



the rail enthusiast

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The Rail Enthusiasts' Society Quarterly

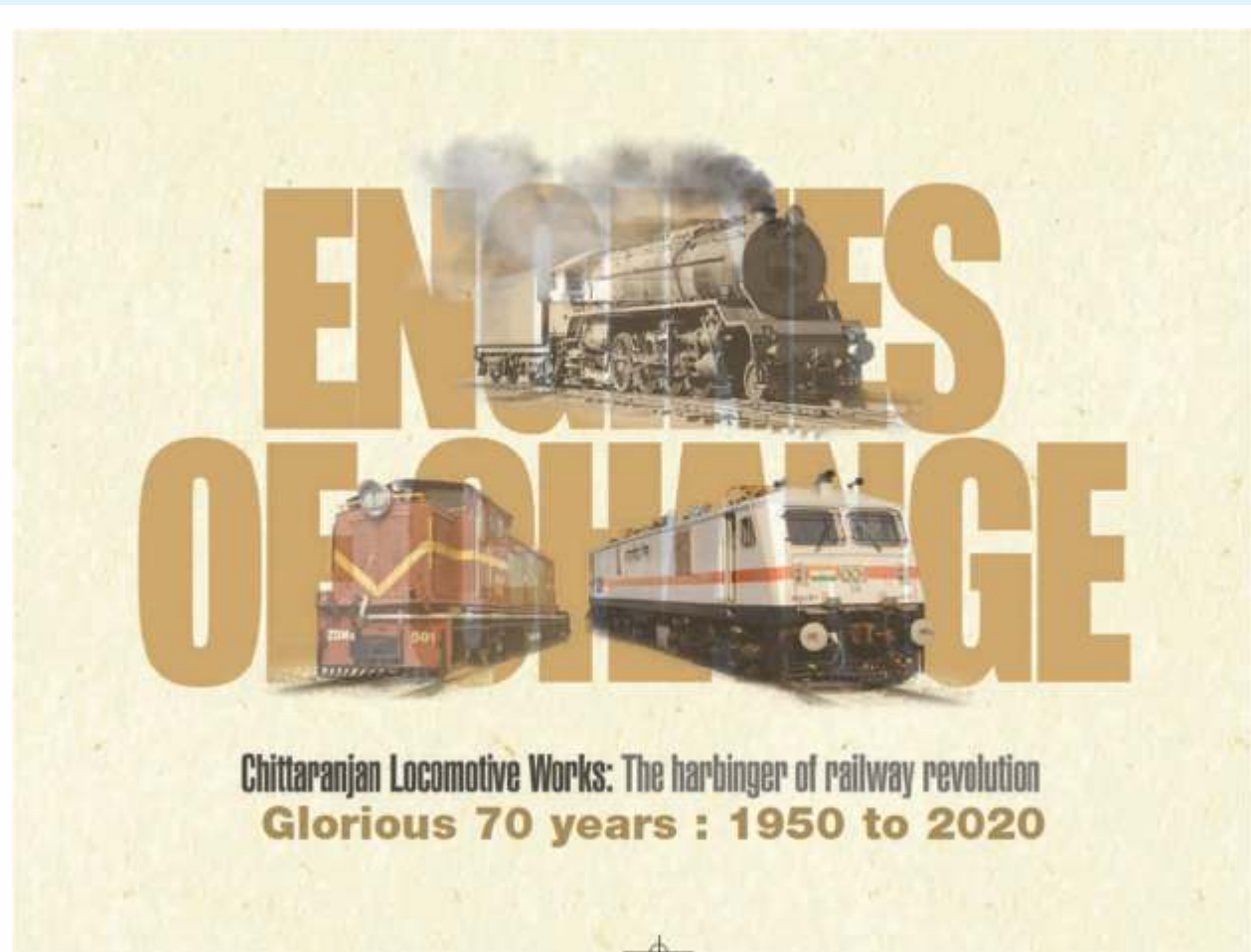
LEAD STORY

**International
Global Conference**

PHOTO-FEATURE

Before the Digital Age





70 Years of CLW

The first Production Unit of the Indian Railways, Chittaranjan Locomotive Works (CLW), completed 70 glorious years in 2020. To mark the occasion, CLW commissioned the Times of India Group of Kolkata to publish a book, *Engines of Change*. The Production Unit's history is indeed replete with examples of changes that have taken place regularly. Beginning with steam, the unit changed to electrics and even diesels, the only unit to have manufactured locomotives of all three modes of traction. The Vol. 5 No. 3 issue of **The Rail Enthusiast** carries an article on CLW that gives details of the variety of electric locomotives that have been manufactured there.

The cover of the book can be seen above.

Cover picture: Courtesy CLW



A Magazine of the Rail Enthusiast, by the Rail Enthusiast & for the Rail Enthusiast

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Musings of the Editor...

Just when we thought that the worst was over and we were well on the way to normalcy, the second Covid-19 wave has hit us here in India with a vengeance. Numbers rose so fast that it appeared meaningless to keep count. All we are hoping and praying for is that the surge ends as abruptly as it began. When the pandemic breached the defences of some of the magazine's key players, including the Editor and Joint Editor, we had no option but to delay the release of the magazine and decide to issue an e-Magazine only. Therefore, this magazine is going to be a virtual one only, as in addition to putting it together, distribution in these days of lockdowns and restrictions will be difficult if not impossible.

Fortunately, there were a few months when the pandemic appeared to be receding and we were able to undertake a fair amount of activity, albeit only virtually. In August last year, we had introduced monthly talks: we have had these talks without a break since then and at the time of going to the printers have completed nine such talks. This year, we have initiated and launched another event – an international global conference. We conducted our first conference on the 6th and 7th of March earlier this year and intend to make this an annual event. In the inaugural conference, we had a total of fifteen speakers, eight of whom were from overseas. The participants ranged from across the globe and gave an intended international flavour to the event. We have included a detailed report on the conference in this issue of the magazine. For those who were not able to participate, you can view recordings of each of the sessions on our recently launched YouTube channel named 'Rail Enthusiasts' Society India'. We started recording our monthly talks only for the last few months. Recordings of these talks can also be viewed on the channel.

Although a number of diesel and electric locomotives, other rolling stock, bridges, signalling equipment, etc. are as much a part of rail heritage as any other item, the steam locomotive continues to excite and attract the rail enthusiast more than anything else. For these steam diehards, we bring a photo-feature that showcases pictures taken by Ian Cantlon, who shot most of his pictures before the advent of the digital age. These pictures have been brought to us courtesy Nandakumar Narasimhan, a photographer himself, whose writings and photographs have appeared earlier in *The Rail Enthusiast*. It is interesting that during his lifetime, Ian's photographs were not available to the world; it is only after his death that these pictures are now being displayed and documented for all to see and relish. This issue of the magazine has another first – a crossword. This has been designed and contributed by one of our members, Deepak Sapra. Let us see if we can make this a regular feature.

Of course, there is more to read and see in the magazine than what is covered above. Go through the pages and send us your comments. We look forward to your remarks and observations, even if they are adverse, as we not only like but welcome constructive criticism.

Happy reading and stay safe,

J L Singh
Editor

CONTENTS

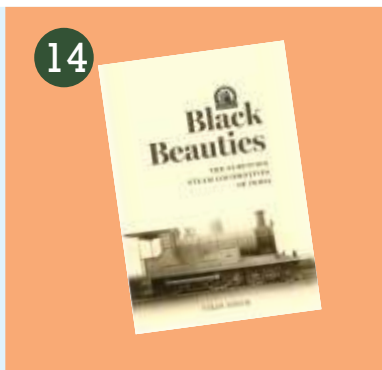
4 International Global Conference
Romancing the Rail
The Rail Enthusiasts' Society (RES) organised and conducted its first International Global Conference on the 6th and 7th of March 2021 with the theme: **Romancing the Rail**. Read of the event in this write-up in the pages that follow



7 International Global Conference
The Speakers
The success of any conference depends largely on the quality and excellence of the participating speakers. We bring you a brief profile of each speaker at the conference and the subject each covered



14 International Global Conference
Book Launch
During the course of the conference, RES launched its first book. Titled **Black Beauties: The Surviving Steam Locomotives of India** by **Vikas Singh**, the book is a photographic documentation of virtually all surviving steam locomotives in the country



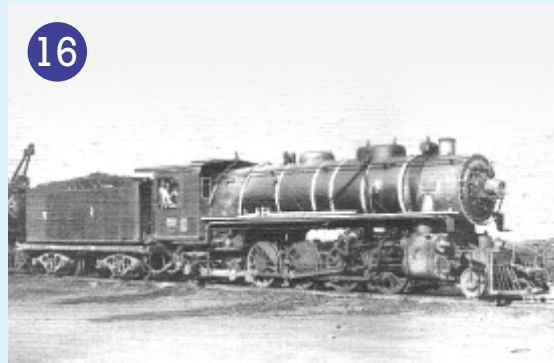
16 International Global Conference
Quizzing for All
To make the conference interactive and give participants an opportunity to test their knowledge of the Indian Railways, two quizzes were arranged, one tough for masters and the other not as tough

19 Vintage Picture Postcards-3
Belgaum (now Belagavi)
Continuing our series on Vintage Picture Postcards from the collection of **Vinoo Mathur**, we cover Belgaum station

20 Railway Stations
Sir M Visvesvaraya Terminal, Bengaluru
This new station is the first fully air-conditioned station on the Indian Railways. **Prashant K Mishra** tells you what the terminal has to offer

30 Photo-feature
Capturing the Indian Railways before the Digital Age
Through the courtesies of **Nandakumar Narasimhan**, we present a series of pictures shot by Ian Canton in the days before the advent of digital cameras and instant photographs

48 Nostalgia
My Early Memories of the Railways
The late **Anoop Jhingron** was a railwayman who liked to pen his experiences. We reproduce an article written by him just before his death in 2014



50 North-South Kolkata Metro
Extension to Dakshineswar
While slow off the blocks, Kolkata Metro is now growing in leaps and bounds. **Soumitra Pal** writes of his ride on the latest extension of the original North-South metro line in the city

52 News & Events
The Covid-19 pandemic slowed down all outdoor activity but virtual events flourished

55 Darjeeling Himalayan Railway
Tindharia: The Railway Workshop that Touches the Sky
One of our regular contributors, **Sanjoy Mookerjee**, visited the railway workshop at Tindharia on the DHR, an area that is normally given a miss by the normal tourist. The workshop is one of the primary engines that keeps the DHR operational

60 Crossword
Our first crossword created by **Deepak Sapra**. Try your hand



61 Humour on Rails
Smile a while in these hard days

62 Obituary
Ranjit Mathur
On the 23rd of December 2020, we lost one of our oldest members, **Ranjit Mathur**. **Vinoo Mathur** pays due respects to a man who was very active even in his 80s.

Back cover
Entrance to Safdarjung station at New Delhi. This station is the terminus for the "Maharajas' Express"





Romancing the Rail

6th & 7th of March, 2021 | 1200 HRS IST - 0630 HRS GMT



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A Global Conference
of, by and for
Rail Enthusiasts.

International Global Conference

Romancing the Rail

Even the darkest of dark clouds has a silver lining! In the case of the Rail Enthusiasts' Society, the dark clouds of the global Covid pandemic produced not one, but three very silvery linings in the form of hastening the introduction of a triad of activities – a monthly talk, an annual global conference and the launching of a book. For obvious reasons, all three events had been virtual.

We commenced the monthly talk series in August 2020 with our Vice President, Joydeep Dutta, setting the ball rolling with his address. This was followed by eight more talks without a break on the third Sunday of each month, with the exception of November when the date was shifted to the 4th sabbath. Read about the most recent talks in our News and Events section on page 52.

Although on the cards for some time now, organising a global conference became a serious consideration towards the end of the year 2020. To begin the planning, we selected a theme for the conference - **Romancing the Rail**. Next, the weekend dates of the 6th and 7th of March 2021 were fixed along with timings. Since we were interested in a global event, we planned to begin at 12.00 hrs. and continue till late evening. The idea was that the early afternoon would suit speakers and participants to India's East while late evenings would be good for those towards the West. In consonance with our theme of being a society of rail enthusiasts, by rail enthusiasts and for rail enthusiasts, we strove to ensure that even the conference would be along the same lines. You can see one of our publicity posters on this page.

As a consequence, all speakers we invited were rail enthusiasts and we put together a mix from overseas and from India itself. Of the 15 speakers that finally addressed the conference, we had Warren Miller from Australia, Paul Whittle and Michael Whitehouse from the UK, along with Alexander Karnes, Ian Thomson Newman, Paul Theroux, Dr. Stephen P J Cossey and Trevor Heath from the USA. Indian speakers included Aparna Garg, Arup K Chatterjee, Ashwani Lohani, Ragini Yechuri, Samit Roychoudhury, Tarun Thakral and T R Raghunandan. We also ensured that there was a broad gamut of subjects covered so that we had something to interest all rail enthusiasts, whatever area of rail enthusiasm they leaned towards. Read about the speakers and the subject of their talks in the write-up immediately following this article.

The detailed programme, on the zoom platform, was then

mapped out; the final schedule can be seen on the next page. Each session was planned for one hour, including a brief 'Question and Answer' period at the end. To ensure the smooth conduct of each session, a moderator was nominated for every speaker. The moderator introduced the speaker and kept tabs on the time elapsed. Also, the moderator noted all comments and questions that were recorded in the 'chat' and asked the questions, selected if there were too many, at the end of the talk. There were no direct questions to the speaker from the participants.

