

# NATIONAL CAPITAL TERRITORY OF DELHI

## INDUSTRIAL SITES

### AG(I&P), New Delhi

**NDI01**

Gauge: 2'0"

4wDM	MR	10146	1950	1	32/42hp
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1 Supplied via RMP via Parry, Calcutta. For use on a dam project

### Continental Constructions Ltd, New Delhi

**NDI02**

Incorporated as a private limited company in 1962. Converted to a public limited company in 1982. It carries out large infrastructure construction projects, in India, the Middle East and North Africa.

**Reference:** www.cclindia.com

Gauge: 3'0"

4wDH	SAN	240	1982
4wDH	SAN	241	1982

Gauge: MG

4wDH	Ventra	1989	48hp
4wDH	Ventra	1989	48hp

### Dalmia Cement

**NDI03**

Gauge: 2'0"

4wDM	Brook	3473	1949	BCL-H
4wDM	Ruhr	3331	1955	1 D 120 Ö
4wDM	Ruhr	3332	1955	1 D 120 Ö
4wDM	Ruhr	3333	1955	1 D 120 Ö
4wDM	Ruhr	3334	1955	1 D 120 Ö
4wDM	Ruhr	3335	1955	1 D 120 Ö
6wDM	LKM	250414	1967	V10C
6wDM	LKM	250415	1967	V10C

1 Supplied Dalmia Dadri Cement Ltd., Delhi.

### Delhi Cloth Mills

**NDI04**

Gauge: BG

0-6-0DH	Mits	1592	1968	580hp
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### Delhi Construction Company

**NDI05**

Gauge: 2'6"

1	2-8-2	NBA	20646	1914
2	2-8-2	NBA	20647	1914

3                    2-8-2                    NBA                    20648    1914

**Delhi Electric Supply Undertaking**

**NDI06**

Gauge: 2'0"

4wDH                    SAN                    160    1979

Gauge: BG

4wDM	RH	275885	1950	1	88DS
4wDH	Telco	046			150hp
4wDH	Telco	047			150hp
4wDH	Telco	092			150hp
4wDH	Telco	093			150hp
4wDH	SAN	64	1976		
4wDH	SAN	395	1987		
4wDH	SAN	396	1987		
0-6-0DH	SAN	499	1996		
0-6-0DH	SAN	503	1996		

1    Supplied to Delhi B Power Station via Merz & McLellan

**Directorate General of Supplies & Disposals, New Delhi**

**NDI07**

Gauge: BG

4wDH                    OEPL                    220hp

**Robert Hudson, New Delhi**

**NDI08**

Gauge: 2'0"

4wDM	HE	4286	1951
4wDM	HE	4287	1951

**Imperial Delhi Railway**

**NDI09**

Gauge: BG

12                    0-6-0                    N                    2253    1877    1

1    From Pauling & Co.

**Indian Refinery, New Delhi**

**NDI11**

Gauge: MG

0-4-0DH                    Jung                    13275    1959                    ZN 233

**Jaiprakash Associates Ltd, New Delhi**

**NDI12**

Gauge: BG

4wDH	OEPL			200hp
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**K G Khosla & Co, New Delhi**

**NDI13**

Gauge: 610mm

4wDM	Schöma	2248	1959	CDL 28
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Gauge: 675mm

4wDM	Schöma	1991	1957	CDL 75
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**National Hydroelectric Power Corporation, New Delhi**

**NDI14**

Gauge: MG

4wDH	Ventra		1985	95hp
4wDH	Ventra		1985	95hp
4wBE	Ventra		1985	100hp
4wBE	Ventra		1985	100hp
4wBE	Ventra		1985	100hp
4wBE	Ventra		1985	100hp

**National Projects Construction Corporation, New Delhi**

**NDI15**

Established in 1957 by the **Government of India** to carry out civil engineering for large projects.

