

RENAULT

La Société anonyme des usines Renault (SAUR), Billancourt, 1921–1945

La Société anonyme des usines Renault (SAUR), Île Seguin*, 1934–1945

La Régie nationale des usines Renault (RNUR), Billancourt & Île Seguin, 1945–9.1950

La Régie nationale des usines Renault (RNUR), Choisy-le-Roi, 2.1950–7.1963

Construction transferred to Batiruhr in 1962, later to CFD (Société des chemins de fer départementaux, ex Chemins de fer secondaires économique)

*Île Seguin is situated on River Seine besides Billancourt and the two works were connected by rail and route bridges.

Renault acquired the following companies:

Berliet (after Renault ceased rail production)

SOMUA

COFERNA

All material is from published sources:

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– Jacques Defrance: Le Matériel Moteur SNCF, Editions "La Vie du Rail", 1968

– Michel Grannec: Renault et Le Matériel Ferroviaire, E-T-A-I, 1999, ISBN 2-7268-8406-7

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– Frédéric Hulot: Les Chemins de fer de la France d'Outre-Mer, La Régordane-editions, 1990, ISBN 2-906984-05-1

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– P. Thomassen, E.B. Jonsen, B. Wilcke: Danske Jernmaners Motormateriel, Dansk Jernbane-Klub, 1968

Further information gratefully received at the address shown below.

Model - general type - type - gauge(s) - total built - years - power hp - speed km/h - length mm - wheelbase mm - weight t - seats

engine: o, transmission: o

B/n - date ex works - customer

SAUR – La Société anonyme des usines Renault

(none) - Locotracteur à air comprimé - Br c.air.ec - 0.600/0.659–0.720m gauge - (?) - 1921– (?) hp - (?) km/h - 4000 mm - 1000 mm - 7 t

unknown number of compressed air locomotives for mines

JF - Locotracteur - B pm.ec - 0.500/0.600 m gauge - (?) - 1922+ - 10/18 hp - 10.1–10.6 km/h - 2850 mm - 850 mm - 2–3 t

engine: o, transmission: o

unknown number of small locomotives for industry

JJ - Locotracteur - Br pm/dm.cc - 1.440 m gauge (and others) - (?) - 1922+ - 40/90/110 hp - 60 km/h - 7000 mm - 2600 mm - 15–22 t

engine: o, transmission: o

2.1922

7.1923 Forges d'Hennebont # 3

Montluçon

SAFE (Société des aciers fins de l'Est)

KA - Autorail - 2'A pmrc1+ - 1.000m gauge - 7 - 1922 - 30 hp - 40 km/h - 8258 mm - 1000+3650 mm - 8.5 t - 20–25 seats

engine: 18CV 4 cyl 95x160, transmission: 4-speed

(1) 8.1922 Société Générale des Chemins de fer Économiques (SE) réseau du Cher M.1

(2) 11.1922 Chemins de fer du Doubs CFD 1

(3, 4) 8.1924 SE, réseau de la Meuse BDF 1, BDF 2

(5) Brazil: EF São Paulo

(6, 7) 1.1925 SE, réseau de la Somme A1, A2

KE - Autorail - 1A'A1' dmrc2+ - 1.440m gauge - 2 - 1923 - 85 hp - 45/60 km/h - 13760 mm - 1900+8500 mm - 25 t - 15+20 (I+II) seats

engine: 6 cyl 110x160, transmission: 4-speed

(two) 11.1923 Chemin de fer de mines de Carvin

KF - Autorail - 1A'A1' dmrc2+ - 1.000m gauge - 3 - 1923 - 60/85 hp - 45 km/h - 13620 mm - 1400+8500 mm - 20 t - 15+20 (I+II) seats

engine: 6 cyl 110x160, transmission: o

1923 Algeria: CFAE

1923/24 Algeria: CF d'intérêt local de Bône à La Calle (1.055m gauge?)

1.000m gauge 1923 Tunisia: (ordered by Bône à Guelma) Compagnie fermière des Chemins de fer Tunisiens

KL - Locotracteur - B pm.ec - 0.500m gauge - 2 (?) - 1923 - 12 hp - 10.6 km/h - 2850 mm - 850 mm - 2 t

engine: o, transmission: o

1923 Jardin d'Acclimation de Paris # 2, 3

LR - Autorail - 2'A pmrc1+ - 1.000m gauge - 2 - 1923 - 45 hp - 40 km/h - (?) mm - (?) mm - 8.5 t - 25 seats

engine: 4 cyl 125x160, body and chassis built at État works at La Roche-sur-Yon

(two) 1923 État, Les Tramways de la Vendée TV1, TV2

RS 1 (LY, NV) - Autorail - 1A pmrc1or2+ - 1.000/1.067/1.440/1.676m gauge - 25 - 1923 - 45/64 hp - 40 km/h - c. 10340 mm - 3600 mm - 9.5 t - c. 40 seats
 engine: 18CV 4 cyl 100x160/40CV 4 cyl 125x160, transmission: 4 speed, body by SCEMIA
 (one) 1.000m gauge 9.1923 CBR Chemins de fer de la Banlieu de Reims (trials), to CBR: Tramways d'Épernay à Mareuil-sur-Ay E.A. # 1
 (one) CF secondaires de Nord-Est
 (two) 1.000m gauge 1924 CFD du Tarn (CFDT) # 1
 (one) CF d'intérêt local de l'Yonne
 (one) VFIL Anvin-Calais
 (one) 1.000m gauge Tramway Meaux-Dammartin
 (two) 1.676m gauge 4.1925 Spain: Compañía de Ferrocarriles de Sevilla, Alcala y Carmona (S.A.C) # 1, 2
 (one) 7.1927 Italy: STEL, Milan A2
 (ten) 1.067m gauge (Indonesia): Deli Spoorweg Maatschappij (DSM) M^e 1-10
 (three) 1.067m gauge (Indonesia): Pasean Probolinggo Stoomtram (PbSM) Mr B Cm 1-3

RS 2 (LX, NX) - Autorail - B pmrc1or2+ - 1.000/1.440m gauge - 8 - 1923 - 45/64 hp - 40 km/h - c. 10340 mm - 3600 mm - (9-12) t - c. 40 seats
 engine: 18CV 4 cyl 100x160/40CV 4 cyl 125x160, transmission: 4 speed, body by SCEMIA
 (one) Tramways d'Eure et Loire
 (three) 1.000m gauge Chemin de fer de la banlieu de Reims (CBR)
 (two) CEN Lens-Frévent
 (one) VFIL Anvin-Calais
 (one) VFIL réseau de l'Oise

(RS 3 / LV, NY - Autorail - 1A pmrc1or2+ - none built)

RS 4 (LU, NZ) - Autorail - B pmrc1or2+ - 1.000/1.440/1.676m gauge - 34+3 - 1923-1935 - 45/64 hp - 40 km/h - c. 10340 mm - 3600 mm - 12 t - c. 40 seats
 engine: 18CV 4 cyl 100x160/40CV 4 cyl 125x160, transmission: 4 speed, body by SCEMIA
 (six) CF secondaires de Nord-Est, Aisne
 (one) 1.440m gauge 6.1924 STCRP - CGB Poissy-Saint Germain AB 150
 (nine) 1926- STCRP - CGB Sud (CGB) AB 151-159
 (two) STCRP Paris-Arpajon
 (one) CF Caen à la Mer
 (one) 1.000m gauge CFD du Tarn (CFT)
 (two) 1.000m gauge Tramways Bretons (TB) # 1, 2
 (one) 1.000m gauge CF Blanc à Argent
 (one) CF Bretenoux-Biars-Saint-Céré
 (four) CF Cambresis, Nord et Aisne (# 13 rebuilt to fourgon)
 (one) Algeria: CF sur Routes d'Algérie
 (two) 1.000m gauge Denmark: Amst Banerna Paa Als (ABA) M1, M2 w. 1932
 (two) Netherlands: Tramway Eindhoven
 (one) 1.676m gauge Spain: Compañía de Ferrocarriles de Sevilla, Alcala y Carmona (S.A.C) # 3

built under Renault/Scemia lizenz by Construcciones Metálicas del Llobregat SA
 (two) 1.000m gauge Spain: FC Economicos SA, (FC de Tortosa-La Cava) MBC 1, MBC 2

RS 4 (lizenz) - Autorail - B pmrc+ - 1.676m gauge - 1 - 1935 - (?) hp - (?) km/h - (?) mm - (?) mm - (?) t - (?) seats
 engine: Ford V8 petrol, transmission: 4 speed, built under SCEMIA lizenz by Mariano del Corral
 (one) 1.676m gauge 1935 Spain: Compañía de los Ferrocarril de Villacañas a Quistanar de la Orden

