

MAHARASHTRA

AHMEDNAGAR DISTRICT

INDUSTRIAL SITES

The Belapur Sugar & Allied Industries Ltd, Harigaon

MAHI01

Established on 5/4/1955 as **The Belapur Sugar & Allied Industries Ltd**. It became **Belapur Industries Ltd** on 11/9/1997.

Reference: myiris.com/shares/company/writeDet.php?icode=belindus#bus

Gauge: 2'0"

1	0-6-0T	BMMF	947	1923		
2	0-6-0T	BMMF	948	1923		
3	0-6-0T	BMMF	949	1923		
1	4wD	MR		1919		
2	4wDM	MR	2258	1923	1	40hp
3	4wDM	MR	2259	1923	1	40hp
4	4wD	MR		1932		
5	4wD	MR		1935		
6	4wDM	FH	2340		2	Simplex
7	4wDM	FH	2341		2	Simplex
8	4wDH	FH	3379	1950		Simplex
9	4wDH	FH	3939	1960		Simplex
	4wDM	FH	2057	1937	1	Rebuilt Simplex
10	4wD	Khat				

- 1 Supplied via Parys Engineering, Calcutta
- 2 Supplied via W H Brady & Co Ltd, Manchester.

Gauge: 800mm

0-4-0T	CKD	1995	1938
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The Godavari Sugar Mills Ltd, Sakarwadi

MAHI02

Incorporated in 1939. Railway first laid in 1945. Became part of the **Somaiya Group** date unknown.

Reference: www.somaiya.com

Gauge: 2'0"

GSM No 1	0-4-0WT	HC	1393	1920	1	
2	4-6-0T	HE	1370	1919	2	
3	2-4-2ST	WB	1628	1901	3	
4	4wDM	Hen	2119	1948	4	DG 26 IV
5	4wDM	Hen	2120	1948	5	DG 26 IV
5	4wDM	RH	266555	1949	6	48DL
6	4wD	Kato	23459		7	
7	4wD	Kato	301115		8	
8	4wD	Kato	301116		9	

- 1 From Tata Power Co Ltd, Mulshi Dam, 1946.
- 2 From Tata Power Co Ltd, Mulshi Dam, 1946. Previously carried number 4.
- 3 From Tata Power Co Ltd, Mulshi Dam, 1947. Previously carried number 5.
- 4 Acquired 1949. Previously carried number 6.

- 5 Acquired 1949. Previously carried number 7. Scr by 6/1971.
 6 Acquired 1949 via Greaves Cotton & Co. Previously carried number 8.
 7 Acquired 1953. Previously carried number 9.
 8 Acquired 1953. Previously carried number 10.
 9 Acquired 1953. Previously carried number 11.

Maharashtra Sugar Mills Ltd, Tilaknagar

MAHI03

Incorporated 29/7/1933 as **Maharashtra Sugar Mills Ltd.** A subsidiary called **Tilaknagar Distilleries & Industries Limited** was formed in 1973. The sugar business ceased in 1987. On 6/8/1993 the two companies were merged and became known as **Tilaknagar Industries Ltd.**

Reference: www.sebi.gov.in

Gauge: 2'0"

1	0-6-0T	CKD	1787	1938		
2	0-6-0T	CKD	1786	1938		
3	0-6-0T	CKD	1803	1938	1	
4	0-6-0T	Jung	11086	1951		
5	0-6-0T	Jung	11087	1951		
6	0-6-0T	Jung	11088	1951		
1	4wDM	Ruhr	3357	1955	2	D 90 Ö
2	4wDM	Ruhr	3464	1957	3	D 90 Ö
3	4wDM	Ruhr	3465	1957	2	D 90 Ö

- 1 Der 6/1970.
 2 Supplied via ACI Breutag - Dalmia, Delhi.
 3 Supplied via ACI, Bombay.

AURANGABAD DISTRICT

PRESERVED SITES

Aurangabad Station

MAHP01

Gauge: MG

2590	4-6-2	Telco	855	1965	1	YP class
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- 1 Supplied to IR, 2590. Wdn 1998.

BEED DISTRICT

INDUSTRIAL SITES

Maharashtra State Electricity Board, Parli Thermal Power Station, Parli-Vaijanath

MAHI04

A 30MW power plant, commissioned on 15/11/1971. Further capacity was added in 1972 (30MW), 1980 (210MW), 1985 (210MW), and 1987 (210MW) giving the site a total power output of 690MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	Telco	133		150hp
4wDH	SAN	148	1979	
4wDH	SAN	149	1979	
B-BDH	SAN	356	1986	
B-BDH	SAN	435	1991	

BHANDARA DISTRICT**INDUSTRIAL SITES****Central Indian Mining Co, Tumsar-Tirodi Tramway****MAHI05**

Owned by **Central Indian Mining Co** and used to transport manganese ore between Tumsar (now in Bhandara district, Maharashtra) to Tirodi (now in Balaghat district, Madhya Pradesh). Taken over by **BNR** in 4/1916; partly converted to BG in 1929, the rest dismantled in 1934-36.

Reference: IL II

Gauge: 2'0"

	0-4-0T	O&K	1988	1906		30hp
1070 JAMES	0-4-0T	O&K	2075	1906		20hp
1071 THOMAS	0-6-0T	O&K	1800	1906	1	50hp
1072 WALTER	0-4-0T	O&K	2217	1907		30hp
1073 ERIC	0-4-0T	O&K	2216	1906		30hp
1074 DAVID	0-4-0T	O&K	1986	1906		30hp
1075 WINDHAM	0-6-0T	O&K	1797	1906	1	50hp
1076 FRANK	0-6-0T	O&K	1798	1906	1	50hp
1077 FRANCIS	0-4-0T	O&K	2283	1907		30hp
1078 HENRY	0-6-0T	O&K	1799	1906	1	50hp
1079 AVONDSIDE	0-4-0T	AE	1442	1905		
1336 ROBERT	0-6-0T	O&K	3733	1910		50hp
1337 WILLIAM	0-6-0T	O&K	3734	1910		50hp
1462 MARGOT	0-6-0T	O&K	1762	1906	2	50hp
3.05 PARRY	0-4-0T	O&K	10596	1923		
5.08 HUDSON	0-6-0T	HC	1547	1924		
5.09	0-6-0T	HC	1565	1925		
5.10	0-6-0T	HC	1566	1925		

1 Supplied via Killick & Nixon, Calcutta.

2 Supplied via Zobel & Co, Calcutta.

Sometime between 1910 and 1923, the original locomotives were renumbered as follows:-

1070→2.01; 1071→5.01; 1072→3.02; 1073→3.03; 1074→5.02; 1075→5.03; 1076→3.04; 1077→5.04; 1078→2.02; 1336→5.05; 1337→5.06; 1462→5.07.

Manganese Ore India Ltd

Founded in 1896 as the **Central Province Prospecting Syndicate**, Renamed after 1924 as the **Central Provinces Manganese Ore Co**. In 1962, 51% of the company was bought by the **Government of India** and the **Governments of Maharashtra and Madhya Pradesh** and the company renamed **Managnese Ore India Ltd**. In 1977 the balance of 49% was acquired from CPMO and it became a nationalised company under the control of the Ministry of Steel.

MOIL operates 10 mines, six in the Nagpur and Bhandara districts of Maharashtra and four in the Balaghat district of Madhya Pradesh. All of these mines are over 100 years old. Three are open cast mines, the remainder underground mines. Balaghat is the largest of the mines, reaching 500 metres in depth. Dongri Buzurg is the largest open cast mine. The company produces around 0.9 million tonnes of manganese ore a year, which constitutes around 70% of India's requirement pa.

When the mines were transferred between Central Provinces Manganese Ore and the the Indian Government in 1962 an inventory was carried out by CPMO. The information preceeding each mine gives the details as shown in the inventory. The dates in brackets after item is the date which it was first used at the mine.

Reference: www.moil.nic.in

Chilka Mines

MAHI06

9 miles of 2'0" and 2'6" gauge track (1942), 1 mile tram track (1952), ½ mile new tram track (1953), 98 points and crossings (1927), 5 2'6" gauge turntables (1926), 103 16/18ft³ double sided tipping wagons (1926), 10 16ft³ tram wagon, 20 27ft³ tram wagons, 14 2;6: gauge tram wagons (1932), 2 heavy turntables (1952), 2 light pattern turntables (1952), 2 locomotive sheds (1952).

Gauge: 2'0"

4wPM	MR
4wPM	MR

Dongri Buzurg Mine

MAHI07

5½ miles of 2'0" gauge track [2 miles short of what there should have been] (12/1927), 5 27ft³ Hudson tubs (6/19280, 19 16ft³ Kilmarnock tubs (6/1927), 1 B&B 27ft³ tub (6/1928), 20 24ft³ Hudson tubs (12/1938), 8 22ft³ O&K tubs (12/1938).

Gauge: 2'0"

4wDH	RH	1952	48DL
4wDH	RH	1952	48DL
4wDH	RH	379074 1954	1 48DL
4wDH	RH	379914 1955	48DL
D			2 21hp

- 1 Supplied via Greaves Cottton & Co, Bombay.
- 2 Unidentified loco, acquired 1952.

Ordnance Factory, Tahsil

MAHI08

Gauge: BG

4wDH	Ventra	1981	220hp
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Sunflag Iron and Steel Co Ltd, Bhandara Works

MAHI09

A private company, founded in 1989. The works produces 150000 tonnes of special and rolled steel pa.

Reference: www.sunflagsteel.com

Gauge: BG

4wDH	Ventra	1988	95hp
4wDH	Ventra	1988	95hp
4wDH	Ventra	1989	335hp

Universal Ferro & Allied Chemicals, Tumsar

MAHI10

Established in 1958. The plant was closed down due to a slump in the steel market from 9/1996 until 2/1999.

Reference: mercindia.org.in/pdf/Order-Case%20No.%2010%20of%202003%20%5BUniversal%5D.pdf

Gauge: BG

4wDH	SAN	218	1981
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BHUSAWAL DISTRICT**INDUSTRIAL SITES****Maharashtra State Electricity Board, Bhusawal Thermal Power Station, Deepnagar****MAHI11**

A 58MW power plant, commissioned on 17/7/1968. A further 210MW of capacity was added on 30/8/1979 and another 210MW of capacity was added on 4/5/1982, giving a total power output of 478MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	Telco	051		150hp
4wDH	SAN	128	1978	
4wDH	SAN	198	1980	
B-BDH	SAN	357	1986	
0-4-0DH	SAN	509	1997	

BULDHANA DISTRICT**INDUSTRIAL SITES****Associated Cement Co****Chanda Works, Chandrapur****MAHI12**

Gauge: BG

4wDH	SAN	311	1984
0-6-0DH	SAN	445	1991

Ghugus Works**MAHI13**

Gauge: BG

4wDH	Telco	122		150hp
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Ballarpur Industries Ltd, Chandrapur Works**MAHI14**

Founded as **Ballapur Paper & Straw Board Mills Ltd** in 1945. It changed its name to **Ballapur Industries Ltd** in 1975.

