

# WEST BENGAL

## ASANSOL DISTRICT

### INDUSTRIAL SITES

#### Satpura & Asansol Collieries

WBI01

Gauge: 2'0"

0-6-0WT HC 1313 1918 1

1 Delivered to War Office, numbered 3203, used on construction of Baldomell Aerodrome. To India 1919.

### PRESERVED SITES

#### Asansol Station

WBP01

Gauge: 2'6"

BK1 0-6-4T WB 2006 1914 1 B class

1 Supplied to BKR, 1, SIR TREVREDYN WYNNE. Ownership of the line passed to the SER in July 1967. Now named TILLOTAMA.

## BANKURA DISTRICT

### PRESERVED SITES

#### Bankura Station

WBP02

Gauge: 2'6"

BDR No 5 0-6-4T WB 2016 1916 1 B class

1 Supplied to BDRR, 5, SIR R W GILLAN. Ownership of the line passed to the South Eastern Railway in July 1967.

## BARRDHAMAN DISTRICT

### INDUSTRIAL SITES

#### Babcock & Wilcox, Durgapur

WBI02

Gauge: BG

4wDM RH 458954 1961 1 88DS

1 Supplied via Associated Vickers Babcock

#### Bengal Iron & Steel Co, Kulti

WBI03

Opened in 1870 as the **Bengal Iron Works Co.** In 1881 it became the **Burrakar Iron Works** and in 1890 it became the **Bengal Iron and Steel Co.** In 1926 it changed its name again to the **Bengal Iron Co.** In 1936, it was declared bankrupt and was acquired by the **Indian Iron and Steel Co.** The following is their advert that appeared every week in the Indian Engineer in the mid 1910s – "Manufacturers of "Bengal Pig Iron" Output 1800 tons per week. Coal Tar guaranteed

absolutely pure and unadulterated. Railway sleepers, chairs, Fencing socket and posts, columns, piers, heavy castings up to 20 tons, sulphuric acid, ammonia sulphate. Largest stock of in India of water supply pipes and connections. Managing agents - Martin & Co, Calcutta".

Gauge: 2'0"

0-4-0PT	HC	868	1909	1
0-4-0PT	HC	869	1909	1
0-4-0T	HC	944	1911	1

1 Painted black, picked out in green and edged in yellow

Gauge: 2'6"

	0-4-0T	HE	1007	1909	1	
	0-4-0T	HE	1008	1909	1	
	0-4-0T	HE	1009	1910	1	
	0-4-0T	HE	1010	1910	1	
MACLELLAN	0-4-2T	AB	1201	1910		
IZAT	0-4-2T	AB	1202	1910		
GRANT BURLS	0-4-2T	AB	1269	1912		
ANGUS	0-4-2T	AB	1341	1913		
JOWETT	0-4-2T	AB	1495	1917		
STELL	0-4-2T	AB	1506	1917		
BENDIX	0-4-2T	AB	1675	1920		
GUEDALLA	0-4-2T	AB	1676	1920		
	2w-2PMR	Bg/DC	1112	1920	2	C type
GREGORY	0-4-2T	AB	1832	1924		
OSWALD	0-4-2T	AB	1959	1928		
MARTIN						

- 1 Supplied via Martin & Co  
2 Supplied to Bengal Iron Co.

Gauge: BG

	0-4-2ST	D	152	1867	1	D class
	0-4-2ST	D	162	1868	2	D class
GLOVER	0-4-0ST	AB	962	1903		
FILGATE	0-4-0ST	AB	993	1903		
KESWICK	0-4-0ST	AB	1031	1904		
MOOKERJEE	0-4-0ST	AB	1306	1912		
MABEL	0-4-0ST	AB	1370	1914		
NICHOLAS	0-4-0ST	P	1559	1920		
EDITH	0-4-0ST	P	1560	1920		
SHIFTER	0-4-0ST	AB	1935	1927		
SIR CHARLES	0-4-0ST	AB	1936	1927		

- 1 ex EIR, 1491, 1916. Delivered as a 0-6-0 to EIR 491. Reb in 1903-4 as a 0-4-2ST. Ren 1491 in 1909.  
2 ex EIR, 1501, 1916. Delivered as a 0-6-0 to EIR 501. Reb in 1903-4 as a 0-4-2ST. Ren 1501 in 1909.

## Burn Standard Co Ltd, Burnpur Site

WBI04

Formed in 1976 by the merger and nationalisation of **Burn Standard Company Ltd** and the **Indian Standard Wagon Co Ltd** to form **Burn Standard Company Limited** which became a division of **Bharat Bhari Udyog Nigam Ltd**. It has ten manufacturing units in states of West Bengal, Bihar, Madhya Pradesh and Tamil Nadu. Its main business is the construction of railway wagons but also manufactures steel plant equipment, bridge & steel structural, off-shore platforms and refractory plant. The wagon building is based at sites Burnpur and Howrah.

Gauge: BG

4wDH	SAN	264	1982	DL/125/B
4wDH	SAN	285	1983	DL/125/B
4wDH	SAN	423	1990	DL/125/BG/CD
4wDH	Ventra		1999	335hp

**Chittaranjan Locomotive Works, Chittaranjan****WBI05**

Gauge: BG

Bo-BoDE	GE	27685	1944	1	ADE class
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1 ex IR. Supplied to USATC, 7829. Became IGR ADE class and renumbered 6529. WR, 424. Acquired as works shunter.

**Damodar Valley Corporation, Durgapur Site****WBI06**For details see entry under **Jharkhand**.

Gauge: BG

4wDH	SAN	455	1993	DL-335-OBO-FD-36T
B-BDH	SAN	521	1997	DL-670-TPP-BB-90T

**East Burrakar Coal Co (Pvt) Ltd, Burnpur****WBI07**

Gauge: 2'0"

4wDM	HE	4558	1954	1	21hp
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1 Supplied via Robert Hudson after being exhibited at the Public Works exhibition, Olympia, London, 11/1956.

**Eastern Coalfields Ltd****Chinakuri Colliery, Sitarampur****WBI08**

Gauge: 3'6"

4wDM	SAN	65	1976	DML/30/1067
4wDM	SAN	83	1976	DML/30/1067
4wDM	SAN	84	1976	DML/30/1067
4wDM	SAN	85	1976	DML/30/1067
4wDM	SAN	86	1976	DML/30/1067
4wDM	SAN	92	1976	DML/45/1067
4wDM	SAN	93	1976	DML/45/1067

**Moria Colliery****WBI09**

Gauge: 2'0"

4wDM	SAN	52	1975	DML/45/610
4wDM	SAN	75	1976	DML/45/610
4wDM	SAN	78	1976	DML/45/610
4wDM	SAN	104	1977	DML/45/610

**Engineering Stores, Panagarh****WBI10**

Gauge: BG

4wDH	Telco	136	150hp
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**Steel Authority of India Ltd, Durgapur Works****WBI11**

Established by **Hindustan Steel Ltd** in the late 1950s. It became part of the **Steel Authority of India Ltd** in 1978. Its iron ore is supplied from Bolani in Orissa, its limestone from Birmitrapur in Orissa, Jaisalmer in Rajasthan and Jukehi and Nandwara in Madhya Pradesh and its coal comes from the adjacent Jharia-Ranigunj coal belt. It is the only steel works in India to have an on site coal washing plant. It has four blast furnaces and five coke ovens. It produces 3.15m tonnes of

steel a year and has a billet mill, bloom mill, a section mill, a merchant mill, a skelp mill and a rail wheel and axle production plant. The wheel and axle plant produces 100000 axles and wheels pa.

Reference: www.sail.co.in

Gauge: BG

DL1	0-2-2-0DE	YE	2692	1958	230hp
DL2	0-2-2-0DE	YE	2693	1958	230hp
DL3	0-2-2-0DE	YE	2694	1958	230hp
DL4	0-2-2-0DE	YE	2695	1958	230hp
DL5	0-2-2-0DE	YE	2696	1958	230hp
DL6	0-2-2-0DE	YE	2697	1959	230hp
DL7	0-2-2-0DE	YE	2698	1959	230hp
DL8	0-2-2-0DE	YE	2699	1959	230hp
DL9	0-2-2-0DE	YE	2700	1959	230hp
DL10	0-2-2-0DE	YE	2701	1959	230hp
DL11	0-2-2-0DE	YE	2925	1964	292hp
DL12	0-2-2-0DE	YE	2926	1964	292hp
DL13	0-2-2-0DE	YE	2927	1964	292hp
DL14	0-2-2-0DE	YE	2928	1964	292hp
DL15	0-2-2-0DE	YE	2929	1964	292hp
DL21	Bo-BoDE	(EE	2640	1958	
		(RSHD	7965	1958	420hp
DL22	Bo-BoDE	(EE	2641	1958	
		(RSHD	7966	1958	420hp
DL23	Bo-BoDE	(EE	2642	1958	
		(RSHD	7967	1958	420hp
DL24	Bo-BoDE	(EE	2643	1958	
		(RSHD	7968	1958	420hp
DL25	Bo-BoDE	(EE	2644	1958	
		(RSHD	7969	1958	420hp
DL26	Bo-BoDE	(EE	2645	1958	
		(RSHD	7970	1958	420hp
DL27	Bo-BoDE	(EE	2646	1958	
		(RSHD	7971	1958	420hp
DL28	Bo-BoDE	(EE	2647	1958	
		(RSHD	7972	1958	420hp
DL29	Bo-BoDE	(EE	2648	1958	
		(RSHD	7573	1958	420hp
DL30	Bo-BoDE	(EE	2649	1958	
		(RSHD	7974	1958	420hp
DL31	Bo-BoDE	(EE	2650	1958	
		(RSHD	7975	1958	420hp
DL32	Bo-BoDE	(EE	2651	1958	
		(RSHD	7976	1958	420hp
DL33	Bo-BoDE	(EE	2652	1958	
		(RSHD	7977	1958	420hp
DL34	Bo-BoDE	YE	2915	1963	584hp
DL35	Bo-BoDE	YE	2916	1963	584hp
DL36	Bo-BoDE	YE	2917	1964	584hp
DL37	Bo-BoDE	YE	2918	1964	584hp
DL38	Bo-BoDE	YE	2919	1964	584hp
DL39	Bo-BoDE	YE	2920	1964	584hp
DL40	Bo-BoDE	YE	2921	1964	584hp
DL41	Bo-BoDE	YE	2922	1964	584hp
DL42	Bo-BoDE	YE	2923	1964	584hp
DL43	Bo-BoDE	YE	2924	1964	584hp
	0-4-0WE	GB	2790	1958	80hp Coke car
	0-4-0WE	GB	2791	1958	80hp Coke car
	0-4-0WE	GB	2790	1958	80hp Coke car
	0-4-0WE	GB	2793	1958	80hp Coke car
		SSW	5814	1957	1
		SSW	5815	1957	1
	4wDH	Telco	018		150hp
	4wDH	Telco	019		150hp
	4wDH	Telco	048		150hp
		SSW	6356	1971	Coke car
		SSW	6380	1974	Coke car
	4wDH	SAN	66	1976	

	0-4-0DE	BHEL		1986-7	
	0-4-0DE	BHEL		1986-7	
	0-4-0DE	BHEL		1986-7	
	Bo-BoDE	BHEL		1986	350hp
	Bo-BoDE	BHEL		1986	350hp
	Bo-BoDE	BHEL		1986	350hp
	Bo-BoDE	BHEL		1986	350hp
	Bo-BoDE	BHEL		1986	350hp
	Bo-BoDE	BHEL		1986	350hp
	4wDE	SAN	375	1986	
	4wDE	SAN	379	1986	
DL1	0-2-2-0DE	TH	328v	1987	300hp
DL2	0-2-2-0DE	TH	329v	1987	300hp
DL3	0-2-2-0DE	TH	330v	1987	300hp
	4wDE	SAN	384	1987	
	4wDE	SAN	392	1987	

1 Supplied via Still, Recklinghausen [D].

## Indian Iron and Steel Co, Burnpur Works

WBI12

Opened in 1918 as an iron making plant by **Burn & Co** in Hirapur. The name was alter changed from Hirapur to Burnpur. In 1936 IISCO acquired the bankrupt **Bengal Steel Co** site at Kulti. Steel making facilities were added in 1939. In 1953 the works at Burnpur was merged with the neighbouring Steel Corporation of Bengal plant. IISCO became a wholly owned subsidiary of the **Steel Authority of India Ltd** on 31/3/1979.

IISCO has its own collieries at Chasnalla and Jitpur for supply of metallurgical coke. IISCO's third colliery at Ramnagore is around 10 km from Kulti and supplies non-cooking coal to Burnpur. Chasnalla has a pithead Coal Washery and is connected with Burnpur by a 54 km. aerial rope-way. IISCO has iron mines at Gua and Chiria. Gua is a mechanised mine with reserves of about 250 million tonnes of iron ore and Chiria has a huge deposit of 1970 million tonnes.

The site has two coke ovens and two blast furnaces. It produces 2.2m tonnes of structural and special section steel pa.