MN - Draisine - 1A pm - 1.440m gauge - 16 - 1925 - 10 hp - (?) km/h - 4000 mm - 2050 mm - 2.3 t
 engine: xx, transmission: mechanical
 Nord
 Est

MO - Locotracteur - B pm.ec - 0.500/0.600m gauge - (c. 70 MO+MP) - 1924+ - 13 hp - (?) km/h - 3457 mm - 858 mm - 3-7 t
 engine: xx, transmission: mechanical
 one at Renault, Billancourt

MP - Locotracteur - B pm.ec - 0.500-0.700m gauge - (c. 70 MO+MP) - 1925+ - 17 hp - 9.3 km/h - 3543 mm - 890 mm - 5 t
 engine: xx, transmission: mechanical

NF - Autorail - 1A pmrc1+ - 1.000m gauge - 2 - 1925 - 45 hp - 45 km/h - 6800 mm - 3600 mm - 7.3/8.8 t - 24-30 seats
 engine: 20CV 4 cyl 100x160, transmission: 4-speed
 8.1925 Chemins de fer départementaux (CFD), réseau du Doubs PM 1, reb. and re # AM 2 (trailer R1, re # RM2, Renault type NT)
 1925 CF d'intérêt local de l'Yonne CFY 2

NK - Autorail - 1A'A1' pmrc2+ - 1.000m gauge - 1 - 1925 - 85 hp - 50 km/h - 17000 mm - 1400+11000 mm - 18.5/25 t - 56 seats (SCEMIA body)
 engine: 40CV 6 cyl 110x160, replaced by 120 hp Deutz diesel after WW II, transmission: 4-speed
 1925 Régie départementale des CF des Côtes-du-Nord (CDN) # 21, re # 121 (w. 1956)

(NL - Autorail - 1A'A1' pmrc2+ - none built)

PF - Autorail - B'2' pmrc1or2+ - 1.000/1.055m gauge - 5+2 - 1925–1930 - 110 hp - 55 km/h - 16510 mm (chassis) - 1800+11000 mm - 29 t - 44–66 seats
engine: 40CV 6 cyl 110x160, transmission: 4-speed

(one) 5.1925 Algeria: CFAE YZAB2 1/2 C4Dty 6411
(three) 10.1927 Algeria: CFAE YZAB2 1/2 C4Dty 6412–6414
(one) 1930 Algeria: CFAE YZAB2 1/2 C4Dty 6415

built under Renault/Scemia lizenz by Construcciones Metálicas del Llobregat SA

(two) 1928, 1929 Spain: Ferrocarriles Económicos SA (FC de Tortosa–La Cava) MBC 3, MBC 4

PS - Autorail - B'2' pmrc2+ - 1.435/1.440m gauge - 5 - 1929 - 110 hp - 55–65 km/h - 16710 mm (chassis) - 1920+11000 mm - 26.5/34 t - 55–75 seats
engine: 40CV 6 cyl 110x160, transmission: 4-speed

(two) 1928 CF secondaires de Nord-Est PS 1, PS 2
(two) 1929 PLM ZZ ACEyf 23101, 23102, 1.7.1935 to ecole de conduite, Dijon, re # G1*, G2, to SNCF R 1001, 1002 (*1937 reb. into saloon railcar)
(one) B/n 8 1929 Austria: 27.7.1929 BBÖ VT 50.01 (reb. with hydraulic transmission, converted to trailer in 1939)

RH - Locotracteur - B pm.ec - 0.500/0.600m gauge - c. 95/150 (?) - 25 hp - (?) km/h - 3457 mm - 858 mm - 5 t

engine: o, transmission: o

(70) 1926
(25) 1928

RJ - Autorail - B p* mrc1+ (*gazogène) - 1.440m gauge - 1 - 1929 - 90/94* hp - 65 km/h - 11700 mm - 4800 mm - 18 t - 40 seats

engine: 6 cyl 125x160 gazogène, 1932 reb. with Renault 6 cyl 110x140 petrol engine, transmission: 4-speed

6.1929 État ZZ CEF 23951, re # 23920 in 1932 (w. by 31.12.1937)

SM - Draisine - B pm - 1.440m gauge - 121 - 1930 - 20 hp - (?) km/h - 5100 mm (chassis) - 2600 mm - 2 t

engine: o, transmission: o

1930 État 701
État
Nord

TE - Autorail - 1A pmrc1 - 1.440m gauge - 14 - 1931–1933 - 80 hp - 80 (90) km/h - 9140 mm - 4500 mm - 9/11.4 t - 10+25 (I+II)/42 seats

engine: Renault 40CV 6 cyl 110x160 petrol, replaced by Renault 6 C 115 diesel (80 hp) by 4.1932, transmission: 4-speed

(ten) 4.9.1930–13.9.1931 État ZZ ABF 23921–23930, to SNCF (R 10001–10010), 1.5.1939 to SE Gironde, later CFTA
ZZ 23921 SE M21 1953 re # Mx 205 (reb. with 150 hp Willème) w. 1974
ZZ 23922 SE M22 1950 re # Mx 204 to SCFE, réseau Breton Mx 135 w. 1963
ZZ 23923 SE M23 w. 1960
ZZ 23924 SE M24 1949 re # Mx 203 1954 to SCFE, réseau Breton Mx 136 w. 1963
ZZ 23925 SE M25 w. 1960
ZZ 23926 acq. 9.11.1940 for spares
ZZ 23927 SE M27 rebuilding to Mx 206 not completed
ZZ 23928 SE M28 w. 1960
ZZ 23929 SE M29 w. 1960
ZZ 23930 acq. 9.11.1940 for spares
(two) 1931 Société générale des chemins de fer économiques, réseau de La Gironde M1, M2, (orig. petrol engine) (M1 re # Mx 201 in 1948, w. 1965)
(two) 1933 Société générale des chemins de fer économiques, réseau de La Gironde M3, M4, (orig. diesel engine) (M3 re # Mx 202 in 1948, 1952 reb. tracteur-fourgon Tx 202 [Unic 120hp])

UV - Locotracteur - B dm.cc - 1.440m gauge - 8 - 1933 - 110 hp - 60 km/h - 8920 mm - 3700 mm - 32 t

engine: o, transmission: mechanical

(four) 1935 État, to SNCF LZZ Y.R. 13001–13004,
(three) 1935 Est, to SNCF LZZ Y.R. 16001–16003,
re # YR 13001–13007, 1 w. /7 re # Y 7033–7038 (w. by 1976)
(one) SAUR

VG - Autorail - 1A dmrc1 - 1.440m gauge - 4 - 1933 - 100 hp - 90 (103) km/h - 11250 mm - 4500 mm - 11/15 t - 34 seats

engine: Renault 6 C 125, replaced by Willème 118 kW, transmission: 4-speed

27.3.1933–31.5.1933 État ZZ 24013–24016, re # ZZ 24001–24004 in 1934,
24002–24004 to CF Mamers à Saint-Calais (M.S'C.) in 1937, 24002 was damaged in 1939 and exchanged to 24001

VH (prototypes) - Autorail - B'2' dmrc2+ - 1.440m gauge - 15 - 1933 - 220 hp - (88–122) km/h - 18950 mm - 2200+13000 mm - 25/31 t - 50–56 seats
 engine: Renault 12 V 130, transmission: 4 speed

		SNCF type XBD, XABD
1	31.3.1933	État ZZy 24017 re # 24021, to SNCF ZZ R 2001
2	15.4.1933	PLM ZZ G 1 re # 101, to SNCF ZZ R 2101
3	11.5.1933	État ZZy 24018 re # 24022, to SNCF ZZ R 2002
4	6.6.1933	PLM ZZ G 2 re # 102, to SNCF ZZ R 2102
5	9.7.1933	PO ZZ B 5 2/2 Ety 23861, to SNCF ZZ R 2201
6	17.7.1933	État ZZy 24019 re # 24023, to SNCF ZZ R 2003
7	27.7.1933	PO ZZ B 5 2/2 Ety 23862, to SNCF ZZ R 2202
8	12.7.1933	AL ZZ r 2, to SNCF ZZ R 2031
9	6.8.1933	Est ZZ ACEy 60051, to SNCF ZZ R 2021
10	1.8.1933	État ZZy 24020 re # 24024, to SNCF ZZ R 2004
11–1531.8.1933–27.12.1933		Est ZZ ACEy 60052–60056, to SNCF ZZ R 2022–2026

VH - Autorail - B'2' dmrc2+ - 1.440m gauge - 85 - 1935 - 220 hp - (88–122) km/h - 19350 (chassis 18720) mm - 2500+13600 mm - 27/35 t - 42–70 seats
 engine: Renault 12 V 130, replaced by Renault 513 (265 hp) or Renault 517 (300 hp), transmission: 4 speed

