0 | FE | 229 | 1894 | |
| 4 | 4-4-0 | WB | 1993 | 1914 | 1 |
| 5 | 4-4-0 | WB | 2136 | 1920 | |
| 6 | 4-6-0 | WB | 2255 | 1925 | 1 |

1 To NER Sleeper Depot, Bareilly, 1955

TINSUKIA DISTRICT**INDUSTRIAL SITES****Daimukhia Tea Estate****ASSI40**

Gauge: 2'0"

| | | | | |
|------|----|--------|------|------|
| 4wDM | RH | 237889 | 1946 | 13DL |
|------|----|--------|------|------|

Indian Oil Corporation, Digboi Refinery**ASSI41**

The first drilled crude oil in the area was tapped in 1889 by **ART**. Systematic drilling in the area commenced in 1891. In 1899 ART separated the oil business from the rest of their interests with the establishment of the **Assam Oil Co**. In 1921, ART passed operation of AOC to the **Burmah Oil Co**. This continued until the nationalisation of AOC by **Indian Oil Corporation** on 14/10/1981.

Gauge: 1'11 5/8"

| | | | | | | |
|--------|---------|----|------|------|--|--|
| MASSIE | 0-4-0ST | WB | 1948 | 1912 | | |
|--------|---------|----|------|------|--|--|

Gauge: MG

| | | | | | | |
|----------|---------|-----|--------|------|---|---------------|
| VICTORIA | 0-4-0T | WB | 1490 | 1896 | 1 | |
| | 0-6-0PM | MEP | | 1909 | | 50hp |
| BARBARA | 0-4-0ST | HC | 1509 | 1923 | | |
| LILLIAN | 0-8-0ST | HC | 1664 | 1930 | 2 | |
| | 0-4-0DM | JF | 22556 | 1939 | | 80hp |
| | 4wDM | RH | 394010 | 1956 | | 88DS |
| | 4wDM | RH | 394011 | 1956 | | 88DS |
| | 4wDH | SAN | 337 | 1985 | | DL/200/M/FD |
| | 4wDHF | SAN | 438 | 1991 | | DL/200/FD/FLP |

- 1 Supplied via ART
- 2 To Riga Sugar, Bihar.

Jokai (Assam) Tea Co

Tea company promoted by **Balmer Lawrie & Co**. Also see entry under **Unknown district**.

Hukanpukri Tea Estate**ASSI42**

Gauge: 2'0"

| | | | | | |
|------|--------|------|------|---|------|
| 4wDM | EEB/DC | 2090 | 1936 | 1 | 16hp |
|------|--------|------|------|---|------|

- 1 Supplied via Alex Lawrie & Co.

Nalami Tea Estate**ASSI43**

Gauge: 2'0"

| | | | | | |
|------|--------|------|------|---|------|
| 4wDM | EEB/DC | 2103 | 1937 | 1 | 16hp |
|------|--------|------|------|---|------|

- 1 Supplied via Alex Lawrie & Co.

J Reid & Co, Assam Frontier Tea Co, Talap**ASSI44**

Gauge: MG

| | | | | | |
|--------------|----------|----|------|------|---|
| HILKA AFT Co | 0-4-0ST | WB | 1635 | 1901 | |
| HILKA | 0-6-0T/t | WB | 2303 | 1923 | 1 |

- 1 To Tulispur Sugar Factory.

LIGHT RAILWAYS

Dibru Sadiya Railway

ASSL03

Railway promoted by **ART**. It opened between 1882 to 1885, with extensions being added later especially to collieries. Nos 1 to 26 were withdrawn by 1907. When the ABR was completed in 1903, rail communication was opened from the area to the port of Chittagong. From April 1942, the management of the **DSR** was taken over by the Indian Government as part of the **BAR**. It was purchased outright in 1945.