Reference: [www.sail.co.in](http://www.sail.co.in)

Gauge: 2'0"

	4wBE	GB	420024/1	1967	
	4wBE	GB	420024/2	1967	
	4wBE	GB	420024/3	1967	
	4wBE	GB	420024/4	1967	
	4wBE	GB	420024/5	1967	
	4wBE	GB	420024/6	1967	
	4wBE	GB	420108/1	1967	
	4wBE	GB	420108/2	1967	
	4wBE	GB	420108/3	1967	

Gauge: BG

	2-6-0T	NW	1032	1914	1	
	2-6-0T	NW	1033	1914	2	
	2-6-0T	NW	1106	1915	3	
1	0-6-0ST	AB	1647	1920		
2	0-6-0ST	AB	1648	1920		
3	0-6-0ST	HL	3561	1923		
4	0-6-0ST	HL	3562	1923		
5	0-6-0ST	HL	3612	1924		
4	0-6-0ST	HL	3662	1927		
14	0-6-0T	RSHN	7419	1948		
15	0-6-0T	RSHN	7420	1948		
	0-4-0WE	GB	2120	1949	4	80hp
	0-4-0WE	GB	2121	1949	4	80hp
	0-4-0WE	GB	2687	1953	4	80hp
	0-4-0WE	GB	2688	1955	4	80hp
1	4wDE	GE	32715	1956		31 ton
2	4wDE	GE	32716	1956		31 ton
3	Bo-BoDE	GE	32706	1956		60 ton
4	Bo-BoDE	GE	32707	1956		60 ton

ILSA © S Darvill 2008

5	4wDE	GE	33136	1957	35 ton
6	4wDE	GE	33137	1957	35 ton
7	Bo-BoDE	GE	33138	1957	60 ton
8	Bo-BoDE	GE	33410	1958	
9	Bo-BoDE	GE	33411	1958	
10	Bo-BoDE	GE	33501	1959	
11	4wDE	GE	33498	1959	
12	4wDE	GE	33499	1959	
13	4wDE	GE	33500	1959	
14	Bo-BoDE	GE	33670	1959	
15	Bo-BoDE	GE	33671	1959	
16	4wDE	GE	33672	1959	
17	4wDE	GE	33673	1959	
18	4wDE	GE	33674	1960	
20	4wDE	GE	33695	1960	
21	4wDE	GE	33696	1960	
22	4wDE	GE	33697	1960	
23	4wDE	GE	33698	1960	
24	4wDE	GE	33699	1960	
25	Bo-BoDE	GE	33700	1960	
26	Bo-BoDE	GE	33701	1960	
27	Bo-BoDE	GE	33702	1960	
28	Bo-BoDE	GE	33703	1960	
	0-6-0DE	RH	433677	1960	200DE
	0-6-0DE	RH	433678	1960	200DE
32	Co-CoDE	GE	38269	1972	
	4wDH	SAN	82	1976	D//300/BV
	Bo-BoDE	GE	41062	1977	
	Bo-BoDE	GE	41063	1977	
	Bo-BoDE	GE	41064	1977	
	Bo-BoDE	GE	41065	1977	
	Bo-BoDE	GE	41072	1977	
	Bo-BoDE	GE	41073	1977	
	Bo-BoDE	GE	41074	1977	
	4wDH	SAN	139	1978	DL/300/BV
	4wDH	SAN	141	1978	DL/300/BV
	Bo-BoDE	GE	41238	1982	
	Bo-BoDE	GE	41239	1982	
	Bo-BoDE	GE	41240	1982	
	Bo-BoDE	GE	41241	1982	
	Bo-BoDE	GE	41242	1982	
	Bo-BoDE	GE	41243	1982	
	Bo-BoDE	GE	41244	1982	
	Bo-BoDE	GE	41245	1982	
	Bo-BoDE	GE	41246	1982	
	Bo-BoDE	GE	41247	1982	
	Bo-BoDE	GE	41248	1982	
	B-BDH	SAN	371	1986	DL650/BB
	Bo-BoDE	BHEL		1987-8	
	Bo-BoDE	BHEL		1987-8	
	Bo-BoDE	BHEL		1987-8	
	Bo-BoDE	BHEL		1987-8	
	Bo-BoDE	BHEL		1987-8	
	Bo-BoDE	BHEL		1987-8	
	4wDE	BHEL		1989	
	4wDH	Telco	193		150hp
	4wDH	Telco	195		150hp

- 1 ex BPT, 7. Acquired 1937
- 2 ex BPT, 8. Acquired 1937
- 3 ex BPT, 9. Acquired 1937
- 4 Coke car.

Indian Standard Wagon Co Ltd, Burnpur

WBI13

Gauge: BG

4wDM	RH	398614	1956	88DS
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**Mining & Allied Machinery Corporation, Durgapur****WB114**

Company went into liquidation on 16/5/2002.

**Reference:** www.companyliquidator.gov.in

Gauge:

4wWE	HE	9147	1985	1
4wWE	HE	9148	1985	1
4wWE	HE	9149	1985	1
4wWE	HE	9150	1985	1
4wWE	HE	9181	1985	1
4wWE	HE	9182	1985	1
4wWE	HE	9183	1985	1
4wWE	HE	9184	1985	1
4wWE	HE	9185	1985	1
4wWE	HE	9186	1985	1
4wWE	HE	9187	1985	1
4wWE	HE	9188	1985	1

1 15 ton locos, supplied in kit form

**Ranegunge Coal Association Ltd****WB115**

Gauge: 600mm

0-4-0T	O&K	6359	1913	30hp
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**Selected Satgram Collieries****WB116**

Gauge: 2'0"

4wDM	HE	5628		
0-4-0DM	HE	6290	1966	

**Sri Amritnagar Selected Collieries****WB117**

Gauge: 2'0"

4wDH	(RSH	8378	1963	
	(WB	3189	1963	1
4wDH	(RSH	8389	1963	
	(WB	M44B	1963	1
4wDH	(RSH	8430	1963	
	(WB	3188	1963	2

1 Supplied via G Miller &amp; Co (Pvt)

2 Supplied via ART

**Steel Corporation of Bengal, Burnpur****WB118**Plant opened in 1939 as a subsidiary of the **Indian Iron and Steel Co.** In 1953, the plant was amalgamated with the Indian Iron and Steel Co plant at Burnpur and Steel Corporation of Bengal was absorbed into IISCO.

Gauge: 2'0"

0-6-0WT	Hen	20755	1926	1
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1 ex HALR No 1L, 1944. Supplied to new to Beruck &amp; Comens, Calcutta. To HALR in 1937.

Gauge: BG

3	0-4-0ST	RSHN	6969	1938
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4	0-4-0ST	RSHN	6970	1938
7	0-4-0ST	RSHN	7118	1943
8	0-4-0ST	RSHN	7119	1943
9	0-4-0ST	RSHN	7120	1943
10	0-4-0ST	RSHN	7121	1943
11	0-4-0ST	RSHN	7122	1943
12	0-4-0ST	RSHN	7123	1943
13	0-4-0ST	RSHN	7124	1943
14	0-4-0ST	RSHN	7125	1943
	0-6-0DE	RH	433678	1960
31	Co-CoDE	GE	38268	1972

**WB Cement Works, Durgapur**

**WBI19**

Gauge:

4wDH	OEPL	1	335hp
4wDH	OEPL		335hp

1 Supplied via Ultratech Cemco Ltd.

**Western Bengal Coalfields Ltd, Samla-Mandarbari Colliery, Pandaveswar**

**WBI20**

Gauge: 762mm

4wDM	Ruhr	3613	1959	D 120 Ö
4wDM	Ruhr	3648	1960	1 D 60 Ö

1 Supplied via C.V. Locospor

**PRESERVED SITES**

**Chittaranjan Locomotive Works**

**WBP04**

Gauge: MG

21912	B-BWE	Mits	1246	1965	1	YAM1 class
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1 Supplied to SR, 21912.

Gauge: BG

8407	2-8-2	CLW	1950	1	WG class
10560	2-8-2	CLW	1970	2	WG class
21912	Co-CoWE	CLW	WCG2/5	1970-1	3 WCG2 class

- 1 Supplied to IR, 8407. First WG class loco built by CLW. Named DESHBANDHU. Preserved after 1993.
- 2 Supplied to IR, 10560. Last WG class loco built by CLW. Named ANTIM SITARA. Preserved after 1993.
- 2 Supplied to CR, 20108.

**Durgapur Station**

**WBP05**

Gauge: 2'6"

670	4-6-2	NBA	17801	1907	1	CC class
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1 Supplied to BNR(SL) 0031 then IR CC class 670. Named INDRANI. Wdn 1996.

**BURDWAN DISTRICT****INDUSTRIAL SITES****Dishergarh Power Supply Co Ltd, Dishergarh****WBI21**

**Dishergarh Power Supply Co** was incorporated in 1919 to supply electricity to the **Bengal Coal Co** and the townships in the Asansol - Raniganj area. The power station at Dishergarh was commissioned in 1934. In 1949, it took over the administration and operation of **Associated Power Co** (which had also been set up in 1919 to supply electricity to the Bengal Coal Co). The two companies merged in 1977.

It has two power stations – a 30 MW plant at Chinakuri and a 15MW plant at Dishergarh.

**Reference:** www.dpscl.com

Gauge: 2'0"

4wDM	SAN	111	1977	DML/300/B
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**Western Bengal Coalfields Ltd, Moria Colliery, Ukrha****WBI22**

Gauge: 610mm

4wDM	Ruhr	3815	1965	G 32 Z/St
4wDM	Ruhr	3816	1965	G 32 Z/St

**CHANDRAPUR DISTRICT****INDUSTRIAL SITES****Damodar Valley Corporation, Chandrapur Site****WBI23**

For details see entry under **Jharkhand**.

Gauge: BG

4wDH	SAN	504	1996	DL-335-OBO-36T
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**DARJEELING DISTRICT****INDUSTRIAL SITES****Robert Hudson, Darjeeling****WBI24**

Gauge: 2'0"

0-4-0WT	HC	1055	1914	
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**PRESERVED SITES****Ghum Station museum****WBP06**

**Reference:** Locomotive Papers 23

Gauge: 2'0"

BABY SIVOK	0-4-0T	O&K	(5130)	(1911)	1
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- 1 Obtained second hand for construction of Raipur Forest Tramway and later transferred to DHR. May have been used on construction of Teesta Valley line between 1913 and 1915. Laid aside and dismantled before 1957 all India renumbering as it had no IR number. Rebuilt at Tinhindra Works 1952 and used with two coaches at 1953 Indian Railways centenary exhibition at a fairground in New Delhi. From 1957 the loco was preserved at Siliguri station then Tindaharia works. There is a suggestion that this loco is O&K 5130/1911, supplied new to Gillanders Arbuthnot, Calcutta.

## HOOGLY DISTRICT

### INDUSTRIAL SITES

#### Alkali & Chemicals Corporation of India, Rishra

WBI25

Gauge: 2'6"

4wDM	MR	9522	1950	1	20/28hp
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- 1 Supplied via RMP via Parry, Calcutta

Gauge: BG

4wDM	FH	3579	1952	1	SCW type
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- 1 Supplied via John Birch & Co Ltd, London via Thos W Ward (India) Ltd, Bombay.

#### Dalhousie Jute Mill, Champdani

WBI26

Managing agents for the mill were **Bird & Co.** In 1917 it operated 704 looms. It became part of **Hindustan Engineering Industries Ltd** in 1991.

Reference: [www.heilindia.com](http://www.heilindia.com)

Gauge: 2'6"

4wPM	MR	2005	1920	1	20hp
4wPM	MR	2006	1920	1	20hp

- 1 Supplied via Bird & Co, Calcutta

#### East India Railway Collieries

WBI27

Gauge: 2'0"

0-4-0ST	JF	7589	1896		
0-4-0T	WB	2180	1922		
0-4-0T	WB	2181	1922	1	
0-4-0T	WB	2182	1922	2	
0-4-0T	WB	2183	1922	1	
0-4-0T	WB	2184	1922	1	
0-4-0T	WB	2185	1922	1	
0-4-0T	WB	2186	1922	1	
0-4-0T	WB	2187	1922	1	
0-4-0T	WB	2188	1922	2	
0-4-0T	WB	2189	1922	1	
0-4-0T	WB	2190	1922	1	

- 1 Supplied to Kurhurbaree and Serampore Coal Mines.  
2 Supplied to Kurhurbaree and Serampore Coal Mines. To Sakari Sugar Factory, 7/1933.

Gauge: MG

0-4-0WT	Anjub	1863	1
0-4-0WT	Anjub	1863	1
0-4-0WT	Anjub	1863	1

0-4-0WT	Anjub		1863	1	
2-4-0T	D		1872	2	A class
2-4-0T	D		1872	2	A class
0-4-2WT	NW	178	1875		
0-4-2WT	NW	182	1875		
0-4-0T	D	1198	1879		
0-4-0T	D	1199	1879		
0-4-0ST	AB	952	1902		
0-4-0ST	AB	953	1902		

- ex EIR, 1895. Four locos from Anjub 69-70, 73-4/1862 and 90/1863. Supplied to Nalhati-Azimgunj Railway as a 4'0" gauge locomotive. This line was taken over by the Government in 1872 and renamed the Nalhati State Railway. This in turn was absorbed into the EIR in 1892 when the line was converted to BG. These locos were also converted to BG.
- ex RMR, 1885. These are two from D 508-19/1872 and 602-14/1873.

**Eastern Coalfields Ltd, Dankuni Colliery**

**WBI28**

Gauge: BG

4wDH	SAN	452	1992	DL-200-FD-SAN-36T
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**Hindustan Motors, Uttarpara**

**WBI29**

Gauge: BG

4wDH	Telco	091		150hp
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**HOWRAH DISTRICT**

**INDUSTRIAL SITES**

**Burn Standard Co Ltd, Howrah Site**

**WBI30**

See entry under **Bardhamman district** for further details

Gauge: BG

4wDH	SAN	421	1990	DL/125/BG/CD
4wDH	Ventra		2006	125hp

**JALPAIGURI DISTRICT**

**INDUSTRIAL SITES**

**McLeod Russell & Co, Chuapara Tea Estate**

**WBI31**

Gauge: 2'0"

4wDM	RH	244490	1947	48DL
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**KOLKATA DISTRICT****INDUSTRIAL SITES****L Alexander & Co, shipped to Calcutta****WBI32**

Gauge: 2'0"

2	0-4-0ST	KS	1105	1909
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**Anglo Tea Co Ltd****WBI33**

Gauge: 2'0"

4wDM	RH	256804	1948	20DL
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**Bally Jute Co Ltd****WBI34**

Managing agents for the mill were **George Henderson & Co**. In 1917 it operated 514 looms.

Gauge: 2'0"

0-4-0F	O&K	2859	1908	1
4wDM	MR	21635	1962	2 20/28hp

- 1 Supplied to Henderson & Co, Calcutta who were Managing Agents for Bally Jute (the only other jute mill Hendersons were MA for was Barnagore but that had a 2'6" gauge system).
- 2 Supplied via RMP, London via Parry

**Barnagore Jute Factory Co Ltd, Barnagore****WBI35**

Managing agents for the mill were **George Henderson & Co**. In 1917 it operated 2275 looms. Company went into liquidation on 24/12/1987.

Reference: [www.companyliquidator.gov.in](http://www.companyliquidator.gov.in)

Gauge: 2'6"

4wPM	MR	1987	1920	20hp
4wDM	RH	175136	1935	18/21hp

**Bassler Waechter****WBI36**

Gauge: 2'0"

0-6-0T	O&K	9966	1922
0-6-0T	O&K	9967	1922
0-6-0T	O&K	9968	1922
0-4-0T	O&K	10572	1923
0-4-0T	O&K	10573	1923
0-6-0T	O&K	10574	1923
0-6-0T	O&K	10575	1923
0-6-0T	O&K	10576	1923
0-4-0T	O&K	10581	1923
0-4-0T	O&K	10583	1923
0-4-0T	O&K	10584	1923
0-4-0T	O&K	10585	1923
0-4-0T	O&K	10586	1923
0-6-0T	O&K	11105	1925
0-4-0T	O&K	11111	1925
0-6-0T	O&K	11149	1925

0-4-0T	O&K	11153	1925		
0-4-0T	O&K	11154	1925		
0-4-0T	O&K	11197	1926		
4wDM	O&K	2324	1926	1	M

1 Shown as supplied to Bexter, Wächter & Co – are these the same?

**BBJ Construction Co Ltd**

**WBI37**

The **Braithwaite Burn and Jessop Construction Company Limited**, founded in 1/1935 after a merger of the three eponymous engineering companies. Nationalised in 1987 and became a division of **Bharat Bhari Udyog Nigam Ltd.** It is mainly concerned with bridge building and repairing but also carries out railway gauge conversion work, industrial structural work and refinery piping.