		SNCF type XBD, XABD, w. by 2.1971 (X 2211)
		preserved ZZEty 23859 (Mulhouse), VH 24 (l'Association du chemin de fer touristique de la vallée de la Doller)
16–2512.1.1934–30.4.1934		État ZZy 24025–24034, to SNCF ZZ R 2301–2310
26	27.4.1934	Nord ZZ 20, to SNCF ZZ R 2336
27	7.5.1934	PLM ZZ G 201, to SNCF ZZ R 2111
28	12.5.1934	Nord ZZ 21, destroyed before coming to SNCF
29–3117.5.1934–29.5.1934		PLM ZZ G 202–204, to SNCF ZZ R 2112–2114
32	15.6.1934	CFSNE VH N° 21
33–38 4.6.1934–25.7.1934		État ZZy 24035–24040, to SNCF ZZ R 2311–2316
39	7.7.1934	CFSNE VH N° 22
40–4327.6.1934–16.7.1934		État ZZy 24041–24044, to SNCF ZZ R 2317–2320
44–52 30.8.1934–7.9.1934		AL ZZ r 3–11, to SNCF ZZ R 2041–2049
53–6114.8.1934–13.10.1934		PLM ZZ G 205–213, to SNCF ZZ R 2115–2123
62	13.9.1934	PLM ZZ G 214, destroyed before coming to SNCF
63–6730.10.1934–2.11.1934		État ZZy 24045–24049, to SNCF ZZ R 2321–2325 ((64, 65 deliv. 9.1.35, 5.1.1935)
68	31.10.1934	État ZZy 24050, to SNCF ZZ R 2011
69	2.10.1934	État ZZy 24051, destroyed before coming to SNCF
70	5.10.1934	État ZZy 24052, to SNCF ZZ R 2326
71	8.10.1934	État ZZy 24053, destroyed before coming to SNCF
72	18.10.1934	État ZZy 24054 (Présidentielle), to SNCF ZZ R 2327
73–84 8.6.1935–3.5.1935		PO-Midi ZZ PE ty 23863–23866, 23331–23338, to SNCF ZZ R 2221–2231 (# 78 destroyed earlier) (# 75–77, 79, 80 deliv. in 1934)
85–8815.1.1935–26.1.1935		PO-Midi ZZ E ty 23351–23354, to SNCF ZZ R 2241–2244
89–9720.10.1934–21.11.1934		État ZZy 24055–24063, to SNCF ZZ R 2328, 2211, 2212, 2329–2334
98, 99 10.4.1935, 2.5.1935		CFSNE VH N° 23, 24
100	25.5.1935	État ZZy 24064, to SNCF ZZ R 2335

VHD - Autorail double - B'2'B' dm2arc2 - 1.440m gauge - 2 - 1934–1935 - 2 x 220/2 x 265 hp - 140 km/h/ derated 120 km/h - 34440 mm/reb. 37430 mm - 2x2500+3000+2x14050 mm - 57/67 t - 90 seats

engine: Renault 12 V 130 or 12 V 140, rebuilt with Renault 517 A (à 300 hp), transmission: o

22.8.1934	État ZZy 24101, to SNCF R 1, re # X1 after WW II, w. 1964
11.5.1935	État ZZy 24102, to SNCF R 2, re # X2 after WW II, w. 1965

YH - Autorail - 1A dmrc1 - 1.000/1.440m gauge - 1 or 2 (?) - 1933–1934 - 55 hp - 55/70 (80) km/h - 7955 mm - 3535 mm - 6.5 t - 26 seats
 engine: Renault 4 cyl 115x170, transmission: mechanical

1.000m gauge 1933 trials on several (mostly CFD) lines 1933–1934 (w. 1937 or reb. to 1.440m gauge)
 1.440m gauge 7.1935 État ZZf 23931, 1939to SNCF ZZ R 10101

ZO - Autorail - A1 dmrc2 - 1.440m gauge - 9 - 1934 - 110 hp - 90 km/h - 12030 mm - 6250 mm - 9.9/15.3 t - 9–35 seats
 engine: Renault 6 C 125, transmission: 4-speed

(six)	1.7.1934–26.9.1934	État ZZf 24005–24010, to SNCF R 10301–10306, re # X 10301, 10303, 10304 in 1950
1	1.7.1934	ZZ 24005 ZZ R 10301 X 10301
2	1.7.1934	ZZ 24006 ZZ R 10302 (10302 leased to CF Mamers à Saint-Calais 6.1940–1.1941)
3	4.7.1934	ZZ 24007 ZZ R 10303 X 10303 w. 1959
4	17.8.1934	ZZ 24008 ZZ R 10304 X 10304
5	6.9.1934	ZZ 24009 ZZ R 10305
6	26.9.1934	ZZ 24010 ZZ R 10306
(three)		CF secondaires de Nord-Est ZO 41–43
7	27.7.1936	ZO 43 (13.8.1936)
8	23.3.1935	ZO 42 (23.4.1935)
9	22.1.1935	ZO 41

ZP - Autorail - 1A dmrc1 - 1.440m gauge - 1 - 1935 - 75 hp - 70 km/h (?) - 9400 mm - 5110 mm - 7.5 t - 37 seats (SCEMIA body, bus on rails)
engine: xx, transmission: mechanical

1935 CF secondaires de Nord-Est ZP 51

ABH 1 (1re ser.) - Autorail - B'2' dmrc2+ - 1.000m gauge - 2 - 1935 - 265 hp - 70 km/h - 20600 mm - 2200+13600 mm - 26.8/32.15 t - 46 seats
engine: Renault 513, transmission: mechanical
two railcars for Chemins de fer de Provence

1	2.2.1935	CP (Provence) ZZ 1	re # ZZ 21	w.
2	15.2.1935	CP (Provence) ZZ 2	re # ZZ 22	modernised

ABH 1 (2e ser.) - Autorail - B'2' dmrc2+ - 1.000m gauge - 4 - 1936 - 265 hp - (?) km/h - 20690 mm - 2200+13690 mm - 26.8 t - 44 seats
engine: Renault 513, transmission: 4-speed
four railcars for Chemins de fer de Provence

7	8.12.1936	CP (Provence) ZZ 3	w.
8	12.10.1936	CP (Provence) ZZ 4	w.
9	17.10.1936	CP (Provence) ZZ 5	w.
10	30.10.1936	CP (Provence) ZZ 6	1985 modernised an re # X 320

ABH 2 - Autorail - B'2' dmrc2+ - 1.000m gauge - 6 - 1936–1937 - 265 hp - (?) km/h - 20000 mm - 2200+12600 mm - 28.55/34.75 t - 12+32 (II+IV) seats
engine: Renault 513, transmission: 4 speed
six ABH 2 railcars delivered to Indochina in 1936–1937, see RNUR for 2 further ABH 2 delivered in 1945–1946

3	27.5.1936	Indochina: CFI # 1
4	3.7.1936	Indochina: CFI # 2
5	4.7.1936	Indochina: CFI # 3
6	21.7.1936	Indochina: CFI # 4
11	25.1.1937	Indochina: CFI # 5
12	27.1.1937	Indochina: CFI # 6

ABH 3 - Autorail - B'2' dmrc2+ - 1.000m gauge - 5 - 1939–1940 - 300 hp - (?) km/h - 19900 mm - 2200+12320 mm - 27.6/32.45 t - 12+22 (A+B) seats
engine: Renault 517 E, transmission: 4-speed
one railcar tested on CP (Nice–Digne) 30.10.1939–13.11.1939
13–17 1939/1940 Senegal: CF Dakar–Niger

ABH 4 - Autorail - 2'Bo' derc2+ - 1.000m gauge - 5 - 1939–1941 - 300 hp - 80 km/h - 19900 mm - 2200+12320 mm - 29.75/34.25 t - 12+22 (A+B) seats
engine: Renault 517 D, transmission: electric, Alsthom (TA 613 traction motors)
one railcar tested on CP (Nice–Digne) 16.12.1939–6.1.1940
18–22 1939/1940 Senegal: CF Dakar–Niger

ABH 5 - Autorail - B'2' dmrc2+ - 1.000m gauge - 6 - 1942–1945 - 300 hp - (?) km/h - 19250 mm - 2200+12090 mm - 25.8/31.15 t - 24 seats
engine: Renault 517 A, transmission: 4-speed
six railcars for Chemins de fer de Provence

23	7.5.1942	CP (Provence) ZZ 7	w.
24	5.6.1942	CP (Provence) ZZ 8	w.
25	8.7.1942	CP (Provence) ZZ 9	w.
26	7.4.1942	CP (Provence) ZZ 10	modernised
27	30.6.1944/19.4.1945	CP (Provence) ZZ 11	w.
28	17.5.1945	CP (Provence) ZZ 12	w.