Reference: www.bilt.com

Gauge: BG

4wDH	Telco	116		1	150hp	MAHI15
4wDH	SAN	276	1983			

1 Supplied to Ballapur Paper & Straw Board

Chirmiri Colliery, Ballarpur**MAHI15**

Gauge: 3'0"

4wBE/WE	EE	872	1932
4wBE/WE	EE	890	1932

Gauge: MG

4wDH	Ventra	1979	125hp
4wDH	Ventra	1979	125hp
4wDH	Ventra	1980	125hp

Gauge: 3'6"

0-6-0DMF	HC	D1311	1963	1
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1 Supplied via Huwood

Gauge: BG

1	0-6-0	MW	131	1864	1	Special
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1 ex ISR, 252, acquired 1908. Originally owned by Eliphinstone Land Co

Ultratech Cement, Awarpur Cement Works

MAHI16

Established by **Larsen and Toubro Cement Ltd** in 1983 with a second works added in 1987. In 2004 Larsen & Toubro sold their cement business to **Grasim Industries**, who renamed the business as **Ultratech Cement**.

Reference: www.ultratechcement.com

Gauge: BG

4wDH	Ventra	1983	220hp
4wDH	Ventra	1983	220hp
4wDH	Ventra	1987	220hp

Maharashtra State Electricity Board, Chandrapur Super Thermal Power Station

MAHI17

A 210MW power plant, commissioned on 15/8/1983. Further capacity was been in 1984 (210MW), 1985 (210MW), 1986 (210MW), 1991 (500MW), 1992 (500MW) and 1997 (500MW), giving the site a total power output of 2340MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	SAN	221	1981
B-BDH	SAN	370	1986
4wDH	SAN	431	1990
4wDH	SAN	432	1990
4wDH	SAN	433	1990
4wDH	SAN	437	1990

Manikgarh Cements Ltd, Gadchandu

MAHI18

Established by **Century Textiles & Industries Ltd**, part of the **BK Birla Group**, in 1985. It had an initial production capacity of 1m tonnes of cement pa, which had risen to 1.9m tonnes pa by 2007. The limestone is supplied from a quarry 8km from the plant via a ropeway.

Reference: www.centurytextind.com, www.manikgarhcement.com

Gauge: BG

4wDH	SAN	346	1985
4wDH	SAN	349	1985
4wDH	SAN	350	1985
6wDH	Ventra	1996	600hp

Ordnance Factory, Bhadravati**MAHI19**

Gauge: BG

4wDH	Telco	065		150hp
4wDH	SAN	206	1980	
4wDH	Ventra		1980	220hp
4wDH	SAN	213	1981	
4wDH	Ventra		1981	335hp
4wDH	SAN	442	1991	
4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp

JALGAON DISTRICT**INDUSTRIAL SITES****Orient Cement, Jalgaon****MAHI20**Established by **Orient Paper & Industries Ltd**, a subsidiary of the **CK Birla Group**.Reference: www.orientcement.com

Gauge: BG

4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp
4wDH	OEPL			335hp

PRESERVED SITES**Bhusawal****Coaching Complex****MAHP02**

Gauge: 2'6"

717 2-8-2 NW 1525 1928 1 F class

1 Supplied to BLR 29. IR F class 717. Wdn 1994.

DRM Office**MAHP03**

Gauge: 2'6"

768 2-8-2 NBA 21454 1917 1 B1 class

1 Supplied to GIPR (CPR), 11. IR 768

Loco shed**MAHP04**

Gauge: BG

7000 4-6-2 Chrz 4997 1958 1 WP class

1 Supplied to IR, 3000, renumbered 7000

Station

MAHP05

Gauge: 2'6"

766 2-8-2 NBA 21452 1917 1 B1 class

1 Supplied to GIPR (CPR), 9. IR 766

Zonal Training Centre

MAHP06

Gauge: 2'6"

720 2-8-2 NW 1575 1929 1 F class

1 Supplied to BLR, 37. IR, 720

Gauge: BG

10253 2-8-2 CLW 1964 1 WG class

1 Supplied to IR, 10253

KOLHAPUR DISTRICT

INDUSTRIAL SITES

Maharaja of Kolhapur

MAHI21

Gauge: 2'0"

0-6-0T	O&K	4180	1910	30hp
0-6-0T	O&K	4270	1910	30hp

José Manuel, Kolhapur

MAHI22

Gauge: 2'0"

0-6-0T	O&K	4178	1910	30hp
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MUMBAI DISTRICT

INDUSTRIAL SITES

ACI

MAHI23

Gauge: 610mm

4wDM	Ruhr	2951	1951	D 22
4wDM	Ruhr	2952	1951	D 22

Gauge: MG

4wDM	Ruhr	3104	1951	D 32 Z
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Afcons Infrastructure Ltd**MAHI24**

Established as **Rodio Hazarat Co**, a partnership between **Rodio Foundation**, Switzerland and **Hazarat & Co.**, India in 1959. With the withdrawal of Rodio Foundation in 1976, the company became private limited company and was renamed **Asia Foundation and Construction Ltd**. In 1997 it became a public limited company and was renamed **Afcons Infrastructure Ltd**. It carried out engineering, construction and rehabilitation projects mainly in the areas of marine works, highways, bridges, power houses and tunnelling.

Reference: www.afconsindia.com

Gauge: 600mm

4wDM	Diema	4285	1979	1	DFL10/1
4wDM	Diema	4286	1979	1	DFL10/1

1 Supplied to Asia Foundation and Construction Ltd.

Associated Cement Co**MAHI25**

Gauge: 2'0"

4wDM	Schöma	2340	1960		LO 36
4wDM	Schöma	2341	1960		LO 36

1 Supplied via Krupp-Dolberg, Essen [D].

Gauge: MG

4wDM	KrM	17872	1953		M 200 B
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Gauge: BG

4wDM	RH	299106	1951		88DS
0-6-0ST	AB	2338	1953		
4wDM	KrM	17871	1953		M 200 B
2w-2PMR	Wkm	6748	1954		Indian Pattern Trolley
4wDH	KrM	18267	1956		ML 225 B
4wDH	KrM	18268	1956		ML 225 B
4wDH	KrM	18302	1956		ML 225 B
4wDH	KrM	18303	1956		ML 225 B
4wDH	KrM	18410	1957		ML 225 B
4wDH	KrM	18411	1957		ML 225 B
4wDH	KrM	18412	1957		ML 225 B
4wDH	KrM	18413	1957		ML 225 B
4wDH	KrM	18414	1957		ML 225 B
4wDH	KrM	18471	1957		ML 225 B
4wDH	KrM	18472	1957		ML 225 B
4wDH	KrM	18473	1957		ML 225 B
4wDH	KrM	18509	1957		ML 225 B
4wDH	KrM	18595	1957		ML 225 B
6wDH	KrM	18705	1961		ML 400 C
4wDH	RH	512993	1965		LFT
4wDH	KrM	19228	1966		ML 225 B
4wDH	Telco	123			150hp

Bhabha Atomic Research Centre, Trombay**MAHI26**

Founded 3/1/1954 as joint venture between the Tata Institute for Fundamental Research and the Atomic Energy Commission, at the suggestion of Dr Homi Bhabha, a prominent India physicist, as the **Atomic Energy Establishment, Trombay**. The site was renamed on 12/1/1967 as the **Bhabha Atomic Research Centre**.

Reference: www.barc.ernet.in

Gauge: 60cm

0-4-0D	HE	7122	1969		
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0-4-0D	HE	7123	1969
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Gauge: 2'0"

4wDM	FH	4004	1963	1	1939 type
4wDM	FH	4005	1963	1	1939 type

1 Supplied via Turner Hoare & Co Ltd, Bombay to Atomic Energy Establishment, Trombay.

Bharat Petroleum Corporation Ltd**MAHI27**

Established in 1/1955 by the **Burmah-Shell Refineries Ltd**. Nationalised on 11/2/1976 and became **Bharat Refineries Limited**. It was renamed Bharat Petroleum Refineries Ltd in 8/1977. The Mumbai and Cochin refineries process 19782m tonnes of crude oil pa.

Reference: www.bharatpetroleum.com

Gauge: BG

4wDHF	SAN	191	1980
4wDHF	SAN	304	1983
4wDHF	SAN	309	1983
4wDH	SAN	414	1990

John Birch & Co Ltd**MAHI28**

Gauge: 2'6"

4wDM	FH	1898	1936	1	New Simplex
4wDM	FH	3058	1945		
4wDM	FH	3059	1945		
4wDM	FH	3272	1948		1939 type
4wDM	FH	3273	1948		1939 type
4wDM	FH	3295	1948		1939 type
4wDM	FH	3296	1948		1939 type
4wDM	FH	3349	1948		1939 type
4wDM	FH	3350	1948		1939 type
4wDM	FH	3450	1950		
4wDM	FH	3473	1950		1939 type
4wDM	FH	3474	1950		1939 type
4wDM	FH	3498	1950		
4wDM	FH	3499	1950		18/22 loco
4wDM	FH	3650	1953		6NG type
4wDM	FH	3706	1954		6NG type
4wDM	FH	3755	1955		1939 type
4wDM	FH	3761	1955		1939 type
4wDM	FH	3762	1955		1939 type
4wDM	FH	3763			1939 type
4wDM	FH	3792	1956		DY type

1 Note in FH works records stating that "loco scrapped 4/5/1957".

Bombay Land Reclamation Projects 1900 – 1947**MAHI29**

The first schemes to reclaim land for Bombay was in the 1860s and ended up failing because of the economic depression following the end of the American Civil war (see **Bombay Reclamation Co** and **Elphinstone Land & Press Co**).

The **Bombay Municipal Corporation** was created in 1865 and was responsible for infrastructure improvements in the city of Bombay – new roads, drainage systems, water supplies and housing projects. In 1888 it was declared the governing administration for the city with the Municipal Commissioner as chief executive. In 1909, the Municipal Corporation developed a citywide development policy. Up until this point organizations such as the railway companies and the port trust independently constructed for their own needs and there was no thought given to the needs and the impact of the city as a whole (see also the entry for **Greater Mumbai Municipal Corporation**).

