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The Institution of Mechanical Engineers (IMechE), London, UK, is presenting its Engineering Heritage Award to the Indian Railways on the 19th of November 2016 during the course of the 14th National Steam Congress of the Indian Steam Railway Society at the National Rail Museum, New Delhi. Seen above is a picture of the plaque that will be received by the Indian Railways. This is the first Heritage Award being presented in India by IMechE.

About ISRS

The Indian Steam Railway Society is a non-profit organisation formed on 23rd October, 1999, by railway enthusiasts committed to the preservation of steam and other railway heritage.

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The Indian Steam Railway Society's Magazine encourages readers to contribute to the magazine about issues related to preservation of steam and other railway heritage. Such contributions may include technical papers, humorous articles, information about forthcoming events, memoirs or photographs. All published contributions shall be suitably acknowledged. Please send your contributions to:

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Cover photo: In keeping with the theme of the 14th congress, stamp issued for the centenary of the postal department showing 4 modes of transport adorns the cover superimposed on a picture of 3 types of locomotives of the Indian Railways. Stamp photograph: Courtesy: Vikas Singh; Locomotives photograph: Courtesy: Ajay Singh.

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सत्यमेव जयते



सदस्य चल स्टॉक, रेलवे बोर्ड
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MESSAGE

It is an interesting co-incidence that in my first month as a Member, I attended the XII National Steam Congress, and in what is my last month in service, I will again be attending the Congress, the XIV, later this month. Having started my career in the railways when steam locomotives were still going strong, although on the wane, I am a die-hard steam buff and it is appropriate that as the Patron of the Indian Steam Railway Society, I was able to attend not only the two Congresses mentioned above but one more in between.

Of course, organising congresses, although necessary, is not going to keep steam locomotives in India from going the way of the dodo. I understand that there are only 16 such locomotives with the railways that are capable of running now. Most of the other steam locomotives are either on plinths or lying abandoned in some yard or workshop. I would like the ISRS to assist the railways in not only identifying all these locomotives but also inspecting them and earmarking those that can be made live again. It is my wish and dream that in a few years, the number of locomotives in steam doubles or even trebles.

I have been told that this year, the Congress is widening its horizons and covering the "History of Transportation" and not restricting itself to steam alone. This is a good idea as other modes of transportation are also disappearing and need preservation just as steam does. For example, the ALCO locomotive that served the Indian Railways as faithfully as the steam will also be history in the not too distant future. It would be a good idea if the ISRS brings such locomotives also within its agenda.

I wish the XIV Steam Congress all success.

(Hemant Kumar)



L. K. Sinha

President, ISRS

14, Poorvi Marg,
Vasant Vihar,
New Delhi-110057

MESSAGE

It is my privilege to extend a warm welcome to the steam locomotive enthusiasts to our XIVth. National Congress.

The theme of this years Congress is a departure from the past: instead of the Congress being confined to Steam locomotives, this year we are covering evolution of all forms of transport.

The keynote speaker is Mr. Richard S Dann from Boeing, USA. He has a huge collection of nearly 700,000 high resolution aircraft photos that cover all 113 years of powered flight, from the Wright Brothers to present day and everything in between, both commercial and military.

For Shipping, its our privilege to have London based Dr. Ravi Mehrotra, CBE, a global leader in shipping industry and visiting lecturer at Cambridge and other industrial fora.

Guest speaker from DHRS, Mr. Paul Whittle will speak on Steam locomotive developments in UK while Shri Thakrals presentation will be on Evolution of Road Transport..

We look forward to this interesting departure from our usual National Congress.

A handwritten signature in black ink, appearing to be 'L. K. Sinha', written in a cursive style.

(L. K. Sinha)

Keynote address
XIII NATIONAL STEAM CONGRESS

- by *Alexander Karnes*

Greetings you all, I am so happy to see you and so honored to be here.

You may all be wondering what is some strange 22 year old kid from the United States doing up here talking to you at the Indian National Steam Congress, and in fact I am wondering the exact same thing, I am just as stumped as you are, so I will be doing my best to relate how it happened among other things.

I grew up among sailing ships on the Connecticut Seaboard in a not very noteworthy family and I had no sort of background to speak of, no family name, no inheritance or legacy or any of that sort of thing, and as such I had very few resources. What I did have, however, almost from the embryonic stage was a passion for the steam engine. I was as helpless to explain it as anybody else was, my family had no ties to railways or any sort of proper or historical engineering background involving steam engines of any kind. My father held a dismal union job for a while at General Dynamics as an engineer slaving away for the ridiculous organization that is the US Navy, but none of that seemed to have any bearing on where my passion came from.

Luckily I had the sort of parents who wanted their child to be as literary and world-educated as possible, something I am incredibly thankful for. Rather than sitting me in front of screens to have those sterile little videos teach me to read, they brought me home books and technical literature and let me struggle through it from a very young age. The thing was that I instantly gravitated toward was photographs in these books of steam locomotives and other complex machines with what I have been told was an insatiable

thirst. As such, I began to demand very quickly, books of railways, locomotives and the mechanical to the exclusion of almost all else.

I do have some memories of those early days, quite vivid memories that I somehow retained over time, and I remember the childlike wonder and hunger I felt at that time when examining the unfathomably complex spider-web of deliciously visible moving parts that hung between the wheels of a steam locomotive and myself. An experience that profoundly moved me



Alexander and Phil with Live Steamer

was when, at the age of five, I had the very rare opportunity, at least in my country, to see my first working steam locomotive, hot and alive and breathing. This was before I could speak or otherwise convey useful information, and it was a chance visit by my parents to the railway on which it ran. It was in fact just after my brain had begun to comprehend what a

steam locomotive was and it was to make the context for the very way I saw the world.

But I remember that day like a crisply shot film; my parents told me that I sat there transfixed. And I was transfixed by this immense presence, this ugly, beautiful, warm, symmetrical thing. It stood naked to the world, bearing its mechanical principles obviously for all to see. It wafted white breath everywhere and it was almost silent, it had a dynamic aesthetic arrangement which seemed to hit every pleasure center of my thinking and feeling brain.

I was calmed by this living object profoundly until the safety valve went off. I had many problems at that time including very sensitive hearing and I remember the searing pain I felt and how terrified I was suddenly. But as the shock wore off after I had

screamed to be taken away, I did not find my love or enchantment with this strange, horrible, wonderful new thing deterred in any way; in fact, it was stronger, something had touched the deepest part of the thing that was me and there was a connection now which could not be and has never been severed. When came the first time I was able to look into an open firebox door, I felt like I had been touched by the sun.

I wanted to commune with this music and this motion.

It was then I discovered the unpleasantness of the people surrounding it. Being an enthusiastic young man around preserved steam locomotives in the US is something very difficult because you quickly discover that, with a few exceptions, almost the entire body of people responsible for these machines is composed of angry and paranoid old men. My curiosity earned me such remarks as Get away from there and Keep your hands off that you stupid boy even when I had asked very politely about this or that. I got to thinking from a very young age, Wow! Isn't this a fantastic way to get the younger generation involved and educated with maintaining and working these machines? Especially since I then so often heard the same men complain fatalistically about how steam would surely die with them, as there was no young blood.