ABJ 1 - Autorail - B'2' dmrc2 - 1.440m gauge - 64* - 1935–1937 - 265 hp - 100 km/h (88–120 km/h) - 25930 mm - 2500+16930 mm - c. 27/35 t - 44–70 seats
engine: Renault 12 V 140, replaced by Renault 513 and Renault 517 (300 hp), transmission: 4-speed
SNCF type ZZR, then X, then XABDPi, XBDPi, XADPi

totals:

(19)	1935	PLM ZZ G 401–419, to SNCF ZZR/X 3001–3019
(21)	1935–1936	Est ZZ AB E sty/AB CE sty/AB E bsty 70051–70057/70058–70061/ 70048–70050, 70062–70068, to SNCF ZZR/X 3101, 3111–3116/3121–3124/3102–3104, 3117, 3125–3130
(2)	17.11.1936	AL ZZr 33, 34, to SNCF ZZR/X 3141, 3142
(10)	1935–1937	Nord ZZ 701–710, to SNCF ZZR/X 3201–3210
(12)	1936	PO ZZ PE ty 23867–23878, to SNCF ZZR/X 3301–3312

*note: Broncard give B/n 8, 29, 60 (Spain) as type 1 and B/n 30–35 (Tunis) & 59 (Spain) as type 1 / 2. They are all listed below:

ABJ 2 - Autorail - B'2' dmrc2 - 1.440/1.676m gauge - 30*+8 - c. 1936 - 265/300 hp - 88–120 km/h - 25930 mm - 2500+16930 mm - c. 27/35 t - 48–76 seats
engine: Renault 12 V 140, Renault 513 (for Spain) and Renault 517 (300 hp, for those completed by MMyC, except WMD 403), transmission: 4 speed

		SNCF type ZZR, then X, then XABDPi, XBDPi, XADPi		
(20)	1936–1937	État ZZy 24075–24091, 24072–24074, to SNCF X 3405–3421, 3402–3404		
(6)	1936	Tunisia: CFT, since 1956 SNCFT, given as type 1, reb. in France c. 1947 (to type 2?)		
B/n 30, 31	30.9.1935	CFT ZR 1, SNCFT Z 401		
B/n 32	3.10.1935	CFT ZR 2 destroyed in 1943		
B/n 33	8.10.1935	CFT ZR 2, SNCFT Z 402		
B/n 34	14.10.1935	CFT ZR 3, SNCFT Z 403		
B/n 35	18.10.1935	CFT ZR 4, SNCFT Z 404		
(4)	1936	Spain: Norte (2) and MZA (2), 1.2.1941 to RENFE, re # 1.1.1952 (re-motored with Renault 517 engines c. 1950), w. by 1976		
B/n 8	16.1.1936	Norte WMD 401	RENFE 9206	RENFE 9309
B/n 29	21.1.1936	Norte WMD 402	RENFE 9207	RENFE 9310
B/n 59	10.5.1936	MZA WM 226	RENFE 9204	RENFE 9307
B/n 60	15.5.1936	MZA WM 227	RENFE 9205	RENFE 9308
(8)	Spain: (erected in Spain by Material Móvil y Construcciones, Antiguos Talleres Carde y Escoriaza, from part supplied by Renault),			
w. by 1976				
	1936	Norte WMD 403	RENFE 9208	RENFE 9311 (Renault 517 engine c. 1950)
	1938–1940	Norte WMD 404–406	RENFE 9304–9306 (same in 1952)# 9304 preserved	
	1938–1940	MZA WM 228–231	RENFE 9300–9303, 9300 re # 9312	

ABJ 3 - Autorail - B'2' dmrc2 - 1.440m gauge - 30 - 1937–1939 - 265/300 hp - 100 km/h - 25930 mm - 2500+16930 mm - c. 27/35 t - 48–76 seats
engine: Renault 513, Renault 517 A, transmission: 4-speed

		SNCF type ZZR, then X, then XABDPi, XBDPi, XADPi		
(1): B/n 42	29.1.1936	État ZZy 24071, to SNCF ZZR/X 3401		
(11): B/n 96–106	1937	Nord ZZ 711–721, to SNCF ZZR/X 3211–3221		
(2): B/n 107, 108	1937	AL ZZ r 35, 36, to SNCF ZZR/X 3143, 3144		
(16): B/n 109–124	1939	(ordered by État) SNCF ZZR/X 3501–3516		

ABL - Autorail triple - 2'B'B'2' dm3arc2 - 1.440m gauge - 1 - 1936 - 2 x 500 hp - 140 km/h - 59430 mm - (4) 2800+3x16930 mm - 80 t - 140 seats (the middle section contained engine and luggage compartment)
engine: Renault 504, transmission: 4-speed

1	14.5.1936	État ZZy 24121, to SNCF ZZ R 201	power car was withdrawn after WW II and and the trailers were rebuilt into a two-var articulated
			trailer # XR 6016. It was taken out of service in 1960 and withdrawn in 1962.

ABV - Autorail double - B'2'B' dm2arc2 - 1.440m gauge - 17 - 1935–1937 - 2 x 265/300/330 hp - 120–140 km/h - 42260 mm – 2x2500+3000+19930 mm - c. 50/65 t - 82–111 seats (88 for X 121–123 and 92 for X 123)

engine: Renault 12 V 140, Renault 513, Renault 517 A (# 17), transmission: mechanical
17 articulated 2-car railcars delivered to PLM (5), État (2), PO-Midi (3), Est (3), SNCF (1) and CFAE in Algeria (3). B/n 1 was exposed in Bruxelles Expo in 1935. 10 of the cars were destroyed on 26.5.1944 at Lyon-Vaise in an air-raid. The four survivors received 300 hp Renault 517 engines and after 1957 300 hp Renault 575 engines. They were classed X ADPi in 1966 and they were withdrawn in 1970–1971.
Type 2 had large air intakes above the driver's cabins.

1	27.4.1936	PLM ZZ G 301	SNCF ZZ R 101	destroyed on 26.5.1944
2	9.7.1935	PLM ZZ G 302	SNCF ZZ R 102	destroyed on 26.5.1944
3	27.8.1935	PLM ZZ G 303	SNCF ZZ R 103	destroyed on 26.5.1944
4	21.10.1935	PLM ZZ G 304	SNCF ZZ R 104	destroyed on 26.5.1944
5	29.10.1935	PLM ZZ G 305	SNCF ZZ R 105	destroyed on 26.5.1944
6	3.2.1937	État ZZy 24103	SNCF ZZ R 121	1947 re # X 121
7	27.2.1937	État ZZy 24104	SNCF ZZ R 122	1947 re # X 122
8 (type 2)	14.4.1937	PO-Midi ZZPEty 23879	SNCF ZZ R 131	1947 re # X 131
9 (type 2)	20.5.1937	PO-Midi ZZPEty 23880	PLM ZZ G 309	SNCF ZZ R 132 destroyed on 26.5.1944
10 (type 2)	19.5.1937	PO-Midi ZZPEty 23881	PLM ZZ G 310	SNCF ZZ R 133 destroyed on 26.5.1944
11 (type 2)	24.7.1937	Algeria: CFAE ZZyw A-1	to CFA ZZ G 1	
12 (type 2)	2.8.1937	Algeria: CFAE ZZyw A-2	to CFA ZZ G 2	
13 (type 2)	26.7.1937	Algeria: CFAE ZZyw A-3	to CFA ZZ G 3	
14	4.5.1937	Est ZZ ABEsty 100001	PLM ZZ G 306	SNCF ZZ R 111 destroyed on 26.5.1944
15	20.5.1937	Est ZZ ABEsty 100002	PLM ZZ G 307	SNCF ZZ R 112 destroyed on 26.5.1944
16	3.6.1937	Est ZZ ABEsty 100003	PLM ZZ G 308	SNCF ZZ R 113 destroyed on 26.5.1944
17 (type 2)	1941 (?)	SNCF ZZ R 123	1947 re # X 123	

ACB 1 - Autorail - A1 dmrc2 - 1.440m gauge - 7 - 1936 - 110 hp - 90 km/h - 12030 mm - 6250 mm - 9/12 t - 9-35 seats
engine: Renault 6 C 125, transmission: 4-speed

(1-6)	2.1936-8.1936	Nord ZZ 751-756, to SNCF R 11001-11006, re # X 11001-11006
1	7.2.1936	ZZ 751 R 11001 X 11001
2	25.4.1936	ZZ 752 R 11002 X 11002
3	23.5.1936	ZZ 753 R 11003 X 11003
4	19.6.1936	ZZ 754 R 11004
5	4.7.1936	ZZ 755 R 11005 w. 1940s due to war damage
6	1.8.1936	ZZ 756 R 11006 X 11006 w. 1.11.1956
11	2.9.1937	SCEMIA for Tramways de Strasbourg