After an outbreak of the bubonic plague in the mid 1890s, a new body the **City of Bombay Improvement Trust** was founded on 9/11/1898, commencing operations in 1899. The remit of this was to deal with overcrowding, insanitary conditions and other problems created by urbanization – the very things the Municipal Corporation had been set up for 30 years earlier. The City of Bombay Improvement Trust built modern thoroughfares, promoted co-operative housing and built chawls (multi-storied, one room tenement buildings). The City Improvement Trust was merged into the Municipal Corporation from 1/10/1933.

The main project undertaken by the City Improvement Trust was the Back Bay Reclamation Scheme. This was a continuation of the reclamation projects of the mid 1860s. The idea was initially raised in 1913. In 1917 a proposal was put forward by a syndicate of prominent local citizens and a private company which would reclaim 1145 acres. It took until 1922 to get agreement from all Government departments. Work was also delayed by the relocation of the terminus of the BBCIR from Colaba to its present location at Bombay Central.

The work was carried out by the firm of **CS Meik & Buchann**. George Buchanan and Patrick Meik met when they were the chief engineer and consulting engineer respectively on the Rangoon River training works project in Burma in 1905. This project reclaimed 1.2km² of land held behind a rubble retaining wall in Rangoon. During WW1 Buchanan advised on improving the shipping channels and constructing new wharves with all their facilities for the British Military in Basra in Mesopotamia. Buchanan was knighted in 1917. In 1920, Buchanan formed a company with Patrick Meik's brother Charles which became known as CS Meik & Buchanan, who undertook the work for the Back Bay Reclamation Scheme.

Work began in 1922 but was soon beset with problems. The financial depression of the mid 1920s meant that project was affected. In 1926 it was estimated at the rate of work at the time it would take until 1945 until the project was completed and would cost four times the original estimate.

A Government enquiry was set up which found that there were financial irregularities and the sanction from the Government had been granted after an incomplete presentation of the facts. It also found that the dredging craft were inefficient, the construction of the sea wall as inadequate and it was estimated that 900000yds³ of mud had leaked through it. The committee held Sir George Buchanan as the advising engineer responsible for the failings of the project. They also decided that only three blocks should be completed. The project became known as Lloyds Folly, after Sir George Lloyd, the then Governor of Bombay. Incidentally at around the same time Buchanan was alleged to have "criticised and condemned the proposals of another engineer and had offered his services uninvited" – actions which saw him expelled from the Institute of Civil Engineers; Meik dropped his name from the company and went into partnership with another shareholder, William Halcrow, and the firm became known as **CS Meik & Halcrow**.

By 1929, four blocks with an area of 439.6 acres were completed and the project was terminated. Of this, 234.8 acres were sold to the military and 16.6 acres were incorporated into Marine Drive and its sea wall.

After the City Improvement Trust was merged with the Municipal Corporation, the **Bombay Development Department** (or **Bombay Development Directorate**, it is shown with both titles depending upon the publication or document) took over the responsibility of dealing with the development requirements of the city. This had been formed in 1920 to develop the areas north of the Mahim and Sion causeways on Salsette Island of which the Salsette Trombay Railway was a part. This was 9 miles in length and had interchange facilities with the **GIPR** at Kurla. When the development was complete, the locos were retained to operate a passenger service serving Andheri in the west and Wadavli in the east, connecting with the GIPR at Kurla. The line was taken over by GIPR and converted to BG. Four locos were returned to the UK and the remainder are assumed to have been scrapped in India.

In an advert in the 9/5/1925 edition of Indian Engineering, the Government of Bombay Development Department advertised for the disposal of various surplus tools and plant. This included "two light locomotives, BG, 140lbs psi boiler pressure. Tractive force 4-5 tons" and "52 tipping wagons, 2'0", and a few miles of 18lb and 20lb track with steel sleepers".

Reference: www.maclester.edu/courses/geog61/espencer_theory.tifr.res.in/bombay/physical/geo/backbay-reclamation.html, www.economicexpert.com/a/George: Buchanan:engineer.htm, Making of an Indian Metropolis, Greater Bombay Gazetteer 1981

Gauge: 2'0"

0-4-2ST	KS	4049	1921	1
0-4-2ST	KS	4050	1921	2
0-4-0ST	KS	4276	1922	3
0-4-0ST	KS	4277	1922	3
0-4-0ST	KS	4278	1922	3

- 1 Supplied via Meik & Buchanan, Bombay Back Bay Reclamation Scheme
- 2 Supplied via Meik & Buchanan, Bombay Back Bay Reclamation Scheme. To Ravalgaon Sugar Farm after 1933.
- 3 Supplied to Bombay Back Bay Reclamation Scheme.

Gauge: 2'6"

0-4-0T	O&K	4421	1910	1	30hp
0-4-0T	O&K	6600	1913	1	30hp
0-4-0T	O&K	7115	1913	1	
4wPM	MR	1955	1920	1	
4wPM	MR	1956	1920	1	
2w-2PMR	Bg/DC	1192	1921	2	R type

- 1 Supplied to City of Bombay Improvement Trust.
- 2 This railcar is shown in the Bg records as being delivered to Bombay Port Trust. However BPT never operated a 2'6" gauge line it is believed to have actually been delivered to City of Bombay Improvement Trust.

Gauge: SG

1	0-4-0ST	HL	3424	1920	1
2	0-4-0ST	HL	3425	1920	1
3	0-4-0ST	HL	3467	1920	1
4	0-4-0ST	HL	3468	1920	1
5	0-4-0ST	HL	3469	1920	1
6	0-4-0ST	HL	3477	1920	1
7	0-4-0ST	HL	3478	1920	1
8	0-4-0ST	HL	3479	1920	1
9	0-4-0ST	AE	1874	1921	1
10	0-4-0ST	AE	1875	1921	1
11	0-4-0ST	AE	1876	1921	1
12	0-4-0ST	AE	1877	1921	1
13	0-4-0ST	AE	1878	1921	1
14	0-4-0ST	AE	1879	1921	1
15	0-4-0ST	AE	1880	1921	1
16	0-4-0ST	AE	1881	1921	1
STR No.1	0-4-0ST	WB	2171	1921-2	2
STR No.2	0-4-0ST	WB	2172	1921-2	3
STR No.3	0-4-0ST	WB	2173	1921-2	2
STR No.4	0-4-0ST	WB	2174	1921-2	2
STR No.5	0-4-0ST	WB	2175	1921-2	3
STR No.6	0-4-0ST	WB	2176	1921-2	2
STR No.7	0-4-0ST	WB	2177	1921-2	3
STR No.8	0-4-0ST	WB	2178	1921-2	2

- 1 Supplied to City of Bombay Improvement Trust. To T W Ward, Greys [GB] c 1928.
- 2 Supplied to Salsette Trombay Railway. Assumed scr after 1929
- 3 Supplied to Salsette Trombay Railway. To T W Ward, Greys [UK] by 1929.

Gauge: BG

0-4-0ST	KS	4171	1921	1	
0-4-0ST	KS	4172	1921	1	
0-4-0ST	KS	4173	1921	2	
0-4-0ST	KS	4174	1921	1	
0-4-0ST	KS	4223	1922	1	
0-4-0ST	KS	4224	1922	3	
0-6-0ST	KS	4285	1922	1	
0-6-0ST	KS	4286	1922	1	
2w-2PMR	Bg/DC	1314	1923	4	3½hp

- 1 Supplied to Bombay Back Bay Reclamation Scheme.
- 2 Supplied to Bombay Back Bay Reclamation Scheme. To Rohtas Industries.
- 3 Supplied via Meik & Buchanan, Bombay Back Bay Reclamation Scheme. To Upper Ganges Sugar Industries, Seohara
- 4 Supplied via Meik & Buchanan, Bombay Back Bay Reclamation Scheme.

Bombay Reclamation Co**MAHI30**

Set up in 1864 with the intention of reclaiming the area of Bombay known as the Back Bay. Due to the economic depression the company went into liquidation in 1865. The narrow strip of land that had been reclaimed was obtained by the Government and given to **BBCIR** to enable them to lay a line from Churchgate to Colaba.

Reference: theory.tifr.res.in/bombay/physical/geo/backbay-reclamation.html, us.rediff.com/money/2004/jan/03spec3.htm

Gauge: BG

2-4-0WT	England	1859	1	A class	
2-4-0WT	VF	451	1860	2	A class
2-4-0T	H(L)	1277	1864		
2-4-0T	H(L)	1278	1864		

- 1 ex BBCIR, 4. Acquired 1865
- 2 ex BBCIR, 17. Acquired 1865

W H Brady & Co Ltd**MAHI31**

Gauge: 2'0"

4wDM	FH	3939	1960	Simplex
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Bull Brothers**MAHI32**

Gauge: 2'0"

	0-4-2ST	KS	4051	1922	1
	0-6-0T	KS	4182	1922	2
WREN	0-4-0ST	KS	4271	1922	2

- 1 Spares sent to J M Wetherspoon & Co for Nadir Salt Works
- 2 For stock

Gauge: 2'6"

0-4-0ST	KS	4061	1922
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Consolidated Pneumatic Tools Co (India)Ltd**MAHI33**

Established in 1915 as a trader in pneumatic and air tools. Became a division of **Atlas Copco** and renamed **Chicago Pneumatic India Ltd** in 2001

Reference: www.chicagopneumatic.co.in

Gauge: 2'0"

4wP	JF	18625	1930
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Dalmiya Paper & Pulp Co**MAHI34**

Gauge: 2'0"

0-4-0T	O&K	9175	1922	2	30hp
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- 1 From Phalton Sugar, 24/5/1943.

Decauville

MAHI35

For details see entry under **Kolkata district, West Bengal.**

Gauge: 2'0"

0-4-0T	O&K	1030	1903	20hp
0-4-0T	O&K	1032	1903	20hp

Gauge: 2'6"

0-6-0T	O&K	5046	1911	50hp
0-4-0T	Borsig	7902	1911	

Dyckerhoff and Widmann

MAHI36

Gauge: 750mm

4wDH	Ventra	2001-2	25hp
4wDH	Ventra	2001-2	25hp
4wDH	Ventra	2001-2	25hp
4wDH	Ventra	2001-2	25hp
4wDH	Ventra	2001-2	25hp

Ebrahim, Dadar

MAHI37

Gauge: BG

2-4-0	VF	330	1851	1
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1 From GIPR 345, 1863

Eliphinstone Land Co

MAHI38

The **Elphinstone Land and Press Company** was formed in 1858 to reclaim 250 acres of land from Apollo Bunder to Mazagaon, and a further 100 acres at Bori Bunder, to be given to the **GIPR** for building a the Victoria Terminus. The company went bankrupt with the 1865 crash, and their equipment, along with the already reclaimed land, was given over to the newly-formed **Bombay Port Trust** in 1873. By the mid 1880's the reclamations were complete and wet and dry docks had been built.