Reference: IL II

Gauge: MG

| | | | | |
|----|--------|-----|-------|------|
| 1 | 0-4-2 | VF | 865 | 1880 |
| 2 | 0-4-2 | VF | 866 | 1880 |
| 3 | 0-4-2 | VF | 867 | 1880 |
| 4 | 0-4-2 | VF | 868 | 1880 |
| 5 | 0-4-2 | VF | 869 | 1880 |
| 6 | 0-4-2 | VF | 870 | 1880 |
| 7 | 2-6-2T | RWH | 1941 | 1883 |
| 8 | 2-6-2T | RWH | 1942 | 1883 |
| 9 | 2-6-2T | RWH | 1943 | 1883 |
| 10 | 2-6-2T | RWH | 1944 | 1883 |
| 11 | 2-6-2T | RWH | 1945 | 1883 |
| 12 | 2-6-2T | RWH | 1946 | 1883 |
| 13 | 0-4-2 | VF | 1302 | 1890 |
| 14 | 0-4-2 | VF | 1303 | 1890 |
| 15 | 0-4-2 | JF | 6469 | 1891 |
| 16 | 0-4-2 | JF | 6470 | 1891 |
| 17 | 0-6-0 | D | 3032 | 1893 |
| 18 | 0-6-0 | D | 3033 | 1893 |
| 19 | 0-6-0 | D | 3034 | 1893 |
| 20 | 0-6-0 | D | 3035 | 1893 |
| 21 | 0-6-0 | D | 3428 | 1896 |
| 22 | 0-6-0 | D | 3429 | 1896 |
| 23 | 2-6-0 | Blw | 17410 | 1900 |
| 24 | 2-6-0 | Blw | 17411 | 1900 |
| 25 | 2-6-0 | Blw | 17412 | 1900 |
| 26 | 2-6-0 | Blw | 17432 | 1900 |
| 27 | 4-6-0 | NBH | 17915 | 1907 |
| 28 | 4-6-0 | NBH | 17916 | 1907 |
| 29 | 4-6-0 | NBH | 17917 | 1907 |
| 30 | 4-6-0 | NBH | 17918 | 1907 |
| 31 | 4-6-0 | NW | 919 | 1910 |
| 32 | 4-6-0 | NW | 920 | 1910 |
| 33 | 4-6-0 | NW | 921 | 1910 |
| 34 | 4-6-0 | NW | 922 | 1910 |
| 35 | 4-6-0 | NBH | 19974 | 1912 |
| 36 | 4-6-0 | NBH | 19975 | 1912 |
| 37 | 2-6-4T | FB | 2168 | 1920 |
| 38 | 2-6-4T | FB | 2169 | 1920 |
| 39 | 2-6-4T | FB | 2170 | 1920 |
| 40 | 2-6-4T | FB | 2167 | 1920 |
| 41 | 2-6-4T | VF | 3170 | 1916 |
| 42 | 2-6-4T | VF | 3171 | 1916 |
| 43 | 2-6-4T | VF | 3172 | 1916 |
| 44 | 2-6-4T | VF | 3173 | 1916 |
| 45 | 0-6-0T | AB | 1835 | 1924 |
| 46 | 0-6-0T | AB | 1836 | 1924 |
| 47 | 0-6-0T | AB | 1837 | 1924 |
| 48 | 0-6-0T | AB | 1838 | 1924 |
| 49 | 0-6-0T | AB | 1839 | 1924 |
| 50 | 0-6-0T | AB | 1840 | 1924 |
| 51 | 4-6-0 | WB | 2328 | 1928 |
| 52 | 4-6-0 | WB | 2329 | 1928 |
| 53 | 4-6-0 | WB | 2416 | 1930 |
| 54 | 4-6-0 | WB | 2417 | 1930 |
| 55 | 4-6-0 | WB | 2418 | 1930 |

ILSA © S Darvill 2008

56 4-6-0 WB 2419 1930
 57 4-6-0 WB 2420 1930
 58 4-6-0 WB 2421 1930

1 to 26 had all been withdrawn by 1907. Later numbering of the remaining locos is as follows:

| ART No. | BAR No | BAR Class | Assam Rly No | NER No | All India No |
|---------|---------|-----------|-----------------|---------|--------------|
| 53-58 | 326-331 | RK | 327-331 | 607-611 | 31858-31862 |
| 27-26 | 332-341 | RD | 332/333/335-341 | 598-606 | 31822-31830 |
| 51-52 | 342-343 | PD | 342-343 | 840-841 | 31698-31699 |
| 37-44 | 344-351 | L | 344/345/348/349 | 121-124 | 32052-32055 |
| 45-50 | 664-669 | S | 664-668 | Wdn | Wdn |

PRESERVED SITES

Indian Oil Corporation, Digboi Centenary Museum

ASSP03

Gauge: 2'0"

TARAKUSI 0-4-0ST WB 1556 1899 1

1 From Ledo Brickworks by 2007.

Gauge: MG

YP 2139 4-6-2 Telco 119 1955 1 YP class
 4wDM RH 394011 1956 2 88DS

1 Supplied to IR, No 2139. Preserved when the mainline was converted to BG and steam working ended.
 2 From Indian Oil Corporation, Digboi.