I began to notice something which we must all be aware of here and now; when steam engines vanish as a widely used form of power in a society, the further back in history they become, the more unrealistic the ideas that form around them. Where I am from there is a sort of mental barrier that working on the footplate of a steam engine is a task reserved for some Olympian god rather than a normal person, and that any locomotive in steam is an imminent destructive force that must be buried under heaps of liability insurance. And this, I do not believe is a pragmatic viewpoint.

Despite this, I still wanted to commune.

Luckily my thirst for knowledge was broader than just steam locomotives. My father often took me to General Dynamics where I learned what things like tensile strength and coefficient of friction and thermal flux meant. I had the fortune of receiving, completely informally and on my own terms, an education in modern engineering terms and practices, my powers of observation of the Analytical were

honed while my love and interests kept me grounded in the reality and better practices of the old Empirical engineering.

I got a chance to drive my first steam engine when I was five, a beautiful if not poorly maintained traction engine at the Chester Fair, and then the same locomotive that I had first seen in my infancy some years after that, although that was under supervision and on a short length of track in a yard on a quiet day. When I discovered there was such a thing as working miniatures, called in my country Live Steamers, I was instantly obsessed with the idea of having one. Each new thing I learned built upon my dynamic understanding of the steam engine, and every time I learned about something like compounding or independently controlled valve events it was like an epiphany. Fortunately, I had a very graphic and trigonometry-gear-ed mind that could take apart concepts like this and I would later put this to use at making artwork.

Since that time, I have managed to befriend quite a lot of the right sort of people and through their generosity have been given the opportunity to fire, drive and engineer many different steam engines of all sizes. The wonderful thing about this sort of learning is that each new machine has a totally different personality, configuration and set of characteristics and it keeps ones brain fresh and adaptable to new machines presented to him.

Yet my appetite for it was never satisfied. Due to the general lack of steam engines present in my country, the incapable state of my family to travel, and the incredible geographical distance of them from my location, I never had enough access to really practice and become familiar with processes such as regular running of any one engine or long-term overhauls.

When I obtained my Pacific, which my friends and I dubbed Lionheart due to a very fiery personality and a trait of being free-steaming, I could not be parted from it. Upon taking it to the track up north, I had it in steam as soon as I arrived there in the morning. Through several flue-cleaning sessions, we kept it in steam all through that day and the following night. When the crude lighting system I had rigged failed, I insisted in continuing to run by glances at the gauges by moonlight and by judging the water level and pressure by the sound of the exhaust up the chimney.

We went lap after lap until the riding car, which was woefully inadequate, quite literally snapped its truck kingpins underneath us and we could no longer travel behind the engine. Even then, I kept it in steam overnight and into the next morning and borrowed another riding car, and off we went again. I was quite useless that afternoon, having had no sleep, but I was quite happy.

This intense interest in steam also brought to me my dearest and most cherished friend, Phil Christopher. Phil and I met via a shared spiritual passion for steam engines and actually discovered each other via the others artwork on the subject.

He and I have since shared many experiences with these engines as well, and what I was principally amazed with was that even with practically no access to steam engines at all until recent years of his life, he took to the controls and the fires of both the full size and the miniature instantly. He has a predisposition for it. During the Winter, it is quite often now that he and I man the controls of an Oreinstein & Koppel built 0-4-0 Welltank, two feet in gauge, and switch off regularly between firing and driving as we ferry passengers between two ski lifts.

And so the story continued on and still does, with railway, traction, marine and stationary engines of whatever type I could find. I had also decided quite early on that I not only wanted to run these engines but repair them and, eventually, build them. An experienced model engineering machinist by the name of Todd Cahill took me on as his apprentice, where I learned many things, and where I learned that I needed to learn so much more.

Steam engines had always been very crude in the United States by a general rule. I had fallen in love with the Steam of the World from many of the books my parents had brought home. Among my favorites were the World Encyclopedia of Locomotives by Colin Garratt, which to me was quite truly like a window to another world and the reason I failed quite a lot of school classes.

I found the steam of Spain immense and regal; I found the steam of France precise and scholarly; I found the steam of Early England mysterious and deep; I found the steam of Asia as colorful and enchanting as its people. The strangeness of the Garratts and Kitson-Meyers in Africa and Bolivia and Algeria instilled in me a love for the atypical, the ABT rack mallet

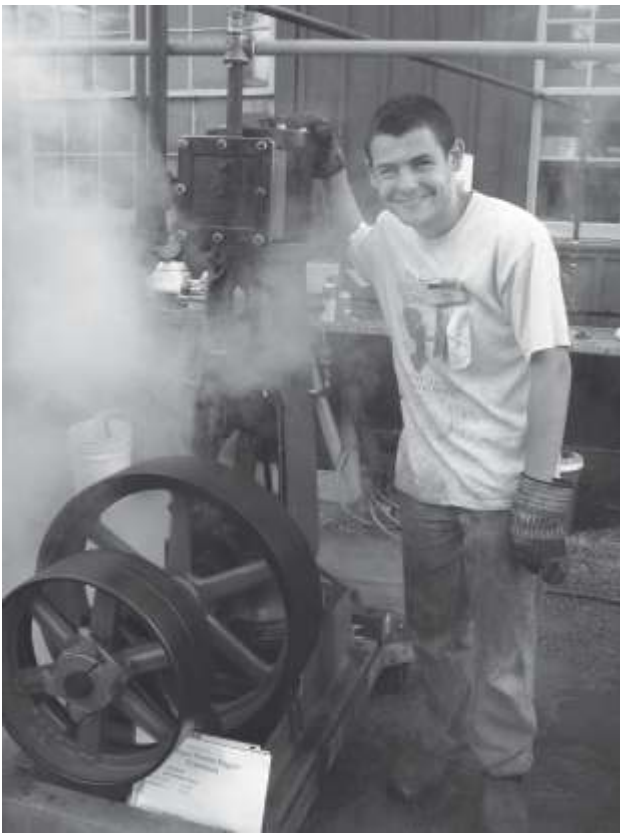
locomotives of Floridsdorf made me love the versatile, and the three, four and six cylinder compounds of France made me love the experimental. I loved the bright colors and sharp smoke deflectors of Czech locomotives, and I developed a particular fascination with the strangely shaped smokebox doors used in Austria and Hungary.

Now, the reason I am here in India started when Phil showed me a documentary which I am sure many of you are familiar with, a documentary called the Great Indian Railway made by National Geographic, before National Geographic lost its marbles and most of its credibility. I had always loved documentaries in the first place but this one struck me particularly in that not only was Linda Hunt probably the best Narrator ever used in any such film, but I saw for the first time, truly, what happens when you take a completely utilitarian technology like a steam locomotive and give it to the diverse spirituality and cultures of a place like India. What I witnessed was a transformation and a description of this technology that shook my perception of it; it returned me to where I had been touched by that first locomotive so long ago.

The language used in the film by the narrator and more importantly the many Indian people to talk about these engines -the reverence and the love and the connection- described to me what I could never describe to myself.