Reference: theory.tifr.res.in/bombay/history/reclamation.html

Gauge: BG

1	0-6-0	MW	130	1865	1	Special
2	0-6-0	MW	131	1865	2	Special

1 Supplied via Wells & Glover. To ISR and numbered 275 in 1875. Later sold to Ballapur Colliery

2 Supplied via Wells & Glover. To GIPR and numbered 345. Later re-sold to Glover & Co

Hindustan Electricity Co

MAHI39

Gauge: 2'0"

Schöma	1310	1951
Schöma	1311	1951
Schöma	1312	1951
Schöma	1313	1951
Schöma	1314	1951
Schöma	1315	1952
Schöma	1316	1952
Schöma	1317	1952
Schöma	1318	1952
Schöma	1319	1952

Hindustan Petroleum Corporation Ltd, Mahul**MAHI40**

Founded on 5/7/1952 as the **Standard Vacuum Refining of India Ltd**. Became **ESSO Standard Refining Co of India Ltd** on 31/3/1962. Nationalised in 1974 as **Hindustan Petroleum Corporation Ltd**. It has a refining capacity of 5.5m tonnes of crude oil pa.

Reference: www.hindustanpetroleum.com

Gauge: BG

4wDM	RH	402811	1956	1	48DS
6wDH	Plym	6403	1964		WDT
4wDH	Telco	163			150hp

- 1 Supplied via James Greaves to Standard Vacuum Refining Ltd of India

Rashtriya Chemicals & Fertilizers Ltd, Trombay**MAHI41**

Established by the **Government of India as the Fertilizer Corporation of India** in 1965. After reorganisation of the fertilizer industry in 1978 the Government renamed the company as **Rashtriya Chemicals & Fertilizer Ltd**. The Trombay plant has five different plants commissioned between 1965 and 1981 which produce ammonia, nitrophosphate, sulphuric acid, nitric acid, methanol, ammonium bicarbonate, and urea. It has a complete capacity of over 6200 tonnes of chemicals pa.

Reference:

www.energymanagertraining.com/eca2004/award2004/Fertilizers/Rashtriya%20Chemicals%20and%20Fertilizers%20Ltd%20Trombay.pdf,

Gauge: BG

4wDH	Telco	021			150hp
4wDH	Telco	030			150hp
B-BDH	SAN	545	1998		

- 1 Supplied to Fertilizer Corporation of India, Trombay.

John Fowler & Co**MAHI42**

Gauge: 2'0"

4wP	JF	18888	1930		
4wP	JF	19232	1930		

Gammon India Ltd**MAHI43**

John Gammon joined the Bombay Public Works Department in 1910. He returned to Europe during WW1 but went back to India in 1919. In 1922 he left the PWD and created **JC Gammon Ltd**, a civil engineering company. It now concentrates on transportation, power plant, marine, pipeline and major commercial and industrial building projects. Their headquarters are in Mumbai.

Reference: www.gammonindia.com

Gauge: 750mm

4wBE	CE	B3088.A			
4wBE	CE	B3088.B			

Gauge: 2'0"

4wDH	SAN	167	1979		
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Grasim Industries Ltd**MAHI44**

Gauge: BG

B-BDH	OEPL	2x400hp
B-BDH	OEPL	2x400hp
B-BDH	OEPL	2x400hp
B-BDH	OEPL	2x400hp

Greater Mumbai Municipal Corporation**MAHI45**

The **Bombay Municipal Corporation** was created in 1865 and was responsible for infrastructure improvements in the city of Bombay – new roads, drainage systems, water supplies and housing projects. In 1888 it was declared the governing administration for the city with the Municipal Commissioner as chief executive. Became the **Greater Mumbai Municipal Corporation** in 1996.

Bombay Municipality advertised in Indian Engineering on 20/5/1916 for “A second hand locomotive in good order for 2’6” gauge. Cylinders about 7x10 with a wheelbase not exceeding 3’8”. Apply with full particulars and price to The Executive Engineer, Bombay Municipality”.

Listed below are locos supplied to the Municipality and to projects carried out by or on behalf of the Municipality.

Gauge: 2’6”

2w-2PMR	EEB/DC	1856	1939	1	24hp 6 seats
2w-2PMR	EEB/DC	1857	1939	1	24hp 6 seats
4wPMR	EEB/DC	2386	1951	2	10hp 4 seats
4wPMR	EEB/DC	2387	1951	2	10hp 4 seats
4wPMR	EEB/DC	2388	1951	2	10hp 4 seats

- 1 Supplied to Bombay Municipality. It is assumed that these were used on the Tansa Pipeline Railway.
- 2 Supplied via Guest, Keen & Williams to Bombay Municipality. It is assumed that these were used on the Tansa Pipeline Railway.

Bhandra Sewage Tunnel Rehabilitation**MAHI46**

In 1995, the **World Bank** instigated a project for the rehabilitation of the Bombay sewage system. As part of this a contract was awarded to **Dyckerhoff & Widmann**, Germany for the rehabilitation of the Bhandra Collector tunnel. The contract was awarded on 20/12/2000.

Reference: <http://go.worldbank.org/7NI2G3XIF0>

Gauge: 750mm

4wDH	Schöma	5456	1996	1	CHL 60G
4wDH	Schöma	5457	1996	1	CHL 60G
4wDH	Schöma	5458	1996	1	CHL 60G

- 1 Supplied to Dyckerhoff & Widmann, Bombay Swage Tunnel Contract.

High Level Sewage Tunnel, Ghatkopar**MAHI47**

In 1995, the **World Bank** instigated a project for the rehabilitation of the Bombay sewage system. As part of this a contract was awarded to **Hindustan Construction Co** for the construction of a high level tunnel at Ghatkopar. The contract was awarded on 20/12/2000.

Reference: <http://go.worldbank.org/Z85LAKXIF1>

Gauge: 600mm

4wBE	Ventra	2001	1	40hp
4wBE	Ventra	2001	1	40hp
4wBE	Ventra	2001	1	40hp

1 Supplied to Hindustan Construction Co, Ghatkopar.

Love Grove Outfall Sewer

MAHI48

In 1878 Bombay Municipal Corporation sanctioned a new main sewer from Carnac Bundar to Love Grove and a pumping station at Love Grove, this was completed in 1881. In 1910, the Municipal Commissioner for Bombay presented a scheme estimated to cost over Rs 700000 for improving sewerage disposal by using a submarine channel to wash the sewerage out.

Reference: IE, Greater Bombay Gazetteer 1981

Gauge: BG

0-4-0WT	HC	1097	1914	1
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1 Supplied via Hudson & Co.

Water supply Project III-A

MAHI49

A water supply project funded by the **World Bank** to improve the water supply to the city of Mumbai. The **Hindustan Construction Co** were responsible for boring the tunnels for the project.

Reference: www.hccindia.com

Gauge: 750mm

4wBE	Ventra	2001	1	70hp
4wBE	Ventra	2001	1	70hp
4wBE	Ventra	2001	1	70hp
4wBE	Ventra	2001	1	70hp
4wBE	Ventra	2001	1	70hp
4wBE	Ventra	2002	1	70hp
4wBE	Ventra	2002	1	70hp
4wBE	Ventra	2002	1	70hp
4wBE	Ventra	2002	1	70hp

1 Supplied to Hindustan Construction Co, Project III-A, Mumbai.

Tansa pipeline contract

MAH50

A waterpipe line that runs from Tansa lake to Bombay, bringing fresh water to Bombay. The contract was carried out by Braithwaite & Co. The contract involve laying pipes of between 57 and 72 inches in diameter and of lengths between 43 to 60 feet long. They were transported using the railway laid alongside the pipeline. As well as the seven locos, 232 special pipe carrying wagons were supplied, which could operate in trains up to 13 wagons long although 8 was the average number in a train. On completion of the contact the locos were sold to the **Kalamb Sugar Factory**. The track was left in place and is now used by the **Waterworks Department** for maintenance of the pipeline.

Gauge: 2'6"

1	0-8-0T	JF	15952	1923	1
2	0-8-0T	JF	15953	1923	1
3	0-8-0T	JF	15954	1923	1
4	0-8-0T	JF	15955	1923	1
5	0-8-0T	JF	15956	1923	1
6	0-8-0T	JF	15957	1923	1
7	0-8-0T	JF	15958	1923	1
	2w-2PMR	Bg/DC	1317	1923	8A type
	2w-2PMR	Bg/DC	1318	1923	8A type
	2w-2PMR	Bg/DC	1346	1923	8A type
	2w-2PMR	Bg/DC	1347	1923	8A type

1 Supplied to Braithwaite & Co. To Kalamb Sugar Factory (see **Walchandnagar Industries Ltd**).

2 Supplied to Braithwaite & Co.

Waterworks Department Workshops, Ghatokapar

MAHI51

A railway used in conjunction with the maintenance of the water pipeline from Tansa to Bombay. It used the track that was laid by Braithwaites when they laid the pipeline in the early 1920s. The whole pipeline was refurbished from 9/1983 by a

British company, Centriline of Preston who acquired a number of locos second hand and shipped them out to India for use on the project. When the project was completed the locos were left in India. A report from the early 1990's stated that there were "two RHs, two locos built at Ghatokpar (the main workshops on the line) and 11 motor trollies". The identities of all of the trollies is unknown but it is assumed that they consist of the Wkm listed below, four Bg/DC supplied to Braithwaites in 1923 and five Bg/DC supplied to Bombay Corporation plus one other unknown.

Gauge: 2'6"

4wDM	RH	244485	1946	1	48DL
4wDM	MR	5867	1934	2	20/28hp
4wDM	MR	8790	1943	3	20/28hp
2w-2PMR	Wkm	5962	1951		
4wDM	MR	21283	1957	4	20/28hp
4wDM	RH	432652	1959	5	LBT
4wDM	Centri			6	

- 1 Supplied via Greaves Cotton & Co
- 2 Supplied to Bungey. To Hughes Bros 1954. To Marlow Sand & Gravel. To Track Supplies, Wolverton 3/1983. To Centriline, Bamber Bridge for India 8/1983.
- 3 Supplied new to Bungey. To Marlow Sand & Gravel. To Track Supplies, Wolverton, 3/1983. To Centriline for India 8/1983.
- 4 New to Marlow Sand & Gravel. To Track Supplies, Wolverton, 3/1983. To Centriline for India 8/1983.
- 5 New to Oakley Slate, Ffestiniog 20/2/59. To Bala Lake Railway 6/6/1972. To Track Supplies, Wolverton, 23/11/1976. To Centriline for India 8/1983.
- 6 Built by Centriline on site.