Coal India Ltd, Margherita

ASSP04

Gauge: 2'0"

NAMDANG 0-4-0ST WB 1437 1894 1

1 From Ledo Brickworks by 2004. Preserved with the name HASSANG painted on the cab.

Tinsukia Station

ASSP05

Gauge: MG

YP 2618 4-6-2 Telco 883 1964 1 YP class

1 Supplied to IR, 2139. Named DIANA

UNKNOWN DISTRICT**INDUSTRIAL SITES****Assam Co Ltd****ASSI45**Tea company promoted by **Kilburn & Co** in 1839.

Gauge: 2'0"

| | | | | | |
|---------|--------|------|------|---|---------|
| 0-4-0PM | Bg/MEP | 809 | 1915 | | 10hp |
| 4wDM | HE | 1802 | 1936 | | 10/12hp |
| 4wDM | HE | 1806 | 1936 | | 20hp |
| 4wDM | HE | 1948 | 1938 | | 30hp |
| 4wDM | MR | 9895 | 1954 | 1 | 20/28hp |

1 Supplied via RMP via Parry, Madras

Assam Railway & Trading Co.**ASSI46**

The ART was incorporated in July 1881 by the **Assam Co Ltd** to develop the tea, coal, timber and petroleum resources in the upper Assam area. It promoted the **Dibru Sadiya Railway** (see **Light Railways, Tinsukia**) and the coal mining operations in Ledo and Margherita.

The following spare boilers and fireboxes were supplied by WB to ART for locos owned by them (either used on the DSR or at the ART coal mines):

Two new boilers for WB 1505-6 in 7/1911; a new boiler for WB 1635 in 6/1922; four new boilers for the H class loco in 7/1929; a new boiler for the H Class locos in 12/1936; two new boilers for WB 2447-8 in 6/1948; two new boilers for the 7" WBs in 6/1948; a new firebox for a unknown loco in 9/1952.

Gauge: 2'0"

| | | | | | |
|-------|----|--------|------|--|-------|
| 4wDMF | RH | 243400 | 1947 | | 30DLG |
| 4wDMF | RH | 243401 | 1947 | | 30DLG |
| 4wDMF | RH | 243402 | 1947 | | 30DLG |
| 4wDM | RH | 249522 | 1947 | | 48DL |
| 4wDMF | RH | 285350 | 1947 | | 30DLG |
| 4wDM | RH | 347729 | 1953 | | 30DL |

Gauge: BG

| | | | | | | |
|---|---------|-----|--------|------|---|---------|
| | 0-4-0DM | WB | 2507 | 1934 | | |
| | 0-4-0DM | WB | 2530 | 1935 | | |
| 1 | 4w-4wPM | Wkm | 2379 | 1937 | 1 | R1203/A |
| 2 | 4w-4wPM | Wkm | 2380 | 1938 | 1 | R1203/A |
| | 4wDM | RH | 235730 | 1945 | | 48DL |
| | 4wDM | RH | 235731 | 1945 | | 48DL |
| | 4wDM | RH | 326053 | 1952 | | 48DL |

1 40 seat passenger railcar

Assam State Electricity Board**ASSI47**

Gauge: 2'0"

| | | | | | |
|------|----|-------|------|---|------|
| 4wDM | MR | 11277 | 1964 | 1 | 60hp |
| 4wDM | MR | 11278 | 1964 | 1 | 60hp |
| 4wDM | MR | 11279 | 1964 | 1 | 60hp |
| 4wDM | MR | 11280 | 1964 | 1 | 60hp |

1 Supplied via RMP, India

The Bazalone Tea Co Ltd

ASSI48

Gauge: 2'0"

| | | | | | |
|------|----|--------|------|---|------|
| 4wDM | RH | 222096 | 1943 | 1 | 20DL |
| 4wDM | RH | 224317 | 1944 | 1 | 30DL |

1 Supplied via Octavius Steel Co

Budla Beta Tea Co Ltd

ASSI49

Gauge: 2'0"

| | | | | | |
|---------|----|------|------|--|--|
| 0-4-0DM | WB | 2595 | 1938 | | |
|---------|----|------|------|--|--|

Gauge: 2'6"

| | | | | | |
|---------|-------|------|------|---|----------|
| 4wDM | Deutz | 9757 | 1930 | 1 | MLH322 F |
| 0-4-0DM | WB | 2506 | 1934 | | |

1 Supplied via Leistikom, Allison & Lyon, London

Eastern Assam Co Ltd

ASSI50

Tea company promoted by **Barry & Co** in 1864.