People had asked me why I loved the steam engine before this and I had never known how to answer, but this documentary answered it for me. I would only ever find such descriptions in one other place, and that was the ending passages of David Wardales book on Red Devil.

When I saw the black beauty contests and the reason and purpose behind them, I felt that I had come alive on the inside, and I felt like I was seeing what I had always wished to express with and through these locomotives being done by other people in a place a world away. When I heard a driver was assigned one engine for life, I found myself profoundly wanting to live that experience. I fell in love with the black beauties of India in a way I had never felt about steam anywhere else. As I watched further into the film, I witnessed the death of steam in India. And it was not put in in a mysterious way behind curtains, I saw how the engines were cut apart and destroyed, and I saw the pain of Mister Aurora and his railway family, I saw the connection breaking in people I dearly



Working with steam

wished I could have met. It broke my heart, it brought me to tears and still does almost every time I watch it, and as ridiculous as this may sound especially to my Western culture, it caused a profound emotional crisis in me.

I wondered how and why this happened, and more importantly how I could correct it. I also felt very inadequate in that for everything I had done, I had never even been presented with the opportunity to remove or reinstall a single super-heater element or a new set of flue tubes. The fact that this essential sort of maintenance was such a rare and seldom-practiced skill in today's world frustrated me.

I spent a long period of time scouring the Internet, namely Mr. Dickinsons International Steam Pages, for ANY information I could find on steam in India, and when I found out about anything, however small, I latched onto it. I read about the Garratt at Kharagpur, how it was so lovingly restored and how it then seemed to disappear after two runs. I read about WP 7015 and how it was run to celebrate the 150th year of IR, and then how it also mysteriously disappeared. I read about the boiler failure of the Lion of Punjab, I read about the struggles of steam on the Darjeeling and the Matheran, and the highly atypical

oil firing conversions at Nilgiri. I scraped up anything I could find.

It was in 2009 that I found an incredible and heartening report on the International Steam Pages mentioning a place called Rewari shed. I had read about it some time ago but I did not think much about at the time because it seemed to have had a very short renaissance in the early 2000s and then went totally silent. But when I read the plans, the truly grandiose plans that I had a lot of trouble believing would actually come to fruition, and then saw them being put into place, I felt as if a great deal of my hopes had been answered.

I immediately decided I had to get in contact with those responsible for the effort. Luckily the reports were dense and inclusive and easy to follow, from photographs to detailed descriptions and even a website. Two names stuck out to me, Ashwani Lohani and Vikas Arya. In fact I heard Mr. Arya's name so much that I decided to get in touch with him any way I could. The first thing I did, without success, was leave a comment in the signature book of the new Rewari website. I then traced the videos being uploaded to the site to a YouTube channel called SteammanofRewari which Mr. Arya was running, and sent a message there. Again no success, as I expected.

Despite devoting much of my energy into establishing contact, I actually very much expected to never hear back because of how busy he most assuredly was and the fact that in my upbringing I had become used to the fact that sending a message to someone in a position such as Mr. Arya's was the equivalent of sending a message into empty space.

I figured at best I would let him know my profound thanks for the magic he, Mr. Lohani and their crew of 25 were doing at the shed.

I was amazed, then, when Mr. Arya responded with a thoughtful and sincere message. It was in fact one of the kindest gestures anyone had ever made to me. I then made up my mind to try any way I could to actually get to India to somehow be a part of this renaissance at Rewari. I also had the privilege of Mr. Arya becoming a fast friend of mine although we never met face to face, and I was always humbled at the time he took out of his busy day to respond to my questions.

Sadly, being in university takes up all of your time, and in the United States it will financially bleed you dry as attending any sort of capable university over there is quite literally financially impossible. As such, my savings were extraordinarily meager and every year I tried to arrange a trip to India I found it logistically and financially impossible, and it did not help that my family actively worked to prevent such a trip out of undue worry.

This year however, unfolded a bit differently. Mr. Arya again surprised me positively and completely caught me off guard when he informed me I had been made the keynote speaker of this congress. I was dumbfounded and did not know what to say, and furthermore I was absolutely terrified because I am, if it is not evident to you already, un-used to public speaking. Truth be told I came over here to work with the engines at the shed, I had no intention of speaking in any way, shape or form, but as I am often told life rarely ever goes as planned, and I am very grateful for this.

To stay on focus, however, I am told of a mainline steam trip to Rewari tomorrow, and I would like to participate in it any way I can. I hope to travel on the footplate with Phil and try my hand at whatever needs doing on the locomotive. And when we get to the shed, I want to work.

I love Rewari shed and the dream that surrounds it very dearly. It is our common vision of a paradise for preserved steam power. I have however been informed that the Shed is ailing as of recent times. Mr. Arya and Mr. Lohani are truly visionaries and I fear their moving away from the influence of Rewari shed has affected it, I am told there have been no steamings of Meter Gauge locomotives at all for at least a year. Mr. Lohani is now out improving Air India, and from what I have read thus far he is doing a very good job.

One thing is quite clear to me and that is you cannot keep even a single steam locomotive running without resources. In this they are just like human beings. Rewari blossomed in a way that I have almost never seen in steam preservation when Mr. Arya and Mr. Lohani procured resources for it. From what I have been told by those via internet correspondence and by Mr. Arya himself, it is starving for those same resources now. The Rewari website is completely gone now.

The first thing I would ask of the Indian Railways

itself is to establish a department specifically for the preservation and restoration of heritage. It also seems to me that the steam specials and other steam activities are not advertised nearly as much. The next thing I would ask of all of you is to keep working steam power realistically. Try to avoid loading the steam locomotives up with copious amounts of unnecessary modern equipment, and keep a pragmatic attitude to their maintenance and care. There comes a point at which there can be too many formalities, which can inhibit the operation of the engines.

I have ideas on how Rewari sheds infrastructure and maintenance practices might be improved using very little resources. The first suggestion I had stems from the truthful statement that a clean locomotive is a functional locomotive. The suggestion here is the steam-lance, a very simple system of routing a small pipe off of the main steam turret of the boiler running to the smokebox with a cock at its end, placed along the side and outside of the smokebox. Here can be fitted a flexible steam-hose when usage is required and steam supplied to it readily with this valve. At the end of the hose there should be a long and narrow pipe with a selection of changeable nozzles on its end, the pipe should be long and narrow enough to fit down the length of the inside of a boiler tube. Cleaning the flue tubes, firebox and smokebox with a jet of the locomotives own steam not only does a good job of dislodging caked on tar and refuse, but is also cleaning the boiler with a working fluid that is at its own temperature and does not thermally shock the metal, a risk when using water or compressed air to clean a hot boiler.

My other suggestion regards the Meter Gauge track configuration. I am aware that since the Meter Gauges cutoff to the shed there is practically no room to run or handle the meter gauge locomotives there, and as such they have been neglected. I believe that the two isolated straight sections of Meter Gauge track should be extended to the turn-table, upon which the track could be dual-gauged, this will allow transfer of locos between the two Meter Gauge stall lines as well as their turning. I also suggest that eventually the entire line from the turntable into the Broad Gauge stall, and the outer Broad Gauge track should be dual-gauged to possess both broad and meter gauges to further extend the workable area of Meter Gauge stock. I have many more suggestions of this nature but those I will not waste your time with on this presentation!