**Reference:** npcc.gov.in

Gauge: 610mm

4wDH	Ventra		1984	50hp
4wDH	Ventra		1984	50hp
4wDH	Ventra		1984	50hp

**Public Works Department, Delhi**

**NDI16**

Gauge: 2'6"

	0-4-2ST	HC	966	1911	1
GANGES	0-6-0WT	HC	1110	1915	2
	0-6-0WT	HC	1111	1915	2

1 ex GIPR(CPR), 7. Acquired 1923

2 Supplied via Hudson & Co

**Straw Products, Laksmi Cement, New Delhi**

**NDI17**

Gauge: MG

4wDH	Ventra		1981	220hp
4wDH	Ventra		1983	220hp

**Tushar Trading Co, House-333, Gali No 5, Phute wali Gali, Maglai, Delhi****NDI18**

Gauge: BG

24153            4-6-0                    K                    5372 1924 1    PS class

1    Supplied to EIR, 1138. IR, 24153. Acquired from Jamalpur Works 8/12/2000.

**Unknown customer, Delhi****NDI19**

Gauge: 600mm

4wDM                    Ruhr                    3317 1955            D 11 Z

Gauge: BG

4wBE                    Niteq                    B190 2003            NITEQ RRM  
4wBE                    Niteq                    B196 2003            NITEQ 3000-E  
4wBE                    Niteq                    B216 2004            NITEQ 3000-E**PRESERVED SITES****Indian Railways Board Headquarters****NDP01**

Gauge: 2'0"

799                    0-4-0ST                    NBQ                    23292 1924 1    B class

1    Supplied to DHR, 46. IR, 799

**Arun Mohan, Mehrauli****NDP02**

Gauge: 2'6"

68                    2-6-2                    WB                    2986 1952 1    ZB class

1    Supplied to GBSR, 87. IR, 68

**Northern Railways Headquarters****NDP03**

Gauge: 2'0"

MTR No 1            0-4-2T                    DK                    1908 1

1    Supplied to Karachi Port Trust for use in Karachi Docks. Obtained by NWR in 1917 for use at Marala Timber Railway and numbered 1. Transferred to the Dhilwan Creosoting Plant in 1922.

**Rail Transport Museum, Chanakyapuri****NDP04**

Gauge: Monorail

PSMT No 4            0-3-0T                    O&amp;K                    3358 1909 1

1    One of four locomotives supplied by O&amp;K (works nos. 3356-9) in 1909 to the Patalia State Monorail system in the Punjab. The line was c.50 miles in length and ran from Sirhind to Alampura and Patalia to Bavabigarh. The line was constructed, run and managed by a firm called Marsland Price &amp; Co. from 1909 to 1917. It was then taken over by the State of Patalia. The line closed in October 1927. This locomotive was found in a Public Works Department scrap yard in Patalia in 1962. Northern Railways at their Amritsar Works restored it to working order in 1975-76.

Gauge: 2'0"

777B                    0-4-0ST                    SS                    3517 1889 1    B class  
                              0-4-0ST                    WB                    1506 1897 2

ILSA © S Darvill 2008

739ML	0-6-0T	O&K	2342	1907	3
899	4-2wPMR	Brook?	1068?	1927?	4

- Supplied to the DHR, 18. IR, 777.
- Supplied to ART as a 0-4-2ST. Originally named HASANG. Donated by Coal India from their Ledo Brickworks in Assam.
- Supplied to MLR. Originally numbered 2. Renumbered to 739 and classified ML class in 1957.
- The builder of this 14 seat railcar is uncertain. It has always been quoted as Dodge/Koppel as it has chain and drive built by Dodge and body work built by Koppel. Its build date has been quoted as either 1927 or c.1932. A possible candidate for its identity is Brook 1068/1927. This was a railcar without body work, powered by a Dodge engine, supplied to the Railways Board, Calcutta.