ACB 2 - Autorail - A1 dmrc2 - 1.676m gauge - 4 - 1935 - 110 hp - 90 km/h - 12030 mm - 6250 mm - 9/12 t - 39 seats

engine: Renault 6 C 125, transmission: 4-speed

Spain: Renault delivered parts for four railcars (in 1935, 1936) for erection in Spain (delivered in 1937)

7	24.12.1935	MMyC* for MZA VM 101	1941 to RENFE	9151	
8	24.12.1935	MMyC* for MZA VM 102	1941 to RENFE	9152	1968 to ENDESA** w. 1984 (stored for preservation)
9	6.2.1936	MMyC* for MZA VM 103	1941 to RENFE	9153	
10	27.2.1936	MMyC* for MZA VM 104	1941 to RENFE	9154	

*MMyC = Material Movil y Construcciones SA (absorbed by CAF) for Compania de Ferrocarriles de Madrid a Zaragoza y a Alicante, delivered 1937

**Empresa Nacional de Electricidad SA, Andorra-Escatron (reb. with Pegaso diesel)

ADP 1 - Autorail - B'2' dmrc2(+) - 1.440m gauge - 1 - 1936 - 500 hp - 120 km/h - 25190 mm (chassis) - 3000+16930 mm - c. 38/46 t - 52-64 seats

engine*: Renault 504, transmission: 4-speed

*several engines were tested: Renault 504, 517 J, 565 and 577

695 266	4.1.1936	État ZZy 24161	SNCF ZZR/X 4001, re # X 4961 in 1959 (reclassified X [ABDi/BDPi/BDi]) in 1966
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ADP 2 - Autorail - B'2' dmrc2(+) - 1.440m gauge - 16 - 1938 - 500 hp - 120 km/h - 26060 mm - 3000+16930 mm - c. 38/46 t - 52-64 seats

engine*: Renault 504, replaced by Renault 517 transmission: mechanical *

*several different engines were tested on B/n 2-7: Renault 504, 517 J, 565 and 577. B/n 10 received MGO 12V 165S (650 hp) and later Renault 578 (420 hp). It was a testbed for Maybach Mekydro and later SRM hydro-mecanical transmissions. ADP 2 railcars were classified X ABDi/BDPi/BDi in 1966 and withdrawn 1967-1974.

2-6	1938	État ZZy 24162-24166, to SNCF ZZR/X 4011-4015, re # 4965-4969 in 1959	(4967=ABDi)
7	1938	Est ZZ ABÉy 60301, to SNCF ZZR/X 4021, re # 4963 in 1959	
8-10	1938	PO-Midi ZZ Ety 23882-23884, to SNCF ZZR/X 4101-4103, re # 4981-4983 in 1959	(4983=BDi)
11	1938	PO-Midi ZZ Ety 23885, to SNCF ZZR/X 4104, w. 1950 (destroyed at Gaillac on 11.2.1950)	
12-17	1938	PO-Midi ZZ Ety 23886-23891, to SNCF ZZR/X 4105-4110, re # 4984-4989 in 1959	

ADX 1 - Autorail - B'B' dmrc2+ - 1.440m gauge - 1 - 1936 - 2 x 300 hp - 125 km/h - 25340 mm (chassis) - 3000+19930 mm - 43/50 t - 64 seats

engine: Renault 517, transmission: 4 speed

695 267	23.3.1936	Est ZZ ABÉy 50101, to SNCF ZZR/X/XBDPi 5001
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ADX 2 - Autorail - B'B' dmrc2+ - 1.440m gauge - 21 - 1938-1939 - 2 x 300 hp - 125/ 145 (PLM) km/h - 26430 mm - 3000+19930 mm - 43/50 t - 64 seats

engine: Renault 517 F, transmission: 4 speed

(13): B/n 2-14	1938	PO-Midi ZZPEty 23841-23853, to SNCF ZZR 5101-5113, re # X 5101-5105, 5107-5113, reclassified X BDPi (23841/5101 preserved)
(8): B/n 15-22	1938	(PLM ZZ G 501-508), to SNCF ZZR 5201-5208, re # X 5201-5208, reclassified X BDPi

AEK 1 - Autorail - 1A'A1' dmrc1(c) - 1.440m gauge - 1 - 1936 - 2 x 150 hp - 120 km/h - 25160 mm - 2700+16700 mm - 30/41 t - 64 seats, single elevated driver's cabin above the two engines in the middle of the car

engine: Renault 516, later replaced by Renault 561 (also 150 hp), transmission: 4-speed

25.6.1936	État ZZy 24131, to SNCF ZZ R / X 7001
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AEK 2 - Autorail - 1A'A1' dmrc1(c) - 1.440m gauge - 21 - 1938 - 2 x 150 hp - 120 km/h - 25200 mm - 2700+16700 mm - 29.6, 30.2/39.0, 41.45 t - 65-78 seats, single elevated driver's cabin in the middle of the car

engine: Renault 516, later replaced by Renault 561 (also 150 hp), transmission: mechanical

(14)	1938	État ZZy 24132-24145, most directly to SNCF R 7011-7024, 7011 rebuilt as salon railcar
(7)	1938	Est 150001-150007, to SNCF R 7101-7107

AET - Autorail - B'2' (?) dmrc2 - 1.440m gauge - 1 - 1936 - 500 hp - 150 km/h - 32730 mm - 2800+18000 mm - 47 t - 80 seats

engine: Renault 504, transmission: mechanical

14.1.1937	Trials started 21.12.1936, PLM (no #), SNCF ZZ R 6001 (destroyed in air-raid at Lyon in 5. 1944)
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(CBD 1 - Automotrice électrique - Bo'2'Bo' e2arc2 - none built)

RNUR – La Régie nationale des usines Renault

ABH 2 - Autorail - B'2' dmrc2+ - 1.000m gauge - 2 - 1945-1946 - 265 hp - (?) km/h - 20000 mm - 2200+12600 mm - (?) t - 12+32 (II+IV) seats

engine: Renault 513, transmission: 4 speed

two ABH 2 delivered in 1945 and 1946, see SAUR for six others delivered in 1936-1937

29	17.12.1945	Indochina: # 7 or ZZ 3607	Cambodge ZZ 421
30	9.5.1946	Indochina: # 8 or ZZ 3608	Cambodge ZZ 422