James Greaves

MAHI52

Gauge: 2'0"

4wDM	RH	346019	1953		20DL
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Greaves Cotton & Co

MAHI53

Gauge: 2'0"

4wDM	RH	187047	1937		16/20hp
4wDM	RH	198250	1939		33/40hp
4wDM	RH	198252	1939		33/40hp

Gujarat Ambuja Cement Ltd

MAHI54

Gauge: MG

4wDH	Ventra		1986		220hp
4wDH	Ventra		1986		220hp

Heatley and Gresham, Bombay office

MAHI55

The sole agents for VF and DC in India with offices at 6 Waterloo Street, Calcutta & 75 Hornby Road, Bombay.

Gauge: MG

2w-2PMR	Bg/DC	855	1916		C type
2w-2PMR	Bg/DC	1512	1925		R type

Gauge: BG

2w-2PMR	Bg/DC	1458	1926		R type
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Hindustan Construction Co Ltd**MAHI56**

Gauge: 2'0"

4wBE	GB	6073	1962	
4wBE	GB	6074	1962	
4wBE	GB	6075	1962	
4wBE	GB	6112	1964	1

1 Supplied via Tata Co

Killick & Nixon Co**MAHI57**

Gauge: BG

0-4-0ST	KS	4175	1922	1
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1 Supplied via Bell Brothers

F Klein**MAHI58**

Gauge: 2'6"

Hanomag	10459	1926
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Larsen and Toubro Ltd**MAHI59**

Gauge: 600mm

4wDM	O&K	25861	1957	MV0a
4wDM	(O&K	25862	1957	MV 0a
	(Schöma	1850	1956	MD 2b
4wDM	O&K	25944	1960	MV2a

Maharashtra State Electricity Board**MAHI60**

The **Bombay Electricity Board** was founded on 6/11/1954. It was superceded on 1/4/1957 by the **Bombay State Electricity Board**. This in turn was superceded by the **Maharashtra State Electricity Board** on 20/6/1960.

Reference: www.msebindia.com

Gauge: BG

4wDH	OEPL	400hp
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Marshall & Co**MAHI61**

Gauge: 2'0"

4wPM	MR	1952	1920	1	40hp
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1 Originally used on trial at W Dennis & Sons, Nocton. Returned to MR by 26/3/1920 and then sent to India

Mechanical Rubber Co**MAHI62**

Gauge: 1' 9½"

4wWE	Atlas	1004	1909
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J N Marshall & Co**MAHI63**

Gauge: 600mm

4wPM	FH	2827	1944	1	Simplex
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1 Originally built for MOS., resold 10/1946

Ministry of Supply**MAHI64**

Gauge: 60cm

4wDM	RH	203002	1941	16/20hp
4wDM	RH	203003	1941	16/20hp

Mumbai Port Trust

Bombay Port Trust was established in 1873. Princess Dock was built in 1885 and Victoria and the Merryweatehr Dry dock by 1891. Alexandra Dock was completed in 1914.

The railway system for the **Bombay Port Trust** was sanctioned in the Railway Boards notice No 152, dated 28/5/1913. The first part to open was the section between Wadala junction and the Victoria overbridge. This was nearly 7¾ miles and opened on 1/1/1915. It was followed on 1/2/1915 by a nearly 6 mile stretch between the Victoria overbridge and the docks. In the docks there were just over 104 miles of sidings, giving the whole system a track mileage of just under 118 miles. The revenue earned in its first year was Rs 9.97 lakhs. By 1917-18 this had already risen to Rs 19.67 lakhs.

The system was primarily a goods operation but passenger trains were operated over BPT metals, mainly troop trains and postal and passenger trains run in connection with the mail steamers. Became **Mumbai Port Trust** after 1996.

In 1966, there were 23 working steam and 20 working diesel locomotives. By 3/1976, there were 14 remaining steam locomotives, of which eight were working, and eight working diesels. By 1978, there were 18 steam locos, of which 15 were working, and 20 diesels of three types. Of these, 16 were either under repair or on shed out of use. It was reported that the steam locos were preferred to the diesels as the diesels were considered to be under powered. Steam working ceased in 1988 and all remaining locos were cut up on site. BPT currently have five working diesel locos.

Three new boilers were supplied by WB for NW locos in 4/1951.

Reference: www.mumbainet.com/template1.php?CID=15&SCID=5

Kirby & Co, Victoria Dock construction**MAHI65**

Locos used on the construction of Victoria dock between 1885 and 1888. **Kirby & Co** undertook the excavation work and the masonry for the project.

Gauge: MG

2-4-0T	D	1872	1
2-4-0T	D	1872	1
0-4-4-0T	AE	1880	2

1 ex RMR. These two locomotives are two from D 508-19/1872 and 602-14/1873. Acquired 1885

2 ex RMR, one of ISR, 361-77 (AE 1245-78/80). Acquired 1885.

Price & Willis, Bombay Docks Construction Project**MAHI66**

Reference: Middle East Railways, Railway Bylines Vol 2 no 6, Vol 3 no 4, Mainline to Industry

Gauge: SG

CORNBROOK	0-6-0T	MW	1063	1888	1	Special M
EASTNEY	0-6-0ST	HC	441	1895	2	
BARRY	0-6-0ST	HC		1896	3	
LORD WINDUS	0-6-0ST	MW	1291	1896	4	M class

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GERTRUDE	0-6-0ST	P	716	1898	5	
ST LEONARDS	0-6-0ST	MW	1431	1899	6	L class
LYDIA	0-6-0ST	HC	567	1900	7	
LEDHAM	0-6-0ST	MW	1491	1900	8	L class
ELEPHANTA	0-6-0ST	MW	1673	1906	9	M class
BOMBAY	0-6-0ST	MW	1674	1906	10	L class
MALABAR	0-6-0ST	MW	1723	1908		L class

- 1 From T A Walker, Contractors, Patricroft [UK], 1906. To Mesopotamia in 1917 for use on Military Railways.
- 2 From John Price, Immingham Docks [UK], India 1906. To Mesopotamia in 1917 for use on Military Railways.
- 3 This loco is quoted as being HC 442. However, this loco was used in the UK and never exported. The actual identity of this loco is unknown.
- 4 From Price & Willis, Barry Docks [UK], 1906. To Mesopotamia in 1917 for use on Military Railways.
- 5 From C J Wills, Sheffield [UK], India 1906. To Mesopotamia in 1917 for use on Military Railways.
- 6 From John Price, Crowhurst Park Siding [UK], 1906.
- 7 Supplied to C J Wills, Ilford for Woodford Ilford Railway Contract. To India 1906. To Mesopotamia in 1917 for use on Military Railways.
- 8 From Price & Reeves, Hooton [UK], 1906.
- 9 To Mesopotamia in 1917 for use on Military Railways.
- 10 Returned to C T Wills, Hendon (Also recorded as C J Wills, Beacontree). Sold to Samuel Williams, Dagenham Dock 1932. Retained name and numbered 18. Scr 1956

Anik Quarry Line

MAHI67

Line closed in 1954.

Gauge: SG

	0-4-0T	9E		1906	1		MAHI74
	0-4-0T	9E		1906	1		MAHI74
1	0-6-0ST	MW	1736	1908-9		M class	MAHI36
2	0-6-0ST	MW	1737	1908-9		M class	MAHI36
3	0-6-0ST	MW	1738	1908-9		M class	MAHI36
4	0-6-0ST	MW	1743	1908-9		M class	MAHI36
5	0-6-0ST	MW	1748	1909		M class	MAHI36
6	0-6-0ST	MW	2001	1921		Special	MAHI36
7	0-6-0ST	MW	2002	1921		Special	MAHI36
8	0-6-0ST	MW	2003	1921		Special	MAHI36
	0-6-0ST	MW	2004	1921	3	Special	MAHI36
	0-6-0ST	MW	2005	1921	3	Special	MAHI36
	0-6-0ST	MW	2006	1921	3	Special	MAHI36

- 1 Originally built as a 2-20RT loco as the power unit of steam railcars built by the LSWR at their Nine Elms Works. No 738. Converted to a 0-4-0T at Eastleigh Works in 1913. Purchased by the Ministry of Munitions in 3/1917 for use at Dunball, Bridgewater, Somerset. To Bombay Docks 3/1923.
- 2 Originally built as a 2-20RT loco as the power unit of steam railcars built by the LSWR at their Nine Elms Works. No 743. Converted to a 0-4-0T at Eastleigh Works in 1913. Purchased by the Admiralty in 3/1917 for use at Portsmouth Dockyard. To Bombay Docks 3/1923.
- 3 To T W Ward, Greys [GB] c 1929.

Port Trust Railway locos

MAHI68

Gauge: BG

01	0-6-0	N	2243	1877	1	L21 class
02	0-6-0	N	2261	1877	2	L21 class
03	0-6-0	N	2239	1877	3	L21 class
04	0-6-0	N	2241	1877	4	L21 class
1	2-6-0T	NW	995	1913	5	A class
2	2-6-0T	NW	996	1913	5	A class
3	2-6-0T	NW	997	1913	5	A class
4	2-6-0T	NW	998	1913	5	A class
5	2-6-0T	NW	999	1913	5	A class
6	2-6-0T	NW	1000	1913	5	A class
7	2-6-0T	NW	1032	1914	6	A class
8	2-6-0T	NW	1033	1914	6	A class
9	2-6-0T	NW	1106	1915	6	A class
10	2-6-0T	NW	1107	1915		A class
11	2-6-0T	NW	1108	1915		A class

12	2-6-0T	NW	1109	1915		A class
13	2-6-0T	NW	1110	1915		A class
14	2-6-0T	NW	1111	1915		A class
15	2-6-0T	NW	1359	1921		A class
16	2-6-0T	NW	1360	1921		A class
17	2-6-0T	NW	1361	1921		A class
18	2-6-0T	NW	1362	1921		A class
19	2-6-0T	NW	1363	1921		A class
20	2-6-0T	NW	1364	1921		A class
21	2-6-0T	NW	1365	1921		A class
22	2-6-0T	NW	1366	1921		A class
23	2-6-0T	NW	1367	1921		A class
24	2-6-0T	NW	1368	1921		A class
25	2-10-2T	NW	1357	1922	7	H class
26	2-10-2T	NW	1358	1922	7	H class
27	2-6-0T	VF	3572	1922		A class
28	2-6-0T	VF	3573	1922		A class
29	2-6-0T	VF	3574	1922		A class
30	2-6-0T	VF	3575	1922		A class
31	2-6-0T	VF	3576	1922		A class
32	2-6-0T	VF	3577	1922		A class
33	0-6-0DH	Hen	29545	1957		DH 440
34	0-6-0DH	Hen	29546	1957		DH 440
35	0-6-0DH	Hen	29547	1957		DH 440
36	0-6-0DH	Hen	29548	1957		DH 440
37	0-6-0DH	Hen	29549	1957		DH 440
38	0-6-0DH	Hen	29550	1957		DH 440
39	0-6-0DH	Hen	29551	1957		DH 440
40	0-6-0DH	Hen	29552	1957		DH 440
41	0-6-0DH	Hen	29553	1957		DH 440
42	0-6-0DH	Hen	29554	1957		DH 440
43	B-BDH	CLC	3017	1961	7	640hp
44	B-BDH	CLC	3018	1961	7	640hp
45	B-BDH	CLC	3019	1961	7	640hp
46	0-6-0DH	CLC	3032	1961		320hp
47	0-6-0DH	CLC	3033	1961		320hp
48	0-6-0DH	CLC	3034	1961		320hp
49	0-6-0DH	CLC	3035	1961		320hp
50	0-6-0DH	CLC	3036	1961		320hp
51	0-6-0DH	CLC	3037	1961		320hp
52	0-6-0DH	CLC	3038	1961		320hp
	Bo-BoDE	BHEL		1989		700hp
	Bo-BoDE	BHEL		1989		700hp
	Bo-BoDE	BHEL		1989		700hp

- 1 ex GIPR, 400.
- 2 ex GIPR, 418.
- 3 ex GIPR, 50.
- 4 ex GIPR L21, 51, originally 13.
- 5 To Burn & Co, Calcutta
- 6 To Indian Iron & Steel Co, Bumpur
- 7 Hump shunter. Scr 2/1976.