To give participants a chance to interact directly and to introduce an element of competition, a quiz was organised wherein a question or two was asked at the end of each session. Participants were to answer through the 'chat' function. The first to answer correctly was noted and persons with the maximum correct answers at the end of each day were awarded with small prizes. Apart from this quiz, a more difficult quiz was also arranged. This had been





Romancing the Rail A Global Conference of, by and for Rail Enthusiasts
6th & 7th of March, 2021 | 1200 HRS IST - 0630 HRS GMT

CONFERENCE SCHEDULE

SPEAKER	TOPIC	IST	GMT
DAY 1 (6th)			
DAY 1 (OPEN)	Invitation to the Conference	1200 HRS	0630 HRS
WARREN MILLER	Driving on Railways	1230 HRS	0645 HRS
APARNA GARG	Reimagining of rail Museum	1300 HRS	0730 HRS
SANJAY KONDENURI	Making better Railways	1400 HRS	0830 HRS
PAUL WHITTLE	UK's Railway Heritage	1500 HRS	0930 HRS
UN THOMSON NEWMAN	The Last Newcomer	1600 HRS	1030 HRS
TRISHA KUMAR	Allegation's Approach to Railway Modelling	1700 HRS	1130 HRS
DR STEPHEN P. COSSEY	Completion of Restoration of a 1921 Baldwin 2-4-0 in 14 months	1800 HRS	1230 HRS
SACHIN YECHEURY	Women in Indian Railways	1900 HRS	1330 HRS
DAY 2 (7th)			
DAY 2 (OPEN)	Invitation to the Conference	1200 HRS	0630 HRS
PAUL THOROUX	Restoration of Railway Locomotives	1230 HRS	0645 HRS
ARUP CHATTERJEE	A Culture of Engineering of Indian Railways	1300 HRS	0730 HRS
SRINIVASARAO	Creating Indian Rail Concept from Steam Museum	1400 HRS	0830 HRS
MICHAEL WHITEHOUSE	Preserving Heritage Special Express Steam Trains in the UK	1500 HRS	0930 HRS
AIRWAIN LORIAN	Restoring of the Steam of Steam Locomotives	1600 HRS	1030 HRS
ROBIN LARSEN	Work Restroom - Video Story	1700 HRS	1130 HRS
ALEXANDER KARNES	Restoring Steam Locomotive in Colombia	1730 HRS	1300 HRS
TREVOR HEATH	1. Current Steam Industry 2. Surviving Locomotives of the World in Operating Condition	1800 HRS	1330 HRS

AJAI BANERJEE - CREATOR OF THE QUIZ FOR MASTERS
ORGANISED BY THE RAIL ENTHUSIASTS' SOCIETY | INDIA

circulated well before the conference and participants had to send in their answers latest by the end of the conference's first day. Both quizzes had been compiled by Ajai Banerjee. Details of the quizzes along with answers can be seen on pages 16 to 18.

During the course of the second day of the conference, a book, the first published by the Rail Enthusiasts' Society, was released. Titled **Black Beauties - The Surviving Steam Locomotives of India**, it is a photographic compilation of all steam locomotives that exist in the country today. The locomotives could be working or on display in a museum or at railway stations or at any other place. Some are just lying in yards in a decrepit condition. Taking 16 years to complete, the book is a work of love and passion by one of our founding members, Vikas Singh, who is also the current Joint Secretary of the society. Read about the book on page 14. The Rail Enthusiasts' Society plans to release 2-3 books every year.

It is our endeavour that such a global conference gets established as an annual event that is looked forward to by enthusiasts the world over. This would be in line with our objectives and what we stand for. A brief on what we are can be seen below.



Romancing the Rail A Global Conference of, by and for Rail Enthusiasts
6th & 7th of March, 2021 | 1200 HRS IST - 0630 HRS GMT

DR. STEPHEN P.J. COSSEY | COLORADO | UNITED STATES
SATURDAY, 6TH MARCH 1800 HRS IST | 1230 HRS GMT

Dr Stephen Cossey is a consulting geologist and chief geoscientist at Cossey and Associates Inc, Geo-consulting. He received his BS in geology at the University of Virginia (Geology and MS and PhD at the University of South Carolina (USA). He is semi-retired but still does some consulting projects with companies in Houston and Ulsan and other "fun" geology projects in Mexico. Until he was 21 years old Steve lived in England where his grammar school was right next to the London-Edinburgh main railway line which was still operated by steam locomotives before August 1968. Many breaks and lunchtimes during the time from 1964 to 1968 were spent leaning on the school fence watching the streamlined Great Western Class 44 locomotives speed their way to Scotland. He was also a member of the school train-spotting club. Thus, began his love of steam trains and railways in general. Steve began taking steam train trips around the world in 2000 and has been to 24 countries on steam tours. He only regrets not starting sooner! He also restored a 1921 Baldwin steam locomotive in Colombia between 2011 and 2012. He enjoys hiking, easy bike rides and exploring, especially off the beaten-track places. In 2021, he is hoping to run some steam charter events in Colombia to celebrate the 100th anniversary of his locomotive.

Completion of Restoration of a 1921 Baldwin 2-4-0 in 14 months, Colombia, S. America

Stephen's talk will focus on his restoration of a 1921 built Baldwin steam locomotive in Colombia. Incidentally, 2021 happens to be the 100th anniversary of the locomotive.

SPEAKERS FROM AROUND THE GLOBE
ALEXANDER KARNES | APARNA GARG | ARUP CHATTERJEE | AIRWAIN LORIAN | SAN THOMSON NEWMAN | MICHAEL WHITEHOUSE | PAUL THOROUX | PAUL WHITTLE | SACHIN YECHEURY | SANJAY KONDENURI | DR. STEPHEN P.J. COSSEY | Y & SACHIN KUMAR | TRISHA KUMAR | TREVOR HEATH | WARREN MILLER

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The Rail Enthusiasts' Society is a society of, by and for rail enthusiasts.

About Us

A 'Rail Enthusiast' means a person who may or may not be a professional railway man or railway woman, but who has a deep interest and love for the railways, in all or any of its aspects. The interest could be in any area pertaining to the railways in India or overseas and may include history, heritage, anecdotes, books and films, railway infrastructure such as tracks, bridges, stations, signalling, etc., railway locomotives and rolling stock, rail operations, rail photography, rail modelling, staff, sports, and so on. The subjects mentioned are only a sample and, in effect, sustaining a deep interest in any area pertaining to the railways makes one a rail enthusiast.

Now five years old, the society was set up to provide a platform to all rail enthusiasts to disseminate knowledge, air their views and exchange ideas regarding the railways in India and overseas.

One of the main activities of the society has been to publish a quarterly magazine - "The Rail Enthusiast". Since the end of 2016, a total of 17 issues have been published. Virtually, all areas that would interest a rail enthusiast have found place in the magazine, so that it caters to any rail buff, whatever the interest. Some of the specific topics covered include history and heritage, rail tunnels, rail architecture, Anglo-Indians and the Railways, rail electrification, etc.

Other activities include a monthly virtual talk on a topic of interest to enthusiasts, visits to rail establishments like work sites, stations and maintenance depots, guided rail trips, debates and quizzes for students, training of volunteers for the National Rail Museum, interaction with schools, and so forth. We are also taking up the publishing of books, the first of which will be launched during the course of this conference. The conference in itself is an activity which we plan to continue as an annual feature.

International Global Conference The Speakers

It goes without saying that without good knowledgeable speakers, any conference of the type we were organising would not succeed. We therefore reached out to men and women who added oratory to their knowledge of their subject and were fortunate that virtually all of them accepted our invitation to participate in the conference. It was also our intention that along with a variety of subjects that would cater to the tastes of all enthusiasts, the speakers should bring in ideas and subjects from all over the world. We thus had a total of fifteen speakers, five from the USA, two from the UK, one from Australia and the rest from India itself. To cater to getting genuine world coverage, the Americans covered South America and Africa as well in their presentations. Here is a brief on the speakers and the subjects they covered...

Alexander Karnes



Alexander Karnes has been passionate about and has worked with steam all his life. As with most men of steam, this passion started with the railway. He became intensely interested in steam on railways around the world from a young age due to exposure to it in books and on television. He decided to involve himself with it as early as he was able. He gained precious mechanical experience both at home and abroad working on the steam machines that he loves, learning from railway men, stationary steam engineers, marine engineers and others who have been doing this for a lifetime.

When it comes to steam, if any one person can combine the perceptions and overview of a manager, the technical know-how of an engineer and the manual skills of a

mechanic, it is Alexander Karnes. He is no arm-chair steam buff; he is totally hands-on.

His talk, "Keeping Steam Preservation Close to its Roots", covered the overall "health" of the steam movement around the world to preserve and run steam engines, and how enthusiasts can actively involve themselves with the process of maintaining and working with steam locomotives. By doing so actively, the enthusiast can ensure that the movement does not become stale or die out. The talk cited examples of not only the problems and challenges faced by steam buffs but also demonstrated the triumphs in the face of these problems. Alexander's passion for steam came out in every word of his presentation. To develop this passion when still in the 3rd decade of his life is remarkable.

Aparna Garg

Aparna Garg is a professional rail woman, working with the Indian Railways. A member of the Indian Railways Accounts Service, till recently, she headed the Mysuru Division of the Indian Railways as its Divisional Railway Manager. In spite of her heavy



responsibility of running the Division, her interest in rail history and heritage led her to look at the Rail Museum at Mysuru (earlier Mysore). The museum was set up as far back as 1979 but had run down and visitors were dwindling. She envisioned to renovate and upgrade the museum, in the process creating a memorable iconic structure and ambience to match global standards. Notwithstanding a short two-year tenure, she donned the hat of a visualizer, an architect, engineer and environmentalist, designer, manager and a leader all at the same time, to effectively renovate and give an entirely new and successful look to the museum.

Aparna's presentation took you through this interesting and rewarding experience from concept to completion, hurdles and challenges en-route and the way forward to deliver such projects. In addition to this, she also shared the journey of identifying the lost and forgotten precincts of Arasalu station in Malnad region and converting the same

to Museum Malgudi. (Railway scenes of the famed tele-serial 'Malgudi Days' were shot at this location). These initiatives became a trend setter for revival of heritage station buildings.

Arup K. Chatterjee

Arup K Chatterjee is Associate Professor of English at the Jindal Global Law School, OP Jindal Global University at Sonapat near New Delhi. A prolific writer, among his books is *The Purveyors of Destiny: A Cultural Biography of the Indian Railways*. He works in areas of



Victorian and Indian imperial history, Jungian analytical psychology, dream studies and Vedanta.

Arup's talk, titled "Cultural Biography of the Great Indian Railways", took us on a path of Jungian psychology and how the culture of the railways can be viewed through this prism. Using scenes and incidents from Indian cinema to illustrate his points, Arup concluded by dividing the effect of the railways into four archetypes spread over the four golden jubilees since the introduction of the railways in the sub-continent. These archetypes can be best summed up as the 'Imperial Bioscope' from around 1840 to 1900; the 'Anti-colonial Theatre' between 1900 and 1950; the 'Tourist Guide' from 1950 to 1999; and the 'Social Reformer' from 2000 till today and continuing. To illustrate, during the 'Tourist Guide' archetype period, the railways show-cased India's growing neo-liberal economy and culture, along with the country's growing prominence in the diaspora and worldwide, leading to growth in tourism.

Ashwani Lohani

A professional railway man, Ashwani Lohani retired as the Chairman of the Indian Railway Board. He also worked as the Chairman & Managing Director of Air India and the India Tourism Development Corporation, besides working as the Commissioner & Managing



Director of Madhya Pradesh Tourism on three different occasions. Presently, he is working as the CEO of GMR Services Business.

There is no doubt that the one person who was responsible for reviving steam in India and introducing the concept of steam heritage tourism was Ashwani. His pioneering effort in reviving the 1855-built 'Fairy Queen' and running it on the main line hauling a two-coach tourist train between Delhi Cantonment and Alwar stations is regarded as the one single event that marked the birth of "Steam Heritage Tourism" in India.

In his talk, "Beginning of the Revival of Steam in India", Ashwani covered some of the contributions that he has personally made to give a fillip and direction to rail tourism in India. Apart from the landmark event of the revival of the 'Fairy Queen', the world's oldest working locomotive, other events that he initiated and saw to fruition were the proposals for getting World Heritage status for the Darjeeling Himalayan Railway and the Victoria Terminus (now Chhatrapati Shivaji Maharaj Terminus) station from UNESCO; starting the Friends of the Rail Museum group that developed into the Indian Steam Railway Society; setting up of the Rewari Steam Loco Shed; setting up of the world's first Broad Gauge coach restaurant at Bhopal, etc. In addition, he facilitated the renovation and steaming of a number of steam locomotives all over the Indian Railways, amongst them the Garratt locomotive of the South Eastern Railway zone at Kharagpur. His brainchild, the Rewari Steam Shed is significant as it initially homed 10 and now has 12 locomotives in steam. Expertise has been collected at one place so that the life of the locomotives is extended and the general public can see these black beauties in action.

Ian Thomson Newman

Graduating in Economics from the University of Manchester in 1967, Ian Thomson Newman has had a chequered and successful career spanning London, Caracas, Sydney, Santiago and Río de Janeiro, as a transport economist. He was the promoter and first President of the Society for the Preservation of Railway Heritage (ACCPF), which reintroduced steam traction to Chile, for special trains, as well as establishing the Temuco Railway Museum. He also



organized tours for railfans in Chile and its neighbours. He has authored three books on rail history in Chile and other South American countries.

Ian's talk covered "The Last Nitrate Railway" that ran in Chile. Nitrates were the lifeblood of the Chilean economy from 1884 to 1930, a period in which a multiplicity of "factories" transformed nitrate-bearing ore into saleable products. The factories were located where the ore was found at over one thousand meters above sea level. They had to be fed with inputs, such as coal, and their output had to be transported to ports. The only effective means of transport available was the railway. Out of a series of "nitrate railways" only one survived into the 21st century, this being popularly known as the Tocopilla to El Toco Railway (FCTT). Like all nitrate railways, the FCTT confronted a multitude of operational obstacles: enormous distance from sources of locomotive fuel; being situated in the driest desert in the world; having to climb from sea level to high elevations. During its 125-year lifetime, the FCTT changed ownership several times, and re-orientated its network of lines, but survived so long by serving the two biggest nitrate factories, which were technologically more advanced than the others. Attempts are being made to preserve some representative items of its equipment.

Michael Whitehouse

A commercial lawyer of forty-five years standing, today, Michael Whitehouse is Chairman of the Vintage Trains Charitable Trust based at Tyseley in Birmingham, UK. He has been involved in leading the development of heritage special



express steam trains since 1968, working with a team of world pioneers and British Railways to develop a practical system for sustainable operation which is now in place thanks to the privatisation and regulatory regime operating within the UK. Vintage Trains has all the attributes necessary for the continued operation of express steam trains, which include locomotives, a train, a workshop, operating depot & license, qualified staff and customer services. Michael's involvement with heritage steam trains

began whilst a student working on locomotives on the world famous Ffestiniog Railway in Wales leading to his becoming Chairman at a time when the company was developing the Welsh Highland Railway which has significantly contributed to the economic and social well-being of North Wales. In relation to Vintage Trains, he has led its strategic and commercial development since the 1970s and is responsible for its governance.