My last and perhaps most important suggestions are not for those in India, but rather my colleagues and fellow steam enthusiasts around the world. In order to keep India's steam alive, those in the government need to see that it is timeless and appeals to the whole world. I call on everyone I speak to, and everyone my words will reach far away from here. When you come to India to see her beauty, buy and book tickets on the steam express trains. Request that special trains used to tour across the country be pulled by a steam engine, express special interest in it. Contribute financially in any way you can if you can be sure the money will be used to upkeep the steam locomotives, again I ask you to buy tickets. If they are not available, ask that more steam specials be instituted, and I urge anyone who can bring knowledge and strong hands to come and voluntarily assist the upkeep and care of

these beautiful machines and their maintenance infrastructure in the sheds. Once I finish university in 2017, I wish to come back here for an extended period of time and work at Rewari to continue the practice of routine maintenance and Sunday steamings, but this will be practically useless unless we have the visitors both foreign and local to show the locomotives to, and the raw materials such as flue tube material, staybolt metal, boiler plate and new bearing metal and the tools to install them.

I wish to express my profound thanks to Mr. Arya and the entire ISRS for helping me see this beautiful and splendid country and for helping me reach the steam locos and railway culture of a place I thought unreachable. This really is like a pilgrimage for me.



On a steam locomotive

OBITUARY

Suresh Kumar Kashyap

Suresh Kumar Kashyap was born on the 4th of November 1947 in Delhi. Growing up in the city, he was schooled at the Shyama Prasad Mukherji School, Lodhi Road. He continued his education till he post graduated in Sociology. But in spite of these qualifications, trains in general and steam locomotives in particular were his passion even as a child. His family members say that from a very young age, he used to run after trains and wanted to make trains his profession. Therefore, though well qualified, he started his job as a fireman on a steam locomotive, joining the Indian Railways in 1975 at Ghaziabad. As he climbed up the ladder as a locomotive pilot, he was transferred to Shamli, Bhatinda and finally, a long stint at Delhi, till his retirement. He was an honest, sincere and responsible person and took his work very seriously. Although he finally handled diesel and electric locomotives, his first love was and remained steam. He enjoyed this the most.

A visit to his modest home reveals his personality. Pride of place is a small showcase with a collection of books and memorabilia relating to the railways and steam. All who knew him will have no hesitation in describing him as a very kind and polite person. Over and above that, he loved his country and was ready to serve it in any manner. He inherited this from his father, Ramcharan, who was a freedom fighter and took part in many movements with Gandhiji. Suresh Kashyap was a family man and loved his family and grand children. Other than steam locomotives and the railway, his hobbies were travelling, photography and gardening.

Of his hobbies, travelling perhaps was second only to trains. He thus travelled extensively by train with his family to primarily places of tourist interest and pilgrimage. He didn't talk much but when he did, it was mostly of trains and his travels. He was not a movie goer except if the movies, such as Gandhi or Gadar, were related to trains. In fact, he was the driver of the steam loco that features in the movie Gadar.

Suresh Kashyap retired from the Indian railways in November 2007 but his love for trains continued. He joined the National Rail Museum at New Delhi. He took part in a number of steam projects operating locomotives such as the Fairy Queen, trains on the Kalka-Shimla section, special steam runs to Rewari and many others. He was member of Indian Steam Railway Society and was awarded by the society for his contribution to steam locomotives on 24 Feb 2013.

Last but not the least, Suresh Kashyap joined Delhi Metro in 2009 followed by the Airport Metro (Reliance) in 2010. He not only operated metro trains but also gave training to new batches of metro pilots.

The travel bug had not left him till the very end. He was on his last journey to Mt. Abu and Abu Road with his family when the end came. Though he was not feeling well that day he had planned to go Sabarmati Ashram, Gujarat, the next day. Unfortunately, that was not to be and he breathed his last on the 3rd of September 2016. His life was so dedicated to trains that his grand children know and refer to any and every train as NANAJI KI TRAIN.

Rest in Peace, Suresh Kumar Kashyap. In you, we have lost a good friend and a passionate steam man. The world of the steam locomotive will miss you.

(An article written for the Autumn 2004 issue of the ISRS magazine is reproduced elsewhere in the magazine)



S K Kashyap (first from left) with members of ISRS

Photo-feature
AN INDIAN TRAIN JOURNEY



Born in 1990, Tamina-Florentine Zuch, from Hanover, Germany, is a photo-journalist, who has travelled widely in India. She first studied Photo-journalism and Documentary photography at the University of Hanover in Germany, followed by Photo-design at the National Institute of Design at Ahmedabad, India, with Rishi Singhal, the coordinator of Photography Design at the Institute. She already has a number of publications to her credit and has participated in a number of exhibitions. She has also won a number of awards for her photography.

On this page and the next, we present a selection of her photographs of a train journey in India. These photographs were published in STERN magazine in June 2015. They are being reproduced here with the approval of Ms. Zuch. Her approval and the photographs have been obtained courtesy C. Ruthnaswamy, member of our society.





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Black-winged Stilt



Pied Myna



Little Egret



Red-wattled Lapwing



Grey Heron



White-tailed Lapwing



Cattle Egret



Bank Myna



Glossy Ibis



Glossy Ibis-juvenile



Marsh Harrier

Birding along the Rail Track ONE KILOMETER

- by J L Singh



The Delhi-Rewari rail line was constructed as a section of the Rajputana-Malwa Railway (RMR) way back in 1872. After being part of, first, the Bombay Baroda & Central India Railway, followed by Bikaner Division of the Northern Railway, it today remains on the Northern Railway Zone but as part of the Delhi Division. It was earlier a Meter Gauge double line. As a consequence of Policy Unigauge of the Indian Railways, one of the two double lines was converted to Broad Gauge in 1994 and the other in 2006. Thus, it is now a Broad Gauge double line.

This writer hiked along this rail line from Km. 34 to Km. 35, the kilometre-stones being counted from Delhi Junction. This is only one single solitary kilometre of the 65,000 kms. of the Indian Railways but the walk was most enjoyable and offered far more than what one can expect in such a short distance. It was in the end of October 2016. There was a slight nip in the air but not cold enough to hurt you. The result a very pleasant stroll.

The kilometre begins at Level Crossing No. 27 and stretches due South ending at the Basai-Dhankot railway station, which is exactly at Km. 35. The terrain is virtually flat and the line more or less straight with only one slight curve. The curvature is so low that a casual viewer will not even notice it. A minor bridge (No. 59) about 30 meters long lies about halfway down this kilometre. The water flowing under this bridge has created a marsh to the North of the line. The marsh stretches along the line from the bridge to just short of the Basai-Dhankot station platform.

The Basai-Dhankot station is not a station in the real sense as no rail operations like crossings or precedences

take place here. It has no signals or loop lines and is essentially a halt for passengers only. In railway parlance, such stations are referred to as D class stations.