Nixon Forrest

MAHI69

Gauge: 2'0"

4wDM	RH	287671	1950	40DL
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Parry & Co

MAHI70

See entry under **West Bengal** for further details.

Gauge: 2'0"

4wDM	MR	9523	1950	1	20/28hp
4wDM	MR	9691	1953	2	20/28hp

ILSA © S Darvill 2008

4wDM	MR	9892	1954	3	20/28hp
4wDM	MR	21553	1956	4	20/28hp

- 1 Supplied via RMP. For use on a dam project
- 2 Supplied via RMP.

Gauge: 600mm

4wDM	MR	20031	1950	1	20/28hp
4wDM	MR	21562	1957	2	20/28hp

- 1 Supplied via RMP. For use in gypsum mines. Displayed at British Industries Fair prior to shipment
- 2 Supplied via RMP.

Patel Engineering Co Ltd

MAHI70

Established in 1949 as a civil engineering company. It specialises in tunnelling, dam, bridge road and industrial civil engineering.

Reference: www.patelengineering.com

Gauge: 2'0"

4wDM	MR	11033	1956	1	50hp
4wDM	MR	11041	1956	1	50hp
4wDM	MR	11042	1956	1	50hp
4wDM	MR	11043	1956	1	50hp
4wDM	MR	11044	1956	1	50hp
4wDM	MR	11045	1956	1	50hp
4wDM	MR	11046	1956	1	50hp
4wDM	MR	11047	1956	1	50hp
4wDM	MR	11160	1960	2	50hp
4wDM	MR	11166	1961	2	50hp
4wDM	MR	11167	1961	2	50hp
4wDM	MR	11227	1963	2	50hp
4wDM	MR	11228	1963	2	50hp
4wDM	MR	11241	1963	2	50hp
4wDM	MR	11242	1963	2	50hp
4wDM	MR	60S319	1966	3	60hp
4wDM	MR	60S320	1966	3	60hp
4wDM	MR	60S321	1966	3	60hp

- 1 Supplied via RMP via Parry, Bombay
- 2 Supplied via RMP, London
- 3 Supplied via RMP, London via Parry

Protos Engineering Co, Churchgate

MAHI71

A marketing organisation set up in 1949 as a venture between Indian and German individuals to make modern machinery and technology available in India.

Reference: snsvo1.seekandsource.com/protos/home.html

Gauge:610mm

4wDM	Diema	1543	1952	DS16
4wDM	Diema	1544	1952	DS16
4wDM	Diema	1732	1955	DS16
4wDM	Diema	1733	1955	DS16
4wDM	Diema	1734	1955	DS16
4wDM	Diema	1735	1955	DS16
4wDM	Diema	1769	1955	DL8
4wDM	Diema	1805	1955	DS28
4wDM	Diema	1806	1955	DS40
4wDM	Diema	1948	1956	DS28
4wDM	Diema	1949	1956	DS28

Gauge: MG

4wDM	Diema	1700	1954	DS14
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Railway Mine & Plantation Equipment Ltd

MAHI72

Gauge:

4wDM	MR	10295	1952	32/42hp
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R J Shah & Co

MAHI73

Gauge: 2'0"

4wBE	WR	7238	1970	W217
4wBE	WR	7239	1970	W217
4wBE	WR	7409	1970	W217
4wBE	WR	7410	1970	W217

Suland Sugar Mills

MAHI74

Gauge: 2'0"

0-6-0T	Jung	11696	1952
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Tata Co

MAHI75

Gauge: 2'0"/2'6"

2w-2PMR	Bg/DC	1177	1922	1	C type
2w-2PMR	Bg/DC	1178	1922	1	C type
2w-2PMR	Bg/DC	1179	1922	1	C type

1 Supplied via Light Railway Ltd

Tata Electric Co Ltd, Thermal Power Station, Trombay

MAHI76

Established in 1956 by **Tata Power Co Ltd** with a capacity of 125MW, expanded to 187.5MW in 1960

Reference: www.tata.com

Gauge: BG

4wDH	Telco	072		150hp
4wDH	Telco	073		150hp
4wDE	SAN	358	1986	
4wDE	BHEL		1989	350hp

Tata Engineering

MAHI77

Gauge: 2'6"

0-4-0WT	HC	1396	1921	
0-4-0WT	HC	1462	1923	1

1 Supplied via Hudson & Co

Tudco Ltd

MAHI78

Gauge: 2'0"

4wDM	RH	266567	1949	30DL
4wDM	RH	266571	1949	30DL

Turner Hoare & Co Ltd

MAHI79

Gauge: 2'0"

4wDM	FH	2314	1940	1	New Simplex
4wDM	FH	2317	1940	1	New Simplex
4wDM	FH	2324	1941	1	New Simplex
4wDM	FH	3598	1952	2	1939 type
4wDM	FH	3639	1953	2	1939 type
4wDM	FH	3644	1953	2	1939 type
4wDM	FH	3645	1953	2	1939 type
4wDM	FH	3683	1954	2	
4wDM	FH	3690	1954	2	
4wDM	FH	3691	1954	2	
4wDM	FH	3692	1954	2	
4wDM	FH	3701	1954	2	
4wDM	FH	3702	1954	2	
4wDM	FH	3786	1955		1939 type
4wDM	FH	3796	1956		1939 type
4wDM	FH	3797	1956		
4wDM	FH	3798	1956		1939 type
4wDM	FH	3818	1957		

- 1 Supplied via John Birch & Co Ltd, London. Ex WO, dispatched 26/3/1947.
- 2 Supplied via John Birch & Co Ltd, London.

Gauge: 2'6"

2w-2PMR	Bg/DC	586	1914	1	PB type
4wDM	FH	1966	1935	1	New Ford

- 1 Supplied via John Birch & Co Ltd, London.

Gauge: BG

2-2wPMR	Bg/DC	564	1914	1	R type
2-2wPMR	Bg/DC	565	1914	1	R type

- 1 Supplied via John Birch & Co Ltd, London.

Ultratech Cement Ltd

MAHI80

Gauge: BG

B-BDH	OEPL				2x400hp
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Unknown customer

MAHI81

Gauge: 2'0"

4wDM	Dav	3021	1947		
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Gauge: 2'6"

2-4-2ST	WB	1622	1901	1	
	Schöma	1116	1950	2	
	Schöma	1117	1950	2	

- 1 From KKTR, 1913.

2 Supplied via O&K Export [D].

Gauge: MG

0-4-0T	Hen	23401	1937	
4wDM	Deutz	46902	1952	A4L514

Gauge: BG

0-4-0DH	Windh	1064	1956	L2N85
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Villers & Co

MAHI82

Gauge: 2'0"

0-4-0ST	KS	4159	1921	
0-4-0ST	KS	4160	1921	

J Weatherspoon & Co

MAHI83

Gauge: 2'6"

2w-2PMR	Wkm	6047	1952	8 Mark V
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A Young & Co

MAHI84

Gauge: 2'0"

0-4-0T	KS	695	1900	
0-4-0T	KS	696	1900	
0-4-0T	KS	697	1900	
0-4-0T	KS	698	1900	
0-4-0T	KS	699	1900	
0-4-0T	KS	700	1900	
0-4-0T	AE	1434	1901	

PRESERVED SITES

Central Station

MAHP07

Gauge: 2'6"

563K	2-6-4T	KS	4416	1928	1
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1 Supplied to the PDBR. K class, 1. The line was owned by Baria State and opened in 1929 but was eventually absorbed into the BBCIR. Locomotive renumbered 563 in 1957. Now named LITTLE RED HORSE.

Classic Stripes Pvt Ltd, 76/79, Makwana Lane, Takpada, Andheri

MAHP08

Gauge: MG

4369	2-8-2	Telco	399	1959	1	YG class
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1 Supplied to IR, 4369. Acquired in 2006.

Parel Workshops

MAHP09

Gauge: 2'0"

0-6-0T	O&K	1766	1905	1	ML class
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1 Supplied to MLR, 1. IR, 738

Gauge: BG

22046 4-6-2 VF 4530 1931 1 XA2 class

1 Supplied to GIPR, 2249. IR, 22046

Nehru Science Centre

MAHP10

Gauge: 2'0"

807 4-6-2 NBA 20641 1914 1 C class

1 Supplied to DHR, 37. Renumbered 807 in 1957. Withdrawn 1976 and preserved

Victoria Technical Institute

MAHP11

Gauge: BG

 0-6-0 K 1862 1

1 Identity unknown

Western Railway Headquarters

MAHP12

Gauge: 2'6"

585 0-6-2T WB 2195 1922 1 W class

1 Supplied to GBSR 35. IR, 585. Wdn 1993, pvd 2007.

NAGPUR DISTRICT

INDUSTRIAL SITES

Byramji Mining Combine Ltd, Nagpur

MAHI85

Gauge: 2'0"

 0-4-0T Hen 17230 1919 1 Fabia
 4-6-0PT Blw 1
 4-6-0PT Blw 1

1 From Phalton Sugar Works, 11/4/1953.

Khandelwal Ferro Alloys Ltd, Nagpur

MAHI86

Gauge: 600mm

 4wDM MR 21559 1956 1 20/28hp

1 Supplied via RMP via Parry, Bombay

Maharashtra State Electricity Board

Khaperkheda Thermal Power Station, Tal Saoner

MAHI86

A 210MW power plant, commissioned on 26/3/1989. Further capacity was added in 1990 (210MW), 2000 (210MW) and 2001 (210MW), giving the site a total power output of 840MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	SAN	428	1990
4wDH	SAN	429	1990
B-BDH	SAN	472	1994
B-BDH	SAN	479	1994

Koradi Thermal Power Station, Koradi

MAHI87

A 210MW power plant, commissioned on 3/6/1974. Further capacity was added in 1975 (115MW), twice in 1976 (115MW each time), 1978 (200MW), 1982 (210MW) and 1983 (210MW) giving the site a total power output of 1080MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	Telco	182		150hp
4wDH	Telco	186		150hp
4wDH	Telco	190		150hp
4wDH	SAN	89	1976	
4wDH	SAN	90	1976	
4wDH	SAN	121	1977	
4wDH	SAN	368	1986	
4wDH	SAN	434	1991	
4wDH	SAN	436	1991	

Nagpur

MAHI88

Gauge: 2'6"

4wDH	Ventra	1977	85hp
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Manganese Ore India Ltd

See entry under **Bhandara district** for full details.