Gauge: BG

4wDH	SAN	299	1983		DL/125/B
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**Berg & Co**

**WBI38**

Gauge: 2'0"

0-4-0T	O&K	9677	1922		
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**Beruck & Comens**

**WBI39**

Suppliers of light railway materials with an office at 30 Strand Road, Calcutta and a BG siding on the BAR just south of Seldah station. In an advert in Indian Engineering in 9/1923 they claimed that they could supply "Locomotives (20, 30, 40, 50 or 55 hp – 24" or 2'6" gauge) ex stock – Tipping wagons – Light Rails – platform trucks, sugar cane cars". They also supplied estimates for the "installation of complete tramway systems".

Gauge: 2'0"

0-4-0T	Hen	20390	1924		
0-4-0T	Hen	20391	1924		
0-6-0T	Hen	20392	1924		
0-4-0T	Hen	20394	924		
0-4-0T	Hen	20663	1926		
0-6-0T	Hen	20664	1926		
0-4-0T	Hen	20665	1926		

Gauge: 2'6"

0-4-0T	Hen	20757	1926		
0-4-0T	Hen	20989	1928		Danzig
0-4-0T	Hen	21682	1928		

**Bharat Chemicals**

**WBI40**

Gauge: 2'0"

4wDM	HE	6991	1968		
4wDM	HE	6992	1968		
4wDM	HE	6993	1968		
4wDM	HE	6994	1968		
4wDM	HE	6995	1968		
4wDM	HE	6996	1968		
4wDM	HE	6997	1968		

**Braithwaite & Co Ltd****WBI41**

Established in 1913 as an Indian subsidiary of the UK firm **Braithwaite & Co. Engineers Limited (U.K.)** at the Clive Works, Calcutta. Their main business was fabrication of structural steel. They undertook the laying of a water pipeline from Tansa to Bombay in 1923 (see entry under **Maharashtra** for further details). It became **Braithwaite & Co (India) Ltd** on 28/2/1930. In 1934 Braithwaite began the construction of railway wagons for Indian railways. In 1960 the Angus Works located at Bhadreswar, Hooghly district was opened for the manufacture of cranes, foundry products and machinery components.

On 1/12/1976, the company became known as **Braithwaite & Co Ltd, Calcutta**. In 1987, the Victoria Works opened in Calcutta for the manufacture of pressure vessels, railway wagons and heavy structural for bridges and other engineering applications. It is now a subsidiary of **BBNUL**.

Gauge: BG

4wDH	SAN	301	1983	DL/125/B
4wDH	SAN	405	1993	DL/125/B

**Bridge and Roof Co Ltd****WBI42**

Established as a subsidiary of **Balmer Lawrie Ltd**. It was nationalised in 12/1978. It is responsible for fabrication of medium and heavy structures, civil engineering works in respect of buildings, concrete bridges, project civil works, cooling towers, mechanical erection of complete plants for refineries, fertilizers, chemical, steel, aluminium

**Reference:** dhi.nic.in

Gauge: BG

4wDH	Ventra	2006	100hp
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**Bright & Galbraith Ltd****WBI43**

Gauge: 2'0"

4wDM	RH	285344	1950	30DL
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**Bakubhai Ambalal Ltd****WBI44**

Gauge: MG

4wDM	RH	260743	1949	20DL
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**Bullen****WBI45**

Gauge: BG

0-4-0F	O&K	11749	1928
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**Martin Burn****WBI46**

Burn & Co built from 1867 a pottery works at Raniganj, a lime works at Andal and a brick works at Durgapur. Listed in a 1940 trade directory as "Engineers and agents: potteries, ironworks and wagon builders. 12 Mission Row, Calcutta".

From 1912 onwards, Burns produced their own design of motor trolley which was "...the result of several years study of the best type of trolley for the requirements of the Indian market..." It was fitted with a 4 hp air cooled engine and was capable of carrying 6 passengers and reaching 30 mph.

Ms Burn & Co Ltd, Calcutta – This local firm of engineers have, it is believed, supplied the GIPR with the following light railway equipment for the Itsari water supply project —14 miles of single rails, 14lb Caillets system type C (322 rails, 16' 6" long per mile) supported on six large size sole plates and fish plates; 20 mineral bogie trucks with movable flapsides, 10 side tipping cars for ballast; and 10 box vans with movable flap sides for conveyance of bulky goods.

Three new fireboxes were supplied by WB for unknown locos in 9/1951.

**Reference:** IE 2/1912

Gauge: 600mm

4wDM	RH	287678	1950	40DL
4wDM	MR	9528	1951	1 20/28hp

1 Supplied to Parry for a subsidiary of Martin Burn.

Gauge: 2'0"

4wDMF	RH	297049	1950	30DLU
4wDM	RH	297055	1950	30DL
4wDM	RH	297073	1951	30DL
4wDM	RH	297074	1951	30DL
4wDM	RH	304450	1950	20DL
4wDM	RH	304451	1950	20DL
4wDM	RH	323553	1951	20DL
4wDM	RH	323554	1952	20DL
4wDM	RH	323566	1951	20DL
4wDM	RH	323567	1951	20DL
4wDM	RH	323574	1951	30DL
4wDM	RH	339212	1952	48DL
4wDM	RH	339213	1952	48DL
0-4-0T	Jung	11689	1952	
4wDM	RH	354026	1953	20DL
4wDM	RH	354343	1954	
4wDM	RH	373330	1954	48DL
4wDM	RH	373370	1954	48DL
4wDM	RH	373371	1954	48DL
4wDM	RH	386616	1955	LBT
4wDM	RH	387876	1955	48DL
4wDM	RH	387880	1955	48DL
4wDM	RH	392124	1955	48DL
4wDM	RH	393311	1955	LAT
4wDM	RH	393312	1955	LAT
4wDM	RH	393316	1955	LAT
4wDM	RH	393318	1955	LAT
4wDM	RH	393428	1955	
4wDM	RH	393430	1955	
4wDM	RH	394019	1956	48DL
4wDM	RH	398084	1956	48DL
4wDM	RH	398086	1956	48DL
4wDM	RH	408285	1957	48DL
4wDM	RH	408286	1957	48DL
4wDM	RH	408287	1957	48DL
4wDM	RH	416215	1957	LAT
4wDM	RH	416216	1957	LAT
4wDM	RH	416217	1957	LAT
4wDM	RH	416220	1957	LAT
4wDM	RH	416221	1957	LAT
4wDM	RH	418773	1957	LBT
4wDM	RH	418774	1957	LBT
4wDM	RH	418775	1957	LBT
4wDMF	RH	418800	1957	48DLG

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4wDM	RH	427806	1958	
4wDM	RH	427807	1958	LBT
4wDM	RH	427808	1958	LBT
4wDM	RH	427809	1958	LBT
4wDM	RH	427810	1958	LBT
4wDM	RH	427811	1958	LBT
4wDM	RH	427812	1958	LBT
4wDM	RH	427813	1958	LBT
4wDM	RH	433502	1959	48DL
4wDM	RH	447815	1963	
4wDM	RH	462364	1960	LBT
4wDM	RH	462366	1960	LBT

Gauge: 2'6"

4wDM	RH	296053	1950	48DL
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Gauge: MG

4wDM	RH	323573	1951	30DL
4wDM	RH	379083	1954	40DL
4wDM	RH	408291	1957	48DL

Gauge: BG

2-6-0T	NW	995	1913	1
2-6-0T	NW	996	1913	1
2-6-0T	NW	997	1913	1
2-6-0T	NW	998	1913	1
2-6-0T	NW	999	1913	1
2-6-0T	NW	1000	1913	1
4wDM	RH	386876	1955	48DS

1 From BPT, Nos 1 – 6, between 1926 & 28

**Bhushan Power & Steel Ltd**

**WBI47**

Gauge: BG

4wD	OEPL			800hp
4wD	OEPL			800hp
4wD	OEPL			800hp
4wD	OEPL			800hp
4wD	OEPL			800hp

**Calcutta Corporation**

**WBI48**

At a meeting of the Calcutta Corporation on 6/9/1924, a grant of Rs. 100,000 was passed for the purchase of an additional locomotive and ten additional sweeping wagons for the municipal railway.

Gauge: BG

0-4-2WT	AE	373	1859	1
0-4-0WT	Anjub	91	1862	2
0-4-0ST	RS	1661	1865	
0-4-0ST	RS	1662	1865	
0-4-0ST	H(L)	1727	1875	
	JF	4862	1884	
0-4-0ST	D	2146	1885	
0-4-0ST	D	2288	1887	
0-4-0ST	D	2889	1892	
0-4-0ST	D	3391	1896	
0-4-0	D	3693	1899	
0-4-0ST	AE	1628	1912	
0-4-0ST	AE	1629	1912	
0-4-0ST	AB	1685	1920	
0-4-0ST	Hen	20560	1925	

0-4-0ST	Hen	20761	1926	
0-4-0ST	Hen	21644	1929	
0-4-0ST	Hen	21645	1929	
0-4-0ST	RSHN	7855	1956	
0-4-0ST	RSHN	7856	1956	
4wDH	Telco	035		150hp
4wDH	Telco	138		150hp
4wDH	Telco	161		150hp

- 1 ex EIR, 1868. Supplied to EIR as a 0-4-0WT, ANT. Reb as a 0-4-2WT in 1861-2.
- 2 ex EIR., Supplied to Nalhati-Azimgunj Railway as a 4'0" gauge locomotive, RAMGOTTY. This line was taken over by the Government in 1872 and renamed the Nalhati State Railway. This in turn was absorbed into the EIR in 1892 when the line was converted to BG. RAMGOTTY was also converted to BG and used as a works shunter at the Jamalpur Works of the EIR. To Calcutta Corporation for use at Entally Refuse Tip.

## Calcutta Electricity Supply Corporation

WBI49

The Government of Bengal passed the Calcutta Electric Lighting Act in 1895. The first license was for a period of 21 years and covered an area of 5.64 square miles (this has now grown to 567 square miles). On 7/1/1897 **Kilburn & Co** secured this licence as agents of **The Indian Electric Co Ltd.** which was registered in London on 15/1/1897 with a capital of £1000. A month later, the Company changed its name to **The Calcutta Electric Supply Corporation Limited** and enhanced its capital to £ 100,000.

The first generating station was erected at Emambagh Lane, near Princep Street, commissioned on 17/4/1899. Within the first year, **CESCL** was supplying electricity to the High Court buildings, Fort William and the Army Clothing Factory at Alipore. By 1902 the tram system had switched to electricity to replace its horse drawn trams. Three more power stations were commissioned: Alipore in 1902, Ultadanga and Howrah in 1906

The four power stations were replaced a single station at Cossipore, which went online in 1912. Another new power station was opened at Garden Reach in 1926. The Cossipore PS was reconditioned in 1930-31. In 1950 a new Cossipore station opened with an output of 130MW.

The company headquarters moved from London to Calcutta in 1970. In 1978 name of the company changed to The Calcutta Electric Supply Corporation (India) Ltd. In 1983 the Titagarh 240MW power station was commissioned. On 1/1/1987 the name of the company changed again to CESC Ltd. Another new power station was commissioned between 9/1990 and 5/1991, the 135MW Southern Generating Station. A further power station was added at Budge Budge between 30/3/1997 and 6/3/1999 which has a power output of 500MW.

As a comparison in 1912 CESC had 6000 consumers using 12 million units of power pa. By 1925 the total usage had risen to over 100 million power units pa. In 1997-8 the number of customers was now 1.73 million who used over 5 thousand million power units pa.

Gauge: 2'0"

4wDM	RH	242891	1946	20DL
4wDM	RH	242892	1946	20DL

Gauge: BG

4wPM	MR	2166	1922	1	40hp
4wDM	MR	3782	1926		40hp
0-4-0DM	(EE	1117	1939	2	83hp
	(DC	2128	1939		
0-4-0DM	(VF	D48	1947		85hp
	(DC	2210	1947		
0-4-0DM	(RSH	7664	1951		83hp
	(DC	2299	1951		
4wDM	RH	394013	1956		88DS
4wDH	Telco	120			150hp
4wDH	Telco	154			150hp
4wDH	Telco	188			150hp
4wDH	SAN	50	1975		DL/150/B/CD
4wDH	SAN	237	1981		DL/200/B/FD
4wDH	SAN	238	1981		DL/200/B/FD
4wDH	SAN	300	1983		DL/200/B/FD
4wDH	SAN	391	1987		DL/200/B/FD
4wDH	SAN	453	1992		DL-200-CD-B

- 1 Supplied via Kennedy & Donkin Ltd.
- 2 Supplied to Mulajore Power Station.

**Calcutta Port Commissioners****WB150**

Bagh Bazar-Meerbohur Ghat	11/1/1875	1.76
Cossipore (Gun Foundry Rd)-Bagh Bazar (Chitpur)	1/6/1878	1.14
Meerbehur Ghat – Jetties	1/6/1878	0.84
Jetties – Chandpul Ghat	1/12/1880	0.32
Chandpul Ghat – Kidderpore Dock (Graving dock)	1/1/1887	2.16
Graving dock (via Kidderpore dock) – Majerhat (East Dock Junction)	1893	2.34
East Dock junction – West Dock Junction (BNR Jn)	1901	1.35
East Dock Junction – Garden Reach berths	2/7/1916	2.65
Telkul Ghat (EIR) – Shalimar (BNR)	21/12/1901	2.20
East Dock Junction – Chetla	1893	1.50
Subsidiary marshalling yard – King George's dock	1928	1.25

Total track in mainlines, marshalling yards, sidings etc = 178 miles.

The following spares were supplied by WB to Calcutta Port Commissioners:

A new firebox for an unknown loco in 11/1938; a new firebox for an unknown loco in 1/1940.

