

Balaklava Railway

Sir,

I beg to acknowledge the receipt of your letter of this day informing me that a Steamer is placed at my disposal to proceed to Sciope to procure Fascines and Timber, but your letter does not state if any one is appointed to proceed out in her to purchase the Fascines or Timber, the dimensions of which were to be furnished by me, as recommended by the Board yesterday and without which as I stated to the Board the Steamer would be of no use to me not having any person whom I could send for that purpose.

I have etc

(Signed) James Beatty

Engineer in Chief

Maj. Gen. Airey

Q.M.Genl.

Orient

Balaklava

28th January

1855

Sir,

The "Gothenburg" is ready to receive Mr Beatty on board now and will proceed to Heraclia where she will land the Tramway materials in a very short time and then be entirely at his disposal to proceed to Sciope.

I am etc

(Signed) P Christie

Capt. / Principal Agent

W G Romaine Esq.

Camp Head Quarters /

January 28th 1855

C. P. M.

Dear Gordon,

I have just received a letter from Captain Christie to say that the "Gothenburg" is ready to receive Mr Beatty or any one going for him to Sciope. I informed Gen. Airey this morning that Mr Beatty would not require a Steamer so no doubt Capt. Christie has been warned.

But I thought it better to let you know that the Ship might not be detained by my request.

I send you Capt. Christie's letter which please return.

Yours etc

(Signed) W G Romaine

Col. Gordon

A.Q.M.G.

Balaklava

January 28th 1855

Sir,

I have the honor to report that the Body of Croatians were this day disembarked from "H.M. Sphinx" and they encamped in the tents vacated by two Companies of 18th turned over Regt. Each man had in his possession on leaving the Ship Mr Beatty? What two pounds of Biscuit – I have seen the Commissariat tools have they? Officer myself and arranged with him / Raglan

Would Gen. Airey recommend that should be to

Colonel Steele

to afford every facility to them in drawing their rations should be very well
 treated The men occupy 15 Tents and I have allotted 1 tent to the and any
 (oplaci?) national Head Man in charge and one to the interpreter - I and
 religious prejudices will do all in my power to assist them in every way.
 carefully respected . They appear to be very healthy and cheerful as well as
 Maj. Gen. R Airey quite contented with the accommodation provided.

I have etc Mr Romaine is requested
 to communicate with Mr
 (Signed) (Kimote?) Macky
 Beatty
 D. A. Q. M. G. On this subject.
 (Signed) Raglan

Highland Camp at Balaklava

25th January 1855

Sir,

I have the honour to inform you that I was appointed a Received 28th January the
 original Member of a Board held this day for the purpose of having been
 returned by me to Lt considering several questions suggested by F. M. Lord
 Elphinstone for additional Raglan respecting the proposed Railway from Balaklava
 information; his report was to the Camp near Sebastopol.
 rewritten but still dated 25th Jany The points under discussion were the 'Site', the best
 (Signed) J.W.G. 28th Jan 55 wharfage or landing place, the employment of country
 horses along the line for transport & the advisability of
 having one or two sets of rails, and in a military point of
 view, the general position and danger of disturbance of The proceedings of the
 Board on of the Line and several others of minor importance. The Railway I have
 not seen - All these were more or less satisfactorily settled, the These
 remarks on points Board agreeing that one set of rails with several sidings

connected with the Railway except along the steep incline near the French Camp
"but not discussed by the Board" Lines, where there are to be two sets with a stationary
have been made by Lt. Engine would be sufficient.

Elphinstone for the information The line is to commence near the Ordnance Wharf,
of the C. R. E. And they are traverse the main street of the Town (the traffic passing
now transmitted to Sir John along an upper road in the meantime) These skirt the
Burgoyne for his information. Harbour leaving a passage of /

(Signed) J. W. Gordon

Company Royal Engineers

Major

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about 16 feet between it and the rocks for transport and crossing the road and stream near the
Storm Bridge, run along the valley through the vineyards (sloped in 60) to Kadi Koi where it
passes between the Church and the Naval (Luttery key?) and which it ascends the hill at a slope
of 1 in 15 for a distance of about 300 yards where a Stationary Engine is to be; from thence to
the barrier across the French lines the slope will be 1 in 25. As no 'Locomotive' Engines have
come out the line with the above exception will merely be a 'tram-way' consisting of iron rails
4ft 8ins apart, wooden sleepers resting upon a foundation of stones or fascines where swampy
places occur. The carriages to be 'worked' along this line are the same as those used upon
English Railroads for the conveyance of 'goods' weighing about 1 ½ tons each. For the purpose
of constructing this line Mr Beatty requires at once a fatigue party of 200 men, eventually to be
increased to 500 and 30 horses daily, in addition to the navvies and artificers coming from
England, with which means he thinks to complete the line as far as Kadi Koi in 10 days.