Beldongri Mine

MAHI89

¾ mile of 18lb 2'0" gauge mine track, 3918' of 30lb rail for the incline (15/11/1957), ½ mile track, 43 ore tubs from various makers, 1590' of 18, 20 and 24lb track with sleepers, 30 spoil tubs, unknown number of 27ft³ Hudson V skips (16/1/1959).

Gauge: 2'0"

4wDM	Deutz	6529	1924	1	ML132 F
4wPM			1926	2	
D			1958		

- 1 Supplied to the Central Provinces Prospecting Syndicate Ltd.
- 2 Described as a Fordson locomotive in the mine returns. It is assumed that it is one of four the Muir Hill locos that were supplied to Kilburn Brown & Co, Calcutta in 1926.

Gumgaon & Randongri Mines

MAHI90

180 tubs of all types, 10 double sided wagons, 4909 yards of 2'0" gauge 18lb track complete with 67 crossings, 1821 yards of 30lb track with 13 crossings and 2 two way switches at Gumgaon, complete ropeway including loco boiler MP2009 (1926).

Gauge: 2'0"

No1	4wPM	MR	1949
No2	4wPM	MR	1951

Kandri Mine

MAHI91

1 mile of 2'0"/2'6" gauge 18lb track section complete with steel sleepers (1900/30), 2 miles of 2'0" gauge 18/20lb track section complete with steel sleepers (1940/44), 3600' of 35lb 2'0" gauge tram track transferred from East & West Tirodi (1946, originally obtained 1938), 3578' of 30lb 2'0" gauge tram track (1950-1), 7920' of 30lb 2'0" gauge tram track (1954), 13 30/35lb crossings (1938), 26 30/35lb crossings (1950/54), 35 2'6" gauge 18lb crossings (1900/23), 34 2'0" gauge 18/20 crossings (1924/31), 9 2'6" gauge turntables (1900/30), 12 2'0" gauge turntables (1924/30), 30 27ft³ 2'6" gauge wagons (1900/30), 147 27ft³ 2'0" gauge wagons (1940/53), 12 16ft³ 2'0" gauge wagons (1926/30), 5 16ft³ 2'0" gauge wagons (1953).

Reference: IRS 109/4,

Gauge: 2'0"

0-4-0T	O&K	13072	1937	1	30hp
0-4-0WT	AB	2302	1951	2	
0-4-0T	Jung	11400	1951	3	
0-4-0T	Jung	12027	1954	4	
0-4-0T	Jung	12028	1954	4	
4wPM	MR			5	

- 1 Carried Parry plates.
- 2 OOU 6/1971
- 3 Supplied via C.V. Locospoor. To Munsar Mines, after 1962.
- 4 To Munsar Mines, after 1962.
- 5 Present 6/1971. From Munsar mine?

Munsar Mine

MAHI92

5.36 miles of track including points, crossings and turntables, 145 wagons (before 1940), 30 Hudson tubs (1954).

Gauge: 2'0"

0-4-0T	Jung	11400	1951	1	
4wPM	MR		1953		
0-4-0T	Jung	12027	1954	2	
0-4-0T	Jung	12028	1954	1	
4wPM	MR		1954		

- 1 From Kandri Mine after 1962. Present 6/1971.
- 2 From Kandri Mine after 1962.

Nagpur Government Power Station

MAHI93

Gauge: 2'6"

0-4-0DM	EEB/DC	2265	1950	1	93/102hp
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- 1 Supplied via Merz & McLellan

Ordnance Factory, Ambarnath

MAHI94

Gauge: BG

4wDH	Telco	052			150hp
4wDH	SAN	365	1986		
4wDH	Ventra		1991		220hp

PRESERVED SITES**Nagpur****Motibagh Workshops****MAHP13**

Gauge: 2'6"

615	2-8-2	NW	1089	1915	1	BS2 class
0091	2-8-2	NBA	22500	1920	2	BS class
36	2-8-2	KrM	17938	1954	3	ZE class

- 1 Supplied to BNR(SL), 0091. IR, 627
- 2 Supplied to BNR(SL), 78. IR, 615
- 3 Supplied to SER, 632. IR 36.

Narrow Gauge Railway Museum**MAHP14**

Gauge: 2'6"

5	0-6-4	WB		1916	1	
YG677	4-6-2	NBA	17827	1907	2	C3 class

- 1
- 2 Supplied to BNR(SL) 0038 then IR CC class 677.

NASIK DISTRICT**INDUSTRIAL SITES****Maharashtra State Electricity Board, Nasik Thermal Power Station, Nasik Road****MAHI95**

A 140MW power plant, commissioned on 16/8/1970. Further capacity was added in 1972 (140MW), 1979 (210MW), 1980 (210MW), and 1981 (210MW) giving the site a total power output of 910MW.

Reference: www.msebindia.com

Gauge: BG

4wDH	Telco	134		150hp
4wDH	SAN	136	1978	
4wDH	SAN	154	1979	
4wDH	SAN	162	1979	
4wDH	SAN	166	1979	
4wDH	SAN	230	1981	
4wDH	SAN	231	1981	
B-BDH	SAN	355	1986	
B-BDH	SAN	356	1986	
4wDH	OEPL			400hp

P B Kankaria, Malagaon**MAHI96**

Gauge: 2'0"

1					1
2	0-4-0WT	O&K?			2
3	0-4-0WT	O&K?			2
4	0-4-2ST	KS	4050	1921	2
5	0-4-0T	HC	1179	1919	2

- 1 From Ravalgaon Sugar Farm, 1970. Resold for use as stationary boiler at cotton or oil mills in Malagaon.
- 2 From Ravalgaon Sugar Farm, 1960-1. Resold for use as stationary boiler at cotton or oil mills in Malagaon.

The Ravalgaon Sugar Farm, Ravalgaon**MAHI97**

Incorporated in 1933.

Reference: www.ravalgaonindia.com

Gauge: 2'0"

1					1
2	0-4-0WT	O&K?			2
3	0-4-0WT	O&K?			2
4	0-4-2ST	KS	4050	1921	3
5	0-4-0T	HC	1179	1919	4
1	4wDM	Dav	3020	1947	
2	4wDM	Dav	3028	1947	
3	4wDM	Dav	3026	1947	

- 1 Identity unknown. Sold 1960-61.
- 2 Identities unknown. Boiler book states that they are "from Germany, about 1920". To P B Kankaria, Malagaon, 1970.
- 3 From Bombay Back Bay Reclamation Scheme after 1933. To P B Kankaria, Malagaon, 1970.
- 4 From Singareni Collieries Co Ltd after 1933. Converted from 0-4-2T To P B Kankaria, Malagaon, 1970.

LIGHT RAILWAYS**Nasik Tramway****MAHL01**

Originally operated as a horse drawn tramway between the Municipal Corporation building in Nasik and the GIPR station of Nasik Road, a distance of 8-10kms.

In Indian Engineering dated 26/10/1912 there is an advert for the sale of "a well known horse tramway in India". It states that they tramway conveyed 250, 000 passengers a year and the sale consisted of over 6 miles of permanent way in addition to land buildings, horses, cars etc, all in "going order". It is assumed that this is the Nasik tramway as it goes on to state that it is a feeder line to the GIPR and that it conveys pilgrim traffic (Nasik has an important Hindu temple which is a site for pilgrimage). It states that the passenger and goods traffic are capable of development as "the district is a prosperous one and is becoming a favourite health resort with Natives and Europeans". It concludes by saying that "Sanction has been granted by the Government to convert the line to steam traction by which means the work expenses can be greatly reduced and receipts increased. The line is also capable of profitable extensions to outlying districts".

The line was purchased by W H Brady & Co. The line closed between 1931 and 1933.

Reference: www.bradyindia.com, IE 26/10/1912

Gauge: 2'6"

0-4-0+4PMR	Bg/MEP	606	1916	1	Type 40
0-4-0+4PMR	Bg/MEP	607	1916	1	Type 40
4wPMR	Bg/MEP	791	1920	1	Type 40
4wPMR	Bg/MEP	792	1920	1	Type 40

- 1 Supplied via W H Brady & Co

PUNE DISTRICT**INDUSTRIAL SITES****Asian Tech. (P) Ltd, Lonavala****MAHI98**

Gauge: 610mm

4wDH	Ventra	1979	50hp
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College of Military Engineering, Poona**MAHI99**

Gauge: MG

4-6-0	NBH	17419	1906	1	B class
0-4-4T	KS	1119	1909	2	MA class
4-6-0	NBA	19443	1911	3	M class
4-6-0	K	5134	1915	4	M class

- 1 Delivered to SIR 256. Ren 36 in 1905. IR 36. Acquired 1959
- 2 Delivered to SIR A class, No 26. Reb with larger cylinders in 1931, reclassified as MA class and ren No 1. IR, 37350 Acquired 1959
- 3 Delivered to NSR, No 163. IR, 31006 in 1957. Acquired 1961
- 4 Delivered to NSR M class, 168. IR 31011 in 1957. Acquired 1961

High Explosives, Kirkee**MAHI100**

Gauge: BG

4wDH	Telco	055			150hp
4wDH	SAN	307	1983	1	

- 1 To Metal & Steel, Ishapore 6/2008.

Tata Electric Co Ltd, Mulshi Dam**MAHI101**

The **Tata Power Co Ltd** was formed by **Tata Ltd** in 1919 to carry out the Nila Mula hydro electric project. This was completed in 1927. In 1929, the management it and the **Tata Hydro Electric Power Supply Co Ltd** and the **Andhra Valley Power Supply Co Ltd** was transferred to the **Tata Hydro Electric Agencies Ltd**, the main share holder of which was Tata Ltd. From 1/4/200 Tata Power Co Ltd was merged and became part of **Tata Electric Co Ltd**.