It is the marsh that caught my attention. It extends about a kilometre away from the line to the North and was filled with typha reeds at the edges and water hyacinth for the most part. It was not the vegetation that attracted me but the large number of birds that had made the shallow stagnant water of the marsh their feeding grounds.

The most obvious bird was the Glossy Ibis (*Plegadis falcinellus*). You could see at least 200 to 300 spread over all parts of the marsh. There are 3 species of ibis found in this area, but the Glossy is the one that predominated on this day. All ibis have a long down-curved bill with which they probe into the soggy water-logged ground for their insect and mollusc meal. A picture of the Glossy ibis can be seen on the opposite page.

Another bird abounding in the marsh during this walk was the Black-winged Stilt (*Himantopus himantopus*). As the name implies, this bird has very long legs giving the impression that it is standing on stilts. It is a striking bird with its jet black wings contrasting with its all-white body and red legs. You can see its portrait alongside.

Among the ibises and the stilts, you could see Red-wattled Lapwings (*Vanellus indicus*), another striking bird. This is the did-he-do-it bird as when it calls, it sounds like it is saying, Did he do it? Interspersed among these lapwings was one of its cousins, the White-tailed Lapwing (*Vanellus leucurus*). These were much fewer in number and are migratory, unlike the Red-wattled, which is a resident bird. Pictures of both these birds can be viewed on the opposite page.

A little distant away, one could see two species of herons the Grey Heron (*Ardea cinerea*) and the Purple Heron (*Ardea purpurea*). Both are large birds, normally standing solitary and still at the edges of the marsh. You can see a picture of a Grey heron alongside. The Purple heron, as the name suggests,

has more purple in its plumage and is slimmer than its Grey cousin.

Smaller than these two herons, I could also see a number of herons with predominantly white plumage. Such white herons are normally referred to as egrets. There are at least 4 varieties of egrets found around this area but on the day in question, I was able to see only Cattle Egrets (*Bubulcus ibis*) and Little Egrets (*Egretta garzetta*). You can see pictures of these egrets along with other birds.

Please note that I have recorded primarily large birds. There were, of course, many smaller birds also around but the chances of seeing these smaller avian specimens from a moving train are very small. Therefore, I am keeping to birds that you would normally see from a train window when travelling along this line or any other line in this part of the country.

Two common birds that you will see without any difficulty are the Common Crow (*Corvus splendens*) and the Rock Pigeon (*Columba livia*). Equally common is the Common Myna (*Acridotheres tristis*). Of course, there are two more mynas the Asian Pied Starling (*Sturnus conta*) and the Bank Myna (*Acridotheres ginginianus*) that I was also able to see on this walk. I have not posted pictures of the Crow, Pigeon or Common Myna as these are birds that most readers are familiar with. However, I have placed pictures of the Asian Pied Starling and the Bank Myna so that you could differentiate between the various mynas that you see in this area.

Suddenly, as if on cue, all birds in one corner of the marsh took off and scattered. Looking in that direction

I could see a bird of prey gliding in. This particular bird was the Eurasian Marsh Harrier (*Circus aeruginosus*). This is a migratory bird and as the name implies, hunts over marshes. Among harriers, the male and female look quite different and what I was seeing was an adult male. The female is a uniform chocolate brown with a pale crown and some cream in the leading edge of the wing.

There were innumerable other birds that I could see but as recorded above, I am limiting myself to the larger birds visible from a train window. The bird I would like to include and end with is the Black Kite (*Milvus migrans*) called *cheel* in this part of the world. Since this is also a very common bird, I am not including its picture. The Black Kite can be distinguished from all other birds of this shape and size by the V in its tail.

During this walk, a number of trains thundered past. The one that I was most impressed by was a freight train hauling containers. With a WDG4 locomotive at its head, it majestically headed towards Delhi area, perhaps to terminate at the Internal Container Depot of the Container Corporation of India Ltd. at Tughlakabad.

While it is a fairly wide-spread hobby in the West, hiking along rail track is not common as a pastime in India. However, I have recently come across a number of persons who indulge in this hobby, showing that it is catching on in our country as well. Try it sometime I am sure you will enjoy watching a train you normally travel in roaring past you.

(Photos: Courtesy: Anand Arya, bird photographer)



THE END OF A MUCH-LOVED RAILWAY

- by Sir Mark Tully



Note: This article first appeared in the section Magazine of the BBC on 13th December 2015

The Satpura narrow-gauge network used to be the longest of its kind in India, stretching more than 1,000km (620 miles). But it is now facing closure, writes Mark Tully.

There were once more than 100 narrow-gauge railways in India. They have often been written off as toy trains. The 2ft 6in gauge Satpura engine did look like a toy when I saw it dwarfed by a massive broad-gauge engine in the central Indian city of Jabalpur station where my journey on the Satpura railways started.

But the narrow-gauge railways of India were built for very serious purposes and were anything but toys for those who benefitted from them. The Satpura railways opened up a previously inaccessible hilly area of central India as part of the governments response to the Great Famine of 1878. Before the railways came, there were only bullock carts to carry food to remote famine-stricken areas. They were very slow and couldnt travel long distances.

Image caption Narrow-gauge railways are popular in India - this one was in Baripada in the east

But India no longer has famines and roads have now been built in the Satpura region - so what purpose has the narrow-gauge train with its maximum speed of just 40km/h (25mph) been serving recently?

I once asked a stationmaster on a narrow-gauge line in the western state of Gujarat why so many passengers were waiting for the train at his station, when a main road with faster buses on it ran parallel

with the track. He replied with a broad smile: Thats obvious. We are not too particular about ticketless travel. The bus conductors collect the fares. The stationmaster at Jabalpur assured me that passengers on his line did buy tickets.

During my journey, which lasted for some eight hours, I had plenty of opportunities to find out why there were so many passengers on the train. Every few kilometres the train stopped - sometimes at fully-fledged stations with a complete complement of staff and buildings presided over by a senior stationmaster, and sometimes at what were known as passenger halts which were just small huts and served remote hamlets.

At the first station outside Jabalpur, we were greeted by frenetic drummers waiting to accompany a group of passengers going to bathe in the sacred Narmada river.

As I travelled down the line, I met a student who went home from university every weekend. The train was much cheaper than the bus, and anyhow there werent many buses, he explained. An ex-soldier, recognizable by his formidable white moustache, was on his way to a hospital appointment. He felt the train was more dignified than the bus.

A mother with her young child clinging to her hand was going to visit her parents. She believed the train was safer. A group of women carrying heavy bundles of firewood on their heads had saved themselves hours of burdensome walking by taking the train. Several unruly young men told me they were just time-



passing. I thought it unwise to ask whether they too had bought tickets.

Several passengers told me they found the train more comfortable than the bus. I didn't like to think what travelling in the buses was like. The train was so overcrowded that passengers were standing on the steps outside carriages, clinging precariously to the open doorway, while others sat cross-legged on the carriage roofs.

High speeds on broad-gauge lines, and on many mainlines overhead electrification, have rendered the old Indian tradition of rooftop riding almost obsolete. Another tradition which is dying is the variety of food which used to be cooked on railway platforms.