Taking all these things into consideration I think it would /

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be well worth, prior to commencing this line, the cost of which according to contract, inclusive
of rationing the men the additional labour etc etc is about £100,000, to consider well the
advantages to be derived from it and the probable duration of the siege and likewise whether
this labour of nearly this 1000 men per diem could not more profitably be employed in other
ways to obtain the same end; viz. Speedy transport.

First I firmly believe from my knowledge of the material on the ground, that Mr Beatty will
not be able to finish the position to Kadi Koi in less than double the time stated.

Most of the Stones have been used for the present road, few are remaining, when as he admits he will have to 'dig' for gravel or else 'quarry'. There is not material sufficient on the ground for more than 1/3 that distance. Mr Beatty likewise informs me that he requires a large quantity of timber '10x10' scantling, for the purpose of erecting a large platform near the head of the harbour for placing spare wagons, spare rails, sleepers etc etc for which timber he proposes to send to Malta if this be sanctioned as the most speedy method of obtaining it.

The Board likewise considered /

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it necessary, in consequence of the large weight of the carriages, which have to be pulled by horse power up so steep an incline as 1 in 25, the Stationary Engine merely working the incline 1 in 15 to recommend the immediate purchase of 250 horses of a heavy description with the necessary harness etc.

Now as I believe it is doubtful whether Mr Beatty will be able to complete the line or render it workable up to the French barrier in less than 5 weeks from this wither

Firstly it would not be more expeditious to continue the making of the new road at present completed and in good order as far as Gail Vignois's camp, having been already carried up the ravine as the Railway line must to a certain extent be macadamized to render it fit for horse traffic which will take nearly as long a time, the Railway being on new ground, the other on hard bottom, each piece completed being at once available which would not be the case with the Railway as any traffic would interfere with its construction.

Next at a comparatively trifling cost a sufficient number of horses could be purchased to supply all the wants of the Army which would at once give /

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up a good train corps establishment for the Spring campaign.

I am not speaking this at a venture.

Mr Drake says that the daily supply including everything but ammunition is about 150 tons at the very utmost.

Allowing 7cwt per horse or 3 horses per ton (a horse being capable of drawing 14cwt) this would give 450 or say 500 horses for the daily supply of the Troops.

As regards the ammunition I believe that a sufficient quantity for 3 days and nights heavy fire will have been carried up by the present means before the Railway will be passable or constructed as far as the French Barrier.

Secondly, whether it would not be advisable to lay aside the carriages sent from England, and employ along the line instead commissariat wagons and French Carts both being I believe of the space or else Artillery Wagons to which small iron or even wooden flanges could easily and speedily be attached and answer quite as well and could be much more easily moved.

The Railway Carriages are so ponderous a weight (about $\frac{1}{2}$ the weight they will carry thus losing $\frac{1}{3}$ the horse power employed) that I am afraid it will be difficult to fill the /

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carriages by Country horses up so steep an incline as 1 in 25 for any distance when loaded. If not fully loaded the loss of available power in pulling along this dead weight of $1\frac{1}{2}$ tons would be enormous.

On the whole I consider this Railway a very crude and ill-digested matter. A light train way and trucks easily drawn when loaded by one horse such as are employed in constructing Railway Cutting embankments etc. should instead have been sent out.

Qy Men nor Horses
for the

At present we have neither the horses nor the harness required

plank

Line. I believe that the suggestion I made some time ago of a

I never heard of this

'tramway' would have been preferable in every respect. Every

(Signed) J.F.B.
been

description of carriage would have gone along it, it would have

Completed long ere this and at a trifling expense in comparison.

Board.