Gauge: BG

1	0-4-0ST	D	1058	1877
2	0-4-0ST	D	1059	1877
3	0-4-0ST	D	1060	1877
4	0-4-0ST	D	1627	1882
5	0-4-0ST	D	1628	1882
6	0-4-0ST	D	2128	1885
7	0-4-0ST	D	2129	1885
8	0-4-0ST	D	2130	1885
9	0-4-0ST	D	2131	1885
10	0-4-0ST	D	2326	1887
11	0-4-0ST	D	2327	1887
12	0-4-0ST	D	2394	1888
13	0-4-0ST	D	2395	1888
14	0-4-0ST	D	3339	1896
15	0-4-0ST	D	3340	1896
16	0-4-0ST	D	3341	1896
17	0-4-0ST	D	3342	1896
18	0-4-0ST	N	5447	1899
19	0-4-0ST	N	5448	1899
20	0-4-0ST	N	5449	1899
21	0-4-0ST	N	5450	1899
22	0-4-0ST	N	5451	1899
23	0-4-0ST	N	5452	1899
24	0-4-0ST	N	5453	1899
25	0-4-0ST	Pits	2239	1901
26	0-4-0ST	Pits	2240	1901
27	0-4-0ST	Pits	2241	1901
28	0-4-0ST	Pits	2242	1901
29	0-4-0ST	Pits	2243	1901
30	0-4-0ST	Pits	2244	1901
31	0-4-0ST	Pits	2245	1901
32	0-4-0ST	Pits	2246	1901
33	0-4-0ST	Pits	2247	1901
34	0-4-0ST	NBH	17315	1906
35	0-4-0ST	NBH	17316	1906
36	0-4-0ST	NBH	17317	1906
37	0-4-0ST	NBH	17318	1906
38	0-4-0ST	NBH	17319	1906
39	0-4-0ST	NBH	17320	1906
40	0-4-0ST	AE	1550	1908
41	0-4-0ST	AE	1551	1908
42	0-4-0ST	AE	1552	1908

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43	0-4-0ST	AE	1553	1908	
44	0-4-0ST	AE	1554	1908	
45	0-4-0ST	AE	1555	1908	
46	0-4-0ST	AE	1634	1913	
47	0-4-0ST	AE	1635	1913	
48	0-4-0ST	AE	1636	1913	
49	0-4-0ST	AE	1637	1913	
50	0-4-0ST	AE	1638	1913	
51	0-4-0ST	AE	1639	1913	
52	0-4-0ST	AE	1681	1914	
53	0-4-0ST	AE	1682	1914	
54	0-4-0ST	AE	1683	1914	
55	0-4-0ST	AE	1684	1914	
56	0-4-0ST	AE	1685	1914	
57	0-4-0ST	AE	1686	1914	
58	0-4-0ST	AE	1687	1914	
59	0-6-0ST	AE	1897	1921	
60	0-6-0ST	AE	1898	1921	
61	0-6-0ST	AE	1899	1921	
62	0-6-0ST	AE	1900	1921	
63	0-6-0ST	AE	1901	1921	
64	0-6-0ST	AE	1902	1921	
65	0-6-0ST	AE	1937	1924	
66	0-6-0ST	AE	1938	1924	
67	0-6-0ST	AE	1939	1924	
68	0-6-0ST	AE	1940	1924	
69	0-6-0ST	AE	1941	1924	
70	0-6-0ST	AE	1942	1924	
71	0-6-0ST	AE	1943	1924	
72	0-6-0ST	AE	1959	1925	
73	0-6-0ST	AE	1960	1925	
74	0-6-0ST	AE	1961	1925	
75	0-6-0ST	AE	1962	1925	
76	0-6-0ST	AE	1963	1925	
77	0-6-0ST	AE	1964	1925	
78	0-6-0ST	AE	1965	1925	
1	0-6-2T	HE	2378	1945	
2	0-6-2T	HE	2379	1945	
3	0-6-2T	HE	2380	1945	
4	0-6-2T	HE	2381	1945	
5	0-6-2T	HE	2382	1946	
6	0-6-2T	HE	2383	1946	
7	0-6-2T	HE	3671	1949	
8	0-6-2T	HE	3672	1949	
9	0-6-2T	HE	3673	1950	
10	0-6-2T	HE	3674	1950	1
11	0-6-2T	HE	3675	1950	
12	0-6-2T	HE	3676	1950	
13	0-6-2T	Hen	28594	1950	1
14	0-6-2T	Hen	28595	1950	1
15	0-6-2T	Hen	28596	1950	1
16	0-6-2T	Hen	28597	1950	
17	0-6-2T	Hen	28598	1950	1
18	0-6-2T	Hen	28599	1950	1
19	0-6-2T	HE	3750	1951	
20	0-6-2T	HE	3751	1951	
21	0-6-2T	HE	3752	1951	1
22	0-6-2T	HE	3753	1951	1
23	0-6-2T	HE	3754	1951	
24	0-6-2T	HE	3755	1951	1
25	0-6-2T	Mits	830	1955	1
26	0-6-2T	Mits	831	1955	
27	0-6-2T	Mits	832	1955	
28	0-6-2T	Mits	833	1955	
29	0-6-2T	Mits	834	1955	
30	0-6-2T	Mits	835	1955	
31	0-6-2T	Mits	836	1955	
32	0-6-2T	Mits	837	1955	
33	0-6-2T	Mits	838	1955	
34	0-6-2T	Mits	839	1955	

35	0-6-2T	Mits	840	1955	
36	0-6-2T	Mits	867	1956	
37	0-6-2T	Mits	868	1956	
38	0-6-2T	Mits	869	1956	
39	0-6-2T	Mits	870	1956	
40	0-6-2T	Mits	871	1956	1
41	0-6-2T	Mits	872	1956	
42	0-6-2T	Mits	873	1956	
43	0-6-2T	Mits	874	1956	
44	0-6-2T	Mits	875	1956	
45	0-6-2T	Mits	876	1956	
D46	0-6-0DH	CLC	2995	1958	320hp
D47	0-6-0DH	CLC	2996	1958	320hp
D48	0-6-0DH	CLC	2997	1958	320hp
D49	0-6-0DH	CLC	2998	1958	320hp
D50	0-6-0DH	CLC	2999	1958	320hp
D51	0-6-0DH	CLC	3000	1958	320hp
D52	B-BDH	CLC	3012	1960	640hp
D53	B-BDH	CLC	3013	1960	640hp
D54	B-BDH	CLC	3014	1960	640hp
D55	B-BDH	CLC	3048	1967	640hp
D56	B-BDH	CLC	3049	1967	640hp
D57	B-BDH	CLC	3050	1967	640hp
D58	B-BDH	CLC	3051	1967	640hp
D59	B-BDH	CLC	3052	1968	640hp
D60	B-BDH	CLC	3053	1968	640hp
D61	B-BDH	CLC	3054	1968	640hp
D62	C-CDH	CLC	3055	1967	1250hp
D63	C-CDH	CLC	3056	1967	1250hp
D64	C-CDH	CLC	3057	1967	1250hp
D65	C-CDH	CLC	3058	1967	1250hp
D66	C-CDH	CLC	3059	1967	1250hp
D67	C-CDH	CLC	3060	1967	1250hp
D68	0-6-0DH	CLW	55	1970	700hp
D69	0-6-0DH	CLW	56	1970	700hp
D70	0-6-0DH	CLW	60	1970	700hp
D71	0-6-0DH	CLW	62	1970	700hp
D72	0-6-0DH	CLW	63	1970	700hp
D73	0-6-0DH	CLW	66	1970	700hp
D74	0-6-0DH	CLW	68	1970	700hp
D75	0-6-0DH	CLW		1981	700hp
D76	0-6-0DH	CLW		1981	700hp
D77	0-6-0DH	CLW		1981	700hp
D78	0-6-0DH	CLW		1981	700hp
D79	0-6-0DH	CLW		1981	700hp
	B-BDH	SAN	361	1986	DL/650/BB
	B-BDH	SAN	364	1986	DL/650/BB
	B-BDH	SAN	416	1990	DL/650/SAN/BB
	B-BDH	SAN	417	1990	DL/650/SAN/BB
	B-BDH	SAN	529	1998	DL-650-BG-BB-90T
	B-BDH	SAN	537	1998	DL-650-BG-BB-90T

1 OOU, 4/1/1986.

### Calcutta Waterworks Railway

WB151

A waterworks operated at Fulta in 1894. An elevated steel tank was built in 1910 at Tallah which acted as a storage for the whole of the filtered water supply for Calcutta

Gauge: 2'0"

0-4-0T	BgE	2007	1921	1
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1 To Leighton Buzzard Narrow Gauge Railway [GB], 1971.

**Caledonian Jute Mills, Budge Budge****WB152**

Managing agents for the mill were **Andrew Yule & Co.** In 1917 it operated 350 looms.

Gauge: 2'0"

4wDM	MR	22201	1964	1	40hp
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1 Supplied via RMP, London via Parry.

**Camperdown Pressing Co, Cossipore****WB153**

Photographs from the 1870s of this jute factory show it with a narrow gauge railway (approximately 2'6"). It is unknown if there were ever any locos. .

**John Cargill****WB154**

Gauge: 2'6"

4wDM	MR	7959	1946	32/42hp
4wDM	MR	9276	1948	20/28hp
4wDM	MR	10095	1948	32/42hp
4wDM	MR	10111	1948	32/42hp
4wDM	MR	10117	1948	32/42hp
4wDM	MR	10157	1950	32/42hp

**M Chodhoury****WB155**

Gauge: 600mm

0-4-0T	O&K	6360	1913	30hp
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**Cleveland Bridge & Engineering Co Ltd, Howrah Bridge contract****WB156**

The first permanent link between Howrah and Calcutta was a floating pontoon bridge put in place in 1874. The **Calcutta Port Commissioner** took over responsibility for it in 2/1875. A committee was set up in 1906 to look at replacing the bridge with as the pontoon was only intended as a temporary structure. The committee examined six options – vehicle ferries, a transporter bridge, a tunnel, a bridge on piers, a floating bridge and an arched bridge. A floating bridge was agreed on and tenders were put out and 23 companies applied. However WW1 intervened and the project was put on hold.

The pontoon was partially renewed in 1917 and 1927. In 1926 a new Howrah Bridge act was passed and the Calcutta Port Commissioner was made responsible for a new bridge. In 1929 Rendell, Palmer & Tritton submitted a report with estimates for a floating bridge and a cantilevered bridge. In 1930 a further committee was instigated to investigate a new bridge. In 1934 the contract was finally put out to tender. The **Cleveland Bridge & Engineering Co Ltd** of Darlington (who had built the Sydney Harbour bridge in Australia) were successful. Construction commenced in 1936 and was completed by 1942. It was opened to the public in 2/1943.

**Reference:** [www.howrahbridgekolkata.nic.in](http://www.howrahbridgekolkata.nic.in)

Gauge: BG

0-4-0ST	P	1926	1937
0-4-0ST	P	1927	1937

**Coal India Ltd****WB157**

Gauge: 900mm

4wDH	Ventra	1982	70hp
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**Dalmia Cement****WBI58**

Gauge: 2'0"

0-6-0T	Jung	10137	1952
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**Dalmia Magnesia Corporation****WBI59**

Gauge: 2'0"

4wDM	Jung	13282	1959	ZL105
4wDM	Jung	13283	1959	ZL105
4wDM	Jung	13444	1959	ZL114
4wDM	Jung	13445	1959	ZL114
4wDM	Jung	13446	1959	ZL114
4wDM	Jung	13447	1959	ZL114

**Decauville****WBI60**

Indian offices opened at 8-10 Canning Street, Calcutta in 9/1910 and an office at an unknown location and unknown date in Bombay. By October they had orders for 1,000 steel rails with fittings for a mine in Central India, 200 pairs of wheels and axles for a mine in Jheria, two 8-ton wagons for a 2'0" gauge light railway, a 20 hp locomotive, rails and wagons for a Calcutta firm and a boiler and steam fittings for a 30 hp locomotive. They had also supplied a complete light railway installation for the forest section of the Allahabad exhibition for which they were awarded a gold medal.

By early 12/1910, additional orders had been received for 3 miles of monorail track for a tea garden and one 30 hp locomotives and 30 tipping wagons for Bombay. By late 12/1910, the order book had swollen to one 30 hp locomotive, seventy double sided tipping wagons, 20lb track with points for the PWD Punjab, eighteen wagons for Benares Water Works, six miles of 14lb track for a tea gardens and a locomotive tender, several miles of 24lb track and 50 special tipping wagons for a mine.

By 1/1911, they disposed of 290 tipping wagons of which 234 were despatched from their Calcutta and Bombay stocks. This includes 28 conservancy wagons for Howrah Municipality. In addition one 30 hp and three 20 hp light locomotives and one loco tender, over 50 sets of points and crossings, 75 box wagons for stone transport, over 10 miles of railway line and steel sleepers, wheels, axles, turntable and fittings.

During 2/1911, over 100 orders were received including one 20 hp and two 30 hp light locos, a number of tipping wagons, several open goods wagons all of 2'6" gauge, nearly 20 miles of Decauville track, over 300 pairs of wheels and axles, a hand crane, etc

Gauge: 600mm

0-4-0T	Borsig	7066	1909
0-4-0T	Borsig	7466	1910
0-4-0T	Borsig	7544	1910
0-4-0T	Borsig	7545	1910
0-4-0T	Borsig	7749	1911
0-4-0T	Borsig	7761	1911

Gauge: 900mm

0-4-0T	Borsig	7421	1911
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**Empire Jute Co Ltd, Titaghur****WBI61**

Managing agents for the mill were **McLeod & Co.** In 1917 it operated 400 looms.

Gauge: 2'6"

4wPM	MR	2001	1920	1	20hp
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1 Supplied via McLeod & Co

**Finlay Muir****WBI62**

A new boiler was supplied by WB for this loco in 9/1901.

Gauge: 2'0"

COLLIER	0-4-0T	WB	1455	1895
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**Fort Gloster Industries Ltd****WBI63**

Gauge:

4wDM	RH	7002/0967/4	1967	LBT
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**R von Glehn, London for the Calcutta Exhibition****WBI64**

The Calcutta International Exhibition was held between 4/12/1883 and 10/3/1884.

Gauge: 60cm

0-4-0T	BH	746	1883
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**Gillanders Arbuthnot****WBI65**

Listed in a 1940 trade directory as "Merchants, Bankers and Importers : Managing Agents for Jute Mills, Tea Estates, Collieries, Railways, Insurance, Timber, Building and Engineering Companies, etc.—Clive Buildings, 8 Clive Street, Calcutta".

Gauge: 2'0"

0-4-0T	O&K	5130	1911	30hp
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There is some suggestion that this loco is what became BABY SIVOK. See preserved locos, Darjeeling for details.

**Gun and Shell Factory, Cossipore**

The oldest surviving industrial concern in south Asia. It started life as the **Gun Carriage Agency** in 1802 producing field gun carriages. This work moved to Allahabd and by 1829 the function of the Cossipore factory changed to the production of guns. Brass and iron founding equipment was purchased and by 1830 it was renamed the **Gun Foundry Factory**. By 1857, the factory could produce 30 field guns a month. By 1858-9, Cossipore had added a bullet plant.

In 1855 the Army had taken delivery of breach loading, rifled barrelled guns. The Gun Foundry Factory did not have the facilities to produce these and it was suggested that it would close (the bullet plant having been transferred to Dum Dum in Calcutta). However the rifles being imported from England required elongated shells so it was decided that Cossipore should produce these. As there was no longer any gun production at Cossipore, the name was again changed in 1872 to the **Foundry and Shell Factory**.

Production was further expanded to fuses and cartridges in 1887 and 1890. In 1892, the first steel was produced in India at the plant using a Siemen's Martin Open Hearth plant. In 1896 a rolling mill was added. As there was no longer space for expansion and due to the increasing demand for steel, the production of these was moved to Ishapore in 1903.

In 1890 a facility was opened for the manufacture and repair of breach loading guns. In 1905 the manufacture of quick firing guns was undertaken – due to this the name was changed to **Gun and Shell Factory**, which it still retains today. The name of the Ishapore factory was changed from the Gun and Shell Factory to the **Metal and Steel Unit** in 1920.