Michael's talk, "Pioneering Heritage Special Express Steam Trains in the UK", covered the story of heritage special express steam trains since their inception seventy years ago, developed by Birmingham pioneers after the Second World War. This story included the promotion of special trains over the British Railways' network that marked the demise of famous steam engine classes and closure of railway lines. The latter led to private individuals buying and restoring a limited number of steam engines in the early 1960s for continued operation over British Railways, whilst skills and facilities remained. After British Railways finished using steam in 1968, discussions were held between private individuals and the state railway in order to create a sustainable approach to continued operation, reliant on private capital support on a voluntary and charitable basis. Following the introduction of a privatisation and regulatory regime in the UK in 1993, which permits open access on its railway network, several depots have been developed to retain and teach the skills of the steam age. Tyseley in Birmingham is one of these key depots and Michael's story concentrated on the journey the volunteers now running that depot have taken to ensure survival so that its largely Great Western Railway locomotives can continue to fulfil their design purpose in running express steam trains, now for tourism and entertainment.

Paul Theroux

If there were an "A-List" of living American travel writers, Paul Theroux's name would be at the top. He revitalized the travel writing genre with his 1975 book "The Great Railway Bazaar", and since then the prolific author has written more than a dozen travel books (and 28 novels or story collections) from regions as far-flung as Britain, Patagonia, the South Pacific, the Mediterranean, Central Asia, and Africa. In 2015, Paul was awarded a Royal Medal



from the Royal Geographical Society for “the encouragement of geographical discovery through travel writing.” He has received a number of other awards as well. His travelogue, 'The Old Patagonian Express: By Train through the Americas', and 'The Mosquito Coast' were both nominated for the American Book Award. Three of his novels have been made into films and his short-story collection, 'London Embassy', was adapted for a British mini-series in 1987.

Owing to his age and being indisposed, Paul was not able to deliver his talk live. As a result, he was interviewed by our Joint Secretary, Vikas Singh, who then read out his answers during the conference. In this interview, that covered the topic “Romance of Rail Literature”, Paul shared insights into the world of travel writing and his own experiences.

Paul Whittle

Paul Whittle's professional career was with a major British bank, but in retirement, he is a public speaker, delivering a wide range of travel, railway and military history lectures throughout the UK and on cruise ships. He is a member of



the Heritage Railway Association UK and several British heritage railways. In 2002, he was a lead speaker at India's first national conference on Steam Heritage Tourism and has featured in the recent TV documentary series 'How Trains Changed The World'. He is Vice-Chairman of the Darjeeling Himalayan Railway Society, is the Society's principal link with Indian Railways and a regular visitor to India. As a keen traveller he has visited over 60 countries, including the railway systems in Eritrea, Myanmar, Syria, Jordan, and Peru. Paul is a member of the Rail Enthusiasts' Society and has contributed a number of articles for its magazine.

In his talk, “UK's Rail Heritage,” Paul gave an overview of the country's well-developed rail heritage, including current challenges and the effects of the ongoing pandemic. Across the UK there are well over a hundred tourist or heritage railways and museums. Many lines are standard gauge (1435mm) which were part of the national network, usually

until about 50 years ago. Most of the lines are, for the most part, owned by non-profit organisations that benefit from substantial amounts of voluntary labour. There are also many narrow-gauge lines. The combined length of all these lines is almost 900kms and includes over 450 stations and substantial structures such as tunnels and viaducts. Altogether there are over 500 standard gauge steam locos and 150 narrow gauge steam locomotives in working order. Brand new steam locomotives continue to be built, some capable of up to 140 kph. None of this would count for anything if there were no passengers – and a day out riding through the countryside on an old steam train is hugely popular. In a typical year over 8 million people do exactly that, benefiting not just the railways, but the economies of the communities along those lines.

Ragini Yechury

A professional railway woman, Ragini Yechuri was the first woman to be inducted into the Indian Railways Personnel Service. A post graduate from Delhi University and an M.Phil. from Jawaharlal Nehru University, she has worked with the



Indian Railways in various capacities and challenging positions. Besides managing front-line HR posts, she has also worked as the Deputy General Manager and Additional Divisional Railway Manager/Operations. In the Railway Board (Ministry of Railways) she looked after the training of all staff and drew structured training programmes, both technical and managerial. Being a labour-intensive organisation, the Indian Railways has two powerful trade unions to champion the cause of its then 1.5 million employees. Ragini handled the issues raised by the unions effectively and maintained very cordial relations with them. She had the ability to convince the unions of the futility of most their unreasonable demands and practices and got them to withdraw them.

Ragini spoke on the subject of “Women in the Indian Railways”. Overall, the strength of women in the Indian Railways is a mere 8% of its total staff. While the status of women in India, including the railways, has undergone a sea

change, there is still a long way to go. With universal adult education and other technological inputs being available today, there is no doubt that we will have a more balanced and equitable society in the future. Signs of this are already there with some key positions, that were male bastions, such as train crews, now being manned by women as well.



Dr. Stephen P J Cossey

Dr. Stephen P J Cossey is a consulting geologist and chief geo-scientist at Cossey and Associates Inc. After receiving his Doctorate from the University of South Carolina, USA, he is now semi-retired but still does some consulting projects and other “fun” geology projects. His interest in and love for steam locomotives developed when he lived in the UK till the age of 21, when steam was still operating there. Steve began taking steam train trips around the world in 2006 and has been to 28 countries on steam tours. He only regrets not starting sooner! He restored a 1921 Baldwin steam locomotive in Colombia between 2011 and 2012 and enjoys hiking, easy bike rides and exploring, especially off the beaten-track places. In 2021, he is hoping to run some steam charter events in Colombia to celebrate the 100th anniversary of the locomotive that he restored.

Stephen's talk, “Complete Restoration of a 1921 Baldwin 2-6-0 in 14 months,” focused on his restoration in 2012 of the Baldwin steam locomotive in Colombia. Incidentally, 2021 happens to be the 100th anniversary of the locomotive, which was put into service way back in 1921.

Samit Roychoudhury

Alumnus of the National Institute of Design, Ahmedabad, India, and author of the ubiquitous 'Great Indian Railway Atlas', now moving into its 4th edition, Samit Roychoudhury

is currently an independent design consultant based out of Kolkata, India, providing web and graphic design solutions. He has also been teaching at the Design Fundamentals Course at the B h a w a n i p u r Design Academy. Graphic design being his core competency, Samit considers cartography his forte, offering customised mapping solutions, especially railway maps. He has also worked on city maps of Kolkata, Mumbai and Madurai. The map of Kolkata had received an award. In addition, he was a consultant with Indian Institute of Technology, Kanpur, for the SIMRAN, a real time Train tracking project.



Samit's fascination with the railways started at a very young age and has continued right through. He is a longtime member of IRFCA (Indian Railway Fan Club) and now of the Rail Enthusiasts' Society. He collects models as well as other railway memorabilia.

Samit Roychoudhury's 'Great Indian Railway Atlas' is a first of its type initiative by any rail enthusiast. It includes detailed series of maps, with accurate track alignments, up-to-date information on track status and facilities. Now in its third edition, and a fourth on the way, the 94-page atlas is full colour with maps in 1:1,000,000 scale, accurate alignments and locations. Approximately 12,000 locations, including existing and closed stations, sidings, control locations have been indexed. Almost every closed line and station is depicted. A majority of sidings and industrial lines is indicated. Tracks show gauge, number of lines, electrification, etc. Facilities such as Locomotive Sheds (electric, diesel. EMU, DMU), and Yards have been marked. Included is a Railfan's Map which shows Railway Museums, Galleries, Heritage Parks, preserved and displayed locomotives.

In the course of his talk, “Mapping India's Railways”, Samit spoke on how 'Great Indian Railway Atlas' came to be and how it has developed over the years. He also dwelt upon the challenges he faced as a designer.

T R Raghunandan

A former civil servant of the Indian Administrative Service, and an international consultant on democratic decentralisation, fiscal federalism, training and capacity development and anti-corruption, Raghu, as he is popularly known, now spends most of his time as a model maker,



industrial heritage archivist, steam railway documentation enthusiast and classic automobile restorer. He has a decent, if somewhat disorganised, workshop at his residence in Bengaluru, India.

He was an adviser to the National Rail Museum in New Delhi and volunteered to assist in fleshing out proposals for improving the quality and features of the Museum. More recently, he assisted the Indian Railways by providing advice on the livery used on the original locomotive in undertaking the cosmetic restoration of the 'Fairy Queen' the world's oldest working locomotive. Among his multifarious interests, he collects railway memorabilia, which include a large number of photographs, documents and artefacts ranging from railway lamps to tickets and drivers' and guards' travel boxes. He owns five vintage cars and restoring cars to a high level of accuracy and detail is his hobby.

Raghu's talk, "A Recycler's Approach to Railway Modelling", was delivered from his workshop and took you through a journey of whimsy. He took the participants step by step through his techniques, how he works on his models and what he does, right from the time where he determines the choice of subject, documents it, and then builds it from basic recycled material. Among the material he has used for a model of the B-class locomotive of the Darjeeling Himalayan Railway is elephant dung paper.

Tarun Thakral

Currently working as Executive Director at CJ International Hotels Ltd. that owns and manages Le Meridien, New Delhi, Tarun Thakral started his career in the hospitality business in 1986, after completing his Diploma in Hotel Management from IHM, Chennai. In 1990, he won a French

Government scholarship to pursue a 2-year full time MBA programme in International Hospitality Management from Institut de Hotelier Management International, Paris.

To pursue his hobby and passion in vintage and classic cars, Tarun founded the Heritage Transportation Trust (HTT) in 1996. As the Trust's Founder and Managing Trustee, he developed India's first comprehensive transport museum, viz. Heritage Transport Museum, which opened to visitors in 2013. He has donated his entire personal collection to this museum. The collection includes 100 vintage and classic cars, 20 vintage and classic commercial classic vehicles, 25 2-wheelers, 30 non-motorised modes of transport, steam locomotives, a rail saloon, a tram, a vintage aircraft, a huge collection of aquatints, lithographs, books, manuals, philately, memorabilia, etc.



Tarun's talk, "Creating India's First Comprehensive Transport Museum", showcased the success of the museum against all odds in a country where the culture of going to museums had died down. It also focused on the difficulties of acquiring transport related objects when there is no defined policy on saving the country's industrial heritage. Located about 65 kms. from New Delhi in Gurugram District, it endeavors to showcase and interpret the multiple narratives of transport movement in the country.

Trevor Heath

Born in the UK when steam traction was on the way out in 1957, Trevor Heath now resides in the USA. Having visited 75 countries, including extensive travel in the USA and Canada, today he lives quietly in Arizona where his hobbies are keeping track of the remaining Beyer-Garratt fleet, building a 1.5" scale NSWGR AD60 Garratt in 7.5" gauge,



building a replica of a 1960's Honda GP motorcycle, maintaining and using his 1998 Safari RV and riding his mountain bike.

Although he worked primarily with the aircraft industry, he developed an interest in the railways while working in North Carolina in the 1980s. He visited India in 1991 (Darjeeling, Jaipur, Agra, Delhi) and saw Narrow, Meter and Broad-Gauge Steam. Visited China five times between 1997 to 2005 observing and riding on their steam locomotives. In 2001, he went to Africa for 3 months visiting Zimbabwe, South Africa and Kenya. While in Kenya, he convinced Kenya Railways to allow the 59th class Garratt 5918 to operate in excursion service and paid himself to have it removed from the museum and placed in the main works for restoration. Subsequently, he drove the locomotive himself in 2004. He then went on to work for the Union Pacific in train service between Seattle and Portland. In 2007, he moved to England and worked on the Welsh Highland Railway in his spare time. Prepared the K1 for entry into service and fired K1 on its first turn on coal since the 1920's. He also drove NG16 143 - the first and last from Beyer-Peacock and helped lay track. He spent 6 months in New Zealand in 2014/2015 working on former Rhodesian Garratt 14A 509, dropping all the wheels for tyre profiling, altering the envelope to fit the New Zealand loading gauge and re-tubing the boiler. He then stopped in Australia on the way home and spent a day with Garratt G-42 on the Puffing Billy and a day with Garratt AD60 6029.

Trevor's talk, "Steam in Africa today and the Surviving Garratt's of the World", focused on the status of the surviving Garratt locomotives in Argentina, Australia,

England, India, New Zealand, South Africa, Wales, USA, Zimbabwe and Zambia that are still in operating condition. He also told us about the current status of steam in Africa.

Warren Miller

Warren Miller is a retired electrical engineer, with a passion for railways and history. During his career in international standards development, he travelled widely on the railways of Australia, India, Europe, and Southern Africa. He lives in Sydney with his wife, and has written several articles on rail travel. His hobbies include making models of Indian Railways' trains. He has written a number of articles for 'The Rail Enthusiast', ranging from a trip on the Delhi Ring Railway to Old Time-Tables, from cigarette cards depicting railways in India to converting commercially available locomotive and rolling stock kits to Indian Railway counterparts. Warren is a member of the Rail Enthusiasts' Society and participates regularly in its events like the monthly talks.

Warren's talk, "Dining on Railways", took a light-hearted look at the development of railway catering, from the early days of railways to the present time. Railway refreshment rooms, dining cars and platform food were covered, in several countries.

From the earliest days when railways had replaced horse drawn carriages, passengers needed to eat during their journey. Railways responded to this first with the provision of refreshment rooms at stations, and later by the development of dining cars. Refreshment rooms ranged from basic snack bars through to luxury restaurants (particularly in Europe). Food service on trains reached heights of luxury with elegant dining cars in the first half of the 20th century, but now on-train catering is often pre-prepared food, served at the passenger's seat. Heritage trains and luxury tourist trains of today make a feature of quality dining on the train, as part of their attraction.



Photos: Courtesy each speaker

International Global Conference

Book Launch

Incorporated on the 28th day of December 2015, the Rail Enthusiasts' Society published and released its first magazine on the 6th of August 2016. This was the society's first activity and since then has remained if not the primary but certainly one of its core activities. Since those fledgling days the society has grown and its activities now cover a very wide range of subjects and areas. During the course of the global conference one more area was added to the society's repertoire: publishing of books.

The book – *Black Beauties: The Surviving Steam Locomotives of India* – was launched on the second day of

the conference. This is the first book that the society has published and now plans to publish at least two to three books of interest to the rail enthusiast each year. Compiled and written by Vikas Singh, the book pictorially documents all surviving steam locomotives that exist in the country today. The locomotives that may have been missed can be counted on the fingers of one's hands. The survivors include all locomotives now in the custody of the Indian Railways as well as those that are in private museums or in the hands of non-railway locations like sugar mills. A total of 303 locomotives can be seen on the pages of this chronicle, of which a little over 40 are still in working condition.