I make the above remarks as they were not discussed by the

I have etc etc

(Signed) A Elphinstone

Lieut R. E.

Major Gordon R. E.

C.P.E.

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Balaklava Railway

Balaklava

January 30th 1855

Sir,

I have been in daily expectation of being put in full possession of the yard and buildings occupied by some Turks in Balaklava which was given for a Railway Wharf and which I was to have had possession of on the day after the Railway Board sat here.

This has not yet been done and the delay is very detrimental to the preparations for Railway operations. Will you be kind enough to give the necessary instructions for turning out these Turks and giving me possession of the premises.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

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Balaklava Railway

Balaklava

February 2nd 1855

Sir,

Will you be kind enough to inform the Commr. Of the Forces that I have had advices by the 'Prince of Wales' Steamer just arrived (bringing a large number of my principal assistants) of additional materials beyond those originally contemplated and 45 horses having been sent out for the use of the Railway.

I hope in a day or two when I have obtained exact lists of all the materials and please to be able to give his Lordship satisfactory answers to the questions propounded in your letters of the 26th and 30th respectively.

I remain etc

(Signed) James Beatty

W. G. Romaine Esq.

etc etc

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Head Quarters

Camp before Sebastopol

February 3rd 1855

Sir,

I beg to acknowledge the receipt of your letter of yesterday announcing among other things the arrival of 45 horses for the Railway.

Have you ascertained if there is forage for these horses sent with them and for how long.

If there is not forage for them for many days please to let me know some time before it comes to an end that I may acquaint the Commissary General in time so that there may be no delay.

State at the same time the quantity of barley or oats required daily for each horse, the quantity of hay or chopped straw and the number to be rationed.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

Civil Engineer.

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Head Quarters

Camp before Sebastopol

February 4th 1855

Sir,

I am directed by the Commr. Of the Forces to inform you that he regrets very much the necessity he is under of withdrawing military labour which has been hitherto at your disposal. The duties of the siege fall so heavily on the Troops under his command that he is unable to spare any soldiers for the works of the Railway much as he desires its speedy accomplishment. In addition to the Croatian labourers already under your orders, placed at your disposal a body of 300 Tartar labourers from Eupatoria who are hardy men accustomed to daily labour and he trusts that these men in addition to your own body of skilled workmen will suffice for the work you have in hand. The soldiers may possibly be withdrawn tomorrow but if not certainly the day after.

I have etc

(Signed) W. G. Romaine

James Beatty Esq

Civil Engineer /

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N. 207

Transmitted to Mr Romaine

to be returned when entered.

(Signed) Raglan

16th January 1855

War Department

18th January 1855

My Lord,

With reference to my previous despatches on the subject of the proposed Railway from Balaklava to the Camp, I transmit for your Lordship's information, the copy of a letter and of its enclosure from Mr Betts of the Firm Peto Brassey & Betts requesting that such assistance in ordinary labour as may be within your Lordship's power to afford should be given in aid of the Civil Engineer's carrying out this work.

I have etc

(Signed) Newcastle

Field Marshal Lord Raglan

Etc etc etc

9 Great George Street

Westminster

January 16th 1855

Dear Sir,

The enclosed is a copy of a note received from Balaklava and causes Mr Peto and myself much anxiety as to the result of the expedition confirming as it does the opinions of General Sir De Lacy Evans in respect to the /

assistance in labour that must be had to enable the parties entrusted with the works to carry out the objects of the Government with the despatch that can alone render it valuable and for which in the first communication we had the honour to lay before His Grace the Duke of Newcastle we pointed out the great necessity.

The want of all horse power to assist them on the first reaching the Port which this note indicates must prevent I fear their progress most seriously in dealing with the large quantity of materials of which the expedition necessarily consists.

On leaving the want of horses the week before last we have not lost a moment in despatching them in accordance with your instructions - 25 sailed on Saturday last and we have been fortunate enough to procure another paddle Steamer to take the other 25 making the 50 in all agreed to be sent. Still their want at first will be severely felt in delay and we feel it due to the interests we have been so fully entrusted with to call your attention prominently /

to the fact that unless great assistance in Men is given to the skilled labour sent out the numbers which compose the expedition cannot accomplish the end which is desired.

I am etc

pp Peto Brassey & Betts

Henry Roberts Esq.