ABH 6 - Autorail - B'2' dmrc2+ - 1.000m gauge - 3 - 1948 - 300 hp - 65 km/h - 21090 mm - 2200+13690 mm - 28.0/34.1 t - 44 seats					
engine: Renault 517 J, transmission: 4-speed					
(three)	1948	Régie départementale des Chemins de fer des Côtes-du-Nord # 1–3, 1961to Spain after reconditioning at SNCF Mans shops			
31	13.2.1948	CDN # 1 PENTHÈVRE	w. 31.12.1956	1961 to Spain	
32	11.3.1948	CDN # 2 GOËLO	w. 31.12.1956	1961 to Spain	
33	26.3.1948	CDN # 3 TRÉGOR	w. 31.12.1956	1961 to Spain	
	8.1961	Spain: Ferrocarril del Cantabrico MDA 1–MDA 3			
ABH 7 - Autorail - B'2' dmrc2+ - 1.000m gauge - 8 - 1948 - 300 hp - (?) km/h - 19720 mm - 2200+12320 mm - (?) t - 36 seats					
engine: Renault 517 J, transmission: 4-speed					
34	28.5.1948	Indochina: ZZ 3609	Cambodge	ZZ 423	
35	18.6.1948	Indochina: ZZ 3610	Cambodge	ZZ 424 (?) [Broncard]	
36	30.6.1948	Indochina: ZZ 3611			
37	9.7.1948	Indochina: ZZ 3612	Cambodge	ZZ 424 (?) [Hulot, photo of 3612 in Cambodge]	
38	23.7.1948	Indochina: ZZ 3613			
39	14.9.1948	Indochina: ZZ 3614			
40	29.9.1948	Indochina: ZZ 3615			
41	11.10.1948	Indochina: ZZ 3616			
ABH 8 - Autorail - B'2' dmrc2+ - 1.000m gauge - 8 - 1949–1950 - 300 hp - 76 km/h - 20870 mm - 2200+13690 mm - 28.4/33.6 t - 40–44 seats					
engine: Renault 517 J, transmission: 4-speed					
42, 43	28.11.1949	CF de la Corse	ZZ 201, 202 (10.12.1949)	25.1.1950	# 202 w.
44	12.12.1949	CF de la Corse	ZZ 203 (7.1.1950)	15.2.1950	w.
45	20.12.1949	CF de la Corse	ZZ 204 (7.1.1950)		
46	28.12.1949	CF de la Corse	ZZ 205 (7.1.1950)		w.
47–49	10.1.1950	CF de la Corse	ZZ 206–208 (10.2.1950)	17.3.1950	# 207 w. # 208 w.
ABJ 4 - Autorail - B'2' dmrc2+ - 1.440m gauge - 38 - 1948–1949 - 300 hp - 120 km/h (CFSNE: 86 km/h) - 26270 (chassis: 24940) mm - 2500+16930 mm - c. 32/38 t - SNCF: 70 (III), (since 1957 # 3601–3610: 48 I seats), CFSNE: 10+50 seats					
engine: Renault 517 J, transmission: 4-speed					
35 railcars to SNCF (X 3601–3635, 8 in 1948 and 27 in 1949) and three to CFSNE* (Chemins de fer secondaires du Nord-Est) in 1949.					
SNCF cars were reclassified as X ADPi (3601–3610) and X BDPI (3611–3635) in 1966. All were withdrawn by 1976.					
*Since 1952 operation transferred to RTA (La Régie des Transports de l'Aisne)					
125	29.10.1948	SNCFT X 3601	preserved (CF touristique de la vallée de l'Eure)		
		preserved X 3623 (Cercle Ferroviaire et touristique du Vermandois)			
126	8.11.1948	SNCFT X 3602			
127	23.11.1948	SNCFT X 3603			
159	15.7.1949	SNCFT X 3635			
160	18.10.1949	CFSNE, to RTA (1952)ABJ 25	w. 6.1968, scr.		
161	19.10.1949	CFSNE, to RTA (1952)ABJ 26	w. 6.1968, scr.		
162	26.10.1949	CFSNE, to RTA (1952)ABJ 27	w. 6.1968, scr.		
ABJ 5 - Autorail - B'2' dmrc2+ - 1.435m gauge - 6 - 1949 - 300 hp - 120 km/h - 26270 mm - 2500+16930 mm - c. 32 t - 20+50 (I/II+III) seats					
engine: Renault 517, transmission: mechanical					
six railcars forTunis (orig. part of an SNCF order, but diverted to Tunisia to speed up delivery) CFT, since 1956 SNCFT					
165, 166	2.5.1949	Tunisia: CFT ZR 11, 12	SNCFT Z 411, 412		
167	4.5.1949	Tunisia: CFT ZR 13	SNCFT Z 413		
168	10.5.1949	Tunisia: CFT ZR 14	SNCFT Z 414		
169	16.5.1949	Tunisia: CFT ZR 15	SNCFT Z 415		
170	24.5.1949	Tunisia: CFT ZR 16	SNCFT Z 416		
ABJ 6 - Autorail - B'2' dmrc2+ - 1.000m gauge - 30 - 1950–1953 - 300 hp - (?) km/h - 26270 mm - 2500+16930 mm - c. 32 t - (?) seats					
engine: Renault 517, transmission: mechanical					
30 railcars to OFERFOM for six different railways 1950–1953, B/n 184–186 built at Billancourt, all the others at Choisy-le-Roi					
181, 182	15.6.1951	(Senegal): CF Dakar–Niger	ZM 104, 105	RCFS	
183	9.7.1951	(Senegal): CF Dakar–Niger	ZM 106	RCFS	
184, 185	21.4.1950	(Guinea): CF Konakry–Niger	ZM 101, 102	CFG	
186	21.4.1950	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 108	RAN	
190	19.2.1951	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 109	RAN	
191	5.3.1951	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 110	RAN	
192	12.3.1951	Cameroun: CF du Cameroun	Z 1	REGIFERCAM	
193	16.3.1951	Cameroun: CF du Cameroun	Z 2	REGIFERCAM	
194	27.3.1951	Cameroun: CF du Cameroun	Z 3	REGIFERCAM	
195	15.6.1951	(Guinea): CF Konakry–Niger	ZM 103	CFG	
196	31.7.1951	(Senegal): CF Dakar–Niger	ZM 107	RCFS	
197	10.7.1951	(Benin): CF Bénin–Niger	ZM 111	1959 OCDN	1975 OCBN
198	11.7.1951	(Benin): CF Bénin–Niger	ZM 112	1959 OCDN	1975 OCBN
199	9.7.1951	(Benin): CF Bénin–Niger	ZM 113	1959 OCDN	1975 OCBN
200	31.7.1951	(Benin): CF Bénin–Niger	ZM 114	1959 OCDN	1975 OCBN
201–203	26.9.1951	(Togo): CF Togo	ZM 1701–1703		
210	16.3.1953	(Benin): CF Bénin–Niger	ZM 124	1959 OCDN	1975 OCBN

211	26.3.1953	(Senegal): CF Dakar–Niger	ZM 115	RCFS
212	30.3.1953	(Senegal): CF Dakar–Niger	ZM 116	RCFS
213	14.4.1953	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 120	RAN
214	21.4.1953	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 121	RAN
215, 216	19.6.1953	(Cotê d'Ivoire): CF Abidjan–Niger	ZM 122, 123	RAN
217	6.5.1953	(Senegal): CF Dakar–Niger	ZM 117	RCFS
218	12.5.1953	(Senegal): CF Dakar–Niger	ZM 118	RCFS
219	19.5.1953	(Senegal): CF Dakar–Niger	ZM 119	RCFS

ABJ 7 - Autorail - B'2' dmrc2+ - 1.676m gauge - 20 - 1949–1956 - 300 hp - 120 km/h - 26270 mm - 2500+16930 mm - c. 32 t - c. 76 seats
engine: Renault 517, transmission: mechanical

20 railcars for RENFE, 10 in 1949 (# 9313–9322) and 10 in 1956 (# 9323–9332); withdrawn by 1976

171, 172	26.7.1949	Spain: RENFE # 9313, 9314	
173	1.8.1949	Spain: RENFE # 9315	
174	4.8.1949	Spain: RENFE # 9316	
175, 176	15.9.1949	Spain: RENFE # 9317, 9318	
177, 178	16.12.1949	Spain: RENFE # 9319, 9320	
179, 180	5.10.1949	Spain: RENFE # 9321, 9322	
222	16.5.1956	Spain: RENFE # 9323	
223	18.5.1956	Spain: RENFE # 9324	
224	23.5.1956	Spain: RENFE # 9325	
225	31.5.1956	Spain: RENFE # 9326	9326 preserved
226, 227	12.7.1956	Spain: RENFE # 9327, 9328	9327 preserved
228	13.7.1956	Spain: RENFE # 9329	
229	19.7.1956	Spain: RENFE # 9330	
230	25.7.1956	Spain: RENFE # 9331	
231	2.8.1956	Spain: RENFE # 9332	

ABJ 8 - Autorail - B'2' dmrc2+ - 1.067m gauge - 4 - 1950–1953 - 300 hp - (?) km/h - 24940 mm (chassis) - 2500+16930 mm - c. 32 t - (?) seats
engine: Renault 517, transmission: mechanical

Four railcars to OFERFOM for CF Congo-Océan, B/n 187–189 built at Billancourt, 221 at Choisy-le-Roi

187, 188	26.4.1950	(Rep. Congo): CF Congo-Océan # 1, 2
189	1.6.1950	(Rep. Congo): CF Congo-Océan # 3
221	29.5.1956	(Rep. Congo): CF Congo-Océan # 4

ABJ 9 - Autorail - B'2' dmrc2+ - 1.435m gauge - 9 - 1950–1953 - 300 hp - 120 km/h - 26270 (chassis 24940) mm - 2500+16930 mm - c. 32 t - (?) seats
engine: Renault 517, transmission: mechanical

two delivered from Billancourt (AA 41, 42), eight from Choisy-le-Roi, withdrawn c. 1982

163, 164	1.8.1950	Greece: CEH- ек AA 41, 42
204, 205	30.3.1951	Greece: CEH- ек AA 43, 44
206, 207	19.4.1951	Greece: CEH- ек AA 45, 46
208	26.4.1951	Greece: CEH- ек AA 47
209	9.5.1951	Greece: CEH- ек AA 48
220	11.6.1953	Greece: CEH- ек AA 49

5010 - Autorail unifié (U 150) - B'2' dmrc1(e)+ - 1.440m gauge - 108 - 1947–1953 - 150/160 hp - 90 km/h - 16040 mm - 930+8070 mm - 17.5/23.5 t - 57+6 seats
(single elevated driver's cab)

engine: Renault 561, Saurer BXD, transmission: mechanical

two prototypes built at Billancourt, also some parts for the first order of 51 railcars, all completed at Choisy-Le-Roi

SNCF class XBDi 5500, XBDi 5800, withdrawn by 1.1976, except 11 leased to CFD and CFTA w. by 9.1977

one of 5800s to Matix Industries as inspection car

(one)	3.1947	SNCF R 7029, re # X 5010
(one)	8.1947	SNCF R 7030, re # X 5011
(45)	2.1950–(1950)	SNCF X 5501–5545 preserved: X 5506, 5509
(six)	1951	SNCF X 5546–5551
(20)	1953	SNCF X 5801–5820
(9)	1953	SNCF X 5821–5829 preserved: X 5822
(11)	1954	SNCF X 5830–5840 preserved: X 5830, 5845
(15)	1954	SNCF X 5841–5855 preserved: X 5852 by l'Association du CFTVD