Gauge: 610mm

| | | | | | |
|------|-------|------|------|--|----------|
| 4wDM | Deutz | 8495 | 1928 | | MLH222 F |
|------|-------|------|------|--|----------|

Gammon India Ltd

ASSI51

See entry under **Mumbai district, Maharashtra** for further details.

Gauge: 2'0"

| | | | | | |
|------|-----|-----|------|--|-----------|
| 4wDH | SAN | 327 | 1984 | | DL/45/610 |
| 4wDH | SAN | 329 | 1984 | | DL/45/610 |
| 4wDH | SAN | 352 | 1985 | | DL/45/610 |
| 4wDH | SAN | 353 | 1985 | | DL/45/610 |

Jokai (Assam) Tea Co, Unknown estate**ASSI52**Tea company promoted by **Balmer Lawrie & Co.****Report of Jokai (Assam) Tea Co Expenditure/income report 1926 – 1930****Expenditure from gardens for Tramways & rolling stock (only gardens with railways shown) shown in Rs**

| Garden | 1926 | 1927 | 1928 | 1929 | 1930 |
|------------|------------|------------|------------|-----------|-----------|
| Joyhing | 953-4-0 | 82-0-3 | 2668-0-0 | 4079-0-9 | 4262-3-6 |
| Koilamari | 4512-4-3 | 1995-12-9 | 751-9-6 | 35-15-0 | 3732-5-3 |
| Bokel | 2861-8-9 | 9568-11-6 | 8984-4-10 | 7420-7-2 | 6910-4-5 |
| Muttuck | 2471-14-9 | 1526-1-6 | 1025-0-3 | 1677-1-6 | 2006-10-9 |
| Singlijan | 3479-15-6 | 3088-10-0 | 1121-15-0 | 9933-9-0 | 3180-14-2 |
| Dikom | 1350-15-3 | 2907-11-9 | 1429-2-2 | 3288-2-2 | 7777-14-3 |
| Longrai | 4931-12-9 | - | 1100-0-0 | - | 270-14-0 |
| Panitola | 11667-6-6 | 10983-10-6 | 12672-10-0 | 13729-9-0 | 5182-5-9 |
| Nokhroy | 302-8-0 | 9134-11-6 | 7506-3-9 | 6895-9-6 | 874-11-3 |
| Woodbine | 619-2-6 | 10889-0-9 | 4690-8-6 | 644-6-3 | 1818-1-6 |
| Hattialli | 2030-5-3 | 2058-4-9 | 2323-11-6 | 1742-8-6 | 3700-11-0 |
| Hukanpukri | 14518-10-3 | 5063-12-0 | 5587-5-6 | 4288-3-6 | 3737-2-9 |
| Tippuk | 3556-5-3 | 644-4-9 | 2140-8-5 | - | 274-2-0 |
| Daisajan | 815-13-6 | 903-4-0 | 955-7-0 | 7913-7-4 | - |
| Pathlipam | - | - | 129-4-0 | 35-8-0 | - |

A new boiler was supplied by WB for WB 1438 in 11/1925.

Gauge: 2'0"

| | | | | | | |
|-----------|---------|--------|------|------|---|---------|
| | 0-4-0T | JF | 5852 | 1889 | 1 | |
| | 0-4-0ST | JF | 5853 | 1889 | | |
| PEKOE TIP | 0-4-2ST | WB | 1438 | 1894 | | |
| | 0-4-0PM | ST | | 1910 | | |
| | 0-4-0PM | Bg/MEP | 764 | 1919 | | 10hp |
| | 0-4-0PM | Bg/MEP | 765 | 1920 | | 10hp |
| | 4wPM | H | 946 | 1929 | | |
| | 4wDM | EEB | 3221 | 1946 | 2 | 16hp |
| | 4wDM | EEB | 3222 | 1946 | 2 | 16hp |
| | 4wDM | EEB | 3223 | 1947 | 2 | 16hp |
| | 4wDM | EEB | 3224 | 1947 | 2 | 16hp |
| | 4wDM | EEB | 3322 | 1948 | 2 | 18/21hp |
| | 4wDM | EEB | 3323 | 1948 | 2 | 18/21hp |
| | 4wDM | EEB | 3324 | 1948 | 2 | 18/21hp |
| | 4wDM | EEB | 3325 | 1948 | 2 | 18/21hp |

