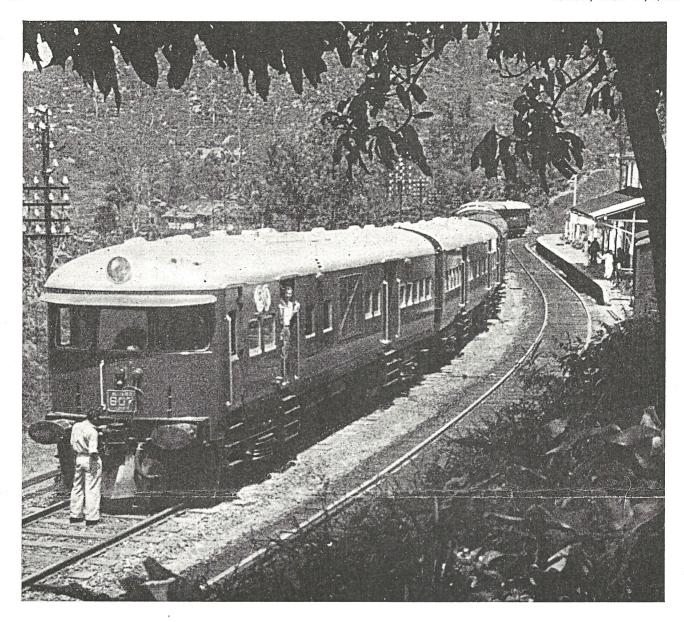
INDIAN RAILWAY STUDY GROUP DATASHEET

CEYLON GOVERNMENT RAILWAY - LOCOMOTIVE LIST, 1964

This official locomotive list, extracted from a Working Timetable, gave the situation as at September 1964 and included the class batch suffix letters which were omitted from "Indian Locomotives, Part 1". It should be noted that classifications were altered on rebuilding; thus all the D2 and F1 series were superheater rebuilds of D3 and F2 respectively, and T2 were diesel rebuilds of the R3 steam railcars.

Class Type		N	Numbers			Class Type		mbers	
A1	4-8-0	18			E1	0-6-2T		3-94	
AlA	4-8-0	4:	2		E1A	0-6-2T	10)1	
A2	4-8-0		5–17		E1B	0-6-2T	16	52	
A3	4-8-0	2	75–76		E1C	0-6-2T	23	3-24, 179	-83
ASA	4-8-0	2	77–78		E1D			7-200	
АЗВ	4-8-0	29	96–97		E1E	0-6-2T	26	5-69	
A3C	4-8-0		34-36		F1	4-4-0		2-73	
A3D	4-8-0	35	57-62		F1A	4-4-0	14	8-50	
B1	4-6-0	4	4,30,242-48			4-4-0		5-7,152,	155
B1A	4-6-0	24	249-62			4-4-0	14		
B1B	4-6-0		79–90		G1	0-4-0 D	E 50	0	
B1C	4-6-0	29	94-95		G2			1-32,534-	-38
B1D	4-6-0	33	37-42		H1	2-4-0+0			(NG)
B1E	4-6-0		51-56		J1	4-6-4T		0-21	(NG)
B2	4-6-0		3-29,39,193	-96,204-0°	7 J1A			3-64	(NG)
B2A	4-6-0		3,47,222-2		J1B	4-6-4T		1-92	(NG)
B2B	4-6-0		8-13		J2			1-02	(NG)
B2C	4-6-0	22	27-28		J2A	4-6-4T	17	4,176-78	(NG)
B2D	4-6-0		,43-46		J2B	4-6-4T	20 17 16	0-61	(NG)
B2E	4-6-0		5-27		K1	4-4-0T		5-06	(NG)
B3	4-6-0	22	,185-92		L1B	0-4-2T	20		(NG)
ВЗА	4-6-0		10,169-71		M1	A1A-A1A		539-63	(/
B4	4-6-0		1,143		M2	A1A-A1A		569-73	
B4A	4-6-0	15			M2A	A1A-A1A		591-93	
В8	4-6-0	21	4-17		M2B	A1A-A1A		594-95	
B8A	4-6-0		8-19		M2C	Во-Во		626-27	
B8B	4-6-0		9-31		МЗ	Во-Во	DE	589-90	
B8C	4-6-0		2-40		N1	1C1	DH	564-68	(NG)
B9	4-6-0	13			P1	C	DM	527-30	(NG)
C1	2-6-2+2				R3	Railcars		326-27	(110)
C1A	2-6-2+2				S2	Railcars			
D1	2-6-4T		0-74		S3	Railcars			
$D1\Lambda$	2-6-4T	29			S4	Railcars		•	
D2	2-6-4T	13	-15,20-21		T1	Railcars			
D2A	2-6-4T	16	4,166		T2	Railcars			
D2B	2-6-4T	38	,48,131-33		V2	Railcars		331-33	(NG)
D2C	2-6-4T		-33,35,37		. –			001 00	(110)
Additions since 1964 were as follows:-									
M2D	A1A-A1A	DE	628-29		S7	DMU	DH	757-66	
M4	Co-Co	DE	743-56		S8	DMU	211	821-40	
M5	Во-Во	DE	767-82		W1	B-B	DH		
M6	A1A-A1A		783–98		W2	B-B	DH		729
M7	Во-Во	DE	799–814		Y	C	DH		
N2	В-В	DH	730–32	(NG)	Ý1	8w	DH		
S5	DMU	DH	717–20	(110)		Vehicles		815–20	
S6	DMU	DH	733–42		TILOP ,	, , , , , , , , , , , , , , , , , , , ,		015-20	
			. 00 12						

Hugh Hughes



BROAD-GAUGE DIESEL-HYDRAULIC POWER COACH

for heavy-duty trailer haulage and multiple-unit working on busy intercity and suburban routes with considerable gradients. Behind the driving compartment are the luggage compartment and the engine room followed by a saloon-type passenger compartment. These powerful coaches are the prime movers of four-car train units and up to four such trains can be controlled from one driving position. The coaches were developed and designed for the

CEYLON GOVERNMENT RAILWAY