Nowadays passengers are more likely to be offered pre-cooked food or modern branded snacks in environmentally unfriendly packaging. But when my train stopped at Bargi, passengers rushed to buy Hari Singh Thakurs famous fresh samosas served on newspaper, and further down the line at Shikara the

sweets Lakshmi Chand Khandelwal made from milk were very much in demand.

Many of the passengers described the railway as their lifeline. Now that lifeline has been cut. The traditions associated with it will die. A line of outstanding beauty particularly when it twists like a snake following the contours of a thick, hilly forest will be replaced by a broad gauge line which is being bulldozed through that forest. Fast through-trains with few or no stops will run on the broad gauge ignoring the local demand for rail transport.

Many railway officials are deeply saddened by the death of the Satpura lines. A stationmaster at Nainpur junction, the heart of the system asked me, Why do they have to close such a busy railway? I have 20 trains a day to handle. But at least the railways are hoping to preserve a short section of the historic Satpura lines.

(Photographs: Courtesy Mr. Ravendra Bhalerao)



Report
XIII NATIONAL STEAM CONGRESS

New Delhi, November 21, 2015



The Indian Steam Railway Society (ISRS) organised and conducted the XIII National Steam Congress for the year 2015-16 in a warm and absorbing programme at the National Rail Museum on the 21st of November 2015. The Congress has normally been held in the month of February but starting this year, it is planned to have it at this time owing to most railwaymen and other government officials being busy with the preparation and presentation of the National Budget in February.

It was good to see a large number of steam die-hards of yesteryear among the participants. Two key invitees who graced the occasion were Mrs. Anita Sethi, wife of the legendry Romesh Sethi, the founder and father-figure of the ISRS, and Mrs. Nidhi Singh, wife of the late J K Singh, another lover of steam. The Chief Guest was none other than the Hon. Minister of State (with independent charge) of Culture, Tourism and Civil Aviation, Dr. Mahesh Sharma. The Guest of

Honour was the Member Mechanical Engineering of the Indian Railway Board, Mr. Hemant Kumar. Mr. Kumar is also the Chief Patron of the ISRS.

The proceedings were launched with the lighting of the traditional lamp. This was followed by a series of speeches, presentations and other events, all compered delightfully in his inimitable style by Mr. Vikas Arya. The only break in the hectic proceedings was a short intermission for tea and snacks under the mild November sun in the sprawling lawns next to the conference auditorium.

A welcome address by Mr. L.K.Sinha, President of ISRS, was followed by a brief oration by Mr. Ashwani Lohani, Working President of the organisation. Mr. Lohani not only took the Fairy Queen off its pedestal and made it achieve the Guinness Book record for being the worlds oldest working locomotive; he was also instrumental in reviving Rewari steam shed and making it the home of 10 steam locomotives today.

Dr. Mahesh Sharma, in his address, said that his Ministry would give all support necessary to steam and other tourism. Preservation of steam would not only help tourism but was also part of the culture of our country and had to be kept alive. Mr. Hemant Kumar recalled his days when he had worked with steam and stated that he would support the ISRS in its efforts to keep steam going.

The theme of the Congress this year was the Nilgiri Mountain Railway. A presentation by Mr. Shubhranshu, Divisional Rail Manager of Salem Division of the Southern Railway zone, in whose jurisdiction this World Heritage railway falls, covered the history, running and current status of the railway in a well-illustrated address. Most of the photographs in the presentation had been shot by him. Mr. K. Natarajan, founder of the Heritage Steam Chariot Trust, and a die-hard supporter of this mountain railway, also made a presentation. Mr. Natarajan has been working tirelessly for more than 30 years to ensure that all the problems and difficulties of this railway are brought to the notice of the rail administration and that all tourists and ordinary commuters get a fair deal.

The keynote address¹ was a departure from the normal practice of the ISRS to have a speaker from the Mecca of heritage railways, the United Kingdom. This year we had a young 22-year old steam buff from across the Atlantic, Mr. Alexander Karnes of the United States of America, for this purpose. And what an impact he had. The entire gathering gave him a standing ovation for the most passionate, intense and emotional story of his life as a hands-on live steam enthusiast. Even those of us who have worked most of our lives with steam locomotives, cannot match his zeal and ardour. At the end of the formal Congress, he and his friend, Phil Christopher, who accompanied him on this trip, visited the PSMT mono-rail locomotive, and went over it as enthusiastically as a child with a new toy. Surely, it will take such enthusiasm in India to ensure that live steam does not go the way of the dodo in the not too distant future.

Mr. Phil Christopher also addressed the Congress. His love for live steam was as obvious as that of Mr. Alexander Karnes.

The Darjeeling Himalayan Railway Society of the UK has been an active supporter of the ISRS and has participated in virtually all the Congresses that have been conducted so far. This year was no exception and the Society was represented by Mr. David Mead. In his presentation, Mr. Mead gave suggestions on aspects like training, manufacture and procurement of spare parts, that are key to making sure that live steam continues. He also offered any assistance that the ISRS may need for spare parts and other areas.

Sundry events that were part of the proceedings were the release of the ISRS magazine and the 2016 calendar. The calendar this year has 12 sketches of Indian steam locomotives by Mr. Karnes and Mr. Christopher. A point to note is that neither of them had been to India before and thus all the sketches were made from photographs and drawings.

The ISRS honoured selected persons with Steam awards. Among them were Mr. R S Viridi, retired General Manager of the North East Frontier Railway, who was instrumental in reviving the Darjeeling Himalayan Railway after massive landslides had virtually crippled the services. He was presented



with a life-time achievement award. Also awarded were Mr. P B Newar and Mr. C K Lepcha, both Technician-I of Tindharia Workshop of the North East Frontier Railway. Tindharia Workshop homes and maintains the locomotives that operate on the Darjeeling Himalayan Railway. In addition to these awardees, 4 personnel of the Rewari steam shed, who have recently retired from service, were recognised for their exemplary services to live steam. They were Mssrs. Amar Nath, Technician-I, Sumer Singh, MSM, Pyare Lal, Technician-I and Pyarey Lal, Technician. All were recognised for their contribution to the development of the Rewari steam shed.

A feature of the Congress this year was a display of paintings by the late Mr. Vijay Bhargav, a retired mechanical engineer of the Indian Railways, who passed away recently. When poor health prevented Mr. Bhargav from moving around freely, he indulged in his hobby of drawing and painting and in the process produced a number of paintings that depict the Indian Railways. His paintings had been exhibited in the foyer of the conference auditorium.

The function ended with a vote of thanks by Mr. G. Shankar, Secretary of ISRS, followed by a sumptuous lunch.

November 22, 2015: Special Steam Run

As part of the XIII National Steam Congress, a special run by a steam hauled train from Delhi to Rewari was organised by ISRS on the 22nd of November 2015, a day after the formal session of the Congress. The intention was to give delegates and any other member

¹ A transcript of the keynote address appears on page 5 of this magazine.

of the public an opportunity to travel on a steam hauled train and also to see Rewari steam shed.