5020 - Fourgon automoteur - B'B' dmrc2+ - 1.000m gauge - 2 - 1948 - 2 x 300 hp - (?) km/h - 17400 mm - 2200+10000 mm - (?) t - fourgon
engine: Renault 517, transmission: mechanical

(one) 8.1948 to Réseau Breton for trials, returned to works 1.1949, orig. ordered for Indochina, but diverted to Cameroun and shipped in 3.1949:

	3.1949	Cameroun: 26.5.1949 ZZ 4601
(one)	27.9.1948	Indochine: 7.4.1949 ZZ 4602

5021 - Fourgon automoteur - B'B' dmrc2+ - 1.000m gauge - 3 - 1949 - 2 x 300 hp - (?) km/h - 17320 mm - 2200+10000 mm - (?) t - fourgon+postal
engine: Renault 517, transmission: mechanical

(one)	11.1949	Cameroun: 22.2.1950 ZZ 4603
(one)	1949	Cameroun: 1950 ZZ 4604
(one)	1949	Cameroun: 27.3.1950 ZZ 4605

5030 - Autorail unifié (U 300) - B'2' dmrc1(e)+ - 1.440m gauge - 110 - 1950–1956 - 300/360 hp - 120 km/h - 21851 mm - 2600+14201 mm - 30.3/39 t - 20+32 (II+III)/67 seats (nicknamed 'Picasso', single elevated driver's cabin)

engine: Renault 517, Renault 565, Saurer, transmission: mechanical

one built at Billancourt (X 3801 was the last rail vehicle built there), 109 at Choisy-le Roi

(one)	27.9.1950	SNCF X 3801	preserved
(18)	1951	SNCF X 3802–3819	preserved: 3810, 3814, 3817, 3818
(16)	1952	SNCF X 3820–3835	preserved: 3823, 3824, 3825, 3835
(28)	1952	SNCF X 3857–3884	preserved: 3858, 3865, 3866, 3867, 3871, 3876
(7)	1953	SNCF X 3885–3891	preserved: 3890
(12)	1954	SNCF X 3912–3923	
(8)	1955	SNCF X 3924–3931	preserved: 3926
(17)	1955	SNCF X 3942–3958	preserved: 3943, 3944, 3953
(3)	1956	SNCF X 3959–3961	preserved: 3959

5040 - Locomotive - B'B' dm.dc - 1.000m gauge - 5 - 1953 - 2 x 420 hp - (?) km/h - 15000 mm (chassis) - 2600+9000 mm - (48–54) t

engine: Renault 565, transmission: mechanical

(two) 1952 OFERFOM: Bénin–Niger BB 121, 122

(three) 1953 OFERFOM: Bénin–Niger BB 123–125

5042 - Locomotive - B'B' dm.dc - 1.440m gauge - 1 - 1952 - 2 x 420 hp - 130 km/h - 15960 mm - 2600+9000 mm - (48–54) t

engine: Renault 565, transmission: mechanical

1952 SNCF 040 DF 1, re # BB 60041 in 1962, damaged in 1964, w. 1971

5044 - Locomotive - B'B' dh.dc - 1.000m gauge - 13 - 1953–1955 - 2 x 420 hp - (?) km/h - 15000 mm (chassis) - 2600+9000 mm - (48–54) t

engine: Renault 565, transmission: hydraulic

(four) 1953 OFERFOM: Conakry–Niger BB 201–204

(seven) 1954 OFERFOM: Conakry–Niger BB 205–211

(two) 1955 OFERFOM: Conakry–Niger BB 212, 213

5050 - Locomotive - C'C' gtm.dc - 1.440m gauge - 2 - 1959–1961 - 2400 hp - 128 km/h - 21300 mm - (2000+2000)+10900 mm - 120 t

gas turbine: 2 x Rateau, gas generator: SIGMA GS-34, transmission: mechanical, built with CAFL

1959 7.1960 SNCF 060-GA-1, 1962 re # CC 80001, 1963 returned to RNUR, scrapped

1961 SNCF 060-GA-2, 1962 re # CC 80002, 1963 returned to RNUR, 1967 leased to CFD, experiments with asynchronous motors in 1970s by SNCF, 1978 to Compagnie Desquenue et Giral, in use until 1985, 1989 acquired by Renault for preservation

(5060/5061–5064 - Locomotive - B'B' dm.cc - none built)

Main type 5060, the others refer to different gauges, 5 locos of type 5061 planned for Congo-Océan.

5070 - Locomotive - B'B' gtm.dc - 1.440m gauge - 1 - 1953 - 1000 hp - 120 km/h - 16180 mm - 2600+9000 mm - 54 t

gas turbine: Rateau, gas generator: SIGMA GS-34, transmission: mechanical

built 1951–1953 3.1952 RNUR experimental, trials on SNCF as 040-GA-1 from 1953 to 1960, scrapped

5080 - Métro sur pneumatiques - Bo'Bo' erc1 - 1440/1980m gauge - 20 - 1956 - 4 x 90 hp - (?) km/h - 15395 mm - *1540+10000 mm (*guide whb. 3400 mm) - 22.6/33.6 t - 24 seats

electrical equipment: CEM

10.1956–12.1956 RATP MP55A M3001–3006

1957 RATP MP55A M3007–3020 3015 w. 1991, 3019 oou 1979, w. 1991

5081 - Métro sur pneumatiques - Bo'Bo' erc0 - 1440/1980m gauge - 10 - 1956 - 4 x 90 hp - (?) km/h - 14790 mm - *1540+10000 mm (*guide whb. 3400 mm) - 21.8/33.3 t - 24 seats

electrical equipment: CEM

10.1956–12.1956 RATP MP55A N4001–4003 4001 w. 1991

1957 RATP MP55A N4004–4010

5082 - Métro sur pneumatiques - 2'2' t - 1440/1980m gauge - 10 - 1956 - none - (.. km/h) - 14790 mm - *1540+10000 mm (*guide whb. 3400 mm) - 15.7/27.2 t - 24 seats

10.1956–12.1956 RATP MP55A AB5501–5503

1957 RATP MP55A AB5504–5510

(5090 - Autorail - delivered as ABJ 8)

(5100 - Autorail - delivered as ABJ 7)

5110 - Autorail triple - B'2'2'B' dm3arc2 - 1.055m gauge - 8 - 1957–1958 - 2 x 300 hp - 85 km/h - 47860 mm - 4x2000+13900+3600+13960 mm - 59/71 t - 36+88 (II+III) seats

engine: Renault 575-2, transmission: 4-speed Renault

5111 - Motrice 1 - ... - 300 hp - 85 km/h - 16900 mm - 2200+13900 mm - (?) t - 32 (III) seats+luggage compartment

5112 - Motrice 2 - ... - 300 hp - 85 km/h - 16960 mm - 2200+13960 mm - (?) t - 36 (II) seats+mail compartment

5113 - Remorque intermédiaire - ... - 13200 mm - 2200+13600 mm - (?) t - 56 (III) seats

XZZG.1 ran trials in France on Blanc-Argent with this number in Mai 1957, re # YZZG.1 upon delivery (see note)

14.6.1957–(1957) Algeria: CFA YZZG.1–7

31.1.1958 Algeria: CFA YZZG.8

note: orig. ordered two sets with 1.000m gauge bogies (XZZG) and six sets with 1.055m gauge bogies (YZZG) with extra sets for this gauge. In Algeria all sets were used at Blida on 1.055m gauge rails.