Gauge: 2'6"

507	2-4-2ST	WB	1707	1903	1	
MTR No 2	0-4-0T	DK		1910	2	
594	0-6-4T	WB	2278	1925	3	WT class
688RD	2-6-2	NW	1564	1929	4	RD class
BDR No 8	6wVBGT	S	8135	1929	5	
12	4wPMR	Wkm	494	1932	6	
775	2-4-0T	YE	2321	1932	7	CS class
14	Bo-BoDER	AW	39	1934	8	
	4wDM	JF	3930014	1948	9	
704	Bo-BoDH	Jung	12108	1955	10	NDM1 class

- Supplied to the Military Reserve as part of a batch of twenty locomotives (1691-1700 & 1706-15) in 1902 & 3. From the Madras Engineering Group, Bangalore
- Supplied to Karachi Port Trust for use in Karachi Docks. Obtained by NWR in 1917 for use at Marala Timber Railway and numbered 2. Transferred to the Dhilwan Creosoting Plant in 1922.
- Supplied to GBSR, 60. IR, 594.
- Supplied to RDR, 08. Line absorbed by BNR and then SER. IR, 588.
- Supplied to BDRR. Numbered No 8. The BDRR was owned and operated by McLeod & Co. Ownership passed to the SER in July 1967.
- Supplied to the NWR for use on the KSR. Passenger seating for four people. Has a jack for turning at termini. Originally fitted with a diesel engine.
- Supplied to ESBR. No 13. Ownership of line passed to ER. IR, 775.
- Supplied to the NWR for use on KSR. Double ended railcar with seating for 16 people. Bodywork built by Gloucester Railway Carriage & Wagon Co.
- Supplied to Rajkot State Electric Supply Co. Later used on Betty Tramways, Rajkot. Obtained by the Saurashtra Railway. Not know if it was owned by the Western Railway.
- From Pragati Maiden, New Delhi.

Gauge: MG

E207	0-4-2ST	D	(1194)	1878	1	
37302	0-6-0	D	2373	1888	2	F class
RMR 734	0-6-0	Ajm	(1)	1888	3	F1 class
37385	0-8-2TR	SLM	2734	1920	4	X class
31652P	4-6-0	Ajm	(171)	1922	5	P class
162	4-4-0	Ajm		1924	6	M2 class
21900	Bo-BoWE	(HL)	3767	1930		
		(EE)	777	1930	7	YCG1 class
429	4-6-2	NW	1613	1935	8	YB class
643	0-6-0PT	WB	2646	1942	9	TJ class
31412P	4-6-2	Blw	74059	1948	10	HP class
203	0-4-0DM	JF	4200031	1949	11	
6002	B-BDH	NBH	27507	1954	12	YDM1 class

- The true identity of this locomotive is a little confusing. It may not be the locomotive that its worksplate suggests. D 1175 was part of a batch of twenty-two locomotives (1174-95) supplied as 0-4-2 's by D in 1878 to the RSR. This was an ISR line. They were classified as E class locomotives, first numbered Nos. 102-23 and later renumbered as 230-51. In 1885-6, Nos. 230 (D 1174), 231 (D 1175), 237 (D 1179), 237 (D 1181) and 250 (D 1194) were transferred to the JBR. They retained their ISR numbers but they were now prefixed with an 0. In 1912, 0250 was converted to a saddle tank locomotive. In 1914-5, three more ex-ISR E class locomotives from BBCIR were transferred to the JBR. They were ISR Nos. 174 & 175 (from a batch of fifty locomotives built by N in 1876-7) and 203 (from a batch of twenty-one built by VF in 1877-8). By 1919 all these eight E class locomotives had been renumbered 0200-07, the ST locomotive being 0207. When the JBR was divided in 1924, 0207 became a Jodhpur Railway locomotive. The JR became the property of the Government of Rajasthan in 1949. It was integrated into Indian Railways in 1950 becoming part of NR. The locomotive was withdrawn in 1952. I would therefore conclude that this locomotive is in fact D 1194/78 fitted with the worksplate of D 1175. This locomotive was E class, No 0201.