Railway Department

Balaklava

December 29th 1855

Dear Sir,

Since I wrote to you by last mail I have made myself thoroughly acquainted with the ground here. The position of the Camp which was pointed out to me, on going the first time to Head

Quarters as being the English Camp and which I guessed to be about 300 or 400 feet above the village of Kadi Koi is only a part and that not a large one of the Camp. The Main Camp is situated on a Chain of Heights 2 or 3 miles beyond Head Quarters and is between 500 and 600 feet above the level of Kadi Koi. To arrive at it we have first to climb along the side of the /

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hill which bounds one side of the valley in which Kadi Koi is situated to a height of 570 feet in 2 miles and 60 chains as I have found by actual measurement from Kadi Koi. We then ran along a sort of table land broken by a series of undulations formed by the heads of Ravines which run down towards Sebastopol as you will see on the maps of Sebastopol and its environs which are published in London and which, although not very accurate in detail will give you a tolerable idea of the general outline of this Country. Lord Raglan says it will be of immediate service to him if it can only be laid down and got to work speedily. We must not look to him for any assistance in the shape of British soldiers to work at it, as not only have they as much as they can possibly do themselves but he has even been obliged to borrow several Regiments of French to help to make the common roads and to carry up shot and shell all of which has to be done on Men's backs.

We may possibly get Turks but they are not of much use. /

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The French are firing night and day on the Town. Our batteries will not open fire I believe for a week or 10 days yet. The horses here are dying very fast and it is horrible to see the numbers of dead

ones there are lying about in every direction and in all stages of decomposition.

I have got Quarters in a sort of house of which the the windows have long since been broken to pieces and the doors used for firewood. However it is a little better than a tent, as the roof has hitherto proved water tight. I have neither chairs nor table and I am using my portmanteau instead while writing you this. I hope Mr Beatty and the men will soon arrive, for every time I meet any of the Authorities it is always ' Well Mr Campbell – when is the Railway to arrive? '

I remain etc

(Signed) Donald Campbell

Messrs Peto Brassey and Betts /

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Balaklava Railway

Balaklava

February 3rd 1855

Sir,

It is very important not only for the use of the Railway but also for General Purposes to have a constant supply of fresh line.

There is an old Lime – Kiln near the Diamond Wharf easily accessible, and where tolerably good stone can be obtained. If I am permitted to occupy this I can very soon have it repaired and at work. Of course I shall require a supply of coal to (turn?) the stone but this will not amount to much.

Will you be kind enough to mention the matter to the Commr. Of the Forces.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

PS I re-open my letter to reply to yours of this morning. A supply of forage is coming out for the use of the horses but I cannot yet tell you to what extent or how long it will last - I will /

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lose no time in letting you know the moment I get further particulars.

(Signed) J. B.

Head Quarters

February 6th 1855

Sir,

Immediately on receipt of your letter I communicated with the Q. M. General - He said that he was afraid that the Lime Kiln you mentioned was in dangerous proximity to the Powder Magazine but that he would obtain a report from the Engineers.

I have etc

(Signed) W. G. Romaine

J. Beatty Esq.

Engineer in Chief

PS I send you an order on Major Anderson for 2 barrels

Of Blasting Powder - (Signed) W.G.R. /

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Balaklava

6th July 1854

Balaklava Railway

Sir,

Will you be kind enough to direct the proper authority to deliver to my order 2 Barrels
Of powder for Blasting.

Yours etc

(Signed) J. Beatty

W. G. Romaine Esq etc etc

Head Quarters

Camp before

Sebastopol

February 7th 1855

Sir,

I am directed by the Commr. Of the Forces to inform you that a Body of Croatian labourers has been engaged by the British Embassy at Constantinople for the service of the Railway on the following terms :

Agreement

Article 1st 30 days pay in advance has been received for 100 labourers.

Article 2nd Each labourer will receive 3d per day and rations on feast days. On days they do not work they receive no pay only rations.

3. (Noun Aga?) who contracted to supply these men will come with them to see that they do their work properly.

He receives 6d per day and rations.

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Article 4th An interpreter is come with them who speaks French and Turkish - he is to receive 4/6d per day and rations.

Article 5th They are to be sent home by the British Government.