Electricity was introduced in 1910 and new fuse and shell shops were erected between 1916 and 1920. The **Ordnance Factory**, Dum Dum was created and attached to Gun and Shell Factory from 1942 to 1966. In 1958, tractor project started here. This was the first ever attempt to manufacture tractor in public sector which was subsequently transferred to **BEML**. It had further extension during 1965-68.

**Cossipore****WBI66**

Gauge: 2'6"

0-4-0T	MW	1322	1896	1	Special
0-4-0ST	WB	2102	1919	2	

- 1 Supplied to Cossipore factory, assumed to be this location.
- 2 Supplied to Ordnance factory, Cossipore

Gauge: BG

0-4-0DE	RH	384145	1956		165DE
0-4-0DE	RH	477815	1962	1	165DE
4wDH	Telco	049			150hp

- 1 Supplied via Guest Keen Williams, Calcutta via Martin Burn.

**Ishapore**

**WBI67**

Gauge: 2'6"

0-4-0T	MW	1615	1903		Special
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- 1 Supplied to Secretary of State, India for Ishapur.— it is assumed that this loco was supplied in connection with this development.

Gauge: BG

4wDH	Telco	005			150hp
4wDH	Telco	012			150hp
4wDH	Telco	013			150hp
4wDH	Telco	040			150hp
4wDH	Telco	044			150hp
4wDH	Telco	059			150hp
4wDH	Telco	063			150hp
4wDH	SAN	307	1983	1	

- 1 From High Explosives, Kirkee 6/2008.

**David Hamilton & Co**

**WBI68**

Gauge: 2'0"

4wDM	RH	166043	1933		10hp
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**Harrison and Crossfield**

**WBI69**

Listed in a 1940 trade directory as "Merchants and Agents for Steamship and Tea Companies, etc. — 6 Church Lane. Phone, Cal. 6220.Calcutta".

Gauge: 2'0"

4wDM	MR	7193	1937	1	20/28hp
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- 1 Supplied via RMP, London via Parry

**Heatley and Gresham, Calcutta office**

**WBI70**

The sole agents for VF and DC in India with offices at 6 Waterloo Street, Calcutta & 75 Hornby Road, Bombay. Listed in a 1940 trade directory as "Merchants, Engineers and Railway Specialists—6 Waterloo Street, Calcutta".

Gauge: 2'6"

2w-2PMR	Bg/DC	582	1916		R type
2w-2PMR	Bg/DC	583	1916		R type
2w-2PMR	Bg/DC	826	1916	1	C type

- 1 To Upper Sind Light Railway.

Gauge: BG

2w-2PMR	Bg/DC	1241	1921		PB type
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1 For Madras stock.

### Hindustan Engineering Industries Ltd

**WBI71**

Established in 1944 as the **Hindutsan Development Corporation Ltd** as a railway track fabrication plant at Tijjala. In 1964 it was acquired by R P Mody. Since the 1970s it has acquired a wagon works at Santragachi and has diversified into the chemicals and petro-carbons industries (see **Petrocarbon & Chemicals Co, Haldia** for details). In 1991, it acquired **Dalhousie Jute Co**. It was renamed **Hindustan Engineering Industries Ltd**, date unknown.

**Reference:** www.heilindia.com

Gauge: BG

4wDH	SAN	216	1981	1	DL/200/B/FB
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1 Supplied to Hindustan Development Corportaion Ltd.

### Howrah Iron Works

**WBI72**

Owned by **Burns, Craddock & Co.**

Gauge: BG

No 1	0-6-0ST	WB	2222	1929	1
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1 Supplied via Burns, Craddock & Co.

### Howrah Mills Co Ltd

**WBI73**

Established in 1890. Now part of the **MJ Group** of companies.

**Reference:** www.mall-group.com

Gauge: MG

0-4-0F	O&K	4183	1910
0-4-0F	AB	1713	1923
0-4-0F	O&K	10637	1929

### Howrah Municipality

**WBI74**

Gauge: 2'0"

0-4-2ST	JF	5439	1887
0-4-2ST	JF	5440	1887

### Robert Hudson

**WBI75**

Gauge: 2'0"

No 1	0-4-0WT	HC	1054	1914	1
	0-4-0T	AB	1320	1914	
	0-4-0WT	HC	1125	1915	1
	0-6-0WT	HC	1390	1915	
	4-6-0PT	Blw	44641	1916	2
	4-6-0PT	Blw	44750	1917	2
	4-6-0PT	Blw	44894	1917	2
	4-6-0PT	Blw	44948	1917	2
	4-6-0PT	Blw	44974	1917	2
	4-6-0PT	Blw	44998	1917	2
	4-6-0PT	Blw	45190	1917	3
	0-6-0WT	HC	1388	1920	

WBI71

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4wDM	HE	4188	1949		
4wDM	HE	4189	1949		
2w-2PMR	Wkm	5760	1951	27C	WBI71
4wDM	HE	4355	1953		

- 1 For Nizam's Guaranteed State Railway.
- 2 From IAMR.
- 3 From IAMR, c.1930. To Daraula Sugar, Daralua.

Gauge: 2'6"

4-6-0T	HE	1267	1917	1
4-6-0T	HE	1314	1919	2
4-6-0T	HE	1315	1919	3
4-6-0T	HE	1358	1919	4
4-6-0T	HE	1363	1919	5
4-6-0T	HE	1372	1919	6
4-6-0T	HE	1375	1919	7
6wTG	KS	4462	1930	

- 1 Supplied to WDLR, WD 356. Used in France. After end of WW1, stored at Purfleet Wharf. Date to Hudson's unknown
- 2 Supplied to WDLR, WD 2343. Delivered for use in Italy and the Middle East but the end of the war meant that the locomotive was stored at Purfleet Wharf. Sold by tender 1919.
- 3 Supplied to WDLR, WD 2344. Delivered for use in Italy and the Middle East but the end of the war meant that the locomotive was stored at Purfleet Wharf. Sold by tender 1919.
- 4 Supplied to WDLR, WD 3243. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919.
- 5 Supplied to WDLR, WD 3256. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919. Sent to Bombay
- 6 Supplied to WDLR, WD 3257. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919.
- 7 Supplied to WDLR, WD 3259. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919.

Gauge: BG

2w-2PMR	Wkm	7118	1955	4S/BB
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**Hursookdass Balkissendas**

**WBI76**

Gauge: 2'0"

0-4-0T	O&K	10413	1922	20hp
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**Indian Construction Co Ltd**

**WBI77**

Gauge: BG

4wDMF	RH	416569	1958	88DSG
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**India Stores**

**WBI78**

Gauge: 2'0"

4-6-0T	HE	1376	1920
4-6-0T	HE	1377	1920
4-6-0T	HE	1378	1920
4-6-0T	HE	1379	1920
4-6-0T	HE	1380	1920
4-6-0T	HE	1381	1920
4-6-0T	HE	1382	1920
4-6-0T	HE	1383	1920
4-6-0T	HE	1384	1920
4-6-0T	HE	1385	1920
4-6-0T	HE	1386	1920
4-6-0T	HE	1387	1920

ILSA © S Darvill 2008

4-6-0T	HE	1388	1920
4-6-0T	HE	1389	1920
4-6-0T	HE	1390	1920
4-6-0T	HE	1391	1922
4-6-0T	HE	1392	1921

Gauge: BG

2w-2PMR	Wkm	3716	1945	1	18A
2w-2PMR	Wkm	3717	1945	1	18A
2w-2PMR	Wkm	3718	1945	1	18A
2w-2PMR	Wkm	3719	1945	1	18A
2w-2PMR	Wkm	3720	1945	1	18A
2w-2PMR	Wkm	3721	1945	1	18A
2w-2PMR	Wkm	3722	1945	1	18A
2w-2PMR	Wkm	3723	1945	1	18A
2w-2PMR	Wkm	3724	1945	1	18A
2w-2PMR	Wkm	3725	1945	1	18A
2w-2PMR	Wkm	3726	1945	1	18A
2w-2PMR	Wkm	3727	1945	1	18A
2w-2PMR	Wkm	3728	1945	1	18A
2w-2PMR	Wkm	3729	1945	1	18A
2w-2PMR	Wkm	3730	1945	1	18A
2w-2PMR	Wkm	3731	1945	1	18A
2w-2PMR	Wkm	5991	1952		27C Mark III

1 Supplied via Ministry of Supply. Supplied with R1452T type trailers, works numbers 3740-86/1945.

**William Jacks**

**WB179**

Listed in a 1940 trade directory as "Engineers and Importers of pneumatic tools caterpillar tractors, etc—10 Clive Street".

Gauge: 2'0"

UDST	6wDM	Brook	2420	1939	BHA
	4wDM	Brook	2554	1940	BFA
	4wDM	RH	235632	1945	20DL
	4wDM	RH	235634	1945	20DL
	4wDM	RH	221599	1947	20DL
	4wDM	RH	256195	1948	30DL

Gauge: MG

0-4-0DM	Brook	2536	1940	BHA
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**Janowitz**

**WB180**

Gauge: 600mm

0-4-0T	Hanomag	6545	1912
0-4-0	(Hanomag	6830	1913
	(Jung	1904	1913
0-4-0	(Hanomag	6831	1913
	(Jung	1905	1913

**Jessop and Co Ltd**

**WB181**

Agents in India for **Avonside**. Listed in a 1940 trade directory as "Structural, Mechanical and Electrical Engineers—93 Clive Street, Calcutta".

Gauge: 2'0"

0-4-0ST	AE	1438	1904
0-4-0T	AE	1439	1904
0-4-0T	AE	1440	1904

0-4-0T	AE	1441	1905
0-4-0T	AE	1442	1905
0-4-0T	AE	1501	1906
0-4-0T	AE	1503	1906
0-4-0T	AE	1504	1906
0-4-0T	AE	1525	1906
0-4-0T	AE	1526	1909
0-6-2T	AE	1527	1909
0-4-0T	AE	1570	1909
0-4-0T	AE	1664	1913

Gauge: BG

0-4-0F	KS	4300	1923	
2w-2PMR	Wkm	118	1927?	6J
4wDH	Ventra		2000	125hp
4wDH	Ventra		2002	125hp

**Karam Chand Thapar & Brothers Ltd**

**WB182**

Gauge: 2'0"

0-4-0T	Jung	12004	1954	
4wDM	MR	14039	1958	1 48/63hp

1 Supplied via RMP, London via Parry, Calcutta

**Kelvin Jute**

**WB183**

Managing agents for the mill were **McLeod & Co.** In 1917 it operated 600 looms.

Gauge: 2'6"

4wDM	MR	5717	1937	1 25/36hp
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1 Supplied via McLeod & Co, Calcutta

**Kilburn & Co**

**WB184**

Gauge: 2'0"

CALCUTTA	0-6-0T	O&K	1618	1905	40hp
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**Kilburn Brown & Co**

**WB185**

Gauge: 2'0"

0-6-0T	KS	760	1901
4wPM	MH	A104	c.1925
4wPM	MH	A134	1925
4wPM	MH	A135	1926
4wPM	MH	A136	1926
4wPM	MH	A138	1926
4wPM	MH	A139	1926

**H S King**

**WB186**

Gauge: 2'0"

2w-2PMR	Bg/DC	575	1913	P type
2w-2PMR	Bg/DC	576	1913	P type

**Lawler Ayres****WB187**

Gauge: 2'6"

4wPM	MR	3788	1926	1	20hp
4wPM	MR	3824	1926	2	20hp

- 1 Reconstructed loco purchased under pool arrangements with Wm Jones, old No works number 1767 LR 2488
- 2 Reconstructed loco, old works number not known purchased under pool with Wm Jones from Staples, Engine substituted by 10275

**Levaten****WB188**

Gauge: 2'0"

0-4-0T	D&B	5	1922
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**Ludlow Jute Mills, Chengal****WB189**

Established in 1921 by a US company. In 1977 it was purchased by S S Kanoria and became part of **Aekta Ltd**, retainin g the name Ludlow Jute Mills.

In 8/1981, three 0-4-0F's in use. Line several kilometres in length. Connects mill with a jetty on the Hoogly River.

**Reference:** CRJ 50, [www.jmcdindia.com](http://www.jmcdindia.com)

Gauge: MG

1	0-4-0F	O&K	10478	1923
	0-4-0F	O&K	11981	1929

**MacNeill & Co****WB190**

Duncan MacNeill, the nephew of William MacKinnon the owner of the Calcutta managing agency **MacKinnon MacKenzie & Co**, went to Calcutta to work for the agency of **Begg, Dunlop & Co** in 1858. Whilst there he gained experience in the fields of tea, coffee and indigo. He left in 1866 and returned to London. In 1868 he set up a tea warehouse in London to sell tea on commission. Out of this venture **Duncan MacNeill & Co, London** was founded in 1870. It was a partnership between MacNeill and his cousin John MacKinnon.

MacNeill returned to Calcutta in 1870 and took over the managing agency contracts for tea properties that he and/or William MacKinnon had interests in. He also assumed the agency for a river shipping concern on the Brahmaputra river. In 1872 **MacNeill & Co** opened in Calcutta to run these operations of behalf of Duncan MacNeill & Co, London.

MacNeill & Co took over control from Begg, Dunlop & Co for the control and management of the **Equitable Coal Co**. This company had a depot on the west bank of the Hooghly river which supplied river and sea going steamships as well as mills in the city. Given MacNeills links to MacKinnon (who operated the **British India and Netherlands Steam Navigation Co** shipping line) it made sense as British India and Netherlands were the largest purchaser of Bengali coal in Calcutta.

MacNeills also established new tea plantations in Cachar and Assam – **Khatta Khall Tea Co** and the **Cossipore Tea Co**, originally financed in India but by 1873 they were registered in London, as were the **Socttpore Tea Co** (1878) and the **Salonah Tea Co** (1881). Closely connected to the tea operations were that of the **Rivers Steam Navigation Co**, the river shipping concern on the Brahmaputra. It was originally an Indian financed firm but was re-incorporated in London in 10/1873 with William MacKinnon as its chairman.

Its vessels operated to the districts of Cachar and Assam where MacNeill and MacKinnon had their tea operations. It carried planters stores, coal and general goods up river and carried tea and jute down river. It also conveyed labour in both directions.

MacNeills also had jute interests in the **Ganges Manufacturing Co** with a mill on the Hooghly at Seebpore and in the **India Jute Co** and **Western Cachar Tea Co** in Glasgow and the **Ramgargh Tea Co** and the **Garden Reach Cotton Mill Association** in Calcutta.

By the early 20<sup>th</sup> century, MacNeills had amalgamated with **J B Barry & Co**, another Calcutta based managing agent with whose interests were mainly in jute and tea. This was certainly the case by 1905 when the first series of **MacNeill & Barry & Co** tea garden reports were published.

Listed in a 1940 trade directory as "Merchants and Agents for Jute Mills, Rope and Coal Companies. Tea Estates and Garden Reach Workshops, Ltd — 2 Fairlie Place, Calcutta".