- 2 Supplied to MSMR, 118. The F class were extensively rebuilt after 1896 with 160 psi boilers, extended smoke boxes and increased coal capacity. After this rebuilding they were classified FM class. IR, 37302 1957.
- 3 Supplied to BBCIR, 734. Probably the first locomotive built at Ajmer Works. It did not survive the 1957 renumbering.
- 4 Supplied to SIR for use on the Nilgiri Railway., No 7. IR, 37385.
- 5 Supplied to BBCIR, No 29. NER, 861. IR, 31652..
- 6 Supplied to BBCIR., No 162, named DUCHESS OF YORK.
- 7 Supplied to SIR for use on electrified 1.5kV line between Madras and Tambaram. EG class, 1. IR, 21900 and reclassified YCG1 class in 1960. The line was converted to 25kV power supply in 1965-7, when this locomotive was withdrawn from service. Part of a batch of four locomotives built jointly between HL(3767-70) & EE(777-80) in 1930. The frames, wheels etc. were built by HL with EE supplying the power supply and associated fittings.
- 8 Supplied to BNWR, 429. OTR in 1943, retaining its BNWR number. When OTR became part of NER in 1952, the locomotive was renumbered 1006. IR 30084, 1957.
- 9 Supplied to JSR, 11. Became part of the WR stock and renumbered 643J in 1957 (the J denoting that it was an ex-JSR locomotive). Should have been numbered in the 39XXX series but the WR did not add the first two digits of the five figure number to its locomotives
- 10 Supplied to JdSR, 152.. Transferred to NR and renumbered 31412 in 1957.
- 11 Supplied to JDR. No 203. JDR became part of the SaR in 1948, No 203 becoming part of the SaR numbering series. In 1964, SaR became part of the WR and this locomotive was renumbered 1006. Latterly it was used a shunter at Ajmer Works.
- 12 Supplied to WR, DY class, 3003. Became IR YDM1 class, 6002. Rebuilt by CLW, 1974-6.

Gauge: BG

FAIRY QUEEN	2-2-2WT	KTH	481	1855	1	G class
RAMGOTTY	0-4-0WT	Anjub	91	1863	2	
26B	0-6-0	SS	2018	1870	3	B class
48A	4-6-0	D	2787	1891	4	A class
707ST	0-6-2T	NBA	16132	1904	5	
PHOENIX	0-4-0WT	NW	798	1907	6	
922EM	4-4-2	NBA	17780	1907	7	E1 class
	2-8-4T	NBH	18266	1907	8	Y4 class
1598	2-8-0	VF	2461	1909	9	HG class
3	0-6-0CT	HL	3538	1923	10	
	4wVBGT	S	6237	1926	11	
35	Bo-BoWER	(BTH (Cammel		1928		
		SLM	3197	1928	12	
4502	0-6-6-0WE	SLM	3197	1928	13	WCG1 class
SIR LESLEY WILSON						
911	2-8-2	BP	6505	1928	14	XG/M class
815	4-8-0+0-8-4	BP	6594	1930	15	N class
4006	1Co2WE	SLM	3374	1930	16	WCP1 class
SIR ROGER LUMLEY						
36863	0-4-2T	Krupp	1531	1935	17	XT class
PT11	2-6-4T	RS	4118	1936	18	PT class
22907	2-8-2	Blw	69699	1943	19	AWE class
24467	4-6-0	VF	5825	1950	20	HPS/2 class
	0-4-0F	Hen	25630	1954	21	
17000	Co-CoDE	Alco	81741	1957	22	WDM1 class
20202	Bo-BoWE	KrM	18512	1959	23	WAM1 class
18001	Co-CoDE	GMD	26677	1962	24	WDM4 class
20710	B-BWE	Niv/SFAC		1963	25	WAG1 class