The special train with Locomotive No. 6171 WP/1 at its head steamed out of Delhi Cantt. station a little after 10.30 in the morning of a pleasant sunny day. Apart from the delegates of the Congress, it was good to see the Member Mechanical of the Indian Railway Board, Mr. Hemant Kumar, on the train. While a number of delegates spent some time on the locomotive footplate, Mr. Alexander Karnes and Mr. Phil Christopher, live steam buffs from the USA, rode on the locomotive for the entire route. Locomotive 6171 can be seen in all its glory in the picture below outside Gurgaon station en route to Rewari.

The train ran through all stations at a good speed, touching 60 kmph a few times but keeping to 45-50 kmph most of the time. First stop was a brief halt at Patuadi Road followed by another at Khalilpur where precedence was given to a regular train. It was good to note the enthusiasm of onlookers and normal train travellers. When the train pulled into Gurgaon station, it was heart-warming to see a number of passengers waiting at the station pull out their mobiles and take pictures. A gate-keeper at one of the level crossing gates was also noted taking photographs. The train pulled into Platform No. 3 of Rewari station a little after 1.00 p.m.

Without losing any time, delegates walked across the yard to the steam shed a little distance away. In the shed, they were greeted by the resplendent Fairy Queen in all its steaming glory. The locomotive ran up and down the BG line inside the shed not worried about the 160 years since its commissioning. While most delegates used the steaming Queen as a good photo opportunity our two American friends used the time on the locomotive. Although no other locomotive was in steam, they had been laid out for display.

The picture of the Fairy Queen at Rewari on the 22nd can be seen below.

A film produced and directed by Vikas Arya on the renovation of Rewari shed was shown. Souvenirs of the National Rail Museum were also available for sale and it was noted that a large number were sold.

After spending about two hours and a half in the shed, delegates came back to the special coach for lunch. The return journey (unfortunately by diesel) started at 4.00 p.m. The saving grace was that the trailing window of the special coach gave a panoramic view of all stations as they sped past the speeding train. The setting sun only added to the spectacle.

Photographs: ISRS



ILL BE THE ENGINE DRIVER

- by Driver S. K. Kashyap

This article was written by S K Kashyap and appeared in the Autumn 2004 issue of the ISRS magazine. It is reproduced here as a tribute to his contribution to the cause of steam locomotives and the men who manned them

Taj Express leaves NDLS every morning at 7.00 hrs. on a journey of 195 kms. up to Agra Cantt. in just 180 minutes, which includes a stop of 5 minutes at the pilgrimage spot Mathura Jn., so that the train must run at an average speed of 65 kmph. Locomotive 7656 WP is attached to complete this run of the train. 4-6-2 bullet-nosed WPs like this locomotive have

proven themselves by their excellent performance and they are able to equal and often surpass the efforts of the diesel and electric locomotives which are replacing them.

The Driver of a main line Express Locomotive is a man of great experience so that his title of

Engine Driver or more correctly, Locomotive Driver, does not reflect this experience. More in keeping with his status is perhaps The Engineer as he is called in America, or as Le Mecanicien in France. But, in the Indian Railways, he is treated merely as an operator. He is paid as operator but when he reaches at station, he becomes Master of all theories, rules & regulation. When he enters a Block Section, he becomes an Engineer to note whatever irregularities on track/gate & in signals. He thus becomes a civil engineer, although its the job of PWI, a signal engineer, which is the job of the S&T department. During any mishap in the wagon or the coach, he is made a mechanic, and lastly at the time of privilege he is

treated as a mere operator.

In the railways, yester year Drivers started their carrier by cleaning Engines as I did in the shed, a dirty and thankless task, but a good practical way to learn about engines. More advanced help is given in the mutual improvement and instruction classes where experienced men impart training on such diverse topics as the Rule Book and Steam distribution.

The opportunities for the job of a crew member are available either through Press advertisement or through the employment exchange. One can enter

by joining as an Engine cleaner or Apprentice Fireman B grade, then gradually the cleaner is promoted as AAgwala, 2nd Fireman, Leading shunter and finally, Driver. Similarly Fireman B grade becomes Leading Fireman, Shunter B then Driver.



Operating the Fairy Queen

A driver on the Indian Railways must be of good physical standard, height 5'4", chest 30" unexpanded, with normal eyesight without glasses.

After selection he will work as under:

- 6 Months cleaning duty
- 6 Months attached with a fitter in loco
- 6 Months with boiler in charge

1. After completing this period he will be sent for P-4 Course in Zonal Training School for 40 days. After passing he will work as a fireman C for at least one year, i.e. as engine khalasi.

2. He is to work as 1st fireman or Leading Fireman for at least 5yrs.
3. Now for 3 years as shunting driver in goods yards and will be sent for P-9 course in Zonal Training school of 40 days.
4. He will then be promoted as Goods driver and have to work at least 5 years in this position.

After completing this only, he is considered to have attained the minimum quality to be selected as a Passenger train Driver. Only after completing the next few years, will become eligible for handing Mail/ Express trains.

In a nutshell, one is required to work for more than 15 years, before being promoted as a Passenger train driver; so its not possible to be a Driver of a mail, express or super fast train directly as people of our Society think. But, it is interesting to note that during the Golden Age of the Railways, there was hardly any young boy in England who did not want to become an Engine Driver as the romantic appeal of driving the steam loco has always been considered a royal function. The locomotive cab has always been the centre of attention for the enthusiasts.

Today, if we do our job well, promotions can be rapid and soon jobs of long distance freight or local passenger trains come the way of the younger fireman, who is now studying hard for the examination he must take to become a Driver. He must also Pass the Doctor to make sure that he is fit and that his eye-sight is good. Even though he may have passed his examination, he may not be sent out as a driver immediately. While waiting, he will probably be employed as fireman on Express train duties, then when his turn comes for driving, it is back to shunting engines or short hauls both freight and passenger, and the long tracks to the top links accordingly to their ability and experience. Before any driver can take charge of a train, he must sign a statement that he is familiar with the route over which he is to run along with all Safety circulars, Safety Drive instructions and Drivers notice book.

Coming back to the run of the Taj Express, today is a fine autumn day and my watch says 6.58 a.m. The roar of steam from the safety vale of WP 7656 rudely cuts across our conversation. Somewhere down the platform, a whistle blew and the Driver of the train, suddenly said, Starter signal Right. With a short

acknowledgement on the whistle, he gently pulls open the regulator. The WP eases its 10-coach train away from Platform No-2, New Delhi, over the points and crossings and up through the Minto Bridge under the OHE wire of the electrified lines.

7656 WP increases speed with the regulator now fully open. The driver gradually reduces the cut off to 25% until at Hazrat Nizamuddin, we were doing 95 kmph. We pass TKD at 7.27 a.m. but now, just before Junction cabin, we see a yellow arrow shaped caution indicator. I immediately put injector on to feed water into the boiler and stoke a few shovels of coal into the firebox, before the driver turns off the regulator. The yellow-shaped caution was an advance warning that a speed restriction lay ahead with the figure 20 speed mentioned on OPT-80 given at New Delhi. Driver closes the regulator and with his hand on the brake valve, he gradually destroys the vacuum in the brake cylinder. So, applying the brakes and slowing down, the train passes the restriction gently at the correct speed. Soon, we come upon a Sign of TP (Termination of the restriction) and once again with full regulator WP awakes and we accelerate our 450 tones train up to 105 kmph, the second fastest train in India, after the Flying Rani of Western Railway.