**Reference:** Maritime Enterprise and Empire

Gauge: 2'0"

0-4-0ST	AB	166	1875	1
4wDM	HE	4174	1949	2

- 1 Supplied via Duncan MacNeill, London
- 2 Supplied via Robert Hudson for Duncan MacNeill.

Gauge: MG

4wPM	MR	2008	1920	20hp
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**T A Martin & Co**

**WBI91**

Gauge: 2'0"

RANGE	0-4-0T	KS	704	1901	1
BEGUM	0-4-0T	KS	705	1901	1
LUKEE	0-4-0T	KS	742	1901	2
RAJAH	0-4-0T	KS	743	1901	3
	0-4-0T	HE	1076	1911	4
	0-6-0T	AB	1295	1912	
	0-4-0WT	HC	990	1912	
	0-6-0T	AB	1328	1913	
	0-4-0WT	HC	1163	1915	

- 1 Returned to KS in 1905
- 2 Returned to KS in 1905, later to Mount Zeehan Mines, Tasmania
- 3 Returned to KS in 1905, later to Northern Territories Mining & Smelting, Australia
- 4 Supplied via Robert Hudson.

Gauge: 2'6"

4-6-0T	HE	1348	1
4-6-0T	HE	1349	2

- 1 Supplied to WDLR, WD 3233. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919. Supplied to Martins via Robert Hudson.
- 2 Supplied to WDLR, WD 3234. Delivered after end of WW1 and stored at Purfleet Wharf. Advertised for sale in SURPLUS on 15/08/1919. Supplied to Martins via Robert Hudson.

Gauge: BG

0-4-0ST	AB	2036	1937
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**Martin & Co**

**WBI92**

Listed in a 1940 trade directory as "Merchants and Building Contractors. Agents for Railways, Tea and Engineering Companies—12 Mission Row, Calcutta".

The following piece appeared in the 27/3/1915 edition of Indian Engineering - "Light Railway Material - We draw attention to Messers Martin & Co's notification, regarding Messers Hudson Light Railway Plant which is well known throughout India on irrigation projects, collieries and so forth. Messers Hudsons material has long been in competition with that of German concerns and it is hoped that purchasers who in the past deemed it fit to patronise materials "made in Germany" will now place their orders with Messers Martin & Co who had vigorously competed with the Germans long before the war ever came off."

Gauge: 2'0"

4wDM	RP	114561	1921	10hp
4wDM	RP	114562	1921	10hp
4wDM	RH	172331	1935	10hp
4wDM	RH	175400	1935	18/21hp
4wDM	RH	177601	1936	27/32hp
4wDM	RH	179874	1936	36/42hp

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4wDM	RH	183061	1937	48DL
4wDM	RH	192862	1938	48DL
4wDM	RH	192866	1938	48DL
4wDM	RH	192875	1938	25/30hp
4wDM	RH	192885	1939	11/13hp
4wDM	RH	193982	1939	11/13hp
4wDM	RH	193983	1939	11/13hp
4wDM	RH	223709	1947	20DL
4wDM	RH	223711	1947	20DL
4wDM	RH	223717	1947	20DL
4wDM	RH	252236	1947	40DL
4wDM	RH	252237	1947	40DL
4wDM	RH	252238	1947	40DL
4wDM	RH	252242	1947	40DL
4wDM	RH	252243	1947	40DL
4wDM	RH	252244	1947	40DL
4wDM	RH	252248	1947	40DL
4wDM	RH	252249	1947	40DL
4wDM	RH	252250	1947	40DL
4wDM	RH	252255	1947	40DL
4wDM	RH	252256	1947	40DL
4wDM	RH	260736	1948	20DL
4wDM	RH	264236	1948	13DL
4wDM	RH	260737	1949	20DL
4wDM	RH	260731	1950	20DL
4wDM	RH	283523	1950	30DL

Gauge: 2'6"

4wDM	RH	279630	1950	48DL
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Gauge: MG

0-4-4T	D		1874	1	B class
4wDM	RH	166059	1932		20hp
4wDMF	RH	244581	1947		48DSW

1 ex BBCIR, 92. Delivered to ISR, one of Nos 86-105 (which were D 736-55/1874). Acquired 1917

**Megna Jute Mills**

**WB193**

Gauge: MG

4wDM	JF	3930038	1950		
4wDH	RH	512990	1965		LFT

**Morrison**

**WB194**

Gauge: 2'0"

0-4-0T	O&K	2937	1908		20hp
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**Monseil & Co Ltd**

**WB195**

Gauge: 2'0"

4wDM	O&K	6554	1936		LD 2
4wDM	O&K	6555	1936		LD 2
4wDM	O&K	6557	1936		LD 2
4wDM	O&K	6558	1936		LD 2
4wDM	O&K	6559	1936		LD 2
4wDM	O&K	6560	1936		LD 2
4wDM	O&K	6563	1936		LD 2
4wDM	O&K	6564	1936		LD 2
4wDM	O&K	6565	1936		LD 2
4wDM	O&K	6566	1936		LD 2

4wDM	O&K	6567	1936	LD 2
4wDM	O&K	6568	1936	LD 2

**Naysmyth Patent Press Co****WB196**

Gauge:

4wWE	BEV	402	1922	1	Type No 2
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1 Supplied via Jessop &amp; Co

**Northbrook Jute Mill Co Ltd****WB197**

Managing agents for the mill were **Bird & Co.** In 1917 it operated 544 looms. Company went into liquidation on 14/2/1985.

**Reference:** [www.companyliquidator.gov.in](http://www.companyliquidator.gov.in), [www.dundee.ac.uk/archives/jmi.htm](http://www.dundee.ac.uk/archives/jmi.htm)

Gauge: 2'6"

4wPM	MR	2009	1920	1	20hp
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1 Supplied via Bird &amp; Co, Calcutta

**Octavius Steel****WB198**

Listed in a 1940 trade directory as "Merchants and Agents for Tea Estates, Sugar and Coal Companies—14 Old Court House St, Calcutta".

Gauge: 2'0"

0-4-2ST	HC	858	1908	1
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1 Painted green. Fitted with special hot water injectors

Gauge: MG

0-6-0T	O&K	12264	1930	30hp
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**Orenstein and Arthur Koppel****WB199**

According to adverts in Indian Engineering (9/1910), Orenstein and Arthur Koppel had offices at 7-11 Lyons Street, PO Box 143, Calcutta and had the largest stock in India of light railway material for contractors, collieries, irrigation works, forest works, tea gardens, mills, etc.

The following information is taken from the Notes & Comment section of the journal Indian Engineering. It is information on the contracts that O&K had for the supply of light railway equipment in India.

9/1910 - Port Commissioners Trust, Calcutta, Kidderpore – Forty double sided steel tipping wagons of 40 cu ft for which O&K also supplied the locomotives for the same contract. Also had at the same time an order for "...a big number of coal tubs..." for a new colliery in the Central Provinces.

22/10/1910 - Bombay Improvement Trust – 3 miles of track, a number of switches, 30 box tipping wagon and one locomotive (4421/1910).

29/10/1910 - One locomotive 50 hp for coal and liquid fuel (?) together with wagons for a stone quarry.

31/12/1910 - One 50 hp 0-6-0T for a limestone quarry. One loco with 50 coal tubs for a colliery in Bengal. 2¼ miles of portable track with trucks etc for a tea garden.

1910 - A Mahratta State for two 30 hp 0-6-0T for wood fuel, 2'0" gauge and end tipping wagons. (The locos are almost certainly 4180/1910 and 4270/1910, supplied to the Maharajah of Kolahpur).

8/1910 - O&K had sold fifty two locomotives in India of all gauges.

29/1/1910 - One 25 ton steam navigator for a PWD in northern India.

27/1/1912 - 6½ miles of light railway for a tea garden, 3¼ miles of track for another tea garden; 2 miles with points and crossings for a native state; 40 wagons, 20 sets of points and a mile of track for a PWD irrigation department; a further 20 tipping wagons for a PWD; one excavator for a native state; a complete track installation for a jute mill; a similar installation for a wide godown; one 80 hp loco and numerous other orders.

24/2/1912 - Orders received during February exceed 300. Amongst the most important are:- two light locos for the EBSR; one loco for Tata Iron Works; one loco to a local coal company; one 20 hp and one 30 hp have been bought by a contractor together with 50 wagons, rails etc;. For a PWD an order has been booked for six miles of light railway, a loco, tipping wagons and points & crossings. Altogether ten locos were disposed of in the last few weeks. We understand that on account of the improvement in the coal market, quite considerable quantities of rail, coal tubs etc were despatched to the Jherria Coalfields. Tea Gardens have also freely ordered new installations and extensions.

28/9/1912 - Two 18 ton 0-4-0 locos for a 2'6" gauge line; 150 special tipping wagons for the transport of iron ore in Tata's mines; several miles of light railway line, wagons and locos for the temporary works at Delhi; all the rolling stock for a light railway in Burma; five miles of line with trolleys and a loco for a tea garden; 100's of tipping wagons and coal tubs for various mines.

11/1/1913 - One 70 hp loco and wagons for an unknown customer (the only 70 hp loco delivered by O&K to any Indian customer was 5852/1913, delivered to GIPR); large quantities of rails, tipping wagons and coal tubs for various coal mines.

15/3/1913 - A new jute mill ordered a fireless loco. Several locos from 20 to 50 hp have been despatched to coal mines, together with large quantities of light rails, coal tipping tubs and square tubs. Numerous orders have been booked for light railway material including locos and contractors' wagons to various PWDs. O&K have also secured several orders for large quantities of material for the construction of new BG lines.

17/5/1913 - 150 PWD standard tipping wagons; 3½ miles of light railway line, 40 wagons and a locomotive; two locos, 2m miles of railway line with wagons and crossings; one loco and 27 heavy box wagons. 5 miles of light railway line, 150 wagons and two locos.

Locomotives marked \* were supplied to "British India".

Locomotives marked # were supplied to A Koppel for India

Locomotives marked @ were for stock

Gauge: 600mm

4wDM	O&K	2777	1927	M
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Gauge: 2'0"

	0-6-0T	Jung	613	1902	#	20hp
	0-6-0T	Jung	662	1902	#	20hp
BESSIE	0-6-0T	Krauss	4799	1902	#	XVIII ak
	0-4-0T	O&K	810	1902		20hp
	0-4-0T	O&K	811	1902		20hp
	0-4-0T	O&K	964	1902		20hp
	0-4-0T	O&K	983	1902		20hp
	0-4-0T	Krauss	4985	1903	#	XIV uu
	0-4-0T	O&K	1031	1903		20hp
	0-4-0T	Krauss	5009	1905	#	IV ba
	0-4-0T	Krauss	5308	1905	#	XIV zz
	0-4-0T	Krauss	5383	1905	#	XIV zz
KILLICK	0-6-0T	O&K	1423	1905		30hp
NIXON	0-6-0T	O&K	1424	1905		30hp
	0-4-0T	O&K	1593	1905		20hp
WISHART	0-4-0T	O&K	1594	1905		20hp
SUTHERLAND	0-4-0T	O&K	1595	1905		20hp
	0-6-0T	O&K	1753	1906		30hp
	0-6-0T	O&K	1883	1906		30hp
	0-4-0T	O&K	1927	1906		20hp
	0-4-0T	O&K	1928	1906		20hp
	0-4-0T	O&K	2168	1906		20hp
	0-4-0T	O&K	2174	1906		20hp
	0-6-0T	O&K	2225	1906		50hp
	0-6-0T	O&K	2226	1906		50hp
	0-6-0T	O&K	2227	1906		50hp
	0-6-0T	O&K	2228	1906		50hp
	0-6-0T	O&K	2229	1906		50hp
	0-6-0T	O&K	2230	1906		50hp
	0-4-0T	O&K	2268	1907		20hp
	0-4-0T	O&K	2269	1907		20hp

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0-4-0T	O&K	2286	1907		30hp
0-4-0T	O&K	2287	1907		30hp
0-4-0T	O&K	2288	1907		30hp
0-4-0T	O&K	2293	1907		30hp
0-6-0T	O&K	2349	1907	#	30hp
0-4-0T	O&K	2422	1907		20hp
0-4-0T	O&K	2425	1907		20hp
0-4-0T	O&K	2472	1907		30hp
0-4-0T	O&K	2894	1908		20hp
0-6-0T	O&K	3086	1908		40hp
0-6-0T	O&K	3087	1908		40hp
0-4-0T	O&K	3123	1908	@	20hp
0-4-0T	O&K	3236	1908		20hp
0-6-0T	Jung	1280	1908	#	40hp
2-4-0T	Jung	1281	1908	#	30hp
0-4-0T	Maff	2847	1908	#	50hp
0-4-0T	Maff	2849	1908	#	50hp
0-6-0T	Maff	2989	1908	#	50hp
0-4-0T	O&K	3238	1909		20hp
0-4-0T	O&K	3240	1909		20hp
0-4-0T	O&K	3262	1909		30hp
0-4-0T	O&K	3406	1909		20hp
0-4-0T	O&K	3410	1909	@	20hp
0-4-0T	O&K	3601	1909		30hp
0-4-0T	Jung	1313	1909	#	20hp
0-4-0T	O&K	3791	1910	@	30hp
0-4-0T	O&K	3792	1910	@	30hp
0-4-0T	O&K	3982	1910	@	20hp
0-4-0T	O&K	3983	1910	@	20hp
0-4-0T	O&K	3984	1910	@	20hp
0-4-0T	O&K	4065	1910	@	20hp
0-4-0T	O&K	4078	1910		30hp
0-4-0T	O&K	4292	1910		20hp
0-4-0T	O&K	4487	1911		30hp
0-4-0T	O&K	4489	1911	@	30hp
0-6-0T	O&K	4632	1911	*	50hp
0-4-0T	O&K	4637	1911		20hp
0-4-0T	O&K	4641	1911		30hp
0-4-0T	O&K	4643	1911	*	30hp
0-4-0T	O&K	4716	1911		20hp
0-4-0T	O&K	4717	1911		20hp
0-4-0T	O&K	5133	1912		30hp
0-4-0T	O&K	5134	1912		30hp
0-4-0T	O&K	5135	1912		30hp
0-4-0T	O&K	5254	1912		20hp
0-4-0T	O&K	5319	1912		30hp
0-4-0T	O&K	5323	1912		20hp
0-4-0T	O&K	5336	1912		20hp
0-4-0T	O&K	5337	1912		20hp
0-4-0T	O&K	5339	1912		20hp
0-4-0T	O&K	5370	1912		20hp
0-4-0T	O&K	5476	1912		20hp
0-4-0T	O&K	5477	1912		20hp
0-4-0T	O&K	5478	1912		20hp
0-4-0T	O&K	5988	1912	*	30hp
0-6-0T/T	O&K	6061	1912	*	50hp
0-6-0T/T	O&K	6062	1912	*	50hp
0-4-0T	O&K	6077	1912	*	30hp
0-4-0T	O&K	6078	1912	*	30hp
0-4-0T	O&K	6227	1913	*	30hp
0-4-0T	O&K	6228	1913	*	30hp
0-4-0T	O&K	6347	1914	*	20hp
0-4-0T	O&K	6348	1914	*	20hp
0-4-0T	O&K	6349	1914	*	20hp
0-4-0T	O&K	6372	1913	*	30hp
0-4-0T	O&K	6511	1913	*	50hp
0-4-0T	O&K	6527	1913	*	30hp
0-4-0T	O&K	6560	1913	*	30hp
0-4-0T	O&K	6894	1913	*	20hp
0-4-0T	O&K	6895	1913	*	20hp