- 1 Supplied to EIR. 22. Renumbered 92 in 1881 and 101 in 1884. Supplied as a mail engine though eventually used as a construction locomotive on the building of the South Behar line from 1896. Preserved at Howrah station, along with EXPRESS (KTH 480/55) which had a similar history to FAIRY QUEEN, from 1909 to 1943. Moved to Zonal Training Centre, Chandausi in 1943. Moved to RTM when it opened in 1976, when it was restored to working order and painted in its original colour scheme. It was used for working tourist specials from 1997
- 2 Supplied to NAR as a 4'0" gauge locomotive. This line was taken over by the Government in 1872 and renamed the NaSR. This in turn was absorbed into the East India Railway 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. It was sold to Calcutta Corporation and used at the Entally Refuse Tip on an unknown date.
- 3 Supplied to ORR, 26. Locomotive withdrawn before 1905?
- 4 Supplied to NSR, 48. Withdrawn between 1932 and 1935. After being withdrawn, this locomotive moved to the Railway Staff College, Baroda. Here it was sectioned for instructional purposes.
- 5 Supplied to NWR. Assembled at Mughalpura Works, Lahore.
- 6 Supplied to EIR as the power unit of a railmotor. Rebuilt as a 0-4-0T in 1927 for use as a shop shunter at Jamalpur Works. Part of a batch of five railmotor's (794-8) supplied by NW in 1907. All were converted to 0-4-0T between 1927 and 1929.
- 7 Supplied to GIPR. 922, named LORD CLYDE renamed QUEEN EMPRESS for 1911 Durbar. Rebuilt in 1922 with a superheater. Rebuilt at Lahore Works in 1941 with lengthened frames and reclassified EM class. NR 36506, 1957.

- 8 From Hindalco, Renukoot. ex CR, No 33099. Delivered as GIPR, No 99-108.
- 9 Supplied to NWR 1598. BESA design. Rebuilt with a superheater and reclassified as HGC class. Transferred to EIR and renumbered 2053. Transferred to NR and renumbered 1653. IR 27059.
- 10 Supplied to GIPR a works locomotive for Parel Works. There were two other crane tank locomotives at Parel Works; 2 & 3, both built by VF (3131-2) in 1915.
- 11 Supplied to Jacks of Karachi. Jacks were a company who carried out canal building and irrigation works in the Punjab region. This locomotive was sold to the NWR in 1944 and used as a shunter at Amritsar Works.
- 12 Supplied to BBCIR as a power car for a 4 car EMU. These were used on the suburban services in the Bombay area. One of forty EMU's supplied to BB&CIR between 1927 and 1929. BTH supplied the electrical equipment and Cammel built the bodywork.
- 13 Supplied to GIPR. EF1 class, No 4502, named SIR LESLEY WILSON. Renumbered 20025 and reclassified WCG1 class in 1960.
- 14 Supplied to NWR as an 0-8-0. XG class, No 911. Rebuilt in 1943 as a 2-8-2, reclassified as XG/M class and renumbered 971. Renumbered 36826 in 1957. Used for hump shunting.
- 15 Supplied to BNR. N class, No 815. Renumbered 38815 in 1957.
- 16 Supplied to GIPR, EA1 class, 4006. Became IR WCP1, 20005.
- 17 Supplied to EIR. XT class, No 1789. IRS design. Transferred to NWR and renumbered 779.
- 18 Supplied to SIR. PT class, No 11. IR 37156, 1957.
- 19 Supplied as a USATC locomotive. XE class, No 4018. Transferred to GIPR, reclassified as AWE class and renumbered 6128. CR 22907, 1957.
- 20 Supplied to NR. HPS/2 class, No 7776. IR 24476, 1957.
- 21 Supplied to Railways Inspectorate Branch, used at Sindhri Fertilizers Co.
- 22 Supplied to ER, WDM1 class 17000.
- 23 Supplied to IR, WAM1 class 20202.
- 24 Supplied to NR, WDM4 class 18001.
- 25 Supplied to SER, WAG1 class 20710. Carries name plate BIDHAN from 20700

## PLEASURE RAILWAYS

### Bal Bhavan, New Delhi

**NDT01**

Gauge: 1'3"

17655	4-6-2	KrM	17655	1950
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### Pragati Maiden, New Delhi

**NDT02**

Gauge: 2'6"

704	Bo-BoDH	Jung	12108	1955	1	NDM1 class
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1 Ex KSR. To RTM, Delhi.