About the book

Black Beauties by Vikas Singh is an RES publication.

An outcome of the author's extensive rail fanning sessions over a period of sixteen years, this labour of love is a must own book for Rail Enthusiasts the world over. The first ever complete photographic documentation of surviving steam locomotives in India, this book covers 303 Indian steam survivors at 120 locations. While most of these locomotives are either displayed on plinths outside railway stations and railway offices or preserved in the many museums that the Indian Railways have set up, 42 of these locomotives are still in working condition. Adding value are two essays by the author, covering the history and development of Indian steam locomotives, including the current status on restoration and revival. Deservedly, the steam locomotive shed at Rewari and the UNESCO World heritage hill railways of India are covered in detail separately. Also discover the welcome advent of private rail museums in India.



Specifications

5.75 x 8.5 inches (A5)
303 Duotone plates

Published by The Rail Enthusiasts' Society
Printed and bound in India by Binder Photo-books

Ships in 30 days

This is a pre-order booking. The book will be shipped within 30 days.



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1874-built AI class MG loco, Dubs & Co., Glasgow Locomotive Company, No 14. This locomotive is now at the rail museum at Gorakhpur. Both photographs of locomotives on this page appear in the book

The author, Vikas Singh, one of the founding members of the Rail Enthusiasts' Society, is a man of many parts. His interests and hobbies cover a wide gamut of subjects; the leading ones cover Trains, Tintin and Tea. It is his love and passion for trains and locomotives that motivated Vikas to spend sixteen long years, traveling the length and breadth of the country, photographing every steam locomotive that he could find. He was helped by friends and other rail enthusiasts to obtain photographs of locomotives that he could not photograph himself, but the bulk of the pictures were shot by him personally.

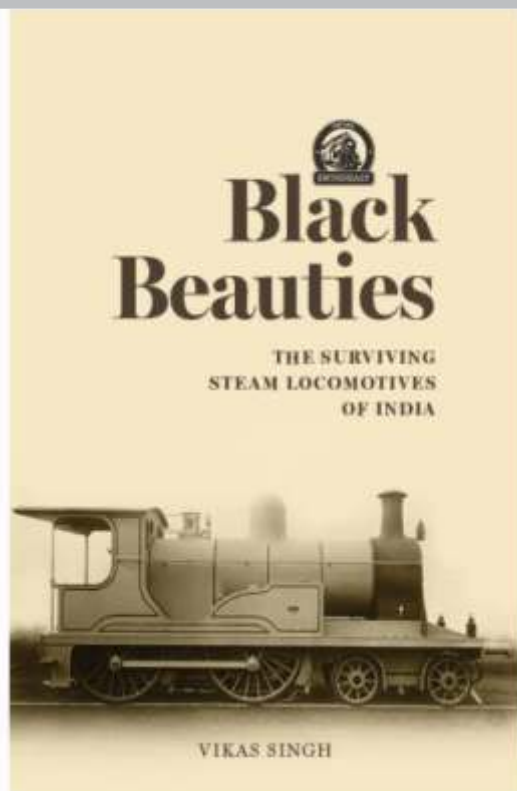
The launch itself was done by the man who has done more for steam locomotive revival and renovation in India and was responsible for the initiation of heritage steam tourism: the one and only Ashwani Lohani. Ashwani has been Chairman of the Indian Railway Board and Chairman cum Managing Director of Air India. He was also Director of the National Rail Museum in New Delhi towards the end of the last century. In his remarks while launching the book, perhaps the most pertinent was that with the publishing of this book, steam locomotives in the country have been documented, resulting in it becoming difficult for them to be cut up and sold at scrap value. He lauded the effort of Vikas Singh for authoring this book, that meets a long-standing requirement.



1873-built ISR class MG loco. This was Black Hawthorn, No 421 and is now at the Railway Workshop, Ajmer

Along with its launch, it was also announced that the book could be pre-ordered at a concessional rate and deliveries would be commenced in a month's time. At the time of writing this report, we have not been able to deliver any of the pre-ordered books owing to the ongoing surge in the Covid-19 pandemic that has resulted in a number of our key persons contracting the virus. Along with this, the lockdowns that have been imposed in New Delhi have restricted all our outdoor activity.

Photos: Courtesy Vikas Singh



Cost of Book: Rs 600

(postage extra)

Pre Order Book

Discounted Pre-Order Cost: Rs 500

(postage extra)

Pre-orders are being accepted for INDIA only
postage cost: Rs 100

Quizzing for All

To provide the audience an opportunity to test their knowledge of the Indian Railways and participate in the conference, two quizzes were organised as part of the proceedings. One was a quiz for masters, where a set of 18 tough questions were compiled and announced to all participants before the conference itself. They were asked to send answers to us by the end of the first day of the schedule. Winners were declared on the second day. The second quiz, though not easy, was not as demanding as the masters' quiz. In this case, a question was posed at the end of each speaker's session and the participant who was able to give an answer on the zoom chat first was noted. At the end of each day, the person giving the maximum right answers was declared the winner. Here are the two quizzes with their answers. See how knowledgeable you are...

The Masters' Quiz'

1. This diesel locomotive could be seen between Madras and Raichur in the 1970s. Which country did it come from?



2. What was the nickname given to this locomotive that could be seen on MG lines from the 1940s to the 70s?



3. The same loco again. Between which years was this picture taken? Give both, the start and the end.



4. Which class of loco was used to haul the first Rajdhani Express when it started running in 1969?
5. On which 2-foot Narrow Gauge network did Japan-built steam locomotives run till the 70s?
6. Find the connection between a Cuban revolutionary leader and Srikakulam Road station.
7. To which station in Ceylon/Sri Lanka did the ferries from Dhanushkodi/Rameshwaram run to?
8. Campbellpur was one of the Northernmost junctions in undivided India in 1947. What is the city known as now?
9. Which suburban station in Mumbai earlier existed near the present station of Sandhurst Road?
10. Which train of the 1960s is the predecessor of the Jhelum Express?
11. Which suburban terminus near Kolkata was originally planned to serve a major port in the 19th century, but did not come up? (You can still travel on this line)

12. You know what Pacific Class means. What does the Atlantic Class mean?
13. Which was the Western terminus of the Darjeeling Himalayan Railway till 1948?
14. Apart from Hili, which mainline Bangladeshi station is within sight of India?
15. Where was a major railway establishment set up in the 19th century by the EIR as they felt that their trainees had too many distractions in Calcutta?
16. The Nobel prize winner S. Chandrashekar's father was employed by a railway company in Northern India. Which company?
17. Which closed suburban station in Chennai serves the furnishing Division of the Integral Coach Factory?
18. What is common to these pairs of stations: Nalhati/Azimganj and Arakkonam/Kanchipuram?

The Regular Quiz

1. The present Pakistan Railways consists of parts of the previous North Western Railway and the previous _____?
2. Bhowani Junction was on this railway/zone.
3. Spin bowler from the Railway Ranji Trophy team who played several tests for India in the 2000s?
4. Which river is crossed by the Nar Narayan Setu?
5. Name a large station on the Chennai-Mumbai route which has 5 languages on its signboard.
6. The Calcutta-based Martin company ran several light railways in the past. Only one was outside Eastern India. In which state did most of this line lie?
7. Which loco shed was responsible for the ill-fated XB 1916 which is associated with the Bihta disaster in 1937?
8. Fill in: Mahbubnagar, _____, Lal Bahadur Shastri
9. Fill in: Wansjaliya, Bharoli, Nagercoil, _____
10. Fill in: Varvala, Sopore, Kanyakumari, _____
11. Name one of the sections that was converted from NG to MG and then to BG. (Hint: Rajasthan)
12. Which country did the YAM-1 locos come from?
13. Which famous mathematician is associated with Podanur (as his mother used to live there)?
14. Which small station is adjacent to Vijaywada's airport?
15. Which former British transport minister presented a BBC series on IR a few years ago?
16. Where was the Railway Staff College set up in the 1930s, long before it shifted to Vadodara?
17. What was the small station of Deen Dayal Dham formerly known as?
18. Which station was the film "Julie" set in?
19. Which station was the late 1980s TV serial "Intezar" set in? Hint: This may be considered as sequel to "Nukkad".
20. Which station in Bangladesh is across the border from Haldibari?
21. At which station was the Railway Minister, L N Mishra, fatally injured in a bomb explosion?
22. Which station in Odisha had a large goods yard, diesel loco shed and electric loco shed for many years?
23. Where are the WDG-6G locos manufactured in India? Hint: Morton sweets.
24. The maintenance centre of the WAG-12 locos is in UP. Which other electric loco shed is adjacent to it?
25. Which is the newest zone of IR (Not South Coast Railway)?
26. The maintenance centre of the WDG-6G locos is also in UP. Which larger junction is adjacent to it?

Masters' Quiz Answers

1. West Germany. Manufacturer Henschel of the town of Kassel.
2. MacArthur, nickname for MAWD.
3. 1942-1947, as the Bengal & Assam Railway existed only during this time. (Half mark if only one is correct)
4. WDM4.
5. The lines around Gwalior.
6. Che Guevara. Code for this station is CHE.
7. Talaimannar Pier. (Can accept Talaimannar)
8. Attock City. (Not Attock Khurd or just Attock. Can give half mark for these alternatives)
9. Mazgaon or Mazagon.
10. Srinagar Express, then between New Delhi and Pathankot. Extended to Jammu Tawi in 1972 and further in 1977.
11. Canning. Earlier called Port Canning.
12. 4-4-2 wheel arrangement.
13. Kishanganj.
14. Kasba / Qasba near Kamalasagar in Tripura.
15. Jamalpur (Workshop as well as Training Centre).
16. North Western Railway (He was born in Lahore).
17. Anna Nagar.
18. At one time, these stations were connected by rail lines of a peculiar gauge (4' and 3'6" respectively).

Winners: No participant was able to get all 18 answers right. However, Balasubramanian Ganesh gave 17 correct replies, while Souroshankha Maji, Sagar Tipnis and Anirudh DSP managed 16 correct answers each. They have all been given a copy of the book, "Indian Railways: More Miles...More Smiles", along with free membership of the Society for one year.

Reguler Quiz Answers

1. Jodhpur Railway (Can also accept Jodhpur State Railway).
2. Delhi Deccan Railway.
3. Murali Kartik.
4. Brahmaputra (near Goalpara).
5. Raichur (Not Krishna, as this is a small station).
6. UP (The Shahdara-Saharanpur Light Railway).
7. Jhajha.
8. Ariyalur (A series of accidents in 1954-56, which prompted the resignation of the Railway Minister).
9. Makum (Eastern-most junction)
10. Ledo (Eastern-most station listed in present TimeTable).
11. Pipar Road—Bilara.
12. Japan.
13. Alan Turing. His maternal grandfather worked on the M&SM and had a house in Podanur.
14. Gannavaram.
15. Michael Portillo.
16. Dehradun.
17. Farah Town (On Mathura-Agra Cantt. section).
18. Shoranur.
19. Atgaon (On Kalyan-Igatpuri section).
20. Chilhati.
21. Samastipur.
22. Bondamunda (Not Angul).
23. Marhowra (Near Chhapra).
24. Khanalampura (near Saharanpur).
25. Kolkata Metro.
26. Shahjahanpur, near Roza.

Winners: There were three winners on each day having tied for the number of correct answers. Each winner has been given free membership of the Society for a year. Congratulations to winners of this and the masters' quiz

Vintage Picture Postcards - 3

Belgaum (now Belagavi)

Vinoo N Mathur

The erstwhile Southern Marattha Railway (SMR) built its mainline from the Portuguese Frontier in the West to just short of Bezwada (now Vijayawada) in the East between the years 1884 to 1889. As the SMR was a metre gauge system it took over the broad-gauge section from Guntakal to Bellary from the Madras Railway and converted it to metre gauge during the period. SMR also built a number of branch lines, an important one being the Poona Branch, which ran from the main line station of Londa to Poona (now Pune), a distance of 278 miles (447 kms.). The line came to be known as the West Deccan Railway. All sections of the line were opened in 1886-1887 up to Ghorpuri, a suburb of Poona. The line was extended to Poona station in 1890. Short branches from Miraj to Kolhapur (1891) and Sangli (1907) to serve the Princely states, were opened later. Belgaum was an important station on the line 395 kms. South of Poona. Prior to coming of the railway, trade was difficult and rail heads were too far for moving goods by bullock carts. Grain and other goods which had to go to Bombay normally went by the sea route via the small port of Vengurla or Mormugao.

The Bombay Gazetteer for Belgaum District in 1884 mentioned that, when "the West Deccan Railway is

finished, Belgaum will have a second-class station 242 miles from Poona. The exact position of the Belgaum station has not been fixed; the site will depend chiefly on military considerations". The station as we see in the postcard is a masonry structure with a pitched roof, the overhang of which provided the platform shelter resting on handsome cast iron columns. What is interesting to note is that the signals for both directions were provided on a common post and the tumbler levers, between the tracks. The scene depicted is the arrival of a special train, with an important person, probably the Provincial Governor, for whom a Guard of Honour has been arranged on the station platform. Belgaum District is unique in that it has large portions of the population that speak Marathi, Kannada and Konkani. Under the States Reorganisation Act 1956, the District of Belgaum, barring one taluka, went to Mysore (now Karnataka). As a result, large pockets of linguistic minorities remained on the wrong side of the border delineated between Maharashtra and Mysore. This remains a contentious issue to this day, between the two states with Maharashtra exercising its claim on Belgaum from time to time. The metre gauge line has, in recent decades, been converted to broad gauge and a new station built at Belagavi with proposals for further upgradation.



Railway Stations

Sir M Visvesvaraya Terminal, Bengaluru

Prashant K Mishra

Byappanahalli! Till two decades back this quiet, nondescript suburb in East Bengaluru was considered 'uninhabited' by census authorities. Today, it is at the heart of the IT city of India: a testimony to the growth of Bengaluru in leaps and bounds. Earlier considered a part of Vimanapura (called so due to the location of HAL), the suburb has now emerged as a multi-modal transport node in the eastern part of the capital of Karnataka with the terminals of the Metro as well as a

newly constructed railway terminal - the Sir M Visvesvaraya Terminal, Bengaluru.