There are to be engaged by Noun Aga - 100

Engaged by Osman Aga - 207

Engaged by Osman Aga - 400

Tools to be provided by Government

Ibrahim Kuko and an Interpreter are to come to see the men work properly until Osman Aga himself comes.

I have to recommend that care be taken to see that the men are regularly paid and that each individual receives the money due to him. That the men are well treated as circumstances will permit and their customs and prejudices respected and attended to.

I have etc etc

(Signed) W. G. Romaine

James Beatty Esq.

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Head Quarters

Camp before Sebastopol

Sir,

I am directed by the Commr. in Chief to inform you that the Commr. General has complained that his operations have been greatly impeded by the position taken up by the Ships unloading your materials.

He says that no wood can be landed for want of wharf room, your ships lying alongside instead of end to the wharf.

Will you use your best endeavour to put this right; the wood is terribly wanted as fuel for the Army.

If it is an absolutely necessary obstruction I am sure you will be as anxious as anyone that it shall be removed as speedily as possible.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

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Balaklava Railway

Balaklava

February 8th 1855

Sir,

In reply to your two letters of the 26th and 30th January respectively asking for the information of the Commr. of the Forces replies on certain subjects connected with the construction and working of the railway.

Although I cannot give you definite answers to all the questions yet I will endeavour to do so as well as I possibly can.

As Regards Engine Power

It is intended to erect a stationary Engine at the top of the 1 in 15 incline from Kadi Koi to the French Camp as I do not doubt that we shall get water for it.

The other incline of 1 in 25 from the French Camp to the Flagstaff must for the present be worked by horses - there will be no difficulty in doing this.

The 1 in 15 incline is the only one we can at present work with Engine Power.

As regards the time required to go from Balaklava to the top of the Hill at the Flagstaff - two hours will be quite sufficient to calculate for taking a train /

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of ten wagons.

Capstans will most probably not be required for the inclines. I hope to do everything with horses and Engine Power.

No locomotive Engines are provided. A further supply of horse power in addition to our own will have to be provided, but I think when the number of horses at present employed, which the completion of the Railway to the top of the incline will immediately relieve, that there will be no difficulty in giving us the assistance in horse power that we shall require, not amounting with the addition of our own to more than 100 horses.

I am quite of opinion that 100 horses with drivers in addition to our own presuming they arrive here all safe will be sufficient to work the Line - which will be done by the skilled men we have brought out.

I hope that the portion from here to Kadi Koi will be available in 10 days from this date if the weather continues fine. The 200 men fatigue party being withdrawn and the Croatians being available for little more than carrying materials, I cannot undertake to say when the Line will be

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completed to the Flagstaff but I should hope in 3 or 4 weeks time.

It has retarded our progress very much taking away the 200 men of the 39th who were beginning to understand their work and did very well.

As regards the extension beyond the Flagstaff, I hope the Commr. of the Forces will excuse my asking a little further delay before giving any opinion about the completion of that portion.

I am decidedly of the opinion that all the force I can muster should be applied in the first place to completing the Line to the Flagstaff which will relieve the horses and men of the Army of the worst part of their work, the extension beyond that of secondary importance in comparison with the first 4 miles out of Balaklava.

The greatest care will be taken so as to interfere as little as possible with the traffic on the Quays.

In reference to your letter of the 30th -

Weight of Wagons

The weight of the wagons can be diminished but they will not be much under 1 ½ tons. I do not think it is at all advisable to attempt making the Artillery /

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wagons available for travelling on the Railway.

Harness

I inspected a set of rope harness made by direction of Capt. Heath which I conceive will answer very well for the Turkish horses. I understood he was to order 100 sets of this harness to be made at Constantinople immediately.¹

In conclusion I hope that if all our men, horses and materials arrive safely we shall be able to complete the Railway to the Flag Staff within one month and afterwards work it so as to set free the immense number of men and horses at present engaged in the transport of provisions etc between it and Balaklava. I also trust that difficulties which may now appear to be great will gradually disappear as the Line progresses and that we shall within the time I have mentioned viz one month be able to render such assistance to the Army in the transport of every description of material that one is fairly entitled to calculate on by taking off 4 miles of the now worst and heaviest portion of the carriage.