5120 - Remorque autorail - 2 t - 1.055m gauge - 8 - 1957–1958 - none - (85 km/h) - 11000 mm - 7000 mm - 28 t - 44 seats (extra trailers for 3-car dms)
 26.9.1957–(1957) Algeria: CFA YRZZG.1–3
 (1958)–28.2.1958 Algeria: CFA YRZZG.4–8

5130 - Locotracteur - Br dh.cc - 1.440m gauge - 2 (4?) - 1957 - 200 hp - 30 km/h - 8020 mm - 2800 mm - 28 t
 engine: Willème 517, transmission: Voith L 33 Y
 5130: 1 1957 RNUR, Le Mans
 5130-3: 6 1957 (?) RNUR, Flins

note: index for locotracteur B/n is after type 5243

5140 - Locotracteur - B dh.occ/ec - 1.000/1.440m gauge - 11 - 1957+ - 100/123/134/150 hp - 13–20 km/h - 6960 mm - 2500 mm - 18–28 t
 engine: Renault 505, Berliet MDZ (100 hp), Dieselaire 8V (134 hp), Saviem D 615 (123 hp), transmission: Voith RL 16 ra
 5140: 46 [ec] 11.1957 Perrin Chalot, Strasbourg
 5140: 47 Forges de Commentry, Montluçon
 5140-3: 48 RNUR, Billancourt
 5140: 49, 50 Forges de Commentry, Montluçon
 5140-5: 51 Distillerie de Melle (1.000m gauge)
 5140-6: 52 RNUR, Cléon
 5140-2: 53 *1961 Sefer, Grenoble *Compagnie Belge de Manutention (in 1979), see also type 5181
 5140: 54 Sainte-Colombes, Châtillon
 5140-2: 55 Produits chimiques de Haumont
 5140-2: 56 Vallourec, Recquignies

5141 - Locotracteur - B dm - 1.440m gauge - 1 - 1960 - 130 hp - (13–20) km/h - 6960 mm - 2560 mm - (18–28) t
 engine: Saviem 130 M, transmission: mechanical, Saviem
 57 2.1960 RNUR

5150 - Autorail panoramique - Bo'Bo'(?) derc2+ - 1.440m gauge - 10 - 1959 - 800 hp - 130 km/h - 27770 mm - 2850+19000 mm - 54/63.75 t - 44+44 (I+II) seats
 engine: SACM MGO V12, transmission: electric, CEM
 (ten) 2.1959–12.1959 SNCF class XABDi 4200, withdrawn 9.1980–1.6.1985
 2.1959 X 4201 (w. 9.1980)
 1959 X 4203 preserved
 1959 X 4204 preserved by Renault
 1959 X 4206 preserved
 1959 X 4208 preserved

5160 - Autorail unifié - B'2' dhrc2+ - 1.440m gauge - 94 (92?) - 1958–1962 - 825* hp - 120 km/h - 27730 mm - 2850+19000 mm - 47/57.5 t - 12+62 (I+II) seats
 engine: SACM MGO V12 SH, *(derated 605 hp), transmission: hydromécanique Mekydro K104 U
 (1957) 1958–1962 SNCF XABDi 2800 (X 2801–2919, 5.1957–1962, includes 11 XADi, 16 built by Decauville in 1957)
 (19) 1958 SNCF X 2817–2835 X 2821 w.
 (13) 1959 SNCF X 2836–2848 X 2839 used for spares, X 2841 w.
 (33) 1960 SNCF X 2849–2881 X 2854 used for spares
 (20) 1961 SNCF X 2882–2896, 2903–2907 X 2882 to CFTA X 2899
 (9) 1962 SNCF X 2908–2912, 2916–2919

5161 - Autorail unifié - B'2' dhrc2+ - 1.440m gauge - 9 (11?) - (1958–1962) - 825 hp - 120 km/h - 27730 mm - 2850+19000 mm - 47/57.5 t - 48 (I) seats
 engine: SACM MGO V12 SH, transmission: hydromécanique Mekydro K104 U
 (1957) 1961–1962 SNCF XADi 2800, rebuilt to XABDi 1973–1975 (11 XADi -cars, two # 2808, 2816 built by Decauville in 1957)
 (six) 1961 SNCF X 2897–2902 X 2899 used for spares
 (three) 1962 SNCF X 2913–2915

5170 - Locotracteur - B dh.cc - 1.440m gauge - 19 - 1957+ - 200/207 hp - 15/22/30 km/h - 8020 mm - 2800 mm - 32–40 t
 engine: Willème 517, Willème 518, Poyaud 6 PXI, Poyaud 6 PYT, transmission: Voith L 33 Y
 5170: 2 1957 Forges de la Providence, Haumont
 5170: 3 1957 SAFE, Hagondange
 5170: 4 1957 Forges de Châtillon, Isbergues
 5170: 5 Simca, Poissy
 5170-3: 7, 8 Forges de Châtillon, Isbergues
 5170-11: 9 Forges de Châtillon, Isbergues
 5170-8: 10 RNUR, Flins
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 5170-15: 19 Forges de la Providence, Haumont
 5170: 20 Compagnie nationale du Rhône, Lyon
 5170-14: 22 Lambert Frères, Vaujours
 5170-17: 23 Forges de la Providence, Haumont

5180 - Locotracteur - Cr dh.cc - 1.440m gauge - 1 (3...5?) - 1959 - 400 hp - 30/60 km/h - 10860 mm - 1500+3000 mm - 60 t
engine: Renault 575, transmission: Voith L 37 U
5180-1: 45 7.1959 RNUR prototype

5181 - Locotracteur - Cr dh.cc - 1.440m gauge - 1 - 1961 - 420 hp - 30/60 km/h - 9360 mm - 3500 mm - 60 t
engine: Renault 578, transmission: Voith L 37 U
35 3.1961 RNUR prototype to Compagnie Belge de Manutention (given as # 53 in Benelux Rail 1)

5190 - Métro aérien - Bo'Bo'erc2 - suspended monorail - 1 - 1960 - 93/115 hp* - 100 km/h - 16900 mm (chassis) - 1540+10700 mm - 11/21 t - 32+24 seats
bogies built by Alsthom (*at 600V or 750V)
2.1960 SAFEGE (Société anonyme française d'études de gestion et d'entreprises), Châteauneuf-sur-Loire, 1.5 km test track

5210 - Locotracteur - B pm.ec - 0.500m gauge - 7 - 1960 - 55 hp - 18 km/h - 3300 mm - 870 mm - 3.2 t
engine: Renault 671-3, transmission: mechanical "Transfluide"
58-68 6.1960 at least one to Jardin d'Acclimation de Paris, bois de Bologne

5211 - Locotracteur - B pm.ec - 0.600m gauge - 1 - 1961 - 55 hp - 35 km/h - 3300 mm - 870 mm - 4 t
engine: Renault 671-3, transmission: mechanical "Transfluide"
74 10.1961 Génie de Rennes

5220 - Locotracteur - B dh.cc - 1.440m gauge - 4 - 1960 - 200/240 hp - 17/22 km/h - 8020 mm - 2800 mm - 38-44 t
engine: (?), transmission: Voith L 33 Y
5220-2: 18 9.1960 Compagnie nouvelle du Rhône
5220-2: 21 1960 RNUR, Billancourt
5220-2: 24, 25 1960/61 EDF, Champagne-sur-Oise

5230 - Locotracteur - B dh.cc - 1.440m gauge - 7 (10?) - 1961 - 300 hp - 18 km/h - 8040-8080 mm - 3000 mm - 44 t
engine: Poyaud 6 SPYT, transmission: Voith RL 16 harU
5230: 27-29 2.1961 Usinor Dunkerque
5230-1: 30 1961 Usinor Dunkerque
5230-1: 42, 43 1961/62 Usinor Dunkerque
5230: 44 1961/62 Forges de la Providence, Haumont

5232 - Locotracteur - B dh.cc - 1.440m gauge - 1 - 1962 - 300 hp - 18 km/h - 8040-8080 mm - 3000 mm - 44 t
engine: Poyaud 6 SPYT, transmission: Voith RL 16 harU
104 5.1962 Société Vallourec, Dunkerque

5240 - Locotracteur - B dh.occ - 1.440m gauge - 42 - 1962 - 300 hp - 12.8/20/30 km/h - 8040-8080 mm - 3000 mm - 40 t
engine: Poyaud 6 SPYT, transmission: Voith L 213 U
5240: 26 1962 Naphta Chimie, Lavera
5240-1: 36-41 1962 HBNPC, Douai
5240-1: 68-73 1962 HBNPC, Anzin
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5240-1: 97, 98 1962 HBNPC, Anzin
5240-1: 99-102 1962 HBNPC, Douai
5240-1: 103 1962 HBNPC, Hénin-Liétard

5241 - Locotracteur - B dh.occ - 1.440m gauge - 1 - 1962 - 214 hp - (?) km/h - 8040-8080 mm - 3000 mm - 40 t
engine: Poyaud 6 PYT, transmission: Voith L 33 y Ub
105 1962 Société chimique de la Grande Paroisse, Montoir-de-Bretagne

5242 - Locotracteur - B dh.occ - 1.440m gauge - 1 - 1962 - 240 hp - (?) km/h - 8040-8080 mm - 3000 mm - 50 t
engine: Dieselair 12V, transmission: Voith L 33 y Ub
106 1962 Société EDF, Champagne-sur-Oise

5243 - Locotracteur - B dh.occ - 1.440m gauge - 1 - 1962 - 240 hp - (?) km/h - 8040-8080 mm - 3000 mm - 40 t
engine: Dieselair 12V, transmission: Voith L 33 y Ub
107 1962 RNUR Flins

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104	5232	5.1962
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106	5242	1962
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?	(5240)	7.1963

last delivery: to Fonderies de Pont-à-Mousson