While approaching a station as the driver called out All Right I put in a few quick shovels of coal in the firebox and by the time the driver called out Home Right, I closed the fire box so that our train would thunder across the station without any smoke. It must have been a wonderful sight at Hodal station with the train running through at full speed. Up to until now, I had been working hard firing mostly into the back of the firebox and keeping one injector on to feed water continuously into the boiler all the time as the regulator was open. I found time to keep the dust down by watering the coal in the tender and my efforts with the hand brush kept the footplate clean and free of coal. In spite of all this, I was always on hand to spot signals that were more easily seen from my side of the cab.

Though the Drivers job has importance, but loco crewmen believe that firing remains the toughest footplate job and locomotive firing is a form of dance. I used to enjoy my job as a fireman.

Through Kosi Kalan & Vrindaban Road we storm past at 100 kmh only a minute late. At this point we are on full regulator, reverser lever is set at 20% cut

off and the pressure in the boiler is just below the blowing off pressure of 13.5 kg per sq inch. Then, with an easier road with no serious gradient, we run faster and faster, touching 110 kmh, before the regulator was shut for the 100 kmh through Vrindaban Road. Here we are 30 seconds early from the schedule time. But then, another yellow arrow shaped caution showed us that a speed restriction was approaching. This time, the restriction was 50 kmph. After crossing this kilometer long restriction, we set about recovering the three minutes this check cost us.

Once again the team triumphed for running a locomotive is team work and with a clear track and perfect understanding between Driver and us firemen, 7656 WP began to win back the time, seconds at first and then minutes, so that the Taj Express pulls into Mathura Jn. a bare 60 seconds late from the schedule time.

The final 52 km from Mathura Jn. to Agra Cantt. have to be covered in 50 minutes, but this is an easy proposition as there are no temporary speed restrictions and we have a clear track with all semaphore signals now in our favour. Soon, speed is again 100 and the exhaust from the chimney was cutting the autumn air with a rapid and crisp beat, and still 7656WP rode superbly, Farah, Kitham and Raja ki Mandi, familiar names, flashed by and incredibly soon, the regulator closes and the brakes are being gently applied so that we come slowly round the curve into Agra Cantt. station. My watch says 9.59 hrs. just a comfortable 60 seconds early!

Yeah, lesson learned from this experience is that I would like to draw the attention of the Railway Board & the Indian Steam Railway Society that reaching Agra Cantt. is in our reach. If given a chance, I will do my best for the steam run & could reach New Delhi to Agra Cantt. in 3 hrs. on a non-stop journey with a train of 300 Tonnes, hauled by steam loco 4-6-2 consisting of 1AC-I, 3 Chair Cars, 2 SLRs, 1 Pantry Car. The run would consume 5500 Gallons of water, 4-5 Tonnes of coal.

It is more interesting to note that an Anglo Indian Steam Driver, Dayal Masih, Grade-A, worked nonstop between Delhi and Firozpur for six months as he was punished by the British for protesting against the British decision of removing the track laid between the two stations on the completion of World War II.

It will be interesting to note that such Anglo-Indian drivers received a salary equal to that of English drivers (Rs 410/-) whereas Indian drivers of the same Grade were being given Rs 30-40/- only.

Stories of how steam engine drivers took care of their engines are legendary and the joke was that they took better care of their engines than they did of their wives! Whenever a driver reached his home, the train would give a knowing hoot and the family would get ready with Papa is coming home. But the family of Percy Carrol, the driver of 2UP mail of 23rd March 1959, never heard the hoot because he gave up his life to save the lives of passengers and the life of his fireman, Dinkey Foran, by pushing him out when he saw an obstruction on the track.

Gallantry awards have been announced for Loco Crews for their courage, service and bravery. This man Percy Carrol was awarded the Ashok Chakra II posthumously for his bravery and it was received by his wife, E. Carrol. Also, Chamanlal, Fireman, gave up his life while working on Petrol train, bombed on 13th Sept 1965 on ASR PTK section, was awarded Ashok Chakra I for his bravery and it as received by his wife, Asha Rani.

On 9th Sept 1965, Ashok Chakra II was announced in favour of Driver Mr Pratap, Barmer, for his bravery that while working on Goods train at Gadra Rd station which was heavily bombed by Pakistan. Similarly, Fireman Daya Shankar was awarded Vir Chakra for his yeoman service during the Indo-Pak conflict in 1971 while working on a Military Special train in the Barmer Sector.





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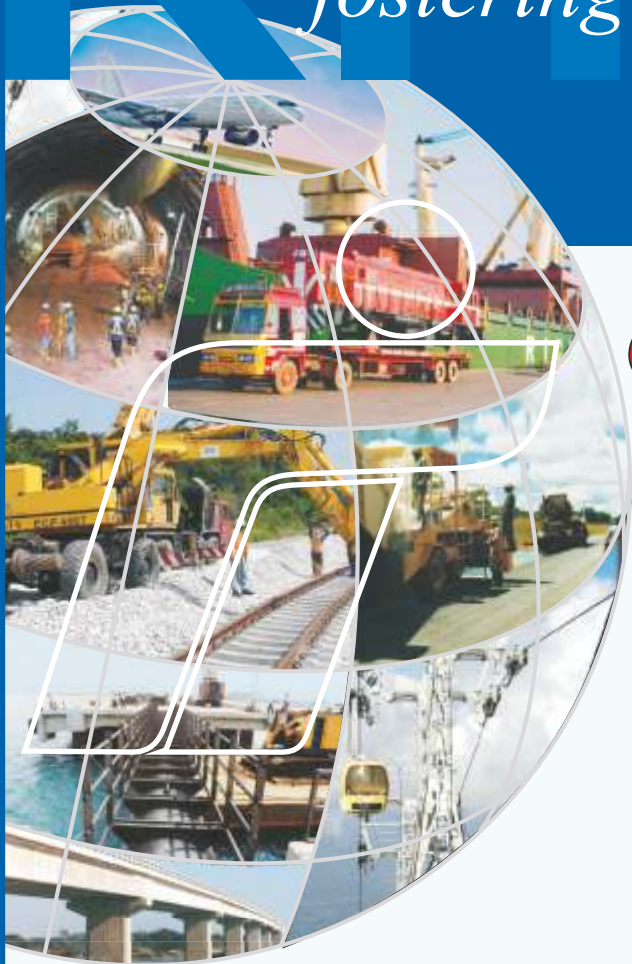
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- Urban Infrastructure
- Export packages & services

SERVICE SPECTRUM :

From Concept to Commissioning:

- Multi-modal transport studies
- Design and detailed engineering
- Project management and construction supervision
- Quality assurance & management - ISO 9000; 1S014000

- Material procurement services
- Workshop management
- Operation and maintenance
- Survey and Feasibility Study
- Management information systems
- Economic and financial evaluation
- Export/ Leasing of rolling stock
- Signalling & telecommunication
- Railway electrification
- Urban engineering



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