Bengaluru was hitherto served by two terminals, viz. Krantivira Sangolli Rayanna Bengaluru City and Yeswantpur. The two junctions together handled 164 and 109 pairs of Express and Passenger trains respectively. Considering Bengaluru's importance and its ability to attract persons from all over the country, a need had long been felt to equip it with another railway terminal to ease the load on these



two junctions as well as decongest the railway network to improve mobility and speed along with minimising detentions. Therefore, a third terminal was sanctioned for building at Byappanahalli in 2015-16. Since then, a few other infrastructural enhancements such as connectivity to Channasandra, additional platforms and subways of Bengaluru Division were integrated with this project. It has finally been completed at a cost of Rs. 314 crores. At the time of writing this report, it is ready to be inaugurated.

The terminal has the distinction of being the first centrally air-conditioned railway terminal in the country. It has been designed with an impressive facade: the entrance canopy itself is spread over as much as 4200 square meters. It is equipped with seven platforms with concrete aprons, two subways linking all the platforms, a food court, a wide foot over bridge, 3 pit lines, 8 stabling lines, a state-of-the-art electronic interlocking system, making it the biggest yard in the South Western Railway & Southern Railway zones in terms of signaling arrangements. The seven platforms are 600 meters each and are covered for their entire length. The terminal is equipped with WiFi and video surveillance systems for better security. The parking area is capable of holding 250 four-wheelers, 900 two-wheelers, 50 autorickshaws, has a covered city bus stand with capacity for 5 buses at a time, and place for 50 taxis.

A word about the platform shelters. Shelters Number 1, 2 & 3, 4 & 5 have been specially designed. This design is having its highest point at the centre of the platform, contrary to convention, and lowest towards the edge of the platform.



This will facilitate the discharge of rain water towards the track. A general problem of linkage of the platform central valley gutter will not arise at this station. The new design has also been planned aesthetically by adjusting rectangular hollow rather than the conventional truss type sections. Sitting arrangements have been integrated with the support systems of the shelters.

Adequate attention has been paid to ensure sustainable development in this project. The entire premises is

22.73 track kilometers fully electrified, catered to by an electrical sub-station of 1750 kVA commercial load and 3000 kVA industrial load. In harmony with the ambitious goal of achieving 100% electrification of the entire Indian Railways network, Byappanahalli has a fully electrified track structure, thereby reducing dependence on fossil fuel and reducing the carbon footprint of the planet. The station is under consideration for 'Green Station' by the Indian Green Building Council.



equipped with a rain water harvesting system and a 400,000-litre capacity sewage water recycling system to ensure water conservation and reduce wastage.

In order to be 'Divyang-friendly' the entire station is provided with ramps, escalators and lifts and Braille-signages. Passenger-seating in the waiting area is equipped with seats reminiscent of airports as well as with charging arrangements right at the seat for mobile phones/laptops.

The entire station comprises of 21 tracks in the yard, with

A large circulating area of around 20,000 square meters has been developed with proper landscaping utilising native plantation, adding fountains, parking lots, etc. App-based cycles and mobikes with ramp arrangement for vehicles as well as pedestrians with proper entry and exit arrangements have been constructed.

A feature of the terminal is the segregation of operational and service requirements from those of passengers. A separate service building and control centre has been





provided away from the passenger area of the main station building. It will avoid undesirable crowding of the station area and will provide an upgraded feel to passengers. At the same time, an independent traffic control building has been designed and provided away from the passenger area to segregate the passenger services from operational requirements. A centralised control centre has been installed with distributed electronic interlocking for the possible 559 routes at the terminal.

Another feature of the terminal is the separation of incoming and departing passengers. The former will enter the Air-conditioned Concourse area and will approach all platforms through a 7.5-meter wide foot-over-bridge. Outgoing passengers have been planned for their movement through two subways on both sides of the main station building. It will segregate the incoming and outgoing passengers like arrangements at Airports. The sub-way has also been designed aesthetically.

A few figures will give an indication of the enormity of the project: 3100 Tonnes of structural and 4300 Tonnes of reinforcement steel used; 34,000 cu. Meters of concrete; canopy of size 105 meters by 56.5 meters; a foot-over-bridge 80 meters long and 7.5 meters wide; two subways of the same length and 4 meters wide each; and so on.

As history would have it, several generations back, Byappanahalli was one of the three hamlets gifted by Doddabyrapa, the chieftain of Avathi near Chikkaballapur



to Sir M Visveswaraya's ancestor, Lakshmipathi Bhatta, who was the *Dewan* (Minister) of the chieftain. The other two villages are said to be Muddenahalli and Bandehalli. Once considered to be the farthest end of the city towards the East, the area of Byappanahalli has been witness to the saga of growth and expansion of the garden city. Named after the stalwart-centenarian engineer-par-excellence, nation-builder, statesman and former *Dewan* of erstwhile Mysore State, Bharat Ratna Sir M Visveswaraya, as a tribute to his contributions to the growth and development of the country, it is hoped that this terminal acts as a catalyst to the development story of Bengaluru.

Photos: Courtesy South Western Railway

About the Author: Prashant K Mishra is the current Additional General Manager of the South Western Railway. He is a member of the Rail Enthusiasts' Society and has an excellent record of restoring and renovating heritage buildings on rail premises.

Photo-feature

Capturing the Indian Railways before the Digital Age

Nandakumar Narasimhan

In this day and age, shooting images has never been easier and it is taken for granted that once you press the button on a digital camera or tap on your cell phone, an image will appear almost instantly. Back in the days before the advent of digital cameras, just seeing the image was a long wait (days or even weeks!) while battling the adrenaline rush when visiting the lab or waiting for the

processed films in the mail. But it was the only way to shoot images in colour. Therefore, unless you worked with the limitations of a polaroid camera, most people shot their images on 35 mm film and had them processed after returning from their travels.

Ian Cantlon was one such man. He was born in 1934 in Ireland but lived in London, UK. As a freelance editor of

In the 1980s and 90s the (then) 2ft 6in gauge system around Dabhoi in Gujarat was popular territory for steam photographers, Ian Cantlon included. Vikas Singh's article 'Gaekwar's Baroda State Railway' in Vol. 1 No. 1 gave a full description of the network. This colour slide picture shows a train leaving Dabhoi for Miyagam Karjan with a ZB class 2-6-2 steam loco. Indian Railways had 45 of these engines in all.



scientific textbooks, he never earned much money, but like many in the UK in the 1950s and 60s he could nonetheless afford to have a hobby, and railway photography was his. And again, like many in the UK, he could afford at least one holiday trip abroad every year, and so Ian usually went on an overseas railway trip. His position was similar to many British railway enthusiasts, who looked after their money carefully and were able to do a certain amount of travel as a result. Photographing trains is a hobby enjoyed by the wealthy and not-so-wealthy alike.

Steam haulage on British Railways ended in 1968. Keen to pursue his steam train photography, Ian made his first visit to India (as a member of a rail photographers' group tour) in 1975, taking in Mumbai, Gujarat, Delhi, Kolkata and Darjeeling. After that first tour, Ian returned to India on

perhaps a dozen or more occasions, either travelling on his own, or with a couple of friends or latterly with Jean, his partner. Steam was his main love, although he did take a few pictures of diesels and electric trains too.



Ian Cantlon's first visit to India was with a rail tour party in 1975. Here's his picture of the group – from the UK, Germany, Switzerland and elsewhere – at Delhi with a Taj Express WP 4-6-2 locomotive. Railway photographers come from all levels of society in Europe: some would have had to save up all year to cover the tour cost, others would have just put it down to 'business expenses'

During the late 1970s and 1980s, British publications like the 'Continental Railway Journal' and 'World Steam' started printing regular news reports about steam locomotive activity in India – where to go to ride behind steam or photograph it. Ian used to read this information carefully. In planning his own rail holidays in India, like a lot of UK enthusiasts, Ian used to rely on a travel firm in Wembley called SDEL Travel run by the very knowledgeable Dr. D S Dandapani. Photographic permits for IR would be arranged by the Railway Advisor at the Indian High Commission in London.

India stood out as a foreign destination for British rail enthusiasts because of the friendliness of the railway staff and the use of the English language on the railways. The names of a number of individuals from all levels of IR used to be passed around by British enthusiasts as being notably welcoming and helpful: they are still remembered. Ian travelled over much of the Indian rail network, and we can see from his photographic collection that he visited most if not all the zonal railways and regions. On later trips, when Jean was also travelling with him, they would often include a few days stay at Udaipur in the Rajasthan hills, where there were photographic opportunities for Ian and lake-side walks for Jean.



▲ Rajasthan in the 1980s Metre Gauge days - a YP class 4-6-2 on an eastbound passenger working from Udaipur near Debari. Shooting on kodachrome 25 slide film, Ian set the camera aperture at f.2.8-4 and the shutter speed at 1/250th of a second for this capture (as his notebook records). He stuck with film all his life, and never used a digital camera

▼ The Metre Gauge YP 4-6-2s were superb passenger train locos, large numbers being built at Tata Engineering's works in Bihar. A YP Steam locomotive hauled train departs Mavli Junction. The locomotive, the triple semaphores, the film stock that recorded these photos, and the talented photographer who shot them, are all no longer with us



Like many British railway photographers, Ian used Kodachrome K25 colour slide film. Because of the cost of the films (and the bulk of having to carry them about), Ian used to limit himself to one film (36 exposures) – or indeed less – per day. In that pre-digital era, one had to be much more selective about choosing a subject and more thoughtful about taking the picture – that's what slide photography demanded. Using slide film, one had to try to get composition, exposure, focus and speed all 'right first time'. There was no opportunity to improve the image in the dark room as with negative film and, of course, nothing like the opportunities for improvement we're now all used to with digital images on our computers. And one only saw the results several weeks later after the film had been mailed off to Kodak for processing and they had sent the resulting slides back to one's home address – usually a two or three week process in the UK. Because Ian was always careful about money, he never wanted to waste a single slide, and so he used to carry a notebook on his photographic trips and write down the camera settings for each shot. Then, weeks later when the film had been returned as a box of slides, he could compare the results slide by slide and, he hoped, learn from his mistakes. Across fifty years of photography, he filled many, many notebooks; and, now that he is dead, that's how we can find out where individual slides were taken.

Nowadays, one can send digital pictures to one's friends or post them on the internet in seconds, and so share one's travel experiences instantly. With slides, sharing usually meant gathering your friends together with a slide projector for a slide show (with plenty of tea and biscuits). Ian's apartment was too small for that, and he was anyway

shy of taking the lead at social events, and so few, if anybody, saw his slides other than Ian himself. Therefore, we were very lucky when we were offered an opportunity by his friend, Peter Lemmey, to look after these slides and digitise them for future generations to see.

Ian made his last visit to India in 2008, taking in Darjeeling and a steam tour with a 'WP' broad gauge 4-6-2 trip. He was becoming physically infirm by this time, and his overseas travel plans were being cut back as a result. He eventually died in 2020, in the tiny apartment in London where he and Jean had lived for many years.

Over 90% of my railway photography work is done on film and when I first peeked at Ian's slides with a magnifying loupe, my mind was blown away. The rich colours and textures were as fresh as they were when Ian received these processed slides from the Kodachrome lab in England! I have never met Ian but his work gave me a glimpse into his half a century of rail fanning in remote parts of India. It was almost as if I was traveling back in time through his vivid images. It is a great tragedy that this gentleman passed away before I could meet him in person. The film he shot with is no longer produced, the rolling stock and signaling systems he photographed are almost extinct, but I am so happy to know that these images have survived and could be digitised.

Ian Cantlon photographed railways all over the world, but India was one of his favourite subjects. Thanks go to Peter Lemmey for sending me a selection of Ian's slides, and to his family for making them available. Very few of his pictures were ever published in his life-time, and I'm glad we can now start setting that right.

A photo montage follows...

Ian enjoyed exploring the Metre Gauge network (as it was in those days) of the North Eastern Railway, getting off the train to take a photograph as and when its schedule allowed. Here he was travelling behind a YG class 2-8-2 locomotive on a Sonepur to Katihar service when he got down to take a shot at Bidupur. The station here has now been renamed Akshaywat Rai Nagar station and is on a different alignment





With its well-kept 2ft 6in gauge steam locomotives, the Eastern Railway's Bardhaman-Katwa-Ahmadpur system in West Bengal was popular with steam photographers. The engine in Ian's picture here in January 1991 was a 0-6-4 tank loco built in 1915. Sunny but cool conditions are best for good colour slide photography: India between the end of the monsoon and the beginning of March was the favourite time for slide photographers