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0-4-0T	O&K	6973	1913	*	10hp
0-4-0T	O&K	6974	1913	*	10hp
0-6-0T	O&K	6977	1913		20hp
0-6-0T	O&K	6978	1913		20hp
0-4-0T	O&K	7119	1913	@	
0-4-0T	O&K	7145	1914	*	
0-4-0T	O&K	7146	1914	*	
0-4-0T	O&K	7186	1914	*	
0-4-0T	O&K	7187	1914	*	
0-4-0T	O&K	7189	1914	*	
0-4-0T	O&K	7190	1914	*	
0-4-0T	O&K	7241	1914	*	
0-4-0T	O&K	7242	1914	*	
0-4-0T	O&K	10656	1923		
0-4-0T	O&K	10657	1923		
0-6-0T	O&K	10938	1925		
0-6-0T	O&K	10939	1925		
0-6-0T	O&K	11150	1925		
4wDM	O&K	2304	1926		H 1
0-4-0T	O&K	11525	1927		
0-6-0T	O&K	11526	1927		
4wDM	O&K	2412	1927		H 1
4wDM	O&K	2708	1927		H 1
0-4-0T	O&K	11662	1928		
4wDM	O&K	2903	1928		H 1
4wDM	O&K	2908	1928		H 1
0-6-0T	O&K	11925	1929	@	
4wDM	O&K	3150	1928	1	H 1
4wDM	O&K	3221	1929		M
0-4-0T	O&K	11982	1930	@	
4wDM	O&K	3590	1929		H 1
4wDM	O&K	3801	1929	*	M
4wDM	O&K	3817	1929		RL 2
4wDM	O&K	4384	1931	*	RL 1a

1 Supplied to Bombay.

Gauge: 2'6"

0-4-0T	Jung	698	1903		50hp
0-4-0T	O&K	2016	1906		50hp
0-6-0T	O&K	4874	1912		20hp

Gauge: MG

4wDM	O&K	2300	1926		H 2
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**Parry & Co**

**WB1100**

Supplier of light railway equipment. Their main offices were at 11 Clive Street, Calcutta with an office in Madras. They were represented in Bombay by **Killick Nixon & Co** and in Rangoon by **Steel Brothers and Co Ltd** (and in Mauritius by **Scott & Co**). They could supply rails, locomotives, tipping wagons, platform wagons, coal tubs, wheels on axles, fishplates and bolts, clips & bolts and dog spikes of any gauge.

The following item appeared in the 5/6/1915 edition of Indian Engineering "Light Railways - We are glad to be able to state that Messers Parry & Co of this city [Calcutta] who - as Licensees to liquidate the firm of Orenstein & Arthur Koppel - have closed the liquidation, are making arrangements to supply all material connected with light railways, and as O&K stocks of all descriptions of light railway material will soon be exhausted, Messers Parry & Co, to avoid inconvenience to users of these, have made arrangements to execute orders for spare parts at short notice. It is their intention to supply spare parts suitable for all material formerly supplied by O&K. The business henceforth will be entirely in Messers Parry & Cos interests and O&K will have no connection with it. Mr Bowie who formerly worked for O&K is now employed by Parrys and is personally supervising the manufacture of the new material, including wagons, which will all be of British manufacture".

Gauge: 2'0"

4wDM	MR	9375	1949	1	20/28hp
4wDM	MR	9527	1951	2	20/28hp
4wDM	MR	9529	1950	3	20/28hp

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4wDM	MR	9642	1951	1	20/28hp
4wDM	MR	9646	1952	3	20/28hp
4wDM	MR	9652	1952	3	20/28hp
4wDM	MR	9653	1952	3	20/28hp
4wDM	MR	9684	1952	2	20/28hp
4wDM	MR	9685	1952	2	20/28hp
4wDM	MR	9688	1952	2	20/28hp
4wDM	MR	9690	1953	2	20/28hp
4wDM	MR	9692	1953	2	20/28hp
4wDM	MR	9893	1954	2	20/28hp
4wDM	MR	9894	1954	2	20/28hp
4wDM	MR	10215	1951	3	32/42hp
4wDM	MR	10216	1951	3	32/42hp
4wDM	MR	10269	1951	4	32/42hp
4wDM	MR	10270	1952	4	32/42hp
4wDM	MR	10284	1951	5	32/42hp
4wDM	MR	10285	1952	6	32/42hp
4wDM	MR	10296	1952	2	32/42hp
4wDM	MR	10297	1952	2	32/42hp
4wDM	MR	10298	1952	2	32/42hp
4wDM	MR	10299	1952	2	32/42hp
4wDM	MR	10456	1955	2	32/42hp
4wDM	MR	10464	1955	2	32/42hp
4wDM	MR	20023	1950	1	20/28hp
4wDM	MR	20501	1954	2	20/28hp
4wDM	MR	20566	1954	2	20/28hp
4wDM	MR	21509	1955	2	20/28hp
4wDM	MR	21534	1956	2	20/28hp
4wDM	MR	21556	1956	2	20/28hp
4wDM	MR	21590	1957	2	20/28hp
4wDM	MR	22022	1959	2	30hp

- 1 Supplied via RMP, London. For use at a manganese mine
- 2 Supplied via RMP, London.
- 3 Supplied via RMP, London. For use on a dam project.
- 4 Supplied via RMP, London. For use in saw mills.
- 5 Supplied via RMP, London. For use in power construction.
- 6 Supplied via RMP, London. For use in tunnel construction.

Gauge: 600mm

4wDM	MR	11048	1957	1	50hp
4wDM	MR	20502	1954	1	20/28hp
4wDM	MR	21561	1957	1	20/28hp

- 1 Supplied via RMP, London.

Gauge: 2'6"

4wDM	MR	9683	1952	1	20/28hp
4wDM	MR	20556	1954	1	20/28hp

- 1 Supplied via RMP, London.

**Parrys Engineering Co**

**WBI101**

Gauge: 600mm

4wDM	O&K	6469	1935		LD 2
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Gauge: 2'0"

0-4-0WT	AB	1762	1923		
0-4-0WT	AB	1764	1923		
0-4-0WT	AB	1765	1923		
0-4-0WT	AB	1766	1923		
0-4-0WT	AB	1804	1923		
0-4-0WT	AB	1812	1923		
0-4-0WT	AB	1813	1923		

4wPM	Brook	422	1924	B4
4wPM	Brook	604	1925	B4
4wPM	Brook	606	1925	B4
4wPM	Brook	840A	1926	B4
4wPM	Brook	856	1926	B4
4wPM	Brook	904	1926	TC
4wPM	Brook	1016	1927	TC
0-4-0T	O&K	11370	1927	
0-4-0T	O&K	11566	1928	
0-6-0T	O&K	11606	1928	
0-4-0T	O&K	11643	1929	
0-4-0T	O&K	11644	1929	
0-4-0T	O&K	11658	1929	
0-6-0T	O&K	12299	1931	
4wDM	O&K	6458	1935	LD 2
4wDM	O&K	6459	1935	LD 2
4wDM	O&K	6473	1935	LD 2
4wDM	O&K	6474	1935	LD 2
4wDM	O&K	6478	1935	LD 2
4wDM	O&K	6493	1935	LD 2
4wDM	O&K	6494	1935	LD 2
4wDM	O&K	7087	1936	LD 2
4wDM	O&K	7088	1936	LD 2
4wDM	O&K	7263	1936	MD 1

Gauge: MG

4wDM	O&K	9156	1938	RL 1c
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Gauge: BG

0-4-0T	O&K	12560	1935	
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### Presidency Jute Mills

**WB1102**

Gauge: 2'6"

4wDM	MR	5718	1937	1	25/36hp
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1 Supplied via McLeod & Co, Calcutta

### Railways Board

**WB1103**

Gauge: 2'6"

4wPMR	Brook	1068	1927	1	
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1 Railcar supplied without body.

### Railways & Industrial Equipment

**WB1104**

Sole agents for **O&K** in India with offices at 10 Mercantile Buildings, Calcutta.

**Reference:** IE, IRS 110/4

Gauge: 2'0"

0-6-0T	O&K	10414	1922	1	30hp
0-6-0T	O&K	10415	1922		30hp
0-6-0T	O&K	10522	1922		30hp
0-6-0T	O&K	10527	1922		

1 Reported at "a derelict colliery near Durgapur". The identity was assumed (identified from motion?) along with the frames of a four coupled locomotive.

**Secretary of State for India****WBI105**

Gauge: 2'6"

0-4-0T	MW	1526	1901	Special
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**Samla Collieries****WBI106**

Gauge: 2'0"

0-4-0T	Jung	11688	1952	
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**Scrap India, 2/2 K.C. Roy Choudhury Road, Belur Math, Howrah****WBI107**

Gauge: BG

34016	0-6-0	Jmp	1901-2	1	CA class
836	0-6-4T	Jmp	1906-7	2	CT class
1057	0-8-0	Jmp	1910	3	GT class
	4-6-0	RS		4	P/C2 class

- 1 Built by EIR, 772 then 477. IR 34016. Acquired from Jamalpur Works 8/12/2000.
- 2 Built by EIR, 1188 then 836. Acquired from Jamalpur Works 8/12/2000.
- 3 Built by EIR, 1022 then 1057. Acquired from Jamalpur Works 8/12/2000.
- 4 P/C2 class loco. If it is one that survived IR numbering then it is one of RS 3171-3/77/80/86 of 1905-6. These were supplied to ORR P1 class, 236-38/42/45/51, renumbered 210-2/16/19/25. They became EIR P1 class, 1710-2/16/19/25 which became IR P/C2 class 24196-201. Acquired from Jamalpur Works 20/8/2001.

**Seth Aparc****WBI108**

Owned Bora Chuck colliery near Sitarampur.

Gauge: 2'0"

SUTARAM	0-4-0ST	MW	508	1875	1	Locke
CHURAMPURE	0-6-0	MW	615	1876		Special
PONIATA	0-6-2T	MW	1706	1906	2	Special

- 1 To DHR as a construction locomotive.
- 2 Purchased by BKR in 1935 becoming BKR No 12.

**Texmaco Ltd****WBI109**

Gauge: BG

4wDH	SAN	408	1989	DL/70/BG
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**Francis Theakston****WBI110**

Gauge: 2'0"

UBIQUE	0-4-0PM	AE	1915	1922	1
	0-4-0ST	KS	4293	1923	

- 1 UBIQUE is the regimental motto of the Royal Engineers, meaning "Everywhere". This may have been a military locomotive.

Gauge: 2'6"

0-6-0T	AE	1914	1922	
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**Titagarh Jute Mills****WBI111**

Managing agents for the mill were **Thomas Duff & Co.** In 1917 it operated 1718 looms.

**Reference:** IE 2/4/1910

Gauge: 2'6"

TILOGHUR	0-4-0F	O&K	1685	1905	1	
	0-4-0T	O&K	6528	1913	1	

- 1 Supplied via Thomas Duff & Co, Calcutta. According to a piece in IE concerning the supply of a fireless to Howarth Jute, it mentions that Titagarh Jute is managed by the Duff & Co. It is assumed that the first loco was delivered here (the anglicisation of the name). It is assumed that the second loco was delivered here but confirmation of this is required.

Gauge: BG

4wDH	SAN	62	1976	DL/150/B/CD
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**Unknown customer, Calcutta****WBI112**

Gauge: 2'0"

0-4-0T	Dickson	994	1898		
4wDM	Diema	463	1928	1	LR

- 1 Supplied via Gebr. Volkart, Winterthur [CH] via Bachmann, Bremen [D].

Gauge: 3'0"

0-4-2ST(?)	JF	6520	1892		
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Gauge: SG

4wDM	Schöma	1984	1957	1	CFL 150 DR
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- 1 Supplied via DGP, Essen [D] via C. Still Export GmbH, Recklinghausen [D].

**Van Low & Co****WBI113**

A firm of managing agents who dealt in coal. In 1911 they had a contract to supply NWR with 34,000 tons of their "Bhalgorah" locomotive steam coal via rail to Delhi and 48000 tons of the same type by sea from Calcutta to Keamari, Karachi

Gauge: 2'6"

2-4-0T	R&R	16	1880	1	
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- 1 ex EBSR 11. Delivered to KDSR as a 0-6-0T, 3. Reb as a 2-4-0T. Became EBSR 11. Acquired 1911

**Walsh Lovatt & Co****WBI114**

Gauge: 2'0"

LUCKEE	0-6-0ST	HE	163	1876		
SHIBPORE	0-6-0ST	HE	194	1877		
	0-6-0T	HE	430	1887		
	0-6-0T	HE	474	1888		
	4wPM	Brook	1463	1929	1	IBY

- 1 Supplied via Volkhart Brothers

Gauge: 2'6"

TANSA	0-6-0T	HE	430	1887	1	
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BASSIEN      0-6-0T                      HE                      474    1888

1 To Barsi Light Railway as a construction locomotive.

### Williamson, Magor & Co

WBI115

Listed in a 1940 trade directory as "Agents for Venesta, Ltd., Union Oil Co., Tea Companies, etc.—4 Mangoe Lane, Calcutta".

Gauge: 2'0"

0-4-0T	O&K	2637	1908	50hp
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### George Williamson & Co

WBI116

Gauge: 2'0"

4wDM	Deutz	9507	1920	1	MLH322 F
4wDM	RH	256802	1948		20DL
4wDM	RH	260723	1948		20DL

1 Supplied via Leistikom, Allison & Lyon, London.

### Yule Catto & Co Ltd

WBI117

Gauge:

4wDMF	RH	467631	1961	20DLG
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Gauge: 2'0"

4wDM	HE	6003		
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Gauge: 3'6"

4wDMF	RH	314239	1951	48DLG
4wDMF	RH	314240	1951	48DLG
4wDMF	RH	314241	1951	48DLG
4wDMF	RH	373353	1954	20DLG
4wDMF	RH	373355	1954	20DLG
4wDMF	RH	373356	1954	20DLG

## LIGHT RAILWAYS

### Calcutta Tramways Co (1978) Ltd

WBL01

The first tram system was a 2.4 mile line from Sealdah to Armenian Ghat Street which was opened on 24/2/1873 but due to low patronage it was closed by 20/11/1873. The next, longer lasting system was formed by the **Calcutta Tramways Co Ltd** which was registered in London on 22/12/1880. Its route, Sealdah to Armenian Ghat via Bowbazar Street, Dalhousie Sq. Customs House and Strand Road, was opened on 1/11/1881.