The Mulshi dam project supplies water to the Tata Power hydro electric power station at Bhira.

Reference: www.tatapower.com, The economic development of India

Gauge: 2'6"

2-4-2ST	WB	1628	1901	1	
4-6-0T	HE	1370	1919	2	
4-6-0T	HE	1371	1919	3	
0-6-0WT	HC	1391	1920		
0-6-0WT	HC	1392	1920		
0-4-0WT	HC	1393	1920	4	
0-4-0WT	HC	1394	1920		
0-4-0WT	HC	1395	1920		

- 1 From KKTR. To Godavari Sugar Mills, 1947.
- 2 ex WDLR, WD3254. Not delivered to WD due to end of WW1. Stored at WD dump, Purfleet Wharf, Essex prior to delivery to India. To Godavari Sugar Mills, 1946.
- 3 ex WDLR, WD3255. Not delivered to WD due to end of WW1. Stored at WD dump, Purfleet Wharf, Essex prior to delivery to India. Supplied to Tata Power via Robert Hudson.
- 4 To Godavari Sugar Mills, 1946.

Gauge: MG

4wP	FH	2069	1937	1	1934 type
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- 1 Supplied to Tata Power Co.

Tata Engineering & Locomotive Co, Pune**MAHI102**See entry under **East Singhbhum, Jharkand** for further details.

Gauge: BG

4wDH	Telco	192	150hp
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Walchandnagar Industries Ltd, Walchandnagar**MAHI103**

Kalamb Sugar Factory opened 1933-4. The railway between the factory and the mainline came into use c.1941. The route milage is is about 22 miles and total milage including can lines was about 34 miles. Originally it opened as Kalamb Sugar and was renamed **Walchandnagar Industries Ltd** during WW2. In addition to the locos listed below, there were also an additional three steam locomotives, all "built in Leeds" – the identities of these locos are unknown but one may be the ex Barsi Light Railway 4-8-4T.

Reference: CRJ 38

Gauge: 2'6"

	0-8-0T	JF	15952	1923	1	
	0-8-0T	JF	15953	1923	1	
	0-8-0T	JF	15954	1923	1	
	0-8-0T	JF	15955	1923	1	
	0-8-0T	JF	15956	1923	1	
	0-8-0T	JF	15957	1923	1	
	0-8-0T	JF	15958	1923	1	
1	0-6-0DM	Dav	3018	1947		
2	0-6-0DM	Dav	3019	1947		
3	0-6-0DM	Dav	3027	1947		
4	0-6-0DM	Brook	4403	1959		BCL-TC
5	0-6-0DM	Brook	4404	1959		BCL-TC
711	4-8-4T	K	5126	1915	2	BS class
6	0-6-0D	WIL				3
7	0-6-0D	WIL				4
8	0-6-0D	WIL				4
9	0-6-0D	WIL				4
10	0-6-0D	WIL				
11	0-6-0D	WIL				4

- 1 From Braithwaite & Co, Tansa pipeline project to Kalamb Sugar Works. Scr by 7/1971.
- 2 ex IR, 711, acquired 1967. Scr by 7/1971.
- 3 Fitted with a GM engine.
- 4 Fitted with a Cummins engine.

PRESERVED SITES**Baramati Station****MAHP15**

Gauge: 2'6"

552	2-8-2	Nippon	1756	1957	1	ZD class
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- 1 Supplied to CR, 165. IR, 552

Pune**DRM Office****MAHP16**

Gauge: 2'6"

716	2-8-2	NW	1486	1926	1	F class
724	2-8-2	HE	3669	1949	2	F class

- 1 Supplied to BLR 23 then IR 716. Wdn 1994.
- 2 Supplied to BLR 42. IR 724

College of Military Engineering

MAHP17

Gauge: 2'0"

4wDM HE 1

- 1 Identity unknown.

Gauge: MG

0-4-4T KS 1119 1909 1 MA class

- 1 Delivered to SIR A class, 26. Reb with larger cylinders in 1931, reclassified as MA class and ren No 1. IR, 37350
Acquired 1959

RAIGARH DISTRICT

INDUSTRIAL SITES

Bulk Cement Corporation India Ltd, Kalamboli

MAHI104

A division of the **ACC**, set up in conjunction with the **Government of India** in 1992. It receives cement from ACC Wadi works in dedicated MGR style trains for storage in two 5000 tonne silos. It supplies bulk to cement to Bombay and its environs.

Reference: www.acclimited.com

Gauge: BG

B-BDH SAN 497 1996

Tata Electric Co Ltd, Bhira Power Station

MAHI105

The **Tata Hydro Electric Power Supply Co Ltd** was formed in 1910 to take up a concession that was granted to **Tata Ltd** in 1907. Its first scheme was the building of three dams at Lonvala, Walwhan and Shirawta and two power stations at Lonvli and near Karjat. This project commenced in 1911 and was generating electricity by 1915. The electricity was supplied to cotton and flour mills in Bombay and the **Bombay Electric Tramways Ltd**. In 1916 the **Andhra Valley Power Supply Co Ltd** was founded. It was a separate company but was closely linked to the Tata Hydro Electric Power Supply Co Ltd. It was designed to supply electricity to the town and islands of Bombay and the suburbs of Bandra and Kurla. It started supplying electricity in 1922. In 1929, the management of these two companies along with the **Tata Power Co Ltd** were transferred to the **Tata Hydro Electric Agencies Ltd**, the main share holder of which was Tata Ltd. From 1/4/2000 Tata Hydro Electric Power Supply Co Ltd and Andhra Valley Power Supply Co Ltd were merged and became part of **Tata Electric Co Ltd**.

Bhira power station was the third Tata Hydro Electric Power Supply Co Ltd generating project and was opened in 1927. It receives water from the Mulshi dam.

Reference: www.tatapower.com, The economic development of India

Gauge: 2'0"

0-6-0WT HC 1458 1921 1

- 1 Supplied to the Tata Hydro Electric Power Supply Co.

Gauge: MG

0-4-0DM JF 4210028 1949 1

- 1 Supplied to the Tata Ltd, Bhira.

PRESERVED SITES**Matheran Station****MAHP15**

Gauge: 2'0"

741	0-6-0T	O&K	1767	1905	1	ML class
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1 Supplied to MLR, 4. IR, 741

SATARA DISTRICT**INDUSTRIAL SITES****Koyna Hydro Electric Project****MAHI105**

Gauge: 2'0"

	4wDM	RH	7002/1067/2	1968	1	LBU
	4wDM	RH	7002/1067/3	1968	1	LBU
	4wDM	RH	7002/1067/4	1968	1	LBU
	4wDM	RH	7002/1067/5	1968	1	LBU

1 Supplied via James Greaves

Phalton Sugar Works, Satara**MAHI106**

Gauge: 2'0"

	0-4-0T	Hen	17230	1919	1	Fabia
	4-6-0PT	Blw			1	
	4-6-0PT	Blw			1	
	0-4-0T	O&K	9175	1922	2	30hp
S1	4-4-0T	WB	3016	1952	3	
S2	4-4-0T	WB	3017	1952	3	
S3	4-4-0T	WB	3018	1952	3	
D4	0-4-0DM	JF	4110020	1950		
D5	0-4-0DM	JF	4110021	1950		
D6	4wDM	Jung	7667	1938		DL133
D7	4wDM	Jung	6650	1936	4	ZL130
D8	4wDM	Jung	6648	1936	4	ZL130
D9	4wDM	Jung	6649	1936	4	ZL130
D10	4wDM	Jung	6647	1936	4	ZL130
	2w-2PMR	Wkm	5861	1951		8 Mark V
	2w-2PMR	Wkm	6662	1953	5	8 Mark V
	2w-2PMR	Wkm	6663	1953	5	8 Mark V

- 1 To Byramji Mining Combine Ltd, Nagpur, 11/4/1953.
- 2 Supplied via Berg & co, Calcutta. To Dalmyia Paper & Pulp Co, Bombay 24/5/1943. This is the probable identity of this loco. The works records show this loco as a 0-4-0T 30hp, 2'0" gauge loco built by O&K. This loco is the only loco that matches this description.
- 3 Supplied via Greaves Cotton
- 4 Supplied via De Haas.
- 5 Supplied to William Buchanan, Bombay for PSW. It is assumed that this is Phalton Sugar Works.

PRESERVED SITES**Pandharpur Station****MAHP16**

Gauge: 2'6"

725	2-8-2	NW	1586	1930	1	G class
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1 Supplied to BLR, 4. IR 725

Solapur

DRM Office

MAHP17

Gauge: 2'6"

712	2-8-2	NW	1482	1915	1	F class
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1 Supplied to BLR, 19. IR, 712

Station

MAHP18

Gauge: 2'6"

549	2-8-2	Nippon	1753	1957	1	ZD class
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1 Supplied to CR, 162. IR, 549

THANE DISTRICT

INDUSTRIAL SITES

Ordnance Factory, Ambajhari

MAHI107

Gauge: BG

4wDH	Telco	096	150hp
4wDH	Telco	106	150hp

Reliance Energy, Dahanu Thermal Power Station

MAHI108

Formerly known as **Bombay Suburban Electric Supply** until taken over in 2002 by **Reliance Energy**. Dahanu Thermal Power station was commissioned in 1995 with 500MW generating capacity.

Reference: www.rinfra.com

Gauge: BG

1400001	B-BDH	BHEL	
1400002	B-BDH	BHEL	
	4wDH	OEPL	800hp
	4wDH	OEPL	800hp
	4wDH	OEPL	400hp
	4wDH	OEPL	400hp

WARDHA DISTRICT

INDUSTRIAL SITES

Directorate General of Supplies and Disposals, Pulgaon

MAHI109

Gauge: BG

4wDH	SAN	335	1985
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Lloyds Steel Industries, Wardha

MAHI110

Gauge: BG

4wDH	Ventra	1992	220hp
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UNKNOWN DISTRICT

INDUSTRIAL SITES

Faviell & Fowler

MAHI111

Contractors for **GIPR**

Reference: IL I

Gauge: BG

FALKLAND	0-4-0T(?)	EBW	1851	1
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1 Began work on 23/2/1852. Acquired by GIPR in 1853 and numbered 9. Withdrawn in 1858.

Maharashtra State Electricity Board, Unknown Location

MAHI112

Gauge:

4wD	Kawa	69	1962	1
4wD	Kawa	70	1962	1

1 Supplied to Bombay State Electricity Board.

Gauge: 2'6"

0-4-0DM	HE	6629	1965	1
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1 Supplied to Bombay State Electricity Board.

Western Coalfields Limited, Nowrozob

MAHI113

Gauge: 3'6"

4wDM	SAN	87	1976
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