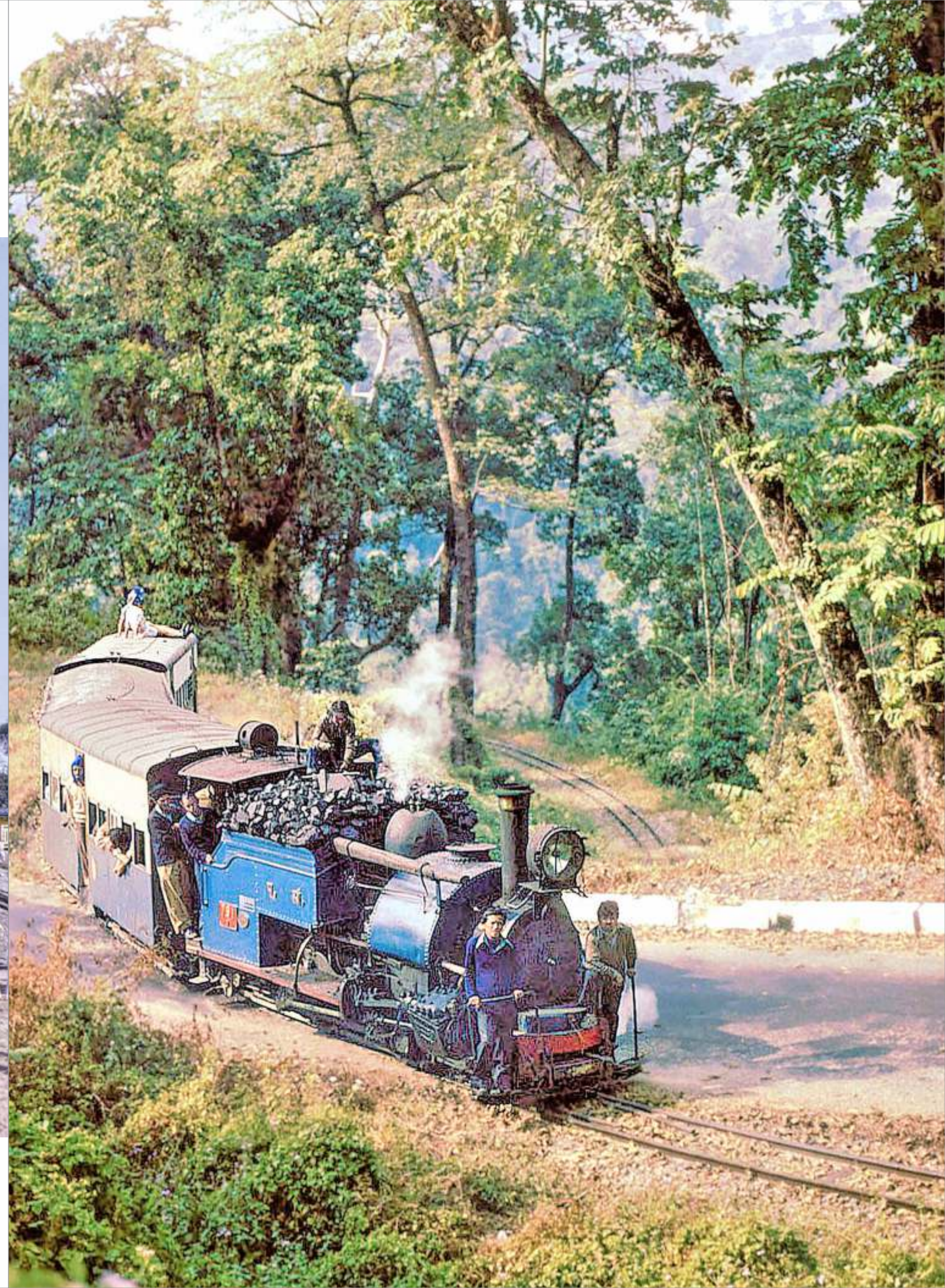
Ian Cantlon made several visits to Gwalior in Madhya Pradesh where the Central Railway's 2ft gauge lines were the main attraction for photography. On this 1980 visit he was travelling with friends, and they used a taxi to chase the trains and take photographs out on the line. Here a 4-6-2 heads South towards Gwalior with a train from Sheopur Kalan. This shot was taken at the beginning of a three-week visit to India and so, allowing another two weeks for film processing once he returned home, Ian wouldn't see the image for a month or more after he had clicked it – that was the reality of slide work



▼ In the 1980s, Hajipur Junction near Sonapur on the NE Railway had both Broad Gauge and Metre Gauge steam trains. This picture shows a WP class 4-6-2 on a train from Muzaffarpur. The WP Pacifics were always popular with steam photographers from the UK; this one, No. 7172 had been built at Chittaranjan in 1965



► The Darjeeling Himalayan Railway's 2ft gauge line is popular with visiting photographers on account of the mountain scenery and the good hotels in Darjeeling. Ian took this shot in 1984 on the DHR route's No. 1 loop, between Sukna and Rangtong: this loop was replaced by a new alignment in 1991



Ian Cantlon made several visits to the Southern Railway. The Ootacamund line was an obvious attraction but he also explored the Metre Gauge in Tamil Nadu more widely. He took this slide in 1991 at Peralam Junction on the network of lines between Tiruchchirappalli and the coast. The YG class 2-8-2 No. 4425 is headed towards Thiruvavur





▲ India's sugar cane railways offered plentiful photographic opportunities. Ian took this 1989 slide at Saraya sugar mill about 25 kms East of Gorakhpur in UP. The 0-4-0 steam engine named 'Tweed' was built in 1873 as a Metre Gauge main line loco, providing a glimpse of what railway technology was like 150 years ago. The hospitality from Dalip and Joan Majithia and their team at Saraya was humbling; they were generosity itself in welcoming visitors to their railway. Considering its history and vintage, 'Tweed' certainly deserves a place at the National Rail Museum in New Delhi

▼ In Metre Gauge days the SCR line down from Londa to Madgaon and Vasco-da-Gama was another popular route for railway photographers. It offered hill scenery (and the waterfall at Dudhsagar) as well as the old Indian Railways standard YD class 2-8-2s on passenger trains, as here. Ian took this picture not far South of Vasco in 1986



▲ In 1975, Ian's tour group spent several days in and around Calcutta (as it was then called), capturing the transport scene in all its variety. This is Howrah, with an Eastern Railway HPS class 4-6-0 locomotive No. 24231 (built in 1924) leaving on a train for up-state West Bengal. In the background, the superstructure of the Howrah Bridge is visible

▼ Ian Cantlon did not confine himself to photographing only locomotives and trains; his colour slide collection includes many shots of railway stations with people as an important part of the scene. This is Bari station on the 2ft 6in gauge CR Dholpur system, which feeds into the Agra to Jhansi main line. A picture from 1988



Pride in the job! In February 1984 Ian joined a tour group for a day's run on the Parlakimedi Light Railway between Naupada and Gunupur in Odisha (then Orissa). The railway had turned out the train very smartly for the visitors, as we see here. In those days, the line was 2ft 6in gauge; today loco No. 691 (built in 1903) is preserved outside the railway headquarters in Chennai



Jalandhar in the Punjab, and a WL class Broad Gauge 4-6-2. Scenes at locomotive sheds often made interesting photographs, as here, with the engine having its ash-pan raked out after a run. A slide by Ian from 1994, when the WL class Pacifics were working to Hoshiarpur, Jaijon Doaba, Nakodar and Pathankot, as well as stopping trains on the Amritsar and Ludhiana routes



And finally, a photograph of Ian Cantlon himself, long before selfies were a thing. Such was his dedication to railway photography that we only found 1 photo of him in a collection of over 140 photographs! Photographer unknown

Note: All photographs, except the last one, by Ian Cantlon. The author has used a digital scanner to re-create the images from Ian's original photochemical slides

About the Author: Nandakumar Narasimhan is a film maker with a passion for the railways. He had organized and filmed three generations of locomotive drivers at Rewari in 2017 (Please see Vol. 4 No. 2 of *The Rail Enthusiast*). The text of this feature is by him in association with Peter Lemmey

My Early Memories of the Railways

Anoop K Jhingron

Retiring as the General Manager of the Western Railway zone of the Indian Railways, Anoop K Jhingron spent his entire working life as a railwayman. A prolific writer, he penned his 'Early Memories of the Railways' in 2013, a short time before he left for his heavenly abode the following year. His article, that has been reproduced below, tells us that in the 1950s and 60s, the railways belonged to another age, one that only oldies can appreciate and relate to.

My association with the railways has been very long; in fact, since I was a young child in the 1950s, well before I started working on the Indian Railways. In those days, all children, particularly boys, used to have a fascination for the railways, and I was no exception. The place where we were living in Allahabad (now Prayagraj) was located in an area very close to the Howrah-Delhi trunk route. There was a level crossing near our area and I, as a small child, used to stand near the gate often and watch passing trains. Without realizing it, most of us boys became adept at train spotting.

As the route was terribly busy and often shunting of goods trains also took place across this level crossing, the road used to be closed to road traffic for long durations. The gate was operated by a winch located in a cabin. One of the cabin men was a middle-aged man, known as Karela Maharaj; no one knew his real name. Road users often shouted asking Karela Maharaj to open the gate. Perhaps he was irritated by this name and would regularly abuse the persons using it.

My initial train trips in the 1950s were over small distances. My father, who had an adventurous nature, liked to visit small nearby hamlets on his off days. There were several such small rural places located within 15-20 kilometers from Allahabad, where weekly village markets used to operate on a particular day of the week. One such place was Phaphamau, located on the rail route towards Lucknow, with weekly markets operating on Thursdays and Sundays. It was across the Ganga river, which was crossed by a rail-cum-road bridge called Curzon bridge.

We normally went there by slow passenger trains. The journey took about half an hour. We travelled by Third Class

compartments, which were invariably crowded. Despite the crowd, going to Phaphamau was not a problem as the train used to start from Allahabad, the journey was short, and disembarking through the crowd was easy as the passengers in the compartment would gladly provide all help to those getting out. After all, our exit was going to reduce the crowding.

On the other hand, getting into the train on the return journey was an altogether different proposition. The stoppage at Phaphamau, a small wayside station, was a few minutes only, and the train as usual was over-crowded. One had to often run from one coach to another to find place. Boarding the train, although difficult, was adventurous for an energetic boy like me. There were days when we could not get into the train; the only option then was to travel to a place called Katra in Allahabad by an *Ikka*, a horse drawn carriage, where passengers had to sit on a wooden platform. From Katra, we travelled to our residence by a cycle rickshaw.

At that time, trains used to have an exclusive small compartment earmarked for suppliers of ice. The slabs of ice could be had by First Class passengers on payment. The slabs were kept in the compartments in big iron tubs below the fans and used to cool the compartment. We often tried to enter the 'ice' compartment but got in only once or twice because the person in charge would ask us to pay extra money for the comfort of traveling in the 'air-conditioned' area.

Another place my father liked to visit was Jhusi, which was also located across the Ganga on the Meter Gauge route from Allahabad towards Varanasi and beyond. The trains for Jhusi used to originate from a different terminal called

Allahabad City. As this terminal was located in an area called Rambagh, it was generally known as Rambagh station. In those days, there was no road bridge on the Ganga towards Jhusi. In fair weather, i.e. between December and May, a temporary pontoon bridge was constructed across the river. In other months, travel by train or crossing the river by boats provided the link. A circuitous road link did exist which was less frequently used. Therefore, if a return train was missed from Jhusi, coming back to Allahabad used to become a hazardous and difficult journey, particularly in the months there was no pontoon bridge.

However, visits to Naini across the river Yamuna, were not as difficult as there were several trains stopping there. Trains to Naini used to cross the river by a road-cum-rail bridge, which was then one of the longest rail bridges in the country. It was the completion of this bridge in 1866 that created a direct uninterrupted link by train from Howrah to Delhi.

It was common for Third-Class coaches to be over-crowded and dirty, littered with peanut shells, paper bags, and fruit peels. Vendors selling peanuts, roasted gram and salted snacks used to frequent the compartments, along with street singers and beggars. There were still many coaches in use that had doors opening outwards, instead of inwards, as is the norm these days.

On the platforms, particularly at big stations, in addition to the name boards of the station, the name of the station could also be seen in the form of small bushes planted in the shape of alphabets in the Roman script spelling the name. The platforms used to have water supply through taps with push-cocks. The taps were located at a height of about three to four feet above the platform level. Along with the taps, there used to be a small cemented tub in which lumps of soil were kept for cleaning hands. On the tub, the words *Saaf Mitti* (Clean Sand) used to be painted.

During summer months, cool drinking water was made available for passengers through earthenware pitchers. At small stations, the pitchers were kept at a fixed place and water was given to passengers by a waterman. At bigger stations, the pitchers were also kept on mobile trolleys and water used to be supplied on the train. The watermen were normally called *Paani Pandey* (literally, water priests) as they were usually Brahmins. This was done to ensure that the lower castes did not contaminate the water for the upper caste Hindu passengers. Fortunately, this practice is



Old Allahabad station in early 1950s, or earlier

not in vogue now. I did not see but have heard that there used to be separate drinking water arrangements for Hindus and Muslims; such arrangements being designated Hindu *paani* and Muslim *paani*.

One of my lasting childhood memories of the railways is of a train Guard at Allahabad station in the 1950s. I had gone to the station with my father. The Howrah-bound Kalka Mail arrived on the platform. The guard of the train was standing by the side of his compartment, wearing a sparkling white uniform, a peak cap on his head, a cross-belt across his chest, and a whistle dangling on a chord. When the departure time came, he blew the whistle, waved the green flag, and the train started moving. All of a sudden, we saw a foreign lady running to catch the train and get into the First-Class compartment. Her husband was standing at the door of the coach and screaming, "Quickly! Quickly!" However, it was becoming obvious that she could not keep pace with the speed the train was picking up rather fast.

When the guard saw the lady, he again blew his whistle and started waving the red flag. This caused the train driver to stop the train. The lady was most profuse in thanking the guard and apologising that she had gone to the A H Wheeler book stall to buy a magazine and did not realize that the train was moving. This incident left the impression on my mind that the guard is a very powerful person on the railways.

Result: I wanted to become a railway guard when I grew up, a wish that was never fulfilled. I did join the railways many years later in an entirely different capacity. Little did I know that I would have many guards working under my control!

Photo: Courtesy the Author

North-South Kolkata Metro

Extension to Dakshineswar

Soumitra Pal

On the 23rd of February, earlier this year, I stepped into the Metro train bound for Dakshineswar, the first day of its commercial run. The day before, Prime Minister Narendra Modi had inaugurated the Noapara-Baranagore-Dakshineswar 4.1-km elevated viaduct stretch. This is an extension of the Noapara-Esplanade-Garia North-South Kolkata Metro. This has brought large parts of Hooghly and 24 Paraganas closer to



the central business district of the city by reducing the travel time considerably.

As the train sped along, the Noapara-Baranagore run was barely a two-minute journey. After that, the run was slow as the train switched from the up-line to the down-line to enter the glittering Dakshineswar station, modelled on the famous Dakshineswar Kali temple. While the platforms are having the best passenger amenities, the mezzanine floor, with pictures of old and new Kolkata and artworks adorning the walls, is a virtual art gallery. The ground floor entrance, having the images of Shri Ramakrishna Paramahansa, Ma Sarada and Swami Vivekananda, the forerunners of the Indian cultural renaissance, and pathways lined with terracotta, give the area an aesthetic look.

As I stepped out of the station and took the newly built skywalk leading to the temple, I could scarcely believe the transformation of the temple town of Dakshineswar has undergone. Thanks to the Metro!

Photos: Courtesy the Author



News & Events

RES Monthly Talks

Introduced in August 2020, the monthly talk of RES is now well-established and we have already had as many as nine orations at the time of going to the press. All talks have been well-received with fairly good participation among not only members of RES but a fair number of non-members as well.

The 7th talk of the series, in February 2021, was by J L Singh

titled "Foot-plating Tales". J L Singh has spent more than half a century in association with the railways, where foot-plating was initially part of his job and is now a passion and a hobby. He spoke of his first foot-plate on a WG class locomotive in the dead of a North Indian winter followed by one on a YP locomotive in the desert heat of Rajasthan. The skills that had necessarily to be part of the repertoire of a steam locomotive driver (now referred to as a Loco Pilot but a driver in the steam days) were clearly brought out. The talk ended with J L Singh narrating his experiences when as a member of the Territorial Army, he worked independently as a loco pilot, but only on diesels.