Initially the system was horse draw but in 1882, it received two steam tram locos from Kitson. By the end of the 19<sup>th</sup> century it owned seven steam locos, 186 tramcars, 1000 horses which operated over 19 miles of track. From 1900 electrification of the system was started which was completed by 1905.

In 1905 a line opened from Howrah station to Bandhaghat and 1908 a line to Sibpur via G T Road was opened. With the opening of the Howrah bridge the two parts of the system were connected with the a line on the bridge. The track mileage was now 42.09 miles.

In 1951 the **Government of West Bengal** entered into an agreement with the Calcutta Tramways Co with the Calcutta Tramways Act 1951, with which the Government of West Bengal took over all rights with regards to the tramway and reserved the right to purchase the system on 1/1/1972 or any time thereafter giving two years notice. In 1967 the Government passed the Calcutta Tramways Co (Taking over of management) Act 1967 and took over management from

19/7/1967. On 8/11/1976 all control of the assets were taken over by the Government using the Calcutta Tramways Co (Acquisition of Undertaking) Ordinance 1976. By 1978 the system was known as the **Calcutta Tramways Co (1978) Ltd.**

In 10/1970 the Howrah sections were closed. In 5/1973 the Nimtala Ghat route closed reducing the system length to just over 38½ miles. On 17/4/1985 the first new section of track since 1947 opened between Maniktala and Ultadanga Station via Maniktala Main Road, a distance of 3.7 km. On 31/12/1986 a further extension opened between Behala and Joka. On 4/11/1992, Calcutta Tramways Co introduced a bus service with a fleet of 40 buses.

**Reference:** www.calcuttatramways.com

Gauge: SG

1	0-4-0Tram	K	2407	1881
2	0-4-0Tram	K	2408	1881
5	0-4-0Tram	K	2641	1883
6	0-4-0Tram	K	2642	1883
7	0-4-0Tram	K	2643	1883
8	0-4-0Tram	K	2644	1883

The locos also carried the Kitson works numbers in the Tram loco series T33-34 and T92-95 respectively.

## PRESERVED SITES

### Birla Industrial & Technical Museum

**WBP07**

Gauge: 2'6"

1	2-4-2T	WB	2480	1933	1	J class
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- 1 Supplied to BBLR, a line operated by Martin & Co. of Calcutta. Originally numbered 1J, renumbered 1 in 1942. The line was replaced by a BG line in 1962.

### Eastern Railway Headquarters, Fairley Place

**WBP08**

Gauge: 2'6"

774	2-4-0T	YE	2320	1932	1	CS class
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- 1 Supplied to EBSR 12 then IR CS class 774.

### Regional Railway Museum – East, Howrah Station

**WBP09**

Gauge: 2'0"

798	0-4-0ST	NBQ	23291	1898	1	B class
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- 1 Supplied to DHR B class 45. IR 798.

Gauge: 2'6"

	2-4-0T				1	CS class
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- 1 Unidentified CS class loco.

Gauge: MG

3403	2-8-2	Telco	632	1961	1	YG class
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- 1 Supplied to IR, 3403.

**Santragachi Station****WBP10**

Gauge: 2'6"

45                    2-8-2                    Kawa                    3229   1955   1   ZE class

1   Supplied to SER 641 then IR 45.

**Sealdah Station****WBP11**

Gauge: 2'6"

3                    0-6-4T                    WB                    2008   1915   1   B class

1   Supplied to Ahmadpur-Katwa Railway, 3 C C McLEOD.

**South Eastern Railway Headquarters****WBP12**

Gauge: 2'6"

690                    2-8-2                    NW                    1566   1929   1   PL class

1   Supplied to BNR(RDR), 0010. IR, 690

**MURSHIDABAD DISTRICT****INDUSTRIAL SITES****National Thermal Power Corporation, Farakka Thermal Power Station****WBI118**See entry under **Karimnagar district, Andhra Pradesh** for more details of **NTPC**.

1600MW power station, commissioned in two sages. Stage 1 consists of three 200MW generators commissioned between 1/1986 and 8/1987. Stage 2 consists of two 500MW generators commissioned between 9/1992 and 2/1994. A third generator of 500MW is planned. The coal for the power station is supplied by Rajmahal Coal Fields of Eastern Coalfields Ltd.

**Reference:** [www.ntpc.co.in](http://www.ntpc.co.in)

Gauge: BG

	4wDH	SAN	267	1982	DL/200/B/FD
009	B-BDH	DLW	1898	1991-92	WDM 2
010	B-BDH	DLW	1899	1991-92	WDM 2

**Modhupore Colliery Co, Berhampore****WBI119**

Gauge: 2'0"

4wDH                    HE                    6006

**NADIA DISTRICT****INDUSTRIAL SITES****Ramnuggar Cane & Sugar Co Ltd, Plassey****WBI120**

Gauge: 2'0"

0-4-0T                    O&amp;K                    10089   1926   1   30hp

3	0-4-0WT	HC	1615	1928	2
	0-4-0T	O&K	11924	1929	3
	4wPM	MR			

- 1 Supplied via Bassler Waechter, Calcutta
- 2 Supplied via Foundation Co Ltd
- 3 Supplied via Parrys Engineering. To India by 1931

## NORTH 24 PARAGANAS DISTRICT

### INDUSTRIAL SITES

#### Eastern Coalfields Ltd, Sodepur Colliery WBI121

Gauge: 2'0"

4wDM	SAN	80	1976	DML/45/610
4wDM	SAN	91	1976	DML/45/610
4wDM	SAN	98	1977	DML/45/610

#### Gourepore Co Ltd Jute Mill, Naihati

WBI122

Managing agents for the mill were **Barry & Co.** In 1917 it operated 1255 looms.

Gauge: BG

THE GOUREPORE	2-4-0F	AE	1969	1925	1
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- 1 Supplied via J B Barry & Son.

#### Hukumchand Jute Mills Ltd, Hazinagar

WBI123

Gauge: 2'6"

4wDM	MR	9277	1948	1	20/28hp
4wDM	MR	22107	1961	2	30hp

- 1 Supplied via John Cargill, Calcutta
- 2 Supplied via RMP, London via Parry

## PURULIA DISTRICT

### INDUSTRIAL SITES

#### Associated Cement Company, Damodhar Works, Madhukunda

WBI124

Gauge: BG

0-6-0ST	AB	2303	1950		
6wDH	Ventra		1989	1	450hp

- 1 Supplied to Damodhar Cements & Slag Ltd.

**PRESERVED SITES****Adra****DRM Office****WBP13**

Gauge: 2'6"

619            2-8-2            NW            1094   1915   1   BS1 class

1   Supplied to BNR(SL), 0083. IR, 619.

**Loco Shed****WBP14**

Gauge: 2'6"

42            2-8-2            Kawa            3226   1930   1   ZE class

1   Supplied to SER, 638. IR, 42

**Swarna Jayanti Park****WBP15**

Gauge: 2'6"

664            4-6-2            NBA            17109   1906   1   CC class

1   Supplied to BNR (SL) CI class 0024 then IR CC class 664. Wdn 1996.

**Purulia Station****WBP16**

Gauge: 2'6"

18            2-8-2            Corp            1953   1950   1   ZE class

1   Supplied to SER, 512 then renumbered 612. IR 18. Named BLACK QUEEN.

**PURBA MEDINIPUR DISTRICT****INDUSTRIAL SITES****Indian Oil Corporation, Haldia****WBI125**

Refinery commissioned 1/1975. Built with assistance from France and Romania.

Gauge: BG

4wDH	SAN	25	1974	DL/300/B
4wDH	SAN	27	1974	DL/300/B
4wDH	SAN	165	1979	DL/335/B
B-BDHF	SAN	512	1997	DL-650-FLP-BB-90T

**Petrocarbon & Chemicals Co, Haldia****WBI126**Established in 1975 by **Hindustan Engineering & Industries Ltd.** It has a capacity of 100000 tonnes of calcined petroleum coke and carbon paste pa.**Reference:** [www.heilindia.com](http://www.heilindia.com)

Gauge: BG

4wDH            SAN            215   1981

**SAMSITPUR DISTRICT****INDUSTRIAL SITES****Eastern Coalfields Ltd, Kotadih Colliery****WBI127**

Gauge: 2'0"

4wDM	SAN	101	1977		DML/45/610
4wDM	SAN	105	1977		DML/45/610

**Rameshwar Jute Mills, Nauranga****WBI128**

Gauge: MG

SATURN 0-4-0 SS 1873 1 D class

1 ex BNWR 3. Delivered to TSR, one of Nos 2-10 (which were SS 2319-28/73). Acquired 1928

**SOUTH 24 PARAGANAS DISTRICT****INDUSTRIAL SITES****Birla Jute Industries Ltd, Birlapur****WBI129**

Gauge: 2'0"

4wDM	MR	9644	1951	1	20/28hp
4wDM	MR	22130	1962	2	30hp
4wDM	MR	22131	1962	2	30hp
4wDM	MR	22215	1964	2	40hp
4wDH	SAN	183	1980		DL/30/610

1 Supplied via RMP via Parry, Calcutta

2 Supplied via RMP, London via East Produce Co Ltd

Gauge: 2'6"

4wDM	Ruhr	3728	1962	1	D 60 Ö
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**New Central Jute Mills, Budge Budge****WBI130**Managing agents for the mill were **Andrew Yule & Co.** In 1917 it operated 586 looms.

Gauge: 2'6"

4wPM	MR	1911	1920	1	20hp
4wDM	MR	21545	1956	2	20/28hp
4wDM	MR	22168	1960	3	30hp
4wDH	SAN	30	1974		DL/30/762

1 Supplied via Yule &amp; Co, Calcutta.

2 Supplied via RMP via Parry Calcutta

3 Supplied via RMP, India

**UNKNOWN DISTRICT****INDUSTRIAL SITES****Bengal Co Ltd****WBI131**

Gauge: 2'6"

0-4-0DM	HE	3340	1946
0-4-0DM	HE	3341	1946
0-4-0DM	HE	3342	1946
0-4-0DM	HE	3359	1949

**Bengal Coal Co****WBI132**

Head office at 8 Clive Row, Calcutta. Had collieries in the following locations: Raniganj coal field – Chinakuri 1 – 3 pits, Parelia, Poidih, Sanctoria, Seetalpur, Sodepur; Kajora coalfield – Kunastoria; Sripur coalfield – Adjoy Second, Banksimulia, Girimit.

Gauge: 2'2"

	0-6-0ST	MW	766	1880	Special
	0-6-0ST	MW	820	1880	Special
	0-6-0ST	MW	1332	1897	Special
KHOOLDEAN	0-4-0ST	MW	1540	1902	Special

Gauge: 3'6"

	4wDMF	RH	425348	1958	1	48DLG
	4wDMF	RH	425349	1958	1	48DLG
	4wDMF	RH	497548	1963	1	48DLG
	4wDMF	RH	512465	1964	1	48DLG
	4wDMF	RH	512466	1964	1	48DLG
	4wDMF	RH	512467	1965	1	48DLG
	4wDMF	RH	512468	1965	1	48DLG
	4wDMF	RH	512469	1965		48DLG
	4wDMF	RH	512470	1965		48DLG
	4wDMF	RH	512995	1965		48DLG
	4wDMF	RH	512996	1965		48DLG

1 Supplied via Yule Catto

**Bengal Coal & Coke Products Ltd****WBI133**

Gauge: 2'0"

	4-6-0PT	Blw	44728	1917	1
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1 From IAMR. To Rohtas Industries.

**BNR, Rupnarian bridge construction****WBI134**

Gauge: 3'0"

	4wWE	R&R		1930
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**Eastern Coalfields Ltd****Surakacha Colliery****WBI135**

Gauge: 900mm

4wDM	SAN	95	1976	DML/45/900
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**Unknown Site****WBI136**

Gauge: 2'0"

4wDM	SAN	106	1977	DML/45/610
4wDM	SAN	108	1977	DML/45/610
4wDM	SAN	109	1977	DML/45/610

**Equitable Coal Co****WBI137**

Head office at 1-2 Lord Sinha Road, Calcutta. Had collieries in the following locations: Raniganj coal field – Ranipur; Sripur coalfield – Bhanora, Bhanora South, Jamuria.

Gauge: 2'6"

	2-8-4T	NBA	16431	1904	1	FA class
	2-8-4T	NBA	16432	1904	2	FA class
	2-8-4T	NBA	16433	1904	3	FA class
	4-8-4T	K	4510	1907	4	B class
ESR 1	2-8-4T	AB	2204	1946		
ESR 2	2-8-4T	AB	2205	1946		
ESR 3	2-8-4T	AB	2218	1946		
ESR 4	2-8-4T	AB	2318	1952		
ESR 5	2-8-4T	AB	2319	1952		
ESR 6	2-8-4T	AB	2355	1952		
ESR 7	2-8-4T	AB	2356	1952		

- 1 ex SIR, 1942. Supplied to TKR, a famine relief line worked by MR, where the locomotive was classified FA class, number unknown. Became a SIR line in 1907 and loco numbered Q2. Line closed in 1941.
- 2 ex SIR, 1942. Supplied to TKR, a famine relief line worked by MR, where the locomotive was classified FA class, number unknown. Became a SIR line in 1907 and loco numbered Q3. Line closed in 1941.
- 3 ex SIR, 1942. Delivered to TKR, a famine relief line worked by MR, where the locomotive was classified FA class, number unknown. Became a SIR line in 1907 and loco numbered Q5. Line closed in 1941.
- 4 ex BLR, 1942. Supplied to BLR, 12, DAVID YULE.

**Lower Ganges Canal Construction****WBI138**

Gauge: MG

0-4-0T	BH	261	1873	1
0-4-0T	BH	262	1873	2
0-4-0T	BH	263	1873	3

- 1 Reb as a 0-4-2T. Sold to RSR 1879 and numbered ISR 421. In use by C&W dept by 1885. Pvd at Ajmer Works.
- 2 Reb as a 0-4-2T. Sold to CASR 1879, numbered ISR 422 and named SNARK. To LSSR in 1886. To RKR in 1891.
- 3 Reb as a 0-4-2T. Sold to MHSR 1879 and numbered ISR 423. To CASR in 1883 and named BOOJUM. To JSR in 1900

**Maharajah of Cossimbar Stone Works****WBI139**

Gauge: 2'0"

4wDM	MR	22085	1960	1	30hp
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- 1 Supplied via RMP, London via Parry

**Western Coalfields Ltd, Unknown Location**

**WBI140**

Gauge: 610mm

4wDM	Ruhr	3704	1961		G 32 Z/St
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Gauge: 762mm

4wDM	Ruhr	3613	1959		D 120 Ö
4wDM	Ruhr	3627	1960	1	G 32 Z/St
4wDM	Ruhr	3628	1960	1	G 32 Z/St
4wDM	Ruhr	3648	1960	1	D 60 Ö

1 Supplied via C.V. Locospor