I have etc

(Signed) James Beatty

W. G. Romaine Esq.

¹ Enquire of Mr Pritchard if Capt. Heath undertook this and where the pattern set is.

Sir,

I am directed to you for information as to whether Captain Heath carried out his intention of ordering a hundred sets of harness according to a pattern which he had made for the service of the Railway.

And next whether you can inform me where the pattern set of harness is, whether it has been sent or taken to Constantinople or left in the care of some person at Balaklava.

I have etc

(Signed) W. G. Romaine

C. A. Pritchard Esq.

Head Quarters

February 11th 1855

Sir,

I am directed by the Q. M. G. To inform you that there will be no objection to your retaining the men of the 71st Regiment.

The Engineers have been applied to to know if the other men can be spared.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

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Head Quarters

February 15th 1855

Sir,

I am directed by the Q. M. G. To inform you that you are at liberty to retain the two Sappers mentioned in your letter in your service.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

Head Quarters

February 15th

1855

Sir,

I have just heard that Capt. Heath has left Balaklava without having had the pattern harness prepared.

Could you get a set of harness made which would be suitable for drawing the railway trucks and it shall be sent to Constantinople to have as many sets made from it as you may deem necessary.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq,

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Balaklava

February 11th 1855

Report of the Fatigues and other Duties in Balaklava

Parties were employed in the morning carrying bales of stores to the new depot which is nearly full. Fatigue Parties with horses carried away firewood - planking and wooden canteens and sheepskin coats.

There was no work done by the Railway workmen it being Sunday.

The rails being now laid down in the main street, all the traffic entering town is confined to the back street, parties have been employed repairing it for the last two days.

A quantity of small shot was landed at the Ordnance Wharf.

The roads were very bad, only 9 sick came down during the day - the usual Officers were waiting for them and they were embarked without any delay.

The Commissariat I saw were at their respective posts. /

(Signed) R. Ross

D.M.Q.M.G.

Mr Romaine

The understanding was that the main road was to be kept clear. If the Rail Course now prevents this Mr Beatty should be requested to reconstruct the side way so that the Public traffic be not impeded.

(Signed) R. Airey

Q.M.G.

When possible too it will be most desirable that the middle way should be filled in between the sleepers so that the road may be practicable between the rails.

(Signed) R. Airey

Q.M.G.

By the arrangement made with Mr Beatty he was to be allowed to take the main street but not to interrupt the traffic on the Wharf. The centre of the tramway will be filled in as this line is to be worked by horses.

(Signed) W. G. Romaine

Secretary

Feb 12th 1855

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Balaklava Railway

Balaklava

Feb 13th 1855

Sir,

I intend keeping the Railway Works going night and day as the weather will permit.

Capt. Singleton R.A. who now furnishes 6 horses daily objects to supply any for night work without an order.

Will you be kind enough to give directions for the necessary orders to be given him so that he may be able to take advantage of every fine night to push on our works.

I wish him to continue the 6 horses daily as at present and supply about 6 more for night work as we may require.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

This order forwarded to Capt. Singleton

Feb 14th

W.G.R.

And written to Mr Beatty to same effect

Same date W.G.R.

14th February

1855

Captain Singleton will be pleased to carry this out by giving the horses required.

S.V.T. Lucas

Lt. Col. /

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Head Quarters

February 14th

1855

Sir,

I have just received the enclosed letter from Mr Beatty the Engineer of the Railway. If his request can be complied with will you be good enough to forward me an order for Capt. Singleton to furnish the horses required by Mr Beatty, the number to be limited in any way you may think proper.

Yours etc

(Signed) W. G. Romaine

Col. Davies R.A.

PS Please return Mr Beatty's letter. /

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Head Quarters

Feb 21st 1855

Sir,

I am directed by the Commr. of the Forces to inform you that 1500 fascines for the service of the Railway have been prepared at Varna - and that they can be had whenever a vessel is sent to take them away.

The authorities at Varna propose that you should send an Agent there to pay the peasants who bring in the fascines to Varna.

Perhaps when one of the vessels in your service has discharged its cargo you could send it to Varna for a load of fascines and send someone on board who could pay for the fascines on delivery.

It appears that the 500 fir trees are not procurable at Varna without great delay.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

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Balaklava Railway

Balaklava

22nd February

1855

Sir,

I learn from Commissary General Filder that he does not intend to use the Railway to Kadi Koi until it is further advanced owing to the necessity of working at night.

I am anxious that the Line should be made available as far as possible and if it will suit the Commissariat Department I will place at their disposal 20 wagons capable of carrying 3 tons

26th March 1855

Sir,

In reply to your letter of yesterday enclosing extract from Admiral Boxers.

I beg to say that the vessels containing Railway materials are discharged as fast as it is possible to do without taking the Navvies off the Railway - in fact I do not know that they could be discharged much faster as we can only get two vessels alongside the Wharf at the same time.

Two of the vessels left yesterday.

The materials are being conveyed along the line as rapid as our means of transport will admit.

I have etc

(Signed) James Beatty

Colonel Gordon

A.Q.M.G.

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Memorandum

Head Quarters

March 29th 1855

Extract from Return of Croatian Labourers dated 27th March

Bunalla died from wounds received during the melee amongst the Croatians on the night of the 26th instant which took place at 8 o'clock pm.

(Signed) Richard Airey

Q. M. G.

Memorandum

To Railway Manager

23rd June 1855

Measures to be taken to insure the navvies working.

Field Marshal Lord Naylor has been informed that the drivers breaksmen and some others of the workmen employed by Her Majesty's Government to make and complete the Railway from Balaklava to the Division of the Army under his Command have openly refused to do their duty and mutinied against their officers.

The Field Marshal is therefore compelled to take other steps to inforce obedience to the lawful commands of the officers of the Railway.

He therefore gives these men notice that tomorrow morning at six o'clock the Provost Marshal and his assistants will attend with sufficient force and the first and every instance of mutiny and disobedience will be instantly and severely punished /

At the back of the Diary are a further 11 pages transcribed as A1 to A11

A1

Head Quarters

25th January 1855

Pass Order,

A Board will assemble at 12 o'clock this day at the Commandant's Office, Balaklava, to consider and report upon a proposed Railway from Balaklava to the Camp.

his break down the accident could not have happened. There was no fault in the breaks, I looked at them before I started. The breaks have sufficient strength to bring the carriages safely down the incline if properly used. Both of our trucks were thrown off. I was stunned for a short time and when I came to myself I saw Giles lying by the Cutting. I tried to get someone to the assistance of the Spaniard - he had been sitting on the bumpers of my truck - he was in the habit of riding down with me. I cannot tell whether he was pulled off or fell off. There was another Spaniard riding in another truck - I have not seen him since.

Richard Shaw - Manager of Traffic on the Line. I went up towards Kadi Koi on hearing of the accident and met Giles on a stretcher. I directed his being taken on board the 'Prince of Wales'. I then went on and arrived there without meeting the man I heard was killed in the Siding at Kadi Koi. I saw 4 trucks ; on the end of one of the 4 were some planks - there was the dead man. I then saw he was one of the mule drivers - I got on the first wagon and came to the sick wharf with the body. Just as I arrived ther Major Woodford came up and gave some orders.

Major Woodford - Depy. Asst. Q. M. General. I had heard of the accident /

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and was going up to Kadi Koi when I met Mr Shaw. I came into town with them and then got a party with a stretcher and had the body carried away and he was buried that evening. Both his thighs were completely smashed and he was wounded about the head and chest.

Samuel Wright - Foreman of Carpenters. I had seen the trucks on the morning of the accident before they left Balaklava - it is part of my duty to do so. They were in a perfect state and the breaks sufficient to bring the trucks slowly and safely down the incline. There are two kinds of breaks – both are good and sufficient - I think a loaded truck might safely come down with either of those two kinds of breaks. I have seen the wagon since - there was little or no damage done to the wagon - the break was not broken.

The Court having considered the evidence produced before it, was of opinion that the deceased John Giles and Raimondo Martinez came to their deaths by accident. That the breaks were sufficient for the purposes for which they were intended, and that if the deceased John Giles had not allowed the break in his charge to overpower him, no accident would have occurred.

(Signed)	W.G. Romaine	President
	G.N. Harrison	Capt. 63 rd Regiment
	Claud Alexander	Capt. Grenadier Guards
	James Beatty	Civil Engineer
	J.R. Kellock	Civil Engineer