The next talk, "Black Beauties – The Surviving Steam Locomotives of India", was by Vikas Singh. As recorded in the article on the Global Conference that RES had organised, one of the events that was a part of the conference was the launching of a book, the first to be published by RES. The book was none other than *Black Beauties – The Surviving Steam Locomotives of India*, the same as the title of the talk. An outcome of Vikas Singh's extensive rail fanning sessions over a period of sixteen years, this labour of love is a "must own" book for rail enthusiasts the world over as it is the first ever complete



Shovelling coal into the firebox: a tough job even for the tough

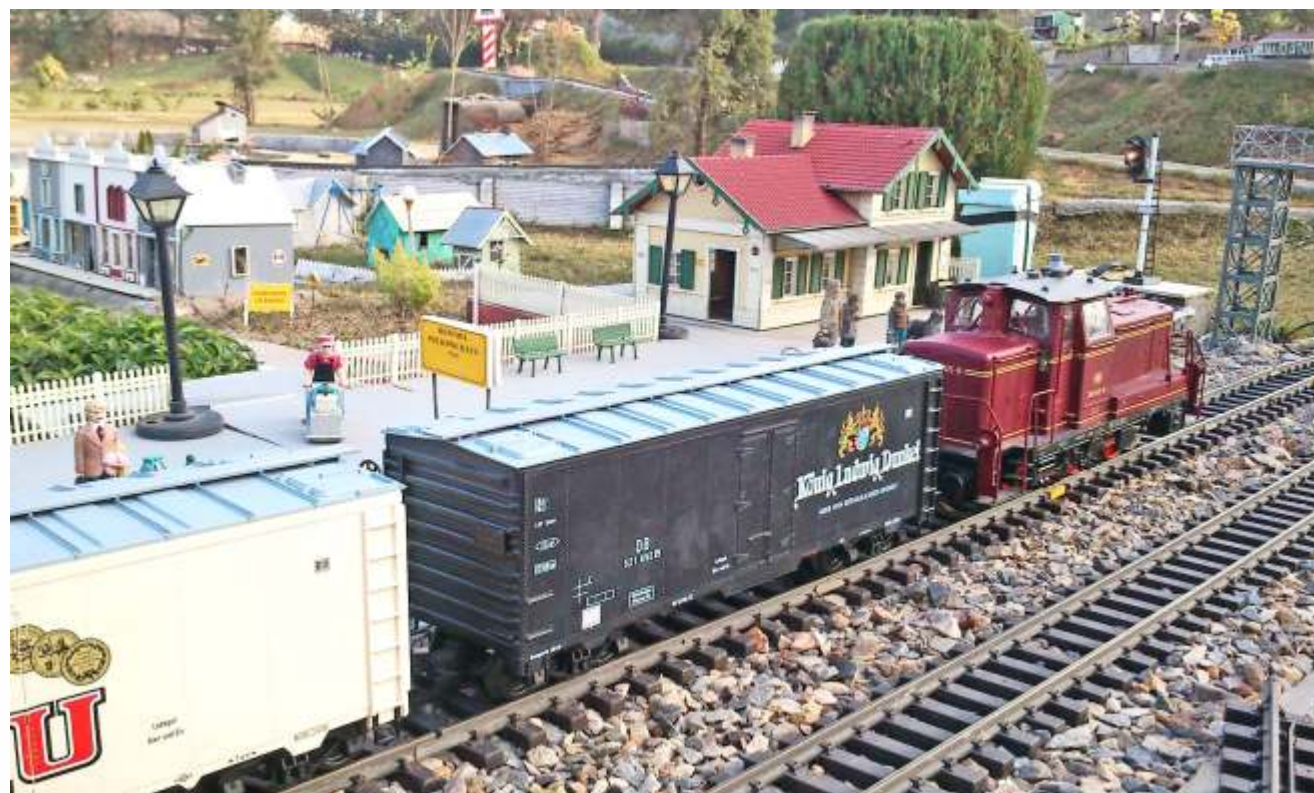
YG class locomotive No. 3213. This is now on a plinth outside Mariani station of the North East Frontier Railway zone



A Tata Engineering & Locomotive Company Meter Gauge YP class locomotive, built in 1970. It is now exhibited at the Heritage Park, Tinsukhia. This and the photograph below appear in Vikas Singh's book

Built by the Canadian Locomotive Company, Ontario, this WP class locomotive is now displayed outside the Divisional Railway Manager's Office at Sonepur





One of the layouts at NeverEnuf Garden. You can see a train, a second track, a signal, a platform, station building, passengers on the platform, houses outside the station, etc.

photographic documentation of virtually all surviving steam locomotives in India, covering 303 Indian steam survivors. The locomotives not covered will not be more than those that you can count on the fingers of your hand. In his talk, the author, Vikas himself, did not talk of the book, but of significant locomotives that have been covered, giving their history and background along with how and when he photographed them.

At the end of this talk, the launching of RES's YouTube channel was announced. A link on the RES website will take you to this channel. Alternatively, all you need to do is search for 'Rail Enthusiasts' Society India' on YouTube and you will reach the channel.

The 9th talk in the series was by Adesh Grover, a rail modeller who conceived, designed, set up and now operates a garden railway about 50 kms. from New Delhi. Aptly named NeverEnuf Garden, this open air model railway has become very popular with residents of Delhi and Gurugram. Adesh's talked, titled "Popularising Garden Railways", told us about NeverEnuf along with guiding budding modellers on what it takes to start the enthralling hobby of rail modelling. This talk followed a format different from normal talks. Adesh started with a short video of NeverEnuf. This was followed by questions asked by the moderator of the talk. At the end, Adesh was open to questions from the participants as well. After the founding members, Adesh Grover was one of the first persons to enrol as a member of the Rail Enthusiasts' Society.



General view of NeverEnuf

International Global Conference

Another activity launched by RES was the conduct of an international global conference. Read about it in detail from pages 4 to 18.

The Covid-19 pandemic has ensured that virtually no outdoor activity has been planned or undertaken in the last few months. RES was planning a couple of trips in May-June but with the current unprecedented surge in the number of new cases, this will have to be put on hold. Rail fanning is not an armchair hobby. All enthusiasts are pinning their hopes on Covid-19 relenting and allowing this delightfully enchanting hobby to prosper.

Photos: Archives of the Rail Enthusiasts' Society. Photos on page 53, courtesy Vikas Singh

Darjeeling Himalayan Railway

TINDHARIA: The Railway Workshop that Touches the Sky

Sanjoy Mookerjee

The seductive hoot of the B-Class woke me up from slumber one bright morning in mid-March 2021, as I lay curled up in bed in the Northeast Frontier Railway's Holiday Home, high up on 'Jalapahar' above Darjeeling town, almost 7000 feet above sea level. The chug-chug of the steam engine circling the hill below beckoned me to the balcony for a possible glimpse. Grabbing a jacket, I rushed across, shivering in the chill. But the famed 'toy train' was nowhere to be seen. Only the rising black smoke from the loco's chimney provided me an indication of its movement as it drew a pattern against the mountain in front, while trundling up the hill on its way to Ghum via the Batasia loop.



Information board at the workshop

hill stations, and of course the DHR, the UNESCO listed World Heritage Railway, which was established way back in 1881.

When we arrived at New Jalpaiguri, we were encouraged by the enthusiasm of A K Mishra, the new Director of DHR. He said that a lot of restoration of the tracks, rolling stock, stations and, of course, the rehabilitation work of the massive landslide site near Tindharia have been

Entry plaque at the workshop



Tindharia Workshop UNESCO banner

Even the birds in the pinewood behind us fell silent for a while, perhaps in deference to the call of the railway mascot echoing through these Himalayan hills, the centurion narrow gauge (2 feet) B-Class locomotive of the Darjeeling Himalayan Railway (DHR).

My wife, Sudakshina, and I had just had our first 'jab' of the vaccine the week before. This had given us some confidence to move out of Kolkata, where we had been 'imprisoned' by the virus for more than a year. We let ourselves go, taking due precautions against the virus! But where? The decision was unanimous: Darjeeling, of course. We needed to rekindle our love affair with the queen of the





▲ Inside the Periodical Overhaul shop for locomotives

▼ Now inside the coach overhaul shop



▲ A steam locomotive boiler on display at the workshop

▼ Data board of the Centre lathe at the workshop that you can see on the next page



accomplished during the COVID gap. We yearned to see the results. As we moved up the Hill Cart Road, the development of the road and the track were amply evident. Mishra had informed us that a pair of Steam shuttles and a pair of diesel trains were now running between Darjeeling and Ghum every day. On the way up, we met both trains running along tracks recently strengthened by narrow gauge concrete sleepers, sporting brightly refurbished coaches. It was exciting to see that the passengers were enjoying the joy rides, 'house-full'! We were told that, pandemic permitting, more trains on this and other sections of DHR are likely to be introduced shortly.

A 1968-built centre lathe at the workshop



A blacksmith at work

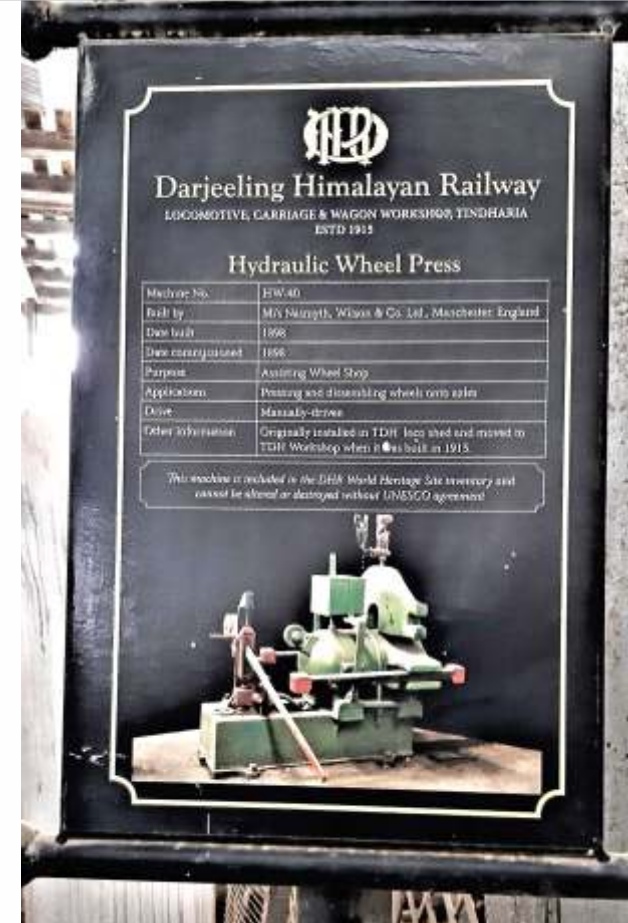


Seeing this transformation, I craved to meet some of those DHR warriors who had made this metamorphosis possible, especially those who have kept the more than century old B-Class steam engines working till date. So, off we went to visit the N F Railway's Locomotive, Carriage & Wagon Workshop at Tindharia, perched on top of a Himalayan foothill, 2820 feet above mean sea level.

It was a visit of a lifetime!

A group of 92 railway technical personnel man this iconic establishment, which was commissioned in the year 1915. Before this, the repair shop and loco shed of DHR at Tindharia used to undertake rolling stock repairs of the hill railway. My wife and I were astonished to see machines of 1900 vintage still working! Mahendra Das, the Assistant Divisional Mechanical Engineer-in-charge of the workshop, and his colleagues, Subrata Das and Ganesh, Senior Section Engineers, most graciously showed us around this historic workshop. We felt so happy to observe the glow of pride on the faces of each and every worker, who have given all their might to retain and nurture the skills of the steam age so enterprisingly.

UNESCO's recognition as a World Heritage Site finds mention over all the classic machines and equipment used



Data board of an 1898-built vintage hydraulic wheel press. It is still working in the workshop. The display boards within the premises are crisp and clear, portraying the pedigree and photograph of every equipment. We were amazed at the cleanliness of the shop floors and the workshop yard. For more than a century, Tindharia Workshop has been undertaking manufacture, repairs, maintenance and periodic overhauls (POH) of all of DHR's narrow gauge (NG) locos, coaches and, occasionally, wagons.

The indoor museum at the workshop, located on the first floor of a colonial wooden building, is a treat for the visitors, containing historical mechanical artefacts and archival wealth. Among other objects of interest, the workshop yard has an amazing display of NG wheels, a 4-wheel NG bogie, a B-Class steam locomotive boiler, a corrugated sheet roller of 1900 vintage, a Centre-Lathe and an NG covered wagon with a special trolley for hauling steam loco boilers after repairs.

Once inside the workshop, one is amazed to see the Carriage and Loco POH shops replete with heritage machines and equipment still very much in use. Here, we witnessed the POH work being undertaken on B Class steam locos No. 780 (built in 1893) and 782 (built in 1917). The maintenance work of these rolling stocks is being supported by the 1898-built hydraulic wheel press. A fascinating machine, it is still used for manually pressing and disassembling wheels onto axles!

A wheel-turning lathe built by Scott Bros., England and a Shearing Machine manufactured by Craig & Donald of Scotland, both of 1925 vintage, are still extensively being used. For a few years, the belt drives of these machines were immobilized. In the year 2019, however, the drives were repaired and as of today six belt-driven machines in the workshop have been made functional, restoring their originality.

One of the most interesting machines in use is a hand-driven Steel Sheet Roller, built in the year 1900. Initially, this roller was used to bend steel sheets for wagon building. Nowadays however, it is used for bending steel sheets to manufacture steam loco chimneys!

Emerging from the Tindharia Workshop, we felt as if we have come out of a Time Machine. Beyond the workshop



A small museum at the workshop

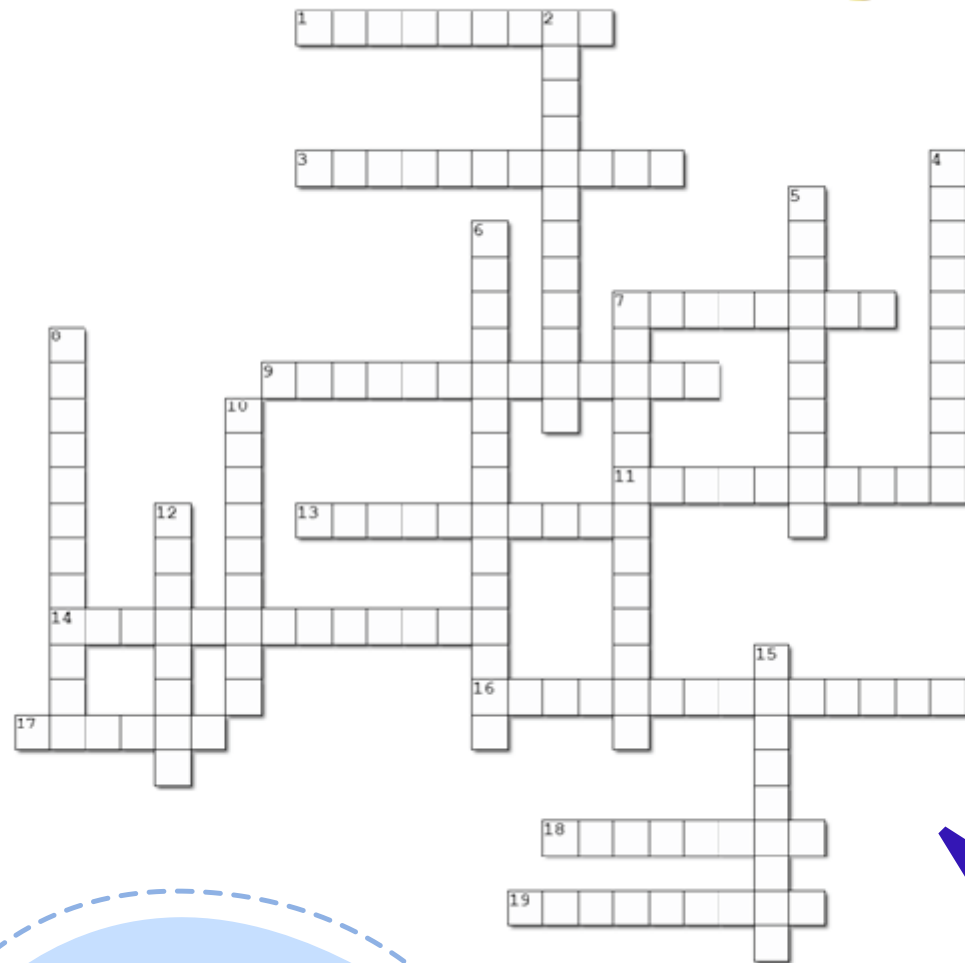
gate, we were lucky to witness the open line trial of a rake which had just been released after POH. While admiring the flawless craftsmanship of the train-set, one couldn't but salute the dedication of 'Team Tindharia' of NFR/DHR, whose grit, determination and skill have made it possible to keep this heritage line working, in spite of all the adversities it has faced over the years. One fervently hopes that the Ministry of Railways will continue to support these diehard railwaymen of DHR in their effort to keep the flag flying for a long time to come, with the UNESCO World Heritage status firmly in place!

Photos: Courtesy the Author

About the Author: Sanjoy Mookerjee heads the Kolkata Chapter of the Rail Enthusiasts' Society. The level of his enthusiasm for rail and rail heritage is overtaken only by his passion for the same. He has contributed regularly to *The Rail Enthusiast*. He can be reached at sanjoymko1@gmail.com

CROSSWORD

Deepak Sapra



Across

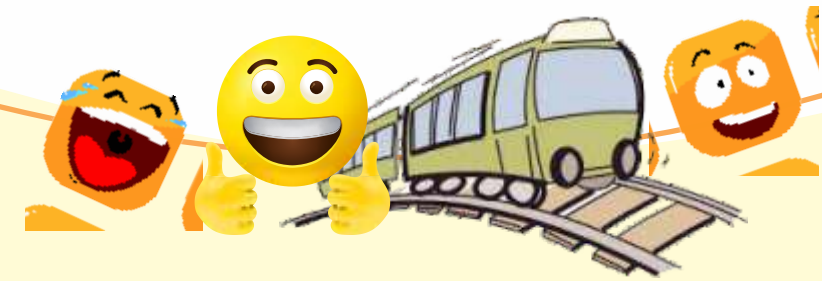
1. In the Brue Valley in England, is one of the oldest known constructed tramways, dating to 3388 BCE. It is called? (4,5)
3. India's largest marshalling yard, old name (6,5)
7. India's Easternmost Divisional railway headquarters (8)
9. Name of the mascot of an elephant holding a signal lamp with a green light, commemoration of 150 years of IR (5,3,5)
11. This is what a bullet train is called in Japan (10)
13. India's first Railway Minister (4,6)
14. James Broun-Ramsay, who inaugurated the first railway line from Bombay to Thane, was also known as (4,9)
16. "Among the Railway Folk" is a compilation of articles written by this author after a visit to Jamalpur (7,7)
17. The system length of this Metro system is the longest in the Middle East (6)
18. Then India's fastest train, introduced in 1969 (8)
19. The longest route length of any Duronto is this one (9)

Down

2. This bridge will connect Bakkal with Kauri in Reasi district of Jammu and Kashmir (6,6)
4. World's oldest working steam locomotive (5,5)
5. CHE is the code for this station in South India (10)
6. Shatabdi Express was introduced to commemorate the Shatabdi (centenary) of this person (10,5)
7. 2008 thriller movie about an American couple's train journey from China to Russia (13)
8. Eastern Railway Headquarters (7,5)
10. The Vivek Express has Kaniyakumari as one terminus. The other is this (9)
12. This George is credited with the design of the first railway timetables (8)
15. The longest railway tunnel in India (3,6)

Solutions on Page 62

Humour on Rails



"Have you noticed that the first Traffic Manager of EIR was JC Batchelor?" asked Annavarapu Ramarao. When he was COPS (Now PCOM) of Eastern Railway, one of his seniors visiting him looked up at the incumbency board and, seeing the name of the first Traffic Manager, remarked, "Now I know why you operating guys are bastards."

Traveling Ticket Examiner (to passenger on train): This ticket is yesterdays. How are you traveling today?
Passenger: This is yesterday's train. It is 24 hours late.

The foreign passenger was making himself comfortable on the train. Just then, the Ticket Examiner entered the compartment to check tickets. Unfortunately, he spoke only Hindi and after looking at the ticket, spoke to the passenger for about a minute.

The Ticket Examiner left, and the passenger continued. After two stations had passed, a fellow passenger asked the foreigner if he understood Hindi.

"No," came the reply.

"No wonder you did not understand the Ticket Examiner," the fellow passenger said. "He was telling you that you are on the wrong train."

When bids were invited for the Channel Tunnel in the 1980s, an Indian contractor also participated. When being questioned about the feasibility of their proposal, the contractor was asked about their method of construction. He replied that he would start drilling from both sides and meet at the half-way point under the sea.

"What happens if the two sides do not meet but miss each other?" the questioner asked.

"Simple," replied our man. "For the cost of one tunnel, you will have two."

"Why are you sitting and doing nothing?" bawled the over-worked station master at two points-men who were sitting and gossiping instead of working. "Do you think you are officers?"

And this one from a meticulous station master: "Female cow run over at Kilometer 237."

Sources: Diverse. All in the public domain

Obituary Ranjit Mathur

(15.03.1932 - 23.12.2020)

It is with a heavy heart that we announce the death of one of our oldest (chronological age and well as length of membership) members, Ranjit Mathur. In the short period of the society's existence, we have lost not only Ranjit Mathur, but one of our other members as well - Lalit Kumar Sinha, who expired on the 15th of February 2018. Lalit Sinha was a professional railway man, retiring from service as the Member Mechanical Engineering of the Indian Railway Board. He was the President of the Indian Steam Railway Society at the time of his untimely passing away. He had taken over as President in 2012 post-retirement and had immersed himself fully in the responsibility when he suffered a massive heart attack in the small hours of the morning at Jamalpur in the state of Bihar at the age of 77.

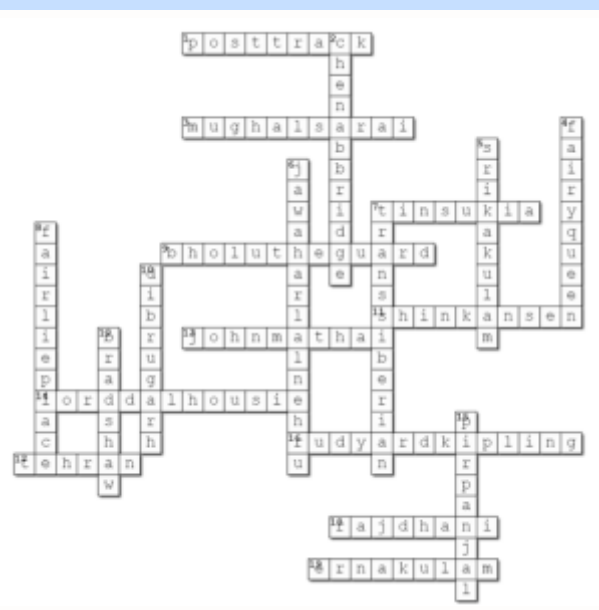
Read about Ranjit Mathur in the words of Vinoo Mathur...

Born in 1932, Ranjit Mathur was educated at Sherwood College and Allahabad University. He joined the Indian Railway Traffic Service in October 1955 on Eastern Railway. His first posting was at Asansol as Assistant Operating Superintendent where he learned the ropes of railway operation at the grassroot level and endeared himself to the field staff. He then moved to Sahibganj of which he carried fond memories of work and his house on the banks of the Ganges. He had an illustrious career on the railways, later serving as Chief Operations Superintendent on the Southern Railway and General Manager, Western Railway. He rose to become Member Traffic, Railway Board and was Chairman of CONCOR Board of Directors. He was a multitasking individual and had several interests. In his college days he was a flyweight



boxer. He developed a passion for the theatre. He was associated with Yatrik Theatre Group, and had several stage performances to his credit and was one of the editors of 'Yatrik, a Journey into Theatrical Art' celebrating 50 years of the group. He was a former President of the 'Old Sherwoodian's Society'. He was also a prolific writer and contributed articles to several publications on diverse themes. He joined our society at the age of 84 and continued to be a devoted rail enthusiast. We recall his writings on the Dibru-Sadiya Railway (Vol.2, No.3) and the Heritage treasures of the erstwhile North Western Railway that is now part of Pakistan (Vol 5, No. 4). Soft spoken, with a pleasant demeanour he was a thorough gentlemen. He will be much missed by his many friends and admirers as well as members of our society.

Solutions Crossword (Page60)



RAIL ENTHUSIASTS' SOCIETY

(Registration No: S-E/792/Distt. South East/2015)

The Rail Enthusiasts' Society, incorporated on the 28th of December 2015, aims to provide a platform for all rail enthusiasts to disseminate knowledge, air their views and exchange ideas regarding the railways in India or overseas. One of its major activities is the publishing of a quarterly magazine whose 18th edition you are reading now. While we were able to produce a physical magazine with our January issue, the lockdowns and restrictions have compelled us to limit the present issue to a virtual one only. Our apologies. We hope our next issue is a physical one but would depend on the pandemic situation.

On the next page, you will find details of how you can become a member of the society. In case you are interested only in the magazine, the subscription rates are as follows:

Single copy ₹ 150.00
Annual subscription (4 copies) ₹ 540.00
5-year subscription (20 copies) ₹ 2400.00

Note:

1. For overseas subscribers wanting a hard copy of the magazine, the rate charged will be as follows (to cover packaging and postage):

a. Single copy USD 9.00
b. Annual subscription USD 32.00
c. 5-year subscription USD 148.00

2. For countries that do not deal in the US Dollar, please email a request to the Secretary of the society and we shall give you the rate in other currencies like the Euro or GBP.
3. The subscription rates for membership of the society for those residing in India include free delivery of the magazine as well. For members residing overseas, and wanting a hard copy, please email the Secretary and special rates will be fixed in each case to cover the cost of postage. Overseas members will get an e-copy free.
4. Libraries will be given an additional 5% discount over rates for subscription to the magazine.
5. Bonafide students' rates for membership, valid as long as they remain students, will be 50% of the normal rates. Such rates would not apply to Life membership.
6. For subscription to the magazine, please mail the completed form below to: The Editor, Rail Enthusiasts' Society, C-494, Defence Colony, New Delhi-110024 (India). A scanned copy can be sent by e-mail to railenthusiast2015@gmail.com

Name

Type of subscription: Single copy Annual (4 copies) 5-year (20 copies)

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Payment enclosed: Cheque Demand Draft Bank transfer (details enclosed)

Membership of the Society

Membership of the society is open to individuals as well as Corporates. While individuals have the choice of three types of membership, for Corporates we have only membership for life.

Corporate Membership

This entails a one-time payment of ₹ 200,000/-. Membership gives the following to the Corporate:

- Five copies of all magazines or supplements to the magazine that are published
- Concessional rates for any item such as artefacts, books or memorabilia on sale
- Invitation to 5 members of the organisation nominated by the corporation for any event or activity the society may organise
- Other benefits will be added in due course as and when more activities are added

Rate for Corporate membership for foreign organisations will be US Dollars 4,000/-.

Individual Membership

For individuals, we have 3 types of membership. The member gets all copies of the magazine and its supplements, if any, as and when they are published. Concessions for other activities will be announced as and when they are introduced.

- Associate member : This gives you membership for one year. Subscription: ₹ 500/-
- Ordinary member : This gives you membership for five years. Subscription: ₹ 2000/-
- Life membership : This gives you membership for life with a one-time payment: ₹ 10,000/-

For foreign nationals and overseas members, rates are as follows:

- Associate member : Subscription: USD 10/-
- Ordinary member : Subscription: USD 40/-
- Life membership : One-time payment: USD 200/-

Please see the note on the previous page for overseas members wanting hard copies of the magazine.

Mode of Payment

Payment is acceptable by cheque, demand draft of cash. You can also do a direct bank transfer. All cheques and demand drafts should be payable to "Rail Enthusiasts Society". For direct transfer to our bank, details are as follows:

- Name of bank : State Bank of India
- Branch : Defence Colony, New Delhi
- Address of the bank : Opp. M.K.R. Hospital, Defence Colony, New Delhi-110024 (India)
- Type of Account : Current
- Account Number : 65250409615
- IFS Code : SBIN0001709
- Swift Code : SBININBBFXD

For enrolling as a corporate or individual member, all you need to do is send an email or a letter to the Secretary of the society. The address is: C-494, Defence Colony, New Delhi-110024 (India), while the email id is railenthusiast2015@gmail.com. You can also reach the Secretary at +91-8